

NEW JERSEY POLICE TRAFFIC OFFICERS' ASSOCIATION

DECEMBER 2019 NEWSLETTER

Volume XLV Issue VII



*The only statewide association of its kind in the entire United States
Dedicated to the memory of Anthony "Tony" Parenti*

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Monthly Business Meetings

The next regularly scheduled meeting for the association will be our holiday breakfast meeting on December 4th. It will be held at Mastoris Diner, located at 144 US Route 130 in Bordentown, NJ. There will be holiday raffles/giveaways during the meeting to spread some cheer.

Breakfast will start at 9:00 am before the regular business meeting which will start at 10:00 am.

Kean University will be presenting the TSS Level 1 Awards to this quarter's recipients during the business meeting.

Special thanks to Kean University's Traffic Safety Specialist Program and Kevin Fremont from Laser Technology Inc. for co-sponsoring this special holiday breakfast.

President's Message

I'd like to wish everyone a happy, joyful, and safe holiday season. I hope you can join us for our annual holiday breakfast and meeting on December 4th at Mastori's Diner. Breakfast will begin at 9 am, and the meeting will begin at 10 am. Special thanks to Kean University's Traffic Safety Specialist Program and Laser Technology Inc. for co-sponsoring the meeting.

Drive Sober or Get Pulled Over will run through much of December. To date, New Jersey appears to be set for another yearly reduction in fatal motor vehicle crashes and fatalities. Vigilant impaired driving enforcement can help maintain this reduction through the new year. Thank you for all your efforts,

Stay safe,
Nick

NJPTOA Elections for 2020

The elections for officers will take place during the December Business Meeting.

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Quote of the month



DON'T WRECK THE HOLIDAYS.

**buzzed
driving is
drunk
driving**





December is National Impaired Driving Prevention Month

Office for Victims of Crime Training and Technical Assistance Center

In preparation for National Impaired Driving Prevention Month, the Office for Victims of Crime Training and Technical Assistance Center (OVC TTAC) offers several resources:

- Search the [TTA Network Resource Directory](#) for current OVC-funded TTA projects.
- Take the [VAT Online](#) modules on [Impaired Driving](#) and [Victims With Substance Abuse Issues](#).
- Visit the [Victim Impact: Listen and Learn](#) download center to download the training unit on [Drunk and Impaired Driving](#).
- Download the resource paper on [Impaired Driving](#) from the [Integrating Crime Victims' Issues Into College and University Curricula](#).
- Access the recordings of these past webinars:
 - [Addressing Substance Abuse When Responding to Survivors of Human Trafficking](#),
 - [Serving Victims of Impaired Driving and DUI Crashes](#), and
 - [Addressing Substance Use Disorders Amongst Human Trafficking Survivors](#).
- Visit the [Human Trafficking Task Force e-Guide](#) section on supporting victims with [Substance Abuse Needs](#).
- Search [Victim Law](#) to find laws related to impaired driving.
- Request [Customized Technical Assistance](#) to address your organization's most pressing needs and build your capacity to better serve crime victims.



2019 Holiday Season Impaired Driving Prevention

The holiday season is upon us. As we prepare for festivities with family and friends, NHTSA wants to remind all drivers of the dangers of "**buzzed driving**."

- November 29 - December 10, 2019

You have to choose your role before drinking begins: will you drink, or will you drive? Remember, even if you only have a little bit to drink and think you're "okay to drive," you could still be over the legal limit.

- Paid Media: December 11, 2019 - January 1, 2020
- Mobilization: December 13, 2019 - January 1, 2020

Drug-impaired driving is also a problem on America's highways. Like drunk driving, **drugged driving is impaired driving**, which means that it is dangerous and illegal. Whether the drug is legally prescribed or illegally obtained, driving while drug-impaired poses a threat to the driver, vehicle passengers, and other road users.

These marketing tools can be distributed to fit your local needs and objectives while, at the same time, partnering with State, communities, and other traffic safety organizations on this holiday season impaired driving prevention initiative:

[Buzzed Driving is Drunk Driving](#) [social norming]

[Drive Sober or Get Pulled Over](#) [enforcement]

[Drive High - Get a DUI](#) [enforcement]





Updates from the New Jersey Division of Highway Traffic Safety

Update on NJTR1 Electronic Data Transfer Project

The NJDOT Bureau of Transportation Data and Support (BTDS) collects all crash reports (NJTR-1 forms) from state and local law enforcement agencies. They receive an average of 325,000 crash reports a year that need to be processed, scanned, verified, and stored. One of the key uses of this information is to develop the NJ State Strategic Highway Safety Plan.

In 2007, the State of New Jersey underwent a traffic records assessment conducted by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA).

The first step towards electronic crash records data collection was to design and implement electronic crash report data transfer from the NJ State Police system while the second step is to capture all crashes collected by local police departments in the electronic format.

Some of the Key Goals for the Project:

- Eliminate paper crash records submission.
- Stop reliance on a scanning vendor to extract crash records information.
- Eliminate common errors related to a hand-writing.
- Accurately capture a crash record location.
- Encourage local law enforcement that relies on written paper reports to adapt to a new electronic platform.
- Design Electronic NJTR-1 Validation rules.
- Design a Web application to enable local police departments and a local government staff
 - To review crash reports,
 - Submit data electronically to a single system,
 - Print redacted NJTR-1 for interested citizens.
- Design a desktop application to complete NJTR-1 electronically.
- Design a mobile application to complete parts of the NJTR-1 electronically on a smartphone.

PROJECT MILESTONES:

- Award of Contract: 8/2018
- Phase One: Design & Development: 9/26/2018 – 6/10/2019 (**COMPLETED**)
- Phase Two: Technical Components: 7/1/2019 – 4/24/2020 (**IN PROGRESS**)
 - Develop Digital NJTR-1 Form (**COMPLETED**)
 - Database Component (**COMPLETED**)
 - Server Side Component & Web Services Components (**IN PROGRESS**)
 - Mobile Application
 - Web Application
- Phase Three: Testing, Deployment, & Training: 9/9/19 – 1/25/2021
 - System Testing
 - Deployment
 - User Tutorial and Training
 - Closeout – Project Phase 1 through 3
- Phase Four: System Management: 1/4/2021 – 1/4/2023
 - Go Live Date: 1/4/2021
 - System Management Support Period: 1/5/21 – 1/4/2023

USDOT Announces Funding Opportunity for Roadway Safety Tools

DOT OST is excited to announce that the U.S. Department of Transportation released a Safety Data Initiative Notice of Funding Opportunity (NOFO) titled [State and Local Government Data Analysis Tools for Roadway Safety](#). [Click here for more information](#)

The purpose of this one-time funding opportunity is to partner with State and local governments, along with their supporting partners, to develop, refine, and implement data tool applications that address specific roadway safety problems and can demonstrate deployment applications through technical assistance and peer exchanges. It seeks to build the capacity of state, local, and tribal governments to use innovative data tools and information to improve roadway safety.

- **Funding available:** up to \$3 million for up to 12 awards
- **Eligible applicants:** State or local governments, metropolitan planning organizations (MPO) and regional governments, other political subdivisions of a State or local government, and tribal governments
- **Application due date:** January 17, 2020, at 3:00 p.m. ET

For more information about the NOFO, please visit the [Safety Data Initiative webpages](#), including [FAQs](#). [Click here to read a qcn article about the grant](#)

New Jersey Traffic Safety Summit 2020

NJDHTS is in the planning stages for a statewide Traffic Safety Summit for the year 2020. Some of the topics they are considering include:

- DRE exams
- DRE availability
- Drugged driving
- Marijuana and DWI
- Crash statistics
- NJTR-1 electronic data transfer
- Improved crash report accuracy
- Using grants and personnel most effectively for traffic safety
- Pedestrian countermeasures
- Autonomous vehicles
- Law Enforcement attitudes about traffic enforcement

They are looking for input on these and ideas aimed at other possible topics from members of our Association. If you have an idea for a topic or can help out with one of those listed, please contact Tomi-Anne Raue, Manager of Special Projects at Division of Highway Traffic Safety at 609-376-9712 or email Tomi-Anne.Raue@njoag.gov



Did You Know?

While rural areas account for about 30% of the total miles traveled and only 19% of the population lives in rural areas, half of all traffic fatalities occur in rural areas (Traffic Safety Facts. Report No. DOT HS 812 521).



Updates from the New Jersey State Police

Fatal Accident Investigation Unit

Below is fatal crash data for the state as of December 2, 2019

FATAL CRASHES			FATALITIES	
2019	478		2019	509
2018	483		2018	519
2017	543		2017	572

Difference in Fatalities from 2018 to 2019 = decrease of 10

Percentage of change between 2018 and 2019 = - 1.9%

Difference in Fatalities from 2017 to 2018 = decrease of 53

Percentage of change between 2017 and 2018 = - 9.3%

[Click here for more details from the NJSP Fatal Accident Unit](#)

NJSP 2019 Preliminary Thanksgiving Day Holiday Period Fatal Crash Statistical Report

STATE OF NEW JERSEY

Fatal Crash Statistics — Holiday Period

As reported to the New Jersey State Police Fatal Accident Investigation Unit

Year: 2019 Holiday Period: Thanksgiving - Preliminary

Begins: Wednesday, November 27, 2019 at: 1800 Hours

Ends: Monday, December 2, 2019 at: 0559 Hours

DATE	TIME	LOCATION	IMPAIRMENT	VICTIM CLASSIFICATION
11/28/2019	1613	State Highway 42 Monroe Township Gloucester County	Pending	Passenger Car Driver
11/29/2019	2042	New Jersey Turnpike Hamilton Township Mercer County	Pending	Bus Passenger
12/01/2019	0529	Tindall Island Road Greenwich Township Cumberland County	Pending	Passenger Car Driver
12/01/2019	1131	County Route 62 Paramus Boro Bergen County	Pending	Pedestrian
12/01/2019	1806	State Highway 70 Manchester Township Ocean County	Pending	Passenger Car Driver

The holiday period began on Wednesday, November 27, 2019 at 1800 hours and ended on Monday, December 2, 2019, at 0559 hours.

Please advise the NJSP Fatal Accident Investigation Unit of any discrepancies or if you are aware of a fatal motor vehicle crash not listed.

New Jersey State Police
Fatal Accident Investigation Unit
Office: (609) 882-2000



Updates from the International Association of Chiefs of Police



Drug-Impaired Driving Enforcement Training Program Grant

The IACP has announced a cooperative agreement between the International Association of Chiefs of Police (IACP) and the National Highway Traffic Safety Administration (NHTSA) to provide funding to law enforcement agencies to deliver Drug-Impaired Driving (DID) enforcement at the state and local levels.

