



## **House Liquor Control Committee**

### **Meeting Agenda**

Wednesday February 11, 2026  
10:00 AM  
G50 Irvis Office Building

#### **Call to Order**

#### **Opening remarks:**

House Liquor Control Committee Chairman Dan Deasy  
Minority Chairwoman Mindy Fee

#### **Remarks:**

Rep. Marci Mustello, Prime Sponsor HB1451 PN 1699

#### **Panel 1:**

PLCB - Tisha Albert, Director of Regulatory Affairs; Jason Worley, Chief Legal Counsel & Michael Vigoda, Board Secretary

PA State Police Bureau of Liquor Control Enforcement - Major Robert L. Bailey, Director & Cpt. John Chapman, Director of Operations

#### **Panel 2:**

Adult Beverage Alliance - Tom Kerr, General Counsel

Door Dash - Alex Mooney, Legal Counsel & Policy Advisor

#### **Panel 3:**

Malt Beverage Distributors Association- Michelle Dangelo, Brentwood Beer and Beverage Distributing

#### **Panel 4:**

Pennsylvania Food Merchants Association-Michael Howells, Vice President of Association Services

**Any other business**  
**Adjournment**



## HOUSE OF REPRESENTATIVES DEMOCRATIC COMMITTEE BILL ANALYSIS

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<b>Bill No:</b>	HB1451 PN1699	<b>Prepared By:</b>	James Vandegrift (717) 783-4009,6117
<b>Committee:</b>	Liquor Control	<b>Executive Director:</b>	Lynn Benka-Davies
<b>Sponsor:</b>	Mustello, Marci		
<b>Date:</b>	1/14/2026		

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### **A. Brief Concept**

Allows for third party delivery companies to obtain a license from the PLCB to deliver beer, wine and ready to drink cocktails to consumers 21 years of age or older from retail licensees.

### **C. Analysis of the Bill**

**House Bill 1451 amends section 505.5 of the Liquor Code relating to Transporters for Hire.** Under this section a new transporter for hire class D license is created.

#### License requirements

A Transporter-for-Hire Class D license shall only be available to a person who is primarily engaged in the business of transporting and delivering items.

Initial license fee is \$10,000, and \$1000 for each annual renewal. This is in line with Class A licenses. An additional \$5000 initial surcharge fee is also required.

Any driver working for a third-party delivery company must complete Responsible Alcohol Management Program (RAMP) training for alcohol servers through the PA Liquor Control Board or an alternate training program that is approved by the Liquor Control Board in order to be allowed to deliver alcohol.

#### Delivery

A Transporter-for-Hire Class D license holder may accept alcohol beverage orders including beer, wine and ready to drink cocktails (RTD's), on behalf of licensees and permittees who are authorized to sell alcohol beverages for off-premises consumption, as well as the PLCB Fine Wine and Good Spirit Stores, for delivery to unlicensed customers only. A transporter for hire Class D licensee must enter into written contracts with a licensee or the PLCB in order to provide delivery of alcohol on their behalf.

Orders may be placed by telephonic orders or through web-based platforms owned and operated by the licensee, the Transporter-for-Hire Class D license holder or a third party, provided that the sale of alcohol is made solely by the licensee.

Payments for the alcohol may be accepted by the transporter for hire from unlicensed purchasers only and the payments must be transferred directly to the licensed seller or PLCB in the normal course of business.

A driver must be able to provide documentation of the Transporter for Hire Class D license information.

Alcohol for delivery is required to be clearly labeled, however exceptions in the bill, would make it so that labeling requirements would rarely need to be satisfied. These exceptions include the alcohol service personnel personally retrieved and packaged the alcohol for delivery or is notified through electronic or other means the delivery order contains alcohol.

When delivering alcohol to customers, alcohol service personnel must have a receipt or invoice containing the name and address of the licensee and the name and address of the recipient who the product is being delivered. In order for delivery to be completed, the alcohol service personnel must verify the recipient is 21 years of age or older by use of an accepted ID under

the Liquor Code and a transaction scan device must be used to confirm validity of identification. A customer signature must be provided to the driver as well. **Alcohol may not be left at the doorstep**, given to visibly intoxicated persons, or to an individual not 21 years of age.

The Transporter-for-Hire Class D licensee must maintain records of all transaction for two years and be able to provide the reports to the Liquor Control Board or law enforcement.

#### Penalties/Fines

A licensee who is selling the alcohol will not be criminally or civilly liable for sales or service of alcohol to a minor or visibly intoxicated person if the purchase was processed through the transporter for hire class D license holder, unless the seller knew that the sale was being made and delivered to a minor or visibly intoxicated person.

If a Transporter for Hire Class D licensee is found to have sold alcohol to a minor, or visibly intoxicated person the licensee will receive a fine of no less than \$1000 and no more than \$5000.

Any subsequent violation within a 3-year period will result in an increase fine of at least \$100 of the previous fine not to exceed \$7000 per violation.

#### **Effective Date:**

The act takes effect in 60 days.

#### **G. Relevant Existing Laws**

Under current law, retail licensees with a transporter for hire licenses are able to deliver malt and brewed beverages as long as the licensees employees are making the delivery.

There is currently no opportunity for Wine Expanded Permit holder's (WEP) to deliver wine direct to consumers; the same holds true for Ready to Drink Cocktails Permit (RTDC) holders.

Third party delivery of beer is permitted under an interpretation of a PLCB Advisory Opinion, however ready to drink cocktails and wine directly to consumers is not currently allowed by individuals licensed in PA.

