

HOUSE BILL 480

C5
HB 1030/25 – ECM

6lr1227
CF 6lr1425

By: **Delegates Fennell, Patterson, Taylor, Turner, Wilkins, and Williams**

Introduced and read first time: January 23, 2026

Assigned to: Economic Matters

A BILL ENTITLED

1 AN ACT concerning

2 **Transportation Network Companies – Deactivation of Operators**

3 FOR the purpose of altering the definitions of “transportation network company” and
4 “transportation network operator” for purposes of provisions of law regarding
5 transportation network companies; requiring a transportation network company to
6 maintain a deactivation policy that provides the policies and procedures for the
7 deactivation of operators; prohibiting a transportation network company from
8 deactivating an operator unless the deactivation is consistent with the company’s
9 deactivation policy; requiring a transportation network company to provide notice
10 and certain information to the transportation network company’s operators and any
11 operator who is deactivated; and generally relating to the deactivation of
12 transportation network company operators.

13 BY repealing and reenacting, without amendments,
14 Article – Public Utilities
15 Section 10–101(a)
16 Annotated Code of Maryland
17 (2025 Replacement Volume and 2025 Supplement)

18 BY repealing and reenacting, with amendments,
19 Article – Public Utilities
20 Section 10–101(l) and (m) and 10–401
21 Annotated Code of Maryland
22 (2025 Replacement Volume and 2025 Supplement)

23 BY adding to
24 Article – Public Utilities
25 Section 10–410
26 Annotated Code of Maryland
27 (2025 Replacement Volume and 2025 Supplement)

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



1 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
2 That the Laws of Maryland read as follows:

3 **Article – Public Utilities**

4 10–101.

5 (a) In this title the following words have the meanings indicated.

6 (l) “Transportation network company” means [a company that operates in the
7 State using a digital network to connect passengers to transportation network operators or
8 transportation network partners for transportation network services] **AN ORGANIZATION,
9 INCLUDING A CORPORATION, PARTNERSHIP, OR SOLE PROPRIETOR, THAT USES AN
10 ONLINE-ENABLED APPLICATION, PLATFORM, OR DIGITAL DISPATCH SYSTEM TO:**

11 **(1) CONNECT PASSENGERS AND CUSTOMERS WITH TRANSPORTATION
12 NETWORK DRIVERS;**

13 **(2) PRESENT OFFERS TO TRANSPORTATION NETWORK DRIVERS
14 THROUGH A DIGITAL LABOR PLATFORM; OR**

15 **(3) FACILITATE THE PROVISION OF TRANSPORTATION SERVICES FOR
16 COMPENSATION BY TRANSPORTATION NETWORK DRIVERS.**

17 (m) “Transportation network operator”, “transportation network partner”, or
18 “transportation network driver” means an individual who:

19 (1) has been issued a transportation network operator’s license, or is
20 otherwise authorized, by the Commission to provide transportation network services;

21 (2) [receives, through a transportation network company’s digital network
22 application, a connection to a potential passenger to transport the passenger between
23 points chosen by the passenger in exchange for the payment of a fee to the transportation
24 network company] **PROVIDES TRANSPORTATION TO PASSENGERS OR CUSTOMERS:**

25 **(I) THROUGH A TRANSPORTATION NETWORK COMPANY’S
26 PLATFORM; AND**

27 **(II) BETWEEN POINTS CHOSEN BY THE PASSENGER OR
28 CUSTOMER IN EXCHANGE FOR PAYMENT:**

29 **1. OF A FEE TO THE TRANSPORTATION NETWORK
30 COMPANY; AND**

1 **2. FOR THE OPERATOR'S SERVICE MADE THROUGH OR**
2 **BY THE TRANSPORTATION NETWORK COMPANY; and**

3 **(3) uses a motor vehicle that is owned, leased, or otherwise authorized for**
4 **use by the individual and is approved BY THE COMMISSION AND THE TRANSPORTATION**
5 **NETWORK COMPANY for use in providing transportation network services [by the**
6 **Commission].**

7 10-401.

