

NEW JERSEY POLICE TRAFFIC OFFICERS' ASSOCIATION

SEPTEMBER 2019 NEWSLETTER

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The only statewide association of its kind in the entire United States



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In memoriam, Chief Anthony “Tony” J. Parenti, 1932 – 2019

A life well-lived in public service, we lost a mentor to us all. Chief Parenti passed away at Overlook Hospital surrounded by his family on Thursday, August 1, 2019. Services were held on Monday, August 5th at St. Bernard and St. Stanilaus Roman Catholic Church in Plainfield.

Tony was born May 29th, in Plainfield, New Jersey, son of Peter and Anna, and baby brother of Albert, George, John, Armando, Laura, and Josephine. He was predeceased by his mother, father, and siblings, and is only survived by his brother Albert's wife Louise. After graduating from Plainfield High School, Tony joined the United States Air Force and served during the Korean Conflict, 1951 - 1955.

Following the completion of his enlistment, and Honorable Discharge, Tony joined his brother George on the Plainfield Police Department. Tony transferred to the Fanwood Police Department where he rose through the ranks to become the youngest Chief of Police in the State. While still a patrolman, he obtained his Associates Degree from Rutgers University.

In 1974, during his tenure with the Fanwood Police, Tony founded New Jersey Police Traffic Officers Association, serving as its president for 31 years and then as Executive Director until his passing. Tony is known for being involved in the drafting of legislation for numerous traffic laws and advocating for traffic safety regulations in both New Jersey and Federal levels. One of the many notable pieces of legislation he promoted was the Right Turn on Red law.

The Courier News published a weekly “Drive Time” column, authored by Tony, in its paper for over a decade.

Tony served as the President of the New Jersey State Police Chiefs Association from 1991 to 1992, and he also had served a term as the President of the Union County Chiefs of Police Association. He was also a member of the New Jersey Police Honor Legion.

After serving over 40 years as a police officer, 22 years as Chief of Police, Tony retired from the Fanwood Police Department in January of 1998 at which time he was appointed as the Director of the Union County's John H. Stamler Police Academy where he was responsible for the training of hundreds of law enforcement officers. After completing ten years as the Academy Director, he successfully ran for a seat on the Fanwood Town Council, serving two terms between 2008 and 2013.



During his lifetime, he received numerous accommodations for bravery, leadership in law enforcement, and traffic safety. He was a Distinguished Expert Marksman competing in pistol matches throughout the Mid-Atlantic, winning many with perfect scores of 300.

He also loved the horses; Tony became involved in harness racing as a horse owner. He was a member of the New Jersey Standardbred Breeders Association, serving on its board of directors for 21 years, 14 of those years as President.

Tony is survived by his wife Sally, of 63 years, their three children: Nancy Fela Parenti, North Plainfield Police Chief William "Bill" Parenti, and Somerset County Assistant Prosecutor Anthony J. Parenti, Jr. His nine grandchildren: Daniel, Michael, Danielle, William, Bryan, Anthony, Joseph, Sarah, Matthew, and his three Great Grandchildren: Luke, Alexandra, and Virginia, along with his many nieces and nephews.

Tony will be remembered as a good father, a loyal friend, and an inspiration to all he met. The consummate breaker of chops, if he didn't like you, you knew it, but he would be merciful. If he liked you, you knew it too, but there was no mercy.

In keeping with Tony's desire to continue to protect and serve the community, it is requested that donations made in Tony's name to the Fanwood P.B.A. the Fanwood Fire Department, or the Fanwood Rescue Squad.
<https://www.fanwoodpba.org/donations> <https://www.fanwoodfd.com/donations> <https://www.fanwoodrescue.com/>

You will be missed, Rest in Peace Tony.



Photos courtesy of John Mooney, TAPintoSPF.net



Monthly Business Meetings

The next regularly scheduled meeting for the association will be on September 4th, at the AAA Complex, 700 Horizon Drive, Hamilton Township (Mercer County) starting at 10:00 AM.

There will be a Board meeting starting at 9:00 AM before the business meeting.

President's Message

As summer winds to a close, and children prepare to return to school, the NJPTOA faces the tough task of adjusting to life without our longtime Executive Director, and Past-President, Tony Parenti. Tony's passing will leave a void that may never be able to be filled. We will miss his guidance, leadership, and personality at our meetings. We will be forever indebted to Tony and thank him for his service and a life well-lived.

As our meetings resume in September, so begins several important events. Back-to-school, the end of the Drive Sober or Get Pulled Over mobilization, Association elections, and an Executive Board meeting are all on the very short horizon. With so much going on, it can be tough to make the September meeting. If you are unable to attend, please stay current on association business through the website, newsletters, and your regional associations.

Stay Safe, Nick



Launched in 1946, AAA's "**School's Open – Drive Carefully!**" awareness campaign was created as a way to help reduce child pedestrian fatalities and injuries. AAA has been supporting police officers across the state with posters, pamphlets, and other ways to educate drivers and help keep kids safe in New Jersey. Reach out to your local AAA Clubs to help this school season.



Updates from the New Jersey Division of Highway Traffic Safety

FY 2019 Grant Closeout Deadline

NJDHTS wants to remind all agencies with grants from their office for the fiscal year 2019 that the deadline for your closeout reports is October 31, 2019. It is important to know that there will be no extensions to the deadline; there will be no exceptions!

Division of Highway Traffic Safety, Department of Education Call for Increased Vigilance on Roadways as Students Head Back to School

Stopping for School Buses Loading and Unloading Children Vital to Student Safety

August 30, 2019 – As more than 1.4 million students across New Jersey return to school next week, the State Division of Highway Traffic Safety and the New Jersey Department of Education are calling on motorists and students to be extra vigilant on the roadways and obey traffic laws, especially in school zones and along school bus routes.

The first weeks of school can be the most dangerous time on the road for students as they acclimate to rising early and crossing busy streets, and as motorists adjust to sharing the road with school buses.

“The safe passage of students to and from school is a responsibility we all share,” said Attorney General Gurbir S. Grewal. “We’re partnering with the Department of Education to raise public awareness of the importance of driving safely and responsibly to help reduce the risks students face as they travel back and forth to school.”

Approximately 700,000 New Jersey students are transported to and from school by bus each day, traversing some 480,000 miles on nearly 42,000 bus routes.

A survey of 1,394 school bus drivers in the state found that on a single day last spring, motorists illegally passed stopped school buses on 793 occasions. The survey, conducted annually by the National Association of State Directors of Pupil Transportation Services, counts incidents in which motorists illegally pass buses that are fully stopped with lights flashing and stop signs extended.

“What is most troubling about these statistics is that they represent a one-day snapshot of what is occurring every day on our roadways,” said Education Commissioner Lamont O. Repollet, noting that New Jersey schools must provide a minimum of 180 instruction days a year. “This is a stark reminder that, as children return to school, adults must also pay attention and become educated on safety.”

“Today, as we prepare for the start of a new school year, we want to make it clear that drivers who violate school-bus stop laws place young lives at great risk,” said Eric Heitmann, Director of the Division of Highway Traffic Safety. “Whether you’re late for work or rushing to get your children to school on time, there is no excuse for failing to stop for a school bus.”

To take on the issue of school bus safety, school officials work closely with local law enforcement to identify problem areas where motorists routinely disregard school-bus stop laws. Many police departments throughout the state are following buses in unmarked vehicles. And some school districts have begun installing cameras on buses to catch motorists who violate stop-arm laws. Since January, 1,387 citations have been issued statewide for improper passing of a school bus, a nearly 40 percent increase from the 992 summonses issued during the first seven months of the prior year.

In addition to promoting compliance with school-bus stop laws, the Division of Highway Traffic Safety provides the following tips to help reduce traffic risks and enhance student safety during the school year:

Motorists: Be aware of an increased number of students on the road. Watch out for bicyclists and pedestrians, especially when backing out of a driveway or driving through a neighborhood or school zone. Obey traffic laws, especially in school zones. Unless otherwise posted, the speed limit in a school zone is 25 mph. Student drivers holding graduated licenses must abide by all driving restrictions, including passenger limits.

Pedestrians: Parents and students, walk on sidewalks whenever they are available. If there is no sidewalk, walk facing traffic and as far from traffic as possible. Keep alert at all times; don't be distracted by electronic devices that take your eyes (and ears) off the road. Cross streets at crosswalks or intersections, where drivers expect pedestrians. Look for cars in all directions, including those turning left or right.

Bicyclists: Always wear a correctly fitted helmet with the chinstrap securely fastened. Ride in the same direction as traffic and follow traffic signs and signals. Use bike lanes whenever possible. Pay attention to traffic at all times and never use electronics that can distract you from what's going on around you.

Parents: Students drop off and pick up can cause traffic congestion that increases risks to students. The safest place to drop off your child is on the school side of the street, next to the curb. If that is not possible, park your vehicle legally (never double park) and accompany your child (using a crosswalk or at the corner) across the street to the sidewalk in front of the school.

"Back to School" Targeted School Bus Passing enforcement

The New Jersey Division of Highway Traffic Safety is looking for law enforcement agencies that conduct "Back to School" targeted school bus passing enforcement. If your agency actively engages in this type of enforcement and/or if your community has historically had this type of problem, please contact:

NJ Law Enforcement Liaison, Chief Christopher Wagner, Ret. cwagner@njsacop.org

NHTSA Law Enforcement Liaison, Chief Mike Morris, Ret. mmorris@njsacop.org



NJ Division of Highway Traffic Safety Announced More Than \$500,000 for Statewide "Drive Sober or Get Pulled Over" Traffic Safety Campaign

110 Towns Received Funding for Participation in Statewide Law Enforcement Clampdown on Impaired Driving that Runs August 16 - September 3

The NJDHTS Safety announced on August 9th that grants totaling more than \$540,000 given to local law enforcement agencies to crack down on drunk and impaired drivers as part of the national initiative, "Drive Sober or Get Pulled Over."

One hundred and ten law enforcement agencies across New Jersey received funds to staff saturation patrols and sobriety checkpoints during the **Drive Sober or Get Pulled Over** campaign, which runs from August 16 through September 3. More than 300 additional agencies, including the New Jersey State Police, are expected to join the annual statewide traffic safety effort aimed at reducing highway crashes.

"The risks of driving under the influence of drugs or alcohol are enormous and the consequences are tragic," said Attorney General Gurbir S. Grewal. "With rideshare apps and other forms of public transportation readily available, there's no excuse for anyone to get behind the wheel impaired."

In 2017, driving while intoxicated, either under the influence of alcohol or drugs, was listed as the major contributing factor in more than 25% of the 591 fatal crashes that occurred on New Jersey roads that year. Those 158 alcohol/drug-related crashes killed 174 people.

During a five-year period between 2013 and 2017, 678 individuals were killed in alcohol-related crashes in the state.

"Impaired driving remains one of the biggest traffic safety threats in New Jersey and combatting it is a year-round priority in our state," said Eric Heitmann, Director of the Division of Highway Traffic Safety. "As we head into the final weeks of summer and the busy Labor Day driving weekend, our officers will be stepping up those efforts, working longer hours and increasing sobriety checks to keep intoxicated drivers off the road. If you're out there driving under the influence of drugs or alcohol, the odds are we're going to stop you and arrest you."

