

# Standley Lake Boater Suggestion Report

Ways to improve Standley Lake's existing Zebra/Quagga Mussel Prevention System



Let's collectively create a safe, risk free way to restore boating on Standley Lake!

Prepared by: Friends of Standley Lake Report Committee

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## Introduction

For those reading this report who are intimately familiar with the situation and what has led up to a boating ban on Stanley Lake, you may want to skip forward to the Task Force section. For those not familiar with the situation, proceed from here.

This report has been prepared with online inputs from hundreds of area boaters who care enough about Stanley Lake to get involved. It is meant to be a summary of ideas and an excellent starting point for those involved with managing Stanley Lake especially with those in charge of the boating ban currently in effect at the lake. During public discussions on the subject, the City Manager, Don Tripp, and his staff have repeatedly stated their reasons for enacting the ban and have stated that they were open to solutions which could reduce the risks to a level which would allow boats back on the lake.

These solutions the result of one short week's collaboration among the boating community and it is clear that good ideas can be had when collaboration across a knowledgeable and motivated group is searched out. The solutions in this report should be considered "starting points" from which a detailed plan could be built if they were to be adopted. These solutions build from the existing Zebra/Quagga Mussel (ZQM) program at Stanley Lake vs starting from scratch. Specific attention has been paid to addressing the "untenable risks" outlined in the City's report and in subsequent meetings. While much of the SL-ZQM system is working well, it is clear that some portions of the existing system have become outdated and are now in need of modification or updates.

The boating community has come together in a number of forums and is attempting to act as a unified community. With ~1500 people registering and interacting through a number of venues Facebook ([Friends of Stanley Lake Group](#)), website ([www.friendofstandleylake.com](http://www.friendofstandleylake.com)), email lists, petition sites), we are seeing excellent contributions from the collective group. The Friends of Stanley Lake Facebook forum is seeing hundreds of posts per day.

In the spirit of acting collectively, the boating community is well into the process of "electing" a small working group task force which can hopefully become more involved with the City's team working on the Stanley Lake management plan. These representatives are 100% committed to investing the necessary time to work WITH the City in such a way to make decisions collectively and quickly.

## The Boating Ban Background

On March 19th, 2019, all registered boaters who had sent in their 2019 boating pass form received the following letter from the City of Westminster announcing the immediate and indefinite closure Stanley Lake due to a "risk of contamination from Zebra and Quagga mussels."

Click here to read - [Boater Cancellation Letter](#)

The managers at Stanley Lake have been a leader in Zebra/Quagga Mussel (ZQM) control and management having implemented some of the toughest mussel policies in the state, if not the country. Their methods have worked to date and they were still working at the time of the City

Manager's decision to ban boating! There are no mussels at Standley Lake and there have been none since the ZQM plan was put in place at the lake in 2007. The City of Westminster implements a rigorous water testing plan at the lake to expose a ZQM contamination and thus far nothing has been found.

For those new to the area, [Standley Lake](#) is a closed, "permit only" lake located in Jefferson County. Its ownership is an interesting situation and somewhat difficult to follow but not the center of this effort. The lake is managed by the [City Of Westminster's Parks and Recreation Department](#) and the lake holds the drinking water (before purification) of several municipalities (Westminster, Northglenn, Thornton). The lake is surrounded by a [recreational park](#) with camping, hiking, a bird sanctuary (with Bald Eagles), trails and bright blue skies 300+ days of the year!

Click here to read - [General Public/City Council Staff Letter](#)

Click here to read - [Recreation and Water Quality Threats at Standley Lake Report](#)

Click here to read - [City of Westminster's general view of ZQM with FAQ](#)

## Need for a “Working Group” Task Force

The Report used to justify the boating ban on Standley Lake was made with ZERO outreach or interaction with the boating community. In fact, it was made with little to no input from any of those one might have expected to have been contacted when making a decision of this magnitude. This was done behind closed doors. Transparency and trust needs to be repaired!

We need a working group level Boating Task Force with representation from ALL involved parties, including the boating community who uses the lake, the City Manager folks, the Rangers at the park who administer the rules and regulations. The Standley Lake boating community has already entered a nomination and voting process to "elect" 6 representatives for this working group task force (5 from the boating community and 1 from the boating business community). Voting will conclude on April 14<sup>th</sup>, 2019.

