

# Man found dead may be linked to shooting at N.J. judge's house

By **Maryclaire Dale and Michael Balsamo**  
Associated Press

**NORTH BRUNSWICK, N.J.** — A gunman posing as a FedEx delivery person shot and killed the 20-year-old son of a federal judge and wounded her husband at their New Jersey home before fleeing, authorities said.

The shooting happened Sunday evening at the North Brunswick home of U.S. District Judge Esther Salas, and killed her son, Daniel, Chief District Judge Freda Wolfson told The Associated Press. Her husband, defense lawyer Mark Anderl, was injured in the attack, Wolfson said.

Investigators are examining a possible connection between the shooting and the body of a man found dead Monday from an apparent self-inflicted gunshot wound in Sullivan County, New York, a law enforcement official said.

The man, an attorney from New York City, is being investigated in connection with the shooting, the law enforcement official and a judiciary official told The Associated Press. The man had appeared before the judge in the past, the officials said.

The officials could not discuss an ongoing investigation publicly and spoke to the AP on condition of anonymity.

Daniel Anderl, Salas'

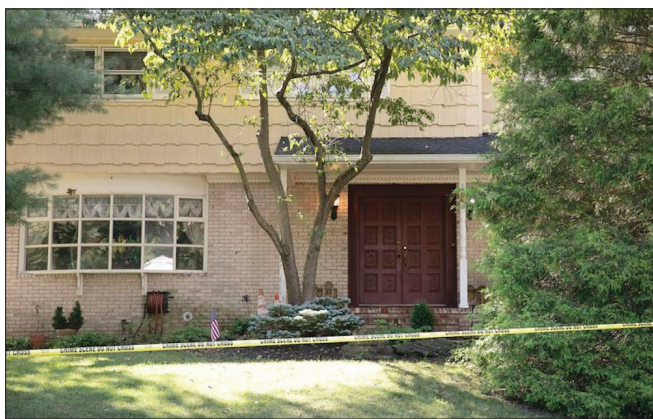


Photo by Mark Lennihan/Associated Press

Crime scene tape surrounds the home of U.S. District Judge Esther Salas, Monday, July 20, in North Brunswick, New Jersey. A gunman posing as a delivery person shot and killed Salas' 20-year-old son and wounded her husband Sunday evening at their New Jersey home before fleeing, according to judiciary officials.

son, was set to be heading back shortly to The Catholic University of America in Washington, D.C., where he was named to the Dean's List this spring.

Esther Salas, seated in Newark, was nominated by President Barack Obama and confirmed in 2011. Prior to that, she served as a U.S. Magistrate Judge in New Jersey, after working as an assistant public defender for several years.

Salas, born in California to a Cuban immigrant mother and Mexican father, spent most of her childhood in Union City, New Jersey. After helping her family escape a devastating house fire, she acted as her mother's translator and advocate, foreshadowing her career in law

as she argued her family's case to welfare officials, according to a 2018 magazine profile.

In the profile, Salas spoke of her son possibly following his parents into the legal profession.

"He's been arguing with us since he could talk — practicing his advocacy skills," Salas told New Jersey Monthly. "I don't want to dissuade him, but I was pulling for a doctor."

Just last week, Salas was appointed to hear an ongoing lawsuit brought by Deutsche Bank investors who claim the company made false and misleading statements about its anti-money laundering policies and failed to monitor "high-risk" customers including convicted sex offender Jeffrey Epstein.

# States set goals to jump-start transition to electric trucks

Oregon joins 14 other states, Washington, D.C., on action plan

By **Mary Esch**  
Associated Press

**ALBANY, N.Y.** — A coalition of states is following California's lead in setting goals to jump-start a transition to electric-powered trucks, vans and buses in order to reduce greenhouse gas emissions and improve air quality for communities choked by diesel fumes.

The 15 states, plus Washington, D.C., announced last week they've agreed to develop an action plan aimed at having 100% of all new medium- and heavy-duty vehicles sold be zero-emission by 2050, with an interim target of 30% zero-emission vehicle sales by 2030.

"This is a really big deal in sending a powerful signal to industry with directions on where we need to be going with transportation," said Bill Van Amburg, executive vice president of CALSTART, a nonprofit consortium focused on building a clean transportation industry. "You can now justify further investment to develop more products."

Details are yet to be worked out. One option would be to adopt the mandate California's Air Resources Board

announced in June requiring that all new commercial trucks and vans purchased must be zero-emission by 2045, with milestones along the way. Or the states could focus more on subsidies and incentives, as well as investment in charging infrastructure.

"This memorandum of understanding magnifies what California did in adopting its regulation," said Paul Cort, an attorney for the environmental group Earthjustice. "It tells manufacturers that they not only have to produce these trucks for California but also for these other states," which represent the market for 40% of truck sales.

The states that signed the agreement are California, Connecticut, Colorado, Hawaii, Maine, Maryland, Massachusetts, New Jersey, New York, North Carolina, Oregon, Pennsylvania, Rhode Island, Vermont and Washington. The group had already committed to an action plan to foster electrification of passenger vehicles.

"The important step will be the details that emerge from this agreement," said Jimmy O'Dea, a vehicles analyst at the Union of Concerned Scientists. "The direction the

states need to go should be in response to the urgency of the situation, both on air quality and climate change."

There are about 28 million trucks and buses — about 10% of all vehicles — in the United States, according to a 2019 report authored by O'Dea. They account for 28% of total carbon emissions in the transportation sector.

Truck and engine manufacturers, oil companies, farming and other industries opposed California's mandate, saying it was expensive and unrealistic. Jed Mandel, president of the Truck and Engine Manufacturers Association, said the California rule would "collapse" for lack of charging infrastructure.

Van Amburg said growth of the industry could be fast-tracked by federal incentives to support charging infrastructure and purchases of zero-emission trucks.

In New York, a package of clean transportation initiatives announced by Gov. Andrew Cuomo on Thursday includes a utility-funded program to deploy more than 50,000 charging stations by 2025. There's also an allocation of nearly \$50 million from the Volkswagen diesel emissions settlement to boost the use of electric transit and school buses and expand charging infrastructure.

# AP says it will capitalize Black but not white

By **David Bauder**  
Associated Press

**NEW YORK** — After changing its usage rules in June to capitalize the word "Black" when used in the context of race and culture, The Associated Press on Monday said it would not do the same for "white."

The AP said white people in general have much less shared history and culture, and don't have the experience of being discriminated against because of skin color.

Protests following the death of George Floyd, which led to discussions of policing and Confederate symbols, also prompted many news organizations to examine their own practices and staffing. The Associated Press, whose Stylebook is widely influential in the industry, announced June 19 it would make Black uppercase.

"We agree that white people's skin color plays into systemic inequalities and injustices, and we want our journalism to robustly explore these problems," John Daniszewski, the AP's vice president for standards, said in a memo to staff Monday. "But capitalizing the term white, as is done by white supremacists, risks subtly conveying legitimacy to such beliefs."

Columbia Journalism Review, the Wall Street Journal, The New York Times, the Los Angeles Times and NBC News are among the organizations that have recently said they would capitalize Black but have not done so for white.

CNN, Fox News and The San Diego Union-Tribune said they will give white the uppercase, noting it was consistent with Black, Asian, Latino and other ethnic groups. Fox cited the National Association of Black Journalists' advice.

CBS News said it would capitalize white, although not when referring to white supremacists, white nationalists or white privilege.

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