#### **E. Prior Session (Previous Bill Numbers & House/Senate Votes)**

House Bill 41(Mustello) was referred to the House Liquor Control Committee on March 7, 2023

- The bill received a public hearing by the House Liquor Control Committee on June 26, 2023
- No further action was taken on the bill.

This document is a summary of proposed legislation and is prepared only as general information for use by the Democratic Members and Staff of the Pennsylvania House of Representatives. The document does not represent the legislative intent of the Pennsylvania House of Representatives and may not be utilized as such.

## **House Liquor Control Committee Hearing on HB 1451**

**February 11, 2026**

Testifying on behalf of the Pennsylvania Liquor Control Board

Tisha Albert, Director of Regulatory Affairs

Jason Worley, Chief Counsel

Good morning Chairs Deasy and Fee and members of the House Liquor Control Committee. I'm Jason Worley, and I serve as Chief Counsel for the Pennsylvania Liquor Control Board (PLCB). Joining me today is my PLCB colleague, Tisha Albert, who is our Director of Regulatory Affairs. We appreciate this opportunity to discuss the commercial transportation of alcohol in the Commonwealth and HB 1451.

To provide some context for our conversation about HB 1451, it is important to discuss the current regulatory framework for the commercial transportation of alcohol. Generally speaking, the transportation of alcohol by a third-party for a fee requires an appropriate license from the PLCB. There are currently three classes of transporter-for-hire licenses.

- A transporter-for-hire Class A license allows for the commercial transportation of liquor, malt or brewed beverages or alcohol to or from points located in the Commonwealth.
- A transporter-for-hire Class B license allows for the commercial transportation of malt or brewed beverages only to or from points located in the Commonwealth.
- A transporter-for-hire Class C license is a fleet license that authorizes the holder to engage in the commercial transportation of liquor parcels within the Commonwealth.

There are slightly less than 500 total active transporter-for-hire licenses in Pennsylvania. It is worth noting that certain licenses issued by the PLCB, such

as beer distributors, wineries and distilleries, allow the transportation of alcohol to customers as an inherent privilege of their license.

With respect to the identification of vehicles that transport alcohol, PLCB licensees whose licenses authorize the transportation of liquor, malt or brewed beverages or alcohol in the regular operation of their businesses must display on each side of each vehicle used their name, address and the license number in letters no smaller than two inches in height. Additionally, the license identification number must be preceded by the letters "P.L.C.B."

Before I discuss some technical comments on HB 1451, please be aware that I offer the following observations from a regulatory perspective as you continue to review this legislation, but they should not be interpreted as the PLCB's support or opposition for the bill or the underlying concept.

Based on my review, it appears that HB 1451 would essentially take many of the existing requirements for transporter-for-hire licenses that are currently found in the PLCB's Regulations and move them into the Liquor Code. Beyond that, HB 1451 would most notably create a new transporter-for-hire Class D license category which is geared towards businesses offering same-day, third-party delivery services. While this legislation could certainly have merit and be beneficial in concept, there are nonetheless several aspects of this legislation that I believe require further clarification before moving forward. They are as follows:

- First, as drafted, HB 1451 indicates that a transporter-for-hire Class D license would be permitted to accept payment for alcohol while simultaneously indicating that the sale of alcohol of alcohol may only be made by the licensee or permittee who is authorized to sell alcohol for off-premises consumption. This language is actually internally conflicting in that, by definition, accepting payment for alcohol would constitute the sale of alcohol and put the transporter-for-hire Class D licensee in violation. HB 1451 may benefit from some different or additional language regarding who holds title to the alcohol being sold, who is authorized to set the prices for the products, and what fees the

transporter-for-hire Class D licensee is permitted to charge as part of each transaction.

- Second, as drafted, HB 1451 requires transporter-for-hire Class D licensees to scan the identification of the recipient of an alcohol delivery, but it otherwise seems to excuse sellers, or anyone involved in a transaction from verifying the identification of the purchaser. As such, there appears to be somewhat of a disconnect in the legislation between ensuring that both the purchaser of alcohol and the recipient of alcohol, which can be two different people, are at least 21 years of age.
- Third, as drafted, HB 1451 would excuse transporter-for-hire Class D licensees from following certain requirements, such as the vehicle lettering requirements I previously mentioned, which are otherwise applicable to all other licensees who deliver alcohol. It's unclear based on the legislation why this new license category is being excused from these requirements.
- Fourth, as drafted, HB 1451 would impose certain RAMP training requirements on transporters-for-hire that are likely to have a significant impact on many businesses that extend beyond the new transporter-for-hire Class D license category. For example, there are numerous major parcel carrier companies that currently operate within Pennsylvania under the authority of transporter-for-hire Class C licenses and deliver to non-licensees; so, these businesses would likely also be impacted by this legislation.
- Lastly, to the extent that HB 1451 is intended to allow a transporter-for-hire Class D licensee to essentially stand in the shoes of and exercise some of the same privileges as businesses licensed to sell alcohol for off-premises consumption, the license fees, which include a \$5,000 initial surcharge and a \$1,000 renewal fee, are likely too low relative to what most retailers have to pay to acquire a license to sell alcohol on the open

market. So, from a fairness and equality standpoint, this may warrant further consideration as well.

Thank you for this opportunity to provide background about the commercial transportation of alcohol in Pennsylvania and offer comments on HB 1451. We look forward to answering any questions from members of the committee.