A task force of 75 people is not an effective way to collaborate together to arrive at decisions quickly. The “working group” nature of any task force is important. In addition to being more transparent in communication of situations and solutions, the City needs to actually involve the community in the decision making process. The boating community’s working group representatives will be available for such activities.

Good ideas get better with collaboration, open discussions, and smart people!

## Suggestions to tighten system/reduce ZQM contamination risks

It is important to understand that there is no expectation that all of these suggestions will be used at once. Redundancy and slight adjustments to existing procedures should be able to be made to make the already effective ZQM policies even better.

These suggestions were all studied with several considerations in mind: 1) Can the recommended changes be made quickly, targeting first 2019 and 2) Can the additional costs largely be carried by boat/permit owners.

The City of Westminster outlined a number of risk areas which it felt were causing untenable risks to a possible ZQM contamination. The goal needs to be to enact solutions to address these risks NOT to close the lake. The risks outlined are not new. They have been here all along. Standley Lake's ZQM system is and has been working. Every year, this set of ZQM policies and procedures should be refreshed and evolved to adapt to the changing world we live in.

The process should leverage other bodies of knowledge and all possible technologies to address new risks or more effectively address existing risks. Standley Lake started out with a very robust system and for some reason has chosen not to follow with the State's CPW ANS procedures. This places Standley Lake's program on an island all by ourselves. When we were leading the country's ZQM processes, this was necessary. It seems as though the rest of the country has now collectively adopted newer processes and Standley Lake is left utilizing a system designed over a decade ago. Collaborating with the State of Colorado's CPW policies might be a good idea. CPW's ANS inspection process is now well known across the country and their two day classes have been attended by students from across the country. Choosing to combat these threats alone seems problematic.

The following information is straight from the State's [ANS Inspection Training manual](#):

CPW coordinates the vast network of WID stations that are operated by CPW, the National Park Service, Larimer County, various municipalities and private industry locations including businesses, concessioners, marinas, clubs and private lakes. In total, the state has collectively performed over 3.5 million inspections and 62,000 decontaminations since 2008. A total of 486,156 inspections and 16,224 decontaminations were performed in Colorado in 2016 alone.

There continues to be a large increase in the number of decontaminations performed as a direct result of CPW adapting to mitigate new threats. Research publications indicate zebra or quagga mussel veligers can survive up to 27 days in standing water on watercraft which increased the need to decontaminate parts of watercraft which can't be drained (e.g. ballast tanks). Another factor increasing Colorado's need for decontamination is the increase in mussel infested waters in other states, including Lake Powell and several northern Texas State Parks, and Kansas reservoirs.

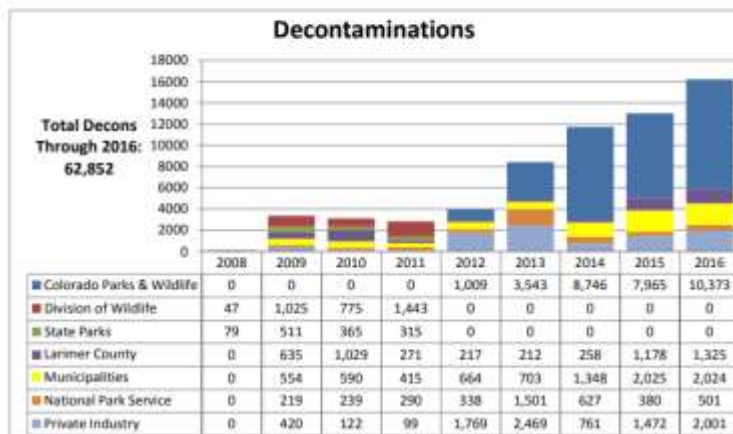
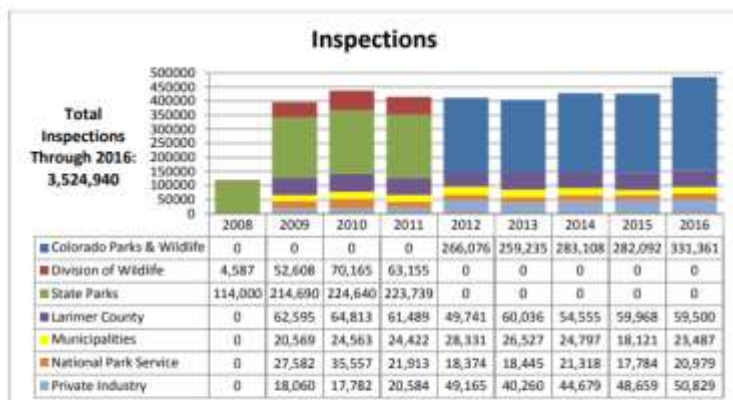
All persons performing inspections and/or decontaminations in Colorado must be certified by CPW. All watercraft inspection and decontamination staff in Colorado attends the same training and adheres to the same WID procedures. Development of effective standardized protocols is a priority.

