

OLEPS

OFFICE OF LAW ENFORCEMENT PROFESSIONAL STANDARDS

Fourteenth Aggregate Report of Traffic Enforcement Activities of the New Jersey State Police June 2018



New Jersey Office of the Attorney General • Gurbir S. Grewal, *Attorney General*

Office of Law Enforcement Professional Standards • Christina M. Glogoff, *Director*

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FOURTEENTH AGGREGATE REPORT OF THE NEW JERSEY STATE POLICE OFFICE OF LAW ENFORCEMENT PROFESSIONAL STANDARDS JULY 1, 2015 TO DECEMBER 31, 2015

Introduction

Pursuant to the Law Enforcement Professional Standards Act of 2009 (N.J.S.A. 52:17B-222, et seq.) (the Act), the Office of Law Enforcement Professional Standards (OLEPS) is required to publish biannual reports containing aggregate statistics of the State of New Jersey, Division of State Police (State Police). For a more detailed history of the Act, see the OLEPS website at www.nj.gov/oag/oleps.

As statutorily mandated, the Aggregate Report discusses State Police motor vehicle stop activities. Specifically, the Aggregate Report includes information on the number of stops conducted, the number and type of post-stop activities, the number of arrests during stops, the number and type of charges filed from arrests during stops, details on evidence seized, and the number of wanted individuals apprehended during motor vehicle stops. The Aggregate Report includes this information for all stops made by the State Police during the current reporting period, July 1, 2015 to December 31, 2015. Like the previous report, this report will also analyze data and trends for all troops individually.

This report discusses data in the aggregate. Rather than examining any stop individually, discussions focus on stops as part of a general description of State Police stop activity. This report analyzes the volume of and the racial/ethnic distributions of stops, dispositions, enforcement activities, individual arrests, and charges. This report does not determine whether the use of any particular disposition, enforcement, or charge is appropriate. Rather, there is an examination of the volume of these items across racial/ethnic groups to determine whether there any disproportionality in the use of these enforcement activities exists. Thus, this report will only note whether the number of activities involving drivers or individuals of a specific racial/ethnic group are consistent with expectations of frequency, not whether troopers acted appropriately when conducting that activity.

The first section of this report, Data, discusses data sources and definitions used in this report. The Results section of the report provides a discussion of trends and patterns noted at the aggregate level (Division-wide). Appendix One lists all previously published Aggregate Reports, their date of publication, and the reporting period covered. Appendix Two details the volume of activity for each individual State Police station.

For more information, this publication and all other prior reports are on the OLEPS website, <http://www.nj.gov/oag/oleps/reports.html>.

DATA

OLEPS retrieved the data utilized in this report from the State Police. The State Police maintains several databases containing information on motor vehicle stops. These databases store information on drivers and passengers, and detail all actions or enforcements that occur during a stop. This report includes data on all events defined as a motor vehicle stop and all individuals within these stops for all stops State Police made from July 1, 2015 to December 31, 2015.

OLEPS makes no determination on the race/ethnicity of any individual in a motor vehicle stop; categorizations of an individual's or driver's race/ethnicity are included in State Police databases. These categorizations are: White; Black; Hispanic; Asian Indian; American Indian; Other Asian; Unattended; Unable to Observe; or Not Provided. OLEPS combines Asian Indian and Other Asian to create the category of "Asian" and combines Unattended, Unable to Observe, and Not Provided to create the category of "Other."

State Police databases also house identification of the Troop or station location of a stop. Each motor vehicle stop has a unique alpha-numeric identification, which includes coding for the Troop and station conducting the stop. OLEPS utilizes a routinely updated list of all stations to appropriately identify the Troop location for each station.

Stop Level Data

This section utilizes the motor vehicle stop as the unit of analysis. All categorizations in this section refer to the motor vehicle stop rather than the individuals in the motor vehicle stop. Most enforcements or events can, theoretically, occur multiple times within a stop. The data indicate that the event happened at least once during a motor vehicle stop rather than the total number of occurrences. The race/ethnicity of the driver of the stopped vehicle is the basis for discussions of racial/ethnic differences in this section.

Number of Stops

A motor vehicle stop is an instance where a trooper directs a motorist to stop or remain in some location to facilitate interaction between the officer and motorists. Instances where a citizen requested aid from a trooper or was involved in an accident are not motor vehicle stops,¹ and are not included in this report.

The number of motor vehicle stops in a reporting period is a function of a number of elements, including: operational needs; Division staffing; grant availability; and resource allocation. Depending on a trooper's assignment, these elements may shift a trooper's focus to non-motor vehicle stop activities such as crime suppression, violence reduction, calls for service, investigations, or administrative tasks.

Reason for Stops

During a motor vehicle stop, troopers are required to notify the communication center of the specific statute delineating the reason for the stop. Until January 1, 2012, State Police policy previously only

¹ Such instances can "evolve" into motor vehicle stops depending on the circumstances and specifics of the interaction. Absent such evolution, such events are not included.

required that troopers indicate whether the stop stemmed from a moving, non-moving, or other violation. To maintain consistency with previous aggregate reports, OLEPS coded all statute-specific reasons for a stop as moving, non-moving, other, or no reason provided, using the State Police's previously used determinations.

- **Moving:** Stops initiated for reasons pertaining to the movement of a vehicle. These reasons include, for example, rate of speed, failure to maintain lane, and unsafe lane change
- **Non-Moving:** Stops initiated for reasons not related to the movement of a vehicle. These reasons include those that pertain to vehicle maintenance, such as, seatbelt usage, usage of a handheld cell phone, the maintenance of lamps, etc.
- **Other:** This category includes stops for which no statute was cited (*i.e.*, stops where a specific statute was not recorded in databases and as such, are not classified as moving or non-moving).

Law Enforcement Procedures

The majority of motor vehicle stops end with the motorist receiving some sort of summons or warning without any other activities. However, some stops involve a law enforcement procedure or post-stop interaction such as an exit, frisk, search, etc. These procedures include any interaction between troopers and citizens that extend beyond conversation.

Troopers are required to document all enforcement activities that occur during a motor vehicle stop via motor vehicle stop reports. These reports are the source of information on the number and volume of law enforcement procedures during a given reporting period. The law enforcement procedures discussed in this report are:

- **Occupant Vehicle Exit:** The number of motor vehicle stops where a trooper directed an occupant to exit the vehicle.
- **Occupant Frisk:** The number of motor vehicle stops where a trooper conducted a protective pat-down or frisk of an occupant's person for weapons.
- **Non-Consensual Search:** The number of motor vehicle stops where a trooper searched an occupant's person or vehicle for evidence of a crime or incidental to his or her arrest.
- **Canine Deployments:** The number of motor vehicle stops where a trooper utilized a canine to perform a sniff test.
- **Physical Force:** The number of motor vehicle stops where a trooper used physical force on an occupant.
- **Mechanical Force:** The number of motor vehicle stops where a trooper used mechanical force on an occupant, such as a baton or chemical or natural irritating agent, etc.,
- **Enhanced Mechanical Force:** The number of motor vehicle stops where a trooper used enhanced mechanical force on an occupant, such as conducted energy devices and less-lethal ammunition.

- **Deadly Force:** The number of motor vehicle stops where a trooper used deadly force on an occupant.

In some instances, troopers may use a combination of the above-mentioned types of force. This report notes when such combinations of force are used.

Discussion of consent searches includes notation of whether an occupant grants, denies, or withdraws an originally granted consent.

- **Consent to Search Requested:** The number of motor vehicle stops where a trooper requested consent to search.
 - **Consent to Search Denied:** The number of motor vehicle stops where the occupant denied a trooper's consent to search request.
 - **Consent to Search Granted:**² The number of motor vehicle stops where the occupant granted a trooper's consent to search request.
 - **Consent to Search Withdrawn:** The number of motor vehicle stops where the occupant granted and then withdrew their permission for a consent search.

Discussion includes notation of the number of stops where a trooper makes an arrest. For the purposes of this report, the following is the definition of arrest:

- **Arrest:** The number of motor vehicle stops where a trooper takes an individual into custody. This does not include *de facto* arrests.

Evidence seizures are also included in the discussion of law enforcement procedures. OLEPS comments on the number of motor vehicle stops with an evidence seizure. If available, this discussion includes a description of the manner in which the seizure of evidence occurred. For example, whether the seizure occurred during a consent search, a frisk, a plain view seizure, etc.

- **Evidence seizures:** The number of motor vehicle stops where a trooper seized evidence during a motor vehicle stop.

Data on law enforcement procedures represent the number of *stops* where a given law enforcement procedure has occurred. However, there can be, and usually are, multiple law enforcement procedures per stop. Therefore, a given stop may appear more than once in the data. For example, a stop may include a vehicle exit, a frisk, and a canine deployment. This stop appears once in the total, but would also in each law enforcement procedure category.

² Prior reports used a category of "consent search vehicle conducted." This category is now known as "consent to search granted."

Dispositions

Dispositions refer to the outcome of a motor vehicle stop: summons, warning, other, or some combination of these outcomes. Troopers record dispositions following the completion of a motor vehicle stop. Summonses or warnings are further classified based on the type of violation, either moving or non-moving. For this report, each stop appears in only one category of disposition. For example, a stop's classification may be as a moving summons or a moving warning. However, if the driver of the stop received both a moving summons and a moving warning, the stop's classification is as mixed enforcement. Additionally, the data do not represent the total number of summonses or warnings issued in a single stop, only that a trooper issued at least one summons or warning in the stop. The categorizations of dispositions are:

- **Moving Summons:** The number of motor vehicle stops where a trooper issued a summons for a moving violation.
- **Non-Moving Summons:** The number of motor vehicle stops where a trooper issued a summons for a non-moving violation.
- **Moving Warning:** The number of motor vehicle stops where a trooper issued a warning for a moving violation.
- **Non-Moving Warning:** The number of motor vehicle stops where a trooper issued a warning for a non-moving violation.
- **Mixed Disposition:** The number of motor vehicle stops where a trooper issued some combination of warnings and/or summonses for moving and/or non-moving violations.
- **Other:** The number of motor vehicle stops that did not result in a summons or a warning, otherwise known as no enforcement.

Individual Level Data

This section details the number of actions taken involving individuals including: arrests made, charges filed, and arrests of wanted persons resulting from motor vehicle stops. Because a vehicle can typically hold at least two individuals, these events may occur multiple times within a given motor vehicle stop. For example, one motor vehicle stop can involve multiple arrests and each arrest can have multiple charges. For ease of interpretation, this section will use the words "individual" and "motorist" to describe those involved in these events.

Arrests

A single stop can involve multiple arrests, depending on the number of individuals in the vehicle. Discussion of the total number of motor vehicle stops where at least one arrest occurred appears in the stop level data section. In contrast, the individual level data section details the total number of individuals arrested during a motor vehicle stop. Thus, the number of arrests should be at minimum, the same as the number of stops with arrests, but will likely be higher.

Charges

This section details the charges filed against individuals arrested during motor vehicle stops in the current reporting period. Since each charge is specific to the circumstances of the crime, there are a large number of different statutes charged in each reporting period. To make the data more manageable, discussion focuses on only the most frequently used charges:

- **Obstruction:** Obstructing, impairing, or perverting the administration of law or preventing a public servant from performing an official function.
 - This category includes charges pertaining to contempt (e.g., outstanding warrants), failure to appear, hindering, and resisting arrest.
- **Driving While Intoxicated:** Operating a motor vehicle while under the influence of alcohol or controlled dangerous substances with a blood alcohol concentration of .08% or higher.
- **Possession:** Possession, use, or being under the influence of any controlled dangerous substance including, but not limited to, marijuana, cocaine, heroin, or prescription drugs (without a prescription).
- **Paraphernalia:** Possessing any item that may be used to ingest, inhale, deliver, pack, repackage, or distribute a controlled dangerous substance.
 - Examples of paraphernalia include: pipes, hypodermic syringes, rolling papers, etc.
- **Weapons:** Possession of any prohibited weapons or devices.
 - Prohibited weapons or devices include handguns (without a permit to carry), sawed off shotguns, metal knuckles, silencers, or body armor penetrating bullets.
- **Other Charges:** The number of motor vehicle occupant(s) that had other criminal charges. These charges include charges pertaining to theft, property destruction, forgery, violence against others, licenses, traffic regulation, and motor vehicles.

Information on criminal charges is occupant-specific rather than stop-specific. This means that the data reported indicate the number of individuals who received each charge rather than the number of stops that resulted in criminal charges. Additionally, any individual may receive more than one criminal charge. Thus, the data on criminal charges represent the total number of charges rather than individuals or stops with charges.

Wanted Persons

This section details the number of persons with outstanding warrants taken into custody during a motor vehicle stop in the current reporting period.

ANALYSIS

Analysis of State Police activities and trends³ appear 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 and each Troop appear in the sections that follow. Caution in interpretation of data is warranted, as the following depictions, generally, only reflect four years of data, and thus, do not present long term trends. Due to this short duration, differences between reporting periods may be exaggerated. Because of this, discussion of some trends appears only in text, rather than in a graphical depiction, so as not to misrepresent changes in activity.

It is also important to note that in the current reporting period, State v. Peña-Flores, 198 N.J. 6 (2009), hereafter referred to as Peña-Flores, was overturned by the New Jersey Supreme Court in State v. Witt, 223 N.J. 409 (2015), hereafter referred to as Witt.⁴ Accordingly, the standard set in State v. Alston, 88 N.J. 211 (1981), hereafter referred to as Alston, for warrantless searches of automobiles based on probable cause had been reinstated as controlling law in New Jersey. Given that Witt was decided in the middle of the current reporting period (i.e., September, 2015), and that State Police policy and procedural changes were implemented as a result of Witt, differences in the volumes of certain law enforcement procedures can be expected in the current reporting period (i.e., particularly, in stops with consent to search requests and stops with non-consensual searches). The impact of Witt on State Police activity is evident within this report and its impact is also expected in the Fifteen Aggregate Report, which will be the first full reporting period in which State Police operates entirely under new procedures as stipulated by Witt.

³Analyses of trends are not generally possible prior to the Seventh Aggregate Report due to limitations in the structure of the data supplied to OLEPS. The trend of total stop volume is available dating back to OLEPS' First Aggregate Report, but all discussions of trends of post-stop activity are limited to activity since the Seventh Aggregate Report.

⁴ For more information about Peña-Flores, please refer to: <http://www.nj.gov/oag/oleps/pdfs/OLEPS-Report-Effects-of-Pena-Flores-on-Mun-PDs-1015.pdf>

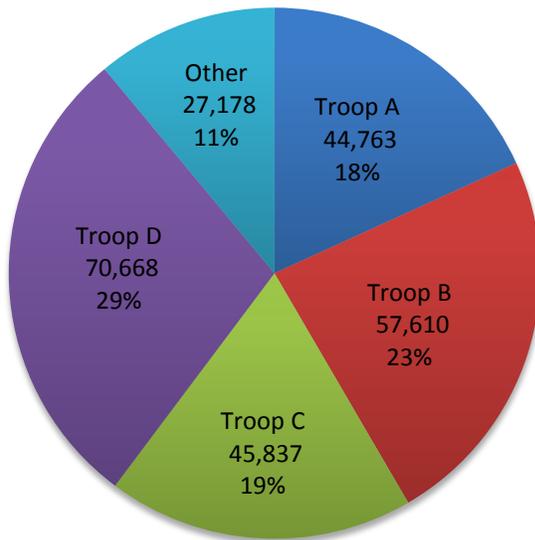
Stop Level Analysis

Number of Stops

From July 1, 2015 to December 31, 2015, the State Police conducted a total of 246,056 motor vehicle stops. Figure One depicts the number and proportion of each Troop's motor vehicle stops conducted in the current reporting period.

Figure One: Number and Proportion of Motor Vehicle Stops by Troop

July 1, 2015 – December 31, 2015



Total Motor Vehicle Stops: **246,056**

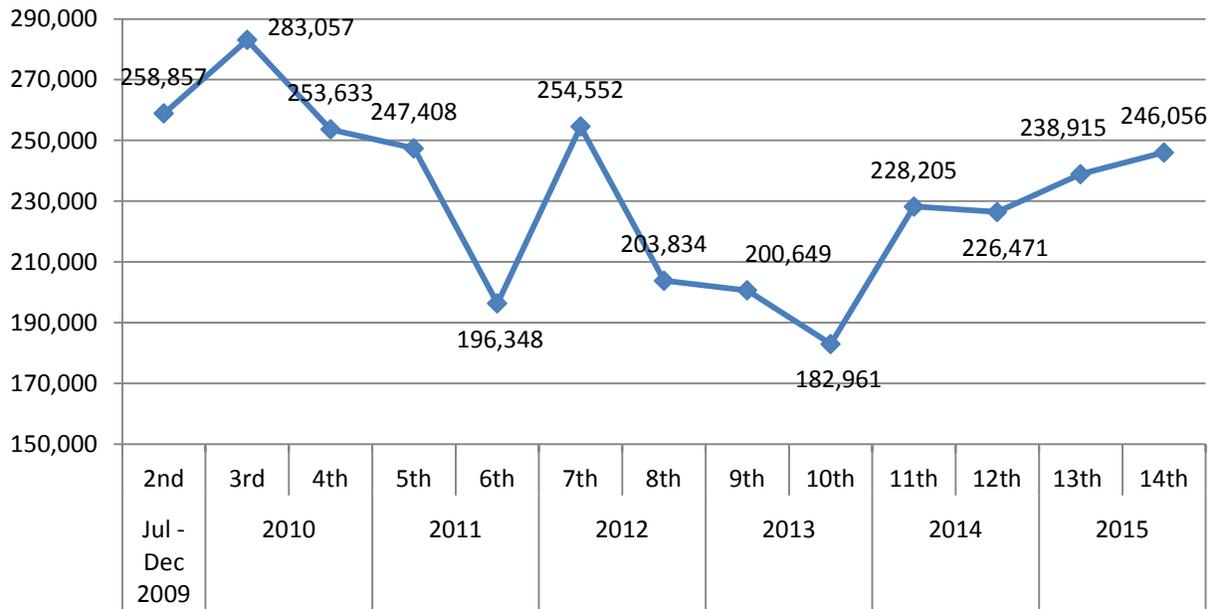
As shown, Troop D conducted 70,668 stops, 29% of all motor vehicle stops and the largest proportion of all Troops in the current reporting period. Troop B conducted 57,610 stops, 23% of all stops in the current reporting period. Troop C conducted 45,837 stops, 19%, and Troop A conducted 44,763 stops, 18% of all motor vehicle stops. Other, non-Troop stations conducted 27,178 stops, 11% of all motor vehicle stops and the smallest proportion Division-wide in the current reporting period.

Compared to the previous reporting period, the total number of stops conducted in the current reporting period increased by 7,141 stops, or 2.99%. Figure Two depicts the trend of the number of motor vehicle stops from the second through the current reporting period. The increase noted in the current reporting period is unique; historically, there have been fewer stops in the

second half of the year in comparison to the first half of the year.

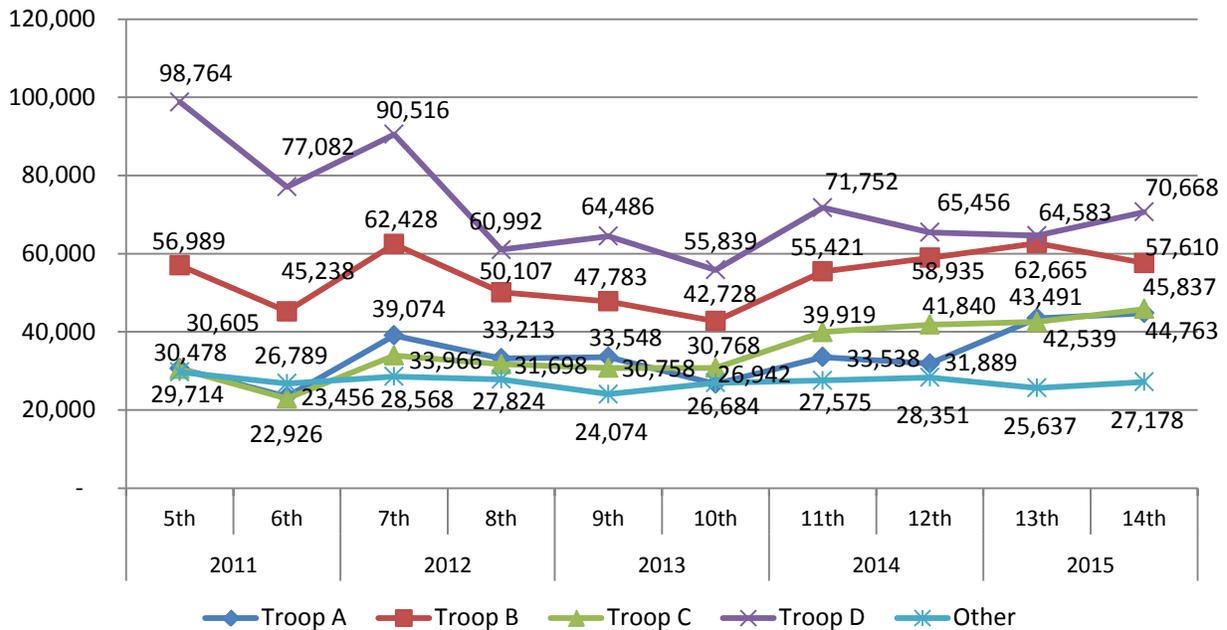
As seen in Figure Two, the volume of stops State Police conducted each reporting period peaked in the 3rd reporting period (i.e., 283,057 stops in the first half of 2010). The totals noted since the 11th reporting period, however, are higher than those noted in the three preceding reporting periods (i.e., the 8th through 10th reporting periods). Further, the increase from the previous to current reporting period is atypical, as noted previously. This continued increase is a possible effect of State Police's recruitment efforts, which have resulted in a greater number of graduating classes. From October 2013 through the end of 2015, State Police graduated four recruit classes, averaging about 115 recruits. The previous four recruit classes, from 2008 through 2012, averaged only 86 graduates.

Figure Two: Trend of Motor Vehicle Stops
 July 1, 2009 – December 31, 2015



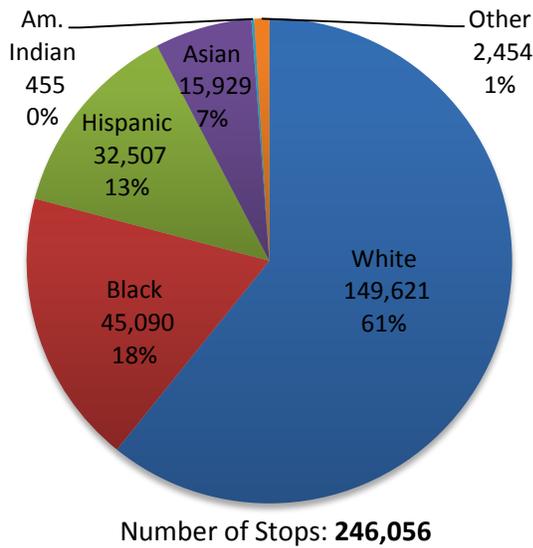
Division-wide, there was a 2.99% increase in the number of stops conducted in the current reporting period, however, the direction and magnitude of change varies across Troops. As shown in Figure Three, with the exception of Troop B, all Troops increased the volume of motor vehicle stops conducted since the previous reporting period. The largest increase in both number and proportion occurred for Troop D, which conducted an additional 6,085 motor vehicle stops, a 9.42% increase since the previous reporting period. The second largest increase occurred for Troop C, which conducted 3,298 additional stops, a 7.75% increase. Other, non-Troop stations conducted an additional 1,541 stops, a 6.01% increase. Troop A conducted 1,272 additional stops, a 2.92% increase in the current reporting period. Unlike all other Troops, Troop B conducted 5,055 fewer stops, an 8.07% decrease since the previous reporting period.

Figure Three: Troop Trends of Motor Vehicle Stops
 January 1, 2011 - December 31, 2015



Historically, Troop D conducts the largest volume of stops in each reporting period. However, in recent reporting periods the number of stops Troop D conducted has declined, particularly in comparison to volumes observed in the 5th and 7th reporting periods. In the previous period, the difference in the number of stops Troop B and Troop D conducted was less than 2,000 stops, while it was roughly 42,000 stops in the 5th reporting period. In the current reporting period, the difference between the volume of stops Troop B and Troop D conducted is 13,058 stops. Other, non-Troop stations typically conduct the fewest motor vehicle stops, as seen across the majority of reporting periods in Figure Three. The number of motor vehicle stops Troops A, B, and C conducted generally fluctuates between the totals noted for Troop D and Other non-Troop stations each reporting period. Since the 9th reporting period, the volume of stops Troops A and C conducted have, for the most part, increased steadily.

Figure Four: Racial/Ethnic Distribution of Motor Vehicle Stops
July 1, 2015 – December 31, 2015



As in previous reporting periods, White drivers make up the largest proportion of all stops in the current reporting period. White drivers were involved in 149,621 stops, 61% of all stops in the current reporting period. Black drivers were involved in 45,090 stops, 18% of all stops. Hispanic drivers were involved in 32,507 stops, 13%, and Asian drivers were involved in 15,929 stops, 7% of all stops in the current reporting period. American Indian drivers were involved in 455 stops, less than 1% of all stops in the current reporting period. Drivers whose race/ethnicity is as "Other" were involved in 2,454 stops, 1% of all stops in the current reporting period. Because American Indian and Other drivers make up such a small proportion of all stops and, thus, all activities, discussion of their activity will not be routine in this report unless their pattern differs dramatically from

this distribution.

While, overall, 61% of drivers the State Police stopped in the current reporting period were White, the proportion of White drivers is not consistent in each Troop. Troop C, for example, stopped a greater proportion of White drivers, 67%. Conversely, Troop D and Other, non-Troop stations stopped smaller proportions of White drivers, with 58% and 56%, respectively. Troop A stopped the greatest proportion of Black drivers among their stops, 24%. Other, non-Troop stations stopped the largest proportion of Hispanic drivers, 17%, in the current reporting period. Troop D stopped the greatest proportion of Asian drivers, 9%, among their stops. Troop D stopped the greatest number of White, Black, Hispanic, Asian, and Other drivers; likely the result of the overall large volume of stops Troop D conducted. Troop B stopped the greatest number of American Indian drivers in the current reporting period. The racial/ethnic differences noted across Troops are likely reflective of the driving populations in each Troop, however, as noted previously, this report does not discuss the specific circumstances of stops individually. OLEPS' Oversight Reports further explore race/ethnicity-based decision making.⁵

⁵ <http://www.nj.gov/oag/oleps/in-house-monitoring.html>

Figure Five: Troop Racial/Ethnic Distribution of Motor Vehicle Stops
 July 1, 2015 – December 31, 2015

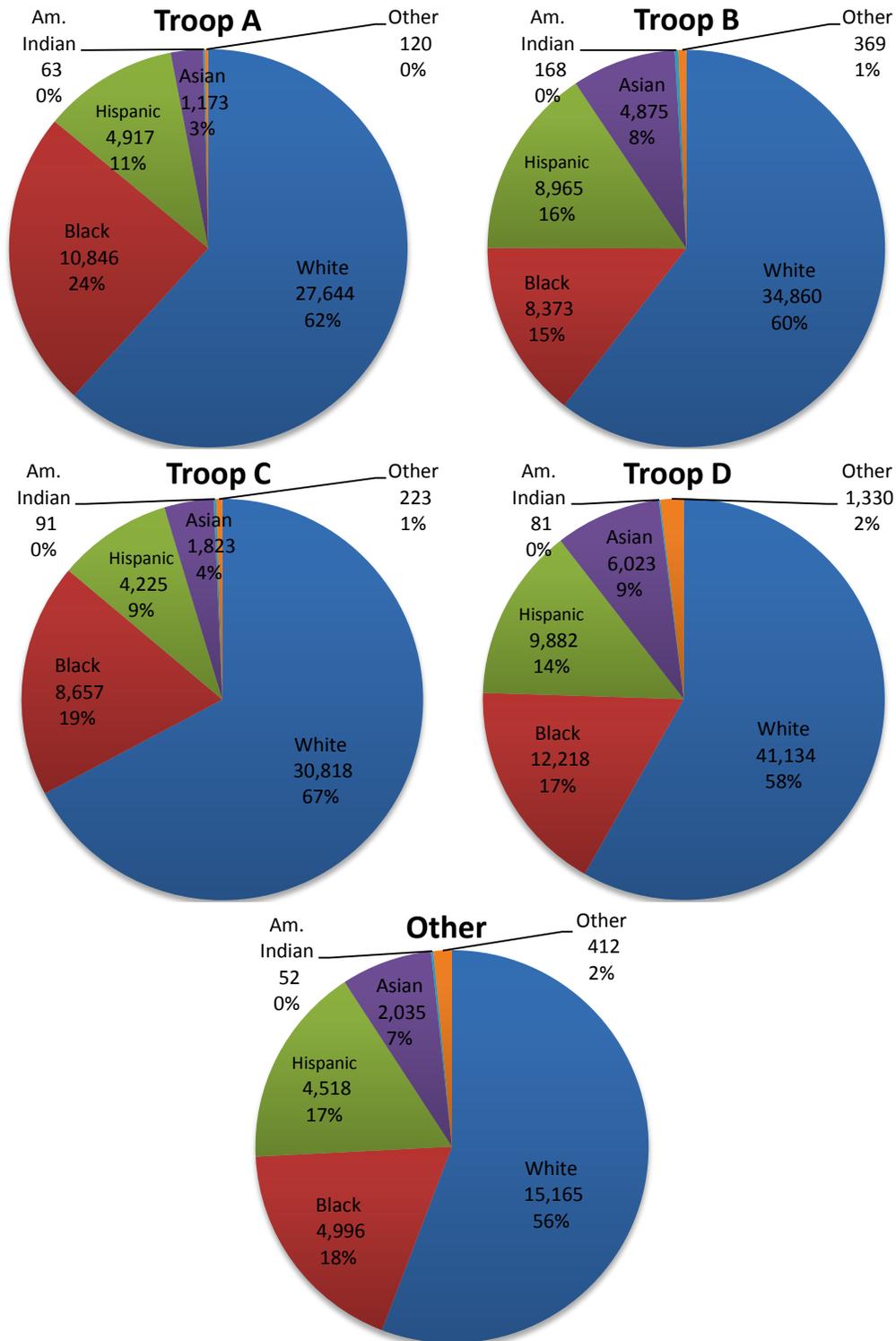
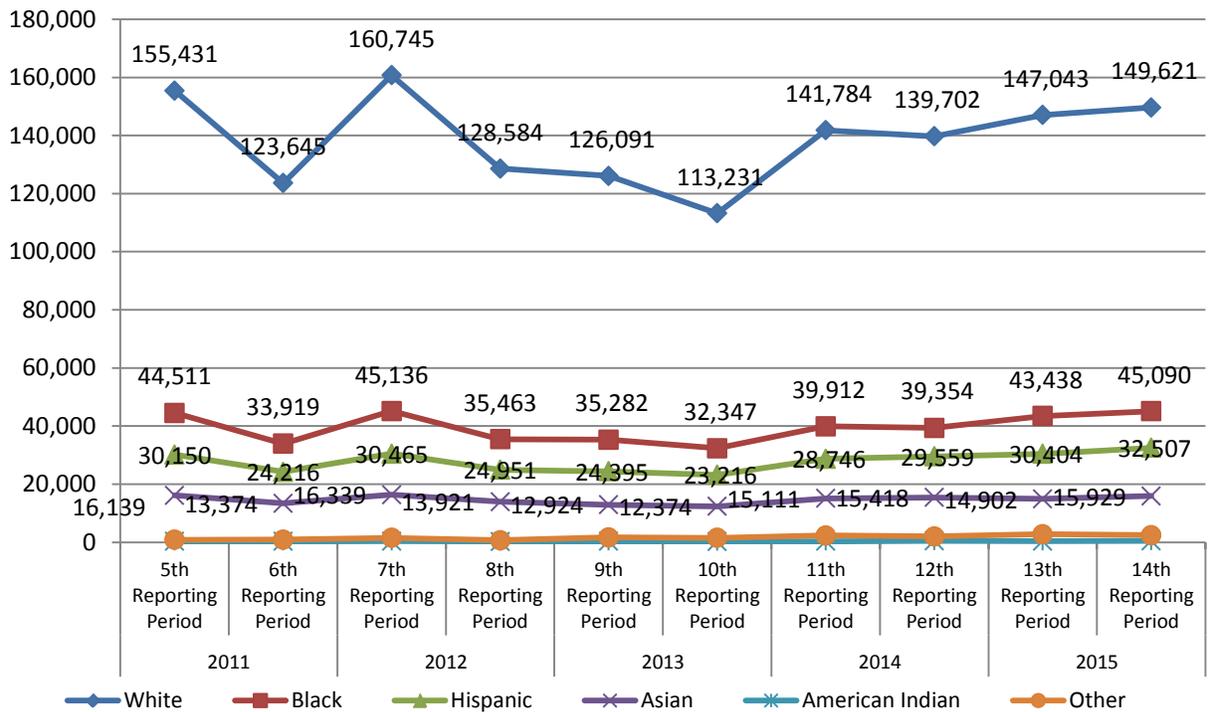


Figure Six graphs the number of motor vehicle stops made of drivers of each racial/ethnic group for the current and nine previous reporting periods. The number of stops of White, Black, Hispanic, Asian, and American Indian drivers increased, while the number of stops of Other drivers decreased since the previous reporting period. The extent of these changes differed for each racial/ethnic group. White drivers were involved in an additional 2,578 stops, a 1.75% increase in the current reporting period. Stops of Black drivers increased 3.80%, with an additional 1,652 stops. Hispanic drivers were involved in an additional 2,103 stops in the current reporting period, a 6.92% increase. Asian drivers were involved in an additional 1,027 stops, a 6.89% increase. American Indian drivers were involved in 73 additional stops, a 19.11% increase. Unlike all other racial/ethnic groups, Other drivers were involved in 292 fewer stops in the current reporting period, a 10.63% decrease.

As noted in previous Aggregate Reports, despite fluctuations in the number of stops conducted each reporting period, each racial/ethnic group still comprises the same general proportion of all stops. This consistency suggests that despite the lack of an officially calculated benchmark,⁶ this distribution may be the closest to a benchmark of State Police activity currently available.

Figure Six: Trends in Racial/Ethnic Distribution of Motor Vehicle Stops

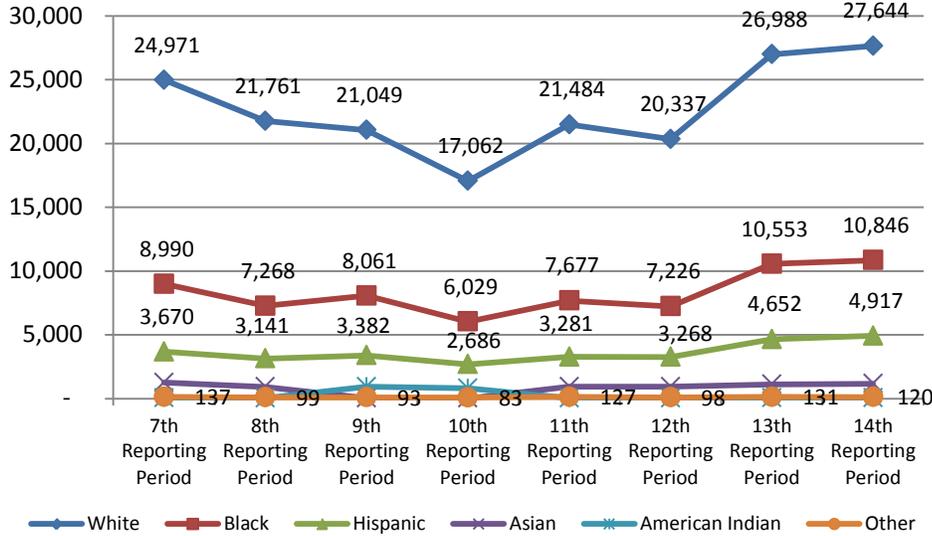
January 1, 2011 – December 31, 2015



⁶ A benchmark is a standard or point of reference to which all activities can be compared.

Figures Six A-E depict the trends in the number of stops of each racial/ethnic group across troops. As shown, trends in each Troop and across Troops differ.

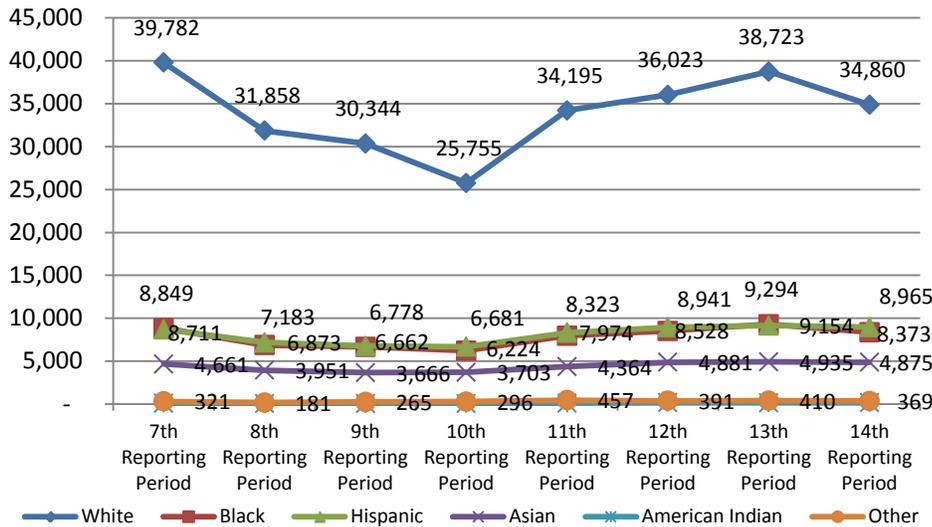
Figure Six A: Troop A Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
 January 2012 – December 2015



In Troop A, there was a 2.92% increase in the number of stops conducted. There are noted increases in motor vehicle stops for all racial/ethnic groups in the current reporting period, with the exception of Other drivers. There were 656 additional stops of White drivers, a 2.43% increase in the current reporting period. The number of stops of Black drivers increased 293 stops, a 2.78% increase.

There were 265 additional stops of Hispanic drivers, a 5.70% increase. There were 49 additional stops of Asian drivers, a 4.36% increase. There were 20 additional stops of American Indian drivers, a 46.51% increase. Caution in interpretation of percent changes is warranted, particularly for racial/ethnic groups with a typically low volume of activity (e.g., for American Indian drivers here, and for Asian drivers throughout this report); given low volumes, small changes in stop activity across reporting periods can yield larger percent changes. Unlike all other racial/ethnic groups in Troop A, Other drivers were involved in 11 fewer stops, an 8.40% decrease in the current reporting period. Despite these changes, the proportions for each racial/ethnic group noted in Troop A in this reporting period are identical to those in the previous reporting period.

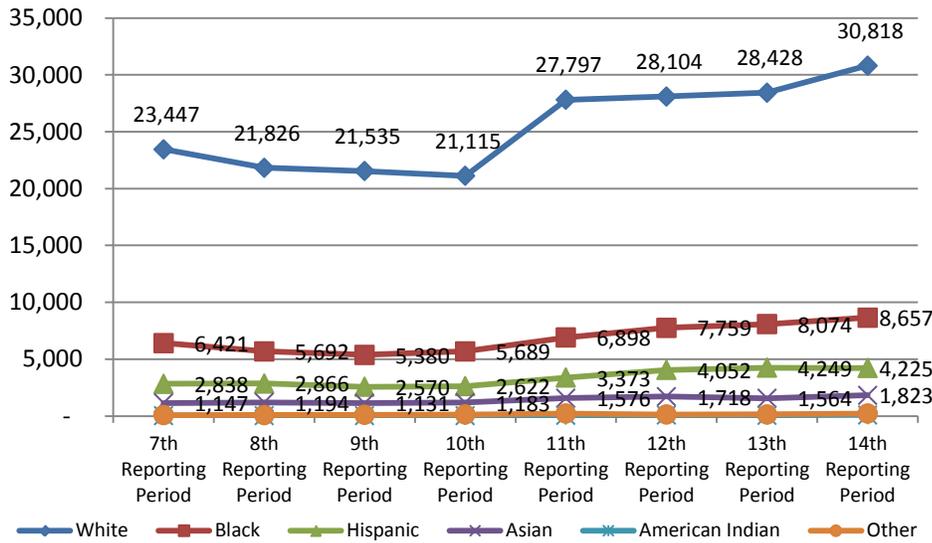
Figure Six B: Troop B Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
 January 2012 – December 2015



Unlike all other Troops, there was an 8.07% decrease in the total number of stops Troop B conducted since the previous reporting period. Correspondingly, the majority of racial/ethnic groups were involved in fewer motor vehicle stops in the current reporting period. White drivers were involved in 3,863 fewer stops, a 9.98% decrease and the largest decrease in the number of motor vehicle stops

noted for any racial/ethnic group Division-wide. Black drivers were involved in 921 fewer stops, a 9.91% decrease. There were 189 fewer stops of Hispanic drivers, a 2.06% decrease. As seen in Figure Six B, the number of stops of Black and Hispanic drivers is consistently very close. In the current reporting period, the number of stops of Hispanic drivers was slightly larger than that of Black drivers, by a difference of 592 stops. Although slight, this is the largest difference in the number of stops between Black and Hispanic drivers observed in Troop B in the reporting periods examined here. There were 60 fewer stops of Asian drivers, a 1.22% decrease. Other drivers were involved in 41 fewer stops, a 10.0% decrease. Unlike all other racial/ethnic groups, American Indian drivers were involved in 19 additional motor vehicle stops in the current reporting period, a 12.75% increase. In comparison to the previous reporting period, the proportion of stops of White drivers decreased by two percentage points (from 62% to 60%), whereas the proportion of stops of Hispanic drivers increased by two percentage points (from 14% to 16%). Proportions for Black and Asian drivers remained the same since the previous reporting period in Troop B.

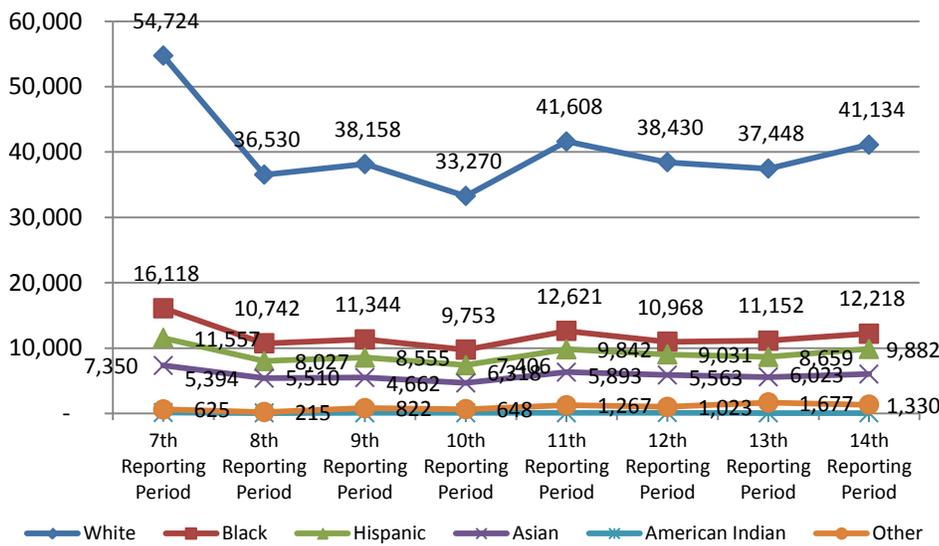
Figure Six C: Troop C Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
 January 2012 – December 2015



The number of stops Troop C conducted increased 7.75% in the current reporting period. There were increases in stops for nearly all racial/ethnic groups in the current reporting period. White drivers were involved in 2,390 additional stops, an 8.41% increase. Black drivers were involved in 583 additional stops, a 7.22% increase. There were 259 additional stops of Asian drivers, a

16.56% increase, and 21 additional stops of American Indian drivers, a 30.0% increase. Other drivers were involved in 69 additional stops, a 44.81% increase. Unlike all other racial/ethnic groups, Hispanic drivers were involved in fewer stops in the current reporting period, although this decrease was slight, with 24 fewer stops, a 0.56% decrease since the previous reporting period. As previously indicated, the number of stops Troop C conducted has been consistently increasing since the ninth reporting period, unlike all other troops. As shown in Figure Six C, with limited exceptions, the number of stops involving each racial/ethnic group has increased nearly every reporting period since the ninth reporting period. Nonetheless, despite the changes noted for each racial/ethnic group in the current reporting period, the proportions of all racial/ethnic groups in Troop C's stops were identical to those noted in the previous reporting period, with the exception of proportions for Hispanic and Other drivers. Troop C's proportion of Hispanic drivers decreased by one percentage point, from 10% in the previous reporting period to 9% in the current. The proportion of Other drivers increased from a fraction of a percentage in the previous reporting period to roughly 1% in the current reporting period.

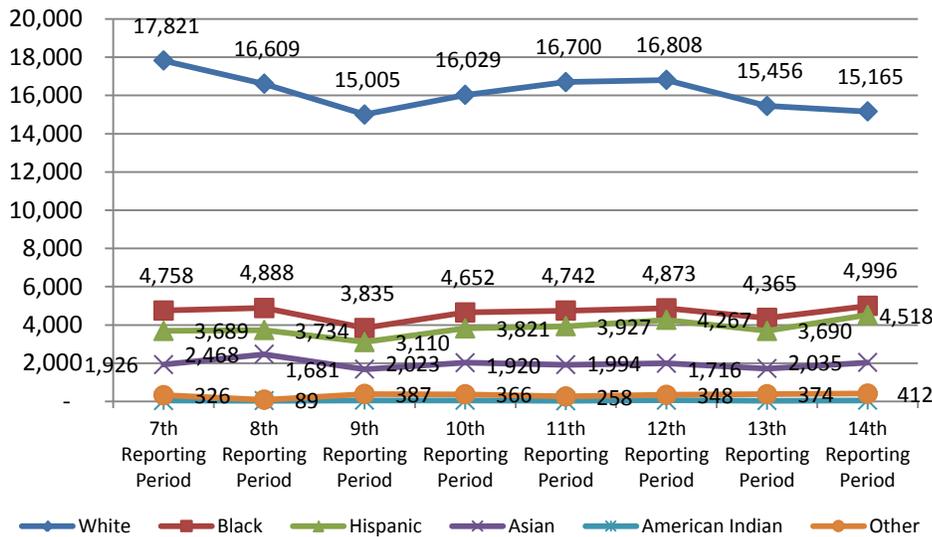
Figure Six D: Troop D Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
 January 2012 – December 2015



Stops Troop D conducted increased by 9.42% in the current reporting period. Stops of White, Black, Hispanic, and Asian drivers increased, while stops of American Indian and Other drivers decreased in the current reporting period. The largest increase occurred for White drivers, who were involved in 3,686 additional stops, a 9.84% increase. Whereas White drivers in Troop B were involved in nearly 4,000

fewer stops in the current reporting period, a near 10% decrease, White drivers in Troop D were involved in nearly 4,000 additional stops in the current reporting period, a near 10% increase. Further, the increase noted for White drivers in Troop D is the largest increase in the number of motor vehicle stops noted for any racial/ethnic group Division-wide. Black drivers were involved in 1,066 additional stops, a 9.56% increase in stops in the current reporting period. Hispanic drivers were involved in 1,223 stops, a 14.12% increase. There were 460 additional stops of Asian drivers, an 8.27% increase. Conversely, there were 347 fewer stops of Other drivers, a 20.69% decrease. The number of stops of American Indian drivers decreased only slightly, with three fewer stops, a 3.57% decrease since the previous reporting period. Despite these changes, the proportions noted for stops Troop D made for each racial/ethnic group are highly similar to those noted in the previous reporting period. Proportions for White, Black, and Asian drivers remained the same, whereas the proportion of stops of Hispanic drivers increased from 13% in the previous reporting period to 14% in the current reporting period, and the proportion of Other drivers decreased from 3% in the previous reporting period to 2% in the current reporting period.

Figure Six E: Other Stations Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
 January 2012 – December 2015



Stops stations identified as Other conducted increased 6.01% in the current reporting period. Stops of White drivers decreased, whereas stops of all other racial/ethnic groups increased in the current reporting period. White drivers were involved in 291 fewer motor vehicle stops in the current reporting period, a 1.88% decrease. The largest increase in the number of stops Other, non-Troop stations

conducted was of Hispanic drivers in the current reporting period; Hispanic drivers were involved in 828 additional stops, a 22.44% increase. Black drivers were involved in 631 additional stops, a 14.46% increase. There were 319 additional stops of Asian drivers, an 18.59% increase, and 16 additional stops of American Indian drivers, a 44.44% increase. And Other drivers were involved in 38 additional stops in the current reporting period, a 10.16% increase. Changes in proportions for each racial/ethnic group in Other, non-Troop stations were more noticeable in comparison to other Troops. Proportions of White drivers decreased from 60% in the previous reporting period to 56% in the current. Proportions of Black drivers increased from 17% in the previous reporting period to 18% in the current. And proportions of Hispanic drivers increased from 14% in the previous reporting period to 17% in the current. Proportions of all other racial/ethnic groups remained the same in Other, non-Troop stations between the previous and current reporting periods.

Reason for Stops

As in previous reporting periods, moving violations were the basis for the majority of stops conducted. In the current reporting period, moving violations were the basis for 80.15% of all motor vehicle stops, non-moving violations were the basis for 18.52%, and other violations were the basis for 1.33% of stops. While moving violations have been the most frequently cited reasons for stops, these violations make up a larger proportion of stops in the current in comparison to the previous reporting period (77.51%). The proportion of stops made for non-moving violations was smaller in the current in comparison to the previous reporting period (21.23%). Stops made for other reasons continue to make up less than 2% of all motor vehicle stops conducted Division-wide.

Table One: Proportions of Stop Reasons by Race/Ethnicity
 July 1, 2015 – December 31, 2015

	Stops	Moving Violations	Non-Moving Violations	Other Violations
All Groups	246,056	80.15%	18.52%	1.33%
White	149,621	80.97%	17.91%	1.12%
Black	45,090	75.96%	22.43%	1.61%
Hispanic	32,507	80.61%	18.05%	1.34%
Asian	15,929	90.20%	9.02%	0.78%
American Indian	455	88.13%	11.21%	0.66%
Other	2,454	34.03%	52.93%	13.04%

Table One indicates that these proportions are not consistent across racial/ethnic groups. Moving violations were the most common stop reason for White, Black, Hispanic, Asian, and American Indian drivers, whereas non-moving violations were the most common stop reason for Other drivers in the current reporting period. As shown, moving violations were the basis of 90.20% of all stops of Asian drivers. Conversely, moving violations were only 75.96% of all stops made of Black drivers and only 34.03% of stops made of Other drivers in the current reporting period. Of all stops of White drivers, moving violations were the basis for the stop in approximately 81% of stops; the same pattern appears for Hispanic drivers in the current reporting period.

Non-moving violations were the largest stop reason for Other drivers, making up 52.93% of all stops of this racial/ethnic group in the current reporting period. Of all stops of Black drivers, non-moving violations were the basis for 22.43%, while only 9.02% of stops of Asian drivers stem from these violations. Of all stops of White drivers, 18% stem from non-moving violations; similar to moving violations, the same pattern appears for Hispanic drivers in the current reporting period. The large proportion of stops of Other drivers based on non-moving violations are largely for instances of vehicle abandonment or parking in prohibited areas. In these stops, the driver was not often present.

Stops for other violations were typically fewer than 2% of all stops made of drivers of each racial/ethnic group, except for Other drivers. Other violations accounted for 13.04% of all stops of Other drivers in the current reporting period.

Table Two indicates the proportions of stop reasons by Troop and race/ethnicity in the current reporting period. Across Troops, the reasons for stops vary. Stops based on moving violations were the largest proportion of stops in each Troop varying from 63.11% in Troop C to roughly 90% in Troop D and Other, non-Troop stations. Stops made for non-moving violations vary between roughly 9% in Troop D and Other, non-Troop station to nearly 36% in Troop C. Within each troop, however, considerable variation exists across racial/ethnic groups.

Table Two: Proportions of Stop Reasons by Troop and Race/Ethnicity
 July 1, 2015 – December 31, 2015

	Troop A			Troop B			Troop C		
	Moving Violation	Non-Moving Violation	Other	Moving Violation	Non-Moving Violation	Other	Moving Violation	Non-Moving Violation	Other
All Groups	70.13%	28.43%	1.44%	85.24%	13.06%	1.70%	63.11%	35.71%	1.18%
White	72.73%	25.93%	1.34%	84.56%	13.93%	1.51%	65.52%	33.53%	0.94%
Black	64.53%	33.98%	1.48%	85.09%	12.83%	2.08%	54.22%	44.13%	1.65%
Hispanic	64.57%	33.90%	1.53%	85.93%	12.52%	1.55%	58.84%	39.72%	1.44%
Asian	84.74%	14.41%	0.85%	91.18%	8.00%	0.82%	76.30%	23.04%	0.66%
Am. Indian	76.19%	22.22%	1.59%	89.29%	10.12%	0.60%	81.32%	18.68%	0.00%
Other	58.33%	19.17%	22.50%	55.56%	17.62%	26.83%	40.36%	44.84%	14.80%

	Troop D			Other		
	Moving Violation	Non-Moving Violation	Other	Moving Violation	Non-Moving Violation	Other
All Groups	89.58%	9.20%	1.22%	90.07%	8.97%	0.96%
White	91.28%	7.81%	0.91%	91.20%	8.06%	0.74%
Black	89.56%	8.77%	1.67%	89.87%	9.23%	0.90%
Hispanic	89.08%	9.79%	1.13%	89.31%	9.61%	1.08%
Asian	93.24%	5.89%	0.86%	94.45%	5.06%	0.49%
Am. Indian	96.30%	3.70%	0.00%	98.08%	0.00%	1.92%
Other	23.91%	67.22%	8.87%	36.89%	52.67%	10.44%

Across Troops, moving violations were typically a larger proportion of stops made of White and Asian drivers than Black and Hispanic drivers. Conversely, non-moving violations were typically a larger proportion of stops of Black and Hispanic drivers compared to White or Asian drivers. Consistently, Other drivers were involved in a larger proportion of stops made for other reasons in comparison to all other racial/ethnic groups.

In Troop A, moving violations were 70.13% of all stops, non-moving violations were 28.43%, and other violations were 1.44% of all stops. However, only 65% of stops of both Black and Hispanic drivers were based on moving violations. Similarly, 34% of stops of both Black and Hispanic drivers were based on non-moving violations. Stops based on other violations were less than 2% of all stops for all racial/ethnic groups except for Other drivers, for which they were 22.50%.

Moving violations were the basis for only 54.22% of Troop C's stops of Black drivers, while non-moving violations were the basis for 44.13% of stops. For Asian drivers in Troop C, moving violations were the basis of 76.30% of stops and non-moving violations were the basis of 23.04% of stops. Stops based on other violations in Troop C were less than 2% of all stops for all racial/ethnic groups with the exception of Other drivers, for which they were 14.80%.

Compared to Troop A and C, a larger proportion of Troop B's stops were based on moving violations, 85.24%, while 13.06% of all stops Troop B conducted were based on non-moving violations. Across racial/ethnic groups in Troop B, the proportions of moving violations range from 55.56% for Other drivers to 91.18% for Asian drivers. Proportions for non-moving violations range from 8% for Asian drivers to 17.62% for Other drivers. Stops based on other violations made up 2% or less for all racial/ethnic groups other than Other drivers; other violations accounted for 26.83% of all stops of Other drivers in the current reporting period.

Among all Troop D stops, moving violations are 89.58%, non-moving violations are 9.20% were based on, and other violations are 1.22%. For Asian drivers, moving violations are 93.24% and non-moving violations are 5.89% of all stops. For White drivers in Troop D, moving violations were the basis of 91.28% of all stops, and non-moving violations were the basis of only 7.81% of all stops.

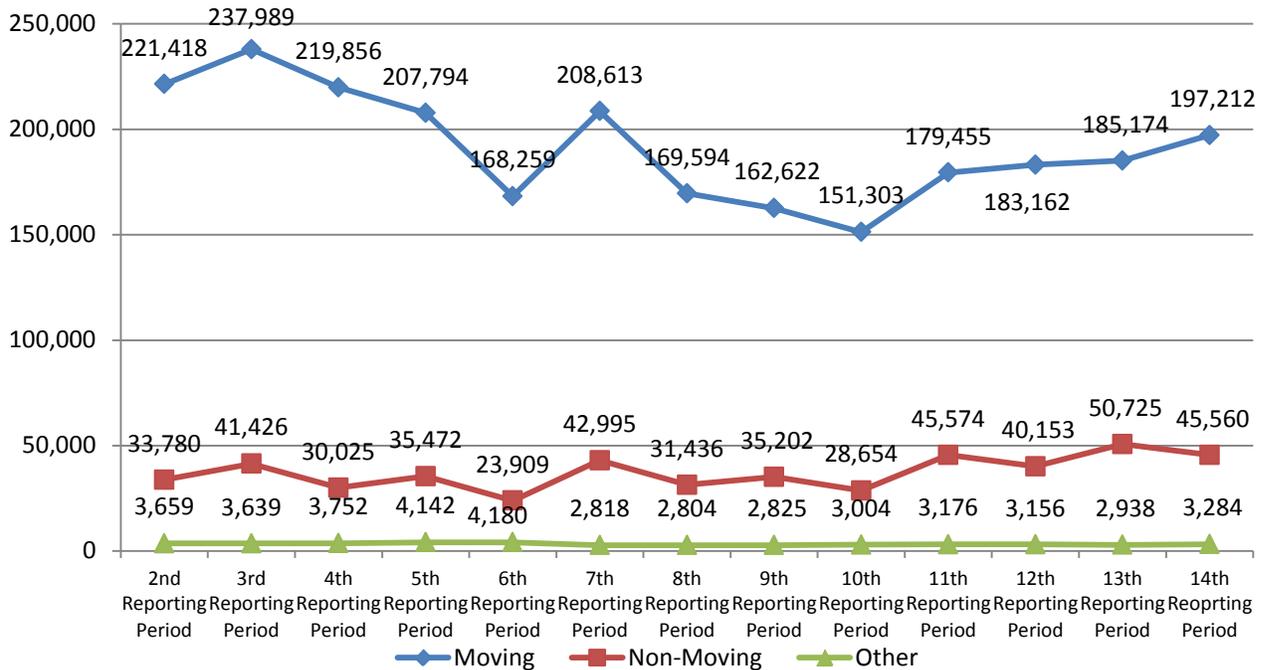
Among Other, non-Troop stations' stops, moving violations are 90.07% of stops, non-moving violations are 8.97%, and other violations are slightly less than 1%. Moving violations were the basis of nearly all stops Other, non-Troop stations conducted of American Indian drivers, and there were no stops of American Indian drivers made for non-moving violations in the current reporting period.

Figure Seven depicts Division-wide trends in reasons for motor vehicle stops from the second through the current reporting period. As shown, in the current reporting period, moving violations were the basis of 197,212 motor vehicle stops. Historically, moving violations typically accounted for between 78% and 87% of all motor vehicle stops. The proportion of stops based on moving violations noted in the current reporting period, 80.15%, is consistent with proportions noted in previous reporting periods.

Non-moving violations typically account for a much smaller proportion of motor vehicle stops. Typically, non-moving violations account for between 12% and 21% of all motor vehicle stops. In the current reporting period, non-moving violations were the basis of 45,560 stops, or 18.52% of all stops. Thus the proportion noted for non-moving violations in the current reporting period is consistent with historical trends.

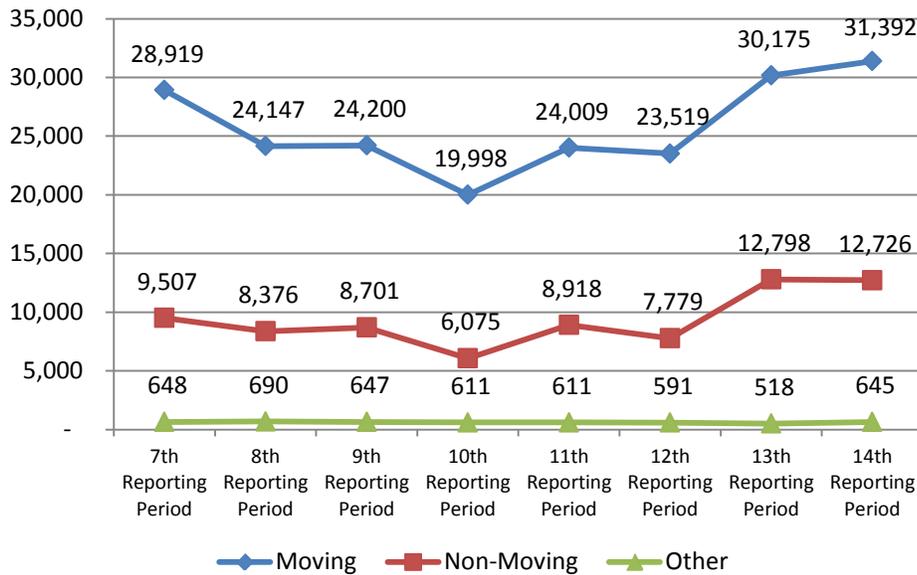
While non-moving violations make up a small proportion of all motor vehicle stops, stops made for other violations make up an even smaller proportion. The proportion of stops for other reasons is usually between 1% and 2% of all stops. In the current period, other violations were the basis of 3,284 motor vehicle stops, 1.33% of all stops, consistent with previous reporting periods.

Figure Seven: Trends in Reasons for Motor Vehicle Stops
 July 1, 2009 – December 31, 2015



Overall, the same general pattern of stop reasons remains: moving violations are the basis of the majority of stops. As noted previously, the overall number of stops increased 2.99% in the current reporting period. There were 12,038 additional motor vehicle stops based on moving violations, a 6.5% increase since the previous reporting period. There were 5,165 fewer motor vehicle stops based on non-moving violations, a 10.18% decrease in the current reporting period. And there were 346 additional motor vehicle stops based on other reasons, an 11.78% increase in the current reporting period. Fluctuations in stop reasons across reporting periods are likely borne out of enforcement details. For example, if the State Police received a grant that focused on seat belt violations, there might be an increase in non-moving violations. Conversely, if a grant targeting a certain category of stops ended, the potential exists for a decrease in those stops. For this reason, OLEPS does not offer an opinion on the proportion of stops made for moving, non-moving, or other violations. Rather, OLEPS merely presents and compares these numbers and proportions to previous reporting periods.

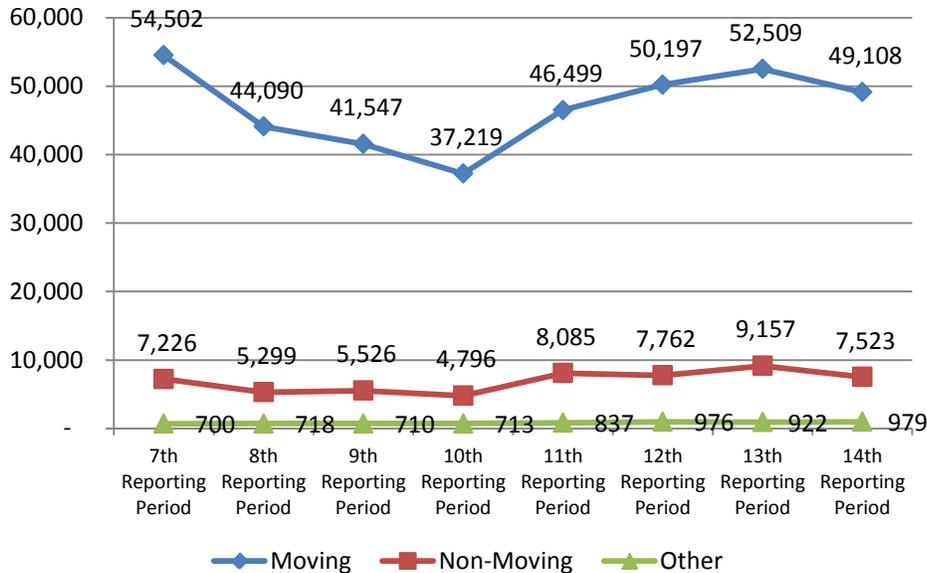
Figure Seven A: Troop A Trends in Motor Vehicle Stop Reasons
 January 2012 – December 2015



As noted above, the number of stops Troop A conducted increased by 2.92% in the current reporting period. The number of stops made for moving violations increased by 1,217 stops (4.03%), and the number of stops made for other reasons increased by 645 stops (24.52%) in the current reporting period. Conversely, the number of stops made for non-moving violations decreased slightly, by 72

stops, less than 1% since the previous reporting period.

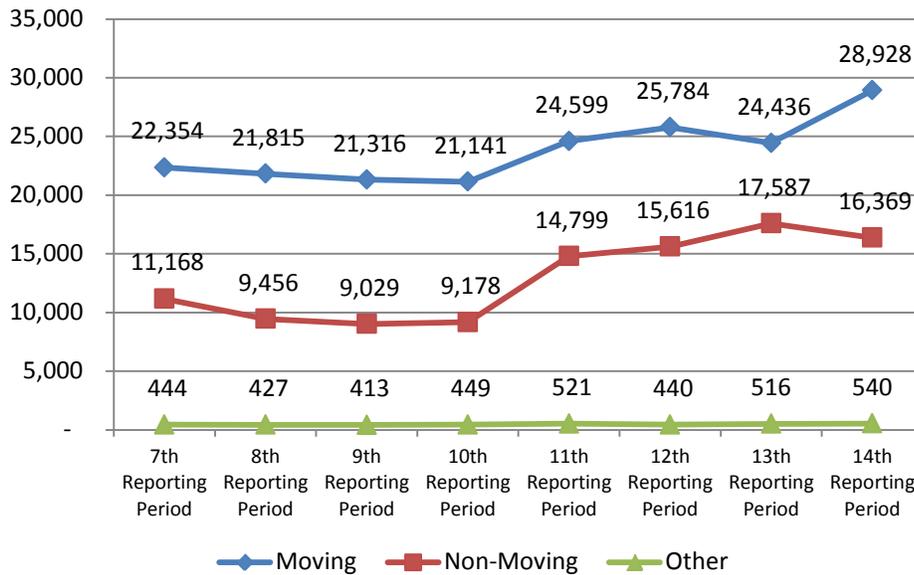
Figure Seven B: Troop B Trends in Motor Vehicle Stop Reasons
 January 2012 – December 2015



Unlike all other Troops, the number of motor vehicle stops Troop B conducted decreased by 8.07% in the current reporting period. As such, stops made for moving violations decreased by 3,401 stops, a 6.48% decrease in the current reporting period. The number of stops made for non-moving violations decreased by 1,634 stops, or 17.84%. Stops made for other reasons increased by 57 stops, or 6.18%, since the previous

reporting period.

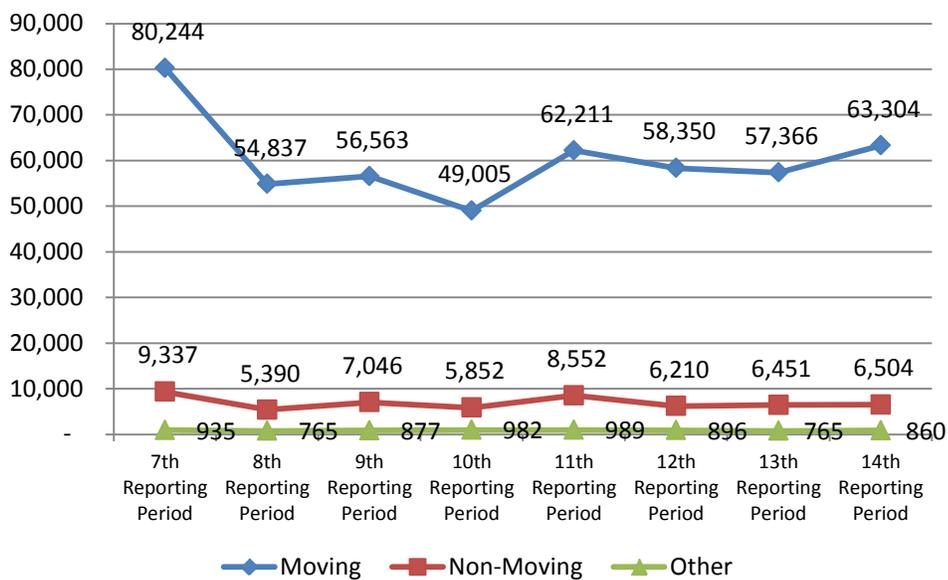
Figure Seven C: Troop C Trends in Motor Vehicle Stop Reasons
 January 2012 – December 2015



The number of motor vehicle stops Troop C conducted increased by 7.75% in the current reporting period. The number of stops made for moving violations increased by 4,492 stops, an 18.38% increase. This is the largest number of stops made for moving violations in all reporting periods observed for Troop C. The number of stops made for non-moving violations decreased in the current

reporting period by 1,218 stops, or 6.93%. Stops made for other reasons increased slightly, by 24 stops, or 4.65%. In the previous reporting period, the difference in the number of stops made for moving and non-moving violations was the smallest observed since the seventh reporting period. This difference increased from roughly 7,000 stops in the previous reporting period to roughly 12,500 stops in the current reporting period. Nonetheless, Troop C still had the smallest difference between stops made for moving and non-moving violations in comparison to all other troops in the current reporting period.

