

ENGINEERING, REPORTING & ANALYSIS COMMITTEE (ERAC)

2025-2026 Cycle Meetings_Dec. 1, 2025 (kick-off); Jan. 21, 2026 (1st check-in); Feb. 11, 2026 (2nd check-in); March 12, 2026 (full cmte; action items only; [click to see full report](#)); April 22, 2026 (3rd check-in); May 13, 2026 (4th check-in); June 2026 “Interim Report” (regular mtg cancelled); July 8, 2026 (5th check-in)

2025-2026 Charges – Status Updates

ERAC IR&A 2026-extension: Incident Reporting – Monitor/Act on USCG Policy Development -- Monitor the status of Coast Guard policy actions to ensure the committee can alert NASBLA membership, gather and evaluate feedback as needed, and deliver swift, meaningful input to the activity.

2025-2026 team: Tammy Terry (lead for task assignments), Pete Chisholm, Tim Rafter. Full committee will be kept in the loop with additional assignments dependent on the policy in question.

Dec. 1, 2025 takeaways:

- One action related to this charge is the 60-day Federal Register Notice published day of meeting (Dec. 1) regarding the Coast Guard’s intent to submit an Information Collection Request (ICR) to the Office of Management & Budget (OMB) for an extension of approval for 1625-0003, Coast Guard Boating Accident Report Form; without change (see <https://www.federalregister.gov/d/2025-21672>). The deadline for public comment is Jan. 30, 2026. Expectation is that NASBLA/ERAC will submit a comment.
- It was noted that the current CG-3865 form is dated August 2024, expiring Feb. 21, 2028; however, it was modified in ~~February 2025~~ [correction: the form was modified in March 2025; past year CG annual statistics reports were modified in February 2025] to accommodate the administration’s directive to change references from “gender” to “sex.” Two questions raised by Deb Gona and taken up in **ERAC IR&A 2026-2 on the Reporting System Redesign** were: 1) why would the request for approval be “without change” since, at minimum, the form (and redesigned BARD) should incorporate the revised/new terms from [CG-BSX PL 23-01, CH-1 \(26 Sept 2023\)](#)—changes that were made in BARD in 2024? and 2) what is the relationship (if any) to the BARD redesign?

Jan. 21, 2026 takeaways:

- Only activity associated with this charge is regarding the request for public comments on the Coast Guard’s ICR described in the Dec. 1 meeting takeaways – that is, for the USCG Boating Accident Report Form.
- Deb is in process of drafting comments for review/revision by ERAC leadership and copy will be provided to the committee for review in the next few days to meet the Jan. 30 submission deadline.
- Regarding the content, see the questions originally raised and noted in the Dec. 1 takeaway for this charge and additional notes from the same meeting’s discussion on IR&A 2026-2 Reporting System Redesign charge. The comments for submission will incorporate the question as to why the ICR seeks approval of the collection without change as there *have* been term changes resulting from CG-BSX Policy Letter 23-01, CH-1 (and made to the BARD system). The Coast Guard will officially respond to the question in the 30-day Federal Register Notice.

Feb. 11, 2026 takeaways:

- [ERAC's comment to docket USCG-2025-0351](#) re the Coast Guard's intent to submit an ICR to OMB for an extension of approval of 1625-0003 Coast Guard Boating Accident Report Form, without change, was submitted (and posted to the docket) on Jan. 30. No edits were received from the committee in response to the request to review and suggest edits to the final draft.
- As this was in response to the 60-day Federal Register Notice, we will await publication of the 30-day Notice in which the Coast Guard will need to respond to the comment (ERAC’s was the sole submission to the docket).
- Deb tracks the Coast Guard’s publications to the Federal Register for notices, rules, etc. But, if anyone finds anything potentially relevant to this charge or is made aware of anything in the offing regarding policy changes, etc., please send word.

March 12, 2026 action items:

- Develop and send CG-3865 form revision suggestions (based on [CG-BSX PL 23-01, CH-1](#)) to Jonathan Hsieh by April 15; look for a draft from Deb Gona that will be circulated to the committee for a final look before submission.
- [Post-meeting note: Review the [State Guide](#) and if you weren't in on the Finance & Grants Teams meeting live or need a refresher, you can view the [3/26 recording](#) and review (and submit as warranted) a [follow-up feedback and resources survey](#).]

April 22, 2026 takeaways:

- Deb Gona drafted (and circulated on April 17) [revision suggestions](#) for the [CG-3865](#) form based on [CG-BSX PL 23-01, CH-1](#). Suggestions were in three areas—the Accident Events (Incident types) terms, the recording of damages for purposes of meeting the \$2K threshold, and injury/treatment beyond first aid. Deb reminded there are questions as to whether such changes will be sought by BSX with OMB at this time, whether a revised form might be best in an online version (as discussed at the March meeting), or whether the major changes will be held back and take place in the larger context of the BARD redesign. Jonathan Hsieh expressed thanks for the comments on the form; CG-BSX will be taking them under consideration as they determine next steps in the OMB approval process.
- Tammy Terry reminded that if members didn't have a chance to sit in on the March 26 webinar on proposals for changes associated with the [State Guide](#) a [recording](#) is available. She also encouraged states to respond to the [webinar follow-up survey](#). [Post-check-in meeting note: Cody Jones, who has been leading the charge for Finance & Grants, has put out a final call for responses to the survey since the F&G committee needs to move expeditiously to make the final recommendations on the performance parameters.]

May 13, 2026 takeaways:

- Regarding the CG-3865 BAR form, [ERAC's comment to docket USCG-2025-0351](#), and the follow-up suggestions to CG-BSX for revisions to the form: per Jonathan Hsieh, CG-BSX is still working on its response for inclusion in the 30-day Federal Register Notice on the ICR to OMB.

June 2026 Interim Report:

- Regarding the CG-3865 BAR form, ERAC's comment to docket USCG-2025-0351, and the follow-up suggestions for revisions to the form: per Jonathan Hsieh, the BSX response and update of the form is “still in the process of being updated.”

July 8, 2026 takeaways:

- Regarding the CG-3865 BAR form (see previous discussions), per Jonathan Hsieh, he is waiting on a response from another office before proceeding.

