



October 28, 2024

The Honorable Paul Sarlo  
Chair  
Senate Committee on Budget and Appropriations  
State House  
125 West State Street  
Trenton, NJ 08625

Dear Chair Sarlo and members of the committee,

On behalf of Chamber of Progress, a tech industry association supporting public policies to build a more inclusive country in which all people benefit from technological leaps, **we urge you to oppose S.756.**

#### **Impact on Reliability of Navigation Systems**

Turn-by-turn navigation systems are designed to provide real-time, optimized routing based on current traffic conditions, utilizing advanced algorithms and data analytics to guide drivers efficiently. Mandating government-directed rerouting could disrupt this functionality, as navigation systems may not be equipped to handle sudden changes imposed by external authorities. Such interventions could lead to confusion among drivers, resulting in inefficient routing and actually increase congestion rather than alleviate it. The inherent strength of these technologies lies in their ability to adapt dynamically to real-time data. Imposing rigid and arbitrary regulations will undermine their effectiveness and ultimately hinder the very goal of improving traffic flow and public safety.

#### **Need for Clarity in the Definition of “Emergency Condition”**

S.756 includes an ambiguous definition of “emergency condition.” The bill describes an emergency condition as excessive vehicular traffic that poses a public safety hazard, including sustained congestion, emergency vehicle dispatch delays, or a history of accidents. However, this broad and vague definition leaves room for interpretation, which could lead to inconsistent applications of the law. Without clear criteria for what constitutes an emergency, local authorities and navigation system operators may struggle to determine when to implement mandated rerouting. This lack of clarity could result in unnecessary disruptions to traffic flow during non-emergency situations or, conversely, a failure to act promptly in genuine emergencies. The ambiguity in the definition undermines the bill’s intent and raises concerns about its practical implementation.

### **S. 756 Stifles Innovation**

S.756 stifles innovation in navigation technology by imposing strict mandates on how turn-by-turn navigation systems must operate during emergencies. This rigidity can hinder the development of advanced features that could enhance public safety and traffic management. For example, innovative navigation apps that utilize machine learning to analyze real-time traffic patterns and suggest optimal routes may be unable to implement their solutions if they must follow government directives. As a result, the potential for creating smarter, more responsive navigation systems is diminished, limiting the ability of developers to introduce groundbreaking technologies that could significantly improve emergency response and overall traffic efficiency.

Emergencies can vary widely in their characteristics, duration, and impact on traffic patterns, and a one-size-fits-all approach to rerouting will not be effective in all situations. Instead of enhancing public safety, these requirements could exacerbate traffic issues and hinder timely responses to critical situations.

For this reason, **we urge you to oppose S.756.**

Sincerely,

A handwritten signature in black ink, appearing to read "Brianna January". The signature is fluid and cursive, with the first name being more prominent.

Brianna January  
Director, State and Local Government Relations  
Northeast Region