A total of \$1,775,000 is available for up to twenty contracts to be awarded law enforcement agencies over the next two years. The contracts will be for these agencies to deliver Drug Recognition Expert (DRE) Schools and Advanced Roadside Impaired Driving Enforcement (ARIDE) classes. Up to ten contracts per year will be administered each year to state, local, tribal, or territorial (SLTT) law enforcement agencies that are selected through an online submission process. The awards will be in the form of a contract for the delivery of training services for allowable expenses. Only new training will be supported; these contracts cannot be used to supplant previously funded and scheduled training. The submission form is available online, and the required information is detailed below.

The deadline for the first round of submissions is December 20, 2019. Award notifications for the first group will be made in February 2020. A second round will be announced at a later date.

[DRE training](#) and [ARIDE classes](#) are products of the [Drug Evaluation and Classification Program](#) (DECP), through a cooperative agreement with the [National Highway Traffic Safety Administration](#) (NHTSA).

[**Click here to go to the IACP website for more information and to apply for the DID grant program**](#)

You can also contact Erin Rose Feeley, Project Manager, International Association of Chiefs of Police, 44 Canal Center Plaza Suite 200, Alexandria, VA 22314, Direct: 703-647-6815 | Main Line: 800-THE-IACP



IACP - Automated License Plate Recognition Program

Law enforcement agencies throughout the nation and around the world are increasingly adopting Automated License Plate Recognition (ALPR) systems to enhance their enforcement and investigative capabilities, expand their collection of relevant data, and expedite the tedious and time-consuming process of comparing vehicle license plates with lists of stolen, wanted, and other vehicles of interest.

The IACP has created this website to share information, resources, and best practices associated with ALPR policy, planning, implementation, management, and performance.

[**Click here to go to the iacp automated-license-plate-recognition program site**](#)



Fraudulent Commercial Driver's License Resources

Over 3,000 people lost their lives in CMV crashes in 2009. Operator error is the number one cause of fatal commercial vehicle crashes. For trucks weighing more than 26,000 pounds, drivers of these vehicles are required to have a commercial driver's license (CDL), ensuring they have the specialized knowledge and skills to drive these vehicles. One way to ensure our roadways are traveled by only well-qualified drivers is for law enforcement officers to stop trucks and buses and review the driver's CDL.

The International Association of Chiefs of Police (IACP) has developed a video series to improve an officer's understanding of CDLs, allowing officers to confidently examine a CDL and safely interact with a CMV driver. The video series covers topics such as how to examine the CDL, including its security features, identifying a fraudulent CDL, and officer safety considerations when interacting with a CMV.

[Click here to go to the iacp fraudulent-commercial-drivers-license site](#)



Updates from AAA Clubs & Foundation for Traffic Safety



AAA report: Traffic Deaths Caused by Running Red Lights on the Rise

Drivers running red lights kill at least two people daily—an alarming trend that has safety experts urging drivers to use caution and pedestrians and cyclists to be alert.

According to new data analysis performed by the AAA Foundation for Traffic Safety, 939 people have been killed in red-light running crashes on U.S. roads in 2017, a 10-year high, and a 28% increase since 2012.

“Drivers who decide to run a red light when they could have stopped safely are making a reckless choice which puts other road users in danger,” said Dr. David Yang, executive director of the AAA Foundation for Traffic Safety. The AAA Foundation reported that 28% of crash deaths that occur at signalized intersections are the result of a driver running through a red light. Nearly half of those killed in red-light running crashes were passengers or people in other vehicles.

While drivers mostly agree on the dangers of running red lights, more than 40% said they didn't think the police would stop them. Nevertheless, it's against the law, and if a driver is involved in a deadly crash, it could send them to jail. While police can't realistically be at every intersection, enforcement is the best way to get drivers to comply with any law. The Insurance Institute for Highway Safety (IIHS) found that when properly implemented, red-light cameras reduced the fatal red-light running crash rate in large cities by 21%. The cameras reduced the rate of all types of fatal crashes at intersections with signals by 14%, the IIHS found.

“Deaths caused by red-light running are on the rise,” said Jessica Cicchino, IIHS vice president for Research. “Cameras increase the odds that violators will get caught, and well-publicized camera programs discourage would-be violators from taking those odds. Camera enforcement is a proven way to reduce red-light running and save lives.”

Proper implementation of red-light cameras helps to ensure drivers' safety and trust in the systems. When using red light camera programs, local governments should incorporate best practices, such as:

- Using the camera program as part of a comprehensive traffic safety strategy, including engineering and education.
- Only implementing programs on roadways with a demonstrated pattern of violations or crashes.
- Notifying drivers that cameras are being used (signage and other methods).
- Calibrating cameras regularly.
- Only operating cameras under the direct supervision of law enforcement personnel.
- Evaluating the programs on a periodic basis to ensure safety benefits are being realized.

Pedestrians & cyclists can also do their part to stay safe.

Wait: Give yourself a few seconds to make sure all cars have come to a complete stop at a red light before moving through the intersection.

Stay Alert: Don't take chances and don't wear headphones or look at your phone. Give your full attention to the environment around you.

Be Visible: Stay in well-lit areas, especially when crossing the street.

Make Eye Contact: Look at drivers in stopped vehicles to ensure they see you before crossing the road in front of them.



Updates from the Office of the New Jersey Attorney General

AG Grewal Issues Statewide Directive Governing Law Enforcement Interactions with Transgender Individuals

AG Also Announces New Policy to Protect Transgender Youth in Juvenile Justice System and Launches Public Awareness Campaign on Civil Rights Protections for LGBTQ People

In conjunction with the release of a report by the Transgender Equality Task Force, Attorney General Gurbir S. Grewal announced three major new steps to protect residents from discrimination or harassment based on sexual orientation and gender identity.

First, the Attorney General issued a directive to all state, county, and local law enforcement agencies that governs interactions with transgender individuals. Attorney General Directive 2019-3, known as the "LGBTQ Equality Directive," is designed to ensure that all individuals are guaranteed safety and dignity in their encounters with law enforcement, regardless of their sexual orientation, gender identity, or gender expression. Attorney General Directive 2019-3 is posted at [AG Directive 2019-3](#)

In addition, the Attorney General also announced a new public awareness campaign by the Division on Civil Rights to protect the rights of lesbian, gay, bisexual, transgender, questioning, or intersex (LGBTQ+) individuals under the New Jersey Law Against Discrimination, and an expanded policy by the Juvenile Justice Commission regarding LGBTQ+ juveniles. The new JJC Policy is posted at this link: [LGBTQJ Juveniles Policy](#)

[Click here to read the full press release and view the videos](#)



Updates from the New Jersey Department of Transportation

New Jersey 2020 Strategic Highway Safety Plan

The New Jersey 2020 Strategic Highway Safety Plan (SHSP) is a statewide, coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads under state, county, or local jurisdiction.

The SHSP is an **action-oriented** and data-driven, comprehensive multidisciplinary plan integrating the "4Es" of safety:

- **Engineering**
- **Education**
- **Enforcement**
- **Emergency medical services/Emergency response**

The SHSP establishes statewide goals, objectives, performance measures, and emphasis areas to guide safety programs and investments. The SHSP is developed in consultation with federal, state, local and private safety stakeholders.

Highway safety improvement projects funded with the [Highway Safety Improvement Program \(HSIP\)](#) funds are required to be consistent with New Jersey's Strategic Highway Safety Plan (SHSP). The projects should logically flow from identified SHSP emphasis areas and strategies

The mission of New Jersey's safety programs and its SHSP is to drive down serious injuries and fatalities on New Jersey's roadways by addressing infrastructure and behavioral factors contributing to crashes and utilizing and combining multiple strategies to achieve the greatest safety benefits.

Our association is proud to be one of the partners to help make the motoring public safer while traveling the highways and byways of the Garden State.

To go read and see more, go to the home page at <https://www.saferoadsforallnj.com/>



Updates from New Jersey Transit

NJ State Senate Launches a Committee to Investigate NJ Transit

progressiverailroading.com

The New Jersey State Senate has formed a committee to investigate [New Jersey Transit's](#) failures and develop an action plan for improving the commuter-rail service, according to a press release issued by New Jersey Senate Republicans.

The Senate Select Committee will include New Jersey Democratic Senators Loretta Weinberg, Sandra Cunningham, Patrick Diegnan, and Republican Sens. Tom Kean, Kip Bateman, and Kristin Corrado. New Jersey Senate President Steve Sweeney will chair the committee.

NJ Transit to Receive over \$17 Million USDOT Grant to Purchase New Buses

New Jersey Transit (NJT) will receive \$17,275,000 in federal transit funding to purchase new 60-foot buses to help expand capacity in Northern New Jersey. The project will allow NJT to meet the growing demand for its services.

[Click here to read the full us transit press release](#)

NJ Transit Throttles Back Electric Buses

njspotlight

Concerned about reports of problems with electric buses in other states, New Jersey Transit is moving ahead slowly with its electrification initiative. Just a handful of electric buses will be rolled out in Camden and Newark, while the agency is beefing up its fleet with tried-and-true diesel. [Click here to read the full article](#)



U.S. Department of Transportation
**National Highway Traffic Safety
Administration**

Updates from the National Highway Traffic Safety Administration



Checking for Vehicle Recalls

Don't risk your safety, that of your loved ones, or others on the road by failing to address any open vehicle recall. Taking a few minutes to maintain the family car can help keep everyone safe on the road. Remember: "Safe Cars Save Lives."

Take these steps to protect yourself, your family, and your agency:

Check for Recalls. Visit [NHTSA.gov/recalls](https://www.nhtsa.gov/recalls) and enter your vehicle's 17-digit vehicle identification number (VIN). In seconds, you'll know if your vehicle is subject to a safety recall.

Get It Fixed. If your vehicle is affected by a recall, contact your dealer to schedule a repair. Every recall is fixed for FREE.

Get Alerted. [Sign up for Recall Alerts](#). If your vehicle is included in a future recall, you'll receive an e-mail letting you know.

If you think your vehicle may have a safety-related defect that isn't part of a current recall, contact NHTSA. Even a single complaint is enough to trigger a recall. Contact NHTSA [online](#) or by calling the agency's Vehicle Safety Hotline at 888-327-4236.

Stay safe by checking for recalls, getting any open recalls fixed, and encouraging your friends, family, and neighbors to do the same. For more information, visit [NHTSA.gov/Recalls](https://www.nhtsa.gov/Recalls).