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

2025-2026 team: Tammy Terry (lead for task assignments), Brian Goodwin, Sydney Grant, Deb Green, Jonathan Hsieh, Josh Landrum, Eric Lundin, Jackie Lundstrom, Hattan Mollnow, Tim Rafter, Ted Sensenbrenner, Adrienne Sullivan, Seth Wagner. Additional SMEs will be tagged as needed (newest additions from CG-BSX - Darrin Watson, Ashley Hester, Brian Bannen).

Dec. 1, 2025 takeaways:

- This charge has evolved over time, but at its core is consideration for what we/ERAC can give the states in the way of “tools” or best practices/suggested ways of doing things that have the potential to improve the reporting data for better future analyses.
- A focus in this cycle will be the resolution of issues associated with state variations in definitions of “vessel

ownership” See the “**vessel ownership status**” work conducted in the last cycle and **summarized in the Interim Report in Appendix** to [ERAC 2024-2025 Cycle Summary Report \(v1 Aug 15 2025\)](#).

- Not mentioned in the Dec. 1 meeting was the significant work of the charge team in 2025 to review and update eight ERAC “best practices” products originally produced and published in the 2012-2018 timeframe—this, as part of the overhaul of the Lighthouse (see **ERAC K&CM 2026-1 Lighthouse Maintenance and ERAC Product Placement** and <https://www.nasbla.org/nasblamain/lighthouse/nasbla-lighthouse>)

Jan. 21, 2026 takeaways:

- Charge team has not yet met to identify—for this cycle--what “best practices” products might be of most benefit to the states in incident reporting (that is, beyond the known need to address the vessel ownership work initiated last cycle). Tammy noted that this charge is in some ways complementary to the reporting system redesign charge; as that BARD redesign activity takes shape it ultimately could reveal areas the committee will want to focus on to help the states better interface with the new system when it does come on line.
- **Action item:** Convene the charge team at least once before the March meeting to help the team clarify what it wants to work on this cycle and shape the discussions in March.

Feb. 11, 2026 takeaways:

- Just scheduled – the first meeting of this charge team will be conducted **Wed., Feb. 18 at 1:00 p.m. Eastern / (noon Central / 11:00 a.m. Mountain / 10:00 a.m. Pacific / 9:00 a.m. Alaska)**.
- **If you are not on this team but would like to sit in on the Feb. 18 meeting, please let Deb know and she will forward the meeting link.**
- Three SMEs working w/n CG-BSX have been added to the team: Darrin Watson (from TSA, serving with the program on rotation as a primary case reviewer); Ashley Hester (Petty Officer / Boat Driver w/USCG); and Brian Bannen (Chief Petty Officer, Bangor ME). Jonathan said that these members (along with Seth and even Verne Gifford) have been reviewing incident reports w/n CG-BSX, and with an eye toward both improving the reporting system and identifying possible best practices (e.g., for narratives and for addressing issues such as missing information.)
- Tammy said that in the Feb. 18 meeting, the group will discuss what can reasonably be accomplished in this cycle. Consideration will be given to how this charge work might complement the reporting system development and whether any tools should be developed for users of the new system when it rolls out.
- Work time for this charge will be taken into account in developing the agenda for ERAC’s March 12 meeting.

March 12, 2026 action items:

- Review the [working spreadsheet of items](#) so noted in the Incident Reporting Policy Project [consensus recommendations](#) (2020), to identify potential items that would be of benefit to the states if best practices were developed and could be completed this cycle.
- For the next team meeting (now set for April 29) evaluate the magnitude of the issues regarding vessel ownership and gain more insights into whether it is worthwhile developing guidance, by gathering some additional information ((see report for detail)).
- A post-mortem on what the BARD reviewers discovered in the 2025 incident reports about coding issues, especially those associated with the states’ implementation of CG-BSX PL 23-01, CH-1. Identify potential remedies – by reinforcing application of guidance from existing products or developing new guidance/direction.

April 22, 2026 takeaways:

- The next team meeting is scheduled for Wed., April 29 at 2pm EDT. Tammy Terry asked team members to prepare in advance by reviewing the [working spreadsheet of items](#) so noted in the Incident Reporting Policy Project [consensus recommendations](#) (2020). She cautioned that it is an old document, so some items have already been addressed, while others might no longer be relevant. Also regarding the vessel ownership status issue, she was tasked with running the 2024 statistics as part of an evaluation of the magnitude of this issue (i.e., is it worthwhile to develop guidance at all?). See the [March 12 meeting summary](#), pages 6-7.
- Regarding a post-mortem on the BARD reviewers findings in the 2025 incident reports as to coding issues that might warrant reinforced or additional guidance to the states: Jonathan Hsieh said that they have a document capturing this information; he will send it to Deb Gona for distribution to the team members.

May 13, 2026 takeaways:

- The team meeting was conducted April 29. The focus was on the three action items assigned during the full committee meeting on March 12. A full recap of the 4/29 session is available at <https://public.3.basecamp.com/p/bTsSyHfv7FWsr84V7URXD4Fj>. In short, the team did not identify / select for further action anything from the [working spreadsheet of items](#) extracted from the Incident Reporting Policy Project [consensus recommendations](#) (2020), but did identify priority areas for targeting by the Lighthouse charge team in promoting ERAC products. **See related update under the May 13 meeting takeaways for ERAC K&CM 2026-1 (Lighthouse).**
- Another meeting will be scheduled to review pivot tables that Tammy Terry is producing from the 2024 boating incident statistics to help the team determine the magnitude of the rented/not rented issue and whether there is sufficient reason to develop guidance for the states.
- Deb Gona also advised that this charge team will likely be needed to assist the Lighthouse team with content for their promotional / messaging tasks, much like the Best Practices team contributed to the ERAC product reviews and revisions in 2025.