To ensure the protection of the state's waters and the validity of the state certification program, CPW has strict field protocols and training regiments since the program's inception. All watercraft inspection and decontamination staff in Colorado attends the

same training and adheres to the same protocols. Development and implementation of effective standardized protocols is a priority.

In 2014, the Western Regional Panel on ANS and the 100th Meridian Initiative adopted the Colorado training program as the regional standard for certification of boat inspectors and decontaminators. The student and trainer’s curriculum, as well as field procedures, have been adapted for other states and was published in 2015. The Colorado training program is being taught nationally!

It is clear that the State’s approach is to increase the number of inspections steadily and through the evolution of its risk evaluation process to force decontaminations to mitigate risks.



The State’s system relies heavily on inspection/decontamination procedures NOT just tagging. Decontaminations are used as a last step immediate catch-all in the prevention process. In contrast, Standley Lake’s procedures relies largely on tagging, rarely decontaminating boats as they still require a 35 day quarantine. Extremely long quarantine times has placed a lot of pressure on circumventing the tagging system creating a dangerous situation where boats may well be launched without any decontamination processes. If the decontamination process was utilized more frequently and the quarantine rules were more aligned to the CPW ANS procedures, there would likely be zero pressure on cheating the system at Standley.

## Tagging System Improvements

The existing tagging and leashing system being used at Stanley Lake has several weak points which could be used to circumvent the system. Each weakness will be addressed separately but the final suggested solution should be considered as a combined solution as all weaknesses would need to be resolved to have a robust tagging process for the lake.

The tagging system will be broken down into two separate systems: the leash and the secure one-time nut. These two systems work in unison to provide a mechanism which will not allow the removal from the boat trailer, thus a launch into a body of water, without cutting or removing the leash and tag. When used as designed, boats leaving Standley Lake receive a numbered tag indicating the boat was leaving Standley Lake. If a boat was returning to Standley Lake, the check-in ranger clips the tag and releases the boat to the ramp.

If the tag is removed for any reason, the boat is considered to have been launched on an unknown body of water and must go through the decontamination process.

### Leash System

The leash is made up of a steel wire which is looped through and around parts of the boat to insure that the boat and trailer remain together until intentional removal and release to launch.

### Problem

Wire leashes are looped through and around points on the tagged boats which can be removed. This makes it possible to remove the leash point from the boat which would then allow the boat to be launched without breaking or cutting the Standley lake leash/tag and security nut.

### Resolution

Adopt a new set of leashing rules which would require the leash to be threaded through two secure and tamper-proof attach points on each boat. Attach points would need to be “marked” as approved during an “inspection process” at the beginning of the year with Emissions inspections. Simple marking could be done with “attach here” of colored tape or a zip tie solution. The marking would tell the ranger where to loop the leash wire before the security nut was applied.

### Approved looping points

The leash can be looped through any non-removable point on the boat. These points might include but not limited to any hull holes where the wire could be looped through a portion of the boat’s hull which could not be altered. Examples, cup holders, pillars where hull member would be “looped”, Full time, mounter tower elements, Lower unit mounting holes on outboard engines, and through the boat’s drain plug and out engine compartment if feasible.

Options for marking Approved Leashing Spots





### Rudder Leashing Option

Another looping point which could be employed by boat owners of boats with rudders is to provide a ¼” hole in the rear part of the rudder which could be looped through that hole and then around the trailer. Care would need to be taken to insure the leash does not drag on the road during trailering.

### D-Ring Improvements

The easiest attach point at the front of all trailered boats is the bow-mounted D-Ring used to attach to the trailer’s winch. This D-Ring is used to aide in the trailering process and to secure the boat to the trailer during towing. This attach point was the most commonly used tag point by Standley Lake rangers over the past 12 years. While this attach point is easy and convenient, it is also extremely easy to remove releasing the boat from the trailer and tag.

