



April 21, 2017

Director Jean Shiomoto  
California Department of Motor Vehicles  
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Sacramento, CA 95818-2606  
[LADRegulations@dmv.ca.gov](mailto:LADRegulations@dmv.ca.gov)

Re: *Vehicle Code Title 13, Division 1, Chapter 1, Article 3.7 (Testing of Autonomous Vehicles)*

Dear Ms. Shiomoto:

CTIA<sup>1</sup> respectfully submits these comments on the Department of Motor Vehicles' (the "Department") most recent proposal for autonomous vehicle testing and deployment regulations, as referenced above (the "Regulation"). The wireless industry, including wireless carriers, device manufacturers and component providers, are actively involved in the connected and autonomous vehicle ("AV") ecosystem that will increase vehicle safety and efficiency, and expand access to mobility.

Existing broadband networks, especially wireless 5G networks deployed by carriers today, will provide an important communications platform for the data required for AVs. Operating on a 5G network, an AV travelling at roughly 60 mph will move *just over 1 inch* (as opposed to 4.6 feet under the same conditions operating on a 4G LTE network) to execute a braking command once an obstacle is detected.<sup>2</sup> 5G can also address vehicle efficiency. A recent report details how vehicle convoys using 5G to communicate road conditions could reduce drag by 20-60%, resulting in a 25% fuel savings.<sup>3</sup> Thus, 5G will enable vehicle safety and efficiency capabilities and, "with its device density and real-time capabilities, has the potential to advance V2V features."<sup>4</sup>

The Regulation's latest version includes important revisions to achieve an appropriate balance of enabling innovation and protecting the public during the critical phase of AV testing. We support the Regulation's clarity on allowing driverless testing. Additionally, the Regulation's removal of a local ordinance requirement and replacement with a local government notification and coordinating requirement is a positive revision that engages local communities, but does not delay the testing and deployment process unreasonably.

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<sup>1</sup> CTIA-The Wireless Association® ([www.ctia.org](http://www.ctia.org)) represents the U.S. wireless communications

<sup>2</sup>See "The Next Generation of Wireless: 5G Leadership in the U.S." at 10-11 (Feb. 9, 2016), available at: [http://www.ctia.org/docs/default-source/default-document-library/5g\\_white\\_paper\\_web2.pdf](http://www.ctia.org/docs/default-source/default-document-library/5g_white_paper_web2.pdf).

<sup>3</sup> See *How 5G Can Help Municipalities Become Vibrant Smart Cities*, Accenture Strategy at 8 (Jan. 12, 2017), available at: <http://www.ctia.org/industry-data/press-releases-details/press-releases/accenture-economic-societal-impact-investing-5g-infrastructure>.

<sup>4</sup> *Id.*



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We respectfully request that the Department address the following provisions of the Regulation:

- Sec. 227.38(b): Existing product liability and tort law addresses manufacturers' responsibility for their vehicles. As such, the Regulation need not include discussion of these issues.
- Sec. 227.38(d): In light of rapid and iterative improvements to AV components, the Department should not require an additional application and review process for vehicle improvements that will delay the testing process.
- Sec. 228.24: California law includes the nation's most protective data ownership and privacy laws, which will apply in the context of AV testing and deployment data. The Regulation's implementation of additional data rules will produce confusion, could conflict with existing California privacy law and should be removed.

CTIA appreciates the opportunity to identify key areas in which the Regulation can better reflect the Department's goals of allowing AV testing on public roads in California and protecting highway safety. Thank you for considering this submission.

Respectfully submitted,

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