

ENGINEERING, REPORTING & ANALYSIS COMMITTEE (ERAC)

APPROVED CHARGES 2025-2026 (NASBLA Executive Board Action, 9/30/25)

All of the approved charges are carryovers from the 2024-2025 cycle (see [ERAC 2024-2025 Cycle Summary Report \(v1 Aug 15 2025\)](#) & Appendix). Each is presented with abbreviated language and an indication of why the charge was important to retain. The team assigned to the charge will finalize the 2026 language.

On the last page of this document is a new charge idea that was submitted during the 2025 online solicitation. The board did not approve it for committee action in this cycle, but recommended that it be reconsidered in a future cycle.

ERAC IR&A 2026-extension: Incident Reporting – Monitor/Act on USCG Policy Development --

Monitor the status of Coast Guard policy actions to ensure the committee can alert NASBLA membership, gather and evaluate feedback as needed, and deliver swift, meaningful input to the activity.

Importance: Some form of this charge—with the ERAC chair making assignments to other charge teams or workgroups based on the nature of the policy action—has been on the books since 2021 to ensure consensus recommendations from the [Recreational Boating Incident Reporting Policy Project Report \(2020\)](#) would not be forgotten in future policymaking. Most recently, it has been retained to ensure the implementation of [CG-BSX Policy Letter 23-01, CH-1 Recreational Boating Incident Reporting](#) could be evaluated. The mid-cycle release of the Coast Guard’s 2024 annual statistics – and possible clues as to policy implementation issues – did not afford the committee the chance to do so in 2025. In 2026, this is the charge that will accommodate any requested committee input to proposed revisions to the [“State Guide”](#) and / or the collection of data for Performance Report Part II.

ERAC IR&A 2026-1: Best Practices Development (Incident Reporting) -- Revisit the [Recreational Boating Incident Reporting Policy Project Report \(2020\)](#) to identify and prioritize a few of the consensus recommendations calling for development of best practices/guidance for the states. Complete work on guidance for discerning vessel “ownership status” (meaning of “owned,” “borrowed,” “rented” with emphasis on latter) as applies to incident reporting (see Interim Report in Appendix to [ERAC 2024-2025 Cycle Summary Report \(v1 Aug 15 2025\)](#)).

Importance: There is an immediate need to complete work initiated in 2025 regarding the guidance for vessel ownership status. However, a few priority items from the reporting policy project that called for developing best practices and that would be of direct benefit to the states could be selected for initiation (and possible completion) in the new cycle. Further, if state user feedback warrants it, then consideration should be given to modifying/updating the [guidance products](#) previously developed by the committee to assist the states’ implementation of [CG-BSX Policy Letter 23-01, CH-1 Recreational Boating Incident Reporting](#).

ERAC IR&A 2026-2: Reporting System Redesign (Incident Reporting) – On behalf of and in coordination with the states, participate in Coast Guard plans and actions to address the deficiencies in BARD, the current online incident reporting system. Ensure that the design and content of the future system will be responsive to state stakeholder needs and desires and will fully take into account related documentation that has been produced and provided to the Coast Guard by ERAC and affiliated workgroups over the last decade.

This will be a critical activity in 2026. At the end of the 2024-2025 cycle, Jonathan Hseih advised the committee he had just received word that the scoping and requirements gathering and design of BARD were scheduled to begin in the early part of CY 2026—i.e., earlier than originally anticipated. Further information on project status and needs will dictate when and how the committee will be able to most effectively participate in it on behalf of the states.

ERAC IR&A 2026-3: Continue Distraction Data Collection and Evaluation (Human Factors) – Continue working with the states already on line with the collection of the distraction data associated with the contributing factors “Operator Inattention” and “improper Lookout” and the circumstances associated with “Operator Inexperience.” Work with them to analyze what they have collected, learn from their experiences, and make adjustments accordingly. Continue working with states that have already expressed interest, and link them up with current pilot states to facilitate their efforts.

Importance: One already-in-the-works follow-up to the 2025 version of this charge is the instruction packet consisting of a “tool” to accompany the modified report form with intent to further guide states in the consistent collection of the data, whether through the online reporting system, paper copy or by inserting codes into the report narrative. Otherwise, this activity, which involves collaboration between states and between ERAC and the engaged states should continue as it has been a breakthrough in a long-standing goal of improved understanding of at least a few key human performance indicators.

ERAC S&R 2026-1: 2026 National Recreational Boating Safety Survey—Monitor USCG and NORC Activity – Continue to monitor and participate in this national effort on behalf of the states and on an as-needed basis.

Importance Since 2014, ERAC has played a substantial role in these national survey efforts—providing feedback to the Coast Guard on survey administration, instruments, and products, and developing products and webinars to inform the states on the findings and the benefits of understanding their implications (especially regarding the use of state-level exposure hours in developing risk ratios). This activity has been in line with provision 4.g. of the [Memorandum of Understanding/Agreement between the Coast Guard and NASBLA](#). As of the board approval date for this carryover charge, OMB had not yet approved the 2026 information collection, and ERAC has provided all of the substantive input that it reasonably can at this point. As such, the charge primarily be monitoring in nature to ensure that when the surveys are concluded NASBLA/ERAC can be prepared to inform the states on the findings’ implications.

ERAC K&CM 2026-1: Lighthouse Maintenance and ERAC Product Placement – Maintain/update the webpages of the recently redesigned Lighthouse webpages as needed and as user feedback is received. However, focus 2026 efforts primarily on the marketing, outreach, and promotion of the site itself and the ERAC products within. Consider alternative formats (e.g., targeted newsletters) for sharing ERAC-generated information.

Importance: The redesigned Lighthouse webpages went live on Aug. 17, 2025. While there are still a few ERAC products on the site that were not modified during the 2025 round of critical updates, the focus for this charge in 2026 will be on pushing out information about the availability of the updated products therein and identifying alternative methods for getting them into the (virtual) hands of potential users.

Charge suggested during online solicitation: Work with Highway Transportation Safety

Organizations to quantify the number of crashes in close proximity to state waterways in which a driver was impaired and possibly coming from the waterway.

Purpose: Boating enforcement agencies often struggle with quantifying the impact they are having on the roadways through their enforcement of impairment on the waterways. Getting a strong correlation between the two could help to increase funding resources for those agencies and possibly build a stronger coalition between the highway and waterway organizations for shared campaigns and efforts.

Tangible product(s): A qualitative analysis report that depicts the correlation between the impaired operator enforcement on the public waters and reduced highway crashes around the waterway. Perhaps a focused look at the ODW weekend since those numbers are available.

Board action: This suggested charge was not approved as the project would require more exploration, effort, and resources than will be available in this cycle. However, the board recommended that the committee hold it for consideration in a future cycle.