



POLICY RESOLUTION 00 - 004

Global Positioning System Enhancements

SPONSORS: Governors Leavitt and Geringer

A. BACKGROUND

1. The Global Positioning System (GPS) is a constellation of satellites that broadcast signals that can be used to derive precise timing, location, and velocity information.
2. GPS was first made practical by the launch of several satellites in the late 1970s by the Department of Defense (DoD). While originally designed for DoD purposes, DoD developed civilian GPS signals for use by private and public entities as well. The promise of this new technology mushroomed and DoD launched additional and improved satellites to expand coverage and capability. In 1983, with the downing of Korean Flight 007, President Reagan issued a directive that guaranteed this GPS signal would be available to everyone with no direct user fees. The promise of this new technology coupled with this guarantee of availability has caused the integration of GPS into so many of today's systems.
3. The benefits of this technology accrue to a variety of users requiring precise position and timing information including: emergency services (police and fire dispatch, enhanced E911, cell phone emergency location, hazardous materials emergency response); telecommunications (additional bandwidth); commercial fleet management (trucking, taxicabs, buses, trains, etc.); precision agriculture (plowing, crop dusting, soil sampling, fertilizer and pesticide application); and, surveying and mapping (land ownership, street addressing, justice and health mapping, property management, and utilities and facilities management, etc.).
4. In 1996, Presidential Decision Directive NSTC-6 created an Interagency GPS Executive Board (IGEB) to guide federal GPS policy. The directive stated that it is National Policy to establish GPS as the international standard for positioning.
5. Congress echoed this view in the FY 1999 Department of Defense appropriations law calling the development of an enhanced Global Positioning System "an urgent national security priority." The bill went on to declare the sense of Congress that the Secretary of Defense should ensure that the future-years defense program provides for sufficient funding to develop and deploy an enhanced GPS for military uses and that the Secretary of Transportation should provide sufficient funding to support additional civil frequencies for the GPS and other enhancements of the system for civil users.
6. As this national policy was being established, plans were already in the works to develop and launch a new set of GPS satellites with additional signals (GPS Modernization). The planned additional civil signals will provide more accurate and reliable positioning, improved signal strength, and increased range. In addition, there are plans to add additional GPS differential correction broadcast sites on Earth to improve the national GPS system or the Nationwide Differential GPS (NDGPS). Currently, the interior portion of the western U.S. is the area of the country most lacking coverage by NDGPS. If adequate funding is not authorized to allow full implementation of NDGPS, portions of the West might remain without the improved GPS performance provided by NDGPS.

7. However, in the FY 2000 Department of Transportation appropriations bills, the funding request of \$17M for GPS Modernization was cut to zero by the appropriation subcommittees and the NDGPS of \$10.4M was reduced to \$5M in the Senate mark and zeroed in the House mark.

8. It was clear in the transportation appropriations conference committee report that the members support upgrading the nation's GPS systems capabilities. However, because the benefits of GPS accrue to so many public and private entities they did not support funding the upgrades solely through the Transportation Department's budget.

9. Without the requested funding, the next generation of GPS satellites currently in design for launch beginning 2003 will have to be finalized without the third civil signal. The next opportunity for the adding a third signal will be in approximately 2025, based on current average life of the GPS satellites.

10. The European Union is planning to launch a competing system to GPS called Galileo. Galileo is scheduled to have its first satellite in space in 2003. Galileo is to have the same capabilities as those included in the proposed U.S. GPS Modernization and Nationwide Differential plan. If the U.S. does not proceed with the plans to upgrade its GPS system, it will lose its competitive advantage and private sector business to the EU.

B. GOVERNORS' POLICY STATEMENT

1. Western Governors support the timely enhancements to civil GPS provided by both GPS Modernization and NDGPS. Western States depend on GPS as a critical infrastructure to implement or better support many state programs and services such as emergency response, E911 cellular phone location, motor vehicle accident location determination, and street centerline mapping. More capabilities are required than are provided by the current GPS system to more fully meet expanding public safety, health and welfare needs.

2. The benefits to the nation's economy and governments far outweigh the costs of improving the system. Western Governors urge Congress and the Administration to quickly find an equitable mechanism to federally finance the GPS Modernization and NDGPS plans.

3. Further, Western Governors call on Congress and the Administration to provide a comprehensive, unified management program of the national asset we call GPS. This program must plan for the ever-expanding positioning and timing requirements of this nation and support those requirements with adequate funding. In the short term, FY01 funding must be provided for modernizing both military and civilian aspects of GPS. For the long-term, a unified management strategy for positioning and timing services must be developed.

C. GOVERNORS' MANAGEMENT DIRECTIVE

1. The Western Governors' Association (WGA) shall transmit this resolution to the President, Director of OMB, and members of the appropriations committees of the House and Senate for the Department of Transportation and the Department of Defense.

2. The Western Governors Geographic Information Council shall monitor developments related to the purposes of this resolution and report to the Governors as needed.

Approval of a WGA resolution requires an affirmative vote of two-thirds of the Board of the Directors present at the meeting. Dissenting votes, if any, are indicated in the resolution. The Board of Directors is comprised of the governors of Alaska, American Samoa, Arizona, California, Colorado, Guam, Hawaii, Idaho, Kansas, Montana, Nebraska, Nevada, New Mexico, North Dakota, Northern Mariana Islands, Oregon, South Dakota, Texas, Utah, Washington and Wyoming.

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Western Governors' Association
600 17th St. Suite 1705 South
Denver, CO 80202-5452
Ph: (303) 623-9378
Fax: (303) 534-7309