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Please stand by for realtime captions.

With that, my transcriber. I am going to go ahead and close out. Are there any other questions -- I am going to close out the recording and thank you so much, Tyler for joining us and the rest of the game. -- --

The next presentation is for the FAM GISS lab report. So I am going to go ahead and start recording here. Let's see if we have that one actually on here. There it is.

Hopefully this is the right one. If it is not, we will figure that out the hard way. Okay. So my name is Lorri Peltz-Lewis and I am the GIS coordinator for Fire & Aviation management and for those of you that are not familiar with the lab, I'm going to go very few things that are repeat for a lot of folks in the room but I am also going to talk about a lot of stuff that happened over the last year because there was quite a bit that went on. California, for the first service, region 5 which is the specific Southwest region is unique in that we have a fire GIS coordinator and all of the other beaches, there are some folks that take on that hat and actually wear that role in other regions, but is part of the collaborative duty with GIS coordinator other positions within the forest original officers relatively unique and I get a lot of questions every year, who is your counterpart over in region six? Is the counterparty gluten-free microformat? So I have developed a good relationship with all of the GIS coordinators and what we do here tends to start impacting them because it felt like every state in the nation that wants to have a GISS hard drive.

So that they can hand that out to all of the emergency folks there the big thing this year, welcome Elizabeth, you heard Elizabeth presenting on the discussion element and there are some thank you things for the prior history in there and I harvested this from a presentation last week and Elizabeth comes to us from the Park service and worked as the GIS coordinator up there. Right? And she is now the GIS analyst and so that we might get twice as much work that but I think that Shelby told me that we are doing four times the work in the office is like going to take a four people's time. I understand that. So we will work that out and taking on that is a big effort for us. We have to work through getting out of the fire history dated and entered the aggregation I understand that that is going to be done by Cal Fire about the middle of April so California is a highly unique location where we are pulling together the data set that you have a rich set of information that is done through a collaborative effort within the state reported by FIREScope and so they managed to get all of their stuff in on time this year. And we're working to the issues of overlapping fires and there is no other state in the nation that is doing that.

NIFC is pulling and fires from all of the agencies and adding that into a database nationally. So that is -- realize how unique you are in the state for the fire history. Data standards, we were pretty heavily on those and we have both fire and aviation data status. We can talk a little bit more in detail on that. I will probably do that later on but I am working on FIREScope to check out the standards that NWCG is using to reduce the overhead and shifting back and forth between standards. Aviation hazards this year, we will be generating maps for the entire state and I will talk about that in a little bit, just a little bit later.

Basically what the lab guys is I support plotters out on the caches and we currently have four plotters in startups and three plotters in North Austin they are 1055 and they plot a whole whopping 73 per hour and when you are putting out hundreds of maps, that is not enough. So I contract, we have a T 1300 again this year and Hartford will be the contractor for region 5. Outside of region 5, we have smart course and smart course does not provide a plotter. So if you're not within region 5 or within California on a team that is using the Hartford contract, I can give you the contract if you talk to your contracting officer on your incident, you can often, here's the vehicle, potentially get a plotter out there so that people in Colorado and other places might have a chance to get a plotter.

You have to get your contracting officer to agree to because the contract does say that it is within region 5 and it is for California I am trying to get that to go national because Hartford has the capacity to support the entire nation and they have been building capacity steadily over the years and they have got a pretty good reputation for delivering a quality project, it especially when it comes to the plotters but so far, right now, we have not gone that route, and so I need a contracting officer at a higher level to handle that.

We do have smart stores and Hartford, both of them are so -- providing GIS type computers and run does run -- running version 10.2.2 this year and they have been delivered to the contracting companies and Hartford has already tested their image with me and everything is up and running and it looks fine and the expectation is when the computer comes to on an incident, anywhere that you are in the nation, it better be writing out of the box and we knew click AHRQ it fires often has a license installed and it has [Indiscernible] installed and it has -- lets it. FIMT and the Cal Fire tools and all of the Google Earth and the various other tools that you want and I do not put the LMS tool and other things on there because that is stuff that you can load if you need but the basic stuff that you would need on that is right there on the computer so if you have any problems with that computer, I am your point of contact and if it is a GIS issue and is not working, I expect to be contacted immediately because I go toe to toe with the contractors to insisted that they deliver a quality product. They will not be doing a messed up job again.

