



Senate

General Assembly

File No. 547

January Session, 2025

Substitute Senate Bill No. 1487

Senate, April 7, 2025

The Committee on Labor and Public Employees reported through SEN. KUSHNER of the 24th Dist., Chairperson of the Committee on the part of the Senate, that the substitute bill ought to pass.

AN ACT CONCERNING TRANSPORTATION NETWORK COMPANIES AND THIRD-PARTY DELIVERY COMPANIES.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. Section 13b-116 of the general statutes is repealed and the
2 following is substituted in lieu thereof (*Effective July 1, 2025*):

3 As used in this section and sections 13b-117 to 13b-120, inclusive, as
4 amended by this act, and sections 4 and 5 of this act:

5 (1) "Transportation network company" means a company,
6 corporation, partnership, trust, association, sole proprietorship or
7 similar organization that operates in this state and uses a digital network
8 to connect transportation network company riders to transportation
9 network company drivers to provide prearranged rides.
10 "Transportation network company" does not include the holder of a
11 certificate of public convenience and necessity issued under the
12 provisions of section 13b-97 to operate a taxicab or the holder of a permit

13 issued under the provision of section 13b-103 to operate a motor vehicle
14 in livery service.

15 (2) "Transportation network company driver" or "driver" means an
16 individual [who is not an employee of a transportation network
17 company, but] who uses a transportation network company vehicle to
18 provide prearranged rides.

19 (3) "Transportation network company rider" or "rider" means an
20 individual or individuals who use a digital network to connect with a
21 transportation network company driver to receive a prearranged ride
22 between points chosen by the individual or individuals.

23 (4) "Potential transportation network company rider" or "potential
24 rider" means an individual or individuals who use a digital network to
25 request a prearranged ride but have not entered the transportation
26 network company vehicle.

27 (5) "Digital network" means any online-enabled application, web site
28 or system offered or utilized by a transportation network company that
29 enables the provision of prearranged rides.

30 (6) "Prearranged ride" means transport by a transportation network
31 company driver of a transportation network company rider, (A)
32 beginning when the driver accepts a request from the rider through a
33 digital network, (B) continuing while the driver transports the rider, and
34 (C) ending when the last rider exits the transportation network
35 company vehicle.

36 (7) "Transportation network company vehicle" means a motor vehicle
37 as described in subsection [(h)] (i) of section 13b-119, as amended by this
38 act, that is owned, leased or otherwise used by a transportation network
39 company driver when the driver is connected to a digital network or is
40 engaged in the provision of a prearranged ride.

41 Sec. 2. Section 13b-117 of the general statutes is repealed and the
42 following is substituted in lieu thereof (*Effective October 1, 2025*):

43 (a) On and after January 1, 2018, each transportation network
44 company shall register annually with the Commissioner of
45 Transportation on a form prescribed by the commissioner. The
46 registration form shall include: (1) The transportation network
47 company's name, business address and telephone number; (2) if the
48 company is registered in another state, the name, address and telephone
49 number of the company's agent for service of process in this state; (3)
50 the name, address and telephone number of a person at the company
51 who will serve as the main contact person for the commissioner; and (4)
52 information sufficient to demonstrate, to the commissioner's
53 satisfaction, that the company is in compliance with the provisions of
54 this section and sections 13b-118 to 13b-120, inclusive, as amended by
55 this act, and any regulations adopted pursuant to subsection (j) of
56 section 13b-118. Each transportation network company seeking initial
57 registration shall submit with its registration form filed under this
58 section a nonrefundable registration fee [of five thousand dollars] as
59 described in subsection (b) of this section. Each registration shall be for
60 a period of one year and may be renewed annually [. The nonrefundable
61 fee for such renewal shall be five thousand dollars] upon receipt by the
62 commissioner of a renewal registration form and accompanying
63 nonrefundable registration fee as described in subsection (b) of this
64 section. The registrant shall file amendments to the registration
65 reporting to the commissioner any material changes in any information
66 contained in the registration not later than thirty calendar days after the
67 registrant knows or reasonably should know of the change.

68 (b) The initial registration fee and annual renewal fee shall be based
69 on the number of transportation network company drivers with an
70 active account on the transportation network company's digital network
71 at the time of registration or renewal as follows: (1) Five thousand
72 dollars for a transportation network company with less than fifty
73 drivers, (2) ten thousand dollars for a transportation network company
74 with fifty or more drivers, but not more than one hundred ninety-nine
75 drivers, and (3) thirty thousand dollars for a transportation network
76 company with two hundred or more transportation network company
77 drivers.

78 [(b)] (c) The commissioner may suspend, revoke or refuse to renew a
79 registration issued pursuant to this subsection if the commissioner
80 determines the transportation network company intentionally: (1)
81 Misled, deceived or defrauded the public or the commissioner; (2)
82 engaged in any untruthful or misleading advertising; (3) engaged in
83 unfair or deceptive business practices; or (4) violated any provision of
84 this section and sections 13b-118 to 13b-120, inclusive, as amended by
85 this act, or any regulations adopted pursuant to subsection (j) of section
86 13b-118. Prior to the suspension, revocation or nonrenewal of the
87 registration, the transportation network company shall be given notice
88 and an opportunity for a hearing. Such hearing shall be held in
89 accordance with the provisions of chapter 54. Any transportation
90 network company whose registration has been suspended may, after
91 ninety days, apply to the commissioner to have such registration
92 reinstated.

93 [(c)] (d) Any transportation network company that operates in this
94 state without a valid registration or when such registration has been
95 suspended shall be fined not more than fifty thousand dollars.