June 2026 Interim Report:

- Team meeting was held on June 11. Following are highlights and post-meeting updates as recounted in a June 15 email to the team:
- The team walked through the initial pivot tables that Tammy Terry ran on the 2024 releasable BARD records base. For a copy of the file originally distributed via a June 9 email and used in the meeting, [click here](#). A couple of critical reminders—as a result of various states' data release restrictions, this is not the full set of 2024 data (it was estimated to cover about 81 percent of the incidents reported in the 2024 statistics report); also, of note, manipulations were performed at the vessel-level.
- There were some questions regarding ability to discern from the dataset the differences in risk between "rented" and "not rented" vessels and draw conclusions as to which are more "dangerous." However, the data (upon drilling down) indicate that if trends hold it would be reasonable to make, at minimum, observations on some notable differences between certain vessel types and other factors in those categories—findings that could provide guidance to safety education and enforcement efforts.
- The primary purpose for running the data was to help determine whether the issues were of a magnitude to justify creating ownership definitions for states to more consistently record the statuses and, more specifically, to segment / define subcategories of what it means to be a "rented vessel." Ultimately, the team set these aside in favor of pursuing the effort described in the bullet above.
- However, the data under review was one year's-worth; the team wants to look for trends, preferably replicating the methodology (with adjustments identified during the meeting) using the full dataset for select years. As that is likely to be delayed given Jonathan Hsieh's workload, the request was made to secure the releasable datasets for a few years before, during, and after COVID.
- The day after the meeting, Jonathan provided Tammy and Deb Gona renewed access to a 2014-2022 Releasable BARD dataset that Susan Weber had originally distributed in 2024 (and that neither of us could locate in personal or Basecamp files). With the exception of making the needed modifications identified during the meeting, Tammy will run pivot tables on the additional years for team review.
- The expectation is that the findings from this exercise will result in a written (at minimum "interim") product for completion before the annual conference and for sharing with the Education & Outreach Committee.
- Finally, on another facet of this cycle's Best Practices charge, Tammy recruited a "Narratives subgroup" to assist the Lighthouse Charge Team in identifying key points re good practices in writing incident report narratives. For reference, see the [narratives guidance document](#), the [2025 workshop presentation](#), and the [April 29 meeting recap](#) with the priority list of items from the review of the 2025 incident reports. Volunteer subgroup members are Stacey Brown, Sydney Grant, Deb Green, Jackie Lundstrom, Seth Wagner, Tammy Terry, and Deb Gona.

July 8, 2026 takeaways

- As Tammy Terry described, an outcome of the team's June 11 meeting was the decision to finally forego the development of definitions for the categories of "vessel ownership"—this especially as to the meaning of "rental" in all of its nuances and subcategories and in a manner that all states would be asked to accept and implement consistently. See detail on the June 11 meeting in the June 2026 Interim Report discussion above.
- In its place, however, given continuing interest in rental vessels and issues related to them (perceived or real) was agreement that there would still be benefit to analyzing BARD data to see if anything stood out that could potentially be actionable through safety education and/or enforcement.

- The analysis began with releasable BARD data for 2024. With the modifications discussed on the June 11 call, the analysis was expanded to 10 years-worth of the releasable data. [Of note: per Jonathan's look at the full dataset, the 2024 numbers (in comparison with the releasable set) did not change much. A good sign.]
- As of the check-in meeting date, Tammy was continuing to crunch the numbers with intent to get the data and some initial findings out to the team in advance of another meeting to be scheduled either on the 15th or 20th of July. The expectation is that a brief covering the findings would be appended to the committee's cycle summary report as one of the deliverables from this charge.

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

2025-2026 team: ERAC leadership partnering with CG-BSX and NIWC to coordinate tasks. Tammy Terry, Pete Chisholm, Deb Green, Jonathan Hsieh, Josh Landrum, Eric Lundin, Jackie Lundstrom, Caroline Mantel, Hattan Mollnow, Adrienne Sullivan. Full committee likely to be called in for input at various times.

Dec. 1, 2025 takeaways:

- **Strongly recommend reviewing the meeting recording, beginning around the 53-minute mark for full discussion¹.**
- See also, the [PDF copy of presentation on the "BARD Modernization December 2025 Updates"](https://3.basecamp.com/4145652/projects/44379274) by Paul Kali, Senior Product Designer, NIQC Pacific, in Basecamp charge/project area at <https://3.basecamp.com/4145652/projects/44379274>. Note that the link for the file, while in Basecamp, was created as a public link, meaning you do not have to login to Basecamp to access it.
- How did the BARD redesign move up in priority after years of waiting for action? Per Jonathan Hsieh, the One Big Beautiful Bill Act (reconciliation bill) provided the dollars to accelerate the Coast Guard's Case Management System Program (representing 30+ systems). BARD was an appealing target because all states use it, along with the Coast Guard. Intent is to have a "minimally viable product" (MVP) for BARD around summer 2026 (will not replace legacy BARD immediately).
- Also, per Jonathan, CG Case Management reached out to different contractors and federal departments and in this case, the Naval Information Warfare Center-Pacific (NIWC) personnel are serving as the software design crew for the BARD project.
- Per Seth Wagner, this effort will not immediately hit all of the "bells & whistles" that ERAC and the states have worked on and wanted over the years largely because of the timeframe constraints and hopes of sunseting the current BARD by end of next year or shortly thereafter; however, this redesign effort will take into account future capabilities of the ultimately-selected platform to incorporate those sorts of improvements (translated: the projects should not go to waste).
- In his presentation, Paul Kali summarized what their team needs from ERAC:
 - Validate their thinking on data architecture and workflow designs - tell them where they're off track
 - Fill knowledge gaps with practitioner expertise
 - Connect them to jurisdictions – introductions to state POCs for user research and pilot candidates.
- Follow up discussion on these three "needs" highlighted the following:
 - Regarding connecting to the states – will need to stress the importance of this project to the states and especially the newer BLAs; need to engage them.
 - Regarding filling the knowledge gaps – ERAC has a lot of the necessary information from projects past, but much of that has already been compiled/passed along to the redesign team via Seth Wagner.

¹ [ERAC 2025-2026 Cycle Kick-Off-20251201_204048UTC-Meeting Recording.mp4](#) (proceedings start 19:36 minute mark)

- Regarding validation of data architecture – project team already has a list of the primary data fields (especially CFR mandated) and that will be shared post-meeting following further consultation between Paul and Ethan Brininger (senior product owner); interest is in ensuring that commonalities among states are/have been identified; the trick is in identifying / coordinating this effort with the different styles that states are using in their workflows.
- Regarding questions raised about the 60-day Federal Register Notice on the Coast Guard’s intent to submit an Information Collection Request (ICR) to the Office of Management & Budget (OMB) for an extension of approval for 1625-0003, Coast Guard Boating Accident Report Form; without change:
 - As to the relationship between the notice and the BARD redesign: per Seth Wagner, there was a relatively short timeframe in place for getting OMB approval on the form, hence the quick notice. However, also per Seth, the Coast Guard already knows that the BAR form will need to be updated again to incorporate the revised terms and reauthorization of it sought in the near future. He noted that there also is a regulatory project in development that would impact CFR 174.
 - **This does not preclude NASBLA/ERAC from submitting a public comment indicating that the form should incorporate the terms as revised;** the Coast Guard will have to adjudicate the comments and the response might be that such changes cannot occur at this time.
- As to a suggested need to alert the states/BLAs of what is happening with the BARD redesign and the projected timeline (as part of the outreach), Jonathan will work with Paul on a draft once they have a better idea of how much information they can release at this time.
- Re validation of data fields, Paul and crew will advise when / how the already-compiled list of primary fields might be shared post meeting, with a possible interactive session to accomplish the task.