For the last couple of years, it has been pretty good and we had a little bit of a rough spot with this last year but I think otherwise I did not get many complaints like I did in 2013, a got a lot of them. I also do support for GPS and assist people on GPS equipment and we have training classes, I sit on the and W's -- NWCG training unit and we are trying to develop tools and training capabilities for new mobile did devices and right there we have it training for garment out there and I also do travel devices for the bear teams and I have data dictionaries already preset and ready to go for the Bears game. Talk a little bit more about the other training that is coming up.

Like I said, I deliver plotters and if you need a plotter and you are having a crisis out there I think that it was 1300 got cured by a forklift or something or whatever happened to it and so now is out a plotter and she is on happy cabinets I drove up a 1055 in an emergency to get a plotter out to her. We are working on new plotters. I know exactly what I want to buy. I put \$60,000 inside last year and I am now waiting for the CIO to give approval to a technical waiver, it is a technical approval -- a.k.a. waiver because it is not on a BPA. It is not on a blanket purchase agreement with that's right now and we are on hold and I'm pulling it up now as a safety issue.

Because if you have to stop making your map at midnight because you have to plot out on these crappy old 70 ft./h plotters to get all of your maps by 6 AM in the morning, you have to stop putting data onto those maps then your IRA and stuff comes in at 1 AM or 2 AM and then I consider that a safety issue and you cannot get additional good data onto those maps because you are hampered and bottlenecked by a dam plotter. So I'm trying to convince management because they get excited when I give them a 1055 and they think, it is so wonderful to have a tentative drive in my office and explain to them how crappy that plotter really is, and then it is not maintained and then it is 15 years old and we need to get new ones.

So I have been doing a lot of stuff with safety issues and I'm also trying to do cost-containment and the last three years and renting the plotters about we could are probably bought 50% of the plotters that we needed in this region and it is an absurdity that I cannot get managers and contracting people to understand our needs but I keep trying and I'm just the loud noisy blonde chick there in the corner. So I am used to that but that is all right, persistence pays off.

We are persisting.

[Laughter] but eventually when we do get those, the ideas I believe the 1055 in the cash until they died. Okay? They will be there and available until they die and symptoms of approach and have given some of them out and I finally got rid of the backlog of eight plotters sitting in my conference room. I had California surveying and

drafting come in and on a fixed any repair, we basically ripped apart eight of them and made of three really good working plotters so I get have three working spares and those guys were awesome. I learned a lot about plotters.

On your hard drive, you have the manual that explains everything -- every potential error code that you can get and you can break down that entire plotter and build up from scratch if you want to and I am not recommending that but you have it if you need us.

The hard drive, right now the update should be done by the end of April. And what we are looking at for the hard drive -- I am checking my time to make sure that I'm good. Updates it should be done by the end of April and we're having a little bit of delay on a couple of data sets and I have some family health issues that I need to take care of so I am going to be working remotely starting April 1 so I will rely on Elizabeth to help out with getting the hard drives up and done and I should be back for the IMT meetings at this point in time and so the big plan is to get a lot of that work done during that week.

Again, the teams within Forest Service, I have some teams that I directly support everywhere there hard drives for them if they are broken. We actually pay for that and those are my priorities to get their stuff done first and then everybody else in line Cal Fire of course is a party because you guys -- get your master I think you're running -- I'm guessing probably 70 updates. It is huge. It is huge. It is going to be a full rewrite again this year.

The other thing is that for me, I'm looking at anywhere I think between 40 and 60 -- things come in all summer long and so I am just updating hard drives of when they come in and I will update a bunch of them and send them back out again. But I do have a pretty good tracking sheet with them and a lot of times, I will do two or three for the teams because they like backups and it is easier for me to write it and we went with high-speed USB plugs now and just putting those into the server that loads everything. But there is no easy solution. You load it, set it up, let it run and go home and it loads all night long. The goal is to complete everything by May 15 and then I will have a webinar and that should be sometime in late May, maybe mid to late May and somewhere in there and it depends on scheduling for those and I will do the webinar, recorded and get it out so the you guys can download it and watch it later on.