Last year, law enforcement agencies statewide dedicated an estimated 6,200 total enforcement hours to the Drive Sober or Get Pulled Over campaign, including 20 fixed sobriety checkpoints. During that 3-week initiative, more than 1,196 impaired driving arrests were made, 4,764 additional speeding summonses, and 3,194 seat belt citations were written.

[Click Here to view the 2019 Grant Recipients List](#)

Planned & Unplanned Activities on Roadways

Planned

If your agency is involved in or assisting with a planned activity that will take place on any roadway, NJDHTS would like to remind all Police Agencies they should consult with or advise the respective local, county, or NJDOT office having jurisdiction over the roadway in question. This is of the utmost importance if the activity will restrict or impede the flow of traffic on that roadway. These activities would include, but are not limited to; "checkpoints," local roadway work, utility work, parades, charity runs, bike races, etc...

This process would also serve as a double-check to ensure that outside contractors have the proper permits when checking with the respective authority, such as NJDOT for state highways.

Additionally, the temporary traffic zone and controls must comply with the MUTCD, work zone standards and guidelines, as well as following the stipulations of [State v. Kirk, 493 A. 2d 1271, 202 NJ Super. 28 - NJ: Appellate Div., 1985.](#)

It is imperative that they maintain the proper traffic flow without causing unnecessary or undue delays or interruptions of the safe and efficient operation of the roadway.

Unplanned

When dealing with an unplanned situation, we ask that Officers keep the concept of “Quick Clearance” in mind. In the interest of Officer safety, safety to the public, and the expeditious flow of traffic, vehicles involved in minor non-injury crashes and disabled vehicles should be moved from travel lanes as soon as possible whenever it is safe and practicable.

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 .

NJDHTS Grant Workshops for 2020

The division of Highway Traffic Safety is planning on presenting two “Grant Workshops” in the early part of 2020. The plans include holding one workshop in the northern part of the state and one in the southern portion.

As soon as the dates and locations are set, we will announce it to all members and post it in the training section of this Newsletter.

Rear Seat Passengers & Seatbelt Usage

Rear seatbelt usage is often overlooked by Police Officers during motor vehicle stops and usually under-reported in surveys. Crash statistics may not show the true picture when it comes to how many rear-seat passengers are buckled in.

It is usually easy to tell when infants and children are in car seats, but it can sometimes be difficult to tell if teens or adults are properly wearing lap and shoulder belts. Studies have found that teens are among the group that does not use seatbelts, which is odd since they grow up “buckled in” with car seats and booster seats.

NJDHTS asks that Officers that that extra look to ensure that rear-seat passengers are indeed buckled up and to take action when they come across an unrestrained rear seat passenger.



Updates from the New Jersey Motor Vehicle Commission



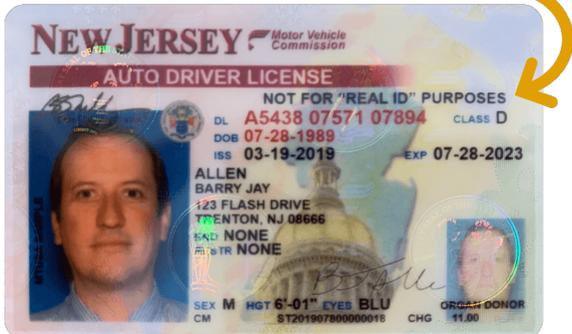
What is REALID? Do I need one?

REAL ID is the new federal requirement for state-issued driver licenses and non-driver IDs to help prevent fraudulent identification. You are not required to get a REAL ID. However, starting October 1, 2020, if you typically use your driver's license or non-driver ID (instead of a passport or other form of ID) to fly within the U.S. you probably want a REAL ID. Otherwise you will need to use a valid U.S. passport or another federally approved form of identification. The Standard New Jersey driver license can still be used for driving.

The major difference is that a standard driver license or non-driver ID will no longer be accepted as identification to fly within the U.S. after September 30, 2020. The REAL ID looks like the traditional New Jersey driver license or ID, but with a star in the upper right corner. The standard driver's license or ID looks similar, but instead of a star, it will have the words NOT FOR “REAL ID” PURPOSES written on it. Both the REAL ID driver's license and the standard driver's license are valid for driving.

The REAL ID driver license or non-driver ID looks like a traditional New Jersey driver license or non-driver ID, but with a star in the upper right corner. The standard driver's license or ID looks similar, but instead of a star, it will have the words NOT FOR “REAL ID” PURPOSES written on it.

NOT REAL ID



REAL ID



Most people are familiar with what is currently needed to provide at the MVC agencies as proof of identification for a Standard ID.

- Verifiable Social Security Number
- Provide 1 document as proof of address, and
- Provide identity documents that add up to 6 points (according to guidelines)

For REAL ID there is going to be some “New Math” happening at the NJMVC. **2 + 1 + 6 = REAL ID**

What does this mean? It means you will need to bring the following with you to get a REAL ID:

- 2 documents as proof of your address
- 1 document as proof of your Social Security Number, and
- Identity documents that add up to 6 REAL ID* points
(Check the MVC website sometime in the future for a document selector tool to help determine exactly what documents you will need to bring.) **Point values are different for a REAL ID vs. a Standard ID*

However, there will be an \$11 fee associated with changing your Standard NJ driver license or non-driver ID to a REAL ID if not done at renewal.

NJMVC has increased what motorists can now do online, "Skip the Trip" to the NJMVC if you need to:

- Order a replacement driver license/registration
- Renew your driver license/registration
- Change your address
- And more



Updates from the New Jersey State Police

Fatal Accident Investigation Unit

The 2019 Labor Day holiday period begins on Friday, August 30, 2019, at 1800 hours and ends on Tuesday, September 3, 2019, at 0559 hours.

During the 2018 Labor Day holiday last year, there were seven fatal crashes that resulted in eight deaths.

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

FATAL CRASHES			FATALITIES	
2019	325		2019	348
2018	338		2018	364
2017	358		2017	380

Difference in Fatalities from 2018 to 2019 = decrease of 16
Percentage of change between 2018 and 2019 = - 4.4%

Difference in Fatalities from 2017 to 2018 = decrease of 16
Percentage of change between 2017 and 2018 = - 4.2%

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



New Jersey Air Medical Program – JEMSTAR I and JEMSTAR II

The following was posted on NorthSTAR's Facebook page

University Hospital announced the expansion of New Jersey's Air Medical Rescue Helicopter NorthSTAR. Effective Sunday, August 4, 2019, in conjunction with the New Jersey State Police and the New Jersey Department of Health (DOH), Air Medical Services expanded to two aircraft statewide. The "Maximum Public Benefit Model" Mobile Air Medical Care (JEMSTAR Program) will continue to provide free helicopter medevac services statewide. The service modified its operational hours to initially include two aircraft twelve hours per day, 365 days of the year. The aircraft will utilize call signs JEMSTAR I and JEMSTAR II; they will use their respective Base of Operations (BoO) at NorthSTAR's Somerset Airport and SouthSTAR's Hammonton Airport Base.

If you recall, SouthSTAR ceased operations on June 30, 2016. The DOH did not receive any grant applications for SouthSTAR in State Fiscal Year 2017. The grant is up for bid every three years.

In addition to the state-funded air medical system (JEMSTAR), in 2005 DOH began licensing in-state based air medical units operated by private air ambulance companies. The Department currently licenses twelve air medical programs, eight of which being based in New Jersey.

The Regional Emergency Communications System (REMCS) at University Hospital in Newark, NJ, serves as the state's designated lead communications center for dispatching and management of New Jersey's air medical resources. The mission is made possible through the partnership between jurisdictional 9-1-1 call-centers and REMCS.



Updates from the Office of the New Jersey Attorney General

AG Directive 2019-1

AG Grewal Issues Directive Promoting Emotional and Mental Well-Being of New Jersey Law Enforcement Officers

"Officer Resiliency Directive" Creates First-in-the-Nation Statewide Resiliency Program and Establishes First Statewide Chief Resiliency Officer

On August 6th, Attorney General Gurbir S. Grewal took steps to protect the physical and emotional well-being of New Jersey law enforcement officers by ensuring that they are provided with the tools they need to cope with the unique stressors of their jobs.

Addressing a rise in reported police suicides nationwide, Attorney General Grewal issued a law enforcement directive – known as the "Officer Resiliency Directive" – implementing the New Jersey Resiliency Program for Law Enforcement ("NJRP-LE"), a first-in-the-nation statewide program to train officers in resiliency and to become better equipped to handle the daily stress of police work that, when left unchecked, may lead to physical ailments, depression, and burnout.

In so doing, New Jersey will become the first state in the country to require that all state, county, and municipal law enforcement agencies designate a Resiliency Program Officer (RPO) who will be specifically trained in, and ultimately train their departments in resiliency.

As part of the Directive, Attorney General Grewal announced the creation of a “Chief Resiliency Officer,” who will be responsible for ensuring the implementation of the statewide program. Attorney General Grewal announced that he had selected Robert Czepiel, the Chief of the Prosecutors Supervision and Training Bureau in the Division of Criminal Justice, as the state’s first-ever Chief Resiliency Officer, who will be responsible for overseeing the statewide program.

“We cannot fully comprehend the emotional and mental stress that our law enforcement officers suffer on a daily basis,” said Attorney General Grewal. “We owe it to them to not only combat the stigma associated with seeking help, but also to give them the tools they need to deal with the stress and trauma they endure. It is our hope that this first-in-the-nation program will serve as a first line of communication allowing officers to unburden job stresses and provide them with the support they deserve. We can no longer allow them to suffer in silence.”

Job stress also puts law enforcement officers at a higher risk for health and social related issues, such as high blood pressure, heart disease, diabetes, substance misuse, family and relationship stress, and self-harm.

According to Blue H.E.L.P., a nonprofit organization that tracks and monitors law enforcement suicides, at least 167 officers died by suicide last year nationwide, more than the total number of line-of-duty deaths. In New Jersey, according to this organization, 37 law enforcement officers reportedly have died by suicide since 2016. These statistics are believed to be conservative because law enforcement suicides have been historically underreported.

“The constant exposure to society’s most difficult problems can take an emotional toll on law enforcement officers that, if not addressed, can build up over time, often with tragic consequences,” said Director Veronica Allende of the Division of Criminal Justice. “Our goal is to teach law enforcement officers how to recognize and manage that stress to remain mentally healthy and avoid going down a dark hole.”

The NJRP-LE is not designed to replace already existing programs, such as Employee Assistance Programs or the very successful “Cop2Cop” program, that already provide a support and referral structure for officers in need or in crisis. Instead, it is designed to work in tandem with these programs by widening the net to cover all law enforcement officers, not just those in crisis or need.

The NJRP-LE also recognizes that officers must feel comfortable speaking with an RPO. As a result, AG Directive 2019-1 protects the confidentiality of communications between a law enforcement officer and an RPO. Law enforcement officers will be provided a list of all RPOs throughout the state, giving them the option to speak to an RPO outside of their department. The Directive also encourages law enforcement agencies to use Chaplain programs to promote open communication.