Jan. 21, 2026 takeaways:

- In follow-up to an action item discussed in December, Jonathan Hsieh and the Naval Information Warfare Center-Pacific (NIWC) personnel (Ethan Brininger, Paul Kali, Kyra Pastore) assembled a fact sheet for distribution to the states so they’ll know what’s coming regarding the BARD redesign and that they will be asked for input at various stages in the development process. Tammy reported that a draft was shared with NASBLA/ERAC leadership for feedback a few weeks ago, but she was unsure of its status.
- **Jonathan posted the copy of the “BARD Modernization Update” to the Teams chat (see the last two pages of this recap document for the full text).** He said it will be included with the email to the BARD-Web operators and BLAs that the Coast Guard sends annually regarding the deadline for states to get their incident cases into BARD and to respond to the request for their state’s data release policy (the policy request will shift to a form format this year for better tracking).
- NASBLA will include the update in the BLA Brief, but will hold for publication (likely first week of February) until Jonathan confirms the content and accuracy of the release.
- At the December meeting, regarding validation of the data architecture for the redesigned system, Paul Kali (NIWC) said the project team already had a list of the primary data fields (especially CFR mandated) and that it would be shared post-meeting after further consultation between himself and Ethan Brininger (see the **Dec. 1, 2025 takeaways**). The extensive spreadsheet was, in fact, provided to NASBLA/ERAC leadership in follow up, but there were some concerns about both the narrow timeframe for feedback and the reality that while ERAC can conduct a review and facilitate state responses to the feedback requests, the committee cannot make decisions for the states, especially regarding the state-specific fields and whether they are still needed. Tammy also cautioned to take into account that BARD might be the only place that the state has been and can store that state-specific data.
- Jonathan (and Seth Wagner also) said that for now, the Coast Guard is focused on the data mandated in regulation, with expectation that the review of the more extensive list will still occur, but later in the development process (and be something the charge team/committee will need to tackle). The timing should work well as NIWC is still in process of getting their entire team together.
- There will be a BARD redesign session at the State RBS Workshop. Jonathan suggested that some direction to the team of Paul and Ethan would probably be helpful. Deb noted that Taylor Kirshe has already made the offer to have a pre-workshop conversation with them to offer some guidance on the audience type, best approach, nature of the workshop sessions, etc. Tammy further suggested that someone from NASBLA, board member, or ERAC give an introduction to the session to reinforce the importance and to not forget about it post-workshop.

Feb. 11, 2026 takeaways:

- Tammy reminded that this charge is likely to take up a good portion of the committee's time this cycle, and extended thanks to Jonathan and folks for pushing out the fact sheet on BARD Modernization.
- Recipients of that sheet included BLAs and BARD POCs who received it as an attachment to an email (Jan. 29) from CG-BSX-Data reminding of the deadline for submitting 2025 reports. The project activity and upcoming opportunities for feedback also were promoted in the Feb. 3 BLA Brief. As of the most current version of the RBS workshop agenda, the BARD session is scheduled for March 10 at 10:30 a.m.
- Ethan (NIWC) provided an update on current activity and noted that they had shifted their approach somewhat (see especially the references in the January takeaways to the extensive list of data fields). They determined that it was critical to get their development team in place and not get so deep into the weeds regarding the data fields at this time as they will have the ability to evaluate and make changes to the fields over the next couple of months.
- For their presentation at the workshop, Ethan said it would be interactive, not so much into the weeds, and primarily be a means to get the attendees acquainted with them. Apart from interacting during the session, they also expect to engage attendees and seek feedback outside of the formal sessions. Suggestions offered to Ethan et.al., included focusing on the higher level aspects of the project, timeframes, what the states should expect and when they should expect activity, and perhaps even the best ways to get timely responses from them (given the nature and seasonal aspects of recreational boating). A pre-workshop discussion regarding the nature of the workshop sessions, the audience(s), and what might work best with them will be set up between the NIWC presenters and NASBLA folk [post-meeting update: meeting has been scheduled].
- As with the Best Practices charge, a block of time will be set aside for this Reporting System charge as the March 12 meeting agenda is developed.

March 12, 2026 action items:

- Given level of detail presented and attendee questions during this session, recommend review of the [afternoon part 1 audio file](#) (in the afternoon audio folder) and for video, see the [Zoom afternoon session](#), passcode: z+LN3j#m (beginning of video to the 01:19:38 mark).
- For upcoming testing, NIWC team to identify additional states (e.g., Texas, California) and user types beyond those already represented on ERAC. [States currently represented on ERAC: Alaska, Arizona, Arkansas, Florida, North Dakota, Ohio, Pennsylvania, Tennessee, Virginia, Wisconsin.]
- Forwarded on March 13 to NIWC team, the consensus recommendations from the [2020 Incident Reporting Policy Project](#) and a separate item "[Data Elements FINAL w CFR or BAR indications July 15 2022.xlsx](#)", Former item contains recommendations accepted by NASBLA membership; includes recommended revisions/clarifications associated with all report data elements/fields/definitions (section 5).

