



**Intelligent Transportation Society of America**  
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February 12, 2013

The Honorable Julius Genachowski  
Chairman  
Federal Communications Commission  
445 12<sup>th</sup> Street, SW  
Washington, D.C. 20554

Dear Chairman Genachowski:

We, as members, partner organizations and stakeholders of the Intelligent Transportation Society of America, are writing to express our support for the evaluation process laid out by the National Telecommunications & Information Administration (NTIA) in its report on the potential use of up to 195 megahertz (MHz) of spectrum in the 5 gigahertz (GHz) band by Unlicensed-National Information Infrastructure (U-NII) devices.

We respectfully ask the Commission to allow for due diligence on this critical issue by ensuring that any timelines contained in a proposed rulemaking relating to the 75 MHz of spectrum in the 5850-5925 MHz (5.9 GHz) band are consistent with the NTIA schedule for completing its quantitative evaluation and issuing final recommendations, and do not precede a decision by the U.S. Department of Transportation (DOT) regarding implementation of a connected vehicle network which has the potential to greatly reduce the 6 million crashes and more than 30,000 deaths which occur on U.S. roadways annually.

We would note that while Congress required the Commission to modify its regulations to allow certain unlicensed use of spectrum in the 5.4 GHz band as part of the Middle Class Tax Relief and Job Creation Act of 2012, a similar requirement for the 5.9 GHz band was removed from the final legislation, which called only for the NTIA study and did not direct the Commission to modify its regulations. This decision reflects the recognition by Congress of the life-saving potential of connected vehicle technology and the unknown but potentially serious complications associated with allowing unlicensed devices to operate in the band.

As NTIA stated in its report, connected vehicle technology “will enhance safety on the nation’s highways”, potentially addressing “80 percent of the crash scenarios involving non-impaired drivers” according to U.S. DOT’s National Highway Traffic Safety Administration (NHTSA). The report also cites NHTSA research showing that connected vehicle technology “could help prevent the majority of types of crashes that typically occur in the real world, such as crashes at intersections or while changing lanes.”

We share NTIA’s concern about the potential risks associated with introducing a substantial number of unlicensed devices into the 5.9 GHz band on which connected vehicle systems are based, and support NTIA’s conclusion that further analysis is needed to determine whether and how the multiple risk factors could be mitigated. We furthermore agree that “the FCC and NTIA must determine that licensed users will be protected by technical solutions and that the primary mission of federal spectrum users will not be compromised before adopting service rules authorizing U-NII devices” to operate in the band.

The connected vehicle community – including ten major automakers and numerous technology providers – has invested hundreds of millions of public and private sector dollars on research and development under the auspices of U.S. DOT’s Connected Vehicle Research Program.

In August 2012, the U.S. DOT-sponsored Connected Vehicle Safety Pilot was launched in Ann Arbor, Mich., in which nearly 3,000 cars, trucks and transit buses have been equipped with Dedicated Short Range Communications (DSRC) radio devices to collect vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) performance data. This data will be used by NHTSA to inform a potential regulatory decision in late 2013 for new light-duty vehicles, and in 2014 for new heavy-duty vehicles. That decision will be a major milestone in the national and international implementation of V2V and V2I communications systems for crash avoidance.

The Safety Pilot represents the largest model deployment of its kind and is the culmination of years of effort and hundreds of millions of dollars of investment by the U.S. government, automakers, and other public and private sector leaders. In addition to the financial investment by American taxpayers and the private sector, the implementation of connected vehicle technology will create thousands of jobs while significantly reducing the \$300 billion per year in economic costs associated with vehicle crashes on our nation's roads.

We stand ready to work with NTIA, the wireless industry, and other federal and non-federal stakeholders to evaluate the feasibility of existing, modified, proposed and new spectrum sharing technologies and approaches. However, this process should be allowed to proceed without a predetermination by the FCC that spectrum sharing in the 5.9 GHz should be the ultimate outcome.

We support efforts to identify spectrum that may be utilized to expand Wi-Fi applications. But with over 30,000 deaths on our nation's roads every year, we also believe it is critical that efforts to open up additional spectrum do not come at the expense of revolutionary life-saving technologies.

Thank you for your consideration. We look forward to working with you on this critical issue.

Sincerely,

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