
Committee Meeting

of

SENATE TRANSPORTATION COMMITTEE ASSEMBLY TRANSPORTATION AND INDEPENDENT AUTHORITIES COMMITTEE

“The Committees will take testimony from invited guests concerning the operation and regulation of transportation network companies in the State of New Jersey”

The following bills will be considered:

S-3687, A-5321

LOCATION: Committee Room 4
State House Annex
Trenton, New Jersey

DATE: May 16, 2019
11:00 a.m.

MEMBERS OF COMMITTEES PRESENT:

Senator Patrick J. Diegnan Jr., Chair
Senator Dawn Marie Addiego

Senator Linda R. Greenstein
Senator Robert W. Singer

Assemblyman Daniel R. Benson, Chair
Assemblywoman Patricia Egan Jones, Vice Chair
Assemblyman Nicholas A. Chiaravalloti
Assemblyman Roy Freiman
Assemblyman Thomas P. Giblin
Assemblyman Robert J. Karabinchak

Assemblyman James J. Kennedy
Assemblywoman Yvonne Lopez
Assemblyman Benjie E. Wimberly
Assemblyman Robert D. Clifton
Assemblywoman BettyLou DeCroce
Assemblyman Gregory P. McGuckin

ALSO PRESENT:

Sheree D. Henderson
Philip M. Mersinger
Lauren M. Stutz
*Office of Legislative Services
Committee Aides*

Thomas Scotton
Senate Majority
Shannon Natale
*Assembly Majority
Committee Aides*

Theodore Conrad
Senate Republican
Kevin Logan
*Assembly Republican
Committee Aides*

Meeting Recorded and Transcribed by
The Office of Legislative Services, Public Information Office,
Hearing Unit, State House Annex, PO 068, Trenton, New Jersey

DANIEL R. BENSON
Chair

PATRICIA EGAN JONES
Vice-Chair

NICHOLAS A. CHIARAVALLOTTI
ROY FREIMAN
THOMAS P. GIBLIN
ROBERT J. KARABINCHAK
JAMES J. KENNEDY
YVONNE LOPEZ
BENJIE E. WIMBERLY
ANTHONY M. BUCCO
ROBERT D. CLIFTON
BETTYLOU DeCROCE
GREGORY P. MCGUCKIN



PHILIP M. MERSINGER
Office of Legislative Services
Committee Aide
(609) 847-3840
(609) 292-0561 fax

New Jersey State Legislature
ASSEMBLY TRANSPORTATION
AND INDEPENDENT AUTHORITIES COMMITTEE
STATE HOUSE ANNEX
PO BOX 068
TRENTON NJ 08625-0068

COMMITTEE NOTICE

TO: MEMBERS OF THE ASSEMBLY TRANSPORTATION AND INDEPENDENT
AUTHORITIES COMMITTEE

FROM: ASSEMBLYMAN DANIEL R. BENSON, CHAIRMAN

SUBJECT: COMMITTEE MEETING - MAY 16, 2019

The public may address comments and questions to Philip M. Mersinger, Committee Aide, or make bill status and scheduling inquiries to Melinda Chance, Secretary, at (609)847-3840, fax (609)292-0561, or e-mail: OLSAideATR@njleg.org. Written and electronic comments, questions and testimony submitted to the committee by the public, as well as recordings and transcripts, if any, of oral testimony, are government records and will be available to the public upon request.

The Assembly Transportation and Independent Authorities Committee and the Senate Transportation Committee will meet jointly on Thursday, May 16, 2019 at 11:00 AM in Committee Room 4, 1st Floor, State House Annex, Trenton, New Jersey.

The committees will take testimony from invited guests concerning the operation and regulation of transportation network companies in the State of New Jersey.

The following bill(s) will be considered:

A-5321 Benson/DeAngelo (pending intro and referral)	Requires transportation network companies to issue and drivers to display barcodes, driver picture decals, and reflective or illuminated identifying markers and license plate decals.
--------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

**THOSE WISHING TO SUBMIT WRITTEN MATERIALS SHOULD PROVIDE 25 COPIES AND
GIVE THEM TO OLS STAFF PRIOR TO THE START OF THE MEETING**

Issued 5/10/19

For reasonable accommodation of a disability call the telephone number or fax number above, or for persons with hearing loss dial 711 for NJ Relay. The provision of assistive listening devices requires 24 hours' notice. CART or sign language interpretation requires 5 days' notice.

For changes in schedule due to snow or other emergencies, see website <http://www.njleg.state.nj.us> or call 800-792-8630 (toll-free in NJ) or 609-847-3905.

SENATE, No. 3687

STATE OF NEW JERSEY

218th LEGISLATURE

INTRODUCED MAY 16, 2019

Sponsored by:

Senator PATRICK J. DIEGNAN, JR.

District 18 (Middlesex)

Senator LINDA R. GREENSTEIN

District 14 (Mercer and Middlesex)

Senator THOMAS H. KEAN, JR.

District 21 (Morris, Somerset and Union)

Co-Sponsored by:

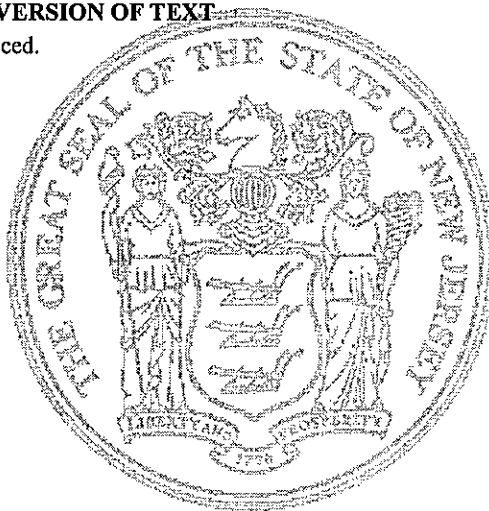
Senators Singer, Bateman and Corrado

SYNOPSIS

"Sami's Law"; requires transportation network companies to issue, and drivers to display on vehicles, certain transportation network company identification.

CURRENT VERSION OF TEXT

As introduced.



(Sponsorship Updated As Of: 5/31/2019)

1 AN ACT concerning transportation network companies, designated
2 as "Sami's Law," and amending and supplementing P.L.2017,
3 c.26.

4
5 **BE IT ENACTED** by the Senate and General Assembly of the State
6 of New Jersey:

7
8 1. Section 2 of P.L.2017, c.26 (C.39:5H-2) is amended to read
9 as follows:

10 2. As used in P.L.2017, c.26 (C.39:5H-1 et seq.):

11 "Applicant" means a person who applies to a transportation
12 network company to be a transportation network company driver.

13 "Chief Administrator" means the Chief Administrator of the New
14 Jersey Motor Vehicle Commission.

15 "Commission" means the New Jersey Motor Vehicle
16 Commission.

17 "Digital network" means any online-enabled technology
18 application, service, website, or system offered or utilized by a
19 transportation network company that enables the prearrangement of
20 rides between transportation network company riders and
21 transportation network company drivers.

22 "Division" means the Division of Consumer Affairs in the
23 Department of Law and Public Safety.

24 "Machine-readable code or image" means an optical label that
25 can be scanned using a special scanner or a personal mobile device
26 with a built-in camera.

27 "Personal vehicle" means a motor vehicle that is used by a
28 transportation network company driver to provide prearranged rides
29 and is owned, leased, or otherwise authorized for use by the
30 transportation network company driver. A personal vehicle shall
31 not be considered an autocab or taxi as defined in R.S.48:16-1, a
32 limousine as defined in R.S.48:16-13 or section 2 of P.L.1997,
33 c.356 (C.48:16-13.1), an autobus or jitney as defined in R.S.48:16-
34 23, a motor bus as defined in section 1 of P.L.1991, c.154 (C.17:28-
35 1.5), or any other for-hire vehicle. A personal vehicle shall not be
36 considered an automobile as defined in subsection a. of section 2 of
37 P.L.1972, c.70 (C.39:6A-2) while a transportation network
38 company driver is providing a prearranged ride.

39 "Prearranged ride" means the provision of transportation by a
40 transportation network company driver to a transportation network
41 company rider, beginning when a driver accepts a ride requested by
42 a rider through a digital network controlled by a transportation
43 network company, continuing while the driver transports a
44 requesting rider, and ending when the last requesting rider departs
45 from the personal vehicle. A prearranged ride shall not include

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.

1 transportation provided using an autocab, taxi, limousine, autobus,
2 jitney, motor bus, or other for-hire vehicle. A prearranged ride
3 shall not include ridesharing, as defined in R.S.39:1-1.

4 "Transportation network company" means a corporation,
5 partnership, sole proprietorship, or other entity that is registered as
6 a business in the State or operates in this State, and uses a digital
7 network to connect a transportation network company rider to a
8 transportation network company driver to provide a prearranged
9 ride. A transportation network company shall not include an
10 individual, corporation, partnership, sole proprietorship, or other
11 entity arranging non-emergency medical transportation for
12 individuals qualifying for Medicaid under P.L.1968, c.413
13 (C.30:4D-1 et seq.) or Medicare under Pub.L.89-97 (42 U.S.C.
14 s.1395 et seq.) pursuant to a contract with the State or a managed
15 care organization, whereby Medicaid or Medicare funding is used to
16 pay for the non-emergency medical transportation services.

17 "Transportation network company driver" or "driver" means a
18 person who receives connections to potential riders and related
19 services from a transportation network company in exchange for
20 payment of a fee to the transportation network company, and uses a
21 personal vehicle to offer or provide a prearranged ride to a rider
22 upon connection through a digital network controlled by a
23 transportation network company in return for compensation or
24 payment of a fee.

25 "Transportation network company rider" or "rider" means a
26 person who uses a transportation network company's digital
27 network to connect with a transportation network company driver to
28 receive a prearranged ride from the driver using the driver's
29 personal vehicle.