96 Sec. 3. Subsections (a) to (e), inclusive, of section 13b-118 of the
97 general statutes are repealed and the following is substituted in lieu
98 thereof (*Effective October 1, 2025*):

99 (a) (1) A transportation network company shall provide real-time
100 messaging between the company and the driver through the company's
101 digital network when the driver is using the digital network. Such
102 messaging shall be available in both English and Spanish.

103 [(a) (1)] (2) After a potential transportation network company rider
104 submits a request for a prearranged ride, the transportation network
105 company shall display to the rider through its digital network a picture
106 of the transportation network company driver and the license plate
107 number of the transportation network company vehicle that will be
108 used to provide the prearranged ride before the rider enters such
109 vehicle.

110 [(2)] (3) A transportation network company driver shall display on a
111 transportation network company vehicle a removable decal at all times
112 when the driver is connected to a digital network or is engaged in the
113 provision of a prearranged ride. Such decal shall be: (A) Issued by the
114 transportation network company; (B) sufficiently large so as to be
115 readable during daylight hours at a distance of at least fifty feet; (C)
116 reflective, illuminated or otherwise visible in darkness; and (D)
117 displayed on the passenger side of the transportation network company
118 vehicle if such decal is illuminated.

119 (b) (1) A transportation network company may charge a fare to a
120 transportation network company rider for a prearranged ride provided
121 the company discloses such fare to the rider through its digital network:
122 (A) The fare or fare calculation method; (B) the applicable rates being
123 charged; and (C) an option to receive an estimated fare before a
124 prearranged ride.

125 (2) [Within a reasonable period of time] Not later than five minutes
126 following the completion of a prearranged ride, a transportation
127 network company shall transmit, through its digital network, an initial
128 electronic receipt to the transportation network company rider on behalf
129 of the transportation network company driver that [lists] includes: (A)
130 The date and time of the prearranged ride; (B) the origin and destination
131 of the prearranged ride; [(B)] (C) the total time and distance of the
132 prearranged ride; [and (C)] (D) the first name of the transportation
133 network company driver; (E) an itemization of the total fare paid, if any;
134 and (F) the compensation paid to such driver for the prearranged ride,
135 including all relevant factors used by the transportation network
136 company to calculate such compensation. Not later than twenty-four
137 hours following the completion of a prearranged ride, a transportation
138 network company shall transmit to such rider a finalized electronic
139 receipt that includes the information specified in subparagraphs (A) to
140 (F), inclusive, of this subdivision.

141 (3) No transportation network company driver shall solicit or accept
142 cash payments for fares from transportation network company riders.

143 Any payment for a prearranged ride shall be made only through the
144 transportation network company's digital network.

145 (4) (A) For the purposes of this subdivision, "dynamic pricing" means
146 offering a prearranged ride at a price that changes according to the
147 demand for prearranged rides and availability of transportation
148 network company drivers.

149 (B) If a transportation network company elects to implement
150 dynamic pricing, the transportation network company, through its
151 digital network, shall: (i) Provide notice to a potential transportation
152 network company rider that dynamic pricing is in effect before a request
153 for a prearranged ride may be submitted; (ii) provide a fare estimator
154 that enables the potential rider to estimate the cost of such prearranged
155 ride under dynamic pricing; and (iii) include a feature that requires the
156 potential rider to confirm that he or she understands that dynamic
157 pricing will be applied to the cost of such prearranged ride.

158 (C) No transportation network company shall increase the price of a
159 prearranged ride to more than two and one-half times the usual price
160 charged for such prearranged ride in an area which is the subject of any
161 disaster emergency declaration issued by the Governor pursuant to
162 chapter 517, any transportation emergency declaration issued by the
163 Governor pursuant to section 3-6b or any major disaster or emergency
164 declaration issued by the President of the United States.

165 (c) (1) A transportation network company shall adopt a policy of
166 nondiscrimination on the basis of the age, color, creed, destination,
167 intellectual or physical disability, national origin, race, sex, sexual
168 orientation or gender identity with respect to transportation network
169 company riders, potential transportation network company riders and
170 transportation network company drivers. A transportation network
171 company shall notify all drivers who use the company's digital network
172 of such policy.

173 (2) No transportation network company may take or threaten to take
174 any retaliatory action, including suspending or banning access to its

175 digital network, against a transportation network company driver
176 solely because the driver filed a complaint with such company.

177 (d) A transportation network company shall provide a potential
178 transportation network company rider with an opportunity to indicate
179 whether such rider requires a transportation network company vehicle
180 that is accessible by wheelchair. If a transportation network company
181 cannot arrange for a wheelchair-accessible transportation network
182 company vehicle to provide a prearranged ride, the company shall
183 direct the potential transportation network company rider to an
184 alternate provider of wheelchair-accessible transportation, if available.

185 (e) (1) A transportation network company shall maintain: (A) The
186 record of each prearranged ride for a period of not less than three years
187 from the date the prearranged ride was provided; (B) records regarding
188 each transportation network company driver for a period of not less
189 than three years from the date on which the transportation network
190 company driver last connected to the company's digital network; and
191 (C) records regarding each transportation network company vehicle for
192 a period of not less than three years from the date on which the
193 transportation network company vehicle was last used to provide a
194 prearranged ride.

195 (2) The Commissioner of Transportation or the commissioner's
196 designee, upon reasonable written notice and not more than four times
197 a year, may audit the records maintained by a transportation network
198 company pursuant to subdivision (1) of this subsection and subdivision
199 (3) of subsection (d) of section 13b-119, as amended by this act. Each
200 such audit shall occur at a transportation network company's place of
201 business or at a location in this state jointly selected by the commissioner
202 or the commissioner's designee and the transportation network
203 company. The commissioner or the commissioner's designee shall not
204 require a transportation network company to disclose information that
205 identifies or would tend to identify any transportation network
206 company driver or transportation network company rider, unless the
207 identity of the driver or rider is needed to resolve a complaint or

208 investigate an audit finding to ensure compliance with any provision of
209 the general statutes and any regulations adopted pursuant to subsection
210 (j) of this section.

