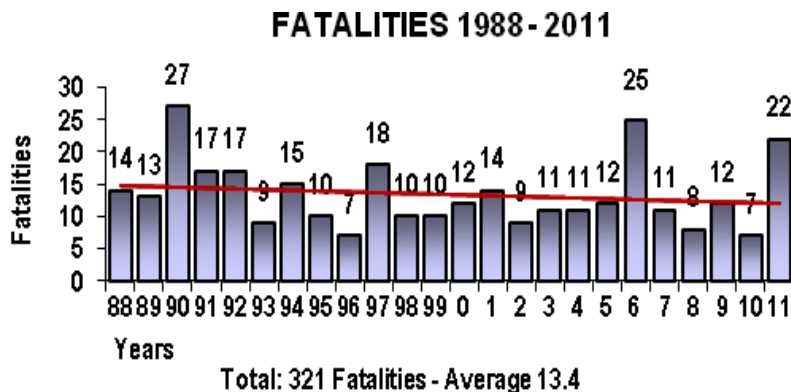
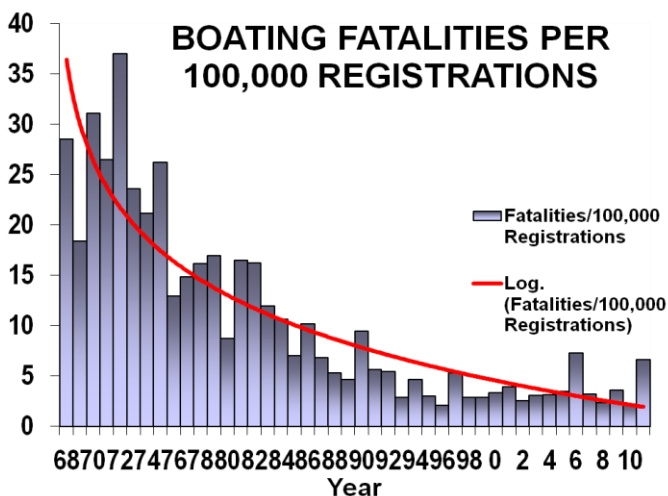


**RECREATIONAL BOATING SAFETY (RBS) PROGRAM
 PERFORMANCE REPORT
 PART 1 C: ACCOMPLISHMENTS
 COMMONWEALTH OF PENNSYLVANIA
 FOR THE PERIOD OCTOBER 1, 2010 TO SEPTEMBER 30, 2011**

The Recreational Boating Program in Pennsylvania, which is administered by the Pennsylvania Fish and Boat Commission (Commission), is dependent on the infusion of funds from the Recreational Boating Safety (RBS) Program grant to be successful. One way to measure the success of Pennsylvania’s boating safety program is the number of recreational boaters injured or killed in boating accidents. Because of the importance of weather and other factors impossible or difficult to control, the trend in boating accident fatalities is the most common statistic used for evaluating program success. The following graph shows boating fatalities in Pennsylvania from 1988 through 2011. Although there are some spikes, the decline in the number of fatalities per year is on a gradual downward trend. The average number of fatalities from 1988 through 1999 was 13.9; this decreased to an average of 12.8 per year for 2000 through 2011.

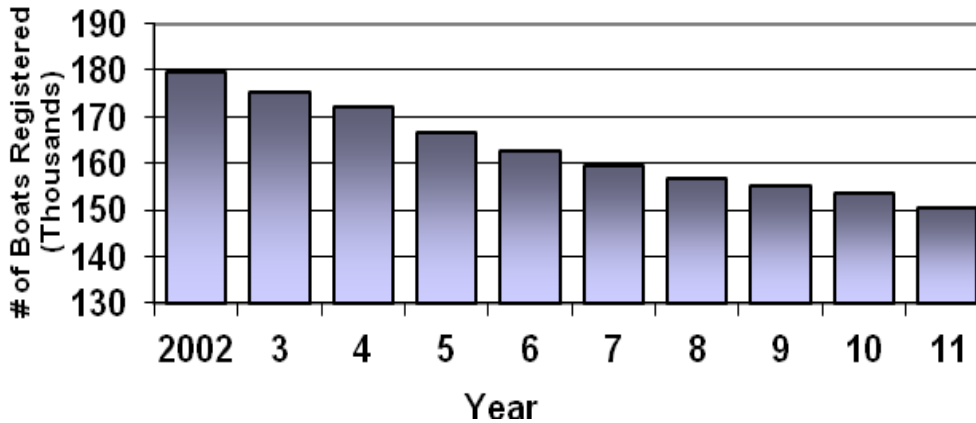


The success of the Commission’s boating safety program is illustrated by comparing the number of fatalities to the number of registered boats. These records are available for the last 44 years. The following graph shows the number of recreational boating fatalities per 100,000 registered boats. The increase in the number of boats registered in the Commonwealth over the last 44 years has been matched by a commensurate increase in boating safety. This would not have been possible without the support of Coast Guard RBS funding.

