

OLEPS

OFFICE OF LAW ENFORCEMENT PROFESSIONAL STANDARDS

Supplement to the Ninth Aggregate Report

Troops B, D, and
Other Units

October 2014



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**SUPPLEMENT TO THE NINTH REPORT OF AGGREGATE DATA OF
THE NEW JERSEY STATE POLICE
TROOP B, TROOP D, & OTHER
OFFICE OF LAW ENFORCEMENT PROFESSIONAL STANDARDS
JANUARY 1, 2013 TO JULY 31, 2013**

Introduction

The Supplement to the Ninth Report of Aggregate Data of the New Jersey State Police depicts the volume and trends of Troop B, Troop D, and all other stations for January 1, 2013 to July 31, 2013. This supplement analyzes motor vehicle stops, law enforcement procedures, dispositions, arrests, and charges conducted by Troop B, Troop D, and all other stations during the current reporting period. The supplement utilizes the same data and methodology as the Ninth Aggregate Report, but only focuses on Troop B, Troop D, and all other stations. The Appendix of this report includes tables for each station in these troops.

ANALYSIS: TROOP B

Analysis of State Police trends and activities are detailed here, separated by the unit of analysis- stops or individuals. Data on stops, law enforcement procedures, dispositions, criminal arrests, criminal charges, wanted persons, and evidence seized for the entire Division of State Police are discussed in the sections that follow.

Stop Level Analysis

Number of Stops

From January 1, 2013 to July 31, 2013, Troop B conducted 47,783 stops. While the number of motor vehicle stops conducted Division-wide decreased 1.6%, Troop B experienced a slightly larger decrease in the number of motor vehicle stops conducted, 4.6%.

Figure One: Trends of Motor Vehicle Stops
July 2011 - July 2013

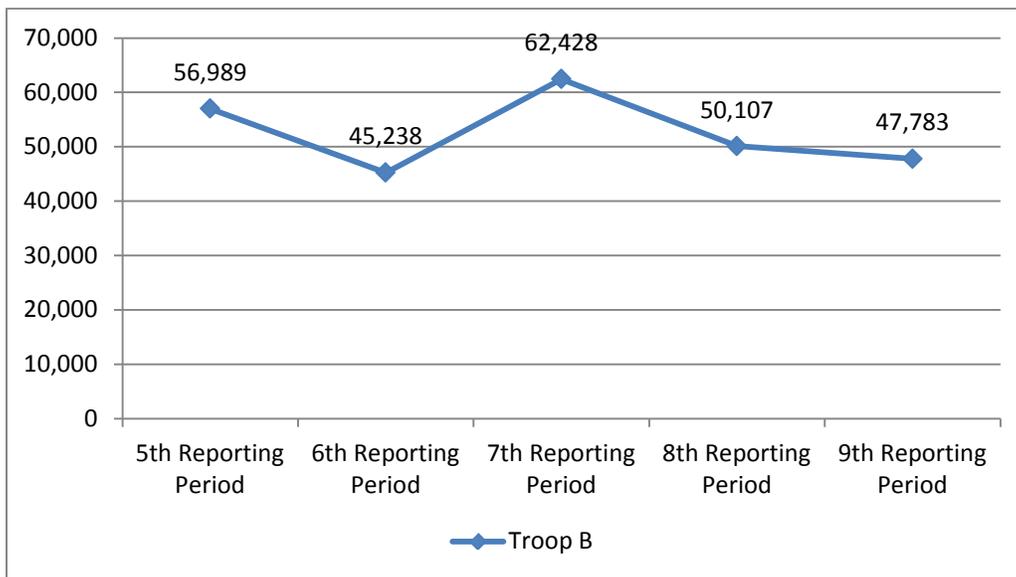


Figure One depicts the trend of the number of vehicle stops for the current and previous four reporting periods. While the number of stops does fluctuate each period, the current period is the second lowest number of stops in the two and a half years represented on the graph. Thus, similar to Division-wide trends of declining stop numbers, Troop B's numbers appear to remain low. That said, Figure One does not present the number of stops prior to January 2011. It is possible that the numbers depicted are much lower than previous years, as noted for the Division.

As noted Division-wide, White drivers make up the largest proportion of all stops in the current reporting period. White drivers were involved in 63% of all stops, Black drivers were involved in 14%, Hispanic drivers were also involved in 14%, Asian drivers were involved in 8%, Other drivers were

involved in 1% and American Indian drivers were involved in 0%. Despite the large difference between the number of stops Division-wide and Troop B, the racial/ethnic proportions are nearly identical. However, Troop B's stops involve a slightly higher proportion of Blacks drivers and a slightly smaller proportion of Hispanic and Asian drivers. Because American Indian and Other drivers make up such a small proportion of all stops and thus, all activities, they will not be routinely discussed in this report unless their pattern differs dramatically from this distribution.

Figure Two: Racial/Ethnic Distribution of Motor Vehicle Stops
 January 1, 2013 – July 31, 2013

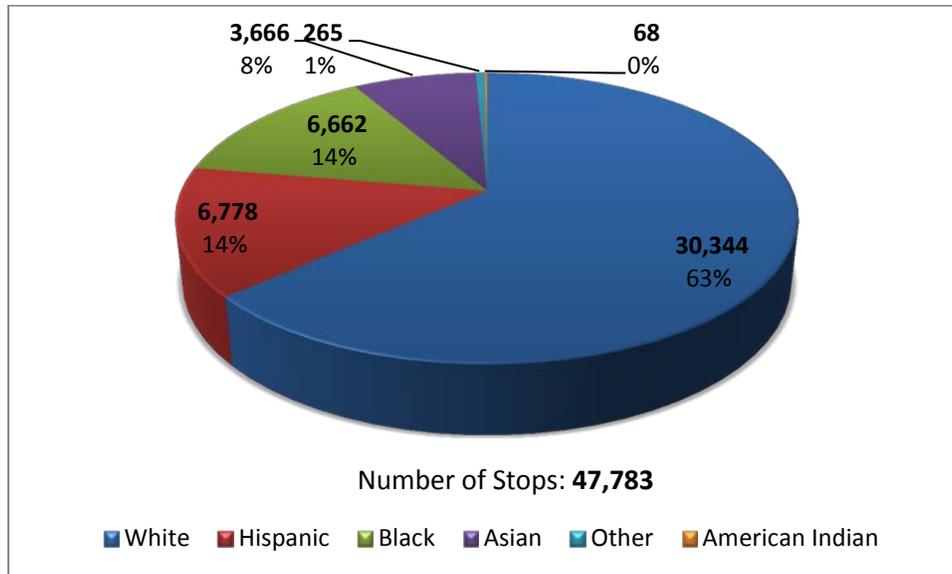
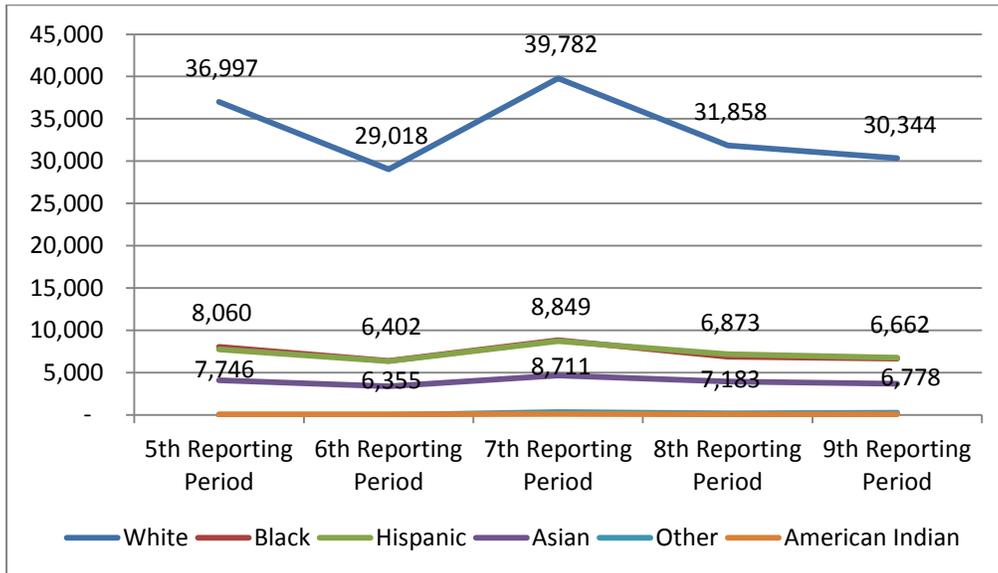


Figure Three graphs the number of stops made of drivers of each racial/ethnic group for the current and four previous reporting periods. Because the total number of motor vehicle stops decreased in the current reporting period, the number of stops for each racial/ethnic group also decreased. However, despite these decreases, these groups still comprise the same general proportion of all stops, as noted above.

Figure Three: Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
July 2011 - July 2013



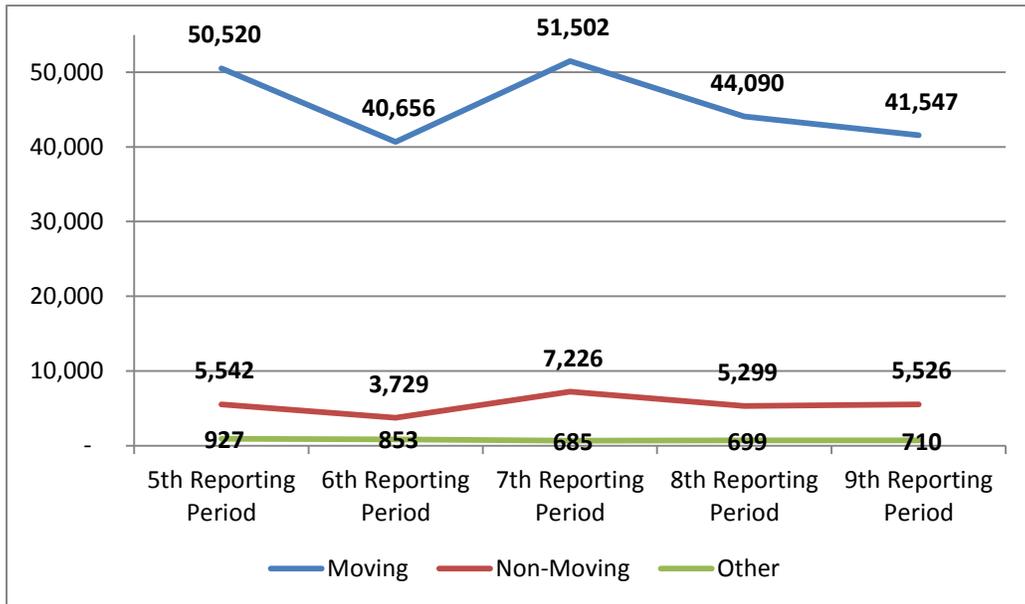
Reason for Stops

The proportion of stops made for each reason has remained relatively stable over time. As has been noted in previous reports, the majority of stops conducted by Troop B are based on moving violations. The current reporting period also follows this trend; 87% of all motor vehicle stops were based on moving violations. As shown in Figure Four, 41,547 motor vehicle stops conducted by Troop B were based on moving violations. Moving violations typically account for between 82% and 90% of all motor vehicle stops in Troop B. While this general pattern is consistent with the Division-wide trend of stop reasons, the proportion of stops made for moving violations in Troop B is larger than the proportion Division-wide.

While Division-wide, non-moving violations account for roughly 11% to 17% of all stops, in Troop B, they account for a much smaller proportion of stops. As shown in Figure Four, non-moving violations are cited in roughly 3,800 to 7,200 stops a reporting period. Thus, in Troop B, non-moving violations account for between 8% to 12% of all stops. In the current reporting period, 12% of all stops made by Troop B were for non-moving violations.

Although non-moving violations make up a small proportion of all motor vehicle stops, stops made for other violations make up an even smaller proportion. The proportion of stops for other reasons is usually around 1% to 2% of all stops. In the current period, 710 motor vehicle stops, about 1% of Troop B's stops, were based on other violations. This number of stops is nearly identical to the proportion of other stops made by Troop B in the previous reporting period. This pattern also mirrors the Division-wide trend of stops for other violations, where only between 1% and 2% of all stops are made for other violations.

Figure Four: Trends in Reasons for Motor Vehicle Stops
July 2011 - July 2013



Because every stop receives a stop reason, the racial/ethnic distribution of all stops with a reason should be identical to that of all stops. Instead, it is more appropriate to assess the racial/ethnic distribution of each type of motor vehicle stop. The overwhelming majority of motor vehicle stops were based on moving violations, so the racial/ethnic distribution of stops with moving violations is nearly identical to that of all stops. As shown in Figure Five, 26,268 stops, 63%, with moving violations involved White drivers, 14% or 5,815 involved Black drivers, and 14% or 5,856 stops involved Hispanic drivers. This distribution, while involving a much smaller number of motor vehicle stops, is similar to the Division-wide distribution, though slightly skewed. For stops made by Troop B, Black drivers are involved in a slightly higher proportion, a three percentage point difference, of motor vehicle stops than Division-wide. Additionally, Hispanic drivers had a slightly smaller proportion for moving violations in Troop B than Division-wide.

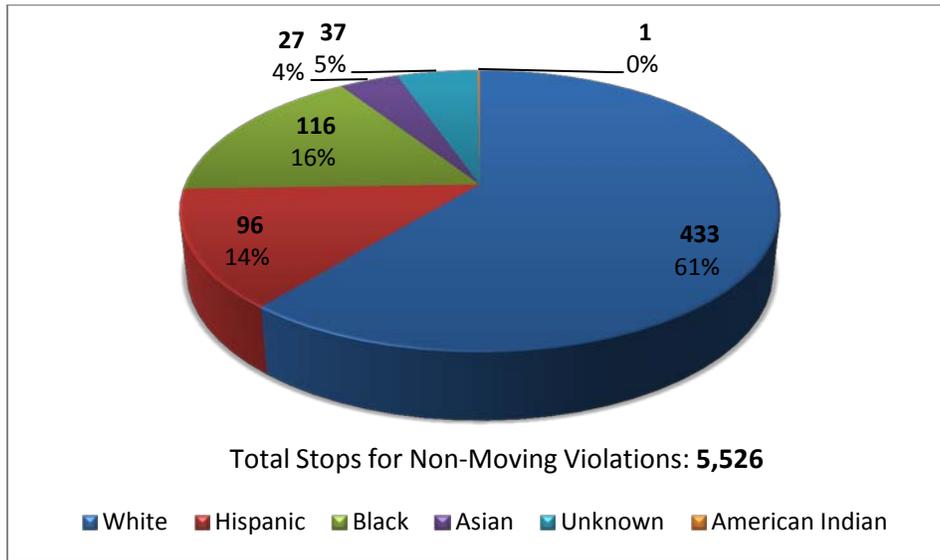
Figure Five: Racial/Ethnic Distribution of Stops made for Moving Violations
January 1, 2013 – July 31, 2013



Despite involving a much smaller proportion of drivers, the racial/ethnic distribution of stops made for non-moving violations is similar, albeit slightly different from the distribution of all stops. White drivers are still involved in the majority of stops made for non-moving violations, 61% or 433 stops. Black drivers, however, were slightly overrepresented compared to their proportion of all stops. While Black drivers are 14% of all stops for Troop B, they are 16% of those made for non-moving violations. However, Hispanic drivers have the same distribution of 14% for all stops for Troop B and for non-moving violations. Compared to Division-wide, Black drivers are slightly underrepresented and Hispanic drivers slightly overrepresented for non-moving violations in Troop B.

Figure Six: Racial/Ethnic Distribution of Stops made for Non-Moving Violations

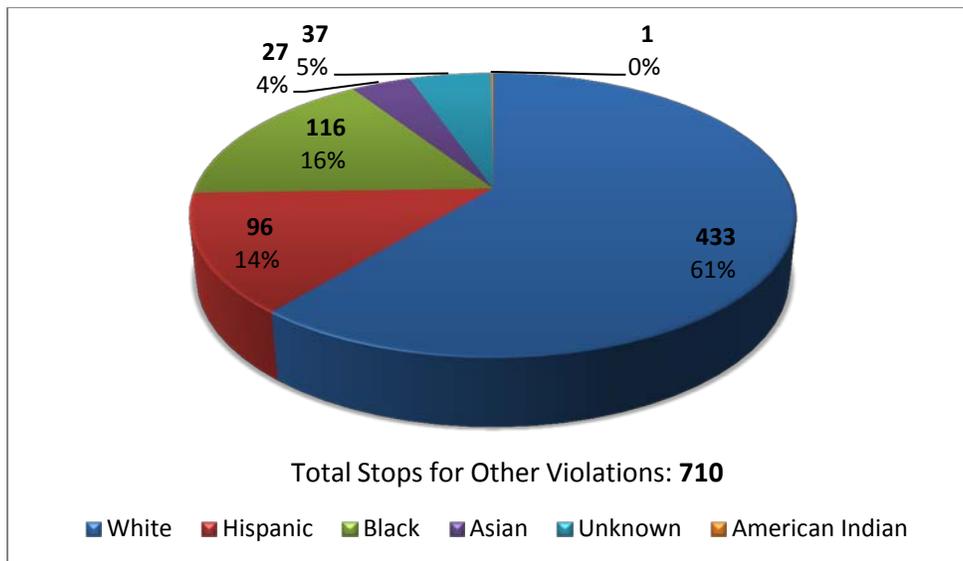
January 1, 2013 – July 31, 2013



Because there are so few stops, less than 3,000, made for other reasons, the racial/ethnic distribution of these stops is more likely to differ from the overall distribution of stops. That said, the distribution for stops made for other violations by Troop B does differ slightly from the distribution of all stops. White drivers, still being the majority of stops, were slightly underrepresented with 433 stops or 61% of stops made for other reasons. Black drivers, however, were involved in 16% or 116 stops made for other reasons. Hispanic drivers were involved in 96 stops or 14% of all stops made for other reasons. Thus, White drivers are slightly underrepresented, while Black drivers are slightly over represented among other violations. This pattern is similar to the distribution observed Division-wide, with the exception that White drivers are underrepresented Division-wide among stops with other reasons.

Figure Seven: Racial/Ethnic Distribution of Stops made for Other Violations

January 1, 2013 – July 31, 2013



Law Enforcement Procedures

Division-wide, only 10,304 stops involved post-stop activity. For stops made by Troop B only 1,997 stops, involve post-stop activity. Figure Eight depicts the trend of stops with law enforcement procedures for the current and previous four reporting periods. Troop B experienced a slight increase in the number of stops with post stop interactions, about 7%.

Figure Eight: Trends of Motor Vehicle Stops with Law Enforcement Procedures
July 2011 - July 2013

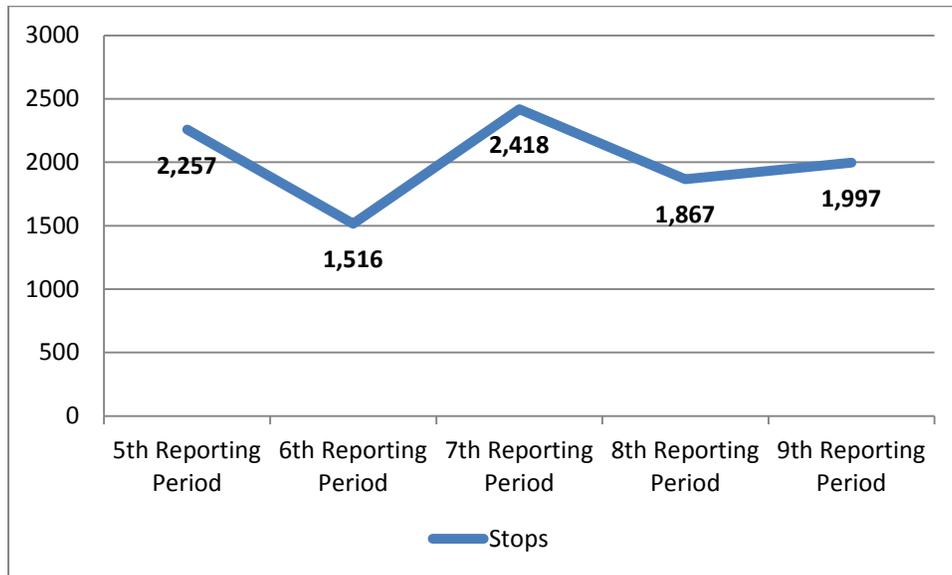


Figure Nine depicts the racial/ethnic distribution of stops where there was at least one law enforcement procedure for Troop B. White drivers were involved in 52% of stops with law enforcement procedures, 1,997 motor vehicle stops. Black drivers were involved in 23% or 466 motor vehicle stops. Hispanic drivers were involved in 21% or 412 stops with law enforcement procedures in Troop B. Compared to the overall distribution of stops in Troop B, White drivers are underrepresented while Black and Hispanic drivers are overrepresented.

Figure Nine: Racial/Ethnic Distribution of Stops with Law Enforcement Procedures
January 1, 2013 – July 31, 2013

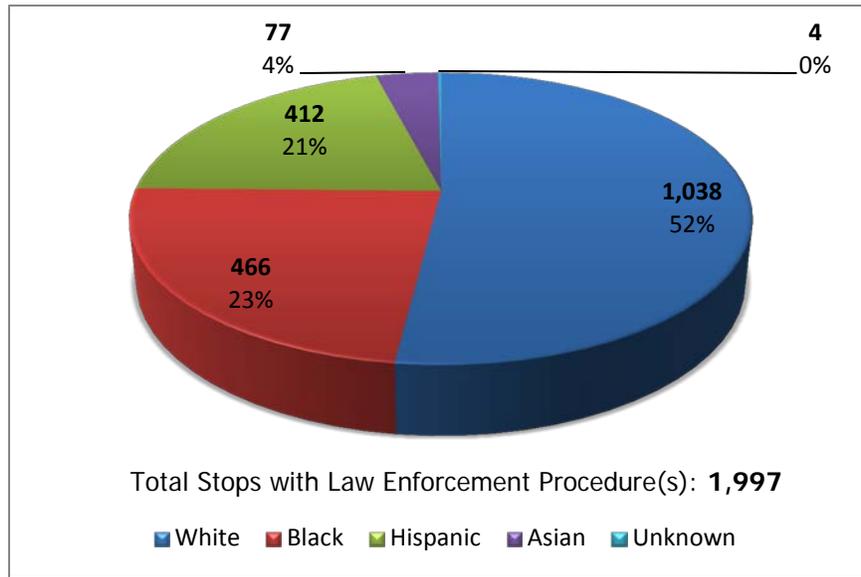
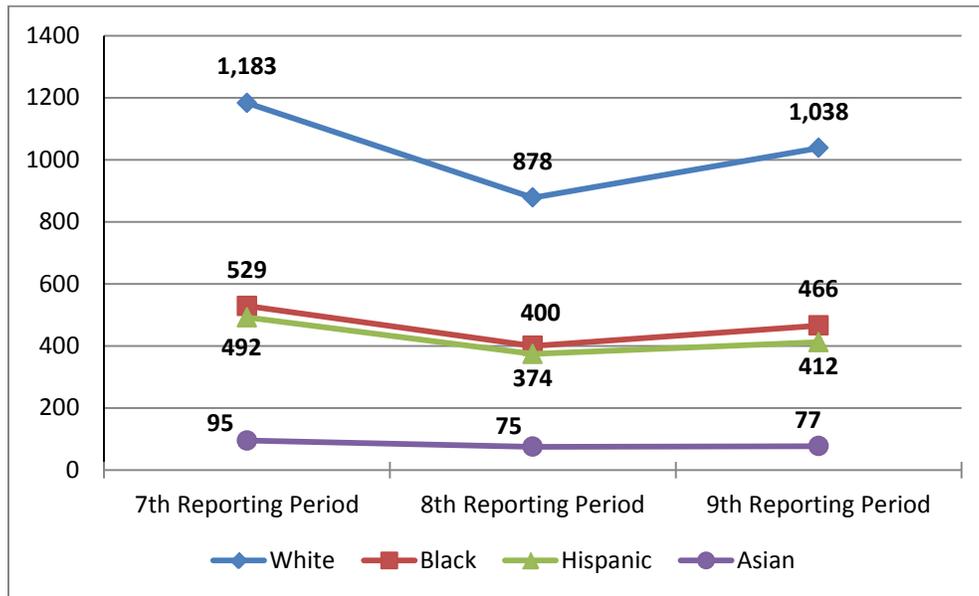


Figure Ten graphs the trend of the racial/ethnic distribution of stops with law enforcement procedures for Troop B. Because the number of stops with law enforcement procedures, increased in the current reporting period, the number of stops involving drivers of each racial/ethnic group also increased. There are differences in the magnitude of changes. White drivers experienced the largest increase in motor vehicle stops resulting in law enforcement procedures, 18%. However, this increase amounts to 160 stops. Black drivers had the second largest increase with 17%, which totals to an increase of 66 stops. Hispanic drivers also experienced a slight increase, 10% or 38 stops, in the number of stops with law enforcement procedures. Asian drivers experienced an increase of two stops with law enforcement procedures.

Figure Ten: Trend of Racial/Ethnic Distribution of Stops with Law Enforcement Procedures

January 1, 2012 – July 31, 2013

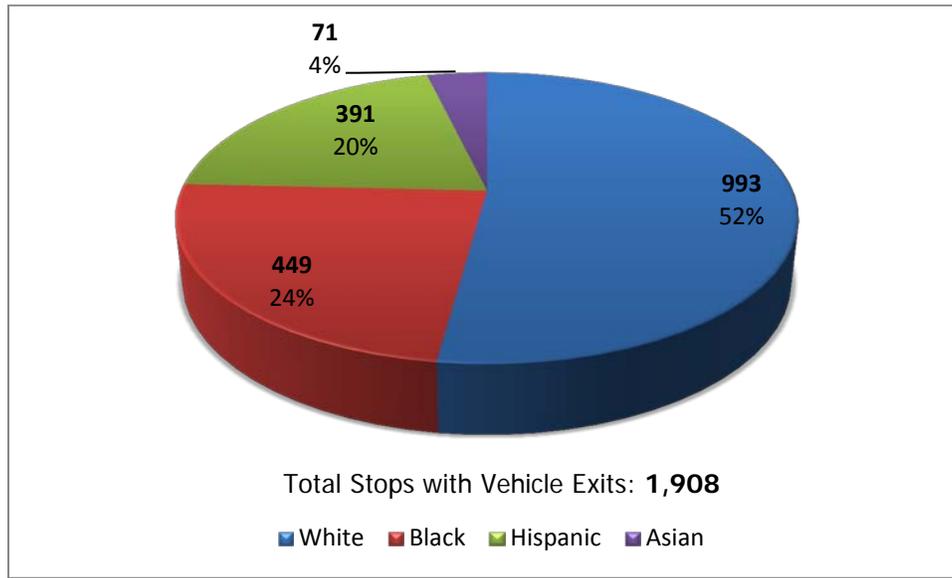


Vehicle Exits

The most frequent post-stop interaction was an occupant vehicle exit. Of the 1,997 stops made by Troop B with post-stop interactions, 1,908 stops (96%) resulted in an occupant vehicle exit. Troopers are permitted to ask a driver to exit for any reason, thus, the high frequency of this activity.

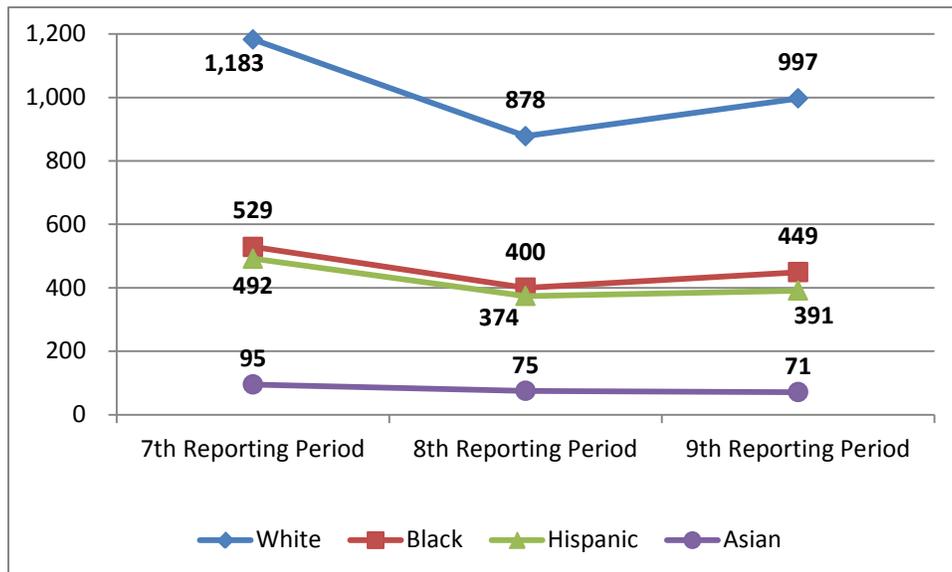
Figure Eleven depicts the racial/ethnic distribution of stops for vehicle exits. The frequency of vehicle exits for White drivers is higher than the frequency for all other racial/ethnic groups. White drivers were involved in 993 stops with vehicle exits (52%), Black drivers were involved in 449 stops (24%), and Hispanic drivers were involved in 391 stops (20%) with vehicle exits. Compared to the distribution of stops with law enforcement procedures, this distribution is nearly identical.

Figure Eleven: Racial/Ethnic Distribution of Stops with Vehicle Exits
 January 1, 2013 – July 31, 2013



Because vehicle exits are the most frequent law enforcement procedure, the magnitude of change in the racial/ethnic distribution of stops with vehicle exits is consistent with that of law enforcement procedures. As shown in Figure Twelve, there was an 11% increase in the total number of stops with vehicle exits from the previous reporting period. The largest increase, 14%, was for White drivers asked to exit while Black drivers increased by 12% and Hispanic drivers increased by 5%. However, Asian drivers declined by 5% from the previous reporting period. Even with most racial/ethnic groups increasing this reporting period, they are still lower than the 7th reporting period. Thus, trend of the racial/ethnic distribution of vehicle exits matches the trends of law enforcement procedures over time.

Figure Twelve: Trend of Racial/Ethnic Distribution of Stops with Vehicle Exits
 January 1, 2012 – July 31, 2013



Non-Consensual Searches

While a vehicle exit is the most frequent post-stop interaction, non-consensual searches are also very common. Of the 1,997 stops with post-stop interactions for Troop B, 60% or 1,194 stops involved non-consensual searches. The number of stops with non-consensual searches declined in the current reporting period. Despite this decrease, the racial/ethnic distribution of these stops remains consistent with the previous period.

As shown in Figure Thirteen, White drivers were involved in the largest proportion of stops with non-consensual searches. In the current period, White drivers were involved in 563 stops, 47%, with non-consensual searches. Black drivers were involved in 322 stops, 27%, with non-consensual searches while Hispanic drivers were involved in 267 stops, 22% of stops with non-consensual searches. The proportion of Black and Hispanic drivers is slightly greater than the proportions of all law enforcement procedures for Troop B. Division wide, the difference in proportions is even greater. Thus, Black and Hispanic drivers are overrepresented in non-consensual searches for Troop B. The high proportion of non-consensual searches involving Black and Hispanic drivers is interesting, and in need of further explanation.

Figure Thirteen: Racial/Ethnic Distribution of Stops with Non-Consensual Searches
 January 1, 2013 – July 31, 2013

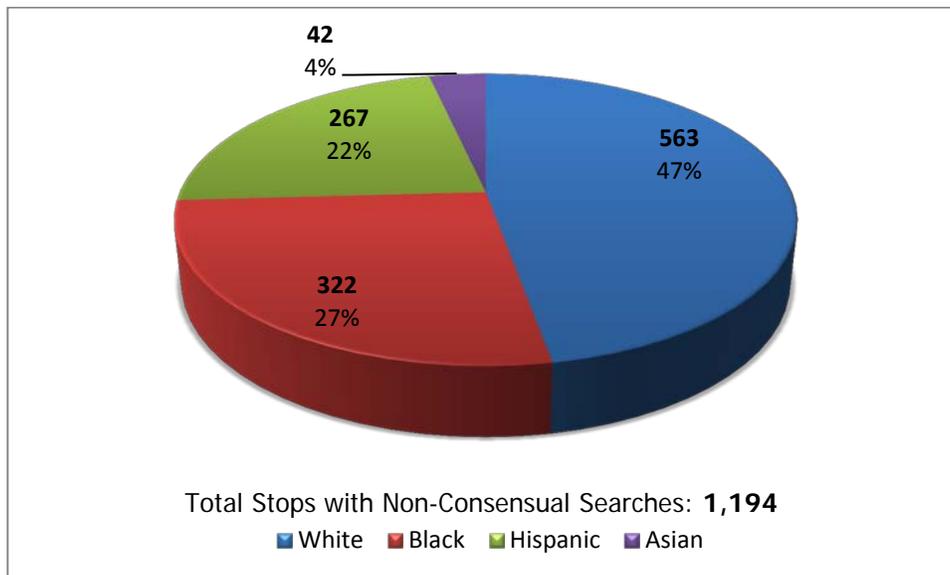
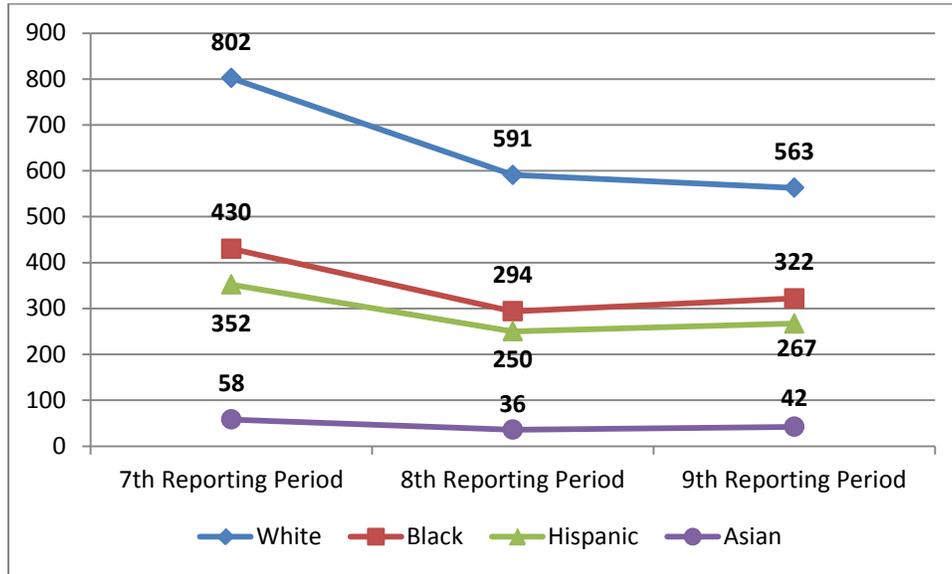


Figure Fourteen graphs the trend of non-consensual searches for each racial/ethnic group for the current and previous two reporting periods. As with all stops, most of the number of stops with non-consensual searches increased in the current period yet is still less than the number of stops from the 7th reporting period. For non-consensual searches, the only race/ethnicity that declined were White drivers, by 5% while the proportion involving Black drivers increased by 10%. Hispanic drivers' involvement in stops with non-consensual searches increased by about 7% while Asian drivers' involvement increased by 17%.

Figure Fourteen: Trend of Racial/Ethnic Distribution of Stops with Non-Consensual Searches

January 1, 2012 – July 31, 2013

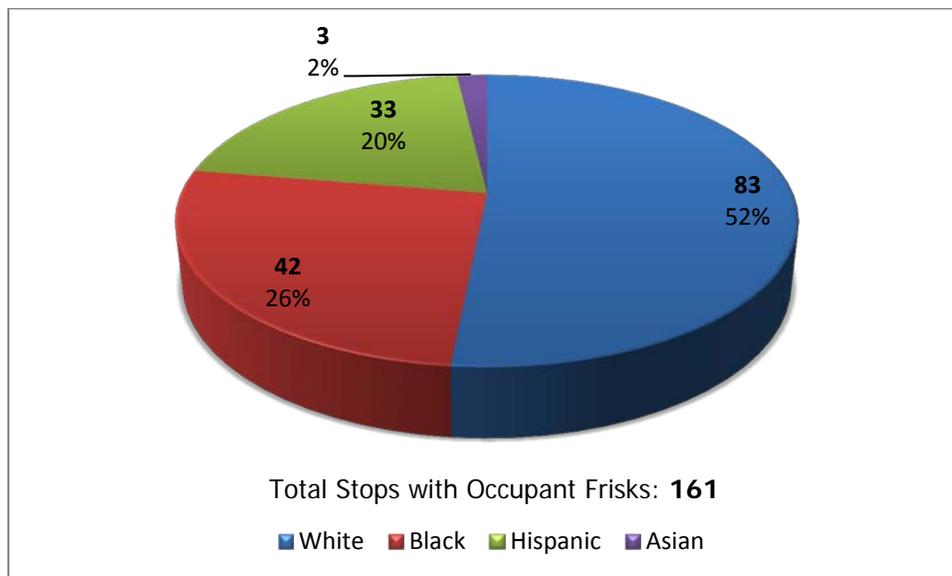


Occupant Frisks

In the current reporting period, there were 161 motor vehicle stops conducted by Troop B where at least one occupant was frisked, 8% of all stops with post-stop interactions.

Figure Fifteen: Racial/Ethnic Distribution of Stops with Occupant Frisks

January 1, 2013 – July 31, 2013

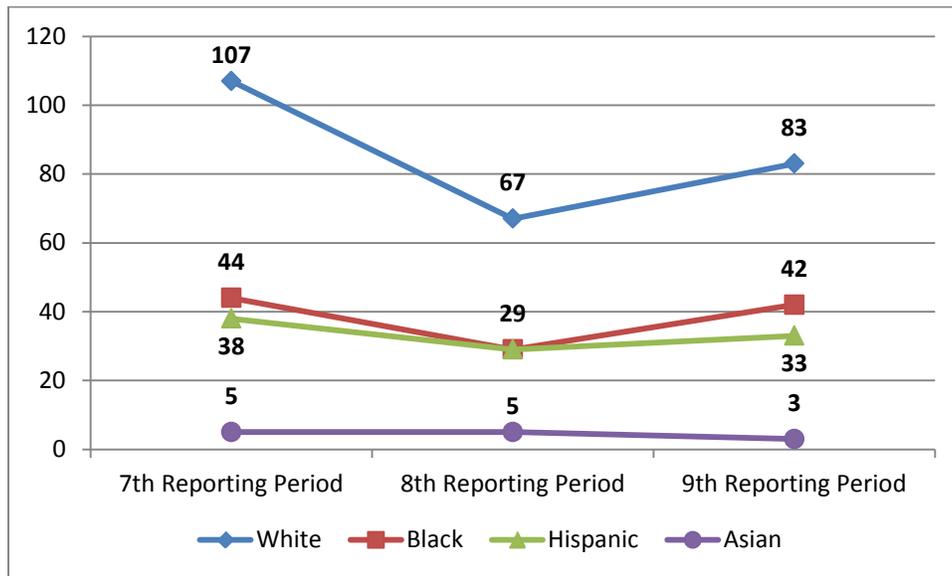


As shown in Figure Fifteen, White drivers were involved in the largest proportion of stops with occupant frisks. There were 83 stops, 52%, with a frisk that involved White drivers, 42 stops, 26%,

that involved Black drivers, and 33 stops, 20% that involved Hispanic drivers. Asian drivers made up 2% of occupant frisks during the current reporting period. The racial/ethnic distribution of stops with frisks does differ from all stops with law enforcement procedures made by Troop B.

Figure Sixteen presents the trend of stops with frisks for each racial/ethnic group for the current and previous two reporting periods for Troop B. Since the number of stops with law enforcement procedures increased, the same trend is expected for each specific procedure. Overall, the number of stops with frisks increased 23% from the previous to current reporting periods. Each racial/ethnic group did not necessarily experience the same increase. The number of stops with frisks involving Asian drivers actually decreased by two stops in the current reporting period. The decrease for Asian drivers is very small, and likely the result of random fluctuations especially considering how few frisks of Asian drivers occurred in past reporting periods. Similarly, the increase for Hispanic drivers is also relatively small, amounting to only four motor vehicle stops. The number of stops with frisks involving Black drivers increased by 45% and White drivers increased by 24%.

Figure Sixteen: Trend of Racial/Ethnic Distribution of Stops with Frisks
January 1, 2012 – July 31, 2013



Canine Deployments

Canine deployments are a relatively infrequent law enforcement procedure. There were only 66 stops where a canine was deployed Division-wide in the current reporting period. Necessarily, the number of stops made by Troop B that involved a canine deployment was even smaller, 24 stops.

In stops with law enforcement procedures involving canine deployment, White drivers make up the largest proportion. White drivers were involved in 14 stops with canine deployments or 59%. Black drivers also had a large proportion of stops, 33% or eight stops involving canine deployments. Hispanic drivers were only involved in two stops in Troop B for the current reporting period. From this distribution of stops involving canine deployments, White and Black drivers are overrepresented. However, because of the small number of instances involving canine deployments, an addition of one or two deployments would change the understanding of this distribution dramatically. As a result, the higher number of deployments with White and Black drivers is not *prima facie* evidence of disparate

treatment. OLEPS continues to monitor the appropriateness of canine deployments in OLEPS' Oversight Reports.

Figure Seventeen: Racial/Ethnic Distribution of Stops with Canine Deployments

January 1, 2013 – July 31, 2013

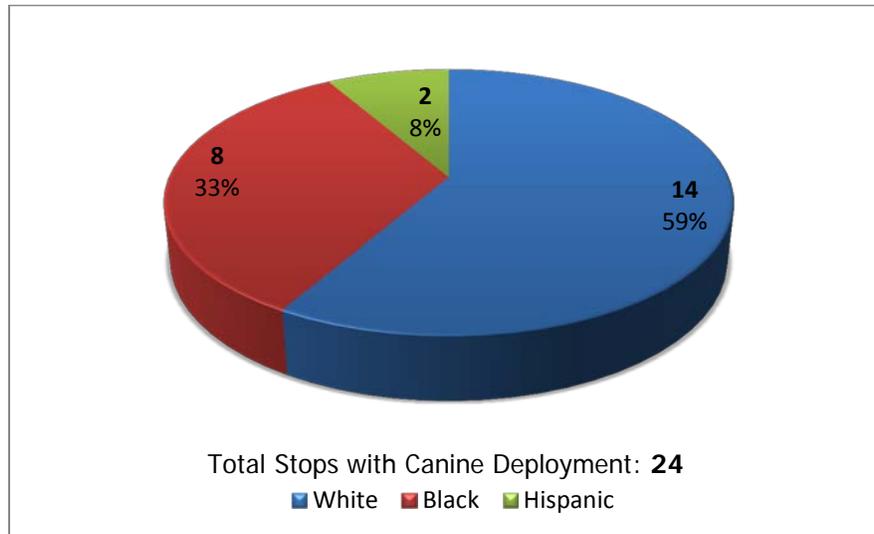
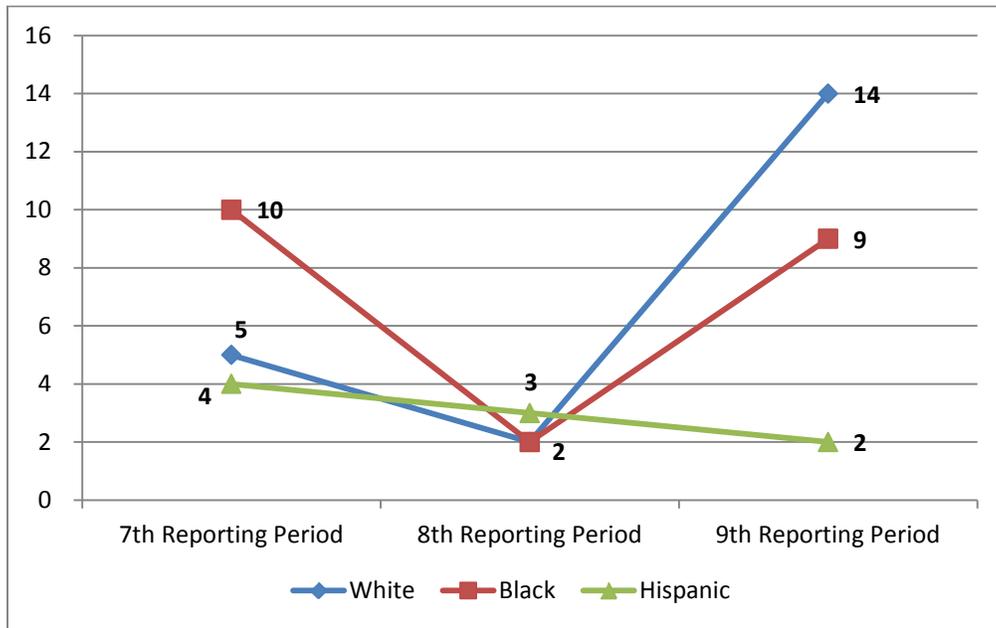


Figure Eighteen presents the trend of canine deployments by racial/ethnic group for the current and previous two reporting periods. Because canine deployments are a relatively infrequent event Division-wide, they are even more rare within a given Troop. That said, the number of deployments in a Troop is likely low, making the number of deployments for a given racial/ethnic group even more infrequent. Because of the infrequency, changes may seem more dramatic than they actually are. Trends of canine deployments by racial/ethnic group are presented here for consistency, but should be reviewed with caution as the trends are volatile.

For canine deployments in stops made by Troop B, the trend for each racial/ethnic group differs. Generally, each group remained consistent with the exception of a decline in the 8th reporting period. White drivers did have a large increase in the current reporting period with 14 stops involving canine deployment, especially going from only two stops in the previous period. Black drivers' involvement in stops with canine deployments remained steady with a decline in the 8th reporting period. However, Hispanic drivers are the only group that has been on a steady decline of one stop, in all three reporting periods. Again because the numbers of canine deployments are so small and apparently volatile, analysis of the number of deployments across multiple reporting periods is needed to truly assess the trends for each racial/ethnic group.

Figure Eighteen: Trend of Racial/Ethnic Distribution of Stops with Canine Deployments
 January 1, 2012 – July 31, 2013



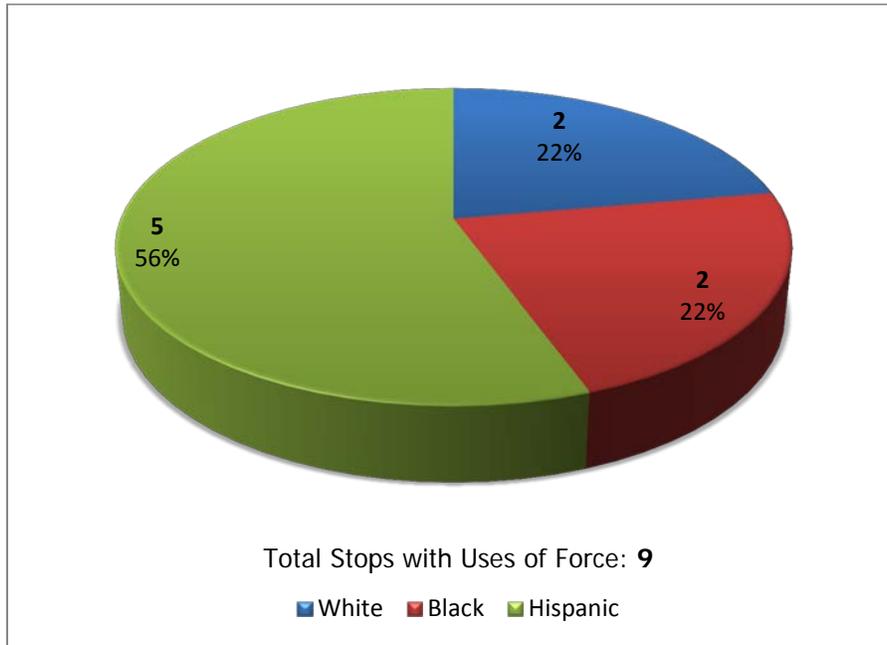
While the numbers of stops with canine deployments seem disproportionate, there are policies and procedures that govern these deployments which are designed to prevent the misuse of this procedure. Specifically, as noted in OLEPS’ Oversight Report, a trooper must contact a supervisor and officially request such a deployment. The deployment is required to meet a specific set of legal standards prior to the supervisor granting approval. In addition to supervisors ensuring that legal standards are met, OLEPS reviews all stops with such deployments to determine whether they are appropriate. As of press, OLEPS has not published findings on canine deployments that occurred in the current reporting period and cannot comment on whether these deployments are appropriate. These results will be available in OLEPS’ Eight Oversight Report for those deployments that occurred at the scene of the stop only.

Uses of Force

While canine deployments are infrequent events, uses of force are rarer. Division-wide, there were only 19 stops where force was used. In stops conducted by Troop B, there were nine instances of force. In seven instances of force, physical force was used, in one instance chemical force, and in one other instance a mechanical force was used in stops conducted by Troop B.

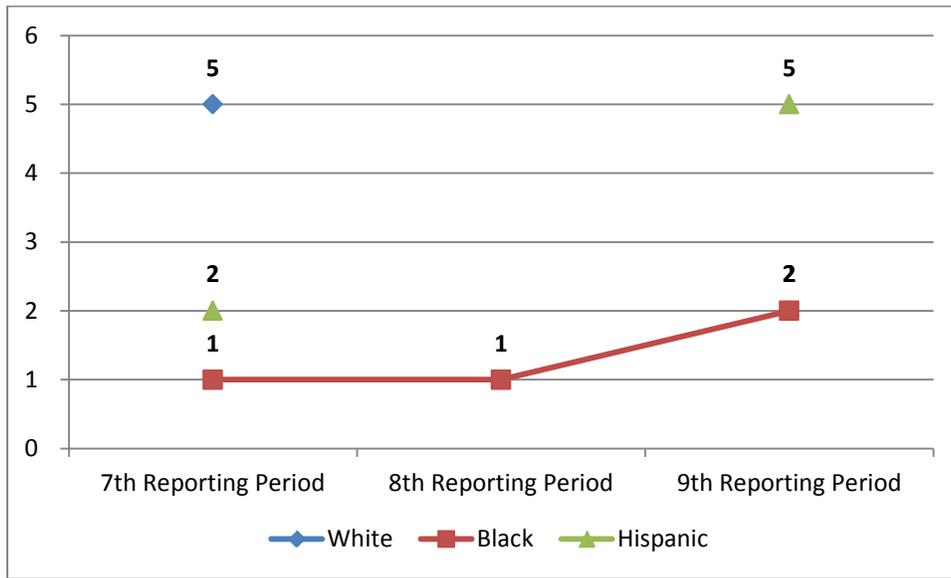
Figure Nineteen depicts the number of stops with uses of force by driver race/ethnicity. Because of the small number of stops with force, the percentages are somewhat misleading. Unlike the other law enforcement procedures discussed previously, white drivers did not make up the largest proportion of stops with uses of force. Hispanic drivers, with 56%, had the largest proportion of stops involving uses of force. However, this amounts to only 5 stops involving Hispanic drivers. White and Black drivers were both involved in 22% or two stops of all stops with force. Division-wide, White drivers are involved in the largest proportion of stops with force, as is the case for Troop B.

Figure Nineteen: Racial/Ethnic Distribution of Stops with Uses of Force
January 1, 2013 – July 31, 2013



Discussion of trends in uses of force are presented in Figure Twenty for consistency purposes only. As noted with canine deployments, the infrequency of stops with these events Division-wide, Troop-wide, and for a specific racial/ethnic group means that the trends are easily susceptible to random change. The addition of a few force instances changes the picture for an entire troop. Nonetheless, for Troop B, there was an increase of eight stops with force from the previous to the current reporting period. There was a one stop increase for Black drivers and the addition of two stops for White drivers and five for Hispanic drivers.

Figure Twenty: Trend of Racial/Ethnic Distribution of Stops with Uses of Force
 January 1, 2012 – July 31, 2013



Consent to Search

For this period, there were 221 stops with consent to search requests conducted by Troop B. There may be multiple outcomes for a consent request: granted, denied, or withdrawn. Figure Twenty-One presents the distribution of all consent to search request outcomes. The majority of consent to search requests were granted; 201 (91%) requests were granted and 20 (9%) were denied by an occupant during the stop.

