

P.L. 2025, CHAPTER 347, *approved January 20, 2026*
Assembly, No. 3036 (*Fourth Reprint*)

1 AN ACT concerning turn-by-turn navigation systems and
2 supplementing Title 39 of the Revised Statutes.
3
4 **BE IT ENACTED** by the Senate and General Assembly of the State
5 of New Jersey:
6
7 1. This act shall be known and may be cited as the “Swift
8 Access For Emergency Response Actions Preservation Program
9 (SAFER APP).”
10
11 ²2. The Legislature finds and declares that:
12 a. The safety and well-being of New Jersey residents is a
13 fundamental responsibility of the State and its municipalities,
14 particularly with regard to ensuring timely and reliable emergency
15 response services.
16 b. The widespread use of turn-by-turn navigation applications
17 has, in certain communities, contributed to unintended traffic
18 congestion on residential and local roads not designed to handle
19 significant volumes of through-traffic.
20 c. This congestion has demonstrably delayed emergency
21 vehicle access, increased the frequency of vehicular and pedestrian
22 accidents, and compromised the operational readiness of police,
23 fire, and emergency medical services.
24 d. It is in the public interest to provide municipalities and the
25 Attorney General with a process to reroute traffic via turn-by-turn
26 navigation applications in order to preserve public safety and
27 emergency access during periods of sustained, dangerous
28 congestion.
29 e. The enactment of P.L. , c. (C.) (pending before the
30 Legislature as this bill) serves the compelling governmental interest
31 in safeguarding public safety and maintaining the operational
32 capacity of emergency response systems.
33 f. Any incidental impact on interstate or intrastate commerce
34 resulting from limited, localized traffic rerouting orders issued
35 pursuant to P.L. , c. (C.) (pending before the Legislature as

EXPLANATION – Matter enclosed in bold-faced brackets **[thus]** in the above bill is not enacted and is intended to be omitted in the law.

Matter underlined thus is new matter.
Matter enclosed in superscript numerals has been adopted as follows:
¹Assembly ATR committee amendments adopted October 21, 2024.
²Assembly ASL committee amendments adopted April 10, 2025.
³Senate SBA committee amendments adopted June 26, 2025.
⁴Assembly amendments adopted in accordance with Governor's recommendations January 12, 2026.

1 this bill) is justified by the overriding interest in public safety, and
 2 P.L. , c. (C.) (pending before the Legislature as this bill) is
 3 narrowly tailored to ensure that the means adopted do not impose
 4 unnecessary or discriminatory burdens on commerce.

5 g. The Attorney General and the Commissioner of
 6 Transportation shall implement P.L. , c. (C.) (pending
 7 before the Legislature as this bill) in a manner consistent with
 8 Constitutional principles, including the Dormant Commerce Clause
 9 of the United States Constitution, and shall coordinate to avoid
 10 unnecessary disruption to freight corridors, ensuring that any
 11 emergency traffic control measures are time-limited and regularly
 12 reviewed to minimize ongoing interference.

13 h. P.L. , c. (C.) (pending before the Legislature as this
 14 bill) does not restrict physical access to public roads by drivers but
 15 instead provides a targeted and temporary framework for regulating
 16 digital routing behavior in emergency conditions, consistent with
 17 the State's authority to protect public safety.²

18
 19 ²[2.]³[3.² As used in P.L. , c. (C.) (pending before the
 20 Legislature as this bill):

21 ²"Commissioner" means the Commissioner of Transportation.²

22 ²[""]² Emergency ¹traffic¹ condition ²[""]² means ¹recurring
 23 periods of¹ excessive vehicular traffic that ¹[poses] ²[pose¹ a public
 24 safety hazard, including, but not limited to: sustained congestion on
 25 highways, streets, and roadways; emergency vehicle dispatch delays;
 26 or a demonstrable history of vehicular and pedestrian accidents]
 27 materially interfere with emergency response operations or endanger
 28 public safety, including but not limited to: significant diversion of
 29 traffic from highways onto roads not intended or engineered to
 30 accommodate the volume of the diverted traffic; substantiated delays
 31 in emergency vehicle response times; or a pattern of vehicular or
 32 pedestrian accidents associated with changes in routing behavior².

