

BEFORE THE HYDROGRAPHIC SERVICES REVIEW BOARD

ORIGINAL

IN THE MATTER OF:

FEDERAL ADVISORY COMMITTEE MEETING

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The above-entitled matter came on for a public meeting on Thursday, May 25, 2006, commencing at 8:10 a.m., at The Consortium For Oceanographic Research and Education, 1201 New York Avenue, Suite 420, Washington, D.C. 20005, J. Scott Rainey, Chairman, presiding.

Reported by: Richard D. Baker, Jr.

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P R O C E E D I N G S

1
2 MR. RAINEY: Good morning. I'm Scott
3 Rainey, chair of the Hydrographic Services Review
4 Panel. I'd like to welcome all the members and
5 public attendees. We did have a signup outside for
6 the public, if they could sign it and indicate also
7 if they had any comments or would like to address
8 the panel. We're going to try to find a time
9 around our lunch break to move in any opportunity
10 for the public to address the panel. So please
11 indicate if you have some remarks.

12 Just had a couple of quick things. I
13 wanted to say thank you very much to Admiral West
14 for hosting us today at his offices here at CORE.
15 It's a beautiful facility and office and I really
16 appreciate that. And I think any of you who had
17 the opportunity to attend Captain Parsons'
18 retirement ceremony, and we had a small part in
19 that and I wanted to thank all the members that
20 were able to attend and Helen and Lou also
21 particularly for their help in our piece of that

1 with the declaration that we had for Captain
2 Parsons and putting, for the NOAA/CORE commendation
3 medal for his work with us. I think that was a
4 fitting tribute and I appreciate everybody's help
5 and support on that. I was glad we could be a part
6 of that.

7 I'll go ahead and turn it over, unless,
8 Admiral, do you have any required egress briefings
9 or anything we need to do?

10 RADM WEST: Glad I could be here. My
11 deputy director for external affairs is going to
12 spend some time this afternoon to tell you a little
13 bit about CORE, who we are and the major ocean
14 issues we're working on in town. There's a lot of
15 stuff going on. So she's on top of that. She'll
16 be giving you all that this afternoon.

17 MR. RAINEY: Thanks. And I wanted to
18 also acknowledge that Mr. Richard Baker here is
19 recording this for us. We had the service at our
20 previous meeting so I know everybody's familiar. I
21 promised him we'll try to keep most of it in

1 English, a little bit of Greek, and we'll see where
2 we go from there, but we'll try to talk one at a
3 time and he's going to try to pull our names off
4 the name tags, so if you have anything particularly
5 controversial, switch out your name tag first.

6 He'll interject when we're going a little too fast.

7 Let me turn it over to Captain Steve
8 Barnum, who as you know is our new designated
9 federal officer. Good morning and welcome to the
10 Hydrographic Services Review Panel. I am the new
11 designated federal official. As the new director
12 of Office of Coast Survey it's my pleasure to be
13 here to serve as DFO. HSRP is a panel that advises
14 NOAA on its navigational service and I'm very
15 pleased to have this austere group here today to
16 advise NOAA on the direction on its navigation
17 services programs. I do not have any lengthy
18 opening comments. I know we have a short meeting
19 today, just one day and a packed agenda, so with
20 that I'm going to introduce our keynote speaker,
21 and that is NOAA's assistant administrator for

1 National Ocean Services, John Dunnigan. John
2 Dunnigan is the assistant administrator for NOAA's
3 Ocean Services. He has broad experience in marine
4 science and policy in the service of marine
5 resource conservation. Mr. Dunnigan has been
6 associated with NOAA throughout his career
7 beginning as a NOAA congressional affairs intern in
8 1972. Since 2002 he has overseen NOAA's efforts
9 promoting fishery conservation and management
10 programs aimed at achieving the optimum sustainable
11 yield for U.S. fisheries on an annual basis. He
12 has played a key role in guiding NOAA's policy
13 under the Magnuson-Stevens Fishery Conservation and
14 Management Act. While serving as director of the
15 Office of Sustainable Fisheries, Dunnigan also
16 served as the director of the NOAA Ecosystem Goal
17 Team, one of the four mission goals in the agency.
18 He has led efforts to develop long-term multi-year
19 policy direction as NOAA works to implement an
20 ecosystem approach to its management of the
21 nation's marine resources. He joined NOS as the

1 assistant administrator in January of 2006.

2 Mr. Dunnigan received his law degree
3 from the University of Washington, where he focused
4 on environmental and marine law and legislation.
5 He holds an undergraduate degree in communications
6 from California State University and is an active
7 member of the Columbia Bar Association and a member
8 of the Washington State Bar Association, and with
9 that it's my pleasure to introduce Jack Dunnigan.

10 MR. DUNNIGAN: Thank you. Good morning.
11 I'll use this because I'm so hard to hear and maybe
12 if I could just for this purpose move over this way
13 so I can see everybody. Hi, Andy, hey, hi. So I
14 can see everybody and say hello.

15 What I would like to do this morning is
16 tell you a little bit about me and a little bit
17 about what I see are the challenges and
18 opportunities for all of us and perhaps a little
19 bit about what I think our future as a committee
20 and as an agency working together can be if we try
21 to make it happen.

1 Just a little bit about me. Steve went
2 through the major highlights of my career. I like
3 to tell people that I'm the guy who's quit NOAA
4 three times and I am either the testament to the
5 existence of the well-oiled revolving door or I am
6 the proverbial bad penny that just can't keep going
7 away. The nice thing about being able to say that,
8 though, is to note that I've been able to join NOAA
9 four times and it's always been a privilege on my
10 part to be able to do that. NOAA has been a
11 terrific home for me and for my family. They've
12 given us the opportunity to move all over the
13 country. Our children have this great sense of
14 wanderlust from having had the opportunity to live
15 on the west coast and in the south and in New
16 England and then in Washington, D.C. So much so
17 that as adults they've all gone up and moved away
18 so we don't get to see them very often. My
19 daughter flew in from California last night, so.
20 But NOAA's been a great place, it's been a great
21 place to have a career, it's been a terrific agency

1 in terms of the mission. It's been a good
2 opportunity to really get involved in things that
3 are important to the country and to have this
4 strong sense that you're able to do something
5 that's contributing to what our people really need.

6 Now, most of my experience in the last
7 30 years or so has been related to fisheries. I'm
8 a lawyer as was said. Scott and I both come from
9 the same law school, but most of what I've done,
10 and the biggest thing that I've done outside of the
11 agency that the people would know me for is having
12 been the executive director of the Atlantic States
13 Marine Fisheries Commission.

14 What my fisheries background really
15 showed me was the power of collaboration. You
16 know, in 1976 Congress had this great idea that we
17 didn't have to have a commanding control regulatory
18 system for this country's fisheries, that we could
19 do it collaboratively through stakeholder-oriented
20 groups called Regional Fishery Management
21 Councils. Certainly over the 30 years of the

1 Magnuson-Stevens Act the council system has had its
2 share of the good, the bad and the ugly, but over
3 the long term, you know, the sense that we have a
4 mutual future that we need to share and that we
5 need to work together to try to move towards that I
6 think has been a basic part of what's been good
7 certainly about the federal fisheries management
8 system.

9 The other thing is those eleven years
10 that I spent at the Atlantic States Marine
11 Fisheries Commission are really significant because
12 here you have an organization that was formed in
13 1942, totally voluntary, among 15 different
14 fractious and contentious states, and yet they have
15 found the opportunity, especially over the last
16 fifteen years, of sitting down and recognizing
17 their mutual future and a way for them to work
18 together to go forward. And remember, in our
19 country it's the states who are sovereign and for
20 them to come to an organization like an interstate
21 fish commission and say we're willing to put our

1 sovereignty second on any individual issue because
2 we know that the future that we can arrive at
3 together is more important I think, is a very
4 significant thing and the Atlantic States
5 Commission has been a leader and done a great job.
6 So I come into this version of my career in NOAA
7 with a strong orientation towards partnering and
8 towards collaboration.

9 Let me also say that in my career in
10 fisheries, we have a major federal advisory
11 committee similar to this one. It's called the
12 Marine Fisheries Advisory Committee, and I have
13 worn so many hats at that committee you couldn't
14 shake a stick at. I was their lawyer, I was their
15 chief of staff, I finally became a nonvoting member
16 when I was at the Atlantic States Marine Fisheries
17 Commission, and then when I came back to NOAA four
18 years ago I was among the office directors who were
19 principal in bringing issues to the committee,
20 leading a well-rounded and fully fleshed out
21 discussion. We thought -- we did a pretty good job

1 I think in arriving at an administration position
2 right now under Magnuson-Stevens Fishery
3 Conservation and Management Act and our ability to
4 work with our advisory committee was absolutely
5 fundamental over a period of about two and a half
6 years to getting the administration to the point
7 where it could come forward with a bill, with all
8 of the contention that's associated with
9 Magnuson-Stevens, come forward with a bill that
10 really dealt with the substantive significant
11 policy issues of the day. Unlike a lot of
12 administration efforts which are usually technical
13 in nature, which avoid any controversy, you know,
14 the administration's Magnuson bill deals with
15 economic regulation, it deals with IQs, it deals
16 with ecosystems, it deals with registration of
17 recreational fishermen. All of the major important
18 issues that are there, the government, the
19 administration, has a position on. And I think
20 that's a testament to our ability and the
21 commitment frankly of the members of our advisory

1 committee to sit down and talk to us.

2 So as we move forward together I am
3 looking for an opportunity to work with you, and
4 I'll talk a little bit more about this when I wrap
5 up my initial comments, but a good opportunity to
6 work with you to talk about what our future is,
7 what the issues are there, what's important to our
8 country and how NOAA can best respond to making
9 those things happen.

10 I've been at NOS now for four months,
11 four months and three days. And a couple of things
12 happened to me when I came over here from
13 fisheries. First of all, as a person who has been
14 in NOAA for 20 years and in this business for 30, I
15 really was shocked at how surprised I was with the
16 diversity of the portfolio at the National Ocean
17 Service. I have been as the Ecosystem Goal Team
18 lead generally familiar with a number of the
19 programs that are executed in NOS, but it really
20 struck me that there was so much diversity in what
21 we had to do from estuary research reserves and

1 sanctuaries and marine protected areas to oil spill
2 response and restoration to corals, to a wide range
3 of scientific assessment monitoring and research,
4 and all of that I was somewhat familiar with and
5 what I was not familiar with really at all except
6 for my co-gold team lead here, Steve, who helped me
7 begin to understand what was going on in the
8 commerce transportation side of our agency. We
9 generally consider that to be the Office of Coast
10 Survey and CO-OPS and the National Geodetic Survey.
11 So all of those issues were sort of new to me and I
12 was immediately impressed because I'd always
13 thought of NOAA as an environmental stewardship
14 agency and what I really began to learn quickly was
15 this was an agency whose mission is vital to the
16 commerce and economic security of our country. And
17 so I've really been I think privileged to be able
18 to have that sort of opened up to me.

19 And what we began to learn really last
20 year and, you know, shame on us for not figuring
21 this out sooner, as a result of the devastating

1 storms that occurred in the Gulf of Mexico and in
2 the south generally, was how much these two sides
3 of our house are really tied together, because it's
4 really all about the water and not just what
5 happens in coastal areas but what happens in upland
6 areas and the absolute necessity for NOAA, if it's
7 going to fulfill its mission, to be able to
8 integrate across what we do and also to be able to
9 reach out and integrate with partners, other
10 federal agencies, EPA, USGS, Corps of Engineers,
11 Coast Guard, National Geospatial Intelligence
12 Agency, and also with state partners, and I, having
13 had this background with the states, please
14 understand that I really am committed to
15 recognizing the fact that states are governing
16 bodies too. They're also public trust
17 responsibility agencies and we need to be working
18 together with them to be really effective. So I do
19 come in with this sense of collaboration and the
20 sense that we need to move ahead.

21 Over the first 90 days I was here, and

1 it took us a couple weeks beyond that to put out a
2 report, and frankly I don't know if you've seen
3 this but there's no reason why you shouldn't, and
4 we would be glad to make it available to you, I
5 came up with a transition report that sort of
6 summarized my initial impressions and initial set
7 of things that I thought we could do within the
8 National Ocean Service to help NOAA to move forward
9 with its strategic objectives.

10 What I found was I think the National
11 Ocean Service is an organization that's pretty well
12 aligned. It is an organization of tremendous
13 people. How often do we say that people are our
14 most important asset? It almost becomes routine to
15 say it, but I really have been impressed. I like
16 to tell the story that we had a number of our class
17 fellows come up to the front office when I'd been
18 in there a couple weeks, when they'd been there,
19 the new class had been there for a couple weeks.
20 As they were leaving I said well, tell me what has
21 struck you most about being at the National Ocean

1 Service and they talked about it and they agreed on
2 two things. They said first of all, we can't
3 believe how nice everybody is. Here we are a bunch
4 of kids coming from all over the country, some of
5 us being away from home for the first time and we
6 are all being made to feel welcome and a part of
7 the family. The second thing they said was we
8 can't believe how committed and passionate
9 everybody is about their work. To me these are, in
10 our profession these are some of the most
11 optimistic and dedicated young people in the whole
12 country and they're telling us they think we're
13 passionate. That was a statement to me and I think
14 it was a good statement about what I found at NOS.

15 I'm not a reorganizer. I'm not coming
16 in to make a whole lot of changes. I would like to
17 reinforce the things that are there to provide some
18 alignment. I've got a couple of major issues that
19 we'll talk about in a minute that I'd like to try
20 to focus on. But NOAA and NOS to me are
21 organizations that are going in the right

1 direction. They have a lot of capacity and
2 capability and have very strong foundations to move
3 forward on. Change, however, happens and the slide
4 that's ahead of you, and I think this handout has
5 been delivered to everybody, I'm just going to talk
6 generally about some of the concepts that are in
7 here.

8 Change happens, paradigms shift. You
9 might look at the two boats that are represented on
10 this slide. The top one is the first boat that my
11 wife and I owned and it was terrific boat. It's a
12 Maxim 27, a light weekend cruiser for the
13 Chesapeake Bay, it got us interested in boating, it
14 got us really to love the water, got us just great
15 stuff. There were a couple of things about it. We
16 noticed that the best time on our boat was when the
17 engine went off, and that really began -- and, you
18 know, the noise and the vibration. The other thing
19 about that boat was a lot of our boating friends
20 were really people who used their boats to get from
21 one place to another, usually a place associated

1 with consumption of large amounts of alcohol, and
2 that wasn't really the kind of boating experience
3 that we were interested in. So when we decided to
4 go for a sailboat my wife said the words that every
5 man wants to hear from his woman; honey, I want you
6 to buy a boat big enough to keep you happy. So we
7 shifted. We shifted to a boat that is -- and
8 again, there's nothing wrong with the way we've
9 been doing things for a long time. But we shifted
10 to a boat that is certainly quiet. The fuel bill
11 on the upper boat last year I had it was \$1300, the
12 fuel bill on the lower boat the first year I had it
13 was \$17.87. There are just lots of different
14 things. The upper boat went 25 miles an hour. The
15 lower boat can do six knots on a good day. So you
16 have to look at these things and say what is it
17 we're trying to optimize, what is important to you
18 and what are you trying to get out of the system.
19 They're both valid experiences, but this kind of
20 change is going to happen and we need to be ready
21 to be able to respond to that and to use the assets

1 that you have.

2 We had some, if we can go to the next
3 slide, we had some discussions in the National
4 Ocean Service about what our -- you know, in NOS we
5 have a lot of very, sometimes too disparate sets of
6 programs that can operate fully independent from
7 each other. This is not new to me. For a long
8 time the NOS leadership has been talking about what
9 is it really that sustains us, that really is a
10 part of, the essential part of the mission that we
11 have. And for the moment I've been able to get it
12 down to 13 words. I'd like to get it down to
13 fewer, something like we bring good things to life.
14 Somebody else already has that one. But to me part
15 of what it's really all about is this idea or
16 vision, what is it we'd like to see.

17 We'd really like to see people because
18 it all starts with people. Sometimes when you're
19 in an environmental agency people think you're
20 talking just about the environment for its own
21 sake, but really at NOAA we understand it's all

1 about the people. And people need to both enjoy
2 and sustain. Government cannot do these things
3 alone. The people have to understand that they are
4 the stewards of the resource as well. And we have
5 to help bring them to that understanding and we
6 need oceans and coasts that are productive. I use
7 that word rather than the word healthy because the
8 word healthy can also connote questions of harmful
9 algalblooms for example or oceans and human health
10 or seafood that is not healthy to eat. And that's
11 not really what I'm talking about. I'm talking
12 about resources that are productive and can be
13 sustaining. And why do we do that? We do it
14 because we're grounded in ecology, you know, the
15 values of the resources and the services they
16 provide. In heritage. We have been a maritime
17 country for hundreds of years and parts of our
18 agency are going to be 200 years old as of next
19 year. And for economy. 98 percent or 95, I've
20 heard a couple of numbers of what comes in and out
21 of this country in trade goes by sea. So the

1 economic value of the resources that we're
2 responsible for are critical and it's something
3 that we have to absolutely remember at all times.

4 If we can move ahead there. This is an
5 interesting slide that was put together by some
6 folks at Tenant Space Center. It was derived, the
7 idea was derived from a different slide that we
8 prepared for the Gulf of Alaska that came out of
9 the Exxon Valdez program, and what we're trying to
10 do is capture what ecosystems are all about and all
11 of the different values and services that are
12 associated with this here. And as we think about
13 this, to me there are these four major areas that
14 are important for NOAA and the National Ocean
15 Service to focus on in the relatively near term,
16 next 12 to 18 months.

17 First of all I think we have to have
18 broader engagements at a regional and ecosystem
19 level. We tend to compartmentalize problems and
20 that's not a very effective way or efficient way of
21 coming up with long-term solutions that give us the

1 kinds of results that we really want. Nothing
2 frustrates me more than to do something that you
3 look back at it eight months later and you say
4 well, there's a nice report sitting up on the table
5 but it really hasn't made a change. We should want
6 change for America. And I think that you can get
7 there by bringing lots of issues, stakeholders and
8 people together. Think of LNG for example, which
9 is a very current difficult issue. Is LNG an
10 ecosystems issue? Absolutely, as far as I'm
11 concerned. Better that we find ways of bringing
12 stakeholders and decision-makers together to talk
13 about transportation, exploration, fisheries,
14 commerce, tourism, you know, why should we make all
15 of these decisions in bins that are not related to
16 each other and they're uncoordinated? We ought to
17 be finding ways to try to bring these things
18 together. And I think NOAA's in a position to be
19 able to help lead that, I think NOS is in a
20 position to be able to help lead NOAA. The
21 experience we had in the Gulf of Mexico with the

1 Gulf of Mexico Alliance I think is a good start and
2 we need to try to do that in more areas. But when
3 I think of this, understand that when I talk about
4 ecosystems I'm not just talking about water, fish,
5 habitat, I'm talking about the interactions that
6 people have with these resources, and that includes
7 commerce, transportation, resource utilization,
8 exploration. So to do it right you've got to bring
9 a lot of things together.

10 A second major item I think important to
11 us is this concept of integrating across the
12 breadth of NOS, and this was the point I was
13 raising a little bit earlier where we do so many
14 things, we're just beginning to find the benefits
15 of having our Geodesy Program working closely with
16 our CO-OPS program and all of them working closely
17 with our Habitat Restoration Program and in dealing
18 with the climatological issues that are associated
19 with our corals programs. There's a lot of
20 integration across what we do that we can
21 accomplish that's going to make what we do better.

1 A third major area is really community
2 resiliency and this is national priority that was
3 brought home to us last year as a result of the
4 hurricanes. We really need to find a way across
5 our government, working with states, working with
6 people broadly to be able to build into the way we
7 live in our ocean and coastal areas a resiliency to
8 be able to deal with the environment that we have.
9 And there's a question here of just being smart
10 about the way that you plan, about the way that you
11 commit and about the way that you use resources.

12 And then a fourth area is managing our
13 integrated ocean and coastal observation, which
14 there's been a lot of focus in the last couple of
15 years on IOOS. David Zilkoski, who's sitting with
16 us now, is NOAA's IOOS project manager, and what I
17 have found talking on the hill and talking with
18 groups around the country is that this is an idea
19 that's getting some traction. People are
20 interested in knowing what we're doing on IOOS and
21 what we really see for the future and the vision of

1 it and the good thing about it is that word
2 integrated because we recognize -- another one of
3 those areas where NOAA recognizes it can't do it
4 alone. We've got to be building partnerships with
5 states, with the academic communities, with
6 stakeholders to be able to get those observations
7 and get it moving. So as I look at the sorts of
8 things I'd like to be focusing myself on over the
9 next year or so, these are the four major areas
10 I've identified.

11 The next slide talks about a number of
12 more specific things. I'm not going to take the
13 time to walk you through what all of these are.
14 Clearly for anybody in government these days
15 focusing on the President's Ocean Action Plan is a
16 priority. And that's an area where we need to
17 spend a lot of time within the National Ocean
18 Service. Securing the future of America's maritime
19 commerce is absolutely essential. NOAA is
20 committed and I will be committed to the successful
21 implementation and operations of the CMTS. We've

1 made a selection for a NOAA staff person who's
2 going to be a senior person who's going to be
3 working over there full time with the new executive
4 secretary once that is done, and I'm going to be
5 engaged in that. So this is an area I think where
6 NOAA recognizes the important role that we can play
7 and the importance of this issue to the American
8 people. So we'll definitely be strongly engaged
9 there.

10 The issues related to the Hydrographic
11 Services Review Panel, these are all issues that
12 have come up that I know are on your agenda. What
13 I'm looking forward to is the opportunity to talk
14 to you to get your best advice, to get a good
15 understanding of where you think NOAA can be going
16 and the Department of Commerce can be going to help
17 make these things successful in the way that
18 they're resolved for the people of our country.

19 Let me close with just a comment, and
20 then I really hope we'll have some time to have
21 some good discussion, with my view of the federal

1 advisory committee. I hope you've gotten the sense
2 that I believe that the government can work best
3 when we have open and transparent dialogue with
4 lots of partners and stakeholders and I've always
5 been strongly in favor of doing that. To me we
6 ought to be -- we at NOAA need to be sitting back
7 and saying we got a problem here and we need some
8 real experts who really know what's going on to
9 help us solve that problem. We need to open it up
10 and have a constructive transparent engagement. To
11 me that's what a federal advisory committee can do
12 and that's the kind of relationship that I hope
13 we'll be able to develop, that we'll be able to sit
14 down and talk about these critical issues for,
15 really for the future of our country and figure out
16 where are the pluses, where are the minuses, where
17 are the diverse interests, and diversity is
18 inherent in the nature of what we do. What are the
19 diverse interests that we all have to try to
20 respond to and have good open discussions, get good
21 solid recommendations, because when I go to Capitol

1 Hill or when I go to the Department of OMB I want
2 to be able to say these aren't just my ideas.
3 We've sat down with the best minds in the country
4 and talked about this and gotten the advice. So
5 you will find from me, I hope, and it's my
6 commitment, a strong commitment to engagement, to
7 sitting down and having open discussions. We will
8 not always agree, that's good. If we always agreed
9 with each other we really wouldn't have any reason
10 to meet. But sometimes we just need to sit down
11 and talk to each other honestly about what's
12 important for America and that's where I see the
13 real value of this group.

14 So I was really glad to find out when I
15 got here that we had the HSRP. If we didn't I
16 would have tried to invent one. I'm looking
17 forward to being able to sit down, coming back to a
18 meeting with you on a regular basis. These
19 meetings will be on my schedule and so I'm hoping
20 to get to know all of you better, I've gotten to
21 meet some of you over the past couple of months,

1 and have a good opportunity to work together to
2 talk about and find some answers to really
3 difficult issues and problems that we're faced
4 with.

5 It's a privilege to be here. Thank you
6 very much and I think right now I'd just like to
7 have an opportunity to answer questions that you
8 all may have that I didn't get into or maybe go
9 into a little more detail on any of these things
10 and just basically begin our engagement working
11 together, Scott, if that's okay. Thank you very
12 much.

13 MR. RAINEY: Mr. Dunnigan, thanks very
14 much --

15 MR. DUNNIGAN: It's Jack.

16 MR. RAINEY: -- for a very encouraging
17 outlook and we very much appreciate that, and I
18 know personally I've been very anxious or excited
19 about this meeting because I think it's a wonderful
20 opportunity to open up the dialogue and some new
21 opportunities with you and Steve coming in to work

1 with us.

2 Just a quick note. On your agenda, we
3 had invited Ms. Emily Woglom from OMB, she's not
4 going to be able to be here, which is good and bad
5 news, but that allows us a full time to have a
6 great discussion here with Jack and Steve about
7 their views and some of our experiences and
8 concerns with the workings of the HSRP. I don't
9 think I want to make any particular comments. I
10 did have chance to brief Jack, and Mike Szabados
11 was able to attend that meeting with me in the
12 transition period that they talked about on some of
13 our previous recommendations and where we're going
14 and so I think at this time I'll just open it to
15 the members and we'll just try to have a good
16 dialogue and put Jack on and get a position fix on
17 where we are and maybe some ideas and share some
18 thoughts. These microphones are kind of push down
19 to talk and then go ahead and release it.

20 MR. McBRIDE: Jack, I have a question.
21 You mentioned in the four teams that you were

1 interested in advancing, one of them of course is,
2 managing the Integrated Observing Systems and you
3 listed NOS priorities, you referred as well to
4 securing maritime commerce for the nation. Along
5 the lines of converging those two thoughts, we've
6 spent a lot of time in this community talking about
7 the ports system as being backbone of a federal
8 IOOS and form a fundamental element and being
9 vitally important to the maritime commerce for the
10 nation but unfortunately not receiving much
11 attention or priority, certainly not at the hill,
12 and the open question in my mind to NOAA generally,
13 and I wonder what your thoughts are about how we
14 can strengthen the delivery of a meaningful
15 monitoring system within our major ports around the
16 nation as a means of supporting both IOOS and
17 maritime commerce.

18 MR. DUNNIGAN: Yeah, I was real
19 surprised, among the surprises, when I found out
20 about the port system and our CO-OPS office that
21 Mike Szabados had. And it's pretty impressive. I

1 never knew what Texas chicken was, so I got to
2 learn a little bit about that and I really hoped to
3 get down to Houston and see --

4 MR. McBRIDE: Come to Louisiana, we have
5 that there too.

6 MR. DUNNIGAN: Fine. I think you're
7 right, I think our port system needs to be an
8 integral part of IOOS and it needs to be able to
9 move forward. I think it's a wonderful tool. When
10 you think of what's happening, think of the future
11 of maritime commerce on the globe, where more and
12 more commercial vessels are being built that are
13 larger and larger and we have to ask ourselves the
14 question as a country where is the infrastructure
15 going to come to be able to support those. I've
16 seen pictures of large derricks and cranes coming
17 under, the famous one coming under the Golden Gate
18 Bridge. You know, you worry about how much water
19 you have below you and how much air you have above
20 you. Otherwise commerce just isn't going to work.
21 And I think this is one of those areas where if

1 NOAA wasn't doing its job well, we would know it
2 tomorrow morning. It's one of these things where
3 every day we're providing a service that's
4 absolutely essential. But I think I would make
5 this observation back to you and I hope you'll have
6 some resonance with it.

7 NOAA doesn't always tell its story very
8 well, and we've not always told our story very well
9 on Capitol Hill. And I think that we have to put
10 more energy into doing that. We owe it to the
11 folks in the community, we owe it to the folks on
12 the hill, we owe it to the people of the country to
13 make sure that we're getting the word out. You
14 know, not just us, working collaboratively with the
15 commercial transportation community about how
16 essential these services are and what's at stake if
17 things don't go well. You know, when you're in
18 government you begin to realize after a while it's
19 really all about risk management. That's what
20 fisheries regulation is all about. It's risk
21 management, and the question is what's the risk if

1 we don't do this right 20 years from now, and it's
2 that kind of vision that we have to have.

3 So I guess to respond to your question I
4 would say I recognize and I've come to learn that
5 the close relationship and the importance of it, I
6 think the country would be well served by a much
7 stronger port system. I could make a good case
8 that it's in our benefit to be able to provide that
9 data, but we do have a problem in the country right
10 now and it's above all of our pay grades. Well,
11 maybe not Admiral West. And that is we're living
12 in a country that wants to fight two wars, have tax
13 relief, fix Social Security and provide economic
14 relief when major parts of our country are hurt in
15 storms. And, you know, you can't do all of that.
16 I've got three grandchildren who are going to be
17 paying for this. And so the country has got some
18 real difficult priority issues to focus on and to
19 sort out. Now, our job I think is to make sure
20 that as the country, as the body politic goes
21 through that, they clearly understand the risks and

1 what's at the stake and what's important about the
2 marine transportation system and how to make that
3 work and how to make that effective. In the long
4 run I'm a good and loyal public servant, I'm going
5 to do what the President wants me to do. What I
6 need to be able to and you need to be able to help
7 me is make sure we're getting the story up the line
8 so that when people make difficult choices they
9 make them with their eyes wide open and with lots
10 of good information. Bill.

11 MR. GRAY: Thank you very much, Jack.
12 Thank you very much. That was a, I think, very
13 optimistic and wide ranging outlook that you put
14 forward this morning for us and I think that's
15 very, very positive. I also will say I'm going to
16 be repetitive because I had the opportunity and it
17 was very pleasant yesterday at lunch to talk with
18 you about some of the interests that I have and
19 some of the reasons why I wanted to be a part of
20 this group. At the risk of taking a little bit of
21 time, Scott, if I can go through this.

1 MR. RAINEY: Certainly.

2 MR. GRAY: When we talked on Monday
3 about what kind of meeting we were going to have
4 this week, we said well, let's all put out some of
5 the questions or issues we'd like to bring up with
6 Jack Dunnigan, and I said I'll try to do that in
7 one piece of paper and I copied these, I think
8 there's enough to go around for the committee.
9 I'll just go through this and I'll say NOAA/NOS has
10 developed some very excellent new hydrographic data
11 gathering and distribution techniques, but their
12 use has been severely limited due to totally
13 inadequate funding for at least the last ten to
14 fifteen years, specifically and has just been said,
15 the ports realtime data acquisition system
16 capability designed for use in over a hundred U.S.
17 ports to provide mariners with realtime tide,
18 current and weather data only exists in about ten
19 ports, maybe twelve, I don't know, and all of the
20 funding has to come from each local port. Why is
21 that? You know, they have to pass the begging bowl

1 each year in New York, Delaware, wherever it is,
2 Houston, to even make these things operable.

3 Broad beam, I guess multi-beam is the
4 right term, sonar scanning for full bottom sounding
5 coverage has been commonly available for perhaps a
6 dozen years but in this time less than half of the
7 navigationally sensitive 61,000 square miles
8 identified by NOAA/NOS have been surveyed about
9 this technique and almost none of the federally
10 maintained channels which the Army engineers
11 dredged and maintained have been surveyed by these
12 modern techniques. The final report the Coast
13 Guard now has out on the ATHOS 1 tanker spill in
14 the fall of 2000 in the Delaware River makes it
15 clear that the ship's crew and the pilots bear none
16 of the blame for this accident caused by large
17 metal debris in this government-maintained channel
18 and anchorage because the engineers don't have
19 broad beam sonar or multi-beam sonar and NOAA
20 wasn't called in until after the accident. They
21 found the stuff. Thus causing the ship owner's

1 insurer a cost of over \$165 million and still
2 counting. They doubled the liability for the
3 owners of single hull tankers through no fault of
4 their own. Why is this?

5 These deficiencies are virtually because
6 of totally inadequate funding, not lack of
7 knowledge or diligence by NOAA/NOS staff. The
8 people I've been associated with in the last eleven
9 or twelve years in NOAA, they're good people, they
10 know what to do, they know how to do it. All of
11 this has been known and pointed out. The National
12 Academy of Sciences had a 1994 report called
13 Charting A Course to the Digital Future.

14 Intertanko's 1996 Port and Terminal
15 Safety Study, I did most of this for them, we
16 echoed some of those points again and urged that
17 the Harbor Maintenance Trust Fund, which has
18 accumulated several billions of dollars -- marine
19 really gets nothing back from those things, why is
20 that? And then there was also this report, the
21 Intertanko Port and Terminal Safety Report was

1 really the reason that we have an MTS system now or
2 what's called an MTS system because it produced the
3 MTS report in 1999 which created the MTS Advisory
4 Committee and the integrated committee and now it's
5 a cabinet level post. What it's doing I don't
6 know, but to members here of NOAA, I think they
7 should bring these things up.

8 And I'm curious, Jack, whether you've
9 seen any of these studies. If you haven't I think
10 your staff should get them for you and you should
11 take a look. They're ten years old or more. They
12 really laid it out and we're still where we were
13 ten years ago.

14 The net result of these deficiencies in
15 accurate hydrographic data is that the United
16 States, despite being the worlds largest trading
17 nation, receiving and shipping well over 90
18 percent, well over 95 percent I guess, with all
19 these exports and imports through our harbors, also
20 has many substandard harbors which are not nearly
21 as safe as they could be with the technology that's

1 available today. I ask the question how can anyone
2 responsible for safe and environmentally sensitive
3 waterways tolerate this disgraceful situation? And
4 it is a disgraceful, actually a tragic situation.

5 Intertanko asked me to do this report in
6 1994 because of the concern they had for the
7 liability, the dual liability that ship owners face
8 coming into this country, both federal and state
9 liability. And I told them when they asked me to
10 do this, I know that in 29 years with Exxon we had
11 over half our groundings and collisions in just two
12 places and that was in the lower Mississippi and
13 Houston Ship Channel, and that's over half of them,
14 with less than 5 percent of our traffic in those
15 areas. So the frequency was terrible by comparison
16 to other areas and so forth like that. Sadly I
17 think this country still has ports and harbors and
18 waterways that are not as well maintained or known,
19 as do a lot of the rest of the world, both the
20 undeveloped world and the developed world, where
21 they've paid more attention to it. And I don't

1 think this is really NOAA/NOS's fault. I think
2 it's quite right, you said they don't necessarily
3 tell their story very well. I think that's true.

4 One of the words I don't think I heard
5 in your very good presentation is safety. And to
6 me navigational commercial safety for the commerce
7 of this country is absolutely vital. People on
8 behalf of container ships afterwards this Dubai
9 fiasco, I talked with their main lobbyist yesterday
10 afternoon, Chris Cook, and he made the point that
11 if some of the things that the politicians want to
12 do happened, the commerce of this country would
13 absolutely stop. The secretary general of IMO has
14 taken to saying if we stop shipping commerce around
15 the world, within two weeks half of the world would
16 have frozen and the other half would have starved.
17 That's how important these things are. So I hope
18 that there can be some -- these are all points that
19 people on the HSRP know. We've made these points
20 in various ways, we've forwarded them through
21 discussion and so forth. But I don't feel we've

1 really ever gotten anything going to improve this
2 situation, because as Steve Barnum told me
3 yesterday, the commerce goal and so forth gets
4 about 3 percent I think of NOS's total budget. At
5 the time the charting the course to the future came
6 out it was one and a quarter percent or something
7 like that. I know hurricanes and typhoons and
8 tornados, they're important, but so are safe
9 harbors. So that's the message I wanted to get
10 across.

11 MR. DUNNIGAN: Thanks, Bill. I think
12 very well put, frankly. I wish I could have
13 articulated some of these things as well in my
14 opening comments as you did.

15 You know, a lot of what I would react to
16 to these questions is to say hear hear. A lot of
17 it I can resonate with and would like to do
18 something about. Where I'm a little bit unsure is,
19 you know, where the right direction is to go here.
20 We need to talk about what the problems are, but
21 frankly we need to also be talking about what the

1 realistic solutions are that we can move forward
2 with.

3 One of the things that's been good for
4 me in going up to Capitol Hill and talking about
5 the President's budget, typically agencies are in a
6 position where the President's budget never has
7 funding that you need to really do your job and, or
8 that you think you need, excuse me, I want to be
9 politically correct here, to do your job. And
10 certainly there are lots of places in the NOAA and
11 NOS budget where that's true, but there are many
12 areas of the President's budget right now where I'm
13 able to go up to Capitol Hill and say this is money
14 that we need and the President has asked for it.
15 There's a little bit of money in there for
16 expansion of ports. If you look at the hurricane
17 supplemental, which I heard yesterday is now being
18 delayed by another month to two months, I don't
19 know what constitutes an emergency anymore, but the
20 hurricane supplemental has funding in there for
21 expanding port systems in the Gulf of Mexico, so

1 that's a good move. It's obviously not being done
2 in a strategic sense, its being done because that's
3 an important part of the country right now and
4 that's good. We'll certainly work with that and
5 take it, but the President's budget has money in
6 there for moving forward, not as fast as I'd like
7 to, but moving forward on ENC's. There are a number
8 of areas where I think the news that's in there is
9 good and it's really up to Congress now to be able
10 to respond to what the President's done and try to
11 get the things going. This is one of those
12 situations where I can go up to the hill and argue
13 for that and I have been. And I can also, without
14 violating any laws, encourage you to do the same
15 thing. Because, you know, in the long run people
16 on Capitol Hill listen to so much from bureaucrats
17 like me and they listen a lot to people like you.
18 So I would encourage you to support the President's
19 budget in those areas where we have some resources.
20 Now, are they enough? I couldn't as a professional
21 sit here and say to you with a straight face that I

1 think so, but then we get back to this other
2 question of the big priorities that the country has
3 to deal with. So we do need to figure out a way to
4 tell that story and be able to move forward. I
5 have seen the academy report, all right? I haven't
6 seen the others yet and it's a good suggestion,
7 I'll certainly do that. But beyond that, I think
8 that the questions really raise issues about what
9 our future is and how can we work together.