30 (cf: P.L.2017, c.26, s.2)

31
32 2. Section 23 of P.L.2017, c.26 (C.39:5H-23) is amended to
33 read as follows:

34 23. a. Each transportation network company driver shall
35 maintain electronic information while using the transportation
36 network company's digital network that will allow any law
37 enforcement officer, or other city, State, or federal official, to
38 confirm the following information for any transportation network
39 company driver: (1) the driver's identity and a color photo; (2) the
40 make and model of the driver's personal vehicle; (3) the license
41 plate number of the driver's personal vehicle; and (4) an electronic
42 record of a prearranged ride underway, if any. Each transportation
43 network company driver shall be able to produce this information,
44 upon the lawful request of any law enforcement officer or other
45 city, State, or federal official.

46 b. (1) A transportation network company shall create an
47 identifying marker which shall be submitted to the commission for
48 recording[, issued] and the transportation network company shall

1 issue two identifying markers to every transportation network
2 company driver ~~], and displayed]~~ that utilizes the transportation
3 network company's digital network as a driver. The identifying
4 markers shall be reflective, capable of being illuminated, or both.

5 (2) Every transportation network company driver shall display
6 the identifying markers issued pursuant to this subsection on the
7 front windshield and rear window of the driver's personal vehicle
8 [when] while the driver [logs] is logged on to the transportation
9 network company's digital network as a driver or [provides] is
10 providing a prearranged ride. If the identifying markers issued by a
11 transportation network company are capable of being illuminated,
12 the driver shall have the identifying markers illuminated and visible
13 from outside of the vehicle while the driver is logged on to the
14 transportation network company's digital network as a driver during
15 times of darkness or is providing a prearranged ride during times of
16 darkness.

17 c. (1) A transportation network company, or a third party
18 designated by the transportation network company, shall create and
19 the transportation network company shall issue to every driver that
20 utilizes the transportation network company's digital network as a
21 driver, a two-dimensional barcode or other machine-readable code
22 or image that is unique to that driver and to the driver's personal
23 vehicle that is to be used to provide prearranged rides. The two
24 dimensional barcode or other machine-readable code or image shall
25 be capable of being scanned by a rider to confirm the identity of the
26 driver of a prearranged ride and the personal vehicle that is to be
27 used to provide the prearranged ride. A transportation network
28 company shall issue to every driver that utilizes its digital network
29 as a driver two copies of the two-dimensional barcode or other
30 machine-readable code or image.

31 (2) A driver shall display the two-dimensional barcodes or other
32 machine-readable codes or images on the driver and passenger side
33 rear windows of the driver's personal vehicle at all times while the
34 driver is logged on to the transportation network company's digital
35 network as a driver or is providing a prearranged ride.

36 d. (1) A transportation network company, or a third party
37 designated by the transportation network company, shall produce
38 and the transportation network company shall issue, two credential
39 placards, in accordance with section 3 of P.L. , c. (C.)
40 (pending before the Legislature as this bill), to every transportation
41 network company driver that utilizes the transportation network
42 company's digital network as a driver.

43 (2) A transportation network company driver shall display the
44 credential placards on the driver and passenger side rear windows
45 of the driver's personal vehicle at all times while the driver is
46 logged on to the transportation network company's digital network
47 as a driver or is providing a prearranged ride.

1 e. A driver shall return the identifying markers issued pursuant
2 to subsection b. of this section; the barcodes or other machine-
3 readable codes or images issued pursuant to subsection c. of this
4 section; and the credential placards issued pursuant to subsection d.
5 of this section to the transportation network company within 30
6 days of the date that the driver notifies the transportation network
7 company that the driver is terminating status as a driver and will not
8 provide prearranged rides using the transportation network
9 company's digital network.

10 A transportation network company shall notify a driver of the
11 requirement to return the identifying markers, credential placards,
12 and barcodes or other machine-readable codes or images, and the
13 time frame in which the driver is to return them within 15 days after
14 the date that the driver notifies the transportation network company
15 that the driver is terminating status as a driver and will not provide
16 prearranged rides using the transportation network company's
17 digital network.

18 f. A transportation network company driver shall be subject to
19 a penalty of \$250 if the driver fails to display:

20 (1) identifying markers or fails to illuminate identifying markers
21 during times of darkness, if applicable, as required pursuant to the
22 provisions of paragraph (2) of subsection b. of this section;

23 (2) barcodes or other machine-readable codes or images as
24 required pursuant to the provisions of paragraph (2) of subsection c.
25 of this section; or

26 (3) credential placards as required pursuant to the provisions of
27 paragraph (2) of subsection d. of this section.

28 All penalties collected under this subsection shall be brought,
29 and the penalty shall be collected, in a summary proceeding
30 pursuant to the "Penalty Enforcement Law of 1999," P.L.1999,
31 c.274 (C.2A:58-10 et seq.). The Superior Court or any municipal
32 court where the violation was detected shall have jurisdiction to
33 hear any action brought pursuant to this subsection. Penalties
34 imposed pursuant to this subsection shall be in addition to those
35 otherwise imposed according to law. All penalties collected
36 pursuant to the provisions of this subsection shall be forwarded as
37 provided in R.S.39:5-40 and subsection b. of R.S.39:5-41.

38 g. (1) A transportation network company shall prohibit, after
39 providing the driver with notice and an opportunity to respond, a
40 driver from utilizing the transportation network company's digital
41 network as a driver or from providing a prearranged ride if the
42 transportation network company determines that on three or more
43 separate days a driver has failed to display:

44 (a) identifying markers as required pursuant to paragraph (2) of
45 subsection b. of this section;

46 (b) barcodes or other machine-readable codes or images as
47 required pursuant to paragraph (2) of subsection c. of this section;

48 or

1 (c) credential placards as required pursuant to the provisions of
2 paragraph (2) of subsection d. of this section.

3 (2) The New Jersey Motor Vehicle Commission shall suspend or
4 revoke, after notice and a hearing, a transportation network
5 company's permit to operate in the State, pursuant to section 4 of
6 P.L.2017, c.26 (C.39:5H-4), if the transportation network company:

7 (a) violates the provisions of paragraph (1) of subsection b. of
8 this section;

9 (b) violates the provisions of paragraph (1) of subsection c. of
10 this section;

11 (c) violates the provisions of paragraph (1) of subsection d. of
12 this section; or

13 (d) fails to prohibit, after providing the driver with notice and an
14 opportunity to respond, a driver from utilizing the transportation
15 network company's digital network as a driver or from providing a
16 prearranged ride as required pursuant to the provisions of paragraph
17 (1) of this subsection.

18 h. Subsections b., c., d., and f. of this section shall not apply to
19 a transportation network company driver who is completing a
20 prearranged ride in this State if the ride originated in another state.
21 (cf: P.L.2017, c.26, s.23)

22
23 3. (New section) a. The Chief Administrator of the New
24 Jersey Motor Vehicle Commission shall create a uniform credential
25 placard to be issued by a transportation network company, pursuant
26 to subsection d. of section 23 of P.L.2017, c.26 (C.39:5H-23), to
27 every transportation network company driver that provides
28 prearranged rides that originate in the State. The credential placard,
29 which may be removable, shall include the following information:

30 (1) the first name of the driver;

31 (2) a high resolution, color picture of the driver;

32 (3) the license plate number of each personal vehicle associated
33 with the driver and the state that issued the license plate.

34 b. Notwithstanding the provisions of the "Administrative
35 Procedure Act," P.L.1968, c.410 (C.52:14B-1 et seq.), within six
36 months of the effective date of P.L. , c. (C.) (pending before
37 the Legislature as this bill), the chief administrator shall adopt,
38 immediately upon filing proper notice with the Office of
39 Administrative Law, such temporary rules and regulations
40 necessary to effectuate the purposes of this act. The rules and
41 regulations so adopted shall be effective for a period not to exceed
42 one year from the date of the filing. The rules and regulations shall
43 thereafter be amended, adopted, or readopted by the chief
44 administrator in accordance with the requirements of the
45 "Administrative Procedure Act," P.L.1968, c.410 (C.52:14B-1 et
46 seq.).

47

48 4. This act shall take effect immediately; except that:

1 a. subsection a. of section 3 of this act shall remain inoperative
2 until six months following enactment; and

3 b. section 2 of this act shall remain inoperative until nine
4 months following enactment.

5 The chief administrator shall take such anticipatory actions in
6 advance of the operative date provided in subsection a. of this
7 section as may be necessary for the timely implementation of this
8 act.

9

10

11

STATEMENT

12

13 This bill requires identifying markers issued by a transportation
14 network company (company) to each transportation network
15 company driver (driver) to be reflective, capable of being
16 illuminated, or both. The bill requires a driver to display the
17 identifying markers on the front windshield and rear window of the
18 driver's personal vehicle while the driver is logged on to the
19 company's digital network as a driver or is providing a prearranged
20 ride. The bill requires that if the identifying markers are capable of
21 being illuminated, the driver is to have the identifying markers
22 illuminated and visible from outside of the vehicle while the driver
23 is logged on to the company's digital network as a driver during
24 times of darkness, or is providing a prearranged ride during times of
25 darkness.

26 The bill requires a company or third party designated by the
27 company to create and the company to provide to every driver two
28 copies of a two-dimensional barcode or other machine-readable
29 code or image that is unique to that driver and to that driver's
30 personal vehicle and which may be scanned by a transportation
31 network company rider (rider) to confirm the identity of the driver
32 of a prearranged ride and the personal vehicle that is to be used to
33 provide the prearranged ride. A driver is required to display the
34 barcodes or other machine-readable codes or images on the driver
35 and passenger side rear windows of the driver's personal vehicle at
36 all times while the driver is logged on to the company's digital
37 network as a driver or is providing a prearranged ride.

38 The bill requires the New Jersey Motor Vehicle Commission
39 (MVC) to create a uniform credential placard to be issued by a
40 company to each driver. The credential placard, which may be
41 removable, is required to include: (1) the first name of the driver;
42 (2) a high resolution, color picture of the driver; and (3) the
43 license plate number of each personal vehicle associated with the
44 driver and the state that issued the license plate.