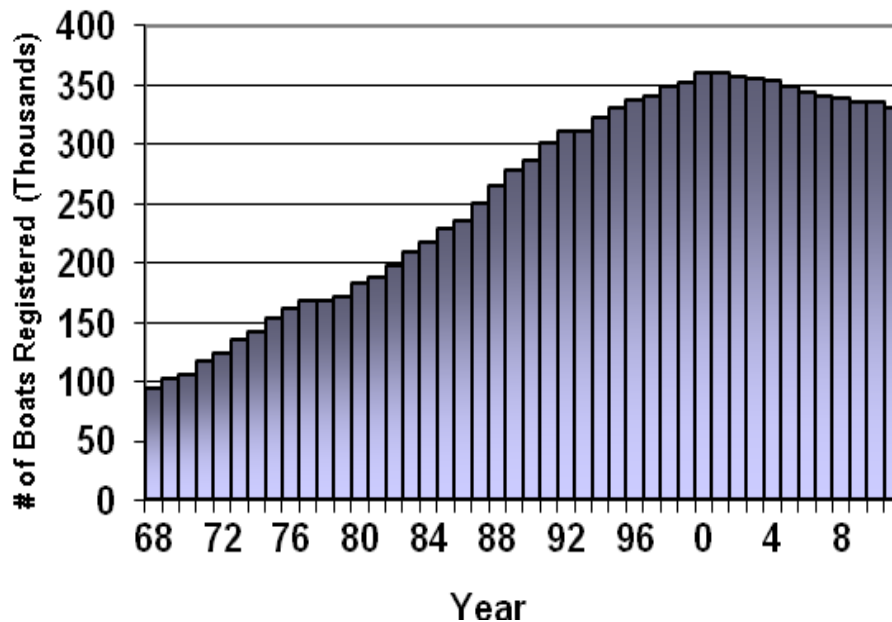


Pennsylvania experienced a slight decrease in boat registrations in 2011. The Commission registered 331,590 craft from during the FFY2011. This represents a decrease of 3,818 boats from the previous year. This decrease is small but is significant because boat registrations have decreased over the past ten years. During the period of 1968-2011, boat registrations have gone up every year but eleven, and have declined in each of the last ten years. The peak was in 2000 with 360,361 registered boats. The decline has been primarily in one class of boats. The numbers of motorboats less than 16 feet in length that are registered in Pennsylvania have declined steadily since 2000 (see chart below).

MOTORBOATS <16 FT. REGISTRATIONS



BOAT REGISTRATIONS 1968 - 2011



	2011 BOAT REG STATS	2010 BOAT REG STATS	2009 BOAT REG STATS	2008 BOAT REG STATS	2007 BOAT REG STATS	2006 BOAT REG STATS	2005 BOAT REG STATS
Total Active Registrations:	331,590	335,408	336,347	338,192	341,239	344,452	348,512
Total Unpowered Vessels:	38,924	39,130	39,006	39,165	39,193	39,435	40,134
Total Active PWCs:	28,041	27,864	27,309	27,058	23,167	26,511	26,367
Less than 16 Ft.	150,414	153,688	155,285	156,784	159,505	162,626	166,546
16 Ft. to 25 Ft.	135,057	135,570	134,913	135,204	135,864	135,593	135,238
26 Ft. to 39 Ft.	6,560	6,415	6,258	6,180	6,073	5,958	5,841
40 Ft. to 65 Ft.	589	564	575	575	571	553	530
Boats > 65 Ft.	46	41	38	34	33	33	31
Rowboats	1,589	1,724	1,755	1,881	1,941	1,991	2,010
Sailboats	1,151	1,253	1,307	1,386	1,469	1,563	1,637
Canoes	18,426	19,338	19,908	20,735	21,395	22,202	23,211
Kayaks/ Other Boats	17,758	16,815	16,016	15,163	14,388	13,679	13,276

The Commission set the following goals and objectives for the 2011 recreational boating safety grant year:

GOALS

1. Provide effective education programs and informational material to the boating public.
2. Further reduce the number of boating accidents, fatalities and boater conflicts.
3. Provide adequate, effective and efficient enforcement of the boating laws and regulations.
4. Develop and maintain a liaison with other boating organizations and agencies.
5. Administer a boat registration system that is responsive to the needs of the Commission and the boating public, efficiently collects the revenues needed to run the boating program and identifies legal ownership of recreational boats.
6. Provide recreational boaters with the highest quality boating facilities on all navigable water bodies of the state.

OBJECTIVES

1. Provide technical guidance and support for the development and enhancement of public access to fishing and boating opportunities. This effort includes cooperation with Federal and state government agencies, non-profit groups, and private businesses and landowners.
2. Maintain an efficient and cost-effective method of registering and titling boats, assuring that Pennsylvania receives and deposits the fees expeditiously and that the boat owner receives

- title and registration certificates promptly and courteously.
3. Provide an adequate level of control over and distribution of aids to navigation and floating structures.
 4. Provide training opportunities, educational materials and support to boating education partners so all recreational boaters will be knowledgeable of the boating regulations and the principals of boating safety.
 5. Provide water rescue training upon request to police, fire and rescue personnel to prevent water-related fatalities due to an inadequate understanding of the forces of water and how to handle water emergencies.
 6. Provide a law enforcement effort that assures an acceptable level of compliance with boating laws and regulations.
 7. Provide necessary vehicles, boats and other related equipment that Waterways Conservation Officers need for the efficient and effective performance of their duties.
 8. Maintain a liaison between the Commission, the U.S. Coast Guard, the U.S. Coast Guard Auxiliary, the U.S. Power Squadrons and other boating safety organizations.
 9. Provide grants to local governments and non-profits for the planning, acquisition, development, expansion and rehabilitation of public boating facilities located on the waters of Pennsylvania.

ADMINISTRATION

1. Maintain liaison with representatives of the boating industry, clubs and organizations, private citizens, and federal, state, and local officials to inform them of and engage them in portions of the Pennsylvania's Boating Program

Staff met with the PA Boating Association Southeast, U.S. Coast Guard Auxiliary, U.S. Power Squadrons, Pennsylvania Federation of Sportsmen's Clubs, Pittsburgh Safe Boating Council, numerous individual sportsmen's clubs, Water Trail sponsors, U.S. Army Corps of Engineers managers, the Governor's Youth Council and others.

2. Conduct a minimum of one Boating Advisory Board and four Commission meetings to formulate appropriate regulations and approaches to improve boating safety in Pennsylvania.

The Boating Advisory Board (Board) met on February 8, 2011. During their meeting, the Board recommended the following items to the Commission:

1. Amendment to §111.31 (Huntingdon County). During the summer of 2010 a joint meeting was held between representatives of the PFBC, USACE, Coast Guard Auxiliary, and Raystown Concessionaires concerning the current zoning on the Raystown Lake project. A consensus plan was developed and the revised plan would eliminate "slow, no wake speed" in the areas of Hawn's Run Cove and Anderson Bay. The proposal would make it clear to the boating public that these sections would no longer be slow, no-wake and would make enforcement of slow, no-wake feasible by Commission law enforcement personnel.
2. Amendment to §111.43 (Mercer County). In 2006, electric motors were permitted on a sizeable part of Lake Wilhelm that runs through State Game Lands 270 from the old log boom to the State Propagation Area above the Sheakleyville bridge. State Game Lands 270 contains approximately 300 acres of Lake Wilhelm. The area is fairly shallow filled

with stumps. Currently the area is posted with Electric Motors Only posters at the boat launches, Sheakleyville bridge, and at the old boom which is now just a line of buoys. There is currently no regulation under Title 58 for the Commission to enforce this issue.