211 (3) Any records obtained during an audit pursuant to subdivision
212 [(3)] (2) of this subsection shall be confidential and not subject to
213 disclosure under the Freedom of Information Act, as defined in section
214 1-200, except that the Commissioner of Transportation may disclose
215 such records: (A) To law enforcement for law enforcement purposes,
216 provided such disclosure is made in cooperation with the transportation
217 network company, (B) to any state or federal agency for any action
218 undertaken by the commissioner to enforce the provisions of this section
219 or any regulation adopted pursuant to subsection (j) of this section, (C)
220 at the request of any state or federal agency conducting an audit or
221 investigation pursuant to such agency's legal authority, provided the
222 commissioner gives the transportation network company an
223 opportunity to object and propose an alternative method of cooperation
224 with such disclosure, or (D) pursuant to a court order. If the
225 commissioner discloses such records pursuant to this subdivision, the
226 commissioner shall (i) provide written notice to the transportation
227 network company prior to disclosing such company's records, and (ii)
228 redact any information that is not required to be disclosed pursuant to
229 subsection (b) of section 1-210, including, but not limited to, any trade
230 secret or commercial or financial information described in subdivision
231 (5) of said subsection, unless such disclosure is expressly required under
232 subparagraph (A), (B), (C) or (D) of this subdivision.

233 Sec. 4. (NEW) (*Effective July 1, 2025*) (a) Not later than five minutes
234 following the completion of a prearranged ride, a transportation
235 network company shall transmit, through its digital network, an initial
236 electronic receipt to the transportation network company driver that
237 includes, but need not be limited to: (1) The total time and distance of
238 the prearranged ride, (2) the total distance driven by the driver
239 beginning when the driver accepted the request from the rider through
240 the digital network and ending when the rider entered the
241 transportation network company vehicle, (3) the total fare charged to

242 the rider, (4) the driver's rate of pay, including, but not limited to, the
243 rate per minute, rate per mile, percentage of rider's fare received by the
244 driver and any dynamic pricing, as defined in subdivision (4) of
245 subsection (b) of section 13b-118 of the general statutes, as amended by
246 this act, that was applied to the cost of the prearranged ride, (5) any tips
247 or gratuities paid to the driver, (6) the gross payment to the driver, (7)
248 the net payment to the driver after the deduction of any fees, tolls,
249 surcharges, lease fees or other charges, and (8) an itemization of any
250 such deductions. Not later than twenty-four hours following the
251 completion of a prearranged ride, a transportation network company
252 shall transmit to such driver a finalized electronic receipt that includes
253 the information specified in subdivisions (1) to (8), inclusive, of this
254 subsection.

255 (b) A transportation network company shall maintain a digital copy
256 of each initial and finalized electronic receipt transmitted pursuant to
257 subsection (a) of this section for a period of not less than three years from
258 the date of the prearranged ride and make such receipts available for
259 downloading by the transportation network company driver.

260 (c) A transportation network company shall provide, through its
261 digital network, a weekly summary to the transportation network
262 company driver regarding the prearranged rides completed by such
263 driver during the previous week. Such summary shall include, but need
264 not be limited to: (1) The total time and distance of the prearranged rides
265 completed by the driver during such week, (2) the total amount of fares
266 charged to transportation network company riders during such week as
267 a result of such prearranged rides, (3) the total amount of tips or
268 gratuities paid to the driver during such week, (4) the driver's gross
269 payment received during such week, itemized by (A) rate per minute,
270 including the average rate across all completed prearranged rides, (B)
271 rate per mile, including the average rate across all completed
272 prearranged rides, and (C) any other method used to calculate pay,
273 including, but not limited to, base pay, percentage of the rider's fare or
274 any dynamic pricing that was applied to the cost of the prearranged
275 ride, (5) the driver's net payment during such week after the deduction

276 of any fees, tolls, surcharges, lease fees or other charges, and (6) an
277 itemization of any such deductions.

278 (d) A transportation network company shall maintain a digital copy
279 of each weekly summary transmitted pursuant to subsection (c) of this
280 section for a period of not less than three years from the date of
281 transmittal and make such summaries available for downloading by the
282 transportation network company driver.

283 (e) Not later than October 1, 2026, and annually thereafter, each
284 transportation network company shall submit each finalized electronic
285 receipt transmitted pursuant to subsection (a) of this section and each
286 weekly summary transmitted pursuant to subsection (c) of this section
287 to the Labor Commissioner, in a form and manner prescribed by the
288 Labor Commissioner.

289 Sec. 5. (NEW) (*Effective October 1, 2025*) (a) On and after October 1,
290 2025, a transportation network company driver shall receive a minimum
291 compensation for each prearranged ride equal to the greater of (1)
292 eighty-five per cent of the fare charged to the transportation network
293 company rider, excluding any taxes, fees or surcharges imposed on a
294 prearranged ride and any gratuities paid to the driver; or (2) the sum of
295 (A) a minimum of one dollar and fifty nine cents per mile traveled
296 during rider transport time, and (B) a minimum of sixty-eight cents per
297 minute of rider transport time. For purposes of this section, "rider
298 transport time" means the period of time when a transportation network
299 driver is transporting one or more transportation network riders for a
300 prearranged ride, beginning when the first rider enters the
301 transportation network company vehicle and ending when the last rider
302 exits the transportation network company vehicle.