PENNSYLVANIA STATE POLICE  
TESTIMONY  
THIRD PARTY DELIVERY OF ALCOHOL  
(HOUSE BILL 1451)

FEBRUARY 11, 2026



Good morning, Chairman Deasy, Chair Fee, and members of the House Liquor Control Committee. My name is Major Robert Bailey of the Pennsylvania State Police (PSP) and I currently serve as the Director of the Bureau of Liquor Control Enforcement (BLCE). I am accompanied by Captain John Chapman, Director of the Operations Division of BLCE. Thank you for the opportunity to appear before you today to provide written remarks regarding House Bill 1451.

The proposed legislation would, among other things, create a new class of transporter-for-hire license, "Class D," that may accept orders on behalf of licensees and permit holders, as well as the Pennsylvania Liquor Control Board, who are authorized to sell alcohol for off-premises consumption for delivery to unlicensed customers. We appreciate the opportunity to share our thoughts and concerns with you in advance of any action you may decide to take on this measure.

While the legislation contains certain procedural safeguards intended to guard against a licensed transporter-for-hire delivering alcohol to minors, compliance depends wholly on whether delivery personnel used in the service of such licensees follow through and exercise due diligence. The legislation requires all delivery personnel of a licensed transporter to undergo server/seller RAMP training or a Board-approved delivery training program

which includes training on detecting fake identification card. Also, licensed transporters must require proof of age of the recipient and use a transaction scan device to verify the age of the customer prior to delivery of the purchased alcohol.

We have found that forms of counterfeit identification are becoming more difficult to distinguish from legitimate forms of identification. Licensees, after passing an identification card through a scanner and getting a “valid” result, often do not attempt to determine if the picture and other characteristics, including age, of the person on the identification card match those of the individual presenting the identification card. While many licensees believe all they need to do is scan an identification card, they must rely upon the result “in good faith” in order to successfully defend against a citation for selling or furnishing to minors.

Minors know that their chance of obtaining alcohol through online sales and delivery is much higher with a lower risk of getting caught than if they physically walked into a convenience store, bar, or distributor and presented an identification card for examination and scanning. Unlike a face-to-face transaction within a licensed establishment where the employee can assess the physical characteristics of the purchaser before making the sale and handing off possession of the alcohol, an assessment of the purchaser and

identification card cannot be made with on-line purchases and the licensee is restricted to information supplied by the purchaser. In particular, with a transporter-for-hire, since the sale has already been completed, they need only make the delivery and move on to the next scheduled delivery location. Having to return the product because of a failed scan or having to make another attempt to obtain an adult signature results in delivery delays, additional labor and additional costs such as higher fuel costs.

Even if violations are promptly brought to the attention of BLCE and enforcement action is taken against a licensee or transporter-for-hire licensee through the citation process, it will likely take several months to a year before the matter is adjudicated after a hearing and a penalty is assessed not to mention any additional time for appeals. In the meantime, the BLCE would not have the authority to stop the licensee's ongoing deliveries, even if a pattern of delivering to minors is detected and the licensee is put on notice of the violations.

We appreciate that the proposed legislation would impose fines of between \$1,000 and \$5,000 for violations, with higher fines of up to \$7,000 for repeated offenses within a three-year window. Without significant penalties for violations, licensees may view any potential penalty as merely the cost of doing business.

While not frequent, we do receive complaints involving the delivery of alcohol to a minor and we endeavor to proactively investigate deliveries of alcohol though it is not always possible due to personnel constraints. However, absent a complainant, the BLCE would have no reason to suspect a violation because the carrier's personnel signed on behalf of an adult indicating that the wine was delivered to and accepted by that individual. Undercover investigations are possible, but they take time and personnel to thoroughly conduct them. Furthermore, the proposed legislation expressly relieves Transporter-for-Hire Class D licensees from the requirement that licensed transporters display license information on their delivery vehicles, making it practically impossible to conduct any type of investigation at the time of delivery. An investigation would have to take place after a delivery was made, using the transporter's own records and checking the identification cards scanned and the signatures obtained. In our estimation, no meaningful enforcement would be possible.

Prior to January 1, 2023, the BLCE had been authorized to use minors in compliance checks at licensed establishments, an enforcement tool that proved invaluable in uncovering sales to minors by licensees and ensure licensee compliance. However, the statutory provision related to this program expired and the BLCE is no longer able to use this enforcement

tool, which could be very useful in these types of investigations. Minors trained and under the direct supervision of the BLCE officers could be used to periodically attempt to purchase and receive alcohol using their actual identification cards to determine whether a licensed transporter is following through on their stated policies and whether those policies are effective. Using minors to help conduct compliance checks involving delivery of alcohol is an enforcement tool available in thirty-seven other states, including Delaware, New York, Ohio, and Maryland. We encourage consideration of this enforcement option along with the proposed legislation.

Thank you for the opportunity to provide remarks on this proposed legislation. The PSP BLCE remains committed to providing professional public safety services to the residents and visitors of this Commonwealth.



Adult  
Beverage  
Alliance

Shipt

Uber Eats

instacart



DOORDASH

GRUBHUB

amazon

February 5, 2026

### Testimony in Support of House Bill 1451

Chairman Deasy, Republican Chair Fee, Representative Mustello, and the distinguished members of the House Liquor Control Committee.

The Adult Beverage Alliance (the “Alliance”) and its third party delivery company members respectfully submit this written testimony in support of HB1451, which would create a new type of alcohol transportation license. This new transporter-for-hire license would be created solely for the purpose of alcohol delivery, without conferring retail or sales privileges to the transporter, thus enabling third parties to deliver beer, wine, and ready-to-drink cocktails to consumers on behalf of licensed Pennsylvania retailers.