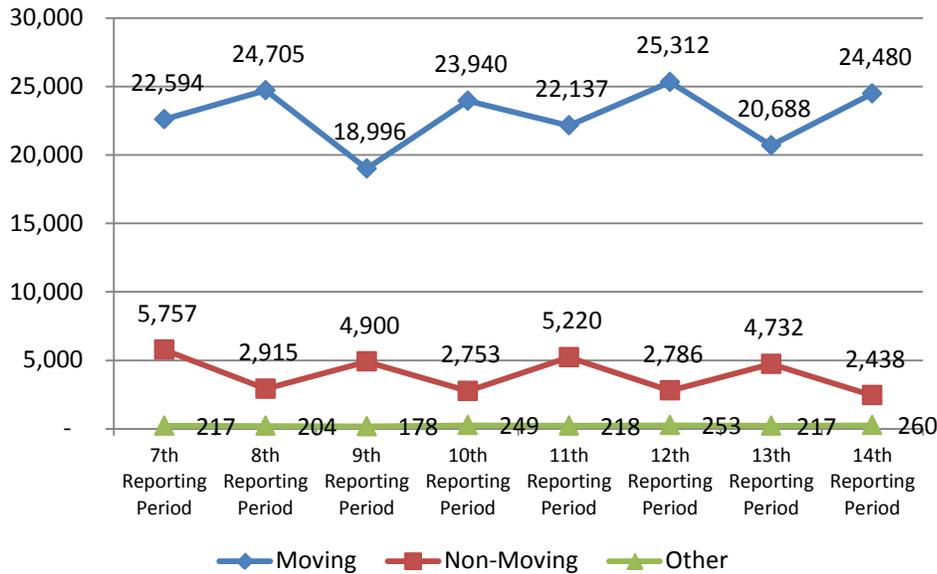
Figure Seven D: Troop D Trends in Motor Vehicle Stop Reasons
 January 2012 – December 2015



There was a 9.42% increase in motor vehicle stops Troop D conducted in the current reporting period. Unlike all other Troops, stops across all categories increased since the previous reporting period. Stops made for moving violations increased by 5,938 stops, or 10.35%. Stops made for non-moving violations increased only slightly, by 53 stops, or 0.82%. Stops made for other reasons increased

by 95 stops, or 12.42% in the current reporting period.

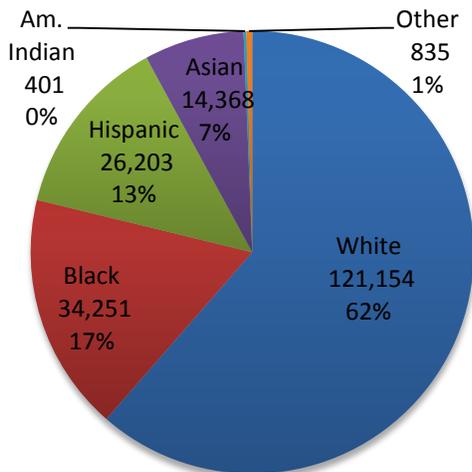
Figure Seven E: Troop E Trends in Motor Vehicle Stop Reasons
 January 2012 – December 2015



There was a 6.01% increase in motor vehicle stops Other, non-troop stations conducted since the previous reporting period. Stops made for moving violations increased by 3,792 stops, or 18.33%. Stops made for non-moving violations decreased by 2,294 stops, or 48.48%. Stops made for other reasons increased by 43 stops, or 19.82% since the previous reporting period.

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. Given this, it is more appropriate to assess the racial/ethnic distribution of each type of motor vehicle stop.

Figure Eight: Racial/Ethnic Distribution of Stops made for Moving Violations
 July 1, 2015 – December 31, 2015

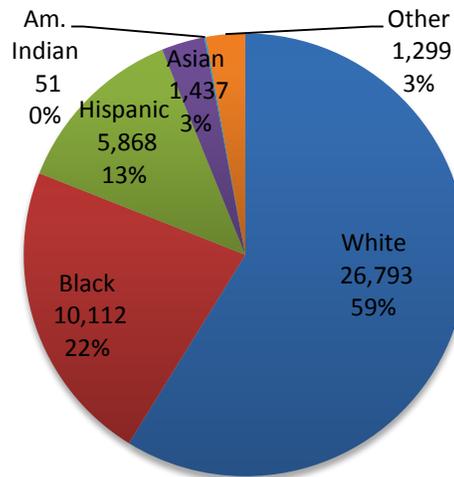


Total Stops for Moving Violations: **197,212**

Moving violations make up the overwhelming majority of motor vehicle stops, so the racial/ethnic distribution of stops with moving violations is nearly identical to that of all stops. As shown in Figure Eight, 121,154 stops, 62%, made for moving violations involved White drivers, 34,251, or 17% involved Black drivers, 26,203 stops, or 13% involved Hispanic drivers, and 14,368 stops, or 7% involved Asian drivers. One percent involved drivers of an Other race/ethnicity, and less than one percent involved American Indian drivers. When compared to the racial/ethnic distribution of all motor vehicle stops in the current reporting period, the proportions for White and Black drivers differ by one percentage point, and the proportions for Hispanic, Asian, American Indian, and Other drivers are identical.

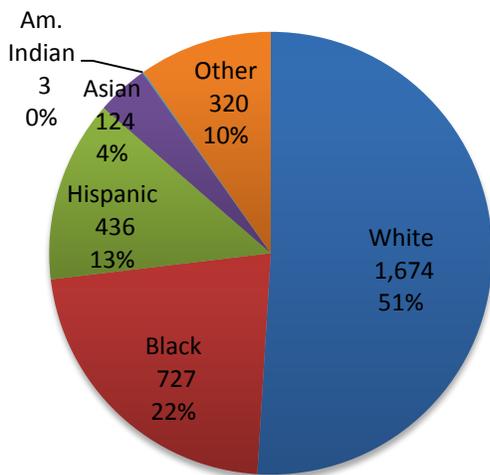
Figure Nine: Racial/Ethnic Distribution of Stops made for Non-Moving Violations
 July 1, 2015 – December 31, 2015

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 were 59% of stops made for non-moving violations (59%), slightly underrepresented compared to their proportion of all motor vehicle stops (61%). Compared to their proportion of all motor vehicle stops (18%), Black drivers were slightly overrepresented in stops made for non-moving violations (22%). Hispanic drivers made up the same proportion of all motor vehicle stops as stops made for non-moving violations (13%) in the current reporting period. Asian drivers were 3% of stops made for non-moving violations (3%) in the current reporting period, slightly underrepresented in comparison to their proportion of all motor vehicle stops (7%). American Indian drivers were 0% of all stops and stops made for non-moving violations (0%), like Hispanic drivers, an even representation among all stops and stops for non-moving violations. However, Other drivers were slightly overrepresented in stops made for non-moving violations, making up 1% of all stops, but 3% of all stops made for non-moving violations.



Total Stops for Non-Moving Violations: **45,560**

Figure Ten: Racial/Ethnic Distribution of Stops made for Other Violations
 July 1, 2015 – December 31, 2015



Total Stops for Other Violations: **3,284**

Because there are so few stops, less than 3,300, made for other reasons, the racial/ethnic distribution of these stops is most likely to differ from the overall distribution of stops. Indeed, these distributions differ. White drivers, while still the majority, were only involved in 1,674 stops, or 51% of stops made for other reasons, and thus underrepresented when compared to their proportion of all motor vehicle stops. Black drivers, however, were involved in 727 stops, or 22% of stops made for other reasons, and thus slightly overrepresented in this distribution. Hispanic drivers were involved in 436 stops made for other reasons, 13% of all stops made for other reasons, and thus represented in the same proportion as all motor vehicle stops.

Stop Statutes

There were 98 statutes cited in the 197,212 stops made for moving violations in the current reporting period. Most commonly, these violations centered on rates of speed. For drivers of all racial/ethnic groups Division-wide, N.J.S.A. 39:4-98, Rate of Speed, was the most frequently cited moving

violation. Table Three lists the five most frequently cited statutes in stops with moving violations, which account for 84.24% of all stops made for moving violations in the current reporting period. The five statutes listed account for 86.11% of all stops for moving violations involving White drivers, 83.1% of stops for moving violations of Black drivers, 79.25% of stops for moving violations of Hispanic drivers, and 80.69% of stops for moving violations of Asian drivers. For American Indian and Other drivers, the top five statutes cited in moving violations are not those listed in Table Three. For American Indian and Other drivers, hands free device is not a frequently cited stop reason. Instead, N.J.S.A. 39:4-88A Failure to Keep Right is a frequent citation for American Indian drivers and for Other drivers, N.J.S.A. 19:9-1.3C Disregard of Turnpike Signs is a frequent citation. Because the top five statutes listed in Table Three make up a smaller proportion of all moving stops for minority drivers than White drivers, there is more variation in the moving statutes cited in stops of minority drivers than White drivers.

Each racial/ethnic group made up a varying proportion of all stops made for each statute. Generally, the distribution is consistent across statutes. Of all stops made based on Rate of Speed, 68% involved White drivers, 15% involved Black drivers, 11% involved Hispanic drivers, and 6% involved Asian drivers. Conversely, of all stops made for those not abiding by the 65 m.p.h. speed limit on the Turnpike, a lower proportion, 53%, were White drivers, whereas a higher proportion, 22%, were Black drivers. Hispanic drivers were 13%, and Asian drivers were 11% of this stop statute. Division-wide, White drivers were the largest proportion of N.J.S.A. 39:4-97.3, not utilizing a Hands-Free Device, 69%, whereas Black and Hispanic drivers made up smaller proportions of this statute, each accounting for 12% of these stops. Asian drivers were 7% of stops with this statute in the current reporting period.

Table Three: Moving Violation Stop Statutes by Race/Ethnicity

July 1, 2015 – December 31, 2015

		White	Black	Hispanic	Asian	American Indian	Other	Total
Rate of Speed	39:4-98	54,002	12,282	8,606	4,728	159	265	80,042
<i>% of Statute</i>		67.47%	15.34%	10.75%	5.91%	0.20%	0.33%	100.00%
Unsafe Lane Change	39:4-88B	15,644	6,058	4,468	2,165	71	133	28,539
<i>% of Statute</i>		54.82%	21.23%	15.66%	7.59%	0.25%	0.47%	100.00%
Careless Driving	39:4-97	16,714	4,754	3,853	2,059	51	132	27,563
<i>% of Statute</i>		60.64%	17.25%	13.98%	7.47%	0.19%	0.48%	100.00%
Turnpike Speed Limit- 65	19:9-1.2A	9,424	3,890	2,367	1,862	29	70	17,642
<i>% of Statute</i>		53.42%	22.05%	13.42%	10.55%	0.16%	0.40%	100.00%
Hands Free Device	39:4-97.3	8,545	1,477	1,473	818	16	24	12,353
<i>% of Statute</i>		69.17%	11.96%	11.92%	6.62%	0.13%	0.19%	100.00%
Total		104,329	28,461	20,767	11,632	326	624	166,139
Proportion of all Moving Stops		86.11%	83.10%	79.25%	80.96%	81.30%	74.73%	84.24%

The top moving violation statutes vary across troops. For Troop A, there were 56 statutes used in the 31,392 stops for moving violations conducted in the current reporting period. The top three statutes

used by Troop A are the same as those noted in Table Three and used Division-wide. However, the fourth most common statute for Troop A was Hands Free Device and the fifth most common statute cited was not listed amongst the five most common for the Division, Right of Way. The five most common statutes Troop A cited account for 94.41% of Troop A's stops for moving violations and between 93% and 98% of all stops for a moving violation of each racial/ethnic group. The racial/ethnic distribution for each statute varies and Rate of Speed remains the most common statute for each group. White drivers made up the majority of each statute, with proportions ranging from 55% to 68%. Black drivers are the second largest proportion for each statute, with proportions ranging from 21% to 27%. Hispanic drivers made up between 8% and 15% of each statute, while Asian drivers were between 2% and 4% of each statute cited in stops with moving violations in the current reporting period.

Table Three A: Moving Violation Stop Statutes by Race/Ethnicity for Troop A
 July 1, 2015 – December 31, 2015

		White	Black	Hispanic	Asian	American Indian	Other	Total
Rate of Speed	39:4-98	13,064	3,951	1,672	546	27	41	19,301
<i>% of Statute</i>		67.69%	20.47%	8.66%	2.83%	0.14%	0.21%	100.00%
Unsafe Lane Change	39:4-88B	2,973	1,444	779	226	10	18	5,450
<i>% of Statute</i>		54.55%	26.50%	14.29%	4.15%	0.18%	0.33%	100.00%
Careless Driving	39:4-97	1,994	808	326	119	8	8	3,263
<i>% of Statute</i>		61.11%	24.76%	9.99%	3.65%	0.25%	0.25%	100.00%
Hands-Free Device	39:4-97.3	679	213	85	36	1	-	1,014
<i>% of Statute</i>		66.96%	21.01%	8.38%	3.55%	0.10%	0.00%	100.00%
Right of Way	39:4-144	359	150	91	9	1	-	610
<i>% of Statute</i>		58.85%	24.59%	14.92%	1.48%	0.16%	0.00%	100.00%
Total		19,069	6,566	2,953	936	47	67	29,638
<i>Proportion of all Moving Stops</i>		94.84%	93.81%	93.01%	94.16%	97.92%	95.71%	94.41%

In Troop B, there were 73 statutes cited in the 49,108 stops made for moving violations. The top five statutes in Troop B account for nearly 86% of all stops for moving violations in Troop B; a smaller proportion than that noted for Troop A. Nonetheless, Rate of Speed was the most common statute cited in moving violation stops Troop B made for all racial/ethnic groups. White drivers were typically between 53% and 70% of each top statute, with the exception of Failure to Keep Right, in which White drivers made up only 40% of all stops with this statute cited. In Troop B, Black and Hispanic drivers were again highly similar in their proportions of each top statute, likely reflective of population demographics in Troop B's region of the State. Black and Hispanic drivers were between 9% and 24% of each statute. Asian drivers were between 7% and 13% of each statute. Failure to Keep Right is the fifth most common statute used in Troop B's stops made for moving violations. This statute involves considerably higher proportions of Black, Hispanic, and Asian drivers in comparison to other top statutes. White drivers were only 40% of this statute while Black and Hispanic drivers were 22% and 24%, respectively. Asian drivers made up 13% of stops with this statute cited in the current reporting period.

Table Three B: Moving Violation Stop Statutes by Race/Ethnicity for Troop B
 July 1, 2015 – December 31, 2015

		White	Black	Hispanic	Asian	American Indian	Other	Total
Rate of Speed	39:4-98	13,038	2,927	3,008	1,783	62	80	20,898
<i>% of Statute</i>		62.39%	14.01%	14.39%	8.53%	0.30%	0.38%	100.00%
Careless Driving	39:4-97	4,646	1,060	1,251	688	18	40	7,703
<i>% of Statute</i>		60.31%	13.76%	16.24%	8.93%	0.23%	0.52%	100.00%
Unsafe Lane Change	39:4-88B	3,682	1,300	1,246	732	27	36	7,023
<i>% of Statute</i>		52.43%	18.51%	17.74%	10.42%	0.38%	0.51%	100.00%
Hands-Free Device	39:4-97.3	3,127	417	567	310	8	10	4,439
<i>% of Statute</i>		70.44%	9.39%	12.77%	6.98%	0.18%	0.23%	100.00%
Failure to Keep Right	39:4-88A	826	445	499	266	12	6	2,054
<i>% of Statute</i>		40.21%	21.67%	24.29%	12.95%	0.58%	0.29%	100.00%
Total		25,319	6,149	6,571	3,779	127	172	42,117
<i>Proportion of all Moving Stops</i>		85.89%	86.30%	85.29%	85.02%	84.67%	83.90%	85.76%

Troop C's 28,928 stops for moving violations were based on 52 unique statutes in the current reporting period. The five most common statutes cited account for 91% of all stops made based on moving violations in Troop C. These statutes account for between 85% and 92% of stops made of each racial/ethnic group for moving violations in Troop C. White drivers made up between 65% and 77% of each statute. Black drivers were between 12% and 19% of each statute. Hispanic drivers were between 7% and 11% of each statute. Asian drivers made up between 3% and 5% of each statute. American Indian and Other drivers made up less than 1% of each statute. Similar to Troops A and B, for Troop C, the most commonly cited statute for all racial/ethnic groups was Rate of Speed.

Troop D conducted the largest number of motor vehicle stops based on moving violations in the current reporting period, 63,304 motor vehicle stops based on 74 specific moving violations. The top five statutes only account for 81.59% of Troop D's total stops made for moving violations, indicating greater variation in stop reasons for Troop D compared to Troops A, B, and C. For each racial/ethnic group, these five statutes made up between 68% and 84% of all stops for moving violations in Troop D. White drivers were between 52% and 71% of each statute. Black drivers were between 12% and 22% of each statute, while Hispanic drivers were between 10% and 17% of each statute. Asian drivers were between 6% and 11% of each statute, while American Indian and Other drivers were less than 1% of each statute. The most common statute for White, Hispanic, and Other drivers was Rate of Speed, while the Turnpike-specific speed violation was most common for Black, Asian, and American Indian drivers in the current reporting period.

Table Three C: Moving Violation Stop Statutes by Race/Ethnicity for Troop C
 July 1, 2015 – December 31, 2015

		White	Black	Hispanic	Asian	American Indian	Other	Total
Rate of Speed	39:4-98	8,683	1,686	810	617	39	31	11,866
<i>% of Statute</i>		73.18%	14.21%	6.83%	5.20%	0.33%	0.26%	100.00%
Unsafe Lane Change	39:4-88B	3,806	1,133	632	289	10	22	5,892
<i>% of Statute</i>		64.60%	19.23%	10.73%	4.90%	0.17%	0.37%	100.00%
Careless Driving	39:4-97	3,449	909	489	230	10	19	5,106
<i>% of Statute</i>		67.55%	17.80%	9.58%	4.50%	0.20%	0.37%	100.00%
Hands-Free Device	39:4-97.3	2,066	314	194	104	4	7	2,689
<i>% of Statute</i>		76.83%	11.68%	7.21%	3.87%	0.15%	0.26%	100.00%
Right of Way	39:4-144	564	96	87	19	-	1	767
<i>% of Statute</i>		73.53%	12.52%	11.34%	2.48%	0.00%	0.13%	100.00%
Total		18,568	4,138	2,212	1,259	63	80	26,320
<i>Proportion of all Moving Stops</i>		91.95%	88.16%	88.98%	90.51%	85.14%	88.89%	90.98%

Table Three D: Moving Violation Stop Statutes by Race/Ethnicity for Troop D
 July 1, 2015 – December 31, 2015

		White	Black	Hispanic	Asian	American Indian	Other	Total
Rate of Speed	39:4-98	13,941	2,416	2,032	1,208	17	77	19,691
<i>% of Statute</i>		70.80%	12.27%	10.32%	6.13%	0.09%	0.39%	100.00%
Turnpike Speed Limit- 65	19:9-1.2A	7,436	3,145	1,834	1,542	22	52	14,031
<i>% of Statute</i>		53.00%	22.41%	13.07%	10.99%	0.16%	0.37%	100.00%
Careless Driving	39:4-97	5,061	1,454	1,291	786	9	47	8,648
<i>% of Statute</i>		58.52%	16.81%	14.93%	9.09%	0.10%	0.54%	100.00%
Unsafe Lane Change	39:4-88B	3,046	1,195	979	545	10	34	5,809
<i>% of Statute</i>		52.44%	20.57%	16.85%	9.38%	0.17%	0.59%	100.00%
Hands-Free Device	39:4-97.3	2,213	449	496	302	2	6	3,468
<i>% of Statute</i>		63.81%	12.95%	14.30%	8.71%	0.06%	0.17%	100.00%
Total		31,697	8,659	6,632	4,383	60	216	51,647
<i>Proportion of all Moving Stops</i>		84.42%	79.13%	75.34%	78.04%	76.92%	67.92%	81.59%

Other, non-Troop stations made 24,480 stops made for moving violations based on 64 unique statutes. Table Three E depicts the five most commonly used statutes in these stops, which account

for 80.8% of all stops for moving violations Other, non-Troop stations conducted and also indicates greater variation in stop reasons, similar to Troop D. For each racial/ethnic group, these top statutes account for between 63% and 82% of all of Other, non-Troop stations stops made for moving violations. White drivers made up between 49% and 64% of each statute, Black drivers were between 11% and 23%, Hispanic drivers were between 13% and 19%, and Asian drivers were between 7% and 9% of each statute; similar to all other troops, and American Indian and Other drivers were less than 1% of each statute.

Table Three E: Moving Violation Stop Statutes by Race/Ethnicity for Other Stations
 July 1, 2015 – December 31, 2015

		White	Black	Hispanic	Asian	American Indian	Other	Total
Rate of Speed	39:4-98	5,276	1,302	1,084	574	14	36	8,286
<i>% of Statute</i>		63.67%	15.71%	13.08%	6.93%	0.17%	0.43%	100.00%
Unsafe Lane Change	39:4-88B	2,137	986	832	373	14	23	4,365
<i>% of Statute</i>		48.96%	22.59%	19.06%	8.55%	0.32%	0.53%	100.00%
Turnpike Speed Limit- 65	19:9-1.2A	1,948	734	524	314	7	17	3,544
<i>% of Statute</i>		54.97%	20.71%	14.79%	8.86%	0.20%	0.48%	100.00%
Careless Driving	39:4-97	1,564	523	496	236	6	18	2,843
<i>% of Statute</i>		55.01%	18.40%	17.45%	8.30%	0.21%	0.63%	100.00%
Hands-Free Device	39:4-97.3	460	84	131	66	1	1	743
<i>% of Statute</i>		61.91%	11.31%	17.63%	8.88%	0.13%	0.13%	100.00%
Total		11,385	3,629	3,067	1,563	42	95	19,781
<i>Proportion of all Moving Stops</i>		82.32%	80.82%	76.01%	81.32%	82.35%	62.50%	80.80%

In the 45,560 stops made Division-wide for non-moving violations, there were 163 statutes cited. Table Four depicts the five most commonly used statutes, which account for 78.54% of all stops made for non-moving violations. These statutes account for 81% of all non-moving stops of White drivers, 80% of all non-moving stops of Black drivers, 81% of non-moving stops of Hispanic drivers, 79% of non-moving stops of Asian drivers, 84% of non-moving stops of American Indian drivers, and only 9% of non-moving stops of Other drivers. For the top non-moving statutes, each racial/ethnic group made up a varying proportion, however, White drivers continue to make up the largest proportion of stops made for each specific statute. The proportion of each statute involving White drivers ranged from 50% for Safety Glass to 67% for Seat Belts. Black drivers accounted for only 18% of stops for Seatbelts, yet 27% of stops made for Safety Glass. Hispanic drivers were 12% of stops made for Maintenance of Lamps and 19% of stops made for Safety Glass. More consistently represented across these top statutes, Asian drivers made up between 2% and 4% of each statute. Similar to their representation in the top statutes cited for moving violations, American Indian and Other drivers accounted for less than 1% of the top five non-moving violation stop statutes in the current reporting period.

Table Four: Top Non-Moving Violation Stop Statutes by Race/Ethnicity
 July 1, 2015 – December 31, 2015

		White	Black	Hispanic	Asian	American Indian	Other	Total
Maintenance of Lamps	39:3-66	9,453	3,591	1,773	541	21	49	15,428
<i>% of Statute</i>		61.27%	23.28%	11.49%	3.51%	0.14%	0.32%	100.00%
Seatbelts	39:3-76.2F	5,815	1,549	1,051	235	6	17	8,673
<i>% of Statute</i>		67.05%	17.86%	12.12%	2.71%	0.07%	0.20%	100.00%
Safety Glass	39:3-75	2,790	1,497	1,033	197	9	29	5,555
<i>% of Statute</i>		50.23%	26.95%	18.60%	3.55%	0.16%	0.52%	100.00%
Registration & Plates	39:3-33	2,063	718	416	110	3	21	3,331
<i>% of Statute</i>		61.93%	21.56%	12.49%	3.30%	0.09%	0.63%	100.00%
Windshield Wipers	39:3-74	1,568	709	459	56	4	2	2,798
<i>% of Statute</i>		56.04%	25.34%	16.40%	2.00%	0.14%	0.07%	100.00%
Total		21,689	8,064	4,732	1,139	43	118	35,785
<i>Proportion of all Non-Moving Stops</i>		80.95%	79.75%	80.64%	79.26%	84.31%	9.08%	78.54%

Troop A conducted 12,726 stops based on 69 non-moving statutes. The top statutes in Troop A are identical in both name and order to those used Division-wide. These five statutes represent 81.84% of all non-moving stops Troop A conducted in the current reporting period. For each racial/ethnic group, these statutes account for 81% to 100% of stops made for non-moving violations in Troop A. The proportion of each non-moving statute that involves White drivers varied. White drivers were between 48% and 60% of each of the most frequently cited non-moving statutes. Black drivers were between 25% and 33%, while Hispanic drivers were between 11% and 18%. Asian drivers were between less than 1% and 2% of all statutes cited for non-moving violations, and both American Indian and Other drivers were less than 1% of all non-moving statutes cited. In Troop A's stops, the most commonly used statute for all drivers stopped for non-moving violations was Maintenance of Lamps, however, the third most commonly cited statute for White and Asian drivers, Safety Glass, was the second most commonly cited statute for Black, Hispanic, and American Indian drivers. Both Safety Glass and Registration and Plates were the second most common statutes for Other drivers.

Table Four A: Top Non-Moving Violation Stop Statutes by Race/Ethnicity Troop A
 July 1, 2015 – December 31, 2015

		White	Black	Hispanic	Asian	American Indian	Other	Total
Maintenance of Lamps	39:3-66	3,371	1,659	659	99	9	12	5,809
<i>% of Statute</i>		58.03%	28.56%	11.34%	1.70%	0.15%	0.21%	100.00%
Seatbelts	39:3-76.2F	872	362	201	12	-	1	1,448
<i>% of Statute</i>		60.22%	25.00%	13.88%	0.83%	0.00%	0.07%	100.00%
Safety Glass	39:3-75	619	425	217	10	4	3	1,278
<i>% of Statute</i>		48.44%	33.26%	16.98%	0.78%	0.31%	0.23%	100.00%
Registration & Plates	39:3-33	591	282	130	17	-	3	1,023
<i>% of Statute</i>		57.77%	27.57%	12.71%	1.66%	0.00%	0.29%	100.00%
Windshield Wipers	39:3-74	411	285	150	9	1	1	857
<i>% of Statute</i>		47.96%	33.26%	17.50%	1.05%	0.12%	0.12%	100.00%
Total		5,864	3,013	1,357	147	14	20	10,415
<i>Proportion of all Non-Moving Stops</i>		81.82%	81.74%	81.40%	86.98%	100.00%	86.96%	81.84%

Troop B conducted 7,523 stops based on 79 unique non-moving statutes. Troop B used considerably more statutes than Troop A in a smaller number of stops made for non-moving violations. Nonetheless, the most frequently cited statutes in Troop B are identical to the top statutes cited in Troop A and the Division as a whole. The five most commonly used statutes account for 83.18% of all non-moving stops in Troop B. For each racial/ethnic group, these statutes account for between 37% and 85% of all stops made for non-moving violations. White drivers were between 49% and 73% of each statute. Black drivers were between 9% and 18% of each statute, while Hispanic drivers were between 11% and 25% of each statute. Asian drivers were between 4% and 7%, and American Indian and Other drivers less than 1% of each statute. Maintenance of Lamps was the most frequently cited statute for White, Black, Asian, and American Indian drivers, while Safety Glass was the most frequently cited statute for Hispanic and Other drivers.

Table Four B: Top Non-Moving Violation Stop Statutes by Race/Ethnicity Troop B
 July 1, 2015 – December 31, 2015

		White	Black	Hispanic	Asian	American Indian	Other	Total
Maintenance of Lamps	39:3-66	1,546	298	253	131	5	6	2,239
<i>% of Statute</i>		69.05%	13.31%	11.30%	5.85%	0.22%	0.27%	100.00%
Seatbelts	39:3-76.2F	1,375	178	257	71	3	6	1,890
<i>% of Statute</i>		72.75%	9.42%	13.60%	3.76%	0.16%	0.32%	100.00%
Safety Glass	39:3-75	529	190	269	74	3	8	1,073
<i>% of Statute</i>		49.30%	17.71%	25.07%	6.90%	0.28%	0.75%	100.00%
Registration & Plates	39:3-33	417	102	85	28	2	4	638
<i>% of Statute</i>		65.36%	15.99%	13.32%	4.39%	0.31%	0.63%	100.00%
Windshield Wipers	39:3-74	254	63	84	17	-	-	418
<i>% of Statute</i>		60.77%	15.07%	20.10%	4.07%	0.00%	0.00%	100.00%
Total		4,121	831	948	321	13	24	6,258
<i>Proportion of all Non-Moving Stops</i>		84.88%	77.37%	84.49%	82.31%	76.47%	36.92%	83.18%

Troop C conducted the largest volume of non-moving stops in the current reporting period, 16,369 stops. There were 67 non-moving statutes cited in these stops. The five most frequently used statutes in Troop C are the same as those noted for Troop A, B, and the Division, however, in a slightly different order of frequency. In the stops made for non-moving violations in Troop C in the current reporting period, 80.41% of stops used these top statutes. For each racial/ethnic group, these statutes accounted for between 40% and 83% of stops made for non-moving violations. In Troop C, White drivers made up between 52% and 66% of each statute, while Black drivers were between 22% and 31% of each statute. Hispanic drivers were between 9% and 14% of each statute in the current reporting period, and Asian drivers were between 2% and 3% of each top statute. Maintenance of Lamps was the most frequently cited statute for all racial/ethnic groups stopped for moving violations in Troop C in the current reporting period.

Table Four C: Top Non-Moving Violation Stop Statutes by Race/Ethnicity Troop C
 July 1, 2015 – December 31, 2015

		White	Black	Hispanic	Asian	American Indian	Other	Total
Maintenance of Lamps	39:3-66	3,332	1,128	499	159	6	20	5,144
<i>% of Statute</i>		64.77%	21.93%	9.70%	3.09%	0.12%	0.39%	100.00%
Seatbelts	39:3-76.2F	2,238	773	307	59	3	5	3,385
<i>% of Statute</i>		66.12%	22.84%	9.07%	1.74%	0.09%	0.15%	100.00%
Safety Glass	39:3-75	1,100	665	307	54	1	11	2,138
<i>% of Statute</i>		51.45%	31.10%	14.36%	2.53%	0.05%	0.51%	100.00%
Windshield Wipers	39:3-74	810	312	180	24	3	1	1,330
<i>% of Statute</i>		60.90%	23.46%	13.53%	1.80%	0.23%	0.08%	100.00%
Registration & Plates	39:3-33	770	256	102	34	1	3	1,166
<i>% of Statute</i>		66.04%	21.96%	8.75%	2.92%	0.09%	0.26%	100.00%
Total		8,250	3,134	1,395	330	14	40	13,163
<i>Proportion of all Non-Moving Stops</i>		79.83%	82.04%	83.13%	78.57%	82.35%	40.00%	80.41%

Although Troop D conducted the most motor vehicle stops and the largest number of stops based on moving violations in the current reporting period Division-wide, Troop D conducted the second fewest number of stops based on non-moving violations in the current reporting period. Troop D conducted 6,504 stops based on 96 unique non-moving statutes. The most frequent statutes used in Troop D differed slightly from the top statutes cited Division-wide. Windshield Wipers was not among the top-most cited statutes in the current reporting period; rather, Parking Where Prohibited ranked third, while Safety Glass was the fourth most common, and Registration and Plates was the fifth most common statute cited in Troop D. Nonetheless, Maintenance of Lamps was the most frequently cited statute cited in Troop D, as seen throughout all other Troops and the Division as a whole.

The most common statutes, depicted in Table Four D, account for 82.41% of all non-moving stops Troop D conducted in the current reporting period. For each racial/ethnic group, these statutes account for between 67% and 92% of stops made for non-moving violations. White drivers were between 16% and 68% of each statute in the current reporting period, while Black drivers were between 11% and 21% of each statute. Hispanic drivers were between 7% and 22% of each statute. Asian drivers were between 3% and 8%, while American Indian drivers were less than 1% of each statute cited in the current reporting period. Other drivers were less than 1% of Maintenance of Lamps, Seatbelts, and Safety Glass, but 3% of Registration and Plates and a much larger proportion, 63%, of Parking Where Prohibited. Troop D patrols the Turnpike and Parkway where there is no parking outside of designated rest areas. A large portion of patrol involves enforcing prohibited stopping or parking. The high frequency of stops citing parking of other drivers indicates that these cars were likely unattended on the road. Whereas stops made for parking were most common for Other drivers, stops made for seatbelt violations were most common for White drivers, and stops made for Safety Glass were most common for Hispanic drivers in the current reporting period.

Table Four D: Top Non-Moving Violation Stop Statutes by Race/Ethnicity Troop D
 July 1, 2015 – December 31, 2015

		White	Black	Hispanic	Asian	American Indian	Other	Total
Maintenance of Lamps	39:3-66	854	306	206	113	1	8	1,488
<i>% of Statute</i>		57.39%	20.56%	13.84%	7.59%	0.07%	0.54%	100.00%
Seatbelts	39:3-76.2F	874	157	189	64	-	4	1,288
<i>% of Statute</i>		67.86%	12.19%	14.67%	4.97%	0.00%	0.31%	100.00%
Parking Where Prohibited	19:9-1.6	200	138	89	33	-	792	1,252
<i>% of Statute</i>		15.97%	11.02%	7.11%	2.64%	0.00%	63.26%	100.00%
Safety Glass	39:3-75	486	189	211	53	1	6	946
<i>% of Statute</i>		51.37%	19.98%	22.30%	5.60%	0.11%	0.63%	100.00%
Registration & Plates	39:3-33	225	59	67	25	-	10	386
<i>% of Statute</i>		58.29%	15.28%	17.36%	6.48%	0.00%	2.59%	100.00%
Total		2,639	849	762	288	2	820	5,360
<i>Proportion of all Non-Moving Stops</i>		82.11%	79.27%	78.80%	81.13%	66.67%	91.72%	82.41%

Other, non-Troop stations conducted 2,438 stops for non-moving violations based on 63 unique statutes. The five most commonly cited statutes indicated in Table Four E accounted for 80.02% of all stops based on non-moving violations and were identical in both title and order to Troop D's most frequently cited statutes. Across racial/ethnic groups between 77% and 94% of stops based on non-moving violations cited one of the top five statutes. American Indian drivers, however, were not involved in any Other, non-Troop station stops made for non-moving violations in the current reporting period. White drivers were between 16% and 69% of each statute, while Black drivers were between 11% and 27% of each statute. Hispanic drivers were between 7% and 27%, and Asian drivers were between 1% and 5% of each statute. Other drivers were typically less than 1% of each statute; however, similar to Troop D, Other drivers were a much larger proportion of all stops citing Parking Where Prohibited, 65%. Other, non-Troop stations often utilize specialized patrols targeting specific activities like seatbelts, cell phones, or parking. This specialized focus may explain why parking violations were so common for Other, non-Troop stations in the current reporting period.

Table Four E: Top Non-Moving Violation Stop Statutes by Race/Ethnicity for Other Stations

July 1, 2015 – December 31, 2015

		White	Black	Hispanic	Asian	American Indian	Other	Total
Maintenance of Lamps	39:3-66	350	200	156	39	-	3	748
<i>% of Statute</i>		46.79%	26.74%	20.86%	5.21%	0.00%	0.40%	100.00%
Seatbelts	39:3-76.2F	456	79	97	29	-	1	662
<i>% of Statute</i>		68.88%	11.93%	14.65%	4.38%	0.00%	0.15%	100.00%
Parking Where Prohibited	19:9-1.6	47	32	22	4	-	198	303
<i>% of Statute</i>		15.51%	10.56%	7.26%	1.32%	0.00%	65.35%	100.00%
Safety Glass	39:3-75	56	28	29	6	-	1	120
<i>% of Statute</i>		46.67%	23.33%	24.17%	5.00%	0.00%	0.83%	100.00%
Registration & Plates	39:3-33	60	19	32	6	-	1	118
<i>% of Statute</i>		50.85%	16.10%	27.12%	5.08%	0.00%	0.85%	100.00%
Total		969	358	336	84	-	204	1,951
<i>Proportion of all Non-Moving Stops</i>		79.23%	77.66%	77.42%	81.55%	0.00%	94.01%	80.02%

As previously indicated, stops classified as “Other” are so because a specific statute was not called in for the stop. Thus, there are no top statutes to discuss for Other stops.

Overall, the total number of stops increased, but each Troop and racial/ethnic group exhibited varying degrees- and in some instances, directions- of changes in this reporting period. Further, there is consistency across reporting periods in the proportion of moving and non-moving stops. However, differences across troops and racial/ethnic groups are evident.

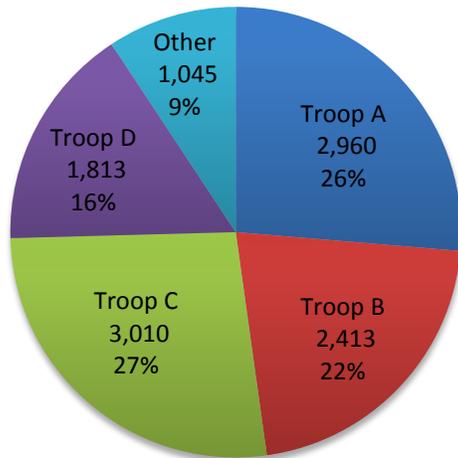
The proportion of all stops for each Troop and each racial/ethnic group will serve as the comparison for all stops with post-stop activity.

Law Enforcement Procedures

The State Police conducted 246,056 motor vehicle stops in the current reporting period, but only 4.57% of these stops involved law enforcement procedures or post-stop activity. In the current reporting period, there were 11,241 motor vehicle stops that resulted in some form of post-stop interaction. Dissimilar to the 2.99% increase in all motor vehicle stops, the total number of stops with law enforcement procedures decreased by 1,011 stops, or 8.25%, in the current reporting period.

Figure Eleven: Stops with Law Enforcement Procedures by Troop

July 1, 2015 – December 31, 2015



Total Stops with Law Enforcement Procedure(s):
11,241

As Figure Eleven illustrates, Troop A conducted 26%, Troop B conducted 22%, and Troop C conducted 27% of the 11,241 stops with post-activity. Troop D and Other, non-Troop stations conducted smaller proportions of these stops, 16% and 9%, respectively. When compared to the proportion of all motor vehicle stops each Troop conducted, some disproportionality is evident. Troop C conducted 19% of all stops but 27% of stops involving post-stop activity. Conversely, Troop D conducted 29% of all stops but only 16% of stops with post-stop activity. This suggests that stops in Troop C are more likely to involve post-stop activity than those in Troop D. Indeed, 6.57% of all of Troop C's stops resulted in post-stop activity, whereas only 2.57% of Troop D's stops resulted in post-stop activity.

For Troop A, 6.61% of all stops, 4.19% of Troop B's stops, and 3.85% of all stops Other, non-Troop stations conducted resulted in post-stop activity in the current reporting period.

Figure Twelve: Stops with Law Enforcement Procedures
 January 1, 2011 – December 31, 2015

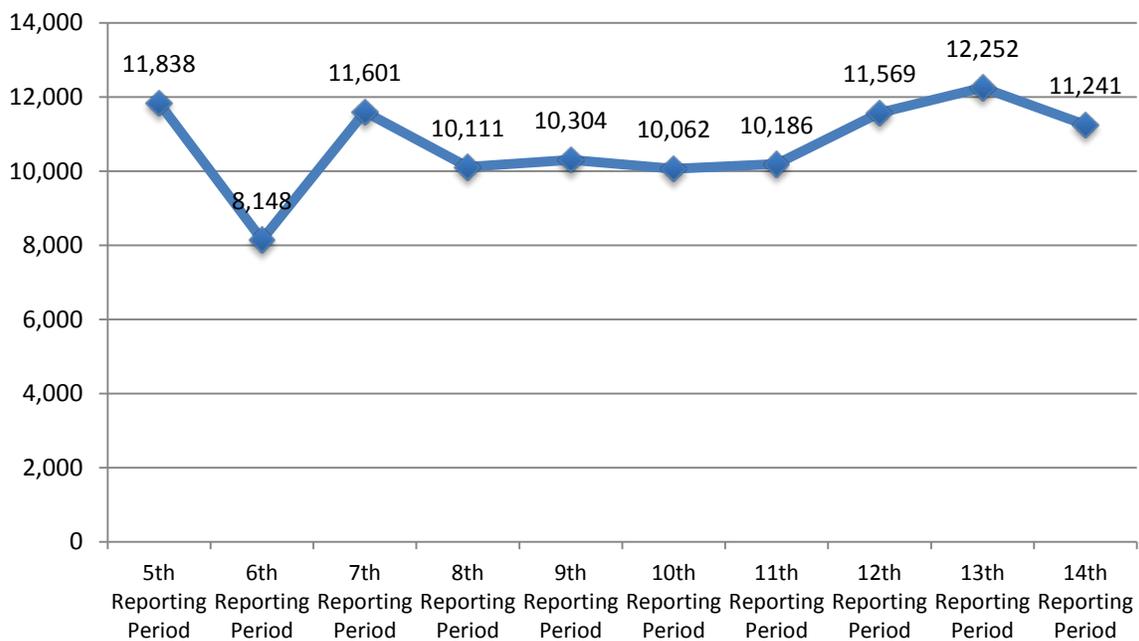


Figure Twelve depicts the trend of stops with law enforcement procedures for all stops in the current and previous nine reporting periods. As indicated, the total number of stops with law enforcement procedures decreased by 1,011 stops, or 8.25%, in the current reporting period. As seen in Figure Twelve, the total number of motor vehicle stops with post-stop activity had been relatively consistent from the 8th through 11th reporting periods. From the 11th through the 13th reporting periods, stops with post-stop interaction increased until the decrease noted for the current reporting period.

Although the total number of stops with post-stop activity decreased 8.25% in the current reporting period, the direction and magnitude of change was not identical across all troops, as Figure Thirteen illustrates. Troop B conducted 566 fewer stops with post-stop activity, a 19% decrease and the largest change in stops with post-stop activity exhibited across all troops since the previous reporting period. Troop A conducted 74 fewer stops with post-stop activity, a 2.44% decrease. Troop C conducted 222 fewer stops with post-stop activity, a 6.87% decrease. And Troop D conducted 244 fewer stops with post-stop activity, an 11.86% decrease in the current reporting period. Unlike all other troops, Other, non-Troop stations conducted 95 additional stops, a 10% increase in the number of stops with post-stop activity in the current reporting period. These changes correspond, only in part, to the trends in the total number of stops for each troop. The direction of change noted in total stops and stops with post-stop activity was the same for Troop B and Other, non-Troop stations, in that there were decreases in total stops and stops with post-stop activity for Troop B, and there were increases in both volumes for Other, non-Troop stations. Conversely, there were increases in the total number of stops conducted in the current reporting period for Troops A, C, and D, unlike each troop's respective trends in stops with post-stop activity.

Figure Thirteen: Motor Vehicle Stops with Law Enforcement Procedures across Troops
 January 1, 2012 – December 31, 2015

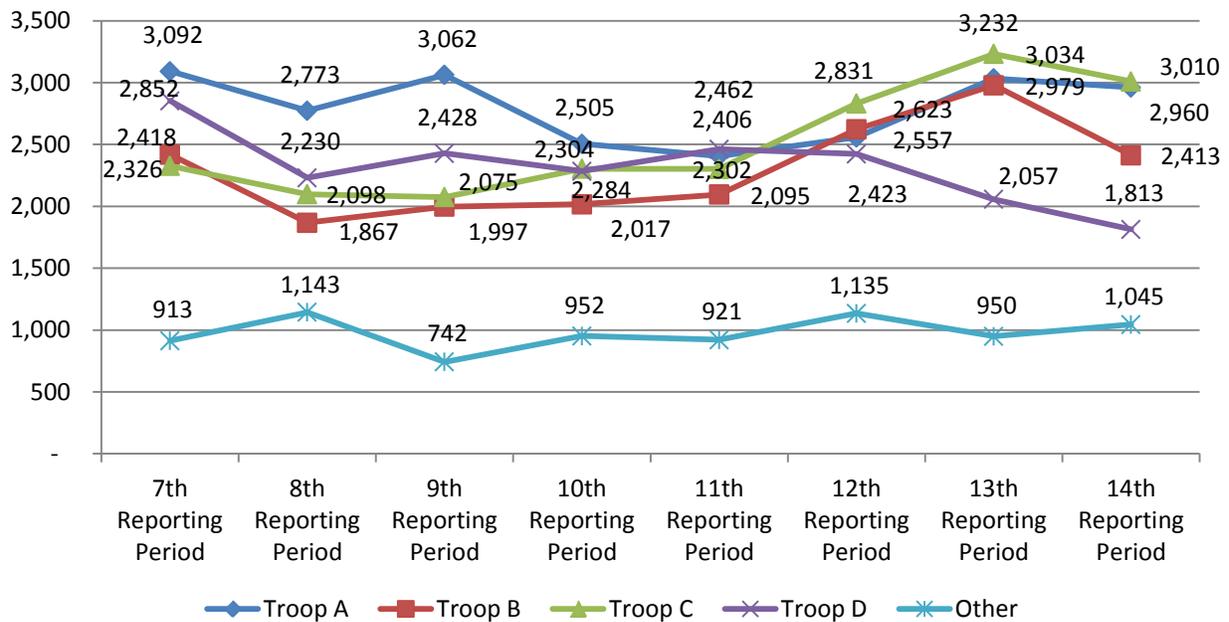


Figure Fourteen: Racial/Ethnic Distribution of Motor Vehicle Stops with Law Enforcement Procedures

July 1, 2015 – December 31, 2015

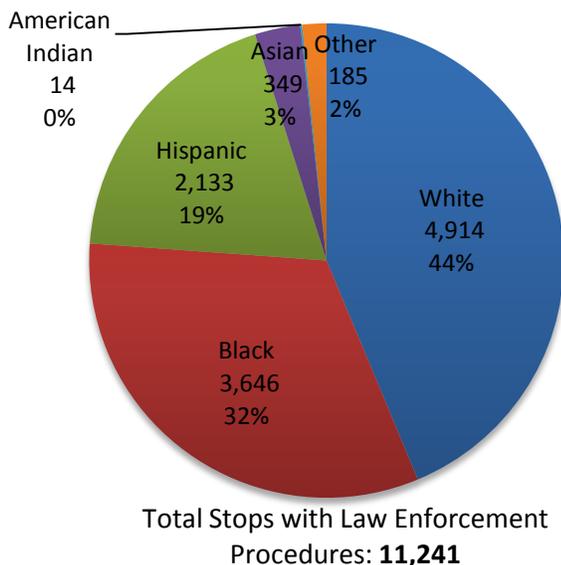


Figure Fourteen depicts the racial/ethnic distribution of stops with law enforcement procedures.⁷ While White drivers were involved in 61% of all stops, they were involved in only 44% of stops with post-stop activities. Black drivers were overrepresented among stops with post-stop activity; they were involved in 18% of all stops but 32% of stops with post-stop activity. To a lesser extent, Hispanic drivers were also overrepresented, making up 13% of all stops and 19% of stops with post-stop activity. Among stops with post-stop activity, Asian drivers were 3%, underrepresented compared to their 7% of all motor vehicle stops. Other drivers were involved in 1% of all stops and 2% of stops with post-stop activity. American Indian drivers were involved in less than 1% of both total stops and stops with

⁷ For additional information related to overrepresentation and underrepresentation of racial/ethnic groups, see “Charges,” “Types of Charges,” and “Wanted Persons” in the “Individual Analysis Section” of this report. A trooper’s discretion in engaging in post-stop activity is related to individual criminal history; the likelihood of post-stop activity is related to the suspicion of criminal activity. Caution in interpretation is warranted, however, as racial/ethnic data in the “Stop Level Analysis” section pertain to the driver involved in each stop, whereas racial/ethnic data in the “Individual Level Analysis” section pertain to each individual involved in the law enforcement procedures examined.

post-stop activity.

Figure Fifteen depicts the racial/ethnic distribution of stops with law enforcement procedures for each Troop in the current reporting period. The proportion of stops with White drivers varies across troops, ranging from 41% to 45%. The proportions involving Black and Hispanic drivers, however, fluctuate more. In Troop B and Other, non-Troop stations, Black drivers were involved in 25% of stops with post-stop activity, whereas in Troop C, Black drivers are involved in 40% of stops with post-stop activity. Hispanic drivers were between 14% and 29% of all stops with post-stop interactions. Asian drivers were between 1% and 6% of all stops with post-stop interactions across troops.

Figure Fifteen: Racial/Ethnic Distribution of Motor Vehicle Stops with Law Enforcement Procedures for Each Troop
 July 1, 2015 – December 31, 2015

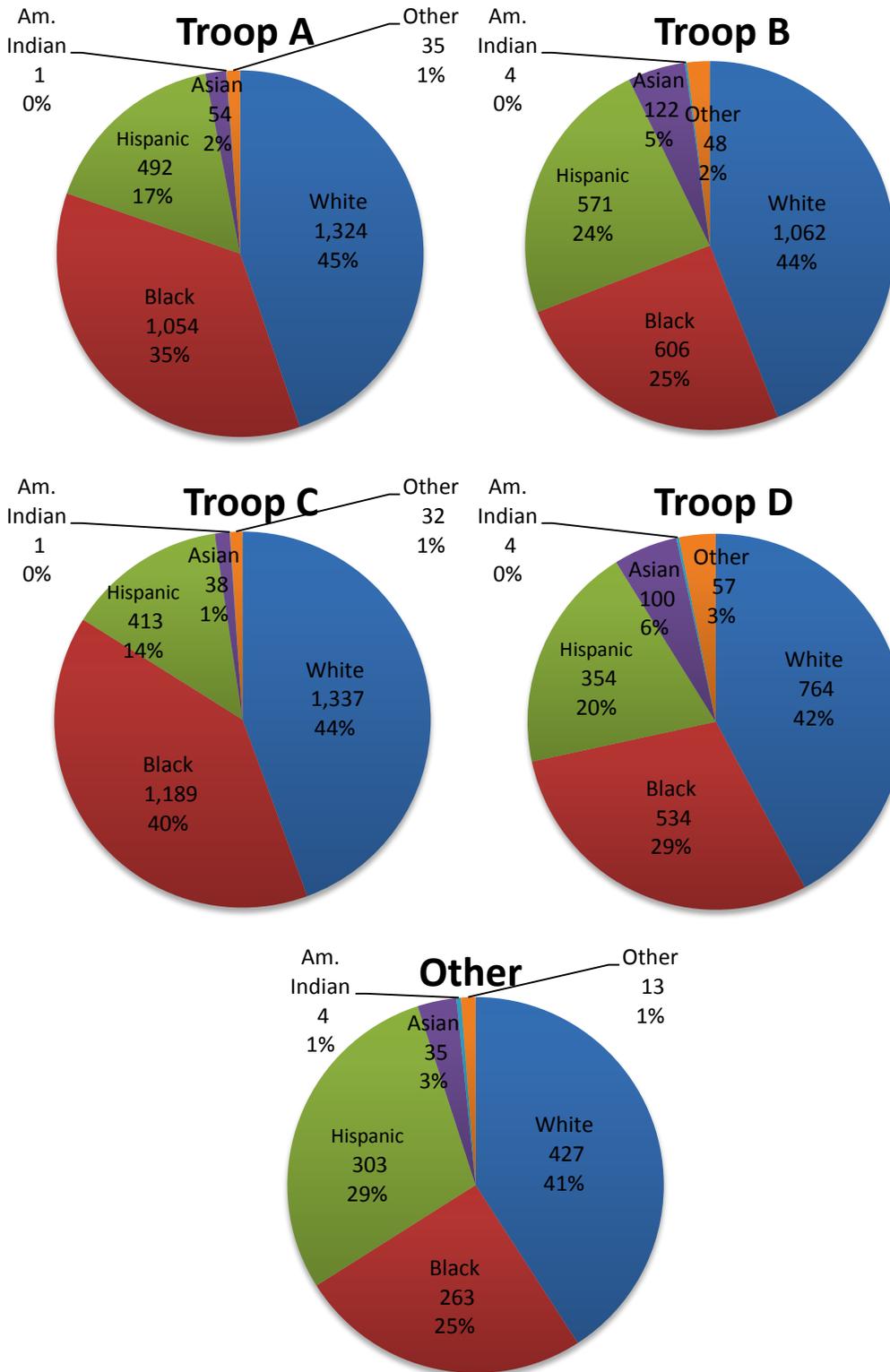


Figure Sixteen: Trend of Racial/Ethnic Distribution of Motor Vehicle Stops with Law Enforcement Procedures
 January 1, 2011 – December 31, 2015

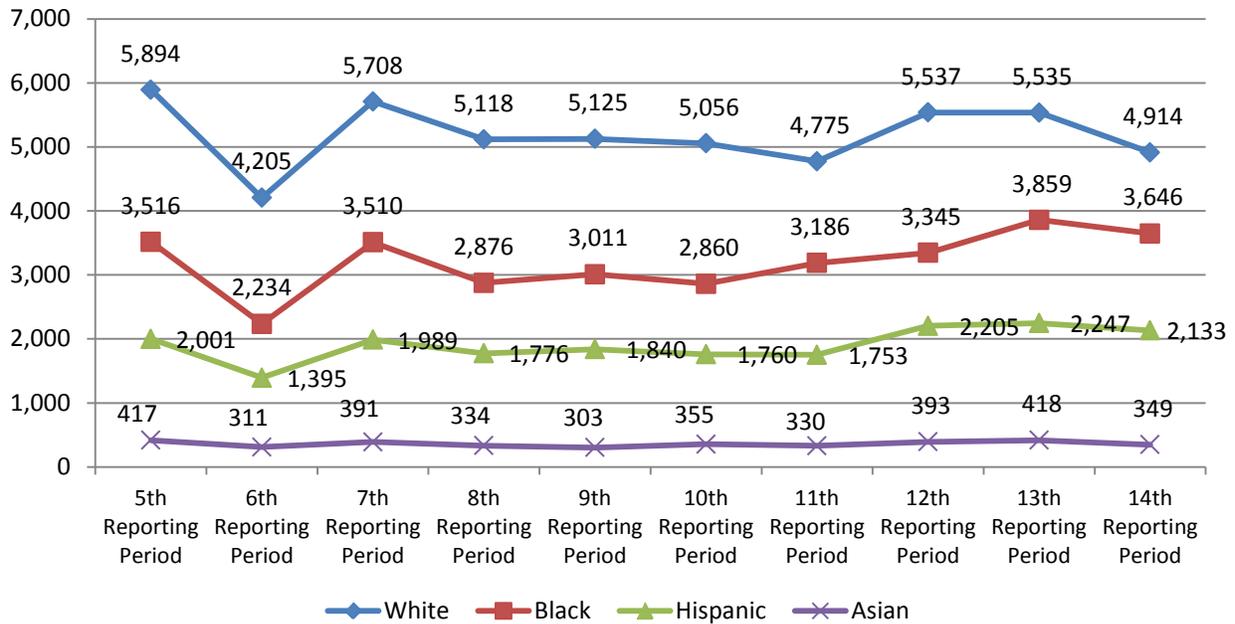
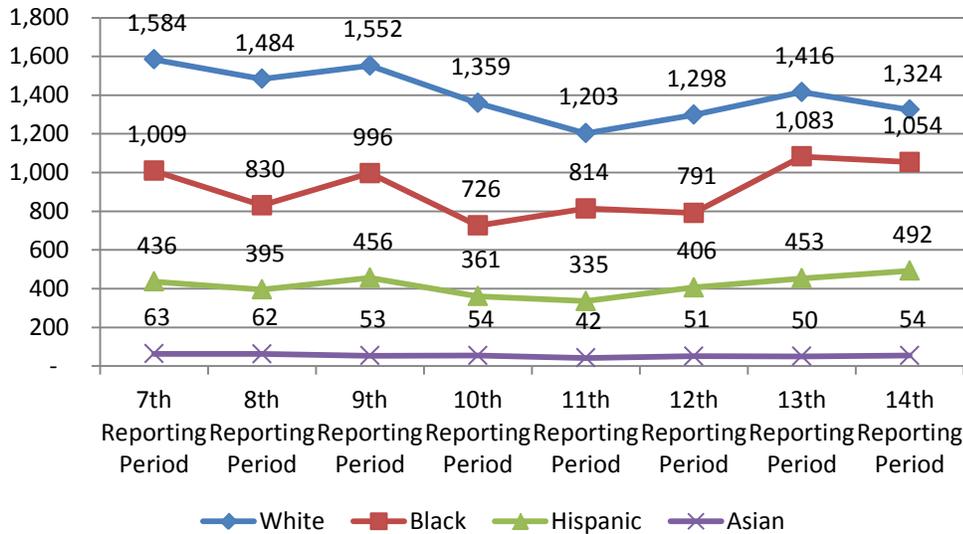


Figure Sixteen depicts the trend of the racial/ethnic distribution of stops with post-stop activity in the current and previous nine reporting periods. As noted previously, the total number of stops with post-stop activity decreased by 1,011 stops, or 8.25%, in the current reporting period. When examining changes in stops with post-stop activity across racial/ethnic groups, some disproportionality is evident. The most substantial decrease in the number of stops with post-stop activity occurred for White drivers with 621 fewer stops, an 11.22% decrease from the previous reporting period. In the previous reporting period, there was a marked increase in stops with post-stop interaction for Black drivers, but a decrease in the current reporting period. Stops of both Black and Hispanic drivers decreased by similar proportions, 5.52% and 5.07%, respectively. Whereas Black drivers were involved in 213 fewer stops, Hispanic drivers were involved in 114 fewer stops. Asian drivers were involved in 69 fewer stops, a 16.51% decrease since the previous reporting period.

Despite this disproportionality, the percentages of all stops that resulted in post-stop activity changed only slightly, if at all, for each racial/ethnic group in the current reporting period. In both the 12th and 13th reporting periods, approximately 4% of all stops of White drivers, 9% of all stops of Black drivers, 7% of all stops of Hispanic drivers, and 3% of all stops of Asian drivers resulted in post-stop activity. In the current reporting period, 3% of all stops of White drivers, 8% of all stops of Black drivers, 7% of all stops of Hispanic drivers, and 2% of all stops of Asian drivers resulted in post-stop activity. Figures Sixteen A-E further depict racial/ethnic group trends in each Troop.

Figure Sixteen A: Trend of Racial/Ethnic Distribution of Motor Vehicle Stops with Law Enforcement Procedures for Troop A
 January 2012 – December 2015

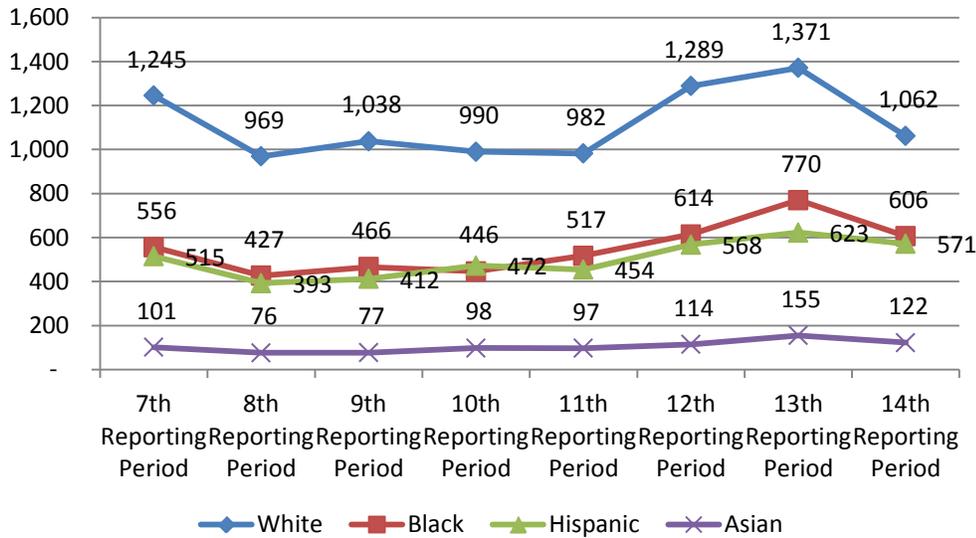


In Troop A, the total number of stops with post-stop activity decreased 2% in the current reporting period. It is important to note that in the previous reporting period, Black drivers had the largest increase in stops involving post-stop activity for Troop A when compared to all other racial/ethnic groups Division-wide, with a 37% increase

in such stops. There were no marked increases noted in the current reporting period. There were 29 fewer stops of Black drivers with post-stop activity, a 3% decrease. White drivers were involved in 92 fewer stops with post-stop activity, a 7% decrease. Conversely, there were 39 additional stops of Hispanic drivers with post-stop activity, a 9% increase, and there were 4 additional stops of Asian drivers with post-stop activity, an 8% increase.

As previously noted, there was a 3% increase in the total number of stops for Troop A, a 7% increase in Troop A's stops of Hispanic drivers, and a 9% increase in stops with post-stop activity for Hispanic drivers in Troop A in the current reporting period. Despite the noted increase in the number of stops with post-stop activity for Hispanic drivers, the proportion of all stops of Hispanic drivers resulting in post-stop activity in Troop A remained the same. In the previous and current reporting period, 10% of all stops of Hispanic drivers resulted in post-stop activity. Further, there were no changes noted for all other racial/ethnic groups in comparison to the previous reporting period for Troop A. Roughly 5% of stops of White drivers, 10% of stops of Black drivers, and 5% of stops of Asian drivers resulted in post-stop activity in Troop A in the current reporting period.

Figure Sixteen B: Trend of Racial/Ethnic Distribution of Motor Vehicle Stops with Law Enforcement Procedures for Troop B
 January 2012 – December 2015

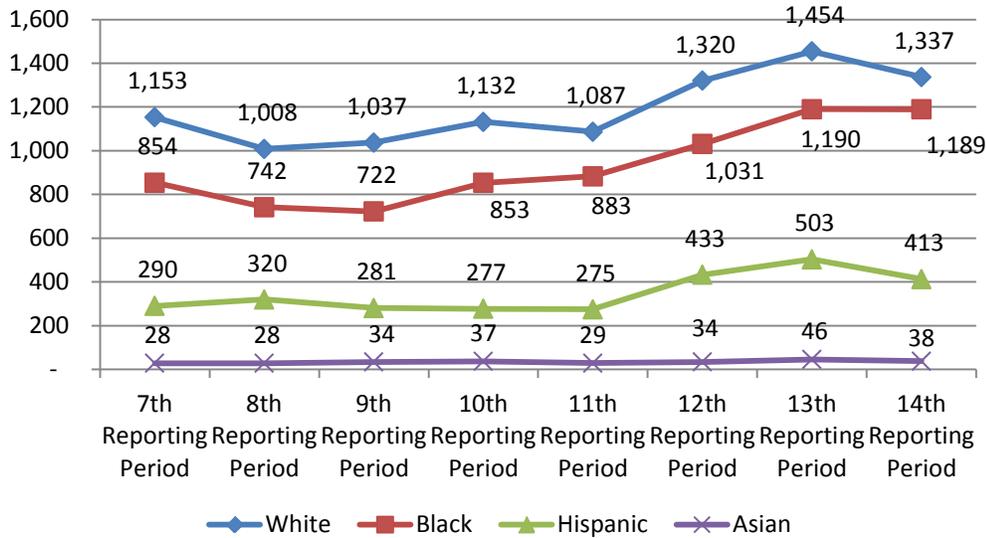


There was a 19% decrease in the number of stops with post-stop activity Troop B conducted. Since the 11th reporting period, there were increases in the number of stops with post-stop activity across all racial/ethnic groups until the current reporting period, in which there were decreases noted for all racial/ethnic

groups. The largest decrease occurred for White drivers, who were involved in 309 fewer stops, a 23% decrease. Black drivers were involved in 164 fewer stops, a 21% decrease. There were 52 fewer stops of Hispanic drivers, an 8% decrease, and there were 33 fewer stops of Asian drivers, a 21% decrease. Although there was a larger percentage decrease in stops of Asian drivers with post-stop activity, this was the smallest decrease in the number of stops with post-stop activity for Troop B. Given the typically lower volume of activity for Asian drivers, smaller fluctuations in law enforcement procedures examined can result in larger percent changes for Asian drivers.

As previously indicated, there was an 8% decrease in the total number of stops for Troop B, a 19% decrease in stops with post-stop activity for Troop B, and fewer stops with post-stop activity noted across all racial/ethnic groups in Troop B in the current reporting period. When examining the proportions of all stops resulting in post-stop activity for each racial/ethnic group, there are decreases noted for nearly all groups. In the previous reporting period, 4% of stops of White drivers, 8% of stops of Black drivers, 7% of stops of Hispanic drivers, and 3% of stops of Asian drivers resulted in post-stop activity in Troop B. In the current reporting period, 3% of stops of White drivers, 7% of stops of Black drivers, 6% of stops of Hispanic drivers, and 3% of stops of Asian drivers resulted in post-stop activity in Troop B.

Figure Sixteen C: Trend of Racial/Ethnic Distribution of Motor Vehicle Stops with Law Enforcement Procedures for Troop C
 January 2012 – December 2015

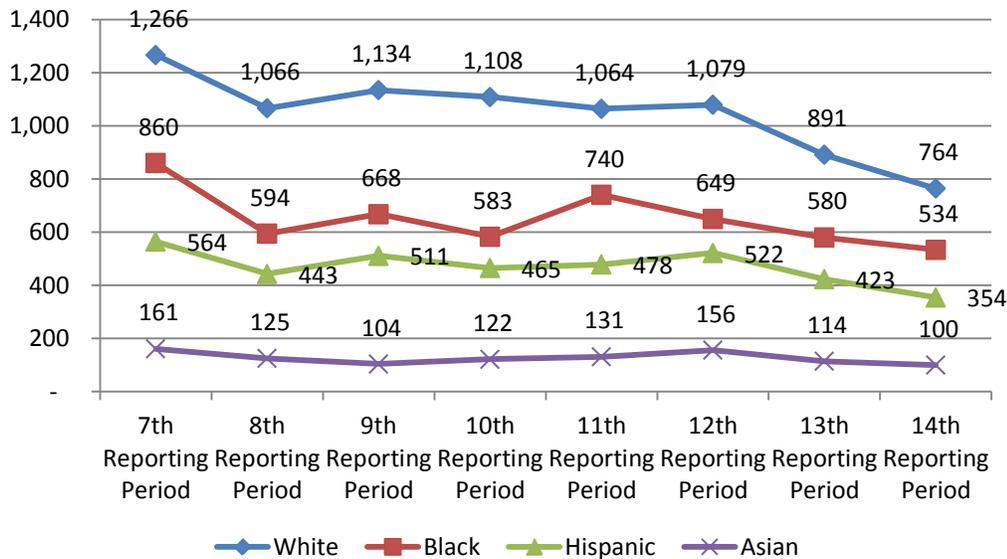


In the current reporting period, there was a 7% decrease in stops with post-stop activity in Troop C. Since the 11th reporting period, there were increases in such stops across all racial/ethnic groups in Troop C. Similar to Troop B, there were decreases in stops with post-stop activity across all

racial/ethnic groups in the current period. It is important to note that in the 12th reporting period, stops with post-stop activity increased 57% for Hispanic drivers in Troop C, the largest increase Division-wide. In the current reporting period, the number of stops of Hispanic drivers involving post-stop activity decreased 18%, with 90 fewer stops, in the current reporting period, to slightly fewer than the 12th reporting period. In the current reporting period, White drivers were involved in 117 fewer stops with post-stop activity, an 8% decrease. There was one less stop of Black drivers, a decrease of less than 1%. Asian drivers were involved in 8 fewer stops with post-stop activity, a 17% decrease in stops involving post-stop activity in the current reporting period. Although there was a larger percentage change for Asian drivers, the decrease in number of stops with post-stop activity was larger for both White and Hispanic drivers.

As previously indicated, 7% of all stops Troop C conducted resulted in post-stop activity in the current reporting period; however, this varies across racial/ethnic groups. In the previous reporting period, 5% of stops of White drivers, 15% of stops of Black drivers, 12% of stops of Hispanic drivers, and 3% of stops of Asian drivers resulted in post-stop activity. In the current reporting period, 4% of stops of White drivers, 14% of stops of Black drivers, 10% of stops of Hispanic drivers, and 2% of stops of Asian drivers resulted in post-stop activity.

Figure Sixteen D: Trend of Racial/Ethnic Distribution of Motor Vehicle Stops with Law Enforcement Procedures for Troop D
 January 2012 – December 2015

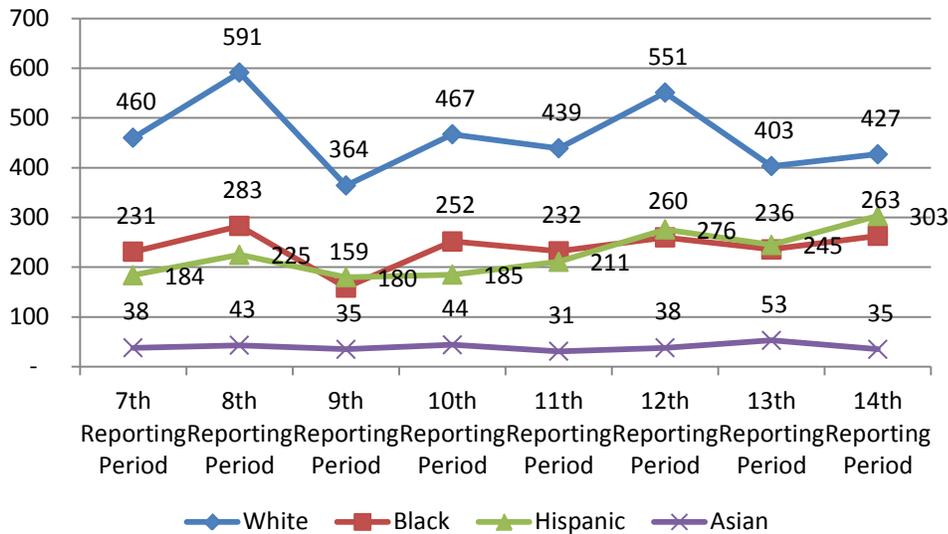


The number of stops with post-stop activity decreased 12% in the current reporting period in Troop D. Similar to Troops B and C, all racial/ethnic groups were involved in fewer stops involving post-stop activity since the last reporting period in Troop D. White drivers were involved in 127

fewer stops, a 14% decrease. For Black drivers, there were 46 fewer stops, an 8% decrease, while for Hispanic drivers there were 69 fewer stops, a 16% decrease. Asian drivers were involved in 14 fewer stops with post-stop activity, a 12% decrease.

