

FEDERAL COMMUNICATIONS COMMISSION WASHINGTON

OFFICE OF THE CHAIRMAN

November 4, 2019

The Honorable Anna G. Eshoo U.S. House of Representatives 202 Cannon House Office Building Washington, D.C. 20515

Dear Congresswoman Eshoo:

Thank you for your letter expressing support for the Federal Communications Commission moving forward in the 5.9 GHz proceeding.

To say the least, substantial time has passed since the FCC initially granted Dedicated Short Range Communications (DSRC) vehicle-to-vehicle technology experimentation in this band in the 1990s. DSRC has made little progress since then—its deployment is meager at best, only one automaker currently supports it, and no major models are scheduled to use DSRC in the near future. Indeed, the rest have jettisoned the failed technology of DSRC, focusing their efforts on the development of cellular vehicle-to-everything (C-V2X) automotive safety technologies.

Meanwhile, consumer demand for applications and services that rely on unlicensed spectrum has exploded. The technological standard for unlicensed use of the 5.9 GHz band, called 802.11ac, has long been established. The band below it is already used for Wi-Fi, and the Commission is exploring unlicensed opportunities in the 6 GHz band above it.

It is long past time for rethinking the highest-valued use of this public resource. That is why I support a comprehensive conversation about how to proceed in the context of a notice of proposed rulemaking.

Sincerely. Ajit V. Pai

STATE COMMUNICATION

FEDERAL COMMUNICATIONS COMMISSION WASHINGTON

OFFICE OF THE CHAIRMAN

November 4, 2019

The Honorable Billy Long U.S. House of Representatives 2454 Rayburn House Office Building Washington, D.C. 20515

Dear Congressman Long:

Thank you for your letter expressing support for the Federal Communications Commission moving forward in the 5.9 GHz proceeding.

To say the least, substantial time has passed since the FCC initially granted Dedicated Short Range Communications (DSRC) vehicle-to-vehicle technology experimentation in this band in the 1990s. DSRC has made little progress since then—its deployment is meager at best, only one automaker currently supports it, and no major models are scheduled to use DSRC in the near future. Indeed, the rest have jettisoned the failed technology of DSRC, focusing their efforts on the development of cellular vehicle-to-everything (C-V2X) automotive safety technologies.

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Sincerely, Zit V. Par Ajit V. Pai



## FEDERAL COMMUNICATIONS COMMISSION WASHINGTON

OFFICE OF THE CHAIRMAN

November 4, 2019

The Honorable Jerry McNerney U.S. House of Representatives 2265 Rayburn House Office Building Washington, D.C. 20515

Dear Congressman McNerney:

Thank you for your letter expressing support for the Federal Communications Commission moving forward in the 5.9 GHz proceeding.

To say the least, substantial time has passed since the FCC initially granted Dedicated Short Range Communications (DSRC) vehicle-to-vehicle technology experimentation in this band in the 1990s. DSRC has made little progress since then—its deployment is meager at best, only one automaker currently supports it, and no major models are scheduled to use DSRC in the near future. Indeed, the rest have jettisoned the failed technology of DSRC, focusing their efforts on the development of cellular vehicle-to-everything (C-V2X) automotive safety technologies.

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Ajit V. Pai



FEDERAL COMMUNICATIONS COMMISSION WASHINGTON

OFFICE OF THE CHAIRMAN

November 4, 2019

The Honorable John Shimkus U.S. House of Representatives 2217 Rayburn House Office Building Washington, D.C. 20515

Dear Congressman Shimkus:

Thank you for your letter expressing support for the Federal Communications Commission moving forward in the 5.9 GHz proceeding.

To say the least, substantial time has passed since the FCC initially granted Dedicated Short Range Communications (DSRC) vehicle-to-vehicle technology experimentation in this band in the 1990s. DSRC has made little progress since then—its deployment is meager at best, only one automaker currently supports it, and no major models are scheduled to use DSRC in the near future. Indeed, the rest have jettisoned the failed technology of DSRC, focusing their efforts on the development of cellular vehicle-to-everything (C-V2X) automotive safety technologies.

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Sincerely, Ajit V. Pai