AG Directive 2019-1 requires every law enforcement officer in the state to be trained in the NJRP-LE by the end of 2022. The training is a two-day training with a mix of lectures and practical exercises. In addition, the Directive requires every law enforcement agency in the state to appoint at least one Resiliency Program Officer (RPO) who, once trained, will be responsible for implementing the NJRP-LE in their agency.

This Directive grew from the efforts of a working group that included representatives from the Division of Criminal Justice and 29 other law enforcement agencies and associations from across the state.

[Click here to download a copy of AG-LE-Directive 2019-1](#)

AG Directive 2019-2

AG Grewal Issues First-In-The-Nation Statewide Directive to Enforce New Jersey's "Extreme Risk" Gun Safety Law – Protective Orders

AG Directive Requires and Empowers Law Enforcement Officers to Take Action to Protect Individuals Facing Significant Risk of Injury from Firearm Violence

On August 15th, Attorney General Gurbir S. Grewal issued the nation's first statewide directive to law enforcement implementing an "extreme risk" gun safety law. The directive, which applies to all 36,000 law enforcement officers in New Jersey, will make it easier for officers to keep firearms away from individuals who present a significant risk of harming themselves or others.

Attorney General Directive 2019-2 – known as the "Extreme Risk Directive"– guides and directs New Jersey's law enforcement officers on the proper implementation of the state's Extreme Risk Protective Order ("ERPO") Act of 2018, which takes effect on September 1, 2019. The new law creates a process through which a family or household member, or a law enforcement officer, may apply for an order against a person who presents a significant danger of bodily injury to himself or others by possessing or purchasing a firearm. Issuance of such an order, known as an ERPO, prohibits that individual from possessing or purchasing a firearm or ammunition and from holding any firearms identification cards or permits.

"New Jersey is leading the way in taking commonsense action to protect our residents and law enforcement officers from the daily scourge of gun violence," said Attorney General Grewal. "But our laws are only as powerful as our willingness to use them. That's why I am issuing the first-ever statewide directive to help our law enforcement officers understand their authority and their obligation to protect families from gun violence in moments of crisis. This Directive gives every law enforcement officer in this state the tools and knowledge they need to intervene before it's too late."

"Any family that has experienced the type of crisis this Directive addresses will understand immediately how these protective orders can be life savers, as will any police officer who has responded to emergency calls involving persons who pose a danger to themselves or others because they are mentally or emotionally unstable," said Director Veronica Allende of the Division of Criminal Justice. "We are training prosecutors and officers throughout New Jersey this month to ensure that they are prepared to make effective use of these orders and inform the public about them."

"In the past, many in law enforcement have experienced the frustration caused by not having procedures in place that allow an officer to initiate a streamlined process for removing a firearm from an individual who poses a threat to themselves or the public," said Colonel Patrick Callahan of the New Jersey State Police. "This directive is a much needed and welcomed tool now available to both the police and the public, and it will undoubtedly save lives."

The Extreme Risk Directive instructs law enforcement officers and prosecutors on whether and when to file for an ERPO, how to inform and assist the public on ERPO petitions, and the standards and processes for doing so. In particular, the Directive instructs that law enforcement officers have a duty to educate people on the availability of ERPO petitions, and specifically to inform family and household members at risk of firearm violence of the Act and its procedures. The Directive also confirms that law enforcement officers must seek an ERPO from the Court wherever they have probable cause to believe that a person poses an immediate and present danger of causing bodily injury to self or others by having custody or control of, owning, possessing, purchasing, or receiving a firearm.

At the same time, the Extreme Risk Directive confirms that law enforcement officers have a variety of other important tools to intervene in moments of crisis. These can include the Prevention of Domestic Violence Act, the Sexual Assault Survivor Protection Act, a mental-evaluation referral, a civil commitment, or criminal complaints, investigations, or charges.

Understanding the importance of training law enforcement officers, the Attorney General's Office, in partnership with the Administrative Office of the Courts, conducted 16 training sessions across the state in August for prosecutors and law enforcement officers on how to enforce the ERPO Act, covering the Directive, and the process of how to file a petition.

[Click here to download a copy of the AG-LE Directive 2019-2](#)

AG Grewal Announces Grants to Establish “Opioid Response Teams” in Five Cities Throughout New Jersey

Teams to Provide 24/7 Crisis Intervention for Individuals Suffering from Opioid Addiction

Expanding New Jersey's successful law enforcement-based addiction diversion programs, Attorney General Gurbir S. Grewal announced on August 22nd that the Office of the New Jersey Coordinator for Addiction Responses and Enforcement Strategies (“NJ CARES”) plans to award \$749,999 in federal funding to create Opioid Response Teams (“ORTs”) in five New Jersey municipalities. The teams will provide around-the-clock crisis intervention for individuals suffering from opioid addiction.

Police departments in Newark, Camden, Paterson, Trenton, and Toms River are expected to participate in the program. These municipalities were invited to participate based on a data-driven analysis of the impact of the opioid epidemic across all New Jersey municipalities.

Recent data show Camden and Newark as having more naloxone administrations by first responders than any other municipalities in the State, as well as more drug-related arrests than any other municipalities in the State, and they are located in the two counties (Camden and Essex) with the highest rate of drug overdose deaths. Paterson and Trenton likewise are among the cities with the most naloxone administrations and drug-related arrests. And Toms River is a hub for opioid-related activity in Ocean County, which also has been hit hard by the opioid epidemic.

Response teams in these municipalities, which will include at least one representative from the local police department and from Emergency Medical Services (“EMS”), as well as a Substance Abuse Recovery Advocate (“SARA”). Each participating municipality is expected to receive \$149,999.80. The funding is for a 19-month period that runs from October 1, 2019, to June 30, 2021. Funding for the ORT subgrants comes from a grant the Department of Law & Public Safety received from the U.S. Department of Justice, Bureau of Justice Assistance. Each of the identified subgrant recipients must return its application and award package to NJ CARES by September 19, 2019.

The Committee identified the five municipalities based on the average number of opioid overdose deaths in each municipality; the number of naloxone administrations; the number of drug-related arrests; existing ORT-like programs; existing treatment resources; the municipality's location in the state; and the population of the municipality.

The municipality-focused ORT program complements the county-based approach of New Jersey's successful Operation Helping Hand programs, which have been credited with linking hundreds of individuals with services to address their drug use.

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



[Uninsured Motorist Identification Directory](#)

The Uninsured Motorist Identification Directory (UMID), is a comprehensive directory of insurance carriers hotlines where law enforcement officers can ascertain the status of insurance with respect to any vehicle insured in New Jersey. It is recommended that every police agency in New Jersey, which may conduct traffic stops, establish a protocol that involves the use of the UMID to determine insurance status when checking license, registration and other checks.

[Click here to download a copy of the UMID](#)

To order a printed and wire bound copy of the UMID booklet, contact the *Law Enforcement Liaison* by calling (609) 633-6978

or

Writing to OIFP at:

Office of The Insurance Fraud Prosecutor

Attn: Law Enforcement Liaison

PO Box 094

Trenton, NJ 08625-0094



[Updates from the New Jersey Department of Transportation](#)

[\\$161M Released to County Governments for Road and Bridge Improvements](#)

NJDOT Commissioner Diane Gutierrez-Scaccetti announced on August 1st the release of [\\$161.25 million in the Fiscal Year 2020 County Aid grants](#) to help make infrastructure improvements on the local level. The grants are funded through the New Jersey Transportation Trust Fund, which is supported by the gas tax.

“Providing state funding to county and local governments so they can keep their transportation infrastructure in good working condition is of the highest importance,” said Acting Governor Shelia Oliver, who is also Commissioner of the Department of Community Affairs.

The State’s 21 counties will share a total of \$161.25 million through the County Aid program that will help maintain local roads and bridges in a state of good repair. Thousands of motorists travel these roads and bridges each day.

County Aid funds are appropriated annually for the improvement of public roads and bridges under county jurisdiction. County Aid funds are apportioned based on population and road mileage in each county, and each county selects the projects that receive funding. Counties are required to submit eligible projects to NJDOT for approval before December 1, 2019.

These state funds are available for eligible projects identified in each County’s Annual Transportation Program. Projects may be improvements to public roads and bridges under County jurisdiction, or other transportation-related work.



Updates from New Jersey Transit

Governor Murphy Signs Executive Order Directing NJ TRANSIT to Release Monthly Rail Performance Metrics

On August 19th, Governor Murphy signed Executive Order No. 80, requiring NJ TRANSIT rail performance metrics to be shared with the public monthly through the agency's website. This step forward in providing transparency and accountability for commuters follows from a number of the findings in the independent audit of the agency's operations ordered by the Governor and released in October 2018.

"Improving communication with customers has been among the most important objectives in our efforts to improve NJ TRANSIT performance, safety, and reliability," said Governor Murphy. "The step we're taking today requiring performance metrics to be released monthly will give rail commuters the information they need to make informed decisions and provide accountability to the public in real-time."

"When I arrived at NJ TRANSIT, I found a hollowed-out, severely neglected organization which hampered our ability to deliver the service our customers rightfully expect and deserve," said NJ TRANSIT President and CEO Kevin Corbett. "We've taken aggressive measures to address recruiting, Infrastructure needs and languishing capital projects. As a result, we are rapidly restoring the depleted ranks of employees and seeing improved performance that indicates we've turned a corner. But make no mistake, we still have a lot of ground to make up. I will not be satisfied until our customers are. Increased transparency and improved metrics will hold our organization accountable at all times."





Updates from the US Department of Transportation



Child Passenger Safety Week: September 15-21, 2019 National Seat Check Saturday: September 21, 2019

Every 32 seconds in 2017, one child under the age of 13 in a passenger vehicle was involved in a crash. Many times, injuries and deaths can be prevented by proper use of car seats, boosters, and seat belts.

Use this toolkit to download campaign materials and get information on how to generate awareness about child car safety in your community.

Click [here](#) and get your campaign materials now.





National Teen Driver Safety Week – October 20 - 26, 2019

This week - and every week, parents should have conversations with their teens about the important rules they need to follow to stay safe behind the wheel of a motor vehicle.

These rules address the greatest dangers for teen drivers:

- distracted driving (texting while driving)
- impaired driving (alcohol and drugs)
- inconsistent or no seat belt use
- number of passengers
- speeding

Even if you think they aren't listening, they are. So, remember, **set the rules before they hit the road.** Click [here](#) and get your campaign materials now.



NEW: Work Zone Crashes and Injuries Data Available

NHTSA's 2017 work zone crash and injury data are now available on the National Work Zone Information Clearinghouse. [Click here to see the new data.](#)



Halloween Impaired Driving Prevention – October 31, 2019

Halloween is meant to be scary, but not when it comes to driving ...yet when it comes to impaired driving, Halloween can turn the roads into a horror fest.

- Eleven vehicle occupants and three pedestrians were killed in drunk-driving crashes on Halloween night 2017.
- Those under the age of 21 had the highest percentage of fatalities (45%) in drunk-driving crashes on Halloween night in 2017.

