

DAVID PENDLETON SR.
Chairperson/Director

TOM CAHILL
Vice Chairperson/Assistant
Director

BRITTANY GARRIS
Secretary



ANNAPOLIS OFFICE
99 Cathedral Street
Suite 201
Annapolis, MD 21401-2597

PH: (240) 271-9420
smartmdsla@yahoo.com

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HB1295 -Vehicle Laws Fully Autonomous Vehicles - Unfavorable

To the Honorable Marc Korman., Chair, Michele Guyton, Vice Chair and members of the House Environment and Transportation Committee

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My name is David Pendleton, I am the Director of the Maryland Safety and Legislative Board for the Transportation Division of the International Association of Sheet Metal Air Rail and Transportation Workers, **SMART**. Our members in the State of Maryland are employees of CSX Transportation, Norfolk Southern, Amtrak, Canton Railroad and MARC (Amtrak & Alstom). We are Conductors, Locomotive Engineers, Yardmasters, Switchmen and Utility Workers. We are the **TRAIN UNION**

I am urging the committee to vote Unfavorable for **HB1295**.

HB1295 would open Maryland's public roads to testing for fully autonomous driving technology that when fully implemented would undoubtedly lead to unsafe roads, tens of thousands of job losses in the State and hundreds of millions of dollars in lost revenue to the General Fund.

There are an estimated fifty thousand delivery and twenty thousand trucking jobs in Maryland. This sector is the most used path to enter into the Middle Class. Often only requiring only a high school diploma and a CDL license to get started. This one subsection of the transportation sector generates \$4.6 billion in wages and pays \$276 million in income taxes annually to the Maryland General Fund.

This technology threatens to eliminate not only these jobs, but also the tens of thousands of rideshare, bus, and passenger van driving jobs in this sector. Considering that \$4.6 billion in wages paid to the middle class equals \$4.6 billion in economic activity to the State, this technology not only threatens these jobs, but when multiplied across the sector, threatens the economic destruction of the State of Maryland.

There are so many questions around this technology. Here are some simple questions that need to be answered before considering this bill:

What's the plan to replace the lost revenue? How would the State pay for unemployment benefits? How would services lost in hard hit communities all throughout the State due to revenue reductions be restored? What's the State's plan to replace close to 100k jobs? What's the State's plan for retraining workers? Would there be a place left for the middle class in Maryland?

Before fully embracing this potentially destructive technology, I hope these questions will be answered. With these things in mind, I urge an unfavorable report.

Sincerely,
David Sr
David Pendleton Sr., Chairperson/Director
Maryland Safety & Legislative Board
SMART Transportation Division