8 **(a) In this subtitle the following words have the meanings indicated.**

9 **(b) (1) "EGREGIOUS MISCONDUCT" MEANS AN ACTION OR A BEHAVIOR**
10 **BY AN OPERATOR THAT:**

11 **(I) POSES AN IMMEDIATE THREAT TO THE PHYSICAL SAFETY OF**
12 **A PASSENGER OR CUSTOMER, ANOTHER PERSON, OR AN ANIMAL; OR**

13 **(II) INTENTIONALLY CAUSES IMMEDIATE AND IRREPARABLE**
14 **ECONOMIC HARM TO A PASSENGER OR CUSTOMER, ANOTHER PERSON, OR THE**
15 **TRANSPORTATION NETWORK COMPANY.**

16 **(2) "EGREGIOUS MISCONDUCT" INCLUDES:**

17 **(I) 1. THREE OR MORE NONCRIMINAL MOVING VIOLATIONS**
18 **WITHIN A 3-YEAR PERIOD; OR**

19 **2. THREE OR MORE AT-FAULT TRAFFIC COLLISIONS IN A**
20 **3-YEAR PERIOD; AND**

21 **(II) ANY CONDUCT THAT THE COMMISSION DEFINES BY**
22 **REGULATION AS EGREGIOUS MISCONDUCT.**

23 **(3) "EGREGIOUS MISCONDUCT", EXCEPT AS PROVIDED IN**
24 **PARAGRAPH (2) OF THIS SUBSECTION, DOES NOT INCLUDE CONDUCT RELATED TO**
25 **NONCRIMINAL MOVING VIOLATIONS OR TRAFFIC COLLISIONS.**

26 **(C) "Insurance Commissioner" means the Insurance Commissioner of the**
27 **Maryland Insurance Administration.**

28 **(D) "MOVING VIOLATION" HAS THE MEANING STATED IN § 11-136.1 OF THE**
29 **TRANSPORTATION ARTICLE.**

1 [(c)] (E) “Operator” means a transportation network operator, transportation
2 network partner, or transportation network driver.

3 (F) “OPERATOR ADVOCACY ORGANIZATION” MEANS A
4 MEMBERSHIP-BASED, MEMBER-LED NONPROFIT OR LABOR ORGANIZATION THAT:

5 (1) HAS OPERATED IN THE STATE FOR AT LEAST 2 YEARS WITH THE
6 PRINCIPAL PURPOSE OF SUPPORTING OPERATORS;

7 (2) HAS NOT PREVIOUSLY AND DOES NOT CURRENTLY RECEIVE
8 FUNDING, DIRECTLY OR INDIRECTLY, FROM A TRANSPORTATION NETWORK
9 COMPANY;

10 (3) IS NOT EXCESSIVELY INFLUENCED OR CONTROLLED BY A
11 TRANSPORTATION NETWORK COMPANY; AND

12 (4) HAS NOT PREVIOUSLY AND IS NOT CURRENTLY AFFILIATED WITH
13 ANY OTHER ENTITY:

14 (I) THAT RECEIVES FUNDING, DIRECTLY OR INDIRECTLY,
15 FROM ANY ENTITY CONTROLLED BY A TRANSPORTATION NETWORK COMPANY; OR

16 (II) THAT IS, DIRECTLY OR INDIRECTLY, EXCESSIVELY
17 INFLUENCED OR CONTROLLED BY A TRANSPORTATION NETWORK COMPANY.

18 10-410.

19 (A) (1) IN THIS SECTION, “DEACTIVATE” OR “DEACTIVATION” MEANS AN
20 ACTION BY A TRANSPORTATION NETWORK COMPANY THAT RESTRICTS AN
21 OPERATOR’S ACCESS TO THE COMPANY’S DIGITAL NETWORK FOR 48 HOURS OR
22 MORE.

23 (2) “DEACTIVATE” OR “DEACTIVATION” INCLUDES:

24 (I) BLOCKING AN OPERATOR’S ACCESS TO A DIGITAL
25 NETWORK;

26 (II) SUSPENDING AN OPERATOR; AND

27 (III) CHANGING AN OPERATOR’S STATUS FROM ELIGIBLE TO
28 INELIGIBLE TO PROVIDE TRANSPORTATION NETWORK SERVICES FOR 48 HOURS OR
29 MORE.