45 The bill requires a company or third party designated by the
46 company to produce and the company to provide two credential
47 placards to every driver that utilizes its digital network. The bill
48 requires a driver to display the credential placards on the driver and

1 passenger side rear windows of the driver's personal vehicle at all
2 times while the driver is logged on to the company's digital network
3 as a driver or is providing a prearranged ride.

4 The bill requires a driver to return the identifying markers,
5 credential placards, and barcodes or other machine-readable codes
6 or images to the company within 30 days of the date that the driver
7 notifies the company that the driver is terminating status as a driver
8 and will not provide prearranged rides using the company's digital
9 network. Under the bill, a company is required to notify a driver of
10 the requirement to return these items and the time frame in which to
11 do so within 15 days after the date that the driver notifies the
12 company that the driver is terminating status as a driver and will not
13 provide prearranged rides using the company's digital network.

14 A driver is subject to a penalty of \$250 if the driver fails to
15 display the identifying markers, credential placards, or, barcodes or
16 other machine-readable codes or images, or if the driver does not
17 illuminate the identifying markers during times of darkness if they
18 are capable of being illuminated. A company is to prohibit, after
19 notice and an opportunity to respond, a driver from utilizing the
20 company's digital network as a driver or from providing a
21 prearranged ride if the company determines that on three or more
22 separate days a driver has failed to display the identifying markers,
23 credential placards, or barcodes or other machine readable codes or
24 images when required to do so.

25 The MVC is required to suspend or revoke a company's permit
26 to operate in the State if the company does not issue identifying
27 markers credential placards, or barcodes or other machine-readable
28 codes or images, or if the company fails to prohibit a driver from
29 utilizing the company's digital network as a driver or providing a
30 prearranged ride when the company determines that on three or
31 more separate days the driver failed to display these items.

32 This bill is designated as "Sami's Law" in honor of Samantha
33 Josephson (Sami), a lifelong resident of Robbinsville, New Jersey
34 who was tragically killed after entering a vehicle she mistakenly
35 thought was standing by to provide a prearranged ride she requested
36 through a company's digital network. This tragic loss has revealed
37 and highlighted the need to better identify drivers and their
38 vehicles. By introducing this legislation, the sponsor intends to
39 honor Sami and to ensure the safety of riders. This legislation in
40 conjunction with the efforts of Sami's parents to educate riders of
41 the importance of transportation network company safety will help
42 protect riders that use these services.

ASSEMBLY COMMITTEE SUBSTITUTE FOR
ASSEMBLY, No. 5321

STATE OF NEW JERSEY
218th LEGISLATURE

ADOPTED MAY 16, 2019

Sponsored by:

Assemblyman **DANIEL R. BENSON**
District 14 (Mercer and Middlesex)
Assemblyman **WAYNE P. DEANGELO**
District 14 (Mercer and Middlesex)
Assemblywoman **VALERIE VAINIERI HUTTLE**
District 37 (Bergen)
Assemblyman **PAUL D. MORIARTY**
District 4 (Camden and Gloucester)
Senator **PATRICK J. DIEGNAN, JR.**
District 18 (Middlesex)
Senator **LINDA R. GREENSTEIN**
District 14 (Mercer and Middlesex)
Senator **THOMAS H. KEAN, JR.**
District 21 (Morris, Somerset and Union)

Co-Sponsored by:

Assemblywoman Downey, Assemblymen Karabinchak, Mukherji, Rooney,
Assemblywoman Pinkin, Assemblyman Calabrese, Assemblywoman
Murphy, Assemblyman Howarth, Senators Singer, Bateman and Corrado

SYNOPSIS

"Sami's Law": requires transportation network companies to issue, and drivers to display on vehicles, certain transportation network company identification.

CURRENT VERSION OF TEXT

Substitute as adopted by the Assembly Transportation and Independent Authorities Committee.

(Sponsorship Updated As Of: 5/31/2019)

1 AN ACT concerning transportation network companies, designated
2 as "Sami's Law," and amending and supplementing P.L.2017,
3 c.26.

4
5 **BE IT ENACTED** by the Senate and General Assembly of the State
6 of New Jersey:

7
8 1. Section 2 of P.L.2017, c.26 (C.39:5H-2) is amended to read
9 as follows:

10 2. As used in P.L.2017, c.26 (C.39:5H-1 et seq.):

11 "Applicant" means a person who applies to a transportation
12 network company to be a transportation network company driver.

13 "Chief Administrator" means the Chief Administrator of the New
14 Jersey Motor Vehicle Commission.

15 "Commission" means the New Jersey Motor Vehicle
16 Commission.

17 "Digital network" means any online-enabled technology
18 application, service, website, or system offered or utilized by a
19 transportation network company that enables the prearrangement of
20 rides between transportation network company riders and
21 transportation network company drivers.

22 "Division" means the Division of Consumer Affairs in the
23 Department of Law and Public Safety.

24 "Machine-readable code or image" means an optical label that
25 can be scanned using a special scanner or a personal mobile device
26 with a built-in camera.

27 "Personal vehicle" means a motor vehicle that is used by a
28 transportation network company driver to provide prearranged rides
29 and is owned, leased, or otherwise authorized for use by the
30 transportation network company driver. A personal vehicle shall
31 not be considered an autocab or taxi as defined in R.S.48:16-1, a
32 limousine as defined in R.S.48:16-13 or section 2 of P.L.1997,
33 c.356 (C.48:16-13.1), an autobus or jitney as defined in R.S.48:16-
34 23, a motor bus as defined in section 1 of P.L.1991, c.154 (C.17:28-
35 1.5), or any other for-hire vehicle. A personal vehicle shall not be
36 considered an automobile as defined in subsection a. of section 2 of
37 P.L.1972, c.70 (C.39:6A-2) while a transportation network
38 company driver is providing a prearranged ride.

39 "Prearranged ride" means the provision of transportation by a
40 transportation network company driver to a transportation network
41 company rider, beginning when a driver accepts a ride requested by
42 a rider through a digital network controlled by a transportation
43 network company, continuing while the driver transports a
44 requesting rider, and ending when the last requesting rider departs
45 from the personal vehicle. A prearranged ride shall not include

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.

1 transportation provided using an autocab, taxi, limousine, autobus,
2 jitney, motor bus, or other for-hire vehicle. A prearranged ride
3 shall not include ridesharing, as defined in R.S.39:1-1.

4 "Transportation network company" means a corporation,
5 partnership, sole proprietorship, or other entity that is registered as
6 a business in the State or operates in this State, and uses a digital
7 network to connect a transportation network company rider to a
8 transportation network company driver to provide a prearranged
9 ride. A transportation network company shall not include an
10 individual, corporation, partnership, sole proprietorship, or other
11 entity arranging non-emergency medical transportation for
12 individuals qualifying for Medicaid under P.L.1968, c.413
13 (C.30:4D-1 et seq.) or Medicare under Pub.L.89-97 (42 U.S.C.
14 s.1395 et seq.) pursuant to a contract with the State or a managed
15 care organization, whereby Medicaid or Medicare funding is used to
16 pay for the non-emergency medical transportation services.

17 "Transportation network company driver" or "driver" means a
18 person who receives connections to potential riders and related
19 services from a transportation network company in exchange for
20 payment of a fee to the transportation network company, and uses a
21 personal vehicle to offer or provide a prearranged ride to a rider
22 upon connection through a digital network controlled by a
23 transportation network company in return for compensation or
24 payment of a fee.

25 "Transportation network company rider" or "rider" means a
26 person who uses a transportation network company's digital
27 network to connect with a transportation network company driver to
28 receive a prearranged ride from the driver using the driver's
29 personal vehicle.

30 (cf: P.L.2017, c.26, s.2)

31
32 2. Section 23 of P.L.2017, c.26 (C.39:5H-23) is amended to
33 read as follows:

34 23. a. Each transportation network company driver shall
35 maintain electronic information while using the transportation
36 network company's digital network that will allow any law
37 enforcement officer, or other city, State, or federal official, to
38 confirm the following information for any transportation network
39 company driver: (1) the driver's identity and a color photo; (2) the
40 make and model of the driver's personal vehicle; (3) the license
41 plate number of the driver's personal vehicle; and (4) an electronic
42 record of a prearranged ride underway, if any. Each transportation
43 network company driver shall be able to produce this information,
44 upon the lawful request of any law enforcement officer or other
45 city, State, or federal official.

46 b. (1) A transportation network company shall create an
47 identifying marker which shall be submitted to the commission for
48 recording[, issued] and the transportation network company shall

1 issue two identifying markers to every transportation network
2 company driver[, and displayed] that utilizes the transportation
3 network company's digital network as a driver. The identifying
4 markers shall be reflective, capable of being illuminated, or both.

5 (2) Every transportation network company driver shall display
6 the identifying markers issued pursuant to this subsection on the
7 front windshield and rear window of the driver's personal vehicle
8 [when] while the driver [logs] is logged on to the transportation
9 network company's digital network as a driver or [provides] is
10 providing a prearranged ride. If the identifying markers issued by a
11 transportation network company are capable of being illuminated,
12 the driver shall have the identifying markers illuminated and visible
13 from outside of the vehicle while the driver is logged on to the
14 transportation network company's digital network as a driver during
15 times of darkness or is providing a prearranged ride during times of
16 darkness.

17 c. (1) A transportation network company, or a third party
18 designated by the transportation network company, shall create and
19 the transportation network company shall issue to every driver that
20 utilizes the transportation network company's digital network as a
21 driver, a two-dimensional barcode or other machine-readable code
22 or image that is unique to that driver and to the driver's personal
23 vehicle that is to be used to provide prearranged rides. The two
24 dimensional barcode or other machine-readable code or image shall
25 be capable of being scanned by a rider to confirm the identity of the
26 driver of a prearranged ride and the personal vehicle that is to be
27 used to provide the prearranged ride. A transportation network
28 company shall issue to every driver that utilizes its digital network
29 as a driver two copies of the two-dimensional barcode or other
30 machine-readable code or image.

31 (2) A driver shall display the two-dimensional barcodes or other
32 machine-readable codes or images on the driver and passenger side
33 rear windows of the driver's personal vehicle at all times while the
34 driver is logged on to the transportation network company's digital
35 network as a driver or is providing a prearranged ride.

