

MEETING DATE: May 28, 2015

TITLE: Authorization to enter into an agreement with the Initiative Foundation for AIS Grant Award

RESOLUTION NUMBER: 15-052

PREPARED BY: Eric Fieldseth

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REVIEWED BY: Administrator Counsel Director (Name): Craig Dawson
 Board Committee Engineer Other

COMMITTEE ACTION:

<input type="checkbox"/> Advance to Board mtg. Consent Agenda.	<input type="checkbox"/> Advance to Board meeting for discussion prior to action.
<input type="checkbox"/> Refer to a future workshop (date):_____	<input type="checkbox"/> Refer to taskforce or committee (date):_____
<input type="checkbox"/> Return to staff for additional work.	<input type="checkbox"/> No further action requested.
<input checked="" type="checkbox"/> Other (specify): Concurred with pursuing application	

PURPOSE or ACTION REQUESTED:

The Board of Managers should adopt a resolution that authorizes execution of an agreement with the Initiative Foundation, and authorize the District Administrator, upon advice of counsel and with such further minor revisions as may be necessary to effect the intent of the parties, to enter into this agreement.

PROJECT/PROGRAM LOCATION:

Designated inspection stations to be determined.
Proposed lakes include: Piersons, Wassermann, Parley, West Auburn, Steiger, Zumbra, Virginia, St. Joe, Minnewashta, Minnetonka, Dutch, Long and Christmas – all have a public access.

PROJECT TIMELINE:

June 1, 2015 – November 3, 2017
On-going monitoring through 2019

PROJECT/PROGRAM COST:

Fund name and number: 2206
2015 Budget: \$175,000 for AIS Signage & Decontamination Units
Amount of funding for 2015: \$175,000 for AIS Signage and Decontamination Units
Amount of funding for 2016: \$110,000 – MCWD and Partners
Amount of funding for 2017: \$110,000 – MCWD and Partners

PAST BOARD ACTION:

Operations and Programs Committee reviewed proposal on March 5, 2015, and was supportive of the concept.

BACKGROUND:

The Initiative Foundation will award up to \$3.6 million to fund a limited number of pilot projects that prevent the introduction or spread of aquatic invasive species. The grant was recommended by the Lessard-Sams Outdoor Heritage Council (LSOHC) and funded by the Minnesota Legislature through the Outdoor Heritage Fund. The MCWD applied for a grant in February of 2015, and was officially awarded a grant of \$700,000 on April 10, 2015, pending the execution of an agreement with the Initiative Foundation.

SUMMARY:

This proposal focuses on shifting watercraft inspections from on-site at public accesses, to five conveniently located areas that will serve all participating public accesses. The mechanism to get boaters to these locations would come through new local ordinances to require a parking permit for trailer parking in parking lots and adjacent side streets at the public boat launches in the District. These permits would be free of charge, but could only be given at these designated inspection stations once boats and trailers pass an inspection. Enforcement of the parking ordinances would be critical as an incentive to get watercraft users to get an inspection and permit.

Other pilots would be incorporated within this program, including a Self-Inspection Certification Program and a Home Lake Program. In addition, a strategy to reduce the amount of AIS on exiting boats is proposed. Based on 2014 watercraft inspection data on District lakes, 93% of the potential AIS found on exiting watercraft was aquatic vegetation that was deemed removable by hand. The goal would be to manage the vegetation at these boat launches by reducing the amount of vegetation and potential AIS leaving the lake on exiting watercraft. For highly infested zebra mussel lakes such as Lake Minnetonka, on-site inspectors focusing on outbound inspection would continue to limit the spread of zebra mussels from Lake Minnetonka to all waterbodies in the state. An expanded roaming inspector program would be implemented during the pilot as well; these inspectors will be able to do periodic watercraft inspections of users at public accesses, and will serve as a way to monitor compliance of the program.

The District will need to work with existing partners who perform watercraft inspections at waterbodies in the District, including Three Rivers Park District, Lake Minnetonka Conservation District, Carver County and the City of Shorewood. In addition, we will also need to work with public access administrators in the District, which include various cities, counties and DNR, to implement local ordinances requiring a parking permit at public boat launch parking lots and adjacent side streets. We will need to rely on local enforcement of these parking restrictions to have success with this program. Excluded in this program is the Minneapolis Parks and Recreation Board, who is in a unique position to have a very thorough watercraft inspection program already in place.

This proposal has not moved much beyond the concept stage at this point, as staff has not wanted to devote too many resources until the District Board authorized the execution of an agreement with the Initiative Foundation.