303 (b) On and after October 1, 2026, and on each October first thereafter,
304 the Labor Commissioner shall announce the adjustment in the
305 minimum compensation for each prearranged ride which shall become
306 the new minimum compensation for each prearranged ride and shall be
307 effective each January first immediately following.

308 (c) Not later than January 1, 2027, and not later than each January first
309 thereafter, the minimum compensation for each prearranged ride shall
310 be adjusted by the percentage change in the employment cost index, or
311 its successor index, for wages and salaries for all civilian workers, as
312 calculated by the United States Department of Labor, over the twelve-
313 month period ending on June thirtieth of the preceding year, rounded
314 to the nearest whole cent.

315 Sec. 6. Section 13b-119 of the general statutes is repealed and the
316 following is substituted in lieu thereof (*Effective October 1, 2025*):

317 (a) Prior to permitting an individual to act as a transportation
318 network company driver on its digital network, the transportation
319 network company shall: (1) Require the individual to submit an
320 application to the company that includes information regarding the
321 individual's name, address, date of birth, motor vehicle operator's
322 license number and motor vehicle registration; (2) (A) conduct, or have
323 a consumer reporting agency regulated under the federal Fair Credit
324 Reporting Act conduct, a driving record check and a local, state and
325 national criminal history records check, including a search of state and
326 national sexual offender registry databases provided such databases are
327 accessible to the public, or (B) arrange for the fingerprinting of the
328 individual to be submitted to the Federal Bureau of Investigation for a
329 national criminal history records check and to the State Police Bureau of
330 Identification for a state criminal history records check conducted in
331 accordance with section 29-17a; and (3) disclose to such individual,
332 electronically or in writing, (A) the insurance coverage, including the
333 types of coverage and any coverage limits, that the company provides
334 while a transportation network company driver is connected to the
335 company's digital network or is engaged in the provision of a
336 prearranged ride, [and] (B) that a transportation network company
337 driver's personal automobile insurance policy might not provide
338 coverage while such driver is connected to the company's digital
339 network, available to receive a request for a prearranged ride or
340 engaged in the provision of a prearranged ride, (C) that such individual
341 may enroll in the Paid Family and Medical Leave Insurance Program

342 pursuant to section 31-49m and obtain information about such program
343 from the Paid Family and Medical Leave Insurance Authority
344 established pursuant to section 31-49f, and (D) how such individual can
345 become qualified to provide prearranged rides that originate in a
346 neighboring state.

347 (b) A transportation network company shall conduct, or have a
348 consumer reporting agency regulated under the federal Fair Credit
349 Reporting Act conduct, a local, state and national criminal history
350 records check, including a search of state and national sexual offender
351 registry databases, or arrange for the fingerprinting of the individual to
352 be submitted to the Federal Bureau of Investigation for a national
353 criminal history records check and to the State Police Bureau of
354 Identification for a state criminal history records check conducted in
355 accordance with section 29-17a, at least once every three years after
356 permitting an individual to act as a transportation network company
357 driver.

358 (c) (1) No transportation network company shall permit an individual
359 to act as a transportation network company driver on its digital network
360 if such individual: (A) Has, during the three years prior to the date of
361 such individual's application to be a transportation network company
362 driver, (i) committed more than three moving violations, as defined in
363 section 14-111g, (ii) committed one serious traffic violation, as defined
364 in section 14-1, or (iii) had his or her motor vehicle operator's license
365 suspended pursuant to section 14-227b; (B) has been convicted, within
366 seven years prior to the date of such individual's application, of driving
367 under the influence of drugs or alcohol, fraud, sexual offenses, use of a
368 motor vehicle to commit a felony, acts of violence or acts of terror; (C) is
369 included in the state sexual offenders registry or the United States
370 Department of Justice National Sex Offender Public Website; (D) does
371 not possess a Connecticut motor vehicle operator's license or a motor
372 vehicle operator's license issued by a reciprocal state; (E) does not
373 possess proof of registration for each motor vehicle such individual
374 proposes to use as a transportation network company vehicle; or (F) is
375 not at least nineteen years of age. For the purposes of this subsection,

376 "reciprocal state" means a state that permits transportation network
377 company drivers who possess a Connecticut motor vehicle operator's
378 license to provide a prearranged ride that originates in such state.

379 (2) An individual who is permitted to act as a transportation network
380 company driver shall report to the transportation network company not
381 later than twenty-four hours after the occurrence of any of the following
382 incidents: (A) The commission of a fourth moving violation, as defined
383 in section 14-111g, during the past three years; (B) the commission of
384 one serious traffic violation, as defined in section 14-1; (C) the
385 suspension of his or her motor vehicle operator's license pursuant to
386 section 14-227b; (D) the conviction of driving under the influence of
387 drugs or alcohol, fraud, sexual offenses, use of a motor vehicle to
388 commit a felony, acts of violence or acts of terror; (E) inclusion in the
389 state sexual offenders registry or the United States Department of Justice
390 National Sex Offender Public Website; (F) failure to possess an
391 operator's license; or (G) failure to possess proof of registration for a
392 transportation network company vehicle. Each transportation network
393 company that receives a report pursuant to this subdivision or becomes
394 aware of such incident shall prohibit the individual from acting as a
395 transportation network company driver on the company's digital
396 network until the individual meets the qualifications of this section to
397 be a transportation network company driver.

398 (d) (1) A transportation network company shall adopt a policy that a
399 transportation network company driver shall not use or be under the
400 influence of drugs or alcohol while the driver is connected to the
401 company's digital network or engaged in the provision of a prearranged
402 ride. The company shall provide notice of such policy on its Internet
403 web site, and include procedures for a transportation network company
404 rider to report a complaint about a driver whom the rider reasonably
405 suspects was using or under the influence of drugs or alcohol while
406 engaged in the provision of a prearranged ride.

