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United States Senate

WASHINGTON, DC 20510-4402

January 23, 2007

COMMITTEES:

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JOINT COMMITTEE
ON TAXATION

The Honorable Mary E. Peters
Secretary of Transportation
400 Seventh St., S.W.
Washington, D.C. 20590

Dear Madame Secretary:

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (P.L. 109-59) included language I authored that gives qualified companies the ability to compete for Intelligent Transportation Infrastructure Program (ITIP) funding.

As you are aware, the ITIP program was created in the 1998 TEA-21 legislation (ITIP Part 1). It earmarked Federal funds for 24 pre-selected metropolitan areas and identified one company as the sole technology supplier; that company had total control over how and where Federal ITIP funds are used. My amendment created ITIP Part 2, which allows additional cities the opportunity to participate in the ITIP program, and gives those cities a choice of providers while eliminating the single-source monopoly found in ITIP Part 1.

So, as you can see, I have considerable interest in the ongoing implementation of the new law. Accordingly, I would appreciate receiving a detailed response to the following questions:

1. It is my understanding that the Transportation Technology Innovation Demonstration (TTID), a continuation of the ITIP initiative under TEA-21, was to end in 2006, to be replaced by open competition in ITIP Part 2. Has that transition in fact happened? If not, why?
2. Are all funds remaining from the ITIP/TTID program now available for ITIP Part 2? It is my understanding that only a fraction of those funds are available in ITIP Part 2. Please explain.
3. What amount of funding from the ITIP/TTID program remains to be spent? How many additional cities can the Federal Highway Administration (FHWA) recruit for this program?
4. Has the FHWA issued a request for proposal informing both potential recipients and prospective vendors that the remaining ITIP/TTID funds are now available for award on a competitive basis via ITIP Part 2? If not, why?

With the passage of the ITIP Part 2 legislation, Congress determined that one large company should not have a monopoly on ITIP funds provided for traffic data collection. Americans should benefit from innovative solutions coming from small businesses, rather than funneling millions of dollars to a company that does not have to compete for the money.

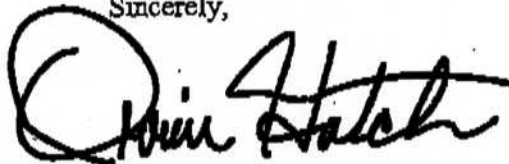
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I continue to monitor this issue closely and ask that you keep me updated on any new developments within the ITIP program. Please fax your response to the attention of Matthew Sandgren of my staff at (202) 224-6331.

Thank you for your time and attention to this important matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Orrin Hatch". The signature is written in a cursive style with a large, prominent initial "O".

Orrin G. Hatch
United States Senator

OGH:mss

cc: Jeffrey Paniati, Program Manager, Intelligent Transportation Systems Joint Program Office