

Department of Legislative Services
Maryland General Assembly
2025 Session

FISCAL AND POLICY NOTE
Enrolled - Revised

House Bill 861
Economic Matters

(Delegate Stewart)

Finance

Transportation Network Companies - Weekly Fare and Earnings Summary and
Operator Data Reporting

This bill requires a transportation network company (TNC) to provide each transportation network operator with a weekly fare and earnings summary, as specified. By February 1 each year, each TNC must submit specified information on its fares, its operators, and their earnings to the Public Service Commission (PSC). Any information obtained by PSC in a report that is not otherwise publicly available is considered a trade secret, confidential and proprietary, and not subject to disclosure under the Public Information Act. A report may be made available to the General Assembly on request, provided that the report remains confidential and exempt from public disclosure. **The bill takes effect January 1, 2026.**

Fiscal Summary

State Effect: PSC can implement the bill using existing budgeted resources. Revenues are not affected.

Local Effect: None.

Small Business Effect: Minimal or none. TNCs are generally not small businesses.

Analysis

Bill Summary: The weekly fare and earnings summary must include:

- the total fares collected by the TNC for the transportation network services provided by the company's operators in a given week;

- the total amount of any additional fees that were charged to passengers by the TNC for the transportation network services provided by the company's operators in a given week;
- the total amount the operator earned that week;
- the total amount the operator earned from the total fares collected that week, expressed as a percentage of the total fares collected; and
- the total amount the operator earned from the additional fees collected that week, expressed as a percentage of the total additional fees charged.

The weekly summary may include (1) amounts earned by an operator other than amounts earned from providing transportation network services or (2) any additional information the TNC considers appropriate.

Current Law: Chapter 204 of 2015 established a regulatory framework for transportation network services that encompasses TNCs (*i.e.*, companies such as Uber and Lyft) and transportation network operators (*i.e.*, the drivers), including licensing, criminal history records checks, insurance requirements, and assessments. A TNC may not operate in the State unless PSC has issued a permit to the company. Generally, a transportation network operator may not provide transportation network services unless PSC has authorized the operator to operate on a provisional basis or has issued a valid temporary or permanent transportation network operator's license to provide transportation network services.

Neither statute nor regulations require or otherwise specifically address weekly fare and earnings summaries. TNCs are required to file an annual report with PSC related to accessibility of their services and related complaint information.

“Transportation network company” means a company that operates in the State using a digital network to connect passengers to transportation network operators or transportation network partners for transportation network services.

“Transportation network operator,” “transportation network partner,” or “transportation network driver” means an individual who:

- has been issued a transportation network operator's license or is otherwise authorized, by PSC to provide transportation network services;
- receives, through a TNC's digital network application, a connection to a potential passenger to transport the passenger between points chosen by the passenger in exchange for the payment of a fee to the TNC; and
- uses a motor vehicle that is owned, leased, or otherwise authorized for use by the individual and is approved for use in providing transportation network services by PSC.

Additional Comments: According to PSC's most recent annual report, there are approximately 175,000 transportation network operators in the State.

Additional Information

Recent Prior Introductions: Similar legislation has not been introduced within the last three years.

Designated Cross File: SB 1018 (Senator Kramer) - Rules.

Information Source(s): Maryland Department of Transportation; Public Service Commission; Department of Legislative Services

Fiscal Note History: First Reader - March 4, 2025
km/lgc Third Reader - March 17, 2025
Revised - Amendment(s) - March 17, 2025
Enrolled - April 9, 2025
Revised - Amendment(s) - April 9, 2025

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