1 **(B) (1) A TRANSPORTATION NETWORK COMPANY SHALL:**

2 **(I) MAINTAIN A WRITTEN POLICY THAT PROVIDES THE**
3 **POLICIES AND PROCEDURES FOR THE DEACTIVATION OF OPERATORS; AND**

4 **(II) MAKE THE DEACTIVATION POLICY AVAILABLE:**

5 **1. ON THE TRANSPORTATION NETWORK COMPANY'S**
6 **WEBSITE AND THROUGH THE TRANSPORTATION NETWORK COMPANY'S DIGITAL**
7 **NETWORK APPLICATION;**

8 **2. IN ENGLISH AND OTHER LANGUAGES THE**
9 **TRANSPORTATION NETWORK COMPANY KNOWS OR HAS REASON TO KNOW ARE**
10 **SPOKEN BY THE TRANSPORTATION NETWORK COMPANY'S OPERATORS; AND**

11 **3. FOR AT LEAST 3 YEARS AFTER THE LAST DAY THAT**
12 **THE POLICY IS IN EFFECT.**

13 **(2) ANY UPDATE OR CHANGE TO THE DEACTIVATION POLICY SHALL**
14 **BE PROVIDED TO THE TRANSPORTATION NETWORK COMPANY'S OPERATORS AT**
15 **LEAST 72 HOURS BEFORE THE UPDATE OR CHANGE TAKES EFFECT.**

16 **(C) (1) THE DEACTIVATION POLICY SHALL BE SPECIFIC ENOUGH FOR AN**
17 **OPERATOR TO UNDERSTAND WHAT CONSTITUTES A VIOLATION OF THE POLICY AND**
18 **HOW TO AVOID VIOLATING THE POLICY.**

19 **(2) (I) THE DEACTIVATION POLICY SHALL BE REASONABLY**
20 **RELATED TO THE SAFE AND EFFICIENT OPERATION OF THE TRANSPORTATION**
21 **NETWORK COMPANY.**

22 **(II) THE DEACTIVATION POLICY MAY NOT INCLUDE A POLICY**
23 **THAT WOULD RESULT IN A DEACTIVATION BASED ON:**

24 **1. AN OPERATOR'S AVAILABILITY TO WORK, INCLUDING**
25 **THE NUMBER OF HOURS THE OPERATOR IS AVAILABLE TO WORK;**

26 **2. AN OPERATOR'S ACCEPTANCE OR REJECTION OF ANY**
27 **INDIVIDUAL OFFER, ANY TYPES OF OFFERS, OR ANY NUMBER OR PROPORTION OF**
28 **OFFERS;**

29 **3. AN OPERATOR'S CANCELLATION OF AN OFFER WITH**
30 **CAUSE;**

16 (3) THE COMMISSION MAY ADOPT REGULATIONS:

21 (II) DEFINING REASONABILITY OF A DEACTIVATION POLICY.

22 (D) (1) EXCEPT AS PROVIDED IN SUBSECTIONS (F) AND (G) OF THIS
23 SECTION, BEFORE DEACTIVATING AN OPERATOR, A TRANSPORTATION NETWORK
24 COMPANY SHALL:

26 (II) DEMONSTRATE BY A PREPONDERANCE OF THE EVIDENCE
27 THAT THE ALLEGED VIOLATION OF THE DEACTIVATION POLICY OCCURRED.

5 (E) (1) A TRANSPORTATION NETWORK COMPANY MAY NOT DEACTIVATE
6 AN OPERATOR:

7 (I) FOR AN UNWARRANTED REASON OR A REASON THAT IS
8 INCONSISTENT WITH THE COMPANY'S DEACTIVATION POLICY; OR

9 (II) IF THE DEACTIVATION IS INTENDED TO OR RESULTS IN
10 DISCRIMINATION OR A DISCRIMINATORY ACT.

14 (3) THE PENALTY OF DEACTIVATION MUST:

15 (I) BE REASONABLY RELATED TO A VIOLATION OF THE
16 TRANSPORTATION NETWORK COMPANY'S DEACTIVATION POLICY; AND

17 (II) TAKE INTO ACCOUNT MITIGATING CIRCUMSTANCES,
18 INCLUDING THE OPERATOR'S PAST WORK HISTORY WITH THE TRANSPORTATION
19 NETWORK COMPANY.

20 (F) A TRANSPORTATION NETWORK COMPANY MAY IMMEDIATELY
21 DEACTIVATE AN OPERATOR IF:

22 (1) THE DEACTIVATION IS REQUIRED TO COMPLY WITH ANY
23 APPLICABLE COURT ORDER OR LOCAL, STATE, OR FEDERAL LAW OR REGULATION;
24 OR

27 (G) (1) IF AN OPERATOR IS ALLEGED TO HAVE ENGAGED IN EGREGIOUS
28 MISCONDUCT, THE TRANSPORTATION NETWORK COMPANY MAY DEACTIVATE THE
29 OPERATOR BEFORE COMPLETING AN INVESTIGATION UNDER SUBSECTION (D) OF
30 THIS SECTION.

