

## DRAFT REMARKS FOR JOEL SZABAT

[Thank you, Diana.]

Secretary Chao continually reminds us that the Department's top priority is, and will always be, safety.

From the perspective of those of us in the Department of Transportation, a dedicated 5.9 GHz band for transportation safety purposes is important for near-term innovations such as collision-avoidance and significant safety improvements, and for longer-term automation, platooning, and artificial intelligence applications.

There are endless exciting possible uses for spectrum. But spectrum is in limited supply. We recognize that FCC has a difficult task in that it must balance the competing needs of different potential uses of a scarce resource, i.e. spectrum.

Our responsibility in this process is to inform FCC about the potential implications of altering the allocation of spectrum by presenting the best data and analysis we have on the public benefits of Safety.

Road deaths have plateaued at approximately 37,000 annual fatalities on our nation's roads in recent years. The transportation safety band will host – is hosting - the emerging V2V and V2I technologies, collectively known as V2X, that are key to reducing traffic fatalities and driving road deaths down towards zero.

Given how vitally important this spectrum is to the future of safe transportation, the Department has vigorously demonstrated the benefits of the spectrum to transportation safety. Over the course of the last several years, our team has:

- Gathered our data on interference and performed new analysis on interference to provide results to FCC to inform their decision
- Prepared responses on FCC's NPRM to inform the Commissioners -- and emphasize the significant consequences -- of this decision, visible in our filings from March and November of this year on our Safety Band website
- Continued to work with our stakeholder partners—our team has participated in many public events and discussions to better understand concerns and questions that you all have
- Set up additional testing that we expect to provide more data in 2021 to inform strategies on how this community might move forward, all while balancing the constraints we face under this pandemic
- Shared this information with our federal government partners, including testimony to Congress.

And you have continued to work hard as well.

Public and private sector transportation stakeholders have worked together to bring this technology to the U.S. market. Billions of dollars – including over \$2.5 billion in public funding from federal, state, and local governments – have been invested in the development and deployment of V2X technology. The result of U.S. innovation and investment in V2X is now shown through existing and planned deployments around the country in over 30 States, with more in the planning process.

As you all know, last month FCC reached its decision to allocate 45 MHz to free, unlicensed Wi-Fi and to reassign the remaining 30 MHz to a developing technology called CV2X.

We're here to today to reaffirm to you our stakeholders that we continue to believe in the promise of V2X technologies and we will continue to support you as you develop and deploy these promising technologies.

The question is, where do we go from here?

As administrations turn over, the professionals within the Department will continue to advocate throughout the federal government for the importance of adequate spectrum to advance transportation safety. That is our mission, and also marks the limit of what we can do. What you can do, what the new Congress and Administration will do, what the FCC might do, are all open questions at this time.

The Department recognizes that this first Report and Order offers only proposals about future rules. Across the Department, a multi-modal spectrum team of experts is reviewing the new rules and conditions carefully, investigating open issues and cataloging the uncertainties.

Given the FCC's focus on the CV2X radio technology, we are prioritizing the testing of this new technology -- as we did with the DSRC technology – to gain a better understanding of its performance in congested and challenging transportation conditions under which it must be relied upon to perform to deliver safety. In fact, this summer the Department procured over 250 LTE-CV2X and dual-mode devices to set up for testing and we expect to move as quickly as possible in 2021.

As U.S. DOT continues to evaluate the safe, secure, efficient and interoperable use of the 5.9 GHz spectrum for transportation safety, it is critical that we garner input from you and others who were not able to join this forum.

So, in summary, thank you for stepping forward to be a part of this important, timely conversation. Back to you, Diana.