#### Bow D-Bolt Leashing

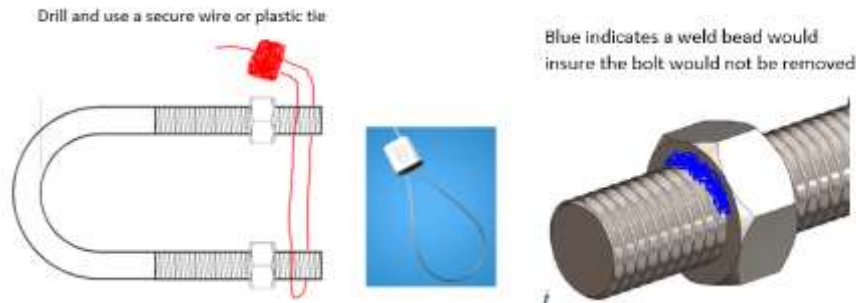


### Resolution

If owners would like to use this simple attach point as an approved leashing point, they would be required to have the D-Ring nuts spot welded to the threads in an approved manner or drilled and threaded with a tamper proof wire tie (possibly using the same wire and nut system already used during tagging on the lake). This would render the D-Ring more permanently mounted to the hull. During inspections, the D-Ring could be tagged from the outside to mark it as an approved attach point. On some boats accessing the backside of the D-Ring is not convenient so this method would not be an option. On some pontoon boats, the D-Ring is already welded on permanently and they would pass inspection without modification. Stern-mounted D-Rings could also be used as approved secure leashing points following the same rules and inspection criteria as front-mounted D-Rings. This option is convenient to tagging and security but

would be left to owners to determine if it was an acceptable solution for their vessel. Other leashing methods make it the owner's choice.

#### Methods for securely and tamper-proofing D-Rings



### Trailer Leashing

Just as boat leash points must be approved and secure, the trailer attach point needs to be administered in a way that is not susceptible to being removed or disconnected.

### Resolution

The trailer attach point for leashing has been pretty consistently executed with the existing rules, policies and practice at Standley Lake. To tighten the existing system, training should be put in place to insure 100% of tagging leashes are looped through the trailer at a point which cannot be defeated and which would be visible by rangers at other facilities as a signal of an attempt to cheat tagging systems. Leashing at the front winch mechanism should not be used as it would make hiding a loose leash easier on the empty trailer.

### The Secure, One-Time Wire Nut System

The "nut" is a secure one-time device used to connect the two loose ends of the wire leash. This element is critical to a tagging system. All bodies of water being managed by Colorado Parks and Wildlife are using a similar, if not identical, security nut system and they believe their system is tamper-proof and 100% secure.



### Problem

Methods have been exposed where the locking nut has been defeated/tampered with. There are a number of ways the nut can be drilled out and opened up, releasing the steel leash wire. If the nut could be opened it releases the wire leash and would allow the boat to be released/launched to a body of water. Once back on the trailer, the

owner could then reattach leash/nut tag and proceed to Standley Lake without evidence of launch.

## Resolution

After investigating this problem, it is of the opinion of the FOSL Task Force that specific and focused inspection of the nut would easily expose any tampering. If tampering was found, photos of the violation would be taken and the leash and nut would be confiscated and held. This boat would not be allowed to access the lake until going through a Dispute Resolution committee and Decontamination process. The State of Colorado is addressing the possibility of tampering with Nuts in this same method and believes their system to be 100% secure.

## Additional Suggestions

### *Secure and catalog all removed tags*

To close the loop on this system, ALL tags removed at the lake should be given a second inspection and stored in date tagged bags by day such that if a violation was found or suspected, the physical tag could be found and further inspected. While cataloging would not need to be done real-time, it could be done in down time hours or even through a daily volunteer process with Friends of Standley Lake group.

### *Tag Tracking*

If not done already, tag serial number tracking should be done, recording every tag applied to every boat coming on and off Standley Lake. The tracking system should be setup and capable of tracking dual tags (both serial numbers)

### *Outreach Programs and Tracking Systems*

It would be critical to work with rangers and tagging entities in other jurisdictions to make sure they are looking for, recording and reporting tags at access points on other bodies of water. Make a 1-800 number available to them for reporting. This effort would be best coordinated with the CPW team. Nothing would insure any reporting would be done but the cost would not be much and the benefit could be beneficial. Realize launching at other lakes is not an offense, it just requires decontamination when the boater arrives back to a lake in Colorado. Reporting should be set to “flag” a decontamination requirement. The more real-time these systems become and the more tied together they are, the better it becomes as a resource to help protect Standley Lake...but only if it is used real-time.