36 d. (1) A transportation network company, or a third party
37 designated by the transportation network company, shall produce
38 and the transportation network company shall issue, two credential
39 placards, in accordance with section 3 of P.L. , c. (C.)
40 (pending before the Legislature as this bill), to every transportation
41 network company driver that utilizes the transportation network
42 company's digital network as a driver.

43 (2) A transportation network company driver shall display the
44 credential placards on the driver and passenger side rear windows
45 of the driver's personal vehicle at all times while the driver is
46 logged on to the transportation network company's digital network
47 as a driver or is providing a prearranged ride.

1 e. A driver shall return the identifying markers issued pursuant
2 to subsection b. of this section; the barcodes or other machine-
3 readable codes or images issued pursuant to subsection c. of this
4 section; and the credential placards issued pursuant to subsection d.
5 of this section to the transportation network company within 30
6 days of the date that the driver notifies the transportation network
7 company that the driver is terminating status as a driver and will not
8 provide prearranged rides using the transportation network
9 company's digital network.

10 A transportation network company shall notify a driver of the
11 requirement to return the identifying markers, credential placards,
12 and barcodes or other machine-readable codes or images, and the
13 time frame in which the driver is to return them within 15 days after
14 the date that the driver notifies the transportation network company
15 that the driver is terminating status as a driver and will not provide
16 prearranged rides using the transportation network company's
17 digital network.

18 f. A transportation network company driver shall be subject to
19 a penalty of \$250 if the driver fails to display:

20 (1) identifying markers or fails to illuminate identifying markers
21 during times of darkness, if applicable, as required pursuant to the
22 provisions of paragraph (2) of subsection b. of this section;

23 (2) barcodes or other machine-readable codes or images as
24 required pursuant to the provisions of paragraph (2) of subsection c.
25 of this section; or

26 (3) credential placards as required pursuant to the provisions of
27 paragraph (2) of subsection d. of this section.

28 All penalties collected under this subsection shall be brought,
29 and the penalty shall be collected, in a summary proceeding
30 pursuant to the "Penalty Enforcement Law of 1999," P.L.1999,
31 c.274 (C.2A:58-10 et seq.). The Superior Court or any municipal
32 court where the violation was detected shall have jurisdiction to
33 hear any action brought pursuant to this subsection. Penalties
34 imposed pursuant to this subsection shall be in addition to those
35 otherwise imposed according to law. All penalties collected
36 pursuant to the provisions of this subsection shall be forwarded as
37 provided in R.S.39:5-40 and subsection b. of R.S.39:5-41.

38 g. (1) A transportation network company shall prohibit, after
39 providing the driver with notice and an opportunity to respond, a
40 driver from utilizing the transportation network company's digital
41 network as a driver or from providing a prearranged ride if the
42 transportation network company determines that on three or more
43 separate days a driver has failed to display:

44 (a) identifying markers as required pursuant to paragraph (2) of
45 subsection b. of this section;

46 (b) barcodes or other machine-readable codes or images as
47 required pursuant to paragraph (2) of subsection c. of this section;

48 or

1 (c) credential placards as required pursuant to the provisions of
2 paragraph (2) of subsection d. of this section.

3 (2) The New Jersey Motor Vehicle Commission shall suspend or
4 revoke, after notice and a hearing, a transportation network
5 company's permit to operate in the State, pursuant to section 4 of
6 P.L.2017, c.26 (C.39:5H-4), if the transportation network company:

7 (a) violates the provisions of paragraph (1) of subsection b. of
8 this section;

9 (b) violates the provisions of paragraph (1) of subsection c. of
10 this section;

11 (c) violates the provisions of paragraph (1) of subsection d. of
12 this section; or

13 (d) fails to prohibit, after providing the driver with notice and an
14 opportunity to respond, a driver from utilizing the transportation
15 network company's digital network as a driver or from providing a
16 prearranged ride as required pursuant to the provisions of paragraph
17 (1) of this subsection.

18 h. Subsections b., c., d., and f. of this section shall not apply to
19 a transportation network company driver who is completing a
20 prearranged ride in this State if the ride originated in another state.
21 (cf: P.L.2017, c.26, s.23)

22
23 3. (New section) a. The Chief Administrator of the New
24 Jersey Motor Vehicle Commission shall create a uniform credential
25 placard to be issued by a transportation network company, pursuant
26 to subsection d. of section 23 of P.L.2017, c.26 (C.39:5H-23), to
27 every transportation network company driver that provides
28 prearranged rides that originate in the State. The credential placard,
29 which may be removable, shall include the following information:

- 30 (1) the first name of the driver;
31 (2) a high resolution, color picture of the driver;
32 (3) the license plate number of each personal vehicle associated
33 with the driver and the state that issued the license plate.

34 b. Notwithstanding the provisions of the "Administrative
35 Procedure Act," P.L.1968, c.410 (C.52:14B-1 et seq.), within six
36 months of the effective date of P.L. , c. (C.) (pending before
37 the Legislature as this bill), the chief administrator shall adopt,
38 immediately upon filing proper notice with the Office of
39 Administrative Law, such temporary rules and regulations
40 necessary to effectuate the purposes of this act. The rules and
41 regulations so adopted shall be effective for a period not to exceed
42 one year from the date of the filing. The rules and regulations shall
43 thereafter be amended, adopted, or readopted by the chief
44 administrator in accordance with the requirements of the
45 "Administrative Procedure Act," P.L.1968, c.410 (C.52:14B-1 et
46 seq.).

47
48 4. This act shall take effect immediately; except that:

1 a. subsection a. of section 3 of this act shall remain inoperative
2 until six months following enactment; and

3 b. section 2 of this act shall remain inoperative until nine months
4 following enactment.

5 The chief administrator shall take such anticipatory actions in
6 advance of the operative date provided in subsection a. of this
7 section as may be necessary for the timely implementation of this
8 act.

TABLE OF CONTENTS

	<u>Page</u>
Seymour Josephson Private Citizen	9
David Fried Mayor Robbinsville Township	17
Angelo J. Onofri, Esq. Prosecutor Mercer County Prosecutor's Office, and Representing County Prosecutors Association of New Jersey	20
Josh Gold, Esq. Senior Manager Public Affairs Uber Technologies Inc.	23
Doug Mehan, Esq. Manager Public Policy - New Jersey Lyft, Inc.	26
B. Sue Fulton Chief Administrator Motor Vehicle Commission State of New Jersey	29
APPENDIX:	
Testimony submitted by John Olsen Director State Government Affairs Northeast Region Internet Association	1x



PATRICK J. DIEGNAN, JR.
Chair

JOSEPH F. VITALE
Vice-Chair

DAWN MARIE ADDIEGO
NIA H. GILL
NICHOLAS J. SACCO
JAMES W. HOLZAPFEL
ROBERT W. SINGER

SHEREE D. HENDERSON
Office of Legislative Services
Committee Aide
(609) 847-3840
(609) 292-0561 fax

LAUREN M. STUTZ
Office of Legislative Services
Committee Aide
(609) 847-3840
(609) 292-0561 fax

New Jersey State Legislature
SENATE TRANSPORTATION COMMITTEE
STATE HOUSE ANNEX
PO BOX 068
TRENTON NJ 08625-0068

COMMITTEE NOTICE

TO: MEMBERS OF THE SENATE TRANSPORTATION COMMITTEE

FROM: SENATOR PATRICK J. DIEGNAN, JR., CHAIRMAN

SUBJECT: COMMITTEE MEETING - MAY 16, 2019

The public may address comments and questions to Sheree D. Henderson, Lauren M. Stutz, Committee Aides, or make bill status and scheduling inquiries to Melinda Chance, Secretary, at (609)847-3840, fax (609)292-0561, or e-mail: OLSAideSTR@njleg.org. Written and electronic comments, questions and testimony submitted to the committee by the public, as well as recordings and transcripts, if any, of oral testimony, are government records and will be available to the public upon request.

The Senate Transportation Committee and the Assembly Transportation and Independent Authorities Committee will meet jointly on Thursday, May 16, 2019 at 11:00 AM in Committee Room 4, 1st Floor, State House Annex, Trenton, New Jersey.

The committees will take testimony from invited guests concerning the operation and regulation of transportation network companies in the State of New Jersey.

The following bill(s) will be considered:

S-3687 Diegnan (pending intro and referral)	Requires certain identification to be displayed on vehicles used to provide transportation network company services.
------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------

**THOSE WISHING TO SUBMIT WRITTEN MATERIALS SHOULD PROVIDE 25 COPIES AND
GIVE THEM TO OLS STAFF PRIOR TO THE START OF THE MEETING**

Issued 5/10/19

For reasonable accommodation of a disability call the telephone number or fax number above, or for persons with hearing loss dial 711 for NJ Relay. The provision of assistive listening devices requires 24 hours' notice. CART or sign language interpretation requires 5 days' notice.

For changes in schedule due to snow or other emergencies, see website <http://www.njleg.state.nj.us> or call 800-792-8630 (toll-free in NJ) or 609-847-3905.

TABLE OF CONTENTS

	<u>Page</u>
Seymour Josephson Private Citizen	9
David Fried Mayor Robbinsville Township	17
Angelo J. Onofri, Esq. Prosecutor Mercer County Prosecutor's Office, and Representing County Prosecutors Association of New Jersey	20
Josh Gold, Esq. Senior Manager Public Affairs Uber Technologies Inc.	23
Doug Mehan, Esq. Manager Public Policy - New Jersey Lyft, Inc.	26
B. Sue Fulton Chief Administrator Motor Vehicle Commission State of New Jersey	29
APPENDIX:	
Testimony submitted by John Olsen Director State Government Affairs Northeast Region Internet Association	1x

TABLE OF CONTENTS (continued)

APPENDIX (continued)

	<u>Page</u>
Proposed TNC Placard submitted by Senate Transportation Committee and Assembly Transportation and Independent Authorities Committee	3x
pnf:1-33	

SENATOR PATRICK J. DIEGNAN Jr. (Chair): Welcome to the joint meeting of the Senate Transportation Committee, and the Assembly Transportation and Independent Authorities Committee.