As previously indicated, 3% of all stops Troop D conducted resulted in post-stop activity in the current reporting period. When examining the proportions of all stops resulting in post-stop activity across racial/ethnic groups for Troop D, only minor differences are noted. In the previous reporting period, 2% of stops of White drivers, 5% of stops of Black drivers, 5% of stops of Hispanic drivers, and 2% of stops of Asian drivers resulted in post-stop activity. In the current reporting period, 2% of stops of White drivers, 4% of stops of Black drivers, 4% of stops of Hispanic drivers, and 2% of stops of Asian drivers resulted in post-stop activity in the current reporting period.

Figure Sixteen E: Trend of Racial/Ethnic Distribution of Motor Vehicle Stops with Law Enforcement Procedures for Other Stations
 January 2012 – December 2015



Unlike all other troops, the volume of stops with post-stop activity in Other, non-Troop stations increased 10% since the previous reporting period. White drivers were involved in 24 additional stops, a 6% increase. Black drivers were involved in 27 additional stops, an 11% increase. Hispanic drivers were involved in 58 additional stops, a 24% increase. Although

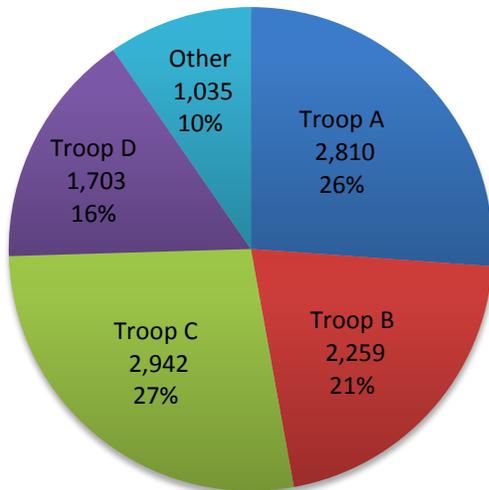
the greatest percentage change in the volume of stops with post-stop activity was a 34% decrease for Asian drivers, this was a decrease of only 18 stops with post-stop activity.

As previously indicated, 4% of all stops Other, non-Troop stations conducted resulted in post-stop activity in the current reporting period. When examining the proportions of all stops that result in post-stop activity across racial/ethnic groups, nearly all proportions remain the same. In the previous reporting period, roughly 3% of stops of White drivers, 5% of stops of Black drivers, 7% of stops of Hispanic drivers, and 3% of stops of Asian drivers Other, non-Troop stations conducted resulted in post-stop activity. Of Other, non-Troop stations stops made in the current reporting period, 3% of stops of White drivers, 5% of stops of Black drivers, 7% of stops of Hispanic drivers, and 2% of stops of Asian drivers stopped by resulted in post-stop activity.

Vehicle Exits

Figure Seventeen: Troop Distribution of Stops with Vehicle Exits

July 1, 2015 – December 31, 2015



Total Stops with Vehicle Exits: **10,749**

The most frequent post-stop interaction was an occupant vehicle exit. Of the 11,241 stops with post-stop interactions, 10,749 stops (95.62%) resulted in an occupant vehicle exit. Stops with vehicle exits decreased by 567 stops, or 5.01%, since the previous reporting period. During a motor vehicle stop, troopers may ask a driver to exit for any reason which may explain the frequency of this activity. Because such a large proportion of stops with post-stop activity involve vehicle exits, the troop distribution in Figure Seventeen is nearly identical to the troop distribution in Figure Eleven, depicting stops with post-stop activity. Troop C conducted the largest proportion of stops with vehicle exits; 27% of all vehicle exits in the current reporting period occurred in this troop. Other, non-Troop stations

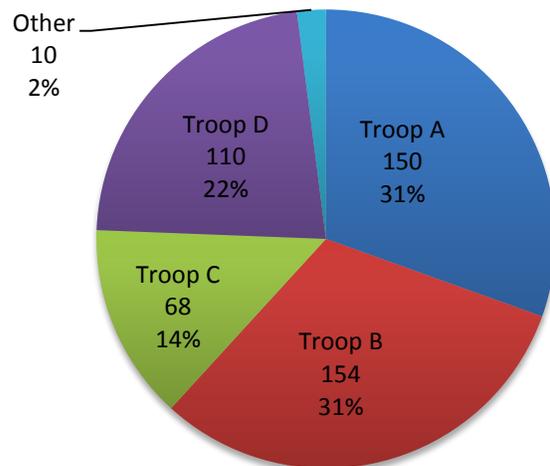
conducted the smallest proportion of stops with vehicle exits, which accounted for 10% of all stops with vehicle exits. In the current reporting period, 99% of Other, non-Troop stations' stops with post-stop interaction resulted in a vehicle exit. This proportion was 98% for Troop C, 95% for Troop A, and 94% each for Troops B and D.

Analysis of disparity should examine instances when an activity occurs and instances where an activity does not occur. If a larger proportion of instances where an activity occurred, like a vehicle exit, involved a certain racial/ethnic group than instances where the activity did not occur, State Police may conduct further analysis.

Figure Eighteen: Troop Distribution of Stops without Vehicle Exits

July 1, 2015 – December 31, 2015

As noted above, the overwhelming majority of stops with post-stop activity had a vehicle exit. There were only 492 stops, 4%, with post-stop activity but no vehicle exits. These were likely instances where an individual may have already been out of the car or they reflect reporting errors. The largest proportion of these incidents occurred in Troops A and B. Troops A and B each conducted 31% of stops with post-stop activity. Troop D conducted 22% of all stops with post-stop activity but no vehicle exit(s). Troop C and Other, non-Troop stations represented the smallest proportions of all stops with post-stop activity but no vehicle exit, 14% and 2%, respectively. Though these proportions differ from the proportions of stops with vehicle exits, the differences are not substantial. OLEPS will continue to examine the distribution of

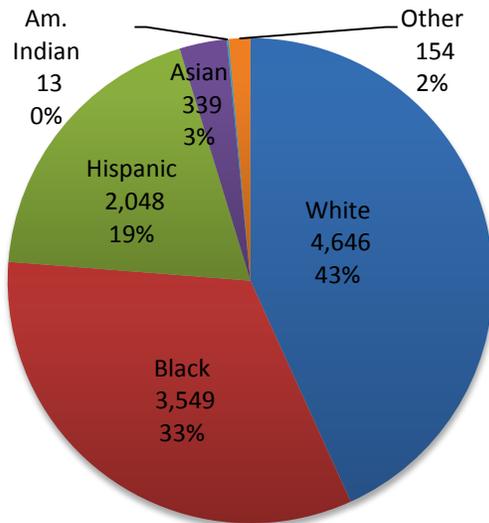


Total Stops with Non-Vehicle Exit Post-Stop Activity: **492**

these events in future reporting periods.

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

July 1, 2015 – December 31, 2015



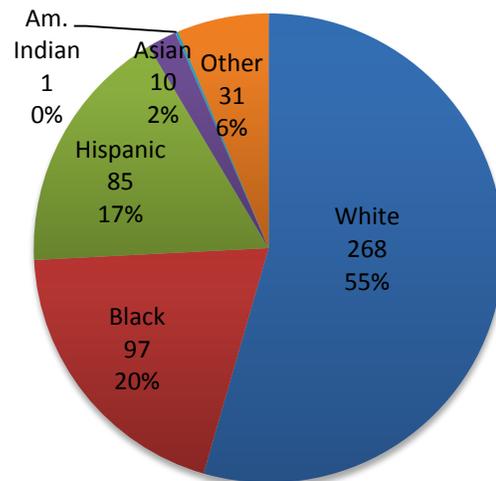
Total Stops with Vehicle Exits: **10,749**

Figure Nineteen depicts the racial/ethnic distribution of stops with 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 4,646 stops with vehicle exits (43%), Black drivers were involved in 3,549 stops (33%), Hispanic drivers were involved in 2,048 stops (19%), and Asian drivers were involved in 339 stops with vehicle exits (3%). Compared to the overall racial/ethnic distribution of all motor vehicle stops, White drivers make up a smaller proportion and Black and Hispanic drivers make up larger proportions of stops with vehicle exits. Compared to the distribution of stops with law enforcement procedures, however, this distribution is nearly identical. Among all stops

with post-stop activity, both Black and Asian drivers had the largest proportion of stops resulting in vehicle exits, 97%. For Hispanic drivers, 96% of stops with post-stop activity resulted in vehicle exits. For White drivers, 95% of stops with post-stop activity resulted in vehicle exits in the current reporting period.

Figure Twenty: Racial/Ethnic Distribution of Stops without Vehicle Exits

July 1, 2015 – December 31, 2015



Total Stops with Non-Vehicle Exit Post-Stop Activity: **492**

Figure Twenty depicts the racial/ethnic distribution of stops with post-stop activity but no vehicle exits. This distribution is similar to the distribution of stops with vehicle exits, but certain differences are noted. White drivers make up 44% of stops with vehicle exits but 55% of stops without vehicle exits. Conversely, Black drivers make up 33% of stops with vehicle exits but 20% of stops without vehicle exits. Though differences are noted in the proportions, they are not large and do not evidence that any particular racial/ethnic group is definitively more likely to be asked to exit than not.

Figure Twenty-One depicts the racial/ethnic distribution of stops with vehicle exits across troops. The distributions depicted in Figure Twenty-One are nearly identical to those depicted in Figure Fifteen, which indicates the troop racial/ethnic distributions of stops with post-stop activities. Across Troops,

the racial/ethnic distribution of stops with vehicle exits varies slightly. Generally, White drivers were the largest proportion of these activities, varying between 41% and 44%. Black drivers were between 25% and 40% of stops with vehicle exits across troops, and Hispanic drivers were between 14% and 29% of all stops with vehicle exits. Asian drivers were typically a much smaller proportion of stops with vehicle exits, between 1% and 5% of all stops with vehicle exits across troops.

Figure Twenty-Two depicts the racial/ethnic distribution of stops with post-stop interactions and no vehicle exits for each troop. As shown, White drivers were typically the largest proportion of these stops, between 30% and 63% of all stops without vehicle exits in each troop; Hispanic drivers, however, were the largest proportion, 50%, in Other, non-Troop stations. Black drivers were between 10% and 21%, and Hispanic drivers were between 9% and 50% of these stops. While the non-exit stops appear to involve a higher proportion of White drivers than stops with exits for most troops, the ability to draw conclusions is limited as there are so few stops with no exits compared to stops with exits in each troop. Additionally, in 73% of the stops with exits, there was an arrest made, indicating that other post-stop activity occurred during the stop. The large proportion of stops without a vehicle exit involving Other drivers may reflect instances where the vehicle was unattended; there was no driver to ask out of the vehicle but post-stop activity occurred likely because there was a vehicle search and/or tow. OLEPS will continue to examine these racial/ethnic distributions in future reports.

Figure Twenty-One: Troop Racial/Ethnic Distribution of Stops with Vehicle Exits
 July 1, 2015 – December 31, 2015

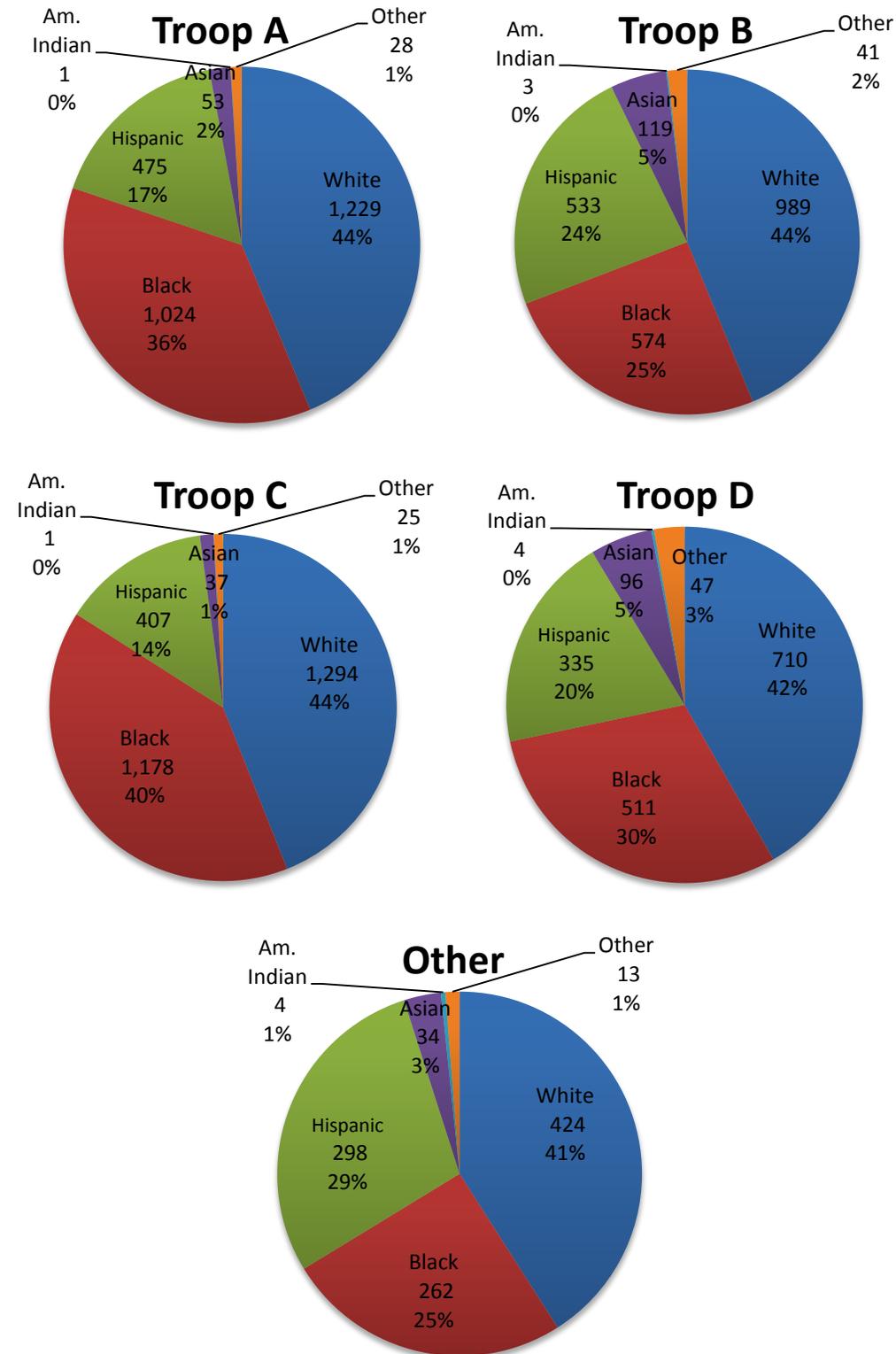


Figure Twenty-Two: Troop Racial/Ethnic Distribution of Stops without Vehicle Exits
 July 1, 2015 – December 31, 2015

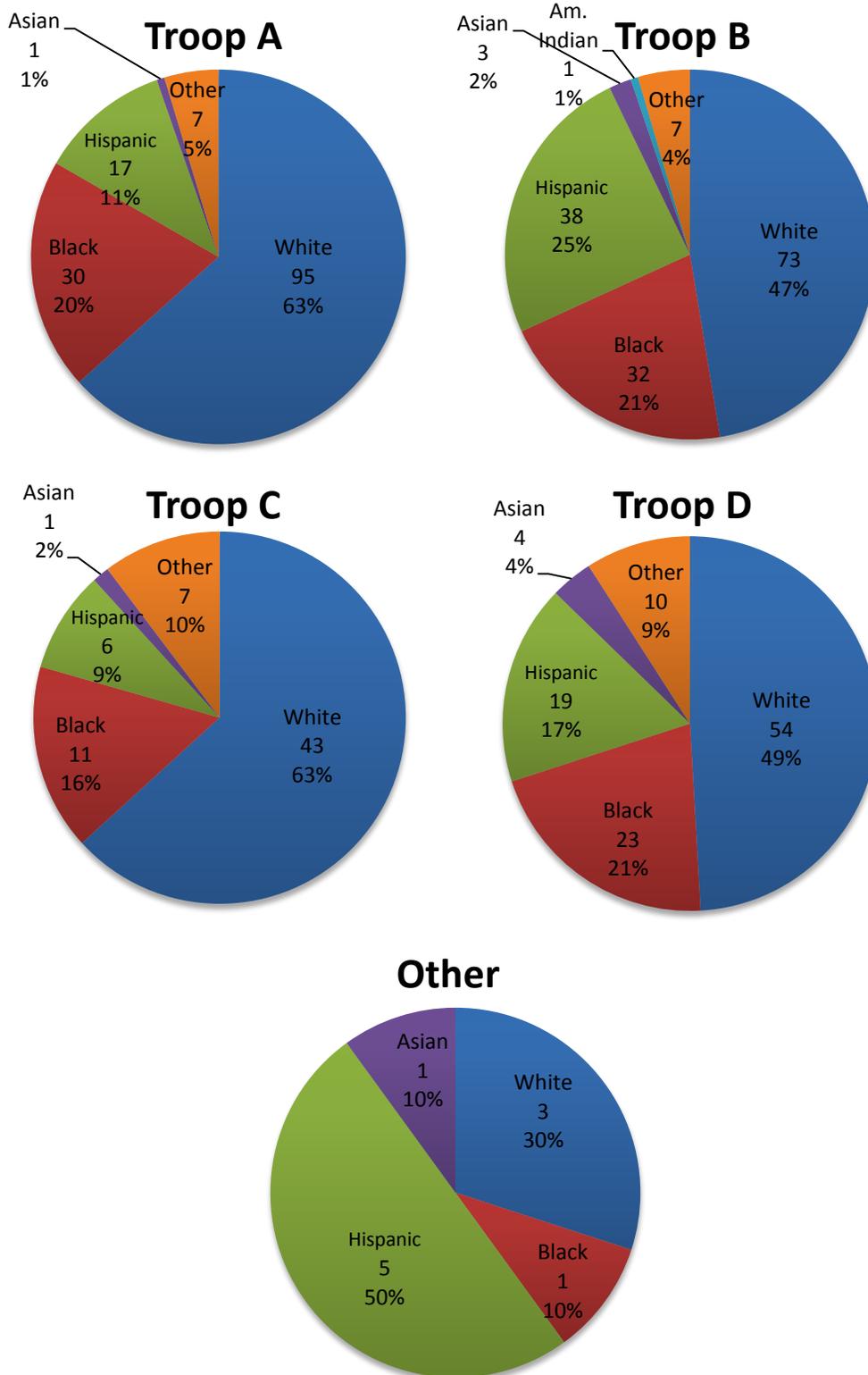


Figure Twenty-Three: Troop Trend of Motor Vehicle Stops with Vehicle Exits
 January 1, 2012 – December 31, 2015

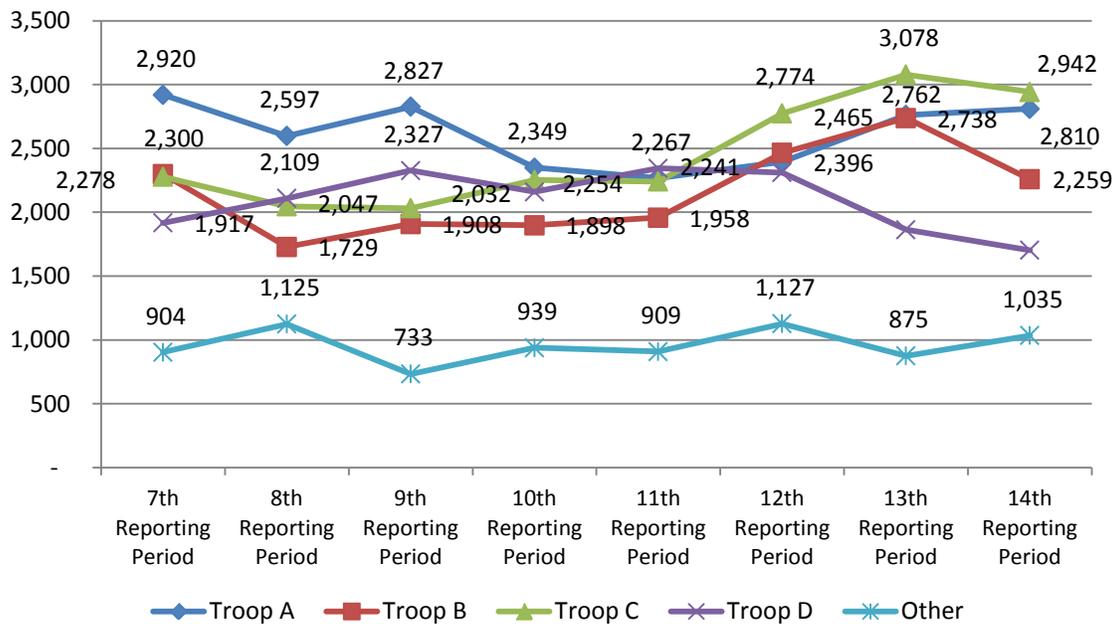
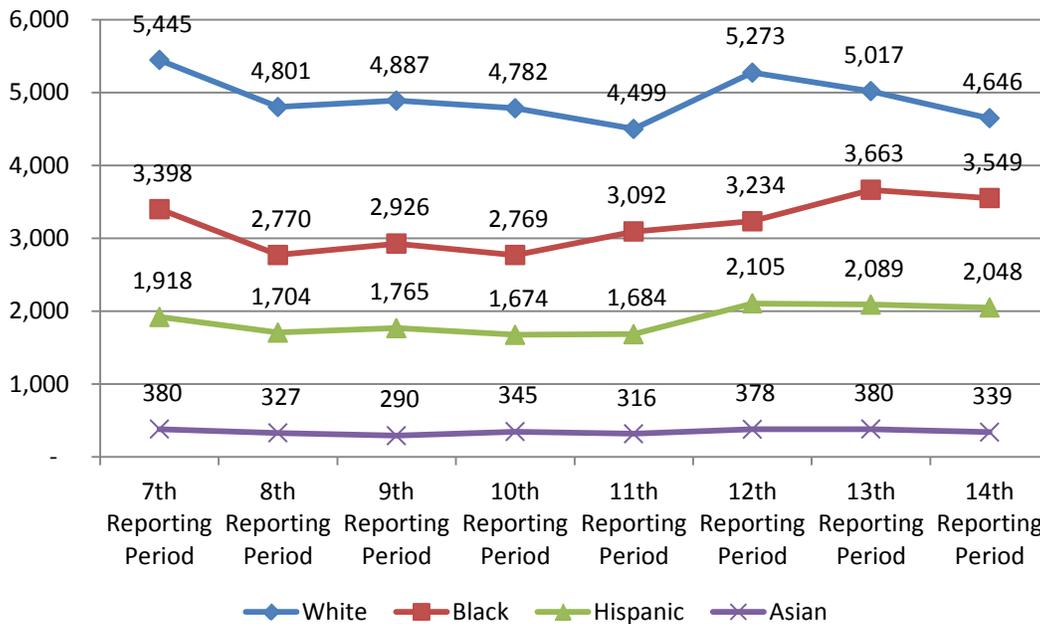


Figure Twenty-Three depicts the troop trend of the number of stops with vehicle exits. The changes in the number of stops with vehicle exits are similar to the troop changes noted among the number of stops with post-stop interactions with some exceptions. Troops B conducted 479 fewer stops with exits, an 18% decrease. Troop C conducted 136 fewer stops with exits, a 4% decrease. Troop D conducted 160 fewer stops with exits, a 9% decrease. And Other, non-Troop stations conducted 160 additional stops with exits, an 18% increase in the current reporting period. These changes are comparable in direction and magnitude to each troop’s changes in stops with post-stop activity since the previous reporting period. However, Troop A conducted 74 fewer stops with post-stop activity, a 2% decrease in such stops, but conducted 48 additional stops with vehicle exits, a 2% increase, in the current reporting period.

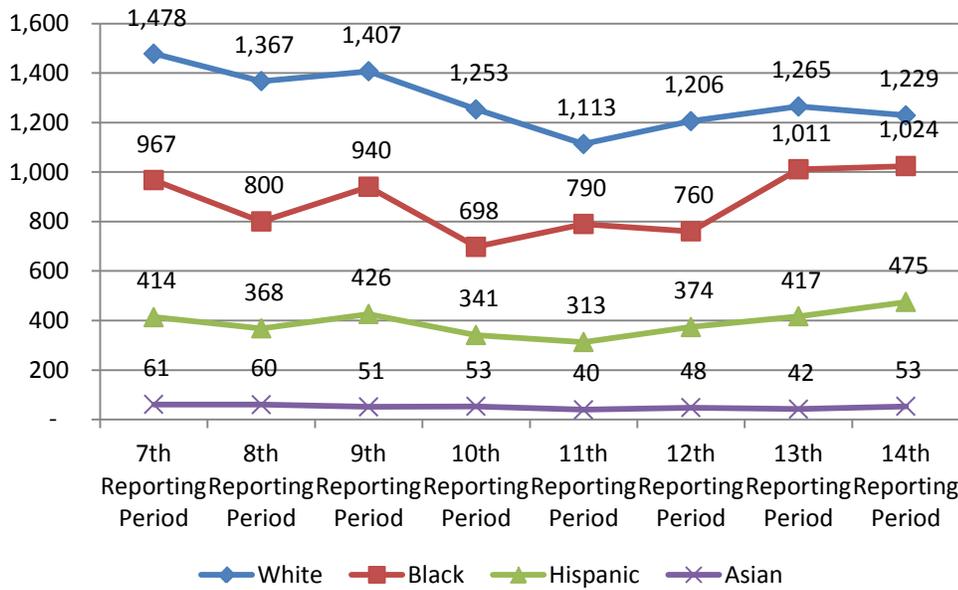
Figure Twenty-Four: Trend of Racial/Ethnic Distribution of Stops with Vehicle Exits
 January 1, 2012 – December 31, 2015



In the current reporting period there were 567 fewer stops with post-stop activity involving vehicle exits, a 5% decrease in the current reporting period. Because vehicle exits were the most frequent law enforcement procedure, the extent of change in the racial/ethnic distribution of stops with vehicle exits is similar to that of all stops with law enforcement procedures. In the current reporting period, there were 371 fewer stops with vehicle exits involving White drivers, a 7% decrease, and a continuation of the decrease noted in such stops since the 12th reporting period. After a more marked increase in stops with vehicle exits in the previous reporting period, there were 114 fewer stops with vehicle exits for Black drivers, a 3% decrease. For Hispanic drivers there were 41 fewer stops with vehicle exits, a 2% decrease. Asian drivers were involved in 41 fewer stops with vehicle exits, an 11% decrease since the previous reporting period. Thus the number of stops with post-stop activity involving vehicle exits decreased across all racial/ethnic groups in the current reporting period.

Figure Twenty-Four A: Trend of Racial/Ethnic Distribution of Stops with Vehicle Exits for Troop A

January 2012 – December 2015

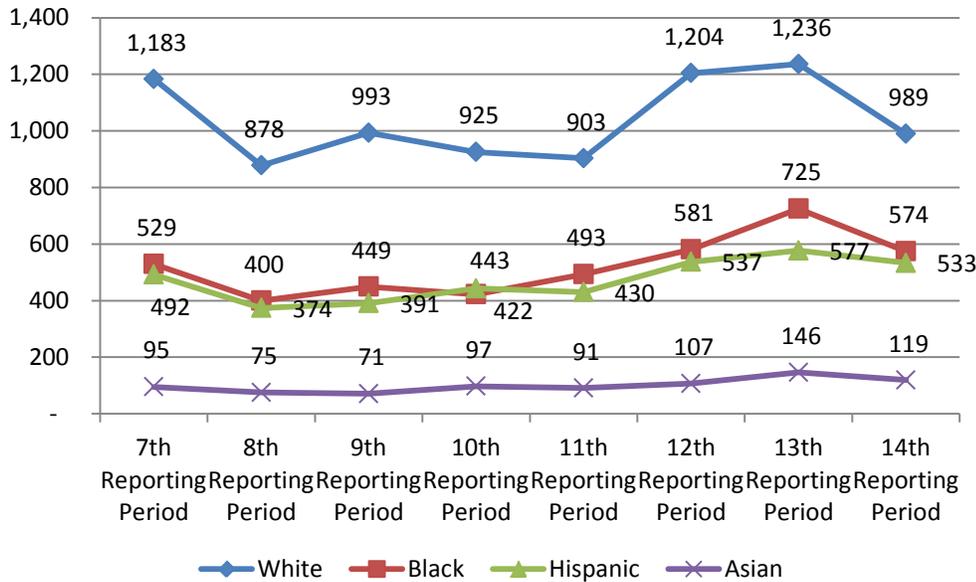


In Troop A, the number of stops with post-stop activity involving vehicle exits increased slightly, 2% in the current reporting period; this differs, though not substantially, from the 2% decrease in stops with post-stop activity for Troop A in the current reporting period. Stops with vehicle exits increased for Black, Hispanic, and Asian drivers in the current reporting

period, whereas, for White drivers, such stops decreased. After a marked increase in stops with vehicle exits in the previous reporting period, the volume of stops with vehicle exits involving Black drivers increased 1% in the current reporting period. Stops with vehicle exits increased 14% for Hispanic drivers and 26% for Asian drivers. Conversely, stops with vehicle exits decreased 3% for White drivers in the current reporting period. Although the percentage change for Asian drivers is the largest across all racial/ethnic groups, the numeric difference in stops with vehicle exits for Asian drivers is the smallest, an 11-stop difference since the previous reporting period. In Troop A, 93% of stops of White drivers, 97% of stops of Black drivers, 97% of stops of Hispanic drivers, and 98% of stops of Asian drivers with post-stop activity resulted in a vehicle exit in the current reporting period.

Figure Twenty-Four B: Trend of Racial/Ethnic Distribution of Stops with Vehicle Exits for Troop B

January 2012 – December 2015

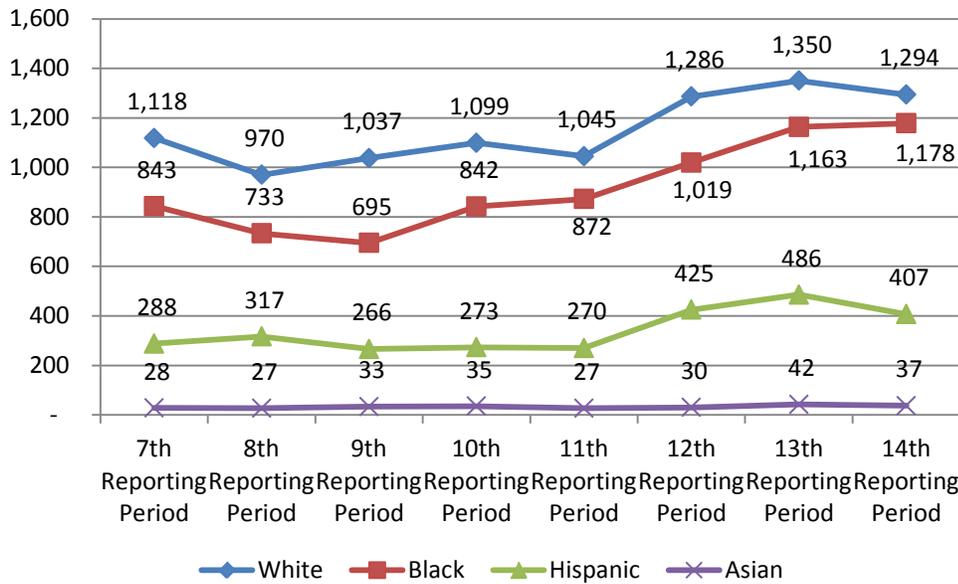


The number of stops with post-stop activity Troop B conducted decreased 19% in the current reporting period; similarly, stops with vehicle exits Troop B conducted decreased 18% in the current reporting period. Similar to trends observed in stops with post-stop activity, stops with vehicle exits decreased for all racial/ethnic groups in the current reporting

period. In Troop B, stops with vehicle exits involving White drivers decreased 20%. Such stops decreased by 21% for Black drivers, 8% for Hispanic drivers, and 19% for Asian drivers. Although stops with exits had increased more markedly for Black drivers in recent reporting periods, the number of stops with vehicle exits in the current reporting period is less than that observed in the 12th reporting period. In Troop B, 93% of stops of White drivers, 95% of stops of Black drivers, 93% of stops of Hispanic drivers, and 98% of stops of Asian drivers with post-stop activity involved a vehicle exit in the current reporting period.

Figure Twenty-Four C: Trend of Racial/Ethnic Distribution of Stops with Vehicle Exits for Troop C

January 2012 – December 2015

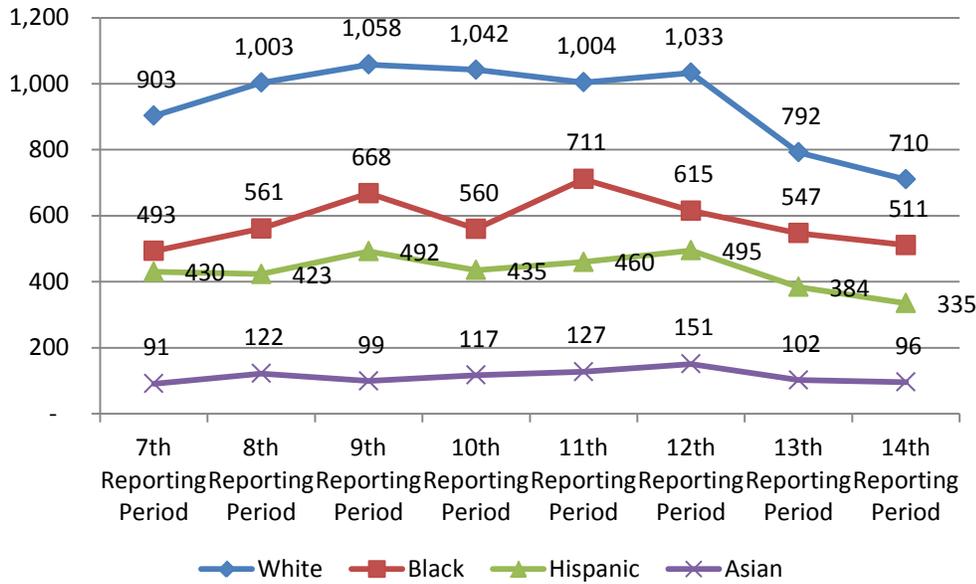


Stops with post-stop activity decreased 7% in Troop C while stops with vehicle exits decreased by 4% in the current reporting period. Although the total number of stops with vehicle exits decreased in Troop C, this change was not consistent across all racial/ethnic groups. Whereas White, Hispanic, and Asian drivers have fewer stops with vehicle exits, Black drivers

slightly more stops with vehicle exits compared to the previous reporting period. For White drivers there was a 4% decrease, for Hispanic drivers there was a 16% decrease, and for Asian drivers there was a 12% decrease in stops with vehicle exits in the current reporting period. Conversely, for Black drivers there was a slight increase, 1%, or 15 additional stops, with vehicle exits in the current reporting period. In Troop C, 97% of stops of White and Asian drivers each and 99% of stops of Black and Hispanic drivers each with post-stop activity resulted in an exit in the current reporting period.

Figure Twenty-Four D: Trend of Racial/Ethnic Distribution of Stops with Vehicle Exits for Troop D

January 2012 – December 2015

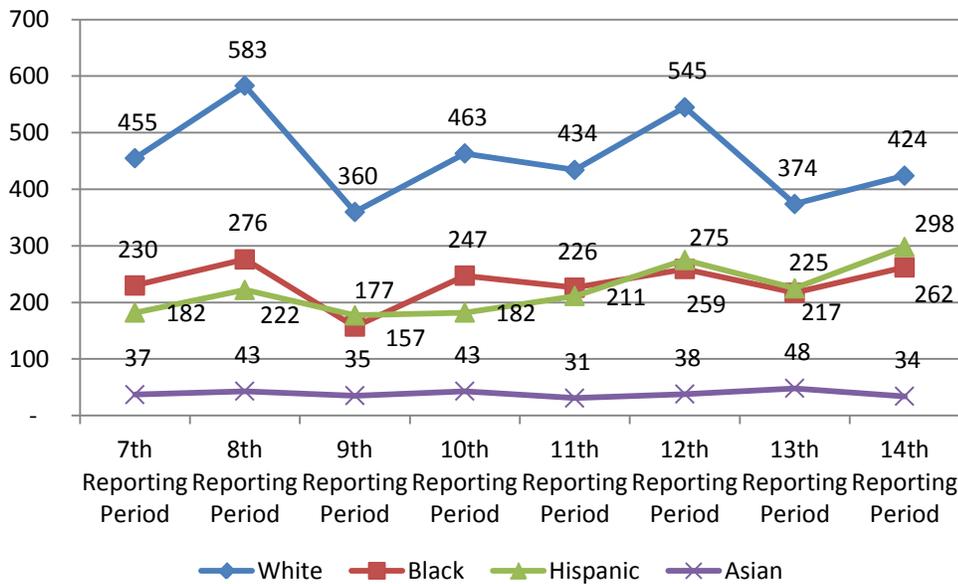


In Troop D there was a 12% decrease in the number of stops with post-stop activity and a 9% decrease in stops involving a vehicle exit in the current reporting period. As indicated in Figure Twenty-Four D, stops Troop D conducted involving vehicle exits have been decreasing for each racial/ethnic group since the 12th reporting period. In the current reporting

period, there was a 10% decrease for White drivers, a 7% decrease for Black drivers, a 13% decrease for Hispanic drivers, and a 6% decrease for Asian drivers in stops with vehicle exits. In Troop D, 93% of stops of White drivers, 96% of stops of Black drivers, 95% of stops of Hispanic drivers, and 96% of stops of Asian drivers with post-stop activity involved a vehicle exit in the current reporting period.

Figure Twenty-Four E: Trend of Racial/Ethnic Distribution of Stops with Vehicle Exits for Other Stations

January 2012 – December 2015



In Other, non-Troop stations, the number of stops with post-stop activity increased 10%, and the number of stops with vehicle exits increased as well, by 18% in the current reporting period. Trends observed in stops with vehicle exits are consistent with trends observed in stops with post-stop activity for Other, non-Troop stations; the volume of stops with vehicle

exits increased for White, Black and Hispanic drivers but decreased for Asian drivers in the current reporting period. Vehicle exits increased 13% for White drivers, 21% for Black drivers, and 32% for Hispanic drivers in the current reporting period. Similar to the trend observed in stops with post-stop activity in Other, non-Troop stations, there was a 29% decrease in the volume of stops with vehicle exits involving Asian drivers in the current reporting period. Unlike all other troops, in Other, non-Troop stations, there were more stops of Hispanic drivers than Black drivers involving vehicle exits in the current reporting period; as indicated in Figure Twenty-Four E, Hispanic drivers were slightly more frequently involved in such stops in comparison to Black drivers in three previous reporting periods as well. Nonetheless, in Other, non-Troop stations, 99.30% of stops of White drivers, 99.62% of Black drivers, 98% of stops of Hispanic drivers, and 97% of stops of Asian drivers with post-stop activity resulted in a vehicle exit in the current reporting period.

Overall, the change in the volume of stops with vehicle exits in each Troop was consistent with the changes noted among all stops with post-stop interactions. This is likely because vehicle exits are overwhelmingly the most common post-stop activity. No racial/ethnic group appeared to have a substantially higher likelihood of vehicle exits than another group; the majority of stops with post-stop activity of each racial/ethnic group involved vehicle exits.

Non-Consensual Searches

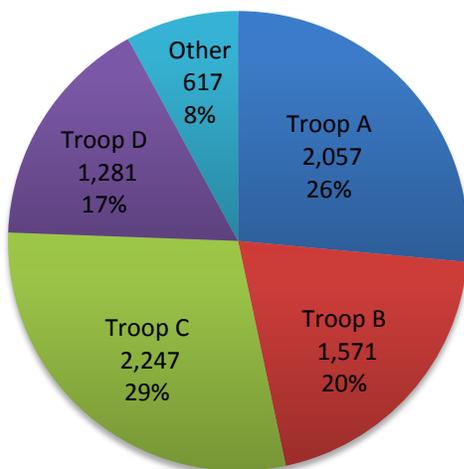
Following arrests, non-consensual searches were the third most common law enforcement procedure in motor vehicle stops in the current reporting period. Of the 11,241 stops with post-stop interactions, 69.15% (7,773 stops) involved non-consensual searches. Since the number of stops with law enforcement procedures decreased in the current reporting period, there is an expectation of the same trend for each specific law enforcement procedure; for stops with non-consensual searches, however, this is not the case. The number of stops with non-consensual searches increased more markedly in the current reporting period, by 433 stops, or 5.9%, dissimilar to the 8% decrease in

stops with post-stop activity, and 5% decrease in stops with vehicle exits in the current reporting period. The increase in stops with non-consensual searches in the current reporting period is also higher in comparison to the previous reporting period, in which the number of stops with non-consensual searches increased by only 0.25%.

The changes in State Police policies and procedures under Witt likely explain the dissimilarity in change in the volume of non-consensual vehicle searches. The Court's decision in Witt overturned the previous ruling in Peña-Flores, and returned to the standard set in Alston; troopers may search based on probable cause without the need to request consent. As such, the volume of stops with non-consensual searches increased, and, as seen later in this report, the volume of stops with consent searches decreased substantially.

Figure Twenty-Five: Troop Distribution of Stops with Non-Consensual Searches

July 1, 2015 – December 31, 2015



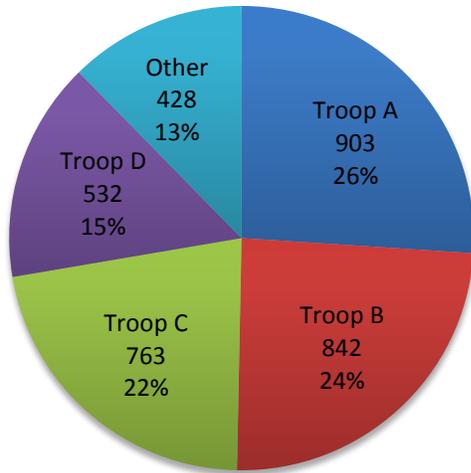
Total Stops with Non-Consensual Searches: **7,773**

Figure Twenty-Five depicts the distribution of stops with non-consensual searches across troops. Though only 69% of all stops with post-stop interactions involved non-consensual searches, the troop distribution of non-consensual searches is nearly identical to the troop distribution of all stops with post-stop interactions. Troop C conducted a slightly larger proportion of stops with non-consensual searches, 29%, than stops with post-stop interactions, 27%. Conversely, Troop B and Other, non-Troop stations conducted slightly smaller proportions of stops with non-consensual searches than stops with post-stop interactions. Troop B conducted 20% of stops with non-consensual searches and 22% of stops with post-stop activity, and Other, non-Troop stations conducted 8% of stops with non-consensual searches and 9% of

stops with post-stop activity. Indeed, nearly 75% of stops with post-stop interaction resulted in non-consensual searches in Troop C. This proportion was 71% for Troop D, 70% for Troop A, and 65% for Troop B. Only 59% of stops with post-stop interaction resulted in non-consensual searches in Other, non-Troop stations in the current reporting period.

Figure Twenty-Six: Troop Distribution of Stops without Non-Consensual Searches

July 1, 2015 – December 31, 2015



Total Stops without Non-Consensual Searches: **3,468**

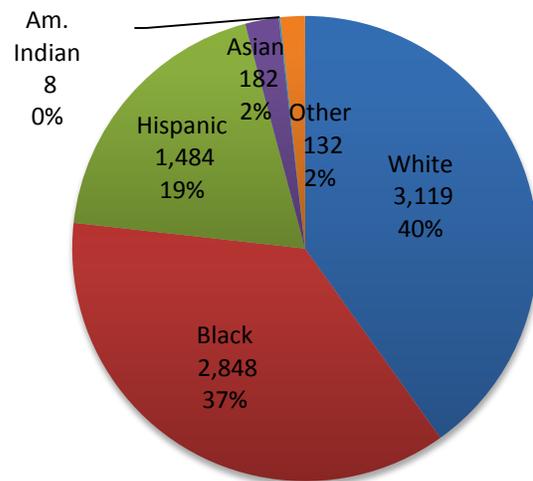
In the current reporting period there were 3,468 stops with post-stop interactions that did not involve non-consensual searches. Though there were more stops involving post-stop interactions with non-consensual searches than without, it is important to examine the distribution of stops without these searches to determine whether the decision to engage in this activity is more likely in certain troops. Figure Twenty-Six depicts the troop distribution of stops with post-stop interactions without non-consensual searches. This distribution is similar to the troop distribution of stops with post-stop interactions, wherein Troops A, B, and C each conducted roughly a quarter of stops without non-consensual searches. The proportion for Troop A is identical to that of stops involving post-stop interaction and stops with non-consensual searches. Other, non-Troop stations, however, conducted a

slightly larger proportion, 13%, of stops with post-stop activity not involving non-consensual searches.

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

July 1, 2015 – December 31, 2015

As shown in Figure Twenty-Seven, White drivers were involved in the largest proportion of stops with non-consensual searches. White drivers were involved in 3,119 stops with non-consensual searches, 40%. Black drivers were involved in 2,848 stops with non-consensual searches, 37%. Hispanic drivers were involved in 1,484 stops, with non-consensual searches, 19%. And Asian drivers were involved in 182 stops with non-consensual searches, 2%. While White drivers were still involved in the largest proportion of stops with non-consensual searches, they were involved in a smaller proportion than their representation in all stops (61%) and a slightly smaller proportion than their representation in stops with law enforcement procedures (44%). Black drivers were overrepresented compared to their proportion of all stops (18%) and involved in a slightly larger proportion of stops compared to those with law enforcement procedures (32%). Hispanic drivers were also overrepresented among stops with non-consensual searches when compared to their proportion of all stops (13%) and nearly the same proportion as stops with law enforcement procedures (19%). Among all stops with post-stop activity, Black drivers had the



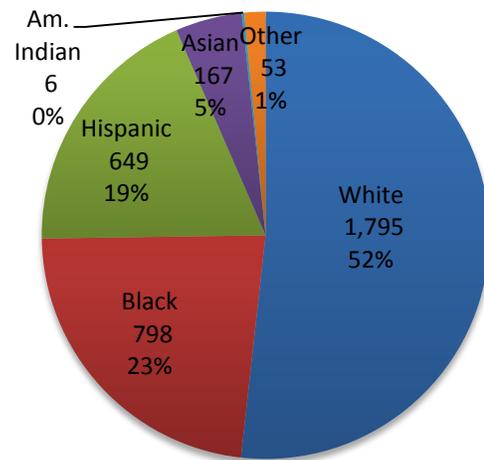
Total Stops with Non-Consensual Searches: **7,773**

greatest likelihood of a non-consensual search. Seventy-eight percent of Black drivers, 70% of Hispanic drivers, 64% of White drivers, and 52% of Asian drivers involved in a stop with post-stop activity were involved in a non-consensual search in the current reporting period.

Figure Twenty-Eight: Racial/Ethnic Distribution of Stops without Non-Consensual Searches

July 1, 2015 – December 31, 2015

As noted previously, White drivers are a less than expected proportion and Black and Hispanic drivers are a larger than expected proportion of stops with non-consensual searches. There is an expectation that a group overrepresented among stops with non-consensual searches will make up a smaller than expected proportion of stops without non-consensual searches and vice versa. Figure Twenty-Eight depicts the distribution of stops without non-consensual searches. As shown, White drivers are overrepresented. They are 52% of stops without non-consensual searches compared to only 40% of stops with non-consensual searches. Conversely, Black drivers are a less than expected proportion of stops without non-consensual searches, 23%, compared to 37% of stops with these searches. Asian drivers are a slightly larger proportion of stops without non-consensual searches, 5%, in comparison to stops with non-consensual searches, 2%. Hispanic drivers, however, are similar proportions across stops with and without non-consensual searches, 20% and 19%, respectively.



Total Stops without Non-Consensual Searches: **3,468**

Figure Twenty-Nine indicates that across troops, the racial/ethnic distribution of stops with non-consensual searches varies. In Troop C, there were more stops of Black drivers with non-consensual searches (44%), than there were of White drivers (40%), however, in all other troops, White drivers were the largest proportion of these stops. Proportions for White drivers varied from 39% and 42%. For Black drivers, proportions varied from 30%, in Troop B and Other, non-Troop stations, to 44% in Troop C. Proportions for Hispanic drivers varied from 14%, in Troop C, to 28%, in Other, non-Troop stations. The proportions of Other, non-Troop stations stops with non-consensual searches involving Black and Hispanic drivers were highly similar, 30% and 28%, respectively. These proportions will continue to be examined in future reporting periods to ensure that stops with non-consensual searches do not disproportionately involve drivers of certain races.

Figure Twenty-Nine: Racial/Ethnic Distribution of Stops with Non-Consensual Searches by Troop

July 1, 2015 – December 31, 2015

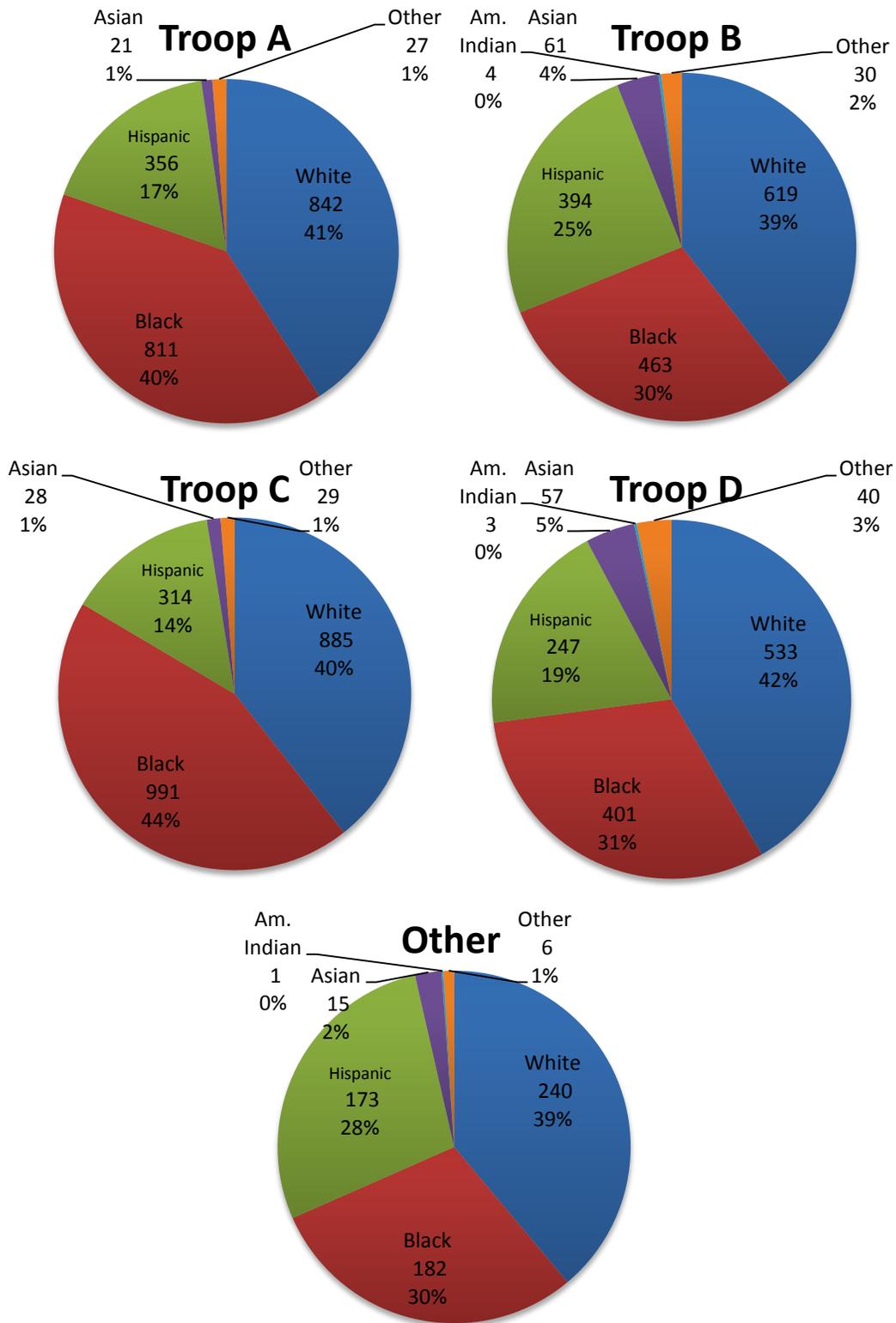


Figure Thirty: Racial/Ethnic Distribution of Stops without Non-Consensual Searches by Troop
 July 1, 2015 – December 31, 2015

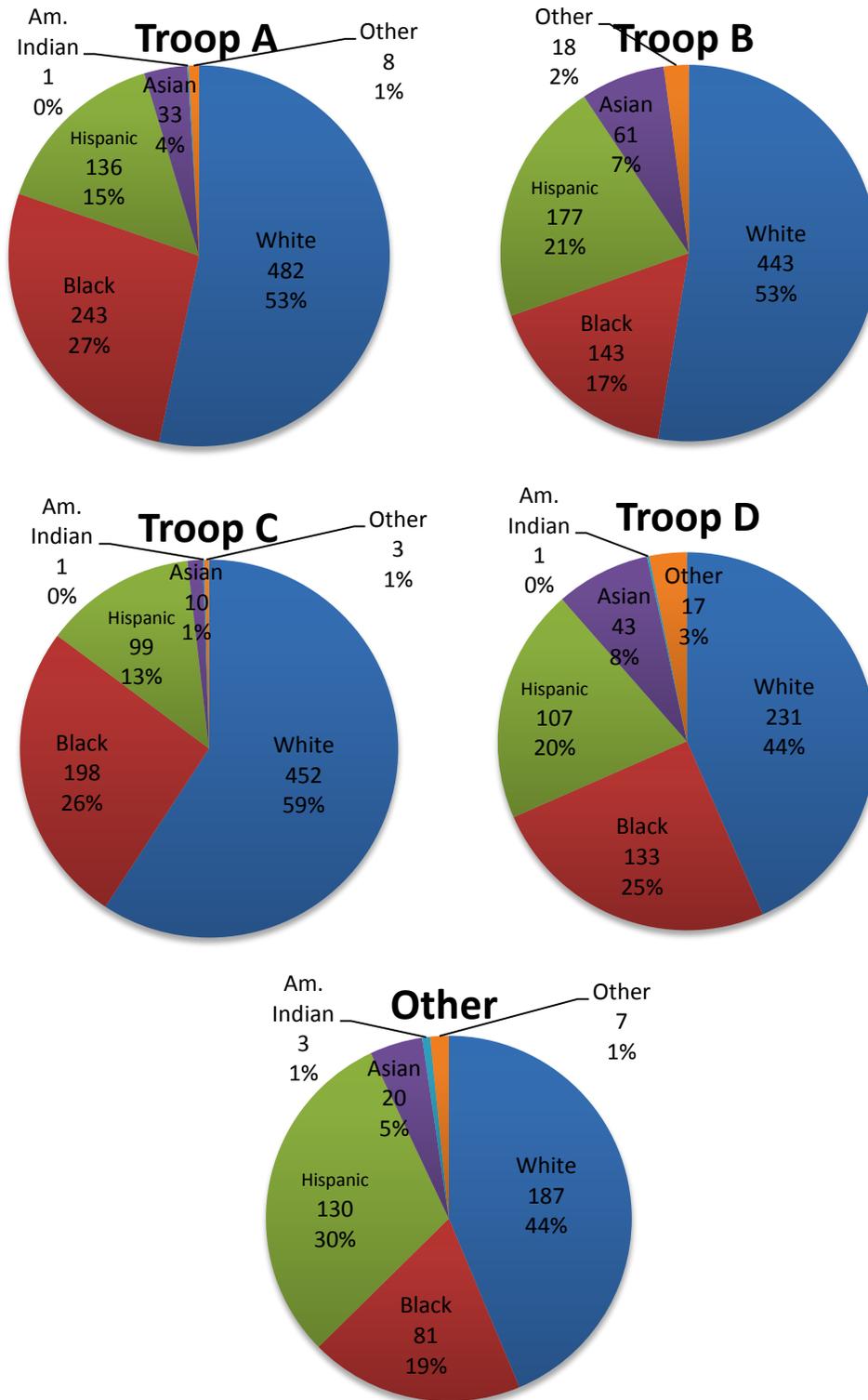


Figure Thirty depicts the racial/ethnic distribution of stops without non-consensual searches by Troop. Among stops without non-consensual searches, White drivers generally make up a larger proportion than they do stops with non-consensual searches for each Troop. For White drivers, the proportion of stops without non-consensual searches ranged from 44% to 59%. As noted previously, Black drivers were a slightly larger proportion of stops with non-consensual searches in Troop C than White drivers. Among stops without non-consensual searches in Troop C, White drivers were a larger proportion, 59%, than Black drivers, 26%. For Black drivers, the proportion of stops without non-consensual searches ranged from 17% to 27%. For Hispanic drivers, the proportion of stops without non-consensual searches ranged from 13% to 30%.

Figure Thirty-One depicts the trend in stops with non-consensual searches for each Troop for the current and previous seven reporting periods. As noted previously, the number of stops with non-consensual searches increased by 433 stops, or 5.9%, in the current reporting period. The changes noted in the number of stops with non-consensual searches, however, vary more widely across Troops. Other, non-Troop stations conducted 159 additional stops with non-consensual searches, a 34.72% increase and the largest change exhibited across troops, whereas Troop B was the only troop to conduct fewer stops with non-consensual searches (149 fewer), an 8.66% decrease, in the current reporting period. Troop A conducted 156 additional stops, an 8.21% increase. Troop C conducted 214 additional stops, a 10.53% increase. And Troop D conducted 53 additional stops with non-consensual searches, a 4.32% increase in the current reporting period.

Figure Thirty-One: Troop Trend of Stops with Non-Consensual Searches
 January 1, 2012 – December 31, 2015

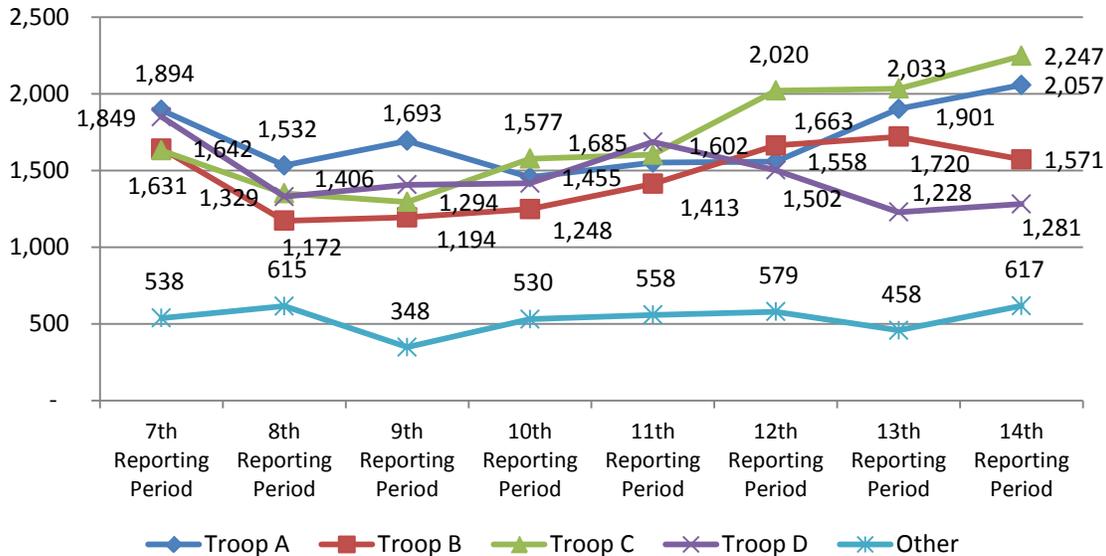


Figure Thirty-Two depicts the trend in stops with non-consensual searches for each racial/ethnic group for the current and previous seven reporting periods. Black drivers had the largest increase in stops with non-consensual searches, both in number and proportion, with 250 additional stops, a 9.62% increase. Hispanic drivers were involved in 111 additional stops, an 8.08% increase. There was a 1.93% increase in stops with non-consensual searches for White drivers, 59 additional stops. There was little change for Asian drivers, one less stop in the current reporting period, a 0.55% decrease.

As seen in Figure Thirty-Two, the number of stops with non-consensual searches involving Black drivers has been increasing steadily since the 8th reporting period. In the current reporting period, the difference between the number of stops with non-consensual searches involving White and Black drivers is the smallest in all reporting periods examined, a difference of 271 stops. That is, the number of stops with non-consensual searches involving Black drivers has been steadily approaching the number of stops with non-consensual searches involving White drivers. OLEPS will continue to monitor changes in the number of stops with non-consensual searches across racial/ethnic groups and further examines a sample of these searches in its Oversight Reports.⁸

As previously noted, stops with post-stop activity decreased by 8%, and stops with vehicle exits decreased by 5% in the current reporting period; in contrast, stops with non-consensual searches increased by 6% in the current reporting period. The trends of stops with non-consensual searches across racial/ethnic groups are not consistent with those noted for stops with post-stop activity and vehicle exits. For example, whereas stops with post-stop activity and vehicle exits decreased for White, Black, Hispanic, and Asian drivers, stops with non-consensual searches decreased only for Asian drivers, but increased for White, Black, and Hispanic drivers, at varying rates.

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

January 1, 2012 –December 31, 2015

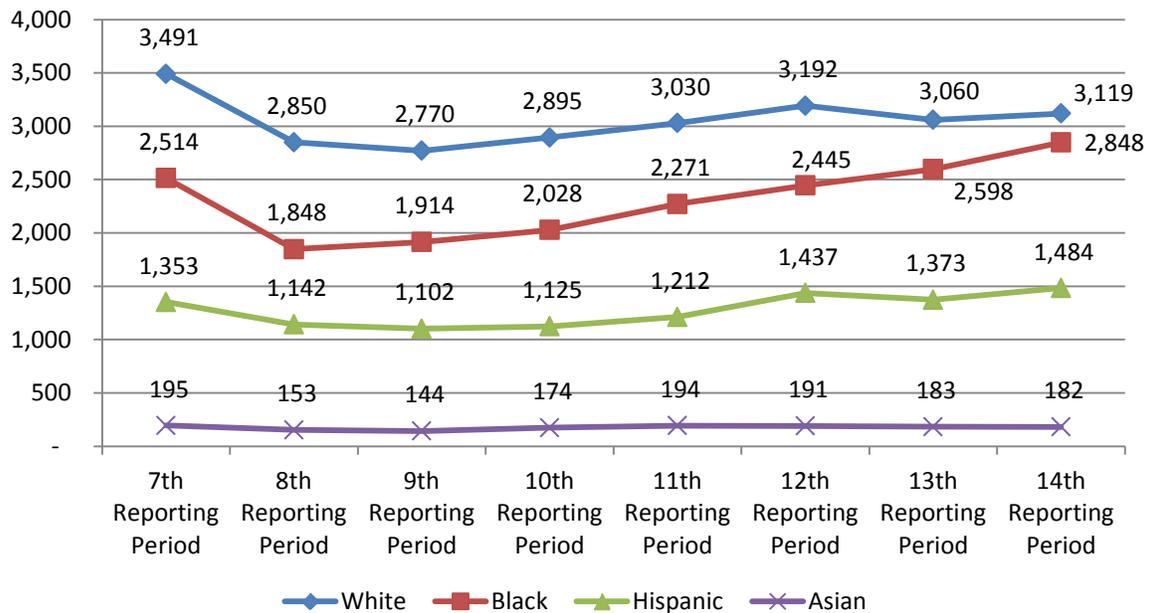
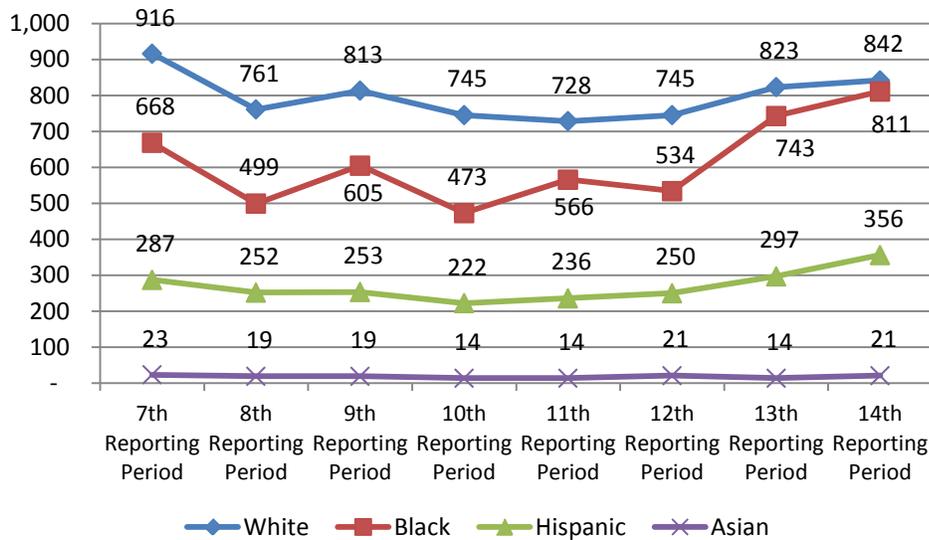


Figure Thirty-Two A-E depict the trends of the racial/ethnic distribution of non-consensual searches in each Troop from the 7th through current reporting periods. Generally, the changes noted within each troop's racial/ethnic groups were similar to changes noted for each troop overall, however, there are some differences.

⁸ <http://www.nj.gov/oag/oleps/in-house-monitoring.html>

Figure Thirty-Two A: Trend of Racial/Ethnic Distribution of Stops with Non-Consensual Searches for Troop A

January 2012 – December 2015

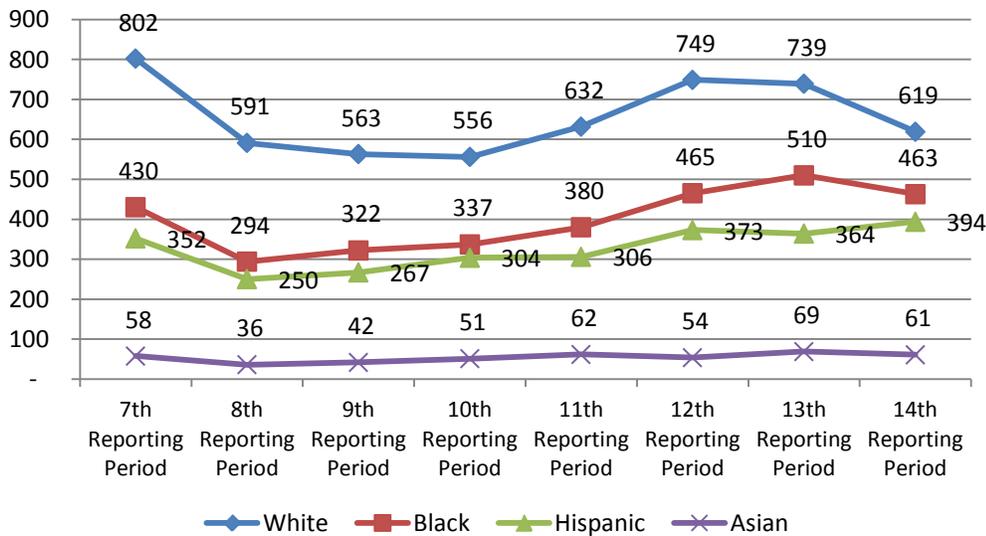


In Troop A there was a 2% decrease in stops with post-stop activity but an 8% increase in stops with non-consensual searches in the current reporting period. Stops with non-consensual searches increased for White, Black, Hispanic, and Asian drivers in Troop A. For White drivers there were 19 additional stops, a 2% increase, while for Black drivers there were 68 additional

stops, a 9% increase. Non-consensual searches involving Hispanic drivers increased by 59 stops; this is a 20% increase. Given the lower volume of stops involving Asian drivers, the percent change is higher for Asian drivers, a 50% increase in the current reporting period; however, this is only seven additional stops. Black drivers had the highest likelihood of being involved in a stop with post-stop interaction resulting in a non-consensual search. In Troop A, 77% of stops of Black drivers, 72% of stops of Hispanic drivers, 64% of stops of White drivers, and only 39% of stops of Asian drivers with post-stop activity resulted in non-consensual searches in the current reporting period.

Figure Thirty-Two B: Trend of Racial/Ethnic Distribution of Stops with Non-Consensual Searches for Troop B

January 2012 – December 2015

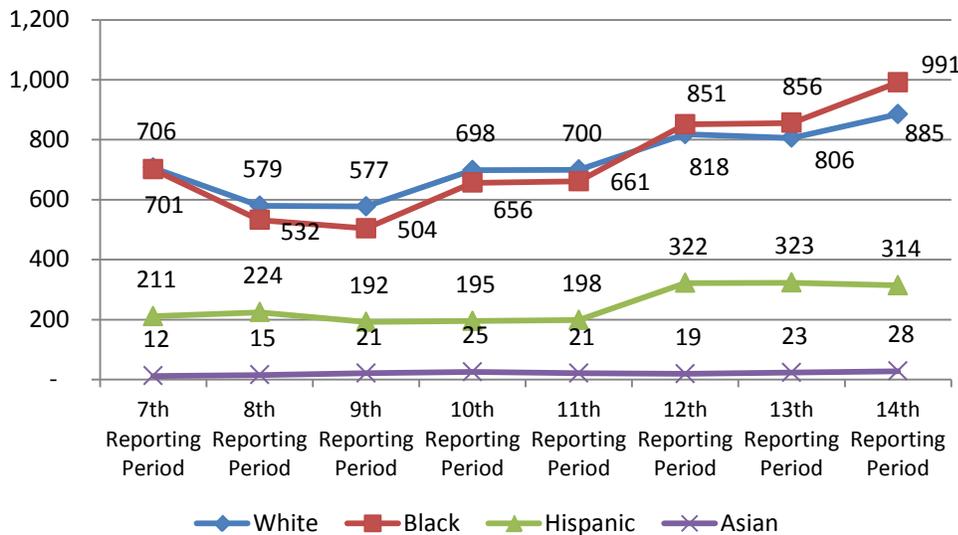


There were decreases in the volume of stops with both post-stop interaction and non-consensual searches in the current reporting period for Troop B, a 19% decrease in stops with post-stop interaction and a 9% decrease in stops with non-consensual searches. Since the previous reporting period, stops with

non-consensual searches decreased for White, Black, and Asian drivers, while such stops increased for Hispanic drivers. Stops of White drivers with non-consensual searches decreased 120 stops, a 16% decrease. For Black drivers, there were 47 fewer stops, a 9% decrease. Finally, for Asian drivers there were eight fewer stops with non-consensual searches, a 12% decrease. In contrast, there were 30 additional stops of Hispanic drivers, an 8% increase in stops with non-consensual searches. In Troop B, 76% of all stops with post-stop activity resulted in a non-consensual search for Black drivers. Sixty-nine percent of stops of Hispanic drivers, 58% of stops of White drivers, and 50% of stops of Asian drivers with post-stop interaction resulted in a non-consensual search in Troop B.

