



Committee on Transportation and Infrastructure
U.S. House of Representatives
Washington, DC 20515

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Chairman

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August 8, 2022

The Honorable Jessica Rosenworcel
Chairwoman
Federal Communications Commission
445 12th Street, SW
Washington, DC 20554

Dear Chairwoman Rosenworcel:

We are writing to express our support for transportation stakeholders to have authority to operate Cellular Vehicle-to-Everything (C-V2X) technology in the 5.9 GHz radio frequency band. An increasing number of public and private transportation stakeholders are seeking waivers to operate this technology, and we ask that you act expeditiously to grant their requests. Investment in and deployment of C-V2X within the 5.9 GHz band is critical to improving transportation safety and will clearly advance the public interest.

In its 2020 decision, the Federal Communications Commission (FCC or Commission) ordered the use of C-V2X intelligent transportation systems (ITS) safety technology in the 5.895-5.925 GHz band.¹ In its decision, the Commission determined that deployment of C-V2X technology in these frequencies “best serves the American public.”² Although the FCC sought comment on final C-V2X technical rules, the Commission indicated that it would utilize its waiver authority to accommodate demand for near-term C-V2X deployments while those rules were being developed. In the FCC’s words, this path forward would “provide needed certainty that will enable a smoother and more rapid development and deployment of C-V2X-based ITS operations in the future.”³

In response to the FCC’s actions, transportation stakeholders have risen to the occasion with plans to deploy C-V2X safety services, and they now seek waivers prior to the adoption of final rules. Specifically, the C-V2X Joint Waiver Request seeks FCC authority to permit automakers (including Ford Motor Company, Audi of America, and Jaguar Land Rover North America), state departments of transportation (including Utah and Virginia), and a number of equipment

¹ In the Matter of Use of the 5.850-5.925 GHz Band, FCC 20-164, ET-Docket 19-138, <https://docs.fcc.gov/public/attachments/FCC-20-164A1.pdf>.

² *Ibid*, page 44.

³ *Ibid*, page 26.

manufacturers to initiate broad deployment of C-V2X safety applications.⁴ Additionally, the Ohio Department of Transportation/DRIVEOhio and the New York City Department of Transportation each filed waiver requests to deploy C-V2X services under the same parameters sought in the C-V2X Joint Waiver Request.⁵ The Georgia, Florida, and Maryland Departments of Transportation also have filed waiver requests to allow near-term deployments of C-V2X applications.⁶

We urge the FCC to use its waiver authority to grant these requests, as well as any similar requests filed in the future, and allow for deployment of C-V2X services. Connected vehicles utilizing C-V2X technology can vastly improve mobility and reduce vehicle emissions. But most importantly, C-V2X technology can address our mounting roadway safety crisis.

Motor vehicle crashes killed an estimated 42,915 people in the U.S. in 2021, a 10.5 percent increase from the previous year.⁷ This is the highest number of traffic fatalities since 2005, and the largest annual percentage increase in fatalities since the U.S. Department of Transportation began tracking this data in 1975.⁸ Now, more than ever, it is imperative that regulators use every tool at their disposal to reduce the growing death toll on our roadways. Simply put, C-V2X technology has the potential to save lives—but only if regulators allow it to do so.

Leading up to the FCC’s decision to share the 5.9 GHz band and designate C-V2X as the ITS technology in the band, the FCC criticized transportation stakeholders for not deploying Dedicated Short-Range Communications (DSRC) technology fast enough. In the FCC’s words, “DSRC didn’t pan out the way we thought it would.”⁹ Then-Chairman Ajit Pai criticized transportation stakeholders, saying we cannot “squat on this spectrum for a generation.”¹⁰ By quickly granting these waivers and allowing C-V2X to advance, the FCC has the opportunity to make quick, efficient use of the band in order to improve transportation safety.

As Chairs and Ranking Members of the Committee on Transportation and Infrastructure and the Subcommittee on Highways and Transit, ensuring that the investments Congress makes in our transportation networks generate safety improvements is among our top priorities and responsibilities. As FCC Chair, we urge you to demonstrate your stated commitment to transportation safety by expeditiously granting these waivers.¹¹

⁴ *Request for Waiver of 5.9 GHz Band Rules to Permit Initial Deployments of Cellular Vehicle-to-Everything Technology*, ET Docket No. 19-138, Ford Motor Company et al., December 13, 2021 (“C-V2X Joint Waiver Request”); Joint Request for Waiver of 5.9 GHz Band Rules to Permit Initial Deployments of Cellular Vehicle-to-Everything Services.

⁵ Ohio Department of Transportation Request for Waiver, ET Docket No. 19-138, Ohio Department of Transportation/DRIVEOhio, June 10, 2022; New York City Department of Transportation Request for Waiver, ET Docket No. 19-138, New York City Department of Transportation, July 1, 2022.

⁶ Florida Request for Waiver and Waiver Supplement for Call Sign WQBS407, <https://docs.fcc.gov/public/attachments/DA-22-617A1.pdf>.

⁷ Early Estimates of Motor Vehicle Traffic Fatalities in 2021, NHTSA, <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813283>.

⁸ *Ibid*; Crash Data Systems: FARS, NHTSA, <https://www.nhtsa.gov/crash-data-systems/fatality-analysis-reporting-system>.

⁹ Statement of Hon. Jessica Rosenworcel, Commissioner, FCC (Dec. 27, 2019), page 2, <https://docs.fcc.gov/public/attachments/FCC-19-129A5.pdf>.

¹⁰ Statement of Hon. Ajit Pai, Commissioner, FCC (Nov. 20, 2020), page 2, <https://docs.fcc.gov/public/attachments/FCC-20-164A2.pdf>.

¹¹ Statement of Hon. Jessica Rosenworcel, Commissioner, FCC (Dec. 27, 2019), page 2, <https://docs.fcc.gov/public/attachments/FCC-19-129A5.pdf>.

Thank you for your consideration and attention to this urgent matter. If you have any questions, please contact Chris Bell with the Majority staff at Christian.Bell@mail.house.gov or Cheryle Tucker with the Minority staff at Cheryle.Tucker@mail.house.gov.

Sincerely,



PETER A. DeFAZIO
Chair



SAM GRAVES
Ranking Member



ELEANOR HOLMES NORTON
Chair
Subcommittee on Highways and Transit



RODNEY DAVIS
Ranking Member
Subcommittee on Highways and Transit

Cc: The Honorable Pete Buttigieg, Secretary of Transportation