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
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.
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