Figure Twenty-One: Outcome of Consent to Search Requests
 January 1, 2013 – July 31, 2013

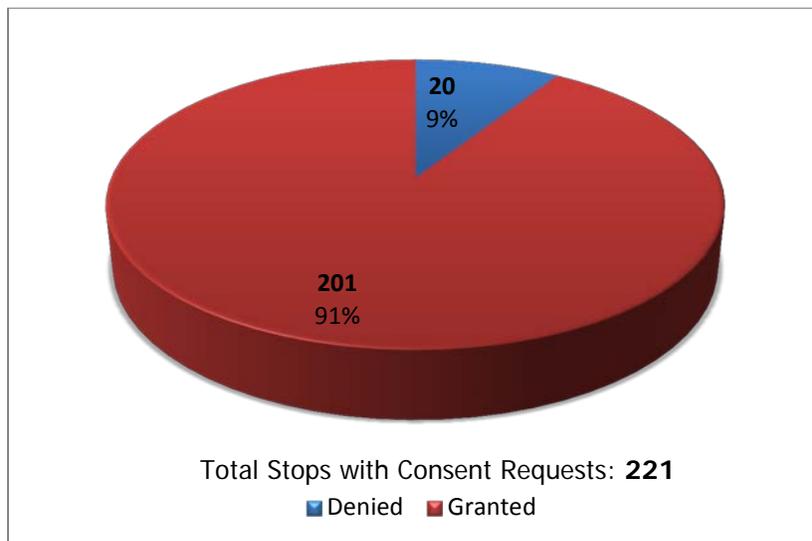
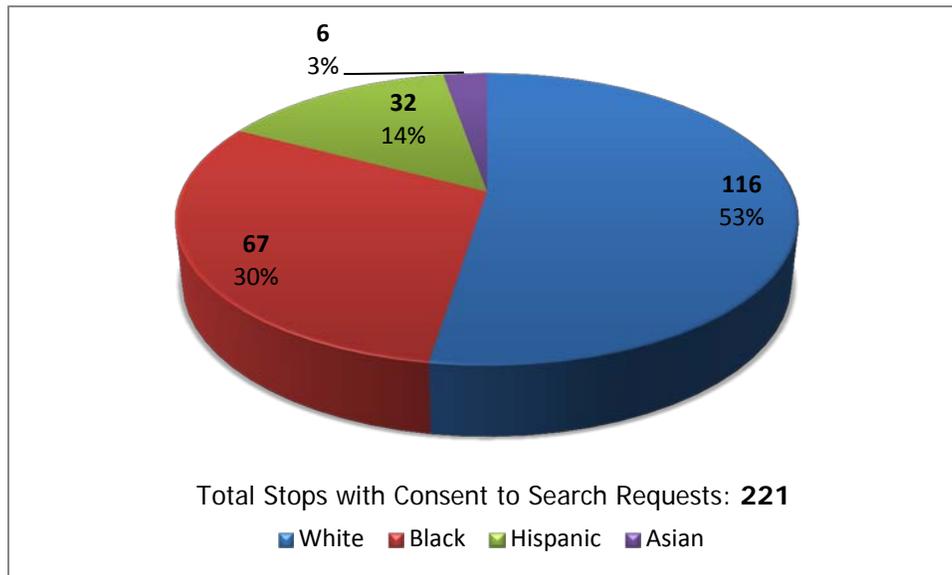


Figure Twenty-Two presents the racial/ethnic distribution for consent to search requests made during motor vehicle stops. White drivers made up the largest proportion of stops with consent to search requests. Over half, 53%, of all stops with consent to search requests involved White drivers. Black drivers were involved in 67 stops (30%) with consent to search requests, and Hispanic drivers were involved in 32 stops (14%) with consent to search requests. The racial/ethnic distribution of consent to search requests does differ from the distribution of the total number of stops and from the distribution of stops with post-stop interactions. Compared to the distribution of post-stop interactions for Troop B, the distribution of consent to search requests underrepresents Hispanic drivers and over represents Black drivers.

Figure Twenty-Two: Racial/Ethnic Distribution of Stops with Consent to Search Requests
 January 1, 2013 – July 31, 2013



Among the possible outcomes of these requests, this pattern remains the same; White drivers had the highest proportion of both granted (Figure Twenty-Three) and denied consent to search requests (Figure Twenty-Four). Because the majority of consent to search requests is granted, the distribution of granted consent requests is almost identical to that of all stops with requests. However, the distribution of denied consent to search requests deviates slightly. When consent was denied, White drivers were involved in a slightly larger proportion, 55%, compared to their proportion of total consent to search requests and Black drivers were also involved in a larger proportion, 40%. Like the distribution noted Division-wide, for consent request made in stops by Troop B, White drivers are involved in the highest proportion of both granted and denied requests.

Figure Twenty-Three: Racial/Ethnic Distribution of Stops with Consent to Search Granted
 January 1, 2013 – July 31, 2013

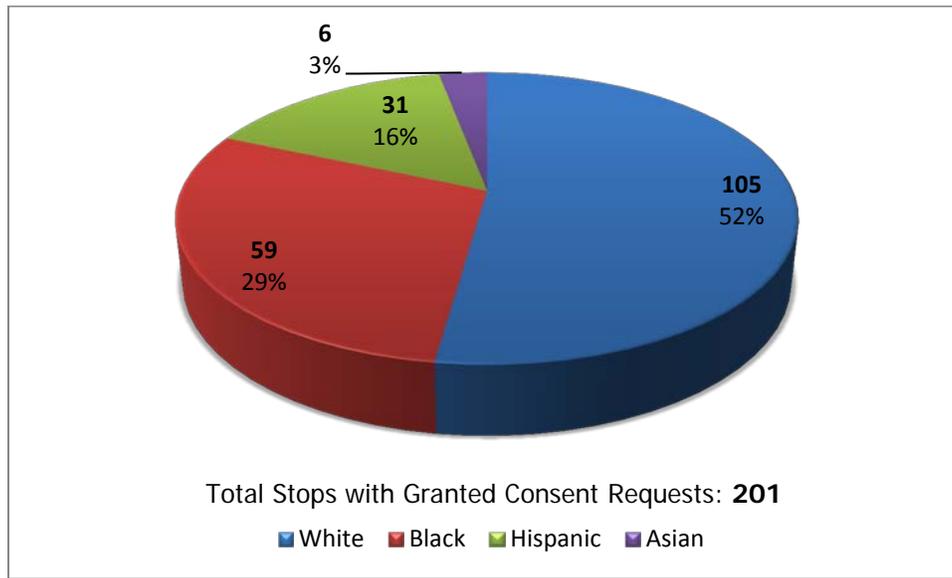
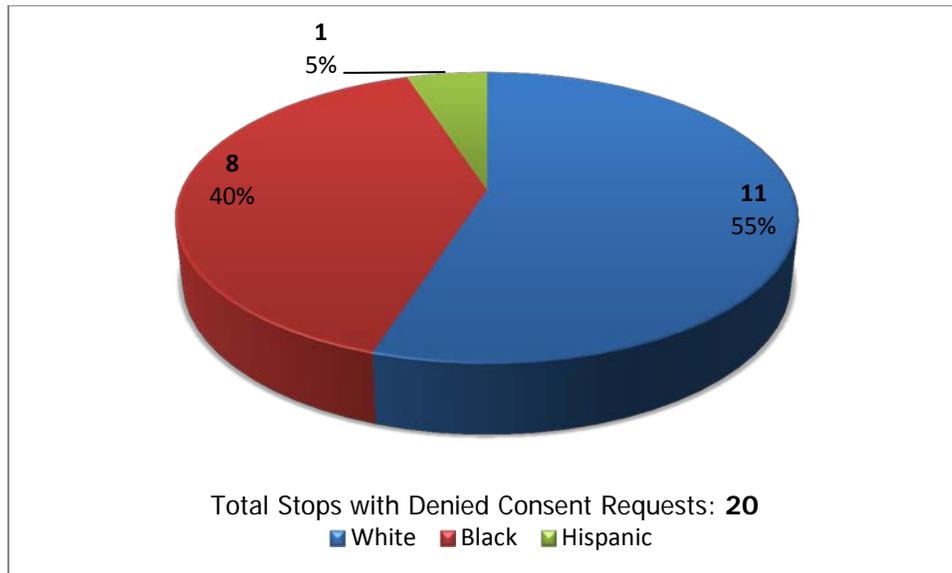


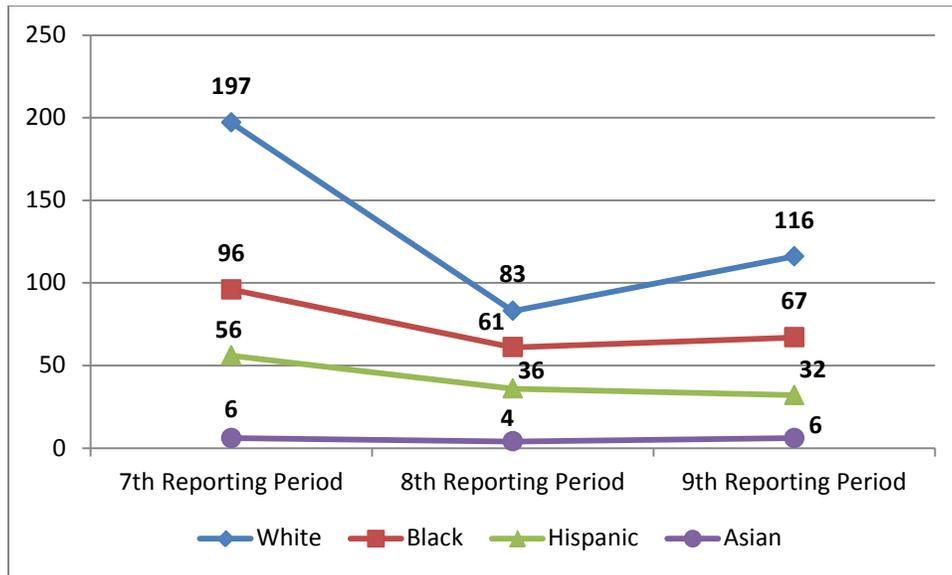
Figure Twenty-Four: Racial/Ethnic Distribution of Stops with Consent to Search Denied
 January 1, 2013 – July 31, 2013



The total number of requests increased 20% in the current reporting period for Troop B. This number includes all requests, regardless of the outcome (granted or denied). Figure Twenty-Five graphs this trend for each racial/ethnic group for the current and previous two reporting periods. White drivers experienced the largest increase in number of stops, 33. Black and Asian drivers also experienced increases in stops involving consent to search requests. Black drivers had a six stop increase and Asian drivers had a two stop increase. However, Hispanic drivers' involvement in stops with consent to search requests decreased by four stops in the current reporting period. Even though most racial/ethnic groups did experience some degree of increase, the number of stops involving consent

to search requests is still less than during the 7th reporting period. This could be due to fluctuations in the total number of stops made by Troop B and Division-wide. However, because this data is not currently available, such a conclusion cannot be drawn.

Figure Twenty-Five: Trend of Racial/Ethnic Distribution of Stops with Consent Requests
 January 1, 2012 – July 31, 2013



Trends in each category of consent to search request that were granted, denied, or withdrawn are not presented pictorially for Troop B. However, in the current reporting period, there was a 26% decline in the number of stops with denied consent requests while there was a 26% increase for granted consent requests. Generally, each racial/ethnic group experienced increases that were similar to the overall increase for granted consent searches. For stops involving denied consent searches, most racial/ethnic groups decreased except the number of stops involving Black drivers, which increased by three stops.

Arrests

In the current reporting period, there were 1,444 motor vehicle stops conducted by Troop B where at least one person was arrested. In the majority of these stops, only one person was arrested. However, there were six stops where as many as five individuals were arrested by Troop B. On average, there were 1.2 arrests per stop.

Figure Twenty-Six: Racial/Ethnic Distribution of Stops with Arrests
 January 1, 2013 – July 31, 2013

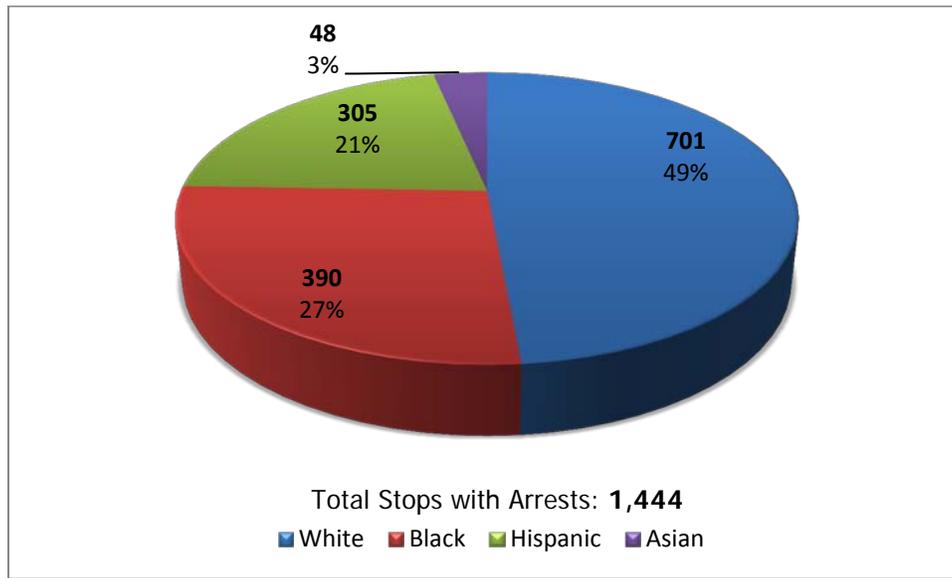
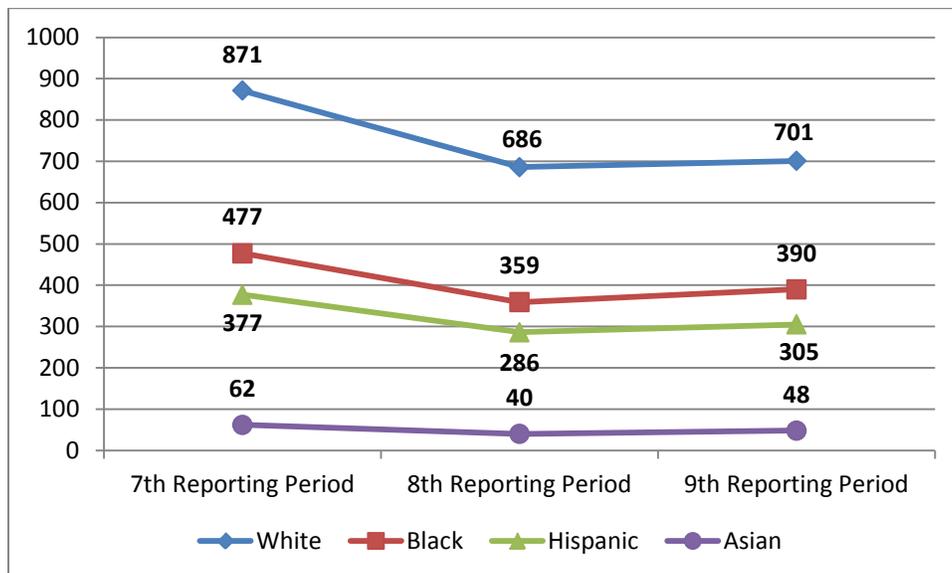


Figure Twenty-Six depicts the racial/ethnic distribution of all motor vehicle stops where an arrest was made. White drivers were involved in the highest proportion of stops where an arrest was made. Roughly 49% of all stops where an arrest was made involved White drivers. Black drivers were involved in 27% of all stops where an arrest was made. Hispanic drivers were involved in 21% of stops where an arrest was made. Asian drivers were only involved in 3% of all stops with arrests.

Figure Twenty-Seven: Trend of Racial/Ethnic Distribution of Stops with Arrests
 January 1, 2012 – July 31, 2013



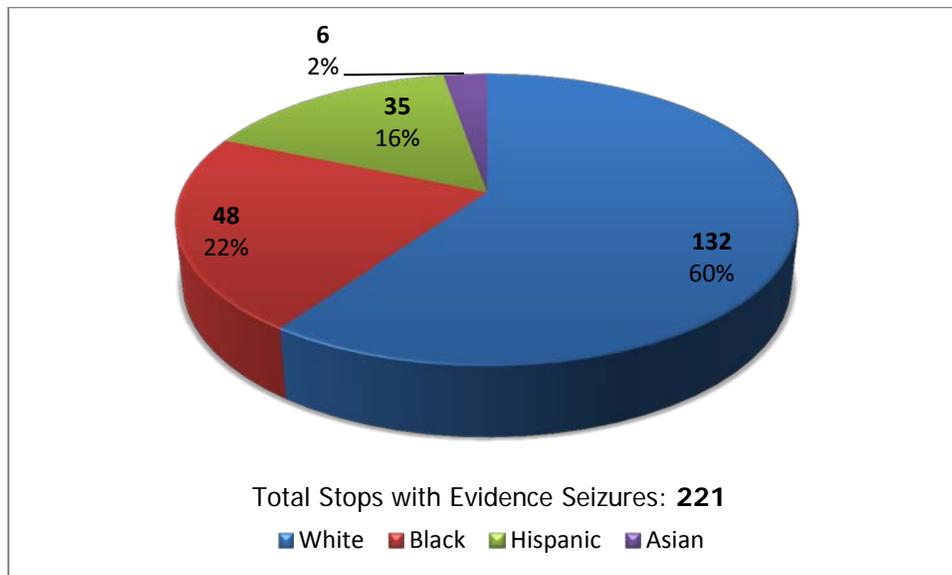
The total number of stops where an individual was arrested increased about 5% in the current reporting period, similar to the increase for stops with law enforcement procedures. As shown in Figure Twenty-Seven, the degree of increase from the previous to the current reporting period varied among racial/ethnic groups; White drivers had a slight increase, 2%, in stops with arrests. Stops with arrests involving Black drivers increased by 9% and 7% for Hispanic drivers. Asian drivers' involvement in stops with at least one arrest made, increased by 20%.

Evidence Seizures

The seizure of evidence during a motor vehicle stop is a relatively rare occurrence, occurring in only 1,078 motor vehicle stops Division-wide. For stops made by Troop B, evidence was seized in 221 motor vehicle stops. Evidence may have been seized in conjunction with a variety of activities including: frisks, non-consensual searches, consent requests, execution of a search warrant, plain view seizures, or even a request for the retrieval of property.

Figure Twenty-Eight depicts the racial/ethnic distribution of stops with evidence seizures. The majority of stops in which evidence was seized involved White drivers. In 60% of all stops with evidence seized, the driver was White, in 22% of stops the driver was Black, and in 16% of stops the driver was Hispanic. When compared to the distribution of stops with law enforcement procedures, White drivers are slightly overrepresented; they were involved in only 51% of all stops in Troop B with post-stop interactions.

Figure Twenty-Eight: Racial/Ethnic Distribution of Evidence Seizures
 January 1, 2013 – July 31, 2013

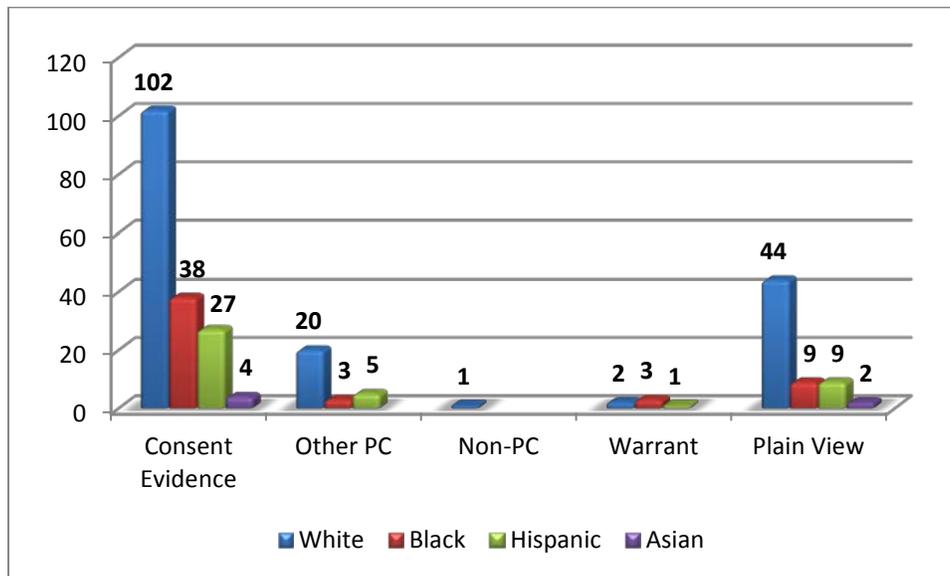


Each motor vehicle stop can involve one or more seizures of evidence. In the current reporting period, 47 of the 221 stops with seizures had evidence seized as the result of more than one type of activity. For example, a trooper may observe contraband in plain view and also conduct a consent search that produces evidence. Thus, there are actually 268 searches/seizures that led to an evidence seizure. At most, a single stop included three different types of searches/seizures that resulted in evidence. However, the majority of stops only involved one type of search/seizure.

While the exact evidence seized is unknown, it is known how the evidence was obtained. Figure Twenty-Nine depicts the type of search/seizures that resulted in evidence for each racial/ethnic group for stops conducted by Troop B. The majority of the 268 evidence seizures resulted from consent searches. In total, there were 170 evidence seizures as the result of a consent search. Of these consent search seizures, 61% involved White drivers, 22% involved Black drivers, and 16% involved Hispanic drivers.

Figure Twenty-Nine: Types of Evidence Seizures

January 1, 2013 – July 31, 2013



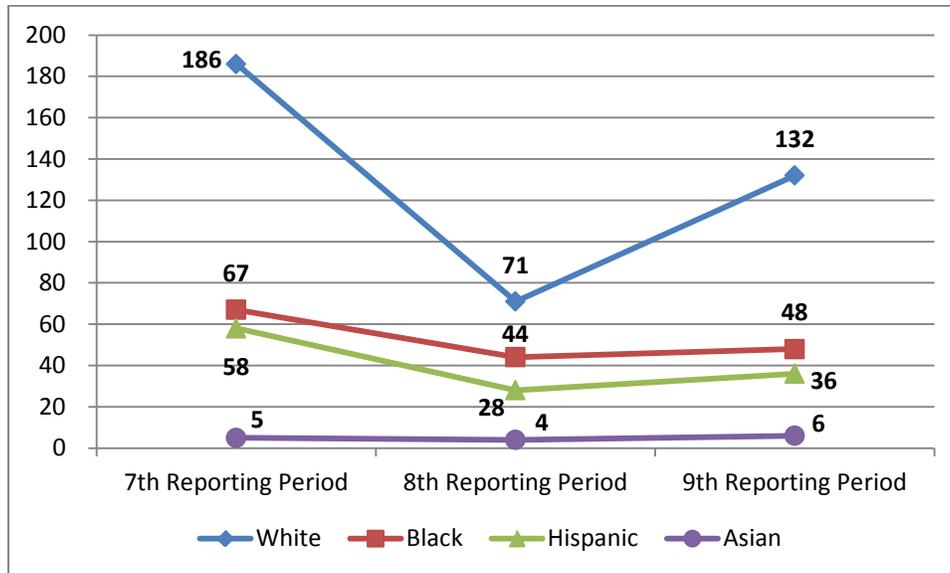
The second most frequent searches/seizures were those considered plain view. In 63 seizures, the reason provided indicated that a controlled dangerous substances (CDS), controlled dangerous weapons (CDW), or open containers were in plain view and subsequently seized. Of these seizures, 70% involved White drivers, 14% involved Black drivers, and 14% involved Hispanic drivers.

Seizures classified as “Other PC” were the third most frequently cited search leading to an evidence seizure. These activities include all PC based searches/seizures other than plain view seizures. Thus, vehicle frisks, proof of ownership, secure vehicle, retrieval of property, or public exigency searches fall under this category. These seizures were a relatively small number of all seizures, and were used in only 28 motor vehicle stops. Of these seizures, twenty (71%) involved White drivers and three (11%) involved Black drivers. Hispanic drivers were involved in five motor vehicle stops with Other PC seizures. The racial/ethnic distribution of these seizures is not similar to either the distribution of all stops or those with post-stop interactions likely due to the total small number of stops.

Searches/seizures classified as Non-PC or as the result of a search warrant were rare for Troop B. There was one seizure classified as non-PC, which involved a White driver. There were six incidents of seizures stemming from a search warrant.

Figure Thirty depicts the trend of motor vehicle stops with evidence seized by racial/ethnic group. Overall, there was a 50% increase in the number of stops where evidence was seized. This increase was largest for White drivers; the number of stops with White drivers where evidence was seized increased 86% in the current period. There was a slight increase for Black drivers, 9%. Hispanic drivers also experienced an increase of 25% and Asian drivers increased by two stops involving evidence seizures.

Figure Thirty: Trend of Racial/Ethnic Distribution of Stops with Evidence Seizures
 January 1, 2012 – July 31, 2013



Dispositions

For each stop made by the State Police, a disposition is issued. As depicted in Figure Thirty-One, 15,862 stops (33%) resulted in some kind of summons, 19,419 (40%) resulted in a warning, 5,501 (12%) resulted in some combination of warnings and/or summons, and 7,001 (15%) resulted in another, unspecified disposition. For stops made by Troop B, the most common disposition was a warning issued for a moving violation, which accounted for 34% of all dispositions issued. Moving summonses were used in 27% of all stops made by Troop B. Other and mixed dispositions were less common making up 15% and 12% of Troop B's dispositions respectively. Dispositions based on non-moving violations were less common; there were 3,093 summons for non-moving violations and 2,932 warnings for non-moving violations issued during motor vehicle stops made during this reporting period.

Figure Thirty-One: Dispositions of All Stops

January 1, 2013 – July 31, 2013

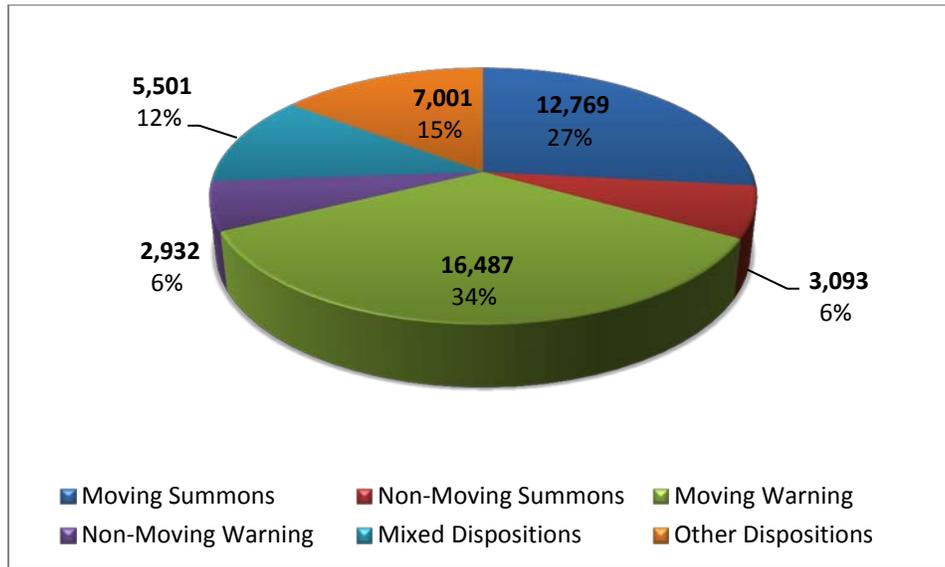
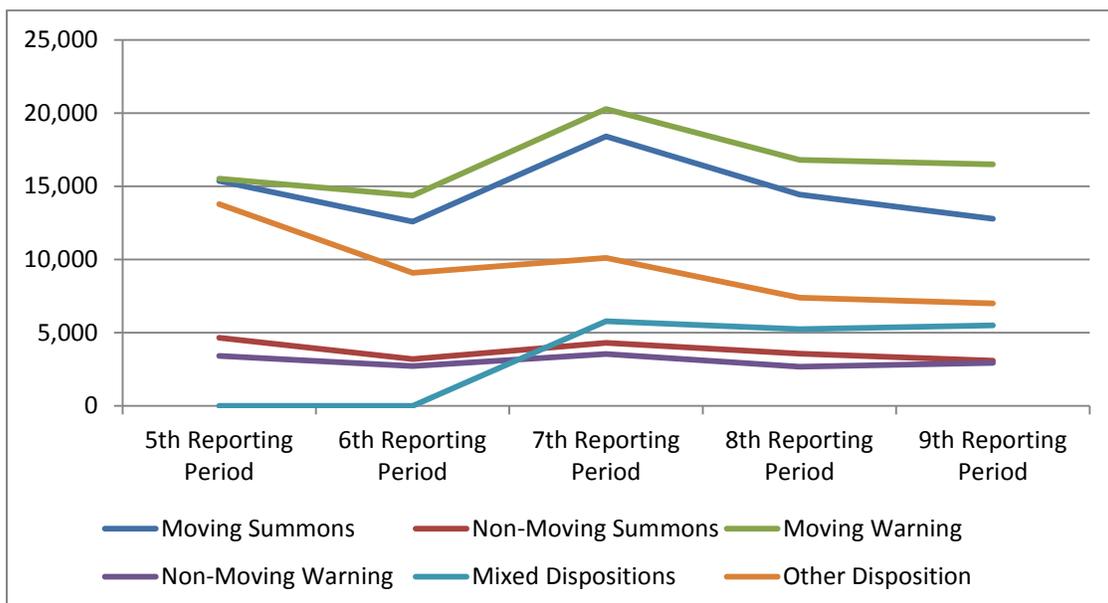


Figure Thirty-Two graphs the number of stops resulting in each disposition for the current and past four reporting periods. Because the number of stops made by Troop B during this reporting period decreased, generally the number of stops receiving each disposition decreased. However, the State Police has been making concerted efforts to reduce the number of motor vehicle stops where no enforcements or official dispositions were made, classified here as other. No enforcement stops are those where a motorist is pulled over and released without any documentation of an infraction. Examining Figure Thirty-Two indicates that the number of stops resulting in this disposition (other) remained the same for the last two reporting periods. The proportion of stops that resulted in other dispositions remained around 15%.

Figure Thirty-Two: Trends of Dispositions

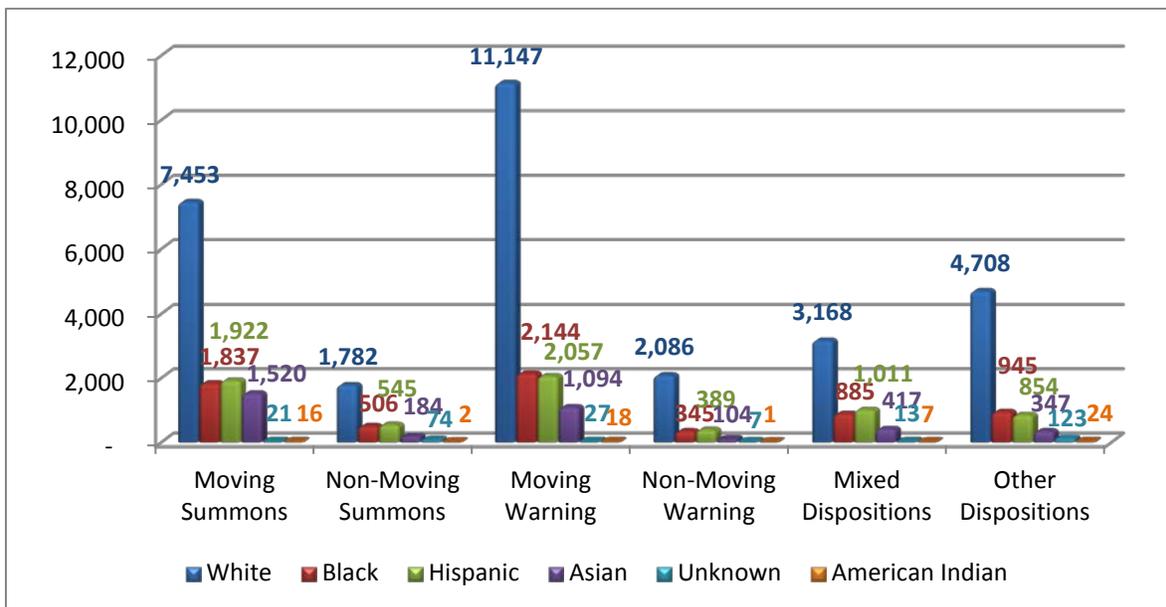
January 1, 2011 – July 31, 2013



Since the State Police began its attempts to reduce the number of stops with no enforcements, the number of stops resulting in warnings and summonses for moving violations have increased, surpassing other violations in the ninth reporting period for Troop B. While moving summons and warnings have historically been frequent, they are now the most frequent outcomes for motor vehicle stops in Troop B.

Across disposition categories, White drivers continue to make up the largest proportion of each disposition type for stops made by Troop B. The overall pattern remains, between 58 and 71 percent of all disposition types involved White drivers and between 12 and 16 percent of all disposition types involved Black drivers. Because State Police is require to record a disposition for all motor vehicle stops, the racial/ethnic distribution of dispositions should be nearly identical to the racial/ethnic distribution of all stops.

Figure Thirty-Three: Racial/Ethnic Distribution of Disposition Types
 January 1, 2013 – July 31, 2013



The most common outcome for stops were moving warnings. There were 16,487 stops (34%) that received a moving warning. Of these stops, there were 11,147 stops (71%) that involved White drivers, 2,144 stops (13%) that involved Black drivers, and 2,057 stops (12%) that involved Hispanic drivers. This is very similar to the overall pattern of the racial/ethnic distribution of all stops made by Troop B, where the majority of stops involve White drivers. However, White drivers are slightly overrepresented and Black and Hispanic drivers slightly underrepresented among moving warnings.

The second most common outcome for stops for Troop B were moving summonses, which were cited in 12,769 stops (27%). There were 7,453 stops (58%) with moving summonses that involved White drivers, 1,837 stops (14%) with moving summonses that involved Black drivers, and 1,922 stops (15% with moving summonses that involved Hispanic drivers. Again this pattern mirrors the overall racial/ethnic distribution of stops made by Troop B.

For each disposition category, White drivers made up at least 58% of all stops receiving that specific disposition. The racial/ethnic distribution for each disposition category is consistent with the overall racial/ethnic distribution of motor vehicle stops made by Troop B. White drivers receive roughly 63% of all categories of dispositions, while Black drivers are closer to 14%, and Hispanic drivers were about 14% as well. Thus, the distribution of disposition types roughly matches that of all stops. For White drivers, the most common disposition was a moving warning, while non-moving summons and mixed dispositions were most common for Black and Hispanic drivers, and moving summonses were most common for Asian drivers.

Individual Level Analysis

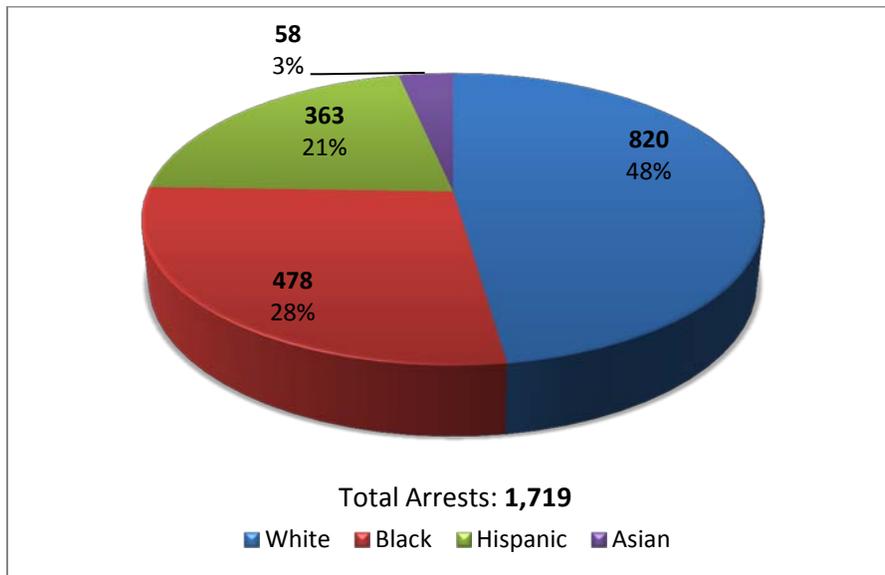
Arrests

While there were 1,444 motor vehicle stops made by Troop B where an arrest was made, there were 1,719 actual arrests. That is, there were 1,719 individuals arrested during motor vehicle stops in the current reporting period. On average, there were 1.2 arrests per motor vehicle stop but, a few stops did have as many as five arrests.

Because each stop averaged just a little more than one arrest, the racial/ethnic distribution of the individuals who were arrested should be similar to the racial/ethnic distribution of stops with arrests. Figure Thirty-Four depicts this distribution for Troop B, and it is identical to the distribution of stops with arrests. White individuals make up the majority with 48% of all arrests made during the reporting period. In 28% of all arrests, the individual arrested was Black while in 21% of all arrests, the individual arrested was Hispanic. Last, Asian individuals were involved in 3% of all arrests in the current reporting period. Compared to the Division-wide pattern of individuals arrested, Troop B arrested a higher proportion of Hispanic drivers and slightly smaller proportions of White and Black drivers.

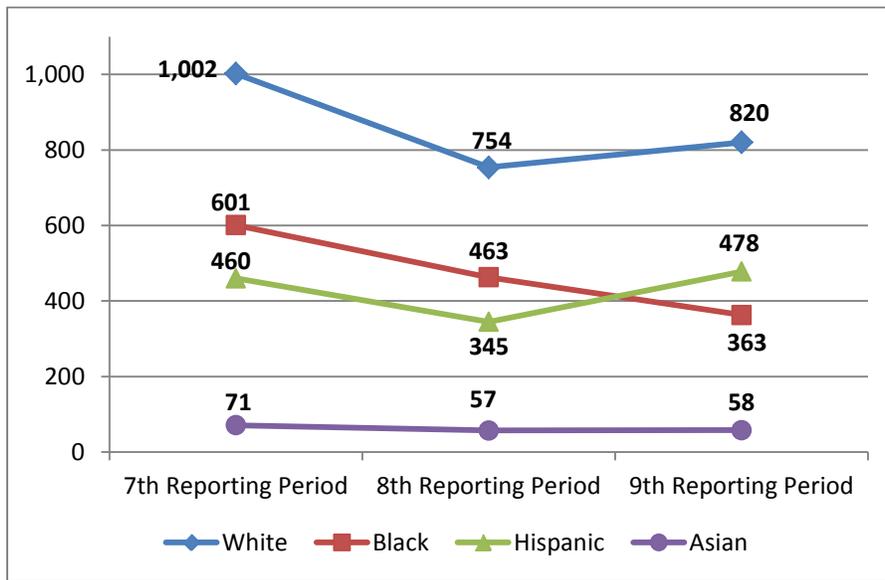
Figure Thirty-Four: Racial/Ethnic Distribution of All Arrests

January 1, 2013 – July 31, 2013



Overall, the number of arrests made during stops by Troop B increased 6% from the previous reporting period. The largest increase was for the number of Hispanic individuals who were arrested; there was a 39% increase in the number of White individuals who were arrested in the current reporting period. Additionally, the number of White individuals increased 9%, Asian individuals by 2%. However, Black individuals arrested experienced a decline of 22%.

Figure Thirty-Five: Trend of Racial/Ethnic Distribution of Individuals Arrested
 January 1, 2012 – July 31, 2013



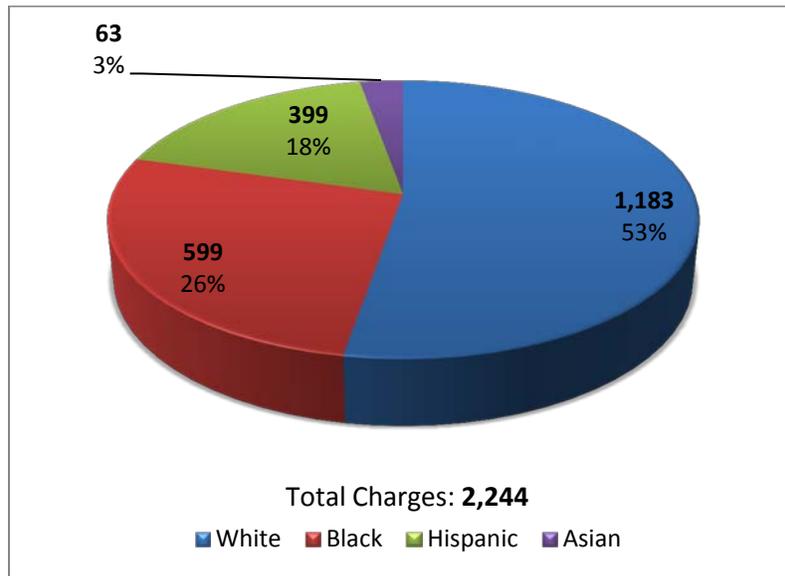
Black and Hispanic drivers made up 27% and 21% of arrests respectively, individuals of these racial/ethnic groups make up a similar proportion of all individuals arrested. Whether troopers had appropriate probable cause to arrest is not explored in this report but is in OLEPS' Oversight Report. Examination of the the charges filed following arrests may help elucidate possible reasons for this disproportionality in the racial/ethnic distribution of those arrested.

Charges

For an arrest, an individual can be charged with one or multiple charges. For the current period, while there were 1,719 arrests, there were actually 2,244 charges filed. On average, each arrest resulted in 1.3 charges filed. However, several arrests had six or seven charges filed.

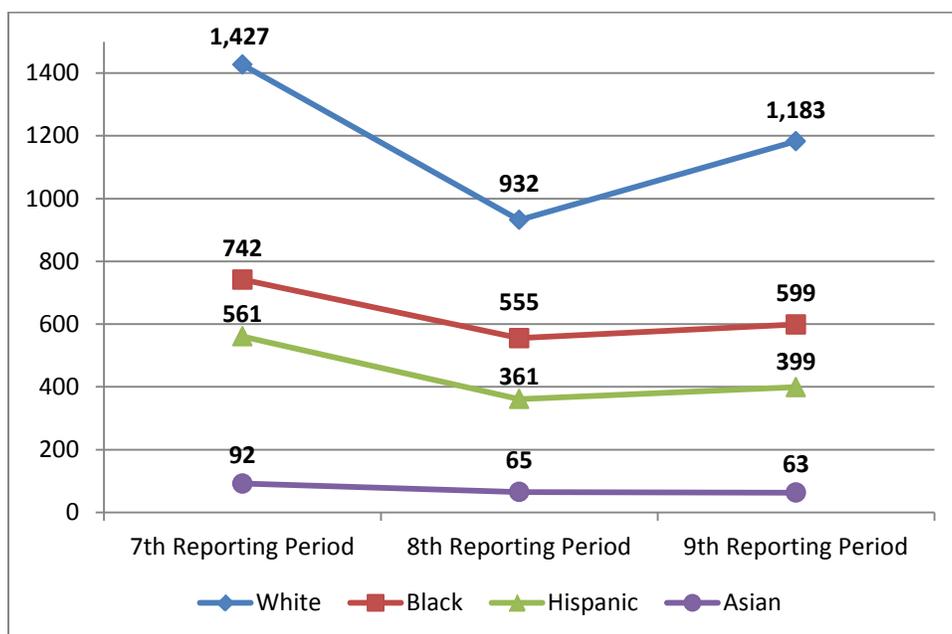
The racial/ethnic distribution of those arrested and that had charges filed is presented in Figure Thirty-Six and is similar to the distribution of all arrests. White individuals were involved in the largest proportion of charges filed, 53%. Black individuals were involved in 26% of all charges, Hispanic individuals were involved in 18% of all charges filed, and Asian individuals were involved in 3% of charges filed. Compared to the distribution of those individuals who were arrested, the proportions are nearly identical though there are minor differences.

Figure Thirty-Six: Racial/Ethnic Distribution of Individuals Charged
 January 1, 2013 – July 31, 2013



While the number of individuals arrested increased by 6% in the current reporting period, the total number of charges filed increased by 17%. As shown in Figure Thirty-Seven, there was a 27% increase in the number of charges filed against White individuals and an 8% increase in the number of charges filed against Black individuals in Troop B. There was an 11% increase in the number of charges filed against Hispanic individuals. However, the number of charges against Asian individuals declined by two.

Figure Thirty-Seven: Trend of Racial/Ethnic Distribution of Charges
 January 1, 2012 – July 31, 2013



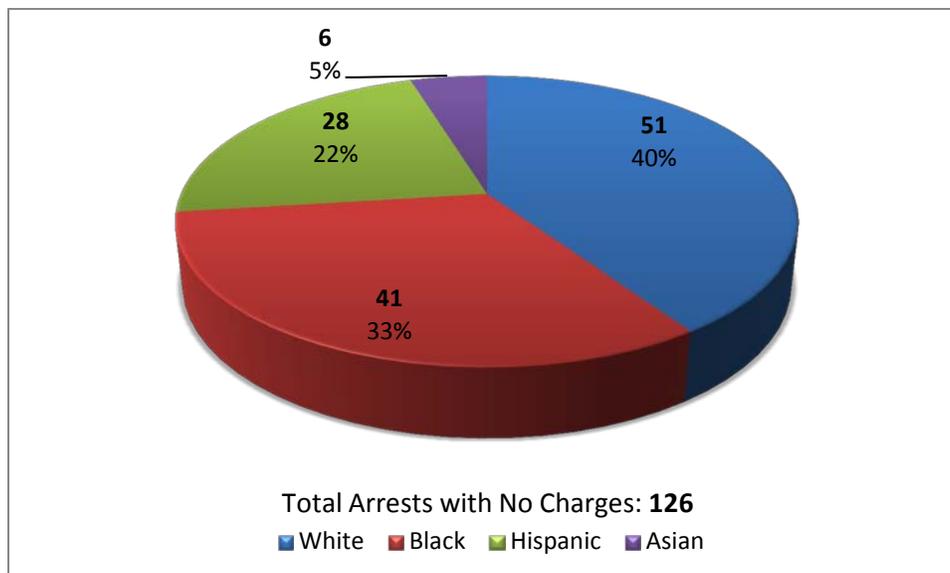
In some cases, an individual may be arrested and not charged. While this is possibly a data entry error, it is more likely a reflection of policies and procedures following State v. Peña-Flores, 198 N.J. 6 (2009).¹ Following this ruling, State Police policy requires immediate arrest when a trooper has probable cause in the form of the odor of marijuana. In these instances, an individual is placed under arrest immediately when the odor of either raw or burnt marijuana is detected. The trooper may then request for consent to search the vehicle, request a canine, or request a search warrant. If none of these searches provide evidence to confirm the odor and the odor dissipates, the trooper must release the individual. Thus, an arrest was made, but the individual was never charged because the odor of marijuana, or probable cause, dissipated.

In the current reporting period there were 126 arrests made by Troop B where an individual was not ultimately charged with any specific statute. The racial/ethnic distribution of those not charged should, ideally, be identical to the racial/ethnic distribution of those charged. If the distributions differ, further analysis is required to determine what specifically causes these differences.

Figure Thirty-Eight depicts the racial/ethnic distribution of those arrested by Troop B but not charged in the current period. The distribution of those not charged is similar to that of those who were charged, however, some differences do emerge. Specifically, while Black drivers were roughly 28% of all charges filed, they are 33% of those individuals for whom no charges were filed. Conversely, White drivers were 48% of charges filed yet only 40% of those with no charges filed. Thus, it would appear that Black individuals are slightly overrepresented among arrests with no charges. This is not unexpected as OLEPS has noted the high number of motor vehicle stops where a consent search was requested based on PC, the odor of marijuana. The presence of that particular form of PC, as discussed previously, requires an immediate arrest until a trooper can ascertain whether there is contraband on the person or in the vehicle.

Figure Thirty-Eight: Racial/Ethnic Distribution of Arrests with No Charges

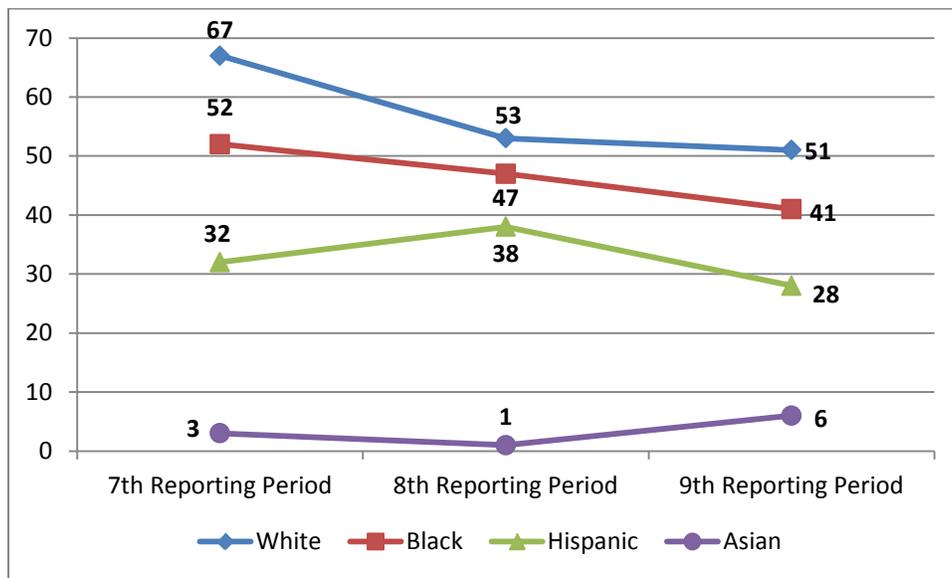
January 1, 2013 – July 31, 2013



¹ State v. Peña-Flores, 198 N.J. 6 (2009), hereafter referred to as Peña-Flores, served to further define the exigent circumstances under which a search of a vehicle could be conducted without securing a search warrant under the automobile exception when there was probable cause to believe that a crime had been (or will be) committed.

While the distribution of those not charged may be similar to that of those charged, the trend of those not charged differs from those charged. As shown in Figure Thirty-Nine, there was a 9% decrease in the number of individuals who were not charged. The number of White individuals who were not charged declined by two, the number of Black individuals decreased by 6, and the number of Hispanic individuals decreased by 10. However, the number of Asian individuals increased by two. Although Black and Hispanic drivers are disproportionately represented among those arrested and not charged, this disproportionality has decreased in the current reporting period. As noted previously, this may be the result of immediate arrest upon the odor of marijuana. OLEPS will continue to examine this trend in future reports.

Figure Thirty-Nine: Trend of Racial/Ethnic Distribution of Individuals Not Charged
 January 1, 2012 – July 31, 2013



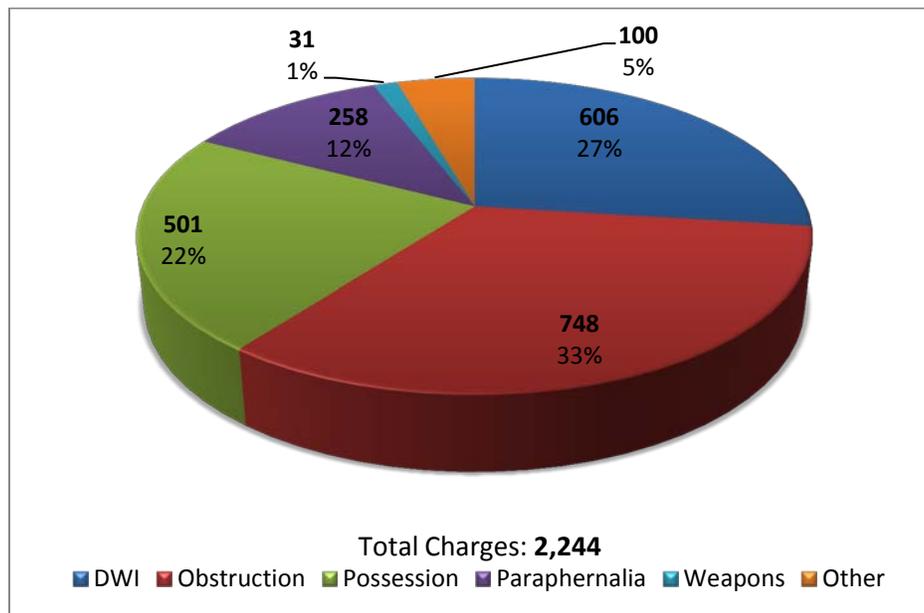
Types of Charges

The charges filed following an arrest can be numerous. As noted above, an individual may be charged with multiple charges. While there are a number of charges that can be chosen for any violation, there are also a few charges that are commonly used. Each specific charge was coded to reflect the overall type of charge. Figure Thirty depicts the types of charges filed for arrests made during motor vehicle stops in the current reporting period.

For Troop B, the most commonly cited charges pertained to obstruction; 33% of all charges filed were categorized as obstruction. This category does include such charges as resisting arrest, hindering apprehension, and contempt. Contempt is the charge listed when an individual is arrested based on a warrant and for the current period, is actually the most frequently cited obstruction charge. Contempt was the specific charge cited in over 87% of all obstruction charges in the current reporting period. From this information, it can be inferred that a large proportion of arrests made during motor vehicle stops in the current reporting period are based on outstanding warrants. Compared to Division-wide charges, obstruction charges make up a smaller proportion of charges filed for Troop B, 39% Division-wide compared to 33% for Troop B.

