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October 17, 2018

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**USA Today**

**Pennsylvania's legislation** to put up thousands of devices for super-fast 5G wireless service flickered out in Harrisburg despite a flurry of lobbying. The bill's sponsor, Rep. Frank Farry (R., Langhorne) promised to take it up again in early 2019.

Supporters, including Farry, said the legislation ran out of time and no companion bill was introduced in the Pennsylvania Senate. The House Consumer Affairs Committee in August held a public hearing on the Small Wireless Facilities Deployment Act, but it wasn't voted out of the committee. Barring a last-minute change, the legislature's final voting day in its two-year session is Wednesday. "We continue to talk with the stakeholders to come up with a solution," Farry said Monday.

The proposed legislation would make it easy to put thousands of small cell antennas on utility poles, buildings, traffic lights, or other public property for 5G services, which will lead to faster internet services and streaming video. Verizon, T-Mobile and AT&T have said they would offer 5G. The boxy 5G equipment sprouts five-foot antennas and will proliferate like weeds throughout the nation over the next decade. Telecom companies may deploy 800,000 of them across the United States.

But **local political opposition in Pennsylvania boroughs** has hardened in recent weeks. The mayors of Hatboro, Collegeville, Conshohocken, West Conshohocken, Bridgeport, Ambler and others have come out against the proposed legislation, calling it a give-away to wireless and infrastructure companies. The companies want to quickly expand

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advanced wireless services through small cell antennas on publicly owned rights of way, with minimal red tape and fees.

The legislation also would strip towns of local control over zoning for the placement of these small cells, they say. "The telecom companies want to expand 5G as fast as they can and as cheaply as they can," Lansdale Borough Mayor Garry Herbert said Monday. Herbert held a news event last Thursday in Lansdale, publicizing his opposition — and the opposition of other borough mayors — to Farry's H.B. 2564.

The borough mayors also said the proposed legislation would take away municipal zoning powers in their rights-of-way. Because homeowners and other property owners pay taxes on rights of way, they would be subsidizing telecom companies, said Ed Troxell, director of government affairs for the Pennsylvania State Association of Boroughs. Farry has expressed frustration at the borough officials and said the legislation has broad support.

In public hearings, some consumers also have voiced concerns over the possible health effects of the powerful 5G wireless services. The Pennsylvania activity is part of a state and national lobbying blitz by telecommunications companies. Last month, the [Federal Communications Commission voted to make it easier and cheaper](#) to place an estimated 800,000 small antennas for 5G services on utility poles, traffic lights, sidewalks, and other public areas — rules very similar to the ones considered in the Pennsylvania legislation.

The FCC said the new rules could save telecom companies \$2 billion in costs associated with 5G deployment. Philadelphia, Seattle, and other cities have opposed the FCC's new rules. Borough officials said Farry's legislation would set fees for small cell antennas lower than the new FCC rules.

On Monday, the lobbying group Pennsylvania Partnership for 5G met in Harrisburg with state lawmakers. The group had five meetings scheduled on Monday and seven on Tuesday, said the group's spokeswoman, Ashley Henry Shooks. Crown Castle, a wireless infrastructure company with about 1,000 employees in Western Pennsylvania, financially supports the lobbying group. The group supports "statewide legislation that sets uniform standards for fees and provides a streamlined and transparent permitting process across all municipal jurisdictions," the partnership said in a statement. "Municipalities that oppose HB 2564 or that may seek a carve-out are jeopardizing their community's timely access to 5G," the group added. — ***Philadelphia Inquirer***

Clinton is among four counties in Central Pennsylvania that will benefit from a study aimed at finding ways to enhance high speed internet services in rural areas. SEDA-Council of Governments (SEDA-COG) announced it has been awarded a \$40,000 grant from the U.S. Appalachian Regional Commission grant to provide local governments with a set of short-term and longer-term strategies to address rural highspeed Internet (broadband) deficiencies.

