

November 23, 2009

Ms. Marlene Dortch
Secretary
Federal Communications Commission
445 12th Street SW
Washington DC 20554

REF: WT Docket No. 99-87

Subject: Comments regarding the Implementation of Sections 309(j) and 337 of the Communications Act of 1934 as Amended.

Dear Ms. Dortch:

The Joint Council on Transit Wireless Communications is a newly formed federation of transportation organizations and stakeholders created to represent passenger transportation service operators nation-wide within the United States on matters of wireless voice and data communications. The following organizations currently participate in the Joint Council:

- Transportation Research Board (TRB)
- American Public Transportation Association (APTAA)
- Community Transportation Association of America (CTAA)
- Canadian Urban Transit Association (CUTA)
- Taxicab, Limousine and Paratransit Association (TLPA)
- American Association of State Highway and Transportation Officials (AASHTO)
- Association of Public-Safety Communications Officials (APCO)
- American Association of Railroads (AAR)
- National Public Safety Telecommunications Council (NPSTC)

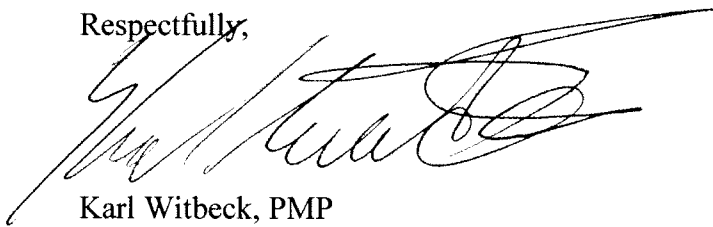
As such, we offer the following comments.

1. We support the above referenced petition filed by NPSTC requesting the FCC to stay various interim dates indicated in the petition as being applicable to passenger transportation service operations. We request that the FCC also include and consider the impact to passenger transportation service operators in the evaluation of the NPSTC petition.
2. It is vital to passenger transportation service operations to maintain the availability of multi-mode VHF and UHF radio equipment capable of both 25 kHz and 12.5 kHz analog operation until 01/01/2013. It is important to this industry to be able to replace aging equipment beyond repair or no longer compatible with newer radio systems (or systems in the process of migrating to

- narrowband operation) with new compatible equipment (versus used or temporary equipment) during the two year period of 01/01/2011 to 01/01/2013.
3. Interoperability is vital to public transit agencies and other passenger transportation service operators whom in many instances are required by necessity to communicate and coordinate with first responders or emergency management during emergencies. Maintaining existing or needed inventories of multi-mode radio equipment will help to facilitate continuity of interoperable communications during the transition to narrowband operations.
 4. It is vital to passenger transportation service operations that new radio equipment not be required by regulation to include 6.25 kHz operation prior to 01/01/2013. The current state of the industry requires digital radio equipment to be purchased to achieve 6.25 kHz bandwidth operation and maintain similar coverage performance, voice quality or data thru-put as 12.5 kHz radio systems. As this digital equipment is new to the market, commercial economies of scale have not yet been achieved to allow pricing to be similar to that of 12.5 kHz equipment.

We appreciate in advance consideration of our comments.

Respectfully,



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cc: Barry Ensig - Chair - Joint Council on Transit Wireless Communications
Coordination Committee members