Figure Forty: Types of Charges Filed

January 1, 2013 – July 31, 2013



As noted Division-wide, a number of individuals were charged in reference to drugs and alcohol. These charge categories, DWI, Possession, and Paraphernalia, were cited in more than half of all charges filed. Charges for possession of a controlled dangerous substance, or being under the influence of such a substance were 4% of all charges filed while charges for possession of drug paraphernalia were 12% of all charges filed. Marijuana was the most frequently cited drug in possession charges, cited in over 47% of all possession charges. Charges for driving while intoxicated (DWI) were 27% of all charges filed.

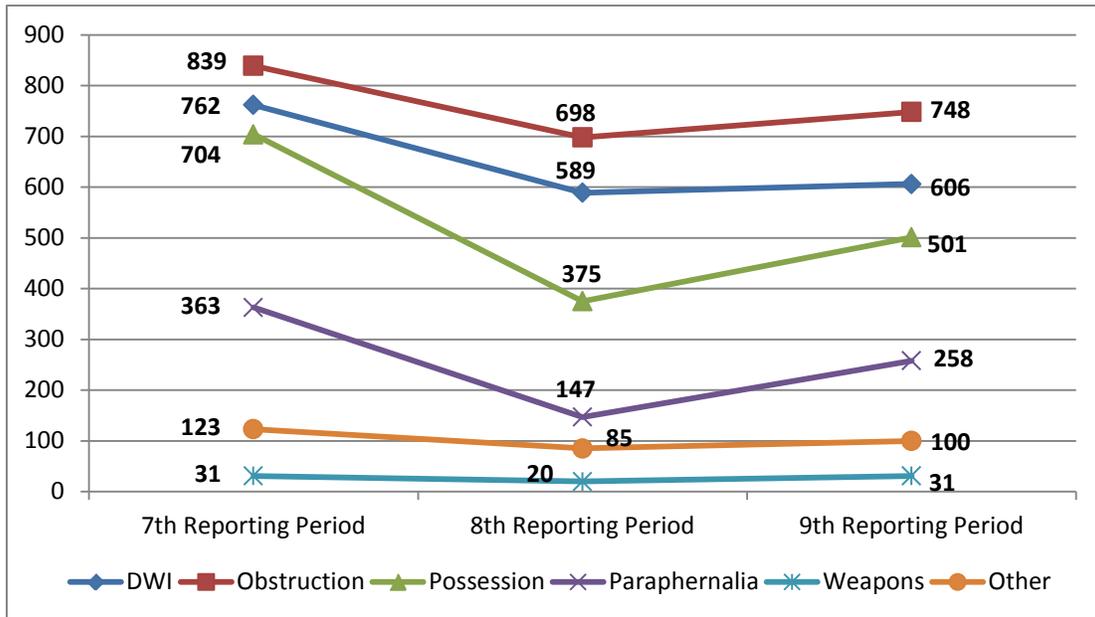
Charges for the possession of prohibited weapons and devices were relatively rare in the current reporting period. These charges amounted to about 1% of all charges filed.

Other charges included a variety of both criminal and traffic violations that were cited in the current reporting period. These charges only amounted to about 5% of all other charges filed. The most commonly cited other charge was theft of some kind.

The total number of charges filed for arrests made by Troop B in the current reporting period increased 17%, as noted previously. Figure Forty-One illustrates this increase by charge categories. As shown, the magnitude of the increase varied across charges. The largest increase was noted for paraphernalia charges; from the previous to current reporting period, there was a 76% increase in the number of paraphernalia charges. The increase for possession charges was 34% while obstruction charges increased 7%. Weapons charges increased by 55%. DWI charges increased slightly, about 3%.

Figure Forty-One: Trend of Arrest Charges

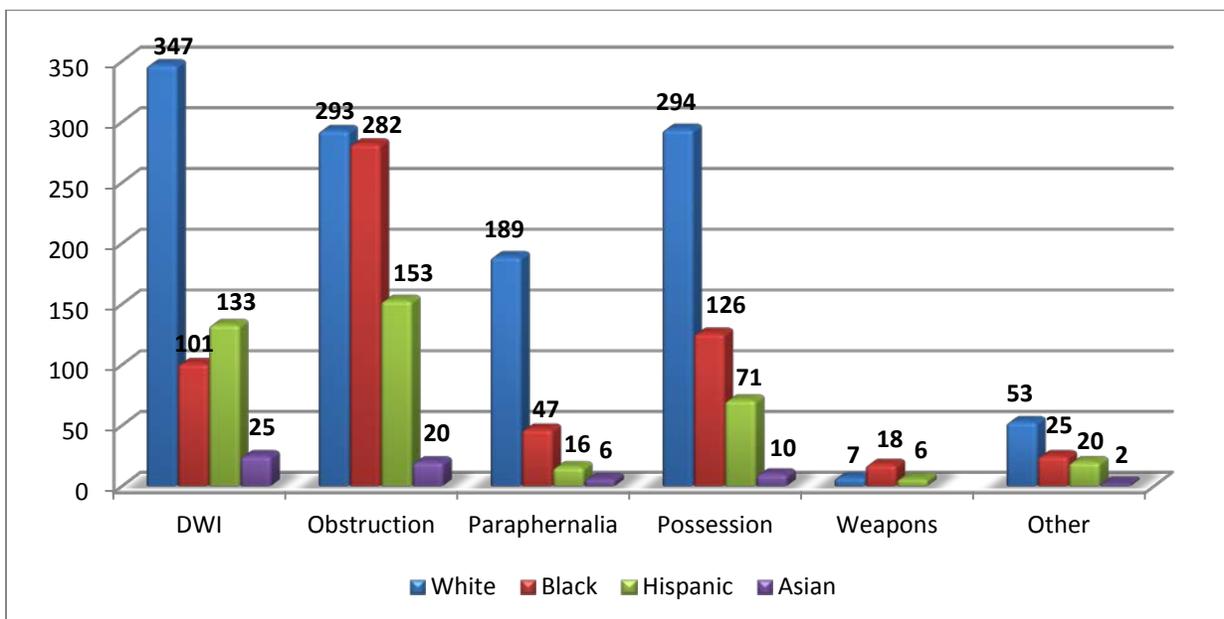
January 1, 2012 – July 31, 2013



Since an individual can be charged with multiple charges, the racial/ethnic distribution of each charge category is explored in Figure Forty-Two. The distribution of all charges in Figure Thirty-Two indicated that White motorists make up the largest proportion of all charges, followed by Black, Hispanic, Asian, and then American Indian individuals. This same distribution is expected for each category of charges.

Figure Forty-Two: Racial/Ethnic Distribution for Types of Charges Filed

January 1, 2013 – July 31, 2013



This pattern is not upheld for those charged with DWI. Among those charged with DWI, White individuals were most likely to be charged with DWI. In 347 (57%) DWI charges the individual charged was White, in 101 (17%) instances the individual charged was Black, in 133 (22%) the individual charged was Hispanic, and in 25 (4%) the individual charged was Asian. Thus, there were more White individuals charged with DWI than other racial/ethnic groups. However, DWI was not the most frequent charge for any racial/ethnic group.

Obstruction charges, the largest category of charges, do follow the expected pattern. White individuals do make up the largest proportion, followed by Black individuals. In the current period, 293 (39%) obstruction charges were cited for White individuals while 282 (38%) cited Black individuals. Hispanic individuals made up 20% and Asian motorists made up 3% of all obstruction charges. While obstruction charges were the most frequent charge for individuals, it was also the largest category of charges for Black and Hispanic individuals

The pattern of racial distribution for paraphernalia is also expected. White individuals were the largest proportion of those charged with either paraphernalia or possession of controlled dangerous substances. White motorists were charged in 189 (73%) charges of paraphernalia, Black motorists were charged in 47 (18%), Hispanic motorists were charged in 16 (6%), and Asian individuals were charged in six (2%) paraphernalia charges. Possession charges were similarly distributed. White individuals were cited in 294 (59%) possession charges while Black motorists were charged in 126 (25%), Hispanic individuals were cited in 71 (14%), and Asian individuals were charged in ten (2%) paraphernalia charges.

Weapons charges were rare for Troop B. However, they were slightly more common for Black than White individuals. Black individuals were involved in 18 weapons charges, White individuals were involved in seven, and Hispanic individuals in six instances where weapons charges were filed. This pattern changes for other charges. Black individuals were involved in 25 instances of other charges while White motorists were cited in 53 instances. Hispanic motorists were involved in 20, and Asian individuals were involved in two instances with other charges.

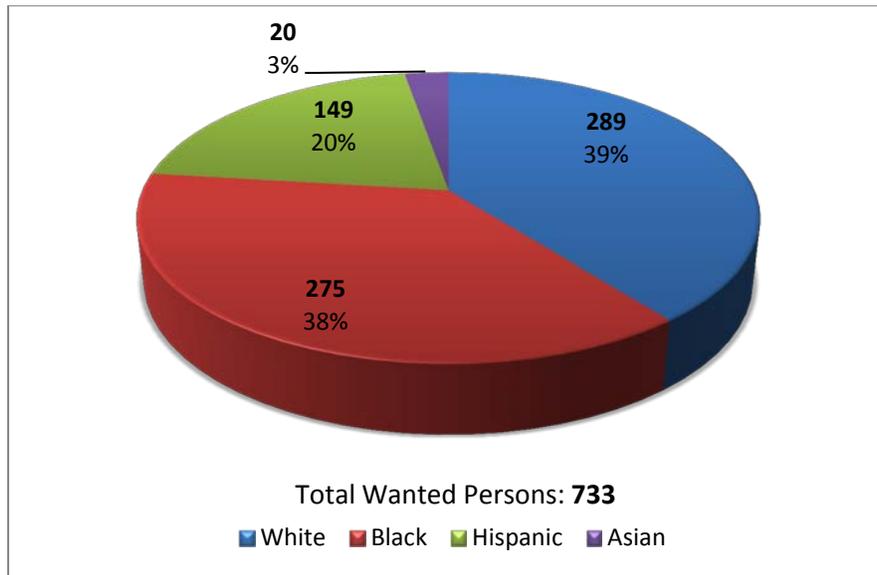
Wanted Persons

When State Police interact with individuals during a motor vehicle stop, they run database checks to determine if the individual has any outstanding warrants. If the individual does, they can be arrested. In the current reporting period, 733 arrests made by Troop B were of wanted persons, those with outstanding warrants.

As noted previously, individuals with outstanding warrants make up a large proportion of all arrests and charges filed and are categorized as obstruction. In actuality, 733 individuals arrested during motor vehicle stops by Troop B were wanted persons. White individuals made up 39% of all wanted persons while Black individuals were similarly 38%, Hispanic individuals were 20%, and Asian individuals were 3% of those identified as wanted persons. Because contempt, the charge cited for outstanding warrants, is the most frequent charge in the obstruction category, that racial/ethnic distribution is nearly identical to that of wanted persons.

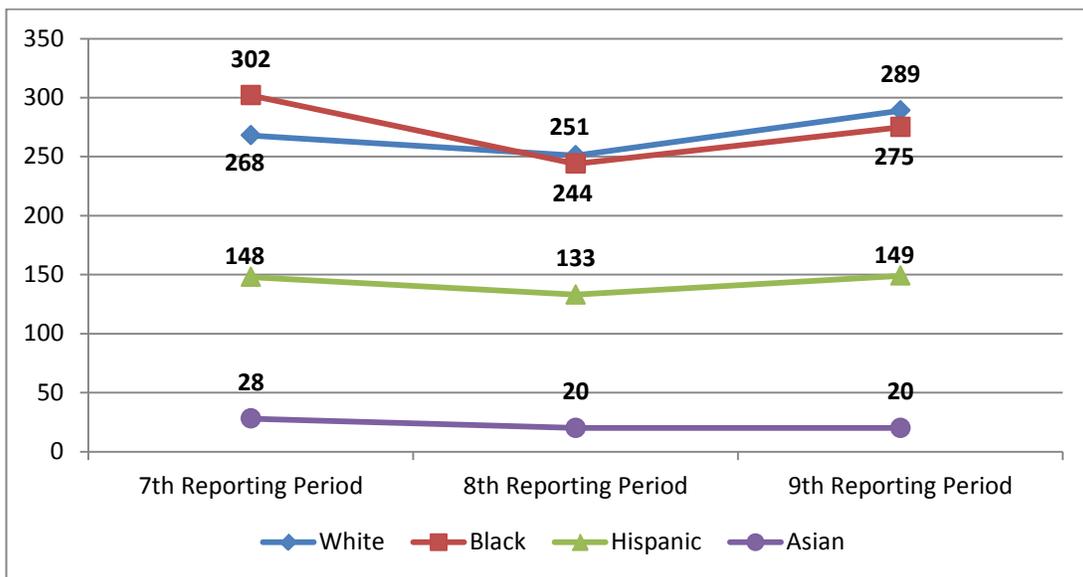
Compared to the proportion of those identified as wanted persons Division-wide, Black individuals make up a slightly smaller proportion in Troop B. Division-wide, Black individuals were 46% of those identified as wanted persons while they are only 38% for Troop B.

Figure Forty-Three: Racial/Ethnic Distribution of Wanted Persons
 July 1, 2012 – December 31, 2012



While the total number of wanted persons increased by 13% for Troop B in the current reporting period, the degree of increase changed for each racial/ethnic group. The number of Black individuals who were identified as wanted persons increased by 13% in the current reporting period, while the number of wanted Hispanic individuals increased 12%. The number of White individuals who were wanted increased the most by 15% in the current reporting period and there was no change in the number of wanted Asian individuals, staying at 20 individuals.

Figure Forty-Four: Trend of Racial/Ethnic Distribution of Individuals Not Charged
 January 1, 2012 – July 31, 2013



7

ANALYSIS: TROOP D

Analysis of State Police trends and activities are detailed here, separated by the unit of analysis- stops or individuals. Data on stops, law enforcement procedures, dispositions, criminal arrests, criminal charges, wanted persons, and evidence seized for the entire Division of State Police are discussed in the sections that follow.

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Stop Level Analysis

Number of Stops

From January 1, 2013 to July 31, 2013, Troop D conducted 64,483 motor vehicle stops. While the number of motor vehicle stops conducted Division-wide decreased by 1.6%, Troop D actually experienced a 5.7% increase in the number of motor vehicle stops conducted. This increase amounted to 3,491 motor vehicle stops.

Figure One: Trends of Motor Vehicle Stops
January 2011- July 2013

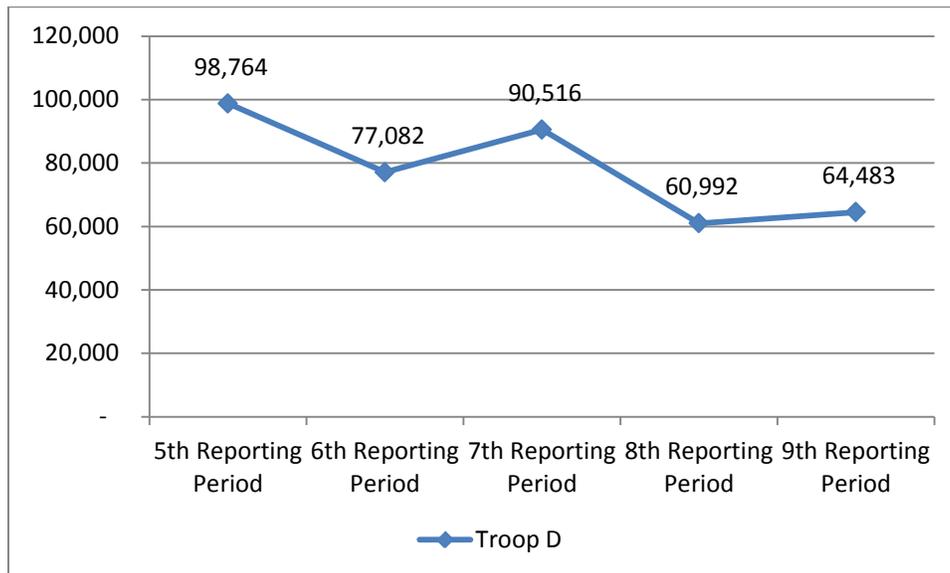


Figure One depicts the trend of the number of motor vehicle stops for the current and previous four reporting periods. While the number of stops does fluctuate each period, the current period is the second lowest number of stops in the two and a half years represented on the graph, despite the increase in the total number of stops made by Troop D. Troop D is responsible for a large portion of motor vehicle stops Division-wide, over 30%.

As noted Division-wide, White drivers make up the largest proportion of all stops in the current reporting period. In stops made by Troop D, White drivers were involved in 59% of all stops, Black drivers were involved in 18%, Hispanic drivers were involved in 13%, Asian drivers were involved in 9%, American Indian drivers were involved in 0% and Other drivers were involved in 1%. Troop D's proportion of stops that involved Black, Hispanic, and White drivers appear more similar to the Division-wide distribution than Troop B. However, White drivers make up a smaller proportion of stops in Troop D and Asian drivers make up a slightly larger proportion of stops in Troop D than Division-wide. Because American Indian and Other drivers make up such a small proportion of all stops and thus, all activities, they will not be routinely discussed in this report unless their pattern differs dramatically from this distribution.

Figure Two: Racial/Ethnic Distribution of Motor Vehicle Stops
 January 1, 2013 – July 31, 2013

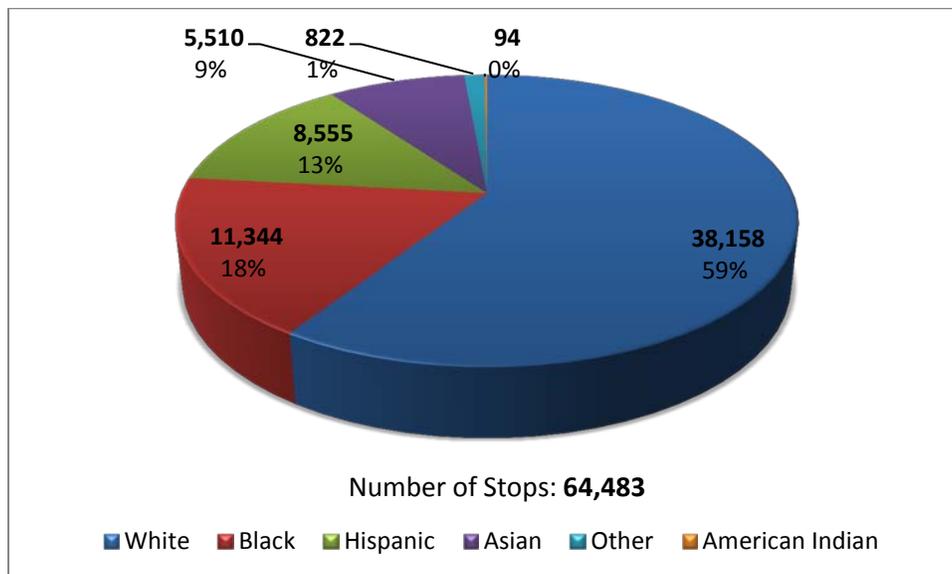
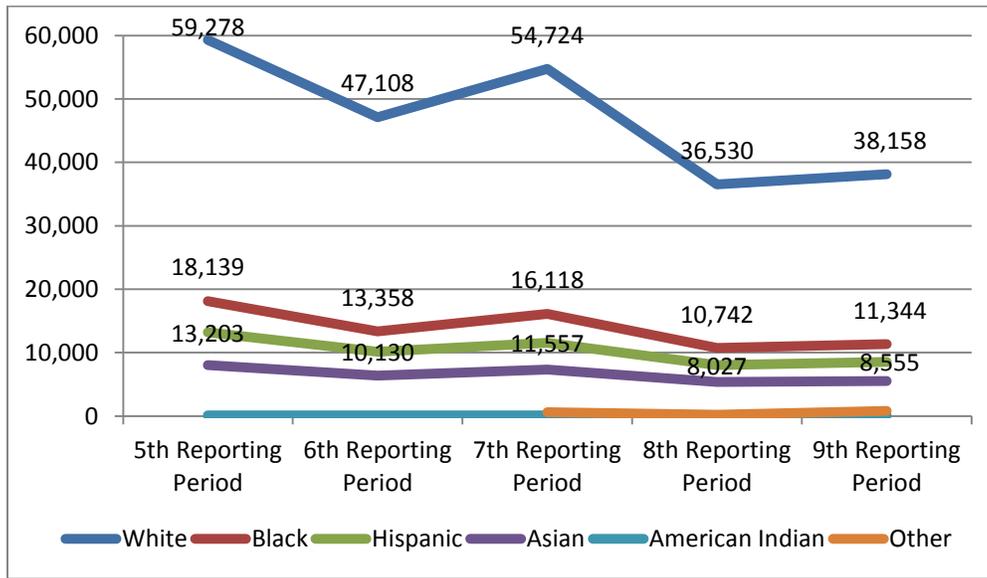


Figure Three graphs the number of stops made of drivers of each racial/ethnic group for the current and four previous reporting periods. Overall, the number of stops made by Troop D increased by slightly less than 3,500 stops. The majority of this increase occurred in the number of stops conducted by White drivers. As shown in Figure Three, the number of stops with White drivers has the largest increase; there were roughly 1,600 more stops of White drivers in the current than previous reporting period. However, despite these increases, each racial/ethnic group still makes up the same general proportion of all stops, as noted above.

Figure Three: Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
 January 2011 – July 2013



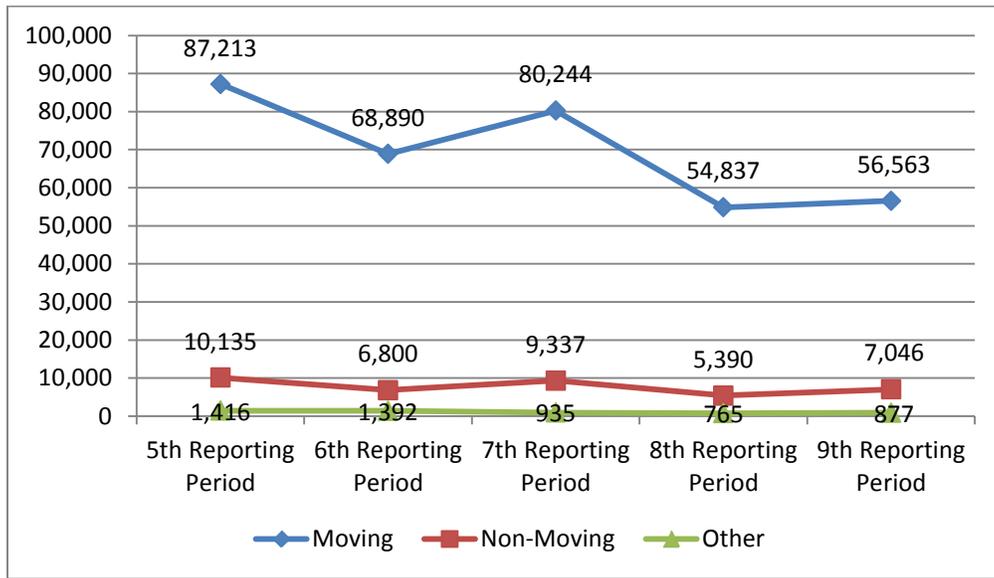
Reason for Stops

The proportion of stops made for each reason has remained relatively stable over time. As has been noted in previous reports, the majority of stops conducted by Troop D are based on moving violations. The current reporting period also follows this trend; 88% of all motor vehicle stops were based on moving violations. As shown in Figure Four, 56,563 motor vehicle stops were conducted by Troop D based on moving violations. While moving violations are the most frequently cited reason for stops in all troops, the proportion of all stops made for moving violations is largest in Troop D. Generally, moving violations account for between 88% and 90% of all motor vehicle stops in Troop D. While this general pattern is consistent with the Division-wide trend of stop reasons, the proportion of stops made for moving violations in Troop D is much larger than the proportion Division-wide.

While Division-wide, non-moving violations account for roughly 11% to 17% of all stops, in Troop D, they accounted for a slightly smaller proportion of stops. As shown in Figure Four, non-moving violations are cited in roughly 5,400 to 10,100 stops a reporting period. Thus, in Troop D, non-moving violations account for between 9% and 10% of all stops. In the current reporting period, 11% of all stops made by Troop D were for non-moving violations.

While non-moving violations make up a small proportion of all motor vehicle stops, stops made for other violations make up an even smaller proportion. The proportion of stops for other reasons is usually between 1 and 2% of all stops. In the current period, 877 motor vehicle stops, about 1% of Troop D's stops, were based on other violations. This number of stops is nearly identical to the proportion of other stops made by Troop D in the previous reporting period. This pattern also mirrors the Division-wide trend of stops for other violations, where only between 1 and 2% of all stops are made for other violations.

Figure Four: Trends in Reasons for Motor Vehicle Stops
January 2011 – July 2013



Because every stop receives a stop reason, the racial/ethnic distribution of all stops with a reason should be identical to that of all stops. Instead, it is more appropriate to assess the racial/ethnic distribution of each type of motor vehicle stop. The overwhelming majority of motor vehicle stops were based on moving violations, so the racial/ethnic distribution of stops with moving violations is nearly identical to that of all stops. As shown in Figure Five, 34,091 stops, 60%, with moving violations involved White drivers, 18% or 9,836 involved Black drivers, and 13% or 7,263 stops involved Hispanic drivers. Because 88% of all stops made by Troop D were for moving violations, the racial/ethnic distribution of stops with moving violations is nearly identical to that of all stops. Compared to the Division-wide distribution, the distributions are similar, though Troop D did stop a slightly higher proportion of Asian drivers for moving violations.

Despite involving a much smaller proportion of all drivers, the racial/ethnic distribution of stops made for non-moving violations is similar, albeit slightly different from the distribution of all stops. White drivers were still involved in the majority of stops made for non-moving violations, 52% or 3,634 stops, though they do not make up as large a proportion as they do for all stops. Hispanic drivers, however, were overrepresented compared to their proportion of all stops. While Hispanic drivers are only 13% of all stops for Troop D, they are 16% of those made for non-moving violations. The overrepresentation of Black and Hispanic drivers in non-moving violations is also observed Division-wide and in other troops. Despite making a much smaller proportion of stops for non-moving violations, the racial/ethnic distribution of these stops is not dramatically different from Troop D's distribution of all stops or any Division-wide trends.

Figure Five: Racial/Ethnic Distribution of Stops made for Moving Violations

January 1, 2013 – July 31, 2013

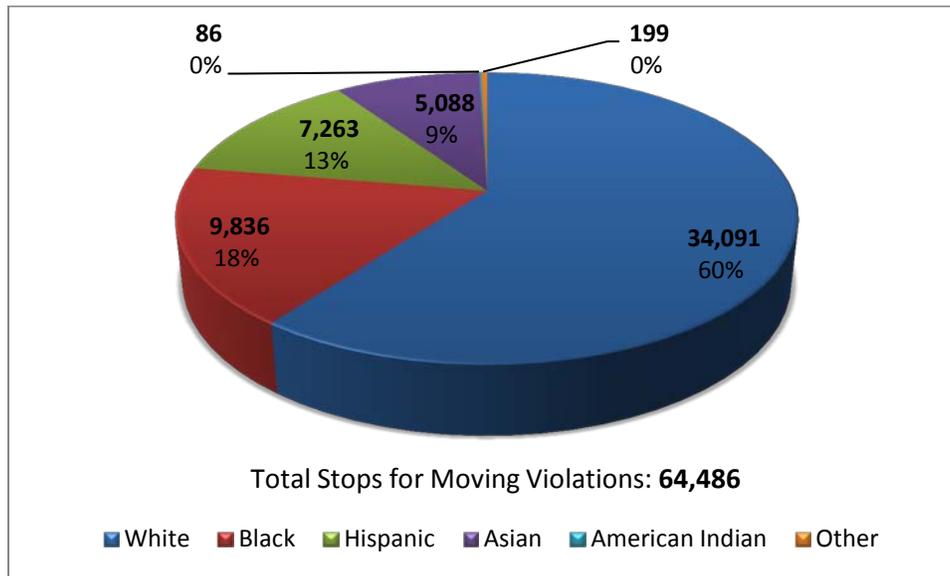
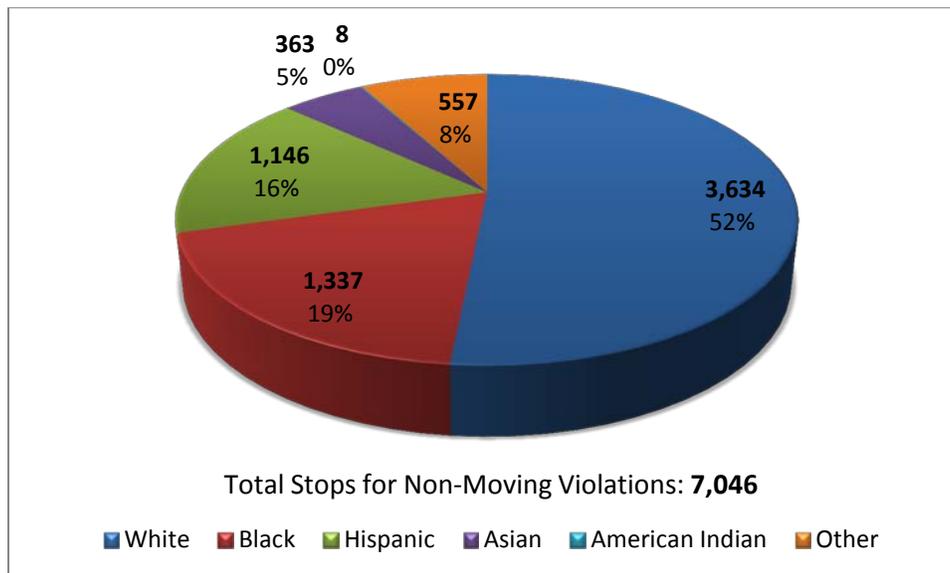


Figure Six: Racial/Ethnic Distribution of Stops made for Non-Moving Violations

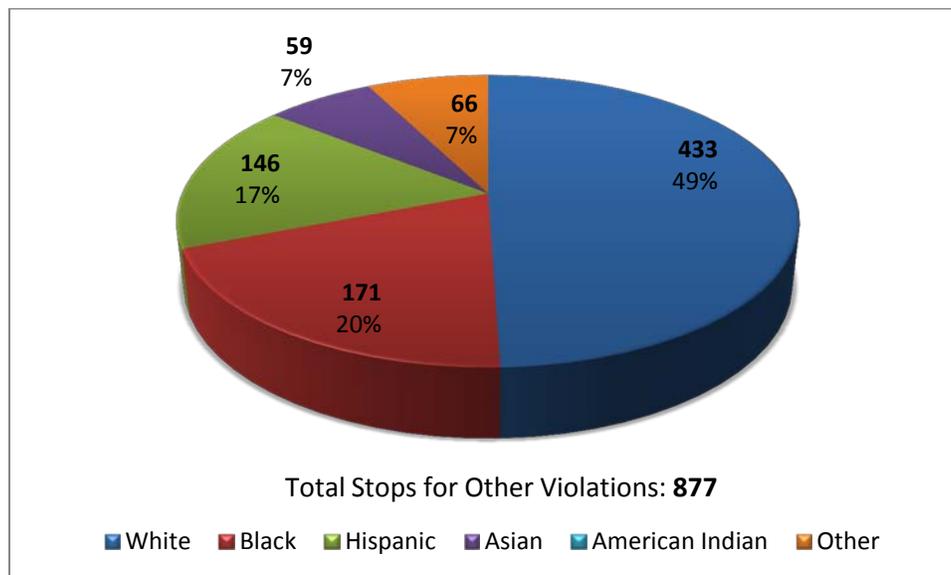
January 1, 2013 – July 31, 2013



Because there are so few stops, less than 900, made for other reasons, the racial/ethnic distribution of these stops is more likely to differ from the overall distribution of stops. That said, the distribution for stops made for other violations by Troop D does differ slightly from the distribution of all stops. White drivers are involved in slightly less than half of all stops for other violations. They were only involved in 433 stops, or 49% of stops made for other reasons. Black drivers, however, were involved in 171 stops, or 20% of stops made for other reasons. Hispanic drivers were involved in 146 stops for other reasons, 17% of all stops made for other reasons. Drivers identified racially/ethnically as other, made up 7% of all stops for other violations conducted by Troop D. This is possibly a data entry error

where multiple questions were not answered or answered as other. State Police have noted discrepancies between sources of information on a motor vehicle stop pertaining to a driver's race/ethnicity. Overall, White drivers are underrepresented and Black, Hispanic, and Other drivers are slightly overrepresented among other violations. Division-wide, Black and Other drivers do make up slightly higher proportions of other violations than their proportions of all stops.

Figure Seven: Racial/Ethnic Distribution of Stops made for Other Violations
January 1, 2013 – July 31, 2013



Law Enforcement Procedures

Division-wide, only 10,304 stops involved post-stop activity. For stops made by Troop D, 2,428 stops involve post-stop activity. Figure Eight depicts the trend of stops with law enforcement procedures for the current and previous four reporting periods. Troop D experienced a 9% increase in the total number of stops with law enforcement procedures.

Figure Eight: Trends of Motor Vehicle Stops with Law Enforcement Procedures
July 2009 - July 2013

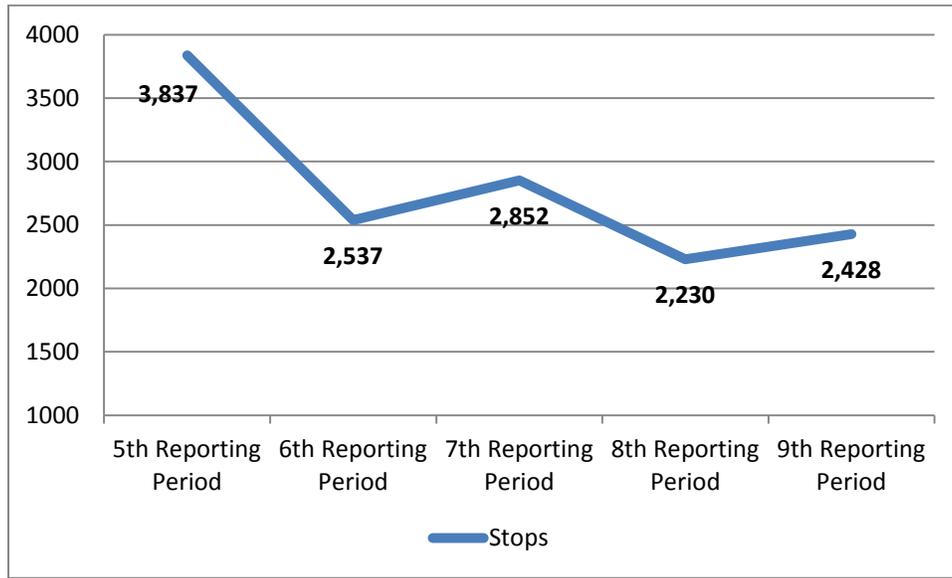


Figure Nine: Racial/Ethnic Distribution of Stops with Law Enforcement Procedures
January 1, 2013 – July 31, 2013

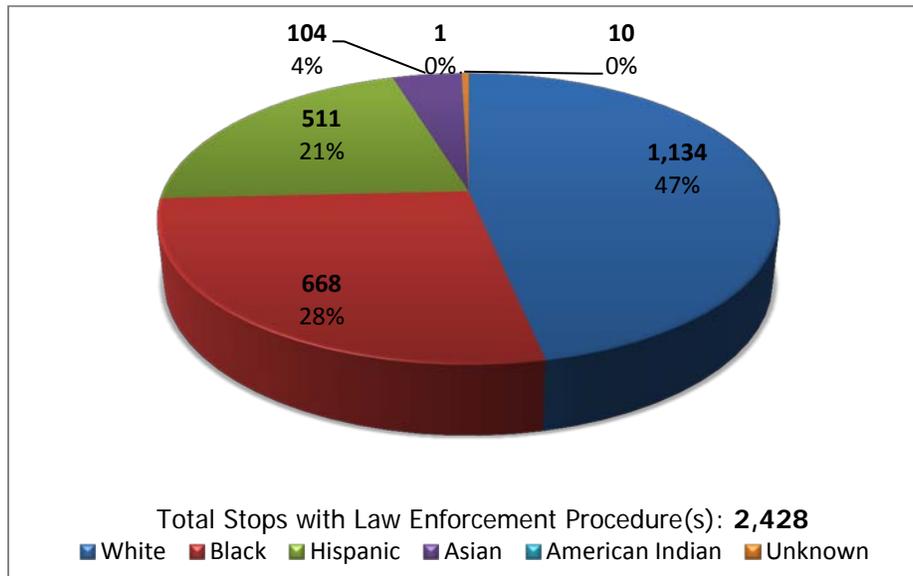
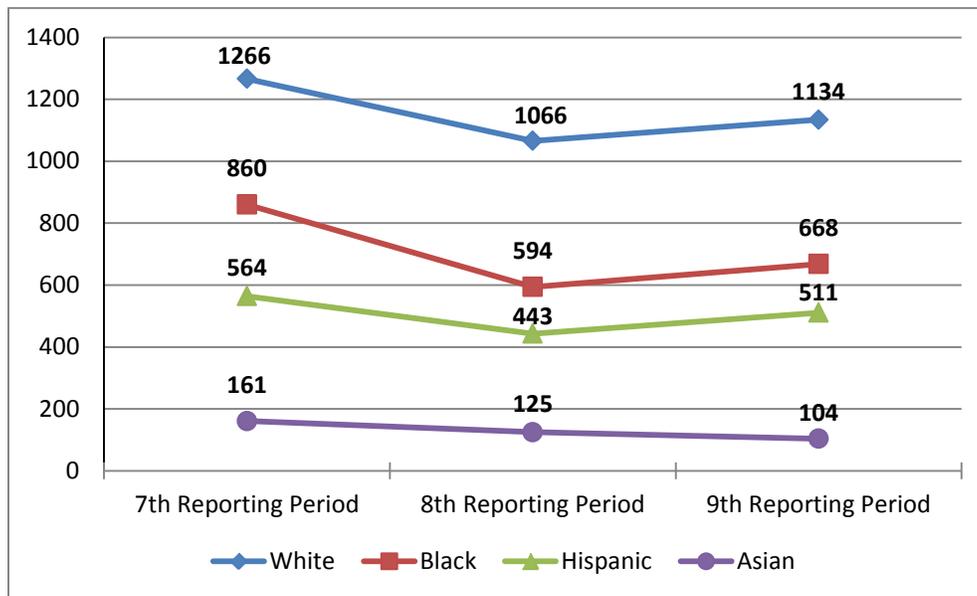


Figure Nine depicts the racial/ethnic distribution of stops where there was at least one law enforcement procedure for Troop D. White drivers were involved in the highest proportion of stops with law enforcement procedures, 46% of stops or 1,107 motor vehicle stops. Black drivers were involved in 29% or 693 motor vehicle stops. Hispanic drivers were involved in 21% or 515 stops with law enforcement procedures in Troop D. As noted Division-wide, compared to the overall distribution of stops made by Troop D, it appears that a slightly smaller proportion of White and large proportions of Black and Hispanic drivers are involved in stops with post-stop interactions.

Figure Ten graphs the trend of the racial/ethnic distribution of stops with law enforcement procedures for Troop D. Because the total number of stops with law enforcement procedures, increased in the current reporting period, the number of stops involving drivers of each racial/ethnic group also increased. That said, there are differences in the magnitude of increases. The largest increase were stops of White drivers that resulted in law enforcement procedures. While the number of stops increased by 41, this was a 26% increase. Hispanic drivers also experience an increase, 72 stops, or 16%. Black drivers also had an increase of 41 stops, 26%. Asian drivers were the only racial/ethnic group that experienced a decline in stops with law enforcement procedures, of 23 stops or 18% decrease.

Figure Ten: Trend of Racial/Ethnic Distribution of Stops with Law Enforcement Procedures

January 1, 2012 – July 31, 2013



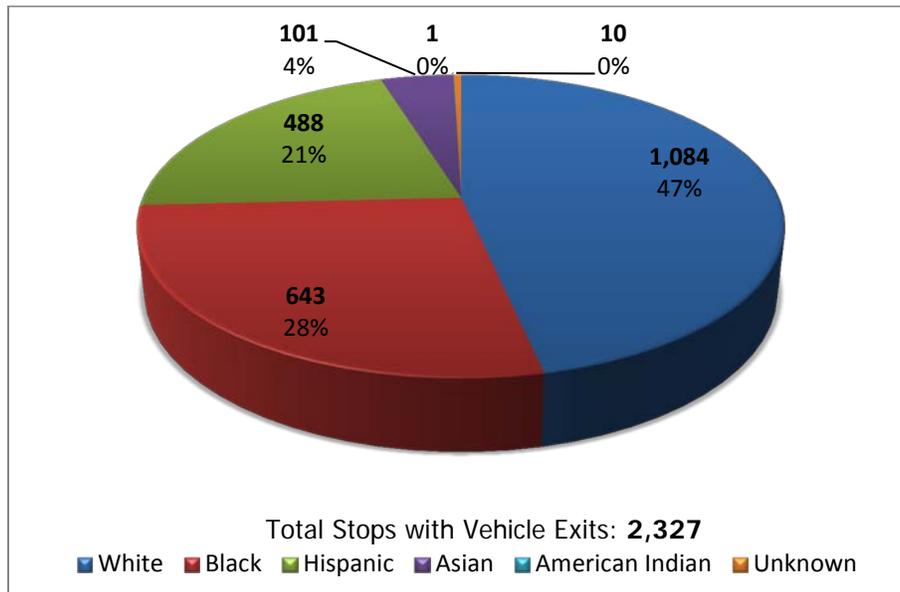
Vehicle Exits

The most frequent post-stop interaction was an occupant vehicle exit. Of the 2,428 stops made by Troop D with post-stop interactions, 2,327 stops (96%) resulted in an occupant vehicle exit, roughly the same proportion Division-wide. Troopers are permitted to ask a driver to exit for any reason, thus, the high frequency of this activity.

Figure Eleven depicts the racial/ethnic distribution of stops for vehicle exits. The frequency of vehicle exits for White drivers is higher than the frequency for all other racial/ethnic groups. White drivers were involved in 1,084 stops with vehicle exits (47%), Black drivers were involved in 643 stops (28%), and Hispanic drivers were involved in 488 stops (21%) with vehicle exits. Compared to the distribution of stops with law enforcement procedures in Troop D, the distribution of vehicle exits is nearly identical.

Figure Eleven: Racial/Ethnic Distribution of Stops with Vehicle Exits

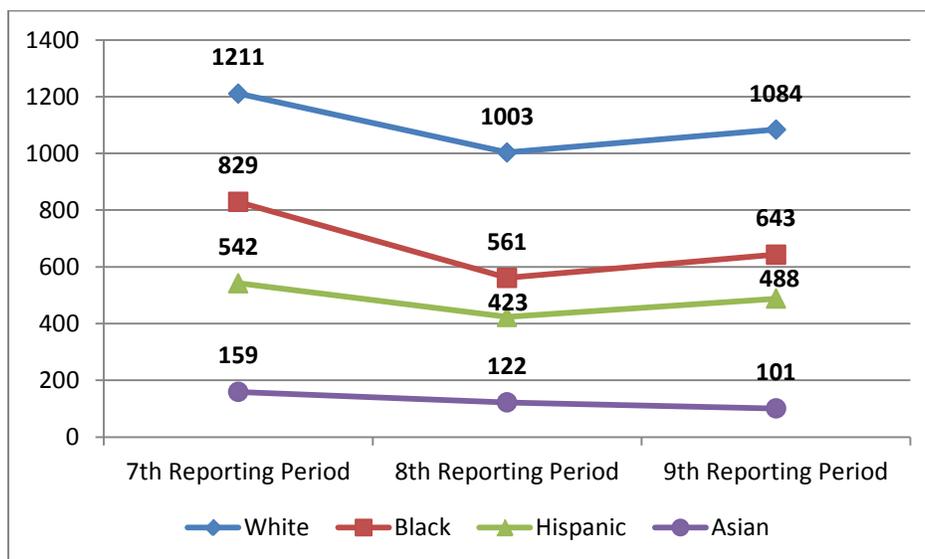
January 1, 2013 – July 31, 2013



Because vehicle exits are the most frequent law enforcement procedure, the magnitude of change in the racial/ethnic distribution of stops with vehicle exits is consistent with that of law enforcement procedures. As shown in Figure Twelve, there was a 10% increase in the total number of stops with vehicle exits in the current reporting period for Troop D. The largest increase, 15%, was for Black and Hispanic drivers asked to exit. White drivers had a slight increase in the current reporting period with 8%. Asian drivers actually experienced a decline of 17% and have been declining since the seventh reporting period. Thus, trend of the racial/ethnic distribution of vehicle exits matches the trends of law enforcement procedures over time.

Figure Twelve: Trend of Racial/Ethnic Distribution of Stops with Vehicle Exits

January 1, 2012 – July 31, 2013

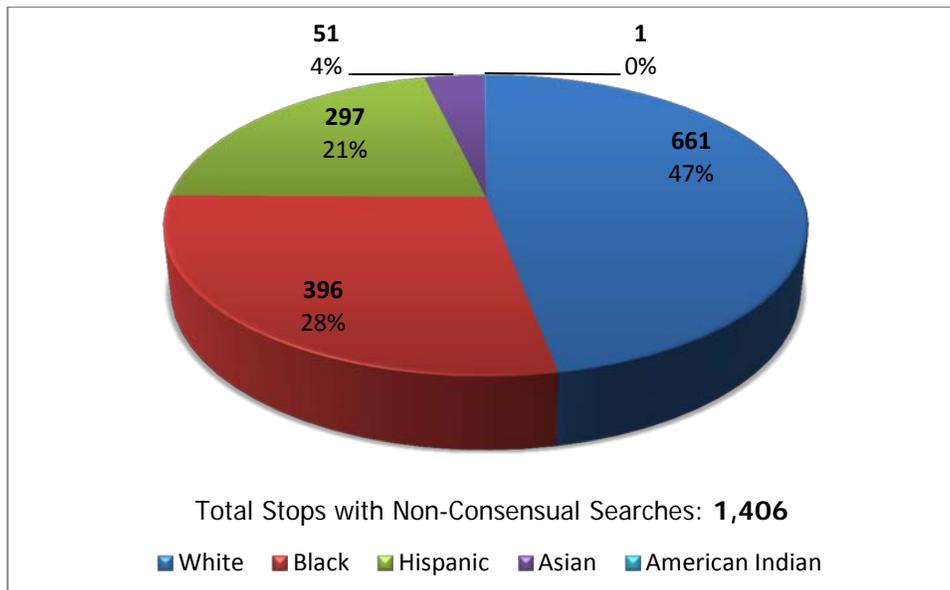


Non-Consensual Searches

While over 90% of all stops with a post-stop interaction involve a vehicle exit, non-consensual searches are also fairly common. Of the 2,428 stops with post-stop interactions, 58% or 1,406 stops involved non-consensual searches. Because there were more motor vehicle stops with law enforcement procedures in the current reporting period, the number of stops with non-consensual searches also increased in the current reporting period, as expected. Despite this increase, the racial/ethnic distribution of these stops remains consistent with the previous period.

Figure Thirteen: Racial/Ethnic Distribution of Stops with Non-Consensual Searches

January 1, 2013 – July 31, 2013

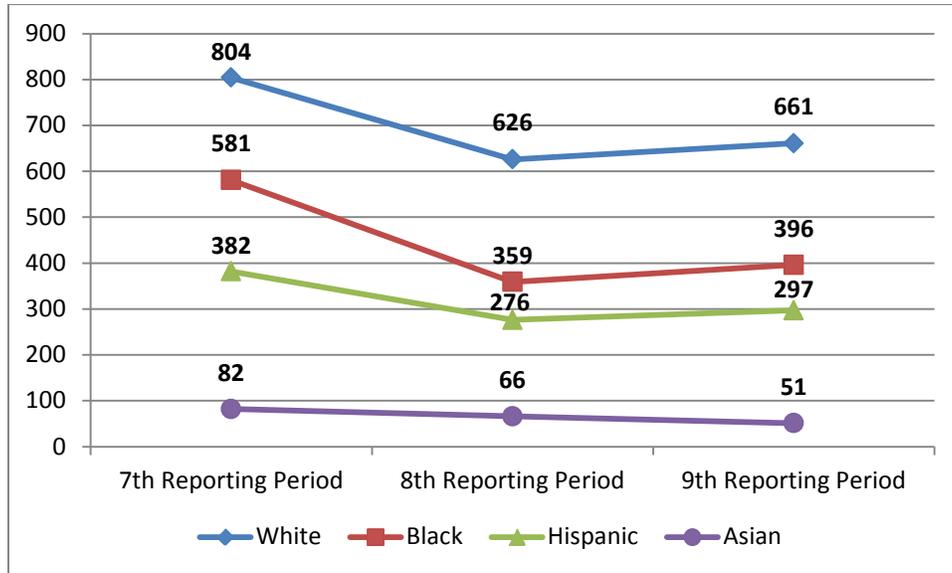


As shown in Figure Thirteen, White drivers were involved in the largest proportion of stops with non-consensual searches. In the current period, White drivers were involved in 661 stops, 47%, with non-consensual searches. Black drivers were involved in 396 stops, 28%, with non-consensual searches while Hispanic drivers were involved in 297 stops, 21% of stops with non-consensual searches. The racial/ethnic proportions for stops involving non-consensual searches are nearly identical to the distribution for all stops involving at least one law enforcement procedure for Troop D.

Figure Fourteen graphs the trend of non-consensual searches for each racial/ethnic group for the current and previous two reporting periods. As with all stops, the number of stops with non-consensual searches increased in the current period. Like the trend noted for all law enforcement procedures and vehicle exits, Black drivers experienced the greatest increase, 10%. For non-consensual searches, the proportion involving White drivers increased slightly, by 6%, and the proportion involving Hispanic drivers increased by 8%. Following the trend of stops with law enforcement procedures, Asian drivers again were the only racial/ethnic group that experienced a decrease this reporting period, declining by 23%.

Figure Fourteen: Trend of Racial/Ethnic Distribution of Stops with Non-Consensual Searches

January 1, 2012 – July 31, 2013



Occupant Frisks

In the current reporting period, there were 211 motor vehicle stops conducted by Troop D where at least one occupant was frisked, about 9% of all stops with post-stop interactions.

As shown in Figure Fifteen, White drivers were involved in the largest proportion of stops with occupant frisks. There were 80 stops, 38%, with a frisk that involved White drivers, 63 stops, 30%, that involved Black drivers, and 56 stops, 30%, that involved Hispanic drivers. The racial/ethnic distribution of stops with frisks does differ from all stops with law enforcement procedures made by Troop D. While all stops with law enforcement procedures generally involve a higher proportion of Black and Hispanic drivers compared to their overall proportion of stops, the distribution is even more skewed for occupant frisks. Specifically, Black and Hispanic drivers make up a larger proportion of stops with frisks than they do all stops with law enforcement procedures. This same pattern was noted for Troop B, but is interesting and potentially deserving of further analysis. However, this pattern may be related to arrest patterns, which will be discussed later.