Use these marketing tools, which can be distributed to fit your local needs and objectives. These materials will partner your office with other States, communities, and organizations on this impaired driving prevention initiative.

Click [here](#) and get your campaign materials now





Federal Motor Carrier Safety Administration Proposes Permanent Crash Preventability Determination Program

On July 31st the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) proposed a permanent crash preventability determination program to gain additional data to recognize possible safety risks on our nation's roads.

This crash preventability program examines the feasibility, costs, and benefits of determining and displaying the preventability of certain crash types. A demonstration project that started in August 2017, with strong participation from motor carriers, the FMCSA reviewed more than 5,600 crashes submitted by truck and bus companies to determine if the motor carrier could have prevented a crash. Approximately 94% were found to be not preventable by the motor carrier or commercial driver.

This new plan proposes to transition to a long-term crash preventability determination program for FMCSA. Also, the Agency is proposing the removal of not preventable crashes from the Safety Measurement System Crash Indicator Behavior Analysis Safety Improvement Category (BASIC), expanding the types of crashes that can be evaluated from eight to fifteen.

"Data drives our agency's decisions, and the information we've received and analyzed during the demonstration project informed our action today to expand and improve the crash preventability program," said FMCSA Administrator Raymond P. Martinez. "We've listened to carriers, drivers, and other commercial motor vehicle stakeholders throughout each step of this process, and strongly encourage all interested parties to submit comments on our proposed changes."

FMCSA seeks public comments on the proposed changes to the program. The comment period will be open until the end of September. For more information about the proposal, including how to submit comments to the Federal Register docket, click on the following link: [click here](#).

Learn more about FMCSA's Crash Preventability Demonstration Program [click here](#).



One-on-One With FMCSA's Ray Martinez

On August 15th, One day after his agency released [proposed rulemaking changes to hours of service](#), Federal Motor Carrier Safety Administrator Ray Martinez sat down with Transport Topics reporter Eleanor Lamb at the National Truck Driving Championships in Pittsburgh to talk about the proposal, as well as driver training and other topics.

Some of you may remember New Jersey's connection with Ray Martinez; he was the head of NJMVC during the Christy administration.

[Click here to see the short video of the Transport Topics interview with Ray Martinez](#)



FMCSA Publishes Proposed Changes to Hours-of-Service Rules to Improve Safety and Increase Flexibility for Commercial Drivers

On August 15th, the Federal Motor Carrier Safety Administration issued proposals to make changes to the federal hours-of-service rules for the nation's truck drivers.

The FMCSA wants drivers and all CMV stakeholders to share their thoughts and opinions on the proposed changes to hours of service rules. "We encourage everyone to review and comment on this proposal," said FMCSA Administrator Raymond Martinez.

FMCSA's proposed rule on hours of service offers five key revisions to the existing HOS rules:

- to increase safety and flexibility for the 30-minute break rule by tying the break requirement to eight hours of driving time without an interruption for at least 30 minutes, and allowing the break to be satisfied by a driver using on duty, not driving status, rather than off-duty.
- to modify the sleeper-berth exception to allow drivers to split their required 10 hours off duty into two periods: one period of at least seven consecutive hours in the sleeper berth and the other period of not less than two consecutive hours, either off duty or in the sleeper berth. Neither period would count against the driver's 14-hour driving window.
- to allow one off-duty break of at least 30 minutes, but not more than three hours, that would pause a truck driver's 14-hour driving window, provided the driver takes 10 consecutive hours off-duty at the end of the work shift.
- to modify the adverse driving conditions exception by extending by two hours the maximum window during which driving is permitted.
- a change to the short-haul exception available to certain commercial drivers by lengthening the drivers' maximum on-duty period from 12 to 14 hours and extending the distance limit within which the driver may operate from 100 air miles to 150 air miles.

FMCSA's proposal is crafted to improve safety on the Nation's roadways. The proposed rule would not increase driving time and would continue to prevent CMV operators from driving for more than eight consecutive hours without at least a 30-minute change in a duty status.

The agency will accept comments on the proposal for 45 days after it is published in the Federal Register, scheduled for Aug. 20.

[Click here to download 129-page Hours of Service Federal Register Notice-2018-02481](#)

[Click here to read the Transport Topics news article on the proposed changes](#)



Rail Safety Week, September 22-28, 2019



Operation Lifesaver, Inc., the national rail safety education nonprofit, works in partnership with the U.S. Department of Transportation and other organizations to observe *Rail Safety Week* each year. The goal of RSW is to raise awareness of the need for rail safety education and empower the general public to keep themselves safe near highway-rail grade crossings and railroad rights-of-way.

The first U.S. Rail Safety Week was held September 24-30, 2017, as Operation Lifesaver Inc celebrated its 45th year. In 2018, Rail Safety Week was expanded to include Canada.

Operation Lifesaver's mission is to reduce collisions, fatalities, and injuries at highway-rail crossings and preventing trespassing on or near railroad tracks. While the number of highway-rail crossing collisions, deaths and injuries have dropped over the past five decades, it's still a startling fact that about every three hours in the U.S., a person or vehicle is hit by a train.

Operation Lifesaver invites all law enforcement agencies to join them in observing the next Rail Safety Week, September 22-28, 2019. Together, we can save families and communities from enduring these heartbreaking tragedies.

Sharable Rail Safety Week assets are available [by clicking here](#) to go to the events material page.





Amtrak's Operation RAILS SAFE

Operation RAILS SAFE was developed through a partnership between the Amtrak Police Department (APD), New York Police Department (NYPD), and the Transportation Security Administration (TSA) in May 2010.

Amtrak Police, TSA personnel and law enforcement officers from federal, state, local, rail and transit agencies deploy at passenger rail and transit stations, and along the right-of-way, to exercise counterterrorism and incident response capabilities. This coordinated effort involves activities such as heightened station and right-of-way patrols, increased security presence onboard trains, explosives detection canine sweeps, random passenger bag inspections, and counter-surveillance.

The goal of Operation RAILS SAFE's training component is to strengthen coordination and integration between and among Amtrak's stakeholders (emergency responders, host railroads, transit agencies, law enforcement, etc...) and improve the security of passengers, employees, and infrastructure from acts of terrorism.

By enhancing response, information sharing, and collaboration capabilities, the training is also consistent with the National Infrastructure Protection Plan, Transportation Sector-Specific Plan, and the National Response Framework. It is also aligned with the planning, prevention, protection, and community resilience core capabilities outlined in the National Preparedness Goal.

Below is a list of some New Jersey agencies already involved in Operation RAILS SAFE:

Burlington Police Department
Delaware River Port Authority Police Department
Hamilton Police Department
Linden Police Department
Mercer County Sheriff's Office
Metuchen Police Department
Middletown Police Department
New Brunswick Police Department
New Jersey Transit Police Department
NJ State Police-Air Support
Norfolk Southern Police Department
North Brunswick Police Department
Rahway Police Department
Trenton Police Department
West Windsor Township Police Department
Woodbridge Police Department

[Click here to read more about Amtrak's Operation RAILS SAFE](#)

[Click here to read more about or to register for Operation RAILS SAFE training](#)





Understanding Law Enforcement Attitudes and Beliefs about Traffic Safety

Some police departments find themselves focusing on violent crime due to the obvious harm it causes and due to the negative publicity, it generates in the media. Departments are equally likely to save lives by prioritizing traffic safety functions.

In May of this year the Montana Department of Transportation, in cooperation with the Federal Highway Administration, released a 121-page report dealing with how the culture within law enforcement agencies impacts engagement in traffic safety enforcement.

The four goals of this project involved:

- 1) How law enforcement leaders and officers prioritize traffic safety relative to other public safety issues;
- 2) Self-reported attitudes, beliefs, and behaviors about traffic safety enforcement activities;
- 3) Law enforcement's perceptions of how traffic safety enforcement behaviors have changed in recent years; and
- 4) How prioritization of traffic safety attitudes, beliefs, enforcement behaviors, and perceptions of change vary between leaders and officers, agency types, and urban and rural settings.

A survey was developed, pilot tested, and completed by a total of 568 officers in 19 agencies (four statewide, six sheriff's offices, and nine municipal agencies) in four states across the country.

Based on analyses of the survey responses and interviews, recommendations to increase traffic safety enforcement were made including (there is more detail contained within the Project's full report):

- 1) Frame conversations and efforts to increase enforcement around concern for safety and agreement with zero deaths and serious injuries goals.
- 2) Increase the prioritization of traffic safety and traffic safety enforcement among officers.
- 3) Leaders and supervisors should establish clear expectations for regular and consistent traffic safety enforcement
- 4) Work to reduce barriers to regular and consistent enforcement.
- 5) Bolster training and knowledge about traffic safety enforcement.
- 6) Use the Brief Survey and Dialogue Guide to facilitate a dialogue between agency leaders, supervisors, and officers (see the Project's full report for the Dialogue Guide).

The MDT and FHWA believe that this document will help agencies determine whether their policies and priorities are correctly balanced to provide the greatest good for their communities. With that goal in mind, it is recommended that you should read the entire report to fully comprehend how they came about the results and the details of the recommendations.

[Click here to download the full report - Law Enforcement Attitudes and Beliefs about Traffic Safety](#)

[Click here to go to Montana's DOT webpage for the project](#)



Miscellaneous Traffic Safety Items



National Traffic Incident Response Awareness Week November 10th-16th, 2019

Traffic Emergency Actions Matter Be part of the Team!

Incident response is always on our minds.



Every minute of every day, emergency responders across the country work to help save lives at the scene of traffic incidents. Too many are struck on the scene - too many die. The goal of National Traffic Incident Response Awareness Week is, for the fourth year, to reach out to every responder, and every driver, and every passenger, to make it clearer that every person has a role to play. Stay tuned here for resources to help you reach out to your communities, to your organizations, and your hero responders.

[click here to go to the timnetwork.org TIM Awareness Week website](http://timnetwork.org)

[click here to view the NJTIMs video](#)

Bicycle Helmet Fraud

pittsburgh.legalexaminer.com

Whether buying a bike helmet as a consumer or inspecting one as a police officer, the most important thing to look for is the Consumer Product Safety Commission (CPSC) tag attached inside it. The CPSC tag assures that the helmet has been tested and certified to meet current safety standards.



Consumer Reports found instances of fraudulent CPSC decals. Just like fake motorcycle helmet decals, there are fake bicycle helmet stickers too. These fake labels could easily trick customers into thinking they are getting a safe product when they are not.

There some companies that take helmet safety very seriously. Volvo automotive company is one of them, they collaborated with POC, a Swedish helmet maker, in June they released the results from the world's first crash tests of bike helmets against cars. This is part of a groundbreaking new research project that aims to further protect cyclists. [Click here to read more on the testing and view Volvo's video](#)

Tips for Buying a Safe Bicycle Helmet

It is best to buy from a local bike shop, as they are more likely to be selling only certified products. They can also help you find a helmet that fits you right. A well-known chain store would be the next choice. When buying online, buy directly from the manufacturer's site or reputable retailers.

