



Bridges and Tunnels

December 21, 2012

Marlene H. Dortch, Secretary
Federal Communications Commission
445 12th Street, SW Room TW-A325
Washington, DC 20554

RE: Request by Progeny LMS, LLC for Waiver of Certain Multilateration and
Monitoring Service Rules. WT Docket No. 11-49

I am contacting you regarding the above-referenced subject. MTA Bridges and Tunnels operate 9 toll facilities in the New York City area. We provide key transportation links to the New York metropolitan area and through toll collection provide significant financial subsidies to mass transit operations in the region. We are also a member of the E-ZPass Group an association of 24 toll agencies in 14 states. The IAG is the world's largest interoperable toll collection system, collecting \$8 Billion in toll revenue annually. The IAG Group uses Radio Frequency Identification that operates in the 915 megahertz ("MHz") band. The system is comprised of base stations licensed by the Federal Communications Commission ("FCC") on a co-primary geographic area basis and in-vehicle (mobile) devices that operate under Part-15 of the FCC rules and communicate with the base stations. The E-ZPass Group currently has more than 23million RFID ("mobile") devices Issued to customers across the United States.

The 24 Members of the E-ZPass Group are:

■Buffalo and Fort Erie Public Bridge Authority ■Burlington County Bridge Commission ■Delaware Department of Transportation ■Delaware River and Bay Authority ■ Delaware River Joint Toll Bridge Commission ■Delaware River Port Authority ■Illinois State Toll Highway Authority ■ITR Concession Company, LLC ■Massachusetts Department of Transportation ■Maryland Transportation Authority ■Maine Turnpike Authority ■New Hampshire Department of Transportation ■New Jersey Turnpike Authority ■New York State Bridges Authority ■New York State Thruway Authority ■Ohio Turnpike Commission ■Port Authority of New York & New Jersey ■The Pennsylvania Turnpike Commission ■Rhode Island Turnpike and Bridge Authority ■Skyway Concession Company ■South Jersey Transportation Authority ■Triborough Bridge and Tunnel Authority ■Virginia Department of Transportation ■West Virginia Parkway Authority.

As you see, our members are operators of major roadway networks and local bridges and tunnels that provide vital transportation links and services to the citizens of those states and communities as well as supporting the nation as a whole by providing the necessary roadway infrastructure to help move people and goods throughout the country. These facilities are paid for by the revenues collected by our member agencies.

The 915 MHz frequency used by E-ZPass is the same frequency which all electronic toll collection systems in the United States currently operate on, as well as in other systems such as the commercial vehicle highway

weigh station preclearance systems which is a major part of the US Department of Transportation's Federal Motor Carrier Safety Administration's Commercial Vehicle Information Systems and Networks ("CVISN"). CVISN uses a dual function E-ZPass transponder to support this important USDOT program as well as other systems of vital importance to transportation.

The 902-928 MHz band is used by all the toll operators in the United States to implement electronic toll collection. On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (**MAP-21**) which has a mandate that requires that all electronic toll collection systems in the United States be interoperable by 2016. The E-ZPass operators and the operators of similar electronic toll systems across the country are working on implementing the federally mandated national electronic toll interoperability requirement by establishing an equipment standard within the 902-928 MHz band in which they operate. Maintaining an uninterrupted and clear 902-928 MHz band is a crucial component in achieving and maintaining a national interoperable electronic toll collection system as mandated by MAP-21.

MTA Bridges and Tunnels supports the comments submitted by Kapsch TrafficCom IVHS, Inc.¹, our equipment manufacturer, regarding Progeny's October 31 submission. We are deeply concerned that the October 31 Progeny report was limited to analyzing three companies operations that are not reflective of our operating environment. We respectfully request that the FCC direct Progeny (1) to provide a response to Kapsch TrafficCom IVHS, Inc.'s²² recommended changes to Progeny's systems operation and (2) to direct Progeny to conduct interference testing with Kapsch TrafficCom IVHS, Inc. and submit a written report to the FCC assuring that Progeny's systems will not interfere with our existing NM-LMS operations, before the FCC makes a final decision on whether or not to allow Progeny permission to operate mobile radio transmitters and high power base stations.

If you have any questions or are in need of further information, please feel free to contact me (212) 360-3100. Thank you in advance for your attention to this matter.

Sincerely,



Mr. James Ferrara
President
MTA Bridges and Tunnels

¹ See Comments of Kapsch TrafficCom IVHS Inc., WT Docket No. 11-49 (filed Dec 21, 2012) ("Kapsch December 2012 Comments").

² See Comments of Kapsch TrafficCom IVHS Inc., WT Docket No. 11-49 (filed Mar. 15, 2012) ("Kapsch March 2012 Comments").