Figure Fifteen: Racial/Ethnic Distribution of Stops with Occupant Frisks
 January 1, 2013 – July 31, 2013

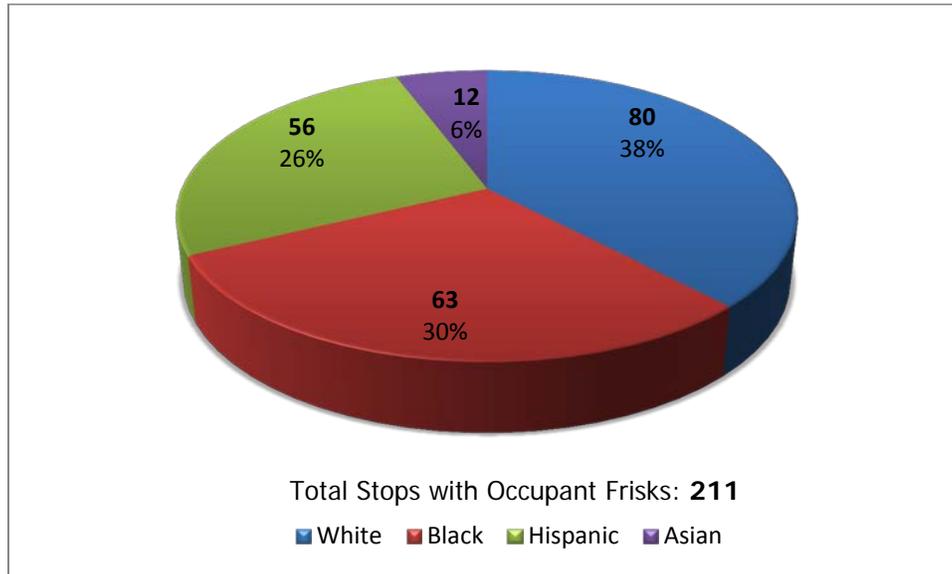
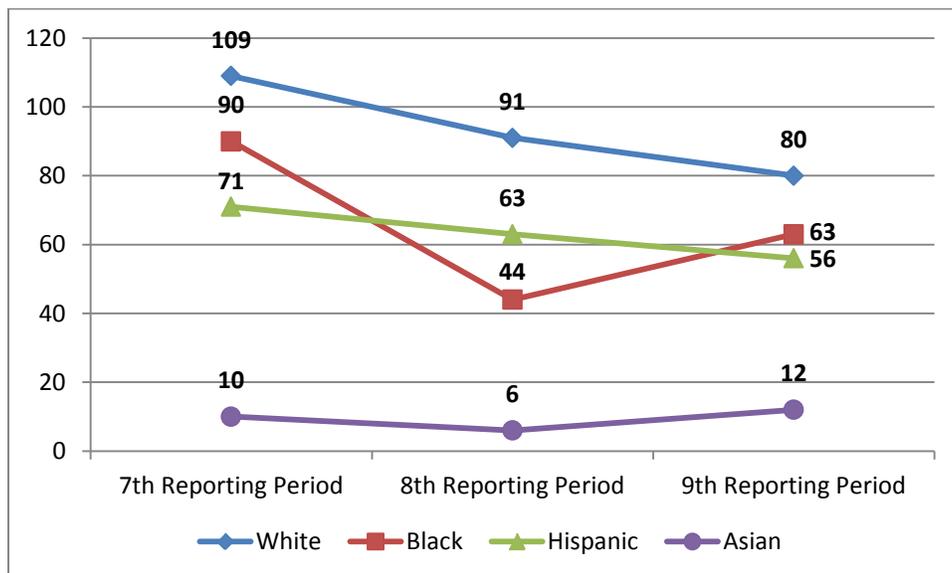


Figure Sixteen presents the trend of stops with frisks for each racial/ethnic group for the current and previous reporting periods for Troop D. Since the number of stops with law enforcement procedures increased, the same trend is expected for each specific procedure. Overall, the number of stops with frisks increased 3% from the previous to current reporting periods. However, White and Hispanic drivers both experienced a decline in stops involving at least one person getting frisked. White drivers experienced a 12% decline and Hispanic drivers declined by 11%. Black and Asian drivers did experience increases this reporting period. Black drivers' involvement in stops with at least one frisk increased by 19 stops or 43%. Asian drivers had a six stop or 100% increase.

Figure Sixteen: Trend of Racial/Ethnic Distribution of Stops with Frisks
 January 1, 2012 – July 31, 2013



Canine Deployments

Canine deployments are a relatively infrequent law enforcement procedure. There were only 66 stops where a canine was deployed Division-wide in the current reporting period. Necessarily, the number of stops made by Troop D that involved a canine deployment was even smaller, 20 stops. Incidentally, Troop D has the highest number of canine deployments in the current reporting period, likely due to the availability of and stationing of the dogs in locations closer to the areas patrolled by Troop D.

For canine deployments in stops conducted by Troop D, Black drivers are involved in the largest proportion of stops. Black drivers were involved in eight stops, 40% of stops with canine deployments. White drivers were involved in seven stops, 35% with canine deployments. Hispanic drivers were involved in five stops with canine deployments, 25%. Division-wide, and for Troop B, White drivers were involved in the largest proportion of stops with canine deployments. However, because canine deployments are so infrequent, the distribution is easily skewed. Because of the small number of instances, the addition of one or two deployments would change the understanding of this distribution dramatically.

Figure Seventeen: Racial/Ethnic Distribution of Stops with Canine Deployments
 January 1, 2013 – July 31, 2013

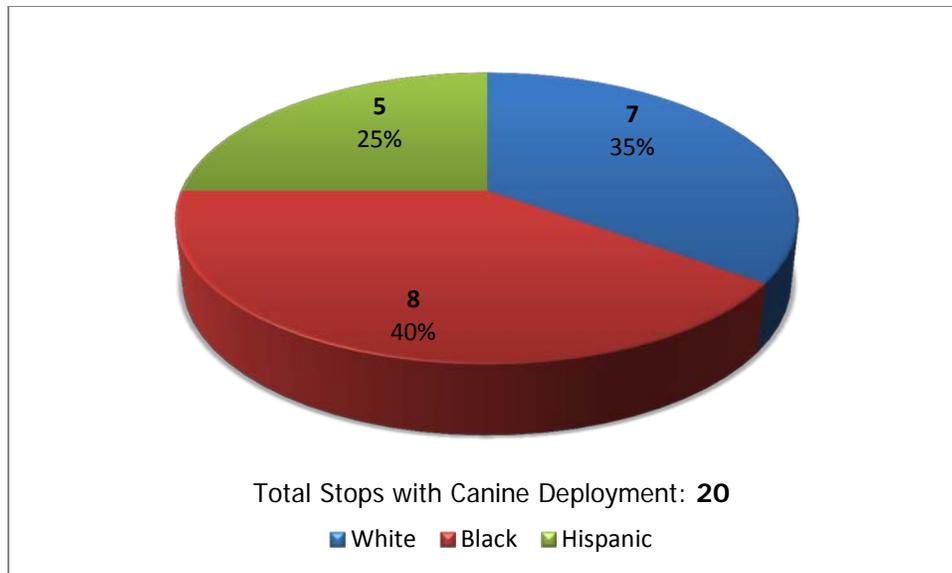


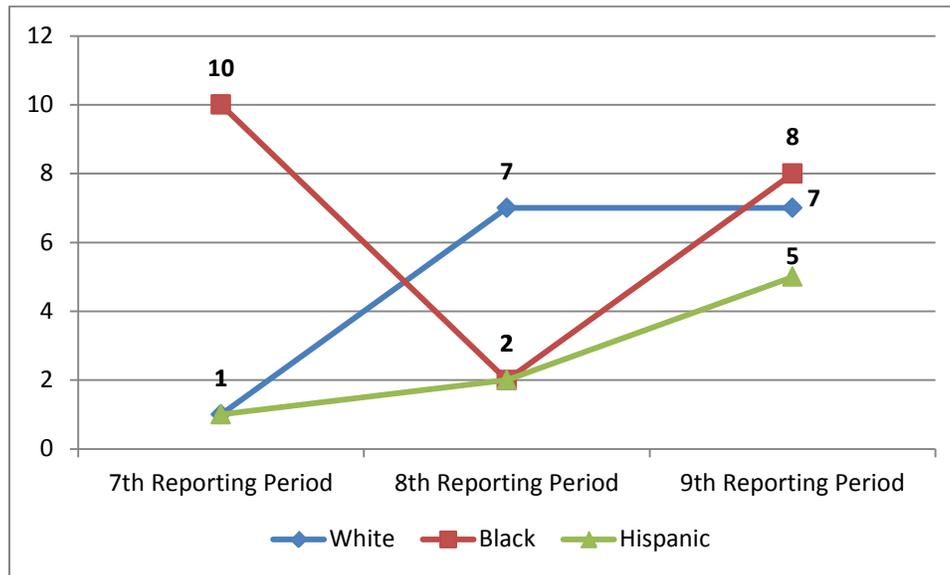
Figure Seventeen presents the trend of canine deployments by racial/ethnic group for the current and previous two reporting periods. Because canine deployments are a relatively infrequent event Division-wide, they are even rarer within a given Troop. That said, the number of deployments in a Troop is likely low, making the number of deployments for a given racial/ethnic group even more infrequent. Because of the infrequency, changes may seem more dramatic than they actually are. Trends of canine deployments by racial/ethnic group are presented here for consistency, but should be reviewed with caution as the trends are volatile.

For canine deployments in stops made by Troop D, the trend for each racial/ethnic group increased this reporting period. The number of deployments that involved White drivers remained the same in the current reporting period while Black drivers experienced a six stop increase in deployments.

Hispanic drivers experienced a three stop increase in the number of deployments. Because the numbers of canine deployments are so small, analysis of the number of deployments across multiple reporting periods is needed to truly assess the trends for each racial/ethnic group.

Figure Eighteen: Trend of Racial/Ethnic Distribution of Stops with Canine Deployments

January 1, 2012 – July 31, 2013



While the disparity in the number of stops with canine deployments involving Black drivers may seem troubling, there are policies and procedures that govern these deployments which are designed to prevent the misuse of this procedure. Specifically, as noted in OLEPS' Oversight Report, a trooper must contact a supervisor and officially request such a deployment. The deployment is required to meet a specific set of legal standards prior to the supervisor granting approval. In addition to supervisors ensuring that legal standards are met, OLEPS reviews all stops with such deployments to determine whether they are appropriate. As of press, OLEPS has not published findings on canine deployments that occurred in the current reporting period and cannot comment on whether these deployments are appropriate. These results will be available in OLEPS' Eighth Oversight Report.

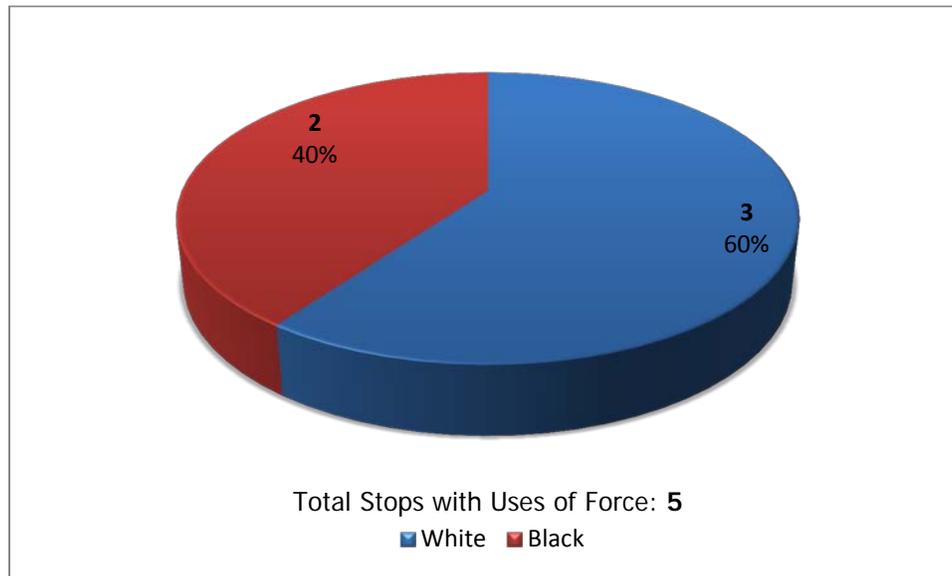
Uses of Force

While canine deployments are infrequent events, uses of force are even more rare. Division-wide, there were fewer than 20 stops where force was used. In stops conducted by Troop D, there were five instances of force. In all of these instances, physical force was used.

Figure Nineteen depicts the number of stops with uses of force by driver race or ethnicity. Three instances of force involved White drivers and two involved Black drivers. This is not necessarily indicative of disparity in uses of force; there are only five motor vehicle stops with uses of force, thus it is more likely for the distribution to be skewed. Because of this, comparison of the racial/ethnic distribution of uses of force by Troop D to all stops or those with post-stop interactions will not be done.

Figure Nineteen: Racial/Ethnic Distribution of Stops with Uses of Force

January 1, 2013 – July 31, 2013



Trends for racial distribution of use of force are not depicted because there is no consistent trend. As noted with canine deployments, the infrequency of stops with these events Division-wide, Troop-wide, and for a specific racial/ethnic group means they are easily susceptible to random change. The addition of a few force instances changes the picture for an entire troop. Nonetheless, for Troop D, there was an increase of three stops with force from the previous to the current reporting period. There was a three stop increase for White drivers and a two stop increase for Black drivers.

Consent to Search

For this period, there were 318 stops with consent to search requests conducted by Troop D. There may be multiple outcomes for a consent request: granted, denied, or withdrawn. Figure Twenty presents the distribution of all consent to search request outcomes. The majority of consent to search requests were granted; 303 (95%) requests were granted, 14 (5%) were denied, and one was initially granted and then withdrawn by an occupant during the stop.

Figure Twenty: Outcome of Consent to Search Requests
January 1, 2013 – July 31, 2013

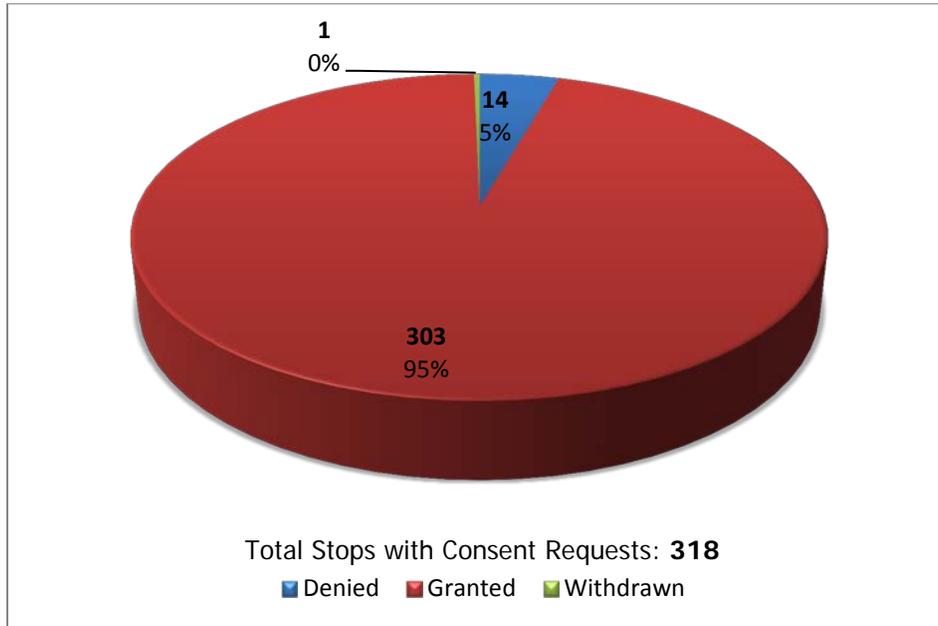
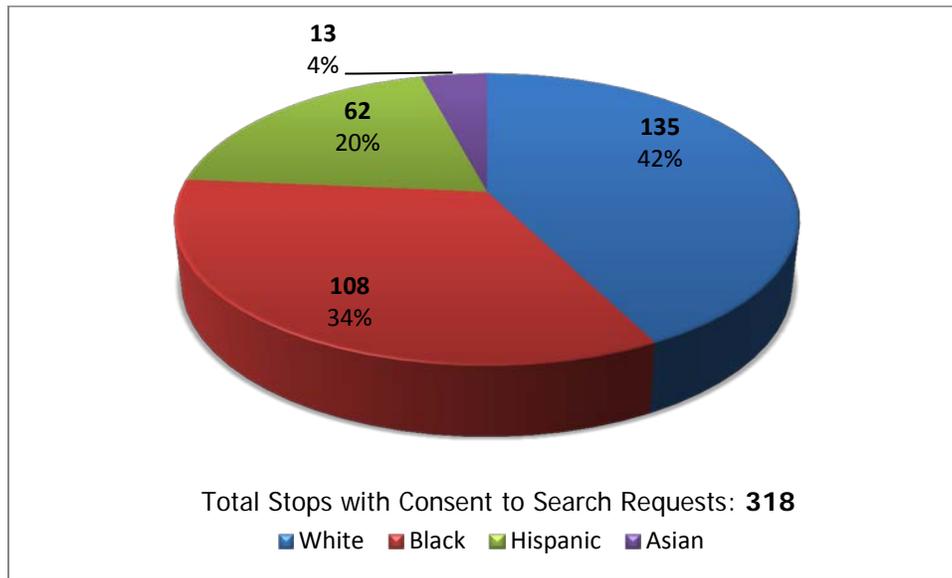


Figure Twenty-One presents the racial/ethnic distribution for consent to search requests made during motor vehicle stops. White drivers made up the largest proportion of stops with consent to search requests, with 42%. Black drivers were involved in 108 stops (34%) with consent to search requests, and Hispanic drivers were involved in 62 stops (20%) with consent to search requests. The racial/ethnic distribution of consent to search requests differs from both the distribution of the total number of stops and the distribution of stops with post-stop interactions. Black drivers are 34% of all stops where a consent request was made. Meanwhile, White drivers are involved in slightly smaller proportions of stops with consent requests than they are all stops with post-stop interactions.

Figure Twenty-One: Racial/Ethnic Distribution of Stops with Consent to Search Requests
 January 1, 2013 – July 31, 2013



Among the possible outcomes of these requests, this pattern is similar; White drivers had the highest proportion of both granted consent requests (Figure Twenty-Two and Twenty-Three). Black drivers were 34% for all consent requests and granted consent requests and 36% of denied consent request. Because the majority of consent to search requests were granted, the distribution of granted consent requests is identical to that of all stops with requests. However, the distribution of denied consent to search requests deviates slightly. When consent was denied, Hispanic drivers were involved a smaller proportion of stops, 7%, than their proportion of total consent to search requests. In the current reporting period, there was one stop involving a consent request that was withdrawn. This withdrawn consent request involved a Black driver. Similar to the Division-wide pattern, White drivers are involved in the largest proportion of both granted and denied consent requests.

Figure Twenty-Two: Racial/Ethnic Distribution of Stops with Consent to Search Granted
January 1, 2013 – July 31, 2013

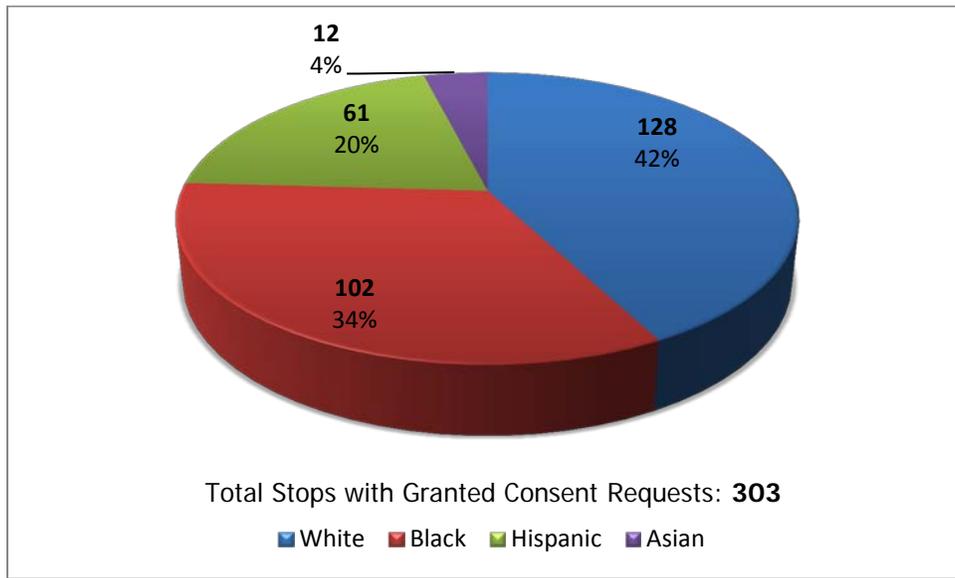
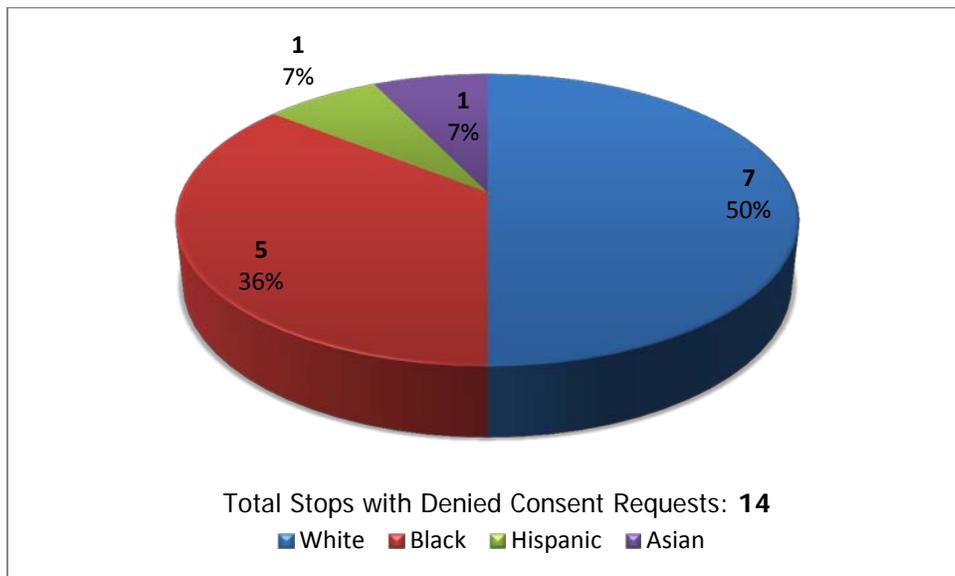
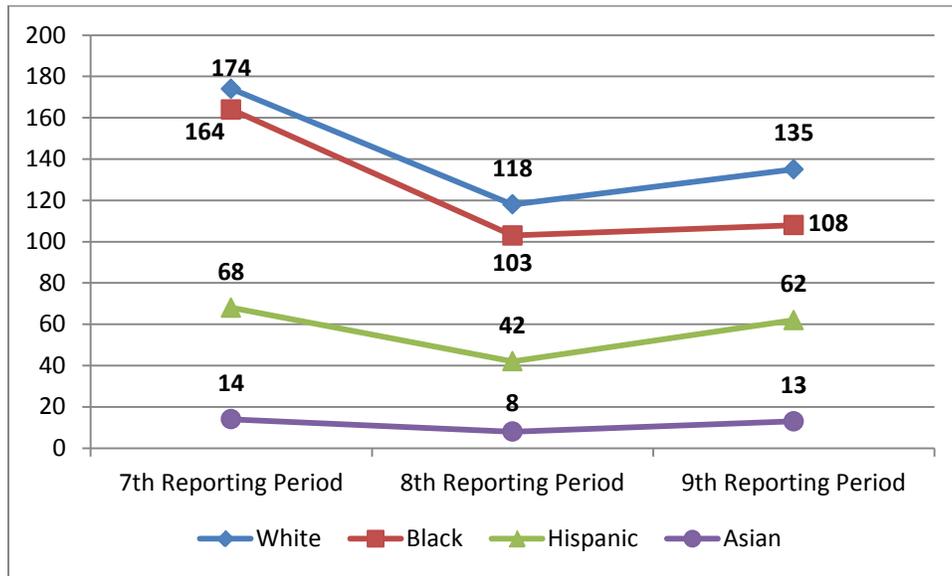


Figure Twenty-Three: Racial/Ethnic Distribution of Stops with Consent to Search Denied
January 1, 2013 – July 31, 2013



The total number of stops with consent requests increased 18% in the current reporting period for Troop D. This number includes all requests, regardless of the outcome (granted, denied, or withdrawn). Figure Twenty-Four graphs this trend for each racial/ethnic group. Hispanic and Asian drivers experienced the largest increase, 48% and 63%. White drivers also experienced an increase in the number of stops involving consent request, 14%. Stops with consent requests increased by 5% for Black drivers.

Figure Twenty-Four: Trend of Racial/Ethnic Distribution of Stops with Consent Requests
 January 1, 2012 – July 31, 2013



Trends in each category of consent to search request that were granted, denied, or withdrawn are not presented pictorially for Troop D. However, in the current reporting period, there was a 64% decline in the number of stops with denied consent requests while there was a 33% increase for granted consent requests. Generally, each racial/ethnic group experienced increases/decreases that were similar to the overall changes for each category of consent requests.

Arrests

In the current reporting period, there were 1,776 motor vehicle stops conducted by Troop D where at least one person was arrested. In the majority of these stops, only one person was arrested. However, there were several stops where five or six individuals were arrested. On average, there were 1.2 arrests per stop.

Figure Twenty-Five depicts the racial/ethnic distribution of all motor vehicle stops where an arrest was made. White drivers were involved in the highest proportion of stops where an arrest was made. Roughly 46% of all stops where an arrest was made involved White drivers. Black drivers were involved in 29% of all stops where an arrest was made while Hispanic drivers were involved in 21% of stops where an arrest was made. Asian drivers were only involved in 4% of all stops with arrests and American Indian drivers were involved in 0%.

Figure Twenty-Five: Racial/Ethnic Distribution of Stops with Arrests
 January 1, 2013 – July 31, 2013

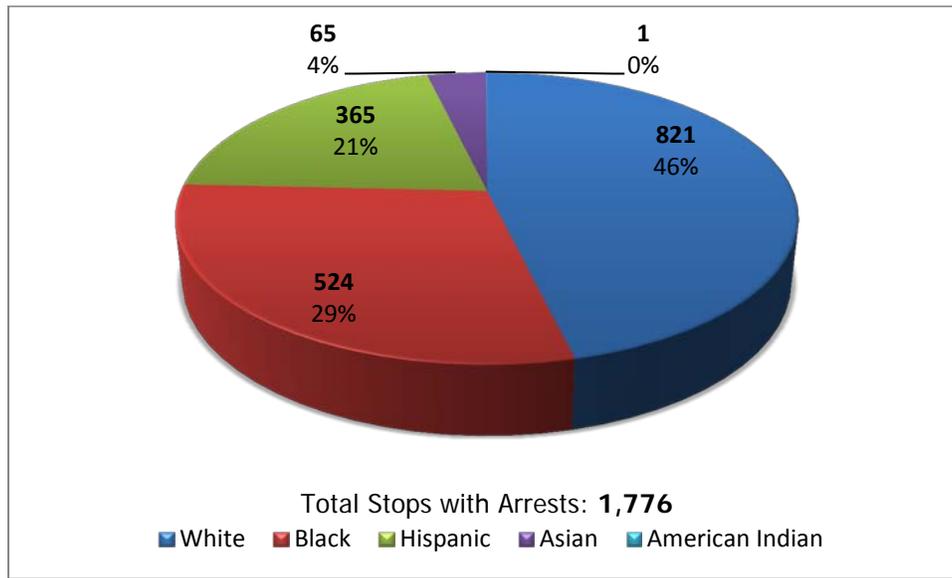
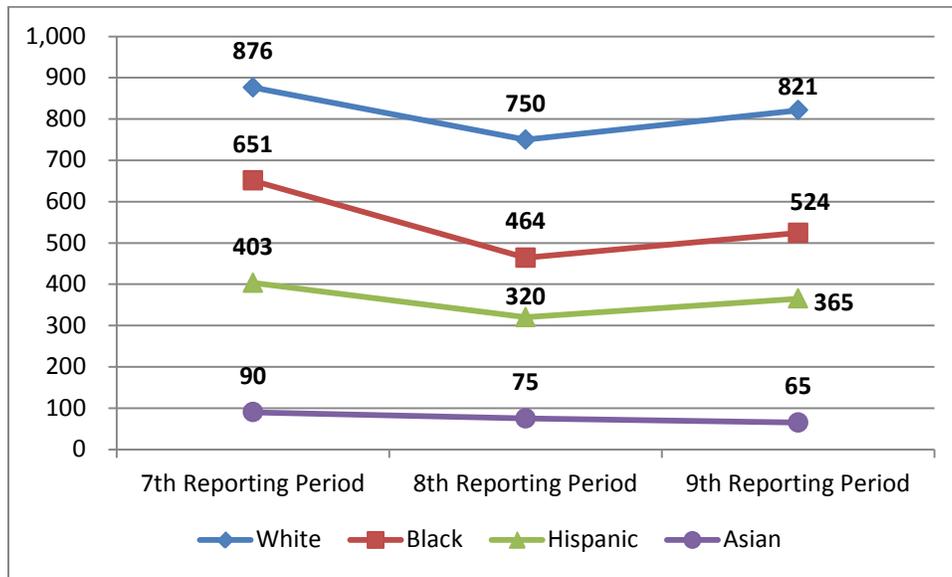


Figure Twenty-Six: Trend of Racial/Ethnic Distribution of Stops with Arrests
 January 1, 2012 – July 31, 2013



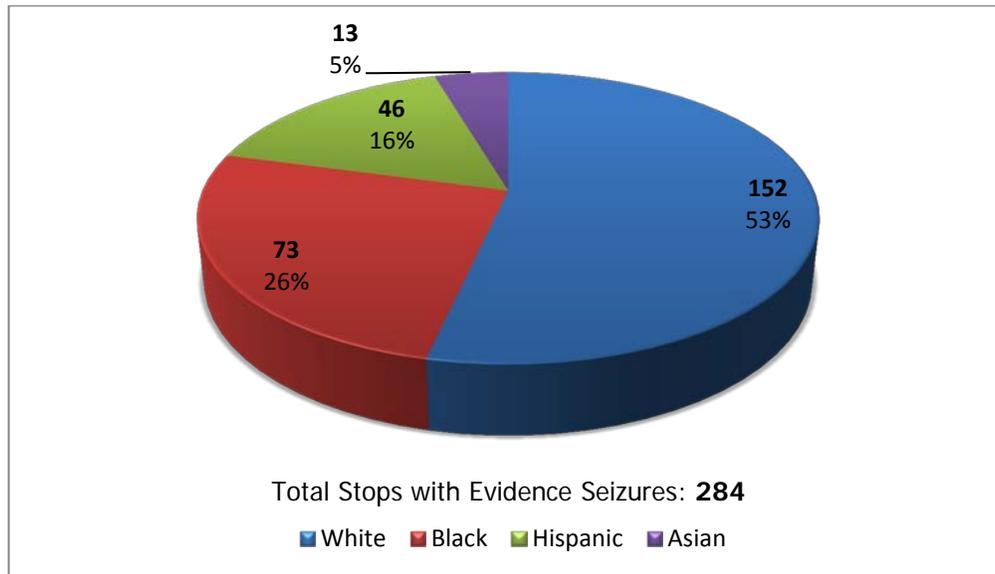
For Troop D, the total number of stops where an individual was arrested increased about 10% in the current reporting period, similar to the increase for stops with law enforcement procedures. The majority of racial/ethnic groups experienced some degree of increase as shown in Figure Twenty-Six. Hispanic drivers experienced the largest increase. The number of stops with Hispanic drivers where an individual was arrested increased by 14% in the current reporting period. Conversely, the increase for White drivers was only 9%, while the number of stops with arrests involving Black and Asian drivers increased 13%.

Evidence Seizures

The seizure of evidence during a motor vehicle stop is a relatively rare occurrence, occurring in only 1,078 motor vehicle stops Division-wide. For stops made by Troop D, evidence was seized in 279 motor vehicle stops. Evidence may have been seized in conjunction with a variety of activities including: frisks, non-consensual searches, consent requests, execution of a search warrant, plain view seizures, or even a request for the retrieval of property.

Figure Twenty-Seven depicts the racial/ethnic distribution of stops with evidence seizures. The majority of stops in which evidence was seized involved White drivers. In 53% of all stops with evidence seized, the driver was White, in 26% of stops the driver was Black, and in 16% of stops the driver was Hispanic. When compared to the distribution of stops with law enforcement procedures, Black drivers are almost equally represented; they were involved in 28% of all stops in Troop D with post-stop interactions.

Figure Twenty-Seven: Racial/Ethnic Distribution of Evidence Seizures
 January 1, 2013 – July 31, 2013



Each motor vehicle stop can involve one or more seizures of evidence. In the current reporting period, 36 of the 284 stops with seizures had evidence seized as the result of more than one type of activity. For example, a trooper may observe contraband in plain view and also conduct a consent search that produces evidence. Thus, there are actually 320 searches/seizures that led to an evidence seizure. At most, a single stop included three different types of searches/seizures that resulted in evidence. However, the majority of stops only involved one type of search/seizure.

While the exact evidence seized is unknown, it is known how the evidence was obtained. Figure Twenty-Eight depicts the type of search/seizures that resulted in evidence for each racial/ethnic group for stops conducted by Troop D. The majority of the 320 evidence seizures resulted from consent searches. In total, there were 223 evidence seizures as the result of a consent search. Of these consent search seizures, 50% involved White drivers, 28% involved Black drivers, 17% involved Hispanic drivers, and 4% involved Asian drivers.

The second most frequent searches/seizures were those considered plain view. In 55 seizures, the reason provided indicated that a controlled dangerous substances (CDS), controlled dangerous weapons (CDW), or open containers were in plain view and subsequently seized. Of these seizures, 69% involved White drivers, 18% involved Black drivers, and 9% involved Hispanic drivers.

Seizures classified as "Other PC" were the third most frequently cited search leading to an evidence seizure. These activities include all PC based searches/seizures other than plain view seizures. Thus, vehicle frisks, proof of ownership, secure vehicle, retrieval of property, or public exigency searches fall under this category. These seizures were a relatively small number of all seizures; they were used in only 33 motor vehicle stops. Of these seizures, 22 (67%) involved White drivers, five (15%) involved Black drivers, and four (12%) involved Hispanic drivers.

Searches/seizures classified as Non-PC or as the result of a search warrant were rare for Troop D. There were only three seizures classified as non-PC and there were six stemming from a search warrant.

Figure Twenty-Eight: Types of Evidence Seizures
January 1, 2013 – July 31, 2013

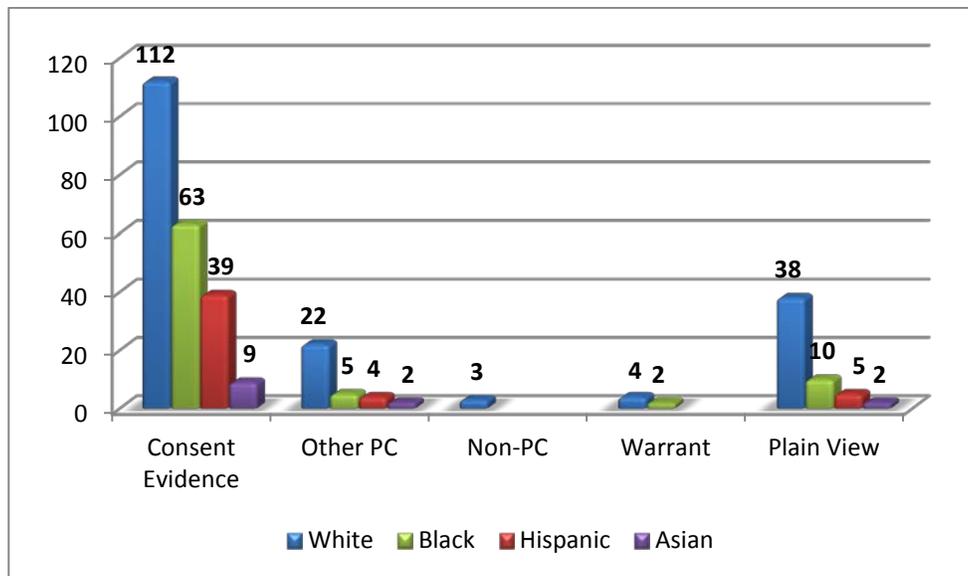
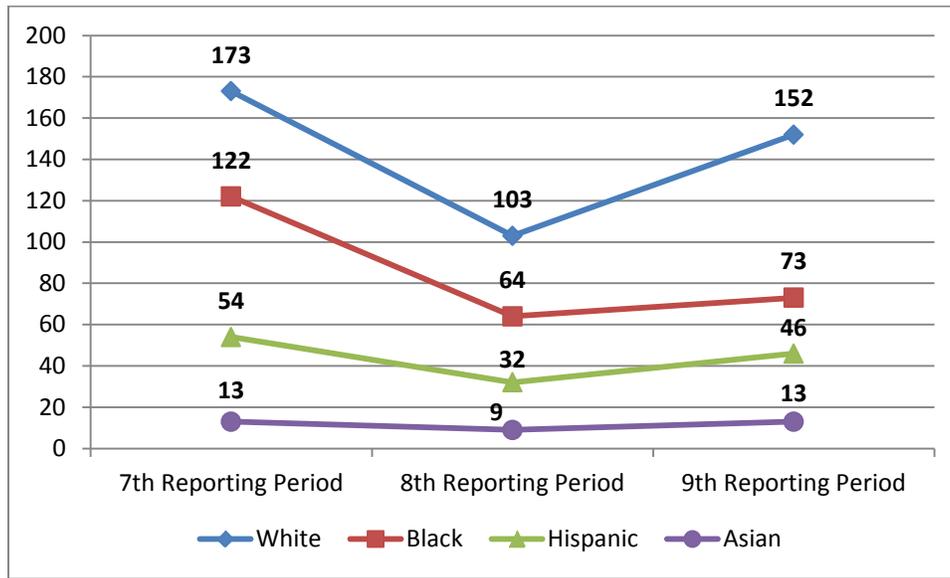


Figure Twenty-Nine depicts the trend of motor vehicle stops with evidence seized by racial/ethnic group for Troop D. Overall, there was a 37% increase in the number of stops where evidence was seized, larger than the increase Division-wide. This increase was largest for White drivers; the number of stops with White drivers where evidence was seized increased by 48% in the current period. The stops involving Black drivers where evidence was seized also increased 14%, Hispanic and Asian drivers both by 44%.

Figure Twenty-Nine: Trend of Racial/Ethnic Distribution of Stops with Evidence Seizures
 January 1, 2012 – July 31, 2013



Dispositions

For each stop made by the State Police, a disposition is issued. As depicted in Figure Thirty, 29,218 stops (45%) resulted in some kind of summons, 16,494 stops (25%) resulted in a warning, 5,079 stops (8%) resulted in some combination of warnings and/or summons, and 13,695 stops (21%) resulted in another, unspecified disposition. Compared to Troop C and Division-wide trends, a higher proportion, nearly half of all stops, resulted in a summons of some kind. For stops made by Troop D, the most common disposition was a summons issued for a moving violation, which accounted for 32% of all dispositions issued. Moving warnings were issued in 23% of all stops made by Troop D while other dispositions were used in 21% of all stops. Dispositions based on non-moving violations were slightly less common; there were 8,472 (13%) summonses for non-moving violations and 2,072 (3%) warnings for non-moving violations issued during motor vehicle stops made during this reporting period.

Figure Thirty: Dispositions of All Stops

January 1, 2013 – July 31, 2013

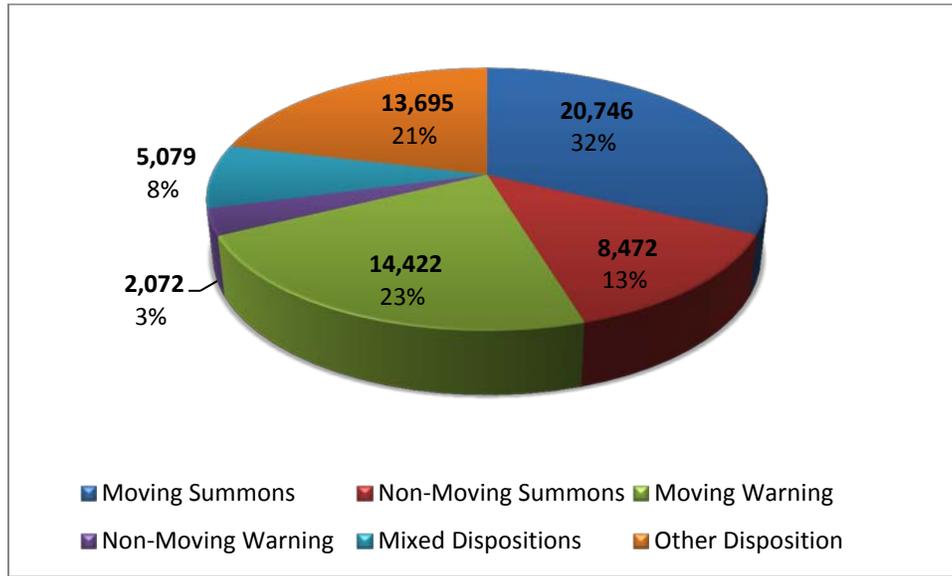
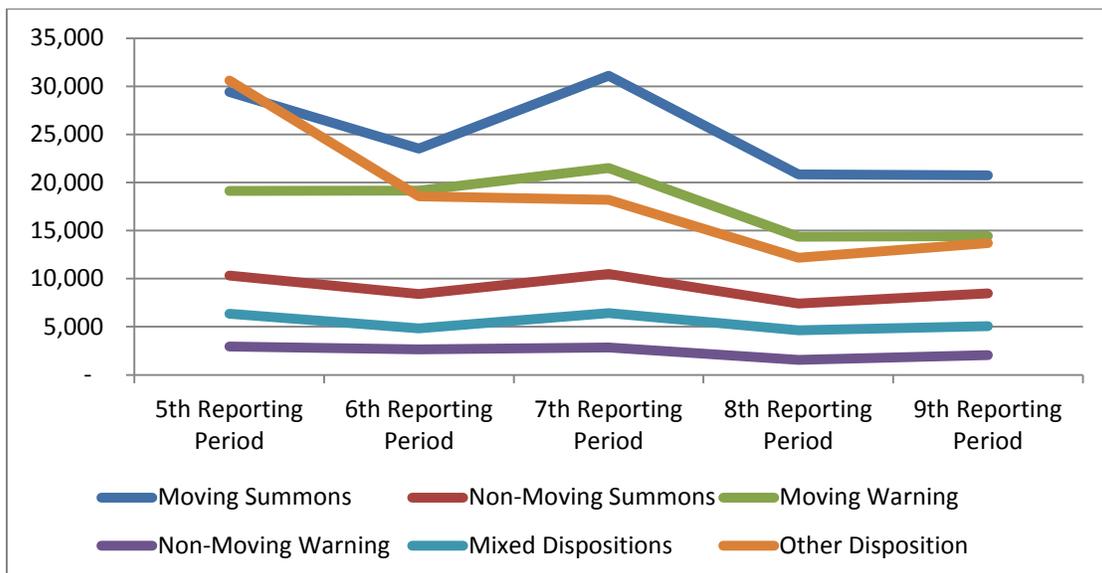


Figure Thirty-One graphs the number of stops resulting in each disposition for the current and past four reporting periods for Troop D. Despite the increase in the total number of stops, the number of motor vehicle stops for each category of disposition declined slightly in the current reporting period, except for other dispositions. As noted in the previous Aggregate Report, the State Police have made concerted efforts to reduce the number of stops with other dispositions. While there was a decrease in the number of stops with other dispositions in the previous period, the number of other dispositions increased in the current reporting period from 12,190 to 13,695 stops.

Figure Thirty-One: Trends of Dispositions

January 1, 2011 – July 31, 2013

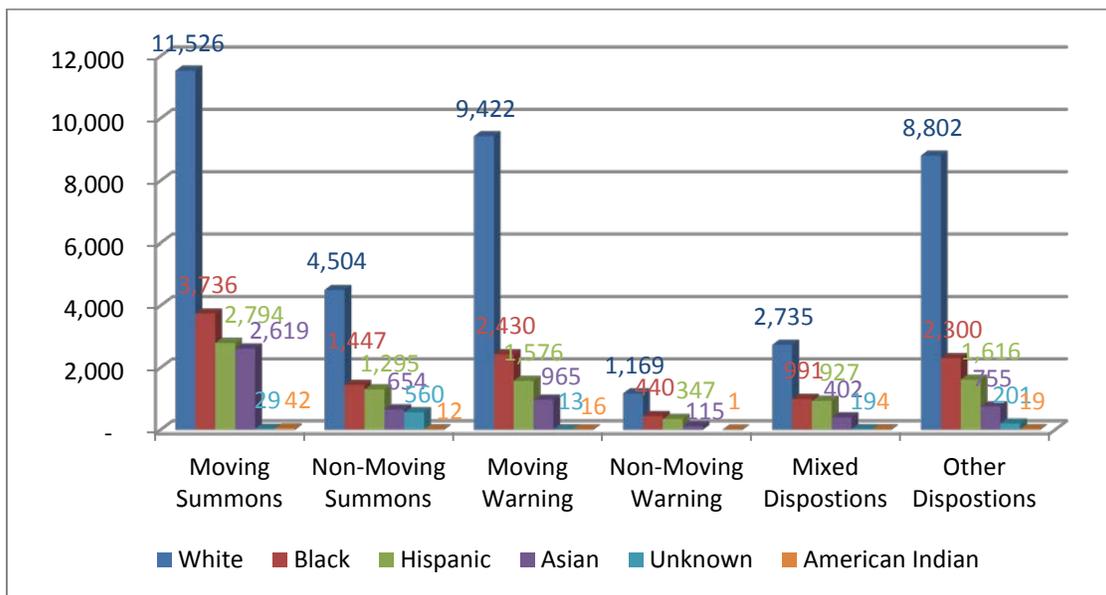


Since the State Police began its attempts to reduce the number of stops with no enforcements, the number of stops resulting in warnings and summonses for moving violations have increased since the fifth reporting period. For Troop D, moving summonses and warnings are the most frequently occurring dispositions.

Across disposition categories, White drivers continue to make up the largest proportion of each disposition type for stops made by Troop D. The overall pattern remains that between 53 and 64 percent of all disposition types involved White drivers and between 17 and 21 percent of all disposition types involved Black drivers. For Troop D, the proportion of each disposition type involving White or Black drivers is nearly identical to the proportions Division-wide. Because State Police is required to record a disposition for all motor vehicle stops, the racial/ethnic distribution of dispositions should be nearly identical to the racial/ethnic distribution of all stops.

Figure Thirty-Two: Racial/Ethnic Distribution of Disposition Types¹

January 1, 2013 – July 31, 2013



Unlike the pattern noted Division-wide and for Troop B, the most common outcome for stops made by Troop D were moving summonses. There were 20,746 stops (32%) that received a moving summons. Of these stops, there were 11,526 stops (56%) that involved White drivers, 3,736 stops (18%) that involved Black drivers, and 2,794 (13%) that involved Hispanic drivers. This is nearly identical to the overall pattern of the racial/ethnic distribution of all stops made by Troop D, where the majority of stops involve White drivers.

The second most common outcome for stops made by Troop D were moving warnings, which were cited in 14,422 stops (23%). There were 9,422 stops (65%) with moving warnings that involved White drivers, 2,430 stops (17%) with moving warnings that involved Black drivers, and 1,576 stops

¹ Drivers identified as American Indian or Other are not portrayed in Figure Thirty-Three due to their small numbers. Had these groups been included, their bars would not have been visible in the figure.

(11%) with moving summonses that involved Hispanic drivers. Again, this pattern mirrors the overall racial/ethnic distribution of stops made by Troop D.

For each disposition category, White drivers made up at least 53% of all stops receiving that disposition. The racial/ethnic distribution for each disposition category is consistent with the overall racial/ethnic distribution of motor vehicle stops made by Troop D. White drivers receive roughly 60% of all categories of dispositions, while Black drivers are closer to 18%, and Hispanic motorists were about 13%. Thus, the distribution of disposition types roughly matches that of all stops. For each racial/ethnic group, moving summonses were the most common disposition.

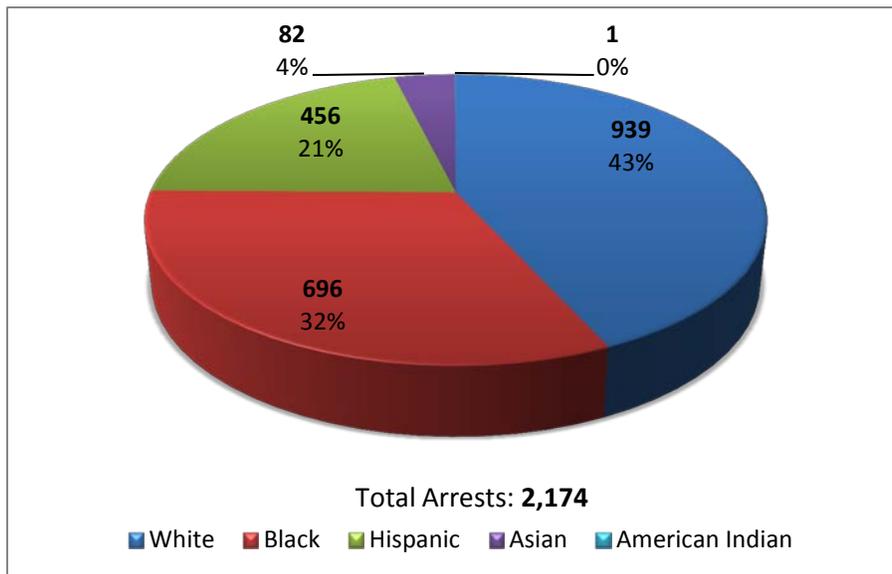
Individual Level Analysis

Arrests

While there were 1,776 motor vehicle stops made by Troop D where an arrest was made, there were 2,174 actual arrests. That is, there were 2,174 individuals arrested during motor vehicle stops in the current reporting period. On average, there were 1.2 arrests per motor vehicle stop but, a few stops did have as many as six arrests.

Because each stop averaged just a little more than one arrest, the racial/ethnic distribution of the individuals who were arrested should be similar to the racial/ethnic distribution of stops with arrests. Figure Twenty-Three depicts this distribution for Troop D, and it is nearly identical to the distribution of stops with arrests. As found for stops with arrests, White individuals made up the largest proportion of all arrests. In 43% of all arrests made during the reporting period, the individual was White. In 32% of all arrests, the individual arrested was Black, while in 21% of all arrests, the individual arrested was Hispanic. Finally, Asian individuals were involved in 4% of all arrests while American Indians were involved in 0%. Compared to the Division-wide pattern of individuals arrested, Troop D arrested a slightly higher proportion of Hispanic drivers and a slightly smaller proportion of White and Black drivers. However, compared to the race/ethnicity of drivers in stops with arrests, there are slightly more White and Black individuals arrested than there were White and Black drivers involved in stops with arrests.

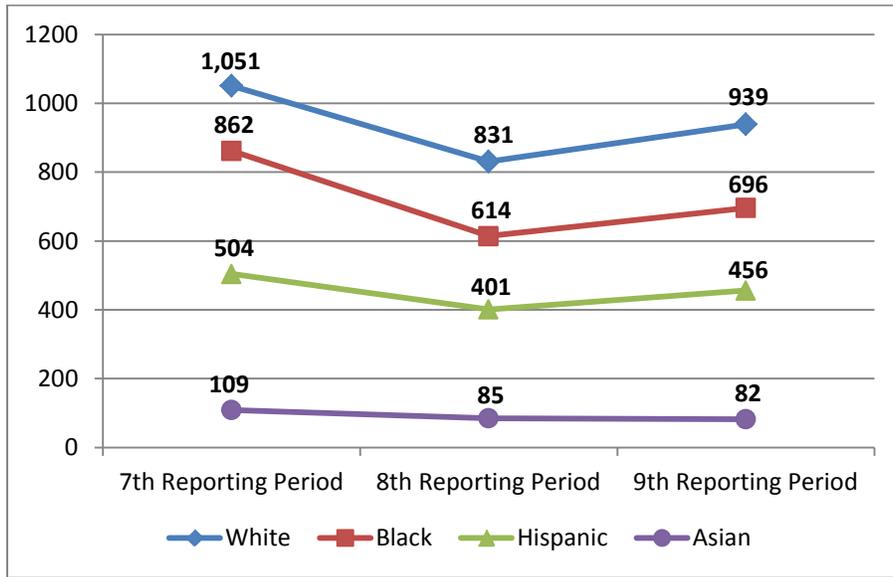
Figure Thirty-Three: Racial/Ethnic Distribution of All Arrests
January 1, 2013 – July 31, 2013



Because there were more motor vehicle stops conducted by Troop D, the opportunity to arrest any individual was more likely. Overall, the number of arrests made during stops by Troop D increased by 13% from the previous reporting period. This increase is smaller than the increase in the number of all stops with arrests, which increased 20%. Generally the increase in arrests made was evenly

distributed among racial/ethnic groups. Hispanic individuals had the largest increase in arrests, with 14%. Similarly, White and Black individuals had increases of 13%. Asian individuals were the only group that experienced a decline, 4%, which is only a difference of three arrests.

Figure Thirty-Four: Trend of Racial/Ethnic Distribution of Individuals Arrested
 January 1, 2012 – July 31, 2013

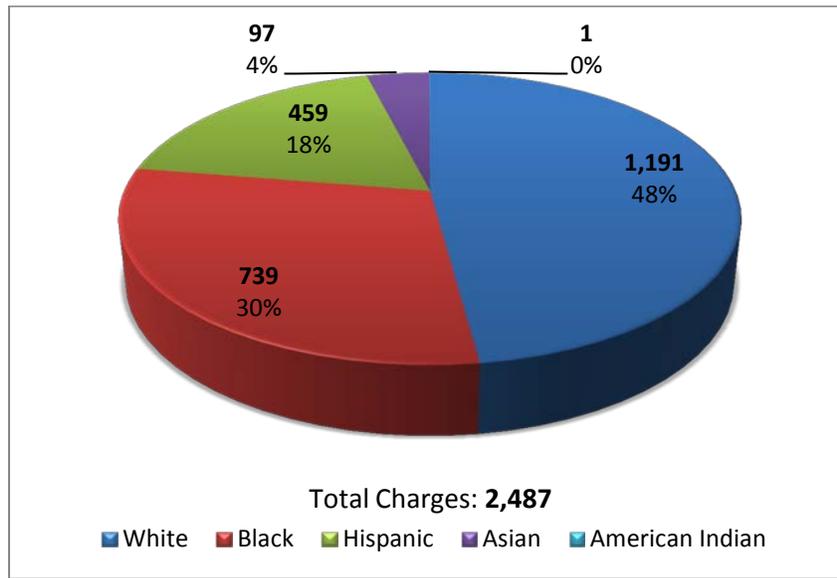


Charges

For an arrest, an individual can be charged with one or multiple charges. For the current period, while there were 1,781 arrests, there were actually 2,487 charges filed. On average, each arrest resulted in 1.4 charges filed. However, several arrests had six or seven charges filed.

