

HR 1500

Intelligent Transportation Integration Act

Congress: 118 (2023–2025, Ended)

Chamber: House

Policy Area: Transportation and Public Works

Introduced: Mar 9, 2023

Current Status: Placed on the Union Calendar, Calendar No. 638.

Latest Action: Placed on the Union Calendar, Calendar No. 638. (Nov 26, 2024)

Official Text: <https://www.congress.gov/bill/118th-congress/house-bill/1500>

Sponsor

Name: Rep. Graves, Garret [R-LA-6]

Party: Republican • **State:** LA • **Chamber:** House

Cosponsors (2 total)

| Cosponsor | Party / State | Role | Date Joined |
|---|---------------|------|--------------|
| Rep. Carbajal, Salud O. [D-CA-24] | D · CA | | Mar 9, 2023 |
| Rescom. González-Colón, Jenniffer [R-PR-At Large] | R · PR | | May 22, 2023 |

Committee Activity

| Committee | Chamber | Activity | Date |
|---|---------|-----------------|--------------|
| Transportation and Infrastructure Committee | House | Discharged from | May 23, 2023 |

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

No related bills are listed.

Intelligent Transportation Integration Act

This bill requires the Department of Transportation (DOT) to implement a program to use anonymized data (i.e., data that has had all personal identifiers removed) that is derived from third-party entities to improve transportation management capabilities and efficiency on federal-aid highways.

Specifically, DOT must enable the use of anonymized data to (1) inform certain infrastructure planning decisions (e.g., decisions related to increasing safety, improving freight efficiency, and enhancing environmental conditions), and (2) facilitate integrated traffic management systems that leverage real-time data to provide dynamic and efficient traffic flow management for purposes such as adjusting traffic light cycle times and responding to severe weather events.

The bill authorizes DOT to enter into agreements with public and private sector entities to implement the program and requires DOT to consult with at least one organization that supports the development of intelligent transportation systems.

Further, DOT must issue guidance on (1) the protection of privacy for all consumers and sources of data used in the program; and (2) the accuracy of the data used in the program, including preventing hacking and spoofing.

Within three years of enactment of this bill, DOT must make available best practices on how to leverage private consumer data to support improved transportation management capabilities and efficiency.

Finally, the bill specifies that DOT may take such actions as necessary to maximize the effective implementation of this bill, including consolidating these requirements within other DOT activities.

Actions Timeline

- **Nov 26, 2024:** Reported (Amended) by the Committee on Transportation and Infrastructure. H. Rept. 118-772.
- **Nov 26, 2024:** Placed on the Union Calendar, Calendar No. 638.
- **May 23, 2023:** Subcommittee on Highways and Transit Discharged
- **May 23, 2023:** Committee Consideration and Mark-up Session Held
- **May 23, 2023:** Ordered to be Reported (Amended) by Voice Vote.
- **Mar 10, 2023:** Referred to the Subcommittee on Highways and Transit.
- **Mar 9, 2023:** Introduced in House
- **Mar 9, 2023:** Referred to the House Committee on Transportation and Infrastructure.