



**U.S. Department of  
Transportation**

Office of the Secretary  
of Transportation

400 Seventh St., S.W.  
Washington, D.C. 20590

JUN 22 2007

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

Dear Senator Hatch:

Thank you for your letter of May 10 to Secretary Peters inquiring further about the status of the Transportation Technology Innovation and Demonstration (TTID) Program. The following information addresses the three questions included in your letter.

In regard to your first question, section 5508 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, Public Law 109-59), states "...the Secretary shall (emphasis added) permit the entity to which the original contract was awarded to use uncommitted funds to deploy intelligent transportation infrastructure systems that have been accepted by the Secretary ... in accordance with the terms of the original contract." The original contract provides for participation of 25 cities in the TTID Part 1 initiative (formerly known as the Intelligent Transportation Infrastructure Program, or ITIP). Because the statute expressly required the Department to complete the original contract, the majority of the funding that has been provided is committed to Part 1 of the TTID Program.

Your second question asks why so many cities that opted to participate in Part 2 were left unfunded. After fulfilling the contract as required by section 5508 of SAFETEA-LU, only a limited amount of funding remains uncommitted. Specifically, \$5,539,729 is uncommitted and available for Part 2 of the TTID Program. Because of this lack of funds, only two cities will be able to participate under Part 2 of the TTID Program. The Request for Proposals from the Federal Highway Administration for work under TTID Program Part 2 in the first city, Dallas/Fort Worth, will be issued this month.

Regarding your last question, the original contract notes in section 2.2 of its statement of work that "[t]here is an 80/20 Federal/non-Federal match requirement for all Federal funds provided (\$500,000 non-Federal match required for the initial \$2M in Federal funds)." Section 2.2 also notes that the "...non-Federally derived funding may come from State, local government, or private sector partners." Additionally, section 2 of Attachment J.2 of the original contract states that, "Mobility Technologies funds will purchase equipment associated with the system network. This includes the site equipment including poles, sensors, solar panels and modems and computer equipment including data collection servers, database server, web server, communication server, and other associated equipment. The cost of this equipment is over

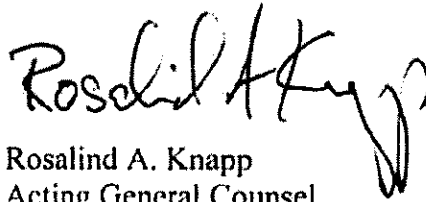
Page 2

The Honorable Orrin G. Hatch

\$500,000, the proposed private match.” To date, the non-Federal match has come from State or local governments for the projects in Providence, San Diego and Tampa. The private match has been used as the non-Federal match for all the other cities (Atlanta, Baltimore, Boston, Chicago, Cincinnati, Columbus, Detroit, Indianapolis, Las Vegas, Los Angeles, Norfolk, Oklahoma City, Phoenix, Raleigh/Durham, Sacramento, St. Louis, Salt Lake City, San Francisco, San Jose, Seattle and Washington) that have reached local agreements with the contractor.

I hope this letter provides the information you requested. If I can provide further information or assistance, please feel free to call me.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Rosalind A. Knapp". The signature is written in a cursive style with a large, looping flourish at the end.

Rosalind A. Knapp  
Acting General Counsel