(2) (I) EXCEPT FOR EXTRAORDINARY CIRCUMSTANCES, THE INVESTIGATION OF EGREGIOUS MISCONDUCT MAY NOT EXCEED 14 DAYS.

3 (II) IF THE INVESTIGATION IS DELAYED DUE TO
4 EXTRAORDINARY CIRCUMSTANCES, THE TRANSPORTATION NETWORK COMPANY
5 SHALL PROVIDE THE OPERATOR WITH WRITTEN NOTICE THAT THE INVESTIGATION
6 IS DELAYED, THE REASON FOR THE DELAY, AND THE DATE ON WHICH THE
7 COMPLETION OF THE INVESTIGATION IS ANTICIPATED.

20 (3) THE NOTICE OF DEACTIVATION SHALL INCLUDE A WRITTEN
21 STATEMENT OF:

(I) THE REASON FOR THE DEACTIVATION, INCLUDING:

(III) THE EFFECTIVE DATE OF THE DEACTIVATION;

(IV) THE LENGTH OF THE DEACTIVATION;

(V) THE STEPS THE OPERATOR CAN TAKE TO REMEDY THE

(VI) THE OPERATOR'S RIGHT TO APPEAL THE DEACTIVATION;

(VII) THE TRANSPORTATION NETWORK COMPANY'S PROCESS
DEACTIVATION UNDER SUBSECTION (J) OF THIS SECTION,
METHODS AVAILABLE FOR AN OPERATOR TO INITIATE AN APPEAL;

**(VIII) THE CONTACT INFORMATION FOR AN OPERATOR ADVOCACY
OR OTHER ENTITY THAT MAY BE ABLE TO ASSIST THE OPERATOR;**

(IX) ANY OTHER INFORMATION THAT THE COMMISSION

(I) (1) UNLESS OTHERWISE PROVIDED BY LOCAL, STATE, OR FEDERAL
A TRANSPORTATION NETWORK COMPANY THAT ISSUES A NOTICE OF
DEACTIVATION TO AN OPERATOR SHALL PROVIDE THE OPERATOR WITH THE
REASONS RELIED ON BY THE TRANSPORTATION NETWORK COMPANY TO CONFIRM
SUBSTANTIATE A VIOLATION OF THE DEACTIVATION POLICY.

(2) THE RECORDS REQUIRED TO BE PROVIDED UNDER PARAGRAPH SUBSECTION INCLUDE:

(I) THE DATE, TIME, AND LOCATION OF ANY INCIDENT
DEACTIVATION DECISION;

(II) A COPY OF THE EVIDENCE THAT THE TRANSPORTATION
ANY CONSIDERED DURING THE DEACTIVATION INVESTIGATION;

(III) A CERTIFIED STATEMENT FROM AN INDIVIDUAL AT THE
N NETWORK COMPANY WITH AUTHORITY TO REINSTATE THE
STING THAT THE RECORDS ARE TRUE AND ACCURATE.

IF THE TRANSPORTATION NETWORK COMPANY TAKES
HAS KNOWLEDGE OF ADDITIONAL RECORDS THAT SUBSTANTIATE
ON, THE TRANSPORTATION NETWORK COMPANY SHALL PROVIDE
OPERATOR OF THE RECORDS AS SOON AS PRACTICABLE AND NOT

1 LATER THAN 14 DAYS AFTER THE DATE THAT THE TRANSPORTATION NETWORK
2 COMPANY TAKES POSSESSION OR HAS KNOWLEDGE OF THE RECORDS.

3 (4) (I) IF THE RECORDS SUBSTANTIATING A DEACTIVATION
4 CONTAIN INFORMATION RELATED TO THE IDENTITY OF A PASSENGER, CUSTOMER,
5 OR OTHER PARTY AND THE TRANSPORTATION NETWORK COMPANY REASONABLY
6 BELIEVES THAT THE INFORMATION COULD COMPROMISE THE PASSENGER,
7 CUSTOMER, OR OTHER PARTY'S SAFETY, THE TRANSPORTATION NETWORK
8 COMPANY MAY REDACT THE INFORMATION THAT IS RELATED TO OR COULD
9 REASONABLY INFORM THE OPERATOR OF THE IDENTITY OF THE PASSENGER,
10 CUSTOMER, OR OTHER PARTY.