HB1451 would enable consumers to order alcohol from local Pennsylvania merchants for safe and responsible delivery by third party platforms, including the Adult Beverage Alliance members. It would give consumers a safe, responsible, and convenient way to order a wide selection of alcohol products from their favorite local merchants, and it would support local Pennsylvania businesses by enabling a new way to reach their consumers, all with a sound and established regulatory framework.

#### I. The Alliance and third party alcohol delivery policy

The Alliance is a trade association comprised of the leading third party delivery companies, including Amazon, DoorDash, Grubhub, Instacart, Shipt, and Uber Eats. The Alliance members already operate in Pennsylvania, and are valued partners of Pennsylvania grocery stores, restaurants, and other merchants of all sizes. The Alliance supports HB1451 in order to provide a new safe and regulated channel for Pennsylvania merchants, as well as a new and convenient option for Pennsylvania consumers.

The Alliance is committed to safe, responsible, and three-tier compliant alcohol delivery. The Alliance and its member companies have had years of experience to understand and implement sound policies that are critical to an effective alcohol delivery framework. The Alliance has worked with stakeholders across the country to advance legislation, regulations, and policies that advance these goals, and Alliance members are currently delivering alcohol in more than 30 states.

Through these experiences, the Alliance knows what policies are effective, and the Alliance and its members have now had the opportunity to implement these policies and perfect their operations, such that alcohol delivery is now a safe and well-established practice in most of the country. For example, in all states, avoidance of sales to minors is a top alcohol regulatory priority. With years of experience, technology advancements, and commitment of resources to address this priority, today the Alliance

members' methods of avoiding sales and deliveries to minors are often better than those found in the traditional brick and mortar retail environment. In 2024, the Virginia Department of Alcoholic Beverage Control ABC held a third party delivery working group, in which the agency conducted more than 200 minor decoy delivery operations, which resulted in a better compliance rate than the 87% success rate found in traditional brick and mortar stores. *See Virginia ABC [Report on Third-Party Delivery](#)*, October 29, 2024. Similarly, in 2025, the California Department of Alcoholic Beverage Control reported that the minor decoy delivery compliance rate is now better than the state's average rate of 86% for brick and mortar minor decoy operations.

As the leading delivery companies, the Alliance members have been engaged in third party delivery policy throughout the expansion of alcohol delivery laws across the country. The Alliance now has the benefit of experience in knowing the policies that need to be considered in any third party delivery legislation. As explained further below, HB1451 fully takes these considerations into account.

**II. HB1451 incorporates best practices from other jurisdictions in ensuring a safe and responsible alcohol delivery system**

HB1451 includes numerous provisions that ensure a safe, responsible, and three-tier compliant alcohol delivery scheme, and that are consistent with existing laws and best practices nationwide. These include the following:

- Rigorous age verification requirements, including a requirement for a transaction scan device and receipt of the recipient's signature at the time of delivery. *See Section 5, new Section 505.6(f).*
- Enforcement and penalty scheme to shift liability from retailers to third party delivery companies, and accompanying penalties for mis-deliveries. *See Section 3, PS 4-471(g); Section 5, new Section 505.6(k).*
- Licensees authorized to sell alcohol for off-premises consumption are the sellers of record for all alcohol sales intended for delivery. *See Section 5, new Section 505.6(d)(4).*
- Driver training requirements, detailed below in Section III. *See Section 5, new Section 505.6(g).*
- Documentation and recordkeeping requirements to maintain an accurate record of all alcohol deliveries. *See Section 5, new Section 505.6(e), (h).*
- Requirement that deliveries are labeled or that drivers are notified in advance that a delivery contains alcohol and the recipient must be at least 21 years old. *See Section 5, new Section 505.6(j).*

These safeguards are consistent with requirements in other jurisdictions, and are considered best practices for safe and responsible alcohol delivery.

**III. Third party alcohol delivery under HB1451 would operate within Pennsylvania's existing three-tier system**

Third party alcohol delivery under HB1451 is three-tier compliant, and works within Pennsylvania's three-tier system. Under HB1451, third party delivery would be allowed only on behalf of licensees that are already authorized to sell alcohol to consumers for off-premises consumption, such as licensed Pennsylvania grocery stores, convenience stores, and restaurants. Additionally, the HB1451 authorizes only intrastate delivery, and does not allow any alcohol shipping or delivery from outside Pennsylvania.

HB1451 does not expand the range of licensees that can sell alcohol. Rather, it simply gives Pennsylvania businesses that are already licensed to sell alcohol to consumers the ability to offer delivery as a new option. HB1451 thus works within Pennsylvania's existing three-tier distribution framework, and does not disrupt the state's longstanding alcohol distribution structure.

#### **IV. HB1451 includes driver training requirements to ensure safe and responsible delivery**

HB1451 creates specialized training requirements for delivery drivers to ensure that alcohol is only delivered to adults over the age of 21 through a face-to-face transaction. The bill includes delivery drivers in the definition "alcohol service personnel," and includes specialized topics for drivers that are unique to the delivery environment. This distinction is critical for successful delivery driver training, as traditional server training is largely inapplicable to the delivery environment. Specifically, the bill requires delivery training programs to include education on the following: (a) methods to identify and prevent sales to minors or visibly intoxicated persons; (b) acceptable forms of identification; (c) fake or altered identification; and (d) procedures for checking identification. See Section 5, new Section 505.6(g).

HB1451 would also allow delivery companies to submit their own driver training programs for approval, which is consistent with how driver training is handled in other jurisdictions, and is the most effective means of training drivers. These platform-specific training programs provide detailed training on the requirements of alcohol delivery, which includes aspects that are unique to the delivery environment. Secondly, the trainings educate drivers on the platform-specific tools they'll use to ensure that alcohol deliveries are handled compliantly and responsibly. Ultimately, HB1451 would enable effective driver training to ensure safe and responsible alcohol delivery.