10 The other thing I would say is I'm
11 really, really hopeful and committed to the
12 Committee on Marine Transportation Systems and NOAA
13 is going to be committed and certainly our deputy
14 secretary at the department level went to the
15 cabinet level meeting and it's now on his radar
16 screen. He understands that NOAA isn't just about
17 weather and fish, that we are a vital, have a vital
18 role to play in what the Commerce Department
19 usually thinks of as its core mission, and that's
20 the importance of commerce in our country.

21 And then let me also then agree with

1 your last comment, I meant to slight to marine
2 safety. I think it's obviously a critical and
3 important issue. If anything, being a boater,
4 being out on the Chesapeake Bay and keeping a good
5 weather eye for ships coming up and down the Craig
6 Hill Channel, because they're all a lot bigger than
7 me, I think I have an orientation for thinking that
8 way. So I think those are good comments.

9 MR. GRAY: Thank you.

10 MR. DUNNIGAN: Tom.

11 MR. SKINNER: I just wanted to start by
12 reechoing some of the things that you mentioned
13 during your introduction on NOS. Both in my past
14 life as a CZM director and currently as a
15 consultant on an offshore L&D project and member of
16 the GoMOOS, and on this panel there are a lot of
17 great people and great programs of NOS and your
18 real task before you I think is your second major
19 theme of integrating them all together to realize
20 their full potential.

21 Specifically on the IOOS and ports, I

1 want to reecho what Adam had said about funding for
2 the ports, but in addition going beyond that I
3 think it's hard to be against integrating,
4 coordination and all the other things that are
5 associated with the IOOS movement, but I think it's
6 very important to also develop pilot projects that
7 demonstrate to people what IOOS can do for specific
8 markets. That was one of the big things that we
9 always raised as CZM directors is it sounds great
10 but what has it done for us lately, and I think the
11 same is true for the maritime community. I know
12 that Janet Campbell at UNH is doing a pilot project
13 to see what types of products can be developed if
14 you take the information from a port system and an
15 offshore buoy system. And I don't know, Andy, or
16 Mike, if you guys know where that is or have heard
17 anything about that. But that's the type of thing
18 that I think needs to be developed as the IOOS
19 program matures.

20 MR. DUNNIGAN: Thanks, Tom. And I think
21 good comments, appreciate it.

1 I want to emphasize one thing. Another
2 thing I've learned about NOS is we have a lot of
3 capacity around the country to look at problems and
4 deal with them and I think that the investments
5 we've made up in Durham have really come home to
6 me, and of course Andy is here, but have really
7 come here to me in a broad sense, not only the
8 commerce and transportation side but also on the
9 stewardship side of what we do really begun to give
10 this idea of how these various pieces of what we do
11 can work together. I'm real proud of what Andy and
12 the others have been able to put together up there.
13 And I see that as sort of a, maybe a model for how
14 we can help in doing some of these other things
15 around the country. Rick.

16 RADM WEST: Jack, thanks, and welcome
17 aboard to you and Steve, glad to have you kind of
18 explain about a new start here. I hope you
19 appreciate the expertise and knowledge that's
20 sitting around this table and use it. That's
21 really why we're all here. So you've been here

1 four months. The honeymoon's over. Let's talk
2 about -- yeah, it is. I want to take, go on from
3 what Tom said about IOOS. In fact, Nina Young, who
4 will talk to you this afternoon, is actually
5 leading this coalition for IOOS. She works on the
6 hill, she's coordinating it all, so she's the
7 expert outside of the federal government, which is
8 important because that's what we've been doing to
9 ourselves over the last few years, is fighting with
10 each other and it's convenient for the hill to say
11 okay, you guys figure this all out. And I think
12 ports is one of the fundamental ones we've been
13 dealing with. I can tell you after almost three
14 years now, this board here said do something with
15 ports. That should say something. But bigger than
16 that is IOOS. And I think NOAA has to step up to
17 the plate and do an Integrated Ocean Observing.

18 I saw in your chart, I'm glad to see it,
19 you keep saying managing and integrating and all
20 this stuff from NOAA, you haven't done that yet;
21 NOAA, you have not done that yet. Connie went over

1 last year and said we're spending \$740 million in
2 Ocean Observing now, but it's not integrated, and
3 you can't manage something until it's integrated.
4 What I think this group is telling you, you start
5 with the fundamentals of it, the GIS capability,
6 the charts and all this stuff to go with it, the
7 ports capability, and you start building this all
8 together and selling it as an IOOS integrated
9 system, but you haven't started to do that yet. So
10 for NOAA to say we're doing IOOS and managing IOOS
11 is wrong. It's sending the wrong signal. It's not
12 even been approached at that level yet. Maybe Dave
13 will talk a little bit more about it this
14 afternoon, but that's crucial. The O, the ocean
15 part of NOAA is going down. We lost a half a
16 billion dollars last year, so we're not in good
17 shape. And a lot of the reason for that is you
18 have a million little lines that are so easy to
19 pick off, and most of them are ocean stuff and
20 we're part of it that's earmarked. But you got to
21 roll all this stuff up as being important to an

1 Integrated Ocean Observing System for the following
2 reasons, that it's good for the country and all
3 that stuff. Now, I put that on you and Spinrad.
4 You're going to be our saviors, you've got to do
5 this for us, and I think what you've got around the
6 table will tell you where you start with IOOS. So
7 anyways, the GIS is obviously in PORTS and we've
8 told you that for two years in PORTS. Enough said
9 on lectures, so I'll stop.

10 You mentioned the canals Fellows, a
11 totally different story. That's a wonderful,
12 wonderful program. We only have about 40 of them.
13 How many do you have at NOS?

14 MR. DUNNIGAN: Ten.

15 RADM WEST: I would get one or two of
16 them involved with some of this hydro services
17 stuff. There's very, very few people in the
18 federal government to understand this piece of it,
19 the GIS, the hydro part of it, and I don't know how
20 you deal with it, but I'd encourage one of them to
21 maybe get involved. I don't know how you deal with

1 them. And quite honestly, we're trying to get
2 another 40, we're trying to double Sea Grant
3 canals. It's peanuts, it's 39K to come to town and
4 learn the ropes. Well, some of them are free, but
5 if you're on the hill you have to pay for them.
6 They're a wonderful asset because they're the folks
7 that are going to be sitting here in a few years,
8 so the more of those we have the better off we're
9 going to be.

10 MR. DUNNIGAN: Thanks. None of them are
11 free. You could take any one of my three children
12 and sit them down in this room and ask them what's
13 the one rule in life and they will tell you there
14 ain't no free lunch. The ones on the hill the Sea
15 Grant program pays for; the ones that work for us
16 we pay for. And I have always felt the Sea Grant
17 Fellows are a terrific investment, basically just
18 for what they do, but they're also an investment in
19 our future. Many of them end in coming back to
20 work for us or they go to work in the states or
21 they go to work on Capitol Hill. It's a way of

1 bringing professionals into our business for the
2 long term. So yeah, I've been a big supporter of
3 the program. I don't know, Steve and I were
4 looking at each other, I don't know if we have any
5 of the current group of Fellows that are working in
6 this area, but I think we have in the past. It's
7 certainly something we ought to be looking at.

8 On IOOS, I think you're hitting the
9 right message there. Rick Spinrad and I are
10 committed to working together. The way this has
11 happened, when Rick had my job he engaged a lot in
12 global observing issues, both at the IOOS level and
13 GIS level. In moving over to the Office of Oceans
14 and Atmospheric Research, Rick has carried most of
15 that portfolio with him and I think that's good, I
16 think that's good for NOAA, it's good for the
17 country, because Rick's a scientist, I'm not. Rick
18 has been doing this in NOAA and in the Navy for
19 more than a decade. He's got credibility and
20 contacts that I certainly would never be able to
21 develop. So Rick is continuing as the IOOS

1 executive and my commitment to him and to the
2 admiral is to make sure that NOS is standing up,
3 the support that he needs to be able to make that
4 program work.

5 And, you know, David Zilkoski is
6 certainly one of the very best people we have and
7 one of the things that I've gone to Dave and told
8 him is I really want him to focus on IOOS and what
9 we've done is we've moved one of our office
10 deputies from Coastal Resource Management into NGS
11 to help carry the load in the Geodesy Program,
12 management of the Geodesy Program so that Dave will
13 have more time to focus on making IOOS work. Dave
14 briefed the admiral last week, Dave and Rick and I
15 talk about every other week 7:30 in the morning to
16 make sure that we're aligned and we know what's
17 going on, that we're able to move forward, so I
18 think there's a good commitment that's there.

19 The other thing I would say is that as
20 we think about what IOOS is I think we have to talk
21 about integration and getting things to work

1 together. I think we also have to be thinking too
2 about what we want this thing to look like in the
3 end. One of the impressions that I've had about
4 the IOOS program is that we had this \$750 million
5 worth of activities that we can identify as being
6 ocean and coastal observing, and we said well,
7 okay, we looked at all the trees and we need to
8 figure out to get the trees to work together, but I
9 don't think we yet have a good picture of the
10 forest. I don't think we yet have a good idea of
11 what the end game is here for IOOS, what we want
12 IOOS to be when we get done. We've been focusing a
13 lot on what are all the pieces and how we want them
14 with each other, but I think we also have to put
15 some energy into thinking about the why, the bigger
16 question about what this thing is going to be all
17 about at the end, and Dave and I have been talking
18 about this with Rick and that's another area where
19 I think we have to put some energy into.

20 RADM WEST: Two things, one is the RFQ
21 that's out in industry as far as defining the

1 architecture and why it's important, when that
2 comes out this August you need to take that and do
3 something with it. The second thing is, I'm sorry
4 Emily wasn't here today, Emily was a NOAA examiner
5 of OMP several years ago. She is very, very
6 knowledgeable about NOAA and their efforts and also
7 on detail to you I think for 90 days to put out a
8 paper about ocean coastal management I think. It's
9 crucial, she needs to talk to this group soon. I
10 mean as she's doing this paper I think somehow the
11 front table needs to make that all happen. It
12 would be nice to get back to everybody or maybe get
13 Emily at the next meeting to talk to us, so I think
14 that's crucial input we ought to hear.

15 CAPT. MCGOVERN: I also would like to
16 welcome you aboard. Steve and I are old friends,
17 no need for that. But I'm just interested in
18 hearing basically your admitted ignorance of what
19 goes on in the commerce and transportation side of
20 NOAA and it's something I've been telling NOAA
21 people for 20 years, like remember the Department

1 of Commerce, and it just doesn't seem to get there.
2 You were talking about Congress, making sure we get
3 the message to Congress. We have to get the
4 message to NOAA. Basically we're the forgotten
5 child of NOAA. The funding for us is so small
6 because it never gets out of NOAA. I learned when
7 I got on this committee, we always thought well,
8 we've got to fight Congress and then found out that
9 the fight, it's not getting out of NOAA, it's not
10 getting out of Commerce to the fight in Congress.
11 We can't fight it there if it's not in the budget,
12 like ports and things like that, and charting and
13 things. We had a big harbor safety conference a
14 couple of weeks ago and Admiral Bowen, the new
15 assistant commandant for prevention, said remember
16 I'm a prevention guy, I don't want to be a response
17 guy. This is what Bill said, you know. This is
18 about those big ships, they're coming, like it or
19 not they're going to build them bigger and bigger.
20 My thing is we're putting ten pounds of ship into a
21 five-pound channel. And that's going to keep

1 happening. We've got to get better systems in
2 place to do this safely. That's my job; my job is
3 safety. I've got to move those ships as safely as
4 possible. I can't do it without the technology
5 that's out there, and the problem is we're not
6 getting the funding to get this thing going. We're
7 not getting the charting, not getting the
8 observation systems, and it's because it's not
9 coming out of NOAA. As you thought, you and I
10 think most of the people in NOAA and NOS think
11 you're an environmental agency. Well, you know
12 what, we want to protect the environment too, but
13 again, we want to be that prevention guy, not the
14 response guy. We don't want you to have to clean
15 anything up. An ounce of prevention is worth a
16 pound of cure. We want the ounce of prevention
17 instead of the pound of cure, and we're not getting
18 that, we haven't gotten that. Unfortunately this
19 town is a reaction town, they wait for the big hit
20 and then they'll throw money at it. We're trying
21 to do it beforehand. And it's just, I think the

1 education has to be within the department and
2 within the agency, how important this is, because
3 we're getting that 1 percent or 3 percent, you
4 know, you spend \$750 million on ocean observing,
5 we'd like \$7 million that we can't get. I mean
6 come on, I mean really, it's ridiculous. Somebody
7 who has been fighting the port thing since 1991,
8 it's ridiculous, it really is. But to find out
9 only last year that it's never gotten out of the
10 house basically, which is why we've never gotten
11 it, it's not the fight in Congress, it's gotta get
12 out of here first. So it's got to come out of NOS
13 and then to NOAA and then to Commerce and those are
14 the people that we have to -- if it's in the
15 President's budget we have a much better chance.
16 If it's not in the President's budget, let's face
17 it, what chance do we have? Then we get into
18 earmarks and everything else, which is just a pain
19 in the butt. But in order to get it, we've got to
20 get it through you and the next step and the next
21 step. That's the bottom line, we have to get it

1 out of here.

2 MR. DUNNIGAN: Thanks. I'm going to
3 have a comment but I think Mike wants to help
4 comment on this one too.

5 MR. SZABADOS: Yes. One of the first
6 things during Jack's honeymoon was debriefing from
7 all the directors in the programs and I did have
8 that opportunity to brief Jack and we had a
9 discussion on the programs and I do want to give
10 something to his credit, during the discussion he
11 gave me the green light to work with the
12 Congressional Affairs to support the President's
13 request to restore the funding for the PORTS
14 program, to work with Congressional Affairs to get
15 it on the hill; he recognized that and gave me the
16 green light to do that. Thank you, Jack.

17 MR. DUNNIGAN: Yeah, and I think Steve
18 and I have obviously made a commitment to each
19 other to work very closely not just in his capacity
20 as the director of Coast Survey but also in his
21 capacity as the Goal Team lead for commerce and

1 transportation. Maybe we ought to have an
2 opportunity at some point for me to try to simplify
3 for you how we do business in NOAA these days. We
4 seem to really have wanted to make it very
5 complicated through Goal Team structures and
6 program structures and PPBES and whatever. We are
7 talking and working and trying to get that story up
8 and having better luck at it. I think I can just
9 say that NOAA's got four strategic goals, one
10 dealing with ecosystems, weather and water, climate
11 and commerce and transportation, and if you look at
12 the NOAA strategic plan sequentially, that's the
13 way they come out to you. Commerce and
14 transportation just happens to be the last one
15 that's there. So in talking in meetings like this
16 around NOAA, ecosystems got labeled as goal one,
17 weather and water goal two, climate goal three and
18 C&T goal four, and what I'm fighting against and
19 what Steve's going to fight against is to let that
20 concept of goal four get so ingrained in people's
21 minds that they don't think this is any less of a

1 priority for our strategic future for the country
2 than the other things that NOAA has to do. You're
3 right we've got to find a better way of carrying
4 the story forward. Please don't think that we're
5 not. And you can help us. You know, let's find
6 chances for Vice Admiral Lautenbacher to come in
7 and meet with this group, General Kelly to come in
8 and we can have these discussions with him, and get
9 the deputy secretary to come in here and talk to
10 you. These are political people, they understand
11 how business gets done and how priorities get
12 developed. I think we have a shared opportunity
13 and responsibility to make sure that these issues
14 are getting out in front of everyone.

15 MR. RAINEY: I was just going to jump in
16 with a one-liner. What I very much appreciated in
17 your opening remarks was the recognition or your
18 comment about how the missions and programs that we
19 support here primarily are so interdependent with
20 your other goals, and I think that many of us, I
21 know many of us have testified on NOAA's behalf in

1 front of Congress and others to try to get that
2 message across that, you know, what happens in goal
3 four if you will, if we can't do better there we're
4 really running a risk of ruining goal one. And
5 commerce and transportation is, an adverse incident
6 there can wipe out a whole lot of money going into
7 the ecosystem management. Really just recognizing
8 that I think is, like Andy McGovern is saying,
9 where we're trying to --

10 MR. DUNNIGAN: Let me just say one other
11 thing. I think you're right, I think the sense of
12 how we go up to Capitol Hill and tell our story,
13 we're getting a better sense of how these things
14 have to be related to each other. I would really
15 congratulate the community at large and CORE and
16 Admiral West for taking the leadership right now.
17 You know, the people who do NASA appropriations
18 will tell you when they're dealing with NASA
19 appropriations the community comes in and says we
20 support NASA. When the oceans community comes in
21 it's we support my grant, we support my piece of

1 the action. And really this year there's been -- I
2 can't endorse the number they came up with
3 obviously and keep my job, but the idea that the
4 ocean community could come together in a unified
5 voice and support the ideas of a strong NOAA
6 working for the country in all of its strategic
7 areas I think is critical. It's a good development
8 and to the extent any of you are involved in that
9 effort I say congratulations and thank you.

10 MS. BROHL: I'd like to follow up a
11 little bit putting my maritime interests hat on. I
12 don't know if this question is better answered by
13 you, Steve, or you, Jack. It has to do with,
14 Steve, that you wear a number of hats when you come
15 to the table here, one of which is to be the
16 commerce and transportation lead. Could you
17 elaborate on what that really means to be the lead,
18 what it means when it comes to strategic planning
19 in a meaningful way to NOAA, and how we can perhaps
20 assist in that, because if we feel as if -- I mean
21 see this as a good thing, that those programs which

1 we see support safe navigation are also the message
2 you can take from your role under NOS as a
3 transportation lead higher up for commerce and
4 transportation, but what does that mean on a
5 day-to-day basis, what is your role as that lead,
6 how does it affect strategic planning?

7 MR. DUNNIGAN: How much time do you
8 have? I was the Goal Team lead for ecosystems and
9 Steve has recently taken over as the Goal Team lead
10 for commerce and transportation. I'm not being
11 facetious or cutesy in making that comment, and
12 I'll let Steve comment from his standpoint in a
13 second. What Admiral Lautenbacher did, we've been
14 talking about immigration, I will say this for him,
15 and I've known all the NOAA administrators since
16 Bob White, he's the one since Bob White who has I
17 think taken the greatest interest in what NOAA
18 really is at its core and how it does its business.
19 When he came in he saw lots of things that we did
20 and he said isn't there some way to sort of build a
21 strong, unified effort across all these stovepipes,

1 and he's been pushing for us six years now to think
2 about who we are in a bit of a different way. So
3 instead of five line offices that execute a lot of
4 programs, he's taken a crosscut look of what NOAA
5 does and said there are 45, we call them programs,
6 but they're basically thematic areas, and those
7 thematic areas each support one of our strategic
8 goals. So it's been a very sort of strategic way
9 of thinking about how we do it. So right now NOAA
10 is matrix managed. We have a couple of sort of
11 parallel organizations and the challenge for people
12 like Steve and for me as a line office director is
13 figuring out how to keep these things aligned with
14 each other so they're mutually supportive. The
15 four Goal Team leads principally have a
16 responsibility to do long-term visioning and
17 outyear planning. They're getting ready right now
18 to start their '09 to '13 five-year plan. The '08
19 plan was wrapped up in December and the '07 plan is
20 basically on the hill right now, it ultimately
21 arrives in a budget for the coming year. On a

1 day-to-day basis what the Goal Team leads are
2 really doing in concept is to be thinking about the
3 future of NOAA and how we serve the country and
4 what strategically the best way for us to do, given
5 that we live in a world of limited resources, the
6 best way to help define our future and where these
7 things go.

8 The role of the line offices on the
9 other hand is to execute, so I put on my NOS hat,
10 my job is to take the resources that Congress has
11 given us, take NOS's strategic direction and say
12 I've got a 12- to 18-month horizon all the time to
13 carry things out and make things happen. That's
14 what I do. The Goal Teams and the program managers
15 are really involved with sort of thinking ahead and
16 envisioning the future. That's sort of the basic
17 structure. Steve can comment specifically on how
18 that plays out in commerce and transportation. I
19 think you have another question.

20 MS. BROHL: I guess I just wanted to
21 have you elaborate a little bit. One, is there a

1 team that helps the team leader or is it just
2 literally more Steve and the other three leaders
3 sitting around thinking about it, or is there a
4 team to help the team? And when you do that
5 outyear or five-year planning, can you think
6 outside the box or are you given up front, okay,
7 you can think about what a five-year plan is but
8 don't think beyond these certain levels of funding,
9 don't think beyond what we do, don't do anything
10 out there that's big, and the ideal scenario, the
11 perfect world scenario, make sure you stay within a
12 box? And that of course is not meant to be a
13 loaded question, but it kind of ends up being.

14 MR. DUNNIGAN: There's a yes and no to
15 that. The Goal Teams leads are encouraged to think
16 outside the box, to envision the future of what
17 NOAA really needs to carry out its job, we call it
18 the hundred percent requirement, and really to
19 think big thoughts.

20 Then the problem -- and that's really
21 done by the 44 program managers. The real problem

1 comes for the Goal Team leads when they have to get
2 down to really doing some programming, because
3 you're given a ceiling at that point, you're given
4 a fiscal ceiling where you have to take all these
5 big thoughts and say in '09 to '13 these are the
6 resources that you can program for, and there are
7 limits, there are lots of limits and that's what
8 make the Goal Team leads' plight difficult. That's
9 sort of bridging. And then what happens after you
10 get done with programming, the vice admiral decides
11 this is where I want to put emphasis in the '09
12 budget and he'll make that decision not until next
13 January, and then it will turn from programming
14 into budgeting and the budget shop, which is what
15 they're doing right now for the '08 process,
16 putting the budget documents together that are
17 really more specific.

18 Do you want to talk about C&T? Yeah,
19 there is a staff. NOS is told that we're
20 responsible for standing up whatever resources
21 Steve needs, and fisheries is responsible for the

1 ecosystem Goal Team and OAR is responsible for the
2 climate Goal Team. But whatever he needs I'm
3 supposed to give him.

4 CAPT. BARNUM: A little more detail on
5 what Jack outlined, certainly the commerce and
6 transportation Gold Team is one of four and within
7 that portfolio is a number of services that are
8 viewed by NOAA that facilitate commerce, so it
9 includes things we're familiar with, marine
10 transportation system, MTS, Geodesy, aviation
11 weather, surface weather, marine weather, emergency
12 response, and commercial remote sensing licensing.
13 And all these play together in my mind and how I'm
14 pushing my vision toward is preparing our country
15 for the MTS, the 2020, the doubling of trade and
16 how these services fit together to facilitate
17 trade. Yes, we're going to have to get the ships
18 in safely to the port, but how we're going to get
19 those goods out of the ports, the interval
20 connections, the aviation and surface weather play
21 into that. Certainly emergency response of how, if

1 it were to happen, we can't control all natural
2 disasters and hopefully that's all we have to deal
3 with, how do we get the ports back open and get
4 commerce flowing again.

5 So in a nutshell, that's my message, I'm
6 wrapping those services together which may appear
7 unlike in how do we facilitate the commerce coming
8 and going out of this country. Our bumper sticker
9 that we developed within our group working
10 together -- and it's about 40 total, it's a matrix
11 program, so none of them really report to me
12 directly, but it is, has strong support from all
13 the leadership of NOAA, including Jack. Our
14 moniker is Information That Moves America. So it's
15 information, that critical information that the
16 pilots need, that truckers need, that the aviation
17 community needs to be able to deal with what's
18 again an increase in the amount of trade, number of
19 ships, number of trucks, number of airplanes in the
20 air space. So with my hat on, my other hat, it
21 gives us the opportunity to tell the message within

1 NOAA and the importance of how that fits into
2 NOAA's plans and also now that fits into commerce.
3 Did I answer the question, Helen?

4 MS. BROHL: I think so. I think it was
5 helpful to understand that we're fortunate in the
6 fact that the team lead is also going to be on an
7 everyday relationship with us, and I think we hope
8 you will also, even though we're strictly on the
9 hydrographic services aspect, that where it goes
10 outside of that because of the expertise of the
11 table that you call upon.

12 CAPT. BARNUM: And I failed to bring
13 that up. Where this panel can certainly be very
14 useful is part of the process is to seek public
15 comment and in weighing what the vision is, you
16 have to look at congressional intent, where the
17 administration is going and also our customer input
18 and all that gets weighed together in putting
19 together the portfolio of how the money is balanced
20 between those various programs, and it's certainly
21 a challenge before me now and what Jack mentioned

1 earlier in the climate that we have in two wars,
2 major hurricane disaster costing billions of
3 dollars, how do we weigh that within the government
4 and balance that portfolio.

5 MR. GRAY: I'll probably just confuse
6 the discussion because I really don't understand
7 the way you guys work, but I'd just like to
8 introduce some things. Two thoughts that have very
9 much to do with money and how it's allocated, and
10 you're right, Jack, there is no free lunch. One of
11 the things that we did talk about previously in the
12 HSRP is that getting the MTS concept up to cabinet
13 level, which it never was before, maybe now will be
14 able to do something, because before it couldn't do
15 anything because it had no control of any money and
16 each of the people sitting around had their own
17 little piece of it and that was that. The thought
18 I have is this, and that is that in all the money
19 spent for commerce and transportation or safe
20 commerce and transportation, if you want to
21 rebalance this, given the way we can find the

1 position on your vessels or on mega-vessels or
2 anything else like that, I boat Long Island Sound,
3 and I don't know how many buoys we have in Long
4 Island Sound but it's a hell of a lot, and I also
5 know that this country has over half of the
6 legitimate navigational aids in the entire world.
7 Do we need those? The answer is we do not. We
8 don't need all these buoy-to-buoy things and
9 everything else like that. I would hope that in
10 the MTS, Coast Guard with aids to navigation should
11 give up some money for some of the things that I
12 think should be done by NOS or something like that,
13 or others.

14 The other one that comes to mind, with
15 the ATHOS 1 in mind, is the fact that here we've
16 got the Army Engineers, who've got a hell of a lot
17 more money than anybody sitting in this room gets,
18 they dredge these channels but then they don't know
19 how to measure what they've done. That was shown
20 by ATHOS 1, and I think, Andrew, you said in one of
21 the discussions we had that on occasion when you

1 had it up in New York/New Jersey you asked NOS to
2 come in and give a good modern survey right within
3 the federally maintained channels and you found a
4 lot of debris in those areas and so forth. So what
5 would it take if instead of Army Engineers when
6 they finish their job in a given channel for, the
7 engineers finish it, why not have Steve come along
8 and give a good broad beam survey of it so we
9 really know what is in those channels? Now, that's
10 again changing the funding allocation between
11 commerce, between Homeland Security, the Army
12 Engineers and so forth, but these are the things I
13 think we'd like to get into because I think some of
14 the other things, rebalancing within the four goals
15 of NOAA is like playing to the right of the decimal
16 point. I'd like to get out there where the big
17 number is and I think that's what the expertise is
18 we have, the HSRP should be able to get those
19 messages across and figure out how do we get those
20 messages, if you agree with them, to wherever the
21 decisions are going to be made so that we can

1 rebalance but rebalance not just within NOAA, not
2 just within commerce, but within the federal
3 government. Thank you.

4 MR. DUNNIGAN: Great comment, Bill. I
5 think that was why I came back to the point I think
6 in response to what Helen was saying about what I
7 see as the critical role that the C&T has to play
8 and why it's essential from our standpoint that we
9 be there. In a world of collaboration where NOAA
10 will never be able to do all the things that we
11 need to to recognize that MARAD, that the Coast
12 Guard and Corps of Engineers -- and we're only the
13 four sort of lead agencies, there's plenty more
14 agencies that are there and that need to be engaged
15 and be a part of that. That's why I think it's so
16 important that we maintain our commitment to making
17 that process work because that's a place where we
18 can come together and try to be one government. I
19 think we owe that to the people.

20 MR. RAINEY: What I would like to do, I
21 know Elaine and John had some comments, I want to

1 let them jump in here, I'd like to save a couple
2 minutes, what I want to do is just ask a couple
3 things at the end about some of our ways we can go
4 ahead and pull this together and work forward. So
5 for folks who haven't put in, maybe Elaine and
6 John.

7 MS. DICKINSON: Thank you, Scott. I'll
8 try to be brief. Welcome aboard and it's great to
9 have a fellow sailor among us, somebody who really
10 appreciates the importance of recreation in our
11 society and I hope you'll come to understand that
12 boating is an industry, it is part of the commerce,
13 very much so.

14 This is kind of a big picture question.
15 At one of our earliest meetings that Admiral
16 Lautenbacher stood before us and he basically
17 described NOAA as a collection of something like a
18 thousand mom and pop businesses under one roof.
19 And at one of our first meetings we saw PowerPoint
20 after PowerPoint, it was almost an overwhelming
21 display of projects and programs and programs and

1 projects and there was more stuff than I think any
2 of us could absorb at that time. It's made me
3 wonder, with the competition for resources, when
4 are your programs too many programs, when does a
5 program, when it starts or a project when it
6 starts, does it go on forever or does it have a
7 beginning and an end. This recently occurred with
8 the Coast Guard, an agency we follow closely, where
9 it was kind of a watershed moment where the
10 commandant actually went up to Congress and said,
11 and I think it was for the first time ever, we
12 can't do everything you want us to do, we can't do
13 it, not with what we have to work with. And it was
14 important that he said that because that's not
15 something that in the military culture anybody ever
16 admits, they cannot perform a mission. But it
17 seems like your programs are almost fragmented,
18 there are just so many of them. Have you ever or
19 are you going to take a look and say do we really
20 need to do this one, do we really need to do that
21 one, can we prioritize our core missions back to

1 what we think they should be? Does every project
2 have to be funded? I know nobody wants to give up
3 their pet project, but I think you're spread way
4 too thin and the budget situation has been dismal
5 and it just doesn't look like it's going to get any
6 better.

7 MR. DUNNIGAN: I think you're absolutely
8 correct. The process that Steve and I have strong
9 roles to play is supposed to get us to that point
10 of being able to do a serious question of
11 priorities. If you're going to recognize you can't
12 do it all, then you have to be able to say well,
13 you know, what are the criteria that you're going
14 to use in deciding between all of these mom and pop
15 business operations that we have, where do you
16 start, and we haven't really developed on an across
17 NOAA basis how to evaluate that. We've started,
18 I've started talking to the NOS leadership about
19 having this sort of discussion, what is it that's
20 really important and how do you balance the value
21 of a national estuary research reserve against a

1 national marine sanctuary against responding to an
2 oil spill against providing electronic navigational
3 charts, what's at the core of those and what's most
4 important to you. I think we're beginning to
5 recognize exactly what you said, Elaine, that we
6 can't do it all and we shouldn't pretend. What
7 we're doing right now is suffering death by a
8 thousand cuts, and we'd be a lot better off trying
9 to be more strategic and saying okay, this is
10 something we can do, let's focus on that. So I
11 think you're right on. John.

12 MR. DASLER: Welcome aboard. I think
13 along what Elaine was saying too, the actual
14 comment at the time we heard it was the Coast Guard
15 was commenting on all of the added tasks they have
16 now with Homeland Security and his comment was
17 that's fine, we'll take on the added tasks, but
18 don't cut our cutter budget. There just really
19 needs to be that stand up where is the core mission
20 and the stand behind that and that those things
21 aren't cut.

1 Also I guess just to comment a little
2 bit about what Bill was saying, the Corps has some
3 multi-beam technology and they do some of that
4 work, but their main mission is really dredging
5 management. They aren't out there for object
6 detention and that's a big gap in inland waterways.
7 I think that's part of the reason we're seeing
8 things like ATHOS 1.

9 Also I just wanted to comment, I guess
10 getting back to some of the stuff Andrew was
11 saying, you sail on the Chesapeake and there's
12 these great models now and a lot of information
13 that's out there and you can see the tide moving in
14 and out. Part of that problem is a lot of that is
15 pretty inaccurate. If you've ever looked at
16 observed tide versus actual tide in the Chesapeake
17 where you have a two-foot range, they can be off by
18 two feet. Just a real need for Height
19 Modernization and getting accurate levels when
20 we're out there doing surveys. We can run multi-
21 beam and all the latest equipment, but if we don't

1 have good height data it's not doing a lot of good.
2 I think with all these models, the perception of
3 the public is there's a lot of accuracy there when
4 there isn't. They see the accurate models with the
5 flows coming in and out and things look good but
6 when you get down to the nuts and bolts there's
7 some problems, trying to go back and address those
8 issues.

9 MR. DUNNIGAN: Certainly Height
10 Modernization issues are important and are going to
11 get a lot of attention in the next couple of weeks,
12 and we've got to be able to move forward on that.
13 Please don't tell me when I'm sailing around in the
14 shallow waters of Chesapeake Bay that my instrument
15 is off by a hundred percent or could be.

16 MS. DICKINSON: Just use a depth finder
17 and you'll be okay.

18 MR. DUNNIGAN: Then there's the question
19 of what the accuracy of my depth finder is.

20 One of the things I've tried to focus on
21 and I'm just really getting started on this with

1 NOS is to think about science and information. And
2 you're talking about questioning the accuracy of
3 what you do, we really do have a responsibility as
4 a science agency to make sure that the error bounds
5 around our information are well understood. That's
6 a critical part of what you do. When you say the
7 tide is at X, what you're really saying is that,
8 you know, our calculated estimates of what the tide
9 in within certain error bounds is X. That doesn't
10 come through to a lot of people. How hard is it
11 for people to understand what it means to say
12 there's a 30 percent chance of it raining this
13 afternoon? Which I think is what they're saying
14 today as a matter of fact. You know, most people
15 don't really know that's basically a statistical
16 statement and figuring out how to understand and
17 communicate that is important. In NOS we have a
18 part of our agency that consists of about five
19 separate laboratories, mostly dealing with coastal
20 science and living resources. We do have NOCS, we
21 also have a scientific laboratory, but we actually

1 do science all over our agency. We do research in
2 marine sanctuaries, we have national estuarine
3 research reserves. Our corals prompt is heavily
4 into science and research issues. So one of the
5 things that I've been focusing on here is a way of
6 understanding better what the NOS science
7 enterprise is and how to get that information
8 structured in a way that it's helpful and useful
9 and helps us to move forward.

10 MR. DASLER: That's nice that the
11 science end is really coming to line in a lot of
12 the charting efforts. Now they're doing a lot of
13 automated processing where they're using total
14 propagated errors. But right now we're seeing
15 tides as a major contributor to that total
16 propagated error, that's one area that could be
17 vastly improved on. There's been a lot of other
18 advancements and it just needs to follow up suit,
19 the use of rtGPS or other methods just to bring
20 that total propagated error -- just the need for
21 reducing the total propagated error of the tides

1 component for charting.

2 MS. BROHL: I'd like to ask Dave a
3 practical question. Because you have experience
4 with the Fisheries Advisory Committee, that's
5 excellent, because I think we're looking for some
6 more guidance on how to be a more effective panel
7 and advisory committee, and it has seemed as if --
8 I guess to look at the downside of Steve wearing so
9 many hats is that on a day-to-day basis, while I
10 think you will be a good administrator and Barbara
11 and her team have always been extremely good about
12 the mechanics of putting meetings together, they're
13 always efficient, you always feel there's
14 follow-up, but we really need some practical help
15 in the generation of paper where we need some
16 perspective on that. My understanding is that if
17 there's some, we need some staff assistance, it
18 kind of gets detailed out amongst the different
19 offices, but it would be great to have somebody who
20 is a program person.

21 To give you an example, we had a really

1 good public meeting in Houston to hear some
2 statements on NOAA's recovery efforts post
3 hurricane and we heard some excellent information,
4 which certainly we can generate in meeting, minutes
5 of the meeting. But it's more than that. Wouldn't
6 it be great if we then generated a summary report
7 that had our heading on it, that was from the
8 committee, it's a quotable piece, not just minutes
9 of the meeting, but whose responsibility is it to
10 do that? Is it us, is it the panel? Certainly
11 you're there for expertise and to help, but it
12 would be great if there were a person who was a
13 program person who you work with, who the
14 chairperson consistently works with, where you
15 consistently can then go out and draw resources of
16 information from within NOAA, rather than well,
17 who's helping us. It's not really -- you can't ask
18 Steve to sit and generate that paper. There's just
19 no way Steve is going to be able to do it in his --
20 or Dave is going to be able to do it. He's the
21 IOOS coordinator. It's just not going to happen,

1 so to the extent that we would like to be as
2 productive as possible, as constructive as
3 possible, not feel that we have great ideas but
4 then leave and frankly go back to where we have our
5 own jobs as well, not that we want to shirk our
6 responsibilities, but I think your assistance and
7 support in other ways, recognizing that, you know,
8 it's just one more thing, if there's an area where
9 we could actually get real support in a program
10 way, that would be terrific.

11 MR. DUNNIGAN: I agree. I'm not going
12 to direct Steve's reorganization of the staff here
13 this morning. What I have seen for example, the
14 Fisheries Advisory Committee worked well, that's
15 what's happened. I view HSRP as an asset that I
16 have that's going to help me to do my job, and if
17 it's going to be able to do that effectively I have
18 to be able to make an investment in your capacity,
19 not your capability. You've got all the capability
20 in the world, but I need to make an investment in
21 your capacity to be able to provide me with that

1 assistance. Without giving a specific decision
2 this morning, I certainly agree, and the other
3 thing that I would say is that I think we have --
4 if you're basically here to give us advice, we have
5 a responsibility to prep you to be able to do that.
6 That is a basic staff support role. You shouldn't
7 be walking into these meetings looking at the
8 agenda and thinking my goodness, what are we going
9 to do. By the same token, I don't want to come
10 here with a bunch of show and tell. I've seen that
11 happen, where you come in and listen to a lot of
12 stuff and walk away and you haven't done anything
13 except listen to some nice presentations and look
14 at some good PowerPoints. I hope we can develop a
15 model where we keep you focused on what the
16 policies issues are and help us understand the pros
17 and cons of those and what the alternatives are and
18 where we ought to be trying to go. I think there
19 is a staffing responsibility that we ought to be
20 able to bring to this if it's going to be
21 effective.