Look for the CPSC label, and check that it has the following statement: "Complies with U.S. CPSC Safety Standard for Bicycle Helmets for Persons Age 5 and Older," or "Complies with U.S. CPSC Safety Standard for Bicycle Helmets for Persons Age 1 and Older (Extended Head Coverage)."

Manufacturers can hide behind online websites, so check the helmet for proof that the manufacturer stands behind the product. Look for the name, address, and phone number of the manufacturer on the helmet. If the helmet was made out-of-country, look for the name and address of the foreign manufacturer.

Look for the serial number on the helmet, as well as the month and year, and the helmet was manufactured.



Below 100 Campaign

In the recent gun battle in Philadelphia where six police officers were wounded, the only officer to remain hospitalized the next day was the officer who crashed his vehicle on route to the scene.

This injury was preventable and Below 100 training can help you prevent events like this in your department.

The focus of this effort is to address line-of-duty deaths, which are a direct result of motor vehicle crashes using the Below 100 program's five tenets:

1. Wear your seat belt
2. Watch your speed
3. Wear your vest
4. WIN: What's Important Now
5. Complacency kills.

Below 100 Mission

Reduce line-of-duty deaths to fewer than 100 per year.
(Not seen since 1943.)

Below 100 Vision

Eliminate preventable line-of-duty police deaths and serious injuries, to focus on areas under an officer's control by providing innovative training and awareness, through presentations, social media, and webinars on identifying the leading causes and current trends in preventable line of duty deaths and injuries.

For more information about the Below 100 campaign and to look into training for your department, [Click here to go to the Below 100 website.](#)

Below 100 will also be discussed during the September LEL webinar, check the Training section of this newsletter for more information.

Facebook and Law Enforcement - Expanding Local Alerts Within the US **Helping local governments and first responders keep people safe and in-the-know**

Facebook recently announced that they will start to open up access to local alerts — Facebook's tool to help local governments and first responders keep people in their communities safe and in-the-know — to any eligible Facebook Page in the US by the end of the year.

Since early 2018, they partnered with local authorities across the country to test this new, free tool designed to help them communicate urgent, need-to-know information when it directly affects people in their communities or requires them to take action.

When authorities mark posts as local alerts, Facebook will greatly amplify their reach so that people living in an affected community are much more likely to see them. Notifications are sent to people living in the affected area, and it will also be shown on Today In, a new place on Facebook for local news, community information, and conversations between neighbors. The local alert indicator will be shown next to that post in News Feed.

Over the past year, information officers from over 350 local governments have used local alerts in a range of everyday emergencies — and some crises — including flash flood warnings, mandatory evacuations, missing people reports, water main breaks, active shooters, road closures, winter storms, extreme temperature warnings, bomb threats and many more. [Click here to read more from facebook on this topic](#)

What Are Policemen Made Of?

By Paul Harvey 1970

Some of you may remember Mr. Paul Harvey (Aurandt). His father was a Tulsa Police Officer who was killed in the line of duty in 1921 by robbers when Paul was only two years old, but here's the Rest of The Story.

He was an ABC radio commentator and news columnist noted for his firm staccato delivery and his conservative but individualistic opinions on current events. He enjoyed an almost unparalleled longevity as a national broadcaster reaching over 24 million listeners via 1,600 radio stations daily, including 400 Armed Forces Radio Networks. He started his broadcasting career in Chicago during 1944 after serving in the Army Air Corps, becoming nationally syndicated in 1951. He continued broadcasting weekday mornings, mid-days, and at noon on Saturdays, as well as his famous Rest of The Story segments until retiring in 2008.

He was awarded the Presidential Medal of Freedom in 2005, Paul passed away in 2009 at the age of 90.

One his most memorable and best stories was titled "What Are Policemen Made Of?" Even though it was written in 1970, it still speaks volumes today. [Click here to listen to Paul Harvey tell the story](#)

Here is the text of Paul's story:

"A policeman is a composite of what all men are, I guess, a mingling of saint and sinner, dust and deity. What that really means is that they are exceptional, they are unusual. They are not commonplace. Buried under the froth is the fact, the fact is that less than one half of one percent of policemen misfit that uniform, and that is a better average than you'd find among clergymen.

"What is a policeman?

"He of all men is at once the most needed, and the most wanted, a strangely nameless creature who is sir to his face and pig or worse behind his back. He must be such a diplomat that he can settle differences between individuals so that each will think he won, but, if a policeman is neat, he's conceited, if he's careless he's a bum, if he's pleasant, he's a flirt, if he's not, he's a grouch.

"He must make instant decisions that would require months for a lawyer but if he hurries, he's careless, if he's deliberate, he's lazy. He must be first to an accident, infallible with diagnoses. He must be able to start breathing, stop bleeding, tie splints, and above all, be sure the victim goes home without a limp.

"The police officer must know every gun, draw on the run and hit where it doesn't hurt.

"He must be able to whip two men twice his size and half his age without damaging his uniform, and without being brutal. If you hit him, he's a coward, if he hits you, he's a bully. The policeman from a single human hair must be able to describe the crime, the weapon, the criminal, and tell you where the criminal is hiding but, if he catches the criminal, he's lucky, if he doesn't, he's a dunce.

"He runs files and writes reports until his eyes ache to build a case against some felon who will get dealt out by some shameless shamus. The policeman must be a minister, a social worker, a diplomat, a tough guy, and a gentle man. And of course, he'll have to be a genius, because he'll have to feed a family on a policeman's salary."



Legal Update

Some information 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/>

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 Appoints Panel to Hear Cases in Alcotest Decision

On August 2nd, the Supreme Court announced that it had appointed a panel of four judges serving on recall to resolve the DWI cases affected by State of New Jersey v. Eileen Cassidy. The order, signed by Chief Justice Stuart Rabner, assigns these judges to handle DWI cases in which the Alcotest machines used to take breath tests from defendants had not been calibrated with the proper thermometer. The Supreme Court ruled back in November that tests obtained from these uncalibrated Alcotest machines were not reliable as evidence.

The four judges are Judge Robert A. Fall (lead judge), Judge Linda G. Baxter, Judge Stephan C. Hansbury, and Judge Robert B. Reed. They will sit as Municipal Court Judges with statewide jurisdiction.



Governor Murphy Signs Legislation Expanding Use of Ignition Interlock Devices

Summary – This law shall apply to any offense occurring on or after December 1, 2019. A first-time conviction for DWI or refusal requires that the person must install an ignition interlock device. Also, there is a significant reduction in the length of license suspensions.

New penalties for *First-time offenders with BAC of:*

0.08 to 0.10 - must install ignition interlock at own cost, use for six months — license suspension of 30 days.

0.10 to 0.15 - must install ignition interlock at own cost, use for six months to a year — license suspension of 45 days.

Higher than 0.15 - must install ignition interlock at own cost, use for one year to 18 months — license suspension of 90 days.

On August 23rd, Governor Murphy enacted a new law expanding the use of an ignition interlock device for those convicted of drunk driving offenses and of refusing breath tests. The legislation (also reduces the length of license suspension and forfeitures for these offenses.

“Expanding the use of ignition interlock devices is just common sense,” said Governor Murphy. “We must deter drunk driving without negatively impacting individuals’ ability to take care of themselves or their families. License suspensions are an imperfect tool for accomplishing both aims, as they do not stop drunk drivers from getting behind the wheel, and they can prevent ex-offenders from supporting their livelihoods. In contrast,

ignition interlock devices prevent drunk driving while allowing ex-offenders to support themselves and their families.”

“Ignition interlock systems have saved hundreds of lives and significantly decreased crashes due to impaired driving,” said NJ MVC Chief Administrator Sue Fulton. “Safety is at the center of everything we do here at NJMVC, so we support installing these systems as a strong, effective alternative to driver suspensions.”

This measure requires that first-time offenders install ignition interlock devices (IID), at a cost to the offender. The use of IIDs and suspensions after the first offense are upon the severity of the offense.

The legislation further requires the Chief Administrator of the New Jersey Motor Vehicle Commission to issue a summary report containing information on drunk driving offenders that are required to install an IID, on a semi-annual basis.

“The numbers show that requiring the installation of an ignition interlock device is the most effective way to prevent repeat offenses and ultimately reduce deaths caused by drunk driving,” said Senator Joseph Lagana. “You simply cannot drive drunk with one in your vehicle because the engine will not even start if you are intoxicated. This law will make our roads safer to travel for all of our residents.

“There is strong evidence that interlock devices are effective in reducing re-arrest rates while they are installed in offenders’ vehicles. A more widespread and sustained use of interlocks among people arrested for DUI could have a substantial impact on reducing alcohol-related crashes,” said Assemblywoman Joann Downey. “Traditionally, the penalty for intoxicated driving has been a suspension of the driver’s license, but in the absence of a driver’s license, the individual may not be able to get to work, or, if their job requires driving, perform their duties. This can lead to the loss of employment, which can, in turn, lead to emotional consequences such as depression, thereby encouraging more of the substance abuse that led to the penalty in the first place.”

“This law is an important step in improving safety by updating the definition of impaired driving for the realities of today’s opioid crisis and the potential for expansion of marijuana access, whether medicinal or commercial,” said Assemblyman Dan Benson. “Also, by using alternatives to suspensions, such as interlock devices, we can reduce opportunities for drunk driving by offenders who may be tempted to drive while on suspension.”

“This law represents the most significant DWI reform in New Jersey in nearly a decade,” said MADD National President Helen Witty, whose 16-year-old daughter, Helen Marie, was killed by a drunk driver while rollerblading on a bike path after school. “We are so grateful to Governor Murphy, Senator Scutari, Assemblywoman Downey and all of the lawmakers, volunteers, staff and traffic safety partners who have worked for years to add New Jersey to a growing list of states that recognize all-offender laws like this one save lives.”

“I want to thank Governor Murphy for signing this law that will save lives. I was nearly killed by a drunk driver during my senior year at The College of New Jersey, and I know the anguish this violent, preventable crime inflicts on survivors and family members,” said Steven Benvenisti, Esq., Partner at Davis, Saperstein & Salomon, a former MADD National Board Member, longtime MADD New Jersey volunteer, who has worked for years to pass an all-offender interlock law in New Jersey. “In 2018, ignition interlocks kept 13,500 drunk drivers off our roads. Now, this lifesaving technology will be used to its fullest potential.”

[Click here to read a copy of S824](#)

Recent Bills Signed into Law or Vetoed

In August, Governor Murphy signed the following two police-related bills into law:

S785 (Sarlo, Lagana/Calabrese, Mukherji) - Requires Police Training Commission to develop a supplemental training course for certain county corrections officers.

S1403 (Diegnan, Singleton/DeAngelo, Mazzeo, Sumter) - Permits service credit transferred from another State-administered retirement system to apply toward creditable service requirement for retirement in SPRS.

In August, Governor Murphy absolute vetoed the following bill

A4135 (Land, Taliaferro/Sweeney, Andrzejczak) - Concerns use of digital parking meters to monitor parking compliance; establishes a fund to encourage designated drivers.