3. Amendment to §97.3 (Sound Producing Devices). There is no distinction made in the navigation rules regarding sound producing devices for powered versus unpowered vessels. The distinction comes into play regarding the size of the vessel and the type of sound producing device required. The current standard should remain, and the regulation should have the reference to “oral” removed. The word “oral” may be misconstrued as meaning shouting or whistling as being acceptable sound signals.
4. Amendment to §53.2 (Camping and Cooking). In 1976, the Commission established the Natural Access Area Program to make available public fishing and boating opportunities to some of the most scenic and inaccessible waterways within the Commonwealth. The program consisted of two distinct types of natural access areas: low development or mini-accesses and primitive rest stop access. The Commission established rules and regulations for access areas designated under this program and a special use permit for overnight camping at a cost of \$2 per boat. The Commission has not entered into any other agreements or established any other properties under the Natural Access Area Program, nor has it collected any permit fees from this program. A variety of agencies and organizations currently offer primitive access opportunities across the state with accompanying regulations, enforcement and management. The Commission will continue to provide assistance for the development of primitive access (often referred to as geo-cell ramps) for unpowered boats. Therefore, it is unnecessary for the Commission to maintain the Natural Access Area Program and to continue its regulation relating to primitive access areas.
5. Amendment to §97.5 (Visual Distress Signals). There is no definition for “serviceable” as it relates to inspecting Visual Distress Signals (VDS). An amendment to the current regulation would include the U.S. Coast Guard’s working definition of “serviceable” for VDS.
6. Amendments to Section 103.3 (Restriction for special areas), Section 105.3 (Unacceptable boating practices), and Section 109.4 (Waterskiing, aquaplaning, kiteskiing and similar activities). Wakeboarding and related sports are growing in popularity such that boat manufacturers are selling specialty ski/wakeboard boats that are designed to produce larger wakes and accommodate the equipment necessary to participate in these sports. In addition to specialty designs, extra weight (i.e., ballast) or modifications can be added to a boat to increase the size of its wake. The Commission has received complaints from boaters and property owners regarding disturbance and damage resulting from excessive wakes from boats being operated for the purpose of wakeboarding and wakesurfing. Staff therefore recommend amending §103.3 to increase the slow, no wake area for these boats.

Based on NASBLA’s Boat-Towed Watersports Model Act, the Commission’s current regulation (§105.3) requires a tow rope length greater than 20 feet, effectively prohibiting the sport of wakeboarding and wakesurfing. In 2004, NASBLA revised its language and narrowed the act to apply to teak surfing and body surfing – water sports

that pose potential dangers to the participant both because of proximity to the boat's propeller and because of the possibility of carbon monoxide poisoning. Wakeboarders and wakesurfers are typically in an upright position and outside of the carbon monoxide concentration zone. Additionally, Boating Law Administrators from across the country report no propeller strikes or other serious injuries as a result of wakeboarding or wakesurfing.

Staff recommend defining and including wakeboarding and wakesurfing in §109.4 to further require a competent observer to be onboard, prohibit the activity between the hours of sunset and sunrise, and require the use of PFDs or a specifically designed water ski wetsuit.

The Commissioners held four quarterly Board meetings during the FFY 2011.

During its quarterly meetings, the Commission approved the following regulatory items as final rulemaking:

1. Amendment to §53.16 (Special Use) restricts the number of watercraft that may be launched or retrieved by livery operators at Commission accesses to eight watercraft or less in any one-hour period except with the advance written approval of the Commission's Executive Director. Livery operators typically introduce new boaters to recreational boating and routinely provide new and existing boaters with safety instruction. The Commission therefore amended the regulation to allow less restrictive use of its accesses by livery operators and their customers. The Commission does not anticipate that user conflicts will result from this change. The Commission amended §53.16 to read as set forth in the notice of proposed rulemaking.
2. Amendment to §95.3 (Lights for Boats) provides boaters with detailed information on the requirements for types, configurations and locations of navigation lights on boats. Section 95.3(a) states, in part, that "A boat from sunset to sunrise and during periods of restricted visibility shall carry and exhibit the lights prescribed by the Inland Navigation Rules . . ." Inland Navigation Rule 20, Part C--Lights and Shapes, states that "The rules concerning lights shall be complied with from sunset to sunrise, and during such times no other lights shall be exhibited, except such lights as cannot be mistaken for the lights specified in these Rules do not impair their visibility or distinctive character, or interfere with the keeping of a proper look-out." Many boaters assume that docking lights may be used while a vessel is underway (when lights are required). Since docking lights can easily be mistaken for stern lights or all-round white lights, docking lights may not be displayed while a vessel is underway. However, it is clear that there is a need for boaters to use docking lights to safely approach a dock, a mooring buoy or even the shoreline. The Commission therefore amended the regulation to clarify when it is illegal to use docking lights. The Commission amended §95.3 to read as set forth in the notice of proposed rulemaking.
3. Amendment to §111.16 (Clarion County) to read as set forth in the notice of proposed rulemaking. The Commission created a slow, no-wake zone for just over two miles at the very uppermost limit to power boating and skiing activities created by the Piney Dam

on the Clarion River. The Commission received input from anglers that boats have been traveling at high speeds through the indicated section of the Clarion River causing problems with angling on this narrow section of the Clarion River. Parts of the river in this stretch are less than 200 feet across and, therefore, in essence, are already slow, no-wake. The Commission's Northwest Region Manager reported that the new slow, no-wake zone is upstream of the very uppermost limit to where unlimited horse power boating is appropriate. As amended, §111.16 makes it clear to the boating public that this section is in fact slow, no-wake and makes enforcement of the restriction feasible by Commission law enforcement personnel.

