

118TH CONGRESS  
1ST SESSION

# H. R. 1500

To establish a program to use anonymized data from third-party entities to inform infrastructure planning decisions and to improve transportation management capabilities and efficiency on Federal-aid highways, and for other purposes.

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## IN THE HOUSE OF REPRESENTATIVES

MARCH 9, 2023

Mr. GRAVES of Louisiana (for himself and Mr. CARBAJAL) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

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## A BILL

To establish a program to use anonymized data from third-party entities to inform infrastructure planning decisions and to improve transportation management capabilities and efficiency on Federal-aid highways, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Intelligent Transpor-  
5 tation Integration Act”.

1 **SEC. 2. THIRD-PARTY DATA INTEGRATION PROGRAM.**

2 (a) IN GENERAL.—Not later than 180 days after en-  
3 actment of this Act, the Secretary of Transportation shall  
4 establish and implement a program (in this section re-  
5 ferred to as the “program”) to leverage anonymized data  
6 from third-party entities to improve transportation man-  
7 agement capabilities and efficiency on Federal-aid high-  
8 ways.

9 (b) PURPOSES.—In carrying out the program, the  
10 Secretary shall leverage anonymized data derived from  
11 third-party entities—

12 (1) to inform infrastructure planning decisions  
13 relating to—

14 (A) reducing congestion;

15 (B) decreasing miles traveled;

16 (C) increasing safety;

17 (D) improving freight efficiency; and

18 (E) enhancing environmental conditions;

19 and

20 (2) to implement integrated traffic management  
21 systems that leverage real-time data to provide dy-  
22 namic and efficient traffic flow management for the  
23 purposes of—

24 (A) adjusting traffic light cycle times to  
25 optimize traffic management and decrease con-  
26 gestion;

1 (B) expanding or contracting lane capacity  
2 to meet traffic demand;

3 (C) enhancing traveler notification of serv-  
4 ice conditions;

5 (D) prioritizing high-priority vehicles such  
6 as emergency response and law enforcement  
7 within the transportation system; and

8 (E) responding to severe weather events or  
9 conducting emergency evacuations; and

10 (3) for any other purpose the Secretary deter-  
11 mines is necessary to improve transportation man-  
12 agement capabilities and efficiency on Federal-aid  
13 highways.

14 (c) PARTNERSHIP; CONSULTATION.—

15 (1) IN GENERAL.—In carrying out the program,  
16 the Secretary is authorized to enter into agreements  
17 with public and private sector entities to accomplish  
18 the purposes described in subsection (b).

19 (2) REQUIREMENTS.—Any agreement entered  
20 into under paragraph (1) between the Secretary and  
21 a data provider shall—

22 (A) be disclosed to the public; and

23 (B) include provisions that require the use  
24 of data protections for user privacy.

1           (3) CONSULTATION.—In carrying out the pro-  
2           gram, the Secretary shall consult with at least 1 or-  
3           ganization that supports the development of intel-  
4           ligent transportation systems in the public and pri-  
5           vate sectors.

6           (d) DATA PRIVACY AND ACCURACY.—In carrying out  
7           the program, the Secretary shall ensure—

8                 (1) the protection of privacy for all sources of  
9                 data utilized in the program by—

10                     (A) preventing reidentification of user  
11                     data;

12                     (B) precluding the collection of biometric  
13                     or automatic license plate reader data; and

14                     (C) preventing data utilized in the program  
15                     from being used by any government entity for  
16                     any purpose other than the purposes described  
17                     in subsection (b); and

18                 (2) the accuracy of data utilized in the program  
19                 by preventing—

20                     (A) hacking, spoofing, and disruption of  
21                     connected and automated transportation sys-  
22                     tems; and

23                     (B) the incorporation of inaccurate data,  
24                     including data generated by artificial intel-  
25                     ligence.

1 (e) PROGRAM LOCATIONS.—In carrying out the pro-  
2 gram, the Secretary shall enter into agreements with pub-  
3 lic and private sector entities serving a variety of areas,  
4 including urban, suburban, rural, tribal, or any other ap-  
5 propriate settings.

6 (f) BEST PRACTICES.—Not later than 3 years after  
7 date of enactment of this Act, the Secretary shall publicly  
8 make available best practices to leverage private user data  
9 to support improved transportation management capabili-  
10 ties and efficiency, including—

11 (1) legal considerations when acquiring private  
12 user data for public purposes; and

13 (2) protecting privacy and security of individual  
14 user data.

15 (g) REPORT.—The Secretary shall submit an annual  
16 report to the Committee on Transportation and Infra-  
17 structure of the House of Representatives and the Com-  
18 mittee on Environment and Public Works of the Senate  
19 detailing—

20 (1) a description of the activities carried out  
21 under the program;

22 (2) an evaluation of the effectiveness of the pro-  
23 gram in meeting the purposes described in sub-  
24 section (b);

1           (3) policy recommendations to improve the im-  
2       plementation of anonymized data into planning deci-  
3       sions; and

4           (4) a description of costs associated with equip-  
5       ping and maintaining integrated traffic management  
6       systems.

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