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**FEDERAL COMMUNICATIONS COMMISSION
OFFICE OF THE SECRETARY**

By Hand Delivery

Magalie Roman Salas
Secretary
Federal Communications Commission
445 Twelfth Street, S.W., TW-A325
Washington, D.C. 20554

**Re: Service Rules For The 5.850-5.925 GHz Band And Revisions To Part 90 Of
The Commission's Rules (DA 01-1047, WT Docket No. 01-90)**

Dear Ms. Salas:

Transmitted herewith, on behalf of Federal Signal Corporation, are an original and four copies of its Comments in response to Public Notices DA 01-686 and DA 01-1047 released March 16 and April 24, 2001, respectively, by the Chief, Public Safety and Private Wireless Division, Wireless Telecommunications Bureau. It is noted that the deadline for filing comments in this matter was extended to May 16, 2001 by Order, DA 01-932, of the Deputy Chief Public Safety and Private Wireless Division released on April 13, 2001.

A copy of these comments is also submitted herewith on a 3.5 inch diskette in Word 97 format.

Should any questions arise in connection with this filing, kindly contact the undersigned.

Sincerely,



Francis E. Fletcher, Jr.

Cc: ITS
Nancy M. Zaczek, FCC, Room 4-C330

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MAY 15 2001

**FEDERAL COMMUNICATIONS COMMISSION
OFFICE OF THE SECRETARY**

**Before the
FEDERAL COMMUNICATIONS COMMISSION
Washington, D.C. 20554**

In the Matter of)
)
Service Rules for the 5.850-5.925 GHz) DA 01-1047
Band, and Revisions to Part 90 of the) WT Docket No. 01-90
Commission's Rules)

To: The Chief, Wireless Telecommunications Bureau

COMMENTS OF FEDERAL SIGNAL CORPORATION

Federal Signal Corporation ("Federal Signal"), by its attorneys, hereby submits comments in response to Public Notices DA 01-686 and DA 01-1047 released March 16 and April 24, 2001, respectively, by the Chief, Public Safety and Private Wireless Division, Wireless Telecommunications Bureau. To assist in the development of licensing and service rules that will apply to Intelligent Transportation Systems ("ITS") that use Dedicated Short Range Communications ("DSRC"), the Public Notice requests comments on a Status Report on Licensing and Service Issues and Deployment Strategies for DSRC-based Intelligent Transportation Services in the 5.850-5.925 GHz Band ("Status Report") filed with the Commission on October 6, 2000 by the Intelligent Transportation Society of America ("ITS America"). The Public Notice also seeks additional information regarding current, emerging and potential DSRC-based ITS applications and services, including information regarding the status of standards development for ITS.

Federal Signal, a leading manufacturer of signaling equipment for police, fire and other emergency vehicles, is pleased to have this opportunity to participate in the early stages of the development of DSRC-based ITS applications, and looks forward to commenting upon specific

licensing and service rules at such time as the Commission issues a further notice of proposed rulemaking for the DSRC.^{1/} Federal Signal's interest in promoting a radio-based, in-vehicle public safety alert infrastructure is reflected in its efforts to develop the Emergency Radio Data System ("ERDS"). In cooperation with the police, fire, emergency service and rescue community, and with assistance from automobile and automobile radio manufacturers, Federal Signal conducted extensive laboratory and FCC-licensed field testing of a prototype ERDS system operating on FM Channel 200 (87.9 MHz) beginning in 1998.^{2/}

In August, 1999, Federal Signal filed a formal petition for rulemaking (RM-9719) seeking allocation of 87.9 MHz for the use and operation of the ERDS nationwide. Numerous comments were filed in response to Federal Signal's rulemaking petition, including correspondence from various police and fire departments supporting the proposal. Earlier this year, the Commission decided it would be prudent to incorporate the record from Federal Signal's rulemaking "into the ITS/DSRC proceeding to promote a more robust and complete record in that proceeding [and to avoid] the establishment of inconsistent or duplicative radio services."^{3/}