New Jersey v. Liepe

Supreme Court of New Jersey

Docket: a-7-18

Opinion Date: August 6, 2019

Areas of Law: Constitutional Law, Criminal Law

Following an arrest from an early morning fatal DWI crash the defendant was tried before a jury and was convicted on all counts. The Appellate Division affirmed defendant's convictions but vacated his sentence and remanded for resentencing, observing that defendant would be ineligible for parole until he reached the age of eighty-nine and found that sentence "shocking to the judicial conscience." The State appealed, challenging the appellate court's holding that the trial court abused its discretion in imposing consecutive terms and that defendant's aggregate sentence so shocked the judicial conscience. The New Jersey Supreme Court did not share the Appellate Division's view that the trial court erred in arriving at defendant's sentence and reversed their decision.



New AELE Webpage – Law Enforcement Use of Drones

The AELE Law Enforcement Legal Center has received several requests for legal information on the use of drones, unmanned aerial vehicles (UAVs), and unmanned aircraft systems (UAS) by law enforcement. This new webpage was compiled in response to those requests and will be periodically updated.

The page is made up of five sections; they consist of:

1. Case Law
2. State Statutes and Regulations
3. Federal Regulations
4. Articles and Publications
5. Policies and Procedures

<http://www.aele.org/drones.html>

The AELE Law Enforcement Legal Center is an extraordinary and unique resource-based out of Chicago, with free publications and online back issues to 2000. AELE has a library of more than 36,000 case digests (since 1975) organized into 700 + indexed topics. There are no advertisements, tracking cookies, or popups on their website. Users do not have to preregister and there is no time limit on research sessions.



Cherry Hill Police Launch New Unmanned Aircraft Unit

On August 8th The Cherry Hill Police Department announced on their Facebook page the establishment of their new DRONE Unit.

The department recently purchased a small Unmanned Aircraft System (sUAS), commonly known as drones. The posting indicated that the drones would be available to assist in the searches of missing persons, locate fleeing suspects, along with responses to emergency and disaster scenes. The units have video equipment that can provide a live feed to the ground aiding in the search and rescue missions.

Their plans also include utilizing the drones to record aerial footage of motor vehicle crash and crime scenes.

The posting continues to say that this additional resource will have an impact on the efficiency of operations and safety of the police and residents.

The Department has instituted a comprehensive policy to govern the use of drones. They currently have twenty fully trained and certified pilots.

Cherry Hill PD paid for the drones and the associated training with confiscated funds.



Photos courtesy of Cherry Hill PD Facebook page

J.D. POWER New J.D. Power Survey Finds Consumers Lack Confidence with Self-Driving Vehicles

COSTA MESA, Calif. — Consumers lack confidence in the future of self-driving vehicles and their outlook isn't much better about the influx of battery-electric vehicles that manufacturers are spending billions of dollars to bring to market in the next several years, according to the inaugural J.D. Power 2019 Mobility Confidence Index Study fueled by SurveyMonkey AudienceSM released in late July. The Mobility Confidence Index is 36 (on a 100-point scale) for self-driving vehicles and 55 for battery-electric vehicles.

The quarterly study will become the pulse of market readiness and acceptance for self-driving and battery-electric vehicles, as seen through the eyes of consumers and industry experts. The sentiment is segmented into three categories: low (0-40), neutral (41-60), and positive (61-100). J.D. Power is joined by global survey software company SurveyMonkey to conduct the study in which 5,749 consumers were polled about self-driving vehicles and 5,270 about battery-electric vehicles.

Industry experts have said that perfecting self-driving technology is more challenging than originally thought. Following are key findings of self-driving vehicles:

- Mobility Confidence Index is 36 for self-driving vehicles, scoring lowest among the self-driving attributes are:
 - Comfort about riding in a self-driving vehicle (34)
 - Comfort about being on the road with others in a self-driving vehicle (35)
 - Experts anticipate the arrival of different self-driving services
 - public transit, delivery, and taxi/ride-hailing will arrive at market in 5-6 years
 - self-driving vehicles for purchase will arrive in about 12 years
 - Consumers predict these various mobility options will be available in about 10 years
 - 39% of consumers aren't excited about any self-driving technology, including delivery services, public transit, taxi/ride-hailing service, and personal vehicles
- Failures, hacking, and liability are top concerns:
 - Tech failures/errors (71%)
 - Vehicle being hacked (57%)
 - Legal liability as a result of a collision (55%)
- Safety perceptions differ with age, knowledge:
 - Consumers are split on whether self-driving vehicles will improve traffic safety, 40% better vs. 40% worse
 - Younger generations are more confident that safety will improve
 - 52% of Gen Z
 - 45% of Gen Y
 - 49% of Boomers think it will be worse than today

Following are key findings of battery-electric vehicles:

- Mobility Confidence Index is 55 for battery-electric vehicles:
- Attributes scoring lowest include
 - Likelihood of purchasing an electric vehicle (39)
 - Reliability of electric compared to gas-powered vehicles (49)
 - Ability to stay within budget compared to gas, diesel or hybrid vehicles (55)
- Most consumers, regardless of age, believe there are positive environmental effects of electric vehicles.
- Both consumers and industry experts recognize it will be well over a decade before electric vehicles equal gas-powered vehicles in sales volume
- Advantages and disadvantages of battery-electric vehicles:
 - 61% of respondents say battery-electric vehicles are better for the environment
 - 48% believe the cost of charging compared with the cost of gas will be advantageous
 - 64% are concerned about the availability of charging stations
 - 59% are concerned about range
 - 77% expect electric vehicles to have a driving range of 300 miles or more
 - 74% are only willing to wait 30 minutes or less to charge a vehicle to travel about 200 miles.



Police Suit Over Ford SUV Fumes Fails, Judge's Report Says

A New York federal judge on Thursday recommended dismissal of class claims alleging that Ford Explorers modified for law enforcement exposed Empire State police officers to carbon monoxide fumes, finding that the automaker clearly disclaimed liability for vehicles used for business or commercial purposes.

[Click here to read the full Law360 article »](#)



Addicted to Fines

Small towns in much of the country are dangerously dependent on punitive fines and fees.

By [Mike Maciag](#)
Governing.com

Throughout the country, select cities and towns generate substantial fines and other court revenues that fund sizable portions of their budgets. Some are known for issuing lots of speeding tickets. Others raise revenues from parking citations, municipal ordinance violations, or traffic cameras.

Five years ago, the issue of excessive fines and fees gained national attention following the civil unrest in Ferguson, Mo., and reports that many St. Louis area municipalities prioritized generating revenues from their courts. No reliable national data quantifying fine revenues for individual governments exist, however.

To better understand the extent to which local governments rely on fines, *Governing* conducted the largest analysis of fine revenues to date, constructing a database from thousands of annual financial audits and reports filed to state agencies. We found that for hundreds of mostly small cities and towns, fines are a critical source of funding, at times accounting for more than half of all general revenues.

[Click here to read the full governing.com article with interactive map](#)



State Police, NYSDOT announce more than 100 tickets issued during "Operation Hardhat"

The New York State Police and the Department of Transportation today announced that 112 tickets were issued during "Operation Hardhat," a joint initiative that featured State Troopers dressed as highway workers to crack down on work zone violations and highlight the importance of safe driving through active construction and maintenance work zones during the week of August 12th. Based on the initial success of the initiative, plans are in place to roll out additional operations in the coming months.

Members of the New York State Police Troop E patrolled numerous highway work zones throughout the Rochester and Hornell regions during the three days last week and issued tickets for a host of violations, including speeding, use of a cell phone while driving and failure to obey a flagger.

Violations issued by the State Police during the three-day detail included:

- 40 Speeding
- 34 Cell Phone Use
- 14 Failure to Wear Seatbelts
- 2 Improper Child Restraint
- 1 Failure to Obey Flagger
- 1 Unlicensed Driver
- 20 Other (Inspection/Registration)



Construction and maintenance crews across the state work alongside fast-moving traffic each day, knowing their lives depend on drivers being alert, patient, and cautious. It is critically important that motorists eliminate distractions, pay attention to driving and, on multi-lane highways, move over a travel lane to give highway workers room.

New York's Move Over Law requires motorists to slow down carefully and safely move over when approaching law enforcement vehicles, fire trucks, ambulances, tow trucks, and construction and maintenance vehicles stopped along the roads.

The State Department of Transportation recently launched a new [Public Service Announcement](#) highlighting the importance of moving over in construction work zones across the state.

Training Events



KEAN
UNIVERSITY

Math Review for Crash Investigation



Three classes scheduled; the classes are free of cost:

Dates: September 23 to 25, 2019
Time: 9:00 am to 3:00 pm
Location: Bergen County Law & Public Safety Institute

Dates: September 25 to 27, 2019
Time: 9:00 am to 3:00 pm
Location: Gloucester County Police Academy

These no-cost three-day courses review mathematical formulas used for crash reconstruction. Specifically, the following topics will be covered: kinetic energy, velocity, and speed of the vehicle involved in crashes. Speed estimates from simple skids and yaw marks will be calculated, while data is used to conduct collinear momentum analysis. Speeds will also be calculated for vehicles that left the road surface, along with the examination of other appropriate formulas.

To register for this class E-Mail, or Fax your name, agency and contact information to:

Kean University, C. Knezek
School of Natural Sciences, Biology C127
Phone: 908 -737-3653
Fax: 908-737-3666
Email:cknezek@kean.edu

A copy of the course flyer with registration can be found in the Appendix of this newsletter

Webinar - Excited Delirium, 8 Key Law Enforcement Takeaways

Date - Wednesday, September 11, 2019

Time - 1:00 pm ET

Cost – Free

In this webinar, a panel of excited delirium syndrome (ExDS) researchers and instructors will discuss the latest research involving ExDS and share proven training and response protocols developed by the Institute for the Prevention of In-Custody Deaths that may help prevent potentially deadly use of force incidents when dealing with ExDS subjects

[Click here to register](#)



Center for Government Services

Practical Traffic Engineering for Police Officers – Fall Class

Dates: September 19, 26 October 3, 17, 24, 31, 2019

Time: 9:30am-1:30pm

Location: Rutgers Lifelong Learning Center, New Brunswick

Cost: \$809

The class runs for six Thursdays in September and October. Students must be pre-registered before attending the course, and there are no walk-in registrations allowed.

Students will receive a workbook/manual specifically designed for this 25-hour interactive course, along with a USB drive containing additional materials. This course provides instruction and resources in the following areas: the Manual on Uniform Traffic Control Devices (MUTCD); NJDOT Regulations; statutory requirements; speed limits; traffic control devices; traffic surveys; site plan reviews; traffic management and calming; major event traffic management planning; and preconstruction meetings. Lessons for this course focus on how traffic officers manage their responsibilities, employing one of the three E's of traffic safety. Students will understand how to utilize the MUTCD efficiently; perform traffic surveys for traffic control devices; the effective use of signage and roadway markings; the placement of adult school crossing guards; enhance bicycle safety; establish speed limits; delineate roadway parameters; compose traffic ordinances and resolutions; traffic crash reduction; and develop written and verbal presentations for government officials and planning boards.

This course is approved for the New Jersey Traffic Safety Specialist (TSS) Certification Program.