33 ²[""]² Turn-by-turn navigation system ²[""]² means a software
 34 program or online application on a device that uses global positioning
 35 system technology to provide a driver with voice-guided or visual
 36 instructions on how to arrive at a destination using a motor vehicle.³

37
 38 ²[3.]³[4.² a. The governing body of a municipality may adopt a
 39 resolution ², accompanied by supporting documentation and analysis,²
 40 requesting the Attorney General to investigate whether use of turn-by-
 41 turn navigation systems by drivers ²[creates] has created² an
 42 emergency ¹traffic¹ condition within the municipality, ²[which, after
 43 adoption,] as defined in section 3 of P.L. , c. (C.) (pending
 44 before the Legislature as this bill). The resolution and accompanying
 45 documentation, after adoption by the municipal governing body,² shall
 46 be subject to the review of the Commissioner of Transportation,
 47 according to law. ²[The commissioner shall approve or disapprove the

1 resolution within 90 days of the date the governing body of a
 2 municipality submits the resolution to the commissioner. If the
 3 commissioner disapproves the resolution, the commissioner shall
 4 describe in writing the reasoning of the disapproval to the governing
 5 body of the municipality.²

6 b. ²In reviewing the resolution, the commissioner may consider
 7 criteria including, but not limited to:

8 (1) traffic volume and congestion on the roads to which traffic is
 9 diverted;

10 (2) frequency of accidents, speed limit violations, or other moving
 11 violations;

12 (3) emergency response times; and

13 (4) comparative travel time savings for drivers using diverted
 14 routes versus primary highways.

15 c. The commissioner shall approve or disapprove the resolution
 16 within 90 days of the date the governing body of a municipality
 17 submits the resolution to the commissioner. If the commissioner
 18 disapproves the resolution, the commissioner shall provide, in writing,
 19 a description on the reasoning of the disapproval to the governing
 20 body of the municipality.²

21 ²**[b.]** d. (1)² Upon the approval of the resolution by the
 22 commissioner, the Attorney General ²**[shall]**², in consultation with the
 23 commissioner and the governing body of the municipality,
 24 ²**[investigate]** may conduct an investigation into² the traffic
 25 conditions described in the resolution to determine whether an
 26 emergency ¹traffic¹ condition exists and shall share the results of
 27 ²**[the]** any² investigation with the governing body of the municipality
 28 ²and the commissioner².

29 ²(2) If the Attorney General does not conduct an investigation, the
 30 Attorney General shall issue a written determination stating the
 31 reasons for declining to investigate, which the Attorney General shall
 32 forward to the municipality and the commissioner within 90 days of
 33 receipt of the commissioner's approval of the municipality's
 34 resolution.

35 (3)² If the Attorney General ²conducts an investigation and²
 36 determines²:

37 (a) an emergency traffic condition does not exist, the Attorney
 38 General shall issue a written notice of the determination, including the
 39 basis for the finding, to the governing body of the municipality and the
 40 commissioner within 30 days of completion of the investigation;

41 (b)² an emergency¹traffic¹ condition exists, the Attorney General
 42 shall notify, electronically and in writing, ²(i) the governing body of
 43 the municipality and the commissioner of the determination; and (ii)²
 44 any person, business, or other entity having ownership or control of a
 45 turn-by-turn navigation system of the emergency¹traffic¹ condition
 46 and shall order the person, business, or other entity, when providing
 47 instructions to a driver, to detour, reroute, or divert vehicular traffic to

1 remove the emergency ¹traffic¹ condition ¹[, in accordance with].
 2 Following an initial determination that an emergency traffic condition
 3 exists, the Attorney General ²[may, from time to time, review the
 4 traffic conditions to determine whether the emergency traffic condition
 5 continues to exist] shall specify the duration for which the directive
 6 remains in effect, not to exceed 12 months. The Attorney General
 7 may renew the directive upon reassessment and shall review all
 8 rerouting directives at least annually. The Attorney General shall
 9 notify affected navigation system providers when an emergency
 10 traffic condition no longer exists and the directive is to be
 11 rescinded².

12 ²[c. Nothing in this section shall limit the authority of the Attorney
 13 General to determine that an emergency condition exists with regard to
 14 the flow of vehicular traffic pursuant to¹ section 1 of P.L.1950, c.70
 15 (C.39:4-213) ¹or any other statute or regulation¹.]

