



# Civil GPS Service Interface Committee (CGSIC)

## U.S. States and Local Government Subcommittee (USS&LGS)

Rudy Persaud  
U.S. DOT-FHWA  
Portland, Oregon  
September 19, 2011



**United States Coast Guard**  
U.S. Department of Homeland Security

# U.S. States and Local Government Subcommittee (USS&LGS) Regional Meetings

Two regional meetings this year

- Groton, Connecticut on April 27, 2011
- Sacramento, California on August 24, 2011



# USS&LGS Agenda

September 19, 2011

**9:00-12:30 U.S. States and Local Government Session** – Rudy Persaud,  
USDOT/Federal Highway Administration, Chair USS&LGSC

- **9:00 Welcome Remarks** – CAPT Frank Parker, Commanding Officer NAVCEN, Deputy Chair CGSIC
- **9:05 Introductions** – Rudy Persaud, Chair, USS&LGSC
- **9:15 Civil PNT Policy and Utility** – Timothy Klein, NDGPS Coordinator and Senior Policy Advisor, USDOT/RITA
- **9:40 Technology Efforts for Asset Management Integration** – Laura Hansen and Phil Smith, Oregon DOT
- **10:05 Real Time Change Detection Using Laser Scanning and GNSS Real-time Networks** - Michael J. Olsen, Assistant Professor, School of Civil and Construction Engineering, Oregon State University



# Agenda Continued

**10:30 to 10: 45 a.m. Break**

- **10:40 Oregon Real- Time GPS Network Update** – Ken Bays, Oregon DOT
- **11:10 Establishing and Using a Real Time Network in Eastern Washington** – James McLefresh, Spokane County
- **11:35 Multimodal GNSS at Washington State Department of Transportation** - Kurt Iverson, Washington State DOT
- **12:00 Inertially-aided post-processed kinematic GPS for Nautical Charting Surveys** – Jon Dasler, P.E., P.L.S. Vice President, Director of Marine Services - David Evans and Associates, Inc.
- **12:25 noon Wrap-up**
- **12:30 p.m. Meeting Adjourn**



# Commercial Motor Vehicles

## Dangers of using car GPS

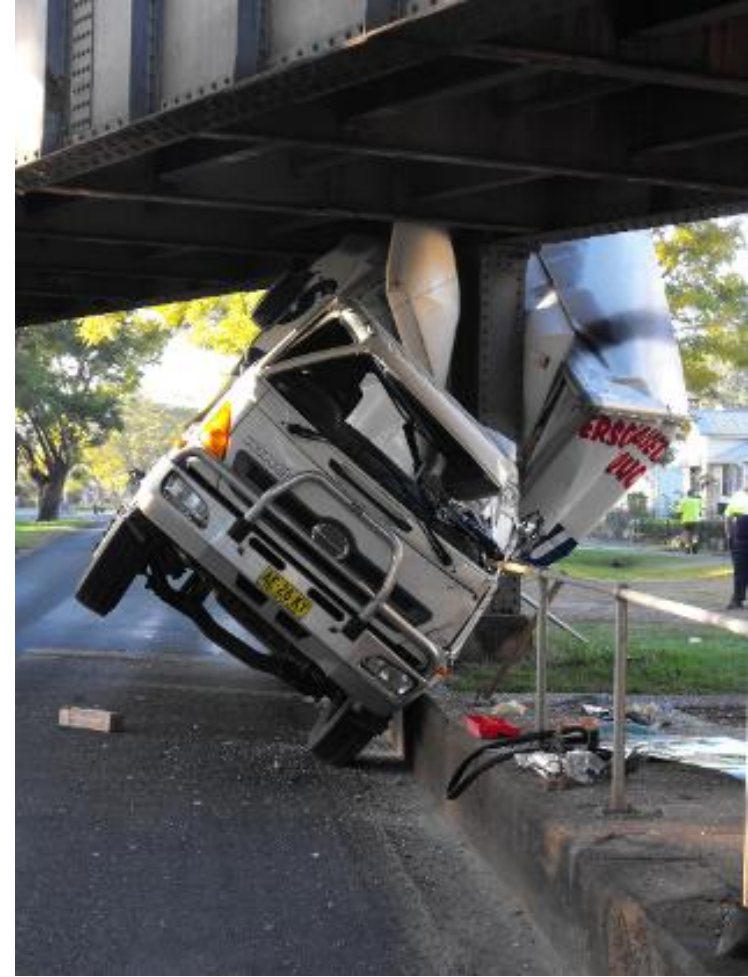
The use of a car GPS for navigation by Commercial Motor Vehicles (CMVs) can be dangerous. GPS devices designed for passenger cars do not include truck-restricted roads; therefore routing can be illegal and hazardous.

The use of car devices in trucks has been a problem. In a proprietary industry study in 2010, it was found that nearly 60% of long-haul truck drivers who use a GPS in their cab use a car device. Across the nation there have been several high-profile “bridge strikes” and other accidents in which the CMV drivers were using car devices to route them.



# Pay attention to signs

Road conditions and status can change. It is important to note that no matter what form of in-cab navigation a professional driver uses, he or she should pay attention to local signage. Local postings provide the definitive guidelines as they will be the most up-to-date.



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# Vision: GPS.gov as Central Pillar of U.S. GPS Outreach Campaign

- Promote positive U.S. message that builds public confidence and trust in GPS
- Provide up-to-date information and official USG response to news events
- Dispel myths, correct misinformation
- Offer one-stop portal for information
- Reduce need for printed outreach materials
- Engage GPS stakeholders





# Northeastern Connecticut Council of Governments

- Create/Update parcel mapping with most town parcel mapping in poor shape
- Integrating GPS into a Cadastral GIS





# Mapping of Sinkholes



# State and Local Governments

## Subcommittee Response to LightSquared

- Subcommittee membership unanimously supports unimpeded GPS reception, including for high-accuracy receivers and applications on which our users rely
- Subcommittee unanimously concurs with NTIA statement that FCC not authorize LightSquared commercial operations until **all** concerns have been resolved
- Subcommittee is sending a detailed letter to the CGSIC Executive Panel detailing our objections



# A Picture is Worth a Thousand Words



# U.S. States and Local Government Subcommittee

Meeting presentations will be posted on the U.S. States  
and Local Government Subcommittee home page

<http://www.navcen.uscg.gov/?pageName=cgsicUsstates>