Having reviewed the Status Report, Federal Signal agrees that "DSRC-based ITS services that provide safety-related information (*e.g.*, in-vehicle warnings) should be regarded as public safety services by the FCC [and that] a significant block of the DSRC spectrum should be set aside for licensing to public safety eligibles." Status Report, Summary, p. iii. The Status Report

^{1/} As noted in the Public Notice, the Commission allocated the 5.850-5.925 GHz band to the DSRC in 1999 by Report and Order in ET Docket 98-95, but deferred consideration of licensing and service rules and spectrum channelization plans pending issuance of a further notice of proposed rulemaking.

^{2/} Channel 200 was selected so that the FM receiver that is standard equipment in virtually all vehicles would accommodate the ERDS. Also, Channel 200 is relatively little used in the United States.

^{3/} Amendment to Parts 73 and 90 of the Commission's Rules to Authorize the Transmission of Emergency Signals on Channel 200, *Order*, RM-9719 (DA 01-157, rel. Jan. 24, 2001), at ¶ 7.

mentions the following alternative approaches to band channelization of the DSRC spectrum: (a) allocation of the DSRC spectrum for public safety usage; (b) division of the DSRC spectrum between public safety and private/commercial uses licensed on a site specific basis; and (c) division of the DSRC spectrum between public safety and commercial usage licensed by geographic area. Status Report, Summary, p. iii. Federal Signal urges the Commission to propose a band channelization plan that provides adequate dedicated spectrum for public safety usage throughout the country. While Federal Signal recognizes that enhancements to traffic efficiency and various commercial uses of DSRC spectrum are contemplated, public safety use of this spectrum should be given priority in any channelization plan adopted by the Commission.

Federal Signal believes that ERDS can serve an important role in addressing the concern expressed in the Status Report that “DSRC public safety uses will not establish a large enough market to attain economies of scale in the production of DSRC receivers that are needed to attain ubiquitous availability.” Status Report, p. 31. The entire thrust of Federal Signal’s ERDS proposal has been to develop a nationwide public safety service that would provide timely notice to motorists of emergency situations in their immediate vicinity. Development of ERDS grew from Federal Signal’s long-time experience in manufacturing and equipping police and other emergency vehicles with lights, sirens and other signaling devices. The record in the ERDS rulemaking reflects strong interest by the police, fire and rescue community that can help establish a large nationwide market for DSRC public safety uses. Thus, ERDS operations fit well within the “driver advisory services (in vehicle signing, voice alerts)” type of public safety use identified in the Status Report as among the critical public safety needs allocation of DSRC spectrum would meet. Status Report, p. 17.

Federal Signal also believes that ERDS operations are compatible with the limited DSRC rules (e.g., the power limitations under Section 90.205 and the definition of DSRC under Section 90.7) adopted to date in ET Docket 98-95. Thus, ERDS is designed to operate as a low power, data-based service featuring brief transmissions of voice alerts and textual materials alerting drivers to oncoming emergency vehicles and other localized hazards. As envisioned, Federal Signal's ERDS would feature both fixed and mobile transmitters consistent with Sections 90.7 and 90.371 of the Rules. In this regard, Federal Signal would expect that deployment of DSRC Roadside Equipment (RSEs) would occur over time and focus initially on major highways. The fact that ubiquitous RSE coverage of all of the nation's highways, roads and streets would require many years, and may well prove to be an unrealistic objective, serves to highlight the need for mobile-to-mobile operations in the DSRC for ERDS-type public safety operations.

Federal Signal looks forward to cooperating with other ITS stakeholders and to participating in future rulemaking proceedings to establish definitive licensing and service rules for DSRC-based ITS systems.

Respectfully submitted,

FEDERAL SIGNAL CORPORATION

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May 15, 2001

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