AMERICAN ASSOCIATION
OF STATE HIGHWAY AND
TRANSPORTATION OFFICIALS
AASHTO

CARLOS BRACERAS, P.E., PRESIDENT
EXECUTIVE DIRECTOR, UTAH DEPARTMENT OF TRANSPORTATION

JIM TYMON, EXECUTIVE DIRECTOR

444 NORTH CAPITOL STREET NW, SUITE 249, WASHINGTON, DC 20001
(202) 624-5800 • FAX: (202) 624-5806 • WWW.TRANSPORTATION.ORG

March 14, 2019

Ms. Marlene H. Dortch
Secretary
Office of the Secretary
Federal Communications Commission
445 12th Street SW
Washington, DC 20554

SUBJECT: Unlicensed Use of the 6 GHz Band – ET Docket No. 18-295, Expanding Flexible Use in Mid-Band Spectrum Between 3.7 and 24 GHz – GN Docket No. 17-183

Dear Ms. Dortch:

The American Association of State Highway and Transportation Officials (AASHTO) hereby submits its Reply to the Comments on the Federal Communications Commission's ("FCC" or "Commission") Notice of Proposed Rulemaking ("NPRM" or "Proposed Rulemaking") subject docket.

Representing all 50 states, the District of Columbia, and Puerto Rico, AASHTO serves as a liaison between state departments of transportation and the federal government. Further, AASHTO is recognized by the FCC as one of four Frequency Coordinators (Coordinator) certified to administer specifically the radio spectrum assigned to Highway Maintenance; and, to recommend frequencies for licensing by local government and other entities authorized under the provisions of Title 47, United States Code Section 90.20.

As a founding member and a current member of the Governing Board of the National Public Safety Telecommunications Council ("NPSTC"), AASHTO supports the comments submitted in this proceeding by NPSTC[1]. Furthermore, AASHTO members are concerned with the potential for harmful interference to vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) communications in the adjacent 5.850 – 5.925 GHz ("5.9 GHz") band allocated for the operation of Dedicated Short-Range Communication (DSRC) Service. These concerns were elaborated in the comments filed by Toyota Motor Corporation[2], Qualcomm Incorporated[3], 5G Automotive

[1] Comments of the National Public Safety Telecommunications Council, ET Docket No. 18-295, GN Docket No. 17-183, (02/15/2019)("National Public Safety Telecommunications Council")
[2] Comments of Toyota Motor Corporation, ET Docket No. 18-295, (02/15/2019)("Toyota Motor Corporation")
[3] Comments of Qualcomm Incorporated, ET Docket No. 18-295, GN Docket No. 17-183, (02/15/2019)(" Qualcomm Incorporated")

Association[4], Alliance of Automobile Manufacturers[5] and Volkswagen Group of America Inc.[6], among others.

The FCC's current channel assignment for the 5.9 GHz band designates Channel 184 (5.915 – 5.925 GHz) for "High Power Public Safety" use and intersection collision avoidance applications, broadcasting safety critical messages such as emergency vehicle signal preemption. This channel, along with others in the 5.9 GHz band, is currently being utilized in numerous DSRC-based Roadside Equipment (RSE) deployments across the nation, implementing connected-vehicle (CV) applications that provide safety and mobility benefits, and this waiver may be to the detriment of other licensees. Specifically, AASHTO members such as the Wyoming Department of Transportation (WYDOT)[7], Utah Department of Transportation (UDOT), Michigan Department of Transportation (MDOT), Georgia Department of Transportation (GDOT), California Department of Transportation (Caltrans), Florida Department of Transportation (FDOT)[1], Nevada Department of Transportation (NDOT), Arizona Department of Transportation (ADOT), and Virginia Department of Transportation (VDOT), to name a few, have active deployments utilizing Channel 184[8]. Further, WYDOT, Colorado Department of Transportation (CDOT) and Maine Department of Transportation (Maine DOT) were each recently awarded funding through USDOT's Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program for transportation infrastructure improvements which, among others, included deployment of DSRC units[9]. At a state level, both MDOT and GDOT have committed to large-scale deployment of DSRC-based devices as part of their long-term Intelligent Transportation System (ITS) infrastructure. Arizona DOT (ADOT) was awarded an Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD) grants that include significant deployment of DSRC, and finally, 26 states, in response to AASHTO's Signal Phase and Timing (SPaT) Challenge and in an effort to improve transportation safety, have committed significant resources to deploying DSRC-enabled equipment at more than 200 traffic signals, with more than 2,100 additional signals programmed for installation in the near future. Many of these deployments utilize all seven channels in the 5.9 GHz band, including Channel 184, a fact reinforced in the USDOT's recent "*Preparing for the Future of Transportation: Automated Vehicles 3.0* (AV 3.0)" guidance document[10].

As one of the nation's four certified public safety frequency coordinators, AASHTO has previously shared its concerns on the potential for harmful interference to incumbent public

---

[4] Comments of the 5G Automotive Association, ET Docket No. 18-295, GN Docket No. 17-183, (02/15/2019)("5G Automotive Association")

[5] Comments of the Alliance of Automobile Manufacturers, GN Docket No. 17-183, (10/03/2017)("Alliance of Automobile Manufacturers")

[6] Comments of Volkswagen Group of America Inc., ET Docket No. 18-295, (02/15/2019)("Volkswagen Group of America")

[7] USDOT Designated CV Pilot Deployment Location Owner/Stakeholder

[8] FCC Universal Licensing System (ULS) Database, retrieved on December 21, 2018.

[9] https://www.transportation.gov/sites/dot.gov/files/docs/policy-initiatives/327856/build-fact-sheets-121118-355pm-update.pdf

[10] Page 14 - https://www.transportation.gov/sites/dot.gov/files/docs/policy-initiatives/automated-vehicles/320711/preparing-future-transportation-automated-vehicle-30.pdf

safety communications infrastructure in the 6 GHz band[11]. AASHTO member's concerns also extend to the potential interference impacts on safety critical communications in the 5.9 GHz band. Accordingly, AASHTO urges the Commission to undertake measures to appropriately safeguard public safety interests in both the bands.

If you have any questions, please contact Mr. Venkat Nallamothu, Program Manager for AASHTO's Frequency Coordination Program, at vnallamothu@aashto.org or 202-624-5497.

Sincerely,

Jim Tymon
Executive Director

[11] See Comments of the American Association of State Highway and Transportation Officials, GN Docket No. 17-183, (10/02/2017)