Would you all please rise for the Pledge of Allegiance? (all recite Pledge)

Roll call, please.

MR. MERSINGER (Committee Aide): For the Senate Transportation Committee, Senator Singer is here.

SENATOR SINGER: (off mike) Here.

MR. MERSINGER: Senator Holzapfel. (no response)
Senator Addiego.

SENATOR ADDIEGO: Here.

MR. MERSINGER: Senator Gill. (no response)
Senator Sacco. (no response)
Senator Greenstein.

SENATOR GREENSTEIN: Here.

MR. MERSINGER: And Chairman Diegnan.

SENATOR DIEGNAN: Here.

MR. MERSINGER: All right; we have a quorum.

For the Assembly Transportation and Independent Authorities Committee, Assemblyman Clifton.

ASSEMBLYMAN CLIFTON: Here.

MR. MERSINGER: Assemblyman Bucco. (no response)
Assemblywoman DeCroce.

ASSEMBLYWOMAN DeCROCE: Here.

MR. MERSINGER: Assemblyman McGuckin.

ASSEMBLYMAN McGUCKIN: Here.

MR. MERSINGER: Assemblyman Wimberly.

ASSEMBLYMAN WIMBERLY: Here.

MR. MERSINGER: Assemblywoman Lopez.

ASSEMBLYWOMAN LOPEZ: Here.

MR. MERSINGER: Assemblyman Kennedy.

ASSEMBLYMAN KENNEDY: Here.

MR. MERSINGER: Assemblyman Karabinchak.

ASSEMBLYMAN KARABINCHAK: Here.

MR. MERSINGER: Assemblyman Giblin.

ASSEMBLYMAN GIBLIN: Here.

MR. MERSINGER: Assemblyman Freiman.

ASSEMBLYMAN FREIMAN: Here.

MR. MERSINGER: Assemblyman Chiaravalloti.

ASSEMBLYMAN CHIARAVALLOTI: Here.

MR. MERSINGER: Vice Chairwoman Jones.

ASSEMBLYWOMAN PATRICIA EGAN JONES (Vice Chair): Here.

MR. MERSINGER: Chairman Benson.

ASSEMBLYMAN DANIEL R. BENSON (Chair): Here.

MR. MERSINGER: We have a quorum.

SENATOR DIEGNAN: In all my time in the Legislature, never have I been involved in a more important meeting.

We are all aware of the tragedy. I just want to thank the parents -- for being here today -- of the young woman who lost her life in South Carolina.

And I specifically want to thank Assemblyman Benson, who is the Chair of the Transportation Committee, for really taking the lead on this, as has Senator Greenstein who lives in the District.

And with that in mind, let me ask Assemblyman Benson to say a few words.

ASSEMBLYMAN BENSON: Thank you, Chairman.

First, I'd like to thank everyone for coming here today.

I'd like to thank Chairman Diegnan for agreeing to a joint Committee, so that we can bring the proper level not only of respect to this issue, but attention as well. As you can imagine, as a community we were devastated when we heard the news.

I want to thank-- And God bless the parents, the Josephsons, for being here today; for taking what a tragedy this is and looking to make something lasting and important in Sami's memory so that a tragedy like this can never happen again.

I want to thank my District mates, Wayne DeAngelo -- and I'll read a statement from him a little bit later -- and Senator Greenstein, and all those who have been supportive of this Bill; and again, Chairman Diegnan for his help.

We know that a bill, oftentimes, takes the long way to become law. There's also a Federal effort underway, right now, too, with a very strong bipartisan effort there. And I think we have an opportunity today to send a message that safety of our children, safety of our riders must take precedence over some of the corporate interests that are out there. We have to make sure that we have laws in this state to protect everyone, and to make sure things are fair and decent the way they should be.

So with that, I'll turn it back over to the Chair to introduce Senator Greenstein.

SENATOR DIEGNAN: And again, Senator Greenstein has been at the fore on this effort; and I would just ask -- I know this is very, very meaningful to her -- that she would say a few words.

SENATOR GREENSTEIN: Thank you to both of the Chairs for doing this meeting today.

And I want to thank the Josephsons. I've gotten to know them just a little bit over the last couple of weeks, and I admire their fortitude. And my heart breaks for them, because I am sure that the emotions that are swirling are something that are hard for any of us who haven't experienced this to realize.

This is a great tragedy for the family; but also for the community and, really, the entire world. And we think, "What can we do when this happens? What steps can we take?" And the only thing that we can do is to create a better system that protects not only our young people, but all users of these ridesharing services. After all, many of us are using them; the numbers are enormous. And we're stepping into the car of a stranger. We have to be absolutely certain that we know what we're doing when we get into that car.

I know it's already affected my behavior. I haven't used these services that often; but I'm using them more now, and I am asking questions, checking, and double-checking; and I never did that before -- I think I used to step into the car without looking at anything. And I'm sure that everyone will begin to, as the system takes place; and New Jersey will

be in the forefront. And we want to thank the Josephsons for being at the forefront of this, and for helping all of us to understand the magnitude of it.

So thank you very much for doing the hearing today.

ASSEMBLYMAN BENSON: Senator Singer.

SENATOR SINGER: Thank you, Mr. Chairman.

Just for two purposes.

Number one, I'd just like to mention that Mary Noonan is here from Chris Smith's office, to monitor this for the Congressman to see how this might be appropriate on the Federal level. And I want to thank Mary for being here.

But the second thing I want to say is, having four kids and two college -- they are big users of these services. And as a matter of fact, my youngest daughter just came back from her semester in Europe, and was using it all around Europe.

There's no question about it -- and I thank the sponsor of the Bill -- to look at this as an alert to all who are parents and all of us who use these services. And I think that even if we have to go to the extent that, when they press to use the service, the service should come up and say, "Make sure to check that this is your driver." It sounds simplistic, but that's an important thing. "Check to see if this is your driver." They have an ID on them, they know what car it is, they know the license plate. Check to make sure this is the right car.

And, you know, this is a horrific tragedy. You know, I have three daughters; and, you know, my daughter just graduated from Purdue this past weekend. And, you know, kids don't think about a lot of these things. They think they're safe, they think they're -- everything else like

that. I mean, this is horrific. As a parent, it's horrific; as a citizen, it's horrific.

And the Senator was totally correct. This affects all of us to our bones -- that this kind of thing can happen to a wonderful, wonderful young woman who had a future -- phenomenal future. She was going to be an attorney.

But these are things we have to be alert of. And I have to tell you, I can only imagine and think that both Uber and Lyft, as good corporate -- responsible, would want to make sure that this is done right. And I'm sure they're going to support the Bill in the end, knowing we're doing this for the safety of the passengers; and by the way, also of the drivers themselves.

Thank you, Mr. Chairman.

SENATOR DIEGNAN: And I just want to say -- and they're going to testify also -- Uber and Lyft have reached out to my office right from the beginning; and they are absolutely, positively cooperating, supporting, and realize that this is an important issue.

So the only thing about this, to date, that I can say, that has been positive, is the fact that everybody is on board -- whether it be State agencies, the companies, and obviously the family, etc. -- to get this done.

I'm going to ask for the statement of the Bill to read.

And while it's being read, I'll pass this around to the members (indicates), and maybe we could also put it to the witness table. This is really what we have in mind today -- to have this on the back window of the vehicle, so that anybody getting in will know the driver, the identification, the QR code -- so you can confirm just what the Senator said -- that, in fact,

it's legit; and you know that a child, or a young person, or an adult will not get in a car in the future without knowing that it's safe.

So if we could read the statement; and then, maybe, we can go with testimony.

MR. MERSINGER: The Bill -- there's a proposed substitute in the Assembly, which would make it identical to the Senate Bill, as introduced.

The Bill requires the identifying markers, issued by a transportation network company to each driver, be reflective, capable of being illuminated, or both; and requires the driver to display the identifying markers on the front windshield and rear window of the driver's personal vehicle.

The Bill requires a company -- a TNC or third party, to create and to provide -- the TNC to provide to every driver two copies of a two-dimensional barcode, or other scannable code or image, that's unique to the driver, and to that driver's personal vehicle, which can be scanned by TNC riders to confirm the identity of the driver. Those codes are to be displayed on the rear, side windows of the vehicle.

The Bill requires the New Jersey Motor Vehicle Commission to create a uniform credential placard to be issued by a TNC to each driver. And the placard would be required to include the first name of the driver; a high-resolution, color picture of the driver; and the license plate number of each personal vehicle associated with the driver and the state that issued the license plate.

The Bill also requires a driver to return the identifying markers, credential placards, and barcodes or scannable codes or images to the

company within 30 days of the date that the driver notifies the TNC that the driver is terminating status as a driver.

Under the Bill, penalties are established, for both the driver and the transportation network company, for noncompliance with the provisions of the Bill.

ASSEMBLYMAN BENSON: Thank you very much.

Before I invite up our -- the parents and our first guests here, I just have a statement from Assemblyman Wayne DeAngelo, who couldn't be here because his daughter is actually graduating from school today -- from Rutgers, I believe.

And it'll be said, I'm sure, but Sami would have graduated just a few days ago herself; and as was mentioned, just had a beautiful future as a lawyer -- a full ride to Drexel, and I know she had a number of other offers as well. And so we're keeping her in our thoughts and in our prayers today.

From Assemblyman DeAngelo, "Thank you for giving me the opportunity to have my testimony read and submitted into the record today as part of today's hearing on the operation and oversight of transportation network companies.

"I also want to thank those who will testify before the Committee today and offer their time to share their thoughts and insight.

"What Seymour and Marci Josephson and their family have endured with the loss of their daughter Sami is a hardship that no family should face. In response to the terrible loss the Josephsons have suffered, I hope that the information we gather today will help the Legislature, officials throughout the state, and TNCs to better ensure the safety of riders.

“According to a Pew survey conducted late last year, 36 percent of adults have used a TNC company; that same study found that over half of adults from age 18 to 29 have used a TNC company.

