



May 19, 2026

The Honorable Sam Graves  
Chairman, Committee on Transportation and  
Infrastructure  
U.S. House of Representatives  
Washington, D.C. 20515

The Honorable Rick Larsen  
Ranking Member, Committee on  
Transportation and Infrastructure  
U.S. House of Representatives  
Washington, D.C. 20515

Dear Chairman Graves and Ranking Member Larsen:

Congratulations on the introduction of the BUILD America 250 Act. We commend your leadership in advancing a bipartisan surface transportation reauthorization ahead of the September 30 authorization deadline. This legislation reflects the kind of sustained, bipartisan effort that sound infrastructure policy requires, and we appreciate your leadership in advancing this bill that will provide needed investment in our infrastructure, and policy to modernize our transportation networks.

We appreciate the bill's focus on safety. At Lyft we prioritize rider and driver safety. Every driver completes verification, criminal background checks, driving records checks, and mandatory safety education before driving with Lyft. Lyft also conducts continuous criminal and driving record monitoring of active drivers. We also have a number of safety features for riders and drivers including PIN verification, audio recording, and the ability to share your ride location. Riders and drivers also have access to ADT emergency services that allows users to call emergency services and have immediate help from safety professionals. We continue to innovate and identify new features to improve safety on our platform.

We are particularly grateful for the inclusion of Section 3104, which codifies and clarifies the Federal Transit Agency's longstanding taxicab exemption. This provision will ensure that transit riders will continue to have access to flexible, on-demand mobility programs that work together with existing transit services. These on-demand programs have transformed the lives of seniors and people with disabilities, who before these partnerships, were forced to schedule trips days in advance and wait hours for a pickup.

Since 2016, we've launched over 100+ partnerships with transit agencies, big and small, across the country. In addition to their transformative impact on riders with disabilities, these partnerships have reduced the cost of some specialized transit services up to 50-80% on a per-trip basis, allowing transit agencies to focus resources where they matter most: growing ridership. Section 3104 resolves an ambiguity that has complicated our ability to partner with transit agencies on paratransit, late night, first/last-mile, and job access programs, and it provides a clearer statutory foundation for the TNC-transit partnership model that benefits riders, agencies, and communities across the country.

We hope to continue to work with you to address vicarious liability for rideshare crashes. This critical issue harms affordability for everyday Americans. TNCs are required to maintain significant levels of insurance sufficient to compensate injured parties for the vast majority of claims, rendering

the majority of auto litigation against TNCs unnecessary. The provision would preserve legitimate claims against the companies while curtailing frivolous litigation that drives up costs, delays compensation to injured parties, and places unnecessary strain on already overburdened courts.

We look forward to engaging with the Committee on these priorities as the bill advances, and we stand ready to serve as a resource on rideshare's role in the broader surface transportation ecosystem.

Sincerely,

A handwritten signature in black ink, appearing to read "Jerry Golden". The signature is fluid and cursive, with a long horizontal stroke at the end.

Jerry Golden  
Chief Policy Officer