Figure Thirty-Two C: Trend of Racial/Ethnic Distribution of Stops with Non-Consensual Searches for Troop C

January 2012 – December 2015

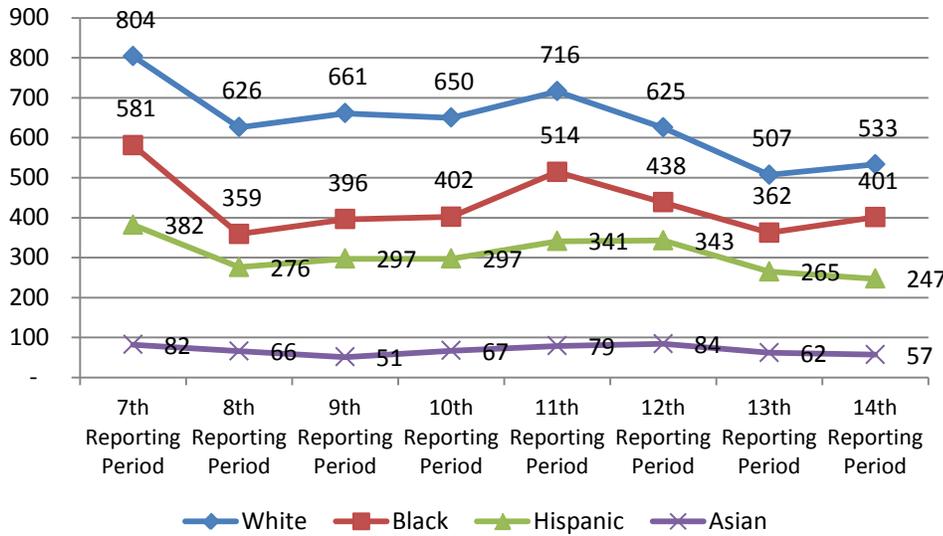


There was a 7% decrease in stops with post-stop activity in Troop C, but an 11% increase in stops with non-consensual searches. In contrast to Troop B, there were increases in the volume of stops with non-consensual searches for White, Black, and Asian drivers but a decrease for Hispanic drivers. The largest increase in the number of stops of

with non-consensual searches was for Black drivers. There were 135 additional stops, a 16% increase. White drivers were involved in 79 additional stops, a 10% increase. There was a 22% increase for Asian drivers; however, this was only five additional stops since the previous reporting period. Hispanic drivers were involved in nine fewer stops in the current reporting period, a 3% decrease. As seen in Figure Thirty-Two C, Black drivers have had a larger volume of stops involving non-consensual searches Troop C conducted than White drivers since the 12th reporting period. Similar to Troops A and B, Black drivers had the highest likelihood of being involved in a stop with post-stop activity resulting in a non-consensual search in Troop C, 83%. Seventy-six percent of stops of Hispanic drivers, 74% of stops of Asian drivers, and 66% of stops of White drivers involving post-stop activity resulted in a non-consensual search in the current reporting period in Troop C.

Figure Thirty-Two D: Trend of Racial/Ethnic Distribution of Stops with Non-Consensual Searches for Troop D

January 2012 – December 2015

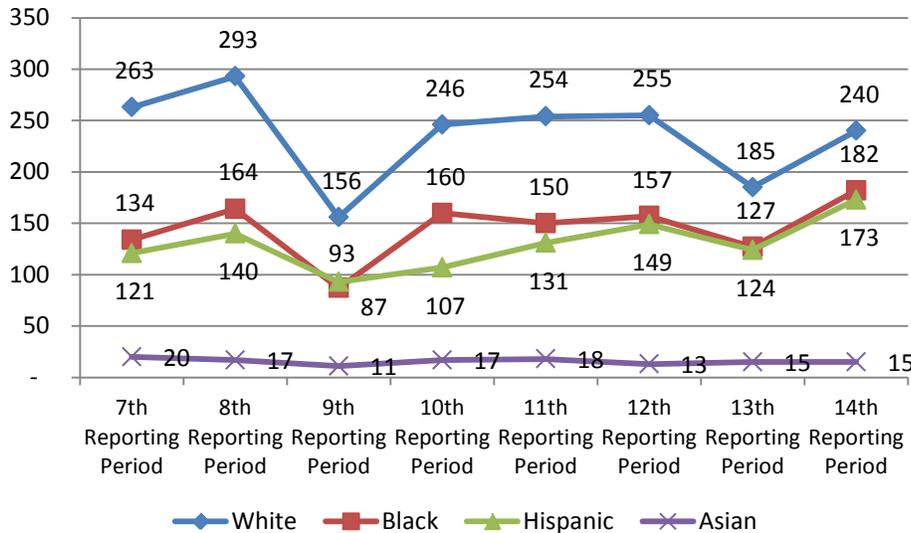


In Troop D there was a 12% decrease in stops with post-stop activity, but a minor increase in stops with non-consensual searches, 4% in the current reporting period. Stops of White and Black drivers with a non-consensual search increased, whereas stops of Hispanic and Asian drivers with a non-consensual search decreased in the current reporting period. Black

drivers were involved in 39 additional stops, an 11% increase, and White were involved in an additional 26 stops, a 5% increase in the current reporting period. Conversely, Hispanic drivers were involved in 18 fewer stops, a 7% decrease, and Asian drivers had five fewer stops, an 8% decrease. As noted in Troops A, B, and C, Black drivers had the greatest likelihood of being involved in a stop with a non-consensual search in Troop D. For Black drivers, 75% of stops with post-stop activity resulted in a non-consensual search. For both White and Hispanic drivers, this proportion was 70%. For Asian drivers, 57% of stops with post-stop activity resulted in a non-consensual search in the current reporting period.

Figure Thirty-Two E: Trend of Racial/Ethnic Distribution of Stops with Non-Consensual Searches for Other Stations

January 2012 – December 2015



Stops with non-consensual searches in Other, non-Troop stations changed similarly to that noted for post-stop activity. For Other, non-Troop stations there was a 10% increase in stops with post-stop interaction, and a 35% increase in stops with non-consensual searches in the current reporting period. The volume of stops of Black, White, and Hispanic drivers increased similarly in the current reporting period.

whereas there was no change for Asian drivers. White and Black drivers were involved in an additional 55 additional each, and Hispanic drivers were involved in 49 additional stops involving non-consensual searches in the current reporting period. For White drivers this was a 30% increase, for Black drivers, a 43% increase, and for Hispanic drivers, a 40% increase. Across all racial/ethnic groups, and as noted in all other troops, Black drivers had the highest likelihood of being involved in a stop with post-stop interaction that resulted in a non-consensual search. Sixty-nine percent of stops of Black drivers, 57% of stops of Hispanic drivers, 56% of stops of White drivers, and 43% of stops of Asian drivers that involved post-stop activity resulted in a non-consensual search in Other, non-Troop stations.

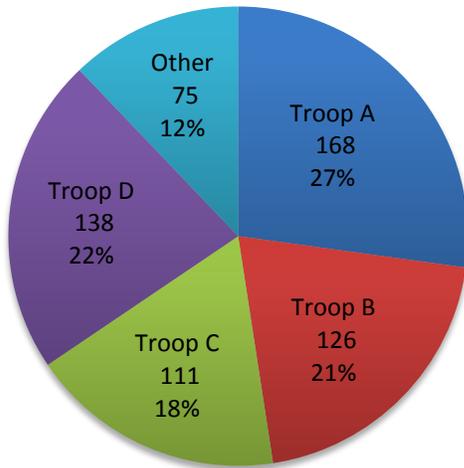
Occupant Frisks

In comparison to vehicle exits and non-consensual searches, occupant frisks in motor vehicle stops are much less frequent. In the current period, there were 618 motor vehicle stops where there was a frisk of at least one occupant, 5.5% of all stops with post-stop interactions this reporting period. The number of stops with frisks decreased by 71 stops, or 10.3%, since the previous reporting period.

This decrease is also a potentially result of the Court's decision in *Witt*. Prior to this decision, when probable cause was established, a trooper requested consent to search the vehicle (or item) or applied for a search warrant. Further, during this time, State Police policy indicated that upon the detection of the odor of marijuana, individuals were immediately placed under arrest, requested consent to search, and processed at the station if the search produced confirming evidence or if a search warrant was granted and the vehicle was towed back to the station. Under *Witt*, troopers are still required to arrest first, but can immediately search and release the individual at the scene if no evidence is located during the search. Thus, a potential result is that there are fewer individuals arrested and transported back to the station. Since arrests and transports require a frisk, decreases in the volume of arrests and transports have the potential of reducing the volume of frisks.

Figure Thirty-Three: Troop Distribution of Stops with Occupant Frisks

July 1, 2015 – December 31, 2015

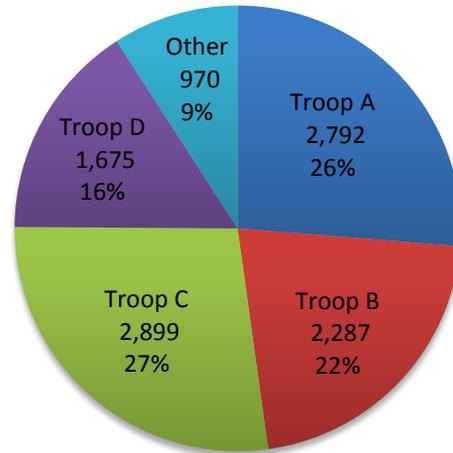


Total Stops with Frisks: **618**

Figure Thirty-Three depicts the distribution of stops with frisks across Troops. Though only a small proportion of stops with post-stop interactions involved frisks, the troop distribution of stops with frisks is similar to the troop distribution of all stops with post-stop interactions. Troop C conducted a smaller proportion of stops with frisks, 18%, than stops with post-stop interactions 27%. Conversely, Troop D conducted a larger proportion of stops with frisks, 22%, than stops with post-stop interactions, 16%. Other, non-Troop stations also conducted a slightly larger proportion of stops with frisks, 12%, than stops with post-stop interactions, 9%. The proportions of stops with occupant frisks for Troop A and B are highly similar– both within one percentage point– to their proportions for stops with post-stop activity.

Figure Thirty-Four: Troop Distribution of Stops without Occupant Frisks

July 1, 2015 – December 31, 2015

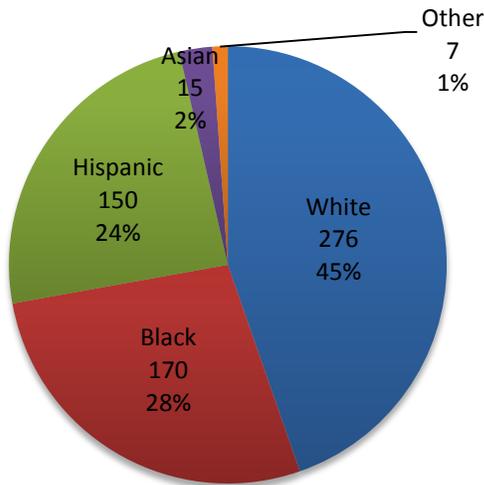


Total Stops without Frisks: **10,623**

The majority of stops with post-stop activity did not involve an occupant frisk. In the current reporting period there were 10,623 stops with post-stop interactions that did not involve an occupant frisk. As such, this distribution is nearly identical to the troop distribution for stops with post-stop activity. Troop C has the largest proportion, 27%, of stops without occupant frisks, followed by Troop A, which conducted 26%. Troop B conducted 22%, and Troop D conducted 16% of such stops. Other, non-Troop stations conducted 9% of stops with post-stop activity not involving occupant frisks in the current reporting period.

Figure Thirty-Five: Racial/Ethnic Distribution of Stops with Occupant Frisks

July 1, 2015 – December 31, 2015



Total Stops with Frisks: **618**

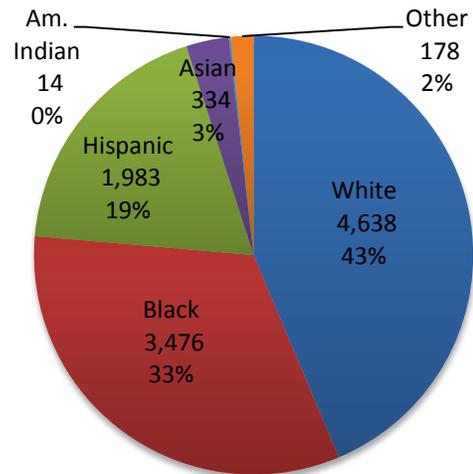
As shown in Figure Thirty-Five, White drivers were involved in the largest proportion of stops with occupant frisks. There were 276 stops, 45%, with a frisk that involved White drivers, 170 stops, 28%, that involved Black drivers, 150 stops, 24%, that involved Hispanic drivers, and 15 stops, 2%, that involved Asian drivers in the current reporting period. In comparison to the racial/ethnic distribution of all stops, White drivers were a smaller than expected proportion, whereas Black and Hispanic drivers were a larger than expected proportion of stops with occupant frisks. In comparison to the racial/ethnic distribution of stops with post-stop activity, Black drivers are a less than expected proportion of stops with occupant frisks. Hispanic drivers, however, were still a larger than expected proportion of stops with

frisks while White drivers were a similar proportion of stops with frisks all stops with post-stop activity.

Figure Thirty-Six: Racial/Ethnic Distribution of Stops without Occupant Frisks

July 1, 2015 – December 31, 2015

Figure Thirty-Six depicts the racial ethnic distribution of stops with post-stop activity not involving an occupant frisk. Given that most post-stop activity did not involve an occupant frisk, this distribution was nearly identical to the distribution of stops with post-stop activity. Compared to the distribution of stops involving occupant frisks, Black drivers are a slightly larger proportion, whereas White and Hispanic drivers are smaller proportions in stops without occupant frisks.



Total Stops without Frisks: **10,623**

Figure Thirty-Seven depicts the racial/ethnic distribution of stops with post-stop interactions involving occupant frisks across Troops for the current reporting period. Across Troops, the racial/ethnic distribution of stops with occupant frisks varied slightly. White drivers were consistently the majority of these stops, with proportions ranging from 39% in Other, non-Troop stations to 50% in Troop A. Black drivers were between 24% and 30% of stops, and Hispanic drivers were between 18% and 35% of stops with occupant frisks across all Troops. Asian drivers were a much smaller proportion of such stops, with proportions ranging from 1% to 6% across troops in the current reporting period. Asian drivers were the largest proportion, 6%, in Troop B in the current reporting period. Troop A had the largest proportions of stops of White drivers with a frisk, 50%. Both Troops A and C had the

largest proportions of stops of Black drivers with frisks, 30%. Other, non-Troop stations had the largest proportion of stops of Hispanic drivers with a frisk, 35%.

Figure Thirty-Seven: Racial/Ethnic Distribution of Stops with Occupant Frisks by Troop
July 1, 2015 – December 31, 2015

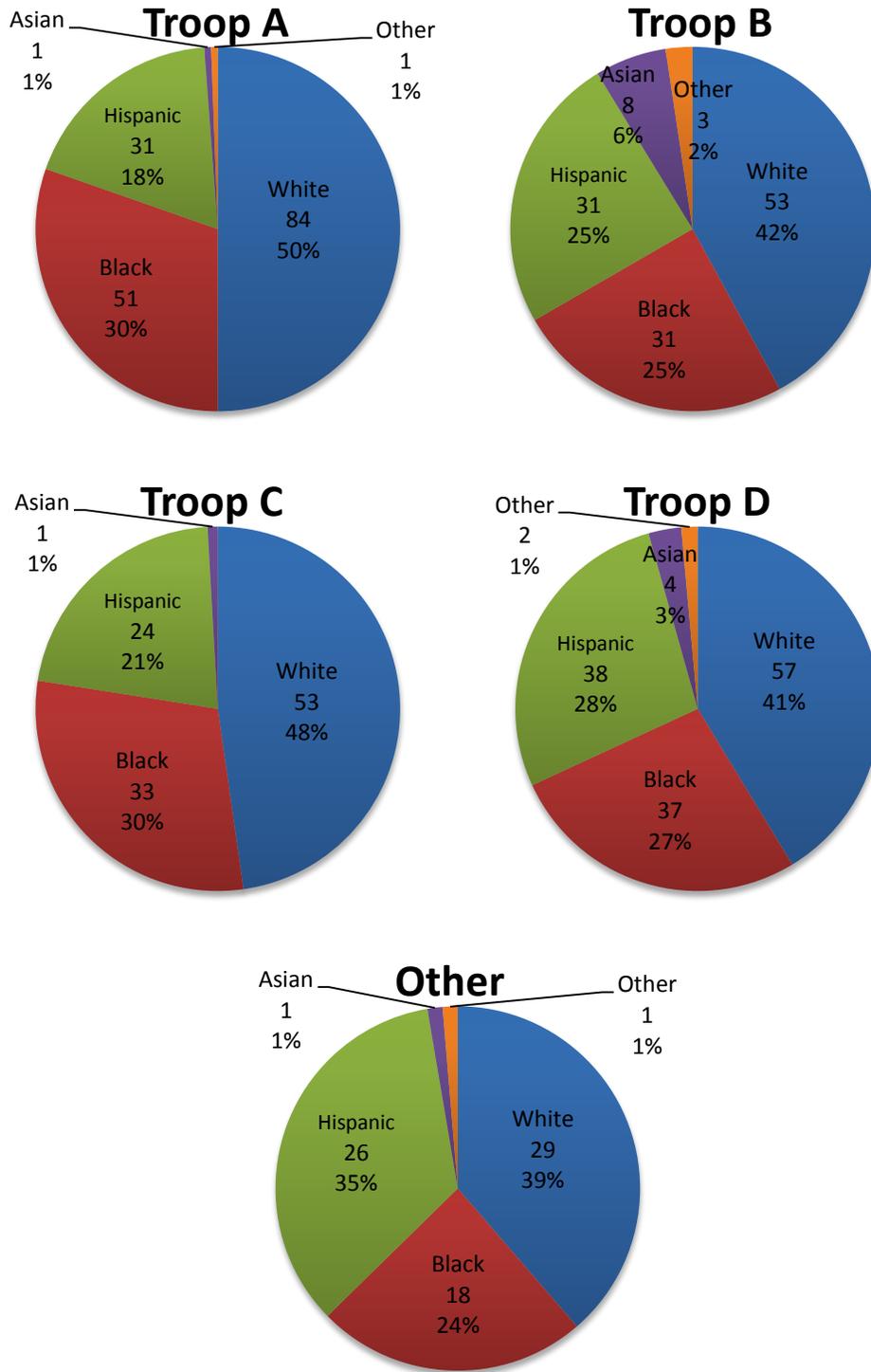


Figure Thirty-Eight: Racial/Ethnic Distribution of Stops without Occupant Frisks by Troop
 July 1, 2015 – December 31, 2015

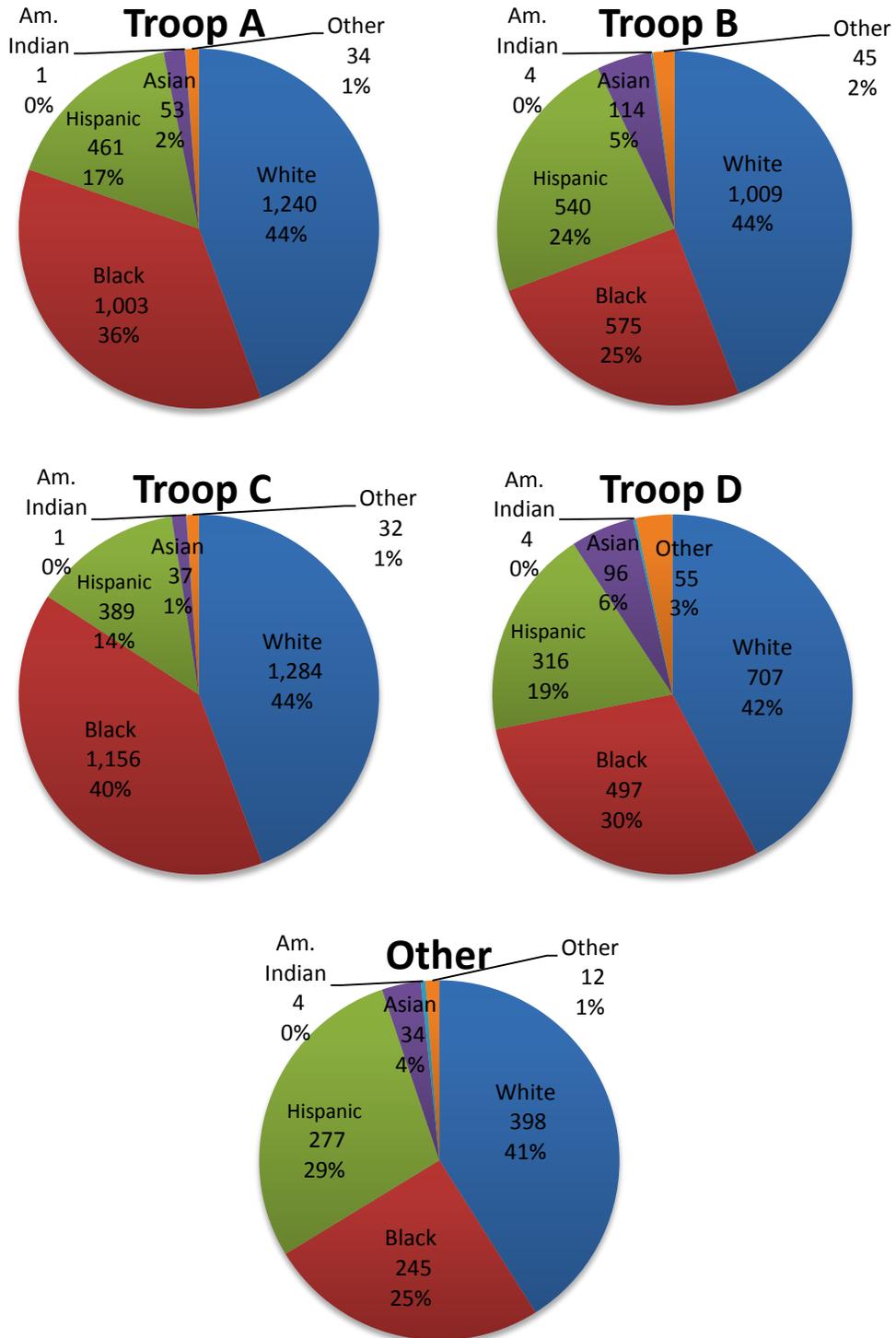


Figure Thirty-Eight depicts the racial/ethnic distribution of stops with post-stop interactions but no occupant frisk across troops for the current reporting period. Similar to stops with occupant frisks; White drivers were the largest proportion of these stops, between 41% and 44% across troops. Black drivers were between 25% and 40% of stops, and Hispanic drivers were between 14% and 29% of stops with occupant frisks across all troops. Asian drivers were between 1% and 6% of stops without occupant frisks across troops.

Figure Thirty-Nine: Troop Trend of Stops with Frisks
 January 1, 2012 – December 31, 2015

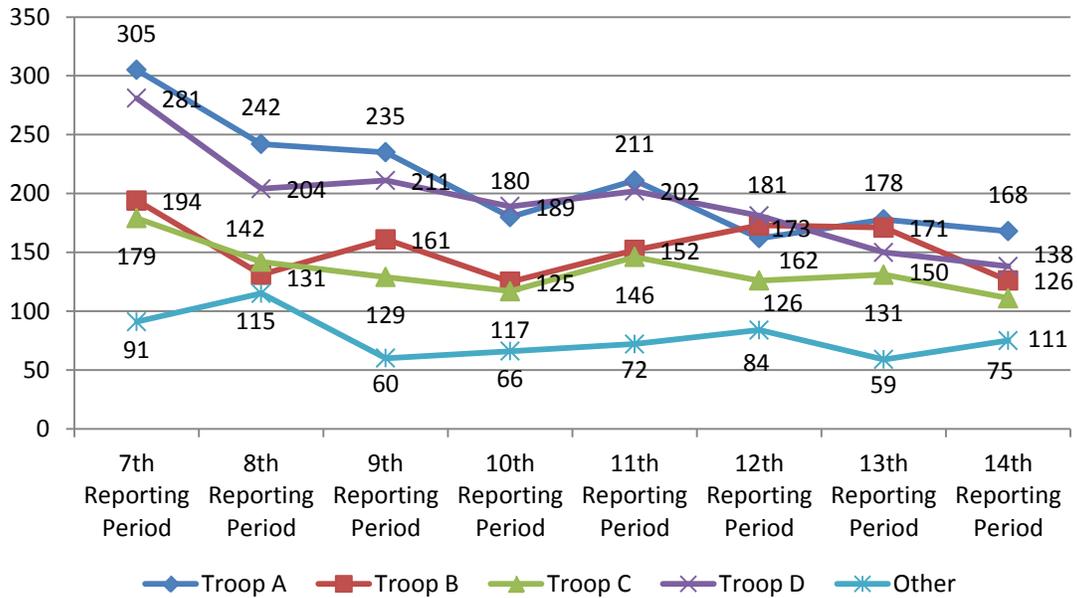


Figure Thirty-Nine depicts the trend in stops with frisks for each Troop from the seventh to the current reporting period. Other, non-Troop stations had the largest percentage change and the only increase in stops with frisks, a 27% increase, or 16 additional stops with frisks this reporting period. Troop B had a 26% decrease, or 45 fewer stops with frisks in the current reporting period. Troop C had a 15% decrease, or 20 fewer stops with frisks. Troop D had an 8% decrease, or 12 fewer stops with frisks. Troop A had a 6% decrease, or 10 fewer stops with frisks in the current reporting period. These changes are generally consistent with changes observed in stops with post-stop activity in the current reporting period.

Figure Forty: Trend of Racial/Ethnic Distribution of Stops with Frisks
 January 1, 2012 – December 31, 2015

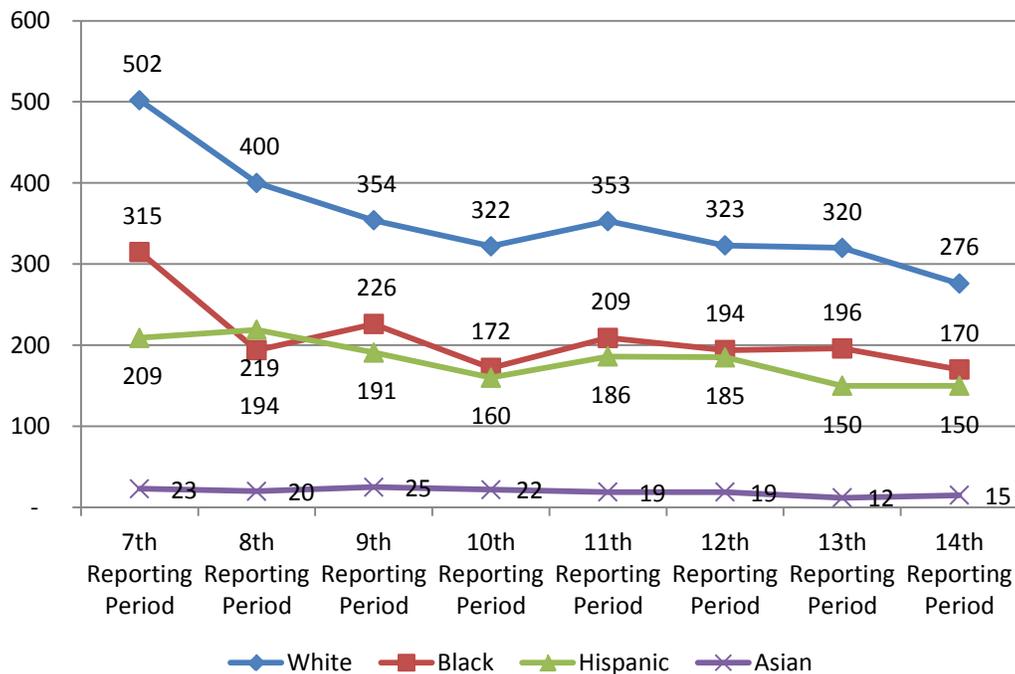
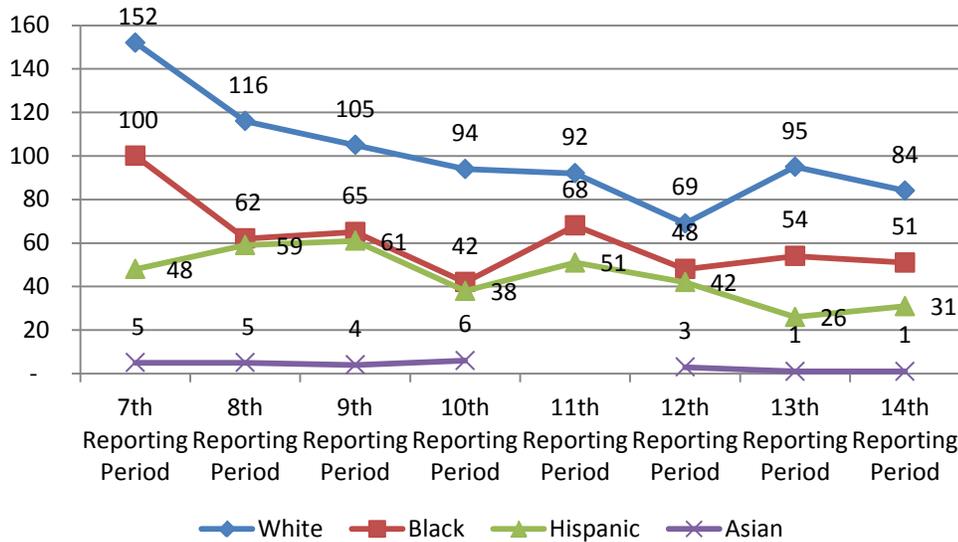


Figure Forty presents the trend of stops with frisks for each racial/ethnic group for the current and previous seven reporting periods. Since the number of stops with post-stop activity decreased for each racial/ethnic group, there is an expectation of the same trend for each specific procedure. The number of stops with frisks of White and Black drivers decreased in the current reporting period. Hispanic drivers had no change in stops with frisks since the prior reporting period, and there was a slight increase in stops with frisks for Asian drivers in the current reporting period. For White drivers there were 44 fewer stops, a 14% decrease, and for Black drivers there were 26 fewer stops, a 13% decrease. For Asian drivers there were three additional stops, a 25% increase. Hispanic drivers were involved in the same number of stops with frisks as in the previous reporting period, 150 stops. As seen in Figure Forty, stops with frisks have generally decreased across racial/ethnic groups since the 11th reporting period. Further, since the 7th reporting period, there has been a fairly consistent decrease in the volume of stops with frisks for all racial/ethnic groups.

Figures Forty A-E depict trends of the racial/ethnic distributions of stops with frisks in each troop from the 7th through the current reporting period.

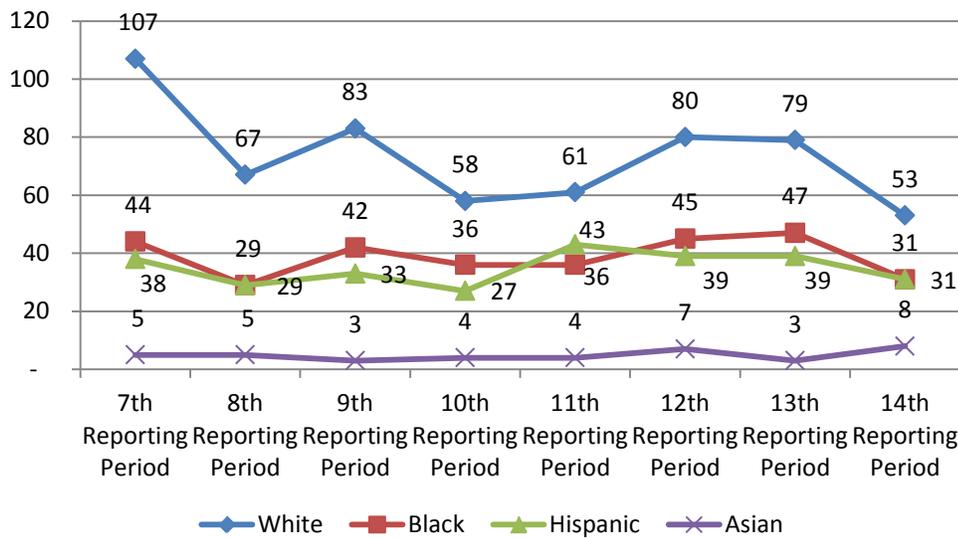
Figure Forty A: Trend of Racial/Ethnic Distribution of Stops with Frisks for Troop A
 January 2012 – December 2015



As previously noted, Troop A's stops with frisks decreased by 6% in the current reporting period. In Troop A, there were fewer stops with frisks for White and Black drivers, an increase for Hispanic drivers, and no change for Asian drivers. White drivers were involved in 11 fewer stops, a 12% decrease, and Black drivers were involved in three

fewer stops with frisks, a 6% decrease. Hispanic drivers had five additional stops, a 19% increase, and Asian drivers were involved in only one stop with a frisk, resulting in no change in the current reporting period. Of all stops with post-stop activity Troop A conducted 6.34% resulted in frisks for White drivers, 6.3% resulted in frisks for Hispanic drivers, 4.84% resulted in frisks for Black drivers, and 1.85% resulted in frisks for Asian drivers. Unlike other law enforcement procedures in Troop A, the likelihood of White and Hispanic drivers' stops with post-stop activity resulting in occupant frisks were higher in comparison to other racial/ethnic groups.

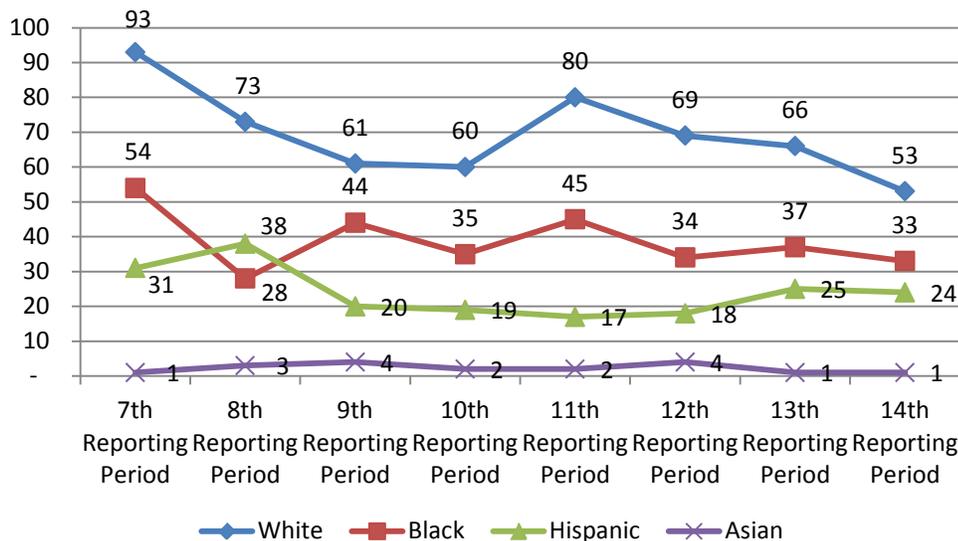
Figure Forty B: Trend of Racial/Ethnic Distribution of Stops with Frisks for Troop B
 January 2012 – December 2015



Troop B had a more marked decrease, 26%, in stops with frisks in the current reporting period. Stops with frisks for White, Black, and Hispanic drivers decreased in the current reporting period, however, such stops increased for Asian drivers in the current reporting period. White drivers were involved in 26 fewer stops with frisks, a 33% decrease; Black drivers were involved in 16 fewer stops with frisks, a 34% decrease; and Hispanic drivers were involved in eight fewer stops with frisks, a 21% decrease. Asian drivers, with a typically low volume of activity, were involved in five additional stops with frisks, a 167% increase in the current reporting period. Although Asian drivers exhibited the largest percent change, they had the smallest change in the number of stops with frisks in comparison to all other racial/ethnic groups in the current reporting period. Of all stops with post-stop activity, 6.56% resulted in frisks for Asian drivers in the current reporting period. This proportion was 4.99% for White drivers, 5.12% for Black drivers, and 5.43% for Hispanic drivers.

frisks, a 33% decrease; Black drivers were involved in 16 fewer stops with frisks, a 34% decrease; and Hispanic drivers were involved in eight fewer stops with frisks, a 21% decrease. Asian drivers, with a typically low volume of activity, were involved in five additional stops with frisks, a 167% increase in the current reporting period. Although Asian drivers exhibited the largest percent change, they had the smallest change in the number of stops with frisks in comparison to all other racial/ethnic groups in the current reporting period. Of all stops with post-stop activity, 6.56% resulted in frisks for Asian drivers in the current reporting period. This proportion was 4.99% for White drivers, 5.12% for Black drivers, and 5.43% for Hispanic drivers.

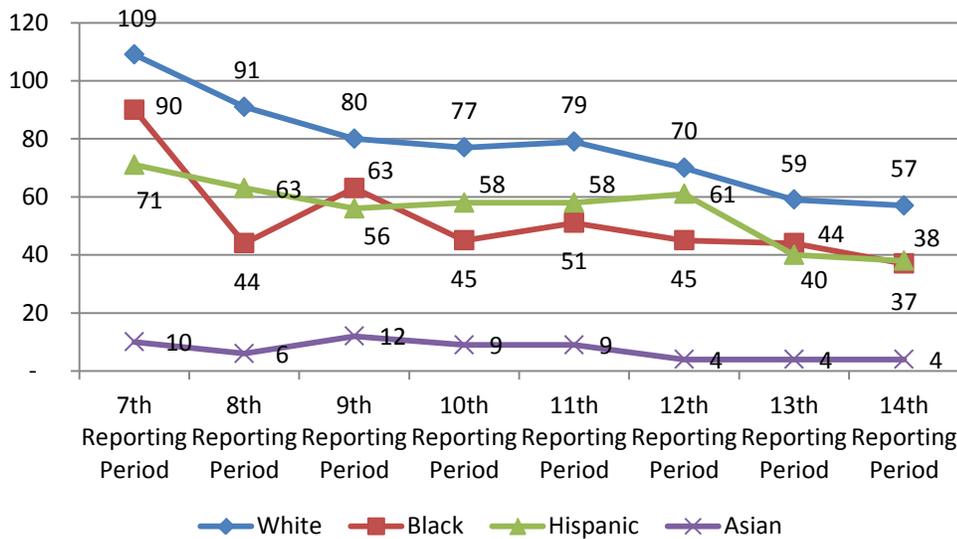
Figure Forty C: Trend of Racial/Ethnic Distribution of Stops with Frisks for Troop C
 January 2012 – December 2015



Stops with frisks also decreased for Troop C, by 15%, since the previous reporting period. There were no increases in stops Troop C conducted with frisks for any racial/ethnic group in the current reporting period. The largest decrease in both number and percent was noted for stops involving White drivers; 13 fewer stops with frisks, a

20% decrease. Black drivers were involved in four fewer stops with frisks, an 11% decrease. Hispanic drivers were involved in one less stop, a 4% decrease. Similar to Troop A, Asian drivers were involved in only one stop with a frisk in the current reporting period, resulting in no change since the previous reporting period. Of all stops with post-stop activity, 5.81% resulted in a frisk for Hispanic drivers. This proportion was 3.96% for White drivers, 2.78% for Black drivers, and 2.63% for Asian drivers. Similar to previous reporting periods, the proportions of stops with post-stop activity resulting in an occupant frisk were some of the lowest across all troops in the current reporting period.

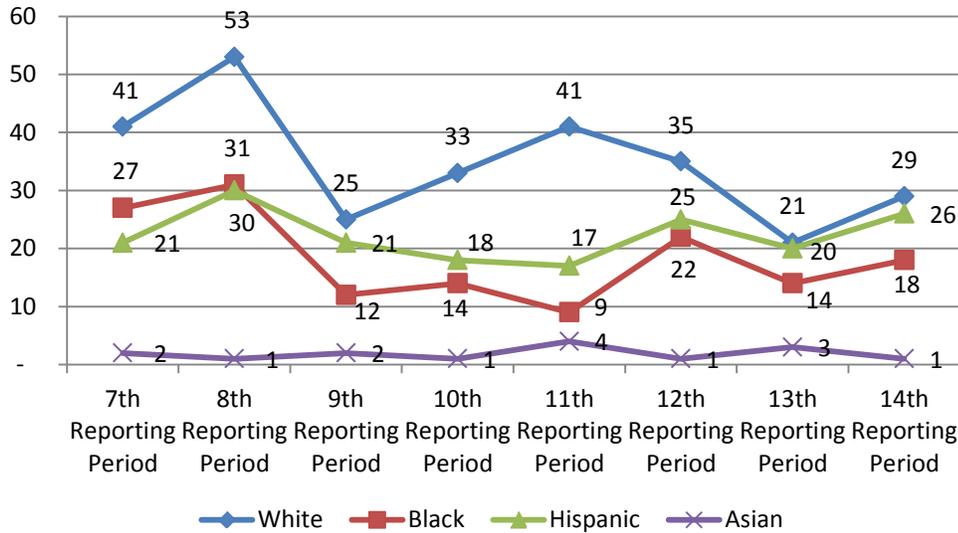
Figure Forty D: Trend of Racial/Ethnic Distribution of Stops with Frisks for Troop D
 January 2012 – December 2015



Similar to Troops A, B, and C, Troop D also conducted fewer stops with frisks in the current reporting period, an 8% decrease. Similar to Troop C, there were no increases in the volume of stops with frisks across racial/ethnic groups. Black drivers were involved in the largest decrease in both number and percent, with seven fewer

stops with frisks, a 16% decrease. Both White and Hispanic drivers were involved in two fewer stops with frisks, with decreases of 3% and 5%, respectively. Similar to Troops A and C, in Troop D there was no change in stops with frisks noted for Asian drivers in the current reporting period. There were four stops with frisks involving Asian drivers, the same number of such stops since the 12th reporting period. Of all stops with post-stop activity, 10.73% resulted in frisks for Hispanic drivers, 7.46% resulted in frisks for White drivers, 6.93% resulted in frisks for Black drivers, and 4% resulted in frisks for Asian drivers. Thus, similar to Troop C, in Troop D, Hispanic drivers had the greatest likelihood of being involved in a stop with post-stop activity that resulted in a frisk in the current reporting period.

Figure Forty E: Trend of Racial/Ethnic Distribution of Stops with Frisks for Other Stations
 January 2012 – December 2015



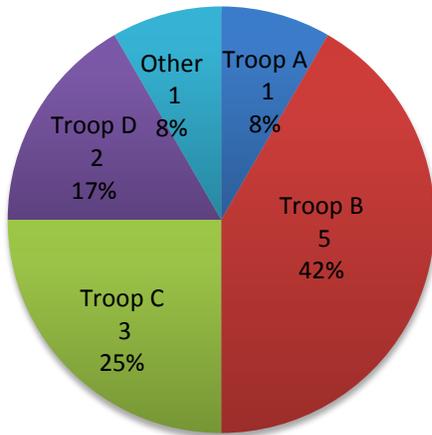
Unlike all other troops, stops with frisks increased by 27% for Other, non-Troop stations in the current reporting period. White, Black, and Hispanic drivers were involved in more stops with frisks than in the previous reporting period while Asian drivers were involved in slightly fewer stops with frisks. For White drivers, there were

eight additional stops with frisks, a 38% increase. For Hispanic drivers there were six additional stops, a 30% increase. For Black drivers there were four additional stops, a 29% increase. Conversely, Asian drivers were involved in two fewer stops, a 67% decrease. Of Other, non-Troop stations' stops with post-stop activity, 8.58% resulted in frisks for Hispanic drivers, 6.84% resulted in frisks for Black drivers, 6.79% resulted in frisks for White drivers, and 2.86% resulted in frisks for Asian drivers. Thus, similar to Troops C and D, in Other, non-Troop stations, Hispanic drivers had the greatest likelihood of being involved in a stop with post-stop activity that resulted in a frisk in the current reporting period.

Canine Deployments

Figure Forty-One: Troop Distribution of Stops with Canine Deployments

July 1, 2015 – December 31, 2015



Total Stops with Canine Deployments: **12**

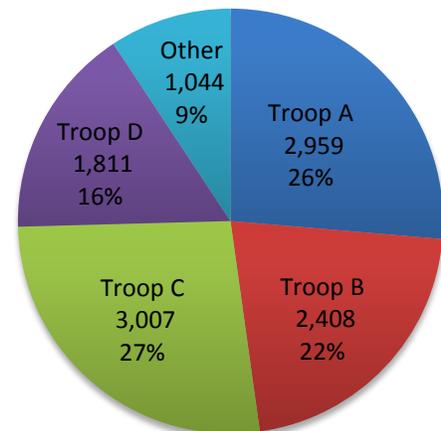
Canine deployments are, historically, a relatively infrequent law enforcement procedure. In total, there were 12 stops with a canine deployment in the current period. There were 15 fewer stops with canine deployments, a 56% decrease, since the previous reporting period. Figure Forty-One depicts the distribution of stops with canine deployments across troops. Given the infrequency of this law enforcement procedure, this distribution is dissimilar to that of stops with post-stop interaction. Troop B conducted the most stops with canine deployments in the current reporting period, five stops, or 42%. Troop C conducted three stops, making up 25% of stops involving canine deployments. Troop D conducted two stops, accounting for 17% of stops with canine deployments. Both Troop A and Other, non-Troop stations conducted one stop with a canine deployment, each accounting for 8% of all stops with canine deployments in the current reporting period.

canine deployment, each accounting for 8% of all stops with canine deployments in the current reporting period.

Figure Forty-Two: Troop Distribution of Stops without Canine Deployments

July 1, 2015 – December 31, 2015

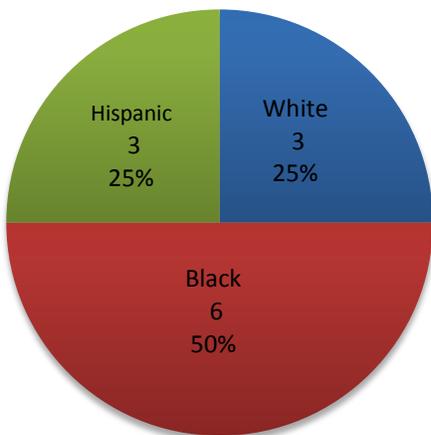
Since there were so few canine deployments in the current reporting period, there is an expectation that the troop distribution of stops without canine deployments is highly similar, if not identical, to the troop distribution of stops involving all law enforcement procedures. As seen in Figure Forty-Two, Troop A conducted 26%, Troop B conducted 22%, Troop C conducted 27%, Troop D conducted 16%, and Other, non-Troop stations conducted 9% of stops with post-stop interactions not involving canine deployments. As expected, the troop distribution for stops without canine deployments is identical to the troop distribution of stops involving law enforcement procedures.



Total Stops without Canine Deployments: **11,229**

Figure Forty-Three: Racial/Ethnic Distribution of Stops with Canine Deployments

July 1, 2015 – December 31, 2015

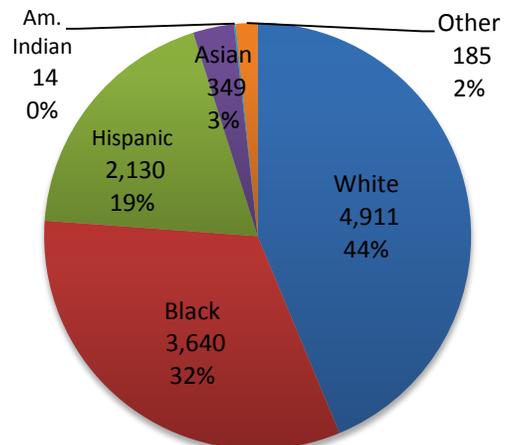


Total Stops with Canine Deployments: **12**

Unlike the previous reporting period, in the current reporting period, Black drivers make up the majority of stops involving canine deployments. Fifty percent or six stops with canine deployments, involved Black drivers. Both White and Hispanic drivers were involved in three stops with canine deployments, 25% each in the current reporting period. Unlike recent reporting periods, no stops with canine deployments involved Asian drivers in the current reporting period. For a more detailed analysis of canine deployments, see OLEPS Thirteenth Oversight Report.⁹

Figure Forty-Four: Racial/Ethnic Distribution of Stops without Canine Deployments

July 1, 2015 – December 31, 2015



Total Stops without Canine Deployments: **11,229**

Given the infrequency of canine deployments in motor vehicle stops, there is an expectation that the racial/ethnic distribution for stops without canine deployments is highly similar, if not identical, to the distribution of stops with law enforcement procedures. As Figure Forty-Four illustrates, White drivers make up 44%, Black drivers make up 32%, Hispanic drivers make up 19%, and Asian drivers make up 3% of the stops without canine deployments. Indeed, the distribution of stops without canine deployments is identical to the distribution of stops with post-stop activity.

Figure Forty-Five depicts the racial/ethnic distribution of stops with a canine deployment for each troop. Since the frequency of canine deployments is so low, there is wide variation in racial/ethnic representation across troops. White drivers were involved in stops with canine deployments only in Troop B where they were the majority of these stops, 60%. Black drivers were involved in stops with canine deployments in all troops other than Other, non-Troop stations. Black drivers were the majority of such stops in Troop C, 67%. Black drivers' proportions ranged from 20% in Troop B to 100% in both Troops A and D. Hispanic drivers were involved in stops with canine deployments in Troops B, C, and Other, non-Troop stations, with proportions ranging from 11% in Troop B to 100% in Other, non-Troop stations. Troop A conducted only one stop with a canine deployment, and this stop involved a Black driver. Troop D conducted only two stops with canine deployments, and these two stops involved Black drivers. Other, non-Troop stations conducted only one stop with a canine deployment and this stop involved a Hispanic driver.

⁹ <http://www.nj.gov/oag/oleps/in-house-monitoring.html>

Figure Forty-Five: Racial/Ethnic Distribution of Stops with Canine Deployments by Troop
July 1, 2015 – December 31, 2015

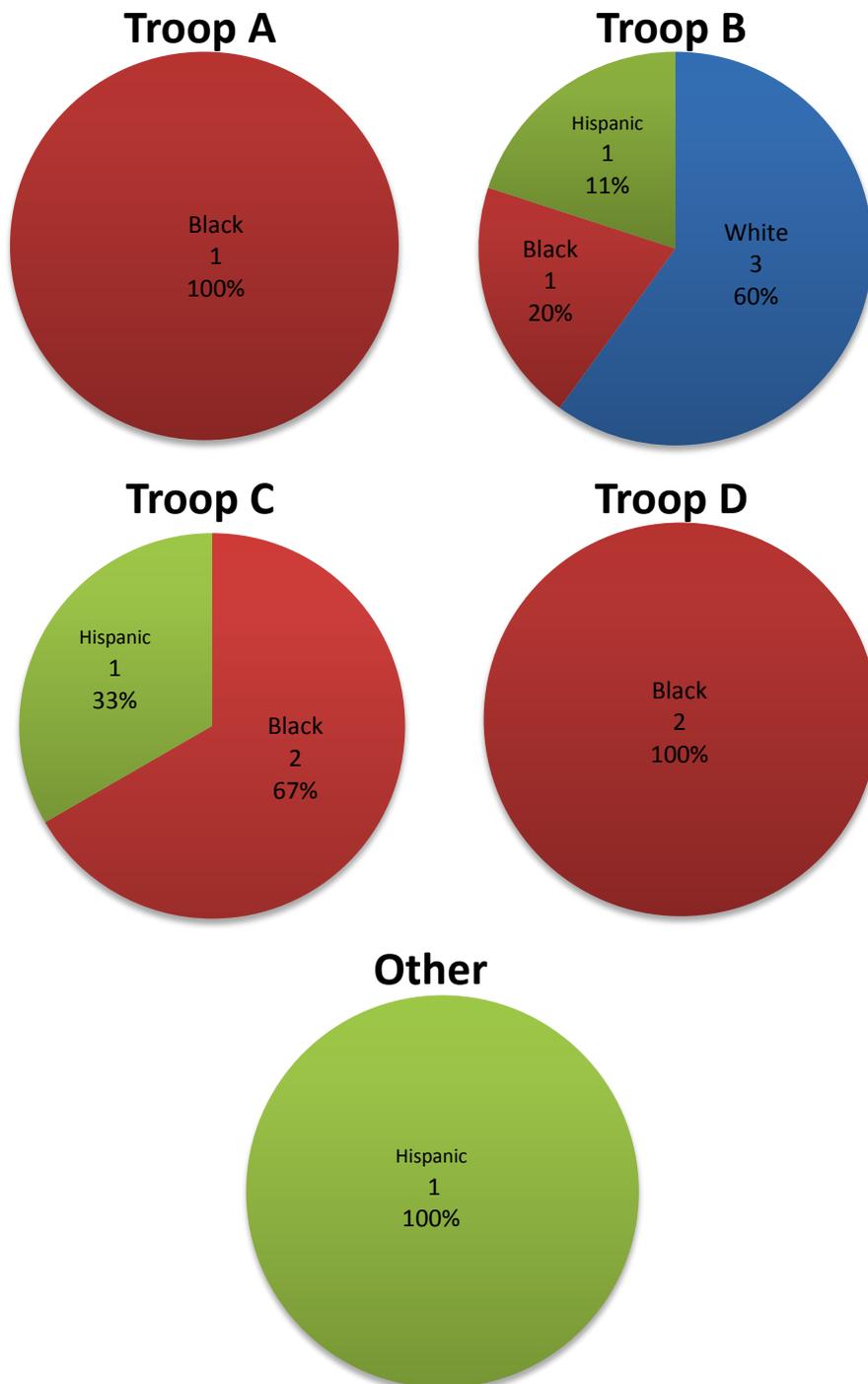


Figure Forty-Six: Racial/Ethnic Distribution of Stops without Canine Deployments by Troop
 July 1, 2015 – December 31, 2015

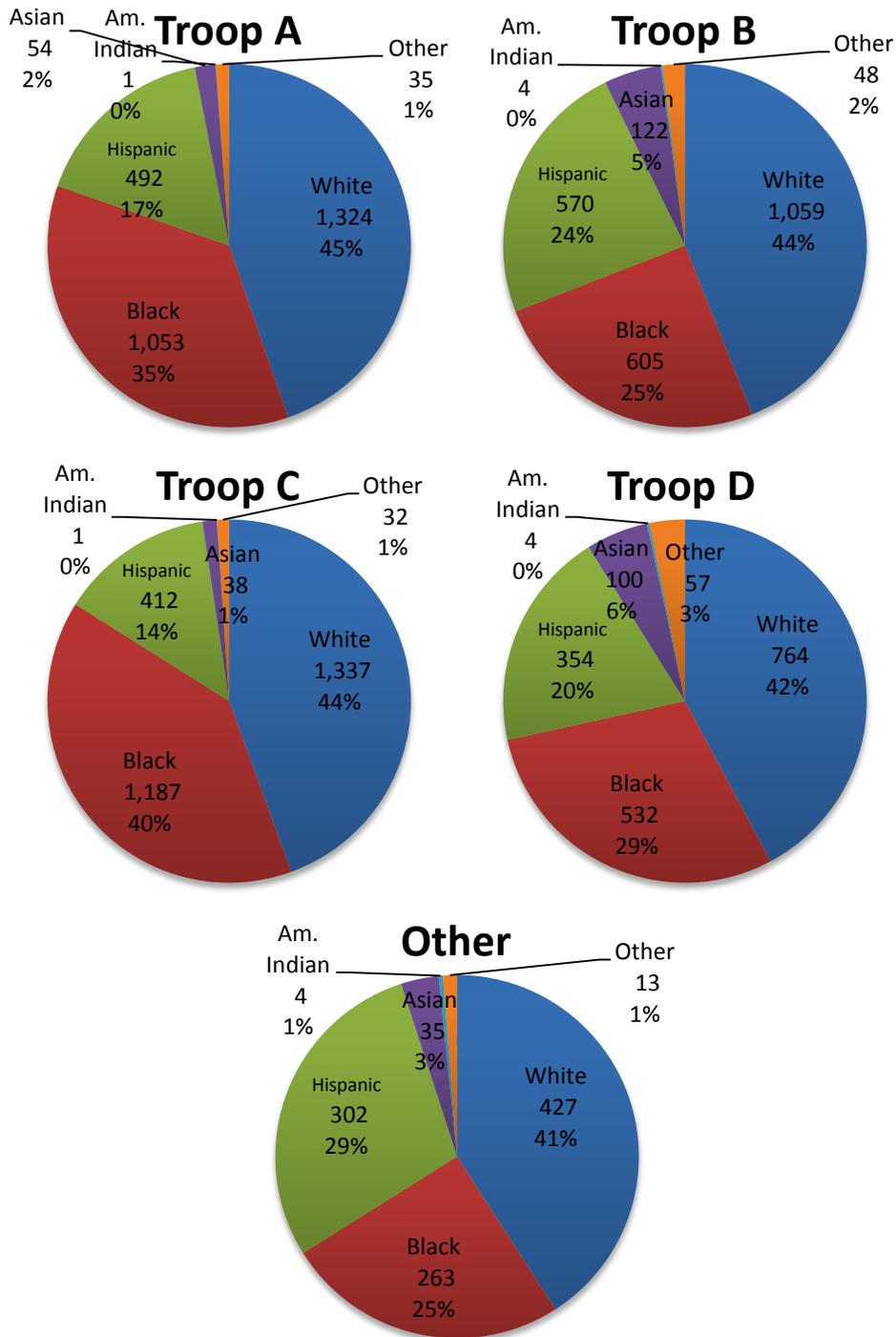


Figure Forty-Six depicts the racial/ethnic distribution of stops with post-stop activity but without canine deployments for each troop. White drivers were consistently the largest proportion of stops without canine deployments, between 41% and 45%. Black drivers were between 25% and 40%, Hispanic drivers were between 14% and 29%, and Asian drivers were between 1% and 6%.

Figure Forty-Seven: Trend of Racial/Ethnic Distribution of Stops with Canine Deployments

January 1, 2012 – December 31, 2015

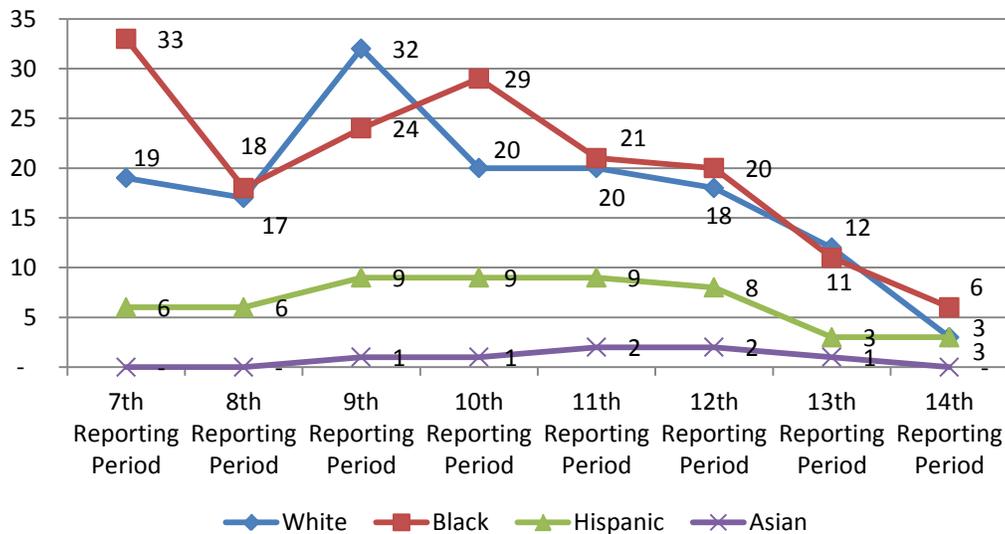
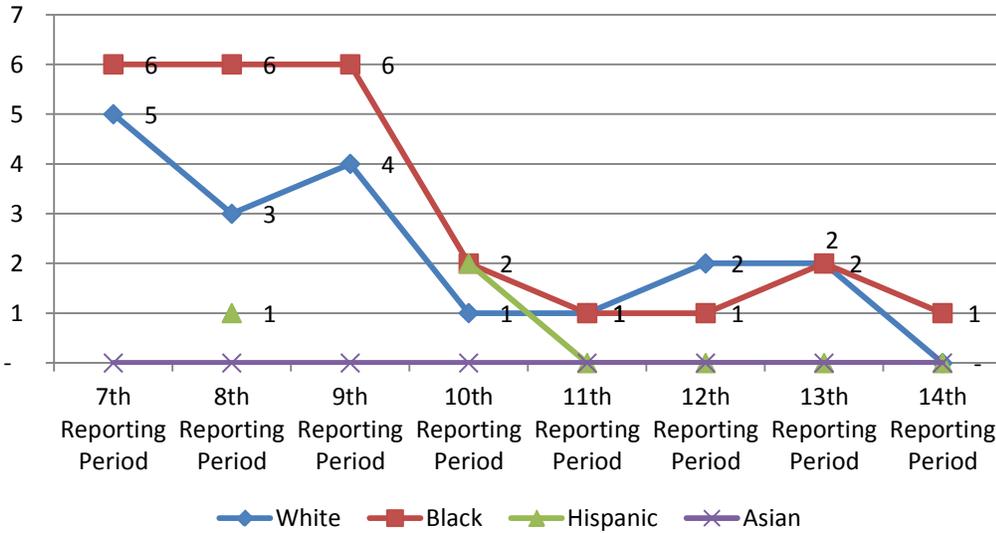


Figure Forty-Seven presents the trend of canine deployments by racial/ethnic group for the current and previous seven reporting periods. As noted previously, there were 12 stops in total with canine deployments, and this was a 56% decrease in such stops since the previous reporting period. Given this overall decrease in stops with canine deployments, there is an expectation that such stops will decrease across racial/ethnic groups. Indeed, in the current reporting period, there are decreases for White, Black, and Asian drivers. Stops with canine deployments involving Hispanic drivers remained the same in the current reporting period. White drivers were involved in nine fewer stops with canine deployments, a 75% decrease. Black drivers were involved in five fewer stops with canine deployments, a 46% decrease. Asian drivers had a decrease from one stop in the previous reporting period to no stops in the current reporting period. Hispanic drivers remained at three stops in the current reporting period revealing no change since the previous reporting period. Because canine deployments are relatively infrequent events, the total number of stops with this law enforcement procedure for each racial/ethnic group may vary considerably across reporting periods. As such, OLEPS continues to analyze canine deployments in detail in OLEPS' Oversight Reports.

Figures Forty-Seven A-E depict the trends of stops with canine deployments for each racial/ethnic group for the seventh through current reporting periods. There were decreases in the number of stops involving this procedure in the current reporting period for most racial/ethnic groups in each troop, however, there are some differences noted. Because this procedure is so infrequent, discussion of the percent change from the previous reporting period can appear exaggerated. Thus, discussion focuses on only the number of stops with canine deployments and/or the numeric, but not percent, changes in the number of stops with canine deployments.

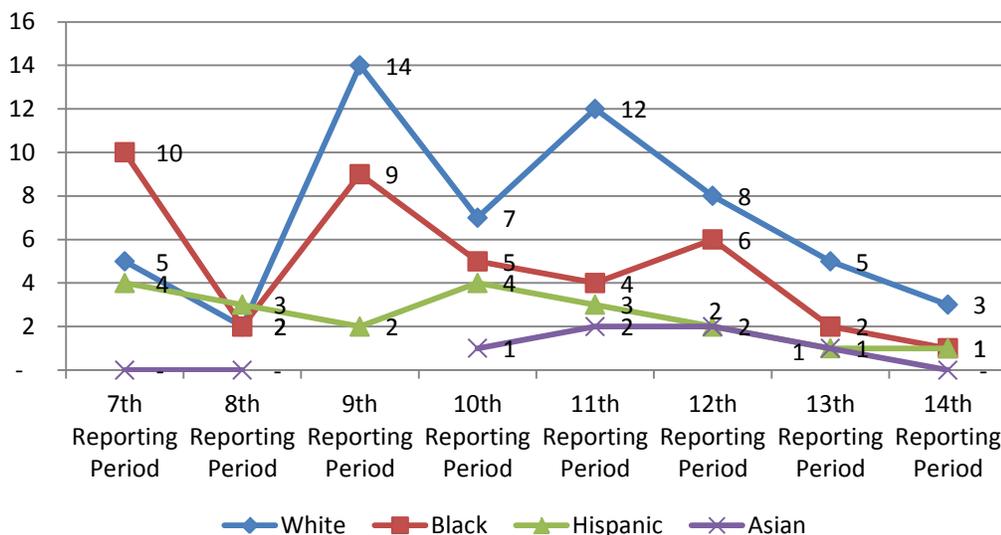
Figure Forty-Seven A: Trend of Racial/Ethnic Distribution of Stops with Canine Deployments for Troop A
 January 2012 – December 2015



In the current reporting period, Troop A conducted one stop with a canine deployment, three fewer than the previous reporting period. Whereas in the previous reporting period, these stops involved White and Black drivers, in the current reporting period, the one stop with

a canine deployment involved a Black driver. In Troop A, the proportion of post-stop activity involving a canine deployment was .095% for Black drivers in the current reporting period.

Figure Forty-Seven B: Trend of Racial/Ethnic Distribution of Stops with Canine Deployments for Troop B
 January 2012 – December 2015



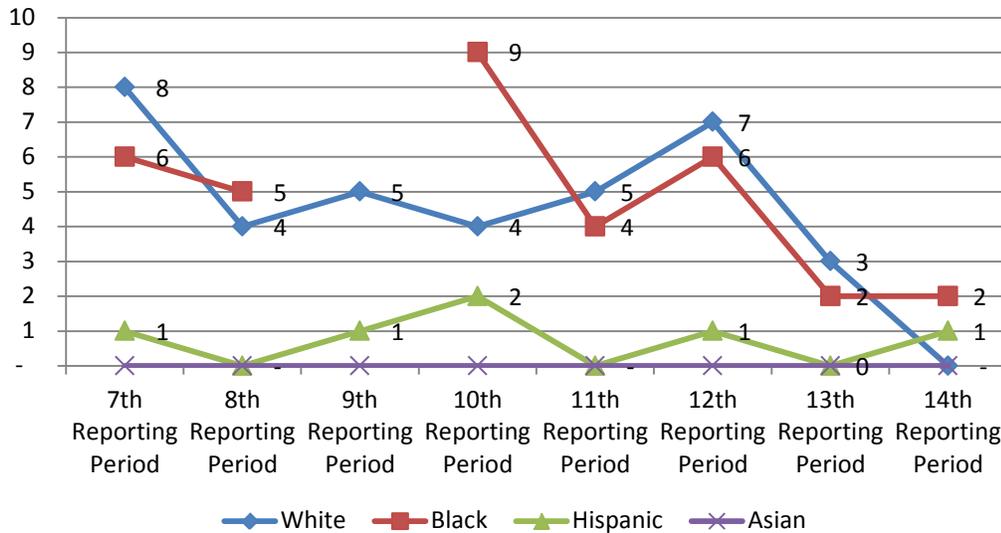
Similar to previous reporting periods, Troop B had the highest number of stops with canine deployments across all troops in the current reporting period. Troop B conducted five stops with canine deployments in the current reporting period. There was a two stop decrease in

the number of stops of White drivers with a canine deployment in the current reporting period. There was a one stop decrease in the number of stops of Black drivers with a canine deployment in the current reporting period. The number of stops of Hispanic drivers with a canine deployment did not change in the current reporting period; Hispanic drivers again were involved in one stop with a canine

deployment in the current reporting period. Unlike recent reporting periods, Asian drivers were not involved in any stops with canine deployments in the current reporting period. In Troop B, less than 0.3% of stops of White, Black, and Hispanic drivers involving post-stop activity resulted in canine deployments.

Figure Forty-Seven C: Trend of Racial/Ethnic Distribution of Stops with Canine Deployments for Troop C

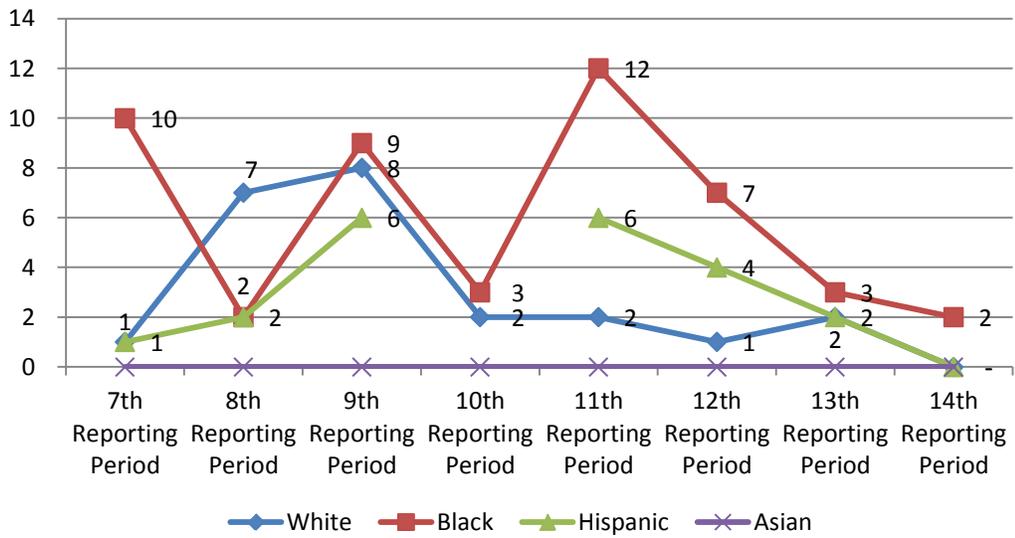
January 2012 – December 2015



Troop C conducted three stops with canine deployments in the current reporting period, two less than the previous reporting period. The volume of stops with canine deployments involving Black drivers did not change in the current reporting period; there were

two stops of Black drivers with canine deployments in the current reporting period. Hispanic drivers were involved in one stop with a canine deployment in the current reporting period, an increase from zero stops in the previous reporting period. Although White drivers were involved in three stops with canine deployments in the previous reporting period, they were not involved in any stops with canine deployments in the current reporting period. Consistent with the previous seven reporting periods, Asian drivers were not involved in any stops with canine deployments in the current reporting period. In Troop C, the proportions of stops with post-stop activity resulting in canine deployments were less than 0.3% for both Black and Hispanic drivers in the current reporting period.