#### **V. Conclusion**

For all of these reasons, the Adult Beverage Alliance supports HB1451.

Thank you,



Tom Kerr  
Counsel for the Adult Beverage Alliance  
[tom@alcohol.law](mailto:tom@alcohol.law); 415-237-6398

Adult Beverage Alliance

Amazon

DoorDash

Grubhub

Instacart

Shipt

Uber Eats

January 20, 2026



Representative Dan Deasy  
Pennsylvania House of Representatives, Liquor Control Chair  
202 Irvis Office Building  
P.O. Box 202027  
Harrisburg, PA 17120-2027

Representative Mindy Fee  
Pennsylvania House of Representatives, Liquor Control Chair  
43 East Wing  
P.O. Box 202037  
Harrisburg, PA 17120-2037

*RE: Support for HB1451*

Dear Chairman Deasy and Chairwoman Fee,

This legislative session, Representative Mustello filed HB1451, which would create a new type of liquor transportation license that would enable third parties to deliver beer, wine, and ready-to-drink cocktails to consumers on behalf of licensed Pennsylvania retailers.

HB1451 would enable consumers to order beer, wine, and ready-to-drink cocktails from local Pennsylvania merchants for safe and responsible delivery by third-party platforms. It would give consumers a safe, responsible, and convenient way to order a wide selection of alcohol products from their favorite local merchants, and it would support local Pennsylvania businesses by enabling them to reach their consumers in a new way.

Third party alcoholic beverage delivery on behalf of retailers is now allowed in more than 30 states. HB1451 incorporates the key facets of similar laws in other states, including driver training, age verification, and other industry safeguards. HB1451 would be a win for Pennsylvania consumers and businesses.

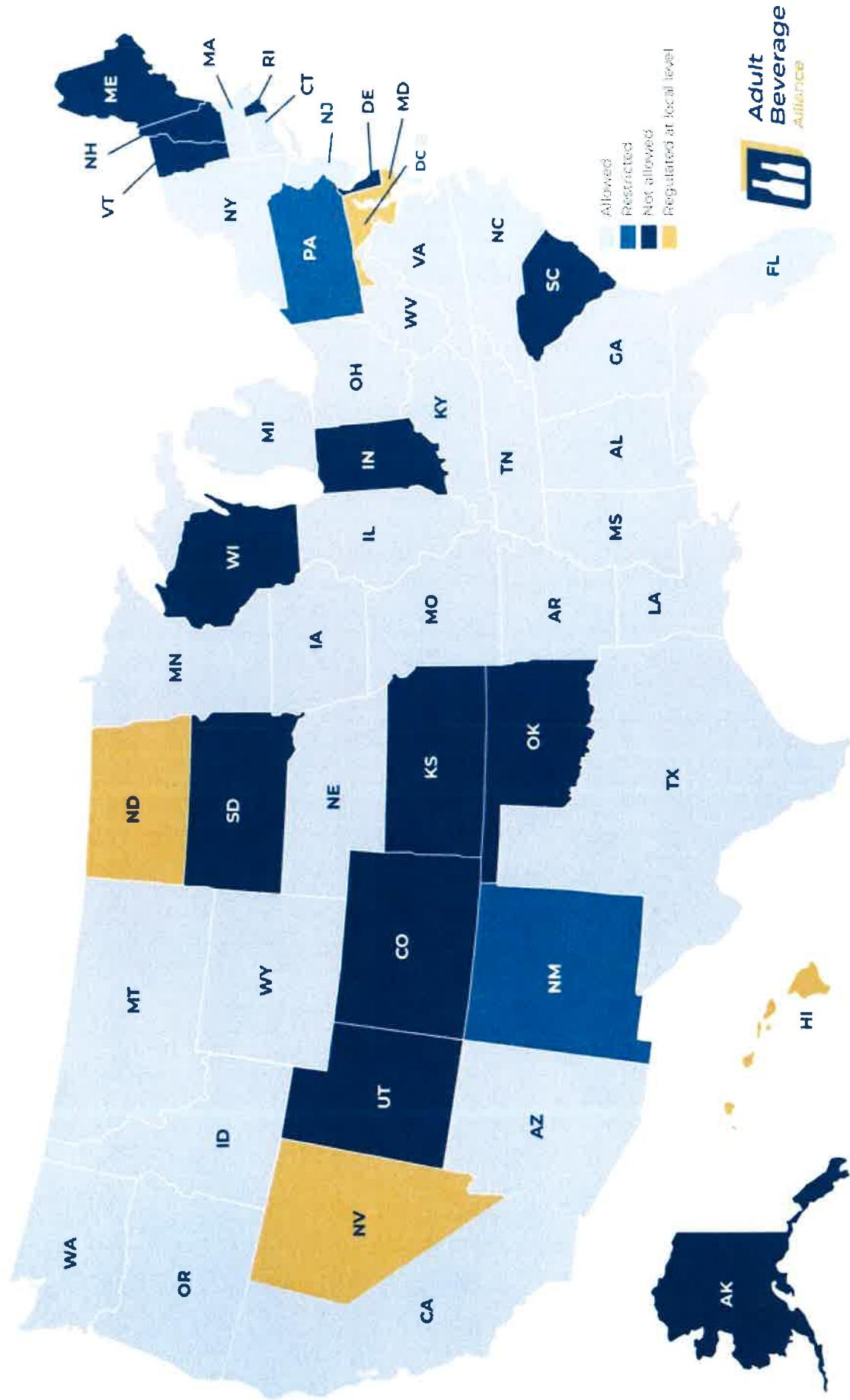
Support comes from industry associations and their member businesses listed on this letter, demonstrating the widespread interest in bringing safe and reliable third party alcohol delivery to Pennsylvania.

