

MAR. 7. 2007 10:36AM

DOT/EXEC. SECRETARIAT

NO. 969

P. 2



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

MAR 6 2007

The Honorable Orrin G. Hatch
United States Senate
Washington, DC 20510

Dear Senator Hatch:

Thank you for your letter of January 23 inquiring about the status of the Transportation Technology Innovation and Demonstration (TTID) Program. As you note, this program was renewed and revised by section 5508 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, Public Law 109-59). The following information addresses the four questions included in your letter.

Regarding your first question, Part 1 of the TTID Program under section 5508 of SAFETEA-LU provides for completion of the original contract for the Intelligent Transportation Infrastructure Program (ITIP). The original ITIP contract provides for participation of 25 cities and requires the contractor to provide data services for a period of 10 years after system acceptance in each of the cities. Therefore, the ITIP initiative continues beyond 2006 through the completion of the original contract.

To answer your second and third questions related to funding for the TTID Program, a total of \$61,665,657 has been provided for the TTID Program from Fiscal Years 1998 through 2005. Of this amount, \$56,125,928 has been, or will be, committed to complete the original contract for deploying intelligent transportation infrastructure systems in cities identified in section 5508 of SAFETEA-LU. This leaves \$5,539,729 uncommitted and available for Part 2 of the TTID Program, which provides sufficient funding for two cities under Part 2.

To answer your fourth question about potential recipients under the TTID Program, Enclosure 1 is a table of the responses to the notice published by the Federal Highway Administration (FHWA) in the Federal Register on October 19, 2005 (70 FR 60870), from the cities eligible to participate in the TTID Program, as identified in section 5508 of SAFETEA-LU. The cities expressed whether or not they wished to participate in the TTID Program and, if so, whether under Part 1, Part 2, or both parts of the program. A city not responding by the February 6, 2006, deadline was considered to have opted out of program participation. The cities are listed in the order of decreasing congestion as indicated by the congestion rankings contained in the "2005 Urban Mobility Report" developed by the Texas Transportation Institute. This ordering permits the cities to be prioritized between the two parts of the program in order to better utilize available funding.

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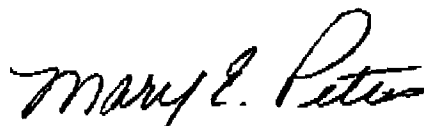
The Honorable Orrin Hatch

Using criteria from the October 19, 2005, FHWA notice related to congestion levels, Houston and Dallas/Fort Worth were approached regarding their participation under Part 2 of the TTID Program. Because of the amount of transportation surveillance existing in the Houston area, in May 2006 it declined further participation. Also in May 2006, discussions with Dallas/Fort Worth resulted in the city's agreement to participate under Part 2, leading to additional discussions to fully develop a statement of work to be included in a Request for Proposals (RFP) from FHWA for work under Part 2 of the TTID Program in the Dallas/Fort Worth region. The FHWA has recently received the final comments from the Texas Department of Transportation related to the statement of work and is finalizing the RFP for prospective vendors to be issued in March 2007.

Enclosure 2 provides the status of all the cities under both parts of the TTID Program and indicates that Houston's rejection of participation allowed discussions with the next eligible cities - Orlando and Miami. Because of the amounts of transportation surveillance in these cities, each city declined further participation in September 2006. Discussions are ongoing between FHWA and Denver, the next eligible city under Part 2, related to its participation in the TTID Program, with a decision expected in March 2007.

I hope this information answers your questions and is helpful to you. If I can provide further information or assistance, please feel free to call me.

Sincerely yours,



Mary E. Peters

2 Enclosures

Enclosure 1

**Transportation Technology Innovation and Demonstration
Expressions of Participation to October 19, 2005, notice**

Metro Area	Part 1 Only	Part 2 Only	Part 1 or Part 2
Atlanta	X		
Houston		X	
Dallas/FW		X	
Orlando		X	
San Jose			X
Miami		X	
Denver			X
Austin		X	
New York/Northern NJ			X
Minneapolis/St. Paul			X
Charlotte			X
Sacramento			X
Portland, OR			X
Indianapolis			X
Tucson		X	
Jacksonville		X	
Salt Lake City	X		
Las Vegas			X
Cincinnati	X		
Columbus	X		
Raleigh/Durham	X		
Greensboro	X		
Norfolk	X		
New Orleans			X
Kansas City			X
Richmond			X
Albany			X
Tulsa			X
Cleveland	X		
Louisville		Did not respond	
Nashville		Did not respond	
Birmingham		Did not respond	
Milwaukee		Did not respond	
Hartford		Did not respond	
Burlington		Did not respond	

Metropolitan areas that responded are listed by their congestion rankings contained in "The 2005 Urban Mobility Report" developed by the Texas Transportation Institute.

Enclosure 2

**Contract Status of Cities Participating or Eligible to Participate Under the
Transportation Technology Innovation and Demonstration Program**

Cities under agreement with Part 1 contractor at time of publication of notice (October 2005)

- Baltimore
- Boston
- Chicago
- Detroit
- Los Angeles
- Oklahoma City
- Philadelphia
- Phoenix
- Pittsburgh
- Providence
- St. Louis
- San Diego
- San Francisco
- Seattle
- Tampa
- Washington, DC Region

Cities Added or Renewed under SAFETEA-LU with their status as of February 15, 2007

- Atlanta: Agreement under Part 1
- Houston: Declined participation under Part 2
- Dallas/Fort Worth: Selected under Part 2
- Orlando: Declined participation under Part 2
- San Jose: Agreement under Part 1
- Miami: Declined participation under Part 2
- Denver: Failed to reach agreement under Part 1; currently negotiating for participation under Part 2
- Austin: Unfunded under Part 2
- New York/Northern New Jersey: Failed to reach agreement under Part 1; unfunded under Part 2
- Minneapolis/St. Paul: Failed to reach agreement under Part 1; unfunded under Part 2
- Charlotte: Failed to reach agreement under Part 1; unfunded under Part 2
- Sacramento: Agreement under Part 1
- Portland, OR: Failed to reach agreement under Part 1; unfunded under Part 2
- Indianapolis: Agreement under Part 1
- Tucson: Unfunded under Part 2
- Jacksonville: Unfunded under Part 2
- Salt Lake City: Agreement under Part 1

- Las Vegas: Agreement under Part 1
- Cincinnati: Agreement under Part 1

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Cities Added or Renewed under SAFETEA-LU with their status as of February 15, 2007 (cont.)

- Columbus: Agreement under Part 1
- Raleigh/Durham: Agreement under Part 1
- Greensboro: Negotiating for participation under Part 1
- Norfolk: Negotiating for participation under Part 1
- New Orleans: Unfunded under either Part
- Kansas City: Unfunded under either Part
- Richmond: Unfunded under either Part
- Albany: Unfunded under either Part
- Tulsa: Unfunded under either Part
- Cleveland: Unfunded under Part 1
- Louisville: Did not respond; declined participation
- Nashville: Did not respond; declined participation
- Birmingham: Did not respond; declined participation
- Milwaukee: Did not respond; declined participation
- Hartford: Did not respond; declined participation
- Burlington: Did not respond; declined participation