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**Committee on Transportation and Infrastructure
U.S. House of Representatives**

**Bill Shuster
Chairman**

Washington, DC 20515

**Nick J. Rahall, III
Ranking Member**

Christopher P. Bertram, Staff Director

June 3, 2013

James H. Zola, Democrat Staff Director

Acting Chairman Mignon Clyburn
Federal Communications Commission
445 12th Street, SW
Washington, DC 20554

Dear Acting Chairman Mignon Clyburn:

We write to express our interest in the Federal Communications Commission (FCC) Notice of Proposed Rulemaking to further open the 5 GHz band for use by unlicensed wireless devices. Specifically, we are focused on the 5.85-5.925 GHz band reserved for Dedicated Short Range Communication systems. These systems enable real-time communication among vehicles and the transportation infrastructure with the goal of enhancing vehicle safety.

During a bipartisan roundtable discussion conducted by the Subcommittee on Highways and Transit on May 7, 2013, the Subcommittee spoke with a wide variety of stakeholders about the opportunities and challenges associated with the FCC's proposal to open this segment of the digital spectrum to unlicensed users. The overwhelming consensus of these stakeholders – including the Department of Transportation, the National Telecommunications and Information Administration (NTIA), automakers, connected vehicle technology representatives, chip makers, and wireless carriers – was that no action should be taken to allow spectrum sharing in the 5.85-5.925 GHz band prior to completion of thorough, accurate, and independent tests by the NTIA that verify the spectrum can be shared without interference to safety critical vehicle systems. We agree with this view and believe NTIA should be given enough time to research potential interference issues prior to the FCC making any determinations.

The promise of this technology is difficult to understate: the National Highway Traffic Safety Administration estimates connected vehicle technologies can help mitigate or avoid approximately 80 percent of all vehicle crashes in which non-impaired drivers are involved (or some 4.5 million vehicle crashes annually).

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Over the last decade, Congress has authorized more than \$450 million in critical research necessary to advance connected vehicle technology. Automakers have spent millions more. We appreciate the benefits of spectrum sharing and believe that sharing can bring significant public benefit to commercial mobile and fixed wireless broadband use. However, we urge that efforts to secure these benefits not compromise the tremendous potential safety benefits associated with connected vehicle technology. If you have any questions, please contact Dan Veoni at (202) 225-6715.

Sincerely,



Thomas E. Petri
Chairman
Subcommittee on Highways and Transit



Peter A. DeFazio
Ranking Member
Subcommittee on Highways and Transit

cc: Commissioner Robert McDowell
Commissioner Jessica Rosenworcel
Commissioner Ajit Pai