Let's see. I think I covered as the other thing that I'm trying to get on there is the new Cal Fire, just for you. Another thing that I tried to do last year was tracking. As I update things because they go through multiple versions, I do an initial release for everything is the color red in it comes of the color red that shows you the new thing that I added to it this year and it has comments in there and that I went to the color pink -- do you hear that? And not much of a difference but what happened is it lets you know what things I was changing and I was emailing that out to you and then I would email you a notice because the DTA came in after the hard drive went out and we had ownership came in after the hard drive went out and started trying to let you know where to get that data if it was available on an FTP site or available through whoever the provider was.

I give you the link to get that if you need that data sets. I told you basically where to put it and this inventory sheet was basically a tracker for all the other stuff that I did not think you really needed to get access to immediately but if you took the time to look through it you would have found that that thing got updated and if you needed it you could contact me.

Training, this is a laundry list of all the training that my boss keeps asking me, what training are you providing? So I keep updating this. We have of course the 2015 and this is a record year for us. I think that we have been averaging pretty much 80 people every time that we have been doing the webinar and with folks online and folks here in the building, I am still encouraging gently onto BCG to pick up and intermediate class and I Street -- I see the vision of potentially having a class for advanced GIS, for looking at more things, maybe something that would incorporate bear and how to transition into bear and then also looking at -- I would really like to see GISS leaders type of approach at a workshop associated with that where folks come in and share their

experiences and tip sheets and methodologies and how they do scheduling and so forth and I think that would be a huge bonus to everybody.

We also still teach a GPS and I have got a couple of force that come back to me on a regular basis on GPS and rich, you guys are developing a GPS class also that you are doing? Cal Fire has got a GPS that they are doing. Through FIREScope also looking at US national grid and teaching some more of the US national grid stuff as well.

Incident planning, this is more webinars and this is the stuff that has been bantered around and from the after action review we had a cartography tips and tricks when something like a webinar like that and we are incorporating it in the class but there's not enough time in the class to do everything so we are going to do a webinar based on that. BAER was when I talked about earlier in the GISS hard drive I talked about earlier and then I started brainstorming with Fern in the back of the rim.

Fern does it need to go through as a referral a lot of training and scheduling and sometimes it takes [Indiscernible] to get something like that going and I do not know exactly how long but she was going to check with her folks and we need to get something out to you guys specific for your needs, I offered to her that we could do a one hour webinar or series of webinars. How do work with a PIL? What are the problems and issues you run into? Brainstormed a bunch of ideas.

If you guys come up with suggestion on I need a webinar on that, another one that I have been chatting with, my aviation folks on -- the problems with -- still reporting decimal minutes because when you are in aviation requirements within the policy for the Forest Service is decimal minutes. We are still having people that are messing up decimal minutes and treating it like decimal degrees and seconds or they're not sure if it is decimal degrees and so, there is an ongoing confusion.

Then, we keep hearing and, well, data. A.B. 27 is still on most of the paper maps and you are getting people pulling that and long off of the paper map and it is A.B. 27 so we need to make sure that people are aware of what is going on in the world out there so I just got a question -- what is the difference between NAD 83 and WTF 84 and roughly 1 m. Do not worry about it.

Beyond that, there are a lot of problems with NAD 27 and we still do see it cropping up. Databases at the lab, try to work on maintain, support, develop standards for -- yeah. Basically we consume everything out there. Some of them are directly in my office and some of them I have direct response to support for and some of them I actually aggregate and change and modify to meet certain need to the office.

Kyle, I promised that we would -- I will try to get the updated California GOP F out and I am shouting out -- hey, dude. [Laughter]. It is -- equivalent to how many times you follow me over the years so there you go. Anyways, now, and I realize completely that the product got a lot of problems with it at the product is not an easy thing and you can see that it comes in with a full map with all of the marginality on it and if he is the new 10.3 tool to convert from Geo PDF into a Geo tiff it will convert the whole thing and you will not get rid of the edges.

The tool that I am using is global mapper and that let me submit basically a sheet file that has the edge, the index map of the 7.5 minute plods and it basically could -- cookie-cutter set out so does not give me the margin so some people actually complained about that and they wanted the margin and I am not make another product. California took two full weeks to process, talking thousands of quads.

Every night, a little computer back there was just roasting, red-hot and you could see it glowing. Yes.