1 I want it to be effective. I'm not here
2 to serve you. I don't want that to sound too
3 crass. I view you as a resource to help us figure
4 out how best to move forward and we need to be
5 willing to make the investment in the committee to
6 make that happen.

7 MS. BROHL: If I can just take that one
8 step further, we have made recommendations to the
9 administrator and never actually gotten any
10 response. Some things may not actually need a
11 response, but it would be great to somehow feel
12 that they were received other than having our
13 chairman, who has always been diligent, he actually
14 handed things over, and then he comes back and he
15 says I handed them over. Even if we acknowledge
16 that he himself says this has to do with NOS, we'll
17 pass it back to Jack Dunnigan to make the response
18 for me, doesn't matter. It would -- I guess we
19 just want to say hey, thanks, heard you, gotta put
20 it aside now or thank you, it's right in front of
21 me, it's important, something. We recognize we

1 advise, we don't order. However, a response once
2 in a while would be great.

3 MR. DUNNIGAN: Well, that is a
4 commitment I can make this morning, and we
5 certainly do owe you that. I don't want this to
6 get to a situation where you all think you're not
7 using your time usefully because you're not getting
8 any feedback, so from here on you will be getting a
9 very specific response from me about our reactions
10 to the recommendations we've heard. You also are
11 going to hear reaction sitting around the table.
12 I'm not just going to sit here and be a sponge, I'm
13 going to help probe and help make our discussions
14 productive as we go through. So I think you're
15 absolutely right and we'll start doing that.

16 MR. RAINEY: I'd like to jump in with
17 Helen on the line that she started. We had that
18 opportunity for that briefing and I very much
19 appreciated the time that you were able to give and
20 the commitment that you've reinforced today. I
21 wanted to let the panel members have a lot of time

1 to put some issues out, but I know as we kind of
2 wrap up before the break, as chair and trying to
3 help coordinate this, I very much appreciate that.
4 We talked about in our briefing about looking at
5 ways to find or to come up with a more longer range
6 work plan and things of that nature to kind of help
7 guide us and as I looked through major themes that
8 you presented I think we have the information that
9 we can provide that goes to all of those. My
10 concerns have been all along to knowing full well
11 how busy your calender is, basically the leadership
12 is in one meeting to the next and often it's off
13 campus and extremely busy, as are many of the folks
14 here. It's been an ongoing challenge for us to
15 sort of develop our agendas, execute them and
16 coordinate them on many of the issues we were
17 talking about. So to the extent we could take a
18 longer vision and look for strategic things we
19 could do that the HSRP can be in step with all of
20 your many policies and decision-making processes, I
21 think that would be a tremendous benefit.

1 One example where particularly I
2 mentioned when we talked earlier and a couple of
3 times, I had just two possible thoughts. One was
4 mentioned by Steve as well. In addition to the
5 excellent representation we've had from the program
6 offices and your commitment from the line office
7 directors, our New Hampshire meeting was
8 particularly useful, going up to that, to me to
9 help pull some ideas together, working with Glenn
10 Boledovich of the policy charting end of NOS, who's
11 had a long run with many of the Ocean Action Plans
12 and these programs and the evolution of NOS policy,
13 and that was particularly helpful and that might be
14 a suggestion to at least engage the policy folks.

15 Admiral West pointed out and we talked a
16 little bit about, I think emphasized today, and
17 Admiral Lautenbacher talked to us about in our New
18 York meeting, I think it's of consequence that
19 Congress chartered this panel, and that's an act up
20 for reauthorization soon and we have had a little
21 bit of difficulty in getting NOAA -- we're all very

1 familiar and aware of our FACA limitations and what
2 we can and can't do and I think we've come a long
3 way since our initial meeting to pull together as a
4 group and sit as a FAC and recognize as we sit here
5 we have a special set of circumstances, but I think
6 it's been for whatever reasons a little overly
7 difficult or a little overly conservative in our
8 ability to engage in any sort of informational
9 sharing with the hill, and we obviously have an
10 interest in doing this, they stood this up, and if
11 we can work together to facilitate kind of once and
12 for all our ability or your interest in our ability
13 to understand congressional intent and to help you
14 make recommendations up through NOS and to the NOAA
15 administrator that can be useful in telling a story
16 as you say, I think those two areas at least from
17 our experience, that would really go a long way as
18 well.

19 MR. DUNNIGAN: I agree.

20 MR. RAINEY: Are there any other -- I
21 very much appreciate, I think this was a helpful

1 chance for us to talk with Jack and Steve and with
2 panel members and issue our views. This afternoon
3 we do have some specific recommendations on NOAA's
4 emergency response and recovery capabilities, some
5 proposed ideas for NOAA to be thinking about in the
6 Marine Transportation System and a few other
7 issues, Dave Zilkoski has a report on IOOS and
8 others, so we have some substantive issues to take
9 up this afternoon, but we're at our break time and
10 unless there are any other comments here I would
11 like to go ahead and adjourn for our break. Okay.

12 MR. DUNNIGAN: Let me just again thank
13 you for the discussion, I think it's good. It's
14 our first discussion, we're going to have lots more
15 and I'm looking forward to it and I appreciate it.
16 Thank you.

17 (Recess from 10:00 to 10:25 a.m.)

18 MR. RAINEY: Let me make a couple of
19 quick administrative comments. Kind of picking up
20 on our joke about the no free lunch, for those of
21 us who attended Roger's function yesterday, we do

1 owe Barbara for that if we haven't paid already, so
2 please honor the no free lunch rule. And
3 additionally, to pay for the no free lunch you need
4 to sign your attendance sheets and get those in to
5 Barbara, Steve or Monica, in to our staff, so
6 they're in the folder there. And so those two
7 things you can kind of take care of as you have
8 time administratively here.

9 (Discussion held off the record.)

10 MR. RAINEY: Okay. What I was saying
11 was a little confusing. The lunch payment is \$15
12 to Barbara or our staff and that's separate from
13 signing that for our attendance for the special
14 government employee remuneration.

15 Let me kind of introduce what I'm hoping
16 to do here in this next segment. We had our
17 meeting in Houston and we had a few topics before
18 us. One of the primary issues there was to take a
19 look at and highlight the programs that we work
20 with, NOAA's overall capabilities or roles,
21 responsibilities, capabilities in emergency

1 response and recovery efforts. And we had a
2 presentation by Steve on the integrated NOAA
3 response, we had some one-pager information from
4 the various program offices, NGS, CO-OPS, Coast
5 Survey, and we had discussions from the federal
6 partners, Coast Guard, Corps of Engineers, and got
7 a pretty good flavor from the federal response and
8 recovery efforts that have been undertaken and in
9 fact was still ongoing. We also heard an excellent
10 presentation from Adam McBride firsthand of going
11 through that Port of Lake Charles and also a
12 representative of the American Petroleum Institute
13 on the critical importance of these navigation
14 services response capabilities to getting these
15 channels, ports and harbors reopened and the
16 ramifications of that.

17 Subsequent to that Houston meeting what
18 I tried to do, and I know I circulated on the
19 Internet to each of you and we posted, either
20 Barbara or myself put up on our members only
21 website these as well, as well as some reference

1 documents I've pulled from. NOAA, our staff also
2 put quite a bit of time into circulating some
3 summaries of the presentations and made those
4 available. So what I'd like to do in this session
5 is to walk through the proposals or the thoughts
6 that I had circulated just as a point of departure
7 for us for some discussion and see if the panel
8 agrees with any of these proposals, starting with
9 the NOAA's emergency response capabilities and then
10 going to some possible suggestions for NOAA to
11 consider in their work as they look forward to the
12 Inland Marine Transportation System. That's sort
13 of my plan here in this next segment.

14 Taking up -- what you have handed out is
15 a hard copy of what I kind of informally monitored
16 Scott's thoughts on the topics. That is kind of by
17 way of a white paper, just sort of the work I had
18 done since the Houston meeting and sort of an
19 explanation or rationale for the proposed
20 recommendations that I kind of scribed out. Now,
21 the proposed recommendations have been pulled out

1 and they were sort of embedded in those white
2 papers and I pulled them out and that's what's
3 displayed on the overhead. So I'd like to just
4 walk through some of my thinking, and I don't know
5 the extent you've had a chance to read what I had
6 sent around, so I'll try to quickly go over that
7 and we can maybe discuss it and my hope is that
8 that will give us a substantive framework to have
9 some discussions.

10 So taking up the emergency response
11 capabilities, I did want to pick up on some things
12 that we know I think and comment about it. This is
13 a big deal and as we heard in Houston and before we
14 went to Houston, NOAA has some unique capabilities
15 in the federal government for recovery and
16 response. One of the things that occurred to me is
17 that we do hear an awful lot about sort of the
18 front end, the National Weather Service and
19 Hurricane Center, we hear about the hurricane
20 tracking things, but in large -- my sense is that
21 NOAA has an equally important role in the response

1 and recovery efforts and that's where these
2 services play. It's interesting to me, I want
3 everybody to understand there's ongoing work here.
4 We learned at Roger's function yesterday that
5 Admiral Lautenbacher couldn't be there because he
6 was at the White House in a briefing on
7 preparedness, hurricane preparedness and emergency
8 response. So at the top level of NOAA, this is an
9 issue as we stare at the next hurricane season.
10 You know, it's upon us.

11 I also know that Howard Danley, as many
12 of you know, works for Steve as the chief of the
13 navigational response division, is down up the gulf
14 region right now working on hurricane response and
15 recovery, and I know in my research I've learned
16 about NOAA's staff and I'll talk about it here in a
17 minute, about standing up their responsibilities on
18 the national response plan, which includes
19 implementing the national incident management
20 system or incident command system, and NOAA has an
21 operating manual for their incident command center,

1 and I talked with some people regarding that and
2 I've got some comments here, I've reviewed some
3 plans.

4 There's also, I believe again Steve and
5 Howard are working on, it's in draft form, and I'll
6 talk about what I learned on that, you'll see in my
7 writing as shorthand is all con ops, which is all
8 hazards concept of operations. I went through that
9 and I'll have some comments.

10 So the opening salvo I wanted to say is
11 that these are tremendously important programs and
12 I think NOAA's stepping out on these
13 responsibilities and really starting to pull this
14 together. It's an ongoing effort, but I thought
15 that perhaps we could make some recommendations as
16 initial thoughts that we have from our meeting in
17 Houston and some of these comments hopefully will
18 be acceptable to you today and maybe we can keep
19 the door open.

20 The one last thing I wanted to say is
21 Barbara was able to attend the most recent meeting

1 of the MTSNAC, which is a sister federal advisory
2 committee on the transportation system, they have
3 an informal effort and I subsequently talked with
4 Richard Lolich, who's the executive director of
5 MTSNAC, they are working on and they have hopefully
6 a July time frame to pull together some thoughts
7 on, you know, hurricane response as well. So there
8 may be an opportunity for us to coordinate and have
9 some joint recommendations with MTSNAC and HSRP
10 regarding some of these federal capabilities.

11 So with all of that as the context, what
12 I'd like to do is, what you have passed out, I
13 believe you'll have four documents, one of them --
14 well, there will be two on this first topic. The
15 first one is the complete hard copy of sort of the
16 white paper we'll call it that I sent around,
17 Scott's thoughts on these. That's sort of all the
18 context. I'll just sort of paraphrase through my
19 thinking there, and then the other is, I believe
20 will be the enumerated proposed recommendations of
21 things that I would suggest we could perhaps

1 receive motions on and vote if we're in agreement
2 with those recommendations. What I'd like to do is
3 walk through that because it's something that I put
4 in writing and then open the floor up to members if
5 they have other, you know, comment or motions or
6 recommendations that they would be prepared to add.
7 And again I think we can say this is sort of an
8 initial thought in that this isn't the last chance
9 we may be able to comment on this, and as Helen
10 said before the break, threw out an idea of
11 possibly pulling some of these things together and
12 have a more formal presentation of the results of
13 the Houston meeting. So let me go ahead and start.

14 One of the things that when I went and
15 researched these various plans, and I'm somewhat
16 familiar with them so I kind of knew a little bit
17 where to look, we did request and there is and I
18 did get a chance just before the meeting to talk to
19 Tim Goodspeed, who is one of the NOAA folks that is
20 putting together the hot wash that we talked about
21 off and on and that's still very much an internal

1 document, but it's being moved through the channels
2 and it does have some internal recommendations from
3 NOAA's experience in Hurricanes Katrina and Rita.
4 So in looking at all of this, one of the things I
5 looked at was there's a table in the national
6 response plan that talks about, there's a lot of
7 jargon here, a lot of acronyms, but the emergency
8 support functions. And one of the things that came
9 out of Houston was how important is this? Well,
10 NOAA has responsibility in 10 of the 15 enumerated
11 ESFs, Emergency Support Functions. NOAA's role is
12 considerable. One of the suggestions as I reviewed
13 those -- and these things are posted, some of these
14 documents are, they're not classified but they're
15 designated as official use only. So it's not
16 something we could widely or publicly disseminate
17 necessarily, so they're up on our members site.
18 One of the things that occurred to me is that,
19 again, I think that there's a clear understanding
20 of NOAA's forecasting role and prevention role
21 perhaps, but it seemed to me that some of the

1 capabilities and responsibilities that these
2 programs have may not be fully understood or
3 reflected in some of those emergency support
4 functions, and one of the thoughts I had is NOAA
5 might want to take a look at the line office and
6 program levels at everything that they're doing in
7 response and recovery effort is adequately
8 reflected and they're getting credit for that and
9 that there's an understanding across the federal
10 response agencies of these unique capabilities that
11 are contained in NOAA. So I put in my white paper
12 that NOAA should fully identify all hazard response
13 and recovery capabilities, and again sort of
14 listing them out, but boiling down to the number
15 one proposed recommendation was that the HSRP
16 recommends that NOAA review the emergency support
17 function table and its Homeland Security capability
18 matrix, which is a separate document NOAA prepared
19 to take a look across its programs and functions of
20 what it brings to the table from a Homeland
21 Security perspective. And again, the reason to

1 take maybe another look at those for completeness
2 regarding NOAA's all hazard response and recovery
3 capabilities. In other words, is everything these
4 programs are doing represented there and just to
5 take a double-check on that.

6 Then I was suggesting that -- let me go
7 through these because there's only five. Let me
8 run through them, then we'll open up for
9 discussion. Again, you can kind of refer to the
10 language. The other thing, there are some plans
11 and like I said, some of them are in draft form,
12 and I talked to some people and I know they're
13 implementing them, but just a recommendation, and
14 some of this is obvious, that HSRP recommends that
15 NOAA assess the readiness of its response and
16 recovery capabilities, and clearly that's going on
17 with all these meetings we just described, for all
18 of its mandated emergency support functions. This
19 assessment should include a review of NOAA's
20 capabilities to execute each of the five incident
21 command system functional areas, and they're listed

1 there. That's pretty basic out of the national
2 response family of plans.

3 The HSRP recommends that NOAA fully
4 train its incident command center and response and
5 recovery personnel in all aspects of the ICS and
6 that NOAA fully participate with its other federal
7 emergency partners to ensure NOAA's unique
8 emergency response and recovery roles and
9 capabilities are fully utilized in any federal
10 response. The whys and wherefores behind my
11 thinking there is that the incident center is stood
12 up at NOAA corporate level and it stood up by
13 members of the line offices and program offices
14 with subject matter and operational expertise in
15 their areas of responsibility. And it's an
16 exercise to unify and it's a layered response to
17 any sort of incident, so there are many things day
18 to day that are handled at the program level. As
19 the severity of an incident and its national
20 significance increases, there's a resultant
21 increase in the coordination and it moves up the

1 food chain as far as the command control system.
2 So there needs to be a fair amount of training I
3 think still yet to be done to stand this ICC up and
4 also I think that NOAA needs to be appreciated
5 across the players and the federal government to
6 coordinate that response and continue work there.

7 All right. Now, number four is perhaps
8 I think maybe my most, the thing that occurs to me
9 most. I reviewed these plans just from our general
10 experience with what we saw out of Katrina and the
11 responses. My point I'm trying to make with number
12 four is there's a tremendous first step already
13 underway and that's in the coordinating across NOAA
14 programs, assets and resources. My sense of these
15 plans tends to be that they do a tremendous focus
16 on the federal government itself; in other words,
17 you have the coordination issues within and across
18 agencies, and then you have an extreme focus on the
19 continuing operation plans. We have something bad
20 happen, we gotta get the federal government back
21 together and operating, but I think that's a

1 necessary and proper first step, but I worry
2 that -- what I think is sometimes shortchanged is
3 not only, yes, the government has to get up and
4 running, but the government has to really have and
5 I think do some additional work to help coordinate
6 with the local stakeholders that control an awful
7 lot of infrastructure and other things, so what I'm
8 trying to get at and the biggest chunk of my little
9 white paper soapbox there is that I really think, I
10 think this was borne out in Houston, we know from
11 our community we have a few NAB managers spread
12 around, Alan Glenn was there and others, those are
13 the folks, the maritime and what I'm characterizing
14 as the local coastal zone stakeholders. In some
15 cases if you got a significant incident, are those
16 people looped into the ICS command structure? In
17 other words, do the people that the maritime
18 industry and local stakeholders know represent
19 NOAA, are they going to be there or when this thing
20 stands up and they page the duty watch officer and
21 they stand up the incident command center at NOAA

1 headquarters, there can't be a loss of
2 communication between the people on the ground.
3 And the plans are very clear about how they stand
4 up an on-scene commander and this and that, but
5 what I'm trying to get at here is I think
6 additional work should be done to expand and
7 clarify guidance on the agency's interaction with
8 maritime industry and other local coastal
9 stakeholders. Who are those people that you need
10 to get ahold of in a significant incident, and
11 these are the folks that are involved with NOAA's
12 primary initial assessment functions and do develop
13 procedures for the stakeholders and the appropriate
14 NOAA representatives to coordinate emergency
15 response and recovery efforts. I think that's a
16 real critical piece. I think we saw in Katrina
17 that that was the difficult area, the vertical
18 coordination and linkages, way more difficult to
19 manage than the horizontal within the federal
20 government, even though those were challenged as
21 well. So I think that goes back to the training

1 piece and how do those people fit into the plan,
2 because those are the folks that our communities
3 will know and they will not necessarily know how to
4 interact with the ICC and such and vice versa.
5 NOAA provides scientific, I forget the name, but
6 there is a system where they have scientific
7 advisors that respond, but that's not necessarily
8 your NAB, how are your NAB managers and the other
9 people that are used to interfacing with these
10 people locally tied in. And I talk a little bit in
11 my discussion, it may be understandable to folks
12 inside NOAA, but as you pull through these plan
13 documents I think that there can be some confusion
14 maybe even within NOAA to my looking at them,
15 because the ICC, as something becomes more
16 significant, takes on a larger command and control
17 responsibility, but yet in certain appendices it
18 delegates it to the line office and there's many
19 different working pieces. So I think a real look
20 at how this is all is going to play out and the
21 linkages that can be put in place with the local

1 folks is real important.

2 Let me just read the last one and I'll
3 completely back out. The last thought was borne
4 out in Houston, something we said quite a number of
5 times, we asked about this in the hot wash and kind
6 of got blank stares back, but it occurred I think
7 to many of us. HSRP recommends that NOAA identify
8 and whenever possible recover significant
9 unbudgeted expenses incurred by NOAA's navigation
10 services program in responding to natural and
11 manmade disasters. The HSRP notes that NOAA must
12 recoup significant unbudgeted expenses incurred in
13 the provision of emergency response and recovery
14 operations or the agency will not be able to
15 sufficiently execute its primary mission and
16 essential functions for navigation services. And
17 I've got a little bit of discussion in my white
18 paper about that. It is incorporated in the ICC
19 standard operating procedure, you can see the exact
20 language, I put it there for you saying that yes,
21 in fact we are going to do that and that the line

1 offices need to be aware before they obligate their
2 vessel, even though we're going to try to do the
3 accounting and should do the accounting, you know,
4 supplemental funding may not come forward. So it
5 appears that perhaps this has been covered, but my
6 sense in Houston was, and I haven't heard anything
7 to the contrary subsequent to our Houston meeting,
8 I'm not certain it was done. There may be ways of
9 setting up special procurement authorities or
10 special government credit cards for field teams and
11 people on scene to use that would come under a
12 special budget. I don't know the mechanisms that
13 it could be done but I do think our sense is that
14 these programs are so underfunded as it is that
15 these events are completely foreseeable and NOAA
16 always responds and has a big, big deal to do with
17 response and recovery and somehow we have to
18 identify these costs and get that money back to
19 these programs.

20 That's a very quick kind of rehash of my
21 thinking and then a reading of some proposed

1 recommendations. Let me open the floor. Bill, you
2 had some comment?

3 MR. GRAY: Thank you, Scott. I was
4 unable to be at the Houston meeting, which was a
5 very enlightening event, to take advantage of
6 learning what really happened where the action was.
7 I haven't really gone through these papers in
8 Scott's thoughts number three that -- but in number
9 four there it says that we, that's us sitting here,
10 recommend they undertake additional work to expand
11 and clarify guidance on the agency's interaction
12 with the maritime industry, and that phrase just
13 struck me. I'm curious whether at Houston you got
14 a definition of what that really would entail and
15 who it would entail, or whether any recommendation
16 made by the HSRP now shouldn't cover that, because
17 what that means to me, when you're talking about
18 responding to emergency situations, I think there's
19 an organization, the International Oil Spill
20 Cooperative Organization, I get their newsletter
21 once a month, but it's people I knew when I was

1 active on qualified individuals, response
2 capabilities and things like that. Salvage is
3 plugged in and I think there's a group as I see it,
4 even though I'm not actively involved, are doing a
5 very good job in saying what is the state of
6 readiness in various parts of the world to handle
7 unpleasant events, either caused by weather,
8 accident or whatever it may be. And I think also
9 of the Harbor Safety Committees, which it was
10 Andrew McGovern's idea that we really have the
11 annual Harbor Safety Committees and you assemble
12 representatives from Harbor Safety Committees
13 around many parts of the nation, and I would think
14 that this also would be something where the harbor
15 safety, whether it's in Houston, whatever it may
16 be, in Mississippi, was that ever defined at the
17 meeting in Houston or if we're making a
18 recommendation we ought to give them advise how to
19 do this, get ahold of the salvage, get hold of the
20 spill cleanup people, the Coast Guard has a role in
21 these things, and certainly if you just sat back

1 and read the newspapers during Katrina and Rita,
2 things were in a state of disarray until Fat Alan
3 got down there and kind of straightened them out.
4 So naming some of these, when you talk about the
5 maritime industry, and I absolutely agree with the
6 concept of it, but wouldn't it help NOAA to be a
7 little more specific, at least make sure you've got
8 your relationships well cemented with these parts
9 of the maritime community.

10 MR. RAINEY: The short answer is no, in
11 my view anyway, and that's precisely the point I'm
12 trying to make here, is that I absolutely agree
13 that the follow-on, this begs the question well,
14 how do we do that and I think HSRP could be a body
15 that NOAA could draw on, among others, to sort of
16 start to identify that and perhaps take a more
17 robust look. In the plans as they exist, and I
18 say, I put it in my paper, but there is an annex or
19 appendix four on, I'm not going to look it up here,
20 but basically it's detailed operational framework
21 is the title, or something along those lines. It

1 is one page long, four subparagraphs, and the only
2 thing in the appendix for detailed operational
3 framework is that the administrator delegates the
4 authority to make it happen to Jack as a line
5 office. So I mean that's -- all I'm saying is I
6 think that's a very critical and necessary step to
7 try to get a handle on that going into next season
8 and beyond and perhaps, I'm suggesting I guess
9 perhaps we could help maybe develop that. We have
10 a lot of experience with the industry and some
11 things we could bring to bear and help identify.
12 Anyway, I completely agree and that's what I'm
13 trying to suggest.

14 MR. GRAY: Should we identify at least
15 these are the organizations that should be on the
16 list to be contacted? Who do we call if we've got
17 a problem? Do we plug them in, we want to be
18 contacted or something like that, just like Andy
19 armstronged me at the break, he'd like some advice
20 on organizations or individuals he can contact in
21 redesigning the way they issue electronic charts.

1 I can get some people to do that, but we've got to
2 be asked. I think rather than having a lot of
3 words to say the maritime industry or this industry
4 or that industry, we ought to at least identify
5 some of the other organizations who are going to be
6 very important in these circumstances.

7 MR. RAINEY: I don't know whether, Bill,
8 you would agree with me or the panel would, but my
9 thinking would be is perhaps go through sort of
10 these recommendations as a first step and then we
11 can come up and follow up on it and say okay, we
12 like that and we want to take it a step further and
13 work with our NOAA representatives and then itemize
14 or enumerate or list some of these things that
15 would support work. I mean perhaps we can take
16 this on as a future continuing task under that
17 recommendation and talk about how we could play a
18 role. My sense is if we try to do the list right
19 now sort of extemporaneously we're going to eat our
20 entire time kind of listing things out, but maybe
21 we can go through these and find areas we want to

1 definitely follow up on and do that.

2 MR. GRAY: I'll ask one more question
3 and then go away gracefully. In the three days at
4 Houston did anybody else put up the kind of
5 suggestions I'm making in all the chaos there was
6 in the gulf coast? What organizations did NOAA
7 interface with that were really crucial to doing
8 what they were supposed to do to help these people
9 in this circumstance? Because if they didn't, you
10 haven't learned anything. You haven't learned who
11 was valuable to help with this or that or whatever
12 the hell it may be.

13 MR. RAINEY: Maybe I'll let Adam jump
14 in. But yes, part of the Houston thing was in some
15 ways almost a first step I think because we did
16 have a number of presentations from the different
17 players I guess you'd say and we tried to have a
18 representative population of the different
19 stakeholders, federal, private, and the Port of
20 Lake Charles did a phenomenally good presentation
21 with excellent concrete recommendations and kind of

1 on the ground how it happened. But there was an
2 attempt I think in Houston to get that sort of
3 information on the table. Now at this meeting
4 we're trying to distill that down and move forward
5 and I think this meeting, again I suggest I don't
6 think will have to be the end of it, but there's
7 other things in play. Adam, do you want to comment
8 on how you felt that went?

9 MR. McBRIDE: Our experience was very
10 good with NOAA and of course we were down -- at the
11 point we were dealing with Tim Osborne and the NRT
12 groups. They were in daily, more than daily
13 contact with us, with the pilots, Coast Guard,
14 Navy, and those were the critical agencies in terms
15 of getting the initial channel surveys and NRT work
16 done. They dealt with other groups. Certainly we
17 found them to be in very good communication. I'm
18 not sure what kind they had inside the organization
19 but they touched everyone they needed to and on a
20 pretty regular basis, at least in our area, so I
21 thought the response to the community and other

1 groups was very good in our event.

2 MS. BROHL: I want to make sure I
3 understand where this is going, because I came out
4 of Houston -- I went into Houston with the
5 understanding that the very successful part of
6 hurricane recovery was the maritime components,
7 opening the ports. There was incredible dynamic
8 interaction between agencies. In New Orleans I
9 heard outside of Houston from vessel agents, from
10 pilots, that they had daily conversations that
11 Coast Guard organized where NOAA was actively
12 engaged, and I know Coast Survey was actively
13 engaged in trying to open those ports. I came out
14 of the Houston thinking there was a NOAA success
15 story here. So I want to be sure I understand, the
16 question is not was there good response; there was,
17 especially on the maritime side. It's where the
18 success story lay.

19 What we're trying do is, because of,
20 Scott, your exceptional background in these type of
21 things and your understanding of the post emergency

1 response documentation and things, that you found
2 that there were areas where perhaps NOAA needs to
3 be a little more clear and engaged, whether it's
4 the national recovery response plan, things like
5 that, and that's what we're trying to detail here.
6 My understanding, other than to say I would want to
7 front a recommendation with an overall statement
8 that the testimony we received in Houston indicated
9 that NOAA did an exceptional job, and it's really
10 making sure that there are I's that need to be
11 dotted and T's that's need to be crossed in terms
12 of having an overall role on the Hydrographic
13 Services portion, whether it's a national response
14 plan or a specific emergency response. Am I
15 hearing that correctly?

16 MR. RAINEY: Helen, thanks for that.
17 Let me just respond real quick. I absolutely
18 agree. I think that and my point here is just
19 exactly that, that NOAA response and recoverable
20 capabilities are critically important and they
21 were, did a fantastic job there. The difficulty

1 I'm having here is trying to walk through this.
2 I've stripped out just these recommendations, but
3 what we would do, we would go back to the extent we
4 approve these, in putting some of the supporting
5 and lead-in introductory comments, and certainly we
6 want to highlight that. We also heard, though, and
7 I think it's worth pointing out, how incredibly
8 helpful the navigation response teams were and the
9 remote sensing capabilities were universally used,
10 the photogrammetry work at all levels from
11 individuals to the federal response to state and
12 local first responders. Without NOAA's
13 participation here it just doesn't happen. And
14 they were still, as we heard from the Coast Guard,
15 a person who was running the salvage operation, how
16 still today they're using those capabilities out of
17 NGS to prosecute the salvage.

18 But for example, take the NRTs. During
19 that effort we had half of the existing capability
20 in the country down there and it was still more
21 work than they could do. We heard the NAB manager,

1 Alan Bunn, drove his personal motor home over there
2 so that one of the NRTs had a place to crash. We
3 got to tour those boats down in Houston. They're
4 essentially an open boat and you've got a little
5 cabin on there, but the habitability is not
6 intended to sustain a crew working those kind of
7 hours. So the difficulty they had in getting
8 gasoline and fuel for those teams and, you know,
9 this, a big piece of the success was the initiative
10 and the ingenuity and the highly motivated NOAA
11 field units that pulled this off. They just found
12 a way. And same thing with the port directors that
13 were down there. And so what I'd like to suggest
14 is sort of just exactly what Helen said. It was a
15 terrific job but this is important and it shouldn't
16 be done on a shoestring on the back of some poor
17 soul on a trailable boat. We're talking about
18 supporting and getting back -- the API
19 representative talked about the importance of these
20 refineries and things. How thin a thread do we
21 have when we talk about these resilient

1 communities? I mean look at what's at stake here,
2 and we heard testimony about if we don't get these
3 ports up in 48 hours, tremendous consequences. And
4 to say that okay, for a natural or manmade it's all
5 hazardous response, we're going to rely on three
6 trailable boats, and I'm oversimplifying, but I
7 think we need to take a look at these capabilities
8 and say this mission is more important than the
9 resources we have available currently to throw at
10 it, and that's the message we should try to tell
11 and that's what I'm trying to do, but by no means
12 trying to shortchange the effort that was mounted.

13 MR. ARMSTRONG: I guess I'd like to make
14 one comment on your sort of list of proposals in a
15 general sense before we start getting into picking
16 at each one.

17 The first is that it strikes me that
18 these maybe almost overshoot the mark and that
19 we're telling NOAA go back and look at your table
20 and look at your list and look at your command
21 center training. They're going to say well, we

1 just did that. The point is I think that in light
2 of what this panel learned in Houston, we've looked
3 at the documents and we don't see some very
4 important specific issues covered in there. For
5 example, in transportation, we don't see anything
6 about the ability to navigate the waterways. So I
7 think rather than saying NOAA should review the ESF
8 table and Homeland Security, we should say that in
9 Katrina and Rita we had some very good experience
10 with NOAA's response teams but there's a risk that
11 it won't be there the next time because in the
12 government reorganization or review of this those
13 capabilities were completely overlooked or
14 essentially overlooked or substantially overlooked.
15 What we should recommend is that, specifically for
16 the navigation and hydrographic services, that NOAA
17 look at those tables and incorporate that, and in
18 particular number five, because if they're not in
19 the tables in the first place they won't pick up
20 number five, the funding. So I think that we need
21 to be more specific in our set of recommendations

1 or we're going to get a reaction that says we have
2 looked at them. So in general I think we need
3 maybe to preface these with some remarks that says
4 it worked well last time, we're concerned it won't
5 next time because we don't see these things in the
6 table, and please, NOAA, go back and incorporate
7 these specific issues in your table.

8 RADM WEST: I agree with Andy. But
9 going back to Houston, we heard some impressive
10 things you all did and we were told there was an
11 after action report being written. I don't know
12 where it is. And there should have been some
13 dollar figures put to that. Two questions. One is
14 there's a supplemental on the hill. Is there any
15 NOAA money in the supplemental as a result of
16 Katrina?

17 MR. DUNNIGAN: Yes. The original
18 presidential request did not have much for NOAA in
19 there but the Senate mark had a billion dollars for
20 NOAA and the House is a lot less.

21 RADM WEST: Is it geared towards what

1 you do, hydro services?

2 MR. DUNNIGAN: Some of it.

3 RADM WEST: Was it a result of that
4 after action report? Because I don't know where it
5 ever went to, nobody ever saw it. Here's --

6 MR. DUNNIGAN: The Katrina-Rita
7 assessment report is not final, it's still very
8 much in a draft stage.

9 RADM WEST: A little bit of frustration
10 we have here, we could have helped I think by
11 supporting, that we saw firsthand how important it
12 was and how underfunded it was, and for this group
13 to say look, we can help you there, I don't think
14 that ever got in front of the hill when they were
15 working the supplementals, is my point I think.
16 And for the long haul it's just what Andy just
17 said.

18 MS. BROHL: I know the National Weather
19 Service has gotten a lot of attention on the
20 supplemental. How much, though, really is coming
21 back to NOS to make up for whether it's a water

1 level gauge or whether it's to put some money back
2 into the NRTs getting back to where they're
3 actually based or finishing up the bathymetry
4 reviews or things like that? I know the first time
5 around it was zero.

6 MR. DUNNIGAN: I actually have some
7 numbers in here. What you've seen in the Senate
8 report relating to marine debris and identifying
9 and clearing marine debris from commercial
10 navigation areas is money that we would get within
11 NOS and within our commerce and transportation
12 functions. There is money in there for expanding,
13 reinforcing and hardening ENRON stations, there is
14 money in there for ports and for implementing the
15 port system in four of the ports in the Gulf of
16 Mexico, so there are a number of areas where there
17 is funding specifically set aside for the things
18 that we care about.

19 MR. DASLER: I've got one other comment
20 from Houston and some of the things that were
21 issues there. One of them was the water level

1 observations going offline and the lack of water
2 level information, and it just seems like it would
3 be critical for the NRTs to have that capability
4 for putting in temporary gauges in support of
5 hydrographic surveys and trying to get as fast as
6 they can water level stations online with portable
7 gauges or RTK systems, but some way where those,
8 they're completely self-contained, some are what
9 NOAA might be doing in Alaska and some are putting
10 in temporary gauges and that kind of thing, but
11 they need that full support for a fully functional
12 system to get in and do adequate response.

13 MR. RAINEY: Jon, just picking up on
14 that, I heard anyway that that's something they are
15 taking a really good look at, a need for hardening
16 the tide gauges and things, so that's one of the
17 things that has been identified in the internal
18 assessment, the ability to do that and need for.
19 They are taking a hard look at that.

20 MR. DASLER: I've heard of the hardening
21 of the gauges but I think there's still going to be

1 cases where infrastructures are out, things are
2 going to go out, and just having a fully equipped
3 NRT that can respond, you know, if they're going to
4 do soundings, anybody out doing surveys would be
5 fully equipped with that and should be equipped to
6 handle that.

7 MR. RAINEY: Adam.

8 CAPT. McGOVERN: I think maybe we do
9 have to get a little specific. I was looking at,
10 like number one, transportation, looking at the
11 NOAA responsibilities, there's nothing on there
12 about survey.

13 MR. RAINEY: That's my point.

14 CAPT. McGOVERN: Here's one, I've never
15 seen you carry a gun, Steve, but according to
16 number 13 you're going to provide law enforcement
17 and security capabilities. I've never in all my
18 years --

19 MR. RAINEY: Fish cops. That's my
20 point, let's take a look at these things and make
21 sure we're really fully addressing NOAA

1 capabilities and response.

2 MS. BROHL: Scott, as you said, getting
3 into wordsmithing doesn't make any sense. Is it
4 your goal just to get a few more comments in
5 preparation for a follow-up conference call, now
6 that we've had a chance to kind of ask those
7 questions on what it means and how it means and
8 give it a second look in the near future maybe in
9 conjunction with developing a post meeting summary
10 report?

11 MR. RAINEY: That's exactly the
12 question. And the answer is I don't know. We've
13 been trying, this is where every meeting comes to
14 sort of a screeching okay, jump ball. Maybe we
15 could ask Jack to help us a little bit here. It's
16 been our experience, I think everybody would agree,
17 that we have very high interest in these programs.
18 We care and we bring a lot of effort to it at the
19 meeting, but it's been very difficult for many,
20 many good and valid reasons to conduct a lot of
21 work between the meetings. And so we tried to --

1 again, this effort here on my part was to provide
2 some discussion points and this is always the
3 difficult part at the meetings I think, everybody
4 sees it a little bit differently, and frankly we
5 don't or haven't had in my opinion a real sense
6 from NOAA, although we have tried to ask what --
7 can you take these rough ideas, just to give this
8 working relationship, in other words in the FACA
9 paradigm here, what's the most helpful and useful
10 way to sort of proceed with these thoughts, which I
11 think are all valid and important, and package them
12 so you can take them and run with them, how is the
13 best way to -- maybe we can start afresh with your
14 tenure and Steve's and try to figure out how we can
15 take these ideas, package them to the point where
16 we can hand them off and know we've had a role to
17 play here in the process.

