

# SAFETY SPECTRUM COALITION

May 6, 2019

The Honorable Frank Pallone  
Chairman  
Committee on Energy and Commerce  
U.S. House of Representatives  
Washington, DC 20515

The Honorable Greg Walden  
Ranking Member  
Committee on Energy and Commerce  
U.S. House of Representatives  
Washington, DC 20515

Dear Chairman Pallone and Ranking Member Walden:

As Congress begins to consider proposals for investment in our nation's infrastructure, we wanted to share the priorities of the Safety Spectrum Coalition with key Members of the House and Senate. The Safety Spectrum Coalition represents a broad group of industries, highway users, transportation technology companies, consumer groups, safety advocates, and state and local governments that support connected vehicle technologies that can dramatically improve the safety, accessibility, and operational performance of our road infrastructure. Using wireless connection, vehicle-to-vehicle (V2V), vehicle-to-infrastructure (V2I), and vehicle-to-pedestrian (V2P) – collectively referred to as Vehicle-to-Everything (V2X) technologies – can enable vehicles and other road users to communicate in real-time with each other and the surrounding infrastructure to coordinate traffic and avoid collisions, thus saving lives and reducing congestion. We urge the Congress to support policies that protect the 5.9 GHz band for V2X communications and incentivize greater deployment of V2X.

V2X can connect vehicles, infrastructure, and people to support a more intelligent nationwide transportation system, providing a robust platform for continuous improvement and innovation. Already, V2I applications such as Red-Light Violation Warning; Curve Speed Warning; Reduced Speed/Work Zone Warning, Pedestrian in Crosswalk Warning, and location-specific Weather Impact Warnings are being deployed and evaluated across the country by states and localities. Programs like the Department of Transportation's (DOT's) Connected Vehicle Pilots use a wide range of applications to improve safety and efficiency, such as along the freight corridor in the Wyoming Connected Vehicle Pilot Program,<sup>1</sup> the New York City Connected Vehicle pilot which focuses on V2V, V2I, and infrastructure-to-pedestrian safety applications,<sup>2</sup> and the Tampa Pilot which employs innovative V2V and V2I communication technology to improve safety and traffic conditions in downtown Tampa.<sup>3</sup> Additionally, the Signal Phase and Timing (SPaT) Challenge is pushing states to develop at least one connected corridor or intersection network in each state by 2020.<sup>4</sup> We urge the Congress to support these efforts and look for further initiatives to promote V2X use to improve safety and efficiency on our roadways.

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There are three specific ways that the Congress can support V2X deployments to achieve better transportation efficiency and safety:

1. Expand eligibilities and increase FAST Act V2X matches to grow V2X deployments.

In 2015, the Fixing America's Surface Transportation Act made huge strides in promoting the deployment of V2I equipment through explicit funding eligibility for installation of V2I communication equipment within key highway formula programs, including the National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, and Congestion Mitigation and Air Quality Improvement Program. The addition of V2I to these programs underscores the technologies' ability to make our highways safer and more efficient. We thank Congress and the Committees of jurisdiction for this step forward and urge the expansion of these efforts with broader V2I and V2X eligibility and an increased federal match for V2X deployments and the systems and software that support deployments.

2. Promote V2X deployments through federal designations and/or award programs for connected cities, metropolitan areas/regions and corridors to drive V2X deployment.
3. Provide regulatory certainty and protect the 5.9 GHz spectrum.

To achieve maximum benefits and ensure widespread deployment of V2X, it is important that all V2X technologies be interoperable. Congress should support DOT research to ensure that V2X technologies can support the interoperability requirements necessary to achieve the safety benefits. Furthermore, in order to support current and future applications and deployments, V2X operations across all channels in the 5.9 GHz band must be free from harmful interference. While the 5.9 GHz band is dedicated for the operation of intelligent transportation systems, the Federal Communications Commission (FCC) is currently testing spectrum-sharing proposals to determine if unlicensed devices can safely share the 5.9 GHz band with V2X communications. The Safety Spectrum Coalition encourages oversight of the FCC and DOT during this testing to ensure that all testing is complete prior to any opening of the band to unlicensed devices or new technologies.

