

Fiant, Kevin

From: Vest-Boratyn, Pamela
Sent: Wednesday, November 4, 2020 12:53 PM
To: Fiant, Kevin; Hegemier, Nicholas
Subject: FW: FCC DOT Waiver Request -Ohio (US-33 Smart Mobility Corridor DSRC RSU's)

Importance: High

Categories: US-33 Tech Corridor

Fyi

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Sent: Wednesday, November 4, 2020 12:33 PM
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Subject: FCC DOT Waiver Request -Ohio (US-33 Smart Mobility Corridor DSRC RSU's)
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Hello, Mr. Wilhelm:

I am taking this opportunity to follow up with you regarding our latest response to FCC questions concerning the licensure of DSRC operations within our US-33 Smart Mobility Corridor project. In response to the FCC's October 28 circulation of the First Report and Order under ET Docket -19-138 to be considered at the Commission's November open meeting, the Ohio Department of Transportation proposes the following steps to align with the recently announced proposal:

1. Submit and receive approval from the FCC for a Conventional Experimental Radio License (CERL) for a period of 1 year for activities along the US-33 Smart Mobility Corridor related to the following V2X applications:
 - Queue Warning
 - Wrong Way Driver Warning
 - Spot Weather Warning
 - Reduced Speed / Lane Closure Warning

- Curve Speed Warning
- Red Light Violation Warning
- Pedestrian Crossing Warning

This would allow the development and testing of the above applications and related V2X messaging in a manner that could then be transitioned and utilized by new forms of radio technology as they become available in commercially available, certified equipment. During this 1 year period, we will also develop plans to transition to utilize the upper channels of the spectrum, specifically channels 180, 182, and 184.

2. Prior to the expiration of the year 1 Conventional Experimental Radio License (CERL) stated above, we propose to submit an additional application to transition the above year 1 CERL for a new year 2 Conventional Experimental Radio License for use of equipment on the upper channels as stated above. This license would be for a term of 1 year and be purposed for the continued development and evaluation of V2X applications to be supported by V2X roadside and onboard equipment. During this period, we would also begin to transition our existing roadside devices towards approved, certified technology, available at that time.
3. As the year 2 CERL approaches expiration, we would take action to turn off any remaining DSRC devices and begin the transition to the technology set forth, by the FCC, for V2X Transportation Safety at that time.

Thank you for the opportunity to provide the above plan outline for your consideration. We would deeply appreciate your timely response, which will enable us to continue to move forward with our project.

Respectfully,

Jack

Jack Marchbanks, PhD, MBA

Director



**OHIO DEPARTMENT OF
TRANSPORTATION**