[Click here to download the course flyer and registration form](#)



NJSACOP Leadership Program for Middle Management

Dates/Locations: September 25 - September 27 Lawrence Twp. Police Department
 November 20 - November 22 Stockton University **SOLD OUT**

Time: 8:30am-4:30pm

Cost: \$600

This program is designed to build upon the foundation that supervisors received in the NJSACOP Front Line Supervision Course, and to allow mid-level managers to develop and refine their skills in the following areas:

- Crisis Leadership
- Conflict Resolution
- Emotional Intelligence
- Situational Leadership
- Personality Assessment and Self-Awareness
- Strategic Planning
- Contemporary Labor Issues
- Transition to Manager
- Effective Communication

Although it is not a prerequisite for this training program, it is highly recommended that personnel attend the NJSACOP Front Line Supervision Program before attending.

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



NJSACOP Front Line Supervision Program

Dates/Locations: September 12 - September 20 Morris County Public Safety Training Academy
 October 10 – October 18 Monmouth County Police Academy
 November 7 - November 15 Stockton University

Time: 8:00am-6:00pm

Cost: \$600

The foundation for this course is the mandatory course project. Each participant will be required to identify a process, procedure, or operation that needs to be improved or currently does not exist within their respective departments. After choosing the topic, the participant must develop a new process, procedure, or approach that will be presented to their respective Chief of Police for consideration. There is sufficient time dedicated to the completion of a comprehensive project that will be presented orally to the class.

TOPIC AREAS

- Role of the Supervisor: Management Vs. Supervision / Expectations / Qualities
- D.I.S.C. Assessment: DISC Profile 2.0 Personality System Profile / Communication
- Evaluating Personnel: Identification of Strengths and Weaknesses / Common Errors
- Mentoring Personnel: Informal and formal mentoring / Bridge the Gap
- Internal Affairs: Risk Mitigation Strategies / Best Practices
- Performance Measurement: Strategies and Metrics for proper evaluation for operations
- Ethical Dilemmas: Practical based training / Decision Making

- Team Building: Development of strong and productive teams /Communication
- Incident Command: Post leadership and management skills
- Customer Service: Developing Great Customer Service “Protect and Serve”
- Cultural Diversity: Realistic Strategies to overcome obstacles in the community
- Decision Making: 7 Step Decision Making / Ethical Pillars / Routine vs. Tactical

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



LEL September Webinar: Below 100, Move Over & Protecting LEOs at Roadside; How LELs Can Advance Officer Safety

Date - Wednesday, September 18, 2019
Time - 1:30 pm EDT
Cost – Free

[Click here for more details and to register for the webinar](#)



Upcoming Rutgers CAIT Courses

Police Work Zone Safety Refresher	September 20, 2019 (Piscataway)
Instructor Development Course for Police	Sept. 23-27, 2019 (Piscataway)

[Click here to go to Rutgers CAIT Training Webpage for more information and registration](#)



NJ Spotlight Roundtable, Achieving Clean Energy in New Jersey: Energy Storage, Microgrids, and Distributed Energy Resources

Date: Friday, September 20, 2019
Times: 8:00 AM - 10:30 AM
Location: Robert Treat Hotel
50 Park Place
Newark, NJ
Cost: Free

As New Jersey pursues its clean energy agenda, the challenge of effectively storing and distributing energy has emerged as critical to realizing the state's renewable energy potential.

To succeed, several key considerations must be addressed and met with coordinated responses:

- Is New Jersey expanding energy storage solutions quickly enough to allow the scale adoption of renewable energy sources?
- How can the state advance the deployment of energy storage technologies without sacrificing any resiliency of the traditional power grid?
- What role can microgrids play in enabling energy to be sourced and stored closer to where it will be used by consumers and businesses?
- What kind of incentives may be needed to ensure the state will meet its 2021 energy storage mandates?

These and other questions will be explored at this NJ Spotlight Roundtable on September 20th. Attendees may submit questions for consideration in advance of the event as part of the registration process.

Panelists:

Full list of speakers to be announced.

Moderator:

Tom Johnson, Energy Reporter, NJ Spotlight

[Click here to register for this NJ Spotlight Roundtable Event](#)



Traffic Incident Management for First Responders

Date: Wednesday, September 25th, 2019
Times: 8:00 AM – 4:00 PM
Location: Camden County College Regional Emergency Training Center
420 Woodbury-Turnersville Road
Blackwood, NJ
Cost: Free

The New Jersey Department of Transportation and New Jersey State Police in partnership with the Camden County College Regional Emergency Training Center is hosting this 8-hour training class.

This is a full-day training session consisting of the 4 hour TIM Training Class in the morning followed by a hands-on Outdoor Response Exercise in the afternoon. Using a multi-discipline approach, first responders in NJ will learn how to operate more efficiently and act collectively. The training covers topics including TIM guidelines, fundamentals, and terminology; notifications and scene size up; scene safety and risk management; traffic management; special circumstances; clearance; and termination.

This training is provided free of charge; however, agencies are responsible for all travel-related expenses, including lodging, and meals.

The National TIM Responder Training Program was developed by responders for responders, and was designed to establish the foundation for and promote consistent training of all first responders to achieve the three objectives of the TIM National Unified Goal (NUG):

- Responder Safety

- Safe, Quick Clearance
- Prompt, Reliable, Interoperable Communications

This course is open to all traffic-incident first responders including personnel in law enforcement, fire fighting, emergency medical services (EMS), public safety, public works, towing and recovery, and hazardous materials (HAZMAT).

Dress for participation in class will follow the guidelines of your or the sponsoring agency. Department or agency shirts are recommended but not required. In general, you should plan on business casual attire with no rude, offensive, or political attire worn.

If you have any questions regarding local TIM initiatives or your participation in this training, please visit NJTIM.org

[**Click here to register for this 8 hour TIM For First Responders class**](#)



Webinar Series: The Connected Fleet Challenge, Webinar #1

Date: October 02, 2019
Times: 2:00 PM – 3:30 PM
Cost: Free

This webinar will present an overview of the Connected Fleet Challenge and available resources, as well as from agencies that have or are currently deploying On-Board Units (OBUs) on fleet vehicles. This will include a discussion of the agency motivations and lessons learned from applications related to the SPaT Challenge and Connected Fleet Challenge.

The Cooperative Automated Transportation Coalition has challenged state and local public sector transportation infrastructure owners and operators to work together to achieve deployment of roadside Dedicated Short Range Communications. This involves the 5.9 GHz broadcast radio infrastructure to broadcast signal phase and timing (SPaT) in real-time at signalized intersections on at least one road corridor or street network (approximately 20 signalized intersections) in each of the 50 states by January 2020.

Target Audience

State and local transportation agency engineering and technical staff interested in deploying SPaT and connected fleet broadcasts; private contractors and consultants that support state and local transportation agencies; private-sector vendors and manufacturers of connected vehicle equipment related to DSRC, roadside equipment, and signal controllers.

[**Click here to register for the Connected Fleet Challenge webinar**](#)



2019 Annual Joint Crash Training Conference 2019

Hosted by New Jersey Association of Accident Reconstructionists

Dates: October 8-10, 2019
Location: Tropicana Hotel in Atlantic City, NJ
Cost: \$450 for Members / \$550 for Non-Members (by August 31, 2019)
\$500 for Members / \$600 for Non-Members (after August 31, 2019)

The theme for this year's training conference is Human Factors and Distracted Driving.

Presentations include:

- Dr. David Dinges - Sleep disorders, medical issues, and circadian rhythms
- Dr. Jana Price - Investigative Methodology
- Det. Sgt. Christopher Kelley - Case study fatal accident of Waldwick Police Officer Chris Goodell
- Sgt. Christopher Daly - Sirens & emergency vehicle considerations
- Sgt. Christopher N. Sanchez - Distracted Driving

[Click here to go to the online registration page for the training conference](#)

Advanced Collision Reconstruction with Excel Applications

Dates: December 9th – 13th, 2019
Location: Morris County Public Safety Academy, Parsippany, NJ
Cost: \$750

This is an advanced reconstruction course that also covers approximately 40 Excel based programs.

The theory and foundation for each program are based upon is discussed in detail before the operation of the program is discussed. This way, the program used has a complete understanding of the basis of each program. Even though the programs are Excel-based, this is not an Excel course. No Excel knowledge is needed to use any of the programs properly.

Some of the topics covered:

- Linear Momentum, working with other than post-impact speeds
- Working with Delta V and PDOF
- Commercial Brake Force Calculations
- Critical Speed
- Time Distance
- Airborne Equations
- Pedestrian Investigation

Those attending will be provided a copy of the programs and a windows computer with a full version of Excel is required for the course. (some of the programs use Excel commands that are not supported in the iPhone, iPad, and android based versions of Excel). The recommended course prerequisite is Collision Reconstruction.

For course registration contact: Greg Russell vis email C.G.RUSSELL@ME.COM
or by phone at (443) 889-3657

A copy of the registration form for this class can also be found in the Appendix of this newsletter.



Save the Date for Future LEL Webinars

LEL October Webinar:

2019 Winter Drive Sober or Get Pulled Over Campaign Featuring New Impaired Driving Resources & Tools
October 16 @ 1:30 pm

LEL November Webinar:

Pursuits
November 20 @ 1:30 pm

LEL December Webinar:

GHS A LE/HSO Engagement Project
December 18 @ 1:30 pm

Quote of the month

“Ever since the settlers in Boston established the night watch in 1635, America has had a proud tradition of professionals who stand guard against those who would do us harm. You are the latest in that noble line. Please continue to do what you do.”

*US Attorney General William Barr
Grand Lodge FOP's 64th National Biennial Conference, August 12, 2019*

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 September 4th at the AAA Complex in Hamilton @ 10:00 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 rmax@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 using this newsletter, you accept this disclaimer in full. Information contained within this newsletter generally relates to issues of traffic safety and 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.

Appendix



New Jersey Resiliency Program for Law Enforcement



Suicide Prevention Hotline:

1-855-NJ-HopeLine

1-855-654-6735

Specialists are available for confidential telephone counseling and support 24 hours a day, 7 day per week.

The New Jersey Hopeline is a statewide suicide prevention hotline provided in partnership with Rutgers University Behavioral Health Care and the New Jersey Division of Mental Health and Addiction Services.

Annual Joint Conference 2019

Hosted by New Jersey Association of Accident Reconstructionists

October 8, 9, 10, 2019



Atlantic City, New Jersey

Human Factors

Speakers will be presenting information on driver fatigue and distractibility, as well as the effects of emergency vehicle audible devices on civilian drivers. There will also be presentations on illicit drugs and their effects on driver behavior, and Event Data Recorders.