Colorado Parks and Wildlife ANS inspection stations have a digital data collecting tool called “WID Mobile” used for electronically collecting boat/trailer data across the region (50+ locations in Colorado and several surrounding states). CPW has been using this tool since 2013. A recent scan of the CPW WID Mobile tool showed 0 Inspections found from May 2018 to April 2019.

The fact that it took Standley Lake’s staff 5 months to correlate the data from systems that already exist and up to date indicates a hole in the system. Rather than being a laggard in adopting technology to help solve problems, we need to be in a leadership position. It is not acceptable to be a “participant” in the CPW ANS activities.

#### Recommendation

This may well be an area where tapping into specialists who may well exist in the boating community could possibly help the Task Force come up with workable recommendations and a plan to leverage technology more real-time going forward.

## One Boat One Lake Options

The concept of the “One Boat-One Lake” (OBOL) is pretty simple. If boats were not allowed to leave the lake facility except on 3 hour Cleaning/Gas Passes or formal maintenance permits, there would be no way for a boat to come in contact with zebra/quagga mussels from an outside water source.

Standley Lake already has on-site storage for boats and trailers. Although the capacity of ~250 boats is less than the number of permitted boats last year (~500 boats total).

### Upsides

This is method would be 100% effective

Could be adopted and implemented very quickly...possibly in time for the original planned May 1 opening on 2019

### Downsides

Standley Lake does not have room for all permit holders in the existing lot.

Without improving security and monitoring there is a lot of risk/liability in a parking lot

Boats are exposed to wind, dust, hail and the elements

## Suggestions and implementation details

Would need to create a process for OBOL pass holders to leave the lot for gasoline, cleaning, etc. A one to three hour pass would most likely work. Longer service permits could be made available and might be combined with other options for security and tracking. They could be subject to pre-approval and include an affidavit process with the service provider. Most of these would be through local boat dealers but the process would need to be inclusive of other vendors for other types of maintenance (electronics, upholstery, trailer repairs, etc). Would need some sort of process for people doing their own maintenance. This could possibly be combined with other suggested tracking methods (GPS or the like) to facilitate longer removals.

OBOL pass holders could utilize the same improved tagging system but may not require some of the other systems in/out permit holders would require. These requirements would need definition and documentation as in/out system is defined and adopted. Examples could include waiving requirements for ballast tank filters and double tag requirements.

Several suggestions have been made which would possibly make more slots available in the storage lot(s). It has been mentioned that there are a number of boats which sit in the storage lot which never have their winter shrink wrap coverings. If we are moving to the OBOL process, these boats will want to be removed or possibly moved to a separate area due to inactivity. Along these same lines, it might be possible to utilize the large overflow lot as an extension of the storage lot in the west side of the facility.

A suggestion to improve security and patrolling could be put in place and implemented as a part of pass holder fees. Better security cameras, lighting, fencing, patrolling, etc.

## Steering Wheel Locks

A suggestion was made to require a locking mechanism for every boat leaving the facility which was keyed and the key controlled by the Standley Lake rangers. This could be combined with multi-day maintenance process. Devices such as “The Club” are fairly inexpensive and could be implemented in rapid time. The cost of buying 500 devices could be embedded in permit fees for this year.

Examples: Cost \$20-50 per boat



## Upsides

- System would be hard to defeat and
- Would provide yet another option on the redundancy list
- Could be adopted and implemented very quickly

## Downsides

- Managing 500 keys would require some thought and a process.

## Suggestions

A “master key” could make this process work better than managing 500 keys. Keeping keys and devices while boaters were on the water would make sense. When a boater enters the tagging area, they would be provided the device for installation and the Ranger would keep the key. Might be good to track in the SL database in case a key were lost or placed in wrong location. Ten keys rings on a 6” peg with 1-500 keyrings is only 50 pegs. A valet key box would be an easy way to keep keys organized and accounted for.