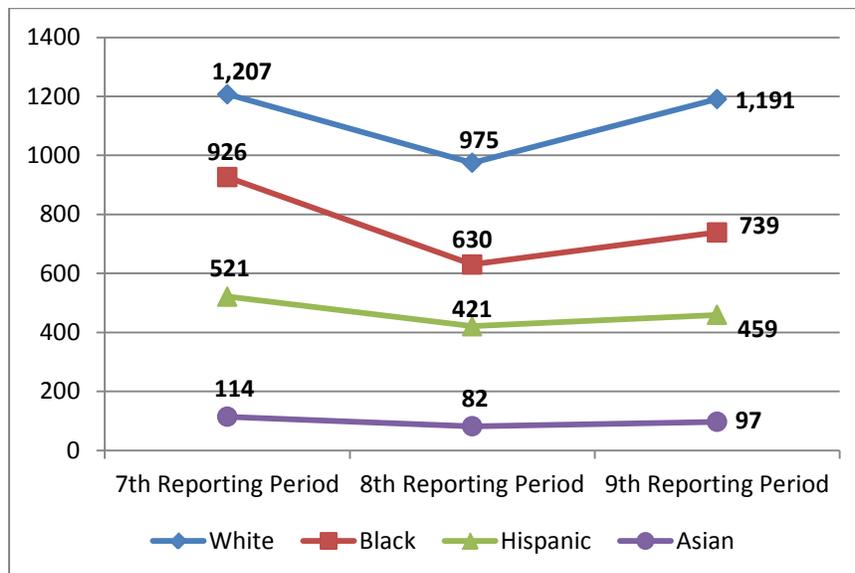
The racial/ethnic distribution of those arrested and that had charges filed is presented in Figure Thirty-Five and is similar to the distribution of all arrests. White individuals were involved in the largest proportion of charges filed, 48%. Black individuals were involved in 30% of all charges, Hispanic individuals were involved in 18% of all charges filed, and Asian individuals were involved in 4% of charges filed. Compared to the distribution of those individuals who were arrested, the proportions are very similar.

Figure Thirty-Five: Racial/Ethnic Distribution of Charges
 January 1, 2013 – July 31, 2013



While the number of individuals arrested increased by 13% in the current reporting period, the total number of charges filed increased by 18%. As shown in Figure Thirty-Six, each racial/ethnic group experienced an increase in the total number of charges filed. However, White individuals experienced the largest increase, 22%, while charges against Hispanic individuals increased by 9%. Black individuals had a 17% increase in charges and 18% for Asian individuals.

Figure Thirty-Six: Trend of Racial/Ethnic Distribution of Charges
 January 1, 2012 – July 31, 2013



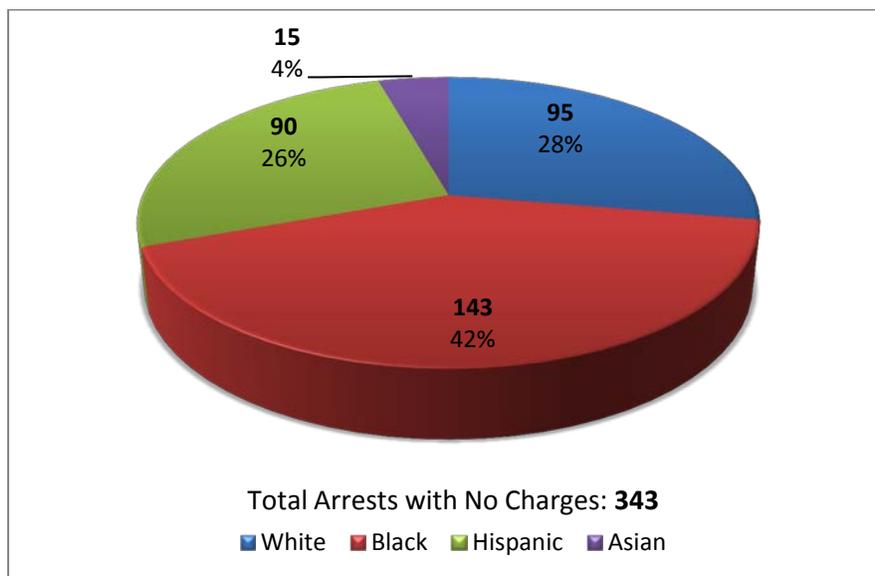
In some cases, an individual may be arrested and not charged. While this is possibly a data entry error, it is more likely a reflection of policies and procedures following State v. Peña-Flores, 198 N.J. 6 (2009).² Following this ruling, State Police policy requires immediate arrest when a trooper has probable cause in the form of the odor of marijuana. In these instances, an individual is placed under arrest immediately when the odor of either raw or burnt marijuana is detected. The trooper may then request for consent to search the vehicle, request a canine, or request a search warrant. If none of these searches provide evidence to confirm the odor and the odor dissipates, the trooper must release the individual. Thus, an arrest was made, but the individual was never charged because the odor of marijuana, or probable cause, dissipated.

In the current reporting period there were 343 arrests made by Troop D where an individual was not ultimately charged with any specific statute. The racial/ethnic distribution of those not charged should, ideally, be identical to the racial/ethnic distribution of those charged. If the distributions differ, further analysis is required to determine what specifically causes these differences.

Figure Thirty-Seven depicts the racial/ethnic distribution of those arrested by Troop D but not charged in the current period. The distribution of those not charged is similar to that of those who were charged, however, some differences do emerge. Specifically, while Black drivers were roughly 30% of all charges filed, they are 42% of those individuals for whom no charges were filed. Conversely, White drivers were 48% of charges filed yet only 28% of those with no charges filed. Thus, it would appear that Black individuals are slightly overrepresented among arrests with no charges. This is not unexpected as OLEPS has noted the high number of motor vehicle stops where a consent search was requested based on PC, the odor of marijuana. The presence of that particular form of PC, as discussed previously, requires an immediate arrest until a trooper can ascertain whether there is contraband on the person or in the vehicle.

Figure Thirty-Seven: Racial/Ethnic Distribution of Arrests with No Charges

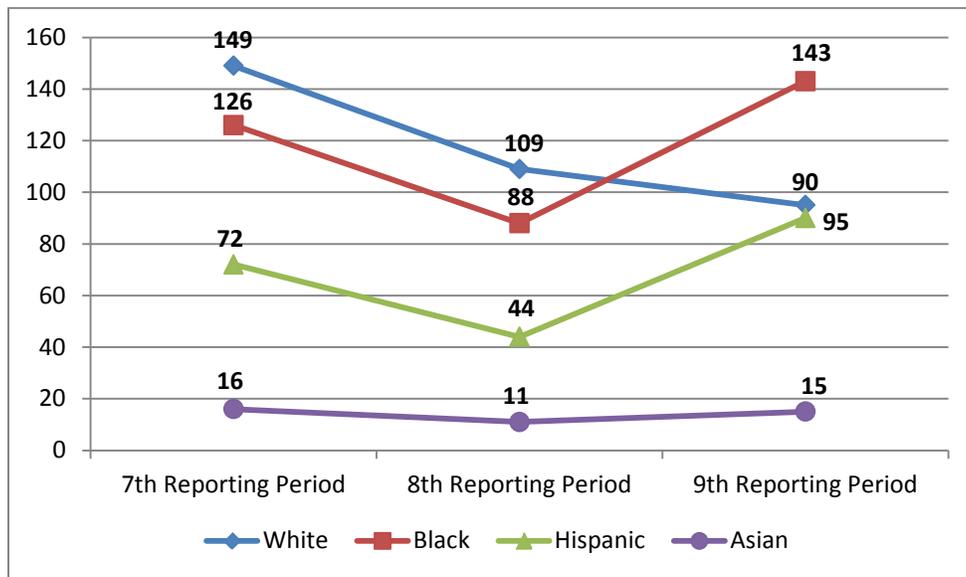
January 1, 2013 – July 31, 2013



² State v. Peña-Flores, 198 N.J. 6 (2009), hereafter referred to as Peña-Flores, served to further define the exigent circumstances under which a search of a vehicle could be conducted without securing a search warrant under the automobile exception when there was probable cause to believe that a crime had been (or will be) committed.

While the distribution of those not charged may be similar to that of those charged, the trend of those not charged differs from those charged. As shown in Figure Thirty-Eight, there was an overall increase of 36% in the number of individuals who were arrested and not charged in the current reporting period. Though the degree of the increase differed, almost every racial/ethnic group experienced an increase. Hispanic individuals had the largest increase, 116%, or 51 arrests with no charges. Black individuals had an increase of 63%, or 55 arrests, with no charge while Asian individuals had a 36% increase or four arrests. White individuals were the only racial/ethnic group to experience a decline in the number of arrests without charges during this reporting period. White individuals experienced a 17% decline in arrests with no charges.

Figure Thirty-Eight: Trend of Racial/Ethnic Distribution of Individuals Not Charged
 January 1, 2012 – July 31, 2013

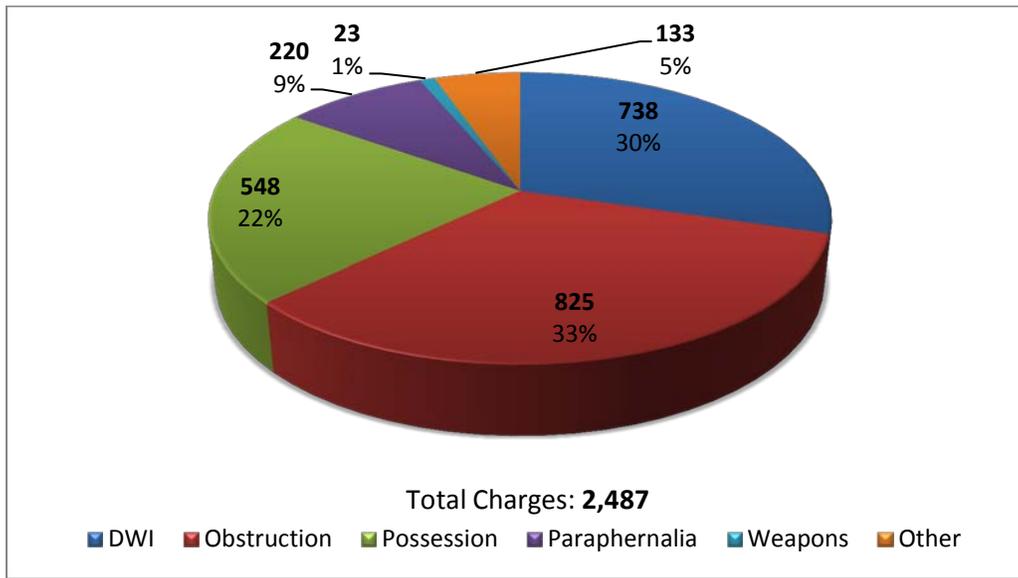


Types of Charges

The charges filed following an arrest can be numerous. As noted above, an individual may be charged with multiple charges. While there are a number of charges that can be chosen for any violation, there are also a few charges that are commonly used. Each specific charge was coded to reflect the overall type of charge. Figure Thirty-Nine depicts the types of charges filed for arrests made during motor vehicle stops in the current reporting period.

Figure Thirty-Nine: Types of Charges Filed

January 1, 2013 – July 31, 2013



For Troop D, the most commonly cited charges pertained to obstruction, which is the most frequently cited charge for the Division and most other Troops. Thirty-three percent of all charges filed for arrests made by Troop D were for obstruction. This category does include such charges as resisting arrest, hindering apprehension, and contempt. Contempt is the charge listed when an individual is arrested based on a warrant and for the current period, is actually the most frequently cited obstruction charge. Contempt was the specific charge cited in 85% of all obstruction charges in the current reporting period. From this information, it can be inferred that a large proportion of arrests made during motor vehicle stops in the current reporting period are based on outstanding warrants. Compared to Division-wide charges, obstruction charges make up a smaller proportion of charges filed for Troop D, 39% Division-wide compared to 33% for Troop D.

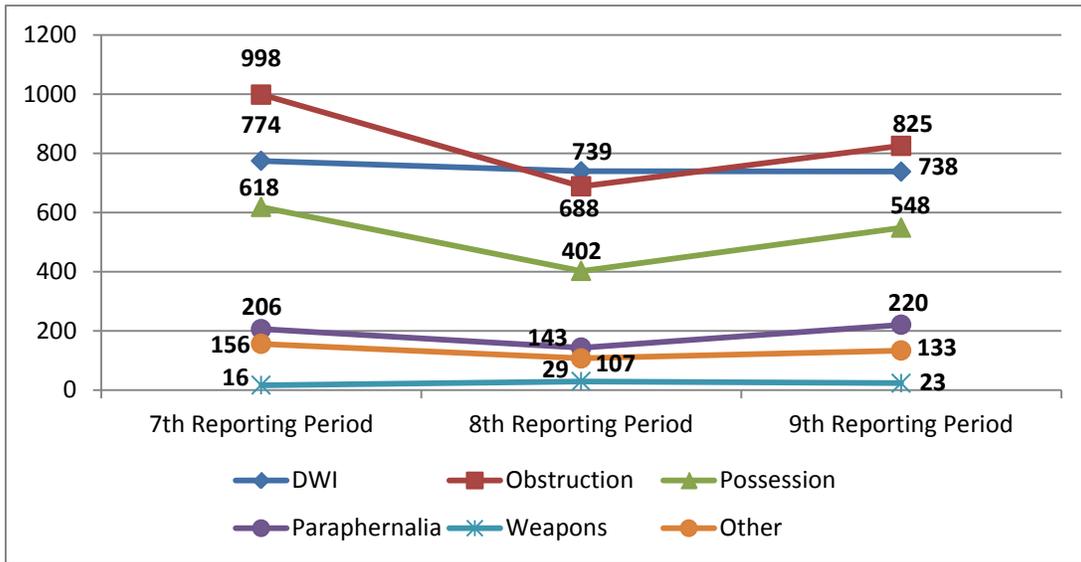
After obstruction, the next most common charge filed for Troop D's arrests are DWI charges. DWI charges accounted for 30% of arrests. Charges for possession were cited in 548 (22%) arrests while charges for paraphernalia were cited in 220 (9%) arrests. Marijuana was the most frequently cited drug in possession charges, cited in 56% of all possession charges.

Charges for the possession of prohibited weapons and devices were relatively rare in the current reporting period. These charges amounted to about 1% of all charges filed.

Other charges included a variety of both criminal and traffic violations that were cited in the current reporting period. These charges only amounted to 5% of all charges filed.

Figure Forty: Trend of Arrest Charges

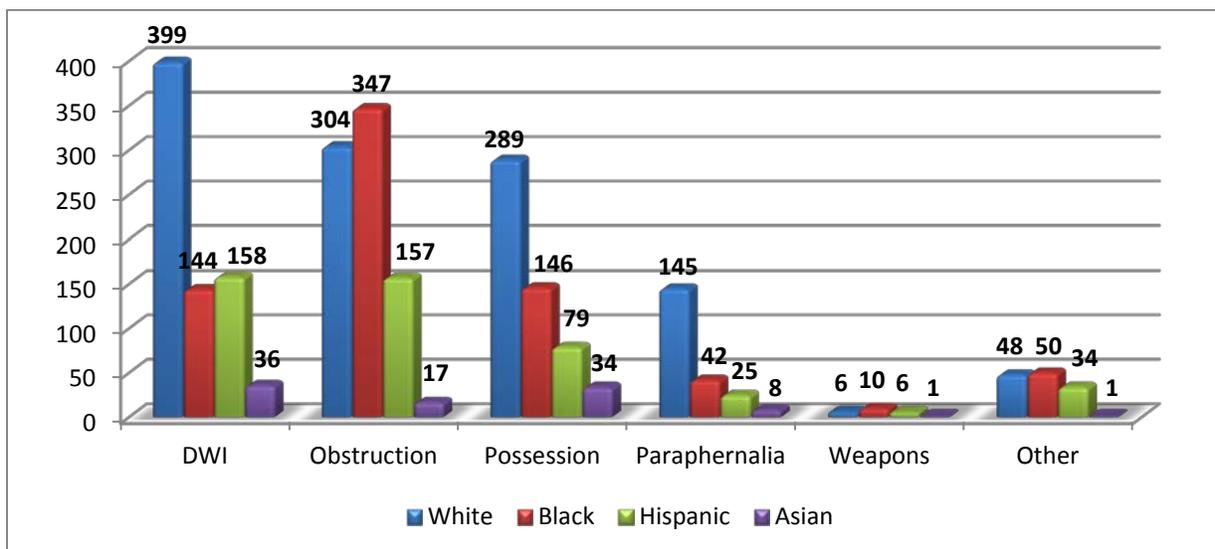
January 1, 2012 – July 31, 2013



The total number of charges filed for arrests made by Troop D in the current reporting period increased 18%, as noted previously. Figure Forty illustrates this increase by charge categories. As shown, the magnitude of the increase varied across charge types and some charge categories experienced a decline in use. The greatest increase was noted for paraphernalia charges; from the previous to current reporting period, there was a 54% increase in the number of paraphernalia charges. Possession charges also had a large change, increasing 36%. Both obstruction and other charges also increased by 20% and 24% respectively. However, there were charges that experienced a decline in the current reporting period. Charges involving a DWI only decreased by one charge while weapons charges decreased by six.

Figure Forty-One: Racial/Ethnic Distribution for Types of Charges Filed

January 1, 2013 – July 31, 2013



Since an individual can be charged with multiple charges, the racial/ethnic distribution of each charge category is explored in Figure Forty-One. The distribution of all charges in Figure Twenty-Five indicated that White motorists make up the largest proportion of all charges, followed by Black, Hispanic, Asian, and then American Indian individuals. This same distribution is expected for each category of charges.

For Troop D's most common charge, obstruction, the racial/ethnic distribution of charges does not match the overall pattern of all charges. Black individuals are those most frequently charged with obstruction, accounting for 42% of those charged with obstruction. In 304 (37%) instances, the individual charged was White while in 157 (19%) instances the individual was Hispanic. Last, in 17 (2%) the individual charged was Asian. Thus, there were more Black individuals charged with obstruction than other racial/ethnic groups.

DWI charges also do not follow the expected pattern of racial/ethnic distribution of all charges. White individuals do make up the largest proportion with 399 (54%) charged with DWI. However, Hispanic individuals make up the second largest group with 158 (21%) charges, followed by 144 (20%) charges against Black individuals, and 36 (5%) for Asian individuals. Even though White individuals did have the largest proportion, Hispanic individuals were over represented in DWI charges.

White individuals were the largest proportion of those charged with paraphernalia or possession of controlled dangerous substances. White motorists were cited in 289 (53%) charges of possession, Black motorists were charged in 146 (27%), Hispanic motorists were charged in 79 (14%), and Asian individuals were charged in 34 (6%) possession charges. Paraphernalia charges were similarly distributed. White individuals were cited in 145 (66%) paraphernalia charges while Black motorists were charged in 42 (19%), Hispanic individuals were charged in 25 (11%), and Asian individuals were charged in 8 (4%) paraphernalia charge.

In arrests made by Troop D, weapons charges were more common for Black individuals than other racial/ethnic groups. Black individuals were involved in 10 (43%), White and Hispanic individuals were both involved in 6 (26%), and Asian individuals in 1 (4%) of instances where weapons charges were filed. This pattern is similar for other charges. Black individuals were involved in 50 (38%) instances of other charges while White motorists were cited in 48 (36%) instances. Hispanic motorists were involved in 34 (26%) and Asian drivers one (.8%) of all instances with other charges.

Wanted Persons

When State Police interact with individuals during a motor vehicle stop, they run database checks to determine if the individual has any outstanding warrants. If the individual does, they can be arrested. In the current reporting period, 799 arrests made by Troop D were of wanted persons, those with outstanding warrants.

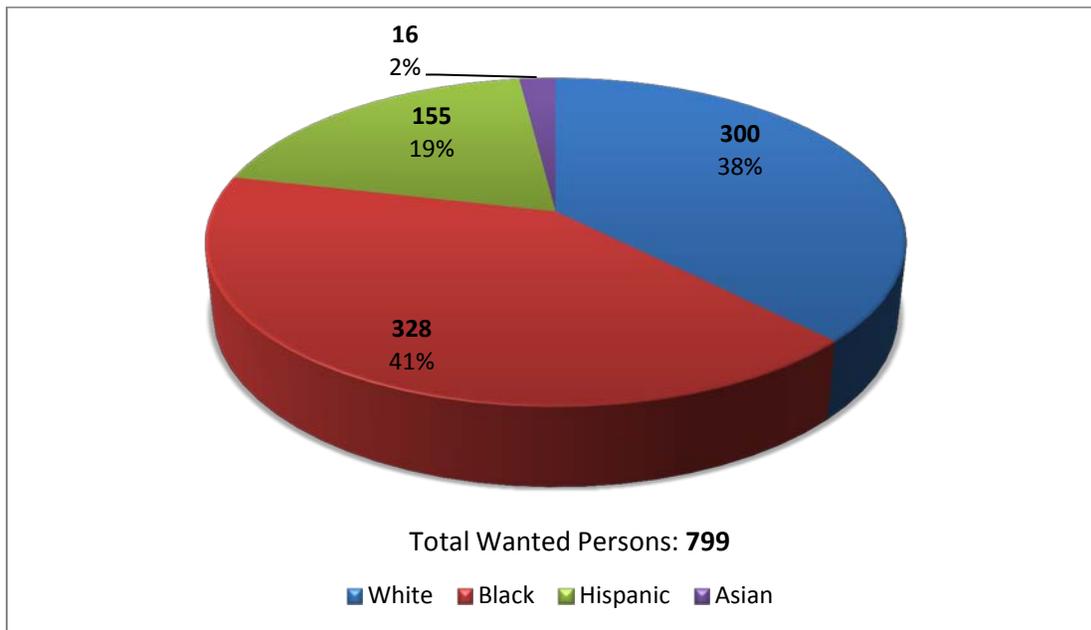
As noted previously, individuals with outstanding warrants make up a large proportion of all arrests and charges filed and are categorized as obstruction. In actuality, 799 individuals arrested during motor vehicle stops by Troop D were wanted persons. Additionally, Black individuals were noted as the largest proportion of those charged with obstruction. Thus, it would be expected that Black individuals would also be a large proportion of all wanted persons. For Troop D, Black individuals barely make up the largest proportion. Black individuals were 41% of all wanted persons while White individuals were 38%, Hispanic individuals were 19%, and Asian individuals were 2% of those

identified as wanted persons. Because contempt, the charge cited for outstanding warrants, is the most frequent charge in the obstruction category, that racial/ethnic distribution is nearly identical to that of wanted persons.

Compared to the proportion of those identified as wanted persons Division-wide, Black individuals make up a slightly smaller proportion and Hispanic drivers a slightly larger proportion in Troop D. However, when compared to Troop B, Black individuals make up a slightly larger proportion while Hispanic individuals make up a slightly smaller proportion.

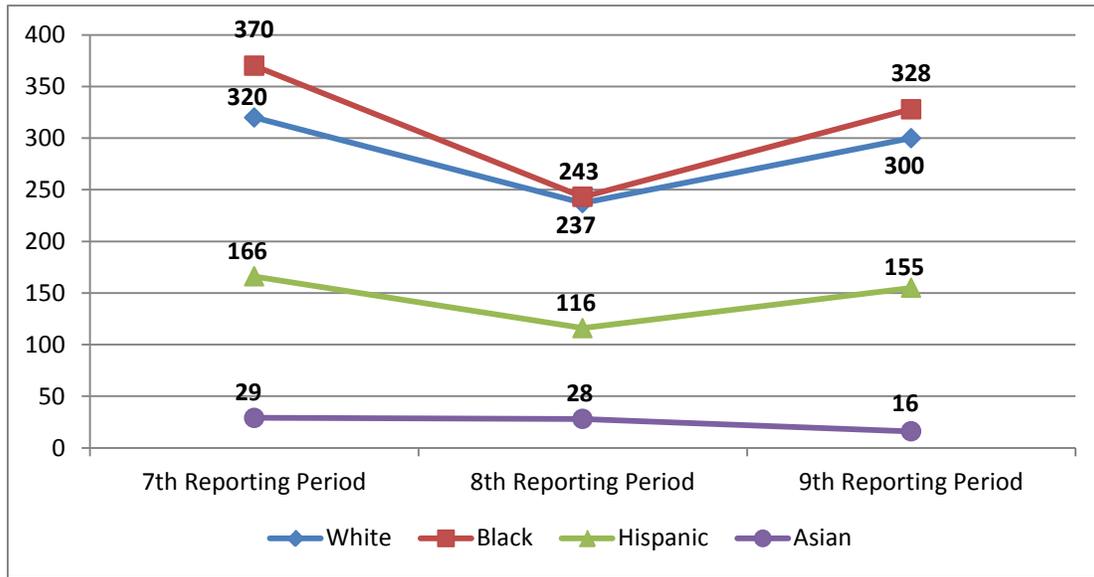
Figure Forty-Two: Racial/Ethnic Distribution of Wanted Persons

January 1, 2013 – July 31, 2013



While the total number of wanted persons increased by about 28% for Troop D in the current reporting period, the degree of increase changed for each racial/ethnic group. The number of Black individuals who were identified as wanted persons increased by 35% in the current reporting period, while the number of wanted Hispanic individuals increased 34%. The number of White individuals who were wanted, increased by 27% in the current reporting period. Asian individuals actually experienced a decline of 12 for the current reporting period.

Figure Forty-Three: Trend of Racial/Ethnic Distribution of Individuals Not Charged
January 1, 2012 – July 31, 2013



ANALYSIS: OTHER

Analysis of State Police trends and activities are detailed here, separated by the unit of analysis- stops or individuals. Data on stops, law enforcement procedures, dispositions, criminal arrests, criminal charges, wanted persons, and evidence seized for the entire Division of State Police are discussed in the sections that follow.

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Stop Level Analysis

Number of Stops

From January 1, 2013 to July 31, 2013, other units conducted 24,074 motor vehicle stops. While the number of motor vehicle stops conducted Division-wide decreased by 1.6%, other units experienced a 13% decrease in the number of motor vehicle stops conducted, the largest decrease across all troops. This decrease amounted to 3,750 motor vehicle stops. This decrease is likely attributable to attrition levels in the Division. As the number of troopers continues to decline in the Division, staffing in specialty units or stations is likely to fall in order to adequately staff traditional road stations. Thus, the decrease in stops made by other units is not completely unexpected.

Figure One: Trends of Motor Vehicle Stops
January 2011- July 2013

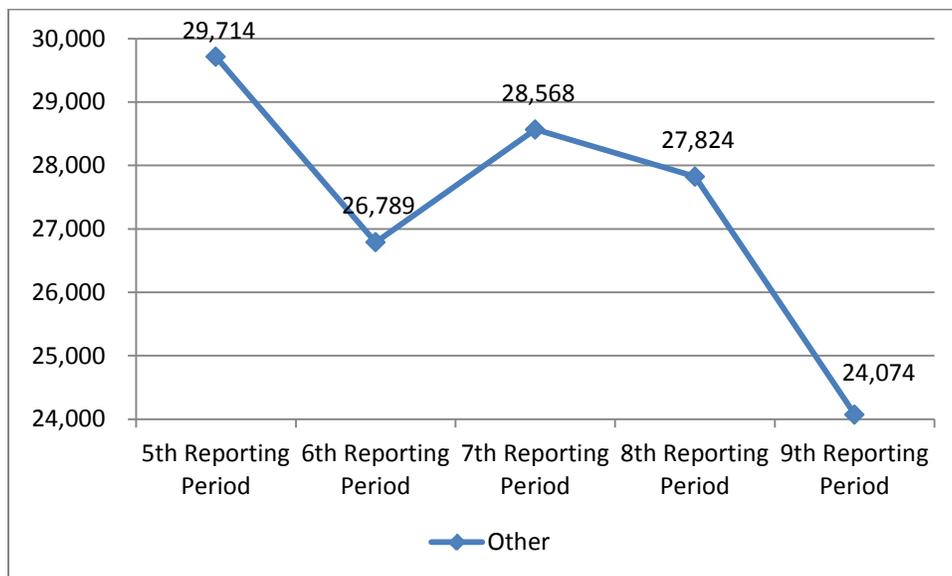


Figure One depicts the trend of the number of motor vehicle stops for the current and previous three reporting periods. While the number of stops does fluctuate each period, the number of stops conducted by other units does appear to remain stable. The fluctuations on the graph may look large, but actually only represent about a 3,700 stop difference between the high number of stops in the 5th reporting period and the low in the current reporting period. Compared to the fluctuations in other troops, the number of stops made by other units is fairly stable; the fluctuations just look larger because of the small total number of stops made by other stations overall.

As noted Division-wide, White drivers do make up the largest proportion of all stops in the current reporting period. White drivers were involved in 62% of all stops, Black drivers were involved in 16%, Hispanic drivers were involved in 13%, Asian drivers were involved in 7%, American Indian drivers were involved in 0% and Other drivers were involved in 2%. This distribution is nearly identical to Troop D and the Division-wide distribution. Because American Indian and Other drivers make up such a small proportion of all stops and thus, all activities, they will not be routinely discussed in this report unless their pattern differs dramatically from this distribution.

Figure Two: Racial/Ethnic Distribution of Motor Vehicle Stops

January 1, 2013 – July 31, 2013

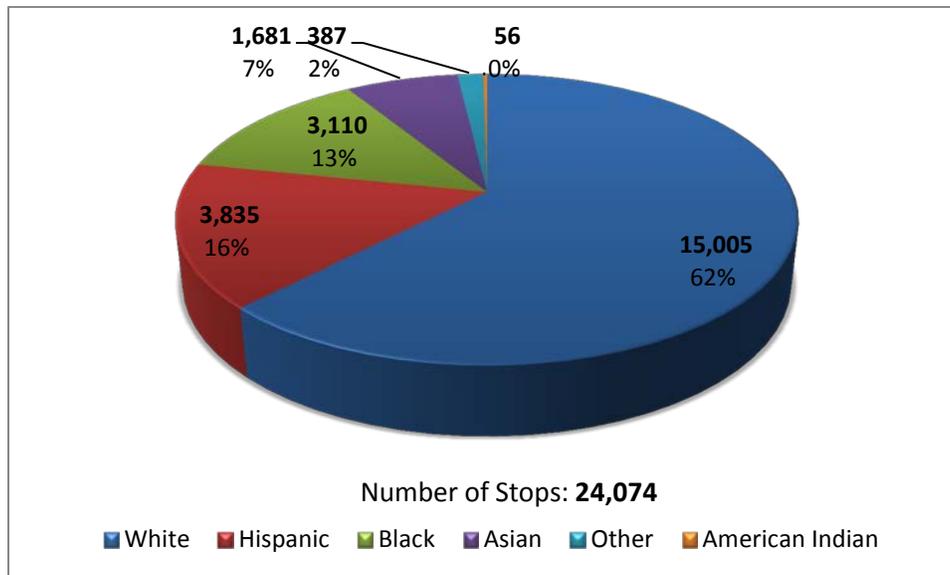
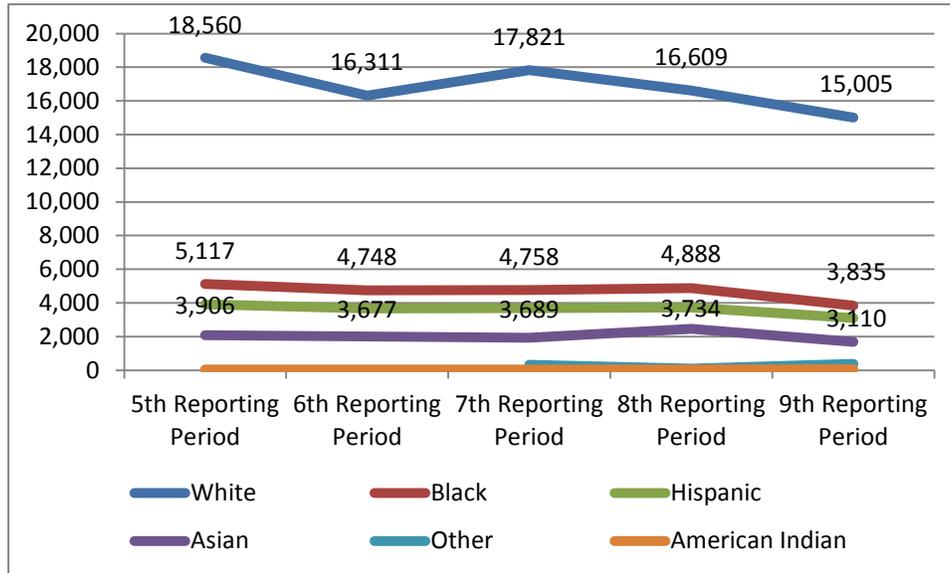


Figure Three graphs the number of stops made of drivers of each racial/ethnic group for the current and three previous reporting periods. Other troops generally experienced a decline in the total number of motor vehicle stops and so did each racial/ethnic group. However, the number of stops made of Asian drivers increased by 542 stops in the current period. Despite these fluctuations, the proportion of stops involving each racial/ethnic group still comprise the same general proportion of all stops, as noted above.

Figure Three: Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
January 2011 – July 2013



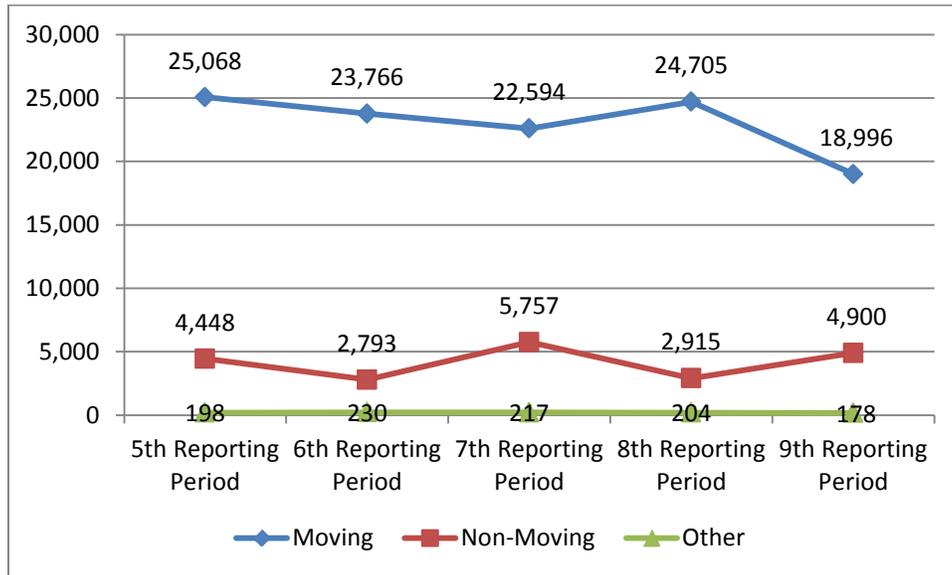
Reason for Stops

The proportion of stops made for each reason has remained relatively stable over time. However, since other units include units that may be funded by grants that support specific targeted enforcements, the likelihood for variation in motor vehicle stop reasons is higher for other units than all Troops. Nonetheless, the majority of stops conducted by other units are based on moving violations. The current reporting period also follows this trend; 79% of all motor vehicle stops were based on moving violations. As shown in Figure Four, 24,705 motor vehicle stops were conducted by other units based on moving violations. This proportion is similar to that of Troop D, where 88% of all stops were based on moving violations. Generally, moving violations account for between 80% and 90% of all motor vehicle stops by other units. Thus, while the proportion of moving violations made by other units is similar to Troop D in the current reporting period; this proportion varies more than that of Troop D.

While Division-wide, non-moving violations account for roughly 11% to 17% of all stops, in other units they vary slightly more. As shown in Figure Four, non-moving violations are cited in roughly 2,800 to 5,700 stops a reporting period. Thus, in other units, non-moving violations account for between 10% and 20% of all stops. In the current reporting period, 20% of all stops made by other units were for non-moving violations, higher than the proportions in Troop B and D and Division-wide.

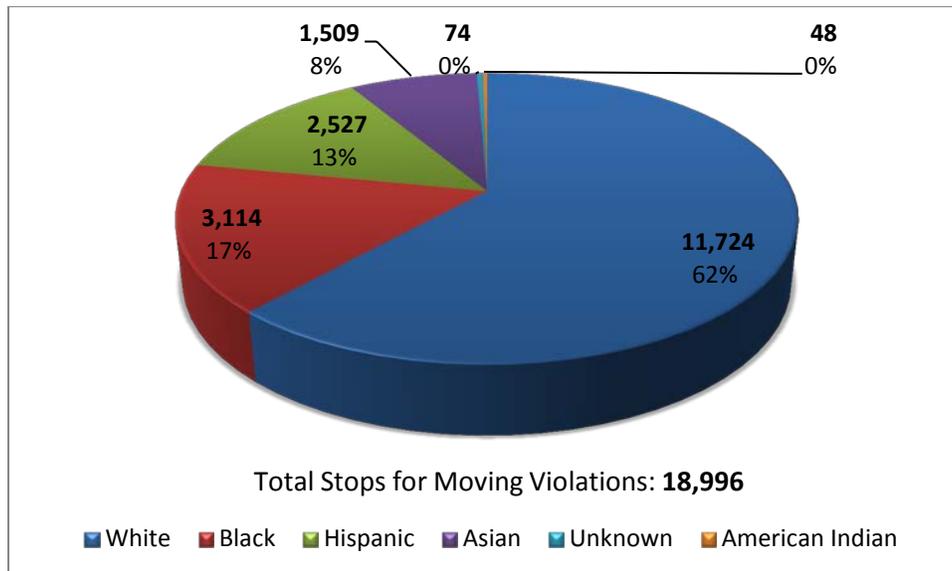
While non-moving violations make up a small proportion of all motor vehicle stops, stops made for other violations make up an even smaller proportion. For other units, less than 1% of stops are made for other reasons in the current and previous four reporting periods. In the current period, 178 motor vehicle stops, .7% of stops made by other units, were based on other violations. This number of stops is slightly less than the proportion of other stops made by other Troops and Division-wide.

Figure Four: Trends in Reasons for Motor Vehicle Stops
January 2011 – July 2013



Because every stop receives a stop reason, the racial/ethnic distribution of all stops with a reason should be identical to that of all stops. Instead, it is more appropriate to assess the racial/ethnic distribution of each type of motor vehicle stop. The overwhelming majority of motor vehicle stops were based on moving violations, so the racial/ethnic distribution of stops with moving violations is nearly identical to that of all stops. As shown in Figure Five, 11,724 stops, 62%, with moving violations involved White drivers, 17% or 3,114 involved Black drivers, and 13% or 2,527 involved Hispanic drivers. For other units, 79% of all stops were made for moving violations, thus, the racial/ethnic distribution of stops with moving violations is nearly identical to that of all stops.

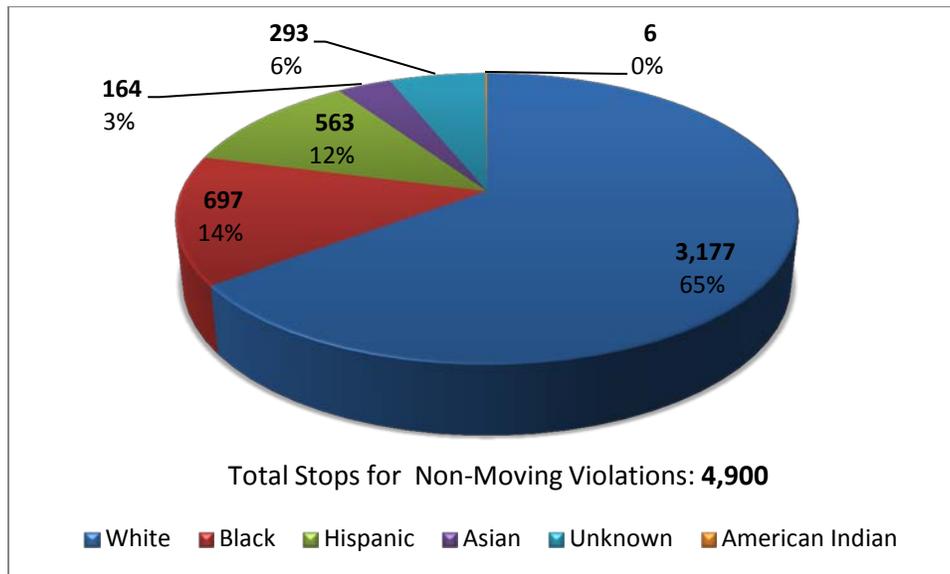
Figure Five: Racial/Ethnic Distribution of Stops made for Moving Violations
January 1, 2013 – July 31, 2013



While stops for non-moving violations account for only about 20% of all stops made by other units, the racial/ethnic distribution is still similar, albeit slightly different, to the overall distribution of stops made by other units. White drivers were still involved in the majority of motor vehicle stops made for non-moving violations. There were 3,177 stops, 65%, made for non-moving violations that involved White drivers, 697 stops, 14% involved Black drivers, 563 stops, 12% involved Hispanic drivers, and 293, 6%, involved Asian drivers. Thus, White drivers were involved in a slightly larger proportion of stops with non-moving violations than all stops. Division-wide, Black drivers are involved in a similar proportion of stops for non-moving violations compared to their proportion of all stops. However in stops made by other units, Black drivers are slightly underrepresented for non-moving violations.

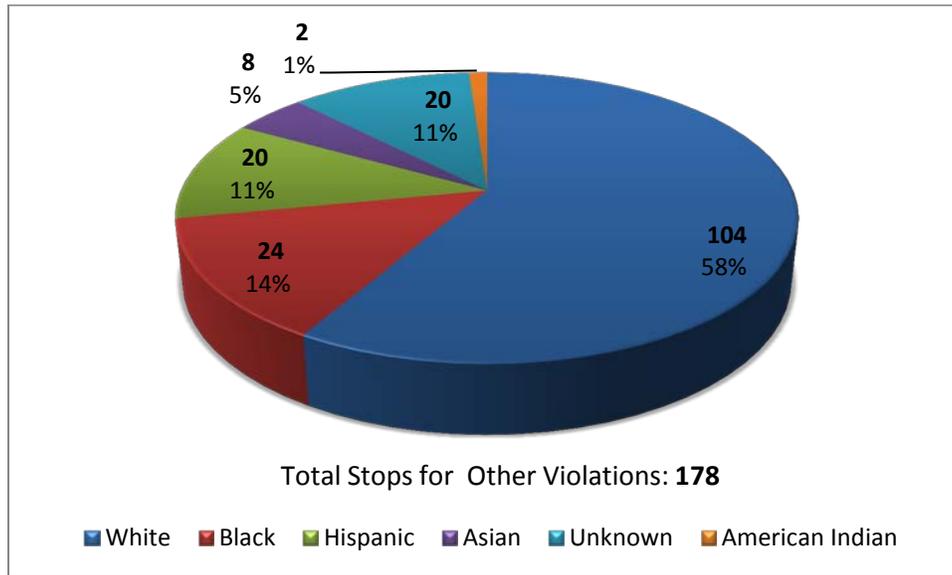
Figure Six: Racial/Ethnic Distribution of Stops made for Non-Moving Violations

January 1, 2013 – July 31, 2013



Stops made for other violations are relatively infrequent in stops made by other units. In the current reporting period, only about 178 motor vehicle stops made by other units were for other violations. Nonetheless, the racial/ethnic distribution still mirrors the overall distribution of stops. White drivers were involved in the majority of these stops, 104 stops or 58%. Black drivers were involved in only 24 stops, 14%, while Hispanic drivers were involved in 20 stops, 11%. As noted Division-wide, and in Troops B and D, Other drivers make up a larger proportion of stops for other violations than they do all stops. This trend may be the result of data entry errors or missing data from motor vehicle stops. Generally, other, is used when a trooper does not identify a frequently used category. In terms of race/ethnicity, Other is used when an individual either does not fit into one of the frequently used categories (White, Black, Hispanic, Asian, American Indian) or when the information is not available. The same logic defines other when it is used as a stop reason; the stop reason is not moving or non-moving or the trooper failed to enter this information. The comorbidity of other drivers and other violations may be the result of incomplete stop reports.

Figure Seven: Racial/Ethnic Distribution of Stops made for Other Violations
January 1, 2013 – July 31, 2013



Law Enforcement Procedures

Division-wide, only 10,304 stops involved post-stop activity. For stops made by other units, only 818 involved post-stop activity. Figure One depicts the trend of stops with law enforcement procedures for the current and previous four reporting periods. The number of stops with law enforcement procedures decreased in the current reporting period. Unlike most other troops, from the previous reporting period to the current reporting period, there was about a 28% decrease in the number of stops with law enforcement procedures. Other units experienced the greatest decline in the current reporting period.

Figure Eight: Trends of Motor Vehicle Stops with Law Enforcement Procedures
July 2009 - July 2012

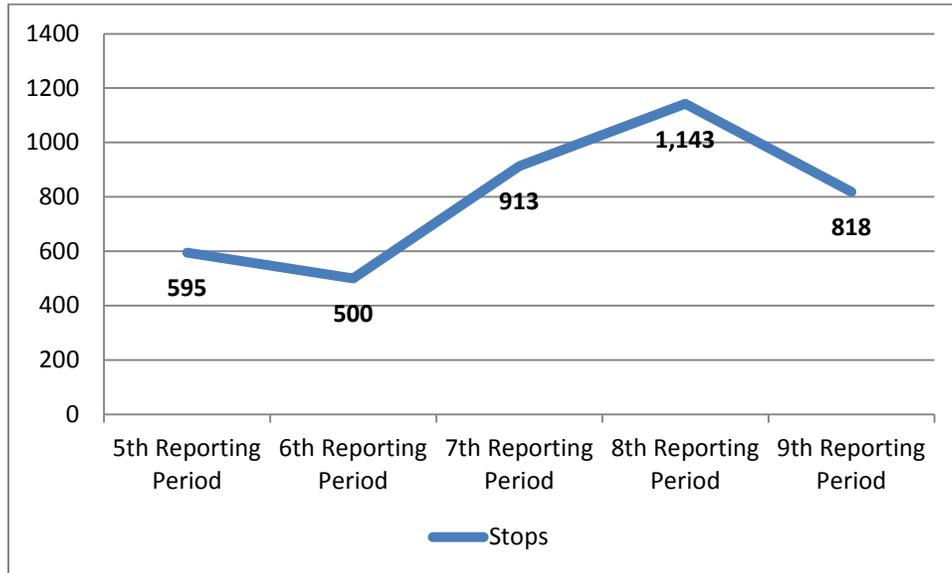


Figure Nine depicts the racial/ethnic distribution of stops where there was at least one law enforcement procedure for stops made by other units. White drivers are 49% of stops with law enforcement procedures, 364 motor vehicle stops. Black drivers were involved in 22% or 159 motor vehicle stops with law enforcement procedures. Hispanic drivers were involved in 24% or 180 stops with law enforcement procedures made by other units.

Figure Nine: Racial/Ethnic Distribution of Stops with Law Enforcement Procedures
January 1, 2013 – July 31, 2013

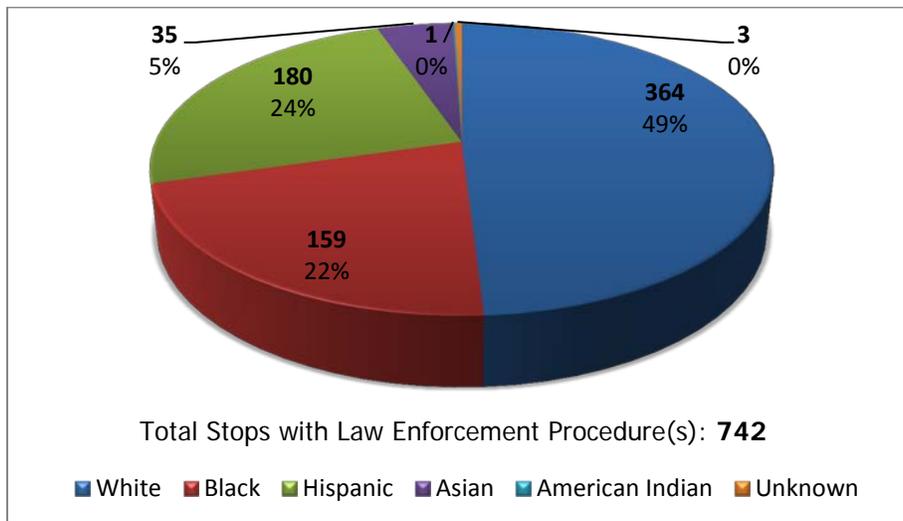
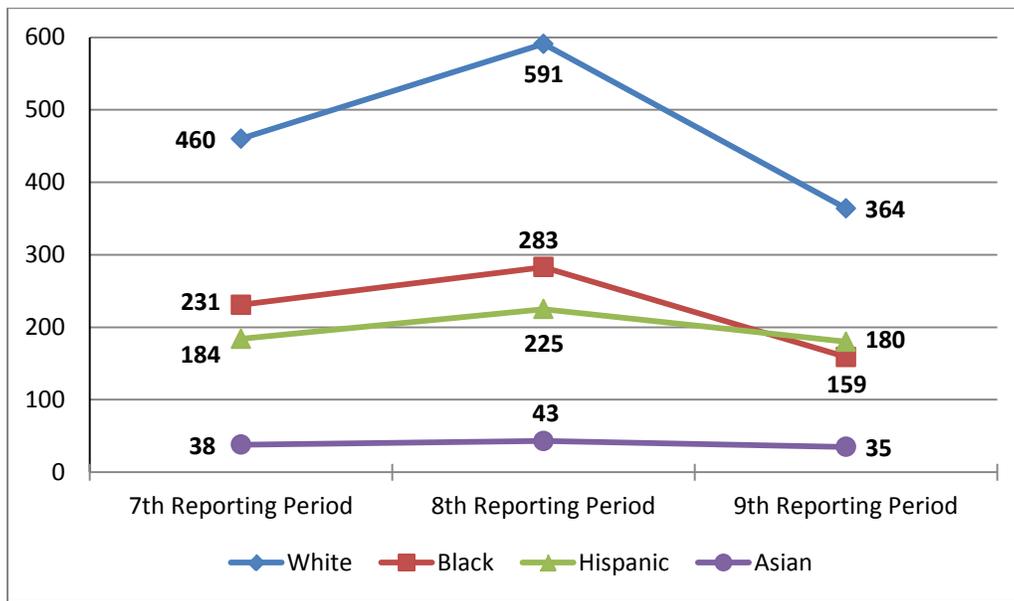


Figure Ten graphs the trend of the racial/ethnic distribution of stops with law enforcement procedures for stops made by other units. The number of stops with law enforcement procedures declined for other units. That said, there are differences in the magnitude of decreases. The largest decline was for Black drivers, where the number of stops decreased 44% or 124 stops. White drivers also experienced a decline of 38% or 227 stops. Stops with law enforcement procedures involving Hispanic drivers had a slight decrease by 20% and Asian drivers also by 19%.

Figure Ten: Trend of Racial/Ethnic Distribution of Stops with Law Enforcement Procedures

January 1, 2012 – July 31, 2013



Vehicle Exits

The most frequent post-stop interaction was an occupant vehicle exit. Of the 742 stops made by other units with post-stop interactions, 733 stops (99%) resulted in an occupant vehicle exit, slightly more than the proportion Division-wide. Troopers are permitted to ask a driver to exit for any reason, thus, the high frequency of this activity.

Figure Eleven depicts the racial/ethnic distribution of stops for vehicle exits. The frequency of vehicle exits for White drivers is higher than the frequency for all other racial/ethnic groups. White drivers were involved in 360 stops with vehicle exits (49%), Black drivers were involved in 157 stops (22%), and Hispanic drivers were involved in 177 (24%) with vehicle exits. Compared to the distribution of stops with law enforcement procedures made by other units, this distribution is nearly identical. The same pattern is noted Division-wide; White drivers make up a much smaller proportion of stops with vehicle exits while Black and Hispanic drivers are involved in a larger proportion of stops with vehicle exits.

