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Submitted electronically to the Federal Communications Commission, Office of the Secretary. Submitted is the following reply to comments on the Federal Communication Commission (FCC) proceeding: "In the Matter of Amendment of the Commission's Rules Regarding Dedicated Short-Range Communications (DSRC)in the 5.850-5.925 GHz Band (5.9 GHz Band), WT Docket No. 01-90."

This reply to comments it submitted by Florida's Turnpike Enterprise, a division of the Florida Department of Transportation.

The Florida's Turnpike Enterprise owns and operates over 449 miles of toll roads throughout Florida. During Fiscal year 2002 we collected over $482 million in toll revenue on owned and operated toll facilities. On a daily basis we serve the transportation needs of over 1.3 million customers while contributing to the economic vitality of the state of Florida.

In 1999 we deployed our electronic toll collection system known as SunPass. This system is interoperable statewide with other DSRC Electronic Toll Collection (ETC) systems of other toll collection agencies. We currently have over 1 million 902-928 MHz SunPass compatible transponders in circulation with participation of almost 40% of our customers choosing the added value of electronic toll collection. We estimate that we have invested over $50 million in our SunPass ETC system. We are also investing significantly into Intelligent Transportation Systems (ITS) to provide added convenience and safety for our customers. We now consider ETC and ITS critical to our future ability to provide safe and efficient travel while meeting the growing traffic demands on our road networks. We are developing strategies for our future that expand on the use of ETC, and eventually eliminate cash collection on many of our roadways.

Therefore, we respectfully submit the following responses to the Notice of Proposed Rulemaking on the designation of a portion of the frequencies in the 5.9GHz band for Intelligent Transportation Systems. We are in support of this new ITS radio services (ITS RS) for the future, and support the International Bridge Tunnel and Turnpike Association's (IBTTA) comments as previously submitted.

We support the creation of this ITS RS band for several reasons including, the opportunity to receive the protection of co-primary status against interference, a larger bandwidth with higher data rates to provide more ITS communication services, and Government rule requiring standardization and an interoperable communication mode. We consider this last point to be fundamental to achieve interoperability and nationwide deployment of ITS RS.

Specific comments related to the Notice of Proposed Rule Making include:

- ## The FCC rules and Communication Standards

  We expect that the use of this frequency for safety and interoperable toll payment systems will require conformance to standards. The FCC could ensure the success of these devices by keeping non-compliant systems from blocking channels during critical operations.

  In Florida, we have worked extensively with other Expressway authorities to ensure that motorists can use their transponders at almost every toll location across the State. This effort required extensive cooperation and costs by all agencies. We expect that the FCC could advance our industry by supporting interoperable standards, benefiting interstate commerce, creating increased competition by equipment manufacturers. We also believe that rules that define and require interoperable communication mode would likely promote widespread deployment of DSRC devices in vehicles and create a market free of proprietary equipment restrictions. We also believe that should this band be shared among public safety, public service, and private users that it will lead to the widespread implementation of original equipment manufactured hardware installed in the vehicles thereby eliminating the need of public agencies to fund this next generation of "transponder" devices. Without this effort by the FCC we do not see an opportunity for national interoperability.

  Having invested over $50 million in our current DSRC systems, we strongly urge the FCC to continue to provide operating licenses in the 915 MHz band to support ETC systems operating in that band.

- ## "Whether to license Roadside Units (RSUs) by site or geographical area"

  We urge the continued site licensing that allows us to use the Roadside Unit (RSU's) at all tolling points. We prefer these licenses to be corridor licenses for the DSRC operation on our entire highway. We request that use of the 915 MHz band be continued until toll agencies choose to migrate to the 5.9GHz band.

- ## "Whether to permit non-public safety radio DSRC operations in the 5.9 GHz band"

  Permitting non-public safety radio DSRC operations will lead to sharing of the band between public safety, public service, and private operations. In addition, we understand IBTTA's OmniAir™ is working with the standards' writers in defining a method of operation that will support a 'dual band' On Board Units (OBU.) This 'dual band' OBU will support ITS RS band use for public service and safety plus private uses in the adjacent Unlicensed National Information Infrastructure (UNII) Band and further mitigate interference. We believe it to be advantageous to promote non-public safety DSRC use and will lead to widespread installation of these devices in vehicles.

- ## "The interoperability necessary for DSRC operations and how this interoperability should be achieved"

  We support the OmniAir℠ effort to work with the American Society for Testing and Materials (ASTM) and Institute of Electrical and Electronic Engineers (IEEE) standards' writers to develop an ITS RS band standard that will assure interoperability. Standard

compliance and interoperability certification is essential for national ETC interoperability. We consider this standardization key in progressing to interoperable high-speed non-stop open road tolling evolution.

- **'Whether to license On Board Units (OBUs) associated with fixed systems under the associated RSU license.'**

  We believe the current process used in the 915 MHz band to license the RSU and not the OBUs should be continued with ITS RC. These devices will also do vehicle-to- vehicle (OBU-to-OBU) communications in support of safety applications, but in vehicle-to-roadside service, we would expect that no OBU would transmit unless commanded by an RSU, thus reducing potential interference.

We at Florida's Turnpike Enterprise appreciate the opportunity to comment on the FCC's Notice of Propose Rule Making on the designation of a portion of the frequencies in the 5.9 GHz band for Intelligent Transportation Systems. We provide this reply in response and support of IBTTA's previously submitted comments. Your actions on this issue will greatly support our industry in providing enhanced safety for motorists and promote the long-term national interoperability of toll payment systems.

Sincerely,

Tom Knuckey, P.E.
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