4. Amendment to §111.20 (Crawford County). §111.20 prohibits the anchoring of boats in the area along the western shoreline of Conneaut Lake commonly referred to as the "sand bar" and further provides that the no anchor zone will extend along the shoreline to a line of buoys approximately 75 feet out from the end of the steel cribs at either end of the zone. Over the years there have been changes to the shoreline on Conneaut Lake. Waterways Conservation Officers are concerned about enforcing the regulation because the contours of the shoreline vary in the designated area and the end parameters (steel cribs) referred to in the regulation are no longer visible or present. The Commission therefore amended §111.20 to read as set forth in the notice of proposed rulemaking.
5. Amendment to §97.1 (Personal flotation devices)
In the past 15 years, a disproportionate number of recreational boating fatalities occurred in this Commonwealth from November through April primarily due to the effects of coldwater immersion. When water temperatures are less than 70 degrees F, cold water shock is a major factor in boating fatalities. Cold water shock causes an involuntary gasp (often resulting in aspiration of water), hyperventilation, breathlessness and a reduced ability to control breathing and swim. Victims who wear a personal flotation device when exposed to cold water have potentially life-saving advantages such as insulation from the cold, buoyancy for victims who are unable to tread water and reduced risk of aspiration of water. In an effort to reduce the number of fatalities related to coldwater immersion, the Commission amends §97.1, as set forth in the notice of proposed rulemaking, to require life jackets to be worn on small and unstable boats during the period most noted for cold water temperatures, *i.e.*, November 1 through April 30. The Commission therefore amended §97.1 to read as set forth in the notice of proposed rulemaking.
6. Amendment to §97.3 (Sound Producing Devices) §97.3 of the Commission's regulations requires sound producing devices in boats. Inland Navigation Rule 32, Part D-Sound and Light Signals, does not make a distinction in terms of required sound equipment for powered versus unpowered vessels. Length of the vessel is the characteristic that determines the type of sound producing device required. §97.3 of the Commission's regulations is consistent with the Inland Navigation Rule and specifically refers to unpowered boats for ease of reference. However, the use of the word "oral" in describing the requirement for unpowered boats may be misconstrued as meaning shouting or whistling as being an acceptable sound signal. The Commission therefore proposes clarifying the requirement and adding a statement indicating that an athletic coach's whistle is an acceptable sound producing device for unpowered boats. Additionally, the Commission proposes including a prohibition against the use of sound signals except in the case of an emergency.
The Commission proposes that §97.3 be amended to read as set forth in the notice of proposed rulemaking.

7. Amendment to §97.5 (Visual Distress Signals) §97.5 of the Commission's regulations requires visual distress signals (VDS) to be carried onboard boats operating on Lake Erie. This regulation is consistent with the Federal Navigation Regulations (33 CFR §175.125) requiring that VDS must be in serviceable condition. However, there is no definition for "serviceable" as it relates to inspecting VDS. Unlike life jacket regulations that do provide examples of "serviceable condition," VDS requirements lack these examples. Therefore, the Commission proposes adopting the standards used by the United States Coast Guard Boating Safety Division. The Commission proposes that §97.5 be amended to read as set forth in the notice of proposed rulemaking
8. Amendment to §111.31 (Huntingdon County) During the summer of 2010, a joint meeting was held between representatives of the Commission, the United States Army Corps of Engineers (Corps), the United States Coast Guard Auxiliary and Raystown Concessionaires concerning the current zoning on Raystown Lake. The Corps' goal for Lake Raystown is to reduce the costs of the buoy program by transferring costs to parties who benefit; eliminating buoys that are redundant to Commission regulations; replacing buoys with signage; and analyzing existing lake zoning versus observed usage patterns. As a result of the meeting and subsequent discussions, the Corps developed a plan that recommends changes to enhance recreation on the lake. Specifically, the plan recommends eliminating the "slow, no wake speed" designation in the areas of Hawns Run Cove and Anderson Bay. The narrow geography of Hawns Run Cove already restricts a portion of the cove to slow, no wake according to Commission regulations. The Corps recommends removing the regulation currently restricting the entire cove, thereby eliminating the need for the three buoys at the entrance to the cove. The Corps' plan also states that Anderson Bay is rarely used by recreational boaters and is more frequently used by trolling anglers. Therefore, based on usage of the bay, there is no need to designate the bay as a slow, no wake zone. This proposal would eliminate approximately 15 buoys. The Commission proposes that §111.31 be amended to read as set forth in the notice of proposed rulemaking.
9. Amendment to §111.43 (Mercer County) State Game Lands 270 contains approximately 300 acres of Lake Wilhelm. In 2006, electric motors were permitted on a sizeable part of Lake Wilhelm that runs through State Game Lands 270 from the old log boom to the State Propagation Area above the Sheakleyville Bridge. The area is fairly shallow and filled with stumps. Currently, the area is posted with "Electric Motors Only" posters at the boat launches, Sheakleyville Bridge and at the old boom which is now just a line of buoys. There is currently no Commission regulation prohibiting the operation of boats powered by internal combustion motors in this area. The remainder of the lake is owned by the Department of Conservation and Natural Resources, Bureau of State Parks, and has a 20 horsepower restriction on it. Waterways Conservation Officers have received numerous complaints from anglers that individuals are using gasoline powered motors in the "Electric Motors Only" area. The Pennsylvania Game Commission was contacted, and it supports the proposed regulation. Currently, if an individual is caught running a gasoline motor in this area, the individual's information must be turned over to the Game Commission for enforcement. The Commission proposes that §111.43 be amended to read as set forth in the notice of proposed rulemaking.

3. Advocate for the passage of laws that benefit boaters, particularly bills that address boating under the influence.

No legislation was passed into law that would benefit or hinder boaters from October 1, 2010 through September 30, 2011.

4. Inform U.S. Congressmen and State Legislators of projects and programs funded by Sport Fish Restoration and Boating Trust Fund allocations to Pennsylvania.

The Commission has a legislative liaison to inform Legislators of programs funded by the Sport Fish Restoration and Boating Trust Fund. In FFY2011 the Commission held a “Ready, Set, Inflate!” event at the Pennsylvania State Capital to increase lifejacket wear awareness with lawmakers and the media. In addition, the Commission provided law enforcement and education staff to accompany the Governor of Pennsylvania, Tom Corbett, on two kayaking trips, and provided him with insights into water rescue deployments as part of recent flood events.

5. Participate in training and development opportunities to improve staff’s knowledge and skills in boating safety, water rescue, grants management, access development, national education standards and outreach campaigns.

The Commission provided in-service training to staff regarding boating safety, water rescue, grants management, access development, national education standards and outreach campaigns. The Commission approved out-service training for staff to attend boating conferences, meetings, and trainings offered by various organizations such as the U.S. Coast Guard, National Safe Boating Council, National Water Safety Congress, and the National Association of State Boating Law Administrators.