Thank you,

Adult Beverage Alliance	Sheetz
Country Fair	ShopRite
Di Bruno Bros.	Shipt
DoorDash	Target
The Fresh Grocer	Turkey Hill
Giant Eagle	Uber
Grubhub	Wakefern Food Corp.
Instacart	Walmart
Pennsylvania Chamber of Business & Industry	Wegmans
Pennsylvania Food Merchants Association	Weis Markets
Pennsylvania Retailers' Association	Whole Foods Market
Price Rite Marketplace	

*cc: Representative Mustello*

## Off-Premises Retailer Alcohol Delivery by Third Parties





**Pennsylvania House Liquor Control Committee**

**Testimony in Support of HB 1451**

**February 11, 2026**

**Alex Mooney - DoorDash**

Good morning, Mr. Chairman, and members of the Committee. My name is Alex Mooney and I am here on behalf of DoorDash, a technology company that connects consumers to their local merchants. I want to thank the Committee for its work on HB 1451 and am happy to testify in support of the bill.

HB 1451 represents a big step in responsibly modernizing Pennsylvania's alcohol laws while maintaining the three-tier system and ensuring the safe delivery of alcohol. This legislation benefits many aspects of the Pennsylvania economy—merchants, who will be able to find new customers and grow their sales; delivery drivers, who will have more earning opportunities; and consumers, who seek convenience.

Today I would like to briefly discuss how DoorDash partners with licensed retailers to deliver alcohol safely and lawfully in 35 states. This experience has allowed us to develop strong compliance practices and gives us a clear, firsthand view of the economic benefits that licensed merchants—particularly independent retailers—are seeing in states where alcohol delivery is permitted.

**Safety**

DoorDash takes the delivery of alcoholic beverages seriously and is committed to the safe and legal delivery of these products. DoorDash does not allow drivers under 21 to facilitate any delivery involving alcohol. We are also committed to educating Dashers (delivery drivers) on alcohol safety guidelines and all relevant legal requirements and commend this legislation's training requirements.

Currently, in other states where third-party delivery of alcohol is legal, Dashers receive robust Delivering Alcohol Guidelines during their onboarding process. This includes a step-by-step overview of how to make deliveries safely and what warning signs to look for that may indicate a recipient is either underage or intoxicated. Dashers may also be required to pass a test on this material and cannot deliver alcohol until they do so.

DoorDash uses state-of-the-art technology to verify the age and identification of the customer. For every order containing alcohol, Dashers are required to scan the front of the recipient's ID to verify its validity. They must also ensure the ID matches the recipient prior to completing the delivery. Unlike basic barcode checks, our ID-verification vendor validates the authenticity of the ID using state-by-state validation guidelines, tamper detection, expiration checks, and visual security features, while also verifying age.

Dashers are not allowed, under DoorDash policy, to deliver alcohol to anyone who does not match the photo ID or who appears visibly intoxicated. If either issue arises, a Dasher can contact DoorDash support directly through the app for real-time guidance. If there is an issue with a customer's ID or if no eligible customer is present to receive the order, the Dasher is instructed to return the alcohol to the retailer and is compensated for doing so. Alcohol is never left unattended.

In addition, DoorDash supports reasonable safeguards to prevent over-consumption, including compliance with applicable purchase limits and empowering Dashers to refuse delivery where safety concerns arise. These policies are designed to ensure convenience does not come at the expense of public health.

### **Economic benefits**

We've heard our Pennsylvania consumers loud and clear: they want to be able to order alcohol for delivery just as they can groceries and restaurant meals, and as consumers can in many of Pennsylvania's surrounding states. But the benefits extend well beyond consumer convenience.

DoorDash internal data from other states where alcohol delivery is already permitted shows meaningful benefits for independent retailers. In the U.S., the median independent liquor store joining DoorDash Marketplace in the last year saw over a 40 percent increase in sales between its first full month on the platform and its sixth. From December 2023 to December 2024, the total number of liquor stores on DoorDash Marketplace increased by over 48 percent, with independent liquor stores increasing by more than 55 percent.

This also translates into higher earnings for Dashers. Because alcohol orders tend to have higher subtotals than restaurant meals, Dashers earn on average over 15 percent more on deliveries that include alcohol compared with those that do not.

### **Commitment to the three-tier system**

Finally, I want to make clear that DoorDash is committed to upholding the three-tier system and strongly believes it is an effective structure for ensuring safe alcohol distribution. We view ourselves as an extension of the retail tier, simply providing licensed retailers with an additional way to reach customers. As we have seen in other states, alcohol laws can be responsibly modernized without undermining the three-tier system, and HB 1451 does exactly that.

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Thank you for the opportunity to speak with you today. We are pleased to support HB 1451 and I am happy to answer any questions.



Phone 215-732-6258 (MALT)  
E-mail [mbdassn@aol.com](mailto:mbdassn@aol.com)

Re: PBBRA Concerns Re: HB 1451

Dear Chairman Deasy:

We are submitting this letter on behalf of the Pennsylvania Beer and Beverage Retailers Association. Our association, formerly known as MBDA, represents the interests of licensed beer distributors in the Commonwealth.

The concern with HB 1451 is not modernization. Our core concern is that HB 1451 undermines and devalues the distributor license, which is the very tier that has already done the work in terms of safe and compliant home delivery in Pennsylvania. Beer distributors are not merely retailers, they are a regulated public-safety partner in Pennsylvania's alcohol ecosystem. HB 1451 empowers non-resident tech companies and other retailers, including large, national "big box" chains, to deliver a combination of beer, wine and spirit-based cocktails, while leaving distributors at a major competitive disadvantage.