407 (2) Upon the company's receipt of a complaint by a rider alleging a
408 violation of such policy, the company shall suspend the driver's access

409 to the company's digital network as soon as possible and conduct an
410 investigation into the reported incident. The suspension shall last until
411 completion of the investigation. If the investigation confirms the driver
412 used or was under the influence of drugs or alcohol while engaged in
413 the provision of a prearranged ride or while connected to the company's
414 digital network, the company shall ban the driver's access to the digital
415 network on a permanent basis.

416 (3) The company shall maintain all records related to the enforcement
417 of such policy for a period of not less than three years from the date that
418 a complaint by a rider is received by the company.

419 (e) A transportation network company shall adopt a policy that
420 prohibits a transportation network company driver from providing a
421 prearranged ride when such driver's ability to operate a transportation
422 network company motor vehicle is impaired by illness, fatigue or any
423 other condition that would likely preclude safe operation of such
424 vehicle.

425 (f) (1) A transportation network company shall establish an internal
426 appeals process for transportation network company drivers who are
427 suspended or banned from accessing the company's digital network.

428 (2) When a transportation network company suspends or bans a
429 transportation network company driver from accessing the company's
430 digital network, the company shall promptly inform the driver,
431 electronically or in writing, of the reasons for such suspension or ban
432 and provide instructions for how to appeal such suspension or ban
433 pursuant to the company's internal appeals process.

434 ~~[(f)]~~ (g) A transportation network company driver shall: (1) Comply
435 with all applicable laws regarding nondiscrimination against
436 transportation network company riders or potential transportation
437 network company riders on the basis of age, color, creed, destination,
438 intellectual or physical disability, national origin, race, sex, sexual
439 orientation or gender identity; (2) comply with all applicable laws
440 relating to the accommodation of service animals and accommodate

441 service animals without imposing additional charges for such
442 accommodation; (3) comply with the policies adopted by the
443 transportation network company pursuant to subsection (c) of section
444 13b-118, as amended by this act, and subsections (d) and (e) of this
445 section; (4) not impose additional charges for providing prearranged
446 rides to persons with physical disabilities because of such disabilities;
447 and (5) not solicit or accept a request for transportation unless the
448 request is accepted through the transportation network company's
449 digital network. For the purposes of this subsection, "service animal" has
450 the same meaning as provided in section 22-345.

451 ~~[(g)]~~ [(h)] (1) Any person who holds himself or herself out to be a
452 transportation network company driver who is not permitted by a
453 transportation network company to use its digital network shall be
454 guilty of a class B misdemeanor.

455 (2) The state shall remit to a municipality fifty per cent of the fine
456 amount received for a violation of subdivision (1) of this subsection with
457 respect to each summons issued by such municipality. Each clerk of the
458 Superior Court or the Chief Court Administrator, or any other official of
459 the Superior Court designated by the Chief Court Administrator, shall,
460 on or before the thirtieth day of January, April, July and October in each
461 year, certify to the Comptroller the amount due for the previous quarter
462 under this subsection to each municipality served by the office of the
463 clerk or official.

464 ~~[(h)]~~ [(i)] (1) A transportation network company vehicle shall (A) have
465 four doors; (B) not be older than twelve model years old; and (C) be
466 designed to transport no more than eight passengers, including the
467 driver.

468 (2) Before any motor vehicle is used by a transportation network
469 company driver as a transportation network company vehicle, and
470 every two years thereafter, the driver shall certify to the transportation
471 network company that the following equipment is in good working
472 order: (A) Foot brakes; (B) emergency brakes; (C) steering mechanism;
473 (D) windshield; (E) rear window and other glass; (F) windshield wipers;

474 (G) headlights; (H) tail lights; (I) turn indicator lights; (J) brake lights;
475 (K) front seat adjustment mechanism; (L) doors; (M) horn; (N)
476 speedometer; (O) bumpers; (P) muffler and exhaust system; (Q)
477 condition of tires, including tread depth; (R) interior and exterior
478 rearview mirrors; and (S) seat safety belts and air bags for driver and
479 passengers. The transportation network company shall maintain such
480 certification for not less than three years.

481 Sec. 7. (NEW) (*Effective July 1, 2025*) (a) As used in this section:

482 (1) "Third-party delivery company" means a company, corporation,
483 partnership, trust, association, sole proprietorship or similar
484 organization that operates in this state and uses a digital network to
485 connect customers to third-party delivery company drivers to provide
486 prearranged deliveries;

487 (2) "Third-party delivery company driver" or "driver" means an
488 individual who uses the digital network of a third-party delivery
489 company to provide prearranged deliveries;

490 (3) "Prearranged delivery" means the delivery by a third-party
491 delivery company driver of groceries, food, beverages, commercial
492 goods or other items prepared by another entity, or food and beverages
493 from not fewer than ten separately owned and operated food service
494 establishments, (A) beginning when the driver accepts a request from
495 the customer through a digital network, (B) continuing while the driver
496 transports the groceries, food, beverages, commercial goods or other
497 items, and (C) ending when the driver delivers the groceries, food,
498 beverages, commercial goods or other items to the location requested by
499 the customer;

500 (4) "Food service establishment" has the same meaning as provided
501 in section 21a-62b of the general statutes;

502 (5) "Digital network" means any online-enabled application, web site
503 or system offered or utilized by a third-party delivery company that
504 enables the provision of prearranged deliveries; and

505 (6) "Dynamic pricing" means offering a prearranged delivery at a
506 price that changes according to the demand for prearranged deliveries
507 and availability of third-party delivery company drivers.