“We must make sure that as these services continue to develop we are constantly working together to ensure that customers are served safely and responsibly. These services will continue to change in the ways that serve their customers; a few are looking to get involved in biking and scooter-share services to meet different types of transportation needs. This just highlights the need for all stakeholders to continually work together to enhance safety for users, as new challenges evolve.

“I want to thank, again, the Chairman for allowing me to submit this testimony into the record, and for creating a dialogue on this important issue. I urge all Committee members to vote in favor of this measure to enhance the safety of all TNC riders.”

With that, if I could have the Josephson family come up, as well as Mayor Dave Fried and Robbinsville Police Chief Chris Nitti.

Whoever would like to start.

SEYMOUR JOSEPHSON: Good morning.

ASSEMBLYMAN BENSON: Good morning.

MR. JOSEPHSON: My name is Seymour Josephson; sitting next to me is Marci Josephson.

I first want to thank everybody for having us, for sponsoring the Bill, and for everybody’s support.

I want to start from the beginning of what happened and why we’re here.

As a father, as a mother, we always taught our children not to get in cars with strangers. We tell them not to talk to strangers. And what do we do with the ridesharing industry -- we have our kids and adults get in cars with strangers.

Samantha attended the University of South Carolina. She was to graduate this past Saturday. We attended the ceremony -- had a private ceremony, with Doctor -- President Pastides.

It happened to be one of the hardest weekends that Marci and I had both gone through, of having everybody -- 1,900 kids being called up, and not having our daughter being called up; and having a chair draped with garments in honor of her.

Samantha, on March 29, called for a ridesharing car, an Uber. She was leaving early -- or leaving, because she had to go to work the next morning. She was waiting for the car to come, and looked through the information that was given to her -- it was a black car, Impala or whatever type of car it was.

As an adult, I know that -- as a male -- I cannot tell the difference between an Impala and a Ford Focus; just a black car.

She got into a car that was impersonating the ridesharing car, the Uber car. There were no indications -- there was nothing there that said that, "I'm not an Uber driver." She opened the car and got in.

Marci and I went down -- we found out that she was missing that next afternoon, about 1 o'clock in the afternoon. Marci and I both drove down, and got to the police department at midnight, and found out that she had been kidnapped and murdered -- that they had found her body.

The reason I share this story with you is that I want you to understand what happened. I'm quite sure that most of you have seen the video of her getting into the car and understand what transpired.

We had a vigil at the University of South Carolina two days later. And really what I wanted to share with everybody was -- initially it was, "Don't get into an Uber, or a ridesharing vehicle, without somebody," right? Always have a buddy, especially at night. And we always think that the ridesharing industry is for the high school, for the college kids. And maybe that's where they started, and that's where they expanded, and that's where they, maybe, got their success from. But it's just not them; it's the adults, the adults in this room, it's me, it's my wife. Now, I'm not really concerned for myself; I'm 6'2", 225. So I'm not concerned for me, but it's the others who I am more concerned for. It's my wife, my older daughter, who has been affected dramatically with this.

So when I got up there and spoke about having buddies go in there, there was an initial reaction. But, really, my prime thought is, having this education platform; having security, having safety put around the ridesharing industry. It's just not Uber, it's just not Lyft; it's the ridesharing industry. Uber and Lyft happen be the most notable and most successful of the companies out there today, the ones that we all use.

So we have launched a website for the continuing education, right? -- whatsmyname.org. And within that we have the acronym *SAMI* -- *Stop, Ask, Match, and Inform*. So that was done pretty quickly; we have touched hundreds of thousands of people, just in a matter of three weeks, maybe four weeks, that it's been launched. And it's about continuing education; it's about charity -- the Foundation, and so forth.

When I received many e-mails and letters from folks from here, Chris Smith, Senator Cardin from the Federal side, from Maryland, asking, “Is there’s anything that we can do?” I reached out to Congressman Chris Smith. “What can we do? What is it that you’re doing?” I’ve had phone calls from North Carolina, New York, from New Jersey, from a couple of other states that are looking to enact different laws to help provide safety in the ridesharing industry. And I think what Uber and Lyft have done -- of the push notification -- it’s a great start -- right? -- what they have done providing the name, the license plate, the car, and now the reminder from -- which was launched after Samantha’s murder. And I use *murder*, because that’s what it was.

I think it’s a great start; and I have my hands together, and I do this quite often, and I refer to this (indicates) as *unity*, right? We have New Jersey -- that I want to take the lead. I want them to be the first state to enact this, and be the leader in the ridesharing industry. And I know you guys can do it, and will do it.

I have my hands together, as I mentioned, because when I was in Washington D.C. last weekend, with Congressman Chris Smith and with Senator Cardin, we had 13 meetings; 13. This has nothing to do with politics; this has nothing to do with whether you’re a Republican or a Democrat. I don’t care; this is about providing safety to the general public. This is having technology companies do the right thing of providing technology to enhance the safety of us, of you, of our kids.

This is about safety; so what do we do?

So in working with Congressman Smith and Senator Cardin, we came up with a bill. We have met with -- 13 meetings, from Speaker Pelosi, to Leader McCarthy, to Mitch McConnell's Chief of Staff and Mitch McConnell, Steve Scalise-- I mean, I can go on. So they're all the leaders on the Federal side -- Democrat, Republican, Congress, Senate. Each one does not understand why there is not more security built in with the ridesharing industry. So when we were talking to them, and discussing what we wanted, and why the bill that was written-- And that's going to be one bill, that's going to be going from Congressman Chris Smith, to the Senate -- to Cardin. They are using the exact same bill, same language; everything is the same. It's all one; this is a team.

And when I would meet with Speaker Pelosi, McCarthy -- whoever -- that is what I would preach. It's a team, this is a team, we're a team here. What we are trying to do, and will do, on the Federal side -- and push down -- is a QR code. Having the QR code is really imperative; and it's just not for the consumer that I'm looking at. I am actually looking at it for the driver and for the companies. The number one complaint that I've heard from drivers -- from our website; I can't tell you how many e-mails I've received -- is, "What's my (indiscernible) stop," right? "Don't stop." "It's not in my manual." Well, too bad. Manuals need to be updated.

But the number one thing that I hear from college kids is that they get into a car and they steal each other's ride. So how can we prevent that? It puts not only the driver in danger, because they have no information on that person getting in their car. They start driving; the person in the back seat goes, "You know what? I don't want to go there; I want to go here." And now they've stopped the fare; they lose the money

on the fare. The ridesharing company loses money on the share; they lose their fee.

So with the QR code -- one, it does-- Put it up to the car; if it's my ride, it turns green, the rideshare starts. I think that needs to be put into the New Jersey Bill, where that activates the ride; it confirms, activates-- The driver knows it's Seymour Josephson; I know it's *ABC*.

The light -- the illumination of the light needs to be there, needs to be out front, and needs to be lit day and night; so that it can be seen in a dark place. And not sometimes; it needs to be lit all the time.

Those are two key features; and I think having the license plate under the QR code is actually a very good portion as well. Because what it does is -- when the car pulls up we tend to look at the front license plate. I know I'm not smart enough and don't have that memory of remembering all the letters on the license plate that quick. But I know the first one, two, three letters of that license plate; and to confirm it on there, as well as confirming it and activating that ride -- it's very important.

So I don't look at it just-- I look at it as a safety thing, right? So if we had that, Samantha would be here today; because that ride would not have been activated, it would not have been confirmed. All the steps -- when you start taking all those features that are in the app -- the sign, the QR code, the license plate -- it makes it whole, right? This makes us whole, having everybody sit here and listen to me go on; having the Federal government mandate this.

When we were having Republicans, Democrats, Congress, Senate all go, "This makes sense. Why aren't they doing this?" And I've said this numerous times that, if I'm sitting here, and I'm talking to you, I

think this is stupid. Pardon me, but I think this is stupid because I have to come up with a technology that's already out there and it's been out there -- using a QR code -- to enhance the safety and to save lives, to save beatings, to save rapes.

Myself -- we all look at this as being whole. If we start taking bits and pieces away from this, we start taking technology away, we start taking this away, we start fighting with each other about what's going to be in the Bill and how this is going to be; if we start having splintering in this law, it falls apart. The only way that we have success is if we're all together; the only way we have success and protect the public, and protect the drivers, and protect the ridesharing industry, is by having everything. There's not one thing in this Bill, or out there, that's the cure-all. It's everything put together that makes us whole, and makes us safe, and makes the public safe. It saves our children.

The last thing that I want is for anybody else to sit up here in front of you, in a year, two years, in a month from now, and go through what Marci and I are going through. This is your worst nightmare. I can't tell you how many times -- I'm holding back tears because of this. I cry every morning, every day, every night. Every other day I'm texting her still, saying how much I miss her, how much I love her.

I implore you to go onto my website and look at the video that's available, if you haven't seen it; whatsmyname.org. And if you don't cry and if you're not moved, then we have a bigger problem.

This is not about anything else or anybody else; I don't want this to happen to anybody else. I don't-- To have any company, any ridesharing company not embrace this is unacceptable; I don't get it. Are

we putting money before lives? What are we putting in for safety? Because I guarantee you, the people in this room who have children -- you do not want to be sitting here and going through this again.

We have had tremendous support from the University of South Carolina, the South Carolina police force of Columbia, the University of South Carolina police force; Robbinsville; the State; Mayor Fried; the Police Department of Robbinsville -- they were at my house, providing protection to us because we had the media and everybody banging on our door for a week, while we're trying to pay shivah and mourn for our daughter.

I went on *Nightline*; *Good Morning America* we went on; *People* magazine. We went on there to get the word out -- of trying to get this education out there, trying to get a law passed, trying to get you to react, trying to get the Federal government to react. It's the last thing I ever wanted to do; I never thought this would happen to Marci or myself.

So with that, there are a couple things that need to be enhanced with the Bill, as I had mentioned, from the activation of the ride -- when the ride is confirmed. I think that's important, not just for the consumer, but it's also important for the driver and for the company.

