

Congress of the United States

Washington, DC 20515

June 11, 2026

The Honorable Mike Johnson
Speaker
United States House of Representatives
H-232, The Capitol
Washington D.C. 20515

The Honorable Hakeem Jeffries
Minority Leader
United States House of Representatives
2267 Rayburn House Office Building, Washington,
DC 20515

Dear Speaker Johnson and Minority Leader Jeffries:

We write to urge you to strip out a provision in Title I of the *BUILD America 250 Act (H.R. 8870)*, that would endanger consumers across the United States. The provision, which faced bipartisan opposition in markup, would shield rideshare companies from liability for crashes and sexual assaults caused by their negligence. This provision must be removed from the *BUILD America 250 Act* before it is considered on the House Floor.

The rapid expansion of the rideshare industry has introduced significant safety vulnerabilities, often putting consumers at risk of physical harm. Uber alone faces more than 3,000 sexual assault claims in Federal Court nationwide for allegedly failing to implement adequate safety protections, driver screenings, or rider safeguards. In California, Uber is facing roughly 550 cases for allegedly failing to protect female drivers from sexual assault, stalking, kidnapping, or false imprisonment.

Victims may soon face a heavily restricted path to legal recourse. Uber is currently funding a California ballot initiative designed to cap damages for medical care and restrict a consumer's ability to retain legal counsel following an accident.¹ This initiative would functionally protect all negligent drivers and defective car manufacturers. Common product liability suits involving airbag defects, braking failure, steering issues, battery failure, or electronic control system and software defects would be judicially handicapped.

The *BUILD America 250 Act*, as amended, would further hinder victims' ability to seek recourse. Currently, rideshare companies face legal accountability if their negligence causes harm—such as allowing a driver onto the platform despite a known dangerous criminal history. If that driver later assaults a passenger or causes a crash, the company can be held liable for failing to protect the public.

H.R. 8870 threatens to dismantle these vital safety incentives. The bill as currently written would provide rideshare companies with immunity from any injury, sexual assault, and fatality case no matter the red flags from any criminal background check, motor vehicle background check, customer complaint, safety test, or internal complaint. Moreover, it expressly preempts State law. Though a rideshare company would still have to follow local laws regarding background checks, it would be immune from liability if it chose to ignore red flags in the background check.

Our constituents deserve better. Drivers trying to earn a living and riders who want to get to their next destination all deserve a safe ride – and the ability to be made whole if they are injured along the way.

¹ See: [Uber is trying to snow voters with a supposedly pro-consumer ballot initiative. Don't buy it](#) and [Uber's ballot initiative would help the company at our expense and Consumer Watchdog Report: Uber License to Kill: How Uber's Rush to Close Courthouse Doors and Roll out Robocars Threatens Public Safety](#), and [Uber's License to Kill Insurance Scam: How Uber is Limiting its Liability to Raid Its Insurance Reserves and Fun Robotaxis](#).

The *Build America 250 Act* must be amended, and this provision stripped, before it is considered on the House Floor.

Sincerely,



Derek T. Tran
Member of Congress



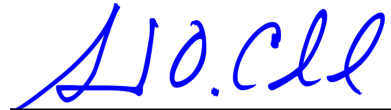
Zoe Lofgren
Member of Congress
Chair, California Democratic
Congressional Delegation



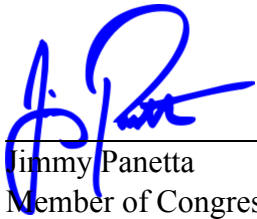
Jared Huffman
Member of Congress



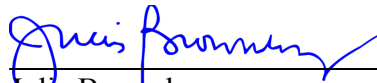
Nanette Diaz Barragán
Member of Congress



Salud Carbajal
Member of Congress



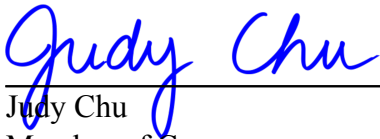
Jimmy Panetta
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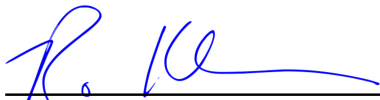
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Raul Ruiz, M.D.
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Lateefah Simon
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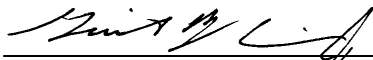
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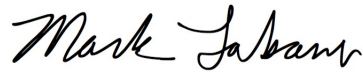
Luz M. Rivas
Member of Congress



Mike Levin
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Mike Thompson
Member of Congress



Mark Takano
Member of Congress



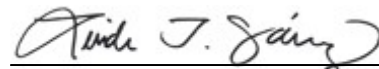
Kevin Mullin
Member of Congress



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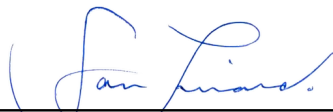
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