

I recommend the following be considered for the DSRC rulings :

- Assure that public access to the functionality currently supplied by the 802.1X standards is not lost as a result of allocation of channels as outlined in the "ITS America's channelization plan" .
- Assure that existing spectrum allocations, outside the scope of 802.11 and DSRC , for state transportation and emergency response organizations stay allocated as already designated. This will help mitigate overloading the proposed DSRC spectrum with state and municipal transportation system communications .
"Public safety and non-public safety entities" should not use the same communications channels. Numerous examples of loss of communications for public safety agencies have been encountered when public safety agencies shared comm with non-public safety agencies (public) .
- The discussion of DSRC as communications standards for two way location communications for travel and transportation might be better discussed outside the scope of 802.1X standards since that communication infrastructure and licensing exists ...
- Allow access to the DSRC spectrum in a manor similar to the spectrum access allowed for license free spread equipment currently on the market (Class license) .
- Do not use sole licensing for locations or a "first-come/first-served "
approach to licensing especially if spread spectrum functionality is provided . The reasons :
 - * License could be obtained and not used .
 - * Technology can allow selection of service provider at location .
 - * Licensing in that manor would potentially limit the number of services which could be provided .
 - * Licensing in that manor would decrease the market for compliant software and hardware .
- Evaluate the feasibility of increasing the number of channels in the ASTM-DSRC Standard as outlined in "ITS America's channelization plan" .
- Consider requiring frequency hopping between frequencies in channels in order to increase available band width and therefor possibly increase power output allowed .
- Roadway to vehicle communications needs to be addressed . This recommendation augments "ITS America's channelization plan" .
- Assure that all transmitters have a power output that is truly "short range" enough to address the needs and recommended applications.. In some recommendations reference was made to different power classes .. Variable power for transmitter would

undermine ability to provide consistent deployments especially in highly populated areas .. This will help "achieve interoperability in the band" .

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