18 MR. DUNNIGAN: Yeah, let's work on
19 figuring out what the best way to move forward is
20 going to be here. What I'm seeing here is a paper
21 that looks like, if you all adopted it, would be a

1 very helpful approach and would give us some
2 background and some highlights of points we all
3 think are important and would help us. That's the
4 kind of input I'm looking back from you because
5 then I can take that and go to the admiral and go
6 to the others and say this is what our experts are
7 telling us or I can go to Steve and say this is
8 within our control, let's go ahead and do this or
9 not. But what I wouldn't want is to be writing our
10 words for your report. I really, I hope that what
11 you could do would be give me something that is a
12 third party's efforts so that I don't get
13 criticized for saying oh, Jack, they just said that
14 because you set them up. And so some further
15 vetting among the group I think is appropriate. I
16 think what Scott has done to give us something to
17 chew on is excellent. What's important it seems to
18 me right now is that we talk about these ideas and
19 make sure we've got all the ideas on the table and
20 then we can work with Scott to do some wordsmithing
21 of the document and get the document back out for

1 comments and at that point it can become a
2 recommendation.

3 MR. RAINEY: With the one caveat that
4 Scott doesn't have to generate all that. You gotta
5 have a collaborative --

6 MR. DUNNIGAN: We'll work with you on
7 that, yeah.

8 MR. LAPINE: I think what's missing is
9 we don't have all the inside information to put
10 some meat on these bones. We need some help
11 telling us, you know, what aspects of these
12 recommendations you would like to see brought to
13 bear. Do you want more NRTs, does it take more
14 NRTs, does it take more contracting money. If we
15 had some hints at least on that, we can craft a
16 more specific document. But what we don't have
17 here are all your inside information on these. I'm
18 not looking for secrets, your capabilities, what
19 parts of your organization are weak in responding
20 to these. Just give us some help and then we can
21 craft it.

1 MR. RAINEY: The other side of that coin
2 would be for us to propose what we see as needs or
3 requirements and feed it up that way. Adam can say
4 hey, I was there and when this went down I needed,
5 this was my first priority, whatever, from the port
6 record point of view or the pilots coming into the
7 channels, getting the channels reopened. So
8 probably collaboration from both angles on that.

9 MS. BROHL: I was just going to say that
10 if Jack's commitment comes to fruition to assist
11 with this, not give us the words necessarily but
12 help prevent Scott from feeling like he's writing
13 the entire document, it would seem to me some of
14 these things would become evident. If you sit down
15 and have a meaningful conversation like Andy was
16 saying about as aspect, then someone like Andy will
17 say well, I think what you're saying is this but it
18 might be better this way. I think that just the
19 commitment from Jack saying you're not going to do
20 it in a vacuum by yourself and nobody will respond
21 to your phone calls. It won't be you alone in the

1 office with an echo coming back to you, which I'm
2 hoping would go a long way to addressing that
3 concern.

4 MR. DUNNIGAN: Exactly.

5 MS. BROHL: A technical question here, I
6 wanted to ask you to elaborate a little on your
7 comment about interaction with coastal zone
8 stakeholders. Are you talking -- probably coastal
9 resource might be a better term, I don't know, than
10 coastal zone, but are you talking about federal as
11 well as local as well as private? Is that what you
12 mean by coastal zone stakeholders?

13 MR. RAINEY: Yes. And that's just,
14 again, that gets right into the specific what's the
15 proper characterization. But what I was getting at
16 essentially is that to coordinate very vertically
17 as well. That may be an inapt characterization,
18 but there's a lot of players that are not within
19 the federal government who have a very big role in
20 response and recovery. And it's broader -- I was
21 trying to put a placeholder in there in writing

1 this is to try to acknowledge that it's clearly
2 bigger than the maritime, what you would call the
3 maritime industry folks. There are a lot of other
4 stakeholders beyond the maritime people that have a
5 role. The API folks, but also local and state
6 response folks. And I don't think that that's
7 unappreciated in any way. I just think that the
8 plans to me seem to primarily be the federal piece
9 and I think a lot of times there are statements
10 that we're going to do this but they really don't
11 get it to nitty-gritty of exactly how it happens
12 and then when something happens there's a
13 tremendous amount of confusion. Andrew, you've
14 been through the 9-11 on the ground from that role.
15 Maybe you could talk about that a little bit.

16 CAPT. McGOVERN: I think post 9-11, post
17 Katrina and now, what most ports are standing up,
18 and maybe this is just another way to craft this,
19 but most ports are standing up using what they call
20 a port coordination team and we call it something
21 else, but basically every port is putting together

1 a NTF recovery group, local, state, private,
2 federal people, but a fairly small group, you know,
3 maybe a dozen people or so. Instead of I guess
4 NOAA going out and trying to find these local
5 people, make sure, maybe the recommendation is make
6 sure that NOAA becomes part of these, the NAB
7 managers or whoever become part of these local
8 recovery groups in their area and therefore then
9 they're in, you know. And they start -- if it's a
10 TSI, obviously it's strictly recovery, but if it's
11 a storm coming, most of these groups now stand up
12 as soon as they hear that something's coming
13 towards them. And they do it generally by
14 conference call, star, it's not something -- you
15 know, a NAB could do it and doesn't even have to
16 leave home or leave his office to talk to a port
17 that's maybe a couple hours away, he don't have to
18 drive there and he could probably be on three
19 conference calls a day if it's coming to an area
20 where they don't know yet, the cone is still out
21 here. I think that's another way to say just make

1 sure that NOAA becomes part of these different port
2 recovery groups.

3 MR. RAINEY: Absolutely. And again as
4 Bill suggested here in the onset or outset,
5 definitely we could provide a lot of information
6 very quickly to NOAA that would help start. The
7 other point I guess I'm trying to make is as these
8 things increase in magnitude, you know, sort of
9 command and control shifts a little bit and you may
10 have a situation where Coast Guard ends up being
11 the overall lead on-scene commander or FEMA or
12 something like that and I think it would be
13 important and is important for NOAA to recognize
14 that they have some primary functions that are
15 going to be involved here, and they're used to
16 dealing with their stakeholders, and that message
17 has to get -- as responsibilities shift you don't
18 want to lose those linkages where NOAA is primary
19 on somebody's survey. So the Coast Guard person
20 needs to know that through the NOAA channels. It
21 can't be that NOAA sends a scientific advisor for a

1 particular thing. It's a very big issue of kind of
2 cross training across all of these programs and
3 functions so everybody knows as all these sort of
4 hierarchical layered responses kick in that you
5 don't disconnect relationships along the way,
6 because those vertical linkages really have to
7 happen to be effective.

8 CAPT. McGOVERN: One of Bill's concerns
9 was who do we put down, who you identify in these
10 local ports. These port recovery groups have
11 already done that job. Each port is a different
12 animal so each port may have a little bit different
13 makeup depending on who they think is important in
14 that port for recovery. I don't know if anyone has
15 seen this yet, this is the maritime infrastructure
16 recovery plan. All right. Now, this is an
17 official document. It talks about the Corps of
18 Engineers. NOAA has two bullets, the Corps of
19 Engineers has, I don't know, a lot, more than --
20 one of theirs is, you'll love this, this is
21 official government-speak, conduct high tech

1 channel service for the Corps. Who's going to do
2 that? So instead of that being under NOAA, it's
3 under the Corps.

4 MS. BROHL: Whose job is it from NOAA to
5 make sure NOAA is in these kind of things?

6 MR. RAINEY: The recommendation I have
7 up there, that's exactly it. I'm fairly familiar
8 with all these plans and it's very clear once you
9 start looking at them, the federal government does
10 not acknowledge and recognize what NOAA brings to
11 the table and NOAA has to assert itself and say
12 maybe we're cast in a supporting role here, but we
13 are the primary unique federal capability to do
14 these services and by god, people gotta know that.

15 MS. BROHL: We've been talking about on
16 the ground kind of thing. It also has to start up
17 here. So Steve has another meeting to go to,
18 somebody has another meeting to go to, this kind of
19 thing, is NOAA knocking on the door saying how come
20 I didn't get invited? Because I don't know whose
21 job it is to make sure that NOAA has bullets in

1 there, there is an acknowledgement of how it works.
2 This feeds right back into what Bill says about
3 with the ATHOS 2, that the Corps is just
4 reinforcing the fact that they're the channel
5 person when in fact they are not really the channel
6 person. It all kind of feeds into itself.

7 If I could ask, just elaborate real
8 quickly on another point in regard to stakeholder
9 relationships, in the discussion you talked about
10 the response and recovery. There are other NOAA
11 partners out in the field as well that may be an
12 important part of recovery, but in terms of getting
13 that, getting the, integrating the NOS message into
14 the other departments in NOAA, whether it's
15 emergency response, and hopefully kind of feed one
16 another and expand into all areas, we talked
17 briefly with Sea Grant, Sea Grant has field agents
18 and Sea Grant used to be an organization like
19 Agricultural Extension where you had an extension
20 agent out there who saw what the needs were and
21 brought that back in and you developed research or

1 studies or whatever to address those needs and then
2 took it back out in the community, and Sea Grant
3 has kind of become wherever the money and they'll
4 do a study based on the money and it's all about
5 space and species and what the field agent does on
6 the local level, but maybe in the recovery aspect,
7 we take it to people like Sea Grant or the
8 fisheries people in terms of recovery side of this
9 to continue that network. It's just an aspect, and
10 as this is fleshed out a little bit more in terms
11 of stakeholder relationships, perhaps some of the
12 recovery side more than response, that all of those
13 areas don't automatically think of relationship
14 building. It's just another way to feed this
15 interrelationship is all.

16 CAPT. BARNUM: I put Andy onto this
17 report, it just came to light to me a couple weeks
18 ago, and I was unaware that it was being developed,
19 and it doesn't surprise me in the federal
20 government because the services are so dispersed
21 across so many agencies. So just having knowledge

1 that an event or report is being written is a
2 challenge. But hopefully with this CMTS and some
3 of the interagency coordination, some of this will
4 improve so that accurate information does get put
5 in these type of reports. As mentioned earlier,
6 NOAA's hired one of the first folks with this
7 executive secretary at the CMTS and hopefully I'm
8 looking to that as a high level communication tool
9 of what the various agencies are doing. Again,
10 these documents are comprehensive in nature and do
11 capture our capabilities accurately.

12 MR. DASLER: I think one of the reasons
13 the Corps gets mentioned in there a lot is they're
14 tasked with maintaining the federal channels, but
15 their role they way they see it is it's an
16 engineering effort to maintain it and they're
17 looking at it more from dredge material management
18 than from object detention. When NOAA updates
19 their charts, it might be single beam survey down
20 the channel, they update the channel requirements,
21 but nobody is really researching, we've seen that a

1 lot on several different incidents where the Corps
2 just missed a container that's dropped off of a
3 shop or anchor on the bottom, they're not really
4 doing that object detention, and that's a fatal
5 flaw or gap in the system. Everybody thinks
6 because they're tasked with maintaining those
7 channels they're also doing object detection. And
8 just like each port authority is a different
9 animal, each district of the Corps is a different
10 animal, and the way they handle that stewardship of
11 the channel is completely different from district
12 to district, and that's a real issue too.

13 CAPT. MCGOVERN: We had that with Steve,
14 remember you were going -- Steve was up in town,
15 oh, we need you to survey this area, and he's like
16 hey, no problem and then all of a sudden the Corps
17 said no, no, that's mine. He wasn't allowed to
18 survey. So it was like sometimes there's that turf
19 I guess.

20 MR. DASLER: In the case of ATHOS, NOS
21 is being brought in on the suit, so at some point

1 there needs to be that at least acknowledgement
2 that NOAA has some roles in that and it's their
3 responsibility to make sure -- if the Corps is not
4 going to do it, somebody has to step up.

5 MR. DUNNIGAN: The Corps of Engineers is
6 the authority for maintaining the channels. So
7 they actually hold liability for the depths that
8 they provide to NOAA and NOAA takes that data and
9 applies it to the nautical charts. So they hold
10 the legal authority, so.

11 MR. RAINEY: You know, we have talked
12 about that. In the next topic I've got some
13 recommendations or some proposed talking points to
14 take a look at that as something that NOAA might
15 consider and raise because it is certainly a
16 federal agency coordination issue and in my little
17 white paper on that I tried to touch on some things
18 and pick up on the things Bill was raising and
19 others.

20 It certainly relieves a lot of pressure
21 on the meeting and opens it up for discussion if

1 the intent is to have a good full discussion and we
2 can kind of pick up on these threads and package
3 them at a later date. So if that meets the
4 approval of the panel, certainly we can proceed
5 that way. Coming up time-wise on the agenda at
6 least to shifting gears, are there some further
7 thoughts on this or we can shift to a quick
8 briefing on the HSIA and then again after lunch we
9 have a good section of time where we can pick up on
10 the -- I think I'll just run through quickly my
11 thoughts on the CMTS and open that for further
12 discussion. Anyway, I appreciate all those
13 comments and we'll work to pull from the record and
14 move forward. Why don't I then turn it over to
15 Helen for comments on the HSIA to sort of update?

16 MS. BROHL: Scott, thanks very much for
17 the work you did on that. Your experience you've
18 had in the past has made a big difference in trying
19 to dissect all the information and turn it into
20 something we can go forward with.

21 You received -- as you recall, at the

1 Houston meeting we had proposed to have a statement
2 on HSIA reauthorization, which was held off until
3 we received some comments from NOAA, which we did
4 receive recently. And if you had any chance to
5 look through the comments from NOAA, some of them
6 are easy, no-brainers in terms of just cleaning up
7 what was done last time or work that's happened and
8 been completed since 2002 when it was last passed
9 and the present. Obviously the panel has some
10 administrative cleanup. We no longer need to have
11 staggered terms at this point, things like that. I
12 really believe that we are not going to be able to
13 take time to dissect every part of the
14 recommendations. And in some circumstances when
15 you look at even the first bullet on what NOAA had
16 recommended, you should have been able to pull it
17 off the table, it says prospective changes under
18 review by NOAA. It says include, on the second
19 bullet, add language about the need to address the
20 National Shoreline Survey backlog. Okay, that's a
21 nice idea, but we don't have that language, that's

1 something we would have to follow up on. I don't
2 think we're in a position today to have long
3 discussion about any one of these bullets. And
4 frankly, I think that there are some probably other
5 ideas that members have. Yes, sir.

6 MR. ARMSTRONG: Do we have a document to
7 look at?

8 MS. BROHL: Yeah. I'm sorry, I just
9 pulled it off the back table. I thought everybody
10 pulled all these documents off the back table like
11 I did.

12 (Pause in the proceedings.)

13 MS. BROHL: You all have these by
14 e-mail, you received prospective ideas from NOAA.
15 So you've seen that in the past. I guess my point
16 is we're not going to spend a lot of time on each
17 one of these bullets except that since you have had
18 a chance to review them, this is an opportunity to
19 ask specific questions of the NOAA staff here on,
20 if you have a question what they're actually
21 getting at or what is it they're asking, just so

1 you can leave here with a better understanding so
2 when we get together by conference call in the next
3 two weeks that we won't have to go back and ask
4 that question.

5 Then secondly, I have given back the
6 statement that I had drafted from Houston and added
7 a paragraph at the end and I would like us to look
8 at that for possible approval today. So if I may,
9 I'm going to presume that everybody might have had
10 a chance to look at the document that you received
11 by e-mail, which you now have again in front of
12 you, which is the prospective changes under review
13 by NOAA, and I'm going to open up the -- Scott, I
14 know that you had a question by e-mail when you saw
15 these and I was wondering if you could go back and
16 ask the question again and perhaps if you received
17 any response from it?

18 MR. RAINEY: Well, the short answer is
19 no, I didn't get a response. I had a couple of
20 just questions that came up as I read these, and
21 these were I think ideas that Roger received back

1 from the various program offices on some
2 suggestions or comments or things they might be
3 looking for. I don't know to the extent they've
4 been vetted up through Jack or beyond. I guess
5 Helen's asked me to sort of present the questions I
6 posed, and again I don't have a response to, but
7 one of them was about data. I was a little unclear
8 as to the suggested changes between NGS and CO-OPS
9 about who's on first with the official data. There
10 was some overlap in the language on the shoreline.
11 Most of them were that sort of a level thing, I
12 don't think it would really bear any weighty
13 consideration on your work, Helen. To be honest
14 with you, I -- can you scroll that, the bullet a
15 little bit? I know that was one of the things I
16 was asking about.

17 Oh, the other thing that I might mention
18 that I remember I posed, was wondering about, was
19 there was a thought, to the extent there should be
20 a charge, there was suggestion posed in this
21 information about receiving I think a charge for

1 some of these services and I just asked was the
2 point of that because the amount of money received
3 wasn't worth the administrative burden of
4 administering, I just didn't know why they would
5 suggest that the fees were -- I just didn't know
6 that. They were just very minor points, I don't
7 think it is important to go into now.

8 MS. BROHL: I have a question on one of
9 the last bullets regarding the functions of the
10 administrator, said to promote the safe, efficient
11 and environmentally sound Marine Transportation
12 System which currently is in there and to add and
13 to promote the nation's homeland security interest.
14 I was wondering is that just because NOAA has
15 received money under that type of a caveat and
16 that's why that was added, what was the thought?
17 Who actually made the original suggestion? If
18 there was some meaningful -- I mean, it's not a big
19 deal, but what was the thought behind that? It may
20 be that came out of Roger, I'm not sure, so.

21 CAPT. BARNUM: I personally don't have a

1 corporate entity on that particular bullet, I don't
2 know if Dave or Mike do. Anybody else here?

3 MR. ZILKOWSKI: Where are you pointing
4 to here?

5 MS. BROHL: Second page, top bullet.

6 CAPT. MCGOVERN: We don't have that.

7 MS. BROHL: It's right up there on the
8 board.

9 MR. ZILKOWSKI: I'm still not sure I
10 understand what you're trying to get at.

11 MS. BROHL: What I was asking, it's just
12 a proposal, that in the HSIA that you add, under
13 the functions of the administrator, the term and
14 promote the national homeland security interest.
15 I'm kind of curious what the motivation was. Maybe
16 it was just a funding issue. We all know under
17 funding NOAA has received some money and I'm just
18 kind of curious about it.

19 MR. ZILKOWSKI: Well, I'm not -- I
20 really don't know actually who put that in, but I
21 guess I can tell you that we have done more after

1 9-11 and then with the hurricanes to show people
2 that we are heavily involved in the security issues
3 and that it's not our primary focus but we support
4 it. We're like a service to a lot of organizations
5 that provide security and probably whoever put that
6 in is trying to say we're part of that process and
7 we shouldn't be forgotten, but I don't know.

8 MR. SZABADOS: I would echo what Dave
9 had to say. Basically the organization does
10 support those functions but has not been
11 highlighted in our mandates or authorizations, so I
12 believe that was the foundation for that.

13 MR. DUNNIGAN: In reflecting on it, I
14 agree with that, that certainly points out the
15 importance of the NGS and also the nation's
16 homeland security interest certainly spilled its
17 version of what could be derived from PORTS; is
18 there something bad in the water, where is it going
19 to go, particularly how to deal with it. So I
20 think that was getting at the heart of those kind
21 of issues, how NOAA's information services play

1 into homeland security on a particular incident.

2 MS. BROHL: If I could I'd like to ask
3 Jack a question, because Scott touched on it. We
4 received -- we've been asking for months and months
5 and months to receive this kind of information. So
6 having received it last minute, given the fact
7 you're now on board and Steve is on board, I'm a
8 little uncomfortable even having any discussions
9 about these without you guys have a chance to kind
10 of massage them a little bit and think about them.
11 And if the panel is okay, if we could kind of give
12 these back to you guys, because the reauthorization
13 is so important and if we're going to go through
14 this and if we're willing to accept your -- willing
15 to take the time to review your thoughts on it, as
16 well as our own together, then I'd rather make sure
17 that you have gotten everything you need rather
18 than what I felt was, because of the time
19 constraints and busy schedules, hey, guys, give me
20 some bullets and we'll put them in here. I would
21 be more comfortable knowing that this was vetted

1 now that you guys are on board. Is there any
2 objection to that as long as we can feel there's
3 some time line by which we'd look at this in a
4 meaningful way? Jack?

5 MR. DUNNIGAN: Thank you. This is
6 frankly one of the areas where I think the review
7 panel can be most helpful to us. HSIA is a
8 critical part of the legislative mandate that NOAA
9 executes. It needs to be reauthorized, it needs to
10 be reauthorized on a timely fashion. It's not
11 going to happen this year and it's not going to get
12 any attention on Capitol Hill this year. So I
13 think we have some time to do this the right way.

14 I think that we could probably work with
15 you to focus a major part of our discussion in
16 August on issues related to the reauthorization of
17 the Hydrographic Services Improvement Act and we
18 could come to you with a presentation about issues
19 around things that need to be improved and fixed
20 within that law and alternatives and pros and cons
21 and have a good wide-open discussion and then that

1 would lead us all to be in a position sometime
2 early in the 110th Congress for the administration
3 to be able to come forward with a draft bill.
4 Clearly this is something I believe we're going to
5 say we want to do, we want to see reauthorized. I
6 don't see a future where we wouldn't want to do
7 that. The question is what are the real issues we
8 have to address.

9 Now, saying that, I do think it would be
10 helpful for us to hear from you some of the
11 problems you're perceiving out there that a
12 reauthorized HSIA could address. I don't want your
13 consideration to be dictated only by our thoughts
14 of what's important. I think what's really
15 important now, I think this is -- Helen's draft
16 paper and the list of ideas are to me right now
17 sort of good kickoff things that we can use as a
18 jumping off point for discussion and maybe we can
19 agree to come back to the next meeting with a more
20 formal view of issues and options. We'll work with
21 your leadership to vet that through and make sure

1 it's staffed properly and have a good broad
2 discussion and then you will be in a position to
3 say this is what we think you ought to be doing in
4 terms of this. But this is clearly one of those
5 areas where I think the panel can be completely
6 helpful in helping us sort out where we want to go
7 in the future on these kind of issues.

8 MR. RAINEY: I wanted to say one thing
9 on that. I had a couple of opportunities to talk
10 about that and Admiral West and I in our particular
11 briefing talked about the Organic Act. One
12 suggestion I would hope that follows on the
13 admiral's pointing out the caution that the O is
14 slipping out of NOAA a little bit on the NOS
15 programs, the HSIA has been codified in Title 33,
16 but I think that the versions kicking around on the
17 hill that I've seen of the NOAA Organic Act, they
18 just don't acknowledge NOS. The ones I've seen
19 seem to be NOAA, National Weather Service and some
20 other things. I think that it would be very
21 helpful and I would hope as you look for a vehicle

1 to move the HSIA, whether you could move it as a
2 standalone piece of legislation, or I think we
3 tacked it onto Poland last time around, but you
4 have to find a vehicle that's going to move and I
5 think to the extent the Ocean Action Plan is going
6 to be taken up as an agenda item or the NOAA
7 Organic Act, I think that I would certainly like to
8 see not the appropriations levels, we talked with
9 Admiral Lautenbacher about it, but I would
10 certainly be an advocate for seeing NOS's roles,
11 missions and functions identified within the NOAA
12 Organic Act. To leave it out to me is saying when
13 we do this Organic Act that's supposed to kind of
14 be the enabling statute for this one NOAA team and
15 there's nothing in there about NOS, I think that
16 really is sending a message that is commerce and
17 transportation, all the things you do in NOS, where
18 is it, it's got to be there because these are
19 critical programs.

20 MS. BROHL: From a practical standpoint,
21 the problem with the NOAA Organic Act is that it

1 covers so many areas that you have to get it
2 through multiple committees and that makes it very
3 difficult. Kind of like the IOOS legislation, so
4 the downside of that is that the minute you take
5 these programs and shove it into a larger bill that
6 we're going to be, we might have trouble
7 reauthorizing again because we're stuck in a bigger
8 bill that can't get through. Right now we have our
9 own little pretty package here. They talk about
10 IOOS and we say well, we're okay because we have
11 tides and location, we can move forward, so the
12 downside of that, even though I really respect the
13 fact that you don't want again to be -- I was going
14 to say something that shouldn't be in the record --
15 the stepchild of NOAA, I really respect that and
16 understand that. From a practical standpoint,
17 having our own thing, even though resources
18 committee may not be the best committee for it, at
19 least it's one committee.

20 MR. RAINEY: I guess I'd just say I
21 would try to take all roads to get to where you

1 want to go. You run it independently as a
2 standalone bill and throw out everything you
3 think's going to move and maybe something gets
4 through.

5 MS. BROHL: I guess then the
6 recommendation that the idea of determining issues
7 and aspects of any amendments, proposed amendments
8 we might have for HSIA should be concurrent with
9 the panel and with you and the roads will meet and
10 we'll find out where match or don't match in
11 preparation for August, is that how you perceive
12 it?

13 MR. DUNNIGAN: Yes. Is the committee
14 willing to do that? I hate to put things off. Do
15 you think it would be a good idea for us to have a
16 full consideration, detailed pros and cons and
17 issues come August?

18 MS. BROHL: I think what I'll do in
19 preparation for that is send out an e-mail to panel
20 members for a quick bullets back, doesn't have to
21 be vetted completely, but you have some thoughts on

1 aspects of it that, again, doesn't have to be fully
2 vetted, just throw them back so at least we have
3 some bullets ourselves simultaneously for what they
4 may be developing and that will give us a starting
5 point. Is that okay with everybody?

6 MR. DUNNIGAN: Yeah, then we'll work
7 with Helen and Scott to incorporate those into
8 issues and options. We'll come with an issues and
9 options presentation for you. Jon.

10 MR. DASLER: While we had this in front
11 of us I just wanted to comment I guess on this
12 adding the comment of promote the nation's homeland
13 security interest. That's probably what we could
14 call in the private industry skull crest. I think
15 it's in here just as you pointed out. The
16 professionals within NOAA are very passionate about
17 what they want to do and have always taken on and
18 to do as much as they can. Then you get back to
19 the same issue, the Coast Guard was faced with
20 taking on homeland security issues, just couldn't
21 cut our budget, don't cut the Marine Transportation

1 charter budget. I think adding that stuff in.
2 What seems to be in here and constant catchup in
3 the budget, it's more trying to justify the budget
4 as opposed to becoming proactive and saying we'll
5 take on more, but we want to do that. I think it's
6 important if this is added the caveat of additional
7 budget to support what goes with it.

8 MS. BROHL: We see that in so many
9 different areas, organizations who had a core focus
10 started chasing the money bus, core money
11 dissipated and you wonder what the focus is. We
12 all have examples of where that happened and I
13 didn't know you were engaged in that. Your point is
14 well taken and I think we have to think about that
15 as compared to we know that's huge dollars and sums
16 and we do know that in a Homeland Security
17 supplemental NOAA did really really well once upon
18 a time post 9-11, but the answer -- which we
19 haven't discussed.

20 May I go to the next thing? Now, the
21 second thing I want to do before we stop talking

1 about HSIA, everybody has a copy of this, the one
2 in front of you, this is what you had in Houston
3 except there is a paragraph in bold that is added.
4 I thought that the information was generally the
5 same or basically reiterating that HSIA is
6 important for a number of reasons. And I have two
7 changes to propose and I'd like you to consider
8 voting for it today. One which is not in front of
9 you which I actually just reread and thought read
10 better, if you look to the old last paragraph that
11 began as the HSIA expires at the end of fiscal year
12 2007, I would change that last statement where it
13 says -- it's a one-sentence paragraph. That we
14 recommend a five-year authorization that would be
15 supported with funding levels commensurate to
16 address certain things, I thought instead of being
17 finite that these are the things, that we should
18 just say like realtime hydrographic observations,
19 comma, get rid of and the, continuation of the
20 HSRP, comma, among other critical hydrographic
21 needs, just so we're not coming off as finite. And

1 that's one thought.

2 And then you can see in bold at the end
3 we added another paragraph which basically says we
4 acknowledge that there may be proposed amendments
5 from within NOAA and they may deserve due
6 consideration, but we really believe NOAA needs to
7 be fully engaged. We recognize, Jack, that you're
8 there, we're with you, but to the administrator we
9 would like to say time's awasting, we need to get
10 moving, and whatever form is appropriate and the
11 wording may be need to be corrected because I don't
12 know necessarily whether agency review is the
13 appropriate term, but whatever appropriate methods
14 are necessary to begin engaging, coming up with a
15 proposed bill and engaging Congress to get it
16 moving. Because Jack is correct, they got many
17 different things on their plate, but there's also
18 certain indifference to moving this forward and I
19 can tell you that if there's indifference, then
20 simple reauthorization is the easiest way to get it
21 moving, but we're not proposing a simple

1 reauthorization, we are proposing some meaningful
2 amendments, but there needs to be discussion
3 because the authorized levels, at the end of fiscal
4 year '07, which means September '07, they end. And
5 here we are at a really bad time, we're at the
6 second session of this Congress, which is the bad
7 time to try to get something going and finished,
8 and then we will have the first session of the next
9 Congress before it expires, and you generally like
10 to have both sessions of the Congress. So I was
11 just looking for any comments on the verbiage, but
12 the goal, which is to say let's just get it moving.
13 Jack.

14 MR. DUNNIGAN: And I think that would be
15 a very good message for you to carry back NOAA and
16 carry back to the vice admiral. And this paragraph
17 takes a long time to get there. You know, maybe
18 what you want to do is strongly encourage NOAA to
19 engage immediately, with a lot of people, with you,
20 with the community at large, in developing an
21 administration position to support reauthorization

1 of the HSIA. It could be just that simple.

2 There's a sentence, however we note that
3 HSIA expires, of course I don't think that's true,
4 is it?

5 MS. BROHL: Authorized levels expire.

6 MR. DUNNIGAN: The authorization for
7 appropriations expires and of course we haven't had
8 a authorization for the Endangered Species Act for
9 almost 20 years, we haven't had one for the
10 Magnuson-Stevens Act for six, and yet Congress goes
11 ahead and appropriates money anyway. That's not an
12 excuse. But I think you need to take that as an
13 opportunity to not rush into something that is not
14 what we want. I think we have time over the next
15 couple of months working through our August meeting
16 and maybe the meeting after that to make sure we've
17 got the right issues defined and the right options
18 laid out and then have a chance to develop some
19 thoughts so we can have an administration position.

20 The other thing is this is a public
21 forum, so everything we do here is, can and will be

1 used by you, by stakeholders, by constituents, in
2 helping to carry this message forward. At some
3 point we the government will have to close our
4 doors and come up with what we think is a
5 government position and privately we can run that
6 by the panel and should. But we can't do that
7 quite so publicly then once we get to that point.

8 So I think, you know, telling us to get
9 on with it, which is what you said orally, is
10 really what would be really helpful to us now and I
11 think it would help us to get the admiral's
12 attention and make sure he knows we're moving
13 forward.

14 MS. BROHL: Any comments to Jack's
15 remarks?

16 MR. SZABADOS: This is not to Jack's.
17 This panel was authorized by this authorization.
18 If it's not reauthorized on a time scale, does this
19 panel stay in place?

20 MR. DUNNIGAN: Of course I'm not allowed
21 to give legal advice anymore, but the answer is no.

1 MS. BROHL: Maybe I was beating around
2 the bush too much trying to be far too clever and
3 it didn't work. In the last proposed addition
4 paragraph, we just get rid of everything on the
5 first page, go to the second page and say, where it
6 says at the top, just say the HSRP recommends that
7 NOAA begin immediate and serious deliberations with
8 any and all appropriate parties, even if that's
9 needed, with the goal of providing Congress with
10 agents' views or other appropriate communication to
11 facilitate reauthorization in a timely manner. Any
12 comments?

13 MR. GRAY: That would be the total
14 message; isn't that right?

15 MS. BROHL: No, no, no. Everything else
16 would stay except you go to the last paragraph, you
17 get rid of all the stuff in black on the first
18 page, then go to the second page and get rid of
19 everything up till on the very first line it says
20 the, and just say the HSRP recommends that NOAA
21 begin immediate and serious deliberations to

1 provide Congress with agents' views or other
2 appropriate communication to facilitate
3 reauthorization in a timely manner.

4 MR. GRAY: Well, if I understand what
5 Jack just said, nonlegal advice of course, but we
6 really don't have to say anything right now to the
7 administrator about any of this if we don't wish
8 to, and if that's true, I would then suggest that
9 we say nothing now but take I think some of the
10 issues that we have raised today, and the 11-point
11 paper, Scott, you haven't discussed it yet, but it
12 was passed out, there are some really needy issues
13 dealing with the CMTS and so forth like that, and I
14 think if the next message we as a panel send to the
15 administrator starts to deal with some of those
16 things, which I think have received some favorable
17 comment and support today, why don't we not say
18 anything now where we don't need to say anything
19 now, because it's going to roll over anyway? Let's
20 make the next thing we do hit him right between the
21 eyes and say here are some things that really would

1 make the operation of NOAA very much more effective
2 if we can get them achieved.

3 MS. BROHL: Well, my thought on that is
4 that I'm not sure why you think we don't have to
5 say something and why you would think we wouldn't.
6 Let me finish by saying that whether there are huge
7 things to make -- there are all kinds of
8 recommendations that we could and should make to
9 the administrator. That being put aside, up to
10 this point there have been no real substantive
11 internal dialogue discussions about reauthorization
12 of HSIA, and while I feel really really great to
13 hear Jack say that he has intention to really deal
14 with this, I still think that's great, but I kind
15 of don't care. I really think that we should in
16 fact say directly to the administrator that HSIA is
17 part and parcel to the Hydrographic Services
18 programs, and even though there's lots of things to
19 fix, we'd like to see a dialogue begin to talk
20 about how we might propose amendments to the HSIA
21 and reauthorization at meaningful levels.

1 MR. GRAY: I understood we didn't have
2 to do anything, that was going to happen already
3 and he would already know that.

4 MR. DUNNIGAN: Actually, Bill, this is a
5 good point, this would be helpful for me to be able
6 to carry this recommendation from you to the vice
7 admiral.

8 MR. GRAY: Then I withdraw --

9 MR. DUNNIGAN: Because Steve and I are
10 going to proceed to deal with you on this question,
11 but if you have the opportunity to bring it right
12 to his attention that this is something we're
13 working on, Vice Admiral Lautenbacher likes
14 engagement, he likes collaboration. I try not to
15 hit him right between the eyes, and so I think this
16 is a good way of setting it up for the future.

17 MR. GRAY: That's absolutely fine then.
18 It sounded to me like keep doing the good job
19 you've been doing.

20 MR. DUNNIGAN: Oh, no, although we like
21 that too.

1 MS. BROHL: Tom.

2 MR. SKINNER: Getting back to your
3 question, Helen, I like the proposed language you
4 recommended. Do we need to move that?

5 MS. BROHL: Yes, we will have to move
6 that.

7 MR. SKINNER: May I make that motion?

8 MS. BROHL: Yes, you may. We'll take
9 time for discussion after the motion. Is there a
10 motion to approve the recommendation, the
11 resolution with the recommended changes?

12 MR. SKINNER: So moved.

13 MS. BROHL: Is there a second? Andy
14 McGovern. Is there any discussion?

15 MR. LAPINE: Just a point of
16 clarification, when you read it the first, or the
17 second time you added with any and all interested
18 parties, are we dropping that?

19 MS. BROHL: No, that was one of the
20 recommended changes. Oh, I see what you're saying.
21 I did drop it the second time. I thought that

1 wasn't necessary, that deliberations if they're
2 appropriate will include everybody. Okay.

3 No deliberation, no discussion. I call
4 the question. All in favor say aye. Opposed?

5 (Unanimous aye vote)

6 MS. BROHL: Was I supposed to do that or
7 were you supposed to do that? I apologize, I'm
8 sorry.

9 MR. RAINEY: I get plenty of air time.

10 Thanks, Helen, for that. What I would
11 like to do, I know we're eight bells here at noon
12 and I'd like to -- the last time I took a look past
13 the sign-in sheet we had five folks sign up from
14 the public, nobody had indicated an interest in
15 speaking, but I'd like to take just a minute here
16 to turn around and again thank our public for their
17 interest and ask before we adjourn for lunch if
18 there's anyone that would like to address the panel
19 at this time?

20 Okay. Well, thanks again for coming.
21 These are public meetings and part of the Federal

1 Advisory Committee Act process and we certainly
2 appreciate your interest. So I'll make a couple,
3 just look ahead what we're up to. I suspect there
4 may be a couple other people that are going to race
5 back to check out as I am. But if we could try to
6 adhere to our schedule. Looking ahead I'd like to
7 pick up then with some thoughts that I had on the,
8 for NOAA to take or consider in their work with the
9 Marine Transportation System, pick up on that. We
10 have a presentation from CORE external affairs
11 staff and then Dave's remarks on the IOOS. I had
12 also one specific recommendation that I'll tag
13 into, it's the last one on my CTS, I asked for some
14 specific staff help for a graphic because I would
15 like us to address our concern about the ENC.
16 That's sort of what we're looking at this
17 afternoon. Under old business we'll go ahead and
18 go through pro forma approval of our summary from
19 our last meeting in Houston that's been circulated
20 and posted. Helen has a new business issue for
21 consideration and again we have some public

1 comments. So that's basically what we're looking
2 at this afternoon and I am aware that Bill and
3 others have some tight schedules and may have to
4 leave, so we'll try to move that along with your
5 help in coming back on schedule. I think it will
6 go a long way, we can jump right into the
7 afternoon's agenda.

8 MS. BROHL: Lunch is CORE, what does
9 that mean?

10 MR. RAINEY: I believe it may be
11 available here. For folks who don't need to make
12 the run back to the hotel or on the way to or from,
13 there should be some sustenance out there. If
14 there are any other comments before we adjourn for
15 lunch? Okay. Well, thanks very much. It's been a
16 real productive morning.

17 (Luncheon recess from 12:03 to 12:50 p.m.)

18 MR. RAINEY: I wanted to risk one
19 editorial comment, kind of a -- I'm taking Andy's
20 remarks and I agree with them and take them out of
21 context a little bit just to make one little point.