6. Improve internal computer-based boating accident reporting systems to ensure accuracy of information collected and enhanced submission, review and transmittal to the U.S. Coast Guard in a timely manner.

The Bureau of Boating & Access, the Bureau of Law Enforcement, and the Information Technology Division worked closely to ensure timely reporting of accidents and proper investigation. The Commission modified its computer-based boating accident reporting system for the officers in the field which has aided in collecting the appropriate information to be reported to the Coast Guard.

BOAT REGISTRATION

1. Provide an effective and cost-efficient method of registering and titling boats, assuring that Pennsylvania receives and deposits its revenues expeditiously and that the boat owner receives registration and titling certificates promptly and courteously.

The Commission utilizes the Pennsylvania Automated Licensing System to process and maintain boat registration data. The system offers boaters the ability to renew their registrations online. In addition, boaters can purchase duplicate registration cards and update their addresses via the web site. Boaters are provided with a 60-day temporary registration which allows them to put their boat on the water immediately.

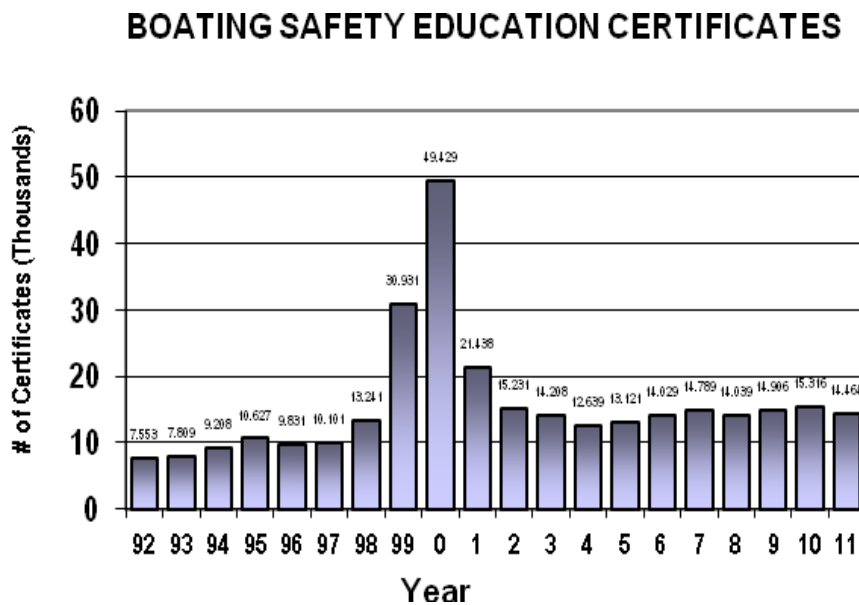
EDUCATION

1. Continue to offer courses necessary for boat operators to obtain a NASBLA-approved Boating Safety Education Certificate.

The Commission certified 14,464 students in National Association of Boating Law Administrators (NASBLA)-approved boating courses from October 1, 2010 through September 30, 2011. This is 852 less certificates than Federal Fiscal Year (FFY) 2010 (see chart on following page). The number of boating safety education certificates being issued is generally stable with only minor fluctuations over the last five years.

The Commission issued boating safety education certificates to 1,895 students who successfully completed a PA Basic Boating course, which is 36 more certificates than in the previous year. Not everyone who completed a boating course applied for a boating safety education certificate. The agency and its volunteers taught 106 PA Basic Boating Courses.

Instructors and staff taught 51 Boating & Water Safety Awareness (BWSA) courses, with 2,343 students successfully completing this course in FFY 2010. The Commission issued boating safety education certificates to 578 of those students. This indicates that only 25% of those students applied to the Commission for a boating safety education certificate. Based on conversations with instructors, some students may complete the course but do not want the NASBLA certification or are not required by law to have the certification. In addition, several instructors indicate they teach most, but not all, of the BWSA curriculum. That is, they teach components and/or skills but not the complete course allowing students to apply for certification.

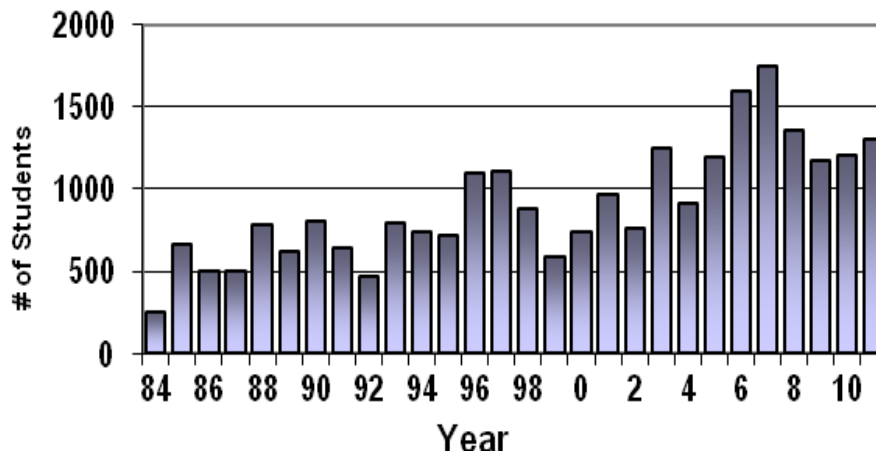


The Commission continues to be very successful with the distance learning courses and has received requests for our Commission-established course criteria from other states. In FFY 2011, 468 people completed the video correspondence course and 10,978 students successfully completed internet courses. The Commission issued 11,446 boating education certificates to students for successfully completing these long-distance learning courses, a decrease of 467 from FFY 2010.

2. Continue to offer the Water Rescue Training Program to train water rescue volunteers and professionals in proper rescue techniques.

The Commission certified 1,307 students through the administration of 96 courses in the Water Rescue Program in FFY 2011, an increase of 104 students from FFY 2010 the fourth best year on record for this program (see chart on next page). The Commission has a trained volunteer instructor corps of 139 individuals who provided more than 6,200 hours of training this past year. More than 68 courses were taught with a student enrollment greater than 1,545 in the Commission's 2½-hour Water Rescue for the First Responder Course (NFPA 1670 Awareness level). The Commission's Water Rescue program is the largest of its kind in the United States.