[Laughter]

That is all right. It is worth it. You might as well exercise your CPU. Big deal last year is that we processed all of the Western United States at how the heck do we get that stuff out to you guys? That we were like, why don't we use that are DDS sight? They do not have space for it so I approached a colleague of mine that I work with over at BLM, Bob Dealey, and he was on his way out retiring so he decided to make a big fanfare on the. Yes. We will hosted to the USGS as through state of delivery system.

I wrote up a tip sheet and I have all of the elements on how you actually get to it so across the entire United States, anybody can grab the day that we do not have to keep schlepping around the little hard drives. But people in Montana can get their data sets, people over in Colorado can get their plods and so forth in Arizona, New Mexico, so that the problems once republished all of this stuff with a tip sheet, I had people come in from Florida going, what about us?

When are you going to process our quads? & Think about it, but it is a huge commitment to take on the whole United States I turned around and I told you SDS, maybe you guys should be doing this. So far, they are not touching that one with a 10 foot pole.

You saw the Enterprise Geospatial Portal and just selling this one again, I am really encouraging you to get that's. I can do a couple of additional webinars and tips and tricks on it but there is really good YouTube videos on how to do it and a little bit older version, as we see the persons changing but I am really trying to hard-sell on this because this is a place that you can go to and every morning, when I am having breakfast, or in the gym, eye-popping open EGP during the season to see what happens and I can see almost everything that is going on, resources been committed, a really neat tool.

It does not have everything from Cal Fire inside of it but you guys have a great tool over Cal Fire as well as a great resource and I am on Twitter, very active on Twitter and it is usually more science stuff and not related for the office and I cannot really chat about fires but I going to Twitter to see what everybody else is saying about fires and you can see a lot of activity and fires.

The tools that four was showing with Twitter being available through I TIS online are some of the things that I think are really cool and there is potential Geo fencing around an area where people are chatting about using the -- #assisted with fires and a lot of that stuff is really going to change the way we do business.

Aviation hazards maps, like I said this year, big deal. I get a lot of comments back this is just for the forest. Of the forest required by May 15 every year to put out a new hazards map and it gets posted all over the place. This year that big poster in the state of California is like, what products do I get out? To show everybody that the QR codes are available? The date is available and here you can download them. So now we find that this is published all over it all of these different, airports, hangers and I'm seeing it show up everywhere and I am like, it is kind of cool. You know? But the guys are out there like you were saying, Kyle, everybody is shooting it and pulling down all of the PDF that it has high resolution PDFs associated with where the aviation has as far as the backdrop and of course visitor maps because that is what my pilots wanted to see but in some areas they are a little bit different to the other what is 11 x 17 sheet that I just sent out via email to everybody and then they can download.

That is where I run into this problem where not everybody could figure out how to download so yes. There was a lot of little mini screening going on. We have an issue with standards in the Forest Service on how maps are delivered and you can probably see it right off the bat. Pilots are very confused when they go between forest and what has this and what has that and what has this thing over there and that thing over there.

So we are moving into consistency associated with how we are doing these hopefully in the next couple of years it will probably take a couple of years. Go-ahead.

[Pause]

Right. As she is pointing out, on the Modoc -- they say that it they wanted then and you are same exact same thing on the Mendocino and the other for us and that is how they want it done. It was a lot for me because when I got involved in this, we pulled together the four southern forest and they had completely different opinions on what goes on there so it is not unusual and I understand that. NIFC is pushing for standards across the nation so I think that we will see the change and you know how it is with standards, baby steps. Question online?

[Pause]

Question online is, where online are the aviation hazard maps be available? Okay. In California, Rich showed you earlier the posting locations for the incident data. If you go into the incident data, you go underneath their you will see a the aviation folder and that is where they are. If you -- I can share this document with you, the 11 x 17 actually has the full pathname audit as well as the map has the full pathname so if you need to read the past name or click on it inside an email, you can get to the PDF as well.

I will share that I with you and give you the links when we do the notes. Aviation hazards still -- this is a notification that came out so this went out to all of the aviation managers out there. And this is a standardization of the aviation hazards map and an update from NIFC who has been pushing strongly to move forward on this and the survey was completed and I system with the survey last year and there was a huge survey that went on asking who is using what and how are you using it and where to use it and what devices do you use it on and so forth? We aggregated that survey work together and automation with the lead on that and did a great job of putting together and these are the problems and issues that we are having from the GIS perspective from the aviation perspective.