"Rural broadband, although often discussed as a major issue within the region, has not been widely acted upon because of the lack of information about the tasks, activities, and costs of developing, testing, and maintaining a highspeed broadband infrastructure," said Scott

Kramer, SEDA-COG Information Technologies Group specialist. "This grant will provide the needed information to help local leaders and stakeholders make prudent decisions about next steps to expand broadband access."

The study will assess broadband needs, especially focusing on businesses, and evaluate current broadband infrastructure and services in Clinton, Lycoming, Northumberland, and Union counties. With this information, three key areas of need will be identified in each participating county. Determining the best technology options for priority areas will be based on geography and demographics; proximity to schools, libraries, hospitals, public safety, cities, and other institutions; and implementation costs. To later implement a broadband project in each of those counties, SEDA-COG also will create a model Request for Proposals (RFP).

These awards are part of ARC's Partnerships for Opportunity and Workforce and Economic Revitalization (POWER) initiative, a congressionally funded initiative that targets federal resources to help communities and regions that have been affected by job losses in coal mining, coal power plant operations, and coal-related supply chain industries due to the changing economics of America's energy production. With this funding, ARC has invested over \$120 million in 149 projects touching 309 counties across Appalachia since 2015. "This announcement shows continued support for the work already underway to create new opportunities for those living in communities hardest hit by changes in the coal industry," said ARC Federal Co-Chair Tim Thomas. "These grants are a commitment to long-term diversification and economic growth in Appalachia." – ***Lock Haven Express***

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Twenty years ago, automakers won exclusive rights to use a portion of U.S. airwaves for ultra-safe "talking cars" that would communicate with each other wirelessly, seeing around corners and averting collisions. That future hasn't arrived. And now with just one talking vehicle on the roads - a lone Cadillac model - cable providers want to loosen automakers' hold on the frequencies.

NCTA-The Internet & Television Association, a trade group with members including top U.S. cable provider Comcast Corp., on Tuesday asked regulators to open those airwaves for use by Wi-Fi signals that will shoulder more and more of cable subscribers' traffic. "Use of this band has failed," the NCTA said in a petition to the Federal Communications Commission. The U.S. "can no longer afford" to allocate those airwaves exclusively for vehicle-to-vehicle communications "with the hope that the next twenty years will somehow be different than the last two decades of stagnation," the group said. The NCTA wants the FCC to begin a new proceeding to allocate all or a large portion of the 5.9 gigahertz spectrum for so-called unlicensed use by Wi-Fi devices to alleviate a shortage of available bandwidth.

The request reflects a scramble by industries for wireless footholds as digital technology transforms everything from cars to video feeds and household appliances. The competition to serve millions of connected devices, including mobile phones, has placed a premium on controlling airwaves. Automakers led by General Motors Co. and Toyota Motor Corp. have been major proponents of the technology that relays data

about vehicle speed and direction wirelessly between cars and roadside infrastructure to prevent collisions. "Automakers support preserving the 5.9 GHz spectrum band for transportation safety applications intended to prevent crashes and save lives," said Scott Hall, a spokesman for the Alliance of Automobile Manufacturers, a trade association for a dozen carmakers including GM and Toyota. "Any unlicensed use in the 5.9 GHz band should not be permitted unless it is proven it will not cause harmful interference to these safety systems," Hall added.

Under the Obama administration, the National Highway Traffic Safety Administration proposed requiring so-called vehicle-to-vehicle radios on all new automobiles by 2023, citing agency research projecting that it could prevent 80 percent of all non-impaired collisions. The mandate has stalled under the Trump administration. NHTSA has taken no action since a comment period on the proposed mandate closed in April 2017. "Without the 5.9 GHz band, we lose many of the life-saving benefits of connected vehicles," Shailen Bhatt, president of ITS America, a trade association, said in a statement. The group supports reserving the spectrum for connected vehicle safety technologies.

