



Statement of the Amalgamated Transit Union (ATU) Local 689

HB 1584 - Delivery Network Companies and Delivery Network Services - Regulation and
Transparency
March 11th, 2026

TO: The Honorable Kriselda Valderrama and Members of the Economic Matters Committee
FROM: Matthew Girardi, Political & Communications Director, ATU Local 689

ATU Local 689 supports HB 1584 and urges the Economic Matters committee to issue a favorable report. This bill is a necessary and fair measure for delivery workers throughout the state of Maryland.

At Local 689, we represent over 15,000 transit workers and retirees throughout the Washington DC Metro Area performing many skilled transportation crafts for the Washington Metropolitan Area Transit Authority (WMATA), MetroAccess, DASH, and MTA Commuter Bus among others. Our union helped turn low-wage, exploitative transit jobs into transit careers. We became an engine for the middle-class of this region.

Throughout the Union's history, we have had to fight tooth and nail to get fairness for our members. Be it a living wage, a secure retirement system, quality health insurance, or stable hours, Local 689 has been on the front lines of the fights to bring a decent quality of life to blue-collar workers throughout the transportation and transit industry. Indeed, when transit workers themselves began organizing, we were not given the same rights we have today. Transit workers were often intentionally isolated and not allowed to talk with each other. There wasn't transparency in pay. Firings were at will and hiring was discriminatory. There wasn't even a minimum wage. We sadly see these practices echoed in the ways that delivery apps like Grubhub, UberEats, and DoorDash are being allowed to operate currently.

Today, across the state of Maryland, delivery network services (DNCs) are a prevalent part of how consumers can order and get food and other items delivered to them. However, unlike single personal use vehicles, rail, bus, or traditional for-hire vehicles, we do not have good public and comprehensive data showing who drives for companies like DoorDash or Grubhub, how they are compensated, or how much they drive. Additionally, orderers and deliverers, unlike other consumers and workers, do not have access to identical itemized receipts. HB 1584 would help this immensely in a number of ways.

To start, the Union notes gig workers under current setups have great difficulty understanding how much they are making. A recent survey from the Kalmanowitz Initiative of Georgetown University shows this clearly:

- Of surveyed Uber and Lyft drivers, 100% experienced difficulties with, or barriers to, calculating their actual compensation.
- While 83% of drivers knew what percentage of their fares Uber took, 38% did not know how Uber determined the amount drivers took home on a single fare, whether they were required to buy commercial insurance, or how tax filing worked at the end of the year.

Uber, DoorDash, Grubhub, and all these delivery companies have the ability to give these itemized and accessible receipts to both workers and consumers. However, as of now, many workers making deliveries are forced to see only estimates of their pay behind a separate portal not within the apps. There is no reason why this should be the case. HB 1584 would solve this problem by requiring an accessible, itemized, and identical receipt

available both to drivers and riders. Critically, this bill would also ensure that all drivers are able to see the estimated time and minimum guaranteed pay for each trip they take.

Additionally, HB 1584 puts in place commonplace regulations finally enshrining DNCs with the same types of regulations that rideshare or transportation network companies are subjected to. These include registering with the Public Services Commission, licensing for workers, and so much more. Even more importantly, it would give us necessary information on how many delivery workers are driving for these apps, how much they are making, average median compensation, and average share of customer payments.

Maryland should follow and adopt these critical fairness and transparency measures to help ensure that delivery drivers are treated with the dignity and respect they have earned. The Union thanks Delegate Stewart for introducing this worthy measure and urges the committee to issue a favorable report.