A lot of it was, people want to see sectionals in the background, and I have a new set of sectionals and also delivering a service with sectionals linked inside of the hard bit -- hard drive and available to the inventory so I'm putting in web links now for services as well in the inventory on the hard drive. Visit for his visitor map in California, [Indiscernible] outside of California, they are not the college so they have the marginality on them but all of this maps are available for you to use if you are on an incident outside California.

Even within California, the GISS hard drive has it where you do not have the hard drive and you can get to the data through the NIFC FTP site that is password-protected so if you need a forest visitor map outside of the state or within the state of California, give me a holler and I can get that you and get you the password.

We are still using the military digital vertical obstruction file and that DA FIF -- do not tell -- as we should tell you what that stands for but we have just recently a whole bunch of corrupted elements on the portal and I pulled back to aggregate my stuff to push it back out especially the Forest Service folks to use and for a subset to be used on the GISS hard drive under emergency requirements.

We are trying to get that fixed and I believe that they were supposed to have that fixed last week but I did not get a chance to check it so eventually that will be out. But that is the standard that we want to use the hopefully it is 100% correct and this is Modoc -- when I went to good Modoc it said do a test map and I found that here is the power line going through and it does not have all of the pilots in it and there are a bunch of pylons in one spot and then you know that there are pylons holding up the wires. Right? So yeah. So be aware that there is a lot of problems inside of that data set and that is maintained by Homeland Security.

So aviation hazards map -- what they -- that is the MODOC so a new product for 2015 in the approach means that we are having a hard time making them after the whole state and we really like what you did.

[Laughter]

Can you just do this for us? And I said, yeah. Let me see what it will take but you owe me. So hopefully, we will figure out how to get them to pay me some day but at this point I have already done it and data-driven pages of basically what I call kind of them to visit -- what is it -- 250,000 sale and wider margin so there are a big overlap on the basically, I am just going to produce this one for the entire state and it will cover BLM all the way out to Nevada so I will overlap into North and South and you can call it an Atlas or whatever.

I played around with different data sets in the background like landownership it all they want is that cell phones and they are not interested in the other stuff and just keep it simple but the [Indiscernible] flying around on that and that is a pretty good resolution. That will be coming out and it may be delayed past May 15 at this point.

Another big deal -- thing that I do this year I got some a request about -- lightning resources -- I need lightning resources especially if you're out beyond the -- I took the automated lightning map thing off appear and you guys in GIS know that so I went ahead and listing all of these other things, I love the blitz.org but it is a data source for lightning maps.org and it defaults to Europe and you can get to North America and it is great because you can see the lightning strike almost immediately happening and it starts flashing.

So a lot of the smoke jumpers and other folks have a little mobile devices also and want to get out to the location and check lightning strikes and relative accuracy and you have got to watch for also. You do not want to be hit either by lightning out there. Right?

Anyways, underneath the Internet aid I was having some issues with it but I think that that was resolved and it is actually -- it was working but who is running Internet eight -- Internet Explorer eight anymore? You should be running a newer version. That what is full of holes. Anyways, then we had in telecast, weather bug, whether tapped.com but they charge.

Then ArcGIS on my -- I keep watching it to see if there is a lightning service that is coming out and that is one thing that I am merely people over about having a lightning service and how about a lightning service?

They look at me like that crazy blonde chick that shows up at the doctor's office that keeps asking for all of the crazy stuff all the time [Indiscernible -- low volume]. So look at that. I think that I'm wrapping it up on time. Starting -- according to my schedule. All right. If you want to follow me on Twitter -- if you ever wanted a mistress on Twitter and why I think Twitter is important and what it does, I can always do that but I am on Twitter. I am on LinkedIn, I started a blog. If you want to join a. I do not to a lot of activity on LinkedIn to but I do a lot of activity on Twitter for sure and I really like the Twitter feed.

Real-time hearing stuff all of the world is kind of interesting.

[Laughter]

Anyway, with that said, any questions?

[Pause]

Are you tired yet?

[Pause]

All right. With my reporter, -- my transcriber, we are finished for the day and please go ahead and stop. [Event Concluded]