Figure Forty-Seven D: Trend of Racial/Ethnic Distribution of Stops with Canine Deployments for Troop D
 January 2012 – December 2015



Troop D conducted two stops with canine deployments in the current reporting period, five fewer stops since the previous reporting period and the largest decrease in such stops across troops. In the current reporting period, all racial/ethnic groups were

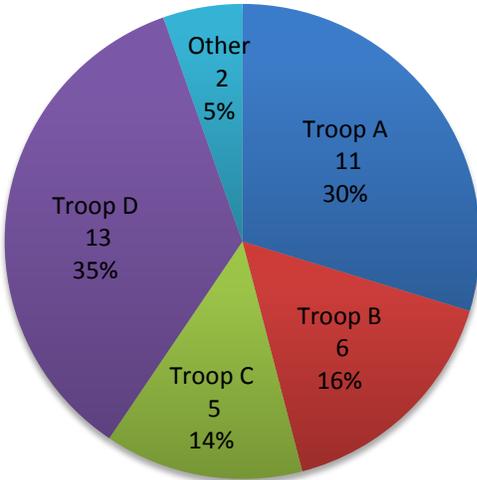
involved in fewer stops with canine deployments. There was a one stop decrease in the number of stops of Black drivers with canine deployments in the current reporting period. Unlike previous reporting periods, White and Hispanic drivers were not involved in any stops with canine deployments in the current reporting period. Consistent with previous reporting periods, however, Asian drivers also were not involved in any stops with canine deployments in the current reporting period. In Troop D, the proportion of post-stop activity involving a canine deployment was 0.37% for Black drivers in the current reporting period.

There was only one stop with canine deployments Other, non-Troop stations conducted in the current reporting period. There is no figure depicting trends due to the extreme infrequency of canine deployments in the current reporting period and across time in Other, non-Troop stations.

Uses of Force

In the current reporting period, there were 37 stops with use(s) of force, an increase of seven stops, 23%, from the previous reporting period. Despite this increase, force remains an infrequent event during motor vehicle stops. Only 0.33% of stops with a post-stop interaction involved uses of force in the current reporting period.

Figure Forty-Eight: Troop Distribution of Stops with Uses of Force
July 1, 2015 – December 31, 2015



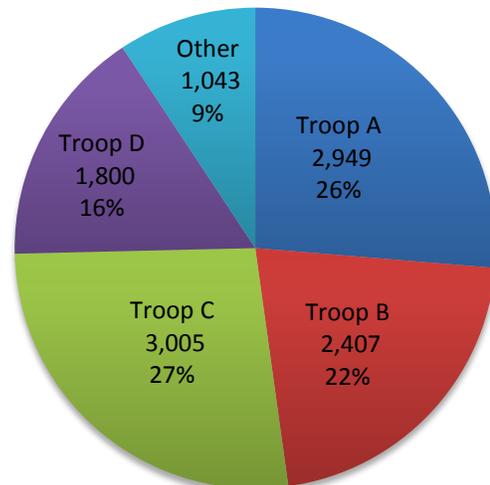
Total Stops with Uses of Force: **37**

Figure Forty-Eight depicts the distribution of stops involving uses of force by troop. Troop D conducted the largest proportion of stops involving uses of force, 35%, or 13 stops in the current reporting period. Troop A conducted 11 stops involving uses of force, 30%. Troop B conducted six stops involving uses of force, 16%. Troop C conducted five stops involving uses of force, 14%. And Other, non-Troop stations conducted two stops involving uses of force, 5% of all stops involving uses of force in the current reporting period. Consistent with previous reporting periods, physical force was the most frequently utilized form of force in the current reporting period. In all 37 stops, there was physical force used. In 10 stops, there was a combination of both physical and mechanical force.

Figure Forty-Nine: Troop Distribution of Stops without Uses of Force

July 1, 2015 – December 31, 2015

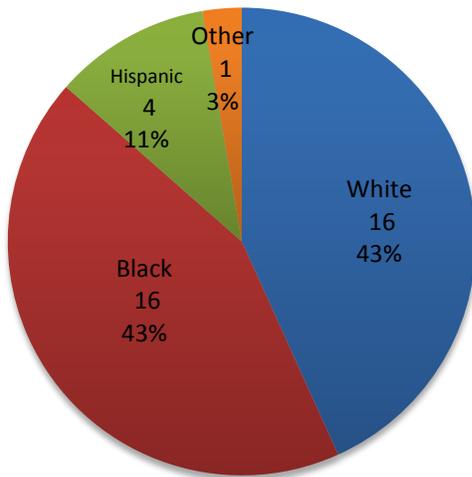
As previously noted, most stops with post-stop activity did not involve uses of force. As a result, the Troop distribution of stops without uses of force is identical to the distribution of stops involving law enforcement procedures. As shown in Figure Forty-Nine, Troop A conducted 26% of stops with post-stop activity not involving uses of force. Troop B conducted 22%, Troop C conducted 27%, Troop D conducted 16%, and Other, non-Troop stations conducted 9% of stops with post-stop activity not involving uses of force in the current reporting period.



Total Stops without Uses of Force:
11,204

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

July 1, 2015 – December 31, 2015



Total Stops with Uses of Force: **37**

Figure Fifty depicts the number of stops with uses of force by driver race/ethnicity in the current reporting period. White and Black drivers were each involved in 16 stops with uses of force in the current reporting period. Hispanic drivers were involved in four stops with uses of force. Unlike previous reporting periods, a driver of a race/ethnicity categorized as “Other” was involved in a stop involving uses of force in the current reporting period. Compared to stops with post-stop activity, the racial/ethnic distribution is not identical, but somewhat similar. Black drivers were overrepresented, making up 43% of stops with uses of force and 32% of stops with post-stop interaction. Hispanic drivers were a less than expected proportion, making up 11% of stops with uses of force and 19% of stops with post-stop interaction. White drivers are an expected proportion, making up 43% of stops with

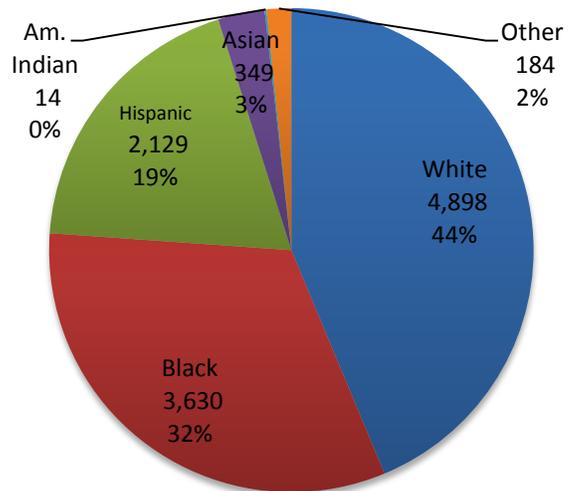
uses of force and 44% of stops with post-stop interaction. Other drivers are also an expected proportion, making up 3% of stops with uses of force and 2% of stops with post-stop interaction. Consistent with previous reporting periods, there were no stops of Asian drivers that involved uses of force in the current reporting period.

Figure Fifty-One: Racial/Ethnic Distribution of Stops without Uses of Force

July 1, 2015 – December 31, 2015

Figure Fifty-One depicts the racial/ethnic distribution of stops with post-stop activity not involving uses of force. As previously stated, the number of stops with uses of force is small, thus an examination of the racial/ethnic distribution of stops without uses of force should be highly similar, if not identical, to the distribution for stops with post-stop activity. Indeed, the proportions for all racial/ethnic groups in the current reporting period are the same when comparing these distributions.

As depicted in Figure Fifty-Two, the racial/ethnic distribution of stops with uses of force across Troops A, B, C, and D varies widely. White drivers were the majority of stops with uses of force for Troop A, 55%, and Troop D, 46%. Black drivers were the majority of such stops for Troop B, 67%. Both Black and Hispanic drivers were evenly represented in Troop C, each accounting for 40% of stops involving force. And both White and Black drivers were evenly represented in Other, non-Troop stations, each making up 50% of stops with uses of force. Proportions of White drivers involved in stops with uses of force ranged from 20% to 55%. Proportions of Black drivers involved in such stops ranged from 31% to



Total Stops without Uses of Force: **11,204**

67%. Proportions of Hispanic drivers ranged from 15% to 40%. Asian drivers were not involved in any stops involving uses of force across troops in the current reporting period. One driver of a race/ethnicity categorized as "Other" was involved in a Troop D stop involving use(s) of force.

Figure Fifty-Two: Racial/Ethnic Distribution of Stops with Uses of Force by Troop
July 1, 2015 – December 31, 2015

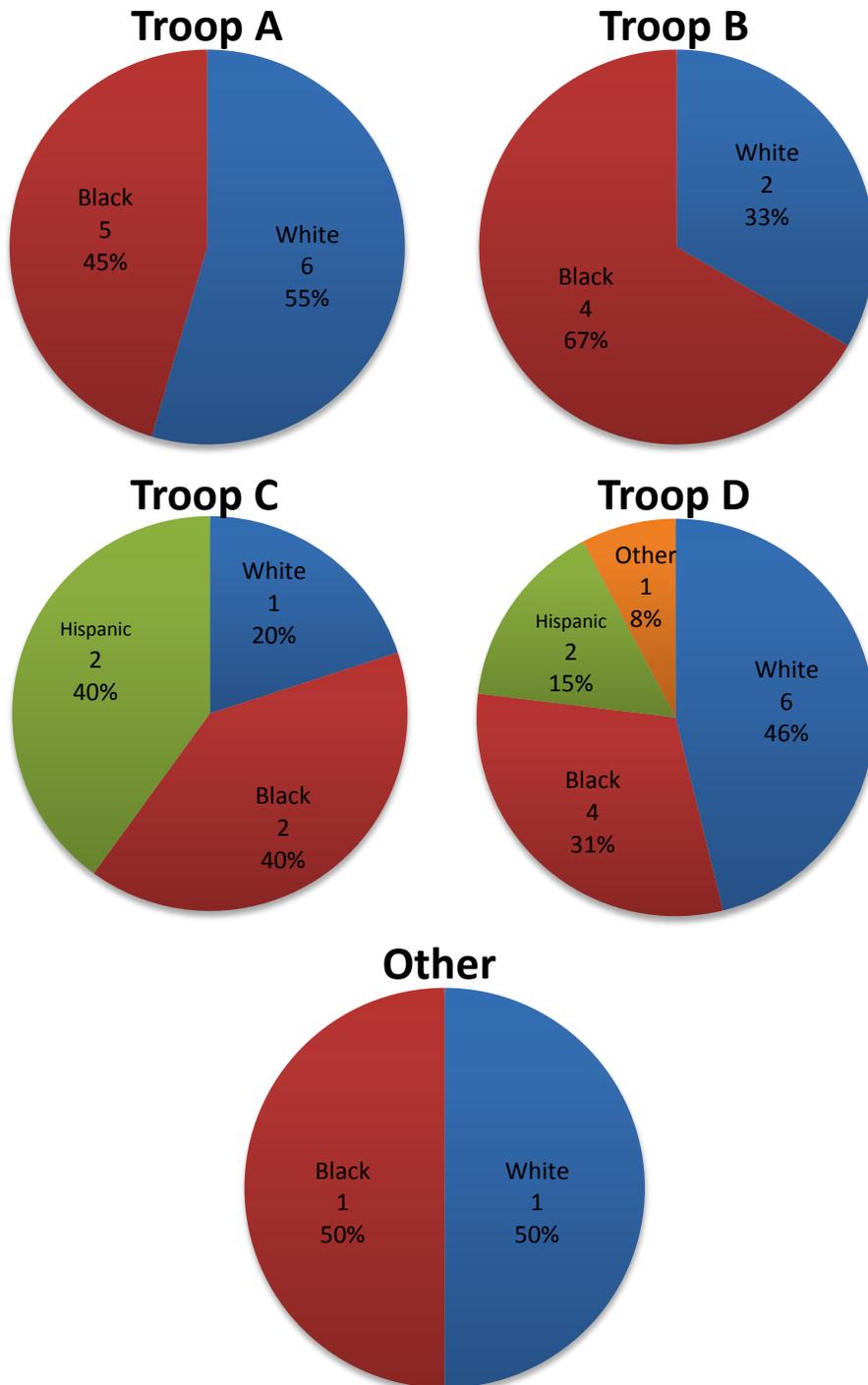


Figure Fifty-Three: Racial/Ethnic Distribution of Stops without Uses of Force by Troop
 July 1, 2015 – December 31, 2015

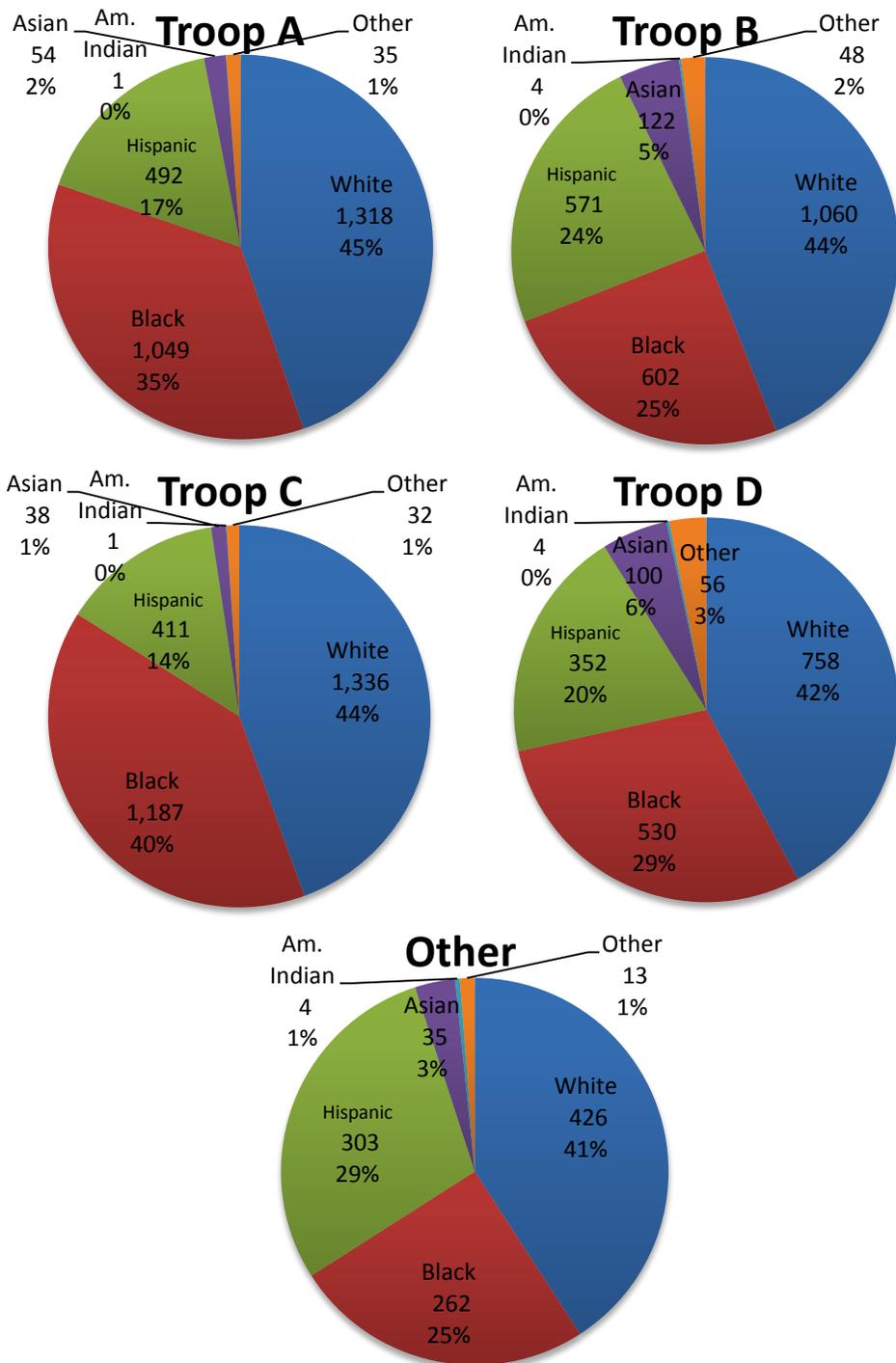
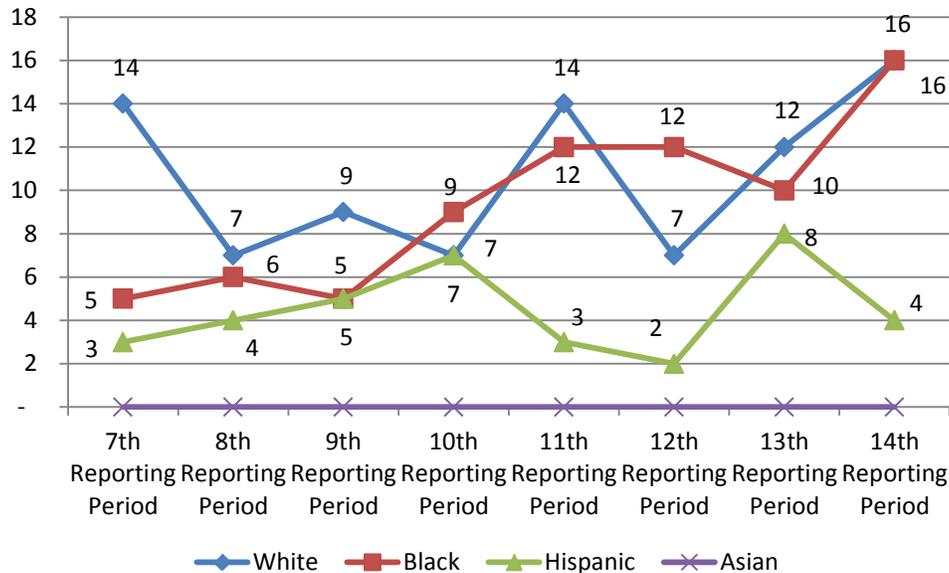


Figure Fifty-Three depicts the racial/ethnic distributions of stops without uses of force by troop, which are identical to the distribution of all stops with post-stop interactions. White drivers were the majority of these stops, with proportions ranging from 41% to 45%. Proportions of Black drivers ranged from 25% to 40%. Proportions of Hispanic drivers ranged from 14% to 29%. Proportions of Asian drivers ranged from 1% to 6%.

Figure Fifty-Four: Trend of Racial/Ethnic Distribution of Stops with Uses of Force
 January 1, 2012 – December 31, 2015

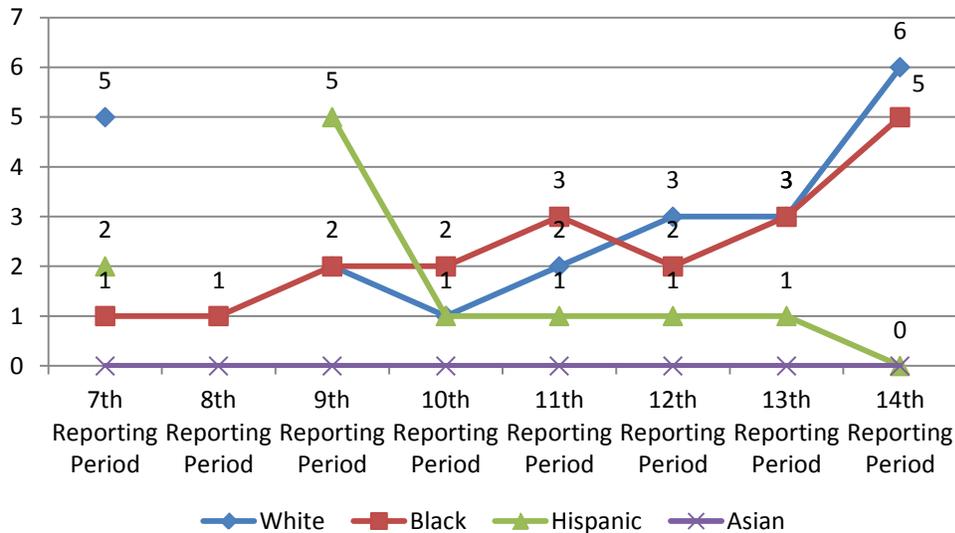


The total number of stops where force was used increased by seven stops (23%) in the current reporting period. As shown in Figure Fifty-Four, the volume of stops with uses of force only increased for White and Black drivers; these stops decreased for Hispanic drivers in the current reporting period. Stops of Black drivers involving force increased by six stops, 60%, in the current reporting period; and stops of White drivers involving force increased by four stops, 33%, in the current reporting period. Both Black and White drivers were involved in the same number of stops with uses of force, 16 stops, in the current reporting period. Stops of Hispanic drivers with uses of force decreased from eight stops in the previous reporting period to four stops in the current reporting period, a 50% decrease. Generally, there are small fluctuations in the total number of stops involving uses of force and the volume for each racial/ethnic group.

Figures Fifty-Four A-D present the racial/ethnic trends of stops with uses of force across Troops A, B, C, and D from the 7th through current reporting periods. Due to low counts of stops involving uses of force in the current reporting period and historically, there is no graphical depiction of trends Other, non-Troop stations.

Figure Fifty-Four A: Trend of Racial/Ethnic Distribution of Stops with Uses of Force for Troop A

January 2012 – December 2015

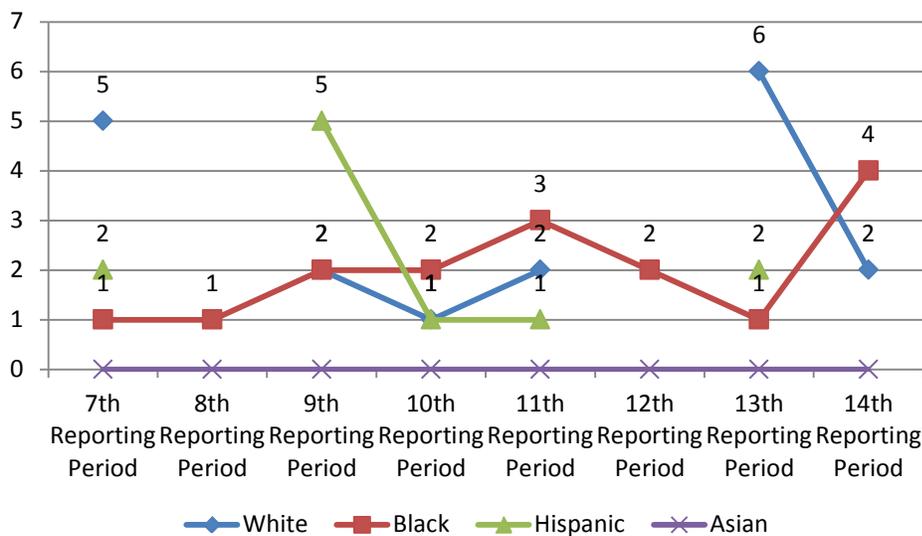


In Troop A, the number of stops with uses of force increased by four stops to 11 stops in total in the current reporting period. White drivers were involved in three additional stops, and Black drivers were involved in two additional stops with uses of force in the

current reporting period. Unlike recent reporting periods, there were no stops with uses of force involving Hispanic drivers. Of all stops with post-stop activity, 0.47% of stops of Black drivers resulted in uses of force, and 0.45% of stops of White drivers resulted in uses of force in Troop A in the current reporting period.

Figure Fifty-Four B: Trend of Racial/Ethnic Distribution of Stops with Uses of Force for Troop B

January 2012 – December 2015



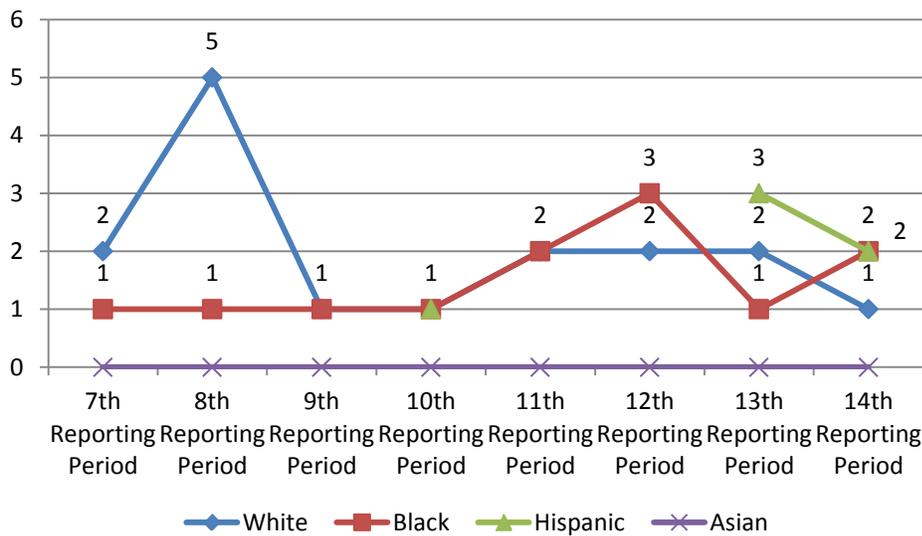
Stops with uses of force decreased by three stops for Troop B. In the current reporting period, Troop B conducted six stops involving uses of force. There are larger fluctuations in stops involving White drivers across reporting periods for Troop B. Whereas White drivers were not involved in any

stops with uses of force in the 12th reporting period, they were involved in six stops with force

in the 13th reporting period; in the current reporting period, White drivers were involved in two stops involving uses of force. Black drivers were involved in three additional stops with uses of force in the current reporting period, a total of four stops. Unlike the previous reporting period, Hispanic drivers were not involved in any stops with uses of force in the current reporting period. Of all stops with post-stop activity, 0.66% of stops of Black drivers involved uses of force, and 0.19% of stops of White drivers involved uses of force in the current reporting period in Troop B.

Figure Fifty-Four C: Trend of Racial/Ethnic Distribution of Stops with Uses of Force for Troop C

January 2012 – December 2015

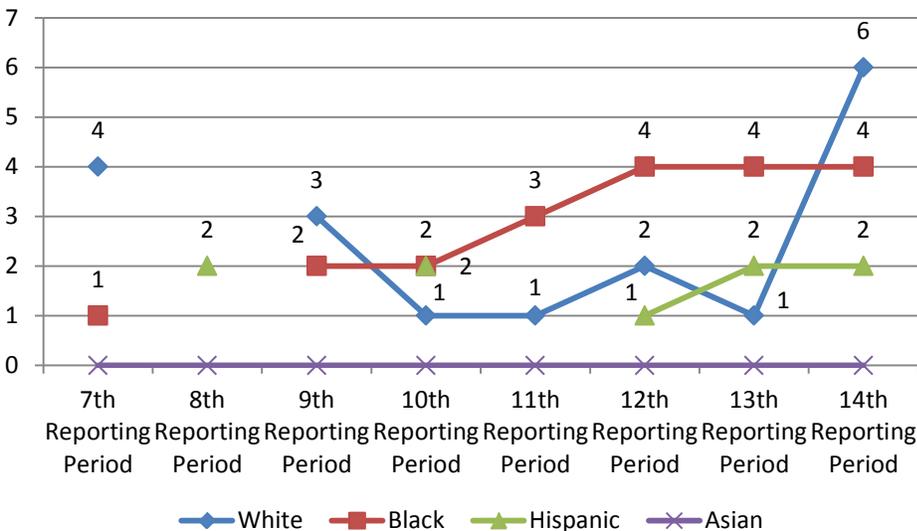


There were five Troop C stops with uses of force in the current reporting period, a one-stop decrease since the previous reporting period. White drivers were involved in one stop involving force, a one-stop decrease from the previous reporting period. Black drivers were involved in two stops with uses of

force, a one-stop increase since the previous reporting period. Similar to White drivers, Hispanic drivers were involved in one less stop with force since the previous reporting period, two stops total. Of all stops with post-stop activity in Troop C, White drivers had the lowest proportion of stops involving uses of force, 0.07%. This is the lowest probability of any racial/ethnic group in Troop C and across all troops. Similar to the previous reporting period, Hispanic drivers had the highest proportion of stops involving uses of force in Troop C, 0.48%. Of all stops with post-stop activity, 0.17% of stops of Black drivers involved uses of force in the current reporting period in Troop C.

Figure Fifty-Four D: Trend of Racial/Ethnic Distribution of Stops with Uses of Force for Troop D

January 2012 – December 2015



Troop D conducted six additional stops involving uses of force in the current reporting period, totaling 13 stops involving uses of force in the current reporting period. This is the largest number of stops involving force across all troops. Whereas the volume of stops with force involving Black and Hispanic drivers did not

change since the previous reporting period, White drivers were involved in five additional stops with uses of force, the largest increase across all racial/ethnic groups and troops in the current reporting period. White drivers were involved in a total of six stops; Black drivers, a total of four stops; and Hispanic drivers, a total of two stops with uses of force in the current reporting period. Of all stops with post-stop activity, 0.75% of stops of Black drivers resulted in uses of force, and 0.56% of stops of Hispanic drivers resulted in uses of force in Troop D. White drivers had the highest probability of being involved in a stop with post-stop activity resulting in uses of force, 0.79%. This is the highest probability of any racial/ethnic group in Troop D and across all troops in the current reporting period.

Due to extreme infrequency of stops involving uses of force in Other, non-Troop stations, there is no a figure depicting trends. There were only two stops involving uses of force in Other, non-Troop stations in the current reporting period.

Thus, Troops A and D primarily drive the increase in the total number of stops involving uses of force in the current reporting period. These troops conducted four and six additional stops involving uses of force since the previous reporting period, respectively. Other, non-Troop stations also conducted one additional stop involving uses of force since the previous reporting period. This is in contrast to Troop B and C, which conducted fewer stops involving uses of force in the current reporting period, with three fewer stops and one less stop, respectively. Across racial/ethnic groups, these changes primarily were noted for stops with force involving both White and Black drivers; there were four and six additional stops with force for these groups, respectively. For a more detailed racial/ethnic analysis of stops involving uses of force, see OLEPS' Thirteenth Oversight report.¹⁰

¹⁰ <http://www.nj.gov/oag/oleps/in-house-monitoring.html>

Consent to Search

As previously indicated, after Witt, troopers were permitted to search vehicles or persons based on probable cause without the need to request consent to search. Just as the number of stops with non-consensual searches was expected to increase in the current reporting period (as was the case), the volume of stops with consent searches was expected to decrease in the current reporting period; indeed, a substantial decrease can be observed. In the current reporting period, there were 557 stops with consent to search requests. This is 849 fewer stops, a decrease of 60.38%, since the previous reporting period. Out of all stops with post-stop activity, 5% were stops during which consent to search requests occurred.

Figure Fifty--Five: Troop Distribution of Stops with Consent Requests

July 1, 2015 – December 31, 2015

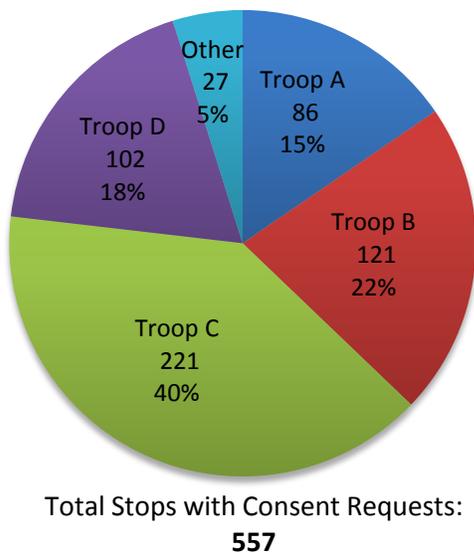
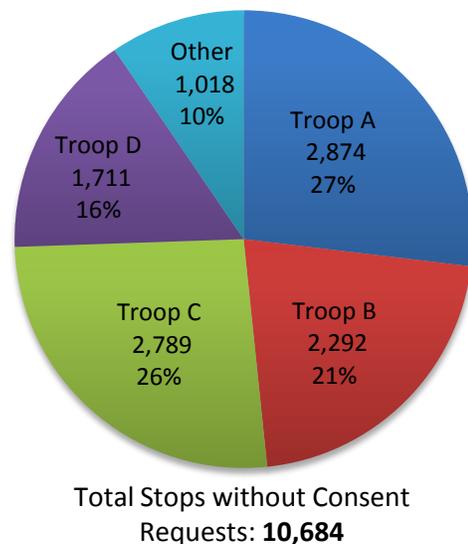


Figure Fifty-Five illustrates the troop distribution of stops with consent requests. Troop C conducted the largest proportion, 40%, or 221 stops with consent to search requests. Troop B conducted the second largest proportion, 22%, or 121 stops with consent requests. Troop D conducted 18%, or 102 stops with consent requests. Troop A conducted 15%, or 86 stops with consent requests. Other, non-Troop stations conducted a much smaller proportion, 5%, or 27 stops with consent to search requests.

Figure Fifty-Six: Troop Distribution of Stops without Consent Requests

July 1, 2015 – December 31, 2015



Since the number of stops with consent to search requests is relatively small, the troop distribution of stops without consent requests should be similar to the troop distribution of stops with post-stop activity. Indeed, the proportions of stops without consent requests for Troops A, B, C, and Other, non-Troop stations are within one percentage point of their respective proportions for stops with post-stop activity. Troop A and Other, non-Troop stations are slightly overrepresented in stops without consent requests, whereas Troops B and C are a slightly less than expected proportion of stops without consent requests. The proportions of stops without consent requests in comparison to stops with post-stop activity for Troop D are identical.

Figure Fifty-Seven: Racial/Ethnic Distribution of Stops with Consent Requests
 July 1, 2015 – December 31, 2015

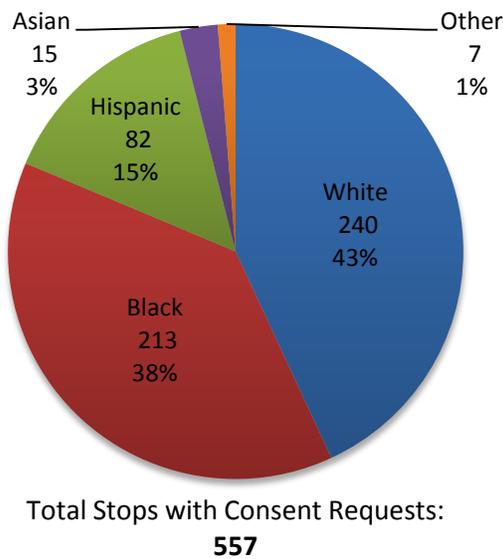


Figure Fifty-Seven depicts the racial/ethnic distribution of stops with consent to search requests. White and Black drivers were somewhat expected proportions, with White drivers involved in 43%, or 240 stops with consent requests and Black drivers involved in 38%, or 213 stops with consent requests. Hispanic drivers were involved in fewer stops with consent requests, 15%, or 82 stops. Asian drivers were involved in only 3% or 15 stops with consent requests. In comparison to the racial/ethnic distribution of stops with post-stop activity, White and Hispanic drivers were slightly underrepresented given their proportions in stops with post-stop activity (44% and 19%, respectively), whereas Black drivers were overrepresented given their proportion in stops with post-stop activity (32%). Asian drivers were

equal proportions when comparing these two distributions.

Figure Fifty-Eight: Racial/Ethnic Distribution of Stops without Consent Requests
 July 1, 2015 – December 31, 2015

Figure Fifty-Eight depicts the racial/ethnic distribution of stops without consent to search requests. White drivers were involved in 44%, Black drivers were involved in 32%, Hispanic drivers were involved in 19%, and Asian drivers were involved in 3% of stops without consent requests. This distribution is identical to the racial/ethnic distribution of stops with post-stop activity.

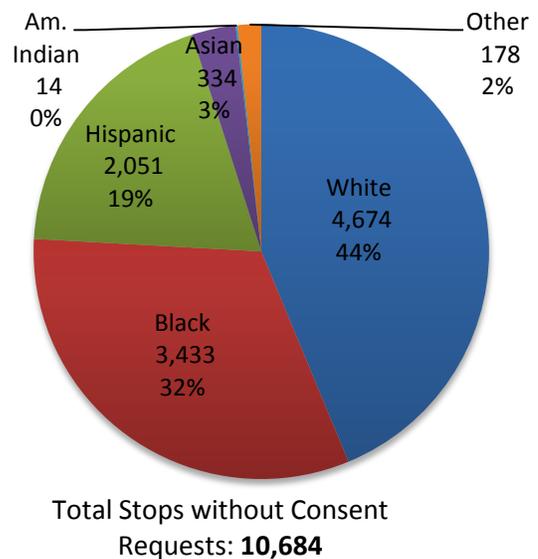


Figure Fifty-Nine depicts the racial/ethnic distribution of stops with consent requests for each troop. Across troops, the racial/ethnic distribution of stops with consent requests varied. White drivers were between 29% and 56% of stops involving consent requests across all troops. White drivers were the majority of stops with consent requests in Troops A, B, C, and Other, non-Troop stations. Black drivers were between 26% and 44% of such stops across all troops. Black drivers were the majority of stops with consent requests in Troop D. There were fewer stops with consent requests involving Hispanic and Asian drivers. Proportions of such stops for Hispanic drivers ranged from 8% to 22%, and proportions for Asian drivers ranged from 2% to 6% in Troops A, B, C, and D. Asian

drivers were not involved in any stops with consent to search requests Other, non-Troop stations conducted in the current reporting period.

Figure Fifty-Nine: Racial/Ethnic Distribution of Stops with Consent Requests by Troop
 July 1, 2015 – December 31, 2015

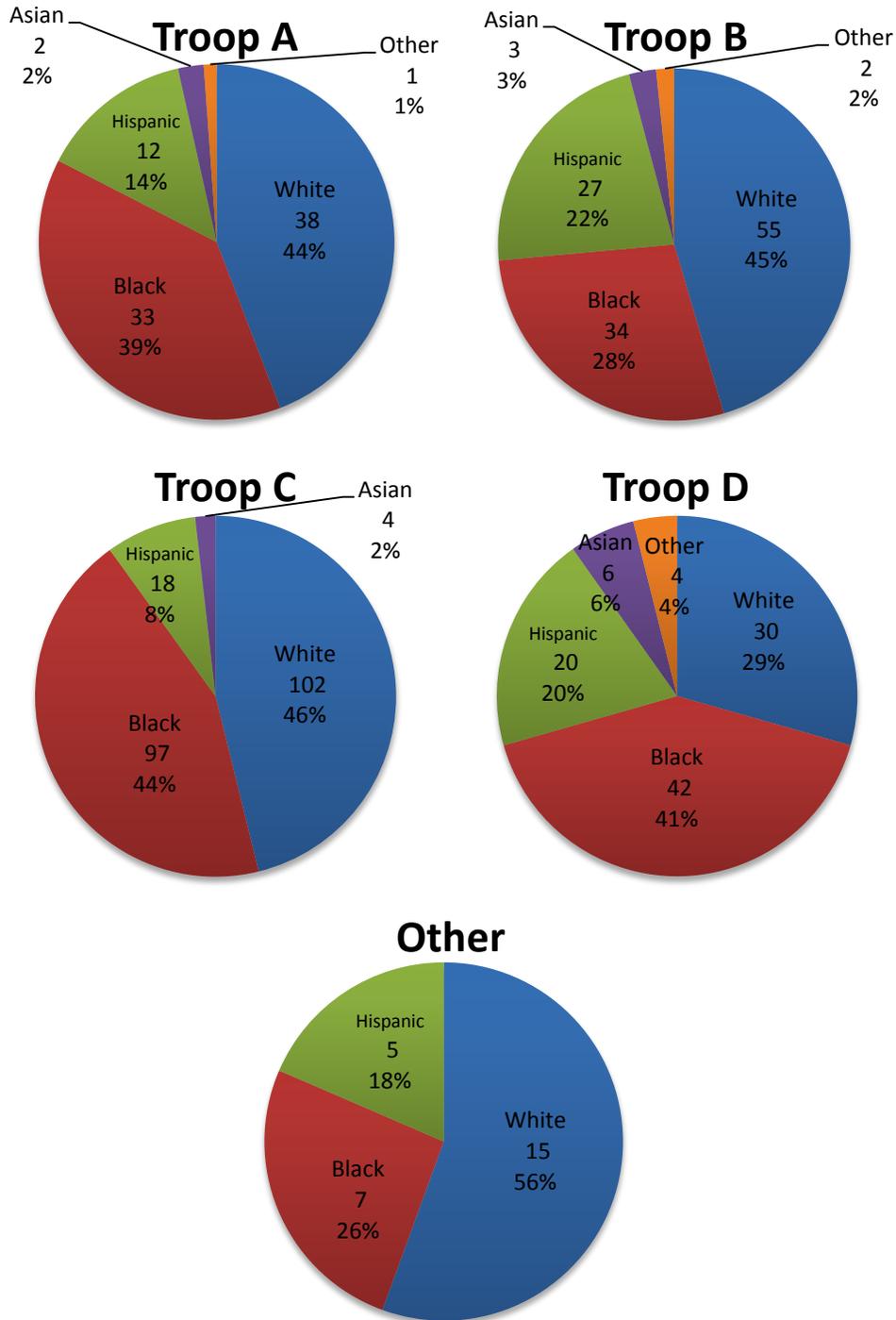


Figure Sixty: Racial/Ethnic Distribution of Stops without Consent Requests by Troop
 July 1, 2015 – December 31, 2015

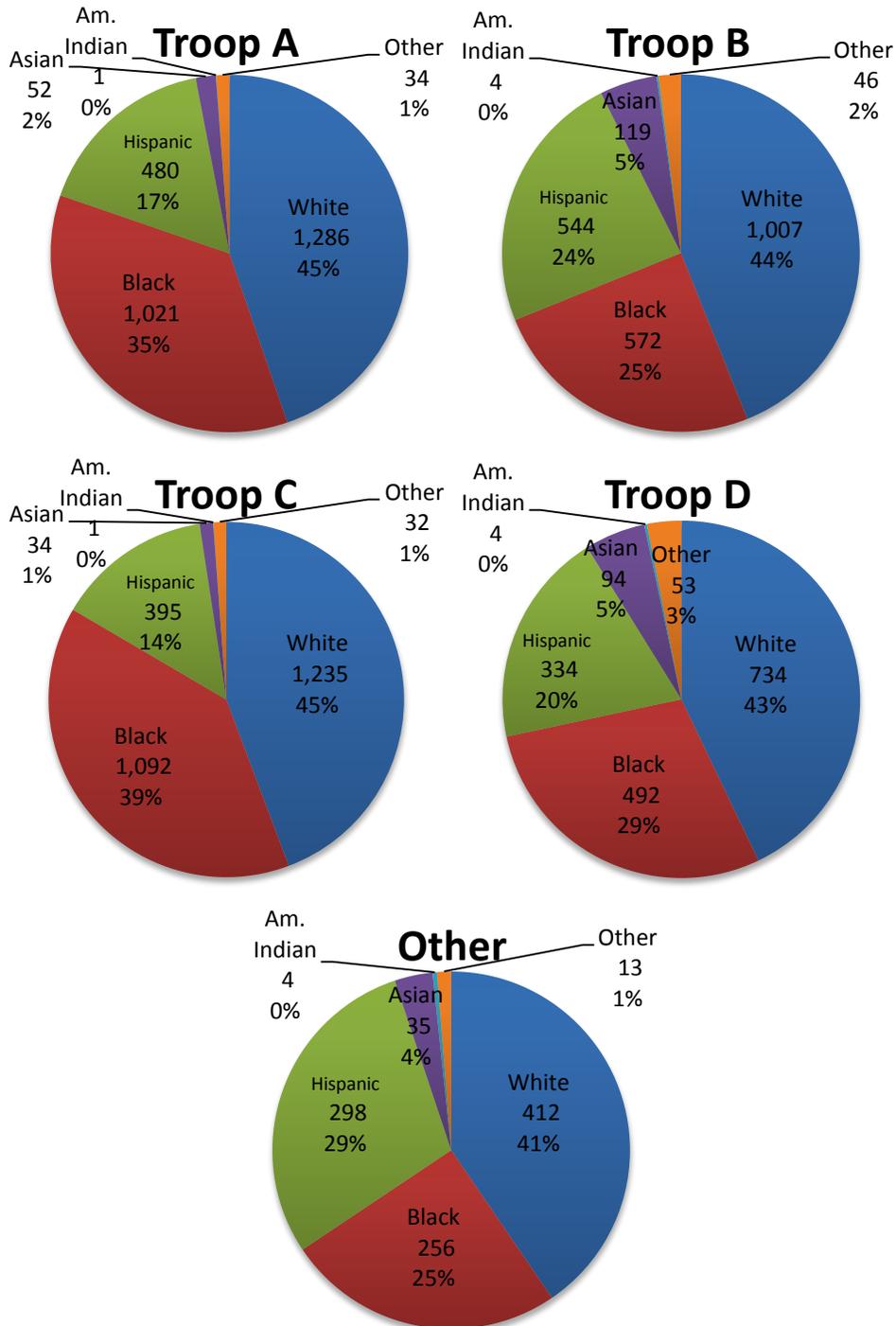
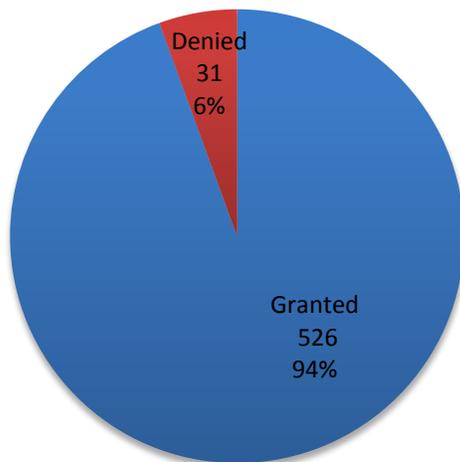


Figure Sixty depicts the racial/ethnic distribution of stops with post-stop activity not involving consent requests by Troop. White drivers were consistently the majority of these stops, with proportions ranging from 41% to 45%. Black drivers were between 25% and 39% of such stops. Proportions for Hispanic drivers were between 14% and 29%, and Asian drivers were between 1% and 5% of stops involving post-stop activity without consent to search requests. These distributions and the ranges for each racial/ethnic group are very similar to the troop distributions for all stops with post-stop activity.

Figure Sixty-One: Outcome of Consent to Search Requests

July 1, 2015 – December 31, 2015



Total Stops with Consent Requests:
557

There may be multiple outcomes for a consent request: granted, denied, or withdrawn. Figure Sixty-One presents the distribution of all consent to search request outcomes in the current reporting period. The majority of stops with consent to search requests involved granted requests; 526, or 94%, involved granted consent to search requests. Thirty-one stops, 6%, involved denied consent to search requests. There were no stops in the current reporting period in which a consent to search request was granted then withdrawn. This is understandable, as there were only three stops in the previous reporting period in which a granted consent to search request was withdrawn. Although the volume of stops involving consent to search requests decreased markedly in the current

reporting period, the percentages for granted and denied outcomes for consent requests are identical to the previous reporting period.

Figure Sixty-Two depicts the outcomes of consent requests by Troop. Granted consent requests made up the largest proportion of stops with consent requests. Across Troops, granted consent requests varied between 88% and 98%. Troop C had the highest number (216) and proportion (98%) of stops with granted consent requests. Stops with denied consent requests were much less frequent. Across Troops, stops with denied consent requests varied between 2% and 12%. Troop B had the highest number (14) and proportion (12%) of stops with denied consent requests.

Figure Sixty-Two: Outcome of Consent to Search Requests by Troop
July 1, 2015 – December 31, 2015

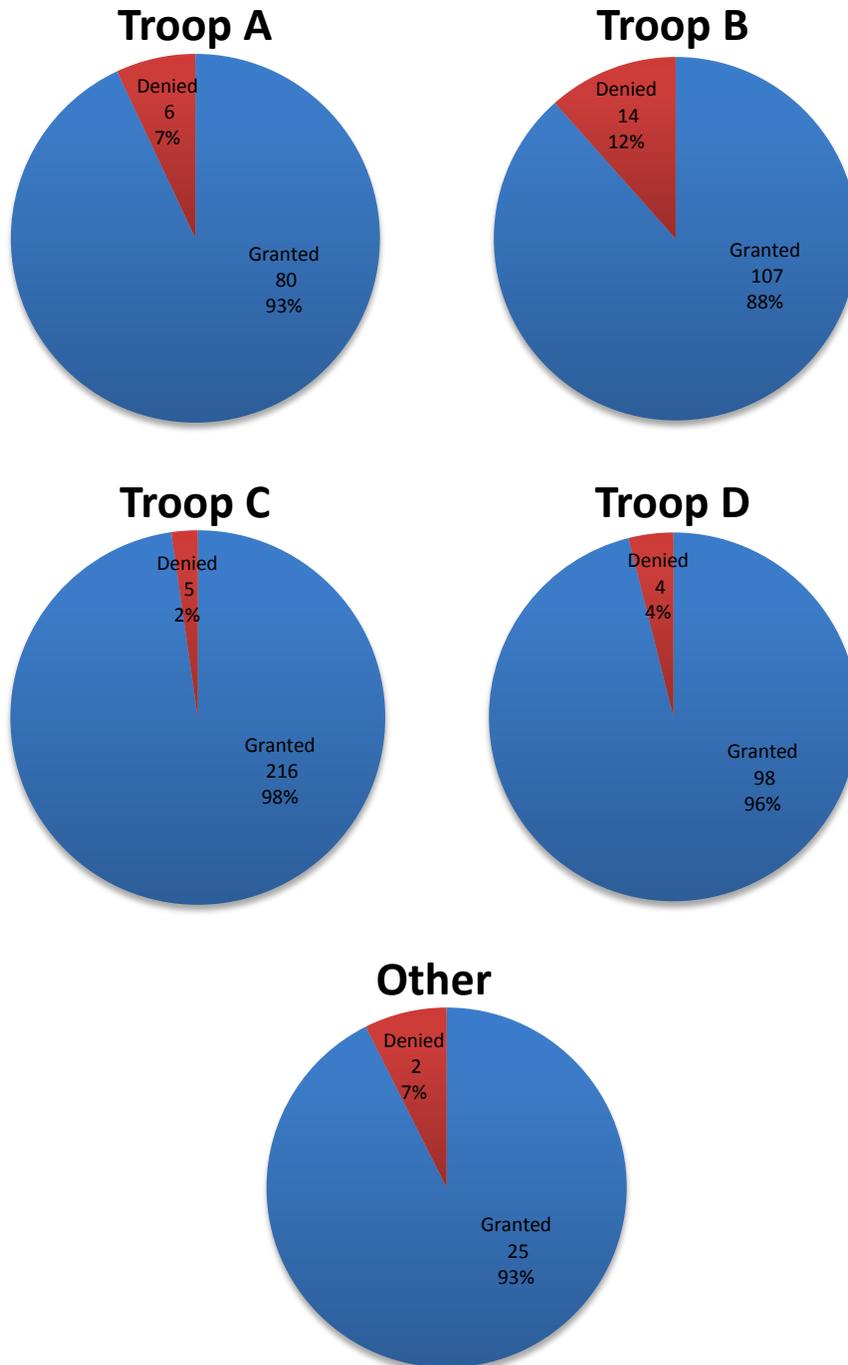
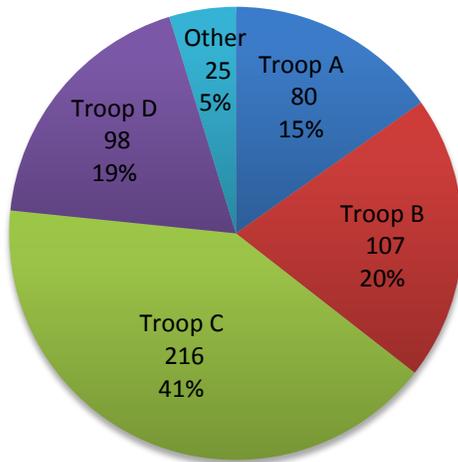


Figure Sixty-Three: Troop Distribution of Stops with Granted Consent Requests

July 1, 2015 – December 31, 2015



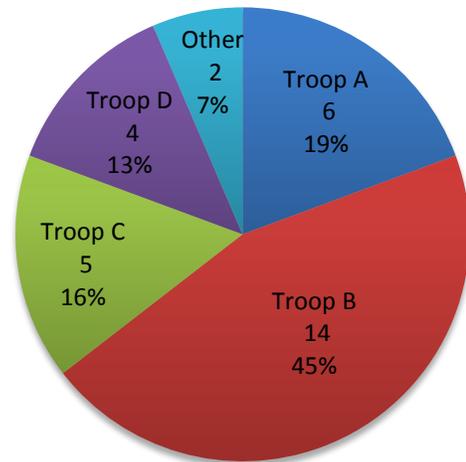
Total Stops with Granted Consent Requests: **526**

Of the 557 stops involving consent to search requests, 526 stops, or 94%, involved granted consent requests. Figure Sixty-Three depicts the Troop distribution of stops with granted consent requests. Troop C had the largest proportion of stops with granted consent requests, 41%, followed by Troop B, with 20%. Nineteen percent of stops with granted consent requests occurred in Troop D, and 15% occurred in Troop A. Five percent of stops with granted consent requests occurred in Other, non-Troop stations in the current reporting period. The troop distribution of granted consent requests is highly similar to that of all stops with consent requests since the majority of consent requests result in granted consent.

Figure Sixty-Four: Troop Distribution of Stops with Denied Consent Requests

July 1, 2015 – December 31, 2015

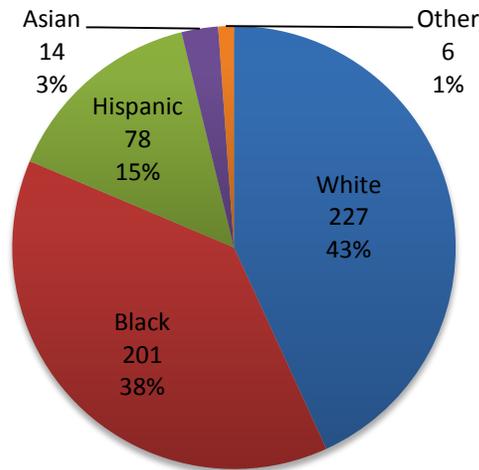
Figure Sixty-Four depicts the distribution of stops with denied consent requests by Troop. There were only 31 stops involving denied consent to search requests in the current reporting period. This distribution differs from the distribution of granted consent requests and all stops involving consent to search requests. Troop B had the largest proportion of stops involving denied consent requests, 45%, followed by Troop A, with 19%. Sixteen percent of stops involving denied consent requests occurred in Troop C, and 13% of such stops occurred in Troop D. Seven percent of stops with denied consent requests occurred in Other, non-Troop stations in the current reporting period.



Total Stops with Denied Consent Requests: **31**

Figure Sixty-Five: Racial/Ethnic Distribution of Stops with Granted Consent Requests

July 1, 2015 – December 31, 2015

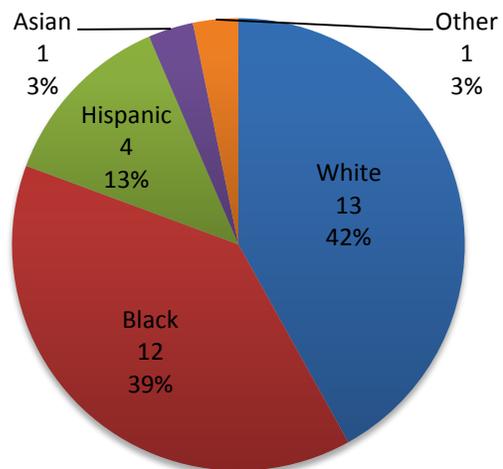


Total Stops with Granted Consent Requests: **526**

Figure Sixty-Five depicts the racial/ethnic distribution of stops with granted consent requests. Given that the majority of consent to search requests result in granted consent, this racial/ethnic distribution is identical to that of all stops with consent requests. White drivers made up the largest proportion of stops with granted consent requests, 43%, followed by Black drivers, 38%. Hispanic drivers made up 15% of stops with granted consent requests, and Asian drivers made up 3% of such stops.

Figure Sixty-Six: Racial/Ethnic Distribution of Stops with Denied Consent Requests

July 1, 2015 – December 31, 2015



Total Stops with Denied Consent Requests: **31**

Figure Sixty-Six presents the racial/ethnic distribution of stops with denied consent requests. This distribution differs slightly from the racial/ethnic distribution of stops with granted consent requests and all stops involving consent requests. White drivers were involved in a slightly smaller proportion of stops with denied consent requests, 42%, than their proportion of all stops with consent requests, 43%. Black drivers were involved in a slightly larger proportion of stops with denied consent requests, 39%, than their proportion of all stops with consent requests, 38%. Similar to White drivers, Hispanic drivers were involved in a smaller proportion, 13%, of stops with denied consent requests, than all stops with consent requests, 15%. Asian drivers were an equal proportion across these distributions.

Figure Sixty-Seven: Trend of Racial/Ethnic Distribution of Stops with Consent Requests
 January 1, 2012 – December 31, 2015

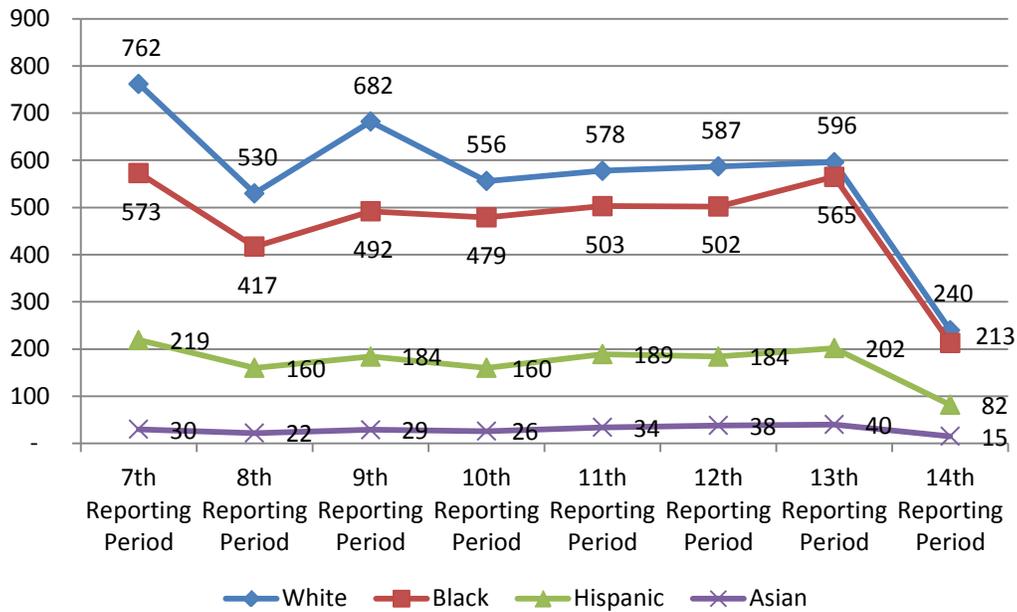
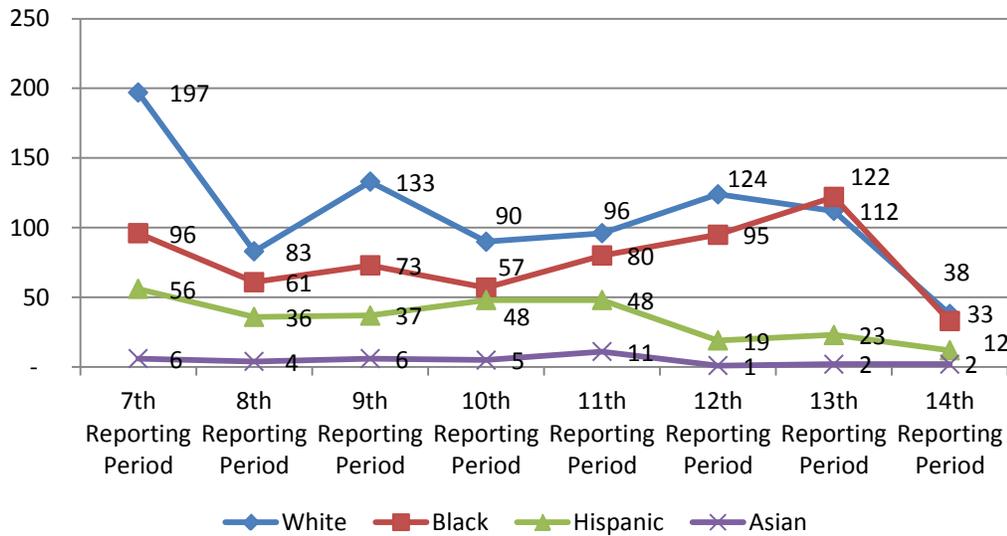


Figure Sixty-Seven depicts trends in the racial/ethnic distribution of all stops involving consent to search requests. As previously noted, there were 849 fewer stops with consent to search requests in the current reporting period, a 60% decrease. White drivers were involved in 356 fewer stops with consent requests, a 60% decrease. Black drivers were involved in 352 fewer stops with consent requests, a 62% decrease. There were 120 fewer stops with consent requests involving Hispanic drivers, a 59% decrease. And there were 25 fewer stops with consent requests involving Asian drivers, a 63% decrease. Thus there were fewer stops involving consent requests for all racial/ethnic groups in the current reporting period, and changes noted for each racial/ethnic group were similar—a decrease of roughly 60%—since the previous reporting period.

There is no graphical depiction of trends in each outcome of consent requests, *i.e.*, granted, denied, and withdrawn. In the current reporting period, however, there was a 60% decrease in stops with requests granted (796 fewer stops) and a 62% decrease in stops with requests denied (50 fewer stops). Decreases for all racial/ethnic groups ranged from 59% to 71% across both outcome categories. As noted, there were no stops involving a consent request outcome of granted/withdrawn in the current reporting.

Figure Sixty-Seven A: Troop A Trend of Racial/Ethnic Distribution of Stops with Consent Requests

January 2012 – December 2015

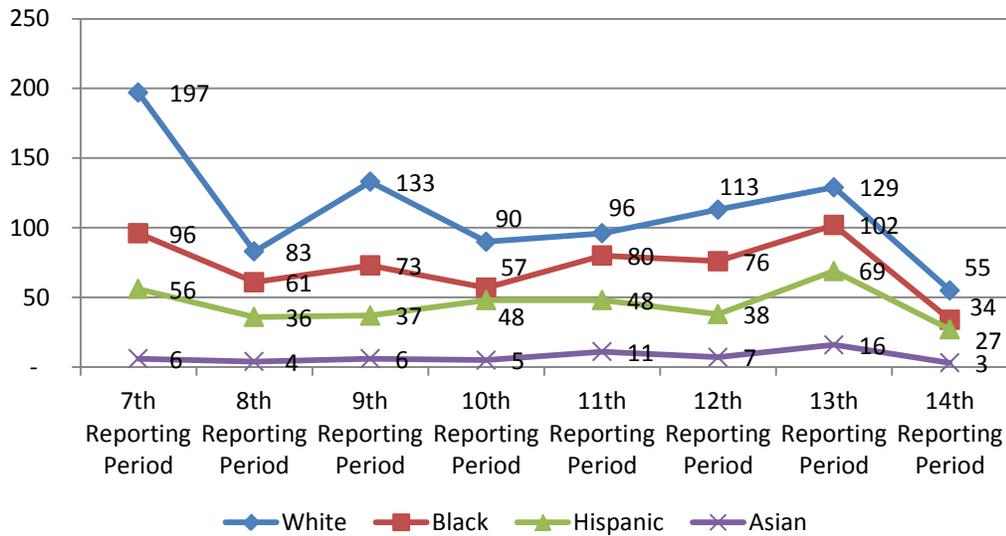


In Troop A, stops involving consent to search requests decreased 67% in the current reporting period. There were 74 fewer stops of White drivers with consent requests, a 66% decrease. There were 89 fewer stops of Black drivers with consent requests, a 73% decrease. Hispanic drivers

were involved in 11 fewer stops with consent requests, a 48% decrease. No change was noted for Asian drivers, who were again involved in two stops involving consent to search requests in the current reporting period. This was the only racial/ethnic group across all troops for which there was no decrease in stops with consent to search requests. When examining proportions of stops involving post-stop activity resulting in consent requests, Asian drivers had the highest concentration in Troop A, 3.70%, dissimilar to previous reporting periods. For Black drivers in Troop A, 3.13% of stops with post-stop activity resulted in a consent to search request in the current reporting period. For White drivers, this proportion was 2.87%, and for Hispanic drivers, this proportion was 2.44%.

Figure Sixty-Seven B: Troop B Trend of Racial/Ethnic Distribution of Stops with Consent Requests

January 2012 – December 2015

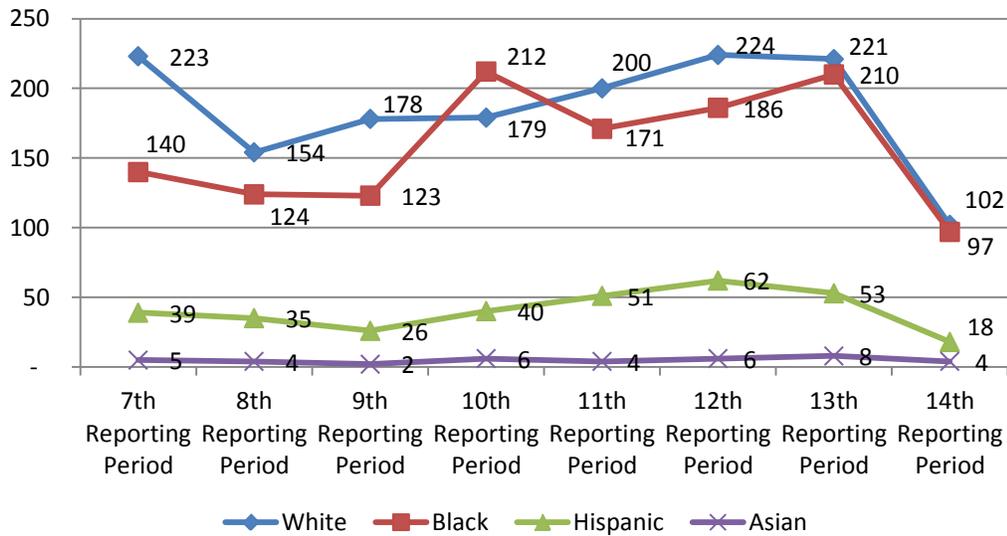


There was a 62% decrease in stops involving consent to search requests for Troop B in the current reporting period. There were decreases in such stops noted for all racial/ethnic groups in Troop B in the current reporting period. White drivers were involved in

74 fewer stops with consent requests, a 57% decrease. Black drivers were involved in 68 fewer stops with consent requests, a 67% decrease. There were 42 fewer stops of Hispanic drivers involving consent requests, a 61% decrease. And there were 13 fewer stops of Asian drivers involving consent requests, an 81% decrease. For White drivers in Troop B, 5.18% of stops involving post-stop interaction resulted in consent to search requests. For Black drivers, 5.61% of stops involving post-stop interaction resulted in consent to search requests. For Hispanic drivers, this proportion was 4.73%, and for Asian drivers, this proportion was 2.46%. Thus in Troop B, Asian drivers had the lowest concentration and Black drivers had the highest concentration of stops involving consent to search requests in their stops with post-stop activity in the current reporting period.

Figure Sixty-Seven C: Troop C Trend of Racial/Ethnic Distribution of Stops with Consent Requests

January 2012 – December 2015

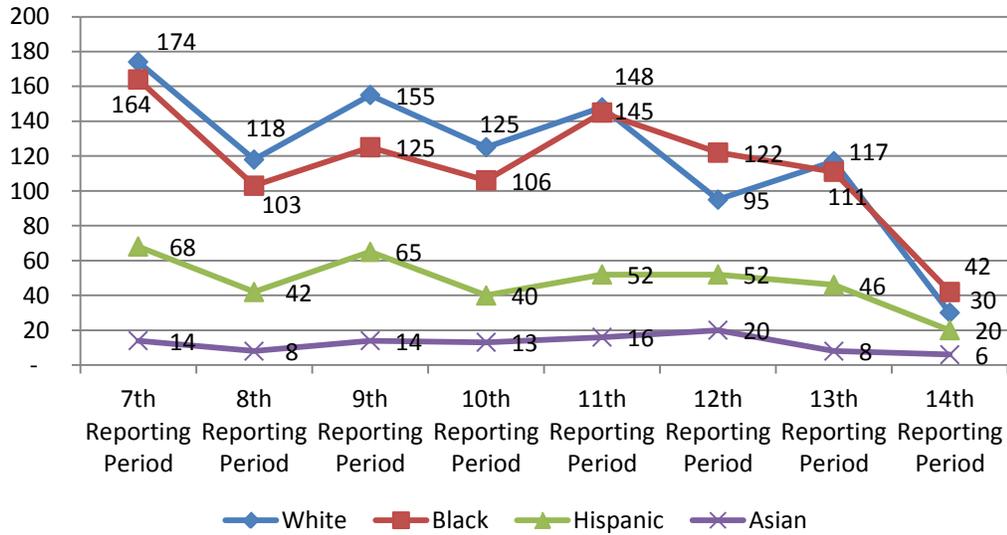


In the current reporting period, there was a 55% decrease in Troop C's stops involving consent to search requests. Similar to Troop B, there were decreases noted for all racial/ethnic groups. There was a 54% decrease in stops involving consent to search requests for White and Black drivers,

with 119 fewer and 113 fewer stops, respectively. Hispanic drivers were involved in 35 fewer stops with consent requests, a 66% decrease. And Asian drivers were involved in four fewer stops with consent requests, a 50% decrease. Troop C had some of the largest proportions of stops with post-stop activity resulting in consent requests in comparison to all other troops. Of all stops with post-stop activity, 7.63% resulted in consent to search requests for White drivers. This proportion was 8.16% for Black drivers, 4.36% for Hispanic drivers, and 10.53% for Asian drivers. In the current reporting period, Asian drivers in Troop C had the highest concentration of stops with post-stop activity resulting in consent requests in comparison to all racial/ethnic groups in Troop C and across all troops in the current reporting period.