April 22, 2026 takeaways:

- Immediately after the March 12 meeting, the data elements recommendations (from the [2020 Incident Reporting Policy Project](#)) were forwarded to the NIWC team (see above updates to the March action items, including links to the referenced documents). Paul Kali came back with a few questions for clarification and to learn if there had been any updates in a couple of areas. Tammy Terry responded to them on April 2 after discussion among ERAC leadership, but was unsure if the responses were adequate or if they needed anything else at this time (see [file with correspondence](#)). Jonathan Hsieh said they have weekly meetings and he will check with them.
- Also, note for future reference/discussion the following BARD redesign thoughts from Deb Green that she included in the meeting chat (subsequently emailed to Tammy and Deb Gona):
 - Consider addition of a way to select units of measure (possibly a drop-down or radio button); different agencies have different equipment and different states/territories are responsible for a variety of waters (Gulf of Mexico, large impoundments, small natural lakes, rivers, etc.).
 - CFM / GPM
 - Feet / Yards / Meters / Miles / Nautical Miles
 - MPH / Knots (wind speed)
 - GPS in decimal form or degrees, minutes, seconds
 - Will there potentially be a future interface with the proposed online BAR form to import publicly entered incident information (and maybe notify the state for review of the record)
 - There needs to be a better way to note / record "excluded personal property" – in many cases personal property would be included with the report of investigation for insurance purposes.
 - Consider revisiting the way rules of the road violations are entered: several are listed individually, others are lumped together in one 'bucket' – why not treat rules of the road like equipment failure or machinery

failure (select rules of the road violation, then also indicate one or more of the rules that were violated in a sub-list)

May 13, 2026 takeaways:

- Nothing additional to report at this time or activity requiring ERAC's immediate assistance.

June 2026 Interim Report:

- Per Jonathan Hsieh, the BARD redesign has kicked off with what's called "Sprint 0." The team held a meeting Monday with USCG Incident Reviewers, NIWC and NuvaTech to talk BARD pain points, data transfer issues and other topics.

July 8, 2026 takeaways:

- Ethan Brininger (NIWC) joined the meeting and reported that they finally kicked off development about two weeks prior. His hope is to have something to demonstrate / do hands-on testing in September at the NASBLA Annual Conference (not as a session, but perhaps a smaller setting like the "office hours" that have been used by the Coast Guard in recent NASBLA events). However, all is dependent on where they are in the development and whether there is a viable user interface to test.
- Ethan further noted that a couple of the things they are beginning to get into revolve around data field drop downs/auto population of fields (instead of open text) to increase accuracy (e.g., vessel manufacturer names; bodies of water; etc.). It is on matters like this (and others) that they will want to work with ERAC and the states. Tammy noted that down the road ERAC could work with the states to ensure a common understanding of what various options and selections mean (parallel training / guidance with whatever is embedded into the new system).

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

2025-2026 team: Josh Landrum and Nick Korade assigned as co-leads; Sydney Grant, Jonathan Hsieh, Eric Lundin, Caroline Mantel, Ted Sensenbrenner, Karen Steely, Mark Sweppenhiser, Seth Wagner.

Dec. 1, 2025 takeaways:

- See "Focus on distractions" and "Facilitating the collection" at Human Performance Investigation in Recreational Boating Incidents in the Lighthouse <https://www.nasbla.org/nasblamain/lighthouse/get-equipped/human-performance>
- The purpose of collecting the distraction data for the selected contributing factors is to get to "why."
- To date, there are three states currently collecting the data (post-meeting note: Florida, Tennessee, South Carolina), with a fourth intending to join in. The hope in 2026 is not only to recruit more states, but also see if there is enough data already collected to begin analysis on these distractions or conditions associated with operator inattention, improper lookout, and operator inexperience.
- Noteworthy is that these distraction data are being collected separately because the current BARD (and current vendor contract) could not accommodate the collection.

Jan. 21, 2026 takeaways:

- As of this report date, there are no known additions to the list of participating states cited in December. Nick Korade will check with Josh Landrum to confirm, as well as **identify a date for a team meeting to take place prior to March.**
- Nick reported that he has been working with Seth on a review of (Florida's) data, and Tammy emphasized the importance of doing that initial evaluation of the distraction data already collected by the participating states (post-meeting note: evaluation of the quality and quantity of the data). The ultimate purpose is to figure out what can be done with the collection and with an eye toward making actionable steps through

education and/or enforcement.

Feb. 11, 2026 takeaways:

- Josh said that he is getting back into this charge work after a brief break in the action. The current roster of participating states is Florida, Tennessee, and South Carolina. Interested states include Alabama, North Carolina, and West Virginia, and Josh will be back in contact with all. Ohio and Pennsylvania are interested, but a commitment to participation is pending the receipt of further information and a better sense of where this charge work may be headed. Josh will connect with state member Mark (PA) to share that background.
- Beyond the recruiting aspect, however, is the question of what data – and how much data -- has been collected by the already-participating states (especially FL and TN) and seeing what findings might emerge from that dive into the data. This would be a selling point for recruitment. The analysis might also yield good information about what needs tweaking in the tool before other states get involved.
- As with other charges already covered in this session, an attempt should be made to convene this charge team prior to the March 12 meeting and, for the sake of agenda development, to consider if a block of work time is likely to be needed.

March 12, 2026 action items:

- Follow up with North Carolina, West Virginia, and Alabama, regarding the status of their transition to SmartCop.
- Ohio, Arkansas, and Pennsylvania will begin manual tracking for 2026 (by vessel involved and using the [form](#), spreadsheets, etc.), and may go back into 2025 data.
- Develop basic guidance for participating states to encourage consistent collection and incorporation of same fields for the analysis.
- Confirm fields that should be added to the compilation/analysis besides the contributor (e.g., time of day, visibility, “none,” “unknown” or a complete pull from BARD of all fields associated with the incident).
- Determine the best way to pool this distraction data for evaluation across participating states
- By July 1, participating states should compile their 2025 data. By Jan/Feb 2027, have compilation of the 2026 data as part of the wrap-up / end of CY reporting. Work toward presenting findings at a 2027 NASBLA State RBS Workshop session.

April 22, 2026 takeaways:

- Josh Landrum and Nick Korade, the team co-leaders, were not on the call. However, Nick reported in advance that he had pulled Florida’s 2025 data, but had not yet had a chance to identify the best place for banking the data (especially the data collected by the participating states using SmartCop). Status of contact with North Carolina, West Virginia, and Alabama—all of which indicated interest because they are transitioning to SmartCop—is uncertain; there will be follow-up.
- Both Sydney Grant and Mark Sweppenhiser for Arkansas and Pennsylvania, respectively, have already pulled / compiled their 2025 data. In response to a question about their experience with that 2025 data, Mark emphasized a need for pre-training of the officers because otherwise the distraction information might be implied, not directly stated in the report. That led to his categorizing more in the less precise codes (like “other distractions”) or unknown. Sydney concurred, noting, for example, that of the 73 incidents she compiled, 29 had something distraction related with nine that had to be coded as “unknown”; she said she will be watching for this as possible in her review of the incoming 2026 reports.
- A next step will be to reconvene the team to develop/finalize a package of the basics (how-to’s) for participating states, settle on a standard set of data fields, and identify the best method/location for gathering/assimilating the data in order to expedite analyses.

