



Federal Communications Commission
Washington, D.C. 20554

May 10, 2018

Mr. James E. Lentz
Chief Executive Officer
Toyota Motor North America
Nine West 57th Street, Suite 4900
New York, NY 10019

Dear Mr. Lentz:

We read with interest Toyota's April 16, 2018 announcement – and the subsequent ex parte filing before the Federal Communications Commission – regarding the company's plans to begin deploying Dedicated Short Range Communications (DSRC) systems in Toyota and Lexus vehicles sold in the United States starting with the 2021 product line. It is refreshing to learn, after nearly two decades since the Commission allocated spectrum for this purpose, that DSRC may move out of the conceptual and testing phases and on to the road. However, we believe it necessary to bring to your attention several factors that Toyota should keep in mind when committing capital expenditures to DSRC technology.

Specifically, the Commission, the Department of Transportation, the National Telecommunications and Information Administration, and associated automotive and communications industries currently are evaluating the potential for future unlicensed operations in the spectrum allocated for DSRC – the 5.850 to 5.925 GHz band (5.9 GHz band) – with the goal of promoting efficient use of the band through spectrum sharing. Having just completed Phase I testing, the plan has been for the Commission to proceed forward, in cooperation with the Department of Transportation, to Phases II and III in the coming months. If testing is successful, it will sufficiently demonstrate that unlicensed devices can share the band without causing harmful interference to DSRC safety-of-life functionality.

We are committed to finding the best method to deploy advanced automotive safety-of-life applications while working to meet existing and future demands for unlicensed spectrum. That includes exploring fully all the sharing techniques in our current proceeding, including those that would re-channelize the 5.9 GHz band. It also includes examining potential opportunities to advance automotive safety using newer technology, such as C-V2X systems. By taking a modern look at the possibilities for wireless services in the 5.9 GHz band, we can support automobile safety, increase spectrum for Wi-Fi, and grow the wireless economy.

We look forward to working with Toyota and all interested parties to ensure that the 5.9 GHz band is used in the best interests of the American people.

Sincerely,

Michael O'Rielly
Commissioner

Jessica Rosenworcel
Commissioner