NHTSA Recall - Fire after Seat Belt Pretensioner Deployment NHTSA CAMPAIGN NUMBER: 19V814000

Manufacturer General Motors LLC

Components SEAT BELTS

of Units Affected 556,399

A vehicle fire could result if materials ignite inside the vehicle. General Motors LLC (GM) is recalling certain 2019-2020 Chevrolet Silverado 1500 and GMC Sierra 1500, and 2020 Silverado 2500, Silverado 3500, Sierra 2500, and Sierra 3500 vehicles equipped with carpet floor covering. When the front seat belt pretensioners deploy, hot gas may vent through an opening in the pretensioner bracket, possibly igniting the carpet.

Remedy

GM will notify owners, and dealers will close off the opening in the pretensioner bracket, free of charge. The manufacturer has not yet provided a notification schedule. Owners may contact Chevrolet customer service at 1-800-222-1020 or GMC customer service at 1-888-988-7267. GM's number for this recall is N192270600.



[Updates from the US Department of Transportation](#)



U.S. Secretary of Transportation Elaine L. Chao Announces Safety Enhancements for Highway-Rail Grade Crossings

U.S. Secretary of Transportation Elaine L. Chao announced on December 2nd significant plans to advance highway-rail grade crossing safety. The announcement comes as the Federal Railroad Administration (FRA) hosted a grade-crossing safety summit, with remarks from FRA Administrator Ron Batory, Acting Department of Transportation Deputy Secretary Steve Bradbury, and Federal Highway Administration (FHWA) Deputy Administrator Mala Parker.

“The Department is committed to supporting infrastructure improvements, new communications tools, and working to change driver behavior so that highway-rail grade crossings are safe environments for all transportation users,” said U.S. Transportation Secretary Elaine L. Chao.

[Click here to read the full announcement](#)



U.S. Department of Transportation Seeks Public Input for Innovation Council

The U.S. Department of Transportation today published a Request for Comment (RFC) inviting the public and stakeholders to share public comments on how the Non-Traditional and Emerging Transportation (NETT) Council can be responsive to the needs of the public and industry.

“The NETT council was established to provide a common portal to the Department’s decentralized modes to better engage with new technologies which are cross-modal; the Department is seeking input on how to make the NETT council work more effectively to prepare for the transportation system of the future,” said U.S. Transportation Secretary Elaine L. Chao.

Since the Council’s inception in March 2019, innovators and stakeholders have approached the Department with concepts and ideas that vary in their stage of development. To ensure that the Council is responsive to the needs of the public and industry, the Department is seeking comment on how the NETT Council can better be positioned to support transportation innovation and the extent to which the Department’s existing regulatory construct supports or hinders innovation.

The RFC is available on the Federal Register [HERE](#) for the 45 day comment period.



[Updates from the Federal Motor Carrier Safety Administration](#)

New Jersey's Ray Martinez Steps Down from the Federal Motor Carrier Safety Administration

Ray Martinez stepped down from his post as Administrator of the Federal Motor Carrier Safety Administration at the end of October. He remains with DOT in his new position, as overseeing the redevelopment construction taking place at the agency's John A. Volpe National Transportation Systems Center in Cambridge, Mass. We highlighted the groundbreaking for the new Volpe Center in the November Newsletter, "Volpe" is a hub for transportation experts focusing on infrastructure and innovation. The new role will allow Ray, who is a New Jersey native, the opportunity to move and work closer to home.

"We are grateful for Martinez's service and glad that he will keep serving the department in this capacity, while also meeting his long-held wishes to be located closer to his family," DOT's press release states.

Confirmed to his post in February 2018, Martinez has been an active and visible leader at FMCSA. He has held numerous listening sessions to gauge trucking industry concerns. Under his tenure, the agency announced proposed changes to hours-of-service rules and established a pilot program to allow people between the ages of 18 and 20 who possess the U.S. military equivalent of a commercial driver license to operate trucks in interstate.

FMCSA Chief Counsel Jim Mullen moved into the deputy administrator role at the agency, assuming the role of acting administrator. Deputy Administrator Alan Hanson took on the role of chief counsel. All three FMCSA position changes took place on October 28th.

"New Jersey Transit's continuing struggles during the [Gov. Phil] Murphy administration has left commuters with unacceptably poor service," Kean said. "Senate Republicans are committed to working to develop solutions to give rail-riding New Jerseyans the reliability they need and deserve every single day."



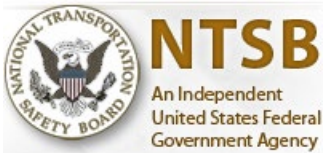
Federal Aviation
Administration

[Updates from the Federal Aviation Administration](#)

U.S. Transportation Secretary Elaine L. Chao Announces \$5.5 Million to Two Airports in New Jersey

Secretary Chao announced that the following airports in New Jersey would receive \$5.5 million of Airport Improvement Program grants:

- Essex County Airport in Caldwell - \$3 million for the rehabilitation of Runway 4/22
- Morristown Municipal Airport – \$2.5 million to improve the Runway 5/23 Safety Area



Updates from the National Transportation Safety Board



NTSB Says Changes to Roadway Design, Collision Avoidance Systems, More Helmet Use Needed to Address Increase in Bicyclist Fatalities

WASHINGTON (Nov. 5, 2019) — Actions from federal and state agencies and bicyclists themselves are needed to lower the number of crashes between motor vehicles, and bicycles said the [National Transportation Safety Board](#) during a public meeting Tuesday.

In the NTSB's first examination of bicyclist safety on U.S. roadways since its last report on this topic in 1972, the agency said critical changes were needed to address the recent rise in fatal bicycle crashes involving motor vehicles, even as overall traffic deaths fell in 2018.

Investigators found that improving roadway design, enhancing the conspicuity of bicyclists through both visibility and technology, and increasing helmet use held the most promise for reducing the number of fatal and serious crashes.

"If we do not improve roadway infrastructure for bicyclists, more preventable crashes will happen, and more cyclists will die in those preventable crashes," said [NTSB Chairman Robert L. Sumwalt](#). "If we do not enhance bicyclist conspicuity, more bicyclists will die in preventable crashes. If we do not act to mitigate head injury for more bicyclists, additional bicyclists will die."

NTSB investigators said 25 percent of all fatal collisions involving bicyclists – the most frequent type – occurred while a motorist was overtaking a bicyclist in the stretches of roadway between intersections. Although intersection crashes were more frequent, the overtaking collisions were more often fatal since vehicles tended to be traveling faster. The NTSB said improving roadway infrastructure so that vehicles are separated from bicyclists, such as with separated bike lanes, would likely reduce the number of the most serious crashes.

At intersections, where more than 65 percent of collisions occur, investigators determined treatments that clearly denote right-of-way using color, signage, medians, signals, and pavement markings would likely reduce the number of crashes in those environments.

The conspicuity of the bicyclists was identified as another key factor that could prevent crashes. Investigators found about a third of the motorists involved in fatal crashes while overtaking a bicyclist did not see the bicyclist before the collision. The NTSB said improvements to the visibility of bicyclists to not only the human eyes of motorists but also to collision avoidance systems and connected vehicle technologies, would also likely reduce crashes.

In a message directed to the bicycling community, the NTSB said actions taken by bicyclists themselves – following traffic rules, obeying traffic signals, and using bicycle lights – will reduce their risks on the road.

The investigators' primary focus was on crash avoidance, but in those instances when crashes do occur, they said the use of a helmet was the single most effective way for riders to reduce their chances of receiving a serious head injury. Because research shows that less than half of bicyclists wear helmets and that head injuries were the leading cause of bicyclist fatalities, the NTSB recommended that all 50 states, the District of Columbia and Puerto Rico, require that all persons wear a helmet while riding a bicycle.

Investigators identified an array of other factors in reducing crash risks, including use of adaptive headlights and limiting speeds on roads where motor vehicles share the roadway with bicycles.

“All road users have a right to arrive at their destinations safely,” said Sumwalt. “And with so many more people using bicycles as a means of transportation, clearly more needs to be done to protect these most vulnerable users of our roadways.”



NTSB Calls for National Safety Standards for Limousines

WASHINGTON –In October [The National Transportation Safety Board](#) called for new national requirements for seating and seat belt systems on limousines, citing evidence gathered in investigations of accidents in New York, Illinois, and New Jersey.

The NTSB’s [Safety Recommendation Report](#) recommended that the [National Highway Traffic Safety Administration](#) require lap/shoulder belts for each passenger seating position on all new vehicles modified to be used as limousines. It also requires seating systems in these vehicles to meet minimum performance standards to ensure their integrity during a crash.

The NTSB also called on the [National Limousine Association](#) to educate members on the benefits of proper seat belt use and recommended they develop methods to ensure seat belts are functional and accessible to passengers and encourage passengers to use them.

It also recommended that the [New York State Department of Transportation](#) ensure all limousine seat belts are functional and accessible in their regular inspection process. The NTSB also reiterated an earlier recommendation that the state pass legislation that provides for primary enforcement of a mandatory seat belt use law for all vehicle seating positions equipped with a passenger restraint system, including passenger seats in limousines.

“It’s disheartening to learn that some passenger vehicles are legally on the road that doesn’t offer passengers well-designed seats and seat belts,” said NTSB Chairman Robert L. Sumwalt. “All vehicle occupants should have the same level of protection wherever they are seated. And everyone should use seat belts whenever they are available.”

The NTSB is [currently investigating the Oct. 6, 2018, crash](#) of a stretch limousine in Schoharie, New York, that killed the driver, 17 passengers, and two pedestrians. Despite the severe damage to the vehicle’s front end and intrusion into the passenger compartment, the rear portion of the limousine remained relatively intact, retaining survival space.

The 2001 Ford Excursion involved in the Schoharie crash was significantly modified. It was stretched 144 inches, and the interior in the stretched region was reconfigured with perimeter-style bench seating. The three benches were equipped with passenger lap belts.

In addition to the bench seats, five of the six original rear seats were retained, along with their factory-equipped lap/shoulder belts. The NTSB post-crash inspection indicated 21 belted seating positions, although seating positions could range from 18 to 22, depending on how a position is defined.

After the collision, the NTSB found the side and rear-facing bench seats failed in the direction of the crash forces and that the strength of these seats and their anchorages were inadequate during the crash. In comparison, the original Ford passenger seats in the rear of the vehicle remained attached to the floor and intact.

Evidence from first responders and post-crash examinations of victims indicated that none of the passengers were wearing the passenger lap or lap/shoulder belts at the time of the crash.