Figure Eleven: Racial/Ethnic Distribution of Stops with Vehicle Exits
 January 1, 2013 – July 31, 2013

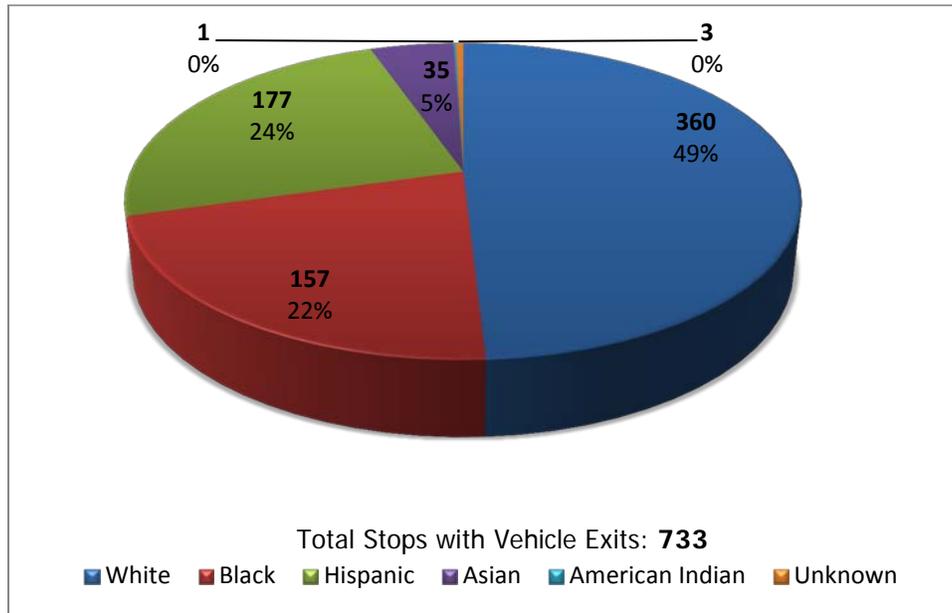
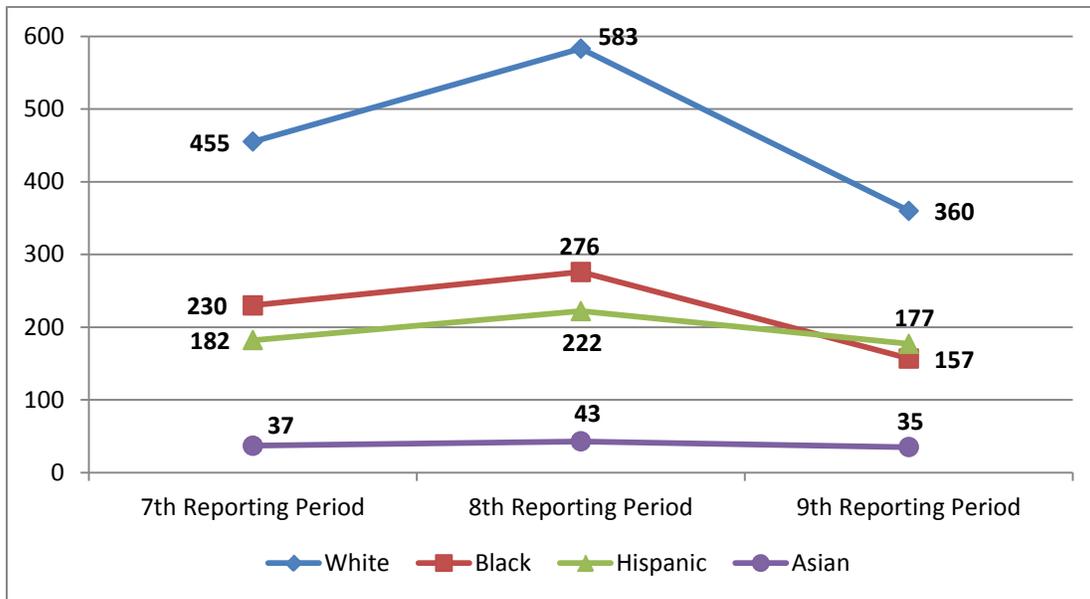


Figure Twelve: Trend of Racial/Ethnic Distribution of Stops with Vehicle Exits
 January 1, 2012 – July 31, 2013



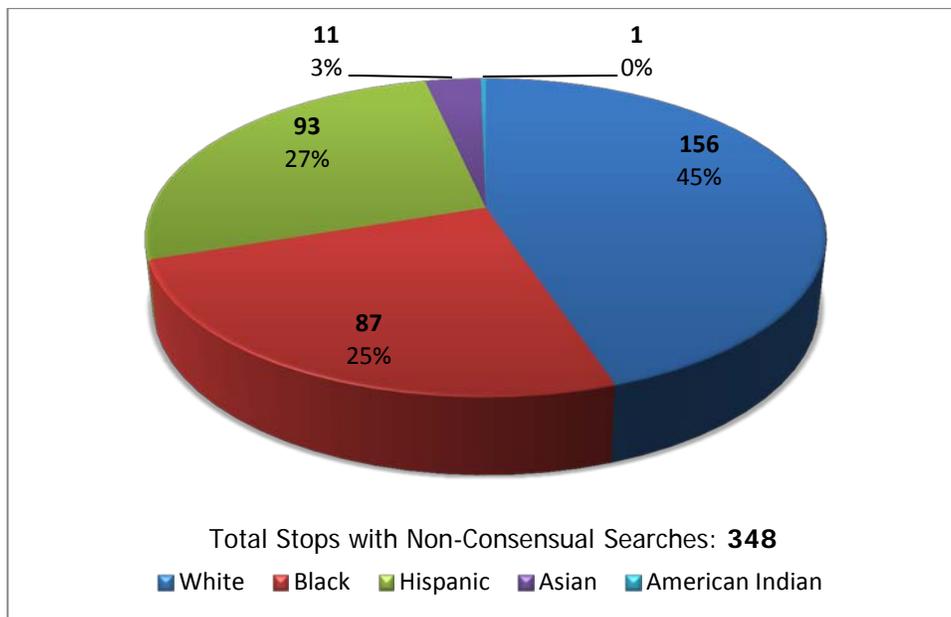
Because vehicle exits are the most frequent law enforcement procedure, the magnitude of change in the racial/ethnic distribution of stops with vehicle exits is consistent with that of law enforcement procedures. As shown in Figure Twelve, there was a 35% decrease in the total number of stops with vehicle exits for other units. The largest decrease, 43%, was for Black drivers asked to exit. White drivers decreased by 38%. Hispanic drivers decreased by 20% and Asian drivers by 19% in stops

involving at least one vehicle exit. Thus, trend of the racial/ethnic distribution of vehicle exits matches the trends of law enforcement procedures over time.

Non-Consensual Searches

While over 90% of all stops with a post-stop interaction involve a vehicle exit, non-consensual searches are also fairly common. Of the 742 stops with post-stop interactions, 47% or 348 stops involved non-consensual searches. Because there were less stops with law enforcement procedures for stops made by other units in the current period, the number of stops with non-consensual searches also declined. Despite this decrease, the racial/ethnic distribution of these stops remains relatively consistent with the previous period.

Figure Thirteen: Racial/Ethnic Distribution of Stops with Non-Consensual Searches
 January 1, 2013 – July 31, 2013



As shown in Figure Thirteen, White drivers were involved in the largest proportion of stops with non-consensual searches. In the current period, White drivers were involved in 156 stops, 45%, with non-consensual searches. Black drivers were involved in 87 stops, 25%, with non-consensual searches while Hispanic drivers were involved in 93 stops, 27% of stops with non-consensual searches. This distribution is similar to that of all stops with law enforcement procedures made by other units. However, the proportion of Black drivers involved in stops with non-consensual searches is slightly higher than the proportion of all stops with post-stop interactions. Hispanic and Black drivers make up roughly the same proportion of stops with non-consensual searches in stops made by other units, unlike Troops B and D and Division-wide.

Figure Fourteen: Trend of Racial/Ethnic Distribution of Stops with Non-Consensual Searches

January 1, 2012 – July 31, 2013

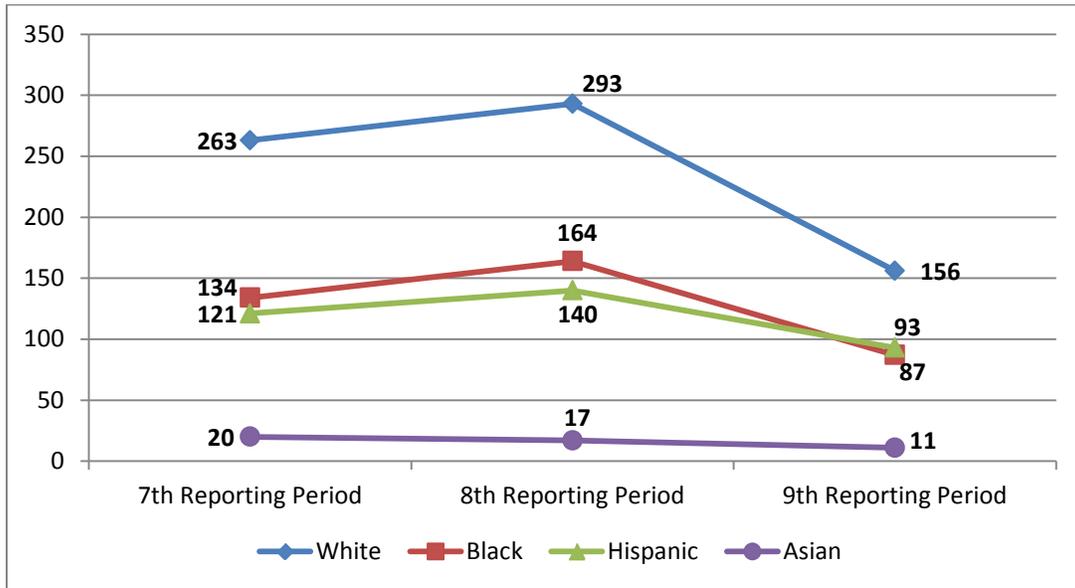


Figure Fourteen graphs the trend of other unit’s non-consensual searches for each racial/ethnic group for the current and previous reporting periods. As the total number of stops with law enforcement procedures declined so did the number of stops with non-consensual searches. Following the trend of all stops with law enforcement procedures and vehicle exits, Black drivers experienced the largest decline in the number of stops with non-consensual searches. For non-consensual searches, the proportion involving White and Black drivers both decreased by 47%, the proportion involving Hispanic drivers decreased by 34%, and the proportion involving Asian drivers declined by 35%.

Occupant Frisks

In the current reporting period, there were only 60 motor vehicle stops conducted by other units where at least one occupant was frisked, about 8% of all stops with post-stop interactions by other units.

As shown in Figure Fifteen, White drivers were involved in the largest proportion of stops with occupant frisks. There were 25 stops, 42%, with a frisk that involved White drivers, 12 stops, 20%, that involved Black drivers, and 21 stops, 35%, that involved Hispanic drivers. The racial/ethnic distribution of stops with frisks does differ from all stops with law enforcement procedures made by other units; Hispanic drivers appear to be involved in a slightly larger proportion of stops with frisks.

Figure Fifteen: Racial/Ethnic Distribution of Stops with Occupant Frisks

January 1, 2013 – July 31, 2013

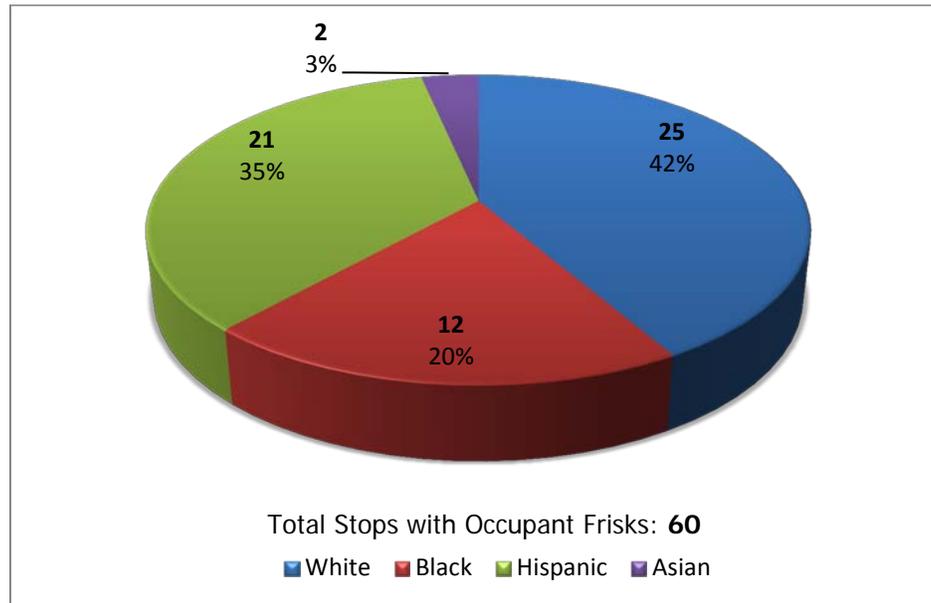
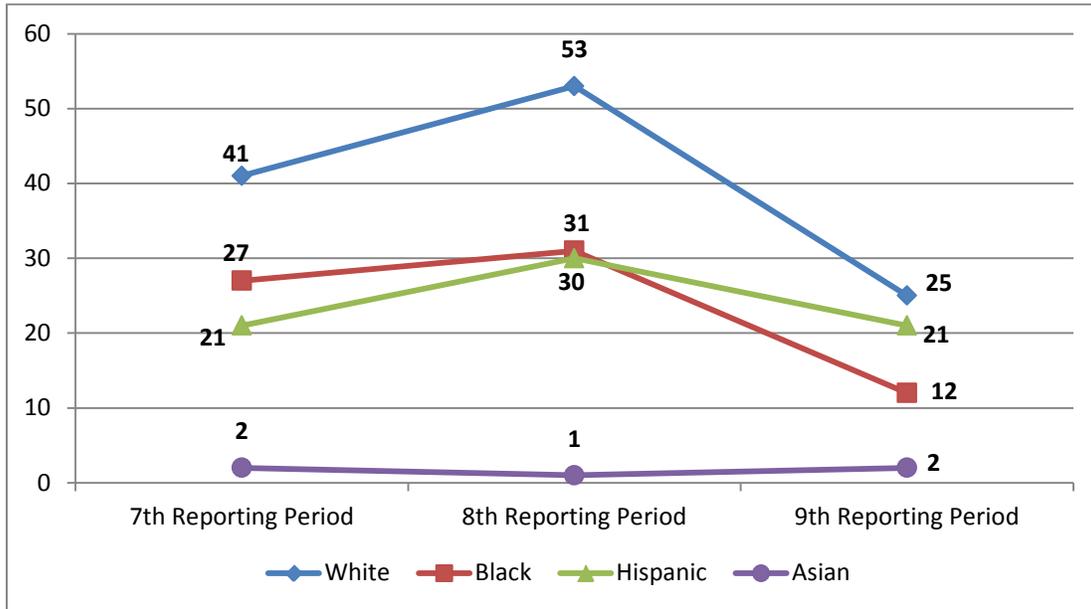


Figure Sixteen presents the trend of stops with frisks for each racial/ethnic group for the current and previous two reporting periods for other units. Since the number of stops with law enforcement procedures actually decreased for other units, the same trend is expected for each specific procedure. Overall, the number of stops with frisks decreased 48% from the previous to current reporting periods unlike Division and Troops B and D trends. The largest decline occurred for frisks occurring in stops with Black drivers where the total number of such stops decreased by 61% from the previous to current reporting period. White drivers experienced a slightly more subtle decline, 53% while Hispanic drivers experienced a 30% decline. Asian drivers experienced a one stop increase in the number of stops with frisks.

Figure Sixteen: Trend of Racial/Ethnic Distribution of Stops with Frisks
 January 1, 2012 – July 31, 2013



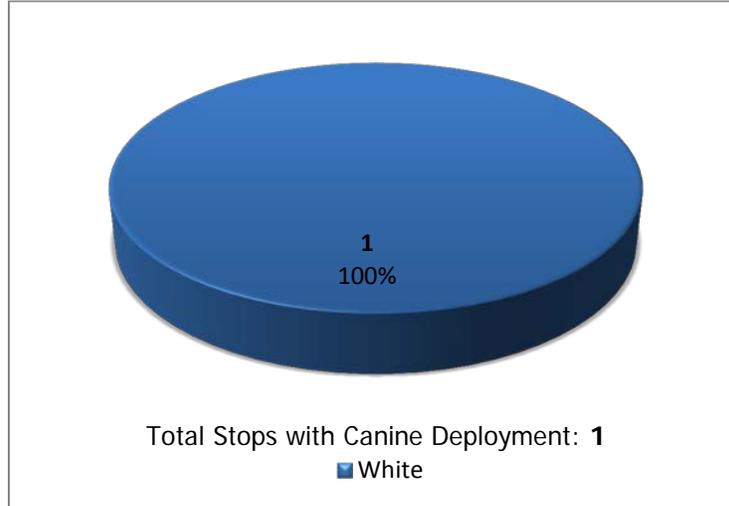
Canine Deployments

Canine deployments are a relatively infrequent law enforcement procedure. There were only 66 stops where a canine was deployed Division-wide in the current reporting period. Necessarily, the number of stops made by other units that involved a canine deployment was even smaller. In the current reporting period, only one stop conducted by other units involved a canine deployment. Unlike Troops B and D, there was actually a decrease in the number of stops with canine deployments in the current reporting period. In the previous reporting period there were four stops with canine deployments while there is only one stop in the current reporting period.

In the current reporting period, there sole canine deployment occurred in a stop with a White driver. Because of the extremely low frequency with which canines were deployed in stops made by other units, discussion of the racial/ethnic distribution is inappropriate. Similarly, discussion of the trend of racial/ethnic distributions of these events is also inappropriate. OLEPS continues to monitor the appropriateness of canine deployments in OLEPS' Oversight Reports.

Figure Seventeen: Racial/Ethnic Distribution of Stops with Canine Deployments

January 1, 2013 – July 31, 2013



There are policies and procedures that govern these deployments which are designed to prevent the misuse of this procedure. Specifically, as noted in OLEPS' Oversight Report, a trooper must contact a supervisor and officially request such a deployment. The deployment is required to meet a specific set of legal standards prior to the supervisor granting approval. In addition to supervisors ensuring that legal standards are met, OLEPS reviews all stops with such deployments to determine whether they are appropriate. As of press, OLEPS has not published findings on canine deployments that occurred in the current reporting period and cannot comment on whether these deployments are appropriate. These results will be available in OLEPS' Seventh Oversight Report.

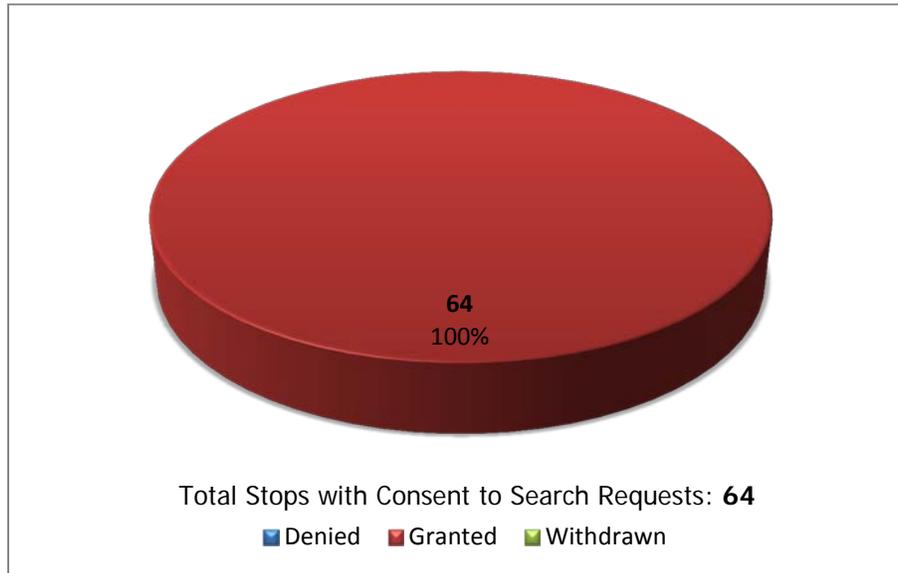
Uses of Force

While canine deployments are infrequent events, uses of force are even more rare. Division-wide, there were fewer than 20 stops where force was used. In stops conducted by other units, there were no instances of force in the current reporting period.

Consent to Search

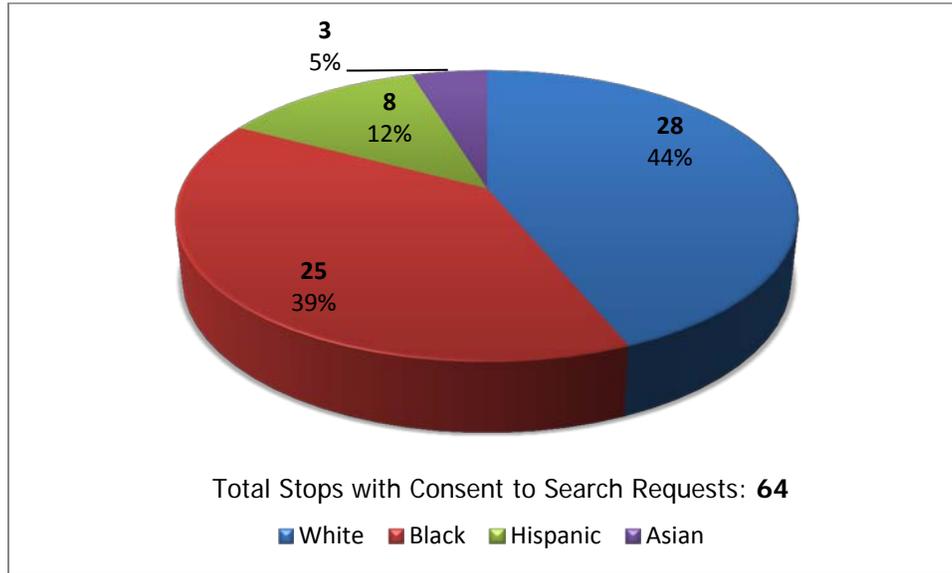
Despite the decline in the number of law enforcement procedures for other units, consent to searches was one of the few to increase this reporting period. For this period, there were 80 stops with consent to search requests conducted by other Units, still much smaller than the number made by other Troops. There may be multiple outcomes for a consent request: granted, denied, or withdrawn. Figure Eleven presents the distribution of all consent to search request outcomes. All of the consent to search requests were granted, 64 (100%).

Figure Eighteen: Outcome of Consent to Search Requests
January 1, 2013 – July 31, 2013



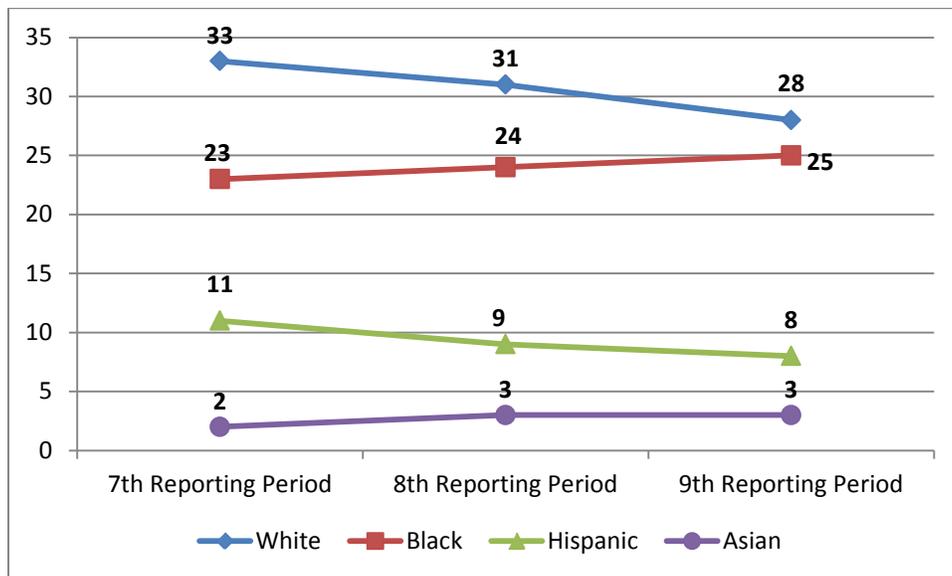
Since all consent to search requests were granted, we will only discuss the distribution for granted requests. Figure Nineteen presents the racial/ethnic distribution for consent to search granted made during motor vehicle stops. White drivers made up the largest proportion of stops with consent to search requests. Nearly half, 44%, of all stops with granted consent to searches involved White drivers. Black drivers were involved in 25 stops (39%) with consent to search granted, and Hispanic drivers were involved in 8 stops (12%) with consent to search granted. The racial/ethnic distribution of consent to search granted differs from the distribution of stops with post-stop interactions. Black drivers are involved in roughly 25% of stops with post-stop interactions but are 39% of all stops where a consent request was made (and granted). Meanwhile, White and Hispanic drivers are involved in slightly smaller proportions of stops with consent requests than they are all stops with post-stop interactions.

Figure Nineteen: Racial/Ethnic Distribution of Stops with Consent to Search Granted
 January 1, 2013 – July 31, 2013



For other units, the total number of stops with consent to search requests decreased by 4% in the current reporting period. Figure Twenty graphs this trend for each racial/ethnic group. Hispanic drivers experienced the largest decrease, 11%, while White drivers experienced a 10% decrease. Black drivers however, experienced an increase of 4%. Asian drivers experienced no change and remains at three stops involving consent to search requests in the current reporting period.

Figure Twenty: Trend of Racial/Ethnic Distribution of Stops with Consent Requests
 January 1, 2012 – July 31, 2013

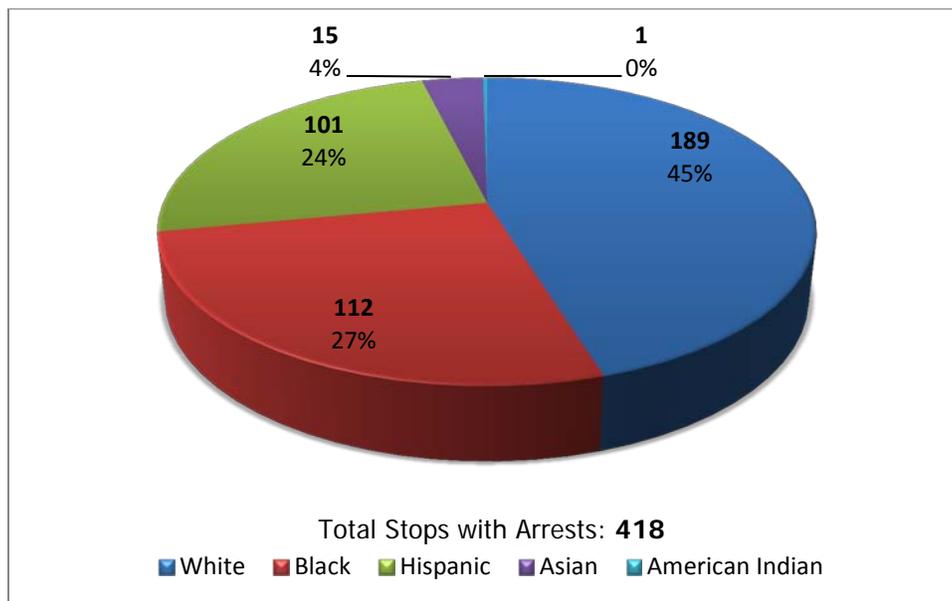


Arrests

In the current reporting period, there were 418 motor vehicle stops conducted by other units where at least one person was arrested. In the majority of these stops, only one person was arrested. However, there were several stops where four or five individuals were arrested. On average, there were 1.2 arrests per stop.

Figure Twenty-One depicts the racial/ethnic distribution of all motor vehicle stops where an arrest was made. White drivers were involved in the highest proportion of stops where an arrest was made. Roughly 45% of all stops where an arrest was made involved White drivers. Black drivers were involved in 27% of all stops where an arrest was made while Hispanic drivers were involved in 24% of stops where an arrest was made. Asian drivers were only involved in 4% of all stops with arrests and American Indian drivers were involved in 0%.

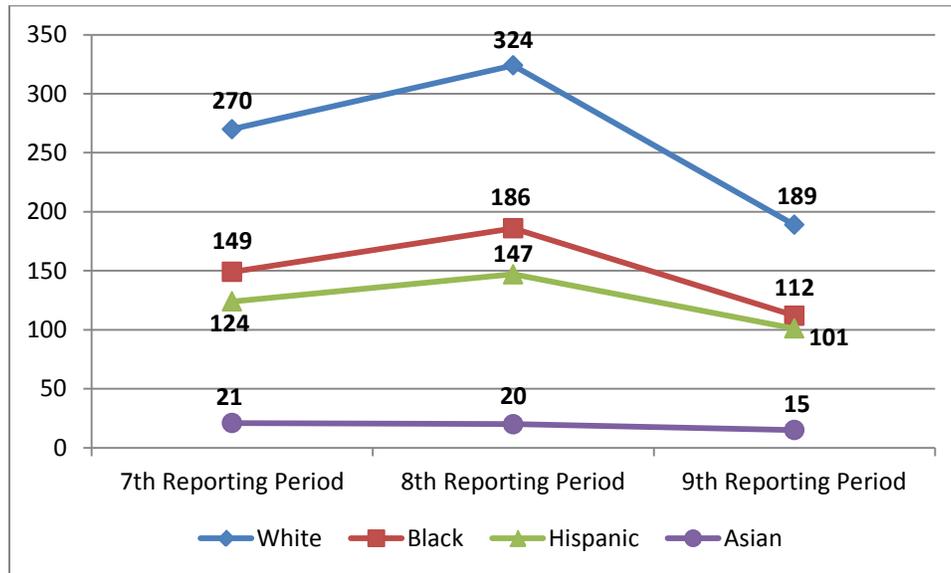
Figure Twenty-One: Racial/Ethnic Distribution of Stops with Arrests
 January 1, 2013 – July 31, 2013



As noted Division-wide, the disproportionately high number of stops with arrests for Black drivers is interesting, especially in light of the decline in the number of stops with arrests. This disproportionality warrants additional analysis, though the severity of the disproportionality varies from Troop to Troop, and is possibly smallest in stops made by other units. In the individual analysis section, the actual number of and charges for arrests will be discussed, explaining this disproportionality.

Figure Twenty-Two: Trend of Racial/Ethnic Distribution of Stops with Arrests

January 1, 2012 – July 31, 2013



For other units, the total number of stops where an individual was arrested declined 38% in the current reporting period, similar to the decrease for stops with law enforcement procedures. This decrease varied among racial/ethnic groups as shown in Figure Fifteen. White drivers experienced the largest percentage decrease. The number of stops with White drivers where an individual was arrested decreased by 42%, 135 stops, in the current reporting period. However, the proportion of stops with arrests involving Black drivers declined by 40%, 74 stops. Hispanic drivers also experienced a sizeable decrease, 31% or 46 stops. The proportion of stops with arrests involving Asian drivers did not substantially decrease in the current reporting period; the decrease amounted to five stops.

Evidence Seizures

The seizure of evidence during a motor vehicle stop is a relatively rare occurrence, occurring in only 1,078 motor vehicle stops Division-wide. Along with the number of consent to search requests, evidence seizures are the only other category of law enforcement procedures for other units that experienced an increase. For stops made by other units, evidence was seized in 56 motor vehicle stops, less than 1% of stops made by other units. Evidence may have been seized in conjunction with a variety of activities including: frisks, non-consensual searches, consent requests, execution of a search warrant, plain view seizures, or even a request for the retrieval of property.

Figure Twenty-Three: Racial/Ethnic Distribution of Evidence Seizures
 January 1, 2013 – July 31, 2013

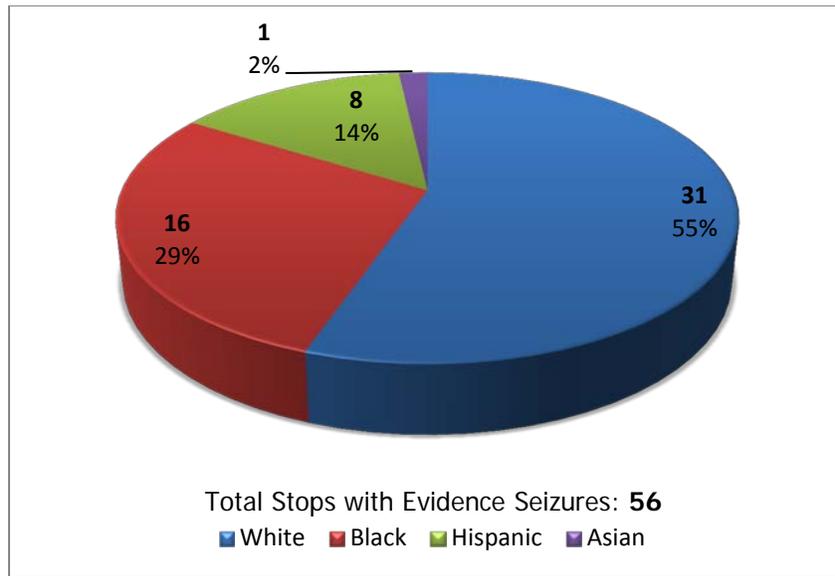
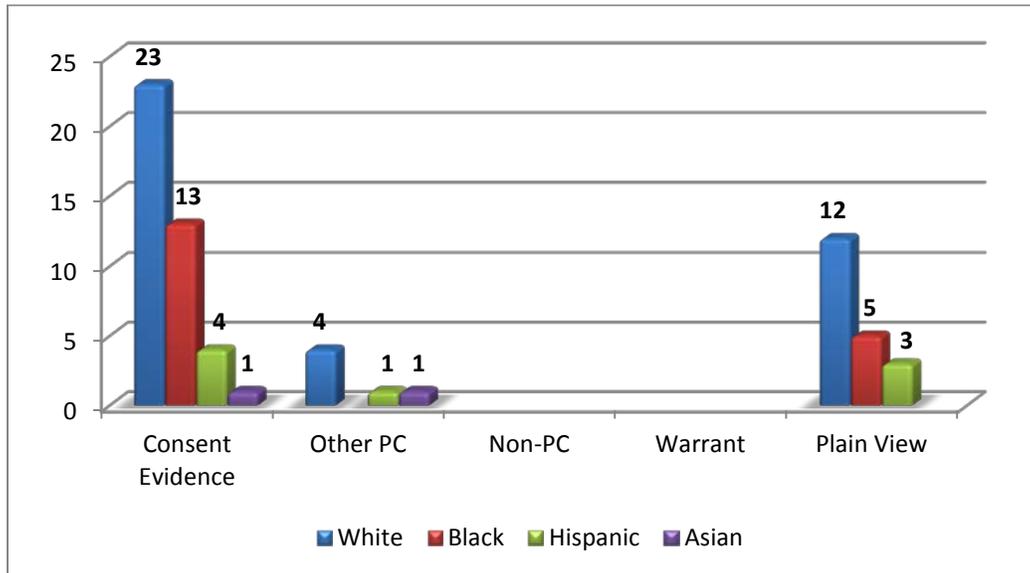


Figure Twenty-Three depicts the racial/ethnic distribution of stops with evidence seizures. The majority of stops in which evidence was seized involved White drivers. In 55% of all stops with evidence seized, the driver was White, in 29% of stops the driver was Black, and in 14% of stops the driver was Hispanic. When compared to the distribution of stops with law enforcement procedures, Black drivers are only slightly overrepresented; they were involved in 25% of all stops made by other units with post-stop interactions.

Each motor vehicle stop can involve one or more seizures of evidence. In the current reporting period, 13 of the 56 stops with seizures had evidence seized as the result of more than one type of activity. For example, a trooper may observe contraband in plain view and also conduct a consent search that produces evidence. Thus, there are actually 67 searches/seizures that led to an evidence seizure in stops made by other units. At most, a single stop included three different types of searches/seizures that resulted in evidence. However, the majority of stops did only involve one type of search/seizure.

While the exact evidence seized is unknown, it is known how the evidence was obtained. Figure Seventeen depicts the type of search/seizures that resulted in evidence for each racial/ethnic group for stops conducted by other units. The majority of the 67 evidence seizures resulted from consent searches. In total, there were 41 evidence seizures as the result of a consent search. Of these consent search seizures, 56% involved White drivers, 32% involved Black drivers, and 10% involved Hispanic drivers.

Figure Twenty-Four: Types of Evidence Seizures
 January 1, 2013 – July 31, 2013

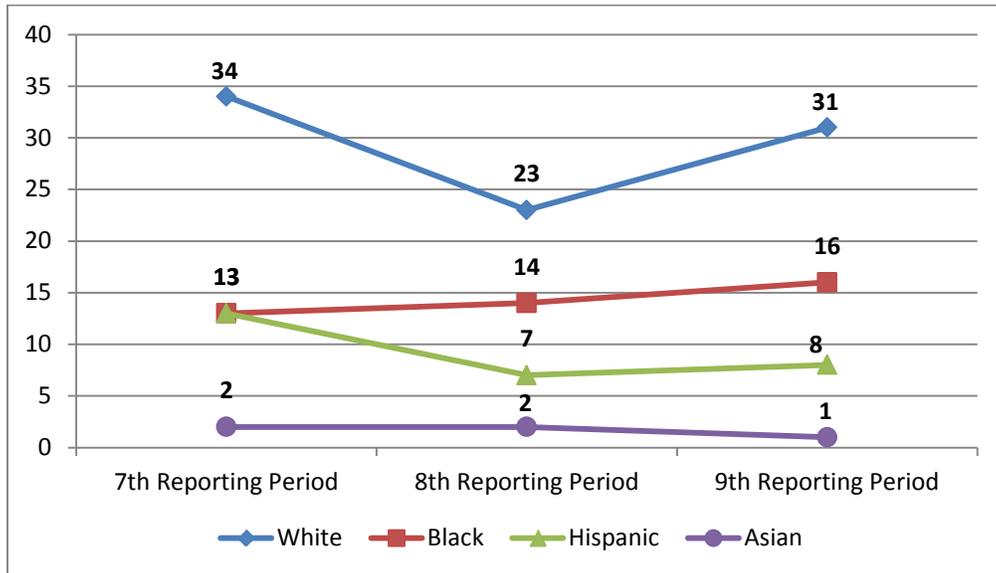


The second most frequent searches/seizures were those considered plain view. In 20 seizures, the reason provided indicated that a controlled dangerous substances (CDS), controlled dangerous weapons (CDW), or open containers were in plain view and subsequently seized. Of these seizures, 67% involved White drivers, 17% involved Black drivers, and 17% involved Hispanic drivers.

During stops made by other units, there were eight seizures classified as other PC. There were no evidence seizures classified under Non-PC or because of a warrant.

Figure Twenty-Four depicts the trend of motor vehicle stops with evidence seized by racial/ethnic group for other units. Overall, there was a 22% increase in the number of stops where evidence was seized. This percentage increase was largest for White drivers; the number of stops with White drivers where evidence was seized increase 35% in the current period. The increase for Hispanic and Black drivers was a 14% increase. With Asian drivers, there was a decline of one stop involving evidence.

Figure Twenty-Five: Trend of Racial/Ethnic Distribution of Stops with Evidence Seizures
 January 1, 2012 – July 31, 2013



Dispositions

For each stop made by the State Police, a disposition is issued. As depicted in Figure Twenty-Six, 11,731 stops (38%) resulted in some kind of summons, 5,905 stops (25%) resulted in a warning, 1,907 stops (8%) resulted in some combination of warnings and/or summons, and 4,531 stops (19%) resulted in another, unspecified disposition. For stops made by other units, the most common dispositions were warnings and summonses issued for moving violations, which each accounted for 49% of all dispositions issued. Other dispositions were issued in 19% of all stops and mixed dispositions, a combination of warnings and summons, were issued in 8% of all stops made by other units. Dispositions based on non-moving violations were slightly less common for other units; there were 4,967 (20%) summonses for non-moving violations and 876 (4%) warnings for non-moving violations issued during motor vehicle stops made during this reporting period.

Figure Twenty-Six: Dispositions of All Stops
January 1, 2013 – July 31, 2013

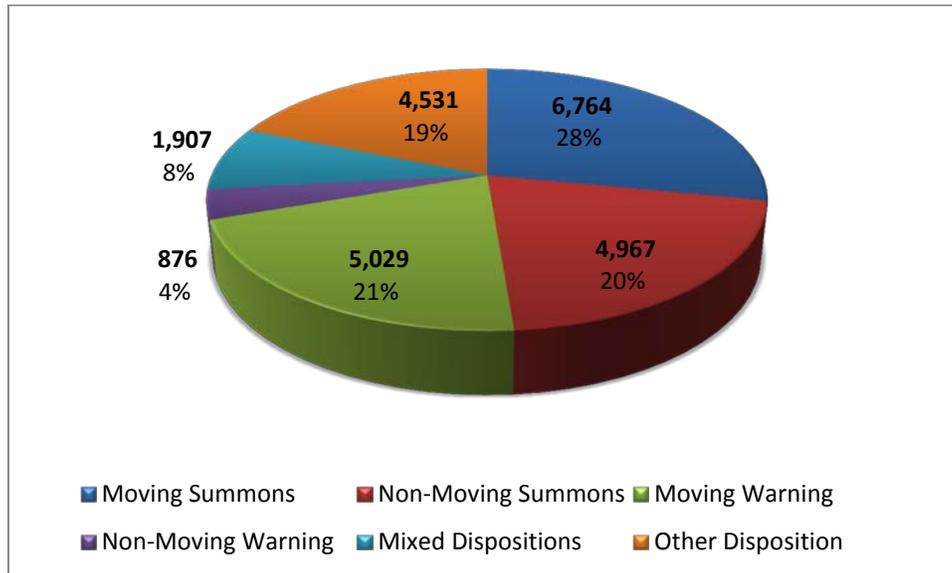


Figure Twenty-Seven: Trends of Dispositions
January 2011 – July 2013

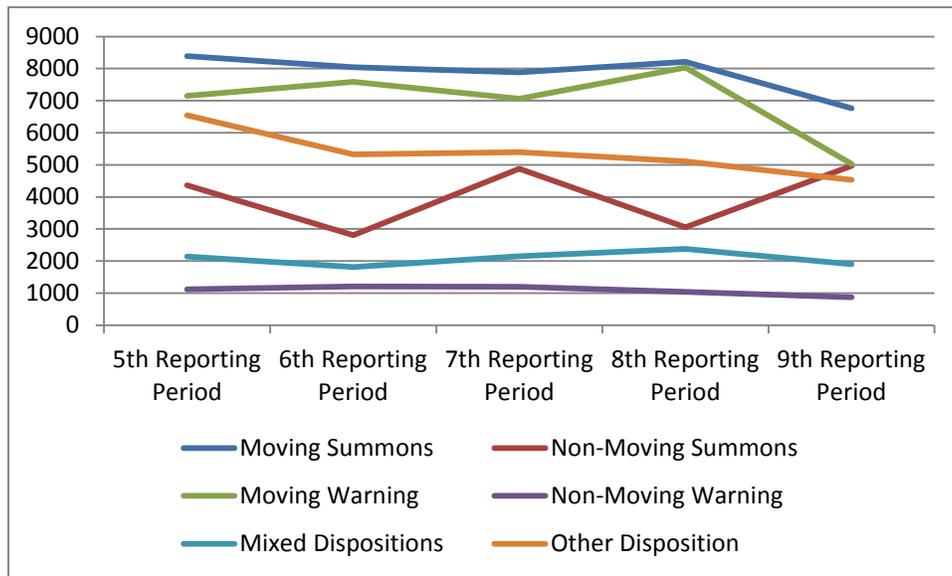


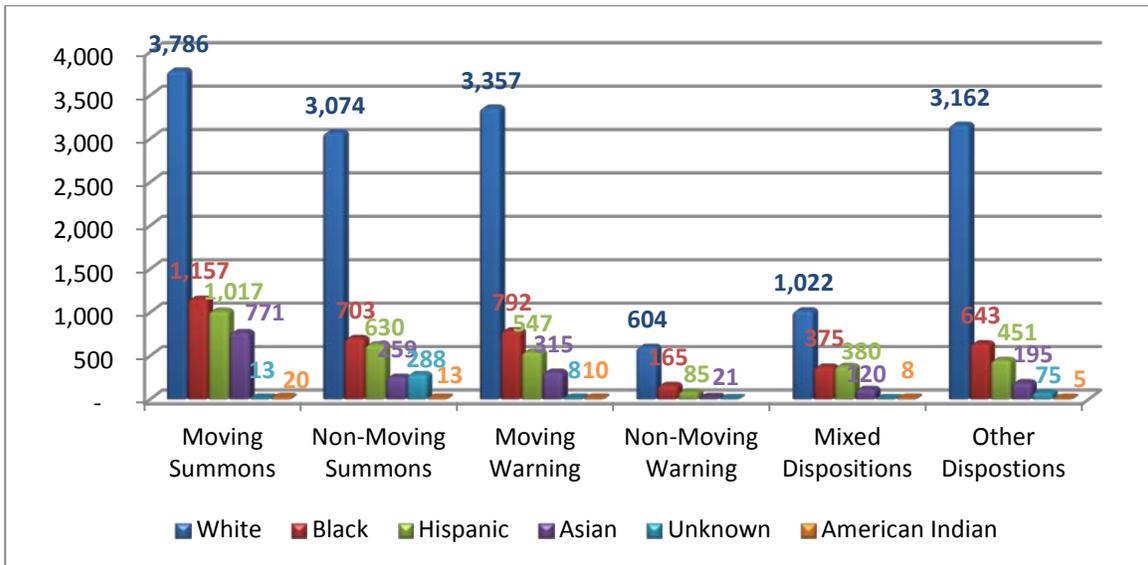
Figure Twenty-Seven graphs the number of stops resulting in each disposition for the current and past four reporting periods for other units. Because the number of motor vehicle stops made in the current reporting period is smaller than the previous periods, it would be expected that each category of disposition would decline as well. For other units, the number of stops resulting in all categories declined, except for non-moving summonses, which increased in frequency.

Across disposition categories, White drivers continue to make up the largest proportion of each disposition type for stops made by other units. The overall pattern remains that between 54 and 70

percent of all disposition types involved White drivers and between 14 and 20 percent of all disposition types involved Black drivers. For other units, the proportion of each disposition type involving White or Black drivers is nearly identical to the proportions Division-wide. Because State Police is required to record a disposition for all motor vehicle stops, the racial/ethnic distribution of dispositions should be nearly identical to the racial/ethnic distribution of all stops.

For stops made by other units, the most common outcomes for stops were moving warnings and moving summonses. There were 5,029 stops (21%) that received a moving warning and 6,764 (28%) stops that received a moving summons. Of the stops with moving warnings, there were 3,357 stops (67%) that involved White drivers, 792 stops (16%) that involved Black drivers, and 547 (11%) that involved Hispanic drivers. For stops with moving summonses 3,786 (56%) involved White drivers, 1,157 (17%) involved Black drivers, and 1,017 (15%) involved Hispanic drivers. These distributions are similar to the overall distribution of stops made by other units, However, White drivers are slightly overrepresented among moving warnings.

Figure Twenty-Eight: Racial/Ethnic Distribution of Disposition Types
January 1, 2013 – July 31, 2013



Across all troops, other dispositions made up a large proportion of stops, generally about 18%. For other units made up about 19% of all dispositions. White drivers were again the majority in other dispositions, with 3,162 (70%), Black drivers were involved in 643 stops (14%) and Hispanic drivers were involved in 451 (10%) of stops. Here, White drivers are overrepresented while Hispanics are slightly underrepresented compared to Division-wide distributions.

For each disposition category, White drivers made up at least 54% of all stops receiving that disposition. The racial/ethnic distribution for each disposition category is consistent with the overall racial/ethnic distribution of motor vehicle stops made by other units. White drivers receive roughly 60% of all categories of dispositions, while Black drivers are closer to 16%, and Hispanic motorists were about 13%. Thus, the distribution of disposition types roughly matches that of all stops. For White and Black drivers, moving warnings were the most commonly cited disposition while mixed

dispositions, the most common disposition for Hispanic drivers and moving summonses were the most common for Asian drivers.

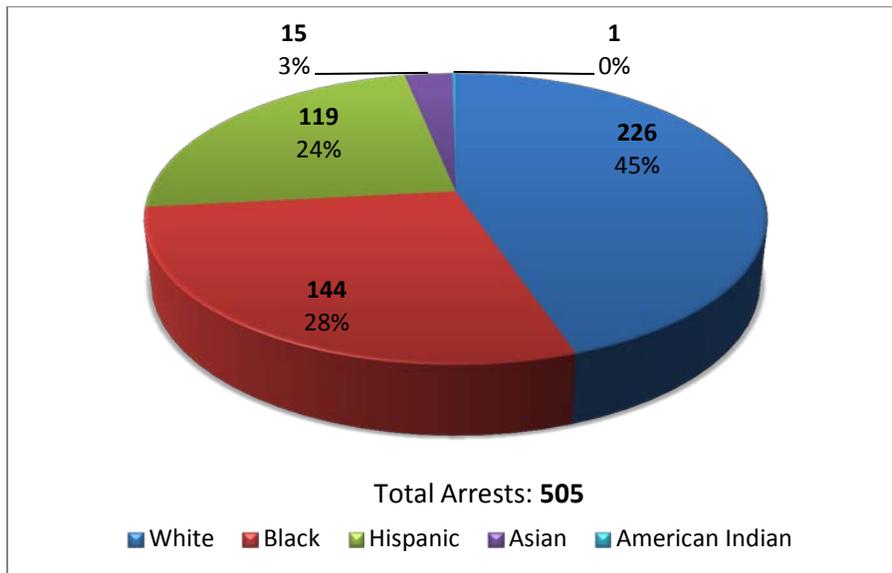
Individual Level Analysis

Arrests

While there were 418 motor vehicle stops made by other units where an arrest was made, there were 505 actual arrests. That is, there were 505 individuals arrested during motor vehicle stops in the current reporting period. On average, there were 1.2 arrests per motor vehicle stop but a few stops did have as many as four or five arrests.

Because each stop averaged just a little more than one arrest, the racial/ethnic distribution of the individuals who were arrested should be similar to the racial/ethnic distribution of stops with arrests. Figure Nineteen depicts this distribution for other units, and it is nearly identical to the distribution of stops with arrests. As found for stops with arrests, White individuals made up the largest proportion of all arrests. In 45% of all arrests made during the reporting period, the individual was White. In 30% of all arrests, the individual arrested was Black while in 21% of all arrests, the individual arrested was Hispanic. Finally, Asian individuals were involved in 4% of all arrests while American Indians were involved in 0%. Compared to the Division-wide pattern of individuals arrested, other units arrested a higher proportion of Hispanic drivers and a slightly smaller proportion of Black drivers. However, compared to the race/ethnicity of drivers in stops by other units with arrests, there are slightly more Black individuals arrested than there were Black drivers involved in stops with arrests.

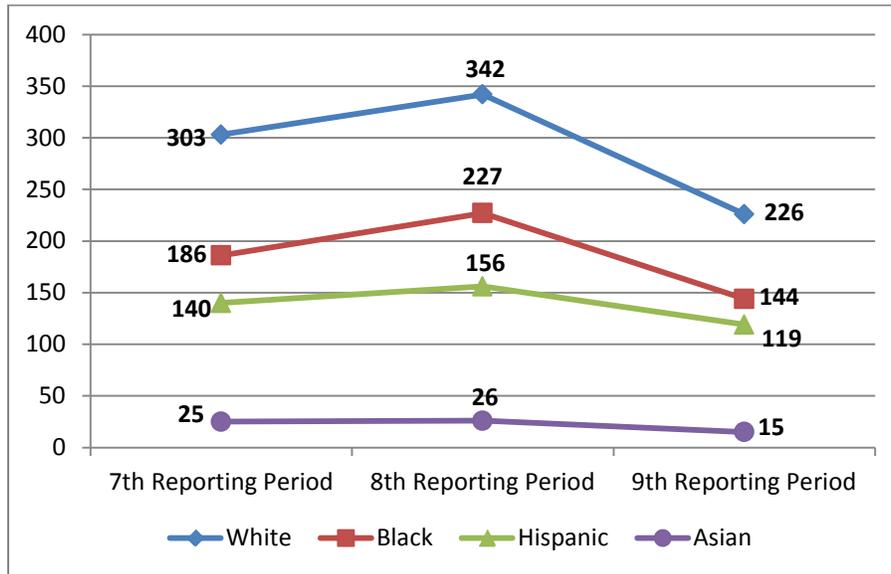
Figure Twenty-Nine: Racial/Ethnic Distribution of All Arrests
January 1, 2013 – July 31, 2013



Overall, the number of arrests made during stops by other units declined 33% from the previous reporting period. This decrease is not as large as the decrease in the number of stops with arrests. The largest decline was for the number of Black individuals who were arrested; there was a 37%

decrease in the number of Black individuals who were arrested in the current reporting period. Similarly, the number of White individuals arrested declined by 34%, the number of Hispanic individuals by 24% and the number of Asian individuals declined by 11 individuals.