The grant award is for \$700,000, but the total project cost estimate is \$1,596,500. The Outdoor Heritage Fund can pay up to 50% of total project costs, with a local match of at least 20%. The remaining 30% can be from any source including non-LSOHC state funds.

A regionalized or centralized approach to watercraft inspections has been discussed by many groups for a number of years now, but nobody has been able to create a work-able program, or have the funding to implement it. By awarding this grant, the Initiative Foundation agrees that this is a good approach. It also understands the complexity of such a program, and has relayed to us that whether the proposal is successful in getting implemented or not, it will be valuable information to the state for future AIS prevention planning.

FINANCES:

This proposal relies on MCWD and partners to continue funding at their current levels. No additional funding is anticipated to satisfy the local match requirement.

CHALLENGES:

- Getting our existing partners to buy-in to the concept and offer their support. These partners include Three Rivers Park District, Lake Minnetonka Conservation District, Carver County, City of Shorewood, Hennepin County and area Lake Associations. Staff has had initial conversations about the concept and proposal with these partners, with mixed feedback. Many agree that we need to at least test the concept and see if we can gain all the partnerships and local cooperation we need to implement such a program. Some are very supportive of the concept, especially the local lake associations. Others have been a bit more hesitant, with some even suggesting we should exclude Lake Minnetonka due to the complexity of the lake. Everyone seems to be onboard with the Self-Inspection and Home Lake concepts, and agree those are worthwhile programs to pilot.
 - Getting boat launch administrators to implement car and trailer parking restrictions at the public boat launch parking lots and adjacent side streets. We've had some initial conversations with these agencies, which include various cities, counties and DNR. Some had the impression that they would have to contribute financially to this program, which is not the case. All we need from these partners is to implement the parking restrictions which are needed in the program, and offer local enforcement of the restrictions.
 - Getting buy-in from the users of public boat launches. Change is always difficult, so we will need to engage the public to create awareness about the new program and creating new boating habits which involve visiting one of these designated stations prior to launching at a public access in the District. Our goal with this program is to make it as convenient as possible, and with the addition of the Self-Inspection concept and Home Lake Program, we are hopeful we can satisfy some of the most frequent users.
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RESOLUTION

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- WHEREAS, the District's AIS Management Plan lists AIS Prevention as a high priority; and
- WHEREAS, in 2013 the District applied for a grant with the Lessard-Sams Outdoor Heritage Council (LSOHC) which involved a similar regional approach to watercraft inspections, but was not awarded a grant; and
- WHEREAS, the LSOHC awarded the Initiative Foundation with \$4 million to administer as grants for AIS Prevention pilot projects to local applicants; and
- WHEREAS, MCWD staff applied for funds from these grants in February 2013 for a proposal focusing on establishing designated watercraft inspection stations in the District, among other pilot programs; and
- WHEREAS, on April 10, 2015, the Initiative Foundation accepted the MCWD's proposal and awarded the District with a grant of \$700,000 to implement the program pending the execution of an agreement with the Initiative Foundation; and

NOW, THEREFORE, BE IT RESOLVED that the Minnehaha Creek Watershed District Board of Managers authorizes execution of an agreement with the Initiative Foundation, and authorize the District Administrator, upon advice of counsel and with such further minor revisions as may be necessary to effect the intent of the parties, to enter into this agreement.

Resolution Number 15-052 was moved by Manager _____, seconded by Manager _____.
Motion to adopt the resolution ___ ayes, ___ nays, ___ abstentions. Date: _____.

Secretary Date: _____

ATTACHMENT A--ACCOMPLISHMENT PLAN

MCWD - Alternative Way to Implement Watercraft Inspections

Basic Organization Information

Legal Name of Organization: Minnehaha Creek Watershed District

Federal Tax ID Number (EIN): 41-1311180

Organization Type: Unit of Government

Organization Mailing Address: 15320 Minnetonka Boulevard, Minnetonka, MN 55345

Organization Phone: (952) 471-0590

Organization Website: <http://www.minnehahacreek.org>

Authorized Representative (Executive Director, CEO, President or Board Chair)

Mr. Lars Erdahl

District Administrator

Contact Person Regarding this Application (if different from Authorized Representative above):

Eric Fieldseth

AIS Program Manager

Phone: 952-471-7873

Email: efieldseth@minnehahacreek.org

Proposal Information

Project Title: MCWD - Alternative Way to Implement Watercraft Inspections

Project start date: 4/1/2016 **Project end date:** 11/3/2017

Budget

Dollar amount requested: \$700,000.00

Total project budget: \$1,460,260.00

Total Organizational budget: \$831,900.00

Project Narrative

Please provide a brief project summary.