The NTSB found that the Schoharie crash was an extreme event in which the occupants were subject to high crash forces. The NTSB has investigated other limousine crashes, such as those in Elgin, Illinois, and Cranbury, New Jersey, that involved lower crash forces but still resulted in serious injuries and fatalities. In all three crashes, properly designed and installed seats and seat belts systems – and seat belt use – had the potential to mitigate injuries and increase survivability.

In the Elgin case, investigators found the seat belts installed in the perimeter seating area were not accessible to passengers, and passengers were not wearing them at the time of the crash. In Cranbury, despite the presence of lap/shoulder belts, all five occupants were unbelted at the time of the crash.

The NTSB found that if seat belts on limousines are not readily accessible to the passengers, they are unlikely to be worn.

[Safety Recommendation Report 19/02](https://go.usa.gov/xVANn) is available online at <https://go.usa.gov/xVANn>.



[Updates from the North Jersey Transportation Planning Authority](#)

The NJTPA is the federally authorized Metropolitan Planning Organization for 6.7 million people in the 13-county northern New Jersey region, consisting of the counties of Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union, and Warren.

CAIT Research Finds NJTPA Program Improves Pedestrian Safety

A collaborative research project shows that the Street Smart NJ program, created in 2013 to address pedestrian safety in the state, is changing the behaviors that contribute to pedestrian-vehicle crashes.

It might seem obvious that safety should be a priority for everyone, but when it comes to following the rules of the road—rules that can prevent fatalities and injuries—sometimes, people need reminders.

That's what collaborative research from the Rutgers Center for Advanced Infrastructure and Transportation (CAIT) and Rowan University found in an analysis of the Street Smart NJ campaign's impact on pedestrian safety at intersections in eight communities in 2018 and 2019.

The two-part study, *The Street Smart New Jersey Observational Pedestrian Safety Study* and *The Street Smart New Jersey Behavioral Pedestrian Safety Study*, was completed in June. It compared rates of unsafe pedestrian and driver behaviors before and after Street Smart NJ campaigns were implemented.

The NJTPA regularly evaluates its Street Smart NJ program to ensure it remains effective in improving safety. The NJTPA contracted with Rutgers CAIT and Rowan University to evaluate campaigns in 2018 and 2019.

“The NJTPA asked us to examine the behavioral change of pedestrians and motorists through observational data at various high-risk intersections,” said Dr. Mohammad Jalayer, a professor at Rowan University and lead author of the study. “These types of measurements are important, as they allow agencies to better use their resources when deciding what programs to continue and how to continue them.”

The observational study tested for behavioral change by noting behaviors at high-risk intersections in Asbury Park, Garfield, Morris Plains, Newark, Princeton, Rutherford, Teaneck, and Woodbridge. Researchers looked at the failure of vehicles to stop before a right turn at a red signal or stop sign; turning vehicles failing to stop for pedestrians; vehicles running a red light or stop sign; pedestrians are crossing unsafely (against the signal or outside the crosswalk).

The study team found improvements across the board after these communities implemented Street Smart NJ campaigns. The greatest change was a 60 percent reduction in vehicles failing to stop before turning right at a red signal or stop sign, followed by a 45 percent reduction in vehicles running red lights or stop signs. Results also included a 40 percent reduction in vehicles failing to stop for people crossing and a 21 percent reduction in pedestrians crossing unsafely.

“These results illustrate that Street Smart NJ is helping make our roads safer for everyone,” said Union County Freeholder Angel Estrada, Chair of the NJTPA Board of Trustees. “By combining education and enforcement, we can make a difference and help New Jersey work toward its goal of zero fatalities.”

Some communities saw stronger results. For example, there was a 54 percent reduction in pedestrians crossing against the signal in Asbury Park and a 73 percent reduction in vehicles failing to stop for pedestrians in Woodbridge.

Since its inception in 2013, Street Smart NJ has grown from five pilot locations to more than 100 municipalities across the state. The program partners with law enforcement, community groups, local officials, NJ Transit, the New Jersey Division of Highway Traffic Safety, and the state’s eight Transportation Management Associations, among others. Street Smart was modeled after other successful behavioral change campaigns, including “Click it or Ticket” and “Drive Sober or Get Pulled Over,” which combine enforcement with public education.

[Click here to read the full cait report](#)

New Jersey's Build a Better Mousetrap Competition Ready for 2020

People involved in the transportation industry often find better ways to do their jobs. Whether it's a new gadget that improves the quality and safety of a project, or an innovative process that reduces costs and improves efficiency, it is typically the people on the front lines that often realize the latest and best practices.

Now is the time to share those new ideas with others in New Jersey's **Build a Better Mousetrap Competition**. We are looking for submissions from any employee of a local or state public agency (municipalities, counties, parks commissions, NJ Department of Transportation, NJ Transit) that has create an alternate or better way of doing something in a transportation project. We will gather the best ideas from around the state and judge them using a 5 point rating system. If you have something you think would qualify for this competition, submit your entry by July 1st. As a reminder, this competition is open to any local, county, or state transportation agency, including New Jersey Department of Transportation and New Jersey Transit employees. Two winners will be selected; one for the best local agency and another for the NJDOT/NJT Submission.

Visit <https://cait.rutgers.edu/mousetrap/> for more information and to download the entry form today!



**“Build a better mouse trap,
and the world will beat a path
towards your door.”**

- Ralph Waldo Emerson



Updates for Traffic Incident Management **TIM**

State DOTs Reiterate Benefits of TIM Training at Safety Summit

ashtojournal

The value of Traffic Incident Management (TIM) training is threefold from a state department of transportation perspective: saving time, money, and, most importantly, lives. That's the argument Jim Tymon, executive director of the American Association of State Highway and Transportation Officials, made at the third senior executive transportation and public safety summit sponsored by the Federal Highway Administration in Washington, D.C.

[Click here to read the full ashtojournal article](#)

New Tested Training Certificate in Safety During Roadway Operations

The Respondersafety Learning Network now offers a free tested training certificate in safety practices when conducting operations on the roadway called the "[National TIM Training Certificate](#)." This certificate is equivalent to attending the in-person National Traffic Incident Management (TIM) Training available from the Federal Highway Administration.

This certificate program includes ten free online learning modules in the basic safety practices you should follow when conducting emergency operations on the roadway, whether it's a medical call, crash, natural disaster, disabled vehicle, fire, or any other type of incident.

Some of what you will learn how to:

- Set up a traffic incident management area to protect the work area and direct motorists on how to safely pass the incident scene
- Deploy advance warning to slow down approaching traffic and alert them to the incident
- Position blocking vehicles to keep distracted and impaired drivers from hitting responders
- Deploy high visibility markings and emergency lighting to maximize visibility to oncoming traffic
- Wear appropriate and compliant high visibility apparel
- Handle safety in special situations like HAZMAT, medical helicopter landings, vehicle extrication, and crash investigation
- Safely terminate an incident response and return to service
- Be in compliance with national standards

The training uses demonstrations, 3D animations, interviews with experts, interactive exercises, scenarios, and real-life struck by and near-miss examples to engage you and get you passionate about the safety practices that can save your life and the lives of your colleagues. Improving your safety on the roadway is within your power, and it's something you can do right now by starting this training today.

[The National TIM Training Certificate](#) is appropriate for all personnel who operate on the roadway, no matter what agency you work for - fire, rescue, EMS, law enforcement, safety service patrol, special traffic unit, department of transportation, or towing and recovery. Everyone will find the safety practices taught in this training to be useful at their very next response. Once you complete all ten modules, you can download a special certificate that may help you fulfill your department's or state's continuing education requirements.

[Click here to go to the Responder Safety Learning Network TIM page](#)



What's Happening in the World of Automated Vehicles and Artificial Intelligence

US Senate Hearing on Automated Vehicle Technology Stresses Safety Concerns

aashtojournal

A [hearing](#) held by the Senate Committee on Commerce, Science, and Transportation on November 20 stressed that federal regulators need to take a more active role in overseeing the testing and deployment of autonomous vehicle (AV) technology – especially on public roads – while reiterating that until vehicles are fully capable of driving themselves, the human behind the wheel must remain fully engaged in the vehicle's operation.

[Click here to read the full aashtojournal article](#)

US Senate Panel Says NHTSA Lax on Autonomous Regulation

ttnews

The nation's road-safety regulator is under fire again for what critics call lax oversight of tests involving autonomous vehicles. The National Highway Traffic Safety Administration doesn't give enough direction to companies developing autonomous cars, the chairman of the National Transportation Safety Board said.

Senators quizzed NHTSA's acting administrator on why the agency hasn't set standards for automatic braking and steering systems that are becoming more common, and why the agency hasn't confronted Tesla about widely shared hacks that let drivers take their hands off the steering wheel.

The comments at a hearing of the Senate Commerce Committee came one day after the transportation safety board blamed a distracted backup driver for letting an autonomous Uber test car strike and kill a pedestrian last year.

[Click here to read the full ttnews article](#)

Congressional Policymakers Drafting Autonomous Vehicles Bill

ttnews

Members of the Senate Commerce Committee are collaborating with their House counterparts on the Energy and Commerce Committee to draft a measure that would govern such automated technology, Chairman Roger Wicker (R-Miss.) said during a hearing with safety agencies. The committees have received more than 100 letters from stakeholders as part of what the chairman described as a "consultative process."

[Click here to read the full ttnews article](#)

Pushback Begins Against FCC Proposal to Share 5.9 GHz Wireless Spectrum

aashtojournal

A proposal by the Federal Communications Commission to open up the 5.9 GHz band of the wireless spectrum to non-transportation usage is drawing strong pushback from transportation organizations and others, especially over concerns as to how this move could impact safety.

The 5.9 GHz band has been part of the radio spectrum that has been reserved for use for life-saving transportation technologies, allowing vehicles to talk to each other, and infrastructure.

[Click here to read the full aashtojournal article](#)

Dept of Defense Joins Fight Against 5G Spectrum Proposal, Citing Risks to GPS

arstechnica

In a letter to the FCC, the secretary of defense notes risks to military operations.

The Department of Defense has weighed in against a proposal before the Federal Communications Commission to open the 1 to 2 Gigahertz frequency range—the L band—for use in 5G cellular networks. The reason: segments of that range of radio spectrum are already used by Global Positioning System signals and other military systems.

In a letter to FCC Chairman Ajit Pai, Secretary of Defense Mark Esper pressed for the rejection of the proposal by Ligado Networks (formerly known as LightSquared), saying, "There are too many unknowns, and the risks are far too great to federal operations to allow Ligado's proposed system to proceed... This could have a significant negative impact on military operations, both in peacetime and war."

