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**Testimony of Dillon Murray, Director of Legislative Strategy, Maine
Department of Labor
Neither for Nor Against
LD 877, An Act to Require Transportation Network Companies to Provide Fair
Wages to Drivers
To the Joint Standing Committee on Labor
1/13/2026**

Senator Tipping, Representative Roeder, and members of the Joint Standing Committee on Labor:

Thank you for the opportunity to testify on LD 877. The Maine Department of Labor comes before you neither for nor against this bill, but we appreciate the opportunity to share information that may be helpful to the Committee as you consider its implementation.

LD 877 reflects a growing national conversation about the economic realities facing ride-share drivers and other gig-economy workers. These workers provide important services in communities across Maine, and many experience unpredictable income, limited workplace protections, and barriers to accessing traditional labor standards enforcement systems. We recognize the intent of this bill to address those challenges and to ensure that drivers are compensated at a fair and predictable minimum rate for their work.

LD 877 would establish a minimum compensation requirement for transportation network company drivers within Title 26. The bill does not create a separate enforcement structure, which means that any enforcement would occur through the Department's existing wage and hour labor standards authority, including the assessment of penalties pursuant to 26 MRSA §53. LD 877 would introduce a new worker population, a new pay structure, and a new set of compliance questions into the Department's general wage and hour enforcement system.

We have not received complaints from ride-share drivers, and we do not have reliable data on how many people are driving in Maine. However, experience from other states suggests that

new labor protections in this sector will generate significant enforcement activity once workers become aware of their rights. For example, Washington State reported dozens of complaints within the first six months of implementing similar protections, affecting tens of thousands of drivers. While Maine is smaller and more rural, this is an indication of the type of enforcement demand that could reasonably be expected.

In that context, the Department has identified one potential improvement for the Committee's consideration — a registration framework for transportation network companies operating in Maine. Under this concept, companies would register annually with the Department, provide current contact information for responsible corporate officials, and report the number of drivers operating in Maine.

This approach would support effective enforcement by ensuring that the Department knows who to contact, who has authority to respond to records requests, and who can resolve violations. It would also provide a mechanism to help defray a portion of the administrative costs associated with enforcing complex labor standards complaints involving large, multi-state corporations — costs that include education, investigation, interpretation services, and legal coordination.

The Department stands ready to work with the bill sponsor and the Committee as you continue to review LD 877. We are also actively researching how other states structure compensation standards and enforcement approaches in this sector, and how those systems are funded and administered. We would be happy to come back with this information for the work session.

Thank you for your time and for your thoughtful consideration of this bill. I would be happy to try to answer any questions now, or at a future work session.

The Maine Department of Labor is committed to serving Maine workers and businesses by helping employers recruit and train a talented workforce, providing workers with skills needed to compete in our economy, assisting individuals when jobs are lost, aiding people with disabilities reach career goals, ensuring safe and fair workplaces for people on the job and providing research and analysis of employment data to support job growth.