May 13, 2026 takeaways:

- No change in status since the April 22 check-in meeting.

July 8, 2026 takeaways:

- Tammy updated the committee on Nick’s behalf. He has accumulated four of the datasets (FL, AR, PA, SC) and should have Tennessee in hand soon. Since he could not identify a common repository where all states can readily access the data (given variations in systems requirements/restrictions/etc.), we will post the data to Basecamp (at least for now). Tammy said that Nick indicated he is in process of aligning the data so that some initial analysis can be done. Still to be finished are the instruction materials for other states that want

to join in on the collection. As discussed previously, most of the material can be extracted from the 2025 RBS Workshop session that Josh and Stacey conducted.

- A team meeting will be scheduled as soon as possible following word from Nick that his work to align the data fields has been completed, and following upload of the data to Basecamp.

ERAC S&R 2026-1: 2026 National Recreational Boating Safety Survey—Monitor USCG and NORC Activity

– Continue to monitor and participate in this national effort on behalf of the states and on an as-needed basis.

2025-2026 team: Jonathan Hsieh (CG lead), Tammy Terry (ERAC lead). Full committee will be called in for input as needed.

Dec. 1, 2025 takeaways:

- Per Jonathan Hsieh, CG-BSX, OMB was nearing the completion of the survey approval process before the government shutdown. Upon approval, over the next year, there will be a need for socializing the survey, getting the word out to boating partners, and efforts to ensure that boaters take the survey. Also, there will be a continuing push to get to the boat renter population.
- For all background, see National Recreational Boating Safety Surveys (NRBSS) in the Lighthouse <https://www.nasbla.org/nasblamain/lighthouse/get-equipped/boating-survey>.

Jan. 21, 2026 takeaways:

- Jonathan did not have further updates on the survey, other than shoring up partners for marketing the NRBSS—that includes ACA (developed a strategy to get to the paddlers) and BoatUS Foundation. Also, currently, USCG/NORC is still seeking registration data from Kentucky, North Carolina, and Minnesota.
- The collection itself is pending OMB approval (post-meeting note: which received the ICR on 3/27/2025). Jonathan indicated that they had meetings with OMB prior to the federal government shutdown, but since then, there has been no further contact.
- Per Jonathan, the collection is now framed as the 2026-2027 NRBSS. When OMB approval is received and the survey is in the field, it will be on a one-year cycle (e.g., March 2026 to March 2027)—it will not be on a calendar year basis so there will be a full year's worth of data collected.

Feb. 11, 2026 takeaways:

- The Coast Guard got word on Feb. 5, that OMB approved collection of the National Recreational Boating Safety Survey (NRBSS). That means the survey can be fielded without violating the law (post-meeting explanation: the instruments must have an OMB control number on them to indicate approval of the collection).
- From a practical standpoint, it gives the Coast Guard control over and access to the data that is collected. That was not the case in 2018 when the survey was outsourced to Michigan State University and RTI. The hope is this creates more transparency and makes more data available to the broader user community.
- Per Jonathan, the expectation is that the survey will be in the field March 1. Collection will be on a CY 2026 basis with a batch of January and February surveys going out in March and the final mailing in January 2027. No public announcements should be made until the Coast Guard puts out its media release. Outreach materials will be made available to states to widely publicize the project.
- At the state-level, potential respondents will get invitations via three modes: 1) random address sampling; 2) boat owners, from registration lists; and 3) from marketing partners (e.g., ACA and BoatUS Fdn) to help target renters and paddlers. In the latter case, marketing partners will be provided a link that they can publicize to their respective audiences. Interested parties will be able to register using the link but might not be selected to receive the survey(s) as NORC will only use this step to draw a sample from registrants.
- At this stage in the project, while there will be updates on the survey status at the March 12 meeting, no working session will need to be added to the agenda.

March 12, 2026 action items:

- Promote the survey in your respective states/organizations, with boaters at contact points, with boat rental companies, with boating groups.

- Send available email lists / contact information for such companies/groups to Jonathan Hsieh ASAP (for height of the boating season).
- See the [2026 Press Kit](#). See the [NRBSS sticker w/QR code for boater signups](#) (stickers available from USCG). Obtain posters from USCG (see examples in [NRBSS Posters-three](#)).

April 22, 2026 takeaways:

- Members noted examples of actions taken or that will be taken to promote the survey: Ohio reached out to vendors that do registrations and to boating education courses with promotional materials; Arkansas posted on their Game Wardens Facebook page; Virginia has a Boating Notes from the Field newsletter and survey info is going out in that; Ohio River Way plans to push out the word to their network of paddlers; Pennsylvania is putting info into their livery newsletter and promoting in boating advisory board meetings.
- Any issues so far? Are efforts to catch paddlers and boat renters having any effect? Jonathan Hsieh said NORC indicates they've been capturing both of those user groups in their responses. There is more concern about a few states that are showing well below average response rates (e.g., Idaho at a 0.5 percent rate; Kentucky at 4 percent); most others are showing average or above average response rates. News releases about the survey appear to be influencing response rates. About 5,000 responses have been received to date. [Of note: in response to Ron Sarver's question about the numbers needed to improve the response rate in KY, Jonathan said he will consult his spreadsheet, however, he noted that to get a good state-level sample, typically need a couple dozen responses.]
- Promotions should continue year-round as the survey covers the entirety of CY 2026; mailings will be going out until January 2027 (to catch December activity). Jonathan suggested deliberate pushes before Memorial Day, then in conjunction with Operation Dry Water, and then again in the fall. Promotional materials are available from the Coast Guard at no charge.

May 13, 2026 takeaways:

- Continued emphasis on pushing word out on the NRBSS and on the recruitment survey to capture additional invitees to potentially participate in the NRBSS. As of this meeting, Jonathan Hsieh reported over 8,600 responses had been received to date, for an 8.6 percent response rate.
- Jonathan indicated that they are trying to "sell" the survey to law enforcement but aren't quite as successful in capturing interest and attention with current materials. Because the officers are unlikely to have a place to stow the item(s), a suggestion was made to go smaller than the rack cards already produced with the recruitment survey link – i.e., more like a business card size.