1 I was thinking about it as I was racing back to get
2 my stuff out. I wanted to be, just comment on,
3 Andy made the suggestion that we're overshooting
4 the mark, and I wanted to pick up on that from my
5 view of that. In part that's true and in part
6 that's precisely what I'm trying to do. I can tell
7 you and I think, I don't remember if Steve Barnum
8 was in the meeting with me, but what I want to say
9 on that is that Congress stood this up and NOAA's
10 obviously accepted and moved forward, but in the
11 initial briefing I had with Admiral Lautenbacher he
12 didn't recognize I was in the room or who I was,
13 and I can tell you the initial mark for this panel
14 was probably lower than we would like it to be as
15 far as the expectation or the mark let's say for
16 what advice we may be able to provide. And it's
17 always been my interest and effort to try to pull
18 this group together and have it deliver substantive
19 recommendations at a level that I think we're
20 capable of as a fact. I've been extremely
21 encouraged with the remarks here this morning and I

1 think we have a real opportunity to do that in a
2 thoughtful way. So, you know, to pick up on that,
3 I completely agree with what Andy said, but I want
4 us to strive to do that, I want us to exceed
5 expectations. We have all been involved in so many
6 FACAs and the biggest thing is figuring out the
7 next meeting date and you sort of celebrate the
8 problem but you never say anything that hasn't been
9 said or written in the reports for the last 20
10 years. So hopefully we can identify meaningful
11 deliverables and really produce something, because
12 to do that, I think that that's what our challenge
13 is, to push our agenda if you will in supporting
14 these programs up through NOAA, up through the
15 department, through OMB to Congress, and to tell
16 that story better. I think we have to in a sense
17 overshoot the mark because NOAA is looking at a
18 portfolio as we talked about, we're to the right of
19 the decimal point a percentage or two of what
20 Admiral Leutenbacher is dealing with on climate
21 change and all these huge overarching issues that

1 are much more in the public forum than our issues.
2 And I think that our challenge is to capitalize on
3 the fact of what we already know as a group, but to
4 make it well known that the programs that we're
5 talking about here within NOS are framework
6 programs that support and interact and affect
7 everything else NOAA is trying to do. So it's not
8 just this 1 percent in all the busy schedules and
9 meetings, I think we need to try to work together
10 and in a sense overshoot the mark, otherwise we're
11 going to be sort of, yeah, we know all that.

12 So that's always been my goal, to try to
13 really focus us and try to harness our collective
14 knowledge and get that story told in a better way.
15 So that's what I have been trying to be about and I
16 hope that is consistent with how you view the
17 panel. With NOAA's help, if we can get that
18 support in there, that will be, I think we'll be
19 able to achieve that.

20 Let me go just as I suggested then
21 after, or before lunch and just jump right into --

1 I think it may be easiest, because I sent this
2 around, let me run through it again. I've got a
3 few recommendations, and again it sounds like what
4 we can do is to put all of these on the table, take
5 others on board, and then we can deal with them and
6 figure out how to package them and work with Jack
7 and Steve down the road. So this, I just direct
8 your attention to the white paper I sent around on
9 some thoughts on the Committee on Marine
10 Transportation and then pull out from that, I think
11 ended up with 11 bullets. So working from there,
12 these were -- where I started on this was one of my
13 initial thoughts when I came into the HSRP was what
14 I characterized as a most wanted list or trying to
15 just quickly generate from the panel what they
16 thought were requirements, needs, priorities for
17 these services and maybe go back and provide some
18 input. This is kind of in line with that. And
19 there's something I have in new business that I
20 talked to NOAA about that we may be able to move
21 forward in furtherance of that. I'm fumbling here

1 a little bit from my list, but -- okay. Some folks
2 gave me some extra papers I think. Okay. So I
3 want to just quickly run through my ideas.

4 What they have, what you're seeing on
5 the overhead is the distilled proposed
6 recommendations if you will from my white paper
7 from the CMTS. Let me just maybe go through the
8 recommendations and that way we can talk, if
9 anybody has any questions or interest in talking
10 further. But just quickly, the HSRP recommends
11 that NOAA work within the CMTS. I just prefaced
12 everything there, because everybody understands
13 that NOAA, we advise NOAA and the CMTS is one of
14 13-some agencies, probably one of the primary
15 movers and shakers there, but we're advising NOAA,
16 so --

17 CAPT. McGOVERN: Scott, this is the
18 first time I noticed it, we couched everything so
19 broadly in terms of the CMTS, did something change
20 between the last time we talked and now in regards
21 to that relationship?

1 MR. RAINEY: Well, I think others would
2 have some ideas, but the thing that's happening, we
3 talked a little bit about it this morning, is that
4 with the Ocean Action Plan, the aqua box and also
5 the Committee on Marine Transportation at the
6 cabinet level, and these agencies, as Jack was
7 mentioning, there's an executive secretariat
8 standing up to staff that and in each of the
9 agencies involved or at least many of them are
10 identifying FDEs to put on that executive
11 secretariat to help staff that, so this is, Helen
12 can jump in here too, but I think they met a couple
13 or maybe three times and so that committee at the
14 cabinet level is standing up. This is a sort of a
15 successor effort, but bigger and hopefully more
16 able to make some things happen in the former
17 ICMTS, so there's that effort that's standing up.
18 We talked a lot about the MTSNAC, which is the
19 industry analog to that, and the Harbor Safety
20 Committees and also by executive order the Homeland
21 Security Advisory Council, which also has a Federal

1 Advisory Committee. So all of these efforts are
2 out there and the CMTS is in the process of
3 standing up and a lot of our issues that we deal
4 with on hydrographic surveys to my mind and I think
5 many of us see a logical interface or, you know,
6 that have a lot to do with the Marine
7 Transportation System. So I think my thinking or
8 the reason to talk about it a little bit more
9 specifically here is the timing. These are the
10 issues we're dealing with. There's a lot of
11 overlap in the footprint of the subject matter
12 here, and we are fact -- NOAA has a seat at this
13 other federal body, so perhaps we can provide some
14 input to NOAA that would be helpful.

15 The last thing I'll say and I'll back
16 off, in Houston if you recall we had the briefing
17 from Mike Snyder, who is an advisor within NOAA to
18 Admiral Lautenbacher on CMTS, and he gave us a
19 presentation that sort of covered the evolution of
20 the Committee on Marine Transportation. Many of us
21 were involved in that, we contributed to the report

1 to Congress and other things, but one of his themes
2 was this isn't just going to be, you know, we're
3 going to have deliverables and we're going to do
4 some stuff. So I asked, made a point of asking --
5 his jargon or parlance was outcome-based goals, so
6 I had suggested that NOAA needs to be an active
7 player here and not merely pleased to be invited at
8 the table, but NOAA has important programs and
9 should bring an agenda to that body and try to get,
10 you know, not just coordination or just be at the
11 table but to have sort of a plan on what some near
12 term outcome-based goals are. So this is kind of
13 all born out of that. I thought it might be timely
14 for us to say hey, NOAA, we think we can help and
15 play in this and we know you are a big driver
16 behind CMTS and maybe here's some ideas you may
17 want to take forward as part of your agenda.

18 MS. BROHL: I can add something to that.
19 The timing issue I think is the big one, Adam, and
20 we did hear that NOAA is engaged. NOAA, Jack said
21 he's very enthusiastic, we know that Captain Barnum

1 is on the coordinating committee for CMTS, and
2 that's really great. But because it's been -- CMTS
3 has been organized for a year, but it's finally
4 getting the staffing and the substance to really
5 kind of move forward. So this is a good time to
6 weigh in. But what's interesting is that in the
7 last year they have created four issue areas so to
8 speak, little team leader areas. You have
9 infrastructure, which is handled by the Corps, you
10 have the collection of maritime data by MARAD, you
11 have emergency response and recovery type things
12 with the Coast Guard, and I forget what the fourth
13 one is.

14 CAPT. McGOVERN: National strategy.

15 MS. BROHL: National strategy. But
16 there's nothing really in there, NOAA is not a team
17 lead at this time and there's nothing that talks
18 about navigation safety per se. Now, maybe they
19 get incorporated in other things, but there's
20 nothing about navigation services and the promotion
21 of maritime safety. Now, I don't know whether that

1 is appropriate just as its own thing, I just don't
2 know that, but to the extent that the panel has an
3 impact or interest in hydrographic services and to
4 the extent that the panel wants to make sure that
5 they weigh in saying hey, NOAA, while you're there,
6 again, even though we know that whoever from NOAA
7 is there would certainly say I know about NOS, this
8 is a good time to say hey, NOAA, when you're
9 dealing with the CMTS, which you love and are
10 enthusiastic about, don't forget those maritime
11 services programs that directly impact and support
12 maritime safety. And, as Scott reiterated in his
13 statements, don't forget that, you know, you might
14 have some overlapping interests with other
15 agencies, you want it to be meaningful, maybe it's
16 NOAA's job to pull CORE out and talk about some of
17 those overlapping areas or Coast Guard when it
18 comes to navigation buoys and things like that. I
19 think that makes it important, even though you kind
20 of think well, this is obvious, yeah, it's obvious
21 but this is a good time to weigh in and have the

1 panel say that we just want to make sure that
2 everybody understands that these programs are
3 critical components of the CMTS as well as those
4 big picture things like infrastructure, which of
5 course we'll fix in a year or two, right?

6 MR. RAINEY: What I would like to do
7 then is quickly go down this, I guess this is
8 Scott's kind of most wanted list or food for
9 thought on CMTS. Just going by the numbers here,
10 the HSRP recommends that NOAA work within the CMTS
11 to establish consistent federal datums. Programs
12 such as V-Datum and Height Modernization must be
13 full funded.

14 We know full well there has been extreme
15 difficulty in that. Corps of Engineers, NOAA,
16 there's different datums across different federal
17 agencies, different datums within NOAA, different
18 ways of managing it, and also that NOAA recognizes
19 that and has programs likes V-Datum and Height
20 Modernization that are addressing this and are
21 critical programs that need to be funded to kind of

1 coordinate this issue. In the Houston area, we
2 were down there last meeting, there were some
3 conflicting datum issues and Mike Shaw of CO-OPS
4 came down to help kind of sort that out. There are
5 some tremendous issues there.

6 Second, the HSRP recommends that NOAA
7 work within the CMTS to ensure -- this goes to the
8 ATHOS 1 -- to ensure a full bottom coverage
9 hydrographic survey is conducted of all federally
10 maintained channels. This surveying should be
11 conducted on a risk management priority basis; for
12 example, starting with those waterways with
13 significant hazardous materials, least under-keel
14 clearance, nearest population, strategic
15 ports/national defense significance, or other
16 appropriate criteria.

17 I've got a couple here, and again, I had
18 a white paper to present this, but my thought
19 process on this is it seems to me to be an anomaly
20 that, under sort of basic principles of risk
21 management, NOAA has the full bottom coverage

1 survey and the multi-beam capabilities and NOAA's
2 jurisdiction is outside of our federally maintained
3 channels, high seas, EEZ, and it seemed odd to me
4 that we're going to do a more intensive survey of
5 areas arguably that are at less risk for ship
6 groundings, whereas in the federally maintained
7 channel you have extreme pressure on under-keel
8 clearance and the Corps of Engineers have the
9 jurisdiction there, but as it was just pointed out
10 again here today, their priority mission is
11 dredging and they're doing surveys to support their
12 primary mission. So in the area where we know that
13 we're bringing hazardous materials and thousands of
14 people on cruise ships and all of our shipping is
15 going, we arguably have the least information about
16 what's on the bottom. And it makes -- it just
17 doesn't add up to me. So a couple of these
18 recommendations are trying to get at that. I
19 understand there's congressional and agency
20 jurisdiction and we don't want to embarrass
21 agencies, but this would be a perfect issue I would

1 offer, I think we could offer to NOAA to bring to
2 the Committee on Marine Transportation saying are
3 we putting our federal survey dollars and our
4 capabilities and do we have this right, and it
5 strikes me that we don't.

6 What happens is the way we've dealt with
7 these things is we've sort of, the government,
8 we've sort of decided to put on the ship folks by
9 insisting on certificates of financial
10 responsibility, cleanup, we have an Oil Spill
11 Response Fund, but we've done all sorts of things
12 to put it on the users and I think that we need to
13 step back or at least suggest a discussion be had
14 on well, are we providing the best information and
15 doing the surveys properly for the missions that
16 really need to be done. So a couple of these go to
17 that, so I read the first one. The second one
18 would be the HSRP recommends that NOAA work within
19 the CMTS to require full bottom coverage surveys at
20 the completion of all navigation projects in
21 federal maintained channels, anchorages, projects

1 and approaches to piers and berths.

2 The same thing goes to Andy McGovern and
3 Captain McGovern's talk about op sale, and also
4 NOAA did some extraordinary work surveying after
5 9-11 for homeland security purposes, they found
6 enumerable, I mean tons of stuff right in the
7 federally maintained channels, anchorages and
8 approaches where the ships have to go. That
9 shouldn't shock us when we heard in Houston, the
10 representative for the district of the Corps of
11 Engineers down there, yes, we do channel condition
12 surveys. Well, you know, they do them by running a
13 center line in the quadrants or they do them
14 because they know they have barges going through
15 there at 12 feet and that's project depth so it
16 must be okay because we haven't had an oil spill.
17 We gotta do better than that.

18 Okay. I guess we're at 4 then. The
19 HSRP recommends that NOAA work within the CMTS to
20 require the regular monitoring and publishing of
21 water depths in approaches and alongside piers,

1 either by the federal government, public port
2 authority, or private terminal operator. This
3 information should be provided to NOAA for possible
4 inclusion on charts, coast pilots or other
5 navigation tools, as well as published in notice to
6 mariners. This requirement should be enforced by
7 the local USCG Captain of the Port.

8 I know again Captain McGovern could talk
9 about this, but you'd be surprised, the hardest
10 information to get is a true depth alongside the
11 pier, nobody wants to really say what it really is,
12 just keep bringing the ships in. It really has
13 taken in some instances an order from the captain
14 of the port, yeah, we're going to actually have to
15 figure this out, so just a talking point or
16 suggestion, something to think about, but it all
17 kind of hangs with the idea of where the ships have
18 to go we may have less knowledge of what's there
19 than we think.

20 And again, I won't read it, but another
21 thing is we've known that the states in many cases

1 have permit authority for artificial reefs and fish
2 havens, and when Captain Dave McFarland was head of
3 the Office of Coast Survey he showed me a chart, we
4 had basically mined our entrances to the Port of
5 Mobile, Alabama and over at Mayport, Florida, Port
6 Everglades, where we had a carrier fleet, with
7 these artificial reefs to the point where we
8 couldn't safely get shipping in and out of the
9 channels because we don't even know what we have.
10 Nobody is monitoring the stuff, they're just
11 issuing permits. Sure, there's a Corps of
12 Engineers function, but we're essentially mining
13 our own ports with this stuff and nobody ever goes
14 back and surveys it to see if it's in compliance
15 with the permits, so I threw something out there
16 for an idea.

17 6, this was just -- there's no magic in
18 the double spaces. We were trying to pull this
19 together. HSRP recommends and encourages NOAA to
20 encourage involved federal agencies to complete an
21 inventory of federal products and services that

1 support the MTS, the idea there being NOAA has
2 already taken that inventory of navigational
3 services, they provided that early on, it was
4 something that Bill Gray was working on and
5 suggested, so I know that NOAA has a pretty good
6 idea of that for us and also in the context of IOOS
7 that they have identified the existing programs for
8 the backbone, we've talked at length about that. I
9 think that would be a helpful exercise to the
10 extent, maybe it's already been done, but one of
11 the directives in the Ocean Action Plan is to try
12 to coordinate these services, and there are some
13 overlaps, maybe possible efficiencies to be had.

14 7, the HSRP recommends that NOAA work to
15 broaden funding for navigation projects to provide
16 for reevaluation of aids to navigation,
17 hydrographic surveying, and updating the waterways
18 hydrographic model for accurate water level and
19 current information. Now, I'm not saying some of
20 this isn't extremely contentious, but I think Bill
21 touched on it earlier this morning, but the idea is

1 the waterway is a system, and we have our
2 navigation projects, the Harbor Maintenance Trust
3 Fund and that's had some legal challenges and some
4 implementation issues. But when you do a
5 navigation project, you dredge out a channel, you
6 just changed the hydrography of the channel, you
7 may or may not need more or less or different
8 placement of aids to navigation. The fact that you
9 have or do not a port system or electronic
10 navigation chart for a port, all of these things
11 ought to be -- there ought to be somebody who has
12 an eye on the big picture, and I don't think that
13 we're there yet.

14 Number 8 is recommend that NOAA work
15 within the CMTS to encourage the continued
16 acceleration of completion of the backlog of
17 hydrographic surveys. NOAA needs more resources
18 both in-house and contracting. We've had some
19 revelations on the contracting side, folks
20 yesterday were mentioning it, I hoped they might
21 bring those to light.

1 HSRP recommends work within CMTS to
2 develop and require approved training courses for
3 ENCs, again just a thought. I know that we've got
4 some IMO work, model courses, et cetera, Coast
5 Guard, there's some things out there, but these
6 ENCs are not plug and play necessarily, and there
7 ought to be some thought about not only getting the
8 database done but we better be careful that people
9 know how to really use these things before they're
10 mandated.

11 Number 10 is sort of a balancing across
12 NOAA resources. My thought there being that -- and
13 again this could be more of a NOAA issue, but it's
14 something that I'd offer it as a CMTS issue as well
15 because when we're looking at other federal
16 agencies that are doing similar activities, there
17 should be maybe some coordination and some
18 efficiencies there, but what I'm saying is that
19 NOAA needs to balance its resources, including
20 partnership efforts with other federal agencies, to
21 produce hydrographic products. What I mean by that

1 is if we take a navigational chart, NOAA needs to
2 balance its efforts between surveying, charting,
3 shoreline and other production elements and by that
4 I mean CO-OPS has gotta have enough money to
5 provide the water level support so when they're out
6 there surveying they've got something they can work
7 with. So there's a lot of pieces that have to be
8 balanced, otherwise you don't get to where you want
9 to be at the end of the day. You've gotta fund the
10 Marine Charting Division, coordinate that with
11 hydrographic services, otherwise a backlog of
12 survey data will simply back up in the can because
13 NOAA doesn't have the resources to compile the
14 chart. I just editorialized here a little, not
15 only is that inefficient, it gives rise to
16 potential liability from accidents where it can be
17 shown that NOAA had knowledge of hazards to
18 navigation but did not disseminate this information
19 to mariners. So NOAA's ability to balance its
20 resource is crippled by earmarks.

21 The last thing I've got and I'll back

1 off is specifically toward ENC database. We would
2 recommend acceleration, to work within CMTS in an
3 attempt to accelerate the production of its ENC
4 database to complete work in sufficient time to
5 meet the ENC carriage requirement implementation.

6 Barbara, would you put the visual up
7 and -- I had asked -- this is something that we've
8 talked about but it's something I'm really struck
9 by. And while she's loading that up, I had asked
10 for some help from NOAA staff and they got me this
11 the other day, which I very much appreciate. My
12 point here is this is I think a good CMTS issue.
13 NOAA, we've made decision that we're going to
14 switch over to a central database, official
15 database, S57, ENC data, and NOAA is running
16 parallel processes right now so we can accomplish
17 that. But the plan is to go to the electronic
18 data, so we're pursuing that. At the same time --
19 so the policy has been made that that's the way
20 we're going to go. Not only is the way we're going
21 to go, it's been decided by Congress that this is

1 so superior that they're going to require a
2 carriage requirement and in fact they've enacted a
3 law that requires the Coast Guard to promulgate a
4 carriage of these electronic navigation charts,
5 okay, and we talked about this before in our
6 meetings, but I want a visual to try to drive this
7 home. So what's happened is there's sort of a
8 disconnect in cost and implementation here in that
9 we have the law of the land that there is to be a
10 requirement to carry these ENCs, yet we're not
11 funding the program that develops these things in
12 time to keep apace with the implementation of that
13 requirement, or at least that's the concern I'd
14 like to raise.

15 That first chart is showing you the
16 President's budget request and what's been
17 appropriated. I'm not even going to read the
18 numbers, I think you can see the visual of what
19 we've got. Can you go to the next one, Barbara?

20 This is the one to me that tells the
21 story. If you look at I'm going to say the top

1 line, and that may be misleading, but if you can
2 see from where you are, the ENC's at the projection
3 requirement, I don't know if anybody caught it, but
4 earlier Jack talked about the hundred percent
5 requirement. Okay? What I'd asked for is show me
6 what NOAA had set out to do, what plan A was and
7 where we were going to be. Now, the data marks on
8 the graph here are where we are with ENC data
9 production and the goal is a thousand. Now, that's
10 I think maybe somewhat misleading but you get the
11 general idea, there's a thousand or so charts in
12 the portfolio, there's not a one-for-one border
13 match going from ENC's to paper charts, but let's
14 say the goal is a thousand here. Plan A, what we
15 wanted to do was, we were going to have that done
16 by 2007 and that's when the reg, the carriage
17 requirement has to be promulgated. Certainly there
18 will be a phase-in, but there has to be time for
19 the, you know, he has to get them on his ships and
20 get the equipment he needs and training and all
21 that, so there needs to be some lead time.

1 What we have are present state and
2 projected state, is actually the bottom line, the
3 yellow line. We're getting a partial funding and
4 then Jack did point out there is some funding, but
5 look at the shortfall there. Right now as you
6 build more ENC's, it takes more money to maintain
7 them as you build them because as we all know
8 there's tons of chart corrections and things and it
9 takes a lot of money to keep them up. So what
10 we're looking at is we're about 550 and there's
11 no -- that's about where we're going to stay if we
12 we project this out. What needs to happen I guess,
13 you know, what we're trying to do, what I would
14 call the magenta line there, if we can get full
15 funding from here out on the President's request on
16 these ENC's, then we can maybe hope to hit those
17 data points so that we will accomplish that, I
18 guess the hope is to try get them completed by
19 2010. Well, that's three years, you know, post the
20 carriage requirement promulgation. So we're well
21 into the phase-in of that. That's the state of

1 play as best we can see it. And I very much
2 appreciated this visual because I think that speaks
3 volumes and so I'd like us -- again, we can always
4 delay, but my hope is that this is concerning to us
5 and that we could craft a recommendation that says
6 hey, you know, take this to CMTS because we're not
7 getting there from here at this point.

8 The last slide, Barbara, is really a
9 compilation of both and I don't know if that gets
10 too busy. But that's an attempt to put it all in
11 one graphic, but to me the middle slide is really
12 the story we're trying to tell and so that's sort
13 of the visual to where I'm going with that.

14 I had the proposed recommendation number
15 11 and in the information that I provided in
16 Houston I think that you may have in front of you,
17 there was a recommendation that I wrote back in
18 January in Houston to try to attack this. We did
19 not take it up then, but I'll read that to you,
20 which is in line with this thought. The HSRP is
21 concerned that the current appropriations for

1 electronic navigation charts (ENCs) is insufficient
2 to support NOAA's responsibility to provide and
3 maintain a complete portfolio of official
4 navigation charts. The HSRP recommends that NOAA
5 assess its capability to complete and maintain the
6 ENC portfolio in time to meet anticipated mandatory
7 ENC carriage requirements, that NOAA based on its
8 assessment prepare a strategic plan to ensure
9 timely completion of the portfolio and that the
10 assessment strategy include the impacts of
11 projected or potential shortfalls in appropriations
12 and resources in that this is, we see this as a
13 mission critical priority to NOAA.

14 Anyway, that's the summation and kind of
15 my first attempt to throw some thoughts out that
16 NOAA might draw from for their agenda on CMTS, but
17 I would like to go ahead and open it up to members.

18 MR. DASLER: What's the source, did you
19 do that or --

20 MR. RAINEY: I explained verbally to
21 NOAA and the Marine Charting Division, Ashley

1 Chapel and others helped spearhead that working
2 with Barbara and Steve because it was a specific
3 thing I wanted to be able to pull together that was
4 beyond my ability to graph it out and I wanted to
5 try to put words to it, but to tip off where we're
6 going with the new business, we've got a commitment
7 from NOAA's strategic program office to, at least
8 if we're interested and working with Jack and
9 Steve, to help us with a kind of a brochure or
10 something. To me visuals like this kind of tell
11 the story. So this was, it was a specifically
12 staff thing that they helped us with.

13 MS. BROHL: Scott, could I see this one
14 again? First I guess you're proposing that we take
15 number 11 and actually separate it out of the other
16 CMTS discussion and address it separately, which I
17 really think we should do, because I had so many
18 other questions about aspects of other parts that I
19 wouldn't want this to get bogged down. If that's
20 the case I'd like to discuss --

21 MR. RAINEY: I'm not proposing to take

1 it out because I think the issue is that the Coast
2 Guard has a rule-making and NOAA's got to provide
3 the service, I think it's appropriately a possible
4 CMTS issue but I also think we could send it up if
5 you wish separately as well to NOAA. Again, now,
6 just to be consistent with how we went this
7 morning, I think we're kind of in agreement in this
8 meeting we'll go ahead and just pull all the ideas
9 we can on the table. I'm not proposing, I'm not
10 making a motion or anything that we simply
11 wordsmith or vote on this at this point, but I just
12 wanted to open the discussion.

13 MS. BROHL: Then let me open and say
14 that I think we should take out separately right
15 now because the regulation is already in place with
16 U.S. Coast Guard, this is extremely important and
17 it's a serious issue. My only thing I would say is
18 is there something we can add to this that is --
19 it's great that NOAA can't -- we should have them
20 assess the capabilities and complete some kind of a
21 portfolio or that -- and what else, NOAA should

1 make a plan, do we need to make sure that the
2 strategic plan, that we could say in here that
3 methods for finding a solution could be through the
4 CMTS or other methods, because it may be one that
5 Congress has to be engaged with as well. I'm just
6 saying that I like the discussion, I think it
7 should be separate. If you want to mention it
8 again later in a CMTS-specific one, fine, but I'm
9 wondering if everybody would agree that this is
10 something I think we can craft today and actually
11 vote on and make a recommendation before it, except
12 that I felt like we were missing one other bullet
13 under it that perhaps talks about how, what you
14 would do with it after you've done all that, after
15 you've done an assessment.

16 MR. LAPINE: I like the whole document,
17 I wonder if we can work the whole document.
18 There's not a lot of controversy.

19 CAPT. MYRTIDIS: I'm not sure about
20 number 9, what do you want us to do with investing
21 resources to develop a training course? That I'm

1 not really sure about.

2 CAPT. McGOVERN: I didn't like the
3 wording that was there and I had already put
4 together something different, basically based on
5 the requirements already in place for offering
6 GNDSS. Basically say that, instead of wording it
7 like that, you require all watch standers to
8 complete an approved course in order to serve on a
9 vessel equipped with ENC, which is basically what
10 happened with GNDSS, you don't have to have GNDSS
11 training but you can't serve on a vessel with GNDSS
12 unless you've had the training, similar with ARVA,
13 and it would probably be similar with ENCs. And
14 the problem, as you mentioned, with the Coast
15 Guard, it was something they were thrown at, they
16 did not ask for this, but they were -- and it's
17 very -- basically says that all commercial vessels
18 shall have an ECS, electronic charting system, not
19 an Ectus but an electronic charting system, and
20 that's as far as it goes. Then it says the Coast
21 Guard shall promulgate regulations by January 2007.

1 Now, the implementation of those regs could be, I
2 agree, could potentially with CMTS because they
3 should coordinate with NOAA. NOAA says hey, I
4 can't have ENC's until 2011 and then the Coast Guard
5 can write their phase-in to coincide with that
6 hopefully and work together. But that was my
7 suggestion on number 9, basically to word it
8 different.

9 MR. RAINEY: Again, my attempt here is
10 simply to throw some things on the table to give us
11 something to start with. But you probably have the
12 best insight because your ships are using Ectus.
13 What are your views, do you think that with the IMO
14 guidelines that are out there, company policies,
15 what do you see as a necessary training aspect to
16 the use of more and more shift to electronic
17 charts, do you see some issues there?

18 CAPT. MYRTIDIS: That's a good question.
19 The way it is right now we're very comfortable with
20 what we're doing with what is out there because we
21 have our private training if you will so to speak,

1 so we feel fairly comfortable. What we're not
2 comfortable with is the coverage of ENC's. Again, I
3 don't think, I don't think, number 9, again in my
4 humble opinion NOAA should not get involved with
5 the training courses or anything like that. This
6 is for other agencies to decide. That's again I
7 think so many other important things.

8 MR. RAINEY: Elaine.

9 MS. DICKINSON: Just clarification on
10 this chart. This is an excellent illustration of
11 the problem. Are you saying the full funding would
12 have been the President's request, each of the last
13 three years roughly 6 million?

14 MR. DUNNIGAN: Yes.

15 CAPT. BARNUM: Yes, that's my
16 understanding.

17 MS. DICKINSON: Okay. I agree that the
18 ENC's are of critical importance and I have no
19 problem with leaving it with CMTS but also
20 separating it out as a separate measure. Our
21 greatest fear is this is another backlog that's

1 going to get out of control if it's not kind of
2 nipped in the bud soon.

3 MR. RAINEY: One of the things I don't
4 know how to get at, Jack, because I think maybe it
5 would be helpful to validate priorities and
6 requirements across the program, but I don't know
7 how to get at sort of NOAA's assessment of their
8 hundred percent requirement. I think everybody has
9 what they would want to do, but as you pointed out
10 and we well know, the likelihood of, you know,
11 everything full up is not going to happen. So I
12 don't know how you sort of within NOAA and across
13 these programs, and again of course at NOS and on
14 up, how you make those decisions and if there is a
15 role we can play in saying from our perspective
16 these are some critical path programs, some
17 priorities. I know we've attempted to do that but
18 I'm not sure we've had much success engaging in
19 that sort of triage implementation.

20 MR. DUNNIGAN: Well, Steve can certainly
21 correct me if I'm wrong, my understanding is that

1 we identified our hundred percent requirement here
2 as having a thousand charts ready to go in 2010.
3 Now, how we're going to get there I don't know.
4 The other thing we've identified is that unless the
5 money that the President has been asking for for
6 the last three years begins to come through, we
7 can't expand beyond the 550, you know, because of
8 the cost of maintaining the existing charts. So
9 we're going to be there but we're only 55 percent
10 of the way to where we have to be with the
11 electronic navigational charts. One of the things
12 that I would like to know, maybe you could help me
13 figure this out, is why are we not getting
14 traction. Andy asked earlier about getting the
15 word up through NOAA and the department and
16 whatever. Well, we've done that. This is money
17 the President is asking for and Congress isn't
18 coming through with it. I can tell you the way the
19 typical budget thinkers are is that when they see
20 us asking for money for three or four years and
21 Congress keeps refusing to fund it, they say hey,

1 let's back off, let's fight a different fight. And
2 this isn't a fight I want to see us give up on yet,
3 so I'm a little perplexed as to why we're not
4 having more success getting some traction on
5 something that everybody seems to think is so
6 critical and stuff we've been asking for. My
7 understanding is the hundred percent requirement is
8 based on a thousand charts by 2010 and unless we
9 get more money we're basically stuck with where we
10 are.

11 MS. BROHL: Scott, when I read this
12 sometimes I felt like -- for number 1, the
13 recommending that NOAA work to establish consistent
14 federal datums makes a lot of sense. I don't
15 understand it technically but policy-wise that
16 makes a lot of sense, but the second part, through
17 the CMTS, is it your hope through the CMTS there
18 would be full funding for V-Datum and Height
19 Modernization? I agree but isn't that a separate
20 issue?

21 MR. RAINEY: No, and I'm not going to

1 dive it too deep because then I'll start losing my
2 ability to make sense on that, but I'm aware that
3 OMB has, A16 I think is the circular, there are a
4 number of forms that are trying to get out, and
5 Dave can jump in or Mike, but NOAA has the lead on
6 certain framework data within the federal data, and
7 one of the OMB circulars is to get these agencies
8 together to sort of coordinate that and I'm
9 thinking that is an issue not only there but also
10 something that could be discussed at CMTS because
11 there's particular applications in the Marine
12 Transportation System, you know, the way that for
13 example CO-OPS using mean low water or versus Army
14 Corps of Engineers with different datums for
15 shoreline, et cetera, it's almost like there's a
16 datum for each purpose, and to try to coordinate
17 those, and I think probably V-Datum may not be the
18 accurate thing, but my intent there is that that
19 may be an issue that could also have some play and
20 some coordination within the context of the CMTS.
21 No, not specifically that they would somehow look

1 for that to carry the whole load.

2 MS. BROHL: Then should there be another
3 bullet in here that actually addresses that head
4 on, that through the CMTS, because you've got a
5 natural avenue for coordination, NOAA should pursue
6 a leadership role with regards to V-Datum and
7 Height Modernization or NOAA should pursue a
8 leadership role for the nation on other aspects
9 that may impact the MTS because you're in the room
10 with the Corps of Engineers and you can actually
11 maybe flesh that out and make that, decide it; do
12 you see what I'm saying? That actually the second
13 part of number 1, that I appreciate the fact that
14 consistent federal datums, but when you say NOAA
15 has a lead on certain things but it's not clear and
16 consist, such as for example in the proposed
17 amendments to, the old proposed amendments to HSIA
18 there was some discussion about that NOAA should be
19 designated the lead for tidal or whatever because
20 it certainly impacts the MTS, so I'm wondering if
21 that's something we could add to this.

1 MR. RAINEY: I think absolutely we could
2 take any of these and go on, and maybe that's how
3 we would take sort of the next step, is to open it
4 for these and others to comment and then sort of at
5 the end of the day for folks to, if they have a
6 particular issue they think has some merit to flesh
7 out to go forward with and then we can really focus
8 and properly use the expertise of our NOAA
9 representatives to give us the proper terminology
10 and kind of collaborate on how to flesh these out.
11 Did you have something, Mike?

12 MR. SZABADOS: I think both of you are
13 converging onto something which is important. A
14 couple of things. Again getting back to the
15 hydrographic act, there's some new language which
16 will clarify NOAA's role with regard to datums.
17 Right now it's case law and not in the
18 authorization, and that's important and that needs
19 to be done. But I think Helen was onto something
20 where we need to focus on the role of what NOAA
21 plays in data determinations, what levels as well

1 as the data that, Geodetic datums that Dave does,
2 because it's confusing to some of the agencies and
3 they don't use common datums or misinterpreted
4 datums, and the role really lies in NOAA. That
5 means identify and clarify. Dave, do you want to
6 jump in?

7 MR. ZILKOWSKI: Just to build on that,
8 there already are a lot of committees out there so
9 maybe it's just a matter of how they most
10 efficiently work together, the federal geographic
11 committee and the federal geodetic subcommittee
12 already have been agencies come together and they
13 established whether the official horizontal/
14 vertical database, et cetera, and you can read
15 about that. Published Federal Registers, you get
16 that all the time. But it's the implementation of
17 those things that are the leadership role. That
18 may be the way to put it, is that the leadership
19 role implemented this one datum. The hurricanes in
20 the gulf really brought this to light of what
21 people were using, which datums they were using and

1 that clearly NOAA has then shown and they're saying
2 that they want us to take that leadership role in
3 realizing that we have the datum expertise.
4 There's a role for many different datums so it's a
5 matter of not just throwing them all out, it's a
6 matter of coordinating, and that's where V-Datum
7 comes in, you input a datum and output to a
8 different datum, you tell it this is my input and I
9 need it in this output. So it becomes a
10 transformation tool that is less confusing, it's a
11 tool for people to use and the Corps, USGS can
12 input their data.

13 CAPT. McGOVERN: A couple of things. I
14 know I recommended some change in the language to
15 number 9, but that Minas has pointed it out I agree
16 with him, this is not within our balliwick to talk
17 about the training, it is a different agency and
18 I'll bring it there. But it is definitely a
19 different agency.

20 The recommendation on the backbone, I
21 don't know exactly what number that was, that NOAA

1 has already undertaken the inventory of its
2 navigation services for the HSRP and also completed
3 an inventory of its programs that are included in
4 the backbone. Two things with that. Number one, I
5 didn't know there was a determination of what the
6 backbone is yet. And number two is are all the
7 programs included in the backbone or just the ones
8 that are relevant to the IOOS? We keep talking
9 about PORTS as being part of the background,
10 backbone, but this basically, that's already been
11 established and I don't know if it has. One other
12 question on your -- I'd like to propose expanding
13 your recommendation on the artificial reef, fish
14 havens, maybe add something. As you said, they
15 just put these things kind of willy-nilly, maybe we
16 can add some sentence in there about the fact the
17 placement should be also considered as, you know,
18 as it relates to the safety of navigation because
19 not only do we worry about how high they go but
20 maybe it's better over here than over here. So
21 maybe we can expand that with a sentence about

1 place, the actual placement of it. So that's
2 pretty much, only one question I wanted to suggest,
3 two suggestions. I don't know about the backbone,
4 has that been determined yet, what is in the
5 backbone?

6 MR. ZILKOWSKI: Actually later on when I
7 go through the IOOS presentation I'll highlight
8 what that means. The backbone itself was actually
9 defined back when we did the first development
10 plan, it's listed in there somewhere. It's not as
11 clear-cut as some people may want it and it may not
12 be explained as well as others, so there's some
13 ambiguity there, but I can tell you what NOAA is
14 calling the backbone and other agencies, I don't
15 have that here, but other agencies have done the
16 same thing so we're trying to clarify that. Yeah,
17 it's been defined and we're trying to put
18 procedures in place of what gets added to the
19 backbone and what this really means. And it's more
20 than just observations, which I will explain in
21 about an hour.