Having penalties, I think, is a great thing. New York state is looking to do the exact same type of bill. The Federal government -- there are a couple of things in there that are actually because it's -- that pertain to other states, like the front license plate.

But I want New Jersey, my state, to be the leader. Take the first step; don't let this happen again.

I want to thank you again for your time.

ASSEMBLYMAN BENSON: Thank you so much, again, Mr. Josephson, and Marci

Mayor, did you want to say a word or two as well?

MAYOR DAVID FRIED: I'll be very brief.

First, I would speak on behalf of my community and two of the strongest parents that I think I've seen. They have not only had to grieve privately but also publicly; and have taken their grief and tried to turn it into something that I think will protect all of our children.

I want to thank our legislators -- Mr. Benson, Assemblyman DeAngelo, Senator Greenstein -- and also our Federal legislator, Chris Smith, for working hard on making this happen.

I want to support the Josephson's call; and I want to thank each and every one of you. This is an opportunity for us to be the leaders. I would like to see Sami's state to be the first to pass this Bill. I want to thank you all for working together. I know how hard it is, I know how hard it is to pass laws. And just the support that the family has seen, that our community has seen -- I really just want to thank you all very much for coming together and working so hard on this Bill.

My only other point would be if we could continue to think about education as part of this Bill for our kids. These have been uncomfortable conversations that all of us have had to have with our kids. I have a 17-year-old daughter; I've actually had this conversation with her. We've now started doing it with our Police Chief in our schools and having conversations with the kids.

You know, things that seem obvious now, but weren't obvious prior to this -- that our kids need to be educated on this, and we need to be sure that this is something that we're constantly talking about.

So my comments are, thank you for doing this today, and I really appreciate and encourage you to pass this Bill.

So thank you.

ASSEMBLYMAN BENSON: Thank you.

Mr. Josephson, I think you said it best. This has to be a team effort -- whether that's Federal and State, whether it's Democrat and Republican, whether it's yourself and the community and the State at large.

And I have to just say, Robbinsville is a special place, as you know; and you saw it in just the way the community reacted, and how many lives Sami has touched, and how many lives just you, as a family, have touched throughout -- just throughout, not just New Jersey and Robbinsville, but the world. And we saw that not only at the vigil in South Carolina, but in Robbinsville.

But I think that message of teamwork is what we're going to take away from today; and New Jersey should be the first state to lead the way so that the Federal government can then follow and make something nationwide.

MR. JOSEPHSON: Can I just share one more thing?

ASSEMBLYMAN BENSON: Yes, go ahead.

MR. JOSEPHSON: I'm sorry.

So I wanted to share this with you that -- from the website, our Foundation and website -- I've received e-mails from many, many, many people. And Mayor Fried said that we want to protect our children.

I guess about a week-and-a half ago, two weeks ago, I received an e-mail from a woman who was in Salt Lake City. She had ordered an Uber; she's out there waiting for her Uber with her CEO.

A car pulls up; the Uber driver goes, "I'm your Uber."

She starts going through the different steps of SAMI. She goes, "No, you're not."

He goes, "Yes, I'm your Uber." She goes, "No, you're not. You don't match the description."

He goes, "I'm your Uber; get in the car."

She backs away; he lingers for a few minutes. She was very scared and very nervous. She did take a picture of the car's license plate.

He pulled away. She e-mails me, saying, "Thank you; thank you for putting the education out there, the continuing education. Thank you for putting *SAMI* out there. Having those steps, and reminding me, saved me."

Now, I can't tell you I saved her life -- that we saved her life. But we know that he had no good intentions.

So my point in this is, yes, it's our children; but this was a grown woman. And she even said that; she goes, "You talk about high school, you talk about college." She goes, "I'm an adult."

So this is why it affects everyone; not just children. Our children are the most precious things in our lives.

ASSEMBLYMAN BENSON: Thank you very much.

Yes, there is no doubt that this education and this Bill can save lives, and should; and we should get it done.

I'll turn it back over to our Senate Chairman to invite the next set of guests.

SENATOR DIEGNAN: Mercer County Prosecutor.

And just as an aside, while the Prosecutor is coming up, all of the suggestions, as set forth by Mr. Josephson, are included in the Bill. And again, as things go forward, if there are more actions that need to be taken, obviously we will be responsive. But every one of those items have been included in this Bill.

Prosecutor.

A N G E L O J. O R O F R I, Esq.: Chairman Diegnan, Chairman Benson, Senator Greenstein, and to Assemblyman DeAngelo, members of the joint Committees, thank you for leadership in bringing to light the issues related to the operation and regulation of transportation network companies.

To say that the rideshare industry has exploded since Uber began operations in 2009 is an understatement. According to a recent article, Uber has 3.9 million drivers worldwide; it operates in 65 countries and over 600 cities; and provides an estimated 14 million rides per day and nearly a hundred billion annually.

At the end of March, the focus on transportation network companies intensified, with the kidnapping and murder of Samantha Josephson, affectionately known as Sami. We all know her tragic story. After being separated from her roommates, she did the responsible thing and she called an Uber.

As Mr. Josephson said, I think all of us have seen the surveillance video of Samantha getting into the black Chevy Impala, which

she believed was the Uber that she ordered. Tragically, she was later found murdered 65 miles away.

Samantha's death prompted the South Carolina legislature to consider the *Samantha L. Josephson Ridesharing Safety Act*, which required vehicles to display illuminated signs. Tony West, the Chief Legal and Security Officer for Uber, said that the company was making modifications to their app to push out alerts for riders to check the license plate, the make and model of the car, the name and the photo of the driver, just to name a few.

However, Samantha's tragic death -- and this really relates to Mr. Josephson's story -- is that it doesn't just -- it's not just kids that this occurs with. Recently, women in Los Angeles reported that they were sexually assaulted by fake Uber drivers, and they recently filed civil lawsuits against those companies. In Kalamazoo, Michigan, an Uber driver, Jason Dalton, shot and killed six people; but what was shocking is that he had five Uber pickups and 11 passengers during his killing spree.

And here in Mercer County, on November 30, 2016 -- just a few miles from here, on Mechanics Street, Amber Dudley was one of three passengers in a Lyft vehicle. One of the other passengers, Hamilton Ermasel (phonetic), had arranged for a meeting to pick up cars from an individual named Kasey DeZolt -- and we're able to say her name, because she has been convicted.

As the Lyft vehicle was stopped on Mechanics Street, the location of the meeting, a male approached the Lyft driver, stuck a gun into Mr. Ermasel's stomach. There was a struggle and, tragically, Amber Dudley, an innocent passenger, was shot and killed.

Recent investigations by my office have involved drug dealers using Uber and Lyft to pick up their drugs from suppliers and then deliver them into the suburbs. And the simple reason for this is that those vehicles are not subject to civil forfeiture.

Assemblyman Benson, thank you for forwarding me A-5321. In my view, and the view of the County Prosecutors Association of New Jersey, your Bill goes well beyond anything that the other states have considered. From the reflective markers in the front windshield and rear windows, to being illuminated, to the bar codes that are machine-readable, to the placards identifying the driver of the Uber -- for their credentials, as well as the fines and penalties that are associated -- are truly leaps and bounds above anything that that the South Carolina legislature has considered.

If I can make one suggestion, just based on these other issues from Michigan and from Los Angeles, my suggestion would be-- And I know Uber and Lyft do have criminal background checks that they undergo. But I think those background checks, here in New Jersey, and really nationwide, need to be more vigorous. We don't know who these drivers are. In order to be able to get a Lyft placard and to get the illuminated sign, there should be a rigorous and extensive background check for any transportation network company driver.

And finally, if I may, I'd just like to say to Mr. and Mrs. Josephson, to Senator Diegnan, Assemblyman Benson, Senator Greenstein, Assemblyman DeAngelo, and members of this Committee, one of the enduring quotes from President Kennedy was always that in times of trouble and turbulence, knowledge is power. Your Bill, Assemblyman, A-

5321, gives both riders and the drivers that knowledge and power -- that they are getting into a car, and that they will be safe.

Thank you for your leadership.

ASSEMBLYMAN BENSON: Thank you very much.

SENATOR DIEGNAN: And maybe I can have Lyft and Uber come up at the same time; Doug Meehan from Lyft, and Josh Gold and Donal McCarthy from Uber.

ASSEMBLYMAN BENSON: And while they're coming up, I just want to mention that we have Jason Sharenow, from the Limousine Association of New Jersey. They're in favor, seeking some amendments; but they're in favor of the Bill, no need to testify.

SENATOR DIEGNAN: Introduce yourself, and give us your testimony.

J A S O N G O L D, Esq.: Chairmen and members, my name is Josh Gold; and I oversee Public Policy and Communications for the North East and Central United States for Uber.

I'm joined by my colleague, Donal McCarthy, who comes to Uber after 23 years of law enforcement service with the U.S. Marshals Service. Donal is part of Uber's Law Enforcement Operations Team, which is comprised of approximately 70 personnel who work as liaisons to educate and assist law enforcement with safety and investigative issues.

Thank you for the opportunity to speak before you today on this very important issue of safety.

At Uber, our hearts continue to be with the Josephson family, their friends here in New Jersey, and the whole University of South Carolina community.

Inspired by the University, the students, and *What's My Name?* campaign, three weeks ago Uber and the University of South Carolina announced a major campus safety initiative, a national effort to help students learn how to avoid fake rideshare drivers. The initiative includes a number of elements, such as new in-app features that remind drivers to “check your ride” before getting in the car. Overall, this national campus safety push will focus on education and awareness, in-app safety features, and campus rides.

We've sent every rider in the U.S. electronic notification with the “check your ride” steps; we're also launching an awareness campaign on social media, and we're placing ads in newspapers and on billboards near entertainment districts across the country, including many colleges and universities here in New Jersey, to educate students about these steps.

We are teaming up with the International Association of Campus Law Enforcement Administrators, and making a \$100,000 grant to help this important organization educate college students about safety and check-your-ride tips.

We are working with law enforcement, entertainment districts, and the organization No More to expand “Don't Stand By,” our bystander intervention partnership, to new cities and across college campuses nationwide during next year's back-to-school season.