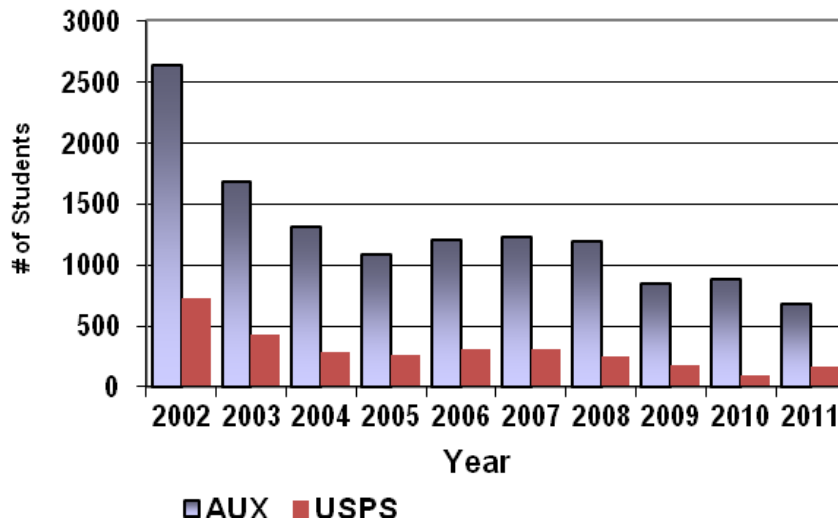
WATER RESCUE STUDENTS



3. Continue to foster a close working relationship with the U.S. Coast Guard Auxiliary and the U.S. Power Squadron's education programs for boater safety certification. Invite key representatives to Boating Advisory Board meetings and provide updated instructor information to all Auxiliary Flotillas and U.S. Power Squadrons in Pennsylvania.

The Commission issued awards and certificates to outstanding Flotillas and Auxiliaries in the 5NR in Pennsylvania. Successful students in Auxiliary courses turned in applications to the Commission to certify 682 students in FFY 2011, a decrease of 163 certificates from FFY 2010. USPS course students submitted applications for the Commission to certify 167 students in FFY 2011, an increase of 78 certificates. The chart on the following page clearly indicates a long term decrease in the number of students being certified by the Commission in U.S.C.G. Auxiliary and U.S. Power Squadron Courses. This is most likely due to the competition from online courses and a reduction in demand for classroom courses. All Commission, Auxiliary, Power Squadron and other approved courses are listed on the Commission's website. Course information is available from the Commission's toll-free telephone number. Commission representatives continue to attend USPS and USCG Auxiliary conferences, workshops, and (on request) teach the legal requirements section for their courses. Representatives from the USCG, USCG Auxiliary, and USPS were in attendance at the Commission Boating Advisory Board Meeting in February.

**Commission Certified Students
U.S. Coast Guard Auxiliary
U.S. Power Squadrons
2002 - 2011**



4. Develop non-certification paddle sports safety education program, corresponding curriculum and instructor training. Produce and distribute boating safety literature; incorporate the “Wear It Pennsylvania” message into all boating safety materials distributed by the Commission.

Several different lesson plans/program formats for the paddle sports program were piloted during the period. Commission staff will use these experiences to shape the final version of the curriculum, with anticipated completion in early 2012. Three different formats were used in 2011 to deliver what is being referred to as Paddle PA:

- Introductory program—45 minutes or less
- 3 hour/half day program
- 6 hour/full day program

Each program provides instruction on proper life jacket fit and use, safe entry and exit into canoe/kayak, terminology, basic paddling skills and water safety (including hazards).

On July 11, 2011 Commission staff held an introductory, 2 ½ hour, Paddle PA event at Memorial Lake State Park. This event coincided with the quarterly meeting of the Commission. More than 75 participants were provided hands-on instruction and given a brief opportunity to paddle on the lake. The Lieutenant Governor and several other public officials took part in the event.

The Commission delivered full-day Paddle PA instruction to professional educators several times during the period. The most significant was to 28 staff from the Bureau of State Parks within the Department of Conservation and Natural Resources. These staff currently or plan to offer canoe and/or kayak programs, or use these watercraft in environmental education programming. The full-day training was also offered to 22 participants at the annual convention of the PA State Association for Health, Physical Education, Recreation

and Dance. Participants in this training included health and physical education teachers.

Throughout the year, the PFBC utilized its suite of printed publications to further promote safe boating with full-page, full-color messaging in its annual Pennsylvania Fishing Summary (1.1 million copies produced) starting in December 2010, its Boating Handbook (100,000 copies produced), Boating Regulation Recap brochures (100,000 produced), 2011 Pocket Guide (75,000 produced) and in its subscription-based agency magazine, Pennsylvania Angler & Boater (distributed six times a year). Specifically with the May/June issue of the magazine (distribution of 60,000 copies), a full-page advertisement was included which promoted National Safe Boating Week. In addition, students completing the PA Basic Boating Course or the Boating and Water Safety Awareness Course received a copy of the Boating Handbook and Regulation Recap. In a separate bulk mailing, the Boating Regulation Recap was distributed to all boat registration agents in April 2011. The Commission distributed literature, either paid or free publications, at 40 boat and sports shows and approximately 250 requests received via mail.

The Commission collaborated with the Pennsylvania Game Commission (PGC) to include a Quick Reference (QR) code in their annual Pennsylvania Hunting and Trapping Digest (1.2 million copies produced) that linked to PFBC's informational web page on life jackets. The focus of this information was targeted at waterfowl hunters, underscoring the importance of life jacket wear.

The Commission's website is a major source of boating safety information. There is a wide array of boating and water safety materials at www.fishandboat.com. Everything from an enhanced version of our Boating Handbook to water trails to information on where to find a personal flotation device (PFD) is included (<http://fishandboat.com/boatcrs/pfd/mfgs.htm>). Links to our boating safety partners enhance the site. In addition, we have a Wear It resources page at: <http://fishandboat.com/media-resources/wear-it-media/wear-it-media.htm> which includes a video with a Wear It message from the Commission Executive Director John Arway in addition to audio clips, press release, and web banners.

5. Maintain a video library available to boating safety instructors, various organizations, clubs and individuals from across Pennsylvania.

The Bureau of Policy, Planning and Communications received and filled 29 requests for videos to be used in boating courses and public speaking appearances.

6. Participate in Operation Dry Water, "Wear It!" campaign, "Ready, Set, Inflate" events, and National Safe Boating Week events to promote boating safety and life jacket wear.

