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March 04, 2026

SB947 – MTA Reform Act

REPRESENTATIVES

Chair Beidle, Vice Chair Hayes and Members of the Senate Finance Committee

CUMBERLAND

Local 600
RANDY MARTZ

Hello, my name is David Pendleton, I am the Director of the Maryland Safety and Legislative Board for the Transportation Division of SMART. Our members in the State of Maryland are employees of CSX Transportation, Norfolk Southern, Canton Railroad, Amtrak and MARC. We are conductors, engineers, yardmasters, switchmen and utility workers. We are **the train union**.

BRUNSWICK

Local 631
TOM CAHILL

EDMONSTON

Local 1470
BRITTANY GARRIS

I am here today urging a favorable report for **SB947**, the MTA Reform Act.

BALTIMORE

Local 610
CHRIS ALEXANDER

SB947 would create the Board of Directors for the Baltimore Core Transit Services and the Commuter Services Advisory Board for MARC Commuter Rail and the Administration's Commuter Bus Service within the MTA. Furthermore this law proposes a Constitutional Amendment allowing the Administration certain condemnation Authority and requiring MDOT to complete a technical study on the creation of a rail authority in the State.

Local 1949
JACOB STROMAN

Reforming the MTA in this manner, allowing MARC to operate more independently of the MTA will allow it to be more efficient, growth oriented and attentive to the needs of the riding public.

Our neighbor rail commuter agency, the VRE, has had similar authority for decades, while also having similar operations to MARC. According to its [CEO's report](#), in 2024, VRE's operating expenses were 1.8 million dollars under budget. This was due to its leadership being able to make decisions without unnecessary bureaucracy.

Despite ridership being only [33%](#) of pre-pandemic levels, these efficiencies were achieved without having to lay off employees or make cuts to its service. In fact, VRE has managed to expand. Starting construction on many capital improvements at several of its stations and facilities.

To date totaling \$125,000,000.00 worth of capital improvements. Many more are in the development and final planning stages totaling hundreds of millions of dollars more. Creating thousands of good paying union construction jobs.


MARC operates 3 times as many trains as the VRE, runs 7 days-a-week and transports double the amount of passengers. Imagine what MARC can do if it were free to operate in the same manner. Once this model proves to be successful, imagine the positive reforms that could be made.

A better service, more attentive to its customers' needs, while creating and maintaining thousands of good union jobs, a win-win formula for success!

Thank you for your time and consideration of our positions. SMART urges a favorable report!

Sincerely,

David Sr

David Pendleton Sr., Chairperson/Director
Maryland Safety & Legislative Board, LO-023
 SMART Transportation Division