1 MR. RAINEY: Jon.

2 MR. DASLER: I had a comment on number
3 3. I don't know if that quite addresses the issue;
4 we were just talking about full bottom coverages at
5 the completion of navigation projects. It probably
6 should be extended to be following any regular
7 maintenance that's done on those. Oftentimes, I
8 know of three anchors laying in the Columbia River
9 channel right now that are laying in the sediment
10 where dredging operations could stand those up and
11 they could become obstructions and hazards, and
12 maybe even carrying it to the point of not only
13 just following regular maintenance. I know the
14 Coast Guard usually does this and requires it but
15 if there's reports of lost cargo or lost anchors or
16 vessels, anything that could be an obstruction, it
17 should be investigated and I think right now the
18 Corps don't see that as being under their
19 jurisdiction to do that. But at least taking it
20 beyond just completion of the navigation projects,
21 because those projects were actually completed a

1 long time ago, but they're doing regular
2 maintenance on those that also could stand up other
3 obstructions that are laying in the sediment and
4 those operations can stand up obstructions. So
5 potentially change that text to read CMTS to
6 require full bottom coverage surveys upon
7 completion, following regular maintenance and
8 reports of lost cargo, anchors, vessels or other
9 potential obstructions of all navigation projects
10 or something along those lines. I think we need to
11 carry it a little further than just completion of
12 the navigation project, if nothing else following
13 regular maintenance. I don't know if you want to
14 wordsmith that a little more.

15 MR. RAINEY: Again it kind of goes with
16 the crux over how we actually make all this happen.
17 I think these are tremendously valuable insights
18 and inputs. It's always been a challenge for the
19 secretary, we try to capture all this and then
20 where does the ball bounce, to who, and these are
21 all suggestions so does it fall back to me to try

1 field all of this and rewrite everything and try to
2 get it back and I can't do that. So we'll try to
3 leave a record of it, we've got contemporaneous
4 notes being taken and we're doing our best with
5 that. That's really been the biggest uphill battle
6 as we come out of the meetings is that I think
7 there's a lot of value happening at the meetings
8 and our ability to pick it up on the fly and
9 package it and get it out in some form as a
10 voted-upon statement of the panel. That's where I
11 think our challenge has been. So I'm making notes,
12 I know others are here, but it's really how we
13 follow up on this and how we figure out -- we've
14 tried to work group things, tried volunteers at the
15 meetings thing. I know I put it out in my e-mail
16 and formal correspondence, but truly help me
17 understand how best to engage with you so we can
18 follow up on these things and get to a place where
19 we think we're ready to go forward and vote on and
20 make motions and things, because that's a real
21 challenge for me and the secretary to field all of

1 this and get it to a point where okay, we're ready
2 to vote on it and move it up the chain.

3 MR. ARMSTRONG: I wonder if we could
4 adopt a procedure whereby we vote on the sense of
5 the resolution and then pending sort of a
6 submission of final minutes or proposed minutes
7 from the support staff that's circulated and sort
8 of speak now or forever hold your peace on the
9 final wording. You know, with an opportunity for
10 objections if the final wording missed something
11 that we consider important. I wonder if that's a
12 mechanism that you could adopt.

13 CAPT. MYRTIDIS: I think -- I agree with
14 you. I think this goes along with what we were
15 discussing before, Scott, a formal report that NOAA
16 would help us with. What I propose is that
17 probably vote on the fundamentals or principles of
18 the suggestions and then if it is some kind of
19 wordsmithing it's to be done later. I think it's
20 going to make life easier. What I have seen in the
21 past, I think everybody is going to agree with me,

1 is we've taken hours and hours and hours on one
2 paragraph to change a comma and an and and it never
3 gets us anywhere. So we can say this is a good
4 thing, this is a good document, this is what we
5 want to say, we degree and then we can polish it if
6 you wish.

7 MS. BROHL: Yeah, I mean I think you're
8 right. I guess I don't see this as so much of a
9 worry. Partly because we've already decided that,
10 number one, we're going to reword it to be more as
11 relates to a leadership role and less as a
12 consistency issue. Two, Jon's already provided
13 some wording to change it, that in 9 I think we've
14 probably decided it should just be eliminated. And
15 maybe elaborate on number 11 towards what's already
16 written from last time, so isn't that it? Or isn't
17 that the straw man that then gets sent out right
18 after this meeting we all kind of look over so we
19 can massage it a little?

20 MS. DICKINSON: Well, first of all Scott
21 has to send it to us all. Or somebody. Then Scott

1 says everybody massages it and gives him our ideas
2 of how we think it should be. We don't give him a
3 hard fast -- so my proposal was possibly -- we
4 handle it in our situation when we have a meeting.
5 Jon, if you feel that whatever paragraph you want
6 to change up a little bit, instead of saying I
7 think we could say this or that, can you write it
8 down and give it to Scott now, how you would like
9 it to read as opposed to be -- give it to
10 Barbara -- as opposed to -- instead of throwing
11 ideas to Scott and expecting him to clean it up for
12 us.

13 MR. ARMSTRONG: I wasn't suggesting
14 Scott, I was hoping that the support staff could be
15 picking this up as we go.

16 MS. BROHL: And I appreciate that and I
17 don't want to dump on Scott except that Scott wrote
18 this. To the extent that Scott wrote this and was
19 the first person to bring it up, he has some ideas
20 and I always think the person who brings it up and
21 has written it could possibly, I mean having done

1 that, it goes to Barbara now and we're going to get
2 some comments. Then in some respects Scott was the
3 vision for this. So not that -- I mean if -- I
4 mean I guess I'm missing something. Make some
5 changes and send it back out.

6 MR. RAINEY: I think what I'd like to do
7 is accept Jack and Steve's offer that yes, we can
8 expect some follow-up NOAA support and the actual
9 who that is or how that happens or whatever leave
10 to them. But just to know that this has been a
11 continuing running challenge for us to somehow
12 field all this substance and get it out. I mean I
13 take a stab, try to put some things out there for
14 us to take a look at, and then it generates and by
15 your views improves upon some things, but we really
16 need that ability to work to pull it all together.
17 Maybe we can just see how that can go from here.
18 We don't need to figure out exactly how, but, you
19 know, if NOAA can help pull this together and get
20 it back to us, that would be tremendous. Let me go
21 to Elaine.

1 MS. DICKINSON: Is there a numerical
2 significance to the order of these? I mean to me
3 the most important one is the last one on the list
4 so I would rather see ENC, number 11, way, way up
5 higher.

6 MR. RAINEY: I just put that there
7 because I had the separate visual graphic on a
8 different thing so I wanted to go from that to
9 role. It was just an idea to identify these
10 thoughts.

11 CAPT. MYRTIDIS: I don't think it's
12 necessary to use numbers, use bullets.

13 MR. RAINEY: I completely agree It was
14 just one way of trying to get us all on the same
15 page.

16 MR. McBRIDE: Scott, I know we've gone
17 around this many times, in between these meetings I
18 do not have a great deal of time, I don't spend a
19 great deal of time reflecting on and absorbing
20 things, and I have a similar passion to one that
21 you have, I have a board of directors, when they

1 meet our information is sent off in ten days to two
2 weeks ahead of time in final form and it should go
3 smooth as silk to the board meeting where they
4 approve the documents and the resolutions. Our
5 problem here in the first instance is we don't have
6 anybody to support this group and can draft and get
7 out to me a week ahead of time the resolution, you
8 writing it.

9 MR. RAINEY: I pretty much generated
10 everything.

11 MR. McBRIDE: There ought to be a staff
12 person somewhere supporting this group. I'd like
13 to have it a week ahead of time, I can read it on
14 the plane coming up, reflect on it coming into this
15 meeting with these people here and not spend two or
16 three hours drafting by committee, which is a waste
17 of my time and quite frankly a waste all of our
18 time. Thank you.

19 MR. DUNNIGAN: Briefing materials two
20 weeks to ten days ahead of time will be done. I
21 gotta tell you that sometimes it's very creative

1 for a group like this to send a couple of people
2 off to write some things and wordsmith it. Primary
3 generation shouldn't happen in a meeting, I agree
4 with that, but that's the kind of staff support
5 we're going to get.

6 MR. McBRIDE: Thank you, Jack.

7 CAPT. McGOVERN: I was going to mention
8 this when I talked earlier and I forgot. Jack
9 mentioned before why ENCs, why they're not moving
10 it. Possibly the worst thing that you ever did was
11 the RASTER chart, because a lot of people believe
12 that is, you know, an electronic chart. And
13 therefore what's this other thing you want to do,
14 you know. I mean it's a possibility but it just
15 could be that the only thing I could think of, a
16 lot people, when I try to talk to people, the
17 difference between the RASTER chart and the S57
18 chart is like they look like you, they just get
19 glazed over, they have no idea what you're talking
20 about. And that could be I think maybe the
21 education part, how much better an ENC can be.

1 It's not necessarily, depending on the data that's
2 to be used to put it together, but how much better
3 it can be than a RASTER chart, especially when used
4 on --

5 MR. RAINEY: Sounds like training.

6 CAPT. McGOVERN: Training for Congress I
7 guess.

8 CAPT. BARNUM: I think as far as the FY
9 '06 appropriation, it was cut but we never really
10 got a real reason why it was cut. I think there
11 was a target that Congress had to meet and it was
12 just blapped without full understanding of what it
13 was, I think there's several instances of that,
14 including the --

15 MS. DICKINSON: Yeah, I think that's
16 partially true. I think the problem is up on
17 Capitol Hill you get the same glazed over eyes
18 thing going on where they don't understand what
19 this stuff is and I think they look at this like
20 it's oh, here's another science project, you know.
21 They just really do not know what it is. I guess

1 that's incumbent on all of us to make the case that
2 it really is significant, it's not just another
3 cool technology thing that, you know, we want to
4 do. We've got to support it more among them
5 because they don't know what it is.

6 CAPT. McGOVERN: Get rid of the RASTER
7 chart, either have a paper chart or ENC, something.

8 CAPT. BARNUM: Certainly RASTER was
9 looked at as an interim step until we went to the
10 final electronic navigational charts and for some
11 applications they may be useful, for some folks,
12 but certainly this is a world standard, it's not
13 something the U.S. is trying to stand up on their
14 own, it's a worldwide standard that allows ship
15 companies to put systems on ships that will be able
16 to sail from one port in the world to another port
17 in the world under seamless ENCs.

18 CAPT. MYRTIDIS: Last night we had a
19 conversation and I think this is probably the most
20 appropriate time to repeat a small part of it.
21 Listening over and over, to me, my mind, goes down

1 again to the same point, is how NOAA markets NOAA,
2 not only on the outside but within also the federal
3 government. Why they don't know what's a RASTER
4 chart, why they don't know anything about NOAA
5 other than the high beam sender, why people don't
6 understand all these things. Why not? So this is
7 a recommendation. Market.

8 MR. DASLER: We were talking about that
9 a little bit and I think Admiral West has kind of
10 continued to talk about, I think the bigger problem
11 is you see all of this stuff as separate earmarks
12 or items in the budget. It should be part of a
13 comprehensive charting budget so everybody can't
14 pick it apart and questions. It could be a real
15 effort to try to educate somebody on all the
16 intricacies and details. It should be just part of
17 an overall charting budget without all the -- I
18 think that's where the big problem is, is all the
19 earmarks for these different things which make it
20 good targets as Admiral West has said over and over
21 again. If there's a way to do that and build it

1 more into a comprehensive budget as opposed to
2 separate earmarks, I think it would be a lot better
3 off.

4 CAPT. BARNUM: Just to comment on that.
5 Going back to my commerce and transportation hat
6 and the message I'm trying to send both to the
7 administration and I've been on the hill is that
8 this is a connected set of services and that, you
9 know, they all fit together to work as a system and
10 you can't just remove one piece and expect the
11 system to work. It's not like you can, as a sailor
12 that I can -- you know, I need both accurate marine
13 weather and accurate nautical charts and water
14 levels. Remove any one of those I could be in
15 trouble. I could sail away with good charts and
16 water levels and run into a bad storm. Likewise I
17 could have great weather without a good chart and
18 hit a rock on the way out of the harbor. I gotta
19 have all the pieces.

20 MS. BROHL: If I could add one more
21 thing to the hill issue. There's a real disconnect

1 between transportation and infrastructure
2 committees or the maritime committees and the ENCs
3 or the charting and mapping things because they're
4 under a different -- because they're under NOAA,
5 which gets picked up by the resources committee on
6 the House, and I forget what it is on the Senate
7 side, public works, I may be wrong. So there's a
8 real disconnect, but you'd think it would be easier
9 in the Senate but it actually is less paid to in
10 the Senate because of commerce, so there has to be
11 kind of multi-level addressing of this, whether
12 there should be addressing the line item side, on
13 the administration side, if you gotta get back up
14 to the hill, I don't think we've had a really
15 really good meaningful briefing between NOAA and
16 appropriations directly, not the professional
17 committee side by the appropriations side, since
18 Captain McFarland was there and had one with the
19 House side, and that really had a positive impact
20 on the charting and mapping component. And so I --
21 Elaine said there's a glossiness, glassiness of the

1 eyes. Well, it's across the board on lots of
2 things. And I really firmly believe that no
3 matter, those of us in industry who go there, we
4 still have our fingers crossed and eyes closed and
5 we're praying feverishly because when the
6 appropriators get alone in the room there's not an
7 expertise going on there at all. These guys don't
8 give you their fax numbers, if they do be sure to
9 hide it or tear it up or eat it or something
10 because you're not allowed to have it. They won't
11 make appointments with you. We can get in to see
12 staffers but staffers may or may not have an
13 interest in the specific programs, they make it
14 sound like maritime, but that's really not under
15 our jurisdiction. So there's a number of things
16 and it applies to all these programs but it's
17 gotten very difficult. Since you indicated, Jack,
18 that you're going to be trying to spend as much
19 time on that as possible, even if you can get a
20 general briefing where you send notices out that
21 the appropriations person can sneak in the back of

1 the room without having to be put on the spot
2 because they may not return your phone call
3 otherwise, but still they'll hear the briefing. Do
4 it often and as much as possible. But there's just
5 an absolute they don't know what these programs
6 are.

7 MR. RAINEY: Let me jump in. We're
8 remarkably on schedule and our next speaker, I
9 think we've got a good segue, Nina Young is a
10 deputy director for external affairs from CORE here
11 and they're at the heart of all the hydro policy
12 things and things and Helen was just talking about
13 some of the issues that are going on. I'd just ask
14 Nina, what I'd like to do while she's setting up is
15 to go ahead and let's take if we could please just
16 a very short, like a five-minute recess,
17 five-minute break, let's steal five minutes from
18 the subsequent break here and then let Nina set up
19 and come right back in and pick up right there with
20 some of the things that are happening on the hill
21 if we could. Thanks.

1 (Brief recess.)

2 MR. RAINEY: Okay, let's go ahead and
3 come to order and we will reconvene. I'd like to
4 go ahead and turn the floor over to -- three years
5 into this I still don't have a gavel. Could we
6 give Nina our attention on some observations she
7 has with CORE and working with the issues here on
8 the hill. Let's give Nina our attention, thanks.

9 MS. YOUNG: Thank you. I think the
10 discussion you had is going to be timely to some of
11 the slides I'll show later, so if I could have the
12 next slide.

13 This is kind of the 30-second elevator
14 speech. CORE's mission is to advance ocean
15 research, education and policy and we try to do
16 that by facilitating ongoing research in private
17 and government institutions, again promoting ocean
18 literacy, advocating for ocean research and policy
19 and promoting ocean awareness. Next slide.

20 And this is where it gets really kind of
21 dicey. This is the sad news. Only 25 percent of

1 Americans can find the Gulf of Mexico and the
2 Pacific Ocean on a map and in a survey that was
3 taken in the, in an aquarium, several aquariums
4 actually, most people got NASA right as the space
5 agency, but when it came to the nation's ocean
6 agency they thought it was OSHA. So the take-home
7 message is the public doesn't have a good
8 understanding about ocean awareness and how the
9 oceans impact their lives and it's probably even
10 worse on Capitol Hill. Next slide.

11 We've had a lot of interest in the
12 ocean. All of you are familiar with these various
13 reports culminating in the Ocean Action Plan. Next
14 side.

15 And that's really going to be what this
16 administration charts its course on and what is
17 driving the ocean governance that you see in the
18 next slide. This is a ocean governance system
19 that's kind of still in its infancy, we're not
20 actually sure how effective it's going to be, if
21 it's going to even create a greater bureaucracy

1 that will be finally getting things done, but
2 initially we're hopeful, because I think it does
3 lead to greater integration. Next slide.

4 The next obstacle we have is really just
5 how many different committees have their fingers on
6 ocean-related legislation and those are all the
7 ones you see there, and especially in something
8 like the House it's very easy for one bill to be
9 referred to three different committees and then it
10 becomes a nightmare trying to get it out of the
11 various committees. Next.

12 And the same on the Senate. The Senate
13 is a little bit more streamlined. We at least do
14 most of our work with the commerce committee and
15 that helps us a bit, but again, once a bill gets
16 referred to several committees it becomes
17 infinitely more nightmarish in terms of trying to
18 get something done. Next.

19 This year CORE attempted to do what we
20 call Oceans Eleven to help us focus our research.
21 And I'll walk through quickly what our Oceans

1 Eleven priorities are.

2 Next. One of the things that the
3 external affairs program tries to do is to solidify
4 CORE's reputation on the hill so that we are
5 essentially viewed as a respected voice for the
6 ocean and science community and we try to do that
7 by increasing appreciation of Congress, the
8 administration, the various agencies and even the
9 public and other NGOs, appreciate their view or
10 help them increase their appreciation of the oceans
11 and to assist other members in the ocean research
12 and education community to effectively communicate
13 with the hill. Next.

14 This is kind of the breakdown of federal
15 investment in ocean research. This is going to be
16 married pretty closely to CORE's priorities for
17 Oceans Eleven, but you see the top three there are
18 really NSF, Navy and NOAA. Next.

19 How we essentially get our job done is
20 we try to develop relationships with all the
21 federal agencies, Congress, congressional staff,

1 OMB. We make hill visits and do a lot of briefings
2 with all those various entities. Public relations,
3 we're trying to step up our public relations. We
4 think it's important that we not only inform the
5 public, we have a group of -- all the media folks
6 in our various members form a coalition called
7 SCAMPI, and the next thing we're really talking
8 about is how do we market cut. I think the ocean
9 community as a whole has been very poor at
10 marketing itself. One of our members in our last
11 board meeting said it's time we visit Madison
12 Avenue and figure out what we're going to do in the
13 next couple years to increase our visibility.

14 So the first Oceans Eleven is to grow
15 the NSF budget and to fund the ocean observatories
16 initiative. This year this particular item looks
17 good because it's actually in the President's
18 budget. So we're supporting the President's budget
19 request, we're working with the coalition for the
20 National Science Foundation, and again you're going
21 to hear the mantra over and over again that a lot

1 of what we do is congressional letters, testimony,
2 hill briefings and visits with appropriations staff
3 or various committee staff. Next.

4 A long time, and this has been a major
5 recommendation within the Oceans Commission report,
6 there has been the need for an actual NOAA organic
7 act and this is something that CORE has worked on
8 for a long time. We were expecting a markup today
9 in the science committee of HR 50 or a new version
10 that they actually just introduced this week, the
11 organic act. They reintroduced the bill so they
12 would again try to get out of that jurisdictional
13 issue and keep it out of the transportation and
14 infrastructure committee, so they reintroduced the
15 bill, supposed to be marked up today, it's now
16 going to be marked up on June 7. It's also been
17 referred to the House Resources Committee. We're
18 working very hard with all of those committees to
19 try to move this bill along. Next.

20 Another very important document that's
21 in its development stage is the Ocean Reserve

1 Priorities and Implementation Strategy. There was
2 a public comment on a draft that occurred from
3 March through May, some of you may have attended
4 the meeting in April up in Denver to review the
5 draft working document. Right now, since the
6 comment period, they're going to look at all those
7 comments, produce another draft, put it out for
8 public review again, and then also send it to the
9 National Academy. This is really going to chart
10 the course for ocean research over the next five to
11 ten years so I would encourage folks to get
12 involved in this process and to track it because
13 there are a lot of pieces that are important to
14 this FACA. Next.

15 I'm not going to spend a lot of time on
16 the Integrated Ocean Observing System since Dave is
17 going to talk to you, but we're trying as best we
18 can to move to the authorizing language through
19 Congress. We have a version that was passed in the
20 Senate, it's tied up now in the science committee
21 and in the resources committee and we've been

1 trying to draft authorizing language that merges
2 various bills and work with those committees to
3 develop something that's supported by a large
4 number of groups and will help move this
5 legislation through so that we can finally secure
6 passage.

7 CORE has developed a IOOS stakeholder's
8 coalition. We've drafted kind of guiding
9 principles. We have resolutions on the importance
10 of IOOS. It has a lot of different interest groups
11 that are represented and I would welcome anybody
12 who would want to join that coalition. Here our
13 goal is one message but many voices giving that
14 message. I think that's going to be what's
15 important to securing IOOS legislation, authorizing
16 legislation, but also appropriations. Next.

17 We have a lot of -- we have an uphill
18 battle on educating Congress on IOOS. All of you
19 are familiar with the seven societal goals, but
20 trying to paint a picture in the head of a
21 hillstepper just what IOOS is is truly a challenge

1 and how it fits together. You can just keep
2 punching through that.

3 So as much as we can we're trying to
4 develop fact sheets and such and pictorials that
5 paint the picture of what IOOS is, what does it do
6 once it's up and running and what will it
7 accomplish. The biggest problem to overcome in
8 Congress -- next -- is that there are already parts
9 of the observing system that exist, and so people
10 see the budgets for those observing systems and
11 they say why do we need anything more, why do we
12 need to appropriate any additional funds for this.
13 That slide says it all. We need to somehow
14 integrate all those various pieces, parts into a
15 system that will help us to achieve what we want to
16 achieve through those societal goals. Next.

17 The next item is NOAA research programs.
18 Since NOAA is the third largest funding agency for
19 extramural research, this is something we would
20 like to kind of foster and approve the amount of
21 money that NOAA has, but we're facing an uphill

1 battle as you can see from the slide. The programs
2 have been dramatically cut and they continue to be
3 on a downturn of sorts. We've developed a friends
4 of NOAA coalition. Next.

5 And what we're supporting as a
6 coalition, and again this is a broad coalition of
7 environmental groups, research, commercial industry
8 representatives and even some of the employee
9 groups in NOAA, we're trying to support a 4.5
10 billion request for the NOAA budget. This is a
11 coalition that I think, again, if any of you are
12 interested in joining, I have information, but we
13 have been effective in putting together letters to
14 appropriators, congressional briefings, we've been
15 working with the House Ocean Caucus on several
16 briefings. We go up as a group to meet with
17 appropriations committee staff, and pretty soon, I
18 think in a week or so you'll see there will be a
19 Friends of NOAA website. Next.

20 The ocean research fleet is also a
21 concern. As many of you have probably heard from

1 Admiral West, many of the academic research vessels
2 are nearing the end of their life. We do have some
3 level of optimism because NSF has got money both to
4 replace the ALPHA HELIX in the form of the arctic
5 research vessel; the Navy, we're still trying to
6 encourage them to continue their support of the
7 academic fleet, although one of the complicating
8 factors is they often put that money for the fleet
9 in the basic research line item, so that's
10 \$25 million for a vessel that's isn't going to
11 actual research. So we're trying to work with the
12 Navy to change that. NSF has 11.5 million for
13 three regional class vessels over the next six
14 years planned in their budget. Next.

15 This is just a schematic to kind of show
16 the point I was making earlier, you can see the red
17 line there, where we're looking at -- some of these
18 vessels are nearing the end of their lifetime,
19 there are vessels planned but it is going to, with
20 all the various competing interests, it's going to
21 take a huge effort to make sure the money is in the

1 appropriation process to ensure that these vessels
2 get built. Next.

3 Navy research is also an important
4 source of funding for our research community, the
5 ocean research community. Our major concern there
6 is to some extent Navy's interest in supporting
7 basic research has really waned in the last few
8 years. I'll show you a graph later on that shows
9 how much this, the 6.1, the Navy basic research
10 fund is going down. It's actually declining. And
11 that's quite a bit of concern for us. So we've
12 been working with the National Security Research
13 Coalition and testifying before the Department of
14 Defense and the Armed Services Committee staff and
15 making visits there to really let them know the
16 importance of this particular research fund to
17 oceanographic research and to the nation at large.
18 Next.

19 Another item that we're doing is
20 supporting Oceans and Human Health. This is a
21 fairly new program, probably within the last three

1 to five years. Unfortunately while it's a very
2 promising program, there's no proposed funding for
3 it in FY '07. With Hollings' departure we really
4 lost a champion for Oceans and Human Health
5 initiative, and CORE believes that this is really a
6 critical piece to support and we're continuing to
7 work with NOAA and also with NIH and other
8 organizations to try to bolster interest in this
9 and funds and again trying to put things before
10 Congress to encourage them to continue to develop
11 legislation that would support the Oceans and Human
12 Health initiative. Next.

13 Ecosystem-based management is a term
14 that everybody has heard a lot out there. What we
15 think is very promising because this was definitely
16 a major recommendation from the Ocean Commission is
17 that the Magnuson-Stevens Act reauthorizing
18 language, especially in the Senate, is starting to
19 move us toward ecosystem-based management. So CORE
20 is supporting that and also the Oceans Research
21 Priorities Plan is very interested in trying to

1 look at scientific research in the oceans more from
2 an ecosystem perspective, an integrated
3 perspective, and we think that's really critical
4 and will help us better achieve the ecosystem-based
5 management that various agencies and Congress often
6 talk about. Next.

7 Marine mammals and sound, this is a kind
8 of a hot button issue. There was a FACA the Marine
9 Mammals Commission was in charge of convening to
10 look at the impact of sound on marine mammals. At
11 the end the FACA kind of imploded last September,
12 there was no consensus that was reached, the
13 various groups went back to develop their own
14 individual statements that would be incorporated in
15 a report to Congress. That will probably happen if
16 not this month, probably looking more like next
17 month. The research caucus put their statement
18 together. The research caucus is looking more at a
19 focus that's more on a natural research plan to
20 integrate and better understand the impacts of
21 ocean sound on marine mammals, so CORE is going to

1 be working with our community to determine what
2 type -- how would that research program, that
3 national research program, what would it look like,
4 what amendments are needed in the Marine Mammals
5 Protection Act and how would it be implemented.

6 MR. ARMSTRONG: Could I interject here a
7 comment? This is an issue that's going to have
8 potentially significant impact on hydrographic
9 services in this country because we measure the
10 water depth with sonars. There are people in this
11 country who would like us to move to the point
12 where there will be sort of no sonar sounding of
13 the sea floor except under very restricted
14 conditions of marine mammal lookouts and watches
15 and exclusions. So this is not just some
16 additional research effort, this is something that
17 has potential impact on hydrographic services.

18 MR. DASLER: It's already happening in
19 the state of California. We're doing charting for
20 NOAA on the California coast and we have to have
21 what they call a geophysical permit to operate

1 acoustic sources in California state waters and you
2 have to turn out off all acoustic sources if marine
3 mammals are spotted within a nautical mile of your
4 operations.

5 MR. ARMSTRONG: Forgive the
6 interruption.

7 MS. YOUNG: No, that's fine.

8 Next slide please. All right. Ocean
9 science and education, you probably know that
10 there's a conference coming up on ocean literacy.
11 We've got again another coalition working to
12 support regional workshops that would then carry on
13 some of the outcomes and dovetail nicely with the
14 whole conference. There is the competitive
15 legislation that's out there that's trying to
16 promote not just ocean literacy but essentially
17 science literacy, science and education literacy,
18 and wherever we can we're trying to -- much of that
19 legislation names National Science Foundation, NASA
20 and does not really name NOAA, and so we've been
21 working to try to get NOAA inserted into that

1 legislation wherever possible. Next.

2 Finally, there's remote sensing and the
3 battle that we have here is while the NASA budget
4 is increasing, the shuttle and the space missions
5 are really taking money away from the NASA science
6 programs. Much of the satellite work and the
7 science work that we need to better understand the
8 oceans is really dwindling within the NASA budget.
9 Next.

10 Here's where it starts to get really
11 grim. This is the budget projections for the next
12 several years. You see NASA looks fairly good but
13 there's that downturn I was talking about in the
14 Navy budget, their 6.1. NSF continues to increase,
15 but NOAA, while that number kind of looks like a
16 flat line, if you really were to blow that up
17 there's also a decreasing trend in that budget as
18 well. Next.

19 For those of you that aren't familiar,
20 don't live, eat and sleep budgets like we do here,
21 this is kind of the what happens over our life

1 starting in February when the budget is introduced
2 by the President. We're in that May-June time
3 frame where things are going to start to move very
4 quickly and the appropriations bills are going to
5 be marked up in the appropriations committees and
6 we understand that the bill that will include NASA,
7 NOAA, NSF will be marked up probably around June
8 14th. Next.

9 So here's kind of what we're looking at
10 for FY '07. This is a second year where we're in
11 the same budget cycle where they essentially
12 combined NSF, NOAA and NASA budgets. Last year
13 that didn't help NOAA very much. It creates a
14 sense of competition and from CORE's standpoint we
15 would like to see increases in all of them, but
16 when we -- now that all of them have been put
17 together, it really does create a competition among
18 the three that means that there's always somebody
19 who has to be a loser and somehow we're going to
20 have to turn that around. Next.

21 The National Science Foundation, as you

1 can see, is increasing. We're happy about that.
2 They are on an upward turn, especially when you
3 look at their geosciences, their major equipment,
4 which is where the ocean observation observatories
5 initiative is. All of those numbers are looking
6 good and there are sizeable increases in there for
7 ocean-related research. Next.

8 But then there's NOAA. And what we're
9 shooting for as I said earlier is the 4.5 billion
10 club, which is the Friends of NOAA coalition,
11 because in reality what we're seeing there is a
12 decreasing trend that for me is pretty alarming.
13 And you can see it's a 3.6 billion this year in the
14 administration requests.

15 What that translates into for the
16 various services, again everything there in red
17 tells a story. It's just decreasing at a scary
18 rate and it means that a lot of the things that
19 we've all talked about in the course of this
20 meeting and in other meetings are just, it's going
21 to be difficult to fund them, and I think at this

1 point NOAA is just trying to hold on to what they
2 have. Next.

3 And this is an even greater breakdown.
4 See some of the numbers in red, education programs
5 are down, Oceans and Human Health initiative at the
6 bottom is zero, extramural research is up from last
7 year but again not quite as good as FY '05. And
8 just more and more. You can see that there have
9 been some pretty sizeable decreases in some of
10 those line items from FY '05. Next.

11 Again, NASA is doing fairly well, it's
12 increasing slowly. The NASA Science and
13 Aeronautics Exploration, which does a lot of the
14 ocean-related science, is on the increase, but
15 again when you start to tease that out you'll find
16 that a lot of that increase is not going to
17 ocean-related research. Next.

18 Then we finally come to ONR, which
19 continues to decline. Next.

20 I'm just going to give you a little bit
21 of update on where we are on some of the ocean

1 legislation. And what you see there is the pieces
2 of legislation that were adopted by the Senate that
3 are awaiting action in the House and the ones that
4 CORE is really focusing on are the National Ocean
5 Exploration Program Act and the Ocean and Coastal
6 Observing Systems Act.

7 Next one. So in the House this kind of
8 gives you a summary of who we are. There's really
9 been very little action on these, coral reefs,
10 tsunami, there's been no action. The National
11 Ocean Exploration, there was no action on the
12 science committee side although we've heard that
13 they are considering having a hearing on Capitol
14 Hill Oceans Weeks for that and there was a hearing
15 in the House Resources Committee, so we think that
16 that particular provision has a good chance of
17 moving.

18 We talked about the NOAA Organic Act.
19 Actually there was a version that was passed by the
20 science committee at one point but now they've
21 reintroduced the bill, they're trying to move that

1 bill through the science committee so they get away
2 from the jurisdiction issues, and then you have to
3 have another markup by the resources committee.
4 Next.

5 The Ocean and Coastal Observing Act, we
6 have two versions of a bill in the House. One is
7 identical to that that was passed by the Senate and
8 we understand that the House Resources Committee is
9 kind of tinkering with a bill of their own that
10 kind of combines Mr. Gilcrest's bill and the
11 Waldon-Allen bill, and so we're trying to encourage
12 action but we haven't seen an actual bill come out
13 of the House Resources Committee, so we're
14 concerned if we can actually get that particular
15 authorization bill to move. But we haven't given
16 up on the bill yet.

17 Magnuson-Stevens Act, we have a bill in
18 the Senate, we have a version of the
19 Magnuson-Stevens reauthorization that was marked up
20 last week in the resources committee and now
21 they're helping to take that to the floor possibly

1 sometime in June. Next.

2 So as not to be outdone by Jack, who had
3 a picture of his boat, I thought I would end with a
4 picture of my boat where I'll be tomorrow. Thanks.

5 MR. RAINEY: Thanks, Nina, very much.

6 That's a great overview of what's going on. We
7 probably have time if you folks have some
8 questions. I think what we'll do is ask Dave to go
9 ahead. Are there a couple questions here? Helen.

10 MS. BROHL: I have a quick question.
11 Admiral West has always been very verbally
12 supportive in the panel on, in support of the
13 existing NOAA programs, especially those we cover
14 under NOS, as the base for IOOS. How do you
15 reflect that and support that when you're out and
16 about on the hill, how do you incorporate that
17 interest?

18 MS. YOUNG: We've worked with the
19 coalition that was formed, we've worked very
20 closely with Dr. Spinrad, and so we've worked very
21 closely in making sure that everything that we

1 developed in terms of fact sheets they feel
2 comfortable with, and so we start by, for example,
3 one of the questions that we were getting from the
4 hill was we understand that NOAA is spending 700
5 million on ocean observing. And so that created an
6 uproar at some point, and so we developed a fact
7 sheet that explains that those are really NOAA's
8 pieces of ocean observing and they're important but
9 they need additional support and need integration
10 and this is why we're asking for 438 million to
11 integrate those provisions, so as much as possible
12 we've worked closely with them.

13 MS. BROHL: But is that additional
14 money, which we appreciate in some form, but what
15 about the aspect, do you guys at all -- maybe this
16 is better asked under the Friends of NOAA concept,
17 to what extent does CORE actually say to people on
18 the hill that the coastal observation programs that
19 currently are run by NOAA should be the baseline
20 foundation, backbone of the IOOS, and should
21 receive more funding in addition to whatever we'd

1 like to do that might benefit our members?

2 MS. YOUNG: I think we're talking about
3 all NOAA programs. We're not out there asking for
4 earmarks and in fact our membership has moved away
5 from asking for earmarks, and as you heard from
6 Admiral West, he's been a huge advocate to say we
7 have to get away from earmarks. So our view is we
8 want to see -- when we talk about the 4.5 billion,
9 we're not breaking that down. We're thinking, you
10 know, our opinion is NOAA's base programs have to
11 be supported, have to be funded, that they're not
12 funded sufficiently now, and we know in fact and
13 we've heard Admiral Lautenbacher say they've got
14 really about 7 billion dollars in responsibilities
15 that they have been given through various pieces of
16 authorizing language, so when we're asking for 4.5
17 billion, that really isn't enough to fulfill
18 everything that they've been requested to do by
19 Congress.

20 MS. BROHL: The National Waterways
21 Alliance has been fairly successful by giving that

1 one number for the Corps of Engineers, that we need
2 \$5 billion for the Corps and everybody asks for 5
3 billion, so that's a great idea so you didn't get
4 too many elbows in the kitchen on the details. Can
5 we possibly have your presentation provided through
6 our website so we can get copies? You had some
7 really good numbers there.

8 MS. YOUNG: Sure.

9 MR. RAINEY: Thank you very much.

10 MR. DUNNIGAN: May I say something? I
11 really want to congratulate Nina. I think this is
12 a really comprehensive presentation, very critical
13 to a lot of things that NOAA does. One of the
14 things in addition to commerce and transportation
15 services that I've really gotten clued into over
16 the last year or two is Oceans and Human Health. I
17 don't know if you know this, but we've actually
18 collected tissue samples of dolphins off of South
19 Carolina and found Lipitor, which does not occur in
20 the environment naturally, but they are in
21 dolphins. Estrogens are accumulating in animals in

1 our coastal oceans. We've got some serious health
2 issues to think about here. So the scope of what
3 we have to do in NOAA is really pretty significant
4 and important and we certainly appreciate what CORE
5 has been trying to do to bring the big constituency
6 together and we need to keep continuing to support
7 them in the way they do that.

8 MR. RAINEY: Okay. Let me turn it over
9 to Dave Zilkoski.

10 MR. ZILKOWSKI: Yeah, I wear a couple of
11 hats, being part of this as the director of the
12 National Geodetic Survey but as Helen mentioned
13 earlier I'm also NOAA's IOOS project manager. I'm
14 going to spend a little bit of time here going
15 through what IOOS means to NOAA and I think you may
16 know some of this already, I apologize for that,
17 I'm not sure what you've learned before, but a lot
18 of times when I talk to people I'm not sure
19 everybody fully appreciates what IOOS is about, so
20 I think going over it may be helpful and then we
21 can build on this and in the upcoming meeting

1 possibly there will be some action I need to do for
2 the August meeting in Alaska that I can understand
3 so that I can prepare others for that so we can
4 really get to the issues.

5 First, IOOS is not just NOAA. I think
6 you all know that, but I'd like to emphasize that
7 because I have to emphasize that within my own
8 organization. There are ten agencies actively
9 involved, that's what you got labeled under the X
10 on that diagram. But the new JSOT, the Joint
11 Subcommittee on Ocean Science and Technology, has
12 established something that was listed on one of
13 your slides dealing with the, what we called the
14 IWGOO, Interagency Working Group on Ocean
15 Observations. But anyway, of that I now have
16 something like about 18 agencies that want to
17 become members of this IOOS group telling me what
18 they think IOOS is about or what it should be
19 doing, so this will be a fun time for me.