Currently, Dedicated Short Range Communications (DSRC) is the only V2X technology tested and approved for use in the 5.9 GHz band. DSRC provides secure, private, and near constant two-way short-range communication between vehicles, infrastructure, and other road users. We commend DOT for its commitment to supporting industry-driven DSRC V2X research, architecture design, and standards development, and we encourage the Department's continued support. We also welcome the exploration and evaluation of wireless technologies and standards other than DSRC that could be used for V2X applications in the future. Above all, it is critical that the federal government continue to support current and future V2X deployments to achieve a nationwide, interoperable system to support connected transportation.

Thank you for your continued work to advance America's infrastructure as we collectively strive to develop and implement a smarter, safer, and more connected approach to transportation in the

21st century. We look forward to working with you to ensure that future infrastructure policies further promote connectivity in our transportation system.

Sincerely,

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American Traffic Safety Services Association

American Trucking Associations

Association of Global Automakers

Commercial Vehicle Training Association

Intelligent Transportation Society of America

Mothers Against Drunk Driving

Motor & Equipment Manufacturers Association

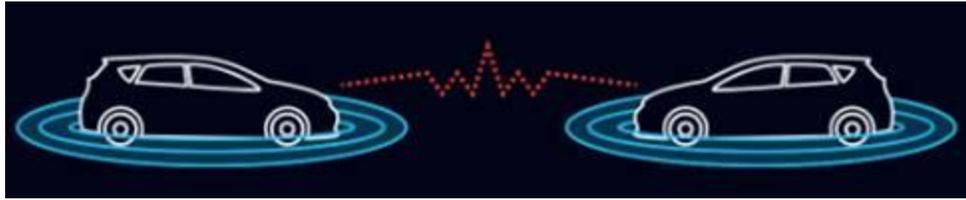
NAFA Fleet Management Association

National Safety Council

Peloton Technology, Inc.

Truck and Engine Manufacturers Association

cc: Members of the House Committee on Energy and Commerce



# SAFETY SPECTRUM COALITION

May 6, 2019

The Honorable John Barrasso  
Chairman  
Committee on Environment and Public Works  
U.S. Senate  
Washington, DC 20510

The Honorable Thomas Carper  
Ranking Member  
Committee on Environment and Public Works  
U.S. Senate  
Washington, DC 20510

Dear Chairman Barrasso and Ranking Member Carper:

As Congress begins to consider proposals for investment in our nation's infrastructure, we wanted to share the priorities of the Safety Spectrum Coalition with key Members of the House and Senate. The Safety Spectrum Coalition represents a broad group of industries, highway users, transportation technology companies, consumer groups, safety advocates, and state and local governments that support connected vehicle technologies that can dramatically improve the safety, accessibility, and operational performance of our road infrastructure. Using wireless connection, vehicle-to-vehicle (V2V), vehicle-to-infrastructure (V2I), and vehicle-to-pedestrian (V2P) – collectively referred to as Vehicle-to-Everything (V2X) technologies – can enable vehicles and other road users to communicate in real-time with each other and the surrounding infrastructure to coordinate traffic and avoid collisions, thus saving lives and reducing congestion. We urge the Congress to support policies that protect the 5.9 GHz band for V2X communications and incentivize greater deployment of V2X.

V2X can connect vehicles, infrastructure, and people to support a more intelligent nationwide transportation system, providing a robust platform for continuous improvement and innovation. Already, V2I applications such as Red-Light Violation Warning; Curve Speed Warning; Reduced Speed/Work Zone Warning, Pedestrian in Crosswalk Warning, and location-specific Weather Impact Warnings are being deployed and evaluated across the country by states and localities. Programs like the Department of Transportation's (DOT's) Connected Vehicle Pilots use a wide range of applications to improve safety and efficiency, such as along the freight corridor in the Wyoming Connected Vehicle Pilot Program,<sup>1</sup> the New York City Connected Vehicle pilot which focuses on V2V, V2I, and infrastructure-to-pedestrian safety applications,<sup>2</sup> and the Tampa Pilot which employs innovative V2V and V2I communication technology to improve safety and traffic conditions in downtown Tampa.<sup>3</sup> Additionally, the Signal Phase and Timing (SPaT) Challenge is pushing states to develop at least one connected corridor or intersection network in each state by 2020.<sup>4</sup> We urge the Congress to support these efforts and look for further initiatives to promote V2X use to improve safety and efficiency on our roadways.