Figure Sixty-Seven D: Troop D Trend of Racial/Ethnic Distribution of Stops with Consent Requests

January 2012 – December 2015

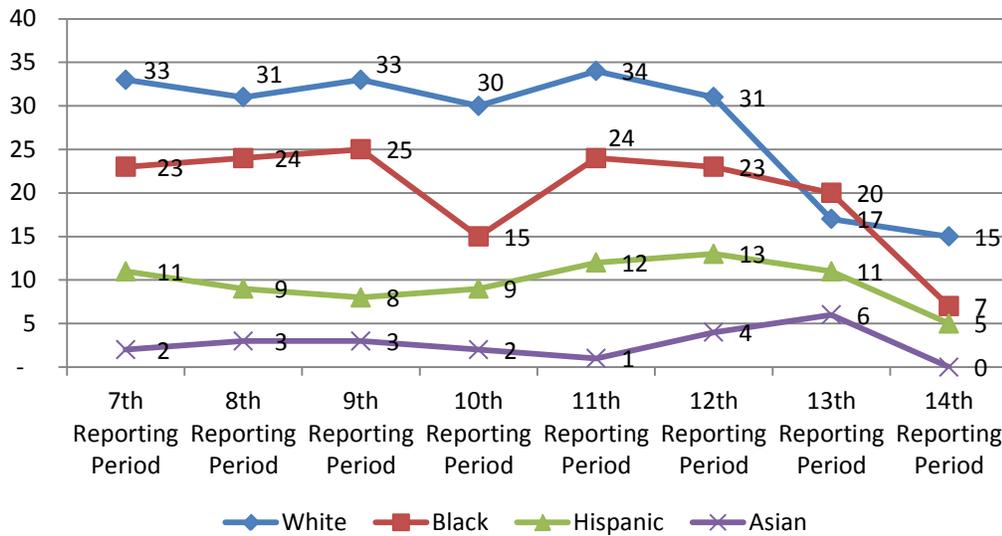


The number of Troop D's stops involving consent requests decreased 64% in the current reporting period. Similar to Troops B and C, there were decreases in stops with consent requests noted for all racial/ethnic groups in Troop D. There were 87 fewer stops of White drivers with

consent requests, a 74% decrease. Black drivers were involved in 69 fewer stops with consent requests, a 62% decrease. There were 26 fewer stops of Hispanic drivers with consent requests, a 57% decrease. And there were two fewer stops of Asian drivers with consent requests, a 25% decrease. Notably, Black drivers were involved in more Troop D stops involving consent to search requests in the current reporting period, 42, in comparison to White drivers, 30. Across all reporting periods examined in Figure Sixty-Seven D, Black drivers were only involved in more stops with consent requests than White drivers in the current and 12th reporting periods. Similar to previous reporting periods for Troop D, Black drivers had the highest concentration of stops with consent requests among stops with post-stop activity. For Black drivers, 7.87% of stops with post-stop activity resulted in a consent request. For Asian drivers, this proportion was 6.0%. For Hispanic drivers, this proportion was 5.65%. This proportion was lowest for White drivers, 3.93%, in Troop D in the current reporting period.

Figure Sixty-Seven E: Other Stations Trend of Racial/Ethnic Distribution of Stops with Consent Requests

January 2012 – December 2015



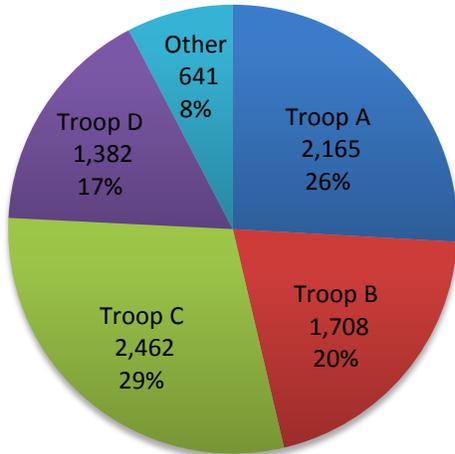
The number of stops with consent requests in Other, non-Troop stations decreased 51% in the current reporting period. Similar to Troops B, C, and D, decreases in stops involving consent to search requests were noted for all racial/ethnic groups for Other, non-Troop

stations. The largest decrease occurred for Black drivers, with 13 fewer stops, a 65% decrease. Hispanic drivers were involved in six fewer stops, a 55% decrease. There were two fewer stops of White drivers, a 12% decrease. Unlike previous reporting periods, Asian drivers were involved in no stops involving consent requests in the current reporting period, a change from six such stops in the previous reporting period. In Other, non-Troop stations, White drivers had the largest proportion of stops involving post-stop activity resulting in consent requests, 3.51%. For Black drivers, 2.66% of stops with post-stop activity resulted in consent requests. For Hispanic drivers, this proportion was 1.65%, which was the lowest concentration across all racial/ethnic groups involved in stops with consent requests in Other, non-Troop stations and all other Troops in the current reporting period.

Arrests

Figure Sixty-Eight: Troop Distribution of Stops with Arrests

July 1, 2015 – December 31, 2015



Total Stops with Arrests: **8,358**

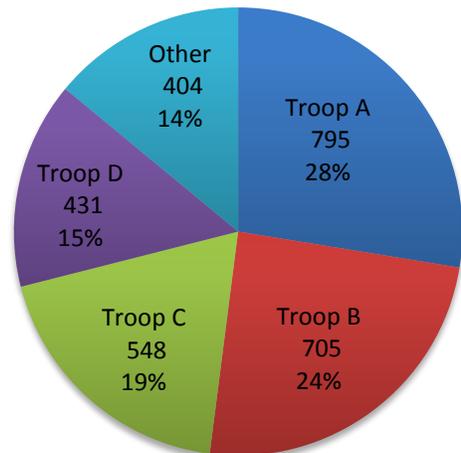
Arrests were the second most common law enforcement procedure in the current reporting period. In the current reporting period, there were 8,358 stops with at least one individual arrested. The majority of stops involved the arrest of one person. However, there were 25 stops with five or more individuals arrested in the current reporting period. Of the 11,241 stops with post-stop interaction, 74% of stops resulted in an arrest. Thus, as can be expected, the troop distribution for stops with arrests is similar to that of stops with post-stop activity. Troop C conducted the largest proportion of stops with arrests, 29%. Troop A conducted 26% of stops with arrests, and Troop B conducted 20% of such stops. Troop D conducted 17% of stops with arrests, and Other, non-Troop stations conducted 8% of stops with arrests in the current reporting period. Troop C was slightly overrepresented and Troop B

was a slightly less than expected proportion in comparison to stops with post-stop activity. All other troops were a relatively expected proportion in comparison to the troop distribution for stops involving post-stop activity.

Figure Sixty-Nine: Troop Distribution of Stops without Arrests

July 1, 2015 – December 31, 2015

There were 2,883 stops with post-stop activity that did not involve an arrest in the current reporting period. Troop A conducted 28% of stops without arrests, the largest proportion in comparison to all other troops. Troop B conducted 24% of such stops, followed by Troop C, with 19%. Troop D conducted 15% of stops without arrests, and Other, non-Troop stations conducted 14% of such stops in the current reporting period. When comparing Figures Sixty-Nine and Sixty-Eight, Troop C conducted the largest proportion of stops with arrests (29%); Troop C, however, had the third smallest proportion of stops without arrests (19%). Conversely, Troops A, B, and Other, non-Troop stations conducted larger proportions of stops without arrests than stops with arrests.



Total Stops without Arrests: **2,883**

Figure Seventy: Racial/Ethnic Distribution of Stops with Arrests

July 1, 2015 – December 31, 2015

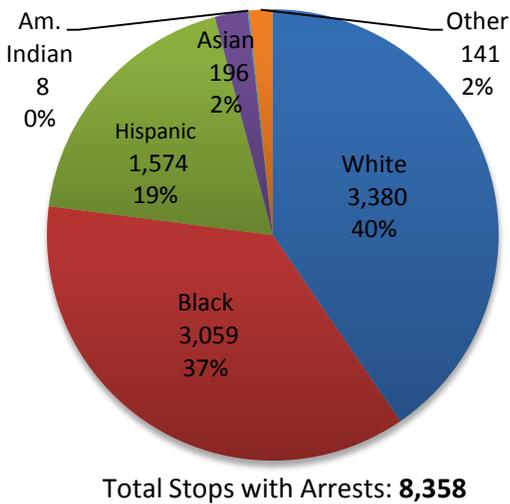


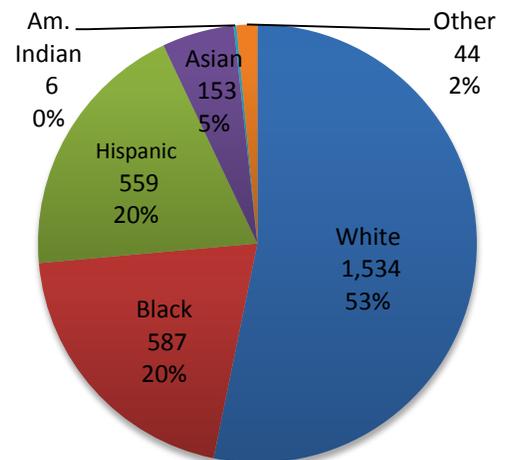
Figure Seventy depicts the racial/ethnic distribution of stops involving an arrest of at least one individual. White drivers were involved in the largest proportion, 40%, of stops with arrests. Black drivers were involved in slightly less, 37%. Hispanic drivers were involved in 19%, and Asian drivers were involved in only 2% of stops with arrests. Compared to the racial/ethnic distribution of stops with post-stop activity, White drivers were involved in 44% of stops with post-stop interactions, but 40% of stops with arrests, indicating slight underrepresentation in stops with arrests. Black drivers were involved in 32% of stops with post-stop interactions, but 37% of stops with arrests, indicating slight overrepresentation in stops with arrests. Both Hispanic and Asian drivers were represented rather evenly in stops with post-stop activity and stops with

arrests.

Figure Seventy-One: Racial/Ethnic Distribution of Stops without Arrests

July 1, 2015 – December 31, 2015

Figure Seventy-One depicts the racial/ethnic distribution of stops with post-stop activity but without any arrests. White drivers make up the largest proportion of this distribution, 53%, indicating overrepresentation in stops without arrests in comparison to their proportions for stops with arrests and stops with post-stop activity. Black drivers make up 20% of stops without arrests, indicating underrepresentation in stops without arrests in comparison to their proportions for stops with arrests and stops with post-stop activity. Hispanic and Asian drivers are slightly overrepresented in stops without arrests, as Hispanic drivers were 19% and Asian drivers were 3% of stops with post-stop activity, and 19% and 2% of stops with arrests, respectively.



Total Stops without Arrests: **2,883**

Taken together, Figures Seventy and Seventy-One indicate that Black drivers were more likely to be in a stop with an arrest than a stop without an arrest. Black drivers were a higher proportion of stops with arrests, 37%, than those without arrests, 20%. Conversely, White, Hispanic, and Asian drivers were a higher proportion of stops without arrests than with arrests.

Figure Seventy-Two depicts the racial/ethnic distribution of stops with arrests across troops. There is little variation across troops noted for White drivers. In the current reporting period, White drivers were involved in 40% to 41% of stops with arrests across troops. White drivers were the majority of stops with arrests across all troops except in Troop C, wherein White drivers made up 40%, but Black drivers made up 44% of stops with arrests. Proportions for Black drivers ranged from 29% to 44% of

stops with arrests across all troops. Proportions for Hispanic drivers ranged from 14% to 28% of such stops, and proportions of Asian drivers ranged from 1% to 5% of stops with arrests across troops.

Figure Seventy-Two: Racial/Ethnic Distribution of Stops with Arrests by Troop
 July 1, 2015 – December 31, 2015

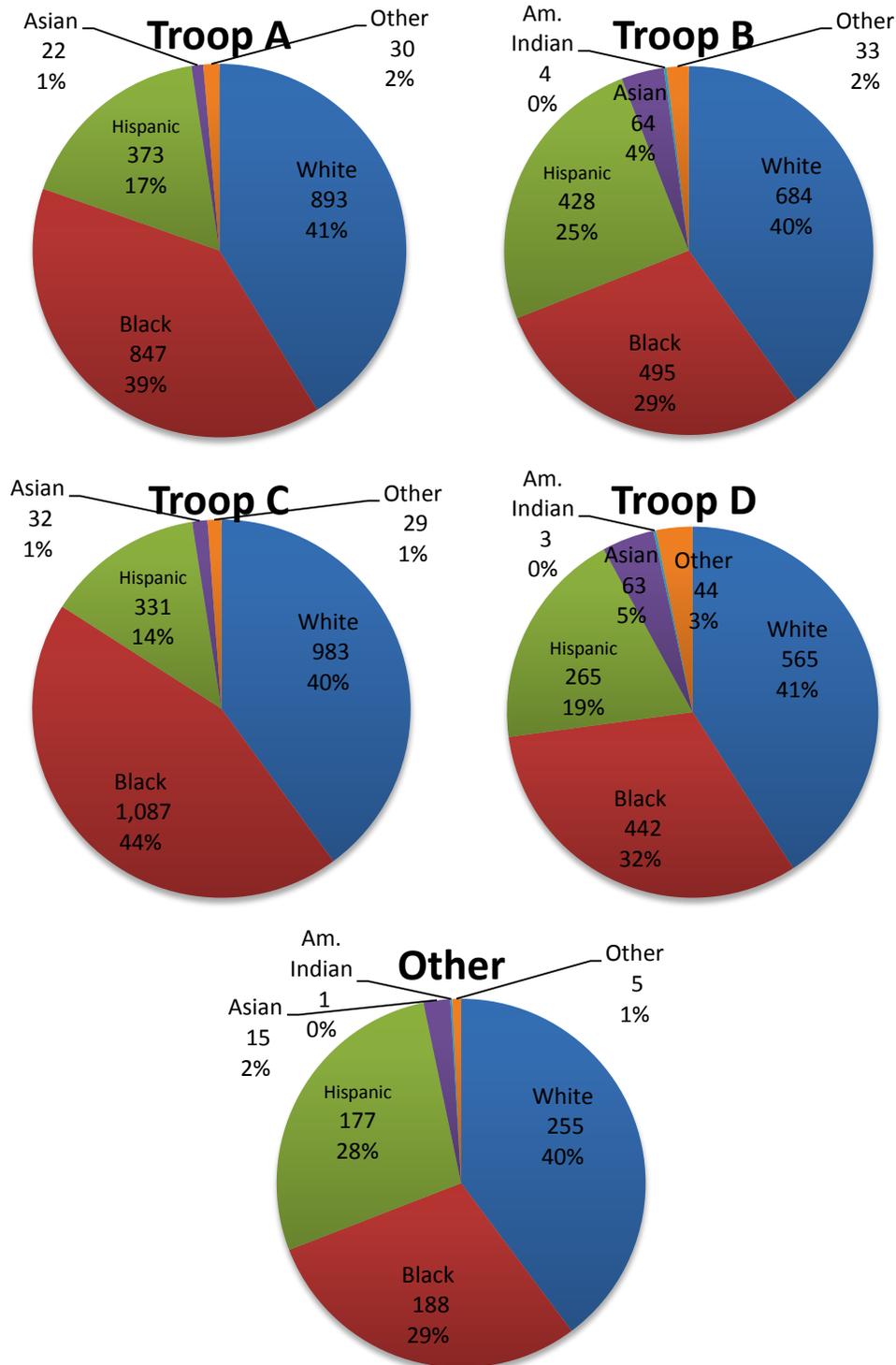


Figure Seventy-Three: Racial/Ethnic Distribution of Stops without Arrests by Troop
July 1, 2015 – December 31, 2015

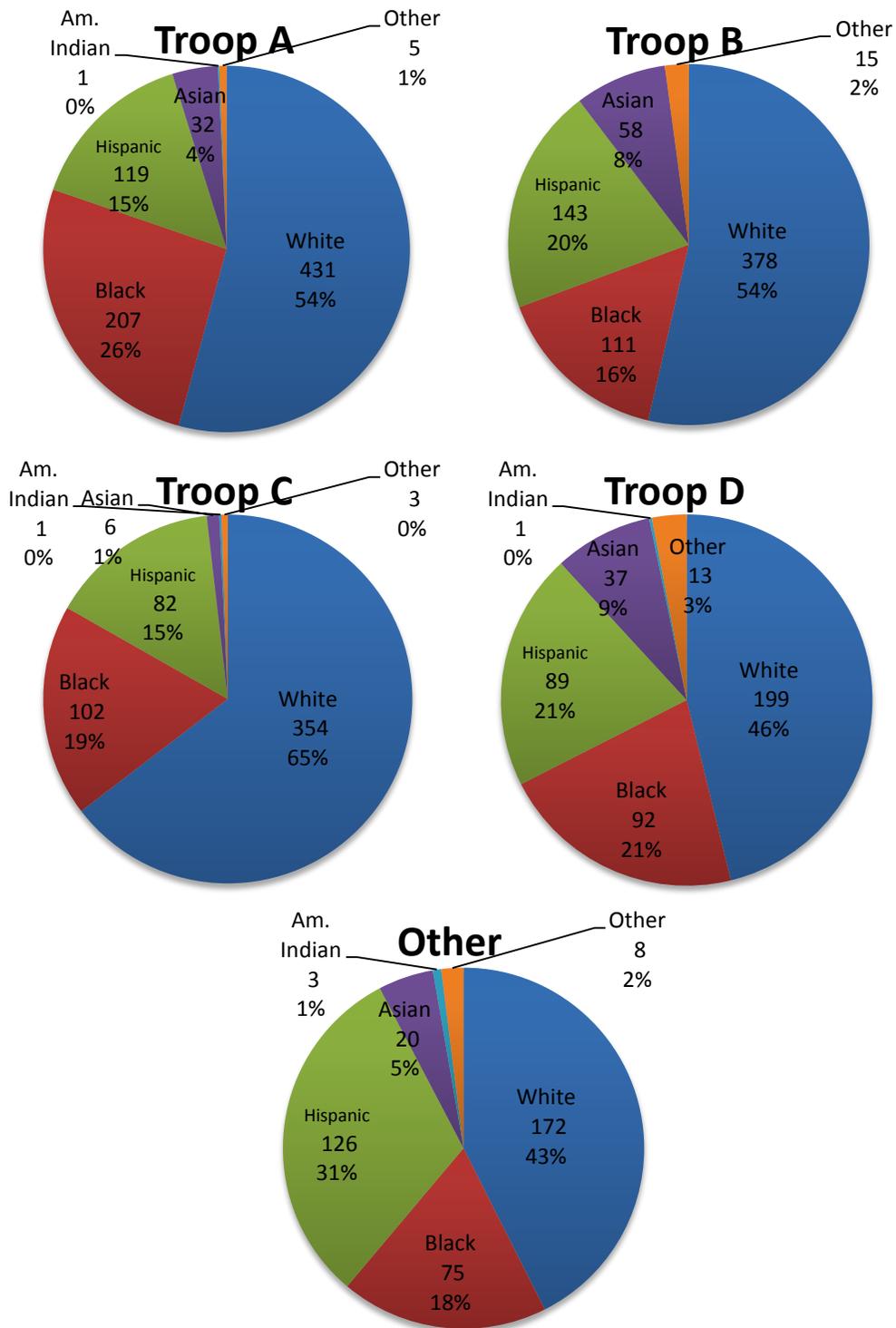
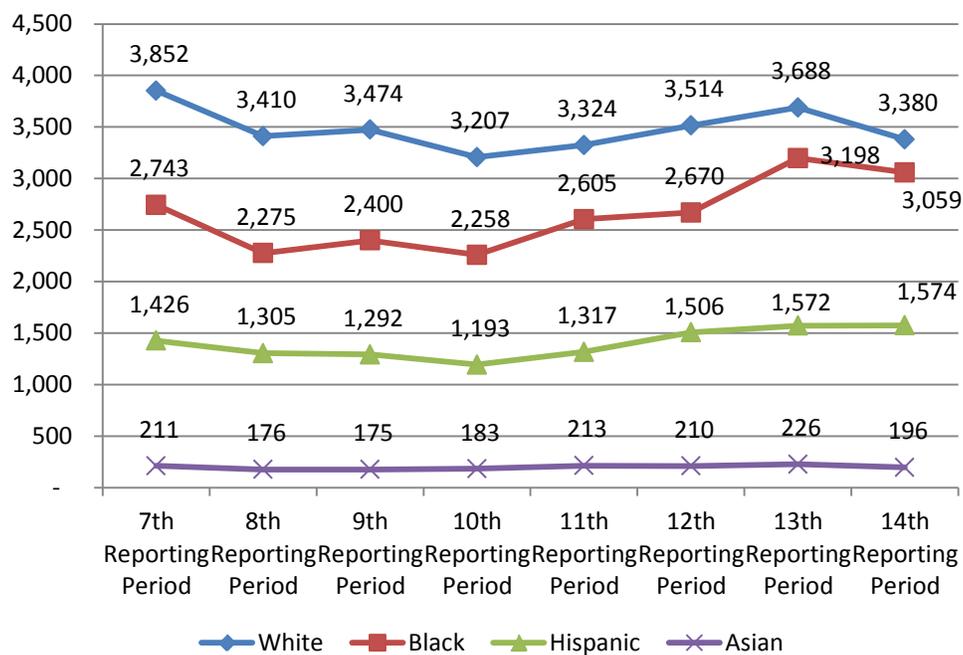


Figure Seventy-Three depicts the racial/ethnic distribution of stops without arrests across all troops. White drivers were consistently the majority, represented in 43% to 65% of stops without arrests across troops. Black drivers were involved in 16% to 26% of stops without arrests. Hispanic drivers were between 15% and 31% of stops without arrests, and Asian drivers were between 1% and 9% of stops without arrests across troops.

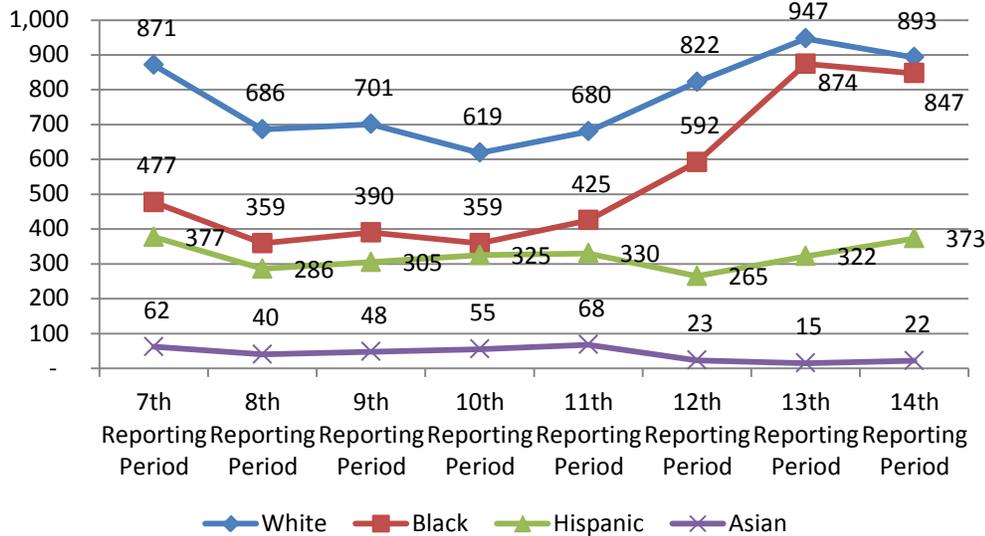
Figures Seventy-Two and Seventy-Three indicate that White drivers were involved in a larger proportion of stops without arrests than stops with arrests. An inverse pattern appears for Black drivers, as they were involved in a larger proportion of stops with arrests than stops without arrests.

Figure Seventy-Four: Trend of Racial/Ethnic Distribution of Stops with Arrests
 January 1, 2012 – December 31, 2015



In the previous reporting period, there were a total of 8,842 stops with arrests, thus there were 484 fewer stops with arrests, a 5.47% decrease, in the current reporting period. As seen in Figure Seventy-Four, there were decreases in the number of stops with arrests for White, Black, and Asian drivers and a slight increase in the number of stops with arrests for Hispanic drivers since the previous reporting period. There were 308 fewer stops with arrests involving White drivers, an 8.35% decrease from the previous reporting period. There were 139 fewer stops with arrests involving Black drivers, a 4.35% decrease from the previous reporting period. Asian drivers were involved in 30 fewer stops with arrests, a 13.27% decrease from the previous reporting period. Conversely, Hispanic drivers were involved in two additional stops with arrests, a 0.13% increase from the previous reporting period.

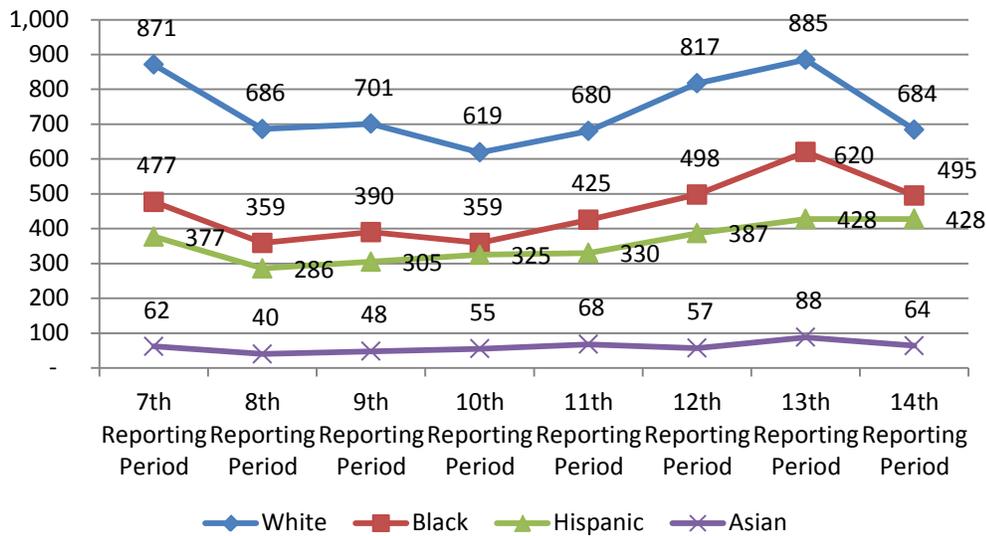
Figure Seventy-Four A: Troop A Trend of Racial/Ethnic Distribution of Stops with Arrests
 January 2012 – December 2015



For Troop A, stops with arrests decreased only slightly, by 1%, since the previous reporting period. It is important to note that the most marked increase in the number of stops with arrests across all racial/ethnic groups in Troop A and across all troops occurred for Black drivers in the previous reporting period. This

is no longer the case, as stops with arrests for Black drivers decreased in the current reporting period; further, this is the first decrease noted for Black drivers since the 10th reporting period. Within the current reporting period, Black drivers were involved in 27 fewer stops with arrests, a 3% decrease. The largest decrease in Troop A occurred for White drivers who were involved in 54 fewer stops with arrests, a 6% decrease. Conversely, there were 51 additional stops with arrests involving Hispanic drivers, a 16% increase. There were seven additional stops with arrests involving Asian drivers, a 47% increase. The probability of stops with post-stop activity resulting in at least one arrest varies across racial/ethnic groups; 80% resulted in an arrest for Black drivers, 76% resulted in an arrest for Hispanic drivers, 68% resulted in an arrest for White drivers, and 41% resulted in an arrest for Asian drivers.

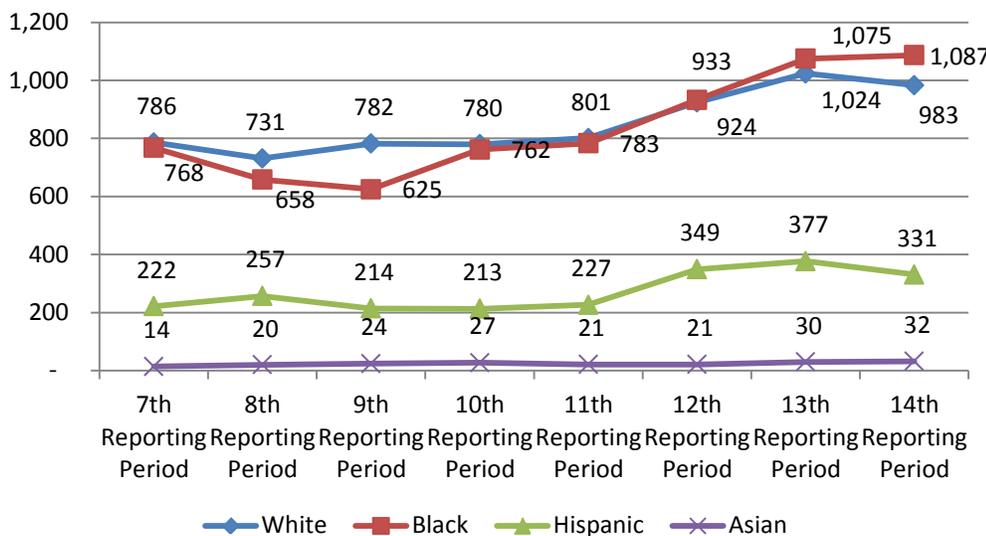
Figure Seventy-Four B: Troop B Trend of Racial/Ethnic Distribution of Stops with Arrests
 January 2012 – December 2015



Stops with arrests decreased by 17% for Troop B in the current reporting period. In Troop B, there were fewer stops with arrests involving White, Black, and Asian drivers, whereas there was no change noted for Hispanic drivers since the previous reporting period. There were 201 fewer stops with arrests involving

White drivers, a 23% decrease. There were 125 fewer stops with arrests involving Black drivers, a 20% decrease. Asian drivers were involved in 24 fewer stops with arrests, a 27% decrease. Hispanic drivers were involved in 428 stops with arrests and no change since the previous reporting period. For White drivers, 64% of stops with post-stop activity resulted in an arrest. For Black drivers, 82% of stops with post-stop activity resulted in an arrest. For Hispanic drivers, this proportion was 75%, and for Asian drivers, this proportion was 53%.

Figure Seventy-Four C: Troop C Trend of Racial/Ethnic Distribution of Stops with Arrests
 January 2012 – December 2015

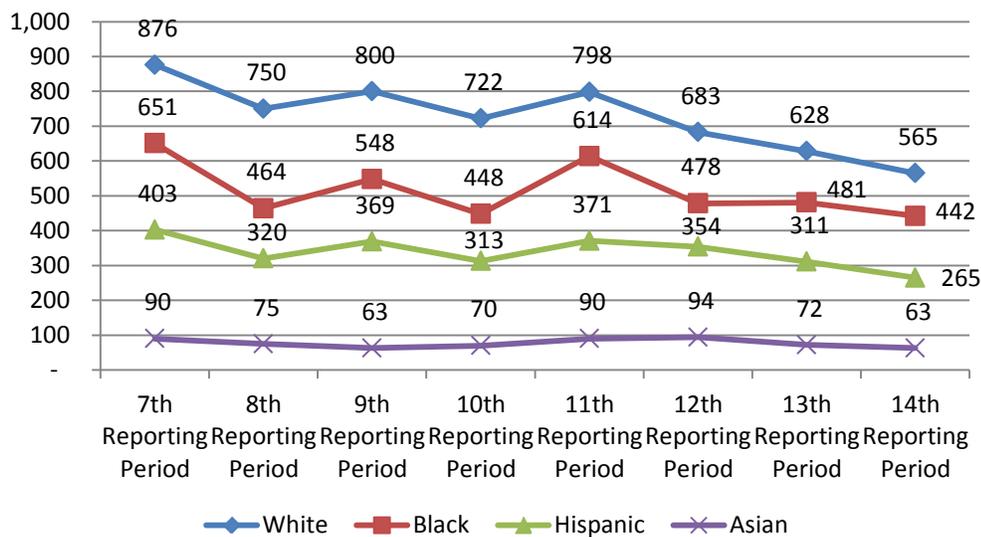


Stops with arrests decreased slightly, by 3% for Troop C in the current reporting period. In Troop C, stops with arrests for Hispanic drivers decreased in the current reporting period, unlike Troops A and B. Further, the largest decrease in both number and proportion in comparison to all other racial/ethnic groups in Troop C

occurred for Hispanic drivers in the current reporting period. Hispanic drivers were involved in 46 fewer stops with arrests, a 12% decrease. White drivers were involved in 41 fewer stops with arrests,

a 4% decrease. Conversely, there were 12 additional stops with arrests involving Black drivers, a 1% increase, and there were two additional stops with arrests involving Asian drivers, a 7% increase in the current reporting period. It is important to note that Black drivers were involved in more stops with arrests in comparison to White drivers again this reporting period, a continuation of this unique difference noted in Troop C since the 12th reporting period. Of stops with post-stop activity, 91% resulted in an arrest for Black drivers, 84% resulted in an arrest for Asian drivers, 80% resulted in an arrest for Hispanic drivers, and 74% resulted in an arrest for White drivers.

Figure Seventy-Four D: Troop D Trend of Racial/Ethnic Distribution of Stops with Arrests
 January 2012 – December 2015

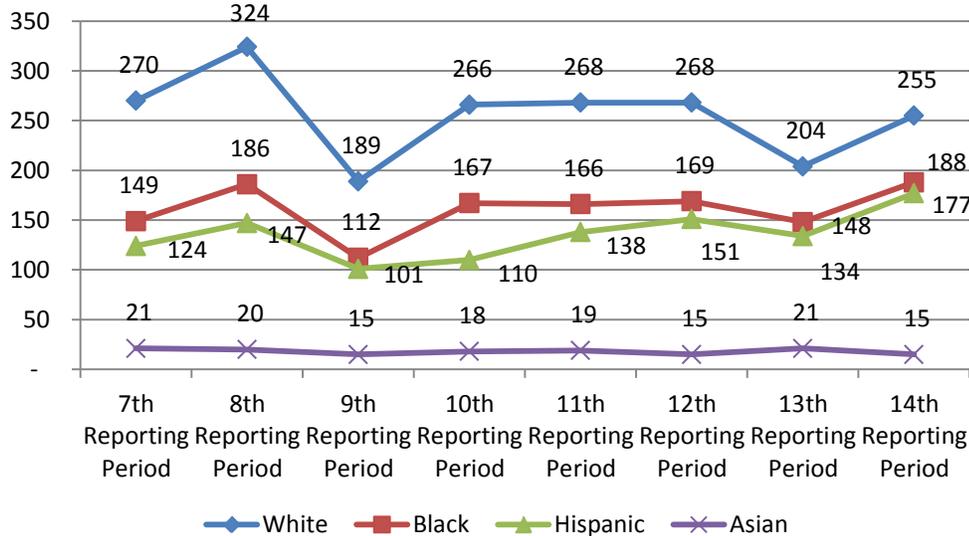


For Troop D, there was a 10% decrease in stops with arrests since the previous reporting period. In Troop D, there was a decrease in stops with arrests noted for all racial/ethnic groups in the current reporting period. There were 63 fewer stops with arrests involving White drivers, a 10% decrease. Black drivers were involved

in 39 fewer stops, an 8% decrease. There were 46 fewer stops with arrests involving Hispanic drivers, a 15% decrease. And Asian drivers were involved in nine fewer stops with arrests a 13% decrease. When examining the likelihood of stops with post-stop activity resulting in an arrest, 83% resulted in an arrest for Black drivers, 75% resulted in an arrest for Hispanic drivers, 74% resulted in an arrest for White drivers, and 63% resulted in an arrest for Asian drivers.

Figure Seventy-Four E: Other Stations Trend of Racial/Ethnic Distribution of Stops with Arrests

January 2012 – December 2015



In contrast to all other troops, stops with arrests increased in the current reporting period by 25%. This is consistent with the increase noted uniquely for Other, non-Troop stations in stops with post-stop activity. There were more stops with arrests involving White, Black, and Hispanic drivers, whereas there were

fewer stops with arrests involving Asian drivers in the current reporting period. White drivers were involved in 51 additional stops with arrests, a 25% increase. Black drivers were involved in 40 additional stops with arrests, a 27% increase. There were 43 additional stops with arrests involving Hispanic drivers, a 32% increase. Conversely, there were six fewer stops with arrests involving Asian drivers in the current reporting period, a 29% decrease. Of all stops with post-stop activity, 72% resulted in an arrest for Black drivers, 60% resulted in an arrest for White drivers, 58% resulted in an arrest for Hispanic drivers, and 43% resulted in an arrest for Asian drivers.

As noted in previous aggregate reports, White drivers were typically the largest proportion of all stops with post-stop activities, 44%. Black drivers in the current reporting period account for 32% of stops involving post-stop interaction. When examining racial/ethnic group involvement in post-stop activities, Black drivers have a higher likelihood of being engaged in various forms of post-stop law enforcement activities. This disproportionality was evident among stops with arrests, where, for example, in Troop C approximately 91% of stops of Black drivers with post-stop activity resulted in an arrest. This suggests a level of disproportionality; however, the data evaluated here do provide an articulable reason(s) for this disproportionality. An assessment of the appropriateness of law enforcement procedures, not assessed in this report, appears, in limited instances, in OLEPS' Oversight Reports.¹¹ This report provides analysis of the individuals arrested later in this report ([see Individual Level Analysis](#)), which may provide some insight into the reasons for arrests.

Evidence Seizures

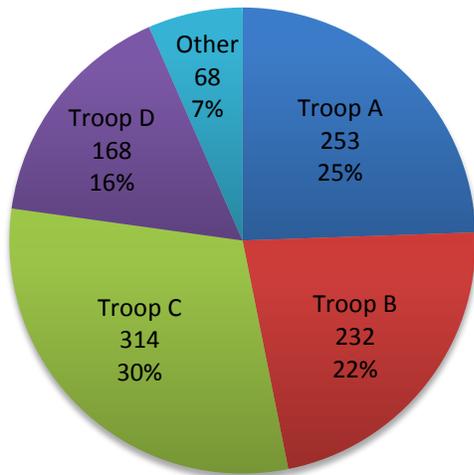
The seizure of evidence during a motor vehicle stop is a relatively infrequent law enforcement procedure. Of the 11,241 stops involving post-stop interaction, 1,035 stops, 9.21%, resulted in an evidence seizure in the current reporting period. There were 372 fewer stops involving evidence seizures in the current reporting period, a 26.44% decrease in stops with evidence seized since the previous reporting period. Seizure of evidence occurs in conjunction with a variety of activities, including: frisks, non-consensual searches, consent requests, executions of search warrants, plain

¹¹ <http://www.nj.gov/oag/oleps/in-house-monitoring.html>

view seizures, or a request for the retrieval of property. Each motor vehicle stop can involve one or more seizures of evidence. In the current reporting period, 67 of the 1,035 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 were actually 1,102 searches/seizures that led to an evidence seizure in the current reporting period. At most, a single stop included two different types of searches/seizures that resulted in evidence; however, the majority of stops involved one type of search/seizure.

Figure Seventy-Five: Troop Distribution of Stops with Evidence Seizures

July 1, 2015 – December 31, 2015

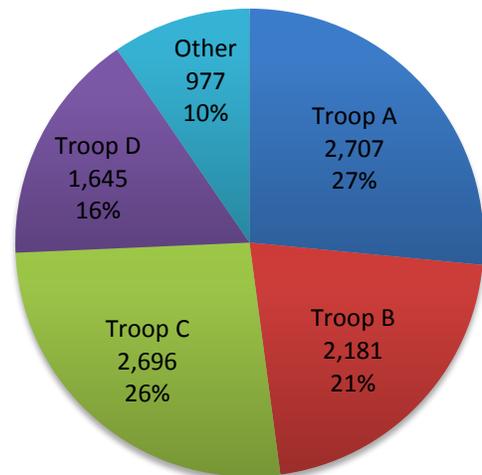


Total Stops with Evidence Seized:
1,035

Figure Seventy-Five depicts the Troop distribution of stops with evidence seizures. Troop C conducted 314 stops with an evidence seizure, the largest proportion of all troops, 30%. Troop A conducted 253 stops with an evidence seizure, 25%, the second largest proportion of all troops. Troop B conducted 232 stops with an evidence seizure, 22%; Troop D conducted 168 stops with an evidence seizure, 16%; and Other, non-Troop stations conducted 68 stops with an evidence seizure, the smallest proportion of all troops, 7%.

Figure Seventy-Six: Troop Distribution of Stops without Evidence Seizures

July 1, 2015 – December 31, 2015

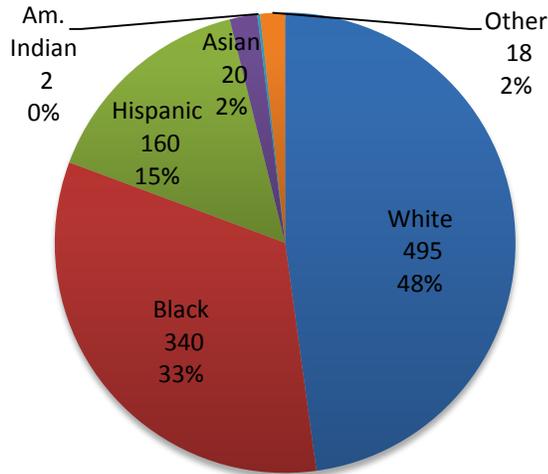


Total Stops without Evidence Seizures:
10,206

Figure Seventy-Six depicts the Troop distribution of stops with post-stop interactions without evidence seizures. As can be expected given the small number of stops with evidence seizures, this distribution is highly similar to the distribution of stops with post-stop activities. Troop A conducted 27% of stops involving post-stop activity without evidence seizures. Troop B conducted 21%, Troop C conducted 26%, Troop D conducted 16%, and Other, non-Troop stations conducted 10% of stops with post-stop interaction, however, not involving evidence seizures. Similar to previous reporting periods, Troop C made up a larger proportion of stops with evidence seized than without.

Figure Seventy-Seven: Racial/Ethnic Distribution of Stops with Evidence Seizures

July 1, 2015 – December 31, 2015



Total Stops with Evidence Seized:
1,035

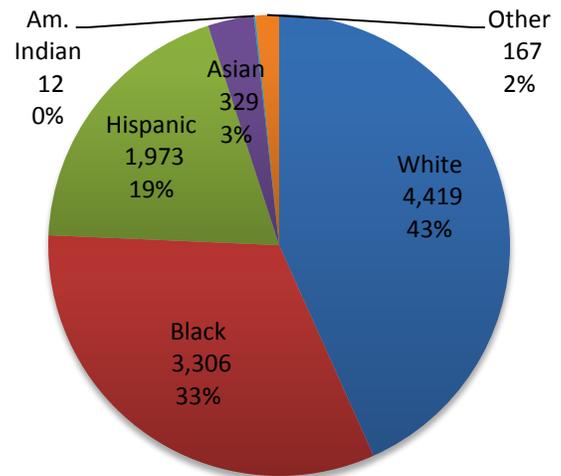
Figure Seventy-Seven depicts the racial/ethnic distribution of stops with evidence seizures. White drivers were involved in 48% of stops in with an evidence seizure. Black drivers were involved in 33% of such stops. Hispanic drivers were involved in 15%, and Asian drivers were involved in 2% of stops with an evidence seizure in the current reporting period. Compared to all motor vehicle stops in the current reporting period, White drivers are a smaller than expected proportion of this distribution. They were 61% of all stops, but only 48% of stops with evidence seized. Black drivers were overrepresented as they were 18% of all stops, but 33% of stops with evidence seized. Hispanic drivers are slightly overrepresented, making up 13% of all stops and 15% of stops with evidence seized. And Asian drivers were a smaller than expected proportion of distribution, making up 7% of

all stops and 2% of stops with evidence seized. Proportions for each racial/ethnic group are much more similar when comparing the distribution of stops with evidence seizures to the distribution of stops with post-stop activity.

Figure Seventy-Eight: Racial/Ethnic Distribution of Stops without Evidence Seizures

July 1, 2015 – December 31, 2015

Figure Seventy-Eight depicts the racial/ethnic distribution of stops with post-stop activity not involving evidence seizures. White drivers made up 43%, Black drivers made up 33%, Hispanic drivers made up 19%, and Asian drivers make up 3% of this distribution. Given that evidence seizures are less common, there is an expectation that that this distribution would be similar to that of the racial/ethnic distribution of stops involving post-stop activity. This, indeed, is the case, as proportions for these two distributions are highly similar, if not identical.



Total Stops without Evidence Seized:
10,206

Figure Seventy-Nine depicts the racial/ethnic distribution of stops with evidence seized across Troops. White drivers were the largest proportion of these activities across all Troops, between 42% to 50%, Black drivers were between 22% and 37%, Hispanic drivers were between 12% and 25%, and Asian drivers were between 1% and 3% of stops with evidence seized in the current reporting period.

Figure Seventy-Nine: Racial/Ethnic Distribution of Stops with Evidence Seizures by Troop
 July 1, 2015 – December 31, 2015

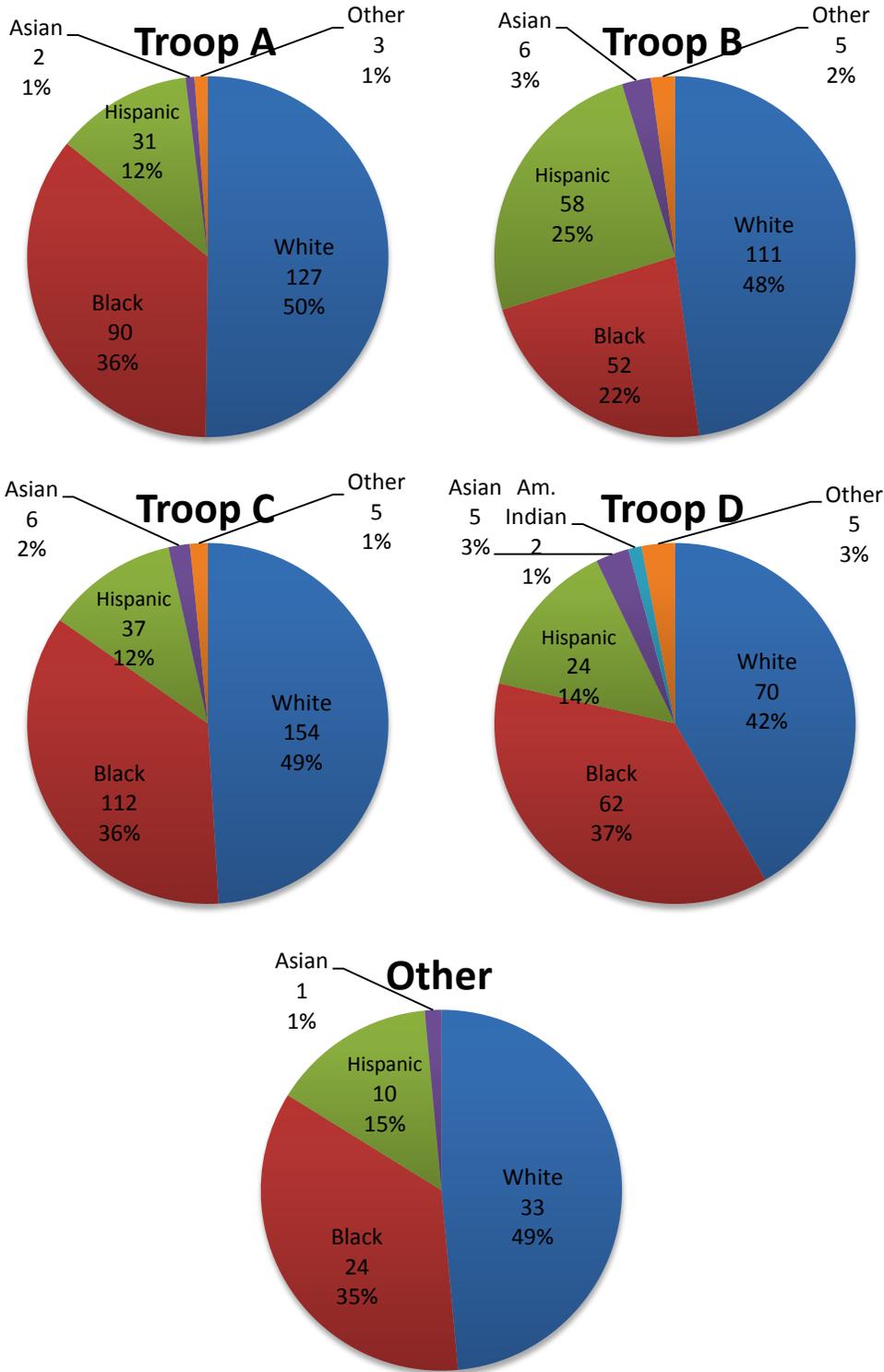


Figure Eighty: Racial/Ethnic Distribution of Stops without Evidence Seizures by Troop
 July 1, 2015 – December 31, 2015

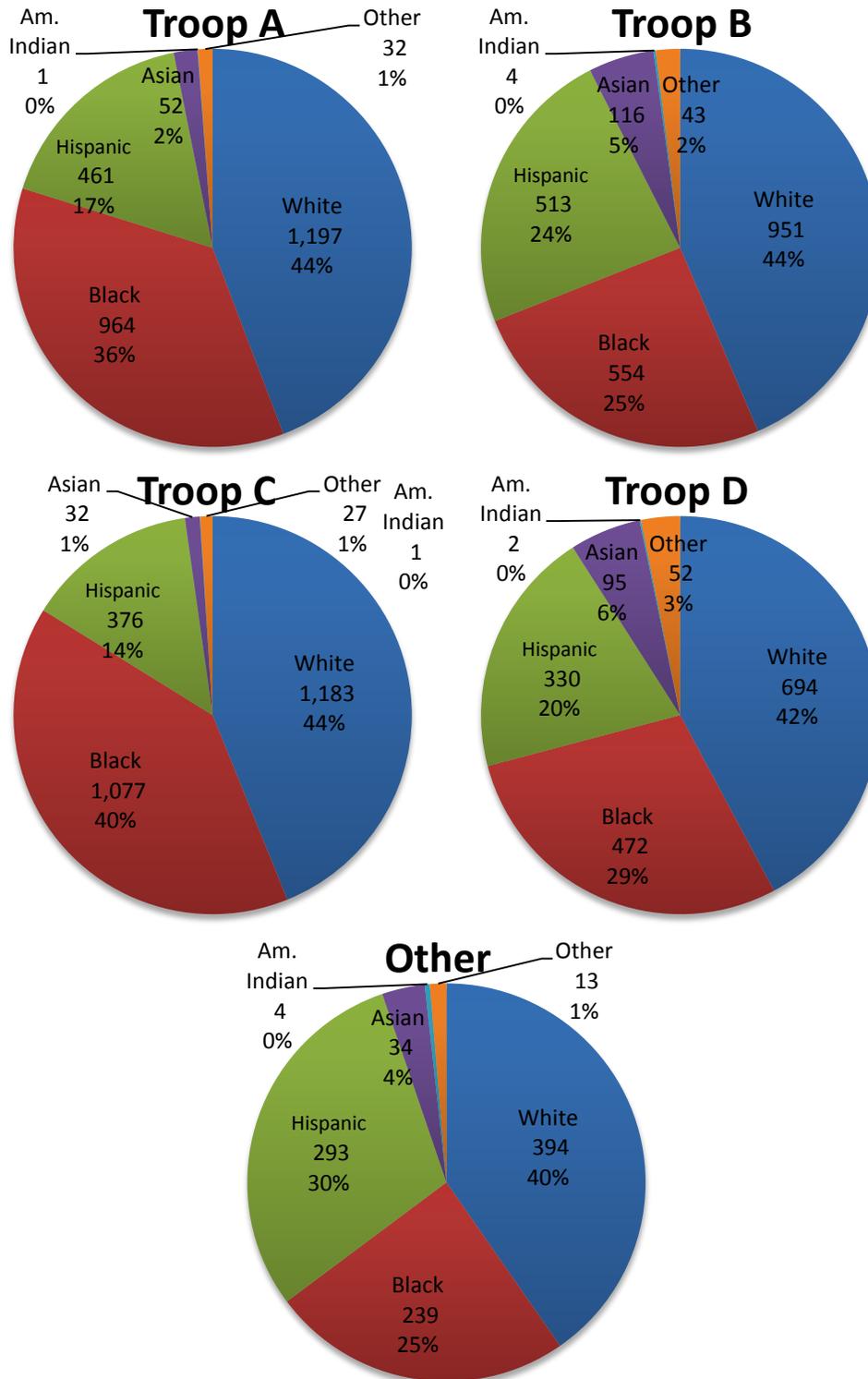
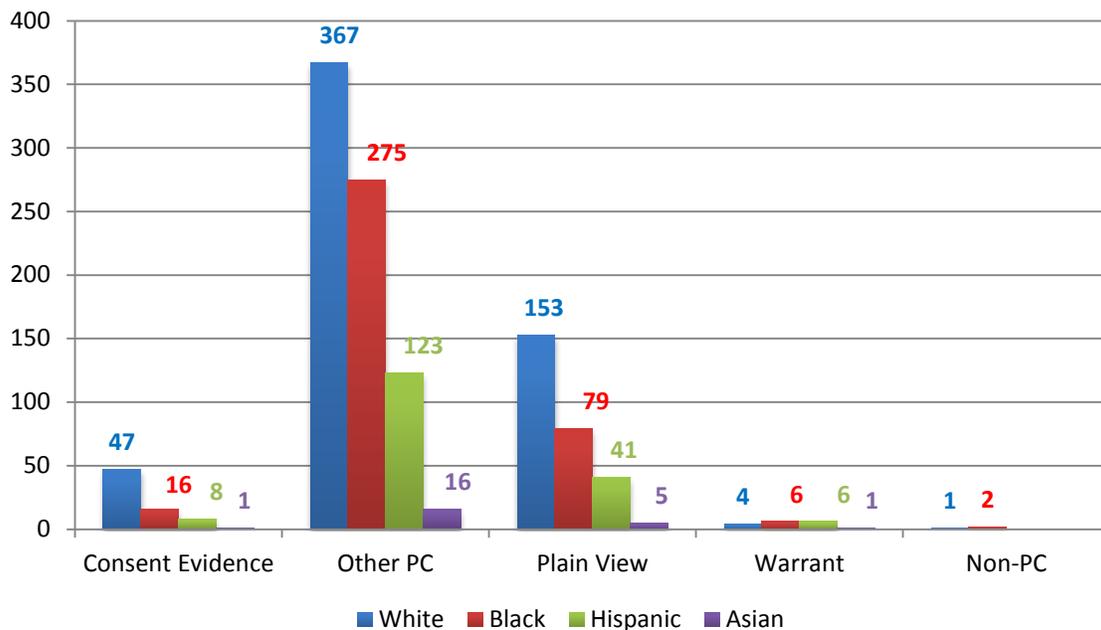


Figure Eighty depicts the racial/ethnic distribution of stops with post-stop activity without evidence seizures by Troop. Given the infrequency of evidence seizure as a procedure, these distributions are highly similar to the distributions of stops with post-stop activity by Troop. White drivers are consistently the largest proportion, ranging from 40% to 44% of stops without evidence seized. Black drivers were between 25% and 40%. Hispanic drivers were between 14% and 30%. And Asian drivers were consistently the smallest proportion of stops with post-stop activity without evidence seized, between 1% and 6%.

Figure Eighty-One depicts the type of search/seizures that resulted in evidence for each racial/ethnic group in the current reporting period. In the previous reporting period, the majority of evidence seized in motor vehicle stops resulted from consent searches. In the current reporting period, this is no longer the case. Consent searches in the current reporting period were the third most common reason cited resulting in the seizure of evidence. In total, there were 73 stops involving evidence seizures resulting from consent searches in the current reporting period, a 94% decrease since the previous reporting period. Given the Court’s decision Witt, there is an expectation that the volume of stops with evidence seized resulting from consent searches would decrease. Of these stops with evidence seizures resulting from consent searches, 64% involved White drivers, 22% involved Black drivers, 11% involved Hispanic drivers, and 1% involved Asian drivers.

Figure Eighty-One: Types of Evidence Seized
 July 1, 2015 – December 31, 2015



Unlike the previous reporting period, “Other PC” was the most common search leading to an evidence seizure in motor vehicle stops in the current reporting period. These activities include all PC-based searches/seizures other than plan view seizures. Vehicle frisks, proof of ownership, secure vehicle, retrieval of property, or public exigency searches fall under this category. In total, there were 798 stops with searches/seizures classified as “Other PC” in the current reporting period, 308 additional stops, a 63% increase in the current reporting period. The shift in policing procedures following the Court’s decision in Witt likely led to both the decrease in stops with evidence seizures resulting from consent searches and the marked increase in stops with evidence seizures resulting from reasons

classified as Other PC these stops with searches/seizures, White drivers were 46%, Black drivers were 35%, Hispanic drivers were 15%, and Asian drivers were 2% in the current reporting period.

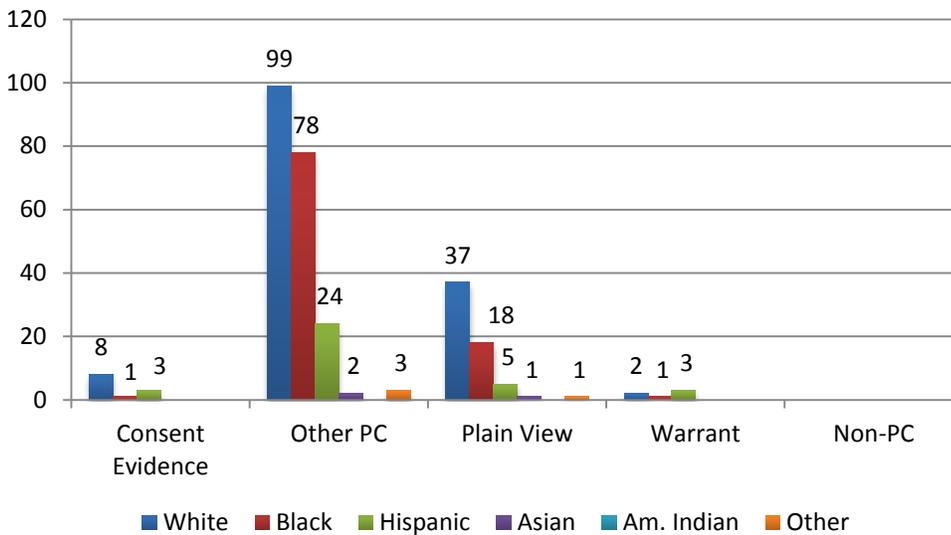
Seizures from evidence in plain view were the second most frequently cited reason in stops with seizures in the current reporting period. There were 284 stops involving seizures resulting from evidence in plain view, 16 additional stops, a 6% increase from the previous reporting period. Of these stops with seizures, 54% involved White drivers, 28% involved Black drivers, 14% involved Hispanic drivers, and 2% involved Asian drivers.

Stops with searches/seizures resulting from a search warrant were much less frequent. In the current reporting period, there were only 17 stops with searches/seizures resulting from a warrant. Twenty-four percent of stops involved White drivers, 35% involved Black drivers, 35% involved Hispanic drivers, and 6% involved Asian drivers.

In the current reporting period, there were three stops with searches/seizures in the current reporting period classified as Non-PC. One stop involved a White driver, and two stops involved Black drivers.

Figure Eighty-One A: Troop A Types of Evidence Seizures

July 1, 2015 – December 31, 2015

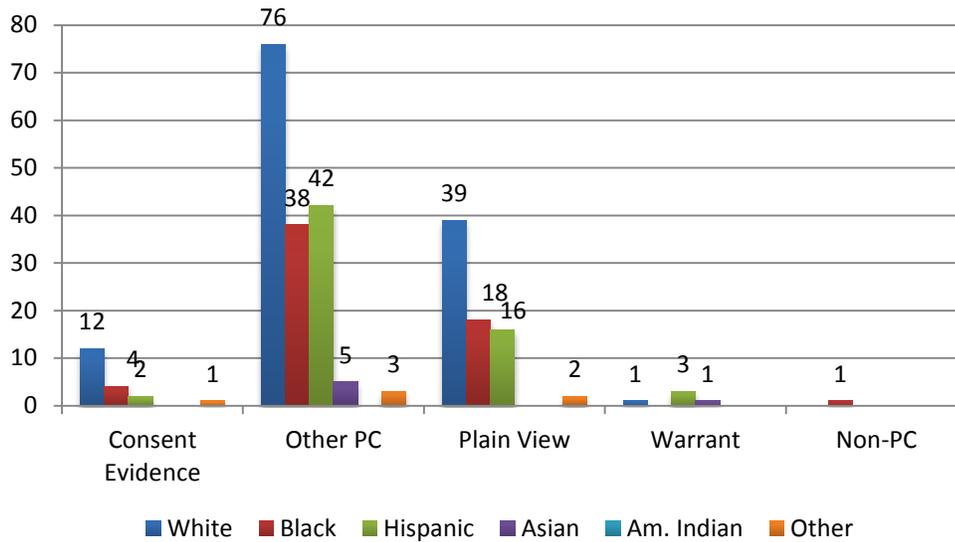


Troop A conducted a total of 253 stops with evidence seized in the current reporting period. The majority, 206, were the result of reasons classified as Other PC. Of these searches, 48% involved White drivers, 38% involved Black drivers, 12% involved Hispanic drivers, and 1% involved Asian drivers. The second most common reason cited

for evidence seizure was plain view. There were a total of 62 stops with evidence seized in plain view in Troop A. Of these stops with searches/seizures, 60% involved White drivers, 29% involved Black drivers, 8% involved Hispanic drivers, and 2% involved Asian drivers. Seizure of evidence from consent searches occurred in only 12 of Troop A's stops in the current reporting period. Of these seizures, 67% involved White drivers, 8% involved Black drivers, and 25% involved Hispanic drivers; no stops with evidence seizures resulting from consent searches involved Asian drivers in the current reporting period in Troop A. Searches/seizures resulting from a warrant occurred in only six stops, and there were no stops with searches/seizures classified as non-PC in Troop A this reporting period.

Figure Eighty-One B: Troop B Types of Evidence Seizures

July 1, 2015 – December 31, 2015

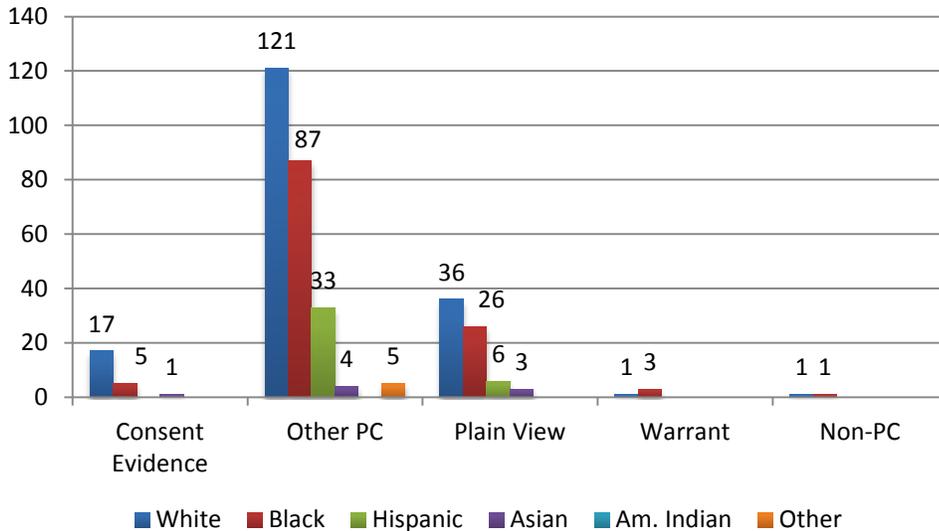


In Troop B, there were 232 stops with evidence seizures executed in the current reporting period. There were 164 stops with evidence seizures that were the result of reasons cited as Other PC; this was the most common reason cited in stops with evidence seizures in Troop B in the current reporting period. Of these stops, 46% involved

White drivers, 23% involved Black drivers, 26% involved Hispanic drivers, and 3% involved Asian drivers. There were 75 stops with evidence seized in plain view. Of these stops, 52% involved White drivers, 24% involved Black drivers, 21% involved Hispanic drivers; there were no stops with evidence seized from plain view that involved Asian drivers in the current reporting period. Troop B conducted 19 stops with seizures that resulted from consent searches. Of these stops with seizures, 63% involved White drivers, 21% involved Black drivers, 11% involved Hispanic drivers, and 5% involved Other drivers; none of these stops involved Asian drivers in the current reporting period. There were only five stops with searches/seizures stemming from a warrant. In Troop B, there was only one stop involving a search/seizure classified as non-PC in the current reporting period.

Figure Eighty-One C: Troop C Types of Evidence Seizures

July 1, 2015 – December 31, 2015

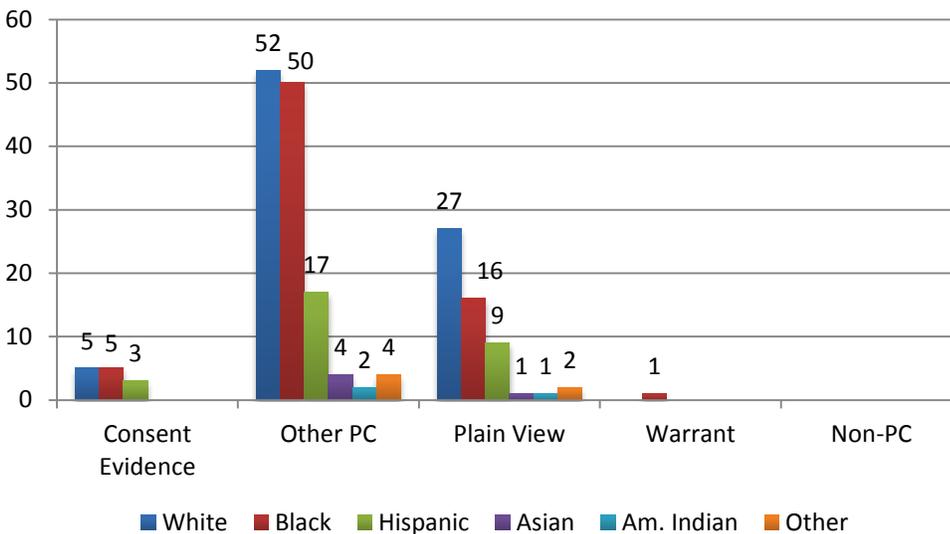


In 314 of Troop C's stops in the current reporting period, evidence was seized, the largest number of stops with evidence seized across all troops. Other PC was also the most common reason cited for evidence seizures in motor vehicle stops Troop C conducted. There were 250 stops with evidence seized from reasons cited as Other PC in Troop C in

the current reporting period. Of these searches, 48% were of White drivers, 35% were of Black drivers, 13% were of Hispanic drivers, and 2% were of Asian drivers. There were 71 stops with evidence seized in plain view. Of these, 51% involved White drivers, 37% involved Black drivers, 9% involved Hispanic drivers, and 4% involved Asian drivers. There were 23 stops with seizures resulting from consent searches in the current reporting period. Of these stops, 74% involved White drivers, 22% involved Black drivers, and 4% involved Asian drivers; no stops with evidence seizures resulting from consent searches involved Hispanic drivers in Troop C in the current reporting period. There were only four stops with evidence seizures resulting from a warrant, and two stops with evidence seizures classified as non-PC in the current reporting period.

Figure Eighty-One D: Troop D Types of Evidence Seizures

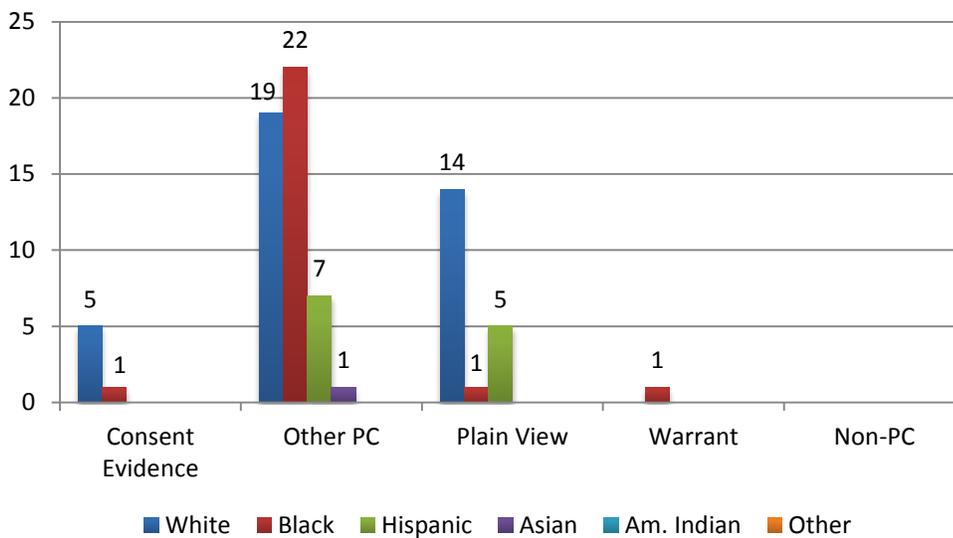
July 1, 2015 – December 31, 2015



In Troop D, there were a total of 168 stops with evidence seizures in the current reporting period. Consistent with Troops A, B, and C, the majority of Troop D's stops with evidence seizures occurred due to reasons cited as Other PC. There were 129 stops with evidence seized from reasons cited as Other PC in Troop D in the current

reporting period. Of these stops, 40% involved White drivers, 39% involved Black drivers, 13% involved Hispanic drivers, and 3% involved Asian drivers. There were 56 stops with evidence seized in plain view. Of these, 48% involved White drivers, 29% involved Black drivers, 16% involved Hispanic drivers, and 2% involved Asian drivers. Thirteen stops involving evidence seizures resulted from consent searches in Troop D in the current reporting period. Of these stops, 39% involved White drivers, another 39% involved Black drivers, and 23% involved Hispanic drivers; no stops with evidence seizures resulting from consent searches involved Asian drivers in the current reporting period. There was only one stop with a search/seizure resulting from a warrant in Troop D in the current reporting period. Similar to Troop A, there were not any stops with searches/seizures resulting from reasons classified as non-PC in the current reporting period for Troop D.