[Click here to read the full arstechnica article](#)

Your Next Car Will Be Watching You More Than It's Watching the Road

gizmodo.com

When you think of artificial intelligence (AI) and cars, the first thing that likely comes to mind is ambitious self-driving vehicle projects of tech giants like Google, Uber, and probably Apple. Most of these companies are leveraging AI to create cars that can understand their environments and navigate roads under different conditions, and hopefully, make driving safer eventually. Some day. Probably.

What's received less attention is the use of AI inside cars. Thanks to advances in deep learning, it has become possible to develop technologies that can determine what is happening inside vehicles and make the ride safer and more pleasant—all while creating new privacy and security risks.

Motorists might find it a little creepy to have a camera and sensors watching them while they drive, ready to adjust their bad behavior behind the wheel, but the safety benefits are compelling. AI can observe the driver's eye blink rate to detect drowsiness and tell him/her to wake up, turn up the music on the radio, or even stop the car. Pick up your cell phone to text, and your car will goad you to put it down and pay attention to the road. Get angry with your passenger and start yelling at them, and your car will slow down to a crawl.

AI will lock the back doors with it, sees that there are children aboard, and warn you not to leave them in the car unattended. The AI can be programmed to use face recognition only to allow certain individuals to drive the vehicle. With these safety possibilities also come risks.

[Click here to read the full gizmodo article](#)

Self-driving tech could be used on buses to squeeze more of them onto N.J. roads

nj.com

A futuristic idea to develop technology instead of adding a second [Xclusive Bus Lane](#) to the Lincoln Tunnel is being studied by the Port Authority of New York and New Jersey to move more bus commuters.

The idea to use [bus platooning](#) is so new; the technology has to be developed, Port Authority officials said. The [idea has been around since 2016](#), but now Port Authority officials want to develop the technology to see if it is possible.

[Click here to read the full nj.com article](#)



Miscellaneous Traffic Safety Points of Interest

Uber and Lyft Want Cars to Have Front License Plates

inquirer.com

The rideshare apps have recently taken to reminding users to make sure before getting in that the license plate of the car they ordered matches the one on the vehicle that arrives. Those warnings were spurred by stories like that of a New Jersey woman who, in March, ordered an Uber in South Carolina, mistakenly got in the wrong car and was [kidnapped and killed](#).

But what if riders can't easily see the license plate of the car coming to pick them up? Uber, Lyft, and the International Association of Chiefs of Police all support front license plates on vehicles.

[Click here to read the full inquirer article](#)

Pretextual Stops

www.jharrisraining.com

The courts are scrutinizing an officer's motivation behind motor vehicle stops. What is the current standard?

Watch a rollcall video presented by J. Harris Academy of Police Training with their Case Law Expert, Allen Bloodgood, where he describes the current situation and best practice for conducting a pretextual stop here in New Jersey.

[Click here to watch the jharrisraining rollcall video](#)

Your Navigation App Is Making Traffic Unmanageable

The proliferation of apps like Waze, Apple Maps, and Google Maps is causing chaos

iadelist / ieee.spectrum

Technology is supposed to make our lives easier, right? We don't expect them to add chaos and risk. But this is what is happening in many areas due to apps like Waze, Apple, and Google Maps.

This article is particularly interesting in that it goes into some detail to explain exactly how these apps collect and analyze the data that goes into the advice they give to their users.

"The apps are typically optimized to keep an individual driver's travel time as short as possible; they don't care whether the residential streets can absorb the traffic or whether motorists who show up in unexpected places may compromise safety."

After analyzing the problem, he does have solutions to offer.

Understanding how these apps work can give law enforcement a heads-up on anticipating problem traffic areas and will help you understand why you see congestion in unexpected locations

[Click here to read the full spectrum.ieee article](#)



Municipal Salary Guide Available

Let the New Jersey Municipal Salary Report help you prepare for your upcoming budget year. This valuable data includes salaries for over 40 municipal positions and data for 244 municipalities.

This digital publication is delivered as a Microsoft Excel Spreadsheet, allowing you to sort and compare data according to your municipality's needs. The data was gathered from a recent survey conducted by the League.

[View the full list of positions and municipalities](#) included in this report on the League's website.

For pricing and ordering instruction, please [visit the League's Publication webpage to order](#), or contact: Suzanne Allen, sallen@njlm.org, 609-695-3481 x129.



Police and Fire Contract Provisions – New Data Just Released

The Police and Fire Labor Data Service provides resources tracking the trends in police and fire contract settlements. The service includes data in Microsoft Excel files. Included are selected contract provisions, such as agreement years, college provisions, travel reimbursement, vacation and longevity schedules, health benefits, and more. Visit the League's website for the [full list of provisions included](#). Also included are department salary scales, which include a calculation of horizontal and vertical increases for each year.

The League's goal is to provide its members with the most current data for most departments across the State. They began collecting this data in January 2019 and will continue collecting through 2020. However, because

they know how important and time-sensitive this information is, they are releasing the data in two editions. Available now is the first edition, with all data that has been collected thus far.

The second edition is expected to be available as early as March 2020. Once the additional data for the second edition is available, it will be emailed automatically to all those that purchased the first edition.

This first edition includes data for approximately 330 police departments and 50 fire departments.

The data is available electronically, allowing you to easily search and sort through information as it best applies to your municipality. The Police and Fire Labor Data Service is part of the League's Bureau of Municipal Information.

To order, visit the League's website and [complete the order form](#) or contact Suzanne Allen, sallen@njlm.org, 609-695-3481 x129.



Ocean County Traffic Officers Association 2019 Kimberly Smith Ames Awards

Ocean County Traffic Officers Association will be presenting the 2019 Kimberly Smith Ames Award to one of three municipal police officers at the annual joint Monmouth-Ocean Traffic Officers Associations (NJPTOA Region 5) luncheon on December 20th at Huddy's Inn located in Colts Neck.

The following nominees for the Kimberly Smith Ames award will be recognized at the luncheon:

- Lieutenant Richard Roemmele – Seaside Heights Police Dept.
- Patrolman John Roth – Jackson Twp Police Dept.
- Patrolman Ryan Fitzgerald – Toms River Police Dept.

The Annual Kimberly Smith-Ames DWI Prevention Award was created to honor the life and memory of a 23-year-old woman struck by a drunk driver in Beachwood on Oct. 7, 1998. She and her unborn child were killed. The award was created by her parents, Ed and Carol Smith.

The purpose of this award is to increase the public's awareness of the enormous commitment and determination put forward by the men and women of the Ocean County law enforcement community in educating and preventing driving while intoxicated offenses while acknowledging those officers who have demonstrated such commitment to this fight.

Know the Threats Before You Attack an Electric Vehicle Fire



FEMA's US Fire Administration has posted a concise guide to the hazards associated with crashes involving battery-powered automobiles. Although the guide is intended for firefighters, below are important elements that can easily apply to law enforcement, who are routinely the first to arrive at the scene of these types of fires.

The web site offers several guidelines for first responders on how to approach a crashed electric vehicle and how to mitigate risk.

There are over 1 million electric and plug-in cars on U.S. roads today. The batteries used in these cars have special safety concerns for first responders if there is a car fire.

These cars can experience multiple classes of fires:

- Class A (tires, fabrics, plastics).
- Class B (fuel).
- Class C (lithium-ion batteries in hybrid and electric cars).
- Class D (magnesium, titanium, aluminum and lithium).

Electric vehicle fires can exceed 5,000 F. Applying water or foam may cause a violent flare-up as the water molecules separate into explosive hydrogen and oxygen gases.

There are several common risks for first responders associated with electric vehicle fires:

- Electrical shock (up to 400 volts).
- Extremely high temperatures and thermal runaway.
- Toxic fumes.
- Lithium burns (respiratory and skin reactions).
- Toxic runoff.
- Reignition up to 24 hours after initial extinguishment.

Reduce the risk

Many companies are meeting first responders' needs with exotic chemical agents that encapsulate the burning material. But what do those responders who don't have immediate access to 3,000 gallons of water or expensive chemical agents do in the meantime?

The following guidelines can also apply to police officers and will help mitigate your risk when you encounter an electric vehicle fire:

Pre-attack

- Park uphill and upwind.
- Establish an appropriate incident command structure.
- Identify the type of vehicle involved — standard vehicle, EV, hybrid electric vehicle, high fuel economy, etc.
- Use a thermal imaging camera to help with the 360 size-up.
- Establish tactical priorities (rescue, fire, extrication, victim care).
- Consider that this could be a combined fire, extrication, and hazmat incident.

Post-attack

- Have enough fire personnel and apparatus on the scene for an extended operation to monitor the battery's heat or possible reignition.
- When turning the vehicle over to a wrecker or towing company, brief their personnel on the hazards.
- If possible, have firefighters follow the wrecker to the storage area and place the battery-powered vehicle in a space, preferably an area 50 feet away from other vehicles, buildings, or combustibles as it could catch on fire again.

[Click here to read the full usfa article](#)

These are the most dangerous highways in N.J.

nj.com

As state highways get busier, traffic volume increases, and the commuter rush gets longer, and it seems there is a higher chance of getting into a crash. But some New Jersey highways seemed to resemble more of a demolition derby than others in 2018, based on the number crashes reported by the state Department of Transportation. Some highways seem like perfect candidates, such as the 1930s era Pulaski Skyway. There are no shoulders and little margin for error on this 3.5 mile-long network of bridges that carry Route 1&9 over the Hackensack and Passaic Rivers.

An NJ Advance Media analysis of recent released 2018 DOT crash statistics ranked the 12 highways with the most crashes and the section of each highway or interstate that had the highest number of crashes. We used that same data to rank the [highways with the most fatal crashes](#) in 2018 in an earlier article.

[Click here to read the full nj.com article and to find out which are the most dangerous](#)

Medical Air Transport Providers Concerned About Underpayment

medpagetoday

Most air medical transport takes place in helicopters, with a little more than 900 helicopters transporting a total of 360,000 to 380,000 people a year. Imagine getting paid \$6,500 for a service that costs \$10,000 to provide.

That's the situation that the medical air transport industry says it finds itself in with Medicare reimbursement. The majority of air transport patients -- about 90% -- fall into three categories: trauma patients, stroke patients, or patients with other cardiac problems, such as heart attacks. Currently, about 75% of air transport patients are on Medicare, Medicaid, or are uninsured.

A 2017 [Government Accountability Office \(GAO\) report](#) found that from 2010 to 2014, "the median price providers charged for helicopter air ambulance service approximately doubled, from around \$15,000 to about \$30,000 per transport..."

[Click here to read the full medpagetoday article](#)



BJA
Bureau of Justice Assistance
U.S. Department of Justice

Body-Worn Camera Toolkit

The Bureau of Justice Assistance has developed a website that a toolkit to help agencies with implementing and maintaining a Body-Worn Camera Program.