The same process could be used on approved D-Ring locations with a chain or cable system. Boat owners could be required to provide the chain or cable lock and Standley Lake ranger would apply the cable/chain with their lock.

## GPS Trackers

Affordable GPS Tracking solutions are available in the market which could easily be used to track the 500 boats at Standley Lake. One of the boat owners active with FOSL, works at a company that supplies simple fleet vehicle tracking systems to companies who have numerous company owned vehicles. In coordination with mapping software, it would be relatively simple to create “zones” which could generate alerts to the administering body (City administration or ranges) or flag a vessel for decontamination requirement. The cost of this type of system could be pushed into the yearly Standley Lake boating registration fee. This option could be used for boaters requesting in/out access or extended check out time for OBOL boaters. Utilizing a tamper proof attachment point with a GPS tracker on a temporary basis would allow the park to allow a boat out on an extended basis with paperwork (request form) and little to no risk that the boat was being launched at another lake. When used in this manner, the GPS Tracking system and SW necessary would not need to be as robust as the use case would become “tracking a boat on exception” situation vs the larger “tracking all permitted boats” situation.

## Upside

- Would allow tracking of boats 24x7x365
- Tracking systems already exist which could be used for this purpose without fancy features

When used in coordination with secure tagging practices and the existing serialized nut used at Standley Lake, GPS Tracking could be used to securely track boats on an exception basis.

### Downsides

Would require semi-custom software for this specific application to flag alerts

Would require administration staff by staff

### Suggestions

This is the type of activity which a working group of the Task Force could gather information and make a recommendation

## Track Engine Hours

Check and record engine hours upon entry and exit from the lake. If the hours vary more than 1 hour from exit, the boat is in quarantine or dispute process



### Upsides

Would be very effective.

Engine hours cannot be rolled back on modern boats. Some can be reset to zero but not reset to a specific hour. Older boats have an odometer reading like on modern cars (see picture)

Could be implemented very quickly

### Downsides

Would need tracked in Standley tracking system with In/Out hour fields where the tag information is stored (or where it needs added if not there today).

Would not work for all boats (some don't have an hour meter, others may be too easy to disconnect)

Would need inspected with emissions to verify that the Hour Meter is not easily unplugged

Checking would require ranger climbing in the boat to verify (taking extra time)

## Suggestions

To help with reading engine hours, the ranger could either supply a camera, iPad/tablet, smart phone to the boat owner to capture a quick picture of the meter's reading. Could allow boater phone pictures taken while ranger is present.

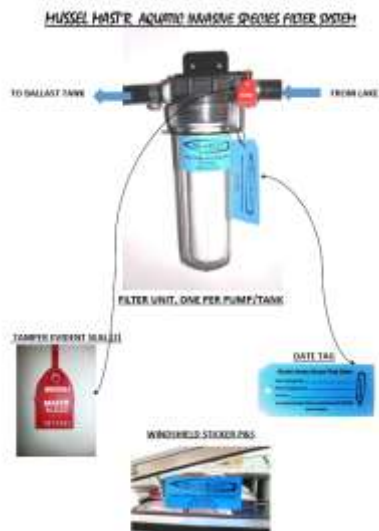
If a tamper-proof hour meter is not available on a specific boat, that boat owner would need to either have one installed or use a combination of other redundant solutions outlined in this report.

## Addressing Ballast Boat Risks

Modern wake boats have ballast systems which pull lake water into holding tanks to generate a fine-tuned wake for riders to play on behind the boat. Most of these type of boats have built-in compartments which hold an inner liner or bag. For older boats, some owners deploy aftermarket bags for the same purpose. These ballast systems typically deploy an electric pump to transfer water into the storage sack. Any residual water left in the boat presents a risk which must be addressed in any lake's decontamination process. The State of Colorado's ANS program has complete process for decontaminating a boat with onboard ballast. It involves filling the ballast compartments with 120-140 degree water until it shows that temperature at the top fill exit port. This process requires a hot water system capable of supplying enough water to fill these tanks. The water is left in the tank for a prescribed period of time (20 minutes) then emptied and the boat is allowed to proceed to launch.

Another alternative to ballast system ZQM contamination risks would be to require ballast boat owners to install an in-line ballast filter system. These systems are available in the open market and have been used at other lakes in the country. These systems filter all water coming in or out of the ballast system. They have a replaceable 20 micron filter element and are also designed with a tamper-proof seal system with a tagging system which could be inspected, recorded along with the boat's emission inspection. Requiring a filter replacement yearly would be overkill for a lake which is free of mussels.