This proposal focuses on shifting watercraft inspections from on-site at public accesses, to five conveniently located areas that will serve all participating public accesses. The mechanism to get boaters to these locations comes through local ordinances adopted by government agencies to require a parking permit for trailer parking in parking lots and adjacent side streets at the public boat launches in the District. These permits would be free of charge, but can only be given at these designated inspection stations once boats and trailers pass an inspection. Enforcement of the parking ordinances would be critical as an incentive to get watercraft users to get an inspection and permit. Other pilots would be incorporated within this program, including a Self-Inspection Certification Program and a Home Lake Program. In addition, a strategy to reduce the amount of AIS on exiting boats is proposed. Based on 2014 watercraft inspection data on District lakes, 93% of the potential AIS found on exiting watercraft are aquatic vegetation that was deemed removable by hand. The goal would be to manage the vegetation at these boat launches by reducing the amount of vegetation and potential AIS leaving the lake on exiting watercraft. For highly infested zebra mussel lakes such as Lake Minnetonka, on-site inspectors focusing on outbound inspection are still proposed to limit the spread of zebra mussels from Lake Minnetonka to all waterbodies in the state. A roaming inspector program would be implemented during the pilot as well; these inspectors will be able to do spot checks of users at public accesses, especially those involved in the self-inspection and home lake programs.

ATTACHMENT A--ACCOMPLISHMENT PLAN

MCWD - Alternative Way to Implement Watercraft Inspections

Please provide a description of the targeted waters, existing prevention activity, recreational pressures and risk of infestation.

Note: An attachment of a map is required – please attach a pdf or docx version of the applicable map on the “Attachments” page of this application.

The Minnehaha Creek Watershed District is responsible for 181 square miles that drain into the Minnehaha Creek and ultimately the Mississippi River. The watershed includes Minnehaha Creek, Lake Minnetonka, the Minneapolis Chain of Lakes, and Minnehaha Falls. There are eight major creeks, 129 lakes, and thousands of wetlands within the MCWD. The MCWD also includes all or part of 27 cities and two townships in Hennepin and Carver counties. There are 16 lakes that have a public boat access, and at least 26 public boat launches across these 16 lakes.

The targeted waters for this pilot program are all waterbodies in the District that have a public access, with exception of Minneapolis Lakes (Calhoun, Harriet, Nokomis). The Minneapolis Park and Recreation Board has a unique situation in that it owns all the property surrounding these lakes, and is in a good position to operate a very effective AIS prevention plan because of that. They will not be part of this pilot, and these lakes also happen to be a further distance from the rest of the public accesses in the District. The lakes we hope to participate in this pilot would be Piersons, Wassermann, Parley, West Auburn, Steiger, Zumbra, Virginia, St. Joe, Minnewashta, Minnetonka, Dutch, Long and Christmas. The use of these lakes varies greatly: 2014 watercraft inspection data showed a range of 0.23 to 8 inspections per hour at the various accesses. All these lakes receive some level of on-site watercraft inspection services, with the exception of Virginia, St. Joe and Dutch. These three lakes are all considered very low use, making it tough to justify on-site watercraft inspectors. The other lakes mentioned have a range of watercraft inspection levels from as low as 174 hours on Long Lake, to 13,830 hours on Lake Minnetonka. Many of these lakes do not have full-time inspector coverage with the exception of Lake Minnewashta and Christmas Lake, which are near full coverage. Inspections on these lakes are performed by several partners, and the MCWD contributes financially by cost-sharing with our partners.

The recreational pressures on these waterbodies varies. Minnetonka is one of the most heavily used lakes around the state; it is a destination lake, an asset to the local communities and the entire state. It is also considered to be a "super-spreader". The heavy use of the lake by users across the entire state makes keeping new AIS out of Lake Minnetonka extremely important, as well as containing the spread of AIS already in the lake to more waterbodies around the state. From the 2014 MN DNR watercraft inspection data, 11% of boats inspected entering Minnesota waterbodies with potential AIS are coming from Lake Minnetonka. The next closest waterbody is the Mississippi River, making up around 4%. The close proximity alone of many other smaller lakes in the District to Lake Minnetonka makes these lakes a high-risk to receive a new AIS introduction. It has been observed that users frequently go back and forth from Lake Minnetonka and other local lakes.

What AIS threat(s) does your project seek to address?