Confirmed Speakers

Driver Fatigue:

Dr. Jana Price from the National Transportation Safety Board (NTSB)
Det. Sgt. Chris Kelley from the Bergen County Prosecutor's Office
Dr. David Dinges from the University of Pennsylvania
Ron Baade from Commonwealth Transportation Consultants

Distracted Driving:

Ryan McMahon from Cambridge Mobile Telematics
Sgt. Chris Sanchez from the Massachusetts State Police
Dr. Charlie Klauer from Virginia Tech
Jake Nelson from AAA National

The Effects of Emergency Vehicle Audible Devices on Civilian Drivers:

Sgt. Chris Daly from Drive to Survive – Reconstructing Emergency Vehicle Crashes

Intoxication Due to Drugs:

Jake Nelson from AAA National

EDR Update:

Andy Rich

Monday, October 7, 2019 – ACTAR Prep Class with Andy Rich at 8:00 a.m.

Go to www.rich-llc.com/training to register

\$99.00 for Conference Attendees / \$149.00 for Non-Conference Attendees

Tuesday, October 8, 2019 – Conference

Wednesday, October 9, 2019 – Conference

Thursday, October 10, 2019 – Conference

Friday, October 11, 2019 – ACTAR Exam at 8:00 a.m.

Conference Cost

	Members	Non-Members
Before July 31, 2019	\$395	\$495
Before August 31, 2019	\$450	\$550
After August 31, 2019	\$500	\$600

All registrations received by July 31st will be entered into a drawing for a \$1,000 Visa Gift Card.

All NJAAR Members registered by July 31st will also be entered into a drawing for a FREE registration fee.

[CLICK HERE TO ACCESS THE ONLINE CONFERENCE REGISTRATION FORM](#)

You will receive a notice with separate links for payment and hotel registration after submitting your registration form.

REGISTRATION INFORMATION

Enrollment: A student may enroll in a CGS course in several different ways. Mail-in registrations, faxed registrations, in-person registrations at the CGS offices, and online registrations (with credit card or e-check only) are accepted prior to the start of the course. Before a student is officially enrolled in a course, payment must be authorized or secured, and the student must meet all prerequisites associated with the course. A student who has a delinquent account with CGS will not be permitted to enroll in any additional CGS courses until the delinquency is resolved. Go to <http://cgs.rutgers.edu> and click on the "Register Now" button on the homepage.

To ensure that course materials are available the first session of your course, it is strongly recommended you register at least one week prior to the course start date. In-person registration at the course location is not allowed.

Course Fees and Payment: Payment for a student's participation in a course can be obtained by using any of the following three methods: Credit card payment (Visa, MasterCard, Discover or American Express) AVAILABLE ONLY THROUGH ONLINE REGISTRATION at <http://cgs.rutgers.edu>; Check or money order payment by mail or in person; or Authorized voucher or purchase order received via mail or fax.

Upon receipt of a completed registration form and payment, a class space is reserved for the student. Confirmation letters regarding registration will be sent.

Late Fees: Students are required to register for classes before the date of the first class session. Any student who attempts to register on (or after) the day of the first class will be considered a late registrant and will be assessed a \$15 late fee for the processing of the registration.

Returned Check Fee Policy: There is a \$25 fee for all checks that are returned to CGS. Failure to pay the fee will prevent future course registrations and the withholding of the course certificate.

Withdrawals/Transfers: All requests to change registration status, either by withdrawal or transfer must be submitted in writing at least two (2) business days before the course start date and will incur a \$25 processing fee. Withdrawals will be refunded, minus the \$25 fee. Failure to notify CGS within the time frame will result in forfeiture of all fees.

Course Cancellation Policy: The Center reserves the right to cancel any course or seminar. CGS will notify all students enrolled in a course that has been cancelled and the information will be posted on the CGS website. Students will be given the choice of receiving a full refund for the course cancelled by CGS or exercising the option to enroll in the same or another course in this or the following semester. In the event there is a difference in course fees between the course that was cancelled and the alternate course, an adjustment will be made. A student may not select an alternative course that has a prerequisite if the prerequisite has not been met.

Certificates: Certificates are mailed to students after the successful completion of the course, which is defined as 100% attendance of the class hours, a passing grade on all quizzes, presentation of an in-class project, and full payment of all fees. A permanent record of courses taken is maintained by Rutgers. Certificates will not be issued to students if any fees are outstanding or delinquent.

RUTGERS

Continuing Studies

CENTER FOR GOVERNMENT SERVICES

Rutgers Lifelong Learning Center

3 Rutgers Plaza, 3rd floor

New Brunswick, NJ 08901

NOTE CHANGES IN
CGS' ADDRESS,
PHONE NUMBER
AND
CONTACT INFORMATION

CENTER FOR
GOVERNMENT SERVICES

Public Safety Traffic Engineering

NEW JERSEY LOCAL GOVERNMENT
SCHEDULE - FALL 2019

- Engineering
- Enforcement
- Education



RUTGERS
Continuing Studies

In cooperation with:



Practical Traffic Engineering for Police Officers - Fall 2019

**September 19, 26
October 3, 17, 24, 31**

PS-4210-FA19-1 (6 Thursdays)

Rutgers Lifelong Learning Center

3 Rutgers Plaza, Room 120
New Brunswick, N.J.

Time: 9:30am-1:30pm

Students must be pre-registered prior to attending the course. No walk-in registrations are allowed. Seating is limited. Overflow registrations will be placed on a waiting list. To confirm your seat is reserved you must email mariad@docs.rutgers.edu to ensure your payment has been received one week prior to the start of class. Students must attend the 1st day of class. Last class meeting is extended one hour. Parking is on site. Registrants will receive specific instructions. Note: This course is approved for the New Jersey Traffic Safety Specialist (TSS) Certification Program.

Students will receive a workbook/manual specifically designed for this 25-hour interactive course, along with a USB drive containing additional materials. This course provides instruction and resources in the following areas: the Manual on Uniform Traffic Control Devices (MUTCD); NJDOT Regulations; statutory requirements; speed limits; traffic control devices; traffic surveys; site plan reviews; traffic management and calming; major event traffic management planning; and pre-construction meetings.

Lessons for this course focus on how traffic officers manage their responsibilities employing one of the three E's of traffic safety. Students will understand how to efficiently utilize the MUTCD; perform traffic surveys for traffic control devices; the effective use of signage and roadway markings; the placement of adult school crossing guards; enhance bicycle safety; establish speed limits; delineate roadway parameters; compose traffic ordinances and resolutions; traffic crash reduction; and develop written and verbal presentations for government officials and planning boards.

RUTGERS

Continuing Studies

CENTER FOR GOVERNMENT SERVICES

REGISTRATION FORM

PLEASE PHOTOCOPY THIS FORM FOR MULTIPLE REGISTRATIONS • ONLINE REGISTRATION AVAILABLE AT CGS.RUTGERS.EDU

NOTE CHANGE - NEW MAILING ADDRESS BELOW

Mail registration form and payment :

PUBLIC SAFETY PROGRAM

Center for Government Services
Rutgers Lifelong Learning Center
3 Rutgers Plaza, 3rd floor
New Brunswick, NJ 08901 OR FAX To: 732-932-3586

STUDENT INFORMATION

If home or employer information has changed since your last registration, check here.

Last Name _____

First Name _____ Middle Initial _____

Gender Female Male

Employer _____

Title _____

Business Address

Street _____

City _____

State _____ ZIP _____

Home Address

Street _____

City _____

State _____ ZIP _____

Phone Numbers (required – check box for preferred)

Mobile _____ Home _____

Business _____ Ext. _____

E-mail Addresses (required – check box for preferred)

Business _____

Home _____

COURSE INFORMATION

I wish to register for:

September 19 - October 31, 2019

PS-4210-FA19-1

Rutgers Lifelong Learning Center

3 Rutgers Plaza, Room 120
New Brunswick, N.J.

Fee \$809 per person

Use a separate registration form for each individual.

Registration Information: 732-690-3051
mariad@docs.rutgers.edu

All Other Program Information: pmorley@rutgers.edu

AAA Northeast will reimburse 50% of the tuition for students from Bergen, Essex, Hudson, Passaic, Morris, and Union Counties upon successful completion of the course.

Contact: resposito@aaanortheast.com

PAYMENT

Check or voucher must accompany registration form. Make check or voucher payable to: Rutgers, The State University of New Jersey. Mail to above address.

In accordance with University policies, credit card information is no longer accepted on registration forms. Students paying course fees with a credit card must register online at: <http://cgs.rutgers.edu>. Click on the red "Register Now" button.

There is a \$25 fee for course withdrawals and/or returned checks.

MATH REVIEW FOR CRASH INVESTIGATION

Dates/Location: (Check selection).

_____ Somerset EMS Bldg, September 4-6

_____ Bergen LPS Academy, September 23-25

_____ Gloucester County College, September 25-27

Time: 9:00 am– 3:00 pm

Cost: Free of Charge (Paid for by funding from NJDHTS)

First Name Last Name

Title /Organization

Street Address

City, State, Zip

Work Phone Mobile Phone

Email Address

List Year Completed:

_____ Crash 1/Basic _____ Crash 2/Advanced _____ Vehicle Dynamics

E-Mail, or Fax Registration to: cknezek@kean.edu

Kean University, C. Knezek

School of Natural Sciences, Biology C127

1000 Morris Avenue

Union, NJ 07083

Phone: 908 737-3653

Fax: 908-737-3666

Math Review for Crash Investigation



Fall 2019 Training

Somerset EMS Bldg, September 4-6

Bergen LPS Academy, September 23-25

Gloucester County College September 25-27

Course Topics

Each section will include an explanation of the procedure and practice examples to help prepare students for Crash Reconstruction or conducting crash investigations.

Airborne Crashes

- ⇒ Center of Mass & Travel
- ⇒ Level of Take-off Angles
- ⇒ Unknown Take-Off Angles
- ⇒ Distance of Varying Angles

Critical Speed

- ⇒ Speed Calculations

Momentum

- ⇒ Velocity
- ⇒ FPS or MPH
- ⇒ Crash Types
- ⇒ Scalar Vectors
- ⇒ Measuring Approach & Departure Angles
- ⇒ Calculate "Y" Component

Time Distance

- ⇒ Acceleration-Deceleration Factors
- ⇒ Time Distance Averages
- ⇒ Velocity, Time, & Distance

Work/Energy

- ⇒ Work Energy
- ⇒ Kinetic Energy
- ⇒ Derivation of Momentum Speed Formula
- ⇒ Velocity

Schedule

Classes are held from 9:00 a.m. to 3:00 p.m. Limited space is available, so please register early. Math and Trigonometry Review worksheets will be emailed at time of registration.

Dates

Sections

Day 1

- ⇒ Time Distance Review
- ⇒ Work Energy Analysis

Day 2

- ⇒ Momentum Review
- ⇒ Momentum Problems

Day 3

- ⇒ Critical Speed Review
- ⇒ Airborne Crash Analysis

Description

This course reviews mathematical formulas used for crash reconstruction. Specifically, the following topics will be covered: kinetic energy, velocity, and speed of the vehicle involved in crashes. Speed estimates from simple skids and yaw marks will be calculated, while data is used to conduct collinear momentum analysis. Speeds will also be calculated for vehicles that left the road surface, along with examination of other appropriate formulas.

Instructors

Somerset: D. DiStaso, R. Maxwell, W. Pauli

Bergen: J. Cofone, A. Pisani

Gloucester: P. Forchion, N. Schock