16 e. Nothing in P.L. _____, c. _____ (C. _____) (pending before the
 17 Legislature as this bill) shall apply to navigation instructions directing
 18 users to hospitals or police stations.²³

19
 20 ²[4.] ³[5.² Any person, business, or other entity having ownership
 21 or control of a turn-by-turn navigation system that ¹provides
 22 instructions to a driver and¹ fails to detour, reroute, or divert vehicular
 23 traffic to remove the emergency ¹traffic¹ condition after being notified
 24 of the emergency ¹traffic¹ condition by the Attorney General shall be
 25 subject to a fine of not more than ²\$1,000 per day for the first five
 26 days of non-compliance and increasing to² \$5,000 per day ²[, which]
 27 thereafter. The fine² may be collected in a summary proceeding
 28 pursuant to the ²["] ²Penalty Enforcement Law of 1999," P.L.1999,
 29 c.274 (C.2A:58-10 et seq.), and which shall be paid to the affected
 30 municipality, until the person, business, or other entity complies with
 31 the order of the Attorney General.]³

32
 33 ³[²6. The Attorney General, in consultation with the
 34 commissioner, shall submit a report to the Governor, and to the
 35 Legislature pursuant to section 2 of P.L.1991, c.164 (C.52:14-19.1):

36 a. no later than 90 days following the effective date of P.L. _____,
 37 c. _____ (C. _____) (pending before the Legislature as this bill), which
 38 shall include, but not be limited to: an evaluation of the scope of
 39 legal authority granted to the Attorney General under P.L. _____, c.
 40 (C. _____) (pending before the Legislature as this bill); an analysis of
 41 how this authority aligns with existing New Jersey statutes,
 42 Constitutional provisions, relevant federal law, and regulatory
 43 frameworks; practical considerations for implementation and
 44 enforcement of rerouting directives issued to turn-by-turn
 45 navigation system providers; an assessment of the economic impact
 46 on affected municipalities and the State; and an analysis of broader
 47 effects on traffic management and public safety; and

1 b. no later than three years following the effective date of
2 P.L. , c. (C.) (pending before the Legislature as this bill),
3 which shall include, but not be limited to: a summary of the number
4 and nature of municipal resolutions submitted, approved, and
5 denied; the number and duration of rerouting directives issued and
6 rescinded; available data on changes in emergency vehicle response
7 times and traffic safety in areas subject to rerouting directives;
8 feedback from municipalities, first responders, and turn-by-turn
9 navigation system providers; and any recommendations for
10 legislative or regulatory changes to improve or clarify the
11 implementation of P.L. , c. (C.) (pending before the
12 Legislature as this bill).³

13
14 ³3. As used in P.L. , c. (C.) (pending before the
15 Legislature as this bill):

16 “Commissioner” means the Commissioner of Transportation.

17 “Emergency traffic condition” means recurring periods of
18 excessive vehicular traffic that materially interfere with emergency
19 response operations or endanger public safety, including but not
20 limited to: significant diversion of traffic from highways onto roads
21 not intended or engineered to accommodate the volume of the
22 diverted traffic; substantiated delays in emergency vehicle response
23 times; or a pattern of vehicular or pedestrian accidents associated
24 with changes in routing behavior.

25 “Ongoing emergency traffic condition” means an emergency
26 traffic condition that persists or recurs over a sustained period of
27 time and materially interferes with the flow of vehicular traffic or
28 emergency response operations.

29 “Turn-by-turn navigation system” means a software program or
30 online application on a device that uses global positioning system
31 technology to provide a driver with voice-guided or visual
32 instructions on how to arrive at a destination using a motor vehicle.³

33
34 ³4. a. In addition to the authority set forth in section 1 of
35 P.L.1950, c.70 (C.39:4-213), whenever the Attorney General
36 determines that the guidance provided to motorists by a turn-by-turn
37 navigation system or systems has resulted in or contributed to an
38 ongoing emergency traffic condition with regard to the flow of
39 vehicular traffic in this State, the Attorney General may order the
40 operator of that system, when providing instructions to a driver, to
41 detour, reroute, or divert vehicular traffic so as to alleviate or eliminate
42 the ongoing emergency traffic condition ⁴or, in consultation with the
43 Commissioner of Transportation, engage with the operator of that
44 system to devise an alternative solution to alleviate or eliminate the
45 ongoing emergency traffic condition⁴ . The Attorney General will
46 provide a copy of the notice to the municipality and to the
47 commissioner.

1 b. The governing body of a municipality may adopt a resolution,
2 accompanied by supporting documentation and analysis, requesting
3 the Attorney General to investigate whether the guidance provided to
4 motorists by a turn-by-turn navigation system or systems has resulted
5 in or contributed to an ongoing emergency traffic condition with
6 regard to the flow of vehicular traffic within the municipality.