Figure Thirty: Trend of Racial/Ethnic Distribution of Individuals Arrested
 January 1, 2012 – July 31, 2013

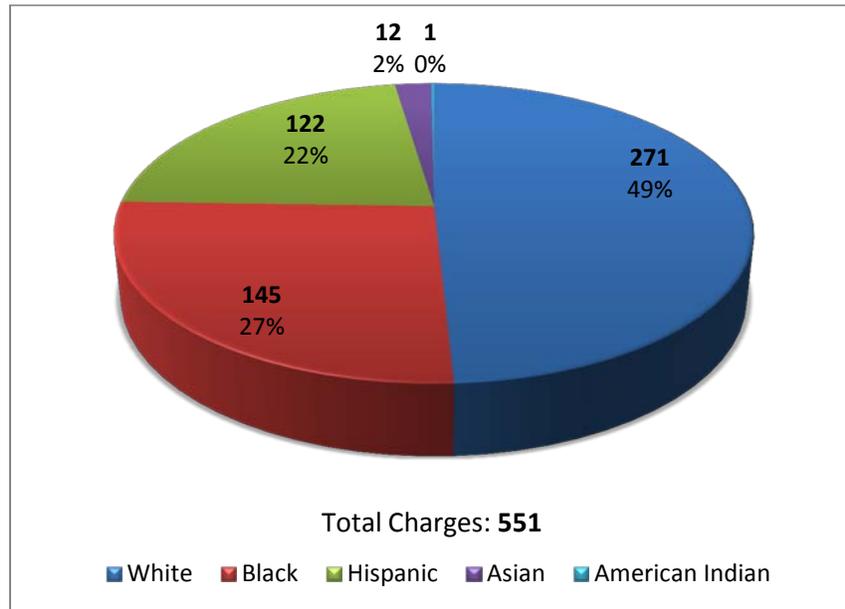


Charges

For an arrest, an individual can be charged with one or multiple charges. For the current period, while there were 505 arrests, there were actually 551 charges filed. On average, each arrest resulted in 1.1 charges filed. However, several arrests had four or five charges filed.

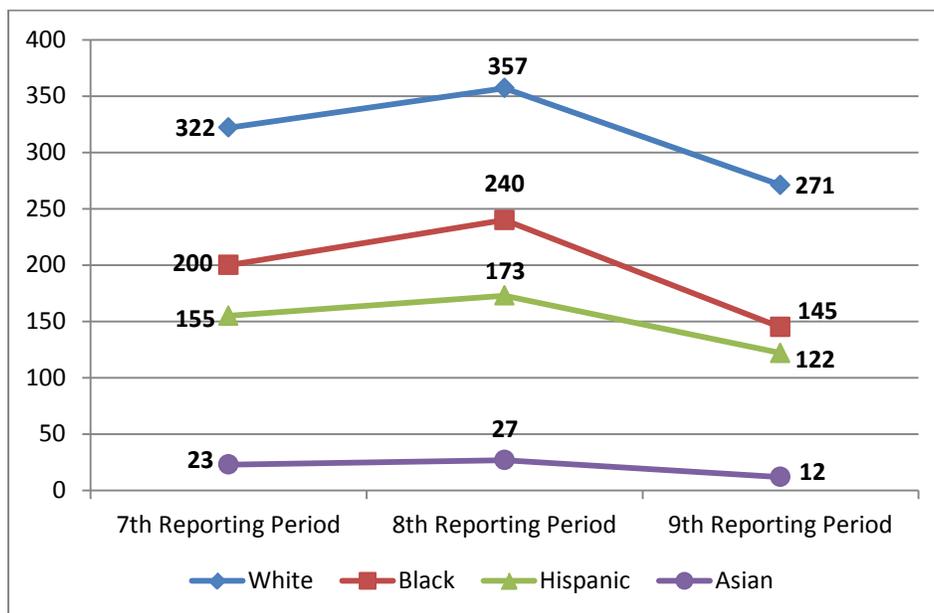
The racial/ethnic distribution of those arrested and that had charges filed is presented in Figure Thirty-One and is similar to the distribution of all arrests. White individuals were involved in the largest proportion of charges filed, 49%. Black individuals were involved in 27% of all charges, Hispanic individuals were involved in 22% of all charges filed, and Asian individuals were involved in 2% of charges filed. Compared to the distribution of those individuals who were arrested, the proportions are nearly identical though there are minor differences.

Figure Thirty-One: Racial/Ethnic Distribution of Charges
 January 1, 2013 – July 31, 2013



While the number of individuals arrested declined by 33% in the current reporting period, the total number of charges filed declined by 31%. As shown in Figure Thirty-Two, each racial/ethnic group experienced a decrease in the total number of charges filed. However, Black individuals experienced the largest decline, 40%, while charges against White individuals decreased 24% and charges against Hispanic individuals decreased 29%.

Figure Thirty-Two: Trend of Racial/Ethnic Distribution of Charges
 January 1, 2012 – July 31, 2013



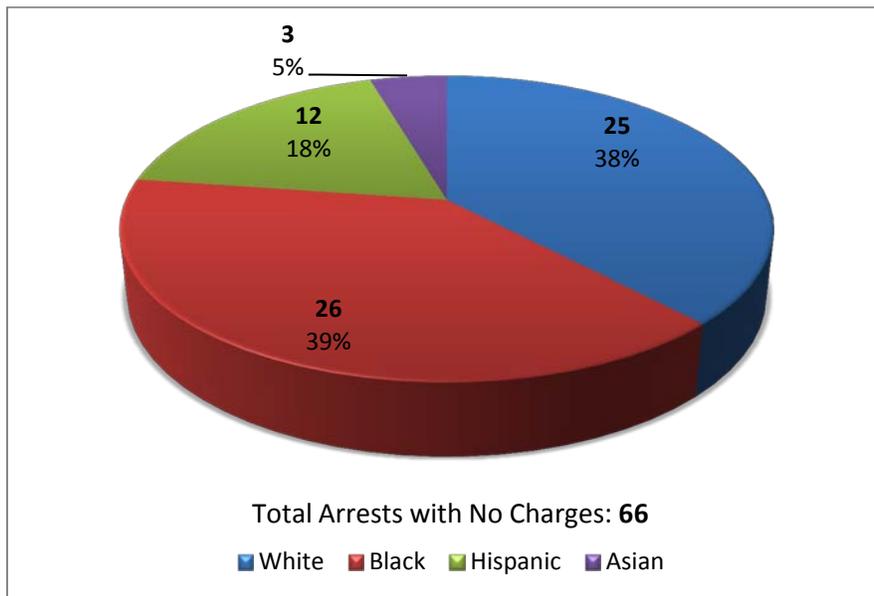
In some cases, an individual may be arrested and not charged. While this is possibly a data entry error, it is more likely a reflection of policies and procedures following State v. Peña-Flores, 198 N.J. 6 (2009).¹ Following this ruling, State Police policy requires immediate arrest when a trooper has probable cause in the form of the odor of marijuana. In these instances, an individual is placed under arrest immediately when the odor of either raw or burnt marijuana is detected. The trooper may then request for consent to search the vehicle, request a canine, or request a search warrant. If none of these searches provide evidence to confirm the odor and the odor dissipates, the trooper must release the individual. Thus, an arrest was made, but the individual was never charged because the odor of marijuana, or probable cause, dissipated.

In the current reporting period there were 66 arrests made by other units where an individual was not ultimately charged with any specific statute. The racial/ethnic distribution of those not charged should, ideally, be identical to the racial/ethnic distribution of those charged. If the distributions differ, further analysis is required to determine what specifically causes these differences.

Figure Thirty-Three depicts the racial/ethnic distribution of those arrested by other Units but not charged in the current period. The distribution of those not charged is similar to that of those who were charged, however, for other units only small differences emerge. While Black individuals were roughly 30% of all charges filed, they are 39% of those individuals for whom no charges were filed. White individuals were 49% of charges filed and 38% of those with no charges filed. Hispanic individuals were 22% of all charges filed and 18% of those with no charges filed. Like Troops B and D, Black individuals are slightly overrepresented among those who are arrested but not charged.

Figure Thirty-Three: Racial/Ethnic Distribution of Arrests with No Charges

January 1, 2013 – July 31, 2013

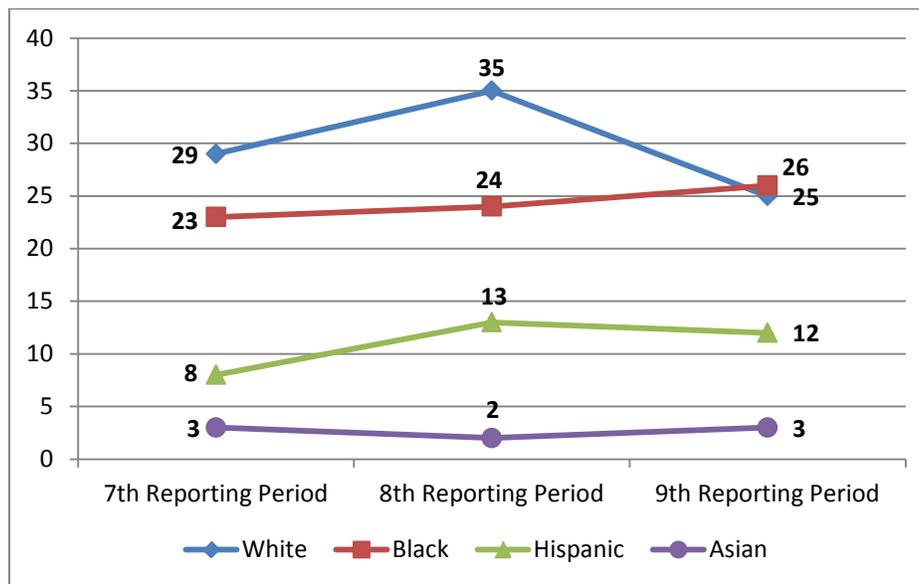


¹ State v. Peña-Flores, 198 N.J. 6 (2009), hereafter referred to as Peña-Flores, served to further define the exigent circumstances under which a search of a vehicle could be conducted without securing a search warrant under the automobile exception when there was probable cause to believe that a crime had been (or will be) committed.

Just as the number of those charged decreased, the number of those not charged also decreased for other units. As shown in Figure Thirty-Four, there was an 11% decline in the number of individuals who were arrested and not charged. The largest decrease in the number of individuals arrested and not charged was for White individuals, 29%. The number of Black individuals not charged actually increased by 8%, while the number of Hispanic individuals not charged declined by eight. The number of Asian individuals arrested and not charged actually increased by one. While Black individuals have typically been the racial/ethnic group to have the highest proportion of individuals arrested without charges, for other units, the increase for White individuals from the previous to current reporting period made White individuals the largest proportion.

Figure Thirty-Four: Trend of Racial/Ethnic Distribution of Individuals Not Charged

January 1, 2012 – July 31, 2013



Types of Charges

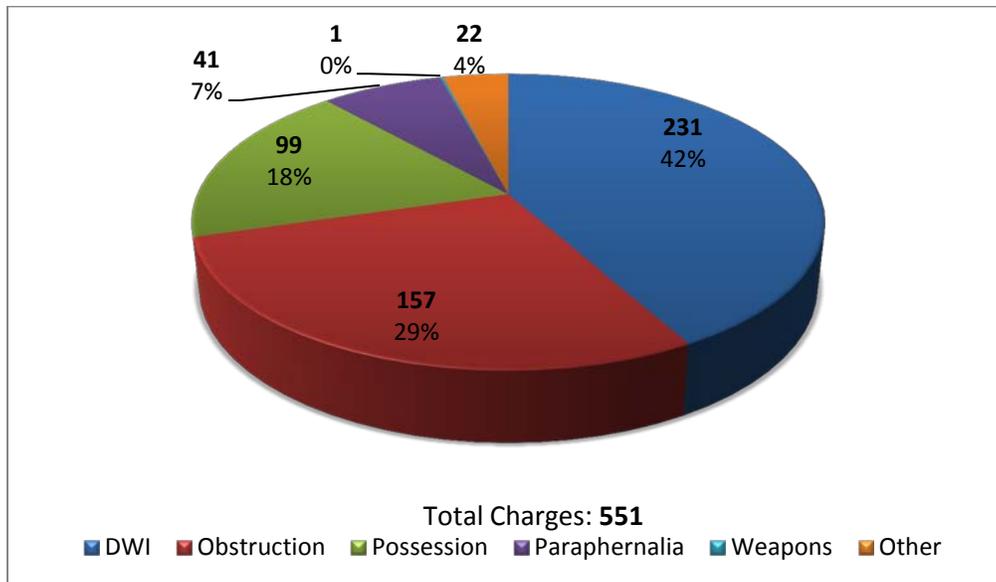
The charges filed following an arrest can be numerous. As noted above, an individual may be charged with multiple charges. While there are a number of charges that can be chosen for any violation, there are also a few charges that are commonly used. Each specific charge was coded to reflect the overall type of charge. Figure Twenty-Five depicts the types of charges filed for arrests made during motor vehicle stops in the current reporting period.

For other units, the most commonly cited charges pertained to DWI, unlike Troop B, Troop D, and the Division, where obstruction is the most frequently cited charge. Forty-two percent of all charges filed for arrests made by other units were for DWI. This higher proportion of stops made for DWI may be the result of targeted enforcements that may be conducted by the specialized units classified as other (i.e., TAC-PACs)

Obstruction, the most frequent charge Division-wide, was cited in only 29% of all charges filed by other units. This category does include such charges as resisting arrest, hindering apprehension, and contempt. Contempt is the charge listed when an individual is arrested based on a warrant and, for the current period, is actually the most frequently cited obstruction charge. Contempt was the specific

charge cited in over 90% of all obstruction charges in the current reporting period. From this information, it can be inferred that a number of arrests made during motor vehicle stops in the current reporting period are based on outstanding warrants. Compared to Division-wide charges, obstruction charges make up a smaller proportion of charges filed for other units, 39% Division-wide compared to 29% for other units. This difference is likely attributable to the specialized policing and targeted enforcements conducted by other units.

Figure Thirty-Five: Types of Charges Filed
January 1, 2013 – July 31, 2013



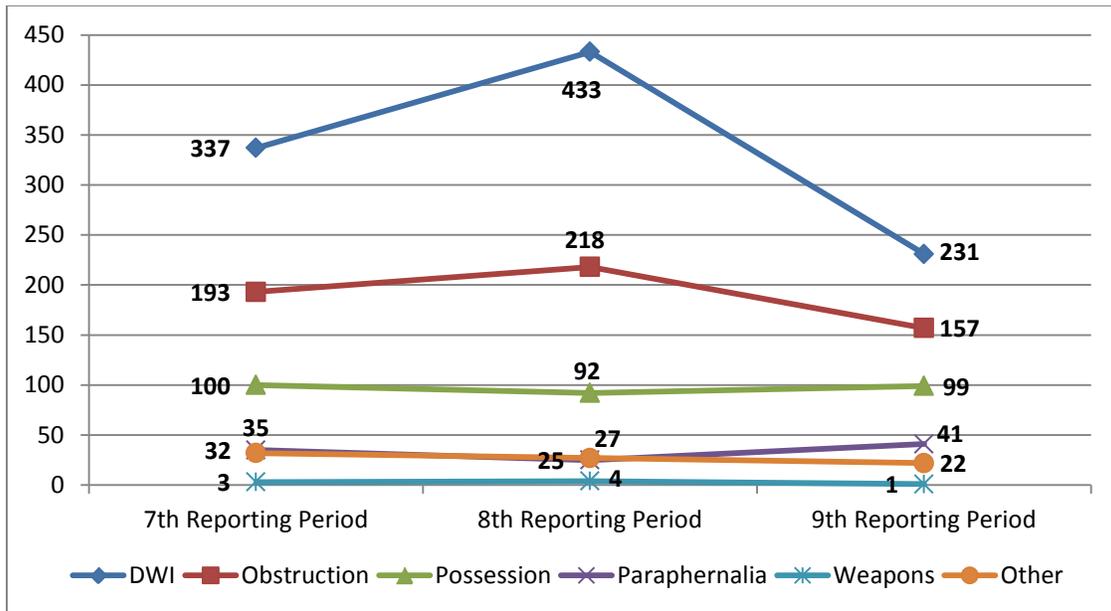
While DWI charges are the most common charge filed for arrests made by other units, there are also a number of charges that pertain to drugs, albeit a much smaller proportion than in other Troops. Charges for possession were cited in 99 (18%) arrests while charges for paraphernalia were cited in 41 (7%) arrests. Marijuana was the most frequently cited drug in possession charges, cited in over 63% of all possession charges.

Charges for the possession of prohibited weapons and devices were relatively rare in the current reporting period. These charges amounted to about 4% of all charges filed.

Other charges included a variety of both criminal and traffic violations that were cited in the current reporting period. These charges only amounted to 3% of all charges filed. The most commonly cited other charge for other units was minors possessing alcoholic beverages.

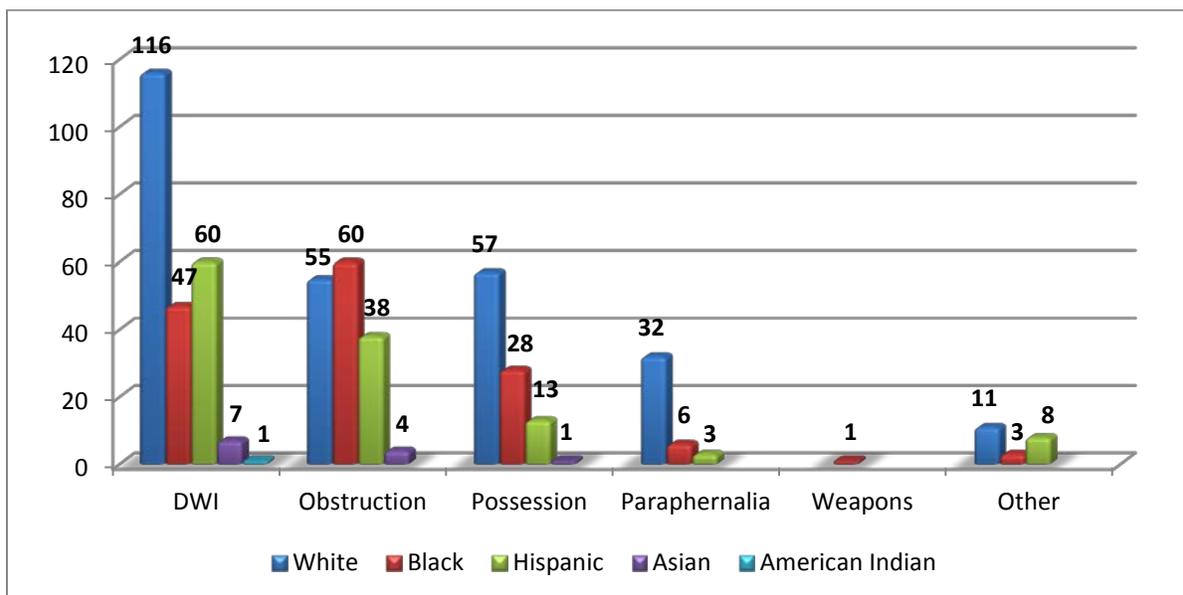
The total number of charges filed for arrests made by other units in the current reporting period declined 31%, as noted previously. Figure Thirty-Six illustrates this decrease by charge categories. As shown, the magnitude of the decline varied across charge types and some charge categories experienced an increase in use. The number of charges for DWI decreased by 47%, while obstruction charges declined by 28%. However, paraphernalia charges increased by 52% and possession charges increased by 8%. Weapons and other charges experienced only minor changes in frequency.

Figure Thirty-Six: Trend of Arrest Charges
January 1, 2012 – July 31, 2013



Since an individual can be charged with multiple charges, the racial/ethnic distribution of each charge category is explored in Figure Thirty-Seven. The distribution of all charges in Figure Thirty-One indicated that White motorists make up the largest proportion of all charges, followed by Black, Hispanic, Asian, and then American Indian individuals. This same distribution is expected for each category of charges.

Figure Thirty-Seven: Racial/Ethnic Distribution for Types of Charges Filed
January 1, 2013 – July 31, 2013



For the most common charge type filed by other units, DWI, the racial/ethnic distribution of charges does not match the overall pattern of all charges. White individuals are those most frequently charged with DWI, accounting for 50% of those charged with DWI. In 47 (20%) instances the individual charged was Black while in 60 (26%) the individual charged was Hispanic. Additionally, in 7 (3%) instances the individual charged was Asian. Thus, there were more White individuals charged with DWI than other racial/ethnic groups. However, the proportion of Hispanic individuals who were charged with DWI is larger than the proportion of all Black individuals who were arrested and charged, but only slightly. Coincidentally, DWI was the most frequently cited charge for all White, Hispanic, and Asian individuals.

While the racial/ethnic distribution of DWI charges differed slightly to that of all charges, the distribution for obstruction charges differs even more. As noted Division-wide and for Troop D, White individuals do not make up the largest proportion of those charged with obstruction. Rather, Black individuals were involved in the largest proportion of obstruction charges; 38% of those charged with obstruction were Black. White individuals were involved in only 35% of obstruction charges while Hispanic individuals were 24% and Asian individuals were 3%. Like most other Troops and the Division, obstruction was the most frequently cited charge for Black individuals.

White individuals were the largest proportion of those charged with paraphernalia or possession of controlled dangerous substances. White motorists were cited in 57 (58%) charges of possession, Black motorists were charged in 28 (28%), Hispanic motorists were charged in 13 (13%), and Asian individuals were charged in 1 (1%) possession charges. Paraphernalia charges were similarly distributed. White individuals were cited in 32 (78%) paraphernalia charges while Black motorists were charged in 15 (6%), and Hispanic individuals were charged in 3 (7%).

In arrests made by other units, weapons charges were extremely rare; only one Black individual was charged with weapons related charges. Obviously with such a small number of individuals receiving these charges, the racial/ethnic distribution is not as expected.

Wanted Persons

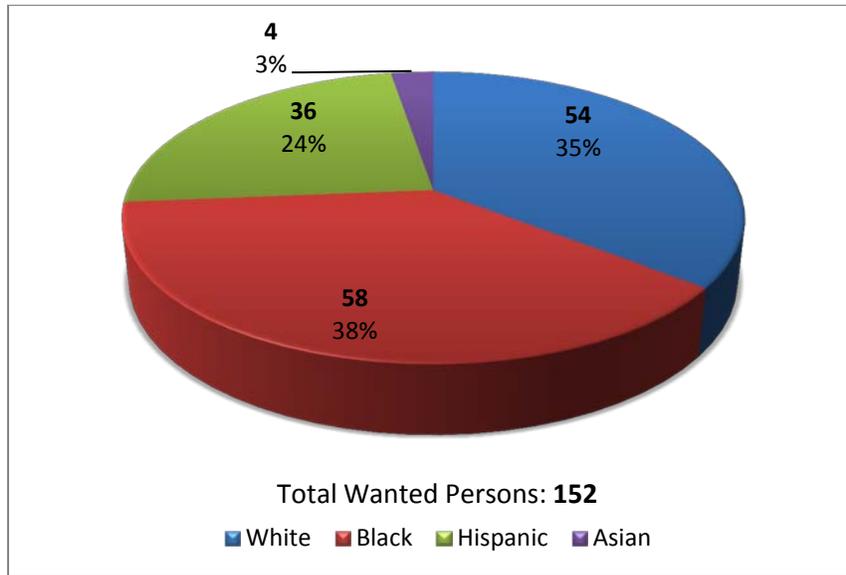
When State Police interact with individuals during a motor vehicle stop, they run database checks to determine if the individual has any outstanding warrants. If the individual does, they can be arrested. In the current reporting period, 152 arrests made by other units were of wanted persons, those with outstanding warrants. Given the smaller number of stops with post-stop interactions for other units, the number of those identified as wanted persons is also smaller.

As noted previously, individuals with outstanding warrants make up a large proportion of all arrests and charges filed and are categorized as obstruction. In actuality, 152 individuals arrested during motor vehicle stops by other units were wanted persons. Additionally, Black individuals were noted as the largest proportion of those charged with obstruction. Thus, it would be expected that Black individuals would also be a large proportion of all wanted persons. Indeed, Black individuals made up 38% of all wanted persons while White individuals were only 35%, Hispanic individuals were 24%, and Asian individuals were 3% of those identified as wanted persons. Because contempt, the charge cited for outstanding warrants, is the most frequent charge in the obstruction category, that racial/ethnic distribution is nearly identical to that of wanted persons.

Compared to the proportion of those identified as wanted persons Division-wide and in Troops B and D, the distribution for other units differs from the Division-wide distribution. For other units there is a

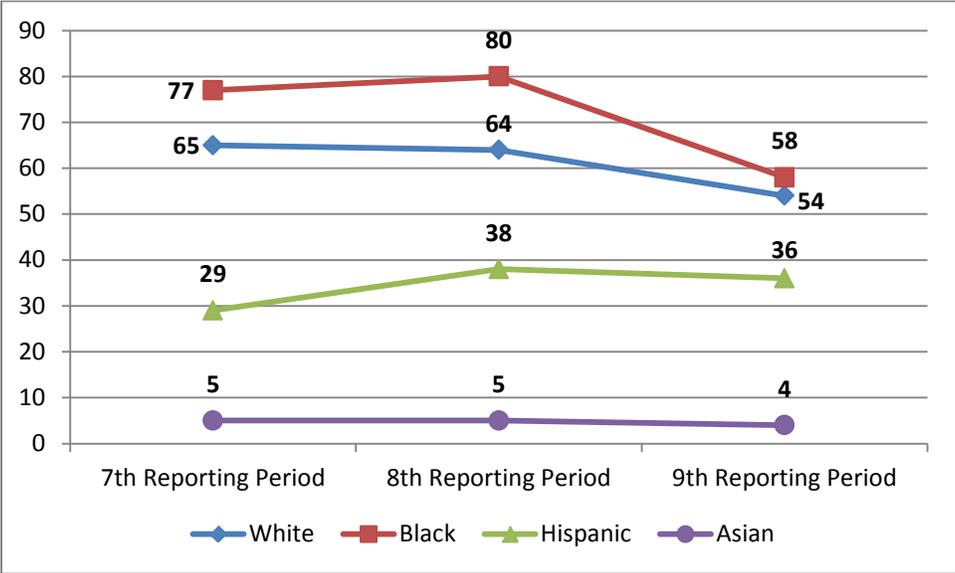
slightly higher proportion of Hispanic individuals identified as wanted persons compared to the Division and Troops B and D.

Figure Thirty-Eight: Racial/Ethnic Distribution of Wanted Persons
 January 1, 2013 – July 31, 2013



While the total number of wanted persons declined by about 19% for other units in the current reporting period, the degree of decrease changed for each racial/ethnic group. Because the total number of wanted persons for other units is less than 200 in each reporting period and because the total number for each racial/ethnic category is so small, percentages changes will not be discussed. Instead, the change in the number of individuals wanted will be discussed. The largest change was noted for Black individuals, where there was a 22 person decline in the number of wanted individuals. There was a ten person decrease in the number of White individuals who were wanted and a two person decrease in the number of Hispanic persons who were wanted. There was a one person decrease for Asian individuals. Despite these changes, Black individuals remain the largest proportion of those identified as wanted persons.

Figure Thirty-Nine: Trend of Racial/Ethnic Distribution of Individuals Not Charged
January 1, 2012 – July 31, 2013



SUMMARY

These data detail the volume of trooper stop related activity for January 1, 2013 to June 30, 2013 for Troop B, Troop D, and Other Units within the New Jersey State Police. As noted previously, due to the inability of the State Police to provide data to OLEPS, the total volume of motor vehicle stops, reasons for stops, and dispositions of stops cannot be discussed. The only analyses performed pertained to the volume of law enforcement procedures and individual arrests and charges.

Troop B experienced a slight decrease in the total number of stops conducted in the current reporting period. The racial/ethnic distribution of stops made by Troop B is similar to that of the Division; the majority of stops involved White drivers. Consistent with the Division, Troop B's stops are predominantly based on moving violations and are most likely to result in a warning for a moving violation. Despite the decrease in the total number of stops, Troop B experienced a slight increase in the number of stops with post-stop interactions in the current reporting period. White drivers made up the largest proportion of all stops with post-stop interactions for Troop B, however, the extent to which each racial/ethnic group is over or under represented cannot be assessed due to missing data. Overall, White drivers were involved in the largest proportion of most post-stop activities, with the exception of uses of force, where Hispanic drivers were involved in the largest proportion. Because force during a motor vehicle stop is relatively rare, and because these instances are reviewed in OLEPS' Oversight Reports, the disproportionality is not necessarily cause for concern. As noted in previous reports and for other Troops, Black individuals do make up a large proportion of those charged with obstruction and those identified as wanted persons, suggesting a lack of trooper discretion in interactions with these individuals.

While the Division experienced an overall decrease in the number of motor vehicle stops, Troop D actually experienced an increase in these stops. Additionally, Troop D's stops involve a larger proportion of minority drivers than the Division. Specifically, a larger proportion of Asian drivers were stopped by Troop D and a smaller proportion of White drivers were stopped. As noted in previous reporting periods, the majority of Troop D's stops were made based on moving violations. However, the proportion of stops made for this reason is larger than the proportions noted in other troops or Division-wide. While Division-wide and in stops made by Troop B, moving warnings were the most likely outcome, moving summonses were most common in Troop D. Troop D experienced a slight increase in the number of stops with post-stop interactions in the current reporting period. White drivers made up the largest proportion of all stops with post-stop interactions for Troop D, however, the extent to which each racial/ethnic group is over or under represented cannot be assessed due to missing data. Overall, White drivers were involved in the largest proportion of all enforcement activities in Troop D, with the exception of canine deployments, where Black drivers were involved in the largest proportion. As with uses of force, because canine deployments are relatively rare and because OLEPS does review all stops with canine deployments in OLEPS' Oversight report, the disproportionality is not necessarily cause for concern. Unlike in Troop B, for those individuals arrested and not charged in Troop D, Black individuals made up the largest proportion, more than White individuals. This discrepancy was noted in the previous reporting period for Troop D as well. While these arrests are likely related to Peña-Flores and the odor of marijuana, OLEPS will continue to explore arrests where no charges are filed in future Aggregate and Oversight Reports.

Finally, for other units, those not assigned to a specific troop, there was also a decline in the number of stops made. Despite this decline, the racial/ethnic distribution of stops is consistent with the Division-wide distribution. Additionally, the majority of other units stops were made for moving violations and most frequently resulted in a moving summons. Mirroring the decline in all stops, there

was a decline in the number of stops with post-stop interactions, and as such, all types of post-stop interactions. White drivers made up the largest proportion of all post-stop interactions for other units, but as noted with Troops B and D, the degree to which each racial/ethnic group is over or under represented cannot be determined. As noted for Troop D, Black individuals make up the largest proportion of those who were arrested and not charged in stops by other units. This pattern will continue to be explored in future Aggregate and Oversight Reports.

APPENDIX ONE

In the pages that follow, the data depicted in this report are presented for each individual station in the Troops discussed. The Appendix only presents data for the current reporting period, trends not included for each station.

B010- Metro North

Troop B

Table Four: Consent Requests and Outcomes by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Granted	1	2	--	--	--	3
<i>% of Total</i>	33.3%	66.7%				100.0%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	1	2	0	0	0	3
<i>% of Total</i>	33.3%	66.7%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	--	2	2	--	--	--	4
<i>% of Total</i>		50.0%	50.0%				2.7%
Moving Warning	14	7	8	--	3	--	32
<i>% of Total</i>	43.8%	21.9%	25.0%		9.4%		21.8%
Non-Moving Summons	--	6	3	--	--	--	9
<i>% of Total</i>		66.7%	33.3%				6.1%
Non-Moving Warning	15	7	26	--	1	--	49
<i>% of Total</i>	30.6%	14.3%	53.1%		2.0%		33.3%
Mixed	2	1	--	--	--	--	3
<i>% of Total</i>	66.7%	33.3%					2.0%
Other	13	28	4	--	1	4	50
<i>% of Total</i>	26.0%	56.0%	8.0%		2.0%	8.0%	34.0%
Total	44	51	43	0	5	4	147
<i>% of Total</i>	29.9%	34.7%	29.3%	0.0%	3.4%	2.7%	100.0%

Table Six: Stops with Evidence Seizures by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	1	0	0	0	0	1
<i>% of Total</i>	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

B010- Metro North

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	5	2	0	0	0	7
<i>% of Total</i>	71.4%	28.6%	0.0%	0.0%	0.0%	100.0%

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Obstruction	--	2	--	--	--	2
<i>% of Total</i>		100.0%				10.5%
Paraphernalia	10	--	--	--	--	10
<i>% of Total</i>	100.0%					52.6%
Possession	7	--	--	--	--	7
<i>% of Total</i>	100.0%					36.8%
Weapons	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Other	--	--	--	--	--	0
<i>% of Total</i>						0.0%
No Charges Filed	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total	17	2	0	0	0	19
<i>% of Total</i>	89.5%	10.5%	0.0%	0.0%	0.0%	100.0%

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	0	2	0	0	0	2
<i>% of Total</i>	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%

B020-Hope

Troop B

Table Four: Consent Requests and Outcomes by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	2	2	--	--	--	4
<i>% of Total</i>	50.0%	50.0%				12.5%
Granted	14	9	5	--	--	28
<i>% of Total</i>	50.0%	32.1%	17.9%			87.5%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	16	11	5	0	0	32
<i>% of Total</i>	50.0%	34.4%	15.6%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	955	331	233	--	196	2	1,717
<i>% of Total</i>	55.6%	19.3%	13.6%		11.4%	0.1%	28.5%
Moving Warning	1,451	297	203	1	133	1	2,086
<i>% of Total</i>	69.6%	14.2%	9.7%	0.0%	6.4%	0.0%	34.7%
Non-Moving Summons	227	64	64	1	24	4	384
<i>% of Total</i>	59.1%	16.7%	16.7%	0.3%	6.3%	1.0%	6.4%
Non-Moving Warning	274	54	71	1	20	--	420
<i>% of Total</i>	65.2%	12.9%	16.9%	0.2%	4.8%		7.0%
Mixed	418	136	130	1	46	1	732
<i>% of Total</i>	57.1%	18.6%	17.8%	0.1%	6.3%	0.1%	12.2%
Other	480	83	79	2	22	15	681
<i>% of Total</i>	70.5%	12.2%	11.6%	0.3%	3.2%	2.2%	11.3%
Total	3,805	965	780	6	441	23	6,020
<i>% of Total</i>	63.2%	16.0%	13.0%	0.1%	7.3%	0.4%	100.0%

Table Six: Stops with Evidence Seizures by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	20	9	4	0	2	35
<i>% of Total</i>	57.1%	25.7%	11.4%	0.0%	5.7%	100.0%

B020-Hope

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	106	66	49	0	5	226
<i>% of Total</i>	<i>46.9%</i>	<i>29.2%</i>	<i>21.7%</i>	<i>0.0%</i>	<i>2.2%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	36	6	12	--	2	56
<i>% of Total</i>	<i>64.3%</i>	<i>10.7%</i>	<i>21.4%</i>		<i>3.6%</i>	<i>18.4%</i>
Obstruction	42	38	21	--	1	102
<i>% of Total</i>	<i>41.2%</i>	<i>37.3%</i>	<i>20.6%</i>		<i>1.0%</i>	<i>33.4%</i>
Paraphernalia	25	9	2	--	1	37
<i>% of Total</i>	<i>67.6%</i>	<i>24.3%</i>	<i>5.4%</i>		<i>2.7%</i>	<i>12.1%</i>
Possession	30	22	11	--	1	64
<i>% of Total</i>	<i>46.9%</i>	<i>34.4%</i>	<i>17.2%</i>		<i>1.6%</i>	<i>21.0%</i>
Weapons	--	5	1	--	--	6
<i>% of Total</i>		<i>83.3%</i>	<i>16.7%</i>			<i>2.0%</i>
Other	4	2	2	--	--	8
<i>% of Total</i>	<i>50.0%</i>	<i>25.0%</i>	<i>25.0%</i>			<i>2.6%</i>
No Charges Filed	12	9	9	--	2	32
<i>% of Total</i>	<i>37.5%</i>	<i>28.1%</i>	<i>28.1%</i>		<i>6.3%</i>	<i>10.5%</i>
Total	149	91	58	0	7	305
<i>% of Total</i>	<i>48.9%</i>	<i>29.8%</i>	<i>19.0%</i>	<i>0.0%</i>	<i>2.3%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	43	38	22	0	1	104
<i>% of Total</i>	<i>41.3%</i>	<i>36.5%</i>	<i>21.2%</i>	<i>0.0%</i>	<i>1.0%</i>	<i>100.0%</i>

B050- Sussex

Troop B

Table Four: Consent Requests and Outcomes by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Granted	8	--	--	--	1	9
<i>% of Total</i>	<i>88.9%</i>				<i>11.1%</i>	<i>100.0%</i>
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Total Requests	8	0	0	0	1	9
<i>% of Total</i>	<i>88.9%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>11.1%</i>	<i>100.0%</i>

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	349	9	22	1	13	--	394
<i>% of Total</i>	<i>88.6%</i>	<i>2.3%</i>	<i>5.6%</i>	<i>0.3%</i>	<i>3.3%</i>		<i>9.8%</i>
Moving Warning	1,489	48	74	4	22	4	1,641
<i>% of Total</i>	<i>90.7%</i>	<i>2.9%</i>	<i>4.5%</i>	<i>0.2%</i>	<i>1.3%</i>	<i>0.2%</i>	<i>40.9%</i>
Non-Moving Summons	186	10	9	--	1	--	206
<i>% of Total</i>	<i>90.3%</i>	<i>4.9%</i>	<i>4.4%</i>		<i>0.5%</i>		<i>5.1%</i>
Non-Moving Warning	721	24	34	--	5	1	785
<i>% of Total</i>	<i>91.8%</i>	<i>3.1%</i>	<i>4.3%</i>		<i>0.6%</i>	<i>0.1%</i>	<i>19.6%</i>
Mixed	279	8	19	--	2	1	309
<i>% of Total</i>	<i>90.3%</i>	<i>2.6%</i>	<i>6.1%</i>		<i>0.6%</i>	<i>0.3%</i>	<i>7.7%</i>
Other	619	21	29	2	5	4	680
<i>% of Total</i>	<i>91.0%</i>	<i>3.1%</i>	<i>4.3%</i>	<i>0.3%</i>	<i>0.7%</i>	<i>0.6%</i>	<i>16.9%</i>
Total	3,643	120	187	7	48	10	4,015
<i>% of Total</i>	<i>90.7%</i>	<i>3.0%</i>	<i>4.7%</i>	<i>0.2%</i>	<i>1.2%</i>	<i>0.2%</i>	<i>100.0%</i>

Table Six: Stops with Evidence Seizures by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	11	0	0	0	1	12
<i>% of Total</i>	<i>91.7%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>8.3%</i>	<i>100.0%</i>

B050- Sussex

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	109	9	8	0	4	130
<i>% of Total</i>	<i>83.8%</i>	<i>6.9%</i>	<i>6.2%</i>	<i>0.0%</i>	<i>3.1%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	43	2	3	--	1	49
<i>% of Total</i>	<i>87.8%</i>	<i>4.1%</i>	<i>6.1%</i>		<i>2.0%</i>	<i>30.8%</i>
Obstruction	51	6	5	--	3	65
<i>% of Total</i>	<i>78.5%</i>	<i>9.2%</i>	<i>7.7%</i>		<i>4.6%</i>	<i>40.9%</i>
Paraphernalia	8	--	1	--	1	10
<i>% of Total</i>	<i>80.0%</i>		<i>10.0%</i>		<i>10.0%</i>	<i>6.3%</i>
Possession	19	--	1	--	1	21
<i>% of Total</i>	<i>90.5%</i>		<i>4.8%</i>		<i>4.8%</i>	<i>13.2%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	9	1	--	--	--	10
<i>% of Total</i>	<i>90.0%</i>	<i>10.0%</i>				<i>6.3%</i>
No Charges Filed	4	--	--	--	--	4
<i>% of Total</i>	<i>100.0%</i>					<i>2.5%</i>
Total	134	9	10	0	6	159
<i>% of Total</i>	<i>84.3%</i>	<i>5.7%</i>	<i>6.3%</i>	<i>0.0%</i>	<i>3.8%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	49	7	5	0	3	64
<i>% of Total</i>	<i>76.6%</i>	<i>10.9%</i>	<i>7.8%</i>	<i>0.0%</i>	<i>4.7%</i>	<i>100.0%</i>

B060- Totowa

Troop B

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	3,149	1,107	1,516	14	610	25	6,421
<i>% of Total</i>	49.0%	17.2%	23.6%	0.2%	9.5%	0.4%	90.1%
Non-Moving	221	136	187	1	41	3	589
<i>% of Total</i>	37.5%	23.1%	31.7%	0.2%	7.0%	0.5%	8.3%
No Reason Provided	42	30	32	--	10	6	120
<i>% of Total</i>	35.0%	25.0%	26.7%		8.3%	5.0%	1.7%
Total	3,412	1,273	1,735	15	661	34	7,130
<i>% of Total</i>	47.9%	17.9%	24.3%	0.2%	9.3%	0.5%	100.0%

Table Two: Select Post-Stop Interactions by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Vehicle Exits	140	112	146	--	21	419
<i>% of Total</i>	33.4%	26.7%	34.8%		5.0%	93.5%
Occupant Frisks	8	6	7	--	2	23
<i>% of Total</i>	34.8%	26.1%	30.4%		8.7%	5.1%
Non-Consensual Searches	72	80	97	--	15	264
<i>% of Total</i>	27.3%	30.3%	36.7%		5.7%	58.9%
Canine Deployments	1	2	--	--	--	3
<i>% of Total</i>	33.3%	66.7%				0.7%
Arrests	101	95	110	--	18	324
<i>% of Total</i>	31.2%	29.3%	34.0%		5.6%	72.3%
Total	151	116	156	0	24	448
<i>% of Total</i>	33.7%	25.9%	34.8%	0.0%	5.4%	100.0%

Table Three: Type of Use of Force by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Chemical	--	--	1	--	--	1
<i>% of Total</i>			100.0%			20.0%
Deadly	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Mechanical	--	--	1	--	--	1
<i>% of Total</i>			100.0%			20.0%
Physical	--	--	3	--	--	3
<i>% of Total</i>			100.0%			60.0%
Total Force	0	0	5	0	0	5
<i>% of Total</i>	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%

B060- Totowa

Troop B

Table Four: Consent Requests and Outcomes by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	2	1	--	--	--	3
<i>% of Total</i>	66.7%	33.3%				6.3%
Granted	20	12	11	--	2	45
<i>% of Total</i>	44.4%	26.7%	24.4%		4.4%	93.8%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	22	13	11	0	2	48
<i>% of Total</i>	45.8%	27.1%	22.9%	0.0%	4.2%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	892	276	441	3	236	4	1,852
<i>% of Total</i>	48.2%	14.9%	23.8%	0.2%	12.7%	0.2%	26.0%
Moving Warning	1,187	454	531	3	200	3	2,378
<i>% of Total</i>	49.9%	19.1%	22.3%	0.1%	8.4%	0.1%	33.4%
Non-Moving Summons	170	130	138	--	27	1	466
<i>% of Total</i>	36.5%	27.9%	29.6%		5.8%	0.2%	6.5%
Non-Moving Warning	103	48	76	--	18	1	246
<i>% of Total</i>	41.9%	19.5%	30.9%		7.3%	0.4%	3.5%
Mixed	404	184	278	1	105	2	974
<i>% of Total</i>	41.5%	18.9%	28.5%	0.1%	10.8%	0.2%	13.7%
Other	656	181	271	8	75	23	1,214
<i>% of Total</i>	54.0%	14.9%	22.3%	0.7%	6.2%	1.9%	17.0%
Total	3,412	1,273	1,735	15	661	34	7,130
<i>% of Total</i>	47.9%	17.9%	24.3%	0.2%	9.3%	0.5%	100.0%

Table Six: Stops with Evidence Seizures by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	29	15	13	0	1	58
<i>% of Total</i>	50.0%	25.9%	22.4%	0.0%	1.7%	100.0%

B060- Totowa

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	128	118	123	0	20	389
<i>% of Total</i>	<i>32.9%</i>	<i>30.3%</i>	<i>31.6%</i>	<i>0.0%</i>	<i>5.1%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	56	30	52	--	10	148
<i>% of Total</i>	<i>37.8%</i>	<i>20.3%</i>	<i>35.1%</i>		<i>6.8%</i>	<i>27.5%</i>
Obstruction	37	68	50	--	5	160
<i>% of Total</i>	<i>23.1%</i>	<i>42.5%</i>	<i>31.3%</i>		<i>3.1%</i>	<i>29.7%</i>
Paraphernalia	47	6	--	--	--	53
<i>% of Total</i>	<i>88.7%</i>	<i>11.3%</i>				<i>9.9%</i>
Possession	64	31	27	--	2	124
<i>% of Total</i>	<i>51.6%</i>	<i>25.0%</i>	<i>21.8%</i>		<i>1.6%</i>	<i>23.0%</i>
Weapons	--	2	4	--	--	6
<i>% of Total</i>		<i>33.3%</i>	<i>66.7%</i>			<i>1.1%</i>
Other	3	8	6	--	2	19
<i>% of Total</i>	<i>15.8%</i>	<i>42.1%</i>	<i>31.6%</i>		<i>10.5%</i>	<i>3.5%</i>
No Charges Filed	10	9	7	--	2	28
<i>% of Total</i>	<i>35.7%</i>	<i>32.1%</i>	<i>25.0%</i>		<i>7.1%</i>	<i>5.2%</i>
Total	217	154	146	0	21	538
<i>% of Total</i>	<i>40.3%</i>	<i>28.6%</i>	<i>27.1%</i>	<i>0.0%</i>	<i>3.9%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	37	62	46	0	5	150
<i>% of Total</i>	<i>24.7%</i>	<i>41.3%</i>	<i>30.7%</i>	<i>0.0%</i>	<i>3.3%</i>	<i>100.0%</i>

B080- Netcong

Troop B

Table Four: Consent Requests and Outcomes by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	6	1	--	--	--	7
<i>% of Total</i>	85.7%	14.3%				11.3%
Granted	30	17	7	--	1	55
<i>% of Total</i>	54.5%	30.9%	12.7%		1.8%	88.7%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	36	18	7	0	1	62
<i>% of Total</i>	58.1%	29.0%	11.3%	0.0%	1.6%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,616	284	340	6	259	5	2,510
<i>% of Total</i>	64.4%	11.3%	13.5%	0.2%	10.3%	0.2%	29.2%
Moving Warning	1,959	372	415	2	183	7	2,938
<i>% of Total</i>	66.7%	12.7%	14.1%	0.1%	6.2%	0.2%	34.2%
Non-Moving Summons	368	91	121	--	35	3	618
<i>% of Total</i>	59.5%	14.7%	19.6%		5.7%	0.5%	7.2%
Non-Moving Warning	236	43	75	--	12	1	367
<i>% of Total</i>	64.3%	11.7%	20.4%		3.3%	0.3%	4.3%
Mixed	480	125	151	--	55	7	818
<i>% of Total</i>	58.7%	15.3%	18.5%		6.7%	0.9%	9.5%
Other	881	198	168	2	65	30	1,344
<i>% of Total</i>	65.6%	14.7%	12.5%	0.1%	4.8%	2.2%	15.6%
Total	5,540	1,113	1,270	10	609	53	8,595
<i>% of Total</i>	64.5%	12.9%	14.8%	0.1%	7.1%	0.6%	100.0%

Table Six: Stops with Evidence Seizures by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	45	13	8	0	1	67
<i>% of Total</i>	67.2%	19.4%	11.9%	0.0%	1.5%	100.0%

B080- Netcong

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	206	103	72	0	11	392
<i>% of Total</i>	<i>52.6%</i>	<i>26.3%</i>	<i>18.4%</i>	<i>0.0%</i>	<i>2.8%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	97	21	23	--	5	146
<i>% of Total</i>	<i>66.4%</i>	<i>14.4%</i>	<i>15.8%</i>		<i>3.4%</i>	<i>23.1%</i>
Obstruction	55	52	28	--	5	140
<i>% of Total</i>	<i>39.3%</i>	<i>37.1%</i>	<i>20.0%</i>		<i>3.6%</i>	<i>22.2%</i>
Paraphernalia	67	26	9	--	2	104
<i>% of Total</i>	<i>64.4%</i>	<i>25.0%</i>	<i>8.7%</i>		<i>1.9%</i>	<i>16.5%</i>
Possession	119	45	16	--	2	182
<i>% of Total</i>	<i>65.4%</i>	<i>24.7%</i>	<i>8.8%</i>		<i>1.1%</i>	<i>28.8%</i>
Weapons	--	10	1	--	--	11
<i>% of Total</i>		<i>90.9%</i>	<i>9.1%</i>			<i>1.7%</i>
Other	15	7	2	--	--	24
<i>% of Total</i>	<i>62.5%</i>	<i>29.2%</i>	<i>8.3%</i>			<i>3.8%</i>
No Charges Filed	10	8	6	--	--	24
<i>% of Total</i>	<i>41.7%</i>	<i>33.3%</i>	<i>25.0%</i>			<i>3.8%</i>
Total	363	169	85	0	14	631
<i>% of Total</i>	<i>57.5%</i>	<i>26.8%</i>	<i>13.5%</i>	<i>0.0%</i>	<i>2.2%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	56	52	29	0	5	142
<i>% of Total</i>	<i>39.4%</i>	<i>36.6%</i>	<i>20.4%</i>	<i>0.0%</i>	<i>3.5%</i>	<i>100.0%</i>

B110- Perryville

Troop B

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	3,422	879	748	4	464	12	5,529
<i>% of Total</i>	61.9%	15.9%	13.5%	0.1%	8.4%	0.2%	90.3%
Non-Moving	286	100	66	--	23	43	518
<i>% of Total</i>	55.2%	19.3%	12.7%		4.4%	8.3%	8.5%
No Reason Provided	44	13	11	--	6	4	78
<i>% of Total</i>	56.4%	16.7%	14.1%		7.7%	5.1%	1.3%
Total	3,752	992	825	4	493	59	6,125
<i>% of Total</i>	61.3%	16.2%	13.5%	0.1%	8.0%	1.0%	100.0%

Table Two: Select Post-Stop Interactions by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Vehicle Exits	118	54	45	--	4	221
<i>% of Total</i>	53.4%	24.4%	20.4%		1.8%	94.4%
Occupant Frisks	16	8	6	--	--	30
<i>% of Total</i>	53.3%	26.7%	20.0%			12.8%
Non-Consensual Searches	66	45	29	--	3	143
<i>% of Total</i>	46.2%	31.5%	20.3%		2.1%	61.1%
Canine Deployments	2	--	1	--	--	3
<i>% of Total</i>	66.7%		33.3%			1.3%
Arrests	76	52	31	--	4	163
<i>% of Total</i>	46.6%	31.9%	19.0%		2.5%	69.7%
Total	123	59	46	0	5	234
<i>% of Total</i>	52.6%	25.2%	19.7%	0.0%	2.1%	100.0%

Table Three: Type of Use of Force by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Chemical	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Deadly	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Mechanical	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Physical	2	--	--	--	--	2
<i>% of Total</i>	100.0%					100.0%
Total Force	2	0	0	0	0	2
<i>% of Total</i>	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

B110- Perryville

Troop B

Table Four: Consent Requests and Outcomes by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	1	2	1	--	--	4
<i>% of Total</i>	25.0%	50.0%	25.0%			18.2%
Granted	9	5	3	--	1	18
<i>% of Total</i>	50.0%	27.8%	16.7%		5.6%	81.8%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	10	7	4	0	1	22
<i>% of Total</i>	45.5%	31.8%	18.2%	0.0%	4.5%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	892	290	282	2	205	4	1,675
<i>% of Total</i>	53.3%	17.3%	16.8%	0.1%	12.2%	0.2%	27.3%
Moving Warning	1,540	321	253	2	165	6	2,287
<i>% of Total</i>	67.3%	14.0%	11.1%	0.1%	7.2%	0.3%	37.3%
Non-Moving Summons	213	69	51	--	29	35	397
<i>% of Total</i>	53.7%	17.4%	12.8%		7.3%	8.8%	6.5%
Non-Moving Warning	129	47	22	--	9	2	209
<i>% of Total</i>	61.7%	22.5%	10.5%		4.3%	1.0%	3.4%
Mixed	304	126	116	--	31	1	578
<i>% of Total</i>	52.6%	21.8%	20.1%		5.4%	0.2%	9.4%
Other	674	139	101	--	54	11	979
<i>% of Total</i>	68.8%	14.2%	10.3%		5.5%	1.1%	16.0%
Total	3,752	992	825	4	493	59	6,125
<i>% of Total</i>	61.3%	16.2%	13.5%	0.1%	8.0%	1.0%	100.0%