Figure Eighty-One E: Other Stations Types of Evidence Seizures
 July 1, 2015 – December 31, 2015



Other, non-Troop stations performed the smallest number of stops with evidence seizures, 68, in the current reporting period. Similar to all other troops, the majority of stops with evidence seizures resulted from reasons classified as Other PC in the current reporting period. For Other, non-Troop stations, there were 49 stops with seizures

resulting from reasons cited as Other PC. Of these, 39% were of White drivers, 45% were of Black drivers, 14% were of Hispanic drivers, and 2% were of Asian drivers. Evidence seized in plain view occurred in 20 stops. Of these, 70% involved White drivers, 5% involved Black drivers, and 25% involved Hispanic drivers; no stops with evidence seizures resulting from plain view involved Asian drivers in the current reporting period in Other, non-Troop stations. There were six stops involving evidence seizures resulting from consent searches. Of these, 83% involved White drivers, and 17% involved Black drivers; no stops with evidence seized from consent searches involved Hispanic or Asian drivers in the current reporting period. There was only one stop with an evidence seizure stemming from a warrant in Other, non-Troop stations in the current reporting period. Similar to Troops A and D, there were no stops with evidence seizures resulting from reasons categorized as non-PC in the current reporting period.

Figure Eighty-Two: Trend of Racial/Ethnic Distribution of Stops with Evidence Seizures
 January 1, 2012 – December 31, 2015

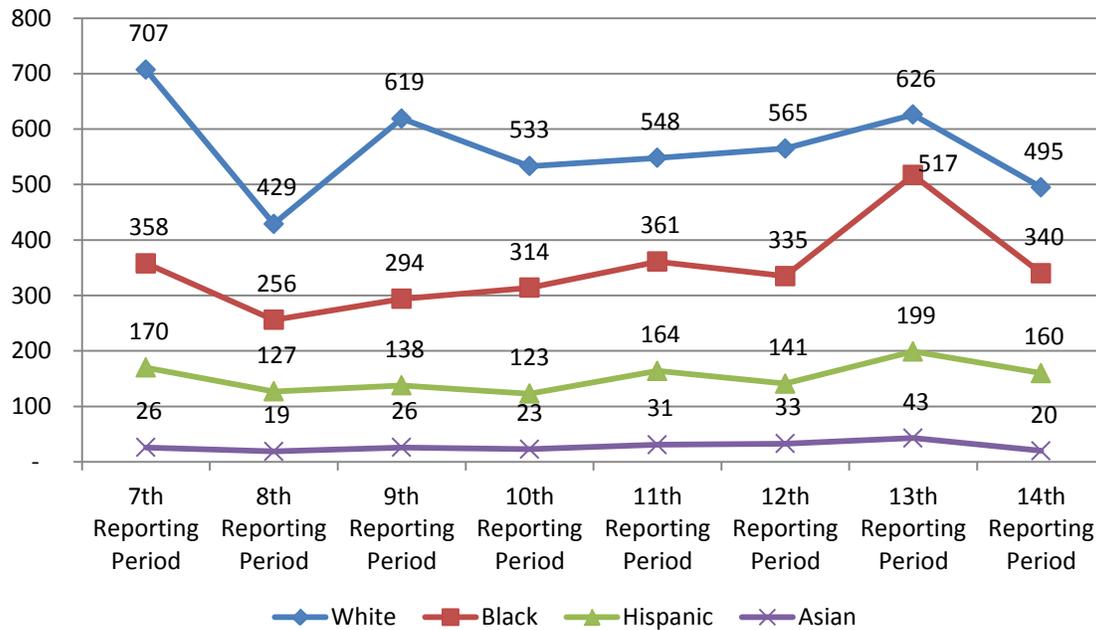
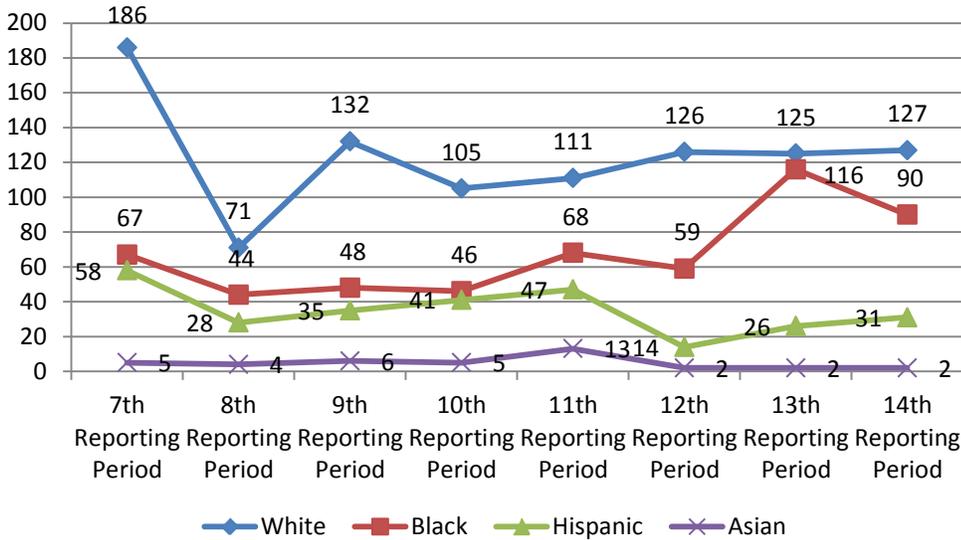


Figure Eighty-Two depicts the trend of motor vehicle stops with evidence seized by racial/ethnic group. As previously mentioned, there were 372 fewer stops involving evidence seizure(s) in the current reporting period, a 26% decrease. All racial/ethnic groups were involved in fewer stops with evidence seizures in the current reporting period. There were 131 fewer stops of White drivers involving the seizure of evidence, a 21% decrease since the previous reporting period. After a notable increase in the previous reporting period, Black drivers were involved in 177 fewer stops involving evidence seizures, a 34% decrease in the current reporting period, returning to levels observed prior to the thirteenth reporting period. Hispanic drivers were involved in 39 fewer stops with evidence seizures, a 20% decrease. There were 23 fewer stops of Asian drivers involving the seizure of evidence, a 54% decrease since the previous reporting period.

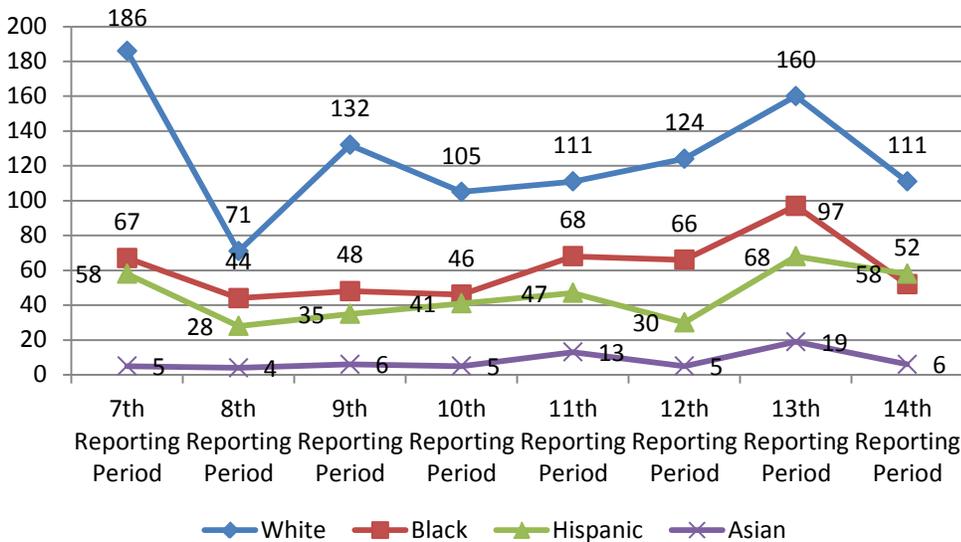
Figure Eighty-Two A: Troop A Racial/Ethnic Distribution of Stops with Evidence Seizures
 January 2012 – December 2015



Troop A conducted 19 fewer stops with evidence seizures, a 7% decrease since the previous reporting period. In total, Troop A conducted 253 stops with evidence seizures in the current reporting period. In Troop A the direction and magnitude of change across racial/ethnic groups varied. The only decrease in stops with evidence seizures in

Troop A occurred for Black drivers, who were involved in 26 fewer stops, a 22% decrease in the current reporting period. White drivers were involved in two additional stops, a 2% increase in the current reporting period. There were five additional stops of Hispanic drivers, a 19% increase in the current reporting period. Asian drivers continued to be involved in only two stops with evidence seizures, resulting in no change and the same number of stops with evidence seizures since the twelfth reporting period.

Figure Eighty-Two B: Troop B Racial/Ethnic Distribution of Stops with Evidence Seizures
 January 2012 – December 2015

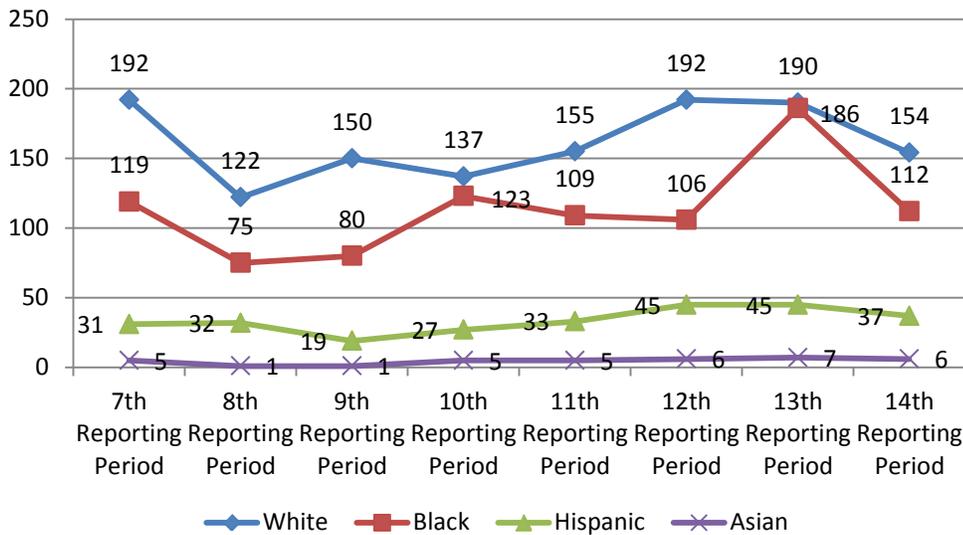


Troop B conducted 116 fewer stops with evidence seizures, a 33% decrease in the current reporting period. There were 232 Troop B stops with evidence seizures in the current reporting period. There were fewer stops involving evidence seizures for all racial/ethnic group in Troop B. There were 49 fewer stops with evidence seizures

involving White drivers, a 31% decrease. There were 45 fewer stops with evidence seizures involving Black drivers, a 46% decrease. Hispanic drivers were involved in 10 fewer stops with evidence

seizures, a 15% decrease. And Asian drivers were involved in 13 fewer stops with evidence seizures, a 68% decrease since the previous reporting period.

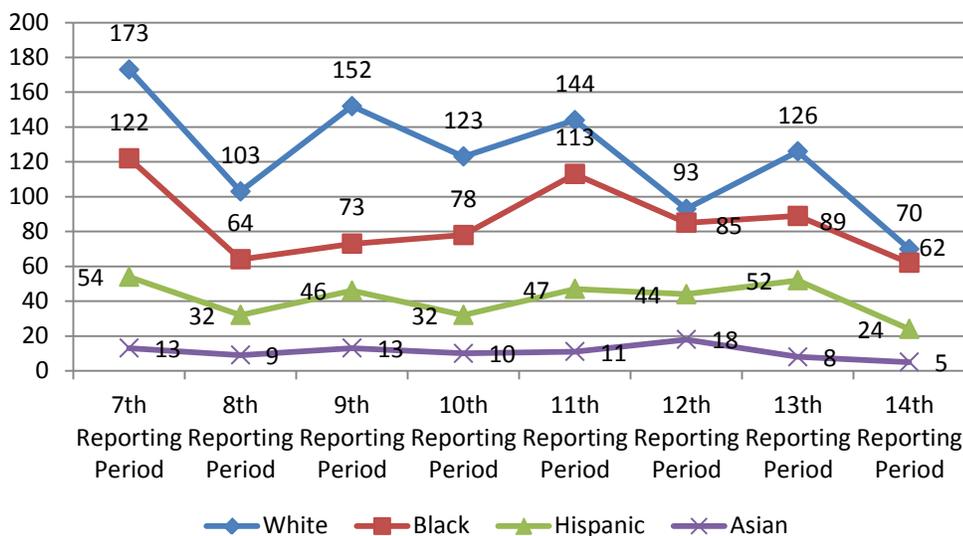
Figure Eighty-Two C: Troop C Racial/Ethnic Distribution of Stops with Evidence Seizures
 January 2012 – December 2015



Similar to Troops A and B, Troop C also conducted fewer stops with evidence seized in the current reporting period. Troop C conducted 120 fewer stops with evidence seized, a 28% decrease; in total, Troop C conducted 314 stops with evidence seized in the current reporting period. There were fewer stops with evidence

seizures for all racial/ethnic groups in Troop C in the current reporting period, however, the magnitude of change varied. The largest decrease in such stops both in number and proportion, occurred for Black drivers, who were involved in 74 fewer stops with evidence seizures, a 40% decrease since the previous reporting period. There were 36 fewer stops with evidence seizures involving White drivers, a 19% decrease. Hispanic drivers were involved in eight fewer stops with evidence seizures, an 18% decrease. And Asian drivers were involved in one less stop involving the seizure of evidence, a 14% decrease.

Figure Eighty-Two D: Troop D Racial/Ethnic Distribution of Stops with Evidence Seizures
 January 2012 – December 2015

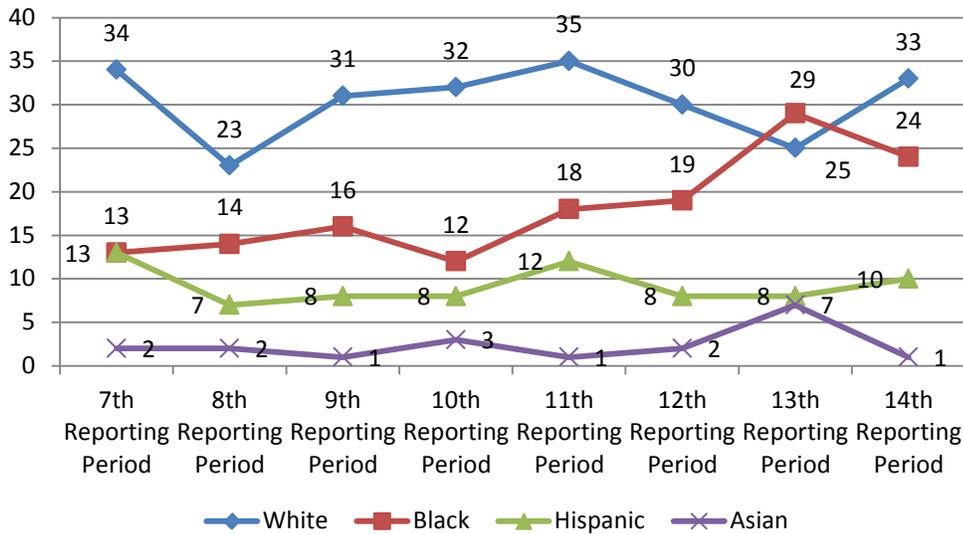


Troop D seized evidence in 168 stops, 115 fewer stops and a 41% decrease, in the current reporting period. White drivers were involved in 56 fewer stops with evidence seizures, a 44% decrease. Black drivers were involved in 27 fewer stops with evidence seizures, a 30% decrease. There were 28 fewer stops with evidence seizures

involving Hispanic drivers, a 54% decrease. There were three fewer stops with evidence seizures involving Asian drivers, a 38% decrease in Troop D's stops involving evidence seizures in the current reporting period.

Figure Eighty-Two E: Other Stations Racial/Ethnic Distribution of Stops with Evidence Seizures

January 2012 – December 2015



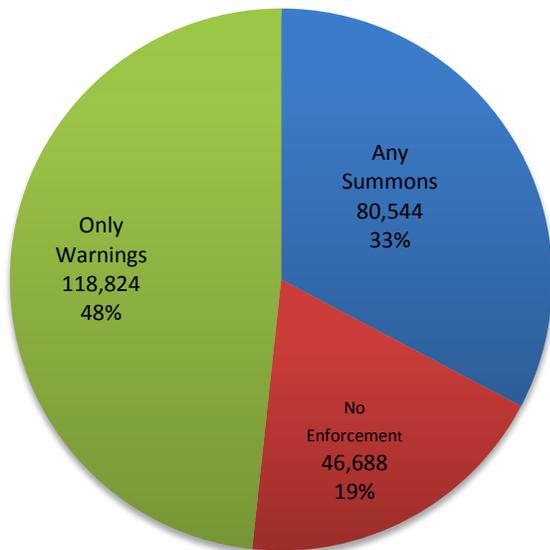
Other, non-Troop stations conducted 68 stops with evidence seizures in the current reporting period. Consistent with all previous Troops, Other, non-Troop stations conducted fewer stops with evidence seizures. However, the decrease in such stops was slight, two fewer stops, a 3% decrease since the previous reporting

period. The direction of change across racial/ethnic groups varied. White drivers were involved in eight additional stops involving the seizure of evidence, a 32% increase. Hispanic drivers were involved in two additional stops with evidence seizures, a 25% increase. Conversely, there were five fewer stops with evidence seizures involving Black drivers, a 17% decrease in the current reporting period. There were six fewer stops with evidence seizures involving Asian drivers, an 86% decrease since the previous reporting period. Given the typically low volume of activity involving Asian drivers, particularly when examined within each Troop, there exists a need for caution in interpretation of percent changes for Asian drivers.

Dispositions

Figure Eighty-Three: Dispositions of All Stops

July 1, 2015 – December 31, 2015



For each stop State Police made, there is a disposition issued- a warning, summons, some combination of warning(s) and/or summons(es), or no enforcement. Figure Eighty-Three depicts the frequency with which stops result in the issuance of any summons(es), only warning(s), or no enforcement. In the current reporting period, 33% of all stops resulted in the issuance of only summons(es) while 48% resulted in only warning(s). The outcome of no enforcement occurred in 19% of stops conducted in the current reporting period. There is an expectation that this distribution is similar across troops and racial/ethnic groups.

Across troops, the proportion of stops resulting in each of these outcomes differs. Troop A had the largest proportion of stops resulting in only warnings, 56.92%, while Other, non-Troop stations had the smallest

proportion, 31.46%. Other, non-Troop stations had the largest proportion of any summons(es) in stops, 46.38%, while Troop B had smallest proportion, 26.99%. Other, non-Troop stations also had the largest proportion of stops resulting in no enforcement, 22.16%, while Troop A had the smallest proportion, 15.12%.

Table Five: Troop Distribution of Stop Dispositions

July 1, 2015 – December 31, 2015

	Any Summons	Only Warnings	No Enforcement
Troop A	27.95%	56.92%	15.12%
Troop B	26.99%	55.28%	17.73%
Troop C	31.74%	46.85%	21.41%
Troop D	35.84%	44.53%	19.62%
Other	46.38%	31.46%	22.16%

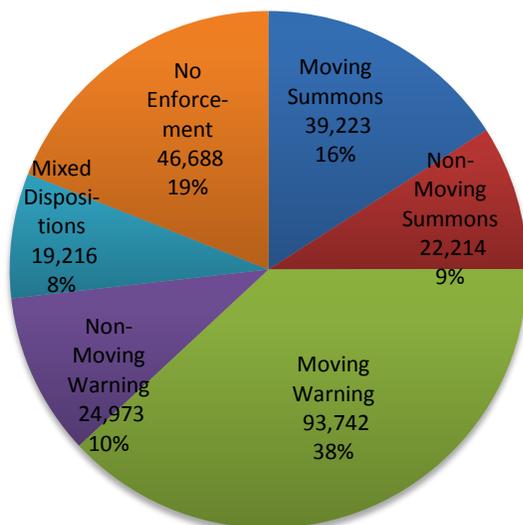
For each racial/ethnic group the proportion of stops resulting in any summons, only warning(s), or no enforcement varies considerably. Stops made of White drivers resulted in no enforcement 20.20% of the time while stops for Asian drivers resulted in no enforcement in only 13.35% of stops. Stops of Other drivers resulted in at least one summons in 56.44% of stops, while stops of White drivers resulted in any summons in only 29.23% of stops. The proportion of stops resulting in only warnings was largest for White drivers; 50.57% of all stops of White drivers resulted in only warnings while only 10.15% of stops of Other drivers resulted in only warnings. Overall, White drivers have the greatest likelihood of receiving a warning, Other drivers the greatest likelihood of receiving no enforcement, and Other drivers have the greatest likelihood of receiving a summons.

Table Six: Racial/Ethnic Distribution of Stop Dispositions
 July 1, 2015 – December 31, 2015

	Any Summons	Only Warnings	No Enforcement
White	29.23%	50.57%	20.20%
Black	35.29%	46.98%	17.72%
Hispanic	40.18%	43.10%	16.72%
Asian	39.56%	47.09%	13.35%
American Indian	31.43%	48.79%	19.78%
Other	56.44%	10.15%	33.41%

The above categorization of dispositions masks the variation of dispositions. A stop disposition potentially includes summonses and/or warnings for moving or non-moving violations or some combination. Therefore, it is most informative to include these permutations. Figure Eighty-Four depicts the frequency of each detailed disposition: only moving summons(es), only non-moving summons(es), only moving warning(s), only non-moving warning(s), mixed dispositions, or no enforcement.

Figure Eighty-Four: Dispositions of All Stops
 July 1, 2015 – December 31, 2015



As shown in Figure Eighty-Four, of the 246,056 stops made by State Police in the current reporting period, 93,742 stops (38%) resulted in a moving warning, 24,973 stops (10%) resulted in a non-moving warning, 39,223 stops (16%) resulted in a moving summons, 22,214 stops (9%) resulted in a non-moving summons, 19,216 stops (8%) resulted in a combination of warnings and/or summonses, and 46,688 stops (19%) resulted in no enforcement. Similar to previous reporting periods, warnings issued for moving violations were the most common disposition (38%) in the current reporting period. Summonses for moving violations have typically been the second most commonly issued disposition, however, in the current reporting period, no enforcement was the second most common disposition (19%). Moving summons was the third most common (16%) disposition type in the

current reporting period. Non-moving summons (9%) and mixed dispositions (8%) were the least frequent disposition categories in the current reporting period.

Figure Eighty-Five depicts the dispositions issued across all Troops. Moving warnings, the most common disposition in Troops A, B, C, and D, varied in proportion, from 28% to 47% across all troops in the current reporting period. In Other, non-Troop stations, moving summons was the most common disposition, issued in 28% of stops. In Other, non-Troop station stops, moving warning was

the second most common disposition type, also issued in 28% of all stops in the current reporting period. No enforcement, the second most common disposition in Troops B and C, was between 15% and 22% across all troops. In Troop D, 20% of all stops resulted in no enforcement and also in moving summons in the current reporting period. Proportions for moving summons ranged from 8% and 28%, and proportions for non-moving summons ranged from 5% to 13% across troops. Mixed dispositions were 7% of all dispositions issued in Troops B, D, and Other, non-Troop stations; in Troops A and C, mixed dispositions were 11% and 8% of stops, respectively. Proportions of stops resulting in non-moving warnings ranged from 4% to 18%. Non-moving warnings were the second most common disposition in Troop A, however, the least common disposition in Troop D and Other, non-Troop stations in the current reporting period.

Figure Eighty-Five: Dispositions of All Stops by Troop
 July 1, 2015 – December 31, 2015

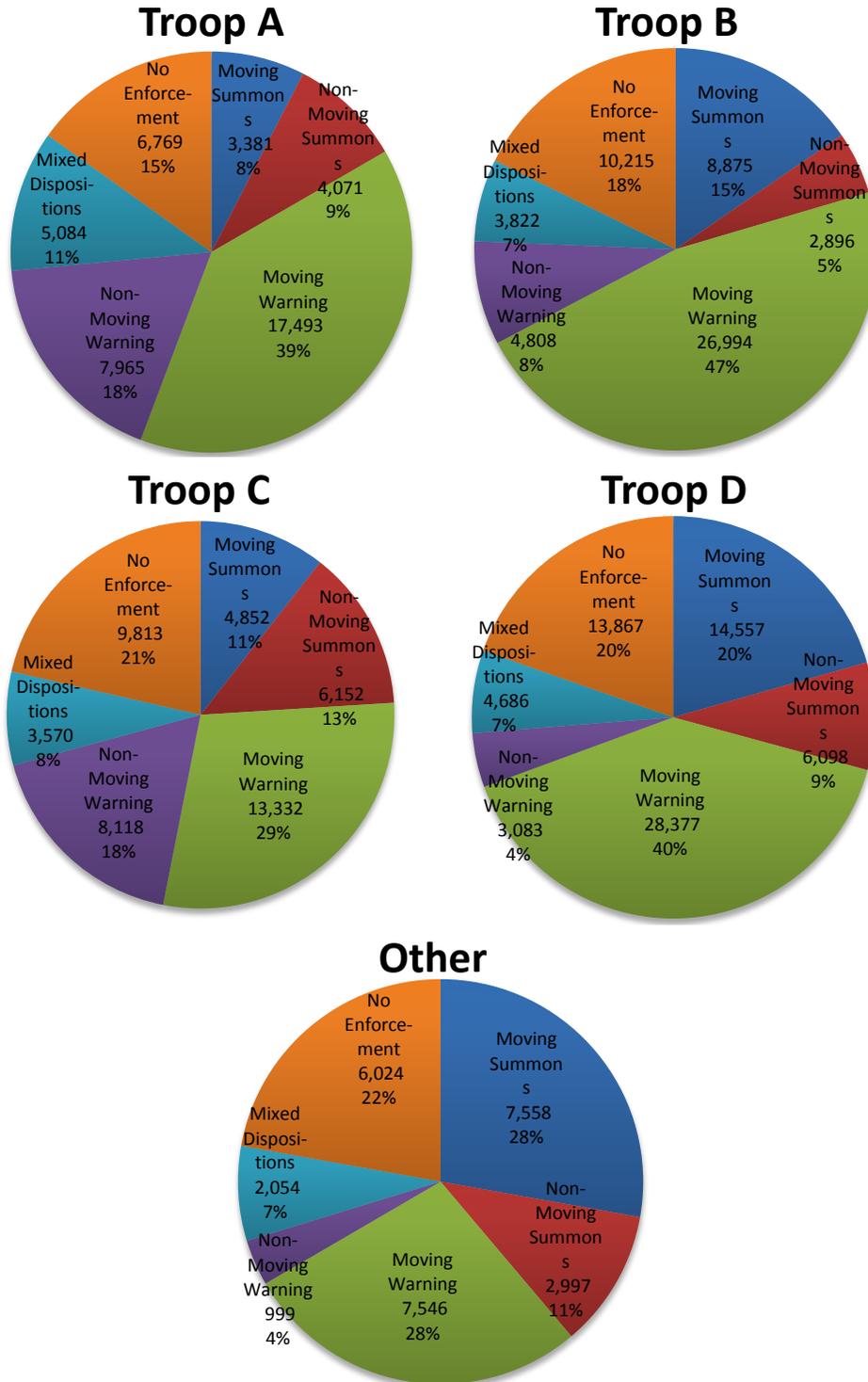
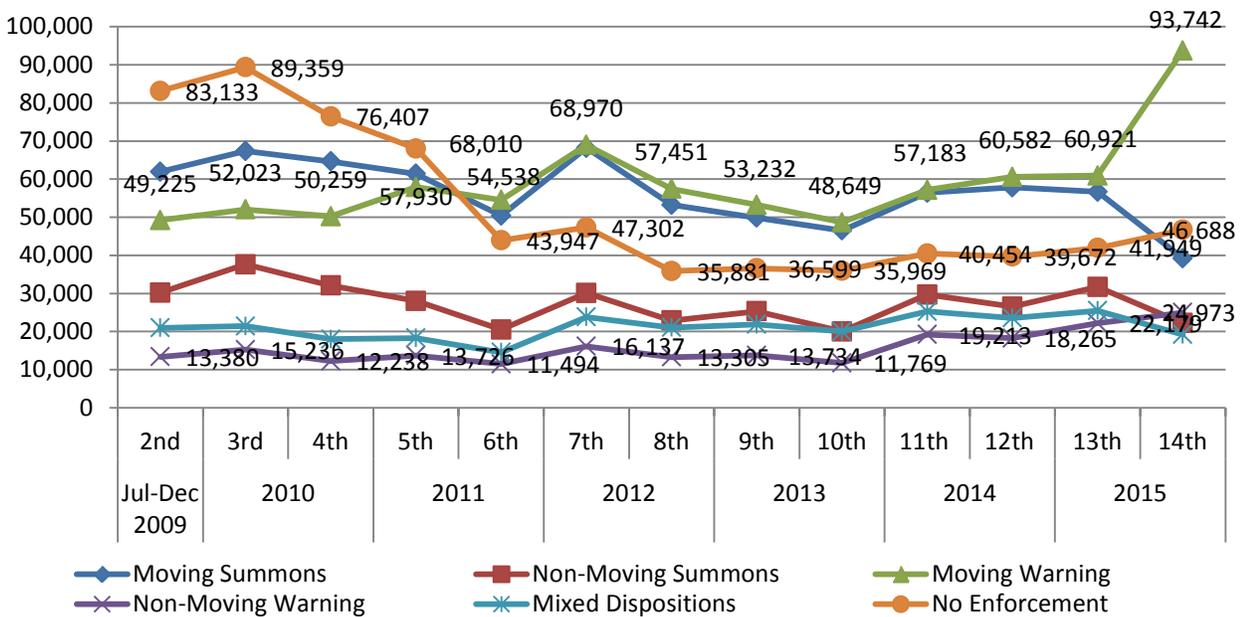


Figure Eighty-Six depicts the number of stops resulting in each disposition for the current and past twelve reporting periods. As noted previously, there were 7,141 additional motor vehicle stops, a 3% increase since the previous reporting period. When examining changes in specific dispositions, the direction and magnitude of change in the current reporting period varies markedly. The largest change can be observed in stops with moving warnings, which increased by 32,821 stops, or 53.87% in the current reporting period. This is the largest increase noted for this disposition, and the largest number of stops with this disposition since the second reporting period. OLEPS requested feedback from State Police regarding this marked increase in stops resulting in moving warnings overall and across (as seen in Figures Eight-Five A-E) Troops. To date, however, State Police has not provided a response. Stops resulting in no enforcement increased by 4,739 stops, or 11.30%. There were 2,794 additional stops with non-moving warnings, a 12.60% increase in the current reporting period. The number of stops that resulted in moving summonses decreased 17,445 stops, a 30.78% decrease. Stops resulting in non-moving summonses decreased 9,491 stops, a 29.94% decrease. Last, stops with mixed dispositions decreased by 6,277 stops, 24.62%. Thus the number of stops resulting in warnings and no enforcement increased, whereas stops resulting in summonses and mixed dispositions decreased in the current reporting period.

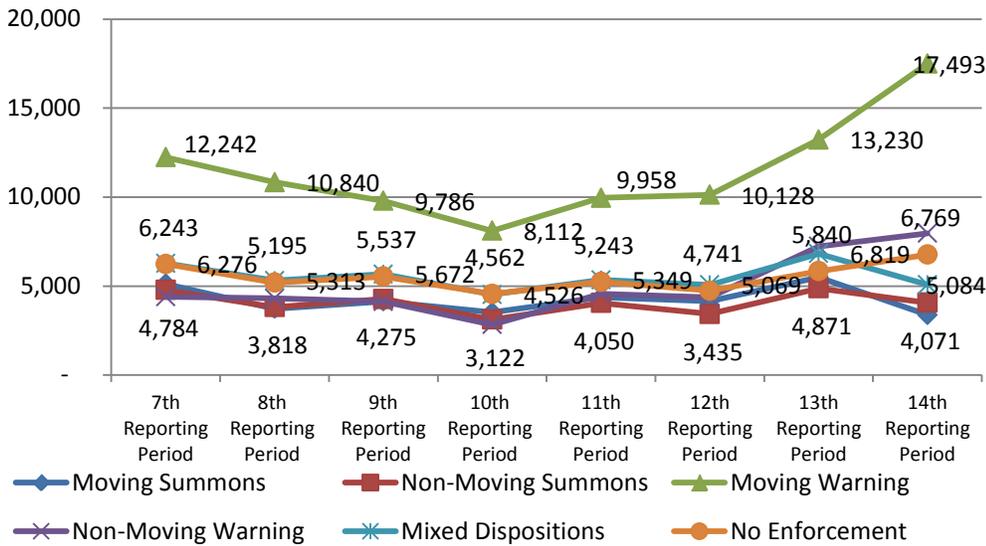
Figure Eighty-Six: Trends of Dispositions
 July 1, 2009 – December 31, 2015



Since the State Police began its attempt to reduce the number of stops with no enforcements, the number of stops resulting in warnings and summonses for moving violations had generally increased, surpassing no enforcements in the sixth reporting period. While these two disposition categories had historically been frequent, they had been the most common outcome for motor vehicle stops from the sixth through the thirteenth reporting periods. In the current reporting period, however, stops resulting in moving warnings increased markedly, stops resulting in moving summonses decreased more notably, and stops with no enforcement increased to the second most common disposition category, reaching levels similar to those observed in the seventh reporting period.

Figure Eighty-Six A: Troop A Trends of Dispositions

January 2012 – December 2015

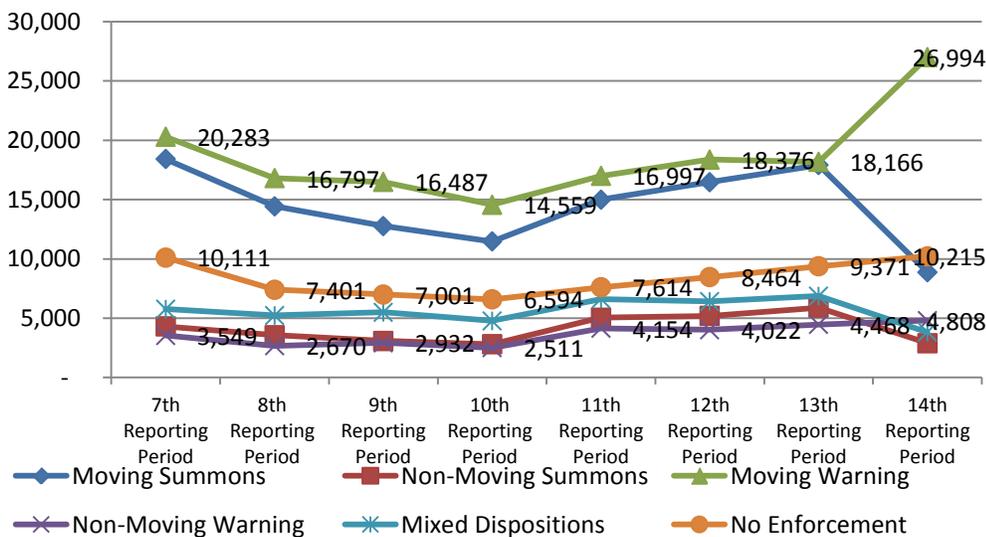


Troop A conducted an additional 1,272 motor vehicle stops made, a 3% increase in the current reporting period. Changes in Troop A are similar to those noted for the Division as a whole, in that stops resulting in summonses and mixed dispositions decreased, while stops resulting in warnings and no enforcement

increased in the current reporting period. Stops resulting in moving summonses decreased most markedly, by 2,119 stops, or 39%, since the previous reporting period. Stops with non-moving summonses decreased by 800 stops, or 16%. Stops resulting in mixed dispositions decreased by 1,735 stops, a 25% decrease in the current reporting period. Conversely, stops resulting in moving warnings increased notably, by 4,263 stops, or 32% in the current reporting period. Stops with non-moving warnings increased by 734 stops, 10%. And stops Troop A conducted resulting in no enforcement increased by 929 stops, 16%, in the current reporting period.

Figure Eighty-Six B: Troop B Trends of Dispositions

January 2012 – December 2015



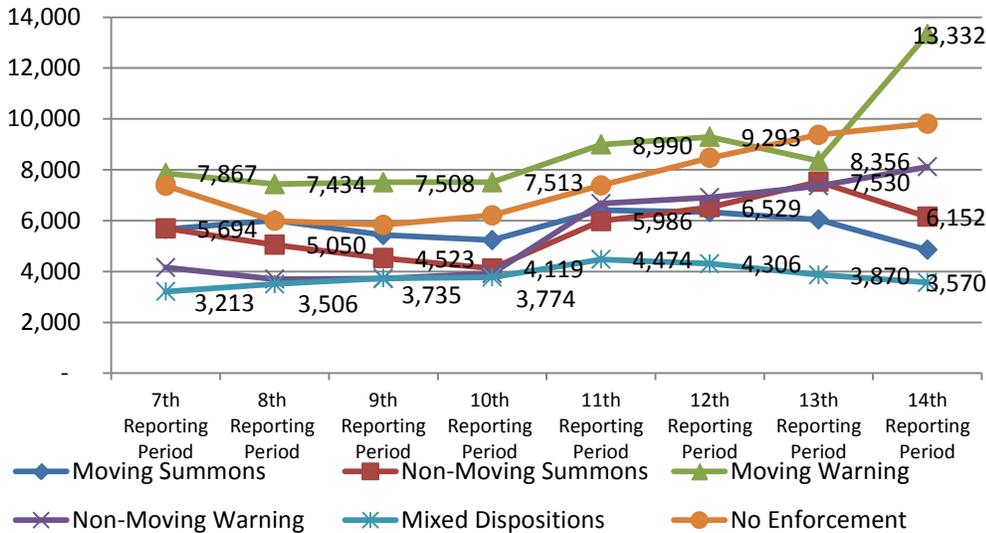
Troop B conducted 5,055 fewer stops, an 8% decrease since the previous reporting period. Changes in dispositions since the previous reporting period in Troop B are also consistent with the trend observed for the Division as a whole. In Troop B, stops resulting in summonses and mixed dispositions decreased, while stops resulting in

warnings and no enforcement increased. Troop B stops resulting in moving summonses decreased by 9,024 stops, a 50% decrease in the current reporting period. This is the largest decrease in the

number of stops in any disposition category across the entire Division. Stops resulting in non-moving summonses decreased 3,000 stops, a 51% decrease. Stops resulting in mixed dispositions decreased by 3,043 stops, a 44% decrease. Conversely, stops resulting in moving warnings increased notably, by 8,828 stops in the current reporting period, a 49% increase. Stops resulting in non-moving warnings increased 340 stops, an 8% increase. And stops Troop B conducted resulting in no enforcement increased by 844 stops, a 9% increase, in the current reporting.

Figure Eighty-Six C: Troop C Trends of Dispositions

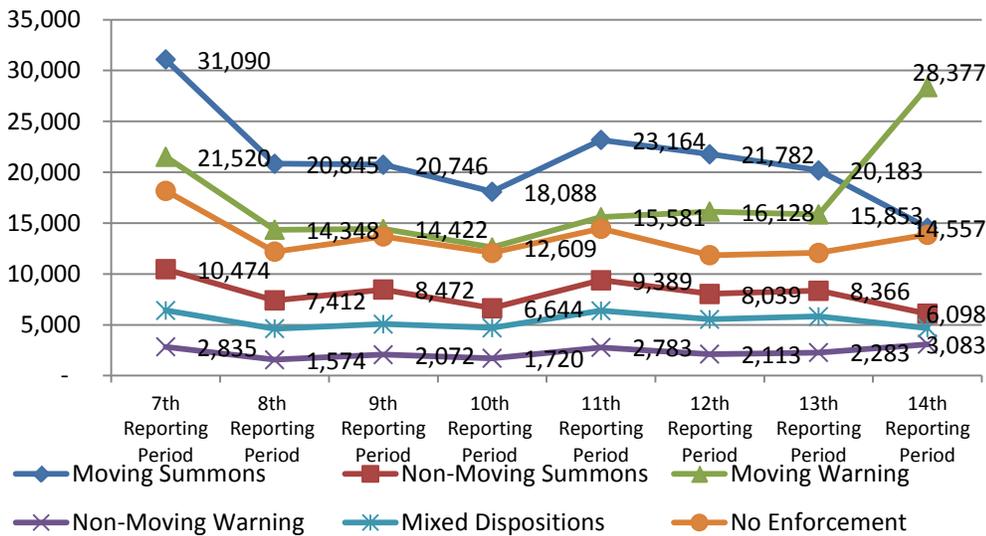
January 2012 – December 2015



Troop C conducted 3,298 additional motor vehicle stops, an 8% increase since the previous reporting period. Similar to Troops A and B, the direction of changes in stops resulting in each disposition for Troop C are consistent with the direction of changes observed in dispositions for the Division as a whole. Stops resulting in

moving warnings increased 4,976 stops, a 60% increase in the current reporting period. Stops resulting in non-moving warnings increased 750 stops, a 10% increase. Troop C stops resulting in no enforcement increased 437 stops, a 5% increase in the current reporting period. Conversely, stops resulting in moving summonses decreased by 1,187 stops, a 20% decrease. Stops resulting in non-moving summonses decreased 1,378 stops, an 18% decrease. And Troop C stops that resulted in mixed dispositions decreased by 300 stops, an 8% decrease since the previous reporting period.

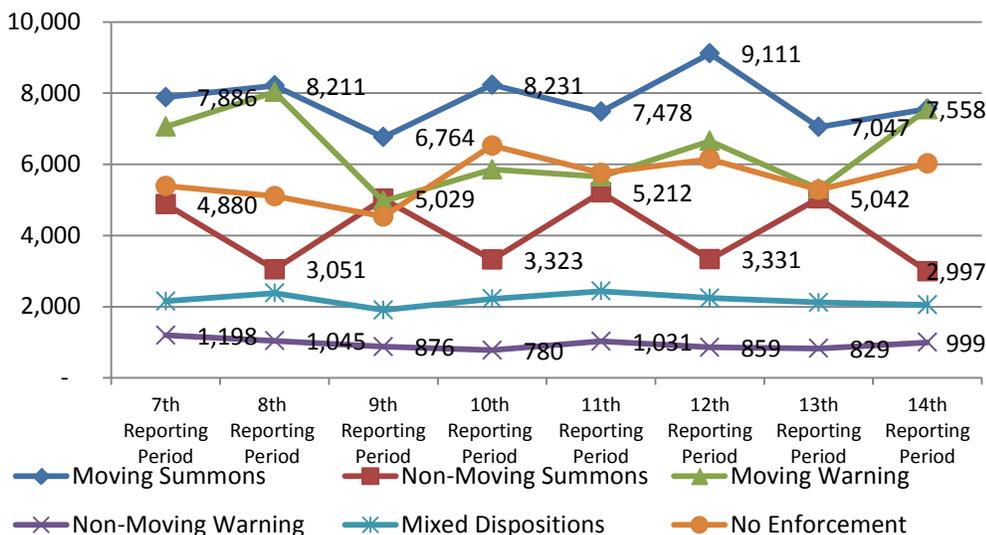
Figure Eighty-Six D: Troop D Trends of Dispositions
 January 2012 – December 2015



Troop D conducted 6,085 additional stops, a 9% increase in the current reporting period. Similar to Troops A, B, and C, changes in disposition categories for stops Troop D conducted are consistent with changes observed in for the Division overall. Stops Troop D conducted resulting in moving warnings increased most

markedly in number and proportion across the entire Division, an increase of 12,524 stops, 79% since the previous reporting period. This is the largest increase in stops of any disposition category both in number and proportion across the entire Division. Stops resulting in non-moving warnings increased 800 stops, a 35% increase in the current reporting period. Stops resulting in no enforcement increased 1,789 stops, 15%, in the current reporting period. Stops resulting in moving summonses, however, decreased 5,626 stops, or 28% in the current reporting period. Stops resulting in non-moving summonses decreased 2,268 stops, 27%. Stops resulting in mixed dispositions decreased by 1,134 stops, a 20% decrease since the previous reporting period.

Figure Eighty-Six E: Other Stations Trends of Dispositions
 January 2012 – December 2015

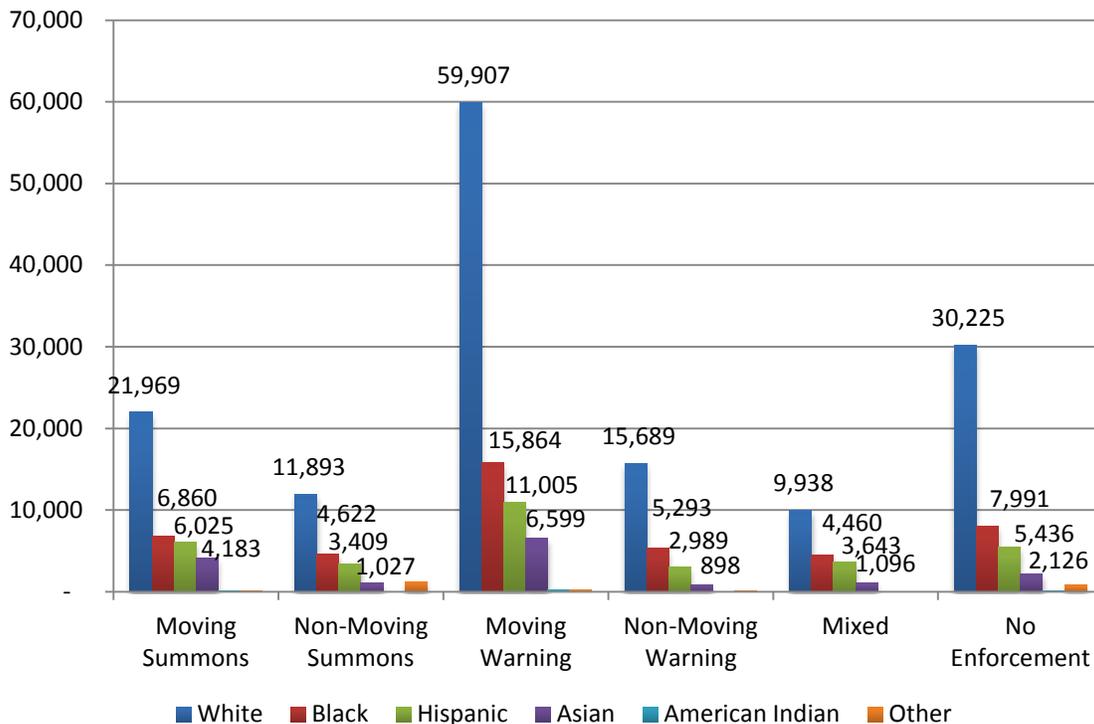


Other, non-Troop stations conducted 1,541 additional stops in the current reporting period, a 6% increase. In Other, non-Troop stations, stops resulting in non-moving summonses and mixed dispositions decreased, whereas stops resulting in all other disposition categories increased since the previous

reporting period. Inconsistent with trends noted for all other Troops, stops resulting in moving

summons increased in Other, non-Troop stations, by 511 stops, a 7% increase since the previous reporting period. Stops resulting in non-moving summonses decreased 2,045 stops, a 41% decrease. Stops resulting in mixed dispositions decreased by 65 stops, a 3% decrease. Similar to all other Troops, stops resulting in moving warnings increased more markedly for Other, non-Troop stations, by 2,230 stops, or 42% in the current reporting period. Stops resulting in non-moving warnings increased 170 stops, a 21% increase. And stops resulting in no enforcement increased 740 stops, a 14% increase in the current reporting period.

Figure Eighty-Seven: Racial/Ethnic Distribution of Dispositions
 July 1, 2015 – December 31, 2015



In the previous reporting period, moving warnings were the most frequent outcome for stops of White and Black drivers and moving summonses were the most frequent outcome for stops of Hispanic, Asian, and American Indian drivers. In the current reporting, moving warnings are the most frequent outcome for stops of White, Black, Hispanic, Asian, and American Indian drivers, and non-moving summonses were the most frequent outcome for stops of Other drivers in the current reporting period. Similar to the previous reporting period, however, White drivers continue to make up the largest proportion of each disposition type. White drivers were between 52% and 65% of all disposition outcomes. Between 17% and 23% of all dispositions involved Black drivers. Between 12% and 19% of all dispositions involved Hispanic drivers. Asian drivers were between 4% and 11% of all dispositions.

Similar to the previous reporting period, the most common outcome across stops was moving warnings, however, as noted previously, there was a notable increase in the number and proportion of stops resulting in moving warnings. In the current reporting period, there were 93,742 stops resulting in moving warnings, making up 38% of all dispositions issued. In this category, 59,907 stops (64%) involved White drivers, 15,864 stops (17%) involved Black drivers, 11,005 stops (12%)

involved Hispanic drivers, and 6,599 stops (7%) involved Asian drivers. This is rather similar to the overall racial/ethnic distribution of all stops (*i.e.*, wherein 61% of all stops involved White drivers, 18% involved Black drivers, 13% involved Hispanic drivers, and 7% involved Asian drivers); White drivers, however, are slightly overrepresented and Black and Hispanic drivers are slightly underrepresented in stops resulting in moving warnings.

No enforcement was the second most common disposition category in the current reporting period. There were 46,688 stops resulting in no enforcement, making up 19% of all stops in the current reporting period. In this category, there were 30,225 stops (65%) involving White drivers, 7,991 stops (17%) involving Black drivers, 5,436 stops (12%) involving Hispanic drivers, and 2,126 stops (5%) involving Asian drivers. As can be seen, White drivers are slightly overrepresented in stops resulting in no enforcement, and Black, Hispanic, and Asian drivers are a slightly less than expected proportion of stops resulting in no enforcement in the current reporting period.

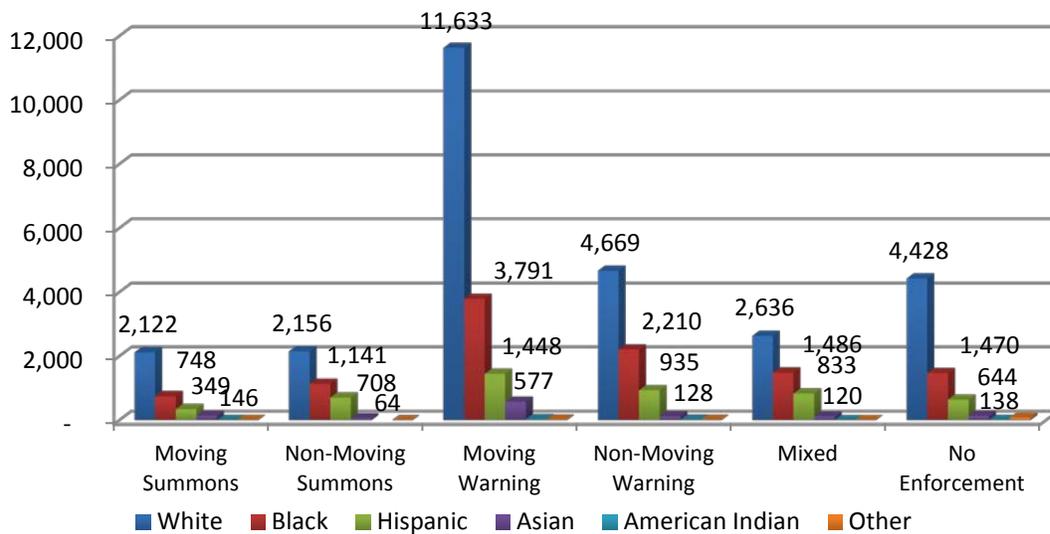
Moving summons was the third most common disposition category in the current reporting period. There were 39,223 stops resulting in moving summonses, making up 16% of all dispositions issued in the current reporting period. In this category, 21,969 stops (56%) involved White drivers, 6,860 stops (18%) involved Black drivers, 6,025 stops (15%) involved Hispanic drivers, and 4,183 stops (11%) involved Asian drivers. Thus, White drivers are a slightly less than expected proportion, and Hispanic and Asian drivers are slightly more than expected proportions of stops resulting in moving summonses in the current reporting period.

Non-moving warnings was the fourth most common disposition category in the current reporting period. There were 24,973 stops resulting in non-moving warnings, which was 10% of all dispositions issued in the current reporting period. Non-moving summons was the fifth most common disposition category in the current reporting period. There were 22,214 stops resulting in this disposition, which was 9% of all dispositions issued. Last, mixed dispositions were the least common disposition category in the current reporting period. There were 19,216 stops that resulted in mixed dispositions, making up 8% of all dispositions issued in the current reporting period.

Although within each category, there are instances of overrepresentation or underrepresentation, across all dispositions categories, there is consistency in the racial/ethnic distributions for disposition categories with the overall racial/ethnic distribution of motor vehicle stops.

Figure Eighty-Seven A: Troop A Racial/Ethnic Distribution of Disposition

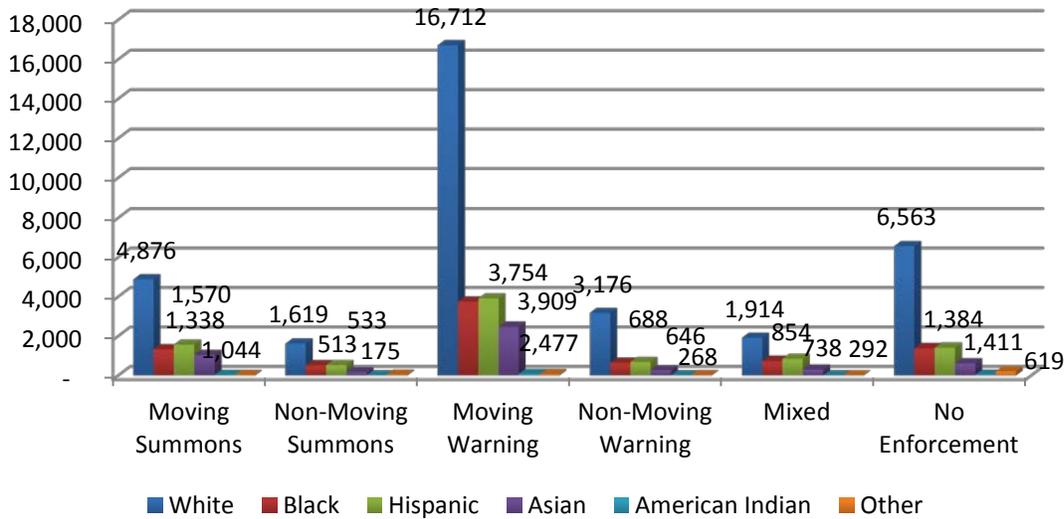
July 1, 2015 – December 31, 2015



Moving warnings were the most common disposition cited in Troop A, issued in 39% of all stops in the current reporting period. Further, moving warnings

were the most common disposition type across all racial/ethnic groups, except Other drivers. For Other drivers, no enforcement was the most common disposition type. Across all disposition categories, White drivers were the largest proportion of stops resulting in each disposition type. White drivers were between 52% and 67% of stops with each disposition type, Black drivers were between 22% and 29%, Hispanic drivers were between 8% and 17%, and Asian drivers were between 2% and 4% of stops with each disposition type. In Troop A, White drivers were the overwhelming majority of drivers who received moving warnings (67%) and no enforcement (65%).

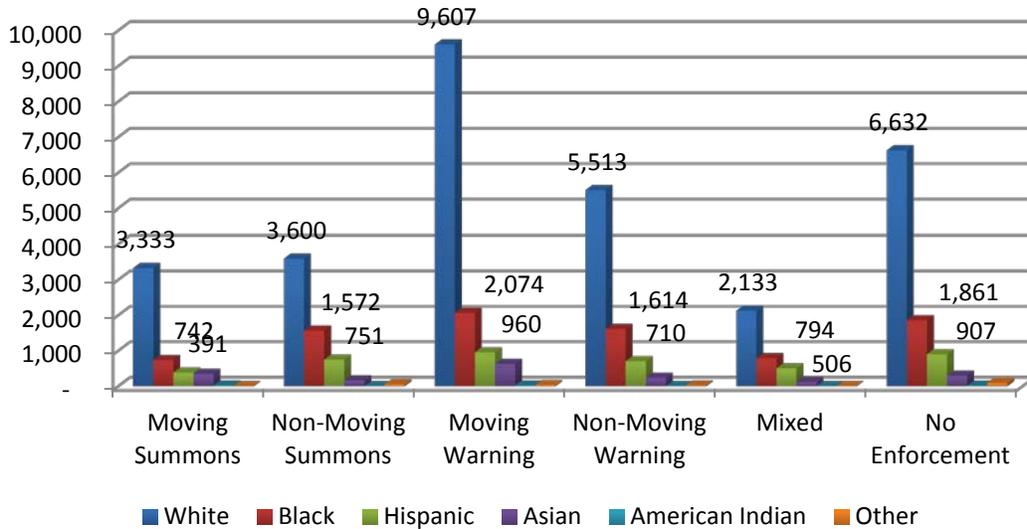
Figure Eighty-Seven B: Troop B Racial/Ethnic Distribution of Dispositions
 July 1, 2015 – December 31, 2015



Moving warnings were also the most common disposition category for Troop B, issued in 47% of all Troop B stops in the current reporting period. This disposition type was

the most common across all racial/ethnic groups with the exception of Other drivers; for Other drivers, no enforcement was the most common disposition type. White drivers were the greatest proportion of stops with each disposition, between 50% and 66%, Black drivers were between 13% and 19%, Hispanic drivers were between 14% and 22%, and Asian drivers were between 6% and 12% of stops with each disposition category.

Figure Eighty-Seven C: Troop C Racial/Ethnic Distribution of Dispositions
 July 1, 2015 – December 31, 2015

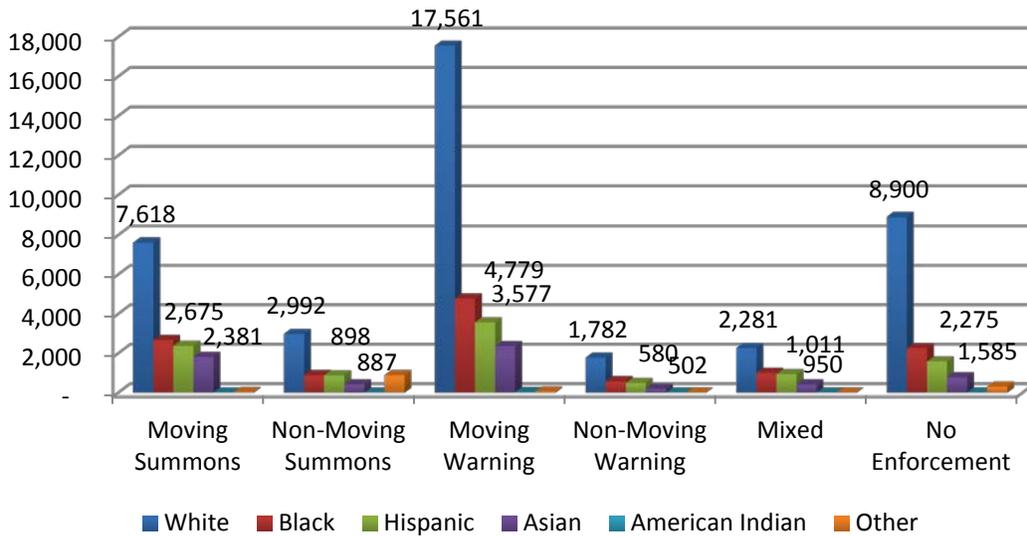


Similar to Troops A and B, the most common disposition type was moving warning in the current reporting period for Troop C. In the current reporting period, moving

warnings made up a lower proportion, 29%, of all stops in Troop C. Moving warning was the most common disposition in stops of White, Black, Hispanic, Asian, and American Indian drivers. For Other drivers, no enforcement was the most common disposition type. Across all disposition categories, White drivers were the largest proportion of each, ranging between 59% and 72% of stops with each

disposition category. Black drivers were between 15% and 26%, Hispanic drivers were between 7% and 14%, and Asian drivers were between 3% and 7% of each disposition category in the current reporting period.

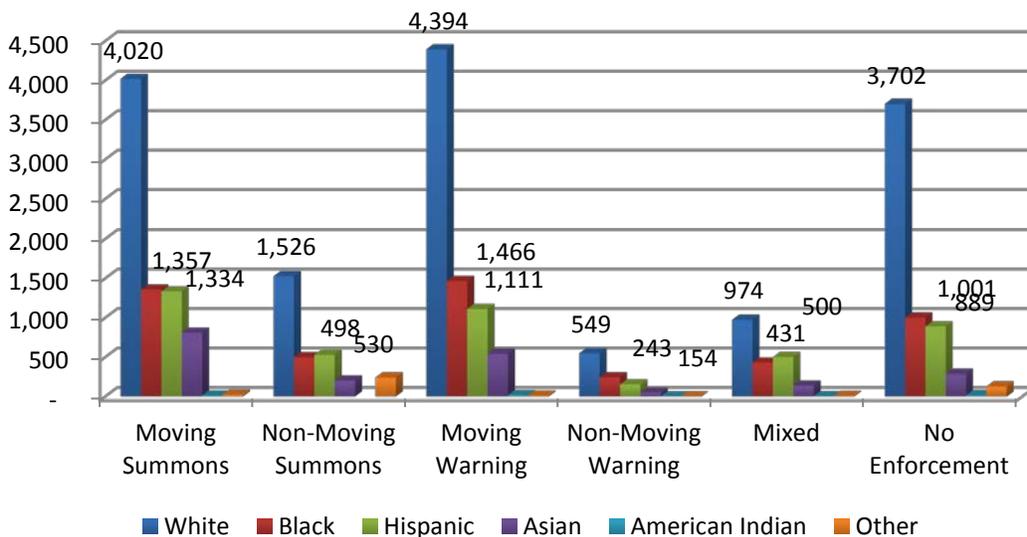
Figure Eighty-Seven D: Troop D Racial/Ethnic Distribution of Dispositions
 July 1, 2015 – December 31, 2015



Similar to Troops A, B, and C, moving warning was the most commonly cited disposition type, issued in 40% of all stops in Troop D in the current reporting period. This was the

most common disposition issued for stops of White, Black, Hispanic, Asian, and American Indian drivers. For Other drivers, the most frequent disposition was non-moving summons. White drivers were the largest proportion of stops of each disposition in Troop D, ranging from 49% to 64%. Black drivers were between 15% and 22%. Hispanic drivers were between 11% and 20%. And Asian drivers were between 6% and 13%.

Figure Eighty-Seven E: Other Stations Racial/Ethnic Distribution of Dispositions
 July 1, 2015 – December 31, 2015



Unlike all other Troops, in Other, non-Troop stations, the most frequently cited disposition type was moving summons, issued in 28% of all stops in Other, non-

Troop stations. This was the most frequent disposition issued for Hispanic and Asian drivers only. There were 7,558 moving summonses cited in Other, non-Troop stations' stops. Moving warnings were the second most common, cited in 7,546 stops in Other, non-Troop stations in the current reporting period. Moving warning was the most common disposition type for White, Black, and American Indian drivers. For Other drivers, the most common disposition type was non-moving summons. In Other, non-Troop stations, White drivers were the largest proportion of each disposition category. White drivers were between 47% and 62%, Black drivers were between 17% and 24%, Hispanic drivers were between 15% and 24%, and Asian drivers were between 5% and 11% of stops with each disposition type in the current reporting period.

Individual Level Analysis

Arrests

While there were 8,358 motor vehicle stops with an arrest, there were a total of 9,955 actual arrests in the current reporting period. That is, there were 9,955 individuals arrested during motor vehicle stops in the current reporting period, a 4.13% decrease since the previous reporting period. This decrease is similar to the decrease in stops with arrests in the current reporting period (5.47%). Similar to previous reporting periods, there were, on average, 1.2 arrests per motor vehicle stop. In the current reporting period, five stops had as many as six arrests.

Figure Eighty-Eight: Troop Distribution of All Arrests

July 1, 2015 – December 31, 2015

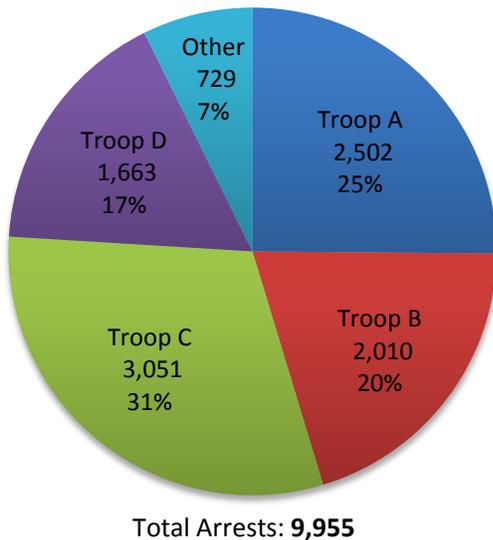


Figure Eighty-Eight depicts the Troop distribution of all arrests. This distribution should be similar to the Troop distribution of stops with arrests, given that each stop consisted of slightly more than one arrest per stop. In fact, the Troop distribution is nearly identical to that of stops with arrests. Troop C conducted the largest proportion of all arrests, 31%, followed by Troop A, which conducted 25%. Troop B conducted 20%, Troop D conducted 17%, and Other, non-Troop stations conducted 7% of all arrests in the current reporting period.

Figure Eighty-Nine: Racial/Ethnic Distribution of All Arrests¹²

July 1, 2015 – December 31, 2015

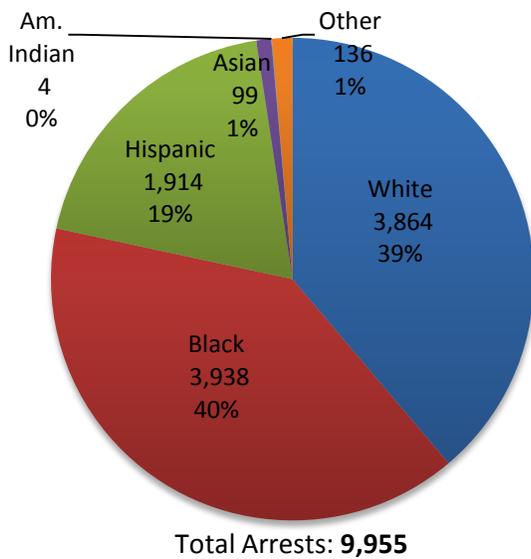


Figure Eighty-Nine depicts the racial/ethnic distribution of all arrests. Black individuals made up the largest proportion of all arrests, 40%. In 39% of all arrests, the individual arrested was White. In 19% of arrests, the individual was Hispanic. And in 1% of arrests, the individual was Asian. This distribution is similar to the racial/ethnic distribution of stops with arrests, with some exceptions, in that White drivers made up 40% of stops with arrests, Black drivers made up 37% of stops with arrests, and Asian drivers made up 2% of stops with arrests.

Of the 9,995 arrests made in the current reporting period, 7,404 arrests were of the driver of the vehicle. The remaining 2,551 were of passengers. Thus the distribution of stops with arrests, based on the driver's race/ethnicity, is similar to the distribution of all arrests,

as drivers made up the largest proportion of those who individuals arrested.

As seen in Figure Ninety, the racial/ethnic distribution of all arrests in the current reporting period varies across Troops. White individuals were the largest proportion of arrests in Troops B and Other, non-Troop stations. Across all troops, White individuals represented between 37% and 41% of all arrests. Black individuals were the largest proportion of arrests in Troops A and C. Across all troops, Black individuals were between 30% and 48% of all arrests. In Troop D, both White and Black individuals were in equal proportions, 37% each. Across Troops, Hispanic individuals represented between 14% and 29% of arrests. Asian individuals were a much smaller proportion of arrests, between less than 1% and 2% of all arrests in the current reporting period.

¹² Stops with arrests are discussed based on the race of the driver, whereas this section discusses the race of each individual arrested.