508 (b) Not later than five minutes following the completion of a
509 prearranged delivery, a third-party delivery company shall transmit,
510 through its digital network, an initial electronic receipt to the customer
511 on behalf of the third-party delivery company driver that includes an
512 estimation of: (1) The date and time of the prearranged delivery, (2) the
513 origin and destination of the prearranged delivery, (3) the total time and
514 distance of the prearranged delivery, (4) the first name of the third-party
515 delivery company driver, (5) an itemization of the total cost of such
516 prearranged delivery, and (6) the compensation paid to such driver for
517 the prearranged delivery, including all relevant factors used by the
518 third-party delivery company to calculate such compensation. Not later
519 than twenty-four hours following the completion of a prearranged
520 delivery, a third-party delivery company shall transmit to such
521 customer a finalized electronic receipt that includes the information
522 specified in subdivisions (1) to (6), inclusive, of this subsection.

523 (c) Not later than five minutes following the completion of a
524 prearranged delivery, a third-party delivery company shall transmit,
525 through its digital network, an initial electronic receipt to the third-party
526 delivery company driver that includes, but need not be limited to: (1)
527 The total time and distance of the prearranged delivery, (2) the total
528 distance driven by the driver beginning when the driver accepted the
529 request from the customer through the digital network and ending
530 when the driver picked up the groceries, food, beverages, commercial
531 goods or other items to be delivered, (3) the total cost of such
532 prearranged delivery charged to the customer, (4) the driver's rate of
533 pay, including, but not limited to, the rate per minute, rate per mile,
534 percentage of the cost of the prearranged delivery received by the driver
535 and any dynamic pricing that was applied to the cost of the prearranged
536 delivery, (5) any tips or gratuities paid to the driver, (6) the gross
537 payment to the driver, (7) the net payment to the driver after the
538 deduction of any fees, tolls, surcharges, lease fees or other charges, and

539 (8) an itemization of any such deductions. Not later than twenty-four
540 hours following the completion of a prearranged delivery, a third-party
541 delivery company shall transmit a finalized electronic receipt to such
542 driver with the information specified in subdivisions (1) to (8), inclusive,
543 of this subsection.

544 (d) A third-party delivery company shall maintain a digital copy of
545 each initial and finalized electronic receipt transmitted pursuant to
546 subsection (c) of this section for a period of not less than three years from
547 the date of the prearranged delivery and make such summaries
548 available for downloading by the third-party delivery company driver.

549 (e) A third-party delivery company shall provide, through its digital
550 network, a weekly summary to the third-party delivery company driver
551 regarding the prearranged deliveries completed by such driver during
552 the previous week. Such summary shall include, but need not be limited
553 to: (1) The total time and distance of the prearranged deliveries
554 completed by the driver during such week, (2) the total amount of fares
555 charged to customers during such week as a result of such prearranged
556 deliveries, (3) the total amount of tips or gratuities paid to the driver
557 during such week, (4) the driver's gross payment received during such
558 week, itemized by (A) rate per minute, including the average rate across
559 all completed prearranged deliveries, (B) rate per mile, including the
560 average rate across all completed prearranged deliveries, and (C) any
561 other method used to calculate pay, including, but not limited to, base
562 pay, the percentage of the cost of the prearranged delivery received by
563 the driver or any dynamic pricing that was applied to the cost of the
564 prearranged delivery, (5) the driver's net payment during such week
565 after the deduction of any fees, tolls, surcharges, lease fees or other
566 charges, and (6) an itemization of any such deductions.

567 (f) A third-party delivery company shall maintain a digital copy of
568 each weekly summary transmitted pursuant to subsection (e) of this
569 section for a period of not less than three years from the date of
570 transmittal and make such summaries available for downloading by the
571 third-party delivery company driver.

572 (g) Not later than October 1, 2026, and annually thereafter, each third-
 573 party delivery company shall submit each finalized electronic receipt
 574 transmitted pursuant to subsection (c) of this section and each weekly
 575 summary transmitted pursuant to subsection (e) of this section to the
 576 Labor Commissioner, in a form and manner prescribed by the Labor
 577 Commissioner.

578 (h) (1) On and after October 1, 2025, a third-party delivery company
 579 driver shall receive a minimum compensation for each prearranged
 580 delivery equal to the greater of (A) eighty-five per cent of the fare
 581 charged to the customer, excluding any taxes, fees or surcharges
 582 imposed on a prearranged delivery and any gratuities paid to the driver;
 583 or (B) the sum of (i) a minimum of one dollar and fifty-nine cents per
 584 mile traveled while such driver is engaged in a prearranged delivery,
 585 and (ii) a minimum of sixty-eight cents per minute while such driver is
 586 engaged in a prearranged delivery.

587 (2) On and after October 1, 2026, and on each October first thereafter,
 588 the Labor Commissioner shall announce the adjustment in the
 589 minimum compensation for each prearranged delivery which shall
 590 become the new minimum compensation for each prearranged delivery
 591 and shall be effective each January first immediately following.

592 (3) Not later than January 1, 2027, and not later than each January first
 593 thereafter, the minimum compensation for each prearranged delivery
 594 shall be adjusted by the percentage change in the employment cost
 595 index, or its successor index, for wages and salaries for all civilian
 596 workers, as calculated by the United States Department of Labor, over
 597 the twelve-month period ending on June thirtieth of the preceding year,
 598 rounded to the nearest whole cent.