We understand third party delivery of products, including alcohol, is the wave of the future, but we are also observant of the fact that the purpose of the PA Liquor Code is to restrain alcohol consumption and to ensure that it is regulated and controlled to prevent abuse and to promote public safety.

Pennsylvania already has a licensed distributor tier capable of safe, compliant home delivery. Instead of protecting and strengthening that tier, HB 1451 shifts delivery authority to less-regulated third parties, creates uneven standards, and erodes the value of distributor licenses that have been built over generations. Additionally, third-party delivery unquestionably increases accessibility to alcohol and thus it must be regulated carefully and with appropriate safeguards.

Pennsylvania's beer distributors operate within one of the most highly regulated alcohol systems in the country. Distributor licensees in Pennsylvania:

- Serve as licensed, accountable intermediaries between manufacturers and consumers;
- Invest heavily in compliance, age verification, training, warehousing, and logistics;
- Support local breweries, Pennsylvania jobs, and state tax revenue; and
- Maintain physical locations, payroll, insurance, and PLCB compliance costs that other channels do not bear equally.

Unlike most liquor licenses in Pennsylvania, distributor licenses authorize the transportation and delivery of malt and brewed beverages in the regular operation of our businesses. We would like to ensure that third party delivery companies who enter the delivery market under HB 1451 are held to the same standards as beer distributors.

We have 3 primary concerns with HB 1451 and the effect it could have on the alcohol delivery industry, all of which we believe can be corrected with appropriate amendments to the bill.

**Our first concern deals with accountability.** We were pleased to see that HB 1451 provides that a selling licensee shall not be criminally or civilly liable for sales or service of alcohol to a minor or to a visibly intoxicated person if the order for the alcohol in question was processed by a Transporter-for-Hire Class D license holder; however, we would like clarification in HB 1451 that this language extends to violations of the Liquor Code.

When alcohol sales are processed through a Transporter-for-Hire Class D license holder, the delivery person is the last line of defense to ensure the purchaser is not a minor and is not visibly intoxicated. Keeping these products out of the hands of minors and intoxicated customers is the responsibility of the third-party delivery companies and their delivery drivers. Distributors and other retailers using a transporter for hire have no control over the delivery of these products and, for this reason, liability and accountability for violations of the Liquor Code should fall on the Transporter-for-Hire Class D license holder. We would like HB 1451 to very clearly state that the Transporter-for-Hire Class D license holder, and not the selling licensee, would be subject to citation if a third-party delivery company or its driver ultimately releases alcoholic beverages to a minor or a visibly intoxicated person.

**Our second concern deals with fairness in the industry.** HB 1451 provides that retail licensees are eligible to hold a Transporter-for-Hire Class D license, but distributor licensees are not. Initially, we understood HB 1451 to be a third-party delivery bill. If that is the case, then retail licensees should not be eligible to hold a Transporter-for-Hire Class D license. We believe HB 1451 should be amended to provide that the third-party delivery companies who obtain Transporter-for-Hire Class D licenses should not have an ownership stake in the retailers they are delivering for.

As currently drafted, HB 1451 would allow other retailers and third-parties to deliver RTD's (and wine) in Pennsylvania, but not beer distributors. This does not create a level playing field. If other retailers are eligible to hold Transporter-for-Hire Class D licenses, then distributors should also be permitted to do so. Distributors are the largest retailers of malt and brewed beverages to-go in the Commonwealth and, although our licenses authorize the delivery of malt and brewed beverages to consumers at their homes, we are not permitted to deliver the ready-to-drink cocktail products sold in our stores. This restriction has been a major point of contention for distributors who for decades have otherwise complied with every requirement imposed on home delivery of alcohol.

RTDs are among the most popular and fastest-growing alcohol categories, particularly in the e-commerce and convenience-driven marketplace. By prohibiting distributors from delivering RTDs, and allowing other retailers and third parties to deliver them instead, HB 1451 would strip distributors of one of the most important growth categories in alcohol and hand that category over to lower-cost, less-accountable delivery models. Not only is this illogical, but it gives a significant advantage to other retailers to the detriment of retail beer distributors. This is not a small policy distinction; it is an existential threat to beer distributors who have already invested in home delivery infrastructure.

**Additionally, HB1451 allows companies to transport and deliver alcoholic beverages in PA without having to obtain ANY license so long as they do not charge a fee for the delivery.** This would allow companies to easily skirt the licensing requirements and restrictions in HB 1451 by simply offering free delivery. This is an extremely concerning loophole, and this language should be eliminated from HB 1451.

HB 1451 also provides that Transporter-for-Hire Class D licensees and their delivery drivers are not required to go through RAMP Training or to display information on their vehicles used to deliver alcohol to identify their license number and address. Other licensees who engage in delivery in PA are required to comply with these requirements

and there is no sound reason to exempt Transporter-for-Hire Class D licensees from doing so.

In summary, HB 1451 would expand privileges for other retail licensees and third-parties without extending the same opportunities or regulatory parity to distributor licensees, thus creating an imbalanced marketplace. Beer distributors are held to stricter operational standards while competing against entities with lower overhead, fewer compliance requirements, and different tax structures. This disparity threatens the long-term sustainability of distributor businesses that have followed the rules for decades and have invested in the e-commerce future. We would like to see HB 1451 amended to ensure that other retailers and third parties are not granted greater delivery privileges than distributors.