This toolkit organizes frequently asked questions, resources, and other information by key topics areas, including research, policy, technology, and privacy. Also, information about specific stakeholder interests can be found on that particular group's page. If you want to gain a quick understanding of the technology, recommended policies, and key privacy considerations, this toolkit section should help you get started.

[Click here to go to the bja website for the body-worn camera toolkit](#)



Winter Weather Safety Tips

Winter weather hazards and precautions. The Occupational Safety and Health Administration (OSHA) shares a variety of tips to keep in mind this winter. Tips include winter driving, snow shoveling, getting stranded in a vehicle, and more.

[Click here to read the tips](#)



NJLM 2019-2020 New Officers & Executive Board Members

On Thursday, November 21, 2019, New Jersey’s mayors elected new officers and executive board members for the New Jersey State League of Municipalities. These public servants will help lead the Association that represents New Jersey’s 565 municipal governments. They will represent the interests and needs of New Jersey’s local elected officials to the county, state, and federal governments, the courts, and the media.

Committeeman James J. Perry, Sr., of Hardwick, was elected President of the New Jersey State League of Municipalities. Mayor Janice Kovach of Clinton Town was elected to the position of First Vice President, Mayor William Chegwiddden of Wharton as Second, and Mayor Sue Howard of Monmouth Beach is Third Vice Presidents.

Two new members, Mayor William Curtis of Bay Head and Mayor John C. Glidden, Jr. of Closter, join the Executive Board, and Immediate Past President Mayor Colleen Mahr of Fanwood also takes her place on the Board. The 2019-2020 Executive Board members are:

RAS BARAKA	Mayor, Newark
TOM BIANCO	Mayor, Clayton
GAYLE BRILL MITTLER	Mayor, Highland Park
WILLIAM CURTIS	Mayor, Bay Head
JONATHAN DUNLEAVY	Mayor, Bloomingdale
SEAN ELWELL	Mayor, Elsinboro Township
ANTHONY FANUCCI	Mayor, Vineland
DANIEL FYLNN	Deputy Mayor, Newton
STEVEN FULOP	Mayor, Jersey City
JOHN C. GLIDDEN, Jr.	Mayor, Closter
LIZ LEMPert	Mayor, Princeton
COLLEEN MAHR	Mayor, Fanwood; Immediate Past President
GARY PASSANANTE	Mayor, Somerdale
WILLIAM PIKOLYCKY	Mayor, Woodbine
GUY PISERCHIA	Deputy Mayor, Long Hill
PAUL H. TOMASKO	Mayor, Alpine
JANET W. TUCCI	Mayor, West Long Branch
JESSE TWEEDLE, SR.	Mayor, Pleasantville City
MICHAEL J. VENEZIA	Mayor, Bloomfield
CRAIG H. WILKIE	Mayor, Florence

Legal Update



Some information in this newsletter is courtesy of:
Muni-Mail, 2000 Hamilton Ave. Hamilton, NJ
Kenneth Vercammen & Associates, 2053 Woodbridge Ave, Edison, NJ www.njlaws.com
<https://www.justia.com/>
<https://law.justia.com/>
Oyez
Legal Information Institute, 477 Myron Taylor Hall, Cornell Law School, Ithaca, NY
Police Chief Magazine
J. Harris Academy of Police Training www.JHARRISTRAINING.com
Jason T. Komninos Esq <https://www.jasonkomninos.com/>

The information in this newsletter does not constitute legal advice and does not establish an attorney-client relationship. If you need legal advice, please contact an attorney directly.

New Jersey Supreme Court - State v. Olenowski NJ Supreme Court Remands DRE Case to Special Master

On November 18, 2019, the New Jersey Supreme Court issued a ruling in the case of State v. Michael Olenowski. The court has ordered that the matter be heard by a Special Master, Hon. Joseph Lisa (ret.), who will decide if Drug Recognition Expert (DRE) evidence is generally accepted in the scientific community and therefore satisfies the standard to be admitted into evidence at trial under the New Jersey Rules of Evidence.

Defendant Michael Olenowski was convicted of Driving While Intoxicated under N.J.S.A. 39:4-50. At his trial, the State introduced evidence of the method police officers use to detect drug influence, known as DRE. The defendant argued that DRE evidence is scientifically insufficient to be held reliable and valid.

The outcome of this case will determine whether and to what extent DRE testimony can be used in N.J. DWI prosecutions. A date has not yet been set for the new hearing.

The remand order can be found in PDF form [here](#).

New Jersey Supreme Court - Weapons Search Not Permitted After DV TRO State v. Hemenway

NJ Supreme Court A-19 September Term 2018 081206
454 N.J. Super. 303 (App. Div. 2018)

The beneficent goal of protecting domestic violence victims must be accomplished while abiding by well-established constitutional norms. Before issuing a warrant to search for weapons under the Act, a court must find that there is:

1. probable cause to believe that an act of domestic violence has been committed by the defendant;
2. probable cause to believe that a search for and seizure of weapons is necessary to protect the life, health or well-being of a victim on whose behalf the relief is sought; and
3. probable cause to believe that the weapons are located in the place to be searched

Transposed into the context of a domestic violence search warrant for weapons, probable cause requires that the issuing court only have a well-grounded suspicion.

[Click here to see the video by Kenneth Vercammen](#)

[Click here to download the opinions and court ruling](#)

State of Oregon v. Mario Arreola-Botello (2019)

Recently, the Oregon Supreme Court ruled that extending a stop beyond the initial reason is impermissible.

Watch the Quick Roll Call Training presented by Allen Bloodgood, Case Law Expert of the J. Harris Academy of Police Training, to see what impact this case has for you and your agency.

[Click Here to See the Video Lesson Regarding this Case!](#)



U.S. Supreme Court *New York State Rifle and Pistol v. City of New York*

Does New York City's ban on transporting a licensed handgun to a location outside of the City violate the Second Amendment, the Commerce Clause, or the right to travel?

Oral arguments were held in the U.S. Supreme Court on December 2nd on a little known, but the critically-important gun case, *New York State Rifle, and Pistol v. The City of New York*. The case will explore the extent to which a local government can restrict the transport of firearms both within a state and in interstate commerce.

This case has major ramifications for New Jersey, which currently restricts the transportation of firearms to extend between a residence and workplace owned by the gun owner - from a residence to a firing range, from a residence to a repair facility and from place of lawful purchase to the residence. Outside of these exceptions, transportation of firearms in New Jersey constitutes a serious crime.

An analysis of the legal issues before the Court today can be reviewed [at this link](#).



2018–2019 U.S. Supreme Court Decisions – Traffic Safety Related

The below case is a decision from the 2018 - 2019 term of the US Supreme Court that deals with a traffic safety issue.

Mitchell v. Wisconsin (Argued April 23, 2019; Decided June 27, 2019)

Holding: The Wisconsin Supreme Court's judgment—affirming the drunk-driving convictions of Gerald Mitchell, who was administered a warrantless blood test while he was unconscious—is vacated, and the case is remanded.

Judgment: Vacated and remanded, 5-4, in an opinion by Justice Alito. Justice Thomas filed a concurring opinion. Justice Sotomayor filed a dissenting opinion, in which Justices Ginsburg and Kagan joined. Justice Gorsuch filed a dissenting opinion.

Note: Police do not generally need a court-issued warrant to draw blood from an unconscious criminal suspect. This will help police officers gather the evidence needed to keep drunk drivers off the road. It should be noted that facts and circumstances like these normally fit under the "Exigent Circumstances Rule," so chiefs would be wise to review their training in this area.



Audio Recordings US Supreme Court Cases – Arguments & Opinions

Below are links to audio recordings and text of oral arguments and opinions for US Supreme Court cases, which affect law enforcement. This service is provided free of charge by Oyez (pronounced OH-yay), a free law project from Cornell's Legal Information Institute (LII), Justia, and Chicago-Kent College of Law. It is a multimedia archive devoted to making the Supreme Court of the United States accessible to everyone.

[Kansas v. Glover](#) (Argued 11/4/2019 / not decided yet)

For purposes of an investigative stop under the Fourth Amendment, is it reasonable for an officer to suspect that the registered owner of a vehicle is the one driving the vehicle absent any information to the contrary

[Click here for the Oral Arguments – November 4, 2019](#)

[Mitchell v. Wisconsin](#) (Argued 4/23/2019 / Opinion 6/27/19)

Does a statute that authorizes blood draw from an unconscious motorist provide an exception to the Fourth Amendment warrant requirement?

A case in which the Court vacated the judgment of the Wisconsin Supreme Court affirming the drunk-driving convictions of petitioner Mitchell, who was administered a warrantless blood test while he was unconscious and remanded the case.

[Click here for the Oral Arguments – April 23, 2018](#)

[Click here for the Opinion Announcement – June 27, 2019](#)



Morris Sheriff Names K-9 Puppies in Memory of Police Officers Who Died in the Line of Duty

JoJo and Odie Picked from 398 Name Suggestions

Last month the Morris County Sheriff's Office solicited the public for potential names for two new additions to their K-9 program. Almost 400 names were submitted to the Sheriff's Office Facebook contest. Two suggestions, in particular, stood out for the 5-month-old female Belgian Malinois and 10-week-old male Labrador Retriever on its Facebook page.

Of 398 submissions, two entrants suggested the dogs be named in memory of Dover Town Police Officer Arthur J. Ohlsen, III, and Mount Arlington Police Officer Joseph S. Wargo, who both died in the line of duty.

In honor of the two Officers, the Belgian Malinois has been named JoJo, after Officer Wargo. The Labrador Retriever will answer to Odie, which was Officer Ohlsen's nickname on the police force.

"Officers Ohlsen and Wargo are still remembered and very much missed. Naming these beautiful dogs who are partnered with Morris County Sheriff's Office K-9 Detectives for them keeps their spirits alive within the law enforcement community," Morris County Sheriff James M. Gannon said.



Odie



JoJo

END OF WATCH FOR OFFICER OHLSEN: Tuesday, December 30, 2003.

Officer Ohlsen, an 18-year veteran of the Dover Police Department, was struck by a New Jersey Transit train under the Salem Street overpass in Dover as he directed fire apparatus to the scene of a fire on the tracks and tried to ensure that people known to congregate by the tracks were not in danger.

END OF WATCH FOR OFFICER WARGO: Sunday, October 16, 2011.

Officer Wargo was struck while driving his patrol vehicle on Route 80 in Roxbury Township by a driver who admittedly was impaired on drugs. The driver pleaded guilty to aggravated manslaughter and in 2013, was sentenced to 20 years in state prison.