Launched in 2018, Don't Stand By is designed to empower the nightlife community, patrons, bar staff, and rideshare drivers to look out for each other. In the app, we added a new push notification to remind riders of the check your ride steps, just before their car arrives, to put a clear message in the app -- starting from the moment you get matched with the

driver until the moment you start your trip -- to remind you how to confirm the right car. And we've reached out to campuses and police departments to create dedicated pick-up zones in well-lit areas that could be monitored by law enforcement.

We want every rider to be safe when using Uber. We've been working hand-in-hand with law enforcement for years to educate the public about rideshare safety, and we have a team of engineers that is focused solely on developing safety features in the app.

We have over 600 individuals that make up our Trust and Safety team, and various other teams that are tasked with developing new ways to build on safety in the app through technology and awareness initiatives. Ridesharing safety starts with first checking your ride. Every time you take a trip with Uber, you must always make sure you match the license plate, car make and model, and the driver photo with what's provided in the app. These elements are unique identifiers that enable riders to verify that they are in the right car.

As you know, every driver undergoes a background check required by the state, all trips are GPS-tracked, and riders and drivers can share their trip information in real time with loved ones. We have an emergency button in the app that connects you directly to 9-1-1, and in some cities your exact location, as well as the car and driver information, is automatically transmitted to the 9-1-1 call-taker.

We also have a feature called *Spotlight*, that allows you to display an illuminated color through your phone, and prompts the driver to look for that exact color.

In South Carolina, we supported the recently passed legislation to require license plates displayed on the front of the vehicles, and impose criminal penalties for impersonation of rideshare drivers. We want to continue to work with legislatures and other stakeholders on improving safety, and to help ensure that people are matching the information they receive in the app, which we can control with the car and driver that arrive.

As several people have said, we need to make checking your ride as automatic as wearing a seatbelt.

We've also worked with the Legislature and the staff of the sponsor this year to work on this legislation that we're supportive of.

And we want to thank you very much for your time, and we're happy to take any questions that you have at this time.

D O U G M E E H A N: Thank you, to both Committees, for the invitation to testify today.

My name is Doug Meehan, and I'm the Public Policy Manager for Lyft in New Jersey.

First and foremost, like so many in this room and around the state and country, we offer our deepest condolences to the Josephson family.

We at Lyft want to work with lawmakers to develop commonsense rules to keep our communities safe. Safety is our top priority, which is why we supported the *Transportation Network Company Safety and Regulatory Act*, in 2017, which established a statewide framework for rideshare companies throughout New Jersey.

This law includes a number of trust and safety provisions with respect to TNC drivers, including a robust criminal background check process and an identifying marker on file with the New Jersey Motor Vehicle Commission for drivers to display when providing prearranged rides on the TNC's digital platform.

Hundreds of thousands of drivers across the country also use the Lyft *Amp*, a display that sits on the drivers' sash and changes color to match the rider's app to help them identify their ride more easily.

We continue to stress to riders to identify their Lyft ride by matching the license plate number shown in the app with the government-issued plate of the vehicle they're about to get into. This is the easiest and most secure way to identify your ride. We also provide in-app photos of the driver and vehicle, and details on the vehicle's make, model, and color to further allow passengers to effectively identify their driver.

Additional safety advancements include digital receipts, two-way rating systems, and real-time ride tracking that allows passengers to send their trip, route, and ETA to friends and family.

We also have a zero-tolerance drug and alcohol policy for all drivers, and we do not tolerate harassment or violence on our platform. Such behavior will lead to a permanent ban from our service.

We also have a dedicated Trust and Safety team, available through a 24/7 Critical Response Line, to report and address any safety concerns.

In April, we announced that we are rolling out new safety features, including continuous criminal background checks, which will

provide Lyft with daily monitoring of active drivers and immediate notification of any disqualifying criminal convictions.

We are also rolling out a new enhanced identity verification process, combining driver's license verification and photographic identity verification to prevent identity fraud on our platform. And we are redoubling our efforts to educate the community about utilizing these important safety features.

In the immediate aftermath of the horrific tragedy in South Carolina, we sent Lyft users a message reinforcing the important safety steps. We are also sending a targeted message to our New Jersey riders and drivers in the coming days.

Our ongoing safety awareness efforts will raise the profile of the license plate vehicle information and driver photo for our riders within the app. We have been testing and are now rolling out enhanced notifications, emphasizing name and vehicle information, and reminding riders to match the license plate.

And we support and endorse the *What's My Name?* initiative created by the Josephson family. Those four steps to stop, ask, match, and inform are critically important and consistent with our safety message to riders.

We are always looking for ways to enhance safety for drivers and passengers. We support increased penalties for bad actors who impersonate TNC drivers, or otherwise try to undermine the safety of our community.

And we will continue to work with both Committees on important safety legislation and educating the public about using features that are available.

We are committed to ensuring that all the residents of New Jersey have safe, affordable, and reliable transportation available to them.

Thank you very much for the opportunity to testify.

SENATOR DIEGNAN: Okay; thank you for your testimony.

And maybe we can have up -- finish up with Motor Vehicle Chief, Sue Fulton.

Do you want to come on up and say a few words?

And again, Motor Vehicles has been at the forefront of working on this Bill from day one. And I want to thank the Chief for her help on this.

B. SUE FULTON: Good afternoon, Chairman Benson, Chairman Diegnan, members of the Committees.

The Motor Vehicle Commission--

We're here for the saddest possible reason: a young life cut short -- a promising young life cut short. And we must continue to say her name, Samantha Josephson.

I represent the people of the Motor Vehicle Commission, and we're responsible for the permitting and the auditing of the transportation network companies, along with our partners in the Cabinet. The Division of Consumer Affairs is responsible for consumer protection, the New Jersey State Police are responsible for law enforcement, the AG's Office is responsible for criminal background checks, and the Department of Transportation is responsible for data collection. And all of us stand

together here, with you, to say that we cannot allow these kinds of tragedies to continue; that we will do everything that we can to work together with you to ensure that this Bill is as effective as possible; that we honor the legacy of this promising young woman, who was taken so far too soon; that we all acknowledge that we will remember her legacy, that we will honor the courage of her family to come and share this with us today, through their unimaginable loss, their unimaginable grief. And that we will pay tribute, in the best way we can, just to make sure that we do what we can within our power to make this Bill as effective as we can. And I and my staff, as I said, in partnership with the other -- my Cabinet members, who are partners in this -- we'll do everything we can to make this Bill as effective as it possibly can be.

And we stand with you.

ASSEMBLYMAN BENSON: Thank you so very much.

Would any members like to make a statement to add to the record? (no response)

Seeing none from the Assembly, any from the Senate?

SENATOR DIEGNAN: Why don't we do a motion--

Oh, Tom, you wanted to say something?

ASSEMBLYMAN GIBLIN: I was just curious -- how many drivers do you think there are in New Jersey -- as far as Uber and Lyft drivers?

ASSEMBLYMAN BENSON: We can get that number for you.

ASSEMBLYMAN GIBLIN: Okay.

SENATOR DIEGNAN: Yes, we do have that number.

Maybe we can go Senate first, motion and second.

Linda, do you want to make the motion?

SENATOR GREENSTEIN: I'll move it; thank you.

SENATOR ADDIEGO: Second.

SENATOR DIEGNAN: Motion and second.

Roll call for the Senate.

MR. MERSINGER: On the motion to release Senate Bill 3687;
Senator Singer has left a vote in the affirmative.

Senator Greenstein.

SENATOR GREENSTEIN: Yes.

MR. MERSINGER: Senator Addiego.

SENATOR ADDIEGO: Yes.

MR. MERSINGER: Chairman Diegnan.

SENATOR DIEGNAN: Yes.

MR. MERSINGER: The Bill passes.

ASSEMBLYMAN BENSON: Thank you.

Can I have a motion from the Assembly side?

ASSEMBLYWOMAN JONES: So moved.

ASSEMBLYMAN KARABINCHAK: Second.

ASSEMBLYMAN BENSON: Moved; seconded by
Assemblyman Karabinchak.

MR. MERSINGER: On the motion to release the Committee
substitute for Assembly Bill 5321, Assemblyman Clifton.

ASSEMBLYMAN CLIFTON: Yes.

MR. MERSINGER: Assemblywoman DeCroke.

ASSEMBLYWOMAN DeCROCE: Yes.

MR. MERSINGER: Assemblyman McGuckin.

ASSEMBLYMAN McGUCKIN: Yes.

MR. MERSINGER: Assemblyman Wimberly.

ASSEMBLYMAN WIMBERLY: Yes.

MR. MERSINGER: Assemblywoman Lopez.

ASSEMBLYWOMAN LOPEZ: Yes.

MR. MERSINGER: Assemblyman Kennedy.

ASSEMBLYMAN KENNEDY: Yes.

MR. MERSINGER: Assemblyman Karabinchak.

ASSEMBLYMAN KARABINCHAK: Yes.

MR. MERSINGER: Assemblyman Giblin.

ASSEMBLYMAN GIBLIN: Yes.

MR. MERSINGER: Assemblyman Freiman.

ASSEMBLYMAN FREIMAN: Yes.

MR. MERSINGER: Assemblyman Chiaravalloti.

ASSEMBLYMAN CHIARAVALLOTI: Yes.

MR. MERSINGER: Vice Chairwoman Jones.

ASSEMBLYWOMAN JONES: Yes.

MR. MERSINGER: Chairman Benson.

ASSEMBLYMAN BENSON: Yes.

MR. MERSINGER: The Bill passes.

ASSEMBLYMAN BENSON: Thank you so much.

I just wanted to, again, thank Chairman Diegnan, members of the Senate and Assembly Transportation Committees, the Josephson family, all those who testified.

Let's keep this team effort going forward, and we'll continue to work together to make Sami's Law a reality.

I'll turn it over to our Chair.

SENATOR DIEGNAN: I'll just echo-- The Josephson family -- our prayers go out for you. And I just salute your courage and thank you for making others' lives better as a result of your tragedy.

And with that, we're adjourned.

(MEETING CONCLUDED)