This system might not be required at all if the State's most recent decontamination process were to be adopted.

### Upsides

Nearly impenetrable defense from water coming IN or going OUT of the system. Combined with the State of Colorado's decontamination procedure for boats with ballast systems, ballast filters would eliminate any risk of ZQM contamination

This system has already been integrated into the CPW ANS inspections and training materials.

## Downsides

Inspection steps need added to the beginning of year process

Cost must be put on boat owner

## Mussel Sniffing Dogs

There is a company, Working Dogs for Conservation ([www.wd4c.org](http://www.wd4c.org)), which trains ZQM sniffing dogs. The company sites usage from the State of Montana and in Alberta Canada. They claim 100% effectiveness in tests where humans only identified 75% of infected boats. While it seems novel, we might want to employ their services for a few months to see what is found. It would most likely be the most boring assignment this company ever takes on. Costs should be pushed into the 2019 boating pass price.

## Upsides

Adds another layer of security and reduces risk of boating in 2019

Could be implemented very quickly (assuming availability of dog/handler)

## Downsides

None other than cost

## Improve Decontamination/Quarantine System

Across the country, the collective community focused on control of ANS/ZQM have produced a number of studies on control technologies and practices and produce more each year. These studies show quite a number of supporting cases where there are processes which remove the risks of mussels in any form of their lifecycle travelling in/on a boat through a properly administered decontamination. There is a wealth of information in the State of Colorado's [CPW WID Manual](#) which was last revised in 2017 (publicly posted version). This document or state modified versions are used to train all certified Watercraft Inspection and Decontamination agents nationally. Colorado's ANS program and all of its associated processes have been evolving every year since 2007 and one could argue they have been, and continue to be, very, very effective. Standley Lake's process has remained largely the same since its inception in 2007. This has left Standley Lake as an "island" in the world of ANS/ZQM control. It is not surprising that our procedures have become dated and are now in desperate need of a refresh. Standley Lake's approach to decontamination and quarantine have taken a turn away from the rest of the ANS/ZQM community. The rest of the ANS community has focused on the reality that it is difficult/impossible to 100% insure that all boats will always be on one lake but instead to create a failsafe process where the system can deal with quick and effective decontamination when needed. Standley Lake's decontamination process has been sub-par when compared to the State's and this has likely led to very long quarantine times. Risks in the system due to Ballast Boats is not unique to Standley Lake, however the decontamination approach is a bit behind the times. The CPW robust decontamination approach has specific procedures for Ballast Boats specifically designed to deal with the difficulty in cleaning and drying the ballast system.

The State's procedures involve fully filling the ballast system to 120 degrees, allowing for soak time and draining. Once decontamination at this level, the boat is deemed safe and allowed to launch. Forcing a 35 day quarantine is not meaningful as the systems don't necessarily dry out fully that time.

## Upsides

By adopting a quarantine process aligned to CPW's ANS process, it is highly likely that the efforts to circumvent the Standley Lakes ZQM system would diminish altogether

This system could be a charged pay per use system (\$50 to \$100 per use if tag is cut) and a source of revenue to cover the costs of the personnel and equipment

This would provide alignment between Standley Lake and the State of Colorado's ANS decontamination system

## Downsides

Would require more exhaustive inspection system than is currently in place in the 2018 Standley Lake process

May require a more robust hot water system. We think it was mentioned that a new hot water system was already purchased for 2019 before the ban was issued

## Conclusions

Hopefully it is evident, that numerous options exist which can be utilized in combination to remove the risks outlined by the City of Westminster's management and listed as reasons to enact the boating ban. The boating community would suggest that a collaborative process with our elected working group task force should be able to adopt and enact a series of solutions which could be enacted rapidly to reopen Standley Lake to power boats with no standout risk to ZQM infection. Our community would like to get started in adopting and then fully implementing the appropriate combination of these solutions. Let's roll up our sleeves and move these suggestions to implementation phase.

Last note: There are currently no ZQM infestations in Colorado....we need to keep it that way!

It appears as though there are solutions to make the Standley Lake ZQM system much more robust and in a timeframe which would allow the boating ban to be lifted in 2019. The boating community wants to be a part of the solution and is willing to step up and participate to make it happen.