7 c. Upon receipt of such a resolution, the Attorney General shall
8 consult with the commissioner and appropriate local authorities and
9 may initiate an investigation to determine whether the conditions meet
10 the criteria for an ongoing emergency traffic condition. Within 90
11 days of receipt of the resolution, the Attorney General shall provide
12 written notice to the municipality and the Commissioner of
13 Transportation indicating whether an investigation will be conducted
14 or whether the Attorney General is declining to act and the reasons for
15 declining. If the Attorney General determines the guidance provided
16 by a turn-by-turn navigation system has resulted in or contributed to an
17 ongoing emergency traffic condition, the Attorney General may
18 exercise the authority set forth in subsection a. of this section.

19 In reviewing the resolution, the Attorney General may consider
20 criteria including, but not limited to:

21 (1) traffic volume and congestion on the roads to which traffic is
22 diverted;

23 (2) frequency of accidents, speed limit violations, or other moving
24 violations;

25 (3) emergency response times; and

26 (4) comparative travel time savings for drivers using diverted
27 routes versus primary highways.

28 d. Following an initial determination under subsection a. or c. of
29 this section, the Attorney General shall specify a duration for the
30 directive, not to exceed 12 months. The directive may be renewed
31 upon reassessment, and the Attorney General shall review each
32 directive at least annually. The Attorney General shall notify affected
33 navigation system operators, as well as the municipality and
34 commissioner, when an ongoing emergency traffic condition no longer
35 exists and the directive is to be rescinded.

36 e. Nothing in P.L. , c. (C.) (pending before the
37 Legislature as this bill) shall apply to navigation instructions directing
38 users to hospitals or police stations.³

39
40 ³5. Any person, business, or other entity having ownership or
41 control of a turn-by-turn navigation system that was determined by
42 the Attorney General to have resulted in or contributed to an
43 ongoing emergency traffic condition with regard to the flow of
44 vehicular traffic and that provides guidance to motorists which fails
45 to detour, reroute, or divert vehicular traffic as ordered by the
46 Attorney General to alleviate or eliminate the ongoing emergency
47 traffic condition shall be subject to a fine of not less than \$1,000
48 and not more than \$5,000 per day until the person, business, or
49 other entity complies with the order of the Attorney General.

1 The fine may be collected in a summary proceeding pursuant to
2 the “Penalty Enforcement Law of 1999,” P.L.1999, c.274 (C.2A:58-
3 10 et seq.). Any fine collected shall be paid to the General Fund in
4 the case of a determination made pursuant to subsection a. of
5 section 4 of P.L. , c. (C.) (pending before the Legislature as
6 this bill) and which shall be paid to the affected municipality in the
7 case of a determination made pursuant to subsection c. of section 4
8 of P.L. ,c. (C.) (pending before the Legislature as this bill). The
9 Attorney General may waive or reduce any fine imposed under this
10 section in cases involving documented good-faith efforts to comply
11 or verified technical limitations.³

12
13 ³6. No later than 24 months following the Attorney General’s
14 adoption of the rules and regulations required in section 8 of P.L. ,
15 c. (C.) (pending before the Legislature as this act) the Attorney
16 General, in consultation with the commissioner, shall submit to the
17 Governor, and to the Legislature pursuant to section 2 of P.L.1991,
18 c.164 (C.52:14-19.1), a report assessing the implementation and public
19 safety impact of rerouting directives issued under this act. The report
20 shall include recommendations ⁴for retention or repeal of the
21 legislation and⁴ for improvements or legislative updates as needed.³

22
23 ²7. Nothing in P.L. , c. (C.) (pending before the
24 Legislature as this bill) shall be construed to limit, define, modify,
25 or to otherwise impair or diminish the Attorney General’s existing
26 authority under section 1 of P.L.1950, c.70 (C.39:4-213) or any
27 other State or federal law or regulation relating to the management
28 or control of vehicular traffic.²

29
30 ²8. The Attorney General shall adopt, ⁴【³within 90 days of
31 enactment³】⁴ pursuant to the “Administrative Procedure Act,”
32 P.L.1968, c.410 (C.52:14B-1 et seq.), rules and regulations necessary
33 to implement the provisions of P.L. , c. (C.) (pending before
34 the Legislature as this bill), in a manner consistent with the legislative
35 intent to mitigate emergency traffic conditions and preserve
36 emergency vehicle access.²

37
38 ²【5.This act】 9. ³【Sections 6 and】 Section³ 8 of this act² shall
39 take effect immediately ², and the remainder of this act shall take
40 effect 90 days after enactment².

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44
45 “Swift Access For Emergency Response Actions Preservation
46 Program (SAFER APP)”; authorizes Attorney General to order
47 turn-by-turn navigation systems to reroute vehicular traffic under
48 certain conditions.