

December 8, 2025

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Anabel Renteria
Initiative Coordinator
Office of the Attorney General
1300 "I" Street, 17th Floor
Sacramento, CA 95814

INITIATIVE COORDINATOR
ATTORNEY GENERAL'S OFFICE

Re: Rideshare Company Public Accountability Act

Dear Initiative Coordinator:

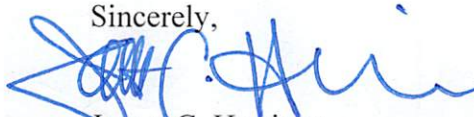
On October 28, 2025, we submitted a proposed statewide initiative titled the "Rideshare Company Public Accountability Act" ("Initiative") and submitted a request that the Attorney General prepare a circulating title and summary pursuant to section 10(d) of Article II of the California Constitution.

Pursuant to Elections Code section 9002(b), we hereby submit timely amendments to the text of the Initiative. We have also enclosed a redline version showing the differences from the original Initiative. As the proponent of the Initiative, we approve the submission of the amended text to the Initiative and declare that the amendment is reasonably germane to the theme, purpose, and subject of the Initiative. We respectfully request that the Attorney General prepare a circulating title and summary using the amended Initiative.

Please direct all correspondence and inquiries regarding this measure to:

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Sincerely,



James C. Harrison

Enclosures

Rideshare Company Public Accountability Act

SECTION 1. Title.

This measure shall be known as the “Rideshare Company Public Accountability Act.”

SECTION 2. Findings.

In enacting the Rideshare Company Public Accountability Act, the people of the State of California find and declare:

(a) Californians increasingly rely on a range of transportation modes, including rideshare companies like Uber, which are regulated as “transportation network companies” under the California Public Utilities Code, to travel to work, school, medical appointments, social gatherings, and more.

(b) Unlike traditional transportation providers, rideshare companies exercise full control over their platforms while classifying drivers as independent contractors rather than employees.

(c) Rideshare companies, like Uber and Lyft, market their services as safe and convenient for vulnerable populations, including children, individuals with disabilities, and people seeking a responsible ride home after consuming alcohol. However, rideshare passengers have reported incidents of fraud, sexual assault, physical assault, and even homicide.

(d) According to a study conducted by the University of Chicago, rideshare companies account for about a 3% annual increase in traffic-related fatalities, or roughly 987 people, including pedestrians, each year. This increase is due, in part, to the large number of drivers needed to provide quick response times.

(e) The companies that profit most from having these drivers on the road should be responsible for injuries and damages suffered by rideshare passengers or members of the public.

(f) Despite marketing themselves as a safe and better alternative to other transportation methods, rideshare companies hire drivers without conducting adequate background checks and screening procedures, allow culpable drivers to keep driving, and fail to develop and fully implement adequate protections, despite having knowledge of serious safety risks to riders.

(g) Rideshare companies prioritize profits over rider safety, rolling back protections despite billions of dollars in revenue.

(h) Rideshare companies should be legally responsible for the harm caused by their drivers to riders and the public.

SECTION 3. Declaration of Purpose.

By passing this Act, it is the purpose and intent of the people of the State of California to:

(a) Treat rideshare companies like other common carriers that provide transportation to the public, including buses, trains, and taxis; and

(b) Hold rideshare companies responsible for harm to their riders and the public caused by the business from which they profit.

SECTION 4. Rideshare Companies as Common Carriers.

Section 2179 is hereby added to Article 1 of Chapter 5 of Title 7 of Part 4 of Division 3 of the Civil Code to read:

2179. A transportation network company, as defined in subdivision (c) of Section 5431 of the Public Utilities Code, owes passengers the highest degree of care as a common carrier and shall be subject to Sections 2100 and 2168 of the Civil Code.

SECTION 5. Rideshare Company Accountability.

Section 7460.1 is hereby added to Article 5 of Chapter 10.5 of Division 3 of the Business and Professions Code to read as follows:

7460.1. Rideshare Company Liability.

(a) A transportation network company shall be legally responsible for any and all damages to a person caused by an app-based driver's negligence, recklessness, or willful misconduct regardless of whether or not the app-based driver is categorized as an independent contractor.

(b) The duties, remedies, and obligations imposed by this Section are cumulative to the duties, remedies, or obligations imposed under any other law and shall not be construed to relieve any person from any duties, remedies, or obligations imposed under any other law.

(c) Any contract between a transportation network company and a passenger, or between a transportation network company and its employee or independent contractor, is voidable by the passenger, employee, or independent contractor, as applicable, as against public policy if any provision within the contract attempts or purports to waive any rights specified in this Section and the Rideshare Company Public Accountability Act.

SECTION 6. Amendments.

This Act may be amended by a statute that is passed by a majority vote of the members of each house of the Legislature and signed by the Governor so long as such amendments are consistent with and further the purposes of holding rideshare companies accountable for harm caused to riders and the public.

SECTION 7. Severability.

The provisions of this Act are severable. If any portion, section, subdivision, paragraph, clause, sentence, phrase, word, or application of this Act is for any reason held to be invalid by a decision of any court of competent jurisdiction, that decision shall not affect the validity of the remaining portions of this Act. The People of the State of California

hereby declare that they would have adopted this Act and each and every portion, section, subdivision, paragraph, clause, sentence, phrase, word, and application not declared invalid or unconstitutional without regard to whether any portion of this Act or application thereof would be subsequently declared invalid.

SECTION 8. Liberal Construction.

This Act shall be liberally construed to effectuate its purposes.

SECTION 9. Conflicting Ballot Measures.

(a) In the event that this measure and another measure addressing the regulation of rideshare companies appear on the same statewide election ballot, the provisions of the other measure shall be deemed to be in conflict with this measure. If this measure receives a greater number of affirmative votes than a measure deemed to be in conflict with it, the provisions of this measure shall prevail in their entirety, and the provisions of the other measure shall be null and void.

(b) If this measure is approved by the voters but superseded in whole or in part by a conflicting measure approved by the voters at the same election, and the conflicting measure is later held to be invalid, this measure shall be self-executing and given full force and effect.