

June 13, 2019

Chairman Ajit Pai  
Federal Communications Commission  
445 12th Street, SW  
Washington, D.C. 20554

Commissioner Jessica Rosenworcel  
Federal Communications Commission  
445 12th Street, SW  
Washington, D.C. 20554

Commissioner Michael O’Rielly  
Federal Communications Commission  
445 12th Street, SW  
Washington, D.C. 20554

Commissioner Geoffrey Starks  
Federal Communications Commission  
445 12th Street, SW  
Washington, D.C. 20554

Commissioner Brendan Carr  
Federal Communications Commission  
445 12th Street, SW  
Washington, D.C. 20554

Re: National Highway Traffic Safety Administration, Federal Motor Vehicle Safety Standards No. 150, Vehicle-to-Vehicle Communications, Docket No. NHTSA-2016-0126; Revision of Part 15 of the Commission Rules, ET Docket No. 13-49; Office of Engineering and Technology and Wireless Telecommunications Bureau Seek Comment on 5GAA Petition Waiver to Allow Deployment of Cellular Vehicle-To-Everything (C-V2X) Technology in the 5.9 GHz Band, GN Docket 18-357.

Dear Chairman Pai, Commissioners Rosenworcel, O’Rielly, Starks, and Carr,

The undersigned organizations, on behalf of our millions of members and supporters across the country, write to provide our support for the Federal Communications Commission’s (FCC) review of current and future use of mid-band spectrum in the 5.9 GHz band.

In 1999, the Department of Transportation (DOT) was allocated spectrum in the 5.9 GHz band to develop dedicated short-range communications (DSRC) for vehicle-to-vehicle (V2V) communications. In December 2016, the National Highway Traffic Safety Administration proposed a rule requiring auto manufacturers to deploy DSRC in all light vehicles by 2023. In December 2017, General Motors deployed DSRC only in the Cadillac CTS, which will be eliminated from its fleet after the 2019 model year. Toyota, which announced on April 16, 2018 that it would use DSRC in all vehicles beginning in 2021, has put those plans on hold.

While the DOT has tied up the use of the 5.9 GHz band, which could have been and should be used for critical expansion of faster broadband, the rest of the auto industry did not stand still. Sensors, cameras, and radar-based technologies are alerting drivers to impending dangers and blind spots. Many cars have and will have innovative features to improve highway traffic management and allow automated parking and auto-pilot. According to the Auto Alliance, automobile manufacturers spend more than \$100 billion each year on research and development worldwide and are actively working on new safety and V2V communications technologies that do not rely on DSRC.<sup>1</sup>

We are supportive of the vibrant marketplace filled with safety technology and innovation but preserving spectrum for DSRC technology that is outdated and incompatible with current advanced safety technologies before it has been fully deployed is a waste of extremely valuable spectrum. According to a November 29, 2018 RAND study, opening the 5.9 GHz spectrum for unlicensed use will unleash

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<sup>1</sup> “Innovation,” Auto Alliance, <https://autoalliance.org/innovation/>.

broadband capabilities for gigabit services and deliver \$100 billion of economic impact to the GDP.<sup>2</sup> It will also create a bridge between the existing U-NII-3 Wi-Fi band and the 6 GHz band, for a total of 1400 MHz, that the FCC is currently considering for expanded unlicensed use under its Proposed Rulemaking on Unlicensed Use of the 6 GHz Band (ET Docket No. 18-295; GN Docket No. 17-183).

The time for action is now. This valuable spectrum has lain fallow for 20 years, at great expense to the country. The commission should open this inquiry and ensure the spectrum is put to use expeditiously. The spectrum in the 5.9 GHz frequency would bridge the gap between the U-NII-3 band and the 6 GHz band for unlicensed Wi-Fi use, and we urge you to continue to work with the DOT to ensure it is used for that purpose.

Sincerely,

Thomas A. Schatz  
President  
Citizens Against Government Waste

Bartlett Cleland  
President  
Innovation Economy Institute

Charles Sauer  
President  
Market Institute

Jeff Mazzella  
President  
Center for Individual Freedom

David Williams  
President  
Taxpayers Protection Alliance

Seton Motley  
President  
Less Government

Andrew Langer  
President  
Institute for Liberty

Lisa Nelson  
CEO  
American Legislative Exchange Council

Michael Bowman  
Vice President, Policy  
ALEC Action

Ian Adams  
Vice President for Policy  
Tech Freedom

Michi Iljazi  
Director of Government Affairs  
American Conservative Union

Tom Giovanetti  
President  
Institute for Policy Innovation

Matthew Kandrach  
President  
Consumer Action for a Strong Economy

Hance Haney  
Director and Senior Fellow  
Technology & Democracy Project  
Discovery Institute

George Landrith  
President  
Frontiers of Freedom

Phil Kerpen  
President  
American Commitment

Ryan Radia  
Senior Policy Counsel  
Lincoln Network

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<sup>2</sup> Diana Gehlhaus Carew, Nicholas Martin, Marjory S. Blumenthal, Philip Armour, Jesse Lastunen, "The Potential Economic Value of Unlicensed Spectrum in the 5.9 GHz Frequency Band," RAND Corporation, November 29, 2018, <http://www.rand.org/t/RR2720>.