Figure Ninety: Racial/Ethnic Distribution of All Arrests by Troop
July 1, 2015 – December 31, 2015

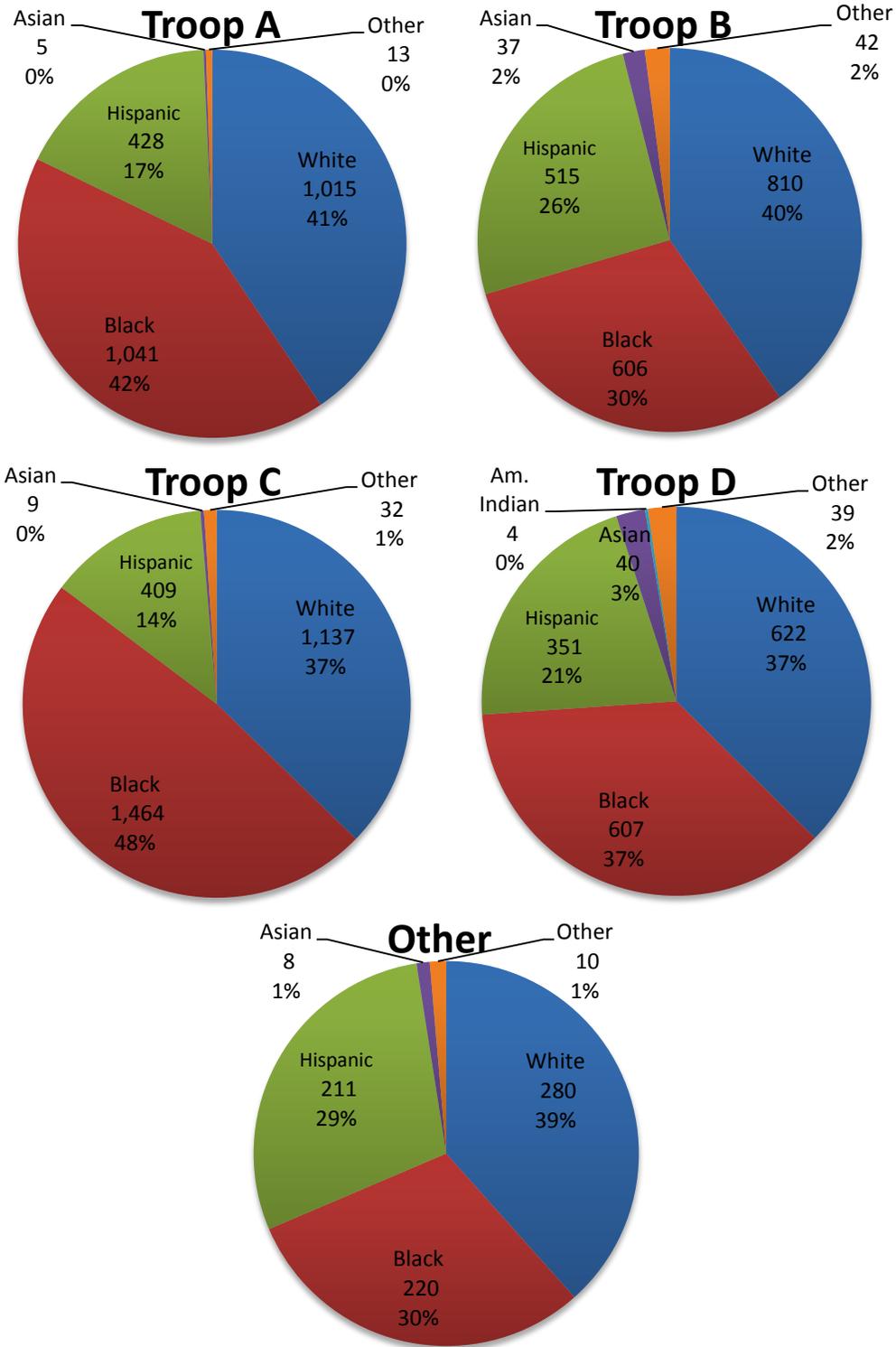
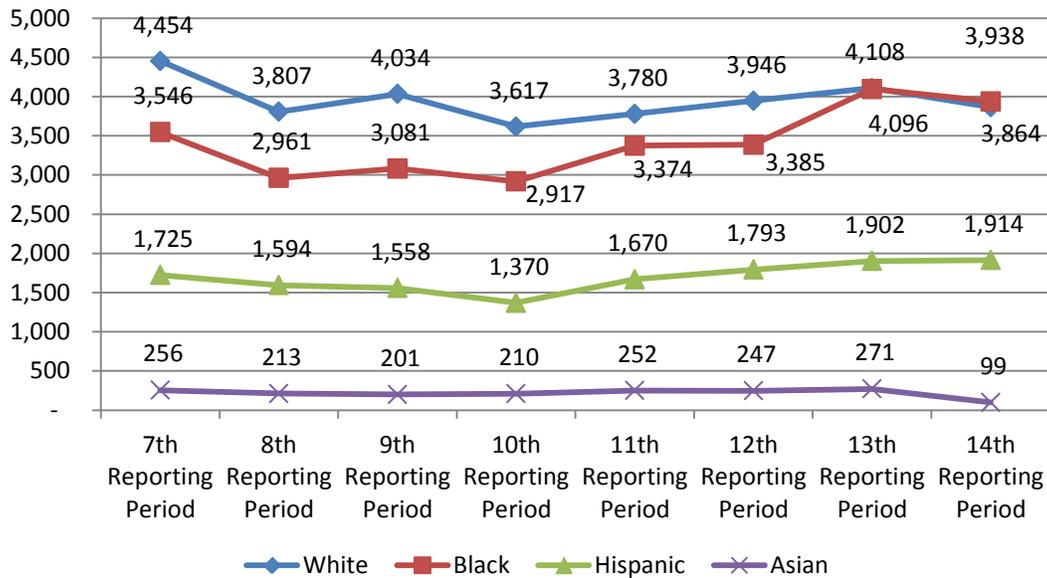


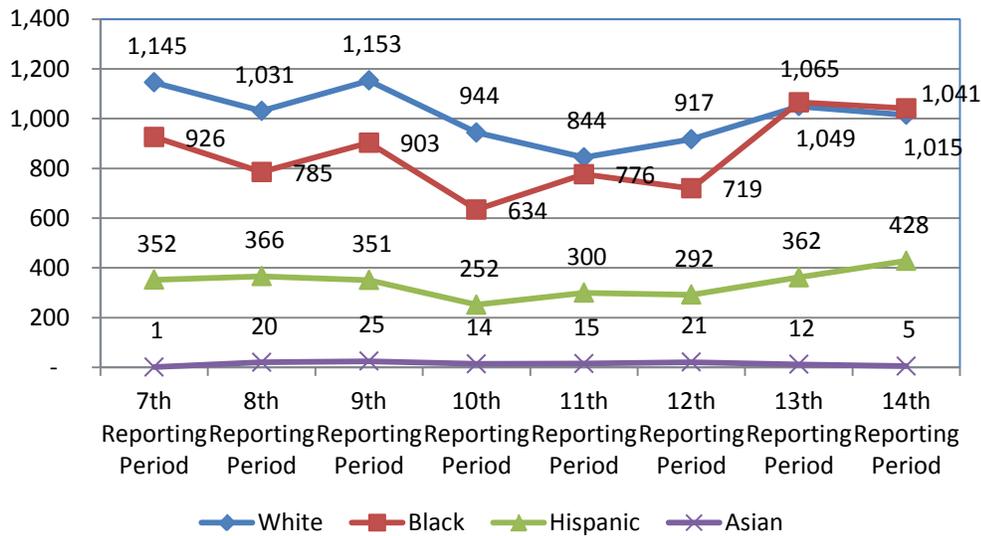
Figure Ninety-One: Trend of Racial/Ethnic Distribution of Individuals Arrested
 January 1, 2012 – December 31, 2015



As previously noted, the number of individuals arrested decreased by 4% in the current reporting period. As depicted in Figure Ninety-One, the direction and magnitude of change in arrests across racial/ethnic groups varies. After a marked increase in the previous reporting period, the number of Black individuals arrested in the current reporting period decreased by 158, or 3.86%. Despite this decrease, the number of Black individuals arrested surpassed the number of White individuals arrested in the current reporting period. The number of White individuals arrested decreased as well, by 244, or 5.94%. The number of Asian individuals arrested decreased markedly in the current reporting period, by 172, or 63.47%. Unlike all other racial/ethnic groups, the number of Hispanic individuals arrested increased, by 12, or 0.63% in the current reporting period.

In the previous reporting period, the volume of arrests of both White and Black individuals was notably close; as indicated, in the current reporting period, the number of Black individuals arrested surpassed the number of White individual arrested. Further, the number of arrests of Hispanic individuals increased, whereas arrests for all other racial/ethnic groups decreased since the previous reporting period. There is no examination of whether troopers had appropriate probable cause to arrest in this report, however, this examination appears in OLEPS' Oversight Reports. However, examination of the charges filed following arrests may help elucidate possible reasons for the disproportionality noted in the racial/ethnic distribution of individuals arrested (see: [Charges](#)).

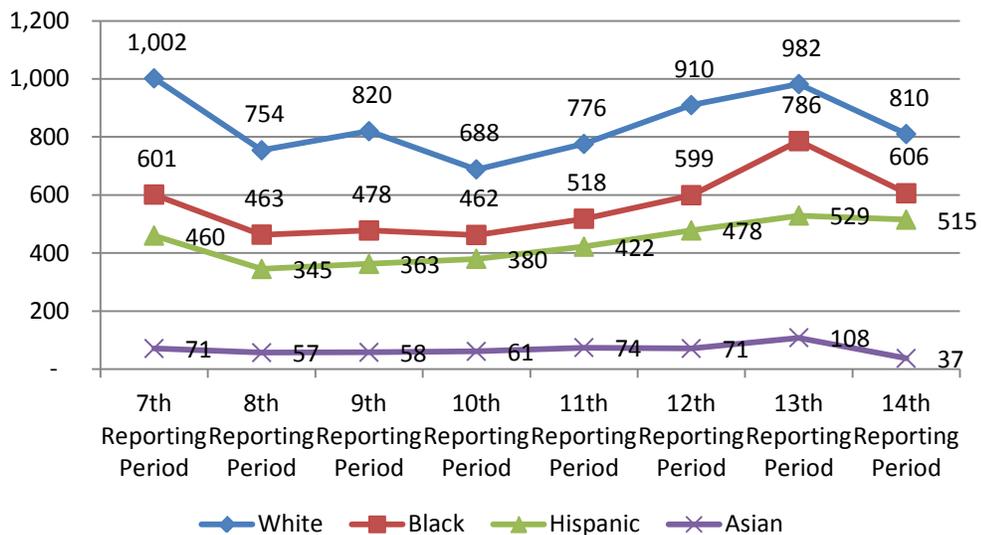
Figure Ninety-One A: Troop A Trend of Racial/Ethnic Distribution of Individuals Arrested
 January 2012 – December 2015



The number of individuals arrested in Troop A increased slightly, by 14, or 0.56%, in the current reporting period. Arrests of White, Black, and Asian individuals decreased, whereas arrests of Hispanic individuals increased in the current reporting period. There were 34 fewer arrests of White individuals, a 3% decrease since the

previous reporting period. After a marked increase in the previous reporting period, arrests of Black individuals decreased slightly, by 24, or 2%, in the current reporting period. Starting in the 13th reporting period, the number of Troop A's arrests of Black individuals surpassed the number of arrests of White individuals. The number of Black individuals arrested continued to exceed the number of White individuals arrested. Troop A made 1,015 arrests of White individuals, and 1,041 arrests of Black individuals in the current reporting period. There were seven fewer arrests of Asian individuals, a 58% decrease. Unlike all other racial/ethnic groups, there were 66 additional arrests of Hispanic individuals in Troop A, an 18% increase in the current reporting period.

Figure Ninety-One B: Troop B Trend of Racial/Ethnic Distribution of Individuals Arrested
 January 2012 – December 2015

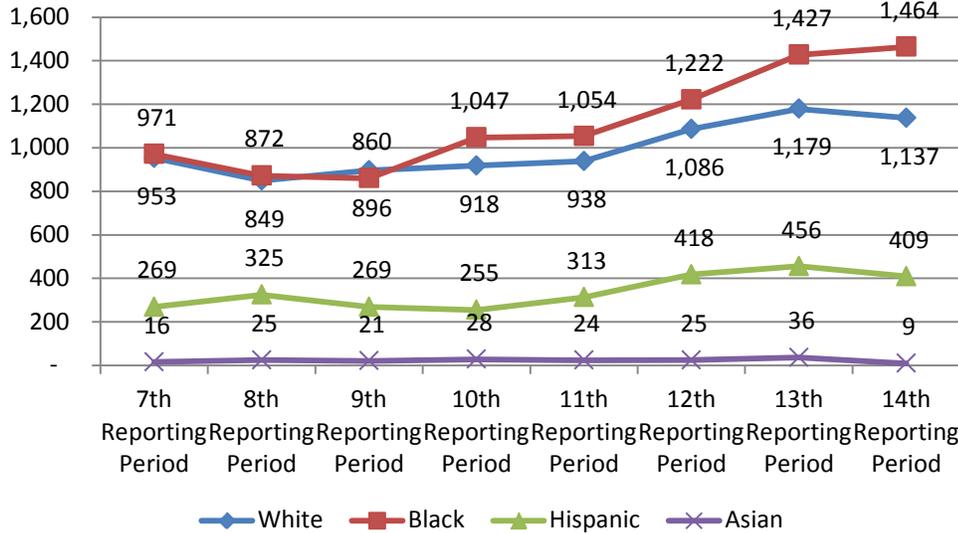


For Troop B, the number of individuals arrested decreased by 397, or 17% since the previous reporting period. This is the largest decrease in individuals arrested in both number and proportion across all Troops in the current reporting period. In Troop B, there were decreases in the number of individuals arrested for all racial/ethnic groups in

the current reporting period. The number of arrests of White individuals decreased by 172, or 18%, in

the current reporting period. There were 180 fewer arrests of Black individuals, a 23% decrease. There were 14 fewer arrests of Hispanic individuals in the current reporting period, a 3% decrease. And there were 71 fewer arrests of Asian individuals, a 66% decrease, in the current reporting period.

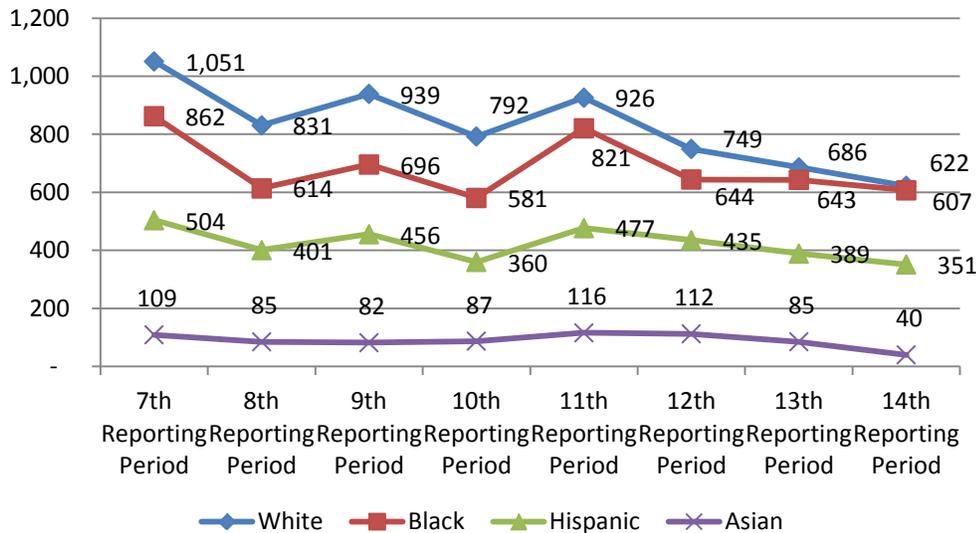
Figure Ninety-One C: Troop C Trend of Racial/Ethnic Distribution of Individuals Arrested
 January 2012 – December 2015



For Troop C, the number of individuals arrested decreased by 47, or 2%, in the current reporting period. Arrests for White, Hispanic, and Asian individuals decreased, whereas arrests for Black individuals increased in the current reporting period, continuing the increase in arrests of Black individuals noted in Troop C since

the tenth reporting period. As noted for several reporting periods, Black individuals continue to be the largest proportion of arrests in Troop C. Arrests of Black individuals increased by 37, or 3%. Arrests of White individuals decreased by 42, or 4%. There were 47 fewer arrests of Hispanic individuals, a 10% decrease. There were 27 fewer arrests of Asian individuals, a 75% decrease in the current reporting period.

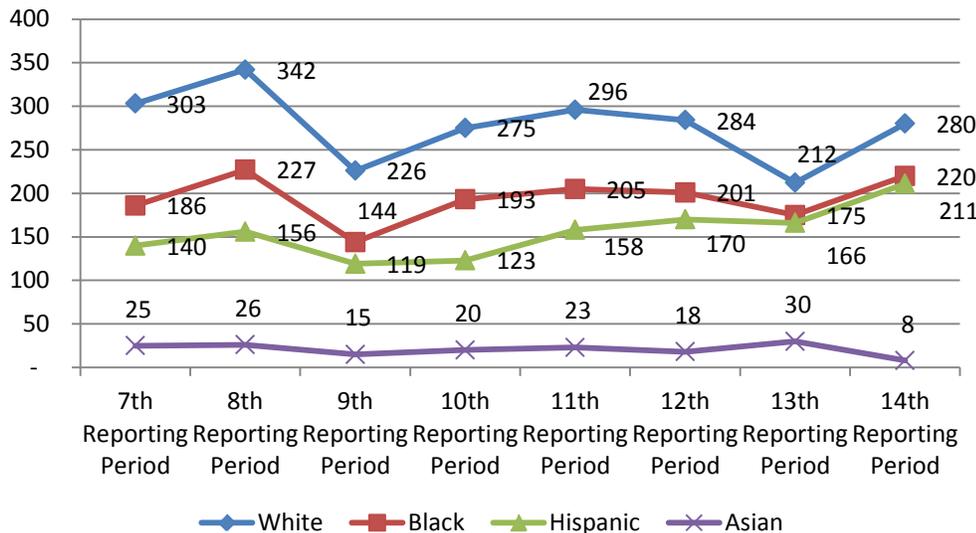
Figure Ninety-One D: Troop D Trend of Racial/Ethnic Distribution of Individuals Arrested
 January 2012 – December 2015



Arrests for Troop D decreased by 145, or 8%, in the current reporting period. Similar to Troop B, arrests for all racial/ethnic groups decreased in the current reporting period, a continuation of the decreases in arrests noted for all racial/ethnic groups in Troop D since the twelfth reporting period. The number of White individuals

arrested decreased by 64, or 9%. Arrests of Black individuals decreased by 36, or 6%. Arrests of Hispanic individuals decreased by 38, or 10%. And arrests of Asian individuals decreased by 45, or 53%.

Figure Ninety-One E: Other Stations Trend of Racial/Ethnic Distribution of Individuals Arrested
 January 2012 – December 2015



There were 146 additional arrests of individuals in the current reporting period in Other, non-Troop stations, a 25% increase in the current reporting period. This is the largest increase in arrests in both number and proportion across the Division in the current reporting period. Unlike all other Troops, there were increases in arrests

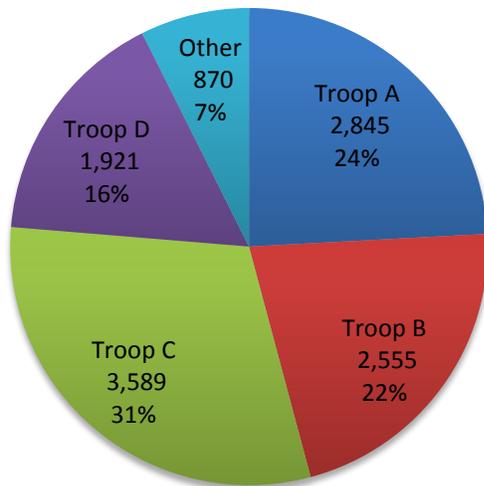
noted for the majority of racial/ethnic groups for Other, non-Troop stations in the current reporting period. There were 68 additional arrests of White individuals, a 32% increase. This is the largest increase— in both number and proportion— noted across all racial/ethnic groups and the Division overall in the current reporting period. The number of both Black and Hispanic individuals increased by 45, resulting in increases of 26% and 27%, respectively. Conversely, the number of arrests of

Asian individuals decreased in the current reporting period, by 22, or 73%, in the current reporting period.

Charges

Figure Ninety-Two: Troop Distribution of Charges

July 1, 2015 – December 31, 2015



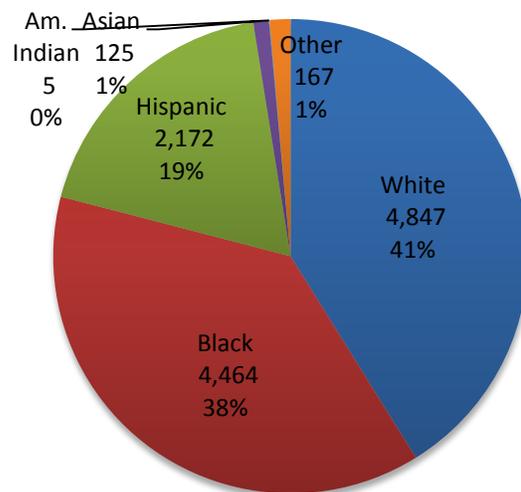
Total Charges: **11,780**

Each arrest has the potential to result in the issuance of one or multiple charges. In the current period, there were 9,955 individuals arrested and 11,780 charges filed. On average, each arrest resulted in 1.18 charges filed. However, 18 arrests had as many as seven charges filed. Figure Ninety-Two depicts the Troop distribution of charges filed in the current reporting period. This distribution is nearly identical to the Troop distribution of all arrests. Troop C had the largest proportion of all charges filed in the current reporting period, 31%. Troop A had the second highest proportion, 24%, followed by Troop B with 22%. Troop D had a lower proportion, 16%, and Other, non-Troop stations had the lowest proportion, 7% of all charges filed in the current reporting period.

Figure Ninety-Three: Racial/Ethnic Distribution of Charges

July 1, 2015 – December 31, 2015

Figure Ninety-Three depicts the racial/ethnic distribution for all charges filed in the current reporting period. Forty-one percent of all charges filed involved White individuals in the current reporting period. For Black individuals, this proportion was 38%. Nineteen percent of all charges filed involved Hispanic individuals, and 1% of all charges filed involved Asian individuals in the current reporting period. In comparison to the distribution of individuals arrested, proportions are similar. White individuals, however, make up a slightly higher proportion of charges filed in comparison to those arrested (39%); conversely, Black individuals make up a slightly smaller proportion of charges filed in comparison to their representation in those arrested (40%).

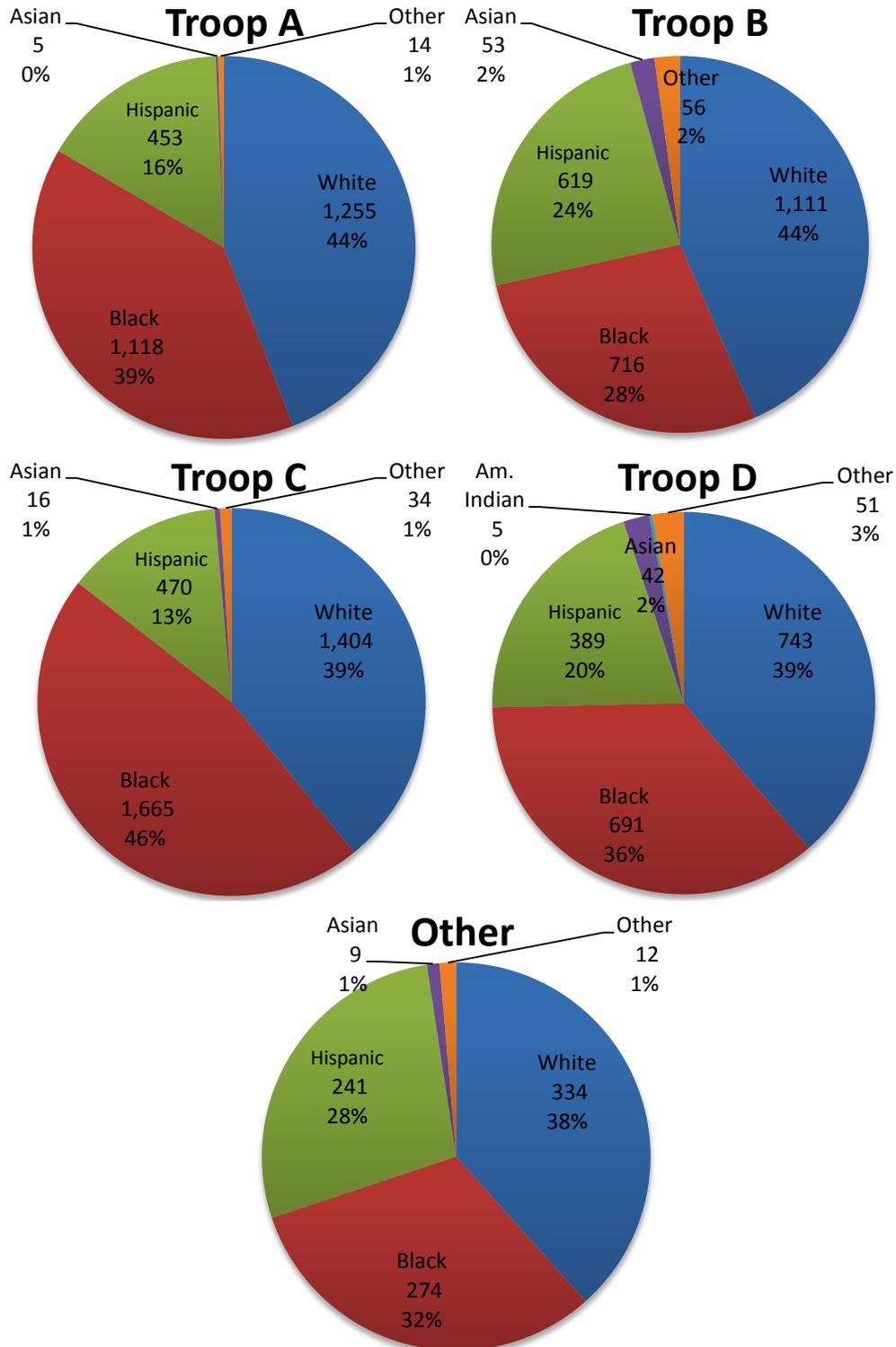


Total Charges: **11,780**

The racial/ethnic distribution of charges filed varied across Troops. The largest proportion of charges filed in all troops, except Troop C, was for White individuals arrested. Similar to the previous reporting period, Black individuals were the majority of charges filed in Troop C, making up 46% of those with charges filed in the current reporting period. Across all Troops, White individuals were between 38% and 44% of those with charges filed. Black individuals were between 28% and 46% of those with

charges filed, Hispanic individuals were between 13% and 28%, and Asian individuals, typically a much smaller proportion of those charged, were between less than 1% and 2% in the current reporting period.

Figure Ninety-Four: Racial/Ethnic Distribution of Charges by Troop
 July 1, 2015 – December 31, 2015



As previously indicated, the number of individuals arrested decreased by 4.13% in the current reporting period. Similarly, the number of charges filed decreased as well, by 3.09% in the current reporting period. As shown in Figure Ninety-Five, the direction and magnitude of change in charges filed varied across racial/ethnic groups. The number of charges filed for White individuals decreased by 190, or 3.77% in the current reporting period. There were 248 fewer charges for Black individuals, a 5.26% decrease. The number of charges filed for Asian individuals decreased by 168, or 57.34%. Conversely, the number of charges filed for Hispanic individuals increased by 65 charges, or 3.08%, in the current reporting period.

Figure Ninety-Five: Trend of Racial/Ethnic Distribution of Charges
 January 1, 2012 – December 31, 2015

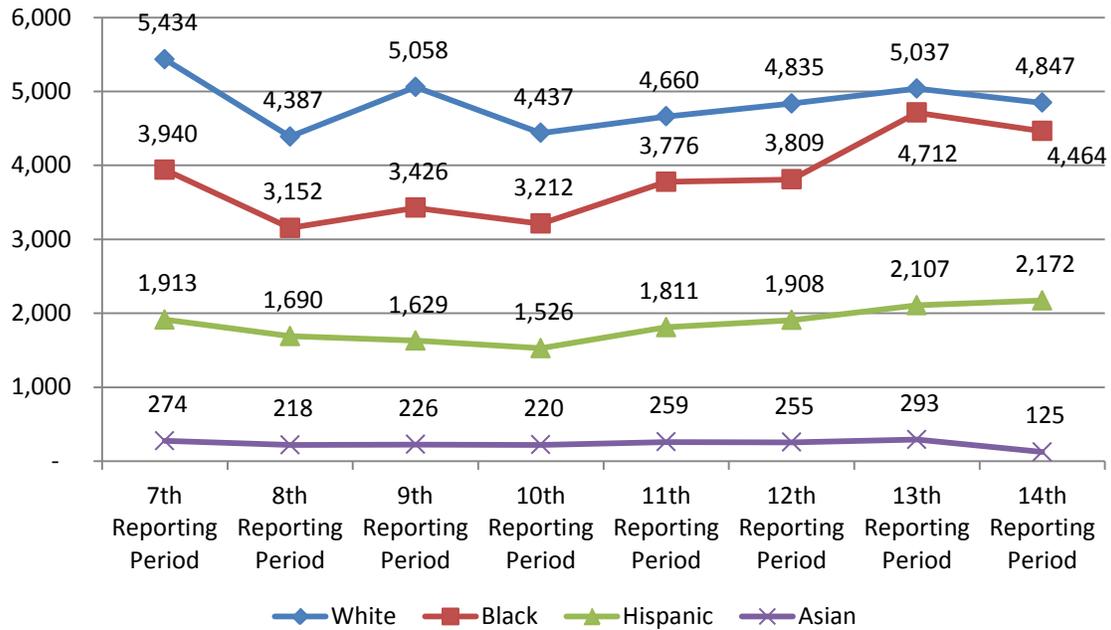
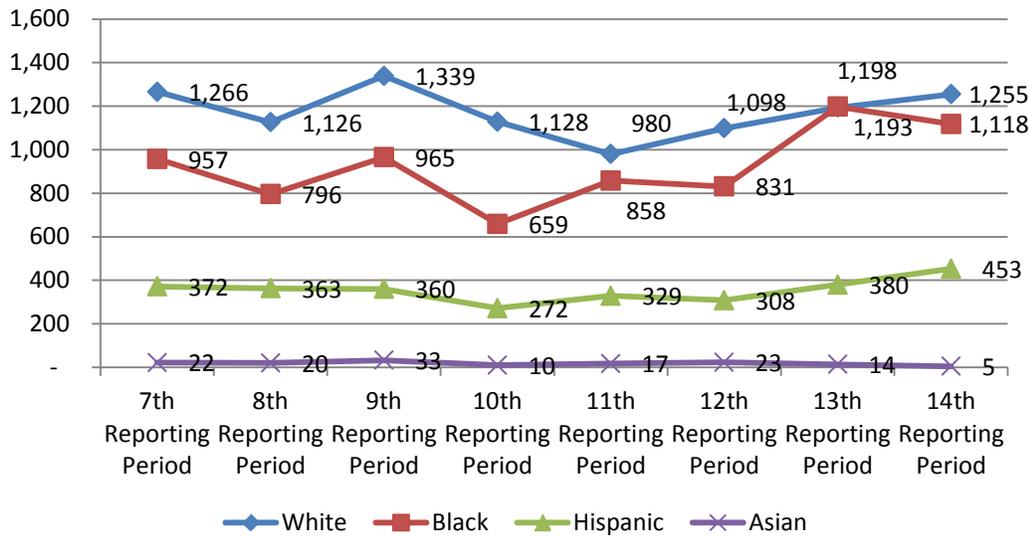


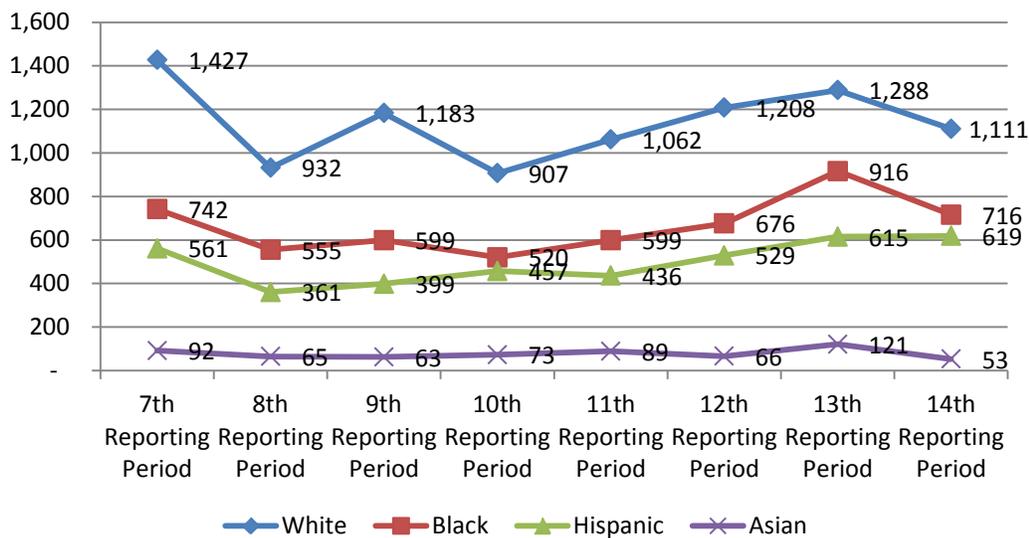
Figure Ninety-Five A: Troop A Trend of Racial/Ethnic Distribution of Charges
 January 2012 – December 2015



For Troop A, the total number of charges filed increased 2% in the current reporting period. On average, each arrest resulted in 1.14 charges filed in the current reporting period for Troop A. This is the smallest average number of charges filed per arrest across all Troops.

Charges filed for White and Hispanic individuals increased, whereas charges filed for Black and Asian individuals decreased in the current reporting period. The largest increase in both number and proportion occurred for Hispanic individuals, with 73 additional charges filed in the current reporting period, a 19% increase. There were 62 additional charges filed involving White individuals, a 5% increase. There were 80 fewer charges filed involving Black individuals, a 7% decrease. And Asian individuals were involved in 9 fewer charges filed, a 64% decrease in the current reporting period. There is a need for caution in interpretation of percent changes for Asian individuals given the low volume of charges filed for Asian drivers, particularly in Troop A.

Figure Ninety-Five B: Troop B Trend of Racial/Ethnic Distribution of Charges
 January 2012 – December 2015

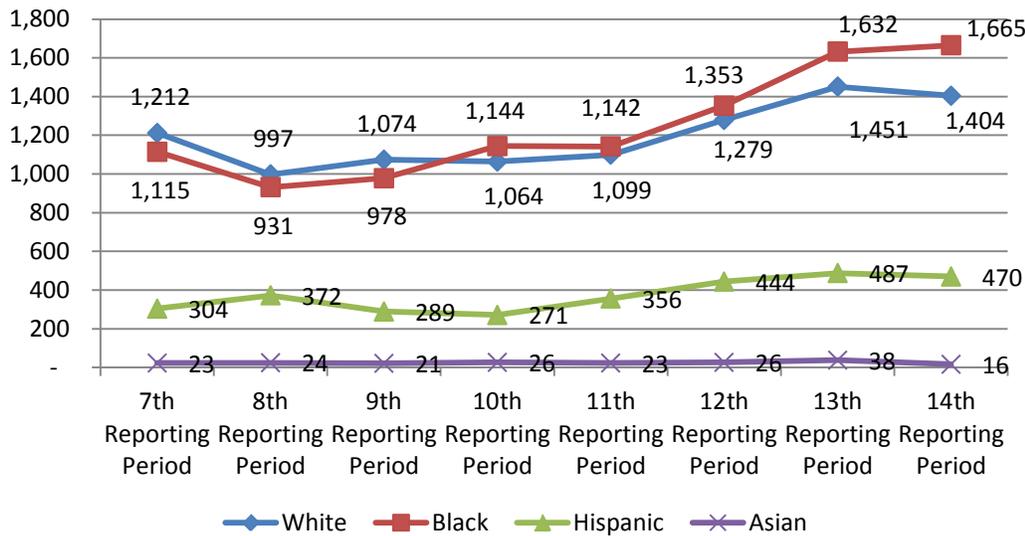


There was a 13% decrease in charges filed for Troop B in the current reporting period. For Troop B, each arrest resulted in 1.27 charges filed, on average, in the current reporting period. This is the largest average number of charges filed per arrest across all Troops. White individuals

were involved in 177 fewer charges filed, a 14% decrease since the previous reporting period. Black

individuals were involved in 200 fewer charges filed, a 22% decrease. There were 68 fewer charges filed for Asian individuals, a 56% decrease. A slight increase was noted for Hispanic individuals, with four additional charges filed, a 0.65% increase since the previous reporting period.

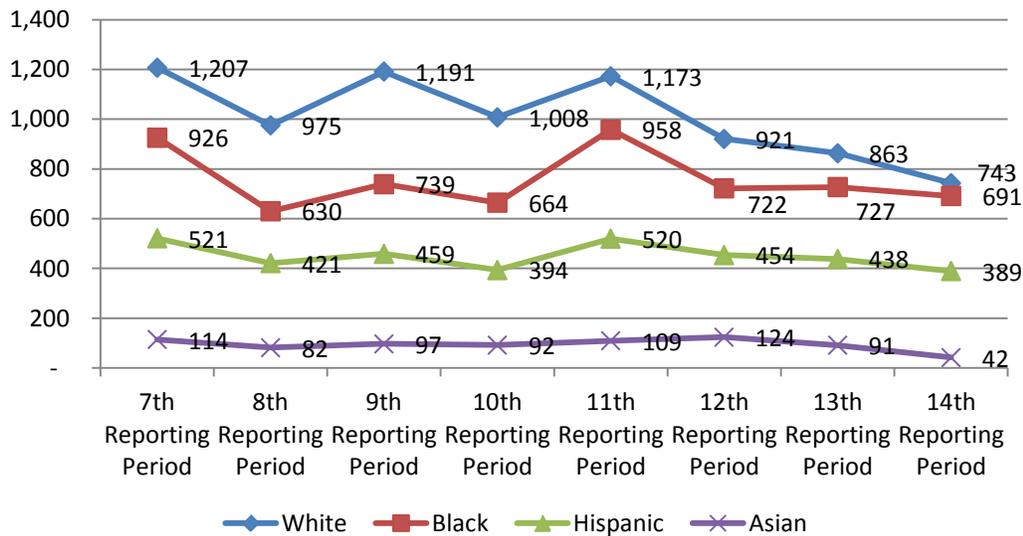
Figure Ninety-Five C: Troop C Trend of Racial/Ethnic Distribution of Charges
 January 2012 – December 2015



For Troop C, charges filed decreased slightly, by 0.53% in the current reporting period. On average, each arrest resulted in 1.18 charges filed for Troop C in the current reporting period. There were 47 fewer charges filed involving White individuals, a 3% decrease. There

were 17 fewer charges filed for Hispanic individuals, a 4% decrease. Asian individuals were involved in 22 fewer charges filed, a 58% decrease. Unlike all other racial/ethnic groups, Black individuals were involved in more charges filed in the current reporting period, with 33 additional charges filed, a 2% increase. Similar to the number of individuals arrested in Troop C, the number of charges filed continues to be largest for Black individuals arrested in Troop C in the current reporting period.

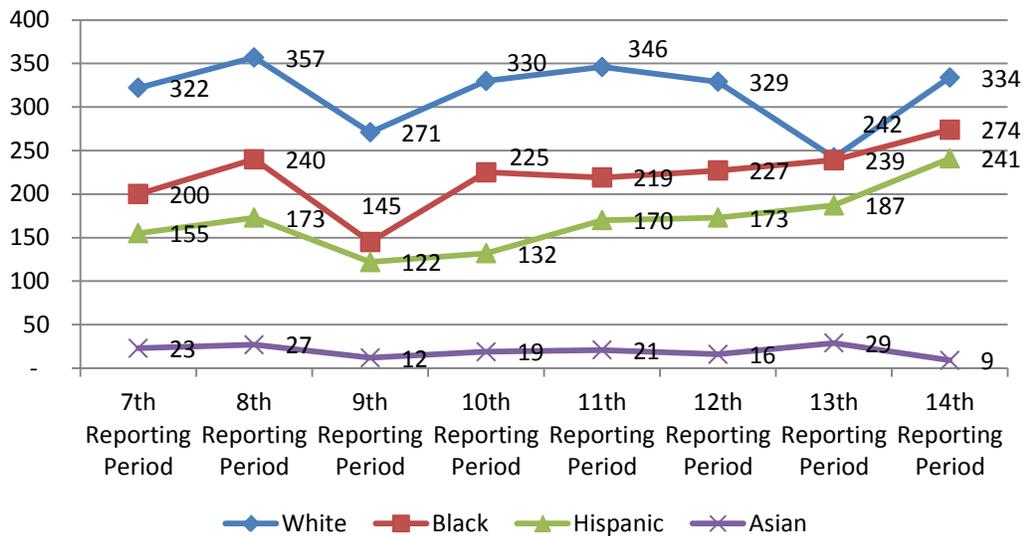
Figure Ninety-Five D: Troop D Trend of Racial/Ethnic Distribution of Charges
 January 2012 – December 2015



Similar to the previous reporting periods, there was another decrease in the number of charges filed noted for Troop D. In the current reporting period, charges filed decreased by 10% for Troop D. There was an average of 1.16 charges filed per arrest for Troop D in the current reporting

period. There were decreases noted for all racial/ethnic groups. There were 120 fewer charges filed for White individuals, a 14% decrease. There were 36 fewer charges filed for Black individuals, a 5% decrease. Both Hispanic and Asian individuals were involved in 49 fewer charges each, resulting in decreases of 11% and 54%, respectively.

Figure Ninety-Five E: Other Stations Trend of Racial/Ethnic Distribution of Charges
 January 2012 – December 2015



Unlike all other Troops, Other, on-Troop stations filed 25% more charges for arrests in the current reporting period. On average, each arrest resulted in 1.19 charges filed for Other, non-Troop stations in the current reporting period. Whereas there were increases noted for White,

Black, and Hispanic individuals, there was a decrease noted for Asian individuals since the previous reporting period. The largest increase in both number and proportion occurred for White individuals, with 92 additional charges in the current reporting period, a 38% increase. There were 35 additional charges involving Black individuals, a 15% increase. Hispanic individuals were involved in 54

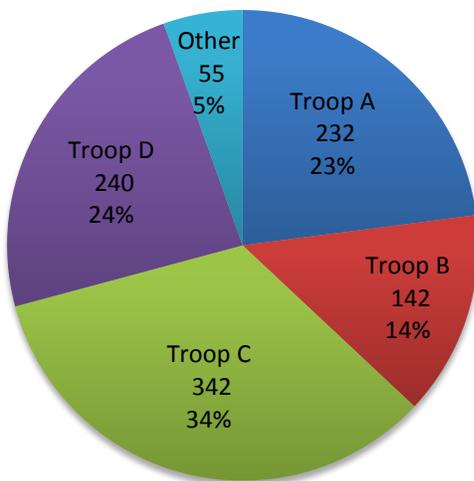
additional charges, a 29% increase. Conversely, Asian individuals were involved in 20 fewer charges, a 69% decrease since the previous reporting period.

Arrests without Charges

In some cases, there are no charges filed for an arrest. While this has the potential to be a data entry error, it is more likely a reflection of policies and procedures following the Court's decision in Peña-Flores. Following this ruling, State Police policy required immediate arrest when a trooper had probable cause in the form of the odor of marijuana. In these instances, there was an immediate arrest when a trooper detected the odor of either raw or burnt marijuana. The trooper then requested for consent to search the vehicle, requested a canine, or requested a search warrant. If none of these searches provided evidence to confirm the odor and the odor dissipates, the trooper had to release the individual. Thus, an arrest occurred, but there was no filing of charges because the odor of marijuana, or probable cause, dissipated. Following the Court's subsequent decision in Witt, which overturned Peña-Flores, these policies remained in effect.

Figure Ninety-Six: Troop Distribution of Arrests without Charges

July 1, 2015 – December 31, 2015



Arrests with No Charges: **1,011**

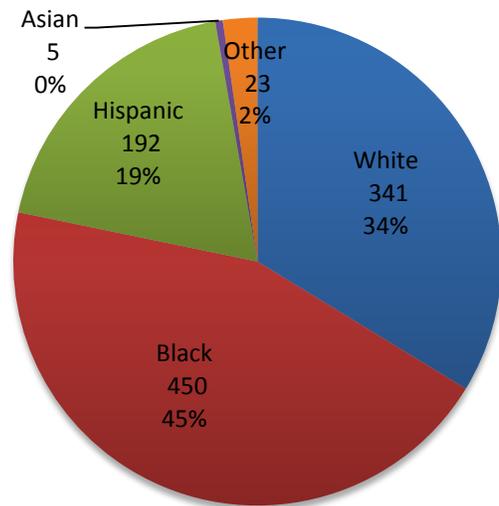
Figure Ninety-Six depicts the distribution of arrests with no charges. In the current reporting period, there were 1,011 arrests which ultimately resulted in no specific charges filed. The Troop and racial/ethnic distribution of those not charged should, ideally, be identical to the racial/ethnic distribution of those arrested and charged. If the distributions differ, further analysis is required to determine what specifically causes these differences. Troop C had the largest proportion of arrests with no charges, 34%. This troop is slightly overrepresented in arrests with no charges in comparison to its proportion of individuals arrested and charged, 30%. Troop D is also overrepresented, making up 24% of arrests without charges, but 16% of individuals arrested and charged. Troop A and B, in addition to Other, non-Troop stations, are underrepresented in arrests with no charges in the current reporting period. Troop A made

up 25% of individuals arrested and charged, but 23% of individuals arrested without charges. Troop B made up 21% of individuals arrested and charged, but 14% of individuals arrested without charges. And Other, non-Troop stations made up 8% of individuals arrested and charged, but 5% of individuals arrested but ultimately not charged.

Figure Ninety-Seven: Racial/Ethnic Distribution of Arrests without Charges

July 1, 2015 – December 31, 2015

Figure Ninety-Seven depicts the racial/ethnic distribution of arrests without charges. As with the Troop distribution, the racial/ethnic distribution of arrests without charges should be similar to the racial/ethnic distribution those arrested with charges filed. In comparing these distributions, Black and individuals are overrepresented, whereas White individuals are a less than expected proportion of arrests with no charges. Black individuals made up 45% of arrests without charges, but 39% of arrests with charges filed. Conversely, White individuals made up 34% of arrests without charges, but 40% of arrests with charges filed. Hispanic and Asian individuals appear rather evenly represented across these distributions.

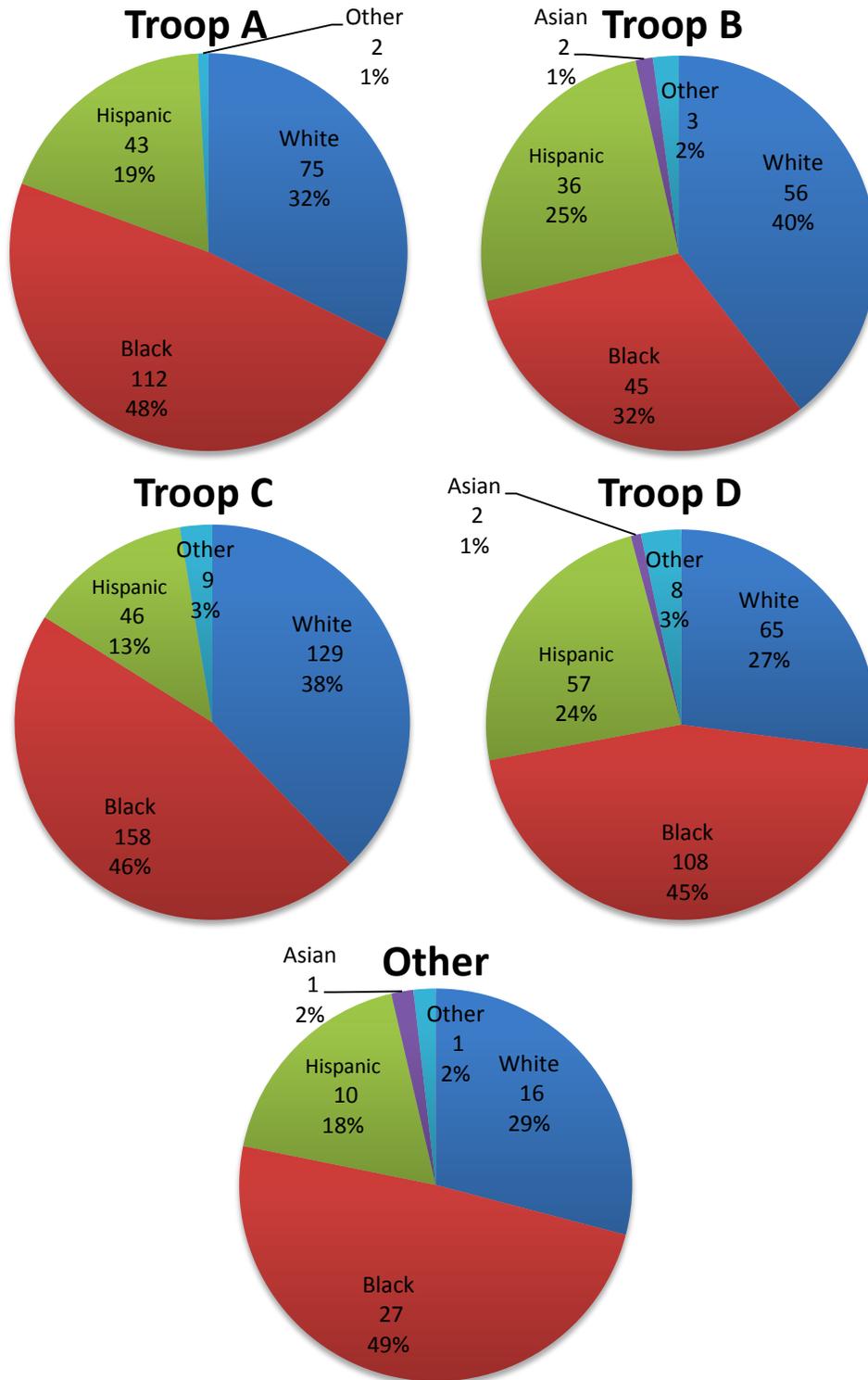


Total Arrests with No Charges: **1,011**

The racial/ethnic distribution of arrests without charges varied across Troops. Black individuals were the largest proportion of arrests without charges in Troops A, C, D, and Other, non-Troop stations, with proportions varying between 32% and 49%. In Troop B, Black individuals made up 32% of arrests without charges, whereas White individuals made up a larger proportion, 40%. Across Troops, White individuals were between 27% and 40% of arrests without charges filed. Hispanic individuals were between 13% and 25% of arrests without charges filed across Troops in the current reporting period. As can be seen, Black individuals were rather consistently a disproportionate number of individuals arrested without charges in the current reporting period.

Figure Ninety-Eight: Troop Racial/Ethnic Distribution of Arrests without Charges

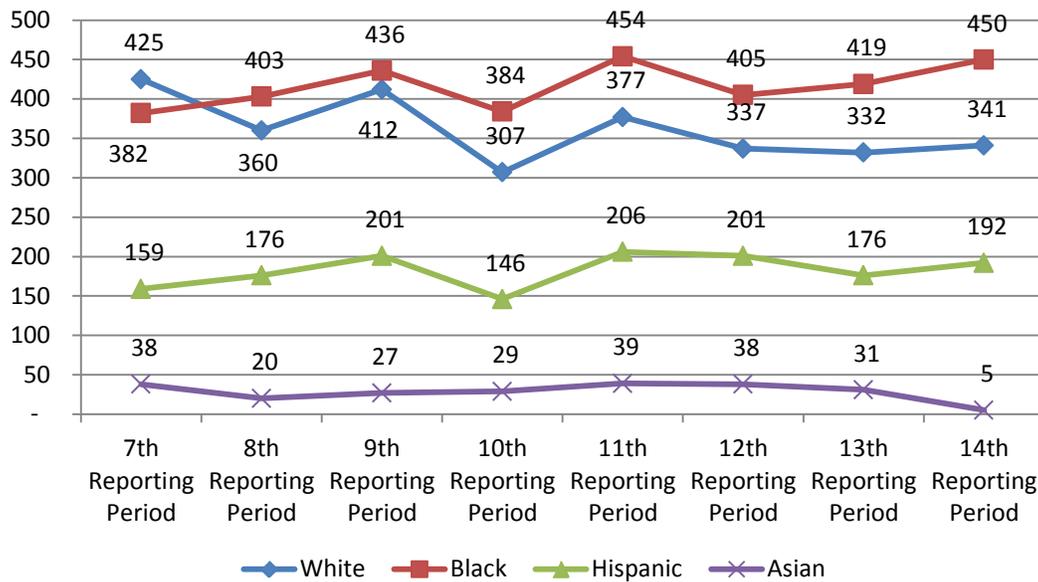
July 1, 2015 – December 31, 2015



While the number of individuals arrested and the number of charges filed decreased, the number of arrests without charges increased by 51 arrests, or 5%, in the current reporting period. As shown in Figure Ninety-Nine, changes across each racial/ethnic group vary in both direction and magnitude. For Black individuals, the number of arrests without charges increased by 31, or 7% since the previous reporting period. For Hispanic individuals, arrests without charges increased by 16, or 9%. Arrests without charges for White individuals increased by 9, or 3%. Conversely, arrests without charges for Asian individuals decreased by 26, or 84%, in the current reporting period.

Figure Ninety-Nine: Trend of Racial/Ethnic Distribution of Arrests without Charges

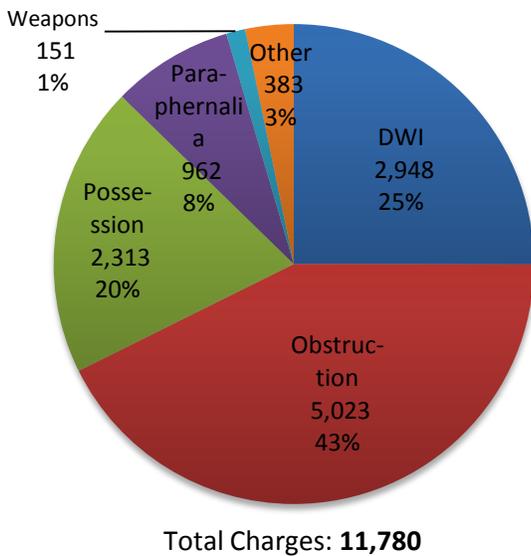
January 1, 2012 – December 31, 2015



Types of Charges

Figure One-Hundred: Types of Charges Filed

July 1, 2015 – December 31, 2015



Following an arrest, the number of charges filed can be numerous. While there are a number of potential charges for any violation, some commonalities exist. OLEPS coded each specific charge to reflect the overall type of charge. Figure One-Hundred depicts the types of charges filed for arrests made during motor vehicle stops in the current reporting period.

There were a total of 11,780 charges filed, a 3% decrease since the previous reporting period. The most commonly cited charge in the current reporting period pertained to obstruction. Charges categorized as obstruction were 43% of all charges filed in the current reporting period. This category includes charges such as resisting arrest, hindering apprehension, and contempt. Contempt is the charge listed when an arrest occurs based on an outstanding warrant. For the

current reporting period contempt was the most frequently cited obstruction charge, cited in 89% of all obstruction charges in the current reporting period. From this information, it appears that outstanding warrants were the bases of a large proportion of arrests made during motor vehicle stops in the current reporting period (see: [Wanted Persons](#)).

As noted in previous reports, there are a number of individuals charged in reference to drugs and alcohol. These charge categories, DWI, Possession, and Paraphernalia, were slightly 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 20% of all charges filed, while charges for possession of drug paraphernalia were 8% of all charges filed. Marijuana was the most frequently cited drug in possession charges, cited in 61% of all possession charges. Charges for driving while intoxicated (DWI) were 25% of all charges filed. Weapons charges were infrequent and cited in 1% of all charges filed. Other charges included a variety of both criminal and traffic violations cited in the current reporting period. These charges were 3% of all charges filed. The two most commonly cited Other charges were Receiving Stolen Property and Assault.

Across all Troops, the distribution of the types of charges filed varied. Obstruction was typically the largest proportion of charges filed for the current reporting period, except in Other, non-Troop stations, in which DWI was the largest proportion. Obstruction charges were between 22% in Other, non-Troop stations to 52% in Troop C. DWI charges were between 15% in Troop C to 52% in Other, non-Troop stations. Possession charges varied from 15% in Troop A to 23% in Troop B. Paraphernalia charges ranged from 6% in Other, non-Troop stations to 10% in Troop B. Thus, the most frequently cited charges were used to varying degrees in each Troop.

Figure One-Hundred-One: Types of Charges Filed by Troop
 July 1, 2015 – December 31, 2015

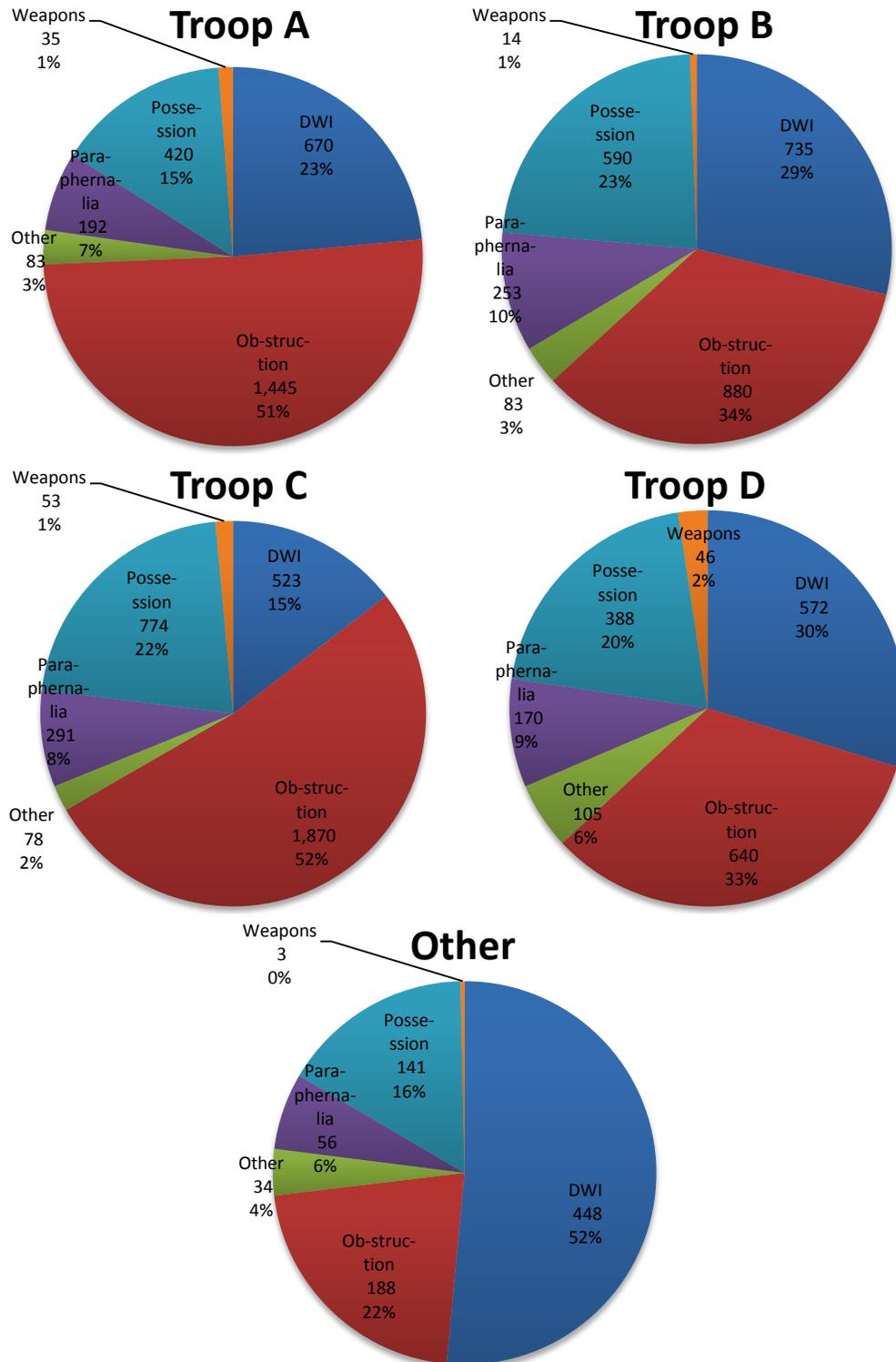
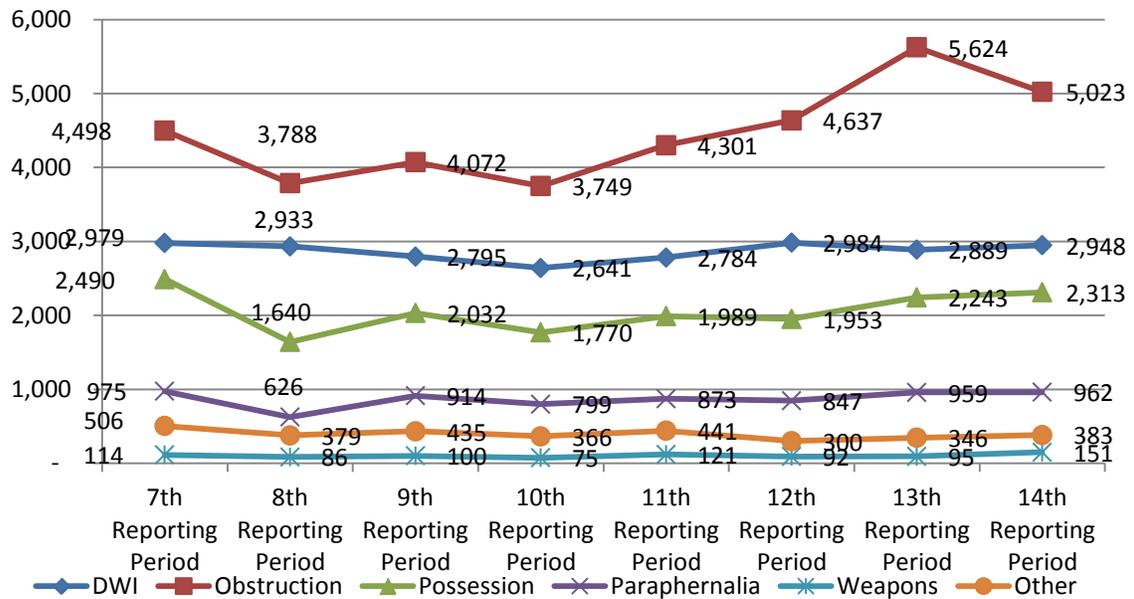


Figure One-Hundred-Two: Trend of Types of Charges Filed

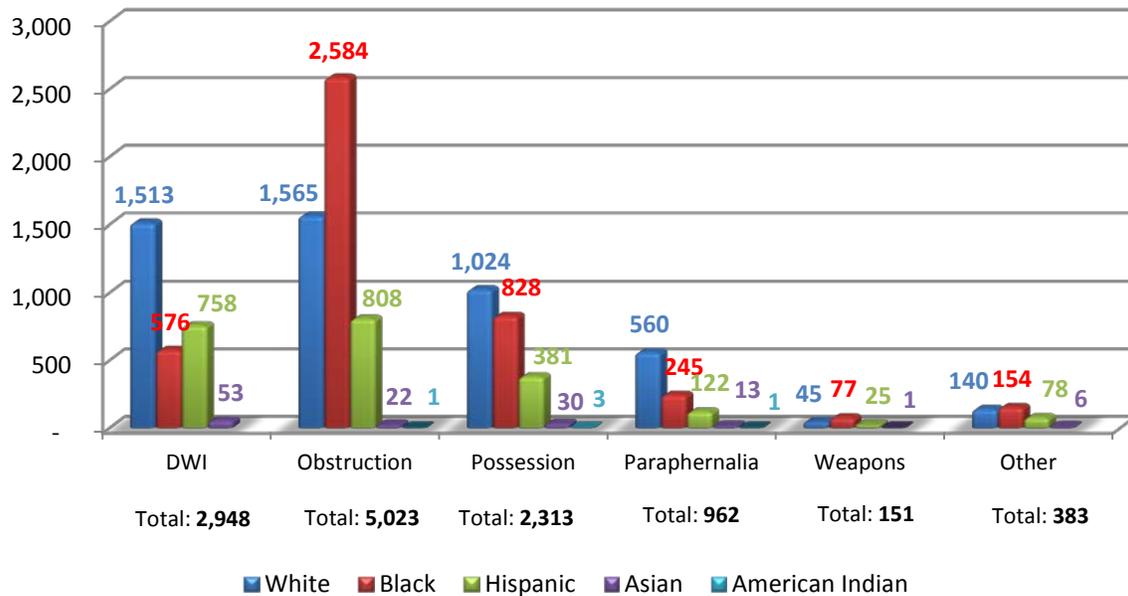
January 1, 2012 – December 31, 2015



As previously noted, the total number of charges decreased 3% in the current reporting period. Figure One-Hundred-Two depicts trends in types of charges filed across reporting periods. As shown, the magnitude of change varied across charge types. Obstruction charges decreased 11%, ending the upward trend noted since the 10th reporting period. DWI charges increased slightly, 2%, since the previous reporting period. Possession charges also increased slightly, 3%, since the previous reporting period. Changes in paraphernalia charges were negligible, increasing by three additional charges, less than 1%, in the current reporting period. There were 56 additional Weapons charges in the current reporting period, a 59% increase since the previous reporting period. Other charges increased by 37 or 11% in the current reporting period.

Each individual arrest has the potential to result in multiple charges, thus the racial/ethnic distribution of each charge category appears in Figure One Hundred-Three. The distribution of all charges in Figure Ninety-Three indicated that White individuals made up the largest proportion of all charges, followed by Black, Hispanic, Other, Asian, and then American Indian individuals. This distribution is the expectation for each category of charges depicted in Figure One Hundred-Two.

Figure One Hundred-Three: Racial/Ethnic Distribution for Types of Charges Filed
 July 1, 2015 – December 31, 2015



This pattern holds for those charged with possession and paraphernalia, however, there are other patterns for DWI, obstruction, weapons, and other charges. White individuals made up the largest proportion of DWI, possession, and paraphernalia charges. However, Black individuals made up the largest proportion of obstruction, weapons, and other charges.

White individuals were involved in 1,024 possession charges (44%), Black individuals were involved in 828 (36%), and Hispanic individuals were involved in 381 (17%). Individuals of an Other race/ethnicity were involved in 47 charges (2%). Asian individuals were involved in 30 (1%) possession charges. American Indian individuals were involved in only three possession charges (less than 1%).

For paraphernalia charges, White individuals were involved in 560 (58%), Black individuals were involved in 245 (26%), and Hispanic individuals were involved in 122 (13%) charges. Individuals of an Other race/ethnicity were involved in 21 (2%), and Asian individuals were involved in 13 (1%) paraphernalia charges. American Indian individuals were involved in only one paraphernalia charge (less than 1%).

In 1,513 DWI charges (51%), the individual charged was White, in 758 instances (26%) the individual charged was Hispanic, and in 576 instances (20%) the individual charged was Black. In 53 instances (2%) the individual charged was Asian. In 48 instances (2%) the individual charged was of an Other race/ethnicity. There were no individuals who were American Indian charged with DWI in the current reporting period. Thus, there were more White individuals charged with DWI than other racial/ethnic groups. However, these charges were more frequent for Hispanic than Black individuals.

Also diverging from the pattern noted for all individuals charged, obstruction charges were most common for Black individuals. In the current reporting period, 2,584 obstruction charges (51%) cited were for Black individuals, whereas 1,565 obstruction charges (31%) cited were for White individuals. Hispanic individuals were involved in 808 obstruction charges (16%). In 43 charges (1%), the

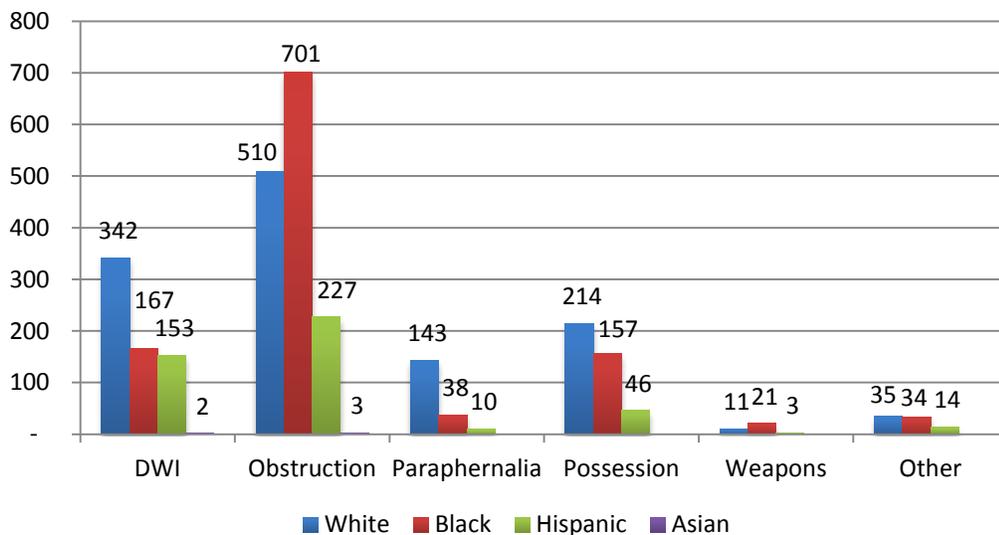
individual involved was of an Other race/ethnicity. Asian individuals were involved in 22 obstruction charges (less than 1%). American Indian individuals were involved in one obstruction charge in the current reporting period (less than 1%).

The number of weapons charges was the smallest in comparison to all other charge categories in the current reporting period. Weapons charges were most common for Black individuals. Black individuals were involved in 77 (51%), White individuals were involved in 45 (30%), and Hispanic individuals were involved in 25 (17%). Individuals of an Other race/ethnicity were involved in only three weapons charges (2%), and Asian individuals were involved in one (1%) charge involving weapons. There were no American Indian individuals who were involved in weapons charges in the current reporting period.

Continuing a pattern noted in previous reporting periods, the likelihood of Black individuals being arrested was greater than their likelihood of being involved in a motor vehicle stop overall. Over 40% of all charges pertained to the obstruction of justice, the vast majority of which were contempt. Contempt, as noted, was the charge listed when an individual had an outstanding warrant. Additionally, Black individuals made up the largest proportion of charges for obstruction and contempt. Thus, the disproportionality of arrests and charges was unlikely the result of trooper discretion. In fact, the opposite is likely. The disproportionality results from a lack of trooper discretion as arrest was required when an individual has an outstanding warrant.

Figure One Hundred-Three A: Troop A Racial/Ethnic Distribution for Types of Charges Filed

July 1, 2015 – December 31, 2015

