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THE MARYLAND HOUSE OF DELEGATES ANNAPOLIS, MARYLAND 21401

Testimony in Support of HB 861 Transportation Network Companies - Itemized Receipts and Operator Data Reporting

Testimony by Delegate Vaughn Stewart
March 27, 2025 | Senate Finance Committee

What the Bill Does

HB 861 aims to increase transparency within the Transportation Network Company (TNC) industry - most commonly known as rideshare services - by setting annual reporting requirements for TNCs operating in Maryland. The bill mandates that TNCs provide drivers and passengers with an itemized digital receipt immediately after each ride, detailing fare breakdowns and driver earnings. Additionally, TNCs must submit annual reports to the Maryland Public Service Commission, including data on driver earnings, working hours, and demographics.

The Commission will enforce compliance and share the data with key state agencies and legislative committees. Taking effect on October 1, 2025, the bill aligns with similar measures in other jurisdictions and reflects a broader push for gig economy accountability.

HB 861 was amended in the House to adopt an amendment offered by Uber, which establishes uniformity in the region and aligns Maryland with existing law in Virginia.

Why the Bill is Important

Transportation Network Companies, such as Uber and Lyft, operate via digital platforms that connect passengers with drivers. Despite their widespread use, there is a lack of transparency in fare breakdowns, including how much of the fare reaches the driver. Drivers have raised concerns over pay inconsistencies, unexpected service fees, and lack of access to financial data.

Uber and Lyft do not always share itemized receipts with riders and drivers. In many cases, when a driver receipt has been compared to the rider receipt for the same trip, the receipts do not provide the same information.

This makes it very difficult for both riders and drivers to understand what they are paying or being paid for, and how those prices and fees are broken down. A recent survey showed that 100% of surveyed drivers experience difficulties with calculating their actual compensation.

Maryland lags behind neighboring states on this issue. For example, Virginia passed legislation in 2024 and 2025 which requires TNCs to issue an annual report that includes information on the average fare collected from passengers, total driving times for TNC drivers, and total amount earned on prearranged rides. In addition, the laws require TNCs to regularly make deactivation and fare data accessible to drivers, by providing a weekly summary that includes the total fare collected from passengers, the total amount earned, and the percentage earned by the driver during the preceding week.

Why the Committee Should Vote Favorably

Marylanders across the state rely on the rideshare services provided by transportation network companies every day to meet a wide variety of transportation needs, and they are an important part of our transportation networks. However, unlike almost every other form of transportation - single personal use vehicles, rail, bus, or traditional for-hire vehicles - we do not have accurate or reliable data showing who drives, how much, and how they are compensated.

Consumers deserve reliable and transparent information about where their money is going when they pay a company for its services, and drivers deserve reliable, accurate data about their compensation. HB 861 would fix this issue and bring Maryland in line with other states, and for that reason, **I urge a favorable report.**