11 (II) IF A COMPLAINT FROM A PASSENGER, CUSTOMER, OR
12 OTHER PARTY IS THE SOLE BASIS FOR A DEACTIVATION, THE TRANSPORTATION
13 NETWORK COMPANY MAY PROVIDE A SUMMARY DESCRIPTION OF THE RECORDS
14 SUBSTANTIATING THE DEACTIVATION.

15 (III) THE COMMISSION MAY ADOPT REGULATIONS REGARDING
16 MEASURES A TRANSPORTATION NETWORK COMPANY MAY TAKE TO SUMMARIZE THE
17 RECORDS SUBSTANTIATING A DEACTIVATION OR REDACT INFORMATION RELATED
18 TO THE IDENTITY OF A PASSENGER, CUSTOMER, OR OTHER PARTY.

19 (5) A TRANSPORTATION NETWORK COMPANY SHALL RETAIN THE
20 RECORDS REQUIRED UNDER THIS SUBSECTION FOR 3 YEARS AFTER THE DATE OF
21 THE DEACTIVATION OF AN OPERATOR.

22 (6) IF A TRANSPORTATION NETWORK COMPANY FAILS TO DISCLOSE
23 ANY RECORDS IN ACCORDANCE WITH THIS SUBSECTION, THERE IS A PRESUMPTION,
24 REBUTTABLE BY CLEAR AND CONVINCING EVIDENCE, THAT THE TRANSPORTATION
25 NETWORK COMPANY VIOLATED THIS SUBSECTION.

26 (J) (1) (I) A TRANSPORTATION NETWORK COMPANY SHALL
27 ESTABLISH AN INTERNAL PROCEDURE FOR AN OPERATOR TO APPEAL A
28 DEACTIVATION.

29 (II) AN OPERATOR WHO IS DEACTIVATED BY A
30 TRANSPORTATION NETWORK COMPANY HAS THE RIGHT TO APPEAL THE
31 DEACTIVATION THROUGH THE COMPANY'S INTERNAL PROCEDURE.

32 (III) AN OPERATOR SHALL HAVE 90 DAYS TO APPEAL A
33 DEACTIVATION UNDER THIS SUBSECTION BEGINNING ON THE DATE THE OPERATOR
34 RECEIVES A NOTICE OF THE DEACTIVATION.

1 (IV) A TRANSPORTATION NETWORK COMPANY SHALL MAKE
2 AVAILABLE TO A DEACTIVATED OPERATOR INFORMATION REGARDING THE
3 INTERNAL DEACTIVATION APPEAL PROCEDURE:

2. FOR AT LEAST 3 YEARS AFTER THE DEACTIVATION.

15 (vi) THE COMMISSION MAY ADOPT REGULATIONS SPECIFYING:

10 (I) ON RECEIPT OF THE TRANSPORTATION NETWORK
11 COMPANY'S INITIAL RESPONSE TO THE INTERNAL APPEAL; OR

12 (II) WITHIN 14 DAYS AFTER AN OPERATOR INITIATES AN
13 INTERNAL APPEAL.

18 (K) (1) THE COMMISSION SHALL ADOPT REGULATIONS REQUIRING A
19 TRANSPORTATION NETWORK COMPANY TO TRANSMIT TO THE COMMISSION
20 INFORMATION AND RECORDS ON THE DEACTIVATION OF OPERATORS;

21 (I) ON AT LEAST A QUARTERLY BASIS ON OR BEFORE JULY 1,
22 2028; AND

(II) AT LEAST ONCE EVERY 6 MONTHS AFTER JUNE 30, 2028.