20 What I'd like to point out is that we
21 have a definition that's been agreed upon by all

1 these agencies and you can read it up there, but
2 it's for the most part broken down into subsystems.
3 There's observations, which are important to it,
4 but there's also the data management and
5 communication and modeling analysis. So my point
6 here is it's more than just observations, which is
7 what most people think about. And when we -- I
8 spent a lot of my time answering what is the \$700
9 million investment as opposed to what really is
10 IOOS about. And the name says it all, integrate,
11 okay? We have a lot of ocean observing systems,
12 that's where the 700 million comes from. I'm going
13 to show those to you in a minute, but IOOS is
14 Integrated Ocean Observing System. So it's taken
15 all of the ocean observing systems and making them
16 interoperable and integrating them through this
17 DMAC and modeling analysis.

18 This is hard to read but hopefully it's
19 better on your diagram. I like to show this
20 because now I'm trying to emphasize what NOAA is
21 doing, because NOAA has been given the leadership

1 role, we are the chair of this IWGOO, so we have
2 put in place where we have named an IOOS project
3 manager, which is me, but we have also an IOOS
4 deputy, which comes out of OAR, which is Rick
5 Spinrad's group, Mike Johnson, who heads up our
6 ocean component. We have a DMAC focal point, Kurt
7 Scheblin, which is out of NESBIS, another one of
8 our lines offices that's part of this whole group.
9 And then we have some NOS staffing that helps
10 support this group. So NOAA has established as
11 group where they've got an NOS lead with an OAR
12 deputy and a NESBIS DMAC point. They're truly
13 trying to look at this, this is integrating within
14 NOAA first, getting our act together, showing the
15 rest of the community how to go forth on this.
16 Inside NOAA we have the National Ocean Council and
17 the, or NOAA's Ocean Council and NOAA's Observing
18 System Council. So I have to answer to both of
19 these councils, which Jack is the co-chair of the
20 Ocean Council. So I have four other AAs that I
21 have to answer to and get oversight for everything

1 I do. Then I've got this IWGOO, but then there's
2 the Joint Subcommittee on Science and Technology
3 that Rick Spinrad is involved in, who's a co-chair,
4 and Rick Spinrad is still engaged in -- he moved to
5 OAR, still engaged in IOOS through being NOAA's
6 executive. He's an AA so he's NOAA's executive for
7 IOOS and I answer to Rick. So I have lots of
8 people that I turn around and answer to and bosses
9 that tell me what they would like to see, but the
10 point here is NOAA is really trying to take serious
11 how to move IOOS forward and get it implemented,
12 and it takes a lot to do that.

13 So I've mentioned several of the
14 components and I think Nina showed some of them,
15 but there is observing systems, which is a global
16 ocean part of it, and then there's a coastal part
17 of it and I'm going to break that down in a second
18 for you, but there's also modeling and analysis
19 subsystem that's bringing different models
20 together, how do you use the observations, do you
21 determine where you really need observations,

1 creating products and really bringing the
2 usefulness of the data together, and then most
3 important DMAC, Data Management and Communication,
4 making these things interoperable. We have some
5 partners we have to deal with. I told you about
6 just inside NOAA how many people I have to work
7 with and try to get oversight and get their input.
8 We also have all these other federal agencies I
9 have to deal with through the Interagency Working
10 Group as well as the regional associations that
11 involve with trying to get their input into what
12 the IOOS is about. In order to implement IOOS I
13 need all these players, I need them all working
14 together and being part of the process.

15 Now, what are the reasons for IOOS?
16 NOAA has missions, they have programs. I think
17 Jack mentioned it earlier today, 45 programs.
18 These programs do not do their, collect their
19 observation for IOOS. That's not why they do it.
20 They have their mission. I'm going to talk a
21 little bit about Mike's program, the water level

1 program. They don't do it for IOOS. They have
2 their mission. And he does this to support you,
3 what you're doing. So IOOS is the integration of
4 these to create something better than, putting all
5 the parts together to be greater than the whole and
6 to be a more efficient way of doing, but the
7 programs fall into these different things. Safe
8 and efficient navigation, if you look at all these
9 things, ecological forecasting, public health,
10 you've already heard most of things come through in
11 our discussions, how we all fit into it. Those are
12 our missions and commerce and transportation is
13 part of the safety navigation and Steve is the lead
14 to that. All of the programs that we have in NOAA
15 fit into one of those goals, that's where their
16 priorities come from, that's where they look at it,
17 what are my priorities, how much can I get, who am
18 I competing against for priorities. You have to
19 put priorities. You said earlier what do you want
20 to stop doing when you look at what you have and
21 you see all of the soft systems I have, what are

1 you going to stop doing? How are we going to
2 change the way we do business is probably, because
3 we do stop doing some things, but it's a very slow
4 process for the most part. We can't stop doing
5 most of the things we do because of our mission.
6 We change the way we do business, we went from
7 paper charts to electronic charts, we didn't stop
8 doing charts but we stopped doing paper charts.
9 But that's the process. That's what IOOS is about,
10 that's what's going to help make us do. These are
11 the observing systems I deal with, to deal with
12 IOOS, all of these, climate, commerce and
13 transportation, weather and water, ecosystems, I
14 broke them down into the goals, and you can see
15 there's 30 of those systems. Those are all the
16 systems that are part of IOOS. In some shape or
17 form they're part of IOOS, involved with it. So
18 when I go to a meeting and we talk about
19 observation, I'm talking about 30 systems that I'm
20 looking at and these are all based on what's in the
21 backbone, and we talked about that earlier, this

1 document, if you have not read this document, the
2 first U.S. Integrated Ocean Observing System
3 development plan, if you haven't seen this you
4 should get this. This document tells you basically
5 what's the backbone, what are core variables we
6 measure, what's the strategy behind it.

7 Now, it's pretty vague in places, got a
8 lot of ambiguity in it, it's got a lot to be
9 interpreted, that's part of what we're going to
10 look at in this IWGOO on really focusing and saying
11 how do we really implement something like this.
12 This is not an implementation plan, it's a
13 development plan, it's not how we can implement.

14 There's another one coming out that's
15 called the IOOS Development Plan for 2006 to 2008,
16 which is the second of this because it's an updated
17 document, and these documents are starting to
18 become available and we'll get you these copies
19 too, but you should read these because that tells
20 you more information about what IOOS is about and
21 what we're trying to move forward, and there could

1 be a lot of good help, I think this group can tell
2 us about how we might be able to implement IOOS and
3 some strategies of what we could do. Next one.

4 Now I talk a little bit about the water
5 level program and you know better than I do what
6 this information is used for. If you look at all
7 this, marine transportation, nautical charting and
8 shoreline mapping, recreational boating, hazardous,
9 you can read them, it doesn't say up there IOOS, it
10 doesn't say that we do the water level program for
11 IOOS, we don't do them for us, we do it for the
12 programs. That's what the importance of these
13 programs are. IOOS is going to make it better we
14 hope. That's why we do it. Next one.

15 So what did IOOS do in this case? We
16 did get some funding, how did we help improve to
17 make it better? These are some of the enhancements
18 we do. There are a lot of people that do tide
19 gauges, USGC, state, Corps of Engineers. We looked
20 at how can we for a little bit of money enhance the
21 system to make it better. How can we get tide

1 gauges on ports, we all know that, so how can we
2 enhance, advance IOOS in the most significant way
3 and by building better partnerships, by upgrading
4 existing systems such that they're already being
5 maintained, so for a little bit of cost we can
6 improve. That's one example. Those are the kind
7 of synergies that we look at trying to do that.

8 Next one.

9 So what are some of the '06 investments?
10 Data Assembly Center. I'm going to show you a
11 picture of what that means, but part of what IOOS
12 is about is interoperability and integration. In
13 order to make some system efficient, you have a lot
14 of data, people need to be able to get access to
15 your data as well as you want to get access to
16 their data. So the first thing you do is make
17 things interoperable. You don't try to make them
18 integrated first. One group does not trust another
19 group very well until they see what they're doing,
20 they don't trust the quality. They can't do it as
21 well as I can do it, but nobody can do it as well

1 as I can do it. Okay. So what you do is you make
2 it interoperable, get that data out there. Part of
3 what we look at, get it out there, do a little bit
4 of quality assurance on it, set up some standards,
5 some protocols so that everybody agrees this is how
6 we're going to do it and you put it out there and
7 let everybody use the data the way they want. We
8 will build trust, that's what this is about, it's
9 about trust, getting the data out there and
10 trusting that the other group is going to do
11 something as well as you're going to do it that you
12 know. Get it out there, people do it and
13 ultimately other people will say well, I trust them
14 and I trust that data so I'm going to continue down
15 that route and now I'll be able to put my money
16 elsewhere because I know I can use that. That's a
17 difficult job. We're going to do it but that's
18 what a lot of it's about. Next one.

19 We are always trying to improve
20 technology because, once again, we, for the most
21 part our mission hasn't changed. It's been

1 modified slightly, but for the last 200 years
2 surveying the coast we have done. Actually
3 February 10th will be 200 years, from 1807 we've
4 surveyed the coast. Then you got the surveying the
5 coast and moving on to the geodetic service that
6 we've built the country and we used to do it with
7 some old tidal observations and some using, used to
8 use booby towers and now we're using satellite
9 information, but we still do the same thing. We
10 still put in control, put in less control. We do
11 it more efficiently, but it used to take us four or
12 five months to just observe let alone adjust. Now
13 it takes us less than one week to do it. But we're
14 still doing the same thing. So we're always
15 improving technology. That's part of IOOS, to try
16 to do that to build on and make the next generation
17 systems. Next one.

18 Some future applications. We can't put
19 the whales on drugs but what we can do is say well,
20 we know what the whales are doing and we know what
21 the shipping industry wants to do and if we can

1 build a good system that plans to say well, here is
2 where the whales are and in real time. And
3 actually recently in the past when we had the Volvo
4 race that came up, the regatta thing that came up,
5 there was an airplane taking pictures trying to
6 find out if there were any kind of whales in the
7 area such that they were able to go, you can almost
8 in near real time put this information out on the
9 web, but it's like a notice to mariners. You have
10 the information, the sooner you can get it the
11 sooner you can tell someone. But here in this demo
12 what we did is we took the information of what the
13 shipping industry does and the ship's course they
14 normally would take, but we also put in where are
15 the mammals, what was the history of where they
16 were, so you could plan and say this time of year
17 they were here so chances are I'm going to have to
18 reroute. That's just an example of a demo project.
19 But this is what IOOS brings.

20 Integration, bringing disparate
21 information together in real time, and real time in

1 quotes means a whole lot to different people, but
2 bringing things together so you can do better
3 planning and be more efficient and we're trying to
4 do more of that. Next one.

5 We also have to abide by what inside
6 NOAA is standard architecture. IOOS is one set of,
7 one group of people that get together to deal with
8 ocean observing. We also have surface observing,
9 which we call ISOS, and we have upper air
10 observing, which there is no acronym so we call it
11 IUOS, but all these different groups, one in the
12 ocean, one on the surface, one in the upper air,
13 all have different groups, they're all measuring
14 observations, some similar, so we need a standard
15 architect to be able to train and share data.
16 There are some common data that we share. One
17 example is you have weather information on buoys
18 and we've just converted some weather buoys to
19 actually give us information about currents. That
20 was part of IOOS in the conversion to upgrade those
21 buoys that were for weather information, now

1 provide information about currents and
2 temperatures, salinity, such that information can
3 be shared with a different community. But we have
4 to follow certain standards and guidelines so
5 inside NOAA we're trying to set up a management
6 system that fits to all without creating the
7 bureaucracy that slows things down. And this is
8 inside NOAA and I gotta deal with the same thing
9 dealing with all these different agencies with IOOS
10 and we're doing that. Next one please.

11 This is what we -- the National Data
12 Buoy Center, and what we call an IOOS Data Assembly
13 Center. This is where we believe that if you can
14 develop the data management communication protocols
15 to standards that all of the data elements, the way
16 you believe everybody should report in a standard
17 form, that we can get them back out to everybody in
18 the most efficient way. So what we have here is
19 that the people on the outside, some people in the
20 regions that are collecting weather information or
21 water level information are sending it to NDBC and

1 they're turning around and doing a little bit of
2 quality assurance on it but not much, basically
3 agreed upon, and they turn around and get it back
4 out. If somebody wants this data they go to one
5 site and gather all this data, knowing it has
6 certain meta data around it. This once again is
7 something about sharing information in the most
8 efficient manner. How many sites you have like
9 this I'm not sure yet, we're working on trying to
10 do that. We have a group of people, companies
11 looking at what it's really going to take. How you
12 do models that you have is another thing you have
13 to look at in data assembly. This is physical
14 information, how do I handle biological, chemical,
15 we're not sure yet, but the concept is get the data
16 in a common format, make it interoperable first,
17 this is not integrated, someone gets it in, gets it
18 back out, someone else is taking and probably using
19 it in integration but right now it's just
20 interoperable. Next one please.

21 The role of modeling and analysis, this

1 is where we haven't done a lot with this yet. We
2 do some modeling but we haven't really used it from
3 the standpoint of IOOS. Just as IOOS has a set of
4 ocean observing systems that are the part of the
5 Integrated Ocean Observing System, we have models
6 that people use and they're part of IOOS. But the
7 real key in IOOS is once again interoperable
8 integration, bringing those together as well as
9 evaluating what's the best way of doing it. How
10 many observations do I need, do I need all these
11 temperature observations or currents over here or
12 water level information, or do I need more? Now,
13 this is what I always get asked the question, you
14 say you need 300 tide gauges, why? I look around
15 and people who did that stood up and said well, we
16 need about 300 tide gauges, so was there rigorous
17 study behind that that someone said we need that?
18 There's probably some data they can pull out, but I
19 doubt it comes out saying we need 300 tide gauges.
20 We're at a point now where we can do those kind of
21 things and maybe we need 300 and maybe we don't.

1 What we will do is if we can show credibility of
2 saying this is why I need it using these models
3 that shows me, maybe it's not 300, but we clearly
4 know it's more than we got now, so it's probably
5 less than 300, we probably will through
6 efficiencies come up with something, who knows what
7 it is, 250, 275. We can stand behind it. Then I
8 can say to people this is why I need it. That's
9 the importance of models. This is where we can go
10 with these ocean systems simulation experiments,
11 what they call OSSEs, as well as data simulation.
12 One of the things that IOOS can bring to you is
13 that once you make those interoperable, people will
14 integrate them. They'll start using some ocean,
15 like in terms of hurricanes, some ocean temperature
16 information that they get that they'll put right
17 back into the model and then a day later or less
18 start updating the model. So that's how they
19 improve their hurricane track. They have to get
20 almost realtime data to be able to improve that.
21 If they can get realtime information they'll give

1 you a better where the hurricane is, where the
2 track is. Next one.

3 This is one example of an OSSE that NASA
4 did. They were using some simulated information
5 where they said well, if I had some LIDAR wind
6 profiles how much would it help me. It was just a
7 very simple diagram that shows three tracks where
8 if you have one without the LIDAR data, one with
9 the LIDAR and then the actual path, which is hard
10 to see but you can see it. With the LIDAR data you
11 can see that you get a little bit closer to truth.
12 So that right there shows well, hey, it's
13 important, I can use this observation. The
14 question you might have is well, is there another
15 set of data that might give you a better, accurate
16 track? Once again, you gotta answer those
17 questions. As soon as I put that up someone asked
18 me well, what happens if you use the Data Institute
19 information. Well, this is information during a
20 hurricane that you can get, it's from a satellite,
21 it's a whole lot better. In a hurricane in the

1 middle of a path, Data Institute data is hard to
2 get back to you. It may give you research
3 information to be able to say I need some more data
4 actually right in front of the hurricane sending
5 back information, but those are all things that,
6 once again, IOOS is about, trying to improve the
7 system and make it better. Next one please.

8 Now, the GEOSS and IOOS, if you're
9 around the admiral any length of time he says
10 GEOSS, I think it's a reflex he has, GEOSS. Global
11 Earth Observing System of Systems. It's really
12 bringing all the systems around the world
13 interoperable integrated. That's really what GEOSS
14 is about. And IOOS is similar. They're parallel.
15 We're a little bit farther along than a lot of
16 other counterparts that deal with the other surface
17 observations. The ocean community is farther
18 along. And the term GloBoo, the Global Ocean
19 Observing System. It's been around, GloBoo's name
20 has been around since the middle '80s, so they
21 really took a long time to try to get going, but

1 they are now pushed to get funding. They got it
2 basically from the climate change and weather. You
3 need global information to be able to do weather
4 and it's out in the oceans that you're influencing
5 draughts in the center part of the United States.
6 El Nino affects the center part of the country
7 where you grow things. That's the significance of
8 it. So climate change dealing with how the weather
9 patterns are have to do with the center part of the
10 country. It doesn't have to be specifically local
11 to become part of IOOS. My point here is that
12 there are GEOSS goals, nine of them. There's seven
13 societal goals that you've heard a lot of people
14 talk about and I want to point out the NOAA mission
15 goals. I changed the order of these things. I
16 looked at that and I moved ecosystems to the
17 bottom. There might be a Freudian slip there, but
18 anyways part of what I wanted to show here was that
19 NOAA deals with the goals, that's what we're about.
20 We have to meet -- the societal goals all fit into
21 it. NOAA has a contribution to all of the societal

1 goals as well as the GEOSS goals, but we are
2 mission goal driven. That's how we work inside
3 NOAA, and all of these different goals are part of
4 IOOS in some shape or form. Next one please.

5 Now, I have been doing a lot of
6 different briefings, I have spent time going to
7 NOAA's deputy AA and talking about what IOOS is
8 about and trying to explain it and I have gone to
9 NOAA's AAs, what they call the NEC, NOAA Executive
10 Council, and I have spent time briefing the admiral
11 on this and the admiral really wants to see this
12 move forward, he wants to be able to try to get
13 some funding going in this, and we're making some
14 headway. What I've said over and over again about
15 IOOS and you've heard it, it's in the name, it's
16 interoperable integration and it's about
17 partnership, it's about building on relationships
18 and bringing everybody together and building a
19 synergy and that's what our focus is basically on,
20 our near term focus and priorities, creating
21 interoperability among NOAA's high priority data

1 sets. ENRON and PORTS are part of our high
2 priority data sets. Regional associations and
3 Ocean.US can't be done without the help of these
4 groups in Ocean.US so that I can get the other
5 agencies involved in this process.

6 Increase the effectiveness of the
7 current Interagency Planning Office, and I don't
8 mean to say that in a negative way or offend
9 anybody, Ocean.US and how it's operating. I just
10 think you have all of these federal agencies and
11 you got Ocean.US trying to serve these federal
12 agencies, they have a very difficult job. Now that
13 IWGOO is established and we've got some different
14 leadership moving through, we've got some different
15 priorities, and ICOSDRMI, one of the different
16 acronyms, but the development plan is important and
17 all the federal agencies bought into this, we're
18 going to try to take more of an active step of
19 leading that by example, putting together what we
20 think is right. And in vetting through these other
21 federal agencies and seeing how they fit into it.

1 Utilize and optimize ocean observations
2 through a modeling and analysis, I think we could
3 use some of that.

4 Utilize IOOS conceptual design and cost
5 estimates, we have two contractors that are out
6 there collecting information and are going to give
7 us a draft of a report in June, final's not done
8 until August, but they are going to give us a draft
9 of how say these can be implemented and they're
10 focusing on more on data management communications
11 rather than the number of observations they need in
12 the water, it's a conceptual diagram. I will say
13 it again the programs tell me how many observations
14 I need in the water, not IOOS. The programs tell
15 me what's important, what's not, in terms of
16 meeting their mission. The IOOS is the integration
17 interoperability and bringing it together and
18 making the full product better, but it comes from
19 the programs.

20 And then continue expansion of the
21 global component. The global component has a lot

1 of support, a lot of push and they do get funded
2 every year. They're not getting as much as they
3 ask for but they are getting funded and they've
4 been moving forward because they had a good clear
5 message that people understood and they went with
6 one voice and they got funded, and they support --
7 from the climate change they went to the high
8 priority as well as the information about weather
9 that affects everybody in the United States. So
10 they really had a good message and they've been
11 pushing. We did develop that from a coastal
12 component and bring all these together. Next one
13 please.

14 So what are my next steps? I mentioned
15 early on that I have to answer to different groups,
16 to what we call the NOC and the NOSC. One is Ocean
17 Council, one is an Observing System Council. The
18 Observing System Council focuses on systems,
19 observations and how do you make them DMAC
20 compliant, what are their standards, how do you
21 make them interoperable, how do they talk to

1 others, that's what they worry about. The Ocean
2 Council, they worry more about well, how many
3 observations do I need, where do I need them, what
4 are my priorities, how do I use these observations
5 in the most efficient manner, how do we talk to
6 each other and get working with the other agencies.
7 So I have to answer to both of them and we're
8 developing a project plan which will explain some
9 of what I've just been talking about of how we do
10 this from a NOAA level and then into an interagency
11 level. A project management plan, how do we set
12 priorities, how do we decide on what we fund and
13 what we don't fund. I receive from NOAA every year
14 an annual guidance memorandum and we're doing the
15 planning right now for '09. So I mean I'm spending
16 '06 money. You heard about '07 right there and
17 that's going to be talked about in June. I got '08
18 questions now that I think Tuesday I go and talk to
19 people about '08 and I'm planning for '09. All
20 those years have to come. So inside NOAA we're
21 now -- in that annual guidance memo they talked

1 about integrating and Interoperability, talked
2 about making the ocean systems more integrated,
3 more interoperable and meeting the needs of NOAA
4 and their programs. So this is the first year that
5 all of these goals and programs will be focused on
6 this, so I developed a guidance memo myself to send
7 to them and I will be meeting with the program
8 managers involved, all those ones I mentioned as
9 well as the goals, to be able to get from this
10 annual guidance memo to get into these programs
11 what IOOS does and come up for every goal, and
12 Steve will be part of this process, to come up from
13 every goal what is an IOOS alternative to doing a
14 better job, what can IOOS do, it will be IOOS-
15 focused, from the goal of saying if we do this this
16 will help IOOS move forward. I think they have a
17 very good chance of being funded and pushed this
18 year because all the senior leaderships say this
19 sounds like a good idea but we don't see the
20 programs and goals talking to each other and fully
21 understanding what it means. It's not their fault.

1 That's what my job is. And that's what I'm going
2 to be spending lots of time talking to people on
3 and that's what I have been doing.

4 At the same time we have to support
5 GEOSS like I am, but more important that NOC and
6 NOSC will allow me to continue support of what I
7 call IOOS Focus Group. I have goal members on a
8 focus group that come and meet with me twice a
9 month and we talk about what are the issues of
10 IOOS, how do we move this forward, what are our
11 priorities, how do we build this project planning.
12 So I'm not building this from an NOS standpoint,
13 I'm building this as a NOAA project and they're
14 going to help me build it within the goals, and
15 then I have the IWGOO, which is interagency, so I
16 have all these different agencies that I have to
17 talk to them and develop a work plan saying how do
18 we move this forward and what are their priorities,
19 how are they working their observation, how can we
20 integrate what NOAA is doing with what USGS is
21 doing or with the Corps of Engineers, to two big

1 players that we have a lot to do with, and regional
2 associations, trying to get the regional
3 associations in the process of certification or
4 accreditation is a big thing. We believe the
5 regional association can meet a lot of people's
6 needs and I think the NAB community is starting to
7 do more to be engaged in the regions, but we're
8 asking the regions if they're going to be certified
9 to actually get some money, which we're trying to
10 do in our own budget, to make it competitive
11 grants, not just earmarked, competitive grants that
12 come in and you have to have a business plan. So
13 if you're now working with the NAB community, it's
14 not part of your business plan, then you can say
15 well, no, that's not a good enough business plan.
16 Private industry, navigation community,
17 universities, state and local, I mean all of these
18 people are part of the business plan of saying how
19 are you in your region going to implement your IOOS
20 part of this, how are you going to work with other
21 feds, all of these things have to be part of a

1 business plan from the community before you're able
2 to move forward. This is part of what we're trying
3 to build in this accreditation. And the last part
4 of that is the system design for utilizing
5 conceptual design. NOAA has paid for this. It
6 came as a \$2 million contract. We paid for this
7 but it's not just NOAA, it's, the design of IOOS is
8 all the federal agencies, so once we get it we're
9 going to take it to the IWGOO and say okay, how do
10 we implement this.

11 In Ocean.US they have what they call
12 DMAC working groups, two or three working groups.
13 They have a system set up to be able to take this
14 information and start working within the agencies
15 to try to implement how they're doing this thing,
16 so we have to look at now that we have the guidance
17 how do we take it forward and move it. This is
18 only the plan. This is where, if you looked in
19 some of these documents you'll see that they said
20 DMAC is somewhere around, the first year they need
21 like \$18 million, just talking about data

1 management communication. I'm not sure how you
2 move \$18 million in one year, but those are the
3 kind of things that the IWGOO needs to really focus
4 on and try to get within their federal agencies
5 talking to each other, and so we're going to take
6 that leadership role and do that. Next one. That's
7 it.

8 MR. RAINEY: Dave, thanks. I wanted to
9 say one thing and then open up for some questions
10 but I would ask that maybe -- we've commented and
11 had a chance to talk to Dave about it, and I know
12 this will be an ongoing thing, but I guess for my
13 part I wanted to just sort of -- when I look at
14 this, to me one of the threshold questions and I
15 think many of the comments we've made thus far from
16 the committee on the IOOS and the backbone issues
17 is that certainly we've expressed support for that,
18 but one fundamental question I have in looking at
19 all that in the context of Nina's presentation for
20 example when we're looking at the budget numbers,
21 and I don't remember the exact figures, but with

1 the 600-some million fiscal year '05 now we're down
2 to 300-some million, we're talking flat line or
3 severely declining projected resources, my
4 fundamental question is, I very much like how you
5 characterize IOOS as supporting or enhancing and
6 coordinating and integrating existing, that's a
7 wonderful way I think to characterize it, but my
8 question is does NOAA have a spend plan, is there
9 some look at, in this phase in particular, what I
10 would characterize as a capacity-building phase for
11 IOOS, is there a look at, is there a concern
12 there's somewhat potential for zero sum gain to be
13 played here as far as you're going to need money to
14 make these enhancements and we're in a declining
15 fiscal environment, where does that money have to
16 come from. We've all heard of the 4.5 billion
17 target. In other words, as we're trying to build
18 IOOS and enhance this, is somebody watching our
19 existing navigational programs so that as we're
20 trying to make them better, they don't collapse?

21 MR. ZILKOWSKI: Yeah. IOOS is not a

1 substitute for ocean observing systems. If
2 anything if you get from my talk here, I said the
3 ocean observing systems are program driven, so the
4 programs get that. So if you do IOOS it's always
5 above core, what we call above core. It's like I
6 got this now and if I want to integrate and make it
7 interoperable, then it comes above. That's why
8 it's not been funded, by the way, because it's
9 above and it costs more to do it. And right now
10 the limited, I'm going to leave Steve if he wants
11 to a little bit from a goal perspective, but until
12 now it's been focusing, people have been focusing
13 more on above core doing other things in their
14 different programs. See, we filed these guidance
15 memos that are coming out. NOAA's been through a
16 change here in terms of how they work, having the
17 admiral come in there, trying to get us thinking in
18 terms of more of a business and trying to say what
19 are your requirements working together, get out of
20 the stovepipe. So in that case he put out a new
21 guidance memo from the leadership, this is what we

1 think is important, and this year they're talking
2 about the integration. We need this so it's taken
3 some time to do that. So I think this year, when I
4 say this year I'm talking about '09, all right,
5 this year is never the same year, it's always years
6 out, so I think this is the time that they'll still
7 say this is good, let's look for alternatives, but
8 saying that, the actual programs themselves still
9 will be at your base and your core. And you've got
10 a limited amount of increases that you can work
11 with and this is how the goals will have to
12 prioritize and say well, based on what I'm hearing
13 from all the programs this is where I think I can
14 justify the increase. I don't know if Steve wants
15 to say something else about that.

16 CAPT. BARNUM: I don't have much to add
17 to that, but certainly IOOS is a strong priority
18 with NOAA. Certainly with my goal hat on, many of
19 the services that are in the portfolio, such as
20 mapping and water levels and ENRON are considered
21 heartily as far as the goals. So certainly from my

1 perspective at commerce and transportation, as
2 those services increase those aspects in my
3 portfolio I would be pleased.

4 MR. ARMSTRONG: Could you tell us how
5 the IOOS program is compatible, not compatible,
6 coordinates with or doesn't coordinate with the
7 NSF-funded ocean observation program?

8 MR. ZILKOWSKI: As was mentioned
9 earlier, OOI is part of NSF and IOOS from the
10 interagency point of view, and NSF is part of the
11 ex-com Ocean.US. So we talked about that and what
12 they're doing will support IOOS. So their
13 observations are going in and some of the stuff
14 they're doing research on right now will be
15 operational data to us someday. Some of it is
16 research that may not. There's a working
17 relationship that says well, we could use this data
18 here and it meets the research needs and they do
19 that. If it doesn't they to do their research, so
20 there's some that fits into it, but to answer your
21 question, it is coordinated, we do talk part of

1 that. They know the IOOS goals so they're always
2 trying to meet those goals, but once again, they
3 have, just like our own programs, they have a
4 mission to meet so you don't want to take from
5 their mission, all you want to do is optimize how
6 they do their mission and understand where you want
7 to go. So we do have that good relationship and
8 there's tension a lot too.

9 MR. ARMSTRONG: In particular your data
10 management and their cyber infrastructure, is there
11 some plan for compatibility there?

12 MR. ZILKOWSKI: Yeah, that's one of the
13 biggest things that they always talk about.
14 Actually we learn from them and they learn from us,
15 but the goal is that whatever they're doing now
16 will be compatible with what we're doing and what
17 we're doing will be compatible with them. So it
18 gets back to this interoperability integration, so
19 the goal is always to make it interoperable first
20 and then integrate it into our process. You start
21 with interoperability first and then integrate.

1 There will be some issues that once they put
2 something in and they're done with their research
3 and it may not serve their purpose anymore and it
4 really is important operational data to the ocean
5 observing system that the IOOS and things need to
6 come up with the funding to pick up and do this,
7 which is another case that you have with NASA.
8 NASA puts satellites up there for a mission that
9 has a time line. They want to study something and
10 once they study it they basically may not be
11 interested anymore, so they may not want to keep
12 that data, but it may be operational data that we
13 want. Ocean color, sea surface height. We're
14 finding that we want sea surface height because as
15 the water level gets warmer you can now see in our
16 temperature data, I mean that's information that we
17 want, so we have to figure out do we transition it.
18 So we're doing better with reserve to application
19 or operations, and actually NASA and NOAA, I guess
20 it came in NOAA's budget, received money to
21 transfer that technology from NASA to NOAA, and

1 those are the kind of things that we as an agency
2 need to work closer together and I'm hoping that
3 the ISGOO will look at that more.

4 MR. SKINNER: Thanks for the
5 presentation, Dave. That was very comprehensive
6 and interesting. I just wanted to go back. You
7 showed the slide on IOOS future applications and it
8 happened to be the area from the approach to Boston
9 Harbor and so forth. This gets back to something I
10 mentioned early about the practical applications,
11 STOA and National Marine Sanctuary is working with,
12 I think it's University of California on buoys that
13 can pick up and detect and transmit in real time
14 data the communications between among both white
15 whales and other whales that could be -- you talked
16 about using historical data to show where the
17 whales might congregate along the traffic
18 separation schemes, this would be realtime data on
19 where they actually are based on the information
20 from these buoys, so I think that's a really a
21 great application for this type of thing that not

1 only the mariners could back but also the
2 environmentalists and get some support for that
3 type of thing, after obviously you fully, the PORTS
4 system is fully funded. But that's the type of
5 thing that I think are the sort of future
6 applications.

7 Just one more example. Everyone, the
8 folks from the Coastal Services Center kept saying
9 what do you want to learn from ocean observation
10 and I have no idea, I don't know what they can
11 develop. And I kept whining at the GoMOOS ports
12 and they actually came up with a proposed project
13 to detect erosion rates based on the buoy data,
14 which that project didn't get funded, but that was
15 the type of things that if it did get funded and it
16 worked I would be screaming like crazy to get off
17 of GoMOOS. So I think that's the type of thing
18 that really drives a program like this.

19 MR. ZILKOWSKI: Those are very good
20 points, and I have been talking to Steve Marouski,
21 who is our ecosystem guy, and those are things that

1 we're trying to link the ecosystem side with the
2 NAB side and that's a very good example how we
3 could actually work together and do that. And the
4 other one about the buoys, I think you're right,
5 those are both things that IOOS can look at them
6 and should look at and try to build the synergy to
7 make it happen.

8 MS. BROHL: This was a really good
9 presentation. You kind of saw it from the baseline
10 outward instead of IOOS as a regional association,
11 which is what you used to get in what was IOOS. So
12 this was a little more of what you want to hear,
13 understanding what you have and build from there,
14 but with regard to core programs and then putting
15 in something for IOOS to expand those programs to
16 be more interoperable and things like that, my
17 first question is if that's really how you're doing
18 it, when do the different departments, offices,
19 tell you these are our core programs and then we'd
20 like another 10 percent to develop these specific
21 IOOS goal things, or are they supposed to

1 incorporate that?

2 MR. ZILKOWSKI: That's what we're doing,
3 right what you said. What we're trying to do is
4 explain to them what IOOS is about. First of all,
5 even inside the organization they don't fully
6 understand what IOOS is about, they hear it, they
7 say it's observations and so forth. But what we're
8 trying to do, and it takes lots of time, is meet
9 with the program and the goals to say okay, how can
10 you -- here's your base funding, what you want and
11 that's good, and from an IOOS perspective we look
12 at programs and say yeah, did you support this,
13 yeah, we support that because it fits into the IOOS
14 frame. But the integration and operability, what
15 we're trying to do with the programs is say how can
16 you make that system better that's an alternative,
17 that that's what NOAA is looking for, above core
18 type things.

19 MS. BROHL: Give an example -- didn't in
20 '06 NOAA get a lump sum for quote/unquote IOOS
21 without congressional designation?

1 MR. ZILKOWSKI: We got \$16 million for
2 what they call ICOOS, coastal ocean observing, and
3 that was, some of it was in what's called ORC where
4 you can use it for whatever you want and some was
5 in PAC, which is basically equipment and so forth.

6

7 MS. BROHL: How did you determine to use
8 the money?

9 MR. ZILKOWSKI: Basically from the
10 priorities that you saw. We're consistent about
11 our priorities and it's integration,
12 interoperability, regional associations, Ocean.US,
13 the management structure that we need to make this
14 happen. I mentioned that you got people -- I got
15 the A team. My salary actually comes out of the
16 Geodesy budget, but you have other people that work
17 for me that I have, I have some contractors to help
18 bring this material together to try to, just to
19 build it and then you've got Ocean.US, which is
20 being stood up by NOAA to try to get the other
21 agencies integrated and working through the

1 process, and the regional associations. So if you
2 look at that priority, that's basically how we were
3 looking and trying to do it with that, with the
4 IOOS.

5 MS. BROHL: How much of that 16
6 billion -- sounds like it all went just towards
7 standing things up. Did any of it come back to
8 hydrographic services?

9 MR. ZILKOWSKI: I'd have to look at the
10 actual for '06, but we put some money in for
11 hardening of the tide gauges, I don't know if that
12 was '05 and then supplemental came in so they
13 didn't need it in '06. We put it in for the data
14 management communication, put it in for the Data
15 Assembly Center, we put it in for dealing with
16 upgrading existing systems. For the most part it
17 didn't go back into observing programs if you will.
18 Integration interoperability enhancements was what
19 our priorities were there. We did some pilot
20 projects, which people had the opportunity to buy
21 equipment and do things where it would have been

1 from the standpoint of the theme of integration
2 interoperability, getting the data out,
3 collaborating and working together, those are the
4 things, but we have-- I don't have it with me but I
5 can get you what we did in terms of our projects we
6 funded. We had \$4 million or something that we
7 went out and got people to put in proposals of how
8 they would do some of those kind of things and gave
9 them a lot of opportunities to just think about how
10 that would be integrating and moving.

11 MS. BROHL: So even if it didn't go
12 directly to line items that we understand that
13 relates to hydrographic observations, under NOS it
14 invested in projects which will go towards helping
15 to integrate those programs into the larger
16 observing system?

17 MR. ZILKOWSKI: Yeah, that's what we
18 did.

19 MS. BROHL: I have one more.

20 MR. RAINEY: Go ahead.

21 MS. BROHL: Thank you. The question

1 comes back to regional associations. I understand
2 that many regional associations have to be
3 approved, they have to have an approved business
4 plan and you're very vigilant to make sure it's
5 going to be an operational program, but how will
6 you ensure regional associations are not used just
7 as a slush fund to pass money through for pet
8 projects and that they will be accountable to being
9 meaningful in the IOOS as a whole?

10 MR. ZILKOWSKI: That's a good question.
11 Part of the business plan and their work points
12 were looking at what -- when they get money right
13 now, it's with them what you're going to do with
14 the money, so we would have a work plan, we would
15 be approved by the plan, but it would be following
16 their business in long-term projects, so what we
17 look at is what's your goals, what are your
18 priorities and what, if you got money, what would
19 you do. So we would be asking that. Part of their
20 plan would also be able to go out and not just get
21 federal money. There are a lot of states and

1 locals that benefit. The state of Florida, tourism
2 benefits dramatically from our foghorn system, so
3 they participate in this process, they see the
4 benefit, so we're hoping that as we build this and
5 show the benefits, that the actual users out there
6 will sit there and say I do want this and I want a
7 little bit more and that they're going to build
8 what's going to be -- actually build it that's
9 going to make it a success. You have to get
10 private industry engaged in this process because
11 they're really the ones that are going to build the
12 products and services and get the users engaged
13 with this process.