The Commission enhanced its adoption of the "Wear It!" campaign through its website with select and updated web pages (<http://www.fishandboat.com/media-resources/wear-it-media/wear-it-media.htm>), placement of web banners on our home page and other pages on the site with links to USCG and National Safe Boating Council resources through National Safe Boating Week and the rest of the year. In addition, the Commission held a "Ready, Set, Inflate!" event at the Pennsylvania Capital in Harrisburg. The event drew local media new stations and Legislators.

7. Promote boating safety through special events, news releases, radio messages, public service announcements, radio and TV interviews and the Commission’s web page.

In FFY 2010, the Commission launched its safe boating radio campaign during a four-week period which promoted life jacket wear and other safe boating practices. The radio outreach utilizing public service announcements was part of an expansive agency media presence during National Safe Boating Week. Other media included a boat registration renewal mailing with safe boating messaging sent to approximately 175,000 boat owners. Also, safe boating portable exhibits promoting life jacket wear were displayed at a number of outdoor and boating show venues from January through March 2011. PFBC’s website (www.fishandboat.com) promoted the “Wear It!” campaign with select and updated web pages (<http://www.fishandboat.com/media-resources/wear-it-media/wear-it-media.htm>), placement of web banners on the home page and other pages on the site with links to USCG and National Safe Boating Council resources. During May, PFBC’s website attracted 268,067 unique visitors with 993,086 web pages accessed. The Commission also issued several press releases on safe boating practices through the year.

The Commission also used several special events to deliver the “Wear It!” safe boating message. Those events are listed in the table below. At several of these events, boating safety courses were offered to those attending the event. The PFBC PFD/Wear It exhibit graphic was used and several different boating and water safety publications were distributed.

Start Date	End Date	Show/Event
08-Jan-11	15-Jan-11	Pennsylvania Farm Show
27-Jan-11	30-Jan-11	Pittsburgh Boat Show
05-Feb-11	13-Feb-11	Eastern Sports and Outdoor Show
04-Mar-11	06-Mar-11	Greater Philadelphia Boat Show
04-Mar-11	06-Mar-11	Erie Sport and Travel Expo
24-Mar-11	27-Mar-11	Pennsylvania Outdoor Life Expo
18-May-11	18-May-11	National Safe Boating Week Kick-off
20-May-11	20-May-11	Safe Boating Day at PNC Park during a Pirate baseball game
20-May-11	22-May-11	Fire Expo 2011
11-Jun-11	11-Jun-11	Erie Safe Boating Day
11-Jun-11	11-Jun-11	Blue Marsh Water Safety Festival

Safe Boating Councils

PFBC staff participate in several grassroots safe boating efforts, the most notable being the Pittsburgh Safe Boating Council and the Erie Safe Boating Task Force. These organizations meet at regular intervals and their primary purpose is to provide the boating public information on boating safety and coordinate cooperation between agencies and other stakeholders. These organizations also sponsor boating and water safety events throughout the boating season. The Lake Erie event includes a life jacket exchange program, where old, worn jackets may be traded for new. There are other smaller scale organizations operating at other specific waterways.

AIDS-TO-NAVIGATION

- 1. Maintain a current computer-based inventory of all aids to navigation in Pennsylvania with emphasis on the body of water, location, jurisdiction, number of aids, type of aid, wording of aid, maintenance responsibility, and approximate set and removal date.**

The Commission maintains accurate, up-to-date computerized records of all aids-to-navigation on Pennsylvania waters. The inventory is managed by the waterway programs manager and is kept current through the ATON Program with the cooperative efforts of the U.S. Coast Guard Auxiliary, federal and state agencies, and the Commission's WCOs.

- 2. Continue to maintain a numbering system for all aids with emphasis on determining the exact location of each aid and purpose.** The Commission continues to operate an extensive Aids-to-Navigation Program. Most of the aids/floating structures are currently permitted. Efforts over the years have resulted in the location and permitting of all private aid/floating structures on state waters. Owners are attaching an identifying number to each aid to help establish their identity and location. Hand drawn maps with a few computer-generated maps are being used to graphically depict where buoys and structures are located for management purposes. The Commission continues to work with GPS and GIS technology to generate body of water maps showing the location of Commission-owned aids with plans to extend to privately owned aids.

- 3. Partner with the U.S. Coast Guard Auxiliary to provide for the timely reporting of problems within the ATON system.**

The Coast Guard Auxiliary provides a very valuable service to the Commission in the Aids-to-Navigation Verification Program. While on patrols, they observe aids-to-navigation and their positions are verified on charts provided by the Commission. Those aids that are missing, damaged or off-station are reported and corrective action is taken. This system has resulted in greater reliability of aids in Pennsylvania waters.

- 4. Include use and identification of aids through the distribution of the PA Boating Handbook.**

The Coast Guard Auxiliary, Commission boating education instructors and the program manager distributed the PA Boating Handbooks while conducting boating education classes. In addition, short articles on ATON appeared in the Pennsylvania Angler & Boater magazine and PFBC website.

5. Place information and warning signs (as necessary) at Commission access sites and hazardous areas.

Aluminum/fiberboard signs (4' x 4') warning boaters of Slow No Wake zones, dams, rocks and shoals were installed throughout Pennsylvania. Additional aluminum/fiberboard waterway marker information signs (2' x 2') were placed at various access and key launch areas to inform the boaters of waterway symbols and their meanings.

6. Review ATON plans for bridge construction projects for state agencies and local governments.

The Commission reviews all ATON plans for rehabilitation or replacement of bridge projects on waterways. Technical guidance is provided to engineering firms and PA Department of Transportation for plans to place signage and buoys around bridge projects to avoid accidents and allow for continued safe navigation through construction areas.

7. Evaluate and, if necessary, procure the use of private organizations to place, maintain and remove aids to navigation through contract or agreement.

The Commission awarded contracts in FFY 2011. The contracts for these Commission-owned aids-to-navigation are part of our Boating Safety Program. These contracts allow conservation officers to focus on primary safety and enforcement duties.

8. Review and process all requests to install floating structures on State waters submitted by state, local governments, organizations and individuals.

The Commission reviewed, approved and assigned a permit number for the installation of 502 floating structures on Commonwealth waters. These permits constitute a total of 3,137 structures, a decrease of 1,039 from FFY 2010 (see graph below for details).