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There are three specific ways that the Congress can support V2X deployments to achieve better transportation efficiency and safety:

1. Expand eligibilities and increase FAST Act V2X matches to grow V2X deployments.

In 2015, the Fixing America's Surface Transportation Act made huge strides in promoting the deployment of V2I equipment through explicit funding eligibility for installation of V2I communication equipment within key highway formula programs, including the National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, and Congestion Mitigation and Air Quality Improvement Program. The addition of V2I to these programs underscores the technologies' ability to make our highways safer and more efficient. We thank Congress and the Committees of jurisdiction for this step forward and urge the expansion of these efforts with broader V2I and V2X eligibility and an increased federal match for V2X deployments and the systems and software that support deployments.

2. Promote V2X deployments through federal designations and/or award programs for connected cities, metropolitan areas/regions and corridors to drive V2X deployment.
3. Provide regulatory certainty and protect the 5.9 GHz spectrum.

To achieve maximum benefits and ensure widespread deployment of V2X, it is important that all V2X technologies be interoperable. Congress should support DOT research to ensure that V2X technologies can support the interoperability requirements necessary to achieve the safety benefits. Furthermore, in order to support current and future applications and deployments, V2X operations across all channels in the 5.9 GHz band must be free from harmful interference. While the 5.9 GHz band is dedicated for the operation of intelligent transportation systems, the Federal Communications Commission (FCC) is currently testing spectrum-sharing proposals to determine if unlicensed devices can safely share the 5.9 GHz band with V2X communications. The Safety Spectrum Coalition encourages oversight of the FCC and DOT during this testing to ensure that all testing is complete prior to any opening of the band to unlicensed devices or new technologies.

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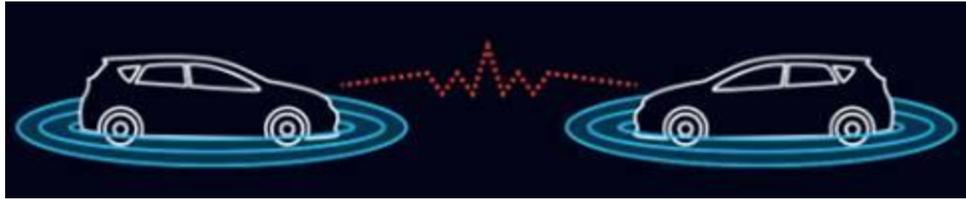
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cc: Members of the Senate Committee on Environment and Public Works



# SAFETY SPECTRUM COALITION

May 6, 2019

The Honorable Peter DeFazio  
Chairman  
Committee on Transportation and Infrastructure  
U.S. House of Representatives  
Washington, DC 20515

The Honorable Sam Graves  
Ranking Member  
Committee on Transportation and Infrastructure  
U.S. House of Representatives  
Washington, DC 20515

Dear Chairman DeFazio and Ranking Member Graves:

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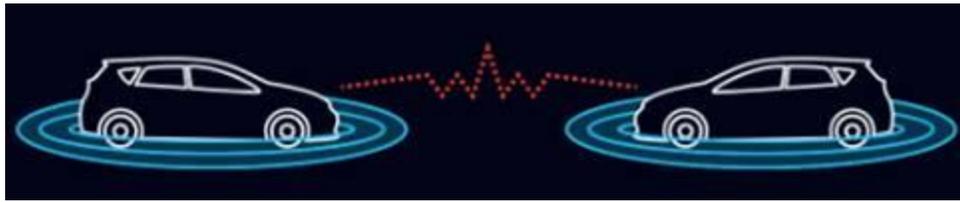
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cc: Members of the House Committee on Transportation and Infrastructure



# SAFETY SPECTRUM COALITION

May 6, 2019

The Honorable Roger Wicker  
Chairman  
Committee on Commerce, Science, and  
Transportation  
U.S. Senate  
Washington, DC 20510

The Honorable Maria Cantwell  
Ranking Member  
Committee on Commerce, Science, and  
Transportation  
U.S. Senate  
Washington, DC 20510

Dear Chairman Wicker and Ranking Member Cantwell:

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