26 (I) A COPY OF THE TRANSPORTATION NETWORK COMPANY'S
27 DEACTIVATION POLICY;

28 (II) A COPY OF THE TRANSPORTATION NETWORK COMPANY'S
29 DEACTIVATION APPEAL PROCEDURE, INCLUDING THE AVAILABLE METHODS OF
30 CONTACT FOR AN OPERATOR TO INITIATE AN APPEAL;

3 (IV) INFORMATION AND RECORDS REGARDING THE
4 DEACTIVATION POLICY VIOLATION THAT MOST COMMONLY RESULTS IN THE
5 DEACTIVATION OF AN OPERATOR;

6 (v) THE NUMBER OF OPERATORS THAT APPEAL A
7 DEACTIVATION DECISION AND THE PROCESS THAT EACH OPERATOR USES TO
8 APPEAL THE DEACTIVATION;

9 (VI) THE NUMBER OF OPERATORS REINSTATED AFTER A
10 DEACTIVATION DECISION, INCLUDING THE LENGTH OF EACH DEACTIVATION
11 BEFORE REINSTATEMENT, AND THE LENGTH OF SERVICE WITH THE
12 TRANSPORTATION NETWORK COMPANY OF AN OPERATOR BEFORE A DEACTIVATION
13 DECISION; AND

14 (VII) ANY OTHER INFORMATION OR RECORD THE COMMISSION
15 DETERMINES IS NECESSARY FOR THE PURPOSES OF THIS SUBSECTION.

19 (L) (1) A TRANSPORTATION NETWORK COMPANY SHALL PROVIDE EACH
20 OF THE COMPANY'S OPERATORS WRITTEN NOTICE OF THE RIGHTS ESTABLISHED
21 UNDER THIS SECTION WITHIN 24 HOURS OF THE OPERATOR PROVIDING
22 TRANSPORTATION NETWORK SERVICE FOR THE TRANSPORTATION NETWORK
23 COMPANY.

(3) A TRANSPORTATION NETWORK COMPANY SHALL:

14 (I) PROVIDE THE NOTICE OF RIGHTS IN:

20 (II) MAKE THE NOTICE OF RIGHTS AVAILABLE TO THE
21 OPERATOR THROUGH THE OPERATOR'S SMARTPHONE OR E-MAIL OR ON THE
22 COMPANY'S INTERNET WEB PORTAL.

23 (4) (I) THE COMMISSION MAY ADOPT REGULATIONS PROVIDING
24 FOR THE FORM AND CONTENT, METHOD OF DISTRIBUTION, AND REQUIRED
25 LANGUAGES FOR THE NOTICE OF RIGHTS REQUIRED UNDER THIS SUBSECTION.

29 (M) (1) A TRANSPORTATION NETWORK COMPANY SHALL RETAIN:

1 (I) RECORDS THAT DOCUMENT COMPLIANCE WITH THIS
2 SECTION FOR EACH OF THE COMPANY'S OPERATORS; AND

3 (II) A COMPLIANCE FILE FOR EACH DEACTIVATION FOR A
4 PERIOD OF 3 YEARS AFTER THE DEACTIVATION.

5 (2) THE COMPLIANCE FILE FOR EACH DEACTIVATION MAY INCLUDE:

(I) THE DEACTIVATION NOTICE PROVIDED TO THE OPERATOR;

11 (IV) IF THE INVESTIGATION WAS DELAYED BY EXTRAORDINARY
12 CIRCUMSTANCES, THE EXTRAORDINARY CIRCUMSTANCES THAT RESULTED IN THE
13 DELAY;

14 (v) THE NUMBER OF RIDES COMPLETED BY THE OPERATOR IN
15 THE 180 DAYS BEFORE THE DEACTIVATION NOTICE, REGARDLESS OF WHETHER THE
16 RIDES WERE COMPLETED IN THE STATE OR OUTSIDE THE STATE:

17 (VI) IF THE DEACTIVATION WAS APPEALED, THE DATE THE
18 APPEAL WAS INITIATED AND COMPLETED: AND

19 (VII) IF THE DEACTIVATION WAS APPEALED, THE COMPANY'S
20 RESPONSE TO THE OPERATOR REGARDING THE APPEAL.

26 (4) THE COMMISSION MAY ADOPT REGULATIONS PROVIDING FOR
27 THE FORMAT AND CONTENT OF THE RECORDS REQUIRED UNDER THIS SUBSECTION.

28 SECTION 2. AND BE IT FURTHER ENACTED, That, on or before November 1,
29 2026, a transportation network company shall provide each of the company's operators with
30 notice of the operator's rights required under § 10-410(l) of the Public Utilities Article, as
31 enacted by Section 1 of this Act.

1 SECTION 3. AND BE IT FURTHER ENACTED, That this Act shall take effect
2 October 1, 2026.