
February 19, 2026

The Honorable Pam Beidle
Chair, Finance Committee
3 East Miller Senate Office Building
Annapolis, MD 21401

Re: Letter of Information – Senate Bill 569 – Online Data Privacy – Limits of Data

Dear Chair Beidle and Committee Members:

The Maryland Department of Transportation (takes no position on Senate Bill 569 and offers the following letter of information for the Committee’s consideration.

SB 569 alters certain requirements for a controller relating to the collection of personal data and generally relates to the collection and processing of personal data. The State Highway Administration (SHA) strongly supports the protection of individual privacy rights and the responsible use of data. The SHA uses data for critical transportation operations and public safety purposes in the State.

The SHA maintains a data-sharing relationship with the University of Maryland (UMD) specifically through their research centers including the Center for Advanced Transportation Technology (CATT) Lab and the Maryland Transportation Institute (MTI). These partnerships provide SHA with data products and analytical tools unavailable through other sources at the same quality and price.

The SHA uses the data for several purposes, including:

- Monitoring real time travel speeds and identifying traffic slowdowns. This enables our Coordinated Highways Action Response Team to coordinate emergency responses and provide proactive safety interventions.
- Understanding aggregated trip origins and destinations. This data allows SHA to understand where travelers are going, which assists with long range transportation planning, including evaluating major capital projects.
- Identifying high risk locations and any contributing factors to crashes. This type of data has driven the placement of our Pedestrian Action Safety Plan corridors and other safety initiatives in high-risk locations around the state.

In all cases, the data used from UMD is anonymized and aggregated prior to delivery to SHA. No data contains personally identifiable information such as names, home addresses, or Social Security numbers. The data represents statistical summaries, such as average travel speeds on a road segment.

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SHA is committed to safeguarding Marylanders while preserving the state's capacity to operate a safe and efficient transportation network. The CATT lab has experienced decreased participation from vendors due to data privacy changes implemented last legislative session. If the provisions of SB 569 limit the ability of UMD or its commercial data providers to process and share location-derived, aggregated data, many of SHA's current operational and public safety focused capabilities would be significantly impacted. For example, the data provided by UMD supports the operations of SHA's overhead dynamic message signs which provide real-time traffic and safety information to highway users. That system and service would be impacted if UMD and its commercial data providers were unable to provide the necessary data. SHA requests clarification from the Committee to ensure that traffic safety data is not intended to be impacted by the bill's changes to the Maryland Online Data Privacy Act.

The Maryland Department of Transportation respectfully requests the Committee consider this information during their deliberations of Senate Bill 569.

Respectfully submitted,

April Moeller
Director
Office of Government Affairs
Maryland State Highway Administration
410-210-5780

Matthew Mickler
Director
Office of Government Affairs
Maryland Department of Transportation
410-865-1090