14 MR. RAINEY: Thanks very much. Thanks
15 for your forbearance here. We went through a
16 couple of breaks. What I'd like to do is take
17 another, go ahead and take another short, say
18 five-minute break if we could, and then we'll
19 really be on the home stretch. When we get back
20 from the break I'd like to entertain a motion to
21 approve the meeting summary from Houston, get that

1 out of the way. If there's any other old business,
2 to dispatch with that then, and then Helen and I
3 each have one piece of new business to the extent
4 there's others. I would like an opportunity to --
5 I think we're going to make our schedule and we'll
6 give the public another shot, but to have a little
7 bit of a dialogue in closing with Steve and Jack
8 about how we might take them up on the offer for
9 NOAA's staff support with an eye toward the
10 proposed Alaska meeting, if they think that we can
11 regroup and have some meaningful work. So that's
12 what I would see on the last final lap here, so if
13 we could just adjourn for a short time, say five
14 minutes, please.

15 (Brief recess.)

16 MR. RAINEY: Okay, let's please try to
17 reconvene. In the view of the chair I believe
18 we've got a quorum so I'd like to entertain a
19 motion to approve the meeting summary from Houston.

20 Moved and seconded. Any discussion?
21 Seeing none, I'd like to vote to approve the

1 meeting summary from Houston. All in favor.

2 Opposed. Okay, so moved.

3 I'd like to move -- is there any other
4 old business at this time? Okay.

5 MR. McBRIDE: What are we doing with the
6 draft recommendations then that, your 11 points you
7 made up?

8 MR. RAINEY: My suggestion from my sense
9 of the meeting today was that, and I'm hoping to go
10 through a couple points here, I have a point here
11 and Helen has under new business. I just confirmed
12 with Jack that he's able to stay with us and still
13 have an eye on 4:30. My hope is that we can
14 reengage the dialogue with the offer of NOAA's
15 support and talk about next steps to pull this
16 together and including some of these ideas we
17 shared and talked about today and going ahead,
18 looking at pulling this together and coming up with
19 a substantive agenda that makes it worthwhile to go
20 to Alaska and move forward. I'm hoping we'll cover
21 a couple of topics and then come to some sort of

1 sense of how to proceed on that.

2 This is sort of a, a conceptual outline.
3 We recently received support from NOAA in
4 conjunction with their office, I think I'm calling
5 it right, the Special Projects Office. And again
6 going back to sort of the initial thoughts we had
7 on coming up with an annual report or most wanted
8 list or something that had a little more shelf
9 life, little bit more professionally produced
10 obviously beyond our organic capabilities as panel
11 members, but with NOAA's help that would tell the
12 story better. I know many of you have seen these
13 kind of things, one of the -- I just grabbed an
14 example from a different agency, but this is the
15 NTSB, National Transportation Safety Board's most
16 wanted list and they have from their various modal
17 offices sort of their most wanted and their
18 priorities. Everybody knows about the FBI most
19 wanted that you see in the post office and such.
20 This is simply an opening kind of salvo as a
21 possible vehicle for something that could be used

1 internally with the NOAA leadership. And then
2 obviously we, again, the fact that we advise the
3 NOAA administrator, but as Jack mentioned earlier
4 today, these are public meetings, it's a
5 transparent process and our discussions and advice
6 and recommendations is public information that then
7 can have useful validation of these programs beyond
8 NOAA itself up through the department, Congress,
9 OMB, what have you. So there has been an offer and
10 I would like us to consider accepting that, and we
11 just have a couple mockup slides that only speak to
12 the ideas, not in any way a polished document. But
13 this envisions it would highlight some of our panel
14 recommendations, give a little bit of background on
15 the panel, the members that are on the, represented
16 on the panel, and basically it's not more than a
17 vehicle to help NOAA tell the story. And I don't
18 think that there's -- there is some initiatives
19 underway, many of us have been involved in this MTS
20 initiative, Industry Day, lots of things you've
21 seen in NOAA banners and things we've had in our

1 previous meetings, but is yet another vehicle to
2 try to advance this message and education, so I
3 just offer that as -- there's been some initial
4 talk and I'd like I guess today to get a sense of
5 the panel if that would be something that the
6 members think would be a productive exercise and
7 something to pursue. I really had nothing more on
8 that. Just put that out there. There's been some
9 initial work on that and I'd like to get your sense
10 if you think that would be a worthwhile project.

11 CAPT. MCGOVERN: I didn't understand the
12 form in which you would use this.

13 MR. RAINEY: I think it could take --
14 it's hard to say exactly how would it be used. My
15 thoughts would be that this would embody excerpts
16 of our recommendations, things that we thought,
17 again, most wanted or HSRP recommendations,
18 priorities, whatever, these would be kind of
19 statements of our concerns or interests in these
20 programs that would then be able to be. You know,
21 it would be hard copy document, it would have links

1 to ongoing active things. NOAA has a magazine, a
2 virtual magazine on the site, website links, it
3 would be sort of a -- it could be a leave-behind
4 for congressional hill visits, it could brief
5 across the line offices and programs of NOAA, we
6 could ship a box to the IOOS folks, it would be
7 sort of our views and it's another vehicle, another
8 mechanism to be heard. It would have some shelf
9 life that people could refer back to and cite some
10 other information sources. One of the things that
11 we've done, and I don't know the extent you've used
12 it, NOAA or other folks have, but one of the things
13 that we have done is we have actually put together
14 a virtual library of all the stuff that I'm bearing
15 you with, all these resources over the last few
16 years, we've grabbed that stuff and on our website
17 we have a library that's beginning to be a pretty
18 comprehensive and good place to look if you want to
19 have some references on these various studies and
20 statements and things like that. It's
21 alphabetical, it's cross referenced and other

1 things. We've taken some steps and we've done some
2 good things. This is another resource to try to
3 get that story out. I just offer that up. I don't
4 think it needs any specific or official reaction
5 other than just a nod, maybe your thoughts, we
6 ought to see what, see what we can do with it.

7 CAPT. McGOVERN: So nodded.

8 MS. BROHL: Do you need a vote?

9 MR. RAINEY: I don't think so.

10 MS. BROHL: The only concern of course
11 is who will take responsibility for generating
12 this?

13 MR. RAINEY: I think we can work with
14 Steve on that. I know we have a commitment from
15 the Special Projects Office.

16 MS. BROHL: Where are they located?

17 CAPT. BARNUM: The Special Projects
18 Office is located in Silver Spring, under NOS
19 Special Projects Office and -- Office of Management
20 and Budget, so we have talked with them, they
21 provided some initial mockups, but again, it would

1 be a professional publication that would again
2 reflect the recommendations of this panel that
3 could again be left behind or given to folks.

4 MS. BROHL: The only thing I'd like to
5 see is that, a time line by which it will be
6 generated, at least for initial review so we're not
7 talking about this again in a year. Is there any
8 possibility -- everybody thinks this is a great
9 idea, nice to see our logo, see us in real print.
10 I think that kind of helps legitimize that you
11 really exist. Given everything on the plates do
12 you think there's a possibility of having a mockup
13 for August, for the August meeting?

14 CAPT. BARNUM: I think that's a very
15 real possibility to have a mockup draft. Hopefully
16 it would get you to ten days before the August
17 meeting so you can review it.

18 MS. BROHL: Thank you.

19 MR. RAINEY: Elaine, I don't know, I was
20 going to approach you because I know your
21 experience and background in journalism and that

1 you're a publisher of Boat US magazine, really
2 professional, I always enjoy that, but this would
3 be something you would be interested in, you could
4 help us in the mockup and things.

5 MS. DICKINSON: Yeah, I'd love to help.

6 MR. RAINEY: I'm certainly interested in
7 this and others may be as well. I know that's --

8 MS. DICKINSON: I think it's a great
9 idea.

10 MR. RAINEY: Let me turn it over to
11 Helen.

12 MS. BROHL: I believe that at the last
13 break you were handed a flier that says NOAA's
14 Vision for Coastal Management at the top. Well,
15 you heard today, I don't know if you caught it, but
16 Admiral West happened to mention in passing when he
17 mentioned Emily Woglom being on detail to NOAA,
18 that she was doing, working at a project regarding
19 NOAA's vision for coastal management. I actually
20 learned about this just yesterday because Emily and
21 I exchanged calls. She had an interest in finding

1 a maritime contact to provide some input into this
2 project and I mentioned in passing to her gee, this
3 is something that maybe the HSRP should provide a
4 little bit of input to. Now, as a result of that
5 conversation yesterday I drafted up last night this
6 brief proposal for approval by the HSRP now. It is
7 very broad. This project, she's supposed to do it
8 within the 90 days she's in NOAA, so this is in no
9 way some big heavy duty project for which we have
10 to provide any real super details. I really just
11 wanted to weigh in. I think it's always good to
12 mention your name often and to be on board because
13 I don't really know what the future of this white
14 paper will be that she will generate, I don't think
15 that she was in a position to say where it will go.
16 I asked her if there was a definition of coastal
17 management. She said no. What does that mean,
18 coastal management? There was no -- you're looking
19 like you don't have one. Does everybody have this?
20 Okay there we go, thank you.

21 So to the extent that we have a very

1 short window that she's working on this project, we
2 can't really wait until August, to the extent that
3 I would like the HSRP to be on the radar for her,
4 and perhaps, whether it's in her appendix or how
5 she summarizes the comments she received, doesn't
6 really matter, I was hoping that you could just
7 read through this, and as I said, it's very generic
8 but I still think it's important. As you recall,
9 coincidentally the admiral said this morning that
10 the HSRP should somehow comment on this. Now,
11 there's nothing to comment on, you know what I'm
12 saying, it's not like there's a paper we can
13 comment on. What we know is exactly what I have
14 written here, and that is NOAA is doing some
15 preliminary consideration of what NOAA's vision
16 will be for coastal management. They don't have a
17 definition of what coastal management will be, but
18 the HSRP believes a lot of these hydrographic
19 services that we're engaged with have meaning on
20 coastal management all or in some form. Again,
21 there's no definition so we can't address it in

1 particular. And I do just actually name drop some
2 of the types of observations just because I could.
3 And I name dropped physical observations including
4 PORTS just to name drop them and to say that we
5 really want in essence, that we recommend that the
6 existing hydrographic observations and services
7 already provided by NOAA through the National Ocean
8 Service and other line offices be the baseline from
9 which the national vision for coastal development
10 be developed. Not saying how they should do it or
11 what, I'm kind of thinking that if you were there
12 thinking I've got to do an outline of what coastal
13 management is and get this paper from HSRP and it
14 says oh, okay, these observation programs, how
15 would I incorporate them even if it becomes part of
16 the outline. And I was hoping that you agreed with
17 this and you had some questions or a motion to
18 approve.

19 MR. DUNNIGAN: I actually know quite a
20 bit about this. We have a number of meetings every
21 year with large stakeholder groups and one of them

1 is a national meeting for coastal program managers
2 which is held in March here in Washington, and that
3 was shortly after I came on board and one of the
4 things I challenged at the time, and Tom and I were
5 talking about this at lunch, one of the things I
6 challenged coastal managers to think about in March
7 was CZMA reauthorization and whether there needed
8 to be some fundamental reexamination of the basic
9 paradigm for coastal management and the state and
10 federal partnership for coastal management. CZMA
11 needs to be reauthorized, not going to happen this
12 year, and this gets back to something I was talking
13 about in the HSIA context a little while earlier
14 about how I really would like to see, and frankly
15 Vice Admiral Lautenbacher really likes to see NOAA
16 able to engage on very substantive policy issue
17 rather than just deal at the margins and deal with
18 technical stuff because we like to avoid
19 controversy. The fact is that Coastal Zone
20 Management Act business model has been in effect
21 for 30 years. It has done some good things. I

1 would question whether or not the people that wrote
2 that law 30 years ago could see where we are today,
3 if this is what they had in mind or what they were
4 hoping our coasts would look like. I don't know
5 the answer to that question, but I do think we
6 ought to be focusing on the next 30 years.

7 The business model we have today doesn't
8 serve everybody's needs. You get a bunch of state
9 coastal program managers together in a room and
10 some of them it's okay for, others of them it's
11 not. I was shocked to find out a couple of years
12 ago that when you talked to the states about CZM
13 it's not about the money. I always thought it was
14 about the money. For some of the states, the state
15 of New York puts five, six times more money into it
16 than they get from CZMA. Commonwealth of
17 Massachusetts spends money, states like Florida,
18 California, Alaska spends tons more money than they
19 get with the \$2 million cap currently in the CZMA.
20 For other states, for the territories, states like
21 Delaware, it was the money but the fact is the

1 communities right now in a broad sense aren't being
2 served the same way. What I said to them was let's
3 engage in a long, as long as it takes discussion
4 about what's important for managing our coasts in
5 an open and transparent process and have this
6 discussion that everybody can be involved with so
7 that we understand what the issues are, what the
8 pros and cons are. Sounds like what I was talking
9 about for HSIA. And they have taken me up on that.
10 The Coastal States Organization is very interested
11 in working on this and left for the coastal program
12 manager to be a staff person to work on this.
13 Emily came over, is working in our office to help
14 make this happen. Our new director, David Kennedy,
15 Coastal Resource Office, is picking up the iron and
16 moving forwards. What Emily is working on is more
17 like something that will become a foundational
18 document that will allow us all to be able to move
19 forward. That's what she is really going to be
20 able to do in 90 days. The main reason for having
21 Emily over at NOAA for 90 days is when she goes

1 back to OMB she will understand what it is we do
2 and we'll have a good ally over there. Emily has
3 been a good ally and a good person to work with for
4 a long time. That's really what this is about.

5 I think what's here, I'm not sure, I
6 wouldn't say vision of coastal management is what
7 the project is about. The project is about trying
8 to define the issues that are relevant in the
9 policy consideration for reauthorizing the CZMA. I
10 think that the paper makes a good statement that
11 the navigation community is an important part of
12 that future and it needs to be fully engaged. This
13 isn't just something for state CZM directors and
14 the Coastal States Organization to try to dictate.
15 We have to have a very broad engagement and
16 certainly the marine transportation community and
17 the hydro services constituency is an important
18 part of doing that. So I think this is something
19 that would be helpful for us to have just as an
20 expression of interest and a good opportunity for
21 you to get your oar in the water and make sure

1 you're going to be a part of this as we move
2 forward. The only parts of this that I would
3 question are the second paragraph because it makes,
4 it indicates like we don't know what we're doing
5 and I think we have a pretty good idea of what
6 we're doing.

7 And the last paragraph because I'm not
8 sure what it means to say that these programs
9 become a baseline for international vision. I
10 think it may be better if you strongly encouraged
11 us, if this is what you want to do, to recognize
12 the marine transportation values that are inherent
13 in any visioning for coastal management and
14 long-term uses of coastal zone and encourage us to
15 make sure we keep you involved and the marine
16 transportation community involved as we go about
17 this process. That would actually be quite helpful
18 for us to have.

19 MR. RAINEY: Richard, could you put a
20 mark in the transcript there so we can pick up
21 Jack's language if that ends up being the sense of

1 the panel's -- thank you.

2 MR. ARMSTRONG: I was going to suggest a
3 couple of changes in the language. I think they're
4 reasonably consistent with what Jack just said and
5 I was going to suggest dropping the second
6 paragraph and sticking part of, after the line
7 offices be in the last paragraph, maybe that would
8 be enough to meet our goals of getting our oar in
9 the water and not assuming that the coastal
10 management folks sort of don't know what they're
11 going to do yet. So I would offer those two minor
12 changes, strike the second paragraph and insert
13 part of after line offices be.

14 MS. BROHL: I'm not sure I understand
15 what you're saying about the last one.

16 MR. ARMSTRONG: Two words, part of,
17 other line offices be part of the baseline from
18 which the national vision.

19 MS. BROHL: Be part of the baseline from
20 which, okay. I was going to say incorporated.
21 Jack, if that was added would that be a little more

1 clear?

2 MR. DUNNIGAN: Sure.

3 CAPT. McGOVERN: I'm not sure if it does
4 or not, it sounds to me it couldn't get at all to
5 what Jack was suggesting. I would just make it a
6 point again, I would prefer not to be asked to vote
7 on things that are dropped in. It would be my
8 preference if it's feasible, let's refine this and
9 take a look at it at our August meeting, let's have
10 a look and be able to understand the context and
11 what's going on.

12 MR. DUNNIGAN: We would be able to come
13 to that meeting with a little bit fuller
14 explanation of where we are. By then Emily would
15 be pretty much done with the project and David
16 Kennedy could come and talk to you about what's the
17 overall process, maybe have Kathy Andrews come out
18 from CSO and be a part of that discussion as well.

19 MS. BROHL: If I could just add that I
20 appreciate the fact that there's not enough time to
21 look at it, but Emily is going to be done in 60

1 days. 30 days of her 90 days is done and she will
2 have generated her brief white paper, so the
3 intention here was not to impact the substance of
4 specific things but just to say hey, as you process
5 this, these are programs that we think should be
6 incorporated in what you're looking at. That's the
7 extent of it. I appreciate the fact that you're
8 nervous about it, but we don't have until August to
9 impact what Emily is doing now, but to the extent
10 we're not going to sign in blood here that, you
11 know -- I think this is so board --

12 CAPT. MCGOVERN: First of all, I don't
13 agree we have until August. We have until whenever
14 we have to decide we're going to do it. Secondly,
15 it's just my personal view that I don't like to see
16 things dropped in and make quick decisions.
17 There's never enough time to do it right, but
18 there's always time to do it over. I would
19 suggest, I would just like an opportunity to
20 understand more fully what's going on, and Jack
21 suggested he can tell us and that's just my

1 opinion, so I leave that for you and the group.

2 MS. DICKINSON: I think Emily is doing
3 her homework because she reached out to us and said
4 she wants to meet with recreational boating and
5 find out what our coastal management issues are, so
6 we're going to see her like next week. And our
7 issues are completely beyond the scope of this.
8 This is like one piece of it and I know it's
9 important. Our issue is access, shrinking access
10 on all of our coasts. Marinas disappearing, docks
11 disappearing, they're turning into condo
12 developments and the public is increasingly being
13 shut out of access to the waterfronts. And that's
14 happening on all kinds of levels, so that's, you
15 know, that's our piece of it. I would say if
16 you're going to go with this and throw in some
17 language about marine transportation, also throw in
18 some language about the recreational potential of
19 the coasts and maintaining public access. But I
20 mean this is just one program and I am not even
21 sure that's what she is focusing on for her 90-day

1 paper. I think it's a lot broader.

2 MS. BROHL: She's also coming over to
3 CORE shortly to hear their words. She came to me
4 to talk about commercial maritime. And I agree
5 with you that she seems to be pretty thorough. But
6 just in the way that I trust she's being thorough,
7 just like we trust that Jack is going to pursue
8 HSIA, I really wanted the HSRP to be on a piece of
9 paper that said oh, you know, you know, when they
10 come later, they will have something that says
11 there is the HSRP, perhaps we should go talk to the
12 HSRP about the hydrographic services components.
13 So --

14 MS. DICKINSON: Why don't we draft her a
15 letter --

16 CAPT. McGOVERN: I like that.

17 MS. DICKINSON: -- that covers a few
18 more bases than just PORTS. We have time to do
19 that.

20 MS. BROHL: That's true. Again, it
21 wasn't to be so definite about all the areas that

1 are important as much as it has to do with wanting
2 the HSRP to sign on and to say hydrographic
3 services or hydrographic observations and services
4 are an important component of coastal management
5 and we hope they're going to be in the mix.

6 MR. SKINNER: Emily is very busy,
7 because I got a call today for an LNG contact, so
8 you're getting your money's worth.

9 What about the idea -- I think the
10 letter, the idea of a letter because I think this
11 is drafted sort of in a formal manner and I think
12 maybe if there was a letter from say Scott, and I
13 can't even remember what the policies or
14 recommendations were we approved, but maybe
15 including those, they're all things we've already
16 done. It would be the chair of the HSRP saying
17 this is important, you know, that the hydrographic
18 services are important to coastal management, here
19 are some of the positions our panel has taken and
20 we hope you'll look into what the Coast Survey and
21 all the other agencies that work on this, you know,

1 how they interact with coastal management. That
2 way it's just Scott sort of summarizing what we've
3 already done. You can do that without our
4 approval.

5 MS. BROHL: If we got that done in a
6 timely manner where people could actually comment
7 in a couple weeks and add on and get it to her in a
8 timely way, would everybody --

9 CAPT. McGOVERN: Just have Scott send
10 it.

11 MR. ARMSTRONG: He just summarizes our
12 recommendations, we don't need to comment on it.

13 MR. RAINEY: I guess I'm just taking
14 this up in strides. What I would propose then is
15 to work with Barbara and Steve and pull together, I
16 have a file I'm trying to manage personally, just
17 basically our past recommendations. There's been a
18 couple of transmittal letters to Admiral
19 Lautenbacher and just sort of pull the body of
20 recommendations and put a quick cover to that. To
21 that extent we could pass it back through our

1 channels. Advise the administrator and slide that
2 to them.

3 MR. SKINNER: I'd be more than willing
4 to draft a cover letter.

5 MR. RAINEY: All right.

6 MS. BROHL: Absolutely.

7 MR. RAINEY: All right.

8 MS. BROHL: Thank you very much.

9 MR. RAINEY: Then is there any other new
10 business?

11 MR. WHITING: When are we going to talk
12 about what we're doing in Alaska?

13 MR. RAINEY: Right now.

14 MR. WHITING: That comes under new
15 business. I would like to change our public
16 comment to noon instead of 4 o'clock and advertise
17 it as that. That's one thing that I think you can
18 do in your agenda, to somewhere around noon because
19 that would give the people that had the decency to
20 appear here and we could have time to answer that.

21 Now, the one thing that I dislike about

1 the panel is the length of time it takes for the
2 minutes to get out. I think that that could be
3 speeded up just a little bit. Maybe I'm wrong but
4 I recognize that there's a process that everybody
5 has to go through to get them out, but it does take
6 a while to get the summary out and if that could be
7 speeded up I would like it more because I don't
8 take the time to go through this thing until right
9 after this meeting has taken place and just before
10 this meeting has taken place. If it's in between
11 that I'm not thinking about this. If we can speed
12 up the end of this meeting and make it a little bit
13 later on the start of the next meeting, the drafts
14 that come out a little bit shorter than that,
15 that's all right, but that's my personal feeling.

16 Now, I have taken the liberty to invite
17 representative Don Young to speak at the deal in
18 Alaska. He may or may not be available, he's got
19 other things that he's trying to schedule. Fishing
20 is one of them, golf is one of them. This is
21 supposed to be his vacation time and he's trying to

1 get back to his home in Fort Utah. So if we could
2 establish with his, you know, something that says
3 you are invited and possibly he would be available.
4 There's about three conflicts that I am aware of
5 that he would schedule around and we do have two
6 days and if he could come in at any time. So I
7 think he is available and then he asked the
8 question what about Rayfield and I said, in a
9 mistake, he probably set me up for it, Don would do
10 fine, you know, but actually I want Mr. Young to be
11 there. But if not, he would send Rayfield. Now,
12 where that fits in new business --

13 MR. RAINEY: Well, I appreciate that.
14 That sounds good. That's I think what I'd like to
15 do here in our remaining time is to kind of sort of
16 revisit with Jack and talk about this. I think we
17 had a lot of ideas shared. But I'd like to have a
18 sense of the panel to pick up on what Larry I said.
19 I fully appreciate and I'm in the same boat in a
20 lot of ways, that we're here at the meeting and
21 then we're going back to whatever we're doing and

1 then we're trying to get ready for the meeting. So
2 I'd like to have a sense that we feel with some
3 sense that -- I know we've tried for years to get
4 up to Alaska, but I would like the panel's sense of
5 commitment that we feel that, with Jack's and
6 Steve's help and Barbara and everybody involved,
7 pull together a substantive agenda in the next
8 couple of months to take to Alaska so that if we do
9 get Congressman Young, that we have some things to
10 put before him and don't go up there and end up
11 with a nothing further. So I'd like to talk
12 about -- we covered a lot of ideas, it does take
13 the secretary -- just by the volume of this and the
14 nature of the transcripts and going through the
15 different levels of approvals when everybody is
16 sort of all of the board, it takes some time. So.
17 But certainly I don't disagree with anything you
18 said, Larry, and we're working toward that and so
19 kind of maybe have a little bit of discussion here
20 before we adjourn to kind of talk about which
21 things we might want to pick up and how we might

1 want to go about wrapping this up, flushing out an
2 agenda for Alaska that makes some sense, and we've
3 got some deliverables identified that will be
4 meaningful.

5 CAPT. McGOVERN: Scott, maybe, and
6 Captain, maybe you can tell us, is it time to have
7 a budget review on the FY '08 budget submission in
8 mid-August or are we not timed correctly?

9 MR. DUNNIGAN: No.

10 CAPT. McGOVERN: No, it's not the right
11 time?

12 MR. DUNNIGAN: Yeah, that's correct. At
13 that time we will be in between the department and
14 OMB and we're not allowed to talk about budgets at
15 that point.

16 CAPT. McGOVERN: We are allowed to
17 participate.

18 MR. DUNNIGAN: We'd have to close the
19 meeting. We could do that. Okay.

20 MS. BROHL: We did it before.

21 MR. RAINEY: As a threshold question,

1 though I don't know if Barbara's heard back from
2 everybody, to align this with Larry's suggestion, I
3 know August 10th is a bad day, you said we had a
4 couple of days. Is the window that had been
5 suggested, I don't know if people had a chance to
6 get back to Barbara on that, I don't think anybody
7 has, I'm aware Admiral Larabee is going to have a
8 conflict again, I can't remember whether you could
9 or not, Andrew, but how many people at this point
10 think they would be able to make that, the 14th and
11 15th? What do we have for a quorum, just an
12 initial thought? Okay. Okay.

13 MR. DUNNIGAN: You don't like to travel
14 on the weekends? Is that convenient for you?

15 CAPT. McGOVERN: Yeah.

16 MR. RAINEY: I don't know if we had
17 Congressman Young. I know that we've had some
18 talks with the vice admiral and I'm trying to
19 coordinate NOS or NOAA's schedule to try to find
20 something that was a reason for him to be able to
21 be there and do something that coordinates with

1 other substance, but those are all the tricky
2 scheduling issues when we're trying to align the
3 plan it's very difficult, but it looks like we
4 would have a quorum at this point.

5 As far as, Jack, moving ahead now and
6 trying to wrap this up, from what you've seen here
7 today, what would be the next steps that we could
8 facilitate working with you to try to wrap up from
9 this meeting and have something packaged for Alaska
10 from your view? It seems to me what happens is
11 there's a good amount of discussion and information
12 that gets passed. The devil on details is to try
13 to grab ahold of this package and get it to a point
14 where the panel feels that they want to vote to say
15 something. That has been sort of our challenge
16 because anytime we leave a meeting, my experience
17 has been from my perspective that when we leave a
18 meeting with business on the table it's extremely
19 difficult. We do have a website, we have set up
20 multiple-party conference calls, and we have
21 managed to pull that off, but it takes a tremendous

1 effort on Barbara's part and others to sort of
2 realign all these people again to try to get a
3 final vote. It's a fairly short turnaround to
4 August from our experience. So I'm just saying I
5 would just kind of like to kick around some ideas
6 how we think we're going to go forward to wrap this
7 up and bring forth something that would have some
8 substance in Alaska.

9 MR. DUNNIGAN: I'm not sure what to say.
10 Clearly we've made some commitments to you for the
11 recommendations that you've made at this point. I
12 will be carrying those forwards, Scott will be, I
13 think I'll ask you to come perhaps with me and we
14 can talk to the vice admiral and make sure those
15 things get delivered. We will owe you a report out
16 on these and other recent recommendations that you
17 made. We should have had one of those for this
18 meeting, but that's the kind of thing we'd like to
19 do. We will work to -- we have to look at the
20 record when we get it and make sure where the loose
21 ends are and see how many of those we can get tied

1 up. And we need to get ready for the next meeting
2 by making sure we have a good addenda. We've made
3 a commitment to you to have a comprehensive
4 discussion of HSIA. We'll see what kind of budget
5 presentation we can put together and we will also
6 see what we can bring to you in terms of background
7 on the coastal management process that we have
8 underway. Those I know are things that we talked
9 about for doing at that August meeting. And there
10 may be certainly some other things that may happen
11 between now and then that we'll want to get on the
12 agenda too and work with the chairman to do that.

13 I think you've actually made some
14 decisions and recommendations today that when we
15 look at the record we'll pick those up and make
16 sure we get those things moving forward. That's
17 good.

18 MR. RAINEY: I guess one of the issues
19 I'm trying to figure out is how formal -- we had a
20 lot of discussion but at what point is that the
21 voice of the panel? And is the panel's expectation

1 here that -- my sense from earlier discussions was
2 that somehow we would get back to NOAA with the
3 record and be able to assimilate all the comments
4 that were made, my initial draft of things, there
5 were some proposed suggestions, and my sense was we
6 would somehow get that back to the panel and
7 whereby at some point we could vote and say yes,
8 that's the recommendation that we've got to vote
9 on, the majority of the panel thinks that is what
10 we want to do. Is that the panel's expectation?
11 It's that step where it gets very difficult because
12 a lot of things are said and I don't want us to
13 leave a meeting or go on to a next one where
14 everyone has four different views of what the panel
15 expressed. I think we have some general concepts
16 but it's tying up the loose ends where it's been so
17 difficult to me.

18 MR. LAPINE: I think you've put two or
19 three real good issue papers on the table and I
20 don't think anybody in this room had more than a
21 few minor, almost trivial edits to those. And so

1 if they could be turned around, a la what Larry
2 said, in a week or two, I think we would still be
3 in this mode of HSRP, we could look them all over,
4 we can have a final vote in Alaska. I don't care
5 if we vote by e-mail, but I think you did a heck of
6 a good job, Scott, pulling this stuff together. I
7 don't want to lose any inertia over it. So I say
8 if we can get them turned around real quick while
9 we're still thinking HSRP, we can really move
10 ahead.

11 MR. DUNNIGAN: I think that's sort of
12 what I was getting at. I think you have had some
13 good discussions on some issues today. There was a
14 lot of consensus around the table. I would hope
15 you would allow your chair to sort of articulate
16 that consensus on your behalf and maybe give you,
17 as Lou suggests, an e-mail opportunity to get it
18 written down and sent out to you. If you have a
19 problem with it you can say no, but otherwise
20 you'll let the chairman have the discretion to
21 articulate that, then it can get to me, we can take

1 it back in to NOAA and make it happen.

2 CAPT. McGOVERN: Are we allowed -- under
3 the FACA law I didn't think we were allowed to do
4 an e-mail vote. I've been through that in others
5 where even a phone thing has to be put out for, has
6 to be published in the Federal Register and you
7 have to have lines open for the public and all that
8 stuff.

9 MR. DUNNIGAN: I haven't looked at the
10 charter for this one. I'm not asking that you make
11 any further decisions. I think you've made some
12 decisions today. I think it's appropriate for you
13 to let the chairman articulate what that is and if
14 he gives you an opportunity to comment as to
15 whether you think he's got it right, that's not the
16 same as having a meeting and taking a vote.

17 CAPT. McGOVERN: I agree a hundred
18 percent. Just another quickie before we go. On
19 the August meeting, I'm all for going to Alaska
20 because I think it's an important area. Number
21 two, though, the issue, I mean we've been meeting

1 for a couple years now and this is the second
2 August meeting and we're doing it because
3 Congressman Young, it's the break in the session.
4 But if he doesn't show up, then it's like, you
5 know, the issue I have I see with July and August,
6 we only meet maybe two or three times a year, July
7 and August are not good times for a lot of people
8 and a lot of businesses, a lot of people on
9 vacation. You're either on vacation or you're
10 covering for people that are on vacation in July
11 and August. It's just if we could, if it has to be
12 done because we could meet with congressmen I don't
13 have a problem with it, but otherwise I would try
14 to avoid July and August obviously. Number one,
15 it's hard to get rooms and everything else,
16 probably logistically it's going to be a nightmare
17 for Barbara to get us places because that's the
18 season up there. But there was a meeting last year
19 in August too, and I unfortunately didn't make that
20 because I was just too busy in my business in
21 August. But I'm going to try like hell to make

1 this one. But as a suggestion in the future, you
2 know, I'll be really I guess annoyed if the
3 congressman doesn't show up and he sends John
4 Rayfield, so we could meet really anytime,
5 anywhere. So it's just for thought for the future
6 that if we can do that I would appreciate it. I
7 think probably other people, everyone says they're
8 going to show up but -- bad time of year.

9 MR. RAINEY: I think that's a great
10 point. The other thing that you look at is the
11 frequency of our meeting. You know, we're required
12 to meet a couple times a year and we've been
13 exceeding that, so is the pace appropriate, are we
14 outpacing the substance, that's something to
15 consider as well. Jon, did you have something you
16 wanted?

17 MR. DASLER: Just to comment, you made
18 the comment earlier how it was kind of a real
19 bottleneck and I think Jack's comments, I think
20 some real decisions have been made and it has just
21 been some minor wordsmithing and I'm all for that

1 just being summarized and moved on. We get too
2 hung up with trying to pass things back and forth
3 and it becomes a bottleneck. I think that would
4 just add a lot more momentum to these meetings if
5 we could have a summary like that and just
6 summarize what the decisions were and what the
7 discussions were, because I think everybody is in
8 agreement and it's just minor details.

9 MR. RAINEY: I really appreciate that
10 and I'll do my best. But I want to say it's not a
11 trivial matter for me to go back after the fact and
12 try to see if I've been able to call on everybody
13 and get all this. I will need NOAA's support to
14 make those minor technical corrections and
15 improvements, but if we can do that I don't see why
16 we don't move forward. I appreciate the panel's
17 endorsement for that.

18 MR. SKINNER: Hopefully that's the last
19 time we'll do this because we'll be getting the
20 stuff beforehand as Adam said and commenting before
21 the meeting so everything runs really smoothly.

1 Just to follow up on something that
2 Larry mentioned about the public meeting, what
3 about having it at the start of the session because
4 we might have an opportunity where somebody feels
5 very strongly about something we're talking about
6 and it would be good to get that input beforehand,
7 so if we have a two-day meeting, say public comment
8 at 9 o'clock the first day and 11:30 the second
9 day, that way we're not waiting until the end, and,
10 two, we might get some input that really shapes our
11 discussion.

12 MR. RAINEY: I absolutely agree and we
13 have done in times past, I always watch the people
14 that sign it and ask people if they want to speak,
15 it's absolutely important to get the public input.
16 I would rather not set in stone a particular time
17 because the meeting agendas are a little bit more
18 fluid. We may be out on hydro assets or take
19 some -- so we've had some different scenarios and I
20 can perceive the same thing happening, but
21 certainly take for action that we should allow

1 ample and timely opportunity for the public to
2 address us.

3 MR. SKINNER: Revise my comments from
4 the start of the meeting to the middle of the
5 meeting somewhere.

6 MR. DUNNIGAN: If you want to see the
7 Marine Transportation System of Alaska we ought to
8 meet aboard a cruise ship in Southeast.

9 MR. RAINEY: That's actually been, a
10 serious offer has been made by Captain Titus, but
11 we have to figure out the Jones Act international
12 voyage issues and also the public access issues, so
13 if you can help us on we're on board.

14 MR. ZILKOWSKI: I wear a couple of hats,
15 IOOS, I've been able to get within the IOOS stuff,
16 but the National Geodetic Survey itself also has
17 programs that needs to be looked at. So if you
18 meet in Alaska, I would like to get on the agenda
19 at least to give a briefing that I was supposed to
20 give in Houston but we got derailed because of time
21 and so forth, what you were doing. So that's

1 another issue. You mentioned V-Datum and you
2 mentioned Height Modernization, HTKG you mentioned
3 several times today already so I'm not sure just
4 how much the group knows about John C and where
5 we're going, so that would be something I'd like to
6 do.

7 MS. DICKINSON: Thinking about agenda
8 items, looking ahead, one thing I'd like to hear
9 more about that we haven't gotten back to in a
10 while is the National Hydrographic Survey Plan. I
11 don't know if it's being updated. I know we looked
12 at the last plan, but it was several years ago and
13 I don't think we really focused on that very much
14 at all in any of our recent meetings, so I would
15 love to hear more about that.

16 MR. RAINEY: I'd think that would be a
17 natural thing to bring in in the context of Alaska
18 because so much of the backlog and charting and
19 shoreline issues reside there, so I think that
20 would be a headliner for sure. I've gotten quite a
21 bit of push-back from the members that we're

1 killing you with presentations and I get that. So
2 we want to balance it appropriately to suit
3 everybody and if the members have kind of agenda
4 items or issues or things they want to put forward,
5 please do. And then we can help try to staff that
6 out and work with you and split up the lead and
7 workload and all, but if we want to hear from the
8 public, we want to respond to NOAA's request for
9 advice, and certainly want to be able to generate
10 things from our perspectives as well. Are there
11 any other comments? Okay.

12 Well, are there any additional public
13 comments? Well, I'd like to thank everybody for
14 today, especially Jack and Steve, and welcome
15 aboard as everyone said. I really appreciate the
16 commitment to me and the support. I know we can
17 build on what we've done and I just think it was a
18 good, productive meeting and we'll wrap this up and
19 then look forward to another good meeting in
20 Alaska. Is there any other, anything else to say
21 or do we have a motion to adjourn?

1 CAPT. McGOVERN: So moved.

2 MS. DICKINSON: Second.

3 MR. RAINEY: Thanks very much and have a
4 safe trip home.

5 (Hearing concluded at 4:40 p.m.)

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1 STATE OF MARYLAND
COUNTY OF BALTIMORE

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I, Richard D. Baker, Jr., a Notary Public in and for the State of Maryland, County of Baltimore, do hereby certify that the foregoing is a true and accurate transcript of the proceedings indicated.

Richard D Baker (signature) _____

Richard D. Baker, Jr., Notary Public

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