**Our third and final concern deals with preservation of the long standing 192-ounce rule in the Commonwealth.** While previous third-party delivery bills introduced over the years contained a reference to the 192-ounce limit for retail licensees, HB 1451 is silent on this issue. This is a glaring omission in our opinion. We ask that HB 1451 be amended to include a reference to the 192-ounce rule and to make it clear that this limit applies per retailer or per delivery. For the sake of clarity, the total quantity of various alcohol products delivered to a single address should not exceed the quantities authorized for off premises sale by the selling licensed retailer. The 192-ounce rule is of critical importance to the survival of retail beer distributors in Pennsylvania; and HB 1451 should include proper safeguards to ensure this rule cannot be circumvented by the use of a third-party delivery company.

Again, our concern with HB 1451 is not modernization. Our concern is that the cumulative effect of HB 1451 is not balanced. It is a systematic devaluation of the beer distributor industry that have been built and protected over generations.

We respectfully suggest there should be a consensus process involving industry partners and law enforcement before current alcohol delivery methods are drastically changed in Pennsylvania. If expanded delivery is the goal, we would be happy to participate since many of our members are innovators in establishing safe and effective delivery systems.

If the General Assembly believes home delivery of alcohol products is the future, then the solution is not to weaken distributors. The solution is to protect, strengthen, and build upon the distributor infrastructure that already exists. I respectfully ask you to

amend HB 1451 to restore parity, accountability, and fairness and to ensure that Pennsylvania beer distributors are not legislated out of a future they helped create.

Should you decide to move forward with HB 1451, we recommend that the glaring omissions in the bill be addressed and appropriate safeguards be added through an amendment approved by industry partners.

Sincerely,

Pennsylvania Beer and Beverage Retailers  
Association

Frank Pistella, President





*Advocating for a diverse membership of grocers, manufacturers, convenience stores, wholesalers, distributors, retailers and service providers across the food and beverage industry*

**Testimony submitted by the Pennsylvania Food Merchants Association**

**House Liquor Control Committee**

**Public Hearing on HB 1451 (Mustello)**

**February 11, 2026**

The Pennsylvania Food Merchants Association has advocated for the food and beverage industry across the Commonwealth since 1952. Today the association represents almost 500 member companies from across the globe that operate thousands of retail food stores, production facilities and distribution centers, and collectively employ more than 350,000 Pennsylvanians.

Thank you for the opportunity to share our perspective on this important issue.

Our retail members serve as the face of Pennsylvania's modernized adult beverage market. With the successful implementation of Wine Expanded Permits and the recent addition of Ready-to-Drink (RTD) Cocktail Permits, food retailers continue to prove they are reliable partners with the Commonwealth, selling alcohol responsibly and conveniently.

HB 1451 would amend the Liquor Code to create a new type of liquor transportation license that would enable third parties to deliver beer, wine, and ready-to-drink cocktails to consumers on behalf of licensed Pennsylvania retailers.

To understand our sector's support for this legislation, it's important to recognize two critical factors. The first is that food retail operates on margins between one and three percent. In other words, for every dollar of revenue earned by your local grocer, they generally get to keep between one and three cents as profit after expenses and taxes. That means every opportunity to bolster those revenues, such as this one, must be thoughtfully, and thoroughly, considered. Second – retailers must cater to evolving customer preferences or risk losing them.

Indeed, as consumer preference - and expectation - shifts further toward home delivery, Pennsylvania retailers are pivoting to meet this demand. So too must Pennsylvania's regulatory framework evolve.

This bill is not merely a convenience measure. Rather, it is a necessary infrastructure update for Pennsylvania's retail economy that embraces modern digital realities while upholding the strictest standards of public safety. By enabling local businesses to reach consumers through delivery apps, we ensure that dollars stay in Pennsylvania communities, and empower local merchants to offer a "full basket" - the dinner and drink experience that consumers nationwide are coming to view as a standard expectation. This bill aligns Pennsylvania with 30 other states that have successfully implemented similar models, incorporates best practices from these jurisdictions, and represents a win for consumers and local businesses.

Crucially, the bill offers liability protection to the licensee selling the alcohol. If a delivery driver illegally delivers alcohol, for example to a minor or intoxicated person, without the seller's knowledge, the seller is shielded from administrative citation, provided they processed the order correctly. To that point, there are also strict training standards in place. Drivers must undergo training that covers age verification and how to identify visibly intoxicated persons.

HB 1451 amends the Liquor Code to exempt the hand-off to a Class D Transporter-for-Hire from the requirement of using a transaction scan device or a specific register at the store premises. This change will reduce delivery times, ease congestion at checkout lines, and free up staff to serve in-store customers. This legislation does not remove the requirement to verify age. It simply shifts the scan to where it matters most: the final point of delivery.

Under this bill, the responsibility for verifying the consumer's age and sobriety falls strictly on the Class D licensee at the customer's doorstep. By codifying the penalties for Transporters-for-Hire who fail to verify age, HB 1451 ensures that the delivery ecosystem remains secure and that third-party delivery services are held to the same high standards as our brick-and-mortar stores.

As mentioned, Pennsylvania's food retailers operate on thin margins and rely on volume and efficiency. As the demand for grocery delivery grows, the ability to seamlessly include a bottle of wine or a four-pack of canned cocktails with a grocery order is a significant value-add for businesses and their customers.

HB 1451 is a pro-business, pro-consumer measure that updates the Liquor Code to reflect the reality of modern commerce. It allows retailers to operate more efficiently and delivery drivers to do their jobs more quickly, all while maintaining the robust age-verification standards Pennsylvanians expect.