(Please expand upon the answer provided in your Letter of Inquiry)

This pilot seeks to address AIS that are commonly spread by boats and trailers. These include invasive plants such as Eurasian Watermilfoil and Curlyleaf Pondweed, and animals such as Zebra Mussels, Spiny Water Fleas and invasive snails. It will also address other invasive plants and mussels not currently found in our state, including Hydrilla and Quagga Mussels, and a long list of others.

In District lakes, Minnetonka, Virginia and Christmas all have zebra mussels. Minnetonka has had zebra mussels since at least 2010, and they were just found in Virginia and Christmas in 2014. The latter two lakes have very low populations at the moment, and the population in Christmas Lake is the subject of an attempted eradication by the District and its partners. The immediate concern for all of our smaller lakes is the spread of zebra mussels, particularly from Lake Minnetonka. It's also just as critical to protect Minnetonka from new AIS, such as Spiny Water Flea, because once Minnetonka gets it, other lakes in the District and throughout the state are at a high risk for getting it.

ATTACHMENT A--ACCOMPLISHMENT PLAN

MCWD - Alternative Way to Implement Watercraft Inspections

When was the most recent survey data completed for AIS and/or fish and wildlife habitat for the targeted waters?

Baseline monitoring data are required for all successful applications.

The Minnehaha Creek Watershed District actively monitors AIS in waterbodies throughout the District. We've had an early detection monitoring program since 2011, and in 2013, started a more comprehensive Early Detection/Baseline Monitoring Program, aimed at assessing AIS in all District waterbodies over a number of years, as well as serving as an early detection tool. High risk lakes, i.e., those with a public access and developed shoreline, have received early priority for those surveys. The MCWD has AIS data for all waterbodies proposed in this pilot. Most recently, new AIS in three lakes in the District in 2014 were found from our surveys. A list of infested waters in the District is maintained, and included in this proposal as an attachment. As part of this monitoring, we focus our surveys on invasive plants, zebra mussels, quagga mussels, invasive snails and spiny water fleas.

Describe the physical characteristics of the lake/watershed.

The Minnehaha Creek Watershed District is made up of a diverse landscape, from more rural, agricultural land, to Lake Minnetonka, to the urban environment of Minneapolis and its suburbs. The upper watershed contains many of the lakes proposed in this pilot, and they ultimately flow into Lake Minnetonka via connected streams. Water quality in the lakes vary, from hypereutrophic to some almost oligotrophic bays on Lake Minnetonka. Shorelines of these lakes vary from undeveloped land, to highly developed shorelines with many homes.

Explain any potential downstream impacts and adjacent or upstream infested waters.

Using Lake Minnetonka as a reference, all upstream lakes in this pilot are infested with Eurasian Watermilfoil and Curlyleaf Pondweed, which are both also found in Lake Minnetonka. However, these upstream lakes do not contain zebra mussels, except for Christmas Lake and Lake Virginia. Christmas Lake eventually flows into Lake Minnetonka, but it's not a very direct connection, as is the case with Lake Virginia where there is a large channel connecting the two lakes. The channel is not accessible by boat, but a canoe or kayak could go from one lake to the other. Downstream of Lake Minnetonka is the Minnehaha Creek, which flows into Minneapolis and directly through Lake Hiawatha, which contains zebra mussels as well as Eurasian Watermilfoil and Curlyleaf Pondweed. Protecting the upper watershed lakes from new AIS will add some protection to Lake Minnetonka and other downstream waterbodies. Protecting Lake Minnetonka from new AIS will do much to protect downstream waterbodies in Minneapolis.

Recreation & Commercial use information:

Description of number and ownership of accesses, resorts and camps, marinas, fishing contests, types of recreational uses (sailing, jetski, etc.)

There are 23 public accesses that are proposed to be involved in this pilot. These range from very low use accesses with no direct parking lots, to very high use accesses on Lake Minnetonka. There are around 11 different owners of these various accesses that we would have to work with, from a number of cities to agencies such as Three Rivers Park District, Hennepin County, Carver County and Minnesota DNR. We have relationships with many of these agencies already, and will work closely with them to implement this pilot. There are approximately 15 different marinas or yacht clubs on Lake Minnetonka. Minnetonka draws in users from across the country, it is a destination lake with several fishing contests occurring every year. Many of the other lakes receive a lot of local use, but can receive pressure from users from other parts of the state. There are all kinds of recreations uses for the lakes in this pilot, including fishing, jet skiing, pleasure boating, water skiing, sailing, yachts and large tour boats on Minnetonka.