June 2026 Interim Report:

- Per Jonathan (as of the first week of June), there were 12,000 completed survey responses so far (8.2% response rate). A couple of examples of state completions: Ohio: 514 completed surveys (8.8% response rate); Kentucky: 167 completes (6.6% response rate). The LOWEST response states where they could use some help in promotion: Idaho: 3.7%; Colorado (they do not have their vessel registration list): 4.5%; and West Virginia: 5%.
- As a result of a suggestion made during the last meeting, business cards (with the QR code for boaters to volunteer their interest in participating in the main survey) are now available; this was created to distribute to officers to carry in tactical vests. Contact Jonathan if you would like a supply. Finally, he noted that social media seems to have better click-through rates versus rack card/flyer advertising.

July 8, 2026 takeaways:

- Jonathan updated the committee on the states' response rates to date, some of which are concerning.
- Two things were identified for follow-up: one, Jonathan will check with NORC to determine if they have a target response rate for each state (critical because the generation of valid state-level exposure rates is dependent on a sufficient sample and response); and second, members agreed that an NRBSS reminder should be drafted for inclusion in a BLA Brief, along with the response rates chart that Jonathan provided; intent will be both to inform on survey progress and encourage the BLAs to assist in getting the word out about the survey if their states want that data.

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

2025-2026 team: Tammy Terry, Kim Jackson (tagged as charge lead), Jim Patrillo, Garrison Toy, Deb Gona.

Dec. 1, 2025 takeaways:

- See the Lighthouse pages at <https://www.nasbla.org/nasblamain/lighthouse/nasbla-lighthouse> and video of a guided tour of the site at <https://vimeo.com/1117102522?share=copy>.
- This charge has had two parts—the first, reformatting/cleanup of the site and overhaul to make searching/finding resources more intuitive was accomplished in the last cycle; the second part—marketing the resources contained therein—will be the focus in 2026.
- Since ERAC lost the member (and member state) who served as charge leader, Tammy Terry will be looking for a new charge leader.

Jan. 21, 2026 takeaways:

- The big takeaways were Tammy's (not subtle) tagging of Kim Jackson as charge lead (😊), and Jim Patrillo's willingness to join in on the team (😊). As possible, and as with the other charges, Kim will try for a first meeting in advance of March.
- By way of background to what needs to be the focus for this cycle, Deb and Tammy relayed some points:
 - Previous work on this charge involved reorganizing, reformatting, and relabeling the pages and the contents, so the focus this year is not on redesigning this section of the NASBLA website.
 - Last year, the focus was on reviewing and updating products housed on the redesigned site; that work involved the Best Practices and Lighthouse teams.
 - When the redesigned site was rolled out, we promoted through the BLA Brief, NASBLA Weekly, and inclusion in the committee report out in September. Deb did a short video on the redesign. All that really was not enough to get the word out about how to use it, and was not enough to inform BLAs (and other users) about the individual products housed there and how they might find benefit in using them.
 - Think big (and likely out of the box) on this one! Are there other promotional formats (e.g., VIRT does a periodic newsletter to registration/titling folks) that can be developed? We think we have made improvements, but is the site easier to use/find needed items?

Feb. 11, 2026 takeaways:

- Kim reported that she has been doing some background research to become more familiar with the Lighthouse in its revised form, and has also reached out to her agency's marketing department.
- A block of work time will be set aside for this charge on the March 12 agenda.
- **NOTE:** After this session, a date/time was identified for the first meeting of this charge team: **Thurs., Feb. 26 at 3:00 p.m. Eastern / (2:00 p.m. Central / 1:00 p.m. Mountain / noon Pacific / 11:00 a.m. Alaska).** **If you are not on this team but would like to sit in on the Feb. 26 meeting, please let Deb know and she will forward the meeting link when it is available.**

March 12, 2026 action items:

- Develop text for and request displays, modifications, and additions to the NASBLA home page, including: adding a box for incident reporting alongside the current education & training boxes—i.e., the boating course approval and training items mid-page, under the latest news section; adding a home page slider/banner highlighting a particular resource; and moving the home page search box from its current position at the bottom of the page.
- Slot the Lighthouse in navigation under appropriate, meaningful function(s)/topic(s) by taking multiple actions (see report for detail!).
- Develop a schedule for / guidance on notifications / promotions of products in NASBLA Weekly, social media, on NASBLA home page, events, etc. (see report for detail!).

- Explore partnerships between NASBLA/ERAC and the Coast Guard to effectively integrate the Lighthouse resources into the new BARD (as a HELP resource and/or tool tips).

April 22, 2026 takeaways:

- Next step is to set up a meeting with the charge team, Garrison Toy, and Ron Sarver. *[Post-meeting note: poll is currently underway to identify a day/time during the week of April 26; notice will also be distributed to full committee in the event anyone else would like to join in/continue the conversations.]*
- For coverage / recap of this check-in meeting's takeaways – based largely on the notes from the Lighthouse discussions during the March 12 meeting -- see the [meeting summary](#) pages 3-4.
- Ron reminded that the NASBLA Roundtable discussion area (the same target audience as NASBLA Weekly) is another possible forum for publicizing products. He noted that since the current website was launched in 2017, it is beyond time for a wholesale update; however, modifications will be dependent on agreement with NASBLA's CEO and the board and on the available dollars for the activity.
- Ron also reminded that the eLearning Center is going off-line; he has off loaded all materials (recordings, PDFs, etc.) that were housed there. The items can be relocated into the library with a permanent link. See also, for example, a workaround on the [Finance & Grants committee page](#) for a series of videos that had previously been housed in the center.

May 13, 2026 takeaways:

- Like Best Practices, the Lighthouse charge team also met on April 29. The recording (.mp4) of the Lighthouse meeting is available at <https://public.3.basecamp.com/p/yCV5YbFWgRNRKJcZGAT4D1ZE>.
- After the Best Practices team met, a markup and prioritization of the "finds" from the CG-BSX reviews of the 2025 incident report submissions was delivered to the Lighthouse team. See the full markup at <https://public.3.basecamp.com/p/vdbY96pykvngj6VJpLyJavzS>
- In short, the priority items for the Lighthouse team's consideration in developing promotional content were: 1. Narratives (number of deficiencies to target, including misalignment between what is captured in report fields and what is recounted in the narrative text; 2. HINs (emphasizing importance of HIN capture and relationship to recalls); 3. Ensuring selection of "Other" includes a description and that a second look is given to the terms/definitions in that report category before opting for "other"; 4. and 5. Damages (estimating \$\$ and "what" damages are eligible) and Injuries (what treatment beyond first aid really means) for purposes of meeting the federal thresholds (direct users to content from the additional guidance in the FAQs).
- Prior to this check-in meeting, and because she would be absent from it, Kim Jackson sent over some text to begin considering for initial promotion on the website and other formats including Roundtable and NASBLA Weekly. For example:
 - "Boating season is already underway for some and just around the corner for others. That means it's the perfect time to refresh your report writing skills and get ready for a safe, successful season on the water. Staying sharp on documentation and reporting helps keep operations smooth, compliant, and professional all season long. Start the season prepared, before the busy days hit the dock." Point being to then talk briefly about why missing or incomplete information is an issue and where to find the committee's recommendations on how to alleviate the issues.

