

**Department of Legislative Services**  
Maryland General Assembly  
2026 Session

**FISCAL AND POLICY NOTE**  
**First Reader**

House Bill 1242 (Delegate Allen)  
Environment and Transportation

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**Transportation of Persons With Disabilities - Transportation Network  
Companies - Requirements**

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This bill exempts a transportation network company (TNC) that contracts with the Maryland Transit Administration (MTA) to facilitate the provision of transit services to persons with disabilities through transportation network operators (TNOs) from the general requirement that individuals who provide transit services to persons with disabilities receive a State and national criminal history records check (CHRC) through the Criminal Justice Information System Central Repository (CJIS-CR). Instead, the bill requires the contracting TNC to conduct an annual background screening of each TNO that provides transit services to persons with disabilities; the background screening must meet specified requirements in existing provisions of the Public Utilities Article that require a national CHRC and a driving record check as a condition of licensure as a TNO.

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**Fiscal Summary**

**State Effect:** The bill is not anticipated to materially affect State operations or finances; however, the bill provides MTA with flexibility to contract with additional TNCs for its Mobility service, as discussed below.

**Local Effect:** None.

**Small Business Effect:** Minimal.

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## Analysis

### Current Law:

#### *Maryland Transit Administration*

MTA is a modal unit within the Maryland Department of Transportation (MDOT), and it operates a comprehensive transit system throughout the Baltimore-Washington metropolitan area, including more than 50 local bus lines in Baltimore and other services, such as the light rail, Baltimore Metro subway, commuter buses, Maryland Area Regional Commuter trains, and mobility/paratransit vehicles. Aside from the District of Columbia transit system, MDOT and MTA are generally the agencies responsible for the construction and operation of transit lines in the State.

[Mobility](#) is MTA's paratransit service. The service is offered to people who, because of a disability, are functionally unable to get to a bus stop, wait unassisted at a stop, or board or ride a bus or train by themselves. Mobility provides door-to-door service by picking up participating riders at the first exterior door of the rider's home or pick up location and dropping the rider off at the first exterior door of the rider's destination. MTA contracts with various entities to provide this service; the TNC [UZURV](#), which specializes in paratransit and assisted mobility transportation services, is a subcontractor under two of those contracts, specifically for MTA's [Call-A-Ride service](#).

When providing transit service to meet the special needs of persons with disabilities (through Mobility or in general), MTA must apply to CJIS-CR for State and national CHRCs of MTA employees who are or will be employed to provide transit service to persons with disabilities; this requirement also applies to the employees of entities that contract with MTA to provide transit service to persons with disabilities. Among other requirements, as part of the application for a CHRC, MTA or the contractor must submit to CJIS-CR two complete sets of the employee's legible fingerprints, as specified. In addition, any such employee or contractor employee must complete a course, jointly developed by the Maryland State Department of Education and the Department of Disabilities, and approved by MTA, on matters relating to the appropriate accommodation, including customer service, sensitivity, and respectful and courteous treatment of all passengers, including persons with disabilities.

#### *Transportation Network Companies*

Chapter 204 of 2015 established a regulatory framework for transportation network services that encompasses TNCs (*i.e.*, companies such as Uber and Lyft) and TNOs (*i.e.*, the drivers), including licensing, CHRCs, insurance requirements, and assessments. A TNC may not operate in the State unless the Public Service Commission (PSC) has

issued a permit to the company. Generally, a TNO 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.

PSC may approve an applicant to be a TNO and issue a license if the applicant provides all information PSC requires for the application and PSC is satisfied with the successful submission of the applicant's (1) national CHRC that is conducted by a consumer reporting agency, as specified, or a comparable entity approved by PSC and that includes specified searches and (2) driving record check that includes a driving history research report. (These are the requirements that – under the bill – the annual background screening of an affected TNO must meet.)

### *Criminal Justice Information System Central Repository*

CJIS-CR within the Department of Public Safety and Correctional Services collects, manages, and disseminates Maryland criminal history record information for criminal justice and noncriminal justice (*e.g.*, employment and licensing) purposes. Each individual subject to a State and national CHRC is generally required to pay \$50, which includes a \$20 fingerprinting fee, a \$12 FBI fee, and an \$18 fee to CJIS-CR.

**State Fiscal Effect:** MTA advises that the TNC UZURV is the only TNC that meets the CHRC requirements under current law for drivers that provide transit services to persons with disabilities because the CJIS-CR process includes a fingerprinting requirement that is not required under the background check process for the licensing of TNOs by PSC. However, the bill exempts TNCs and TNOs from the requirement to apply to CJIS for a State and national CHRC (and the related fingerprinting requirements) and, instead, authorizes TNOs to provide transit services to persons with disabilities if the TNO receives the same CHRC and driving check that is required under the Public Utilities Article to be licensed as a TNO by PSC.

As a result, under the bill, MTA is able to contract with any TNC, instead of only UZURV, to provide transit services to persons with disabilities. While the bill enables additional TNCs the option to bid on MTA's Call-A-Ride contract, the bill is not anticipated to materially affect MTA finances.

The bill is also not anticipated to materially affect CJIS-CR.

## **Additional Information**

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

**Designated Cross File:** SB 786 (Senator Guzzone) - Finance.

**Information Source(s):** Maryland Department of Transportation; Office of People's Counsel; Public Service Commission; Department of Public Safety and Correctional Services; UZURV; Department of Legislative Services

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