Officer Ohlsen's son, Trevor Ohlsen, is a Morris County Sheriff's Officer. A second son, Arthur Ohlsen IV, is a former Morris County Sheriff's Officer who now is a Parsippany Police Officer.

"I think this is an amazing tribute to my father. Both my family and myself want to thank the Morris County Sheriff's Office and everyone that voted for naming of the new K-9 puppies after him," said Officer Trevor Ohlsen.

Officer Wargo's widow, Amy Wargo, said she was deeply touched by the gesture and that she still has two pugs she shared with her husband before his death eight years ago. "This is really special. It shows that Joe has not been forgotten. He would be over the moon about it," said Amy Wargo.

The two who suggested naming the pups after Officers Ohlsen and Wargo are now-retired Dover Police Officer Tim Thiel and resident Eric Budinger.

Of the hundreds of submissions, some showed a great sense of fun, wit, and thoughtfulness. Lola and Titan were suggested more than a dozen times, and many people wanted the Retriever to grow up with a human name, like Walter, Sherman, Steve or Jack. Some of the other favorites included Prince, King, Thor, Zeus, Artemis, Apollo, Justice, Badge, and Honor.

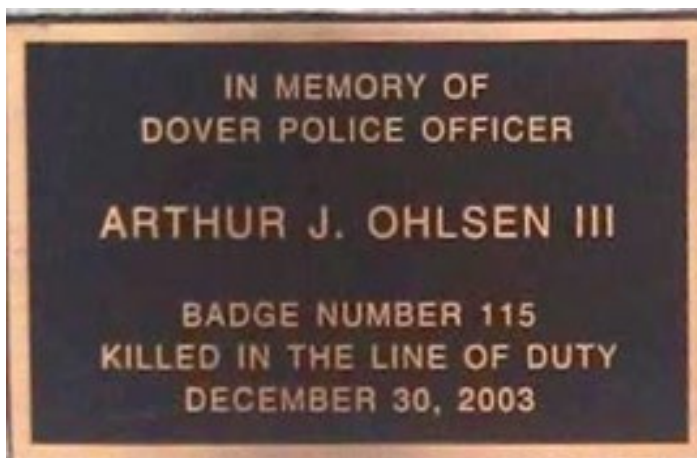
The male Labrador is partnered with Morris County Sheriff's Office K9 Section Detective John Granato, who already has begun training the Labrador in explosives detection through odor recognition exercises.

The Belgian Malinois has been paired with Morris County Sheriff's Office K9 Section Detective Marc Adamsky, who will train the pup in search and rescue and accelerant detection.

The specialized training will take up to six months before certification occurs. But both dogs will likely not start their official working careers until they are a year old and more mature.

The Labrador was donated to the Sheriff's Office by Walter Quense, founder and trainer of onPOINT-K9 in Bernards Township. The Belgian Malinois was donated by Jeff Riccio, founder and trainer at Riptide K9 in Plymouth, Massachusetts.

The K9 Section, which provides services to all 39 municipalities in Morris County, responds to more than 1,000 calls annually that include patrols, searches for missing people, fires, narcotics investigations, and sweeps of public areas, festivals, concerts and large gatherings for explosive devices.



What Happens When a City Tries to End Traffic Deaths?

Several years into a ten-year “Vision Zero” target, some cities that took on a radical safety challenge are seeing traffic fatalities go up.

citylab

In 2012, Chicago ventured where no other big U.S. city had. Under then-Mayor Rahm Emanuel, the city set a mission of eliminating traffic fatalities and injuries in 10 years. The city didn't mention “Vision Zero” by name, but its ambitious goal took inspiration from that road safety policy platform enacted 15 years prior in Sweden, leading to one of the lowest national traffic mortality rates in the world.

Since 2013, the number of deaths among U.S. pedestrians and cyclists has [risen by nearly 30 percent and 14 percent, respectively](#), nationwide.

That pattern is shared in several cities wearing the Vision Zero mantle, according to a CityLab analysis of traffic fatalities in five major cities that were among the first in the U.S. to establish Vision Zero targets. Three of the cities, Chicago, Los Angeles, and Washington, D.C., have seen fatalities rise or remain relatively flat. Two others, San Francisco and New York City, have made headway towards zero, but are seeing a pedestrian and cyclist fatalities creep up more recently.

[Click here to read the full citylab article](#)



Ranking States Based on ‘Bike Friendliness’ Amid an Uptick in Serious Crashes

"It's the responsibility of state DOTs to take action to make it safer for people biking," says the author of a new report.

State transportation departments around the U.S. have more work to do when it comes to improving conditions for bicyclists, according to a new report from a cycling advocacy group that ranks states based on how bike-friendly they are.

The League of American Bicyclists notes in [the report](#) that 45% of the nation's cycling fatalities happen on state-owned roads. These thoroughfares, though, make up just 22% of U.S. roadways.

“Those are some of the most dangerous roadways for people who are biking,” said Ken McLeod, the League's policy director and the author of the report. “That really means that it's the responsibility of state DOTs to take action to make it safer for people biking.”

In 2018, federal statistics show that 857 cyclists died in crashes with motor vehicles, marking a 6.3% increase over 2017. Deadly cycling crashes generally declined from the 1980s through the early 2000s. But since 2010, bicyclist fatality rates have been mostly rising

[Click here to read the full routefifty article](#)

‘Game-Changer’ Breath Test for Marijuana Knows if You’re Stoned

With \$20M in private equity backing, a device that can tell the difference between residual THC in the bloodstream and consumption in the last three hours could be headed for the market next year.

providencejournal.com

PHILADELPHIA — When New Jersey lawmakers debated earlier this year whether to legalize recreational use of marijuana, the Garden State’s police organizations were adamantly against it. The cops said legal weed might lead to an explosion in the numbers of impaired drivers operating under the influence. And the police would be caught flatfooted trying to tell whether drivers they pulled over were high.

“With alcohol, if you have over 0.08% in your blood, there’s the presumption that you’re intoxicated,” said Christopher Leusner, head of the New Jersey State Association of Chiefs of Police. But because marijuana stays in the bloodstream for weeks after impairment, “there hasn’t been a blood test or a breath test that can determine if you’re impaired by marijuana.”

Now there is.

It’s a breathalyzer device developed by Hound Labs in Northern California. It’s portable and can run tests for both alcohol and marijuana. It just may change the minds of many of those reluctant police officers, including in Pennsylvania, as lawmakers consider several proposals to legalize recreational marijuana use.

Mike Lynn, a veteran emergency-department physician from Oakland, California, developed the Hound in collaboration with researchers from the University of California at Berkeley and San Francisco. Lynn also happens to be a reserve deputy sheriff. Lynn claims his device can detect whether someone has smoked pot or ingested a marijuana edible in the last three hours.

The Hound is a base station and a hand-held device that together will retail for about \$5,000. The entire machine will be manufactured in the United States, Lynn said. Each test also will require a \$20 single-use cartridge.

About 30 states have legalized cannabis medically or recreationally, with Massachusetts in the latter group. Pennsylvania, New Jersey, and Rhode Island are among the dozens with medical marijuana programs.

Marijuana DUI cases hinge on blood test results. Traces of THC metabolites, the drug’s byproducts, can remain in the body for up to a month. Proving impairment is notoriously difficult. There is no legal threshold of what constitutes intoxication. Often, cases get thrown out of court.

The Hound breathalyzer, which is about a billion times more sensitive than a standard alcohol breath test, can detect the incredibly low concentrations of THC that are transported through the bloodstream and subsequently exhaled.

“We wanted to be able to detect THC in people who have recently used it — either eaten the stuff or smoked a joint,” said Lynn. “Those are the people we want to discourage before they go to the workplace or get behind the wheel.”

A Canadian start-up called SannTek has a device in development with similar capabilities.

Lynn sees the nation’s police departments as his first customers, but he believes businesses will also adopt the Hound.

[Click here to read the full providencejournal.com article](#)

Amazon Delivery Contractors Linked to Increasing Road Deaths

fleetforward.com

As the popularity of next-day and same-day delivery continues to rise, a dark side generated by these transportation demands has been growing, largely out of sight.

According to numerous reports, Amazon's promise of next and same-day delivery has caused 60 crashes and ten deaths since 2015. According to a 2018 report by the National Association of City Transportation Officials (NACTO) and the U.S. Department of Transportation's Volpe Center, deaths related to truck accidents rose 9% last year.

As part of Amazon's Last Mile program, the company has created a logistics network that relies on contracted delivery services to move products from warehouses to doorsteps. Since these drivers are contractors, not employees, Amazon has repeatedly denied that it is responsible or accountable for any of the accidents. Under the agreements of the Last Mile program, contracted delivery companies must assume all liability and legal costs, essentially protecting Amazon from blame.

While the delivery drivers are not Amazon employees, the Seattle-based company maintains control over the drivers through an app, dictating the order of deliveries and even routes. The app also tracks drivers, and any drivers who start to fall behind schedule will receive a call from an Amazon dispatcher. The online retailer requires that 999 out of 1,000 deliveries are made on time.

These contracted drivers often have to rent larger delivery vans that are not designed for urban streets to meet their delivery quotas, ProPublica's investigation found. While large trucks only make up 4% of U.S. fleet vehicles, they cause 7% of pedestrian deaths and 12% of driver and passenger fatalities, according to NACTO.

NACTO also reports that allowing larger vehicles in urban areas is dangerous because they are more difficult to maneuver. They must often double park on city streets, blocking bike lanes and sidewalks, which has contributed to an increase in pedestrian and cyclist deaths.

[Click here to read the full fleetforward article](#)



Local Law Enforcement Should Be Able to Protect Airports from Drones, Report Says

To address security risks, a task force recommends that Congress authorize local law enforcement to take down drones flown too close to airports.

State and local law enforcement agencies should be trained and given the authority to take down drones that intrude on commercial airspace, a new task force recommends in a report that highlights existing security gaps at U.S. airports.

To enable local law enforcement to protect airports, the Blue Ribbon Task Force on Unmanned Aircraft System (UAS) Mitigation at Airports recommends Congress establish a training program to give airports and local law enforcement the ability to capture drones or jam their signals.

Many airports around the country do not have the resources or ability to monitor drones flown near airports that could enter aircrafts' flight paths, said former Federal Aviation Administration leader Michael Huerta. Meanwhile, federal authorities do not have the resources or workforce to track and disable drones daily at the nation's airports, he said.

"In the absence of a federal role, a security gap will continue to exist at many airports across the United States and Canada," Huerta said. "This is something we cannot have."