Cable providers for years have asked the FCC to allow broader use of the so-called talking car airwaves. That particular swathe is ideal for carrying Wi-Fi traffic that handles an increasing portion of cable subscribers' data, according to cable providers. For instance, Charter Communications Inc., the second-largest U.S. cable provider, in July told Congress its Wi-Fi network serves more than 280 million wireless devices. Opening the 5.9 GHz airwaves is a "gateway to revolutionized Wi-Fi speeds and innovation," Craig Cowden, Charter's senior vice president of wireless technology, told lawmakers.

Proponents of expanded Wi-Fi capacity hope to take advantage of the auto industry's limited progress getting vehicle-to-vehicle safety systems into the marketplace. Industry, government and university researchers have done extensive testing of the Wi-Fi-like vehicle-to-vehicle communications signals, but only GM produces a car with the technology. Toyota and Volkswagen AG have announced plans to equip vehicles with the technology in the coming years.

In addition, some carmakers including Daimler AG, BMW AG and Ford Motor Co., want to use cellular signals, rather than the special technology at the heart of "talking car" efforts by GM and Toyota and NHTSA. Ford spokeswoman Sinead Phipps said company tests show that cellular-based connected vehicle systems, or CV2X in industry parlance, perform better and create a path to adopt higher-speed 5G cellular signals. "We view CV2X as being the better solution," Phipps said in an email. Representatives for GM, Toyota and other auto industry groups were unable to offer immediate comment Tuesday. —

**Bloomberg**

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House Majority Leader Dave Reed, R-Indiana, will take a job with a bank after he the legislative session wraps up this year, he announced Wednesday. Mr. Reed will serve as a regional president for First Commonwealth Bank, based in Indiana County, the area he represented during his time in the state Legislature. "As the next chapter in my life is about to begin, it was important to me to be able to stay involved in the economic future of our state and our region," Mr. Reed said in a statement.

His departure from the Legislature is not a surprise. Mr. Reed announced in January that he was foregoing a re-election bid in the state House to instead run for Congress. He withdrew from the congressional run a couple of months later, after the state's congressional lines were redrawn, placing him in the same district as an incumbent Republican congressman, Glenn Thompson. Mr. Reed began serving in the state House in 2003 and was elected majority leader in 2014. – **Pittsburgh Post-Gazette**

Democratic U.S. Sen. Bob Casey is pulling a TV ad from the home market of Republican challenger U.S. Rep. Lou Barletta, after Barletta called it cruel to his family. Casey said in a statement Monday the parallels were unintentional and he takes Barletta at his word about the impact it had on his family.

The ad accuses Barletta of voting to let insurers strip coverage for pre-existing conditions. It features a woman whose twin daughters were diagnosed with cancer saying, "if Lou Barletta has his way, kids like mine could be denied the care they need." Barletta says it's inaccurate, and particularly hurtful since his toddler grandson, also a twin, is fighting cancer. The ad won't circulate in the Scranton area, but it will in Pennsylvania's other TV markets. – **Associated Press**

State Sen. Pat Browne's campaign has pulled ads that included the erroneous claim about his opponent, Democratic Mark Pinsley, failing to pay taxes on his business. The ads were based on incorrect information from the state Department of Revenue that the state had issued liens on Pinsley's business, DermaMed Solutions.

The campaign staffer for U.S. Rep. Brian Fitzpatrick that was posing as a newspaper reporter at his opponent's events had been paid nearly \$6,000 to do part-time canvassing work, according to the Philadelphia Inquirer. Amid the staffer drama, the ad war in the district continues with a new spot opposing Democrat Scott Wallace from the Congressional Leadership Fund.

The Republican group has reserved \$4.1 million in television ad time in the district. The latest ad — which is the third that the group has run opposing Wallace — is the inverse of those from Democratic outside groups in the Lehigh Valley congressional race, which have blasted Republican Marty Nothstein as a "yes man" for the GOP agenda. This spot says Wallace would "rubber-stamp Nancy Pelosi's liberal agenda," saying a vote for congressional Democrats is a vote in support of more taxes, spending and debt. – **Allentown Morning Call**