This act shall take effect as follows and shall amend the following sections:

Section 1	<i>July 1, 2025</i>	13b-116
Sec. 2	<i>October 1, 2025</i>	13b-117
Sec. 3	<i>October 1, 2025</i>	13b-118(a) to (e)

Sec. 4	<i>July 1, 2025</i>	New section
Sec. 5	<i>October 1, 2025</i>	New section
Sec. 6	<i>October 1, 2025</i>	13b-119
Sec. 7	<i>July 1, 2025</i>	New section

Statement of Legislative Commissioners:

Section 5 was rewritten for consistency with standard drafting conventions; and in Section 7, in Subsec. (f), "and each weekly summary transmitted pursuant to subsection (e) of this section" was deleted to eliminate redundant language and Subsec. (h) was rewritten for consistency with standard drafting conventions.

LAB *Joint Favorable Subst.*

The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 26 \$	FY 27 \$
Department of Transportation	TF - Revenue Gain	At least 50,000	At least 50,000
Labor Dept.	GF - Cost	At least 210,000	10,000

Note: GF=General Fund; TF=Transportation Fund

Municipal Impact: None

Explanation

Section 2 changes the existing \$5,000 transportation network company (TNC) registration and annual renewal fees to a tiered fee structure, up to \$30,000, based on the number of drivers active on that TNC's platform. According to the Department of Transportation (DOT), there are five TNCs currently registered in the state. It is unknown how many drivers are active on each TNC's platform in the state; however, it is expected that at least two companies will be subject to the highest fee level, resulting in an annual revenue gain of at least \$50,000 to the STF.

Section 4 requires transportation network and third-party delivery companies to annually submit final receipts and weekly summaries to the Department of Labor (DOL). This results in a one-time cost to the DOL of at least \$210,000 in FY 26 to build a technology solution that receives the information provided by the companies.

Section 5 requires the Labor Commissioner to announce the adjustment in the minimum compensation for prearranged rides and deliveries. This does not result in any fiscal impact for the state or

municipalities as it can be accomplished with existing resources.¹

The remaining sections of the bill make other changes to the disclosure and recordkeeping requirements for TNCs and third-party delivery companies, which do not result in a fiscal impact to the state or municipalities.

The Out Years

After FY 26, there is an expected \$10,000 cost annually to the DOL to maintain the technology that would receive the information submitted by the transportation network and third-party delivery companies.

¹ The bill establishes the adjustment is based on the employment cost index, as calculated by the United States Department of Labor.

OLR Bill Analysis**sSB 1487*****AN ACT CONCERNING TRANSPORTATION NETWORK COMPANIES AND THIRD-PARTY DELIVERY COMPANIES.*****SUMMARY**

This bill expands upon existing laws on transportation network companies (TNCs) and creates new requirements for third-party delivery companies.

Among other things, the bill:

1. sets minimum compensation requirements for TNC drivers and third-party delivery drivers and requires annual adjustments to these minimums;
2. requires TNCs and third-party delivery companies to provide receipts that detail time, distance, and pay rate to their respective drivers (the bill requires an initial receipt to be sent within five minutes after the ride or delivery is completed and a final receipt to be sent within 24 hours after the ride or delivery);
3. requires these companies to give drivers weekly summaries;
4. adds more items that must be listed on receipts provided to TNC ride customers and creates a similar requirement for delivery company customers' receipts;
5. requires these companies to keep copies of the receipts and summaries for three years from the prearranged ride or delivery date and make them available to the drivers; and
6. increases the annual TNC registration fees in most circumstances.

By law, a TNC is a company, corporation, partnership, trust,

association, sole proprietorship, or similar organization operating in Connecticut that uses a digital network to connect TNC riders to TNC drivers to provide prearranged rides.

The bill defines a third-party delivery company as a company, corporation, partnership, trust, association, sole proprietorship, or similar organization that operates in Connecticut and uses a digital network to connect customers to third-party delivery company drivers to provide prearranged deliveries. Similar to the definition applicable to TNCs, the bill defines a digital network as any online-enabled application, web site, or system offered or utilized by a third-party delivery company that enables the provision of prearranged deliveries.

EFFECTIVE DATE: July 1, 2025, except the provisions on TNC renewal fees, messaging, rider receipts, retaliatory actions, minimum compensation, disclosures, and internal appeals processes are effective October 1, 2025.

TRANSPORTATION NETWORK AND THIRD-PARTY DELIVERY COMPANIES

§ 5 — Minimum Compensation for TNC Drivers and Third-Party Delivery Company Drivers

Under the bill, beginning October 1, 2025, both a TNC driver and a third-party delivery company driver must receive a minimum compensation for each prearranged ride or delivery equivalent to the greater of:

1. 85% of the fare charged to the rider or delivery customer (not including any taxes, fees, or surcharges on the ride or prearranged delivery, and any gratuities paid to the driver); or
2. the sum of (a) a minimum of \$1.59 per mile traveled during rider transport time or during a prearranged delivery, and (b) a minimum of \$0.68 per minute of rider transport time or during a prearranged delivery.

The bill defines rider transport time as the period of time when a TNC

driver is transporting one or more TNC riders for a prearranged ride, beginning when the first rider enters the TNC vehicle and ending when the last rider exits.

The bill also requires that the labor commissioner announce an adjustment to this minimum compensation annually, starting on October 1, 2026. The new minimum compensation becomes effective on the following January 1. The bill requires that, by January 1, 2027, and by January 1 of each following year, the minimum compensation be adjusted by the percentage change in the employment cost index, or its successor index, for wages and salaries for all civilian workers, as calculated by the U.S. Department of Labor, over the 12-month period ending on June 30 of the prior year, rounded to the nearest whole cent.