Since 2016, more than 200 drones have been sighted at or near LAX alone, many coming within 300 feet of an aircraft, said Los Angeles World Airports CEO, Deborah Flint. Of those reports, authorities have identified the drone's operator in only one instance, she said.

In the United Kingdom, drone reports at Gatwick Airport in December closed down one of the world's busiest runways for 33 hours and led to the cancellation of 1,000 flights.

Only federal authorities in the United States are currently authorized to intercept drones. Interdiction of drones can include radio-link or GPS jamming, taking control of the device, or taking it out of the air with lasers, electromagnetic pulses, or projectiles.

The report acknowledges that while the U.S. Department of Homeland Security and the Justice Department have demonstrated the ability to counter drones during large-scale events, they do not have the resources or workforce to do so continuously at airports across the country. Because of this, federal authorities expect that local police agencies will initially respond to any drone reports at airports, Huerta said.

Therefore, local law enforcement is required to respond to drone reports even though they don't have the capabilities to interdict the unmanned aircraft. Only once local authorities' resources are "exhausted" will federal authorities deploy, Huerta said.

"Local law enforcement lacks the authority and resources to mitigate drones in real-time, effectively ensuring any response will fall short and require federal action that will unlikely be timely enough to mitigate the threat," Huerta said.

The report recommends establishing a pilot project, involving at least six airports, that would allow for establishing protocols to respond to reports of drones, as well as providing training and practice exercises for local law enforcement to engage with the devices.

[Click here to read the full routefifty article](#)

Driver's Licenses for Undocumented?

njspotlight

Immigrant activists have been pushing a measure in Trenton that would allow residents to apply for a driver's license, regardless of their immigration status. Gov. Phil Murphy has said he's willing to sign such legislation, but the measure is not yet on legislators' agenda. **Colleen O'Dea** reports.

[Click here to read the full article](#)

Training Events



The Americans with Disabilities Act: What Public Employers Need to Know

Date: December 5, 2019
Location: Doubletree Hotel, 700 Hope Road, Tinton Falls, NJ
Times: 8:30 am – 12:30 pm
Cost: Member Rate \$ 75.00, Non-Member Rate \$100.00

NJ State League of Municipalities seminar. The goal of this seminar is to help attendees understand their obligation as employers pursuant to the Americans with Disabilities Act (as amended). More specifically, it will provide information about entitlements afforded to qualified individuals with a disability in the hiring and employment process, the obligation to provide reasonable accommodations and engage in the interactive process, and interaction of the ADA with other state and federal law. This seminar will also address the intersection between protection under the ADA and routine personnel actions, as well as the implications for medical marijuana and drug-free workplace policies.

[Click here for more details or to register for the December seminar](#)

NJ SPOTLIGHT / NJTV roundtable

*New Jersey's
Clean Energy Future:
What's Next
with Electric Vehicles?*



NJ Spotlight Roundtable New Jersey's Clean Energy Future: What's Next with Electric Vehicles?

Date: Friday, December 13, 2019
Time: 9:00 AM - 11:30 AM
Location: Hilton Garden Inn, 800 U.S. 130, Hamilton, NJ
Cost: Free

There is widespread agreement that New Jersey will not achieve its clean energy goals unless it gets moving on electrifying its transportation sector, the biggest single source of greenhouse gas emissions.

How the state should go about doing it is a matter of dispute.

- What, if any, new incentives are needed to convince motorists to buy electric vehicles?
- What role should utilities play in building out the charging infrastructure?
- What type of investments may be required in the electric grid?

These and other questions will be the focus of this NJ Spotlight roundtable.

[Click here for more information and to register](#)



Webinar - Reducing Risk on the Road: How to Keep Officers Safe During Roadway Operations

Date: Friday, December 13, 2019
Time: 1:00 PM
Cost: Free

Reducing the risk associated with law enforcement roadway operations starts with deepening our understanding of the problem and incorporating the latest technology and research.

The routine nature of traffic stops and accident response obscures the truth—roadway operations are inherently dangerous for law enforcement officers. So far this year, 15 officers have died as a result of “struck by” incidents. And in a recent survey, more than 1 in 10 people said they have either struck or nearly struck a first responder stopped on or near the road.

Join our webinar with Lexipol co-founder Gordon Graham and a panel of experts to learn how your agency can take steps to make the roads safer for officers.

[Click here to Register Now!](#)



OFFICE OF JUSTICE PROGRAMS

Webinar - Law Enforcement Congressional Badge of Bravery

Date: December 17, 2019
Time: 2:00 pm to 3:00 pm ET
Cost: Free

This webinar will provide important details and guidance about the Law Enforcement Congressional Badge of Bravery (CBOB). The presenters will review CBOB definitions, eligibility, time periods, the nomination process, and core issues to consider when submitting nominations.

The opening date for nominations is on or about December 15 of each year. When the application period is open, all nominations must be submitted through the online Congressional Badge of Bravery Application System.

A question and answer session will conclude this webinar.

[Click here for more information and to register](#)





LEL December Webinar: Pursuits

Date: December 18, 2019
Time: 1:30 pm to 2:30 pm ET
Cost: Free

<https://www.nlelp.org/event/lel-december-webinar-ghsa-le-hso-engagement-project/>

The National LEL Program is a project of the Governors Highway Safety Association (GHSA), funded by the National Highway Traffic Safety Administration (NHTSA).



Upcoming Rutgers CAIT Courses

NJDHTS Crash Analysis Tool - Demonstration



Date: December 11, 2019
Location: Rutgers CAIT Computer Lab (1st Floor), 100 Brett Road, Piscataway
Times: 8:00 am – 11:00 am
Cost: Free

NJDHTS has developed a Crash Analysis Tool, which is a powerful analysis tool designed to allow police officers, engineers, planners, designers, and municipal executives to perform analysis, reporting, and crash data review in one streamlined, easy to use platform. The tool allows the merging of multiple data sets, including crash data, roadway data, and various safety layers for a seamless experience, referencing data from various sources and using it to make data-driven decisions regarding roadway safety. The tool includes the ability to quickly identify crash patterns, drill down within the data and analyze segments at varying levels

They are offering training demonstrations that provide an overview of the Crash Analysis Tool and how to use it. The training is three hours and will provide for a brief demonstration of the tool, as well as one-on-one assistance to create and save queries for future use.

To register or for questions, contact:

Joseph Weiss, Transportation Safety Analyst at (609) 376 9667 or email Joseph.Weiss@njoag.gov

[Click here to download the training flyer](#)

NJDHTS Grant Workshops for 2020



Dates	Locations:
January 7, 2020	Middlesex County Fire Academy, Sayreville, NJ
January 8, 2020	Morris County Police Academy, Parsippany, NJ
January 9, 2020	Anthony Canale Training Academy, Egg Harbor Twp., NJ
Time:	8:30 am
Cost:	Free

The New Jersey Division of Highway Traffic Safety is presenting a one-day workshop at three locations for potential and current 12-month highway safety grantees using funds from the National Highway Traffic Safety Administration. There is no charge to attend the workshop.

This workshop will emphasize the requirement from NHTSA that all projects be data-driven, quantified, and measurable by developing proper problem identification, reasonable goals and objectives, methodology, and evaluation plans. The SAGE application process will be reviewed, but note that THIS IS NOT SAGE TRAINING.

To register for any of the above dates, or if you have any questions, please contact: Ed O'Connor at (609) 376-9708 or Edward.OConnor@njoag.gov



Budgeting for the Elected Official: Everything you Need to Know to Create, Balance, and Approve Your Municipalities' Budget

Date:	February 22, 2020
Location:	The Conference Center at Mercer, 1200 Old Trenton Rd., West Windsor
Times:	8:30 am – 2:00 pm
Cost:	Member Rate \$ 75.00, Non Member Rate \$100.00

NJ State League of Municipalities seminar. Creating and approving a feasible budget is one of the most important tasks of an Elected Official. It is also one of the most complex and time-consuming tasks. To aid in this endeavor, the League has created a special half-day program geared towards Elected Officials to help them in understanding the Municipal Budgeting Process. The day will be broken into four parts that include:

- Budget Law Overview
- What is Budgeting
- Why is it Important
- History of State Aid, and
- Planning for the Future.

This program is a requirement of the Local Government Leadership Program.

[Click here for more details and to register for the February 22 Budgeting Program](#)

The Most Iconic Police Cars of All Time – The first police car was a wagon, patrolling the streets of Akron, Ohio, in 1899. It operated on electricity, had a top speed of 16 mph, and had to be recharged every 30 miles. With the advent of the combustion engine in cars in the early 20th century, police turned to the Ford Model T, starting a more than 100-year association between law enforcement and the car company. 24/7 Wall St. has compiled a list of cars that have been used as police vehicles.

[Click here to go to the 24/7wallst list of the most-iconic-American-police-cars](#)

Don't forget to visit the association's website regularly, www.njptoa.com; the site is updated regularly. It is also the place to go for resources and updates about the association. If you have anything for the website, please contact one of the officers.

Quote of the month

"Police officers may drive black and white cars; however, what goes on in their job is a lot of gray."

Arik Matson

Remember the five tenets of Below 100

Wear your seat belt

Watch your speed

Wear your vest

WIN: What's Important Now

Complacency kills

&

When in traffic

Wear your high visibility safety vest !!

Stay Safe Out There



Next meeting is December 4th at Mastoris Diner in Bordentown at 9:00 AM

Newsletter Information

If any member would like to submit an article, information about events and training, or anything you want to spread the word about dealing with traffic safety, please email it to Rich Maxwell at rlmax@att.net.

Disclaimer – This newsletter is published monthly by the New Jersey Police Traffic Officers Association (NJTOA), a not for profit organization. The use of this newsletter is intended for current association members and selected individuals; it is not intended for use by the general public. By reading/using this newsletter, you accept this disclaimer in full. Information contained within this newsletter generally relates to issues of traffic safety and/or police, it is not necessarily the opinion or official position of the NJPTOA. It is not intended to constitute legal or other advice; instead, all information, content, and materials available in it are for general informational purposes only. Readers of this newsletter should contact their attorney or prosecutor to obtain advice concerning any particular legal matter. No reader, user, or browser of this newsletter should act or refrain from acting based on information in this newsletter. Use of, and access to, this newsletter or any of the links or resources contained within it do not create an attorney-client relationship, or any other relationship, between the reader, user, or browser and the NJPTOA, newsletter authors, contributors, contributing law firms, or editors, and their respective employers. All liability concerning actions taken or not taken based on the contents of this newsletter are hereby expressly disclaimed. The content in this newsletter is provided "as is;" no representations are made that the content is error-free, correct, accurate, complete, or non-misleading.