Float Permit ATON Quantities Report

Type	Quantity
Channel	175
Controlled Area	997
Float	173
Floating Dock	69
Hazard	327
Information	26
Jet Ski Course	0
Boom	1
Mooring	394
Race Course	11
Restricted Area	694
Ski Ramp	3
Slalom Course	39
Other	228
Total	3,137

9. Conduct site visits to ensure compliance with Chapter 113 of Title 58, Pennsylvania Code (Aids to Navigation and Obstructions to Navigation).

The Commission's corps of Waterways Conservation Officers routinely checks the placement of regulatory ATON. ATON is also checked to ensure placement and serviceability by the USCG Auxiliary.

LAW ENFORCEMENT

1. Conduct law enforcement patrols to ensure boaters' compliance with existing laws and regulations regarding recreational boating.

The Bureau of Law Enforcement directs the enforcement of Pennsylvania fishing and boating laws and regulations and certain water pollution laws. In FFY 2011, the Bureau of Law Enforcement's duties and responsibilities involved Pennsylvania Fish and Boat Code enforcement, public outreach efforts, specialized boating safety efforts, pollution and encroachment investigations, fish stocking, and emergency assistance during weather-related incidents.

In addition to executing duties and responsibilities listed above, Waterways Conservation Officers (WCOs) also provided conservation education programs, reviewed permits for mine drainage and stream encroachments, administered the Commission's special activities permits, and environmental enforcement actions. The bureau also operated the Commission's most active volunteer program, utilizing a force of more than 160 Deputy Waterways Conservation Officers.

The Bureau of Law Enforcement maintained operations throughout most of the year with a considerable number of vacant districts as a result of retirements and military activations. Neighboring WCOs, deputies and regional office staff performed additional work to provide coverage in areas without an assigned district officer. Waterways Conservation Officer Larry Furlong was selected by the National State's Boating Law Administrators Association as Pennsylvania's Boating Safety Officer of the Year.

Conservation officers issued and the courts adjudicated 2,280 summary citations for boating violations. Lack of personal floatation devices or improper personal floatation devices onboard boats continued to be the most common boating violations. There were 11,800 warnings for boating violations issued by officers.

Fifty-nine arrests were made in FFY 2011 for boating-under-the-influence (BUI). Specialized BUI enforcement details were conducted throughout the state on waterways with the highest recreational boating use, including Presque Isle Bay, Allegheny River, Ohio River, Monongahela River, Lake Wallenpaupack, Raystown Lake, Delaware River, Blue Marsh Lake, and several boating pools on the Susquehanna River. Officers investigated several high profile boating accidents that involved serious injury or fatalities on Commonwealth waters. Officers investigated a total of 79 reportable boating accidents.

Other duties completed by the Bureau of Law Enforcement in FFY 2011 include conducting safety evaluations onboard 28,096 recreational boats. Officers also staffed Commission

displays at over 20 outdoor sports shows and expos held throughout the state.

2. Provide necessary training, vehicles and boats for law enforcement personnel.

The Commission has continued to train and employ high quality conservation officers. The training school for a new class of Waterways Conservation Officers (WCO) was completed in 2011 and graduated seven officers from the 52-week training program. WCOs are an integral part of education and enforcement efforts to enhance the recreational boating experience. The Bureau improved and streamlined its boating accident investigation reporting system through the continued modification of a new software program. All officers began using the updated system in January of 2011 and have continued to receive training. During the January in-service training, all officers received training from the State Police and have been certified to access CLEAN. Officers are able to query the network while in the field for boat registration information, motor vehicle and operator's information and eventually fishing license information. The Bureau continued to replace aging patrol boats within the limits of available funding. Several new law enforcement patrol boats were placed into service and others were re-powered. Surplus boats, motors and trailers were sold to the general public using a new online internet auction capability.

BOATING FACILITY GRANT PROGRAM

1. Facilitate funding to local governments and organizations for the acquisition, planning, engineering, development, expansion and major rehabilitation of public recreational boat access facilities.

In March of 2011, the Commission opened the sixth round of the Boating Facility Grant Program and began accepting applications. The deadline for this round of grants was May 31, 2011. For the 2011 round of grants, the Commission accepted applications from anywhere in the Commonwealth. However, the Commission took a more focused and limited approach to selecting grants projects. The Commission focused on projects that follow the priorities established in the Pennsylvania Fishing and Boating Access Strategy and the Chesapeake Bay Executive Order. More specifically, the Commission was looking for projects along water trails designated as National Recreational Trails in the Chesapeake Bay Watersheds and projects located in the top ten watersheds identified in the Pennsylvania Fishing and Boating Access Strategy. The Commission received a total of eighteen applications. The following applications ranked highest and were approved, or are pending approval, by the Commission for funding in the sixth round of the Boating Facility Grant Program.

Susquehanna Gateways	\$75,000
Wildlands Conservancy	\$175,000
Wildlands Conservancy	\$270,000

2. Implement Fishing and Boating Access Strategy that identifies and prioritizes public fishing and boating facility needs throughout Pennsylvania. Encourage use of the plan as a scoring/rating criteria for various partners' grant programs and implementation of recommended improvements.

Commission staff completed a statewide fishing and boating access plan in FFY 2009. The plan identifies current access areas, areas where additional access is needed, existing

conditions of the facilities and makes recommendations for improving access throughout the state. The plan breaks the state into 52 HUC-8 watersheds and prioritizes them according to the need for additional access. Based on the information in the access plan, the Commission will develop individual watershed plans to further address access needs for each of the 52 HUC-8 watersheds over the next five years. During FFY 2011, the Commission continued to work on developing individual watershed plans for the first five HUC-8 watersheds identified in the fishing and boating access plan.

3. Provide technical guidance for the development or enhancement of public fishing and boating access sites.

The Commission continues to provide technical assistance to local governments and non-profit organizations for the development and enhancement of public fishing and boating access sites. The Commission does this by providing funding resources and site inspections for potential access improvements or developments.

4. Review bridge construction project plans to recommend boating access improvement opportunities.

The Commission coordinates with Pennsylvania Department of Transportation to recommend or require boating access maintenance or improvement opportunities for bridge rehabilitation or replacement projects on waterways. The Commission provides technical guidance to engineering firms and the Department for boating access design upon request.