§§ 3 & 7 — Receipts to Riders and Delivery Customers

Current law requires certain items to be detailed in a rider's receipt from a TNC within a reasonable time, including (1) the ride's origin and destination, (2) its time and distance, and (3) an itemized fare. The bill requires TNCs to instead provide this and additional information in an initial receipt (within five minutes) and a final receipt (within 24 hours) to a rider. The additional information is the date and time of the ride and the driver's first name and compensation, including the relevant factors the TNC used to calculate the compensation.

The bill requires a third-party delivery company to provide its customers with these same receipts with the same information about their prearranged deliveries. Under the bill, a prearranged delivery is a delivery, by a third-party delivery company driver, of groceries, food, beverages, commercial goods, or other items prepared by another entity, or food and beverages from at least 10 separately owned and operated food service establishments (1) beginning when the driver accepts a request from the customer through a digital network, (2) continuing while the driver transports the items, and (3) ending when the driver delivers the items to the location requested by the customer.

§§ 4 & 7 — Receipts to Drivers

The bill requires a TNC or third-party delivery company to provide its driver, through its digital network, with an initial receipt (within five minutes) and a final receipt (within 24 hours) after completing a ride or delivery. The receipts to the drivers must detail the:

1. total time and distance of the prearranged ride or delivery;
2. total distance driven by the driver beginning when the driver accepted the request from the rider or delivery customer through the digital network and ending when the rider entered the TNC vehicle or the driver picked up the food, drink, or other items for delivery;
3. total fare charged to the rider or delivery cost to the customer;
4. driver's pay rate, including the per minute and per mile rate, percentage of the fare or delivery cost the driver received, and any dynamic pricing;
5. tips or gratuities;
6. driver's gross pay;
7. net payment to the driver after deduction of any fees, tolls, surcharges, lease fees, or other charges; and
8. an itemization of any such deductions.

Under the bill, a third-party delivery company driver is an individual who uses the digital network of a third-party delivery company to provide prearranged deliveries.

The bill also makes a change to eliminate a provision that a TNC driver, for purposes of the requirements governing TNCs, cannot be someone who is a TNC employee.

Under the bill, dynamic pricing for delivery drivers (dynamic pricing for TNC drivers is already in existing law) means offering a prearranged delivery at a price that changes according to the demand for deliveries

and availability of third-party delivery company drivers.

§§ 4 & 7 — Weekly Summaries

The bill requires that both TNCs and third-party delivery companies give their drivers weekly summaries of rides or deliveries completed during the prior week. The summaries must include the following:

1. total ride or delivery time and distance the driver completes during the week;
2. total fares charged to TNC riders or delivery customers during the week from the rides and deliveries;
3. total amount of tips or gratuities paid to the driver during the week;
4. the driver's gross payment received during the week, itemized by (a) rate per minute, including the average across completed rides or deliveries, (b) rate per mile, including the average across completed rides or deliveries, and (c) any other method used to calculate pay (such as base pay, percentage of fare or cost, or dynamic pricing that was applied);
5. the driver's net payment during the week after the deduction of any fees, tolls, surcharges, lease fees, or other charges; and
6. an itemization of any deductions.

§§ 4 & 7 — Maintaining Records

The bill requires that both TNCs and third-party delivery companies maintain a digital copy of each initial and finalized electronic driver's receipt and weekly summaries for at least three years from the date of the prearranged ride or delivery. The companies must also make them available for downloading by the TNC driver or third-party delivery company driver.

§§ 4 & 7 — Reporting to the Labor Commissioner

Beginning by October 1, 2026, the bill requires a TNC or third-party

delivery company to annually submit final driver receipts and weekly summaries to the labor commissioner in a form and manner she sets.

TRANSPORTATION NETWORK COMPANIES

§ 2 — *Registration and Fees*

The bill sets both the initial registration fee and the annual renewal fee based on the number of TNC drivers with an active account on the TNC's digital network at the time of registration or renewal. Under current law, the initial and renewal registration fees for a TNC are \$5,000. Under the bill, initial registration and annual renewal fees are:

1. \$5,000 for a TNC with less than 50 drivers;
2. \$10,000 for a TNC with 50 to 199 drivers; and
3. \$30,000 for a TNC with 200 or more drivers.

The bill specifies that TNCs must submit a renewal registration form as part of their annual registration renewal.

§ 3 — *Messaging*

The bill requires that a TNC provide real-time messaging (in English and Spanish) between the company and the driver through the company's digital network when the driver is using the network.

§ 3 — *Retaliation*

The bill prohibits a TNC from taking or threatening to take any retaliatory action (such as suspending or banning access to its digital network) against a TNC driver because the driver filed a complaint with the company.

§ 6 — *Disclosures about Paid Family and Medical Leave Act (PFMLA) and Providing Rides in Neighboring States*

The bill adds two additional disclosures that, prior to permitting an individual to act as a TNC driver on its digital network, a TNC must give an individual:

1. that the individual may enroll in PFMLA and get information

about the program from the Paid Family and Medical Leave Insurance Authority, and

2. how the individual can become qualified to provide prearranged rides that start in a neighboring state.

§6 — Internal Appeals Process

Under the bill, a TNC must establish an internal appeals process for TNC drivers who are suspended or banned from accessing the digital network. When a driver is suspended or banned, the TNC must promptly inform the driver, electronically or in writing, of (1) the reasons for the suspension or ban and (2) instructions for how to appeal according to the internal appeals process.

BACKGROUND

Related Bills

sSB 1448, favorably reported by the Transportation Committee, (1) requires TNCs to provide receipts that detail time, distance, and pay rate to their drivers; (2) increases the registration fee for TNCs; and (3) requires TNCs to provide real-time messaging, establish an appeals process, and disclose certain information to their drivers.

COMMITTEE ACTION

Labor and Public Employees Committee

Joint Favorable Substitute

Yea 9 Nay 4 (03/20/2025)