Table Six: Stops with Evidence Seizures by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	6	4	3	0	1	14
<i>% of Total</i>	42.9%	28.6%	21.4%	0.0%	7.1%	100.0%

B110- Perryville

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	82	61	39	0	6	188
<i>% of Total</i>	<i>43.6%</i>	<i>32.4%</i>	<i>20.7%</i>	<i>0.0%</i>	<i>3.2%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	37	13	14	--	2	66
<i>% of Total</i>	<i>56.1%</i>	<i>19.7%</i>	<i>21.2%</i>		<i>3.0%</i>	<i>26.2%</i>
Obstruction	37	43	17	--	1	98
<i>% of Total</i>	<i>37.8%</i>	<i>43.9%</i>	<i>17.3%</i>		<i>1.0%</i>	<i>38.9%</i>
Paraphernalia	10	2	3	--	2	17
<i>% of Total</i>	<i>58.8%</i>	<i>11.8%</i>	<i>17.6%</i>		<i>11.8%</i>	<i>6.7%</i>
Possession	17	13	7	--	4	41
<i>% of Total</i>	<i>41.5%</i>	<i>31.7%</i>	<i>17.1%</i>		<i>9.8%</i>	<i>16.3%</i>
Weapons	1	--	--	--	--	1
<i>% of Total</i>	<i>100.0%</i>					<i>0.4%</i>
Other	10	3	4	--	--	17
<i>% of Total</i>	<i>58.8%</i>	<i>17.6%</i>	<i>23.5%</i>			<i>6.7%</i>
No Charges Filed	4	4	4	--	--	12
<i>% of Total</i>	<i>33.3%</i>	<i>33.3%</i>	<i>33.3%</i>			<i>4.8%</i>
Total	116	78	49	0	9	252
<i>% of Total</i>	<i>46.0%</i>	<i>31.0%</i>	<i>19.4%</i>	<i>0.0%</i>	<i>3.6%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	35	42	16	0	1	94
<i>% of Total</i>	<i>37.2%</i>	<i>44.7%</i>	<i>17.0%</i>	<i>0.0%</i>	<i>1.1%</i>	<i>100.0%</i>

B130- Somerville

Troop B

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	4,440	1,333	1,072	15	902	23	7,785
<i>% of Total</i>	57.0%	17.1%	13.8%	0.2%	11.6%	0.3%	90.3%
Non-Moving	342	154	143	2	65	3	709
<i>% of Total</i>	48.2%	21.7%	20.2%	0.3%	9.2%	0.4%	8.2%
No Reason Provided	67	23	23	1	5	9	128
<i>% of Total</i>	52.3%	18.0%	18.0%	0.8%	3.9%	7.0%	1.5%
Total	4,849	1,510	1,238	18	972	35	8,622
<i>% of Total</i>	56.2%	17.5%	14.4%	0.2%	11.3%	0.4%	100.0%

Table Two: Select Post-Stop Interactions by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Vehicle Exits	132	99	63	--	18	312
<i>% of Total</i>	42.3%	31.7%	20.2%		5.8%	95.7%
Occupant Frisks	7	9	6	--	--	22
<i>% of Total</i>	31.8%	40.9%	27.3%			6.7%
Non-Consensual Searches	69	72	46	--	9	196
<i>% of Total</i>	35.2%	36.7%	23.5%		4.6%	60.1%
Canine Deployments	--	2	--	--	--	2
<i>% of Total</i>		100.0%				0.6%
Arrests	82	84	50	--	10	226
<i>% of Total</i>	36.3%	37.2%	22.1%		4.4%	69.3%
Total	136	103	67	0	19	326
<i>% of Total</i>	41.7%	31.6%	20.6%	0.0%	5.8%	100.0%

Table Three: Type of Use of Force by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Chemical	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Deadly	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Mechanical	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Physical	--	2	--	--	--	2
<i>% of Total</i>		100.0%				100.0%
Total Force	0	2	0	0	0	2
<i>% of Total</i>	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%

B130- Somerville

Troop B

Table Four: Consent Requests and Outcomes by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	--	1	--	--	--	1
<i>% of Total</i>		100.0%				3.3%
Granted	13	12	3	--	1	29
<i>% of Total</i>	44.8%	41.4%	10.3%		3.4%	96.7%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	13	13	3	0	1	30
<i>% of Total</i>	43.3%	43.3%	10.0%	0.0%	3.3%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,732	500	421	4	443	3	3,103
<i>% of Total</i>	55.8%	16.1%	13.6%	0.1%	14.3%	0.1%	36.0%
Moving Warning	1,361	400	298	5	219	4	2,287
<i>% of Total</i>	59.5%	17.5%	13.0%	0.2%	9.6%	0.2%	26.5%
Non-Moving Summons	244	90	112	--	55	3	504
<i>% of Total</i>	48.4%	17.9%	22.2%		10.9%	0.6%	5.8%
Non-Moving Warning	124	70	41	--	20	--	255
<i>% of Total</i>	48.6%	27.5%	16.1%		7.8%		3.0%
Mixed	621	228	225	2	135	--	1,211
<i>% of Total</i>	51.3%	18.8%	18.6%	0.2%	11.1%		14.0%
Other	767	222	141	7	100	25	1,262
<i>% of Total</i>	60.8%	17.6%	11.2%	0.6%	7.9%	2.0%	14.6%
Total	4,849	1,510	1,238	18	972	35	8,622
<i>% of Total</i>	56.2%	17.5%	14.4%	0.2%	11.3%	0.4%	100.0%

Table Six: Stops with Evidence Seizures by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	9	6	6	0	0	21
<i>% of Total</i>	42.9%	28.6%	28.6%	0.0%	0.0%	100.0%

B130- Somerville

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	93	96	55	0	11	255
<i>% of Total</i>	<i>36.5%</i>	<i>37.6%</i>	<i>21.6%</i>	<i>0.0%</i>	<i>4.3%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	41	28	23	--	5	97
<i>% of Total</i>	<i>42.3%</i>	<i>28.9%</i>	<i>23.7%</i>		<i>5.2%</i>	<i>31.8%</i>
Obstruction	31	54	27	--	4	116
<i>% of Total</i>	<i>26.7%</i>	<i>46.6%</i>	<i>23.3%</i>		<i>3.4%</i>	<i>38.0%</i>
Paraphernalia	12	4	1	--	--	17
<i>% of Total</i>	<i>70.6%</i>	<i>23.5%</i>	<i>5.9%</i>			<i>5.6%</i>
Possession	26	11	4	--	--	41
<i>% of Total</i>	<i>63.4%</i>	<i>26.8%</i>	<i>9.8%</i>			<i>13.4%</i>
Weapons	--	1	--	--	--	1
<i>% of Total</i>		<i>100.0%</i>				<i>0.3%</i>
Other	5	4	5	--	--	14
<i>% of Total</i>	<i>35.7%</i>	<i>28.6%</i>	<i>35.7%</i>			<i>4.6%</i>
No Charges Filed	8	9	--	--	2	19
<i>% of Total</i>	<i>42.1%</i>	<i>47.4%</i>			<i>10.5%</i>	<i>6.2%</i>
Total	123	111	60	0	11	305
<i>% of Total</i>	<i>40.3%</i>	<i>36.4%</i>	<i>19.7%</i>	<i>0.0%</i>	<i>3.6%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	29	53	26	0	4	112
<i>% of Total</i>	<i>25.9%</i>	<i>47.3%</i>	<i>23.2%</i>	<i>0.0%</i>	<i>3.6%</i>	<i>100.0%</i>

B150- Washington

Troop B

Table Four: Consent Requests and Outcomes by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	--	1	--	--	--	1
<i>% of Total</i>		100.0%				7.1%
Granted	10	1	2	--	--	13
<i>% of Total</i>	76.9%	7.7%	15.4%			92.9%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	10	2	2	0	0	14
<i>% of Total</i>	71.4%	14.3%	14.3%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	630	76	79	--	76	2	863
<i>% of Total</i>	73.0%	8.8%	9.2%		8.8%	0.2%	20.5%
Moving Warning	1,259	95	62	--	36	1	1,453
<i>% of Total</i>	86.6%	6.5%	4.3%		2.5%	0.1%	34.5%
Non-Moving Summons	279	20	17	--	4	1	321
<i>% of Total</i>	86.9%	6.2%	5.3%		1.2%	0.3%	7.6%
Non-Moving Warning	399	30	20	--	9	1	459
<i>% of Total</i>	86.9%	6.5%	4.4%		2.0%	0.2%	10.9%
Mixed	564	52	65	2	30	--	713
<i>% of Total</i>	79.1%	7.3%	9.1%	0.3%	4.2%		16.9%
Other	338	34	18	2	6	4	402
<i>% of Total</i>	84.1%	8.5%	4.5%	0.5%	1.5%	1.0%	9.5%
Total	3,469	307	261	4	161	9	4,211
<i>% of Total</i>	82.4%	7.3%	6.2%	0.1%	3.8%	0.2%	100.0%

Table Six: Stops with Evidence Seizures by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	10	0	1	0	0	11
<i>% of Total</i>	90.9%	0.0%	9.1%	0.0%	0.0%	100.0%

B150- Washington

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	83	15	13	0	0	111
<i>% of Total</i>	<i>74.8%</i>	<i>13.5%</i>	<i>11.7%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	35	1	5	--	--	41
<i>% of Total</i>	<i>85.4%</i>	<i>2.4%</i>	<i>12.2%</i>			<i>30.1%</i>
Obstruction	37	11	2	--	--	50
<i>% of Total</i>	<i>74.0%</i>	<i>22.0%</i>	<i>4.0%</i>			<i>36.8%</i>
Paraphernalia	7	--	--	--	--	7
<i>% of Total</i>	<i>100.0%</i>					<i>5.1%</i>
Possession	9	3	5	--	--	17
<i>% of Total</i>	<i>52.9%</i>	<i>17.6%</i>	<i>29.4%</i>			<i>12.5%</i>
Weapons	6	--	--	--	--	6
<i>% of Total</i>	<i>100.0%</i>					<i>4.4%</i>
Other	7	--	1	--	--	8
<i>% of Total</i>	<i>87.5%</i>		<i>12.5%</i>			<i>5.9%</i>
No Charges Filed	3	2	2	--	--	7
<i>% of Total</i>	<i>42.9%</i>	<i>28.6%</i>	<i>28.6%</i>			<i>5.1%</i>
Total	104	17	15	0	0	136
<i>% of Total</i>	<i>76.5%</i>	<i>12.5%</i>	<i>11.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	37	11	2	0	0	50
<i>% of Total</i>	<i>74.0%</i>	<i>22.0%</i>	<i>4.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Other Stations

Troop B

Table Four: Consent Requests and Outcomes by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Granted	--	1	--	--	--	1
<i>% of Total</i>		<i>100.0%</i>				<i>100.0%</i>
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Total Requests	0	1	0	0	0	1
<i>% of Total</i>	<i>0.0%</i>	<i>100.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	387	69	102	--	92	1	651
<i>% of Total</i>	<i>59.4%</i>	<i>10.6%</i>	<i>15.7%</i>		<i>14.1%</i>	<i>0.2%</i>	<i>22.3%</i>
Moving Warning	887	150	213	1	133	1	1,385
<i>% of Total</i>	<i>64.0%</i>	<i>10.8%</i>	<i>15.4%</i>	<i>0.1%</i>	<i>9.6%</i>	<i>0.1%</i>	<i>47.5%</i>
Non-Moving Summons	95	26	30	1	9	27	188
<i>% of Total</i>	<i>50.5%</i>	<i>13.8%</i>	<i>16.0%</i>	<i>0.5%</i>	<i>4.8%</i>	<i>14.4%</i>	<i>6.4%</i>
Non-Moving Warning	85	22	24	--	10	1	142
<i>% of Total</i>	<i>59.9%</i>	<i>15.5%</i>	<i>16.9%</i>		<i>7.0%</i>	<i>0.7%</i>	<i>4.9%</i>
Mixed	96	25	27	1	13	1	163
<i>% of Total</i>	<i>58.9%</i>	<i>15.3%</i>	<i>16.6%</i>	<i>0.6%</i>	<i>8.0%</i>	<i>0.6%</i>	<i>5.6%</i>
Other	280	39	43	1	19	7	389
<i>% of Total</i>	<i>72.0%</i>	<i>10.0%</i>	<i>11.1%</i>	<i>0.3%</i>	<i>4.9%</i>	<i>1.8%</i>	<i>13.3%</i>
Total	1,830	331	439	4	276	38	2,918
<i>% of Total</i>	<i>62.7%</i>	<i>11.3%</i>	<i>15.0%</i>	<i>0.1%</i>	<i>9.5%</i>	<i>1.3%</i>	<i>100.0%</i>

Table Six: Stops with Evidence Seizures by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	1	1	0	0	0	2
<i>% of Total</i>	<i>50.0%</i>	<i>50.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Other Stations

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	8	8	4	0	1	21
<i>% of Total</i>	<i>38.1%</i>	<i>38.1%</i>	<i>19.0%</i>	<i>0.0%</i>	<i>4.8%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	2	--	1	--	--	3
<i>% of Total</i>	<i>66.7%</i>		<i>33.3%</i>			<i>12.0%</i>
Obstruction	3	8	3	--	1	15
<i>% of Total</i>	<i>20.0%</i>	<i>53.3%</i>	<i>20.0%</i>		<i>6.7%</i>	<i>60.0%</i>
Paraphernalia	3	--	--	--	--	3
<i>% of Total</i>	<i>100.0%</i>					<i>12.0%</i>
Possession	3	1	--	--	--	4
<i>% of Total</i>	<i>75.0%</i>	<i>25.0%</i>				<i>16.0%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
No Charges Filed	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Total	11	9	4	0	1	25
<i>% of Total</i>	<i>44.0%</i>	<i>36.0%</i>	<i>16.0%</i>	<i>0.0%</i>	<i>4.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	3	8	3	0	1	15
<i>% of Total</i>	<i>20.0%</i>	<i>53.3%</i>	<i>20.0%</i>	<i>0.0%</i>	<i>6.7%</i>	<i>100.0%</i>

D010- Cranbury

Troop D

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	3,408	1,454	1,063	18	799	41	6,783
<i>% of Total</i>	50.2%	21.4%	15.7%	0.3%	11.8%	0.6%	83.8%
Non-Moving	460	254	266	4	90	27	1,101
<i>% of Total</i>	41.8%	23.1%	24.2%	0.4%	8.2%	2.5%	13.6%
No Reason Provided	100	30	47	--	18	17	212
<i>% of Total</i>	47.2%	14.2%	22.2%		8.5%	8.0%	2.6%
Total	3,968	1,738	1,376	22	907	85	8,096
<i>% of Total</i>	49.0%	21.5%	17.0%	0.3%	11.2%	1.0%	100.0%

Table Two: Select Post-Stop Interactions by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Vehicle Exits	111	96	92	--	23	322
<i>% of Total</i>	34.5%	29.8%	28.6%		7.1%	95.5%
Occupant Frisks	5	10	13	--	4	32
<i>% of Total</i>	15.6%	31.3%	40.6%		12.5%	9.5%
Non-Consensual Searches	44	44	46	--	12	146
<i>% of Total</i>	30.1%	30.1%	31.5%		8.2%	43.3%
Canine Deployments	5	3	3	--	--	11
<i>% of Total</i>	45.5%	27.3%	27.3%			3.3%
Arrests	66	77	67	--	16	226
<i>% of Total</i>	29.2%	34.1%	29.6%		7.1%	67.1%
Total	115	100	97	0	23	337
<i>% of Total</i>	34.1%	29.7%	28.8%	0.0%	6.8%	100.0%

Table Three: Type of Use of Force by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Chemical	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Deadly	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Mechanical	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Physical	--	2	--	--	--	2
<i>% of Total</i>		100.0%				100.0%
Total Force	0	2	0	0	0	2
<i>% of Total</i>	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%

D010- Cranbury

Troop D

Table Four: Consent Requests and Outcomes by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	3	3	--	--	--	6
<i>% of Total</i>	50.0%	50.0%				8.3%
Granted	18	28	17	--	3	66
<i>% of Total</i>	27.3%	42.4%	25.8%		4.5%	91.7%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	21	31	17	0	3	72
<i>% of Total</i>	29.2%	43.1%	23.6%	0.0%	4.2%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,165	514	373	10	410	3	2,475
<i>% of Total</i>	47.1%	20.8%	15.1%	0.4%	16.6%	0.1%	30.6%
Moving Warning	677	265	165	3	105	--	1,215
<i>% of Total</i>	55.7%	21.8%	13.6%	0.2%	8.6%		15.0%
Non-Moving Summons	523	236	264	3	106	52	1,184
<i>% of Total</i>	44.2%	19.9%	22.3%	0.3%	9.0%	4.4%	14.6%
Non-Moving Warning	87	55	53	1	19	--	215
<i>% of Total</i>	40.5%	25.6%	24.7%	0.5%	8.8%		2.7%
Mixed	289	155	172	1	83	--	700
<i>% of Total</i>	41.3%	22.1%	24.6%	0.1%	11.9%		8.6%
Other	1,227	513	349	4	184	30	2,307
<i>% of Total</i>	53.2%	22.2%	15.1%	0.2%	8.0%	1.3%	28.5%
Total	3,968	1,738	1,376	22	907	85	8,096
<i>% of Total</i>	49.0%	21.5%	17.0%	0.3%	11.2%	1.0%	100.0%

Table Six: Stops with Evidence Seizures by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	21	24	11	0	4	60
<i>% of Total</i>	35.0%	40.0%	18.3%	0.0%	6.7%	100.0%

D010- Cranbury

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	78	118	96	0	19	311
<i>% of Total</i>	<i>25.1%</i>	<i>37.9%</i>	<i>30.9%</i>	<i>0.0%</i>	<i>6.1%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	27	18	32	--	12	89
<i>% of Total</i>	<i>30.3%</i>	<i>20.2%</i>	<i>36.0%</i>		<i>13.5%</i>	<i>20.5%</i>
Obstruction	18	49	32	--	1	100
<i>% of Total</i>	<i>18.0%</i>	<i>49.0%</i>	<i>32.0%</i>		<i>1.0%</i>	<i>23.0%</i>
Paraphernalia	17	13	8	--	4	42
<i>% of Total</i>	<i>40.5%</i>	<i>31.0%</i>	<i>19.0%</i>		<i>9.5%</i>	<i>9.7%</i>
Possession	33	41	18	--	19	111
<i>% of Total</i>	<i>29.7%</i>	<i>36.9%</i>	<i>16.2%</i>		<i>17.1%</i>	<i>25.5%</i>
Weapons	2	2	--	--	--	4
<i>% of Total</i>	<i>50.0%</i>	<i>50.0%</i>				<i>0.9%</i>
Other	6	14	3	--	--	23
<i>% of Total</i>	<i>26.1%</i>	<i>60.9%</i>	<i>13.0%</i>			<i>5.3%</i>
No Charges Filed	10	30	25	--	1	66
<i>% of Total</i>	<i>15.2%</i>	<i>45.5%</i>	<i>37.9%</i>		<i>1.5%</i>	<i>15.2%</i>
Total	113	167	118	0	37	435
<i>% of Total</i>	<i>26.0%</i>	<i>38.4%</i>	<i>27.1%</i>	<i>0.0%</i>	<i>8.5%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	20	46	32	0	1	99
<i>% of Total</i>	<i>20.2%</i>	<i>46.5%</i>	<i>32.3%</i>	<i>0.0%</i>	<i>1.0%</i>	<i>100.0%</i>

D020- Moorestown

Troop D

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	5,653	3,002	1,213	16	1,245	16	11,145
<i>% of Total</i>	50.7%	26.9%	10.9%	0.1%	11.2%	0.1%	92.4%
Non-Moving	372	248	123	2	57	5	807
<i>% of Total</i>	46.1%	30.7%	15.2%	0.2%	7.1%	0.6%	6.7%
No Reason Provided	48	30	10	--	11	9	108
<i>% of Total</i>	44.4%	27.8%	9.3%		10.2%	8.3%	0.9%
Total	6,073	3,280	1,346	18	1,313	30	12,060
<i>% of Total</i>	50.4%	27.2%	11.2%	0.1%	10.9%	0.2%	100.0%

Table Two: Select Post-Stop Interactions by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Vehicle Exits	142	134	60	--	21	357
<i>% of Total</i>	39.8%	37.5%	16.8%		5.9%	98.3%
Occupant Frisks	8	18	9	--	4	39
<i>% of Total</i>	20.5%	46.2%	23.1%		10.3%	10.7%
Non-Consensual Searches	49	45	24	--	4	122
<i>% of Total</i>	40.2%	36.9%	19.7%		3.3%	33.6%
Canine Deployments	--	3	1	--	--	4
<i>% of Total</i>		75.0%	25.0%			1.1%
Arrests	71	75	27	--	6	179
<i>% of Total</i>	39.7%	41.9%	15.1%		3.4%	49.3%
Total	145	136	61	0	21	363
<i>% of Total</i>	39.9%	37.5%	16.8%	0.0%	5.8%	100.0%

Table Three: Type of Use of Force by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Chemical	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Deadly	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Mechanical	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Physical	1	--	--	--	--	1
<i>% of Total</i>	100.0%					100.0%
Total Force	1	0	0	0	0	1
<i>% of Total</i>	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

D020- Moorestown

Troop D

Table Four: Consent Requests and Outcomes by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	2	1	1	--	1	5
<i>% of Total</i>	40.0%	20.0%	20.0%		20.0%	8.9%
Granted	20	26	2	--	2	50
<i>% of Total</i>	40.0%	52.0%	4.0%		4.0%	89.3%
Withdrawn	--	1	--	--	--	1
<i>% of Total</i>		100.0%				1.8%
Total Requests	22	28	3	0	3	56
<i>% of Total</i>	39.3%	50.0%	5.4%	0.0%	5.4%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	2,212	1,315	538	9	700	2	4,776
<i>% of Total</i>	46.3%	27.5%	11.3%	0.2%	14.7%	0.0%	39.6%
Moving Warning	1,539	702	272	2	213	--	2,728
<i>% of Total</i>	56.4%	25.7%	10.0%	0.1%	7.8%		22.6%
Non-Moving Summons	679	347	131	3	142	4	1,306
<i>% of Total</i>	52.0%	26.6%	10.0%	0.2%	10.9%	0.3%	10.8%
Non-Moving Warning	153	91	45	--	25	--	314
<i>% of Total</i>	48.7%	29.0%	14.3%		8.0%		2.6%
Mixed	201	209	109	--	67	--	586
<i>% of Total</i>	34.3%	35.7%	18.6%		11.4%		4.9%
Other	1,289	616	251	4	166	24	2,350
<i>% of Total</i>	54.9%	26.2%	10.7%	0.2%	7.1%	1.0%	19.5%
Total	6,073	3,280	1,346	18	1,313	30	12,060
<i>% of Total</i>	50.4%	27.2%	11.2%	0.1%	10.9%	0.2%	100.0%

Table Six: Stops with Evidence Seizures by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	24	13	4	0	2	43
<i>% of Total</i>	55.8%	30.2%	9.3%	0.0%	4.7%	100.0%

D020- Moorestown

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	89	111	38	0	7	245
<i>% of Total</i>	<i>36.3%</i>	<i>45.3%</i>	<i>15.5%</i>	<i>0.0%</i>	<i>2.9%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	34	20	10	--	3	67
<i>% of Total</i>	<i>50.7%</i>	<i>29.9%</i>	<i>14.9%</i>		<i>4.5%</i>	<i>22.6%</i>
Obstruction	10	25	10	--	1	46
<i>% of Total</i>	<i>21.7%</i>	<i>54.3%</i>	<i>21.7%</i>		<i>2.2%</i>	<i>15.5%</i>
Paraphernalia	13	9	--	--	--	22
<i>% of Total</i>	<i>59.1%</i>	<i>40.9%</i>				<i>7.4%</i>
Possession	29	29	4	--	3	65
<i>% of Total</i>	<i>44.6%</i>	<i>44.6%</i>	<i>6.2%</i>		<i>4.6%</i>	<i>21.9%</i>
Weapons	2	--	--	--	--	2
<i>% of Total</i>	<i>100.0%</i>					<i>0.7%</i>
Other	6	14	9	--	--	29
<i>% of Total</i>	<i>20.7%</i>	<i>48.3%</i>	<i>31.0%</i>			<i>9.8%</i>
No Charges Filed	17	40	8	--	1	66
<i>% of Total</i>	<i>25.8%</i>	<i>60.6%</i>	<i>12.1%</i>		<i>1.5%</i>	<i>22.2%</i>
Total	111	137	41	0	8	297
<i>% of Total</i>	<i>37.4%</i>	<i>46.1%</i>	<i>13.8%</i>	<i>0.0%</i>	<i>2.7%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	10	29	10	0	1	50
<i>% of Total</i>	<i>20.0%</i>	<i>58.0%</i>	<i>20.0%</i>	<i>0.0%</i>	<i>2.0%</i>	<i>100.0%</i>

D030- Newark

Troop D

Table Four: Consent Requests and Outcomes by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Granted	7	8	4	--	--	19
<i>% of Total</i>	<i>36.8%</i>	<i>42.1%</i>	<i>21.1%</i>			<i>100.0%</i>
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Total Requests	7	8	4	0	0	19
<i>% of Total</i>	<i>36.8%</i>	<i>42.1%</i>	<i>21.1%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,327	411	577	4	439	8	2,766
<i>% of Total</i>	<i>48.0%</i>	<i>14.9%</i>	<i>20.9%</i>	<i>0.1%</i>	<i>15.9%</i>	<i>0.3%</i>	<i>34.9%</i>
Moving Warning	997	354	353	1	163	4	1,872
<i>% of Total</i>	<i>53.3%</i>	<i>18.9%</i>	<i>18.9%</i>	<i>0.1%</i>	<i>8.7%</i>	<i>0.2%</i>	<i>23.6%</i>
Non-Moving Summons	398	147	257	2	115	170	1,089
<i>% of Total</i>	<i>36.5%</i>	<i>13.5%</i>	<i>23.6%</i>	<i>0.2%</i>	<i>10.6%</i>	<i>15.6%</i>	<i>13.7%</i>
Non-Moving Warning	123	38	59	--	20	--	240
<i>% of Total</i>	<i>51.3%</i>	<i>15.8%</i>	<i>24.6%</i>		<i>8.3%</i>		<i>3.0%</i>
Mixed	204	133	133	--	56	7	533
<i>% of Total</i>	<i>38.3%</i>	<i>25.0%</i>	<i>25.0%</i>		<i>10.5%</i>	<i>1.3%</i>	<i>6.7%</i>
Other	811	217	264	2	90	51	1,435
<i>% of Total</i>	<i>56.5%</i>	<i>15.1%</i>	<i>18.4%</i>	<i>0.1%</i>	<i>6.3%</i>	<i>3.6%</i>	<i>18.1%</i>
Total	3,860	1,300	1,643	9	883	240	7,935
<i>% of Total</i>	<i>48.6%</i>	<i>16.4%</i>	<i>20.7%</i>	<i>0.1%</i>	<i>11.1%</i>	<i>3.0%</i>	<i>100.0%</i>

Table Six: Stops with Evidence Seizures by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	10	5	4	0	0	19
<i>% of Total</i>	<i>52.6%</i>	<i>26.3%</i>	<i>21.1%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

D030- Newark

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	63	83	67	0	10	223
<i>% of Total</i>	<i>28.3%</i>	<i>37.2%</i>	<i>30.0%</i>	<i>0.0%</i>	<i>4.5%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	30	17	30	--	7	84
<i>% of Total</i>	<i>35.7%</i>	<i>20.2%</i>	<i>35.7%</i>		<i>8.3%</i>	<i>31.0%</i>
Obstruction	26	49	20	--	1	96
<i>% of Total</i>	<i>27.1%</i>	<i>51.0%</i>	<i>20.8%</i>		<i>1.0%</i>	<i>35.4%</i>
Paraphernalia	6	4	6	--	--	16
<i>% of Total</i>	<i>37.5%</i>	<i>25.0%</i>	<i>37.5%</i>			<i>5.9%</i>
Possession	8	9	13	--	1	31
<i>% of Total</i>	<i>25.8%</i>	<i>29.0%</i>	<i>41.9%</i>		<i>3.2%</i>	<i>11.4%</i>
Weapons	--	3	1	--	--	4
<i>% of Total</i>		<i>75.0%</i>	<i>25.0%</i>			<i>1.5%</i>
Other	5	3	8	--	--	16
<i>% of Total</i>	<i>31.3%</i>	<i>18.8%</i>	<i>50.0%</i>			<i>5.9%</i>
No Charges Filed	2	12	9	--	1	24
<i>% of Total</i>	<i>8.3%</i>	<i>50.0%</i>	<i>37.5%</i>		<i>4.2%</i>	<i>8.9%</i>
Total	77	97	87	0	10	271
<i>% of Total</i>	<i>28.4%</i>	<i>35.8%</i>	<i>32.1%</i>	<i>0.0%</i>	<i>3.7%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	27	48	19	0	1	95
<i>% of Total</i>	<i>28.4%</i>	<i>50.5%</i>	<i>20.0%</i>	<i>0.0%</i>	<i>1.1%</i>	<i>100.0%</i>

E030- Bass River

Troop D

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	5,646	655	475	4	368	16	7,164
<i>% of Total</i>	78.8%	9.1%	6.6%	0.1%	5.1%	0.2%	87.5%
Non-Moving	744	90	65	--	12	2	913
<i>% of Total</i>	81.5%	9.9%	7.1%		1.3%	0.2%	11.1%
No Reason Provided	77	17	11	--	4	6	115
<i>% of Total</i>	67.0%	14.8%	9.6%		3.5%	5.2%	1.4%
Total	6,467	762	551	4	384	24	8,192
<i>% of Total</i>	78.9%	9.3%	6.7%	0.0%	4.7%	0.3%	100.0%

Table Two: Select Post-Stop Interactions by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Vehicle Exits	258	60	46	--	11	375
<i>% of Total</i>	68.8%	16.0%	12.3%		2.9%	97.2%
Occupant Frisks	21	3	4	--	--	28
<i>% of Total</i>	75.0%	10.7%	14.3%			7.3%
Non-Consensual Searches	175	38	27	--	3	243
<i>% of Total</i>	72.0%	15.6%	11.1%		1.2%	63.0%
Canine Deployments	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Arrests	197	49	34	--	5	285
<i>% of Total</i>	69.1%	17.2%	11.9%		1.8%	73.8%
Total	266	60	47	0	11	386
<i>% of Total</i>	68.9%	15.5%	12.2%	0.0%	2.8%	100.0%

Table Three: Type of Use of Force by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Chemical	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Deadly	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Mechanical	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Physical	1	--	--	--	--	1
<i>% of Total</i>	100.0%					100.0%
Total Force	1	0	0	0	0	1
<i>% of Total</i>	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

E030- Bass River

Troop D

Table Four: Consent Requests and Outcomes by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Granted	17	10	7	--	2	36
<i>% of Total</i>	47.2%	27.8%	19.4%		5.6%	100.0%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	17	10	7	0	2	36
<i>% of Total</i>	47.2%	27.8%	19.4%	0.0%	5.6%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,633	235	183	--	155	6	2,212
<i>% of Total</i>	73.8%	10.6%	8.3%		7.0%	0.3%	27.0%
Moving Warning	1,804	175	91	3	94	4	2,171
<i>% of Total</i>	83.1%	8.1%	4.2%	0.1%	4.3%	0.2%	26.5%
Non-Moving Summons	784	83	62	--	27	1	957
<i>% of Total</i>	81.9%	8.7%	6.5%		2.8%	0.1%	11.7%
Non-Moving Warning	238	39	27	--	6	--	310
<i>% of Total</i>	76.8%	12.6%	8.7%		1.9%		3.8%
Mixed	630	105	98	--	44	3	880
<i>% of Total</i>	71.6%	11.9%	11.1%		5.0%	0.3%	10.7%
Other	1,378	125	90	1	58	10	1,662
<i>% of Total</i>	82.9%	7.5%	5.4%	0.1%	3.5%	0.6%	20.3%
Total	6,467	762	551	4	384	24	8,192
<i>% of Total</i>	78.9%	9.3%	6.7%	0.0%	4.7%	0.3%	100.0%

Table Six: Stops with Evidence Seizures by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	18	7	3	0	0	28
<i>% of Total</i>	64.3%	25.0%	10.7%	0.0%	0.0%	100.0%

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	223	80	43	0	7	353
<i>% of Total</i>	63.2%	22.7%	12.2%	0.0%	2.0%	100.0%

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

E030- Bass River

Troop D

	White	Black	Hispanic	American Indian	Asian	Total
DWI	102	12	14	--	2	130
<i>% of Total</i>	78.5%	9.2%	10.8%		1.5%	27.6%
Obstruction	87	60	17	--	1	165
<i>% of Total</i>	52.7%	36.4%	10.3%		0.6%	35.0%
Paraphernalia	24	2	2	--	1	29
<i>% of Total</i>	82.8%	6.9%	6.9%		3.4%	6.2%
Possession	58	16	7	--	3	84
<i>% of Total</i>	69.0%	19.0%	8.3%		3.6%	17.8%
Weapons	--	1	--	--	--	1
<i>% of Total</i>		100.0%				0.2%
Other	11	5	2	--	--	18
<i>% of Total</i>	61.1%	27.8%	11.1%			3.8%
No Charges Filed	17	13	11	--	3	44
<i>% of Total</i>	38.6%	29.5%	25.0%		6.8%	9.3%
Total	299	109	53	0	10	471
<i>% of Total</i>	63.5%	23.1%	11.3%	0.0%	2.1%	100.0%

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	83	49	17	0	1	150
<i>% of Total</i>	55.3%	32.7%	11.3%	0.0%	0.7%	100.0%

E40- Bloomfield

Troop D

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	5,768	1,824	1,392	22	869	29	9,904
<i>% of Total</i>	58.2%	18.4%	14.1%	0.2%	8.8%	0.3%	92.1%
Non-Moving	296	184	138	1	61	1	681
<i>% of Total</i>	43.5%	27.0%	20.3%	0.1%	9.0%	0.1%	6.3%
No Reason Provided	73	45	34	--	8	3	163
<i>% of Total</i>	44.8%	27.6%	20.9%		4.9%	1.8%	1.5%
Total	6,137	2,053	1,564	23	938	33	10,748
<i>% of Total</i>	57.1%	19.1%	14.6%	0.2%	8.7%	0.3%	100.0%

Table Two: Select Post-Stop Interactions by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Vehicle Exits	164	118	88	1	15	386
<i>% of Total</i>	42.5%	30.6%	22.8%	0.3%	3.9%	92.6%
Occupant Frisks	7	7	8	--	--	22
<i>% of Total</i>	31.8%	31.8%	36.4%			5.3%
Non-Consensual Searches	108	99	68	1	11	287
<i>% of Total</i>	37.6%	34.5%	23.7%	0.3%	3.8%	68.8%
Canine Deployments	1	1	1	--	--	3
<i>% of Total</i>	33.3%	33.3%	33.3%			0.7%
Arrests	136	111	76	1	13	337
<i>% of Total</i>	40.4%	32.9%	22.6%	0.3%	3.9%	80.8%
Total	174	128	98	1	15	417
<i>% of Total</i>	41.7%	30.7%	23.5%	0.2%	3.6%	100.0%

Table Three: Type of Use of Force by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Chemical	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Deadly	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Mechanical	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Physical	1	--	--	--	--	1
<i>% of Total</i>	100.0%					100.0%
Total Force	1	0	0	0	0	1
<i>% of Total</i>	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

E40- Bloomfield

Troop D

Table Four: Consent Requests and Outcomes by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	2	1	--	--	--	3
<i>% of Total</i>	66.7%	33.3%				7.5%
Granted	21	7	7	--	2	37
<i>% of Total</i>	56.8%	18.9%	18.9%		5.4%	92.5%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	23	8	7	0	2	40
<i>% of Total</i>	57.5%	20.0%	17.5%	0.0%	5.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	2,166	686	564	16	462	6	3,900
<i>% of Total</i>	55.5%	17.6%	14.5%	0.4%	11.8%	0.2%	36.3%
Moving Warning	1,885	550	383	1	215	3	3,037
<i>% of Total</i>	62.1%	18.1%	12.6%	0.0%	7.1%	0.1%	28.3%
Non-Moving Summons	538	211	160	2	100	3	1,014
<i>% of Total</i>	53.1%	20.8%	15.8%	0.2%	9.9%	0.3%	9.4%
Non-Moving Warning	99	70	50	--	17	--	236
<i>% of Total</i>	41.9%	29.7%	21.2%		7.2%		2.2%
Mixed	292	149	125	--	43	3	612
<i>% of Total</i>	47.7%	24.3%	20.4%		7.0%	0.5%	5.7%
Other	1,157	387	282	4	101	18	1,949
<i>% of Total</i>	59.4%	19.9%	14.5%	0.2%	5.2%	0.9%	18.1%
Total	6,137	2,053	1,564	23	938	33	10,748
<i>% of Total</i>	57.1%	19.1%	14.6%	0.2%	8.7%	0.3%	100.0%

Table Six: Stops with Evidence Seizures by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	26	7	5	0	2	40
<i>% of Total</i>	65.0%	17.5%	12.5%	0.0%	5.0%	100.0%

E40- Bloomfield

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	155	124	85	1	13	378
<i>% of Total</i>	<i>41.0%</i>	<i>32.8%</i>	<i>22.5%</i>	<i>0.3%</i>	<i>3.4%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	79	53	40	1	6	179
<i>% of Total</i>	<i>44.1%</i>	<i>29.6%</i>	<i>22.3%</i>	<i>0.6%</i>	<i>3.4%</i>	<i>35.0%</i>
Obstruction	43	59	28	--	6	136
<i>% of Total</i>	<i>31.6%</i>	<i>43.4%</i>	<i>20.6%</i>		<i>4.4%</i>	<i>26.6%</i>
Paraphernalia	37	8	1	--	1	47
<i>% of Total</i>	<i>78.7%</i>	<i>17.0%</i>	<i>2.1%</i>		<i>2.1%</i>	<i>9.2%</i>
Possession	71	17	9	--	2	99
<i>% of Total</i>	<i>71.7%</i>	<i>17.2%</i>	<i>9.1%</i>		<i>2.0%</i>	<i>19.3%</i>
Weapons	2	--	--	--	--	2
<i>% of Total</i>	<i>100.0%</i>					<i>0.4%</i>
Other	6	10	4	--	1	21
<i>% of Total</i>	<i>28.6%</i>	<i>47.6%</i>	<i>19.0%</i>		<i>4.8%</i>	<i>4.1%</i>
No Charges Filed	9	7	12	--	--	28
<i>% of Total</i>	<i>32.1%</i>	<i>25.0%</i>	<i>42.9%</i>			<i>5.5%</i>
Total	247	154	94	1	16	512
<i>% of Total</i>	<i>48.2%</i>	<i>30.1%</i>	<i>18.4%</i>	<i>0.2%</i>	<i>3.1%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	42	55	27	0	5	129
<i>% of Total</i>	<i>32.6%</i>	<i>42.6%</i>	<i>20.9%</i>	<i>0.0%</i>	<i>3.9%</i>	<i>100.0%</i>

E050- Holmdel

Troop D

Table Four: Consent Requests and Outcomes by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Granted	33	20	19	--	3	75
<i>% of Total</i>	<i>44.0%</i>	<i>26.7%</i>	<i>25.3%</i>		<i>4.0%</i>	<i>100.0%</i>
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Total Requests	33	20	19	0	3	75
<i>% of Total</i>	<i>44.0%</i>	<i>26.7%</i>	<i>25.3%</i>	<i>0.0%</i>	<i>4.0%</i>	<i>100.0%</i>

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,817	259	214	1	198	3	2,492
<i>% of Total</i>	<i>72.9%</i>	<i>10.4%</i>	<i>8.6%</i>	<i>0.0%</i>	<i>7.9%</i>	<i>0.1%</i>	<i>24.6%</i>
Moving Warning	1,574	229	165	--	109	2	2,079
<i>% of Total</i>	<i>75.7%</i>	<i>11.0%</i>	<i>7.9%</i>		<i>5.2%</i>	<i>0.1%</i>	<i>20.5%</i>
Non-Moving Summons	784	179	162	1	50	10	1,186
<i>% of Total</i>	<i>66.1%</i>	<i>15.1%</i>	<i>13.7%</i>	<i>0.1%</i>	<i>4.2%</i>	<i>0.8%</i>	<i>11.7%</i>
Non-Moving Warning	363	112	78	--	21	--	574
<i>% of Total</i>	<i>63.2%</i>	<i>19.5%</i>	<i>13.6%</i>		<i>3.7%</i>		<i>5.7%</i>
Mixed	806	164	197	2	63	1	1,233
<i>% of Total</i>	<i>65.4%</i>	<i>13.3%</i>	<i>16.0%</i>	<i>0.2%</i>	<i>5.1%</i>	<i>0.1%</i>	<i>12.2%</i>
Other	1,891	278	232	2	106	51	2,560
<i>% of Total</i>	<i>73.9%</i>	<i>10.9%</i>	<i>9.1%</i>	<i>0.1%</i>	<i>4.1%</i>	<i>2.0%</i>	<i>25.3%</i>
Total	7,235	1,221	1,048	6	547	67	10,124
<i>% of Total</i>	<i>71.5%</i>	<i>12.1%</i>	<i>10.4%</i>	<i>0.1%</i>	<i>5.4%</i>	<i>0.7%</i>	<i>100.0%</i>

Table Six: Stops with Evidence Seizures by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	40	13	13	0	4	70
<i>% of Total</i>	<i>57.1%</i>	<i>18.6%</i>	<i>18.6%</i>	<i>0.0%</i>	<i>5.7%</i>	<i>100.0%</i>

E050- Holmdel

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	274	148	104	0	20	546
<i>% of Total</i>	<i>50.2%</i>	<i>27.1%</i>	<i>19.0%</i>	<i>0.0%</i>	<i>3.7%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	113	23	27	--	5	168
<i>% of Total</i>	<i>67.3%</i>	<i>13.7%</i>	<i>16.1%</i>		<i>3.0%</i>	<i>24.0%</i>
Obstruction	93	84	39	--	3	219
<i>% of Total</i>	<i>42.5%</i>	<i>38.4%</i>	<i>17.8%</i>		<i>1.4%</i>	<i>31.3%</i>
Paraphernalia	41	4	6	--	2	53
<i>% of Total</i>	<i>77.4%</i>	<i>7.5%</i>	<i>11.3%</i>		<i>3.8%</i>	<i>7.6%</i>
Possession	75	28	22	--	6	131
<i>% of Total</i>	<i>57.3%</i>	<i>21.4%</i>	<i>16.8%</i>		<i>4.6%</i>	<i>18.7%</i>
Weapons	--	4	5	--	--	9
<i>% of Total</i>		<i>44.4%</i>	<i>55.6%</i>			<i>1.3%</i>
Other	10	3	6	--	--	19
<i>% of Total</i>	<i>52.6%</i>	<i>15.8%</i>	<i>31.6%</i>			<i>2.7%</i>
No Charges Filed	34	36	22	--	8	100
<i>% of Total</i>	<i>34.0%</i>	<i>36.0%</i>	<i>22.0%</i>		<i>8.0%</i>	<i>14.3%</i>
Total	366	182	127	0	24	699
<i>% of Total</i>	<i>52.4%</i>	<i>26.0%</i>	<i>18.2%</i>	<i>0.0%</i>	<i>3.4%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	92	79	39	0	3	213
<i>% of Total</i>	<i>43.2%</i>	<i>37.1%</i>	<i>18.3%</i>	<i>0.0%</i>	<i>1.4%</i>	<i>100.0%</i>

Other Stations

Troop D

Table Four: Consent Requests and Outcomes by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Granted	12	3	5	--	--	20
<i>% of Total</i>	<i>60.0%</i>	<i>15.0%</i>	<i>25.0%</i>			<i>100.0%</i>
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Total Requests	12	3	5	0	0	20
<i>% of Total</i>	<i>60.0%</i>	<i>15.0%</i>	<i>25.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,206	316	345	2	255	1	2,125
<i>% of Total</i>	<i>56.8%</i>	<i>14.9%</i>	<i>16.2%</i>	<i>0.1%</i>	<i>12.0%</i>	<i>0.0%</i>	<i>29.0%</i>
Moving Warning	946	155	147	6	66	--	1,320
<i>% of Total</i>	<i>71.7%</i>	<i>11.7%</i>	<i>11.1%</i>	<i>0.5%</i>	<i>5.0%</i>		<i>18.0%</i>
Non-Moving Summons	798	244	259	1	114	320	1,736
<i>% of Total</i>	<i>46.0%</i>	<i>14.1%</i>	<i>14.9%</i>	<i>0.1%</i>	<i>6.6%</i>	<i>18.4%</i>	<i>23.7%</i>
Non-Moving Warning	106	35	35	--	7	--	183
<i>% of Total</i>	<i>57.9%</i>	<i>19.1%</i>	<i>19.1%</i>		<i>3.8%</i>		<i>2.5%</i>
Mixed	313	76	93	1	46	6	535
<i>% of Total</i>	<i>58.5%</i>	<i>14.2%</i>	<i>17.4%</i>	<i>0.2%</i>	<i>8.6%</i>	<i>1.1%</i>	<i>7.3%</i>
Other	1,049	164	148	2	50	19	1,432
<i>% of Total</i>	<i>73.3%</i>	<i>11.5%</i>	<i>10.3%</i>	<i>0.1%</i>	<i>3.5%</i>	<i>1.3%</i>	<i>19.5%</i>
Total	4,418	990	1,027	12	538	346	7,331
<i>% of Total</i>	<i>60.3%</i>	<i>13.5%</i>	<i>14.0%</i>	<i>0.2%</i>	<i>7.3%</i>	<i>4.7%</i>	<i>100.0%</i>

Table Six: Stops with Evidence Seizures by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	13	4	6	0	1	24
<i>% of Total</i>	<i>54.2%</i>	<i>16.7%</i>	<i>25.0%</i>	<i>0.0%</i>	<i>4.2%</i>	<i>100.0%</i>

Other Stations

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	57	32	23	0	6	118
<i>% of Total</i>	<i>48.3%</i>	<i>27.1%</i>	<i>19.5%</i>	<i>0.0%</i>	<i>5.1%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	14	1	5	--	1	21
<i>% of Total</i>	<i>66.7%</i>	<i>4.8%</i>	<i>23.8%</i>		<i>4.8%</i>	<i>14.5%</i>
Obstruction	27	21	11	--	4	63
<i>% of Total</i>	<i>42.9%</i>	<i>33.3%</i>	<i>17.5%</i>		<i>6.3%</i>	<i>43.4%</i>
Paraphernalia	7	2	2	--	--	11
<i>% of Total</i>	<i>63.6%</i>	<i>18.2%</i>	<i>18.2%</i>			<i>7.6%</i>
Possession	15	6	6	--	--	27
<i>% of Total</i>	<i>55.6%</i>	<i>22.2%</i>	<i>22.2%</i>			<i>18.6%</i>
Weapons	--	--	--	--	1	1
<i>% of Total</i>					<i>100.0%</i>	<i>0.7%</i>
Other	4	1	2	--	--	7
<i>% of Total</i>	<i>57.1%</i>	<i>14.3%</i>	<i>28.6%</i>			<i>4.8%</i>
No Charges Filed	6	5	3	--	1	15
<i>% of Total</i>	<i>40.0%</i>	<i>33.3%</i>	<i>20.0%</i>		<i>6.7%</i>	<i>10.3%</i>
Total	73	36	29	0	7	145
<i>% of Total</i>	<i>50.3%</i>	<i>24.8%</i>	<i>20.0%</i>	<i>0.0%</i>	<i>4.8%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	26	22	11	0	4	63
<i>% of Total</i>	<i>41.3%</i>	<i>34.9%</i>	<i>17.5%</i>	<i>0.0%</i>	<i>6.3%</i>	<i>100.0%</i>

Other Stations

Table Four: Consent Requests and Outcomes by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Granted	28	25	8	--	3	64
<i>% of Total</i>	<i>43.8%</i>	<i>39.1%</i>	<i>12.5%</i>		<i>4.7%</i>	<i>100.0%</i>
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Total Requests	28	25	8	0	3	64
<i>% of Total</i>	<i>43.8%</i>	<i>39.1%</i>	<i>12.5%</i>	<i>0.0%</i>	<i>4.7%</i>	<i>100.0%</i>

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	3,786	1,157	1,017	20	771	13	6,764
<i>% of Total</i>	<i>56.0%</i>	<i>17.1%</i>	<i>15.0%</i>	<i>0.3%</i>	<i>11.4%</i>	<i>0.2%</i>	<i>28.1%</i>
Moving Warning	3,357	792	547	10	315	8	5,029
<i>% of Total</i>	<i>66.8%</i>	<i>15.7%</i>	<i>10.9%</i>	<i>0.2%</i>	<i>6.3%</i>	<i>0.2%</i>	<i>20.9%</i>
Non-Moving Summons	3,074	703	630	13	259	288	4,967
<i>% of Total</i>	<i>61.9%</i>	<i>14.2%</i>	<i>12.7%</i>	<i>0.3%</i>	<i>5.2%</i>	<i>5.8%</i>	<i>20.6%</i>
Non-Moving Warning	604	165	85	--	21	1	876
<i>% of Total</i>	<i>68.9%</i>	<i>18.8%</i>	<i>9.7%</i>		<i>2.4%</i>	<i>0.1%</i>	<i>3.6%</i>
Mixed	1,022	375	380	8	120	2	1,907
<i>% of Total</i>	<i>53.6%</i>	<i>19.7%</i>	<i>19.9%</i>	<i>0.4%</i>	<i>6.3%</i>	<i>0.1%</i>	<i>7.9%</i>
Other	3,162	643	451	5	195	75	4,531
<i>% of Total</i>	<i>69.8%</i>	<i>14.2%</i>	<i>10.0%</i>	<i>0.1%</i>	<i>4.3%</i>	<i>1.7%</i>	<i>18.8%</i>
Total	15,005	3,835	3,110	56	1,681	387	24,074
<i>% of Total</i>	<i>62.3%</i>	<i>15.9%</i>	<i>12.9%</i>	<i>0.2%</i>	<i>7.0%</i>	<i>1.6%</i>	<i>100.0%</i>

Table Six: Stops with Evidence Seizures by Driver Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	31	16	8	0	1	56
<i>% of Total</i>	<i>55.4%</i>	<i>28.6%</i>	<i>14.3%</i>	<i>0.0%</i>	<i>1.8%</i>	<i>100.0%</i>

Other Stations

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	226	144	119	1	15	505
<i>% of Total</i>	<i>44.8%</i>	<i>28.5%</i>	<i>23.6%</i>	<i>0.2%</i>	<i>3.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	116	47	60	1	7	231
<i>% of Total</i>	<i>50.2%</i>	<i>20.3%</i>	<i>26.0%</i>	<i>0.4%</i>	<i>3.0%</i>	<i>37.4%</i>
Obstruction	55	60	38	--	4	157
<i>% of Total</i>	<i>35.0%</i>	<i>38.2%</i>	<i>24.2%</i>		<i>2.5%</i>	<i>25.4%</i>
Paraphernalia	32	6	3	--	--	41
<i>% of Total</i>	<i>78.0%</i>	<i>14.6%</i>	<i>7.3%</i>			<i>6.6%</i>
Possession	57	28	13	--	1	99
<i>% of Total</i>	<i>57.6%</i>	<i>28.3%</i>	<i>13.1%</i>		<i>1.0%</i>	<i>16.0%</i>
Weapons	--	1	--	--	--	1
<i>% of Total</i>		<i>100.0%</i>				<i>0.2%</i>
Other	11	3	8	--	--	22
<i>% of Total</i>	<i>50.0%</i>	<i>13.6%</i>	<i>36.4%</i>			<i>3.6%</i>
No Charges Filed	25	26	12	--	3	66
<i>% of Total</i>	<i>37.9%</i>	<i>39.4%</i>	<i>18.2%</i>		<i>4.5%</i>	<i>10.7%</i>
Total	296	171	134	1	15	617
<i>% of Total</i>	<i>48.0%</i>	<i>27.7%</i>	<i>21.7%</i>	<i>0.2%</i>	<i>2.4%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2013 - June 30, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	54	58	36	0	4	152
<i>% of Total</i>	<i>35.5%</i>	<i>38.2%</i>	<i>23.7%</i>	<i>0.0%</i>	<i>2.6%</i>	<i>100.0%</i>