What is your proposed innovative AIS prevention strategy?

List up to three main innovative aspects.

- Using parking regulations at public accesses to require watercraft inspection before using a public access. With over 23 public accesses in the District, it is cost-prohibitive to effectively staff inspectors at all accesses, at all times of the day. Different waterbodies receive different levels of inspection services based on the funding available from local agencies. With increased AIS funding statewide, these already thin inspection candidate pools are becoming even thinner. It's becoming

ATTACHMENT A--ACCOMPLISHMENT PLAN

MCWD - Alternative Way to Implement Watercraft Inspections

more difficult to effectively staff the current level of inspections in our District, much less provide additional hours. Couple this shrinking candidate pool with an improved job market, the difficult nature of hiring seasonal employees, as well the unattractive nature of watercraft inspector jobs, it's becoming difficult to maintain inspection services. The staffing requirements need to be reduced, and inspections moved to designated locations that are convenient for users, but serve all waterbodies and accesses, and offer additional services such as decontamination. This pilot project would require inspections at these stations by requiring a boat and trailer parking permit for the public access parking lots and side streets. These permits would be free of charge, but only given out at these inspection stations once a watercraft passes inspection. Enforcement is needed with these permits through local ordinances that need to be adopted. The MCWD will work to develop a model ordinance that these agencies could adopt.

- Self-Inspection Certification and Home Lake programs. These programs would be a beneficial component to the designated stations. There are many users out there who do the right thing for AIS prevention; they tend to be frequent users of waterbodies, and realize the importance of cleaning, draining and drying their watercraft. For this pilot, a small group would take a 2 to 3 hour training course, and be certified as Self-Inspectors. This would allow them to receive an annual parking permit, allowing them to bypass the need to visit the inspection stations unless decontamination of their watercraft is needed. If successful in year one, the group number could be expanded in year 2 for further evaluation. This program would ultimately free up time at the central stations, and recognize those users who take the time to be good stewards of our waters. The Home Lake program would be intended for users who may or may not live on a lake, but only trailer their boat to one lake during a season. This pilot would be tested on a small group as well, and could be expanded in year 2 if successful in year 1. Participants in both of these pilots would have some oversight and be subject to random inspections by law enforcement or roaming inspectors. If found in violation of the permits, their certification would be revoked. Another frequent user group of public accesses in the District is DNR certified Lake Service Providers. The Service Providers already have training and certification from the DNR, this status would substitute for a parking permit and allow Lake Service Providers to bypass the central locations.

- Aquatic vegetation management at public accesses to reduce spread of AIS on outbound watercraft. Based on 2014 watercraft inspection data on waterbodies throughout the District, 93% of the potential AIS found on exiting watercraft are aquatic vegetation that is removable by hand. This program will try to address reducing the amount vegetation getting on boats and trailers by managing submerged vegetation and vegetation washed in at all accesses. Watercraft inspection data gathered from Lake Minnetonka inspectors as well as roaming inspectors will be used to evaluate the success of this pilot based off of data from previous years. Different mechanisms that could be tried are a combination of herbicide treatments, mechanical removal, hand removal, shoreline cleanup of vegetation blown in, and possibly forced water flow to move away fragments or barriers to prevent build-up of vegetation at the access.

Please list participating local units of government, tribal governments, and other local organization sponsors and the extent of their participation and/or financial support.

The MCWD currently cost-shares with other agencies in the District for watercraft inspections. Those agencies include the Lake Minnetonka Conservation District, Three Rivers Park District, Carver County and City of Shorewood (who partners with the Christmas Lake Homeowners Association). We have had discussions with these agencies about this possible pilot, and if awarded the grant, would start working with those agencies to continue the same level of funding currently being provided and putting it towards designated inspection stations rather than all on-site inspectors.

The MCWD would also start working with various public access owners across the District to implement the parking restrictions that would be needed for the pilot. This includes the following agencies: Cities of Long Lake, Wayzata, Minnetonka, Deephaven, Minnetrista, Mound, Tonka Bay and Shorewood, as well as Hennepin County, Carver County, Three Rivers Park District and Minnesota DNR. We would not be looking for additional funding from these groups beyond what some are already contributing to watercraft inspections. Within these partners, we will work with local

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MCWD - Alternative Way to Implement Watercraft Inspections

law enforcement to be sure these parking lots and adjacent side streets are incorporated into routine patrol for officers. Enforcement would fall on local jurisdictions, and all proceeds from any fines would go directly to that local agency.

