

**Alaska Boating Safety****FY2004 Request: \$720,000**  
**Reference No: 32553****AP/AL:** Appropriation  
**Category:** Health/Human Services  
**Location:** Statewide  
**House District:** Statewide (HD 1-40)  
**Estimated Project Dates:** 07/01/2003 - 06/30/2006**Project Type:** Health and Safety  
**Contact:** Nico Bus  
**Contact Phone:** (907)465-2406**Brief Summary and Statement of Need:**

The goal of the Alaska Boating Safety Program is to reduce preventable boating fatalities and other accidents by providing programs that promote safety for persons and property in and connected to the use, operation, and equipment of boats, and encourage safe and enjoyable non-commercial boating in Alaska.

<b>Funding:</b>	<b>FY2004</b>	<b>FY2005</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>Total</b>
Fed Rcpts	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000		\$3,000,000
Rcpt Svcs	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000		\$600,000
<b>Total:</b>	<b>\$720,000</b>	<b>\$720,000</b>	<b>\$720,000</b>	<b>\$720,000</b>	<b>\$720,000</b>	<b>\$0</b>	<b>\$3,600,000</b>

<input checked="" type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input checked="" type="checkbox"/> On-Going
100% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

**Operating & Maintenance Costs:**

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	
<b>Totals:</b>	<b>0</b>	<b>0</b>

**Additional Information / Prior Funding History:**SSSLA02/CH1 - \$600,000  
SLA01/CH61 - \$660,000  
SLA00/CH135 - \$660,000**Project Description/Justification:**

Boating fatalities are a serious health and safety issue in Alaska, and nationally. They are second only to highway deaths in all transportation related fatalities and, as such, are on the National Transportation Safety Board's "10 most wanted" list. Of all the state non-commercial boating fatality rates, Alaska's ranks among the nation's highest. Over the last 10 years, an average of 25 boaters lost their lives each year on Alaska's waters; a death rate that was over 10 times the national average. Besides needless loss of life, boating accidents cost money. The economic impact on the national, state, and local levels for every search, rescue, emergency medical response, and body recovery, is real. There is also a cost to surviving family members in medical expenses and loss of income. In order to address this problem, every state and territory in the nation has established a state boating safety program. Alaska's Boating Safety Program was established in July 1998, when the Office of Boating Safety was designated within the Division of Parks & Outdoor Recreation. As a result, Alaska secured conditional program approval from the U.S. Coast Guard, and for the first time received partial federal funding. With the passage of the Alaska Boating Safety Act in May 2000, Alaska qualified to receive the state's full share of federal funding made available to the states for boating safety programs. The program relies almost exclusively on federal funding.

The Office of Boating Safety meets the statutory responsibility of AS 05.25.053 by administering a statewide boating safety program whose primary objectives include providing and/or supporting a variety of public boating education programs for high - risk boaters and children. Through the program, the public receives information on risk management

and safe boating practices that increase public awareness, promote safer boating behaviors, and enhance boating knowledge.

Since the Federal Boat Safety Act of 1971 and the beginning of federal support of state programs, boating fatalities nationwide have decreased by 50% even though boat ownership more than doubled during the same period. Over time, we anticipate similar reductions in Alaska's boating fatalities, injuries, and property damage. We also expect to see reductions in the operating cost to the state for boating searches, rescues, and body recovery, and a reduction in the economic and social impact to Alaska families that results from boating accidents.

As an added benefit we anticipate increased sales of boating safety equipment, which will benefit Alaska businesses. Because the program is minimally staffed, many of the program's projects are accomplished through contracts with the private sector. Contracts for such things as printing written publications, broadcasting boating safety messages, training volunteer instructors, research and surveys, and purchasing life jackets for the Kid's Don't Float program, all contribute to the state economy and support private sector jobs.

**Why is this Project Needed Now:**

Alaska's non-commercial boating fatality rate ranks among the nation's highest. Over the last 10 years, an average of 25 boaters lost their lives on Alaska's waters. Alaska boaters reflect this concern as well. Over 50% feel boating is more dangerous in Alaska than in other states. Boating safety programs are proven to be effective in reducing boating fatalities. Without interventions, Alaska's boating fatality rate will likely climb with increasing participation in boating.

**Specific Spending Detail:**

By state law, 75% of the federal grant funds are intended to be used for boating specific public education programs such as boating safety curriculum development, printed educational materials such as the *Alaska Boater's Handbook*, statewide boating safety instructor training, conducting boating classes and making presentations, support for the *Kid's Don't Float* life jacket loaner board program and the U.S Coast Guard Auxiliary, developing and broadcasting and publishing boating safety messages, and providing for school programs. While our program's emphasis is on education, some of the funds requested can also be used for other boating program activities such as boating facility and waterway marker maintenance, boating law enforcement training and boating accident investigation training.

**Project Support:**

The Alaska Office of Boating Safety works closely with the U.S. Coast Guard and U.S. Coast Guard Auxiliary, the Alaska Dept. of Public Safety, and the Alaska Div. of Motor Vehicles. The program also coordinates with other agencies and organizations such as the Indian Health Service, national, regional and state boating organizations, health and safety organizations, and individual boaters. The Alaska Boating Safety Program has a long list of public and private supporters, including:

United States Coast Guard  
United States Coast Guard Auxiliary  
Alaska Municipal League  
Alaska Boating Association (ABA)  
Valdez Harbor Users Association  
Seward Boat Owners Association  
Whittier Boat Owners Association  
Alaska Wilderness Recreation and Tourism Association  
Fairbanks Paddlers  
Alaska Marine Dealer's Association  
Trails and Recreational Access for Alaskans Board (TRAAK)  
Alaska Safety Advisory Council (ASAC)  
Kenai River Special Management Area Citizen's Advisory Board  
Alaska Boating Safety Advisory Council (ABSAC)  
Mat-Su State Parks Citizen's Advisory Board  
Big Lake Community Council  
Sitka State Parks Citizen's Advisory Board  
Denali Safety Council  
Alaska Department of Public Safety  
State of Alaska Capital Project Summary  
Governor's FY04 Capital Budget

Department of Natural Resources  
Reference No: 32553  
Released December 15, 2003

## Alaska Boating Safety

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Alaska Wildland Adventures

National Transportation Safety Board

Alaska Department of Health and Social Services - Community Health and EMS section

Western States Boating Administrator's Association

National Association of State Boating Law Administrators

National Safe Boating Council

National Transportation Safety Board

### Project Opposition:

Unknown

### State Match Required:

A state match, equal to the amount of federal grant funds received by the state is required. The state match is met through a combination of sources that varies greatly from year to year. The match sources include those expenditures in the existing state budget that can be identified as relating to boating safety, DMV's expenditures to conduct boat registration, and the \$120.0 RSS request in this project. The \$120.0 RSS requested are boat registration receipts collected by DMV in fiscal year 2002 that was over and above that which was needed by Division of Motor Vehicles to actually register boats. In a recent survey by Ivan Moore and Associates, over 85% of Alaskan boaters indicated they believe boat registration receipts should be used for boating programs.

Further, the amount that a state spends for their state's boating safety program (as compared to the other states) in any given year is a factor in determining the amount of federal funding that a that state will be eligible to receive two years later.