



THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

HB 1001 – Automated Enforcement Programs - Privacy Provisions

Chair Korman, Vice Chair Boyce, Members of Environment and Transportation –

Right now in Maryland law we allow a number of different automated enforcement programs:

- School bus cameras
- Red light cameras
- Speed cameras¹
 - In school zones
 - In work zones
 - In residential areas (Anne Arundel, Montgomery, Prince George's)
 - On certain roads in certain places (e.g. I-83, Rte. 210, Jessup Rd., Oxford Rd.)
- Vehicle height monitoring cameras
- Railroad grade crossing cameras

Each year, we get a number of bills seeking to add to that list. This year alone we have bills to:

- Add Baltimore County to the residential camera program
- Expand the work zone camera program
- Enable a jurisdiction to add cameras on high-risk roads
- Enable a jurisdiction to add cameras on every traffic sign
- Enable three jurisdictions to use noise cameras
- Enable cameras on all buses to monitor: dedicated bus lanes, bike lanes, all bus stops, all curb cut-outs, double parking, all no-parking signs

This is a lot of automated enforcement, and a lot of data that is being collected. However, there is no statewide standard as to what is done with that data. HB 1001 would set that standard.

HB 1001 would put basic privacy parameters around this data, by setting retention/destruction time limits, limiting who would have access to the data, and requiring that the data be kept secure. In addition, it requires that the data only be used for traffic enforcement purposes, and that a system may not use biometric identifying technology, such as facial recognition.

With the explosion in surveillance technology, these are important parameters to put in place now.

I respectfully request a favorable report on HB 1001.

¹ Please note each of these have requirements and exceptions.