List the consultants being used, if currently identified.

None.

What is your proposed strategy to manage targeted water access, if applicable?

Please expand by providing a narrative regarding your prevention strategy elements and timelines. (Who, What, When, Where)

Five conveniently located inspection stations would serve all the public accesses in the District (except for Minneapolis Lakes), by requiring a parking permit for watercraft trailers that can only be acquired at these stations. A map is attached of proposed stations or areas to establish a station; some would be current public accesses that have the space to do so, others would be off-site. Three of the stations would operate from 5:00 am to 7:00 pm, and two of the stations would open at 4:00 am to accommodate users who get on the lake even earlier. Times could be adjusted based on use patterns that develop. Two of the busier stations would be staffed by 2 inspectors at all times, while the other three stations would have 1 inspector for Monday through Thursday, and 2 inspectors for Friday through Sundays and Holidays. The stations and parking restrictions would be in effect seasonally, from May to October. Enforcement would ideally involve daily patrol from May to October by local law enforcement agencies.

What impacts on public access are anticipated as a result of this strategy, if applicable?

Parking restrictions at all public accesses would be a new thing, and proper signage would need to be present at these accesses to inform users who have not heard through other communication efforts. For the accesses that are proposed to double as designated inspection stations, there could be increased traffic and flow through those sites.

What, if any, conflicts do you anticipate that this strategy will create? How will you address them?

Any time regulations are developed, there will always be some resistance and reluctance. The goal is to provide enough convenience for users that conflicts will be low. We will try to work with all user groups to explain the pilot programs and address their concerns. Enforcement will be left with trained law enforcement personnel if difficult situations arise at parking ramps.

Long Term Monitoring Strategy – This program requires ongoing monitoring through the 2019 season. Outline your monitoring schedule, frequency and participants.

The MCWD plans to continue its Early Detection/Baseline Monitoring annually. Lakes with a public access are scheduled to have an aquatic plant survey over a three-year period, and all will have at least one additional survey by 2019. We also plan to continue our early detection monitoring, and it will occur annually on the proposed pilot lakes.

Goals & Outcomes

Identify one to three tangible, measurable outcomes you expect to achieve with the proposed project.

Goal 1

To determine whether a limited number of inspection stations, combined with enforcement, achieves cost-effective results and levels of compliance compared to inspections performed at a larger number of public accesses.

Expected Outcome of Goal 1

We expect that this system of stations and parking enforcement will result in a greater number of inspections and fewer reports of non-compliance. If this expectation proves not to be true, the outcome will be informative for future watercraft inspection schemes. We expect to see a number of parking tickets written initially as users become further

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aware of the pilot and that enforcement will actually occur. We further expect that tickets issued will be reduced over time as boater comply with the inspection requirement and establish a behavior change.

Goal 2

By managing aquatic vegetation at public accesses, our goal is to reduce AIS found on outbound watercraft at District lakes by at least 25%.

Expected Outcome of Goal 2

We expect to see a reduction in AIS on watercraft exiting public accesses. Most vegetation that gets on boats and trailers occurs at the access, so by managing aquatic vegetation in these areas, it should in turn reduce the amount of vegetation getting on these boats and trailers as they leave the lakes. Using outbound watercraft inspection data from District lakes in 2014, we can see the number of watercraft leaving District lakes with AIS found on their boat or trailer. To make the management cost worthwhile, our goal is to reduce AIS found on outbound watercraft by at least 25% from 2014.

Goal 3

Demonstrate the ability to coordinate a multi-agency partnership to implement an untried approach for requiring watercraft inspection.

Expected Outcome of Goal 3

We expect that our experience will provide information about what is necessary to establish such multi-jurisdictional partnerships, and that experience will be useful throughout the state.

Who will complete project evaluation?

Minnehaha Creek Watershed District staff.

Authorization

By checking this box, I agree that as the sponsoring applicant, we have the administrative and financial capacity to administer and cash flow this program on a reimbursement basis (Submit a resolution of commitment and financial sustainability in the Attachments section of this application)

Yes

With whom do you have signed agreements to provide regulatory enforcement for this project? (Select all that apply) – (DNR Conservation Officers, Licensed Peace Officers, Tribal Conservation Officers)

Once awarded the grant, we will work with licensed peace officers to provide the enforcement portion.

By submitting this proposal, you attest that the information is accurate and complete.

Yes

Confirm that your organization's authorized representative has approved the submission of this application by entering the date that your authorized representative accepted fiduciary and reporting responsibility for this grant.

3/27/2015