




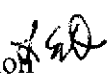
State of New Jersey
OFFICE OF THE ATTORNEY GENERAL
DEPARTMENT OF LAW AND PUBLIC SAFETY
PO Box 080
TRENTON NJ 08625-0080

JON S. CORZINE
Governor

ANNE MILGRAM
Attorney General

September 14, 2009

TO: Director, Division of Criminal Justice
All County Prosecutors
All Law Enforcement Chief Executives
All County Superintendents
All Chief School Administrators and Charter School Lead Persons

FROM: Anne Milgram, Attorney General 
Lucille E. Davy, Commissioner of Education 

SUBJECT: The Sharing of Student Traffic Offense Information –
Model Paragraph That *May* Be Added to the Uniform State Memorandum
of Agreement Between Education and Law Enforcement Officials

The Teen Driver Study Commission issued a report in March 2008 which makes 47 recommendations to help reduce teen driving crashes and save lives in New Jersey. One of the recommendations is to revise the state Memorandum of Agreement between Education and Law Enforcement Officials (MOA) to include police departments notifying schools when teens commit a Graduated Driver License (GDL) or moving violation (see page 40 of the report posted at the following website: http://www.nj.gov/oag/hts/downloads/TDSC_Report_web.pdf),). While logistics prevent statewide modification of the uniform MOA for this purpose, school districts and local law enforcement officials are encouraged to consider revising their local MOAs to include a provision requiring police to notify schools when teens commit a GDL or moving violation.

Pursuant to *N.J.A.C. 6A:16-6.2(b)15ii* and Article 15.1 of the MOA, school and law enforcement officials may revise the MOA, when the revisions are only in addition to, and do not conflict with, the format and content established by the Attorney General and the Commissioner of Education, and are in addition to, and do not conflict with, the policies and procedures established pursuant to *N.J.A.C. 6A:16-6*. Therefore, the MOA may be modified, by assent of local school and law enforcement officials, to include notification by local police departments to school officials when students are ticketed for violations of the GDL law or moving traffic infractions. The reporting requirement could be used by district boards of education that choose to adopt policies and procedures



designed to remove school parking privileges as a deterrent to violating the GDL law or a traffic law. A model addendum that may be attached to the MOA is provided with this memo.

A number of communities in New Jersey are actively involved in teen driver safety programs. In Randolph (Morris County), for example, the town's Traffic Advisory Council (TAC), which has the support of the mayor, town council and police department, has developed a community-wide approach to teen driver safety that includes a requirement that all high school students and their parents attend the National Safety Council's *Alive at 25* program in order for students to obtain parking privileges on campus. The municipal judge participates in this program, pointing out that he has a "no tolerance" policy for teens that violate the GDL or other motor vehicle statutes. The TAC has also secured funding to make simulator training available to teens and municipal employees through a partnership with the Morris County Fire and Police Training Academy.

The Freehold Regional High School District, the state's largest high school district with six high schools, also requires its students and their parents to attend the *Alive at 25* program, and has tied attendance to parking privileges. The district has taken it one step further by tying that privilege to a violation-free driving record. If a police officer in any of the communities served by the district cites a student for violating the GDL or another motor vehicle statute, the school is notified and the student's parking privileges are rescinded for a set period of time.

Motor vehicle crashes are the number one killer of teens (16-20 years of age). The recommendations in the report, if enacted, may help stem the tide of teen driver crashes, injuries and fatalities in New Jersey, which last year claimed 60 teen lives. Revising the MOA to include the sharing of teen driver violation information among police departments and schools may be a significant step in reducing teen traffic crashes and the resulting injuries and fatalities. Additionally, high school programs that establish teen driving policies, which tie violation of the GDL or a traffic law to loss of parking privilege for a set period of time, may be a strong deterrent for teens who are tempted to violate the law when behind-the-wheel. Since the most dangerous time on the road for teens is between 3:00 p.m. and 6:00 p.m., immediately or shortly after school, followed by 12:00 p.m. and 3:00 p.m., when students also are commonly on the road, it makes sense for schools, law enforcement officials and the community to collaborate on programs and policies designed to increase student accountability for driving behavior and minimize their risk for harmful driving outcomes during these school-related hours.

Thank you for your consideration of these teen driver safety initiatives. Should you be interested in learning more about the types of school-community traffic safety programs, policies and practices summarized above and in the report, please contact the New Jersey Division of Highway Traffic Safety at 609-633-9301 or visit www.njsaferoads.com.

Attachment:

Model Addendum

Shared Information Regarding Student Traffic Offenses

The Chief of Police or Station Commander agrees to notify the chief school administrator or his or her designee of any Graduated Driver Licensing law or traffic violation, committed within the school district, by a student enrolled in the school district.