June 2026 Interim Report:

- Per the discussion under the Best Practices charge, a "Narratives subgroup" has been assigned to assist this charge team in identifying key points re good practices in writing incident report narratives. For reference, see the [narratives guidance document](#), the [2025 workshop presentation](#), and the Best Practices [April 29 meeting recap](#) with the priority list of items from the review of the 2025 incident reports. Volunteer subgroup members are Stacey Brown, Sydney Grant, Deb Green, Jackie Lundstrom, Seth Wagner, Tammy Terry, and Deb Gona

July 8, 2026 takeaways:

- Kim reported that her team will be working on the promotional text/blurbs highlighting the priority issues identified by the Best Practices team at their April 29 meeting (see detail and links under May 13 takeaways). She asked that she be copied on the notification for the next Best Practices session.
- As to another action identified during the March committee meeting – development of an index (by function/topic) or other website format that will allow users to quickly identify critical information in the Lighthouse, Deb developed and presented a [DRAFT of a potential index](#) for the team's consideration (developed in an Excel spreadsheet, which has significant limitations). Given that the NASBLA website is

expected to undergo significant revision post-annual conference, it is unclear exactly how such an index might be incorporated—as an overlay, as a separate webpage, or even as a link to a PDF (with live links). Post-call, Deb provided the draft to Kim for review and further markup and mockup.

STATE	TOTAL COMPLETES	RESPONSE RATE ABS AND LIST
NH	67	3.20%
DC	51	4.20%
CO	130	4.80%
ID	227	4.80%
WV	117	5.80%
IA	210	6.70%
NC	948	6.80%
OK	351	6.90%
UT	158	6.90%
GA	479	7.20%
KY	240	7.30%
NV	319	7.40%
ME	151	7.50%
MS	179	7.50%
CA	1005	7.60%
DE	139	7.60%
TX	767	7.60%
LA	355	7.80%
MN	843	7.80%
MD	245	7.90%
ND	154	8.10%
FL	909	8.20%
MO	301	8.20%
WY	113	8.20%
MA	228	8.30%
OVERALL	16731	8.30%
SD	112	8.40%
OH	718	8.60%

MT	100	8.70%
NM	201	8.70%
PA	378	8.80%
AZ	313	9.00%
SC	452	9.00%
AL	319	9.10%
IN	260	9.10%
MI	732	9.10%
AR	279	9.30%
NE	126	9.40%
NY	450	9.40%
TN	391	9.40%
KS	183	9.50%
CT	164	9.70%
OR	155	9.70%
NJ	367	9.80%
HI	125	10.00%
RI	123	10.00%
VA	481	10.70%
WI	569	10.70%
WA	418	10.80%
IL	327	10.90%
AK	159	11.10%
VT	143	11.30%

Charge suggested during online solicitation: Work with Highway Transportation Safety Organizations to quantify the number of crashes in close proximity to state waterways in which a driver was impaired and possibly coming from the waterway.

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

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

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

Dec. 1, 2025 takeaway:

- This one will be sidelined temporarily. At some point during the 2026 cycle, ERAC will need to flesh out what would need to be done to take on such a project—this in order to seek board review and possible approval to proceed in a future cycle.

As noted in the January 21, 2026 takeaways

BARD Modernization Update

Vision

Develop a new BARD system that is responsive to the users' needs. Empower the Coast Guard and state agencies to learn, respond to, and decrease recreational boating incidents with a reliable reporting system that delivers thorough understanding and actionable data insights.

Who We Are

Naval Information Warfare Center Pacific (NIWC Pacific), a U.S. Navy organization providing advanced information technology (IT) and cybersecurity solutions for the warfighter, with major centers like NIWC Pacific (San Diego) and NIWC Atlantic (Norfolk/Charleston). NIWC Pacific is leading the new BARD development through the Coast Guard Case Management (CGCM) program (USCG system modernization and collaboration effort). We are federal civilian employees (not contractors) based in Philadelphia, bringing a user-centered approach to building a system that actually works for state boating officers in the field.

What's Happening Now

We're in Discovery Phase (October 2025 - January 2026), working to understand your current workflows, pain points, and needs. We've been:

- Analyzing incident reporting requirements across all 56 jurisdictions
- Interviewing state officers, USCG staff, and legacy BARD developers
- Mapping user roles, permissions, and workflows
- Configuring development environment for the modernization
- Resourcing key team members

What's Next (Tentative)

- **Development & Testing** (Feb 2026 - Dec 2026): Building the Minimum Viable Product (MVP) with continuous user feedback in 2-week sprint cycles
- **Rollout & Enhancement** (Jan 2027 onwards): Phased implementation starting with simpler jurisdictions, with legacy BARD running in parallel during transition

Our Strategy

We are focused on user outcomes, not features. The MVP will deliver core capabilities needed to confidently sunset legacy BARD while supporting all of the states' existing systems, from Wyoming's single-user simplicity to Florida's complex multi-agency workflows. We are building flexible architecture that works for everyone. We recognize that not all jurisdictions have the resources to support a complex system change. Our priority is to make the roll-out of the new application as small of a lift as possible.

How You Can Help

- In the coming months, we'll be reaching out to:
- Validate our workflow designs and data architecture
- Fill knowledge gaps with your practitioner expertise
- Identify pilot jurisdictions for early testing
- Engage with us at the upcoming NASBLA State RBS Workshop. We'll be hosting a demo/update and validation session.
- NASBLA's Engineering, Reporting & Analysis Committee will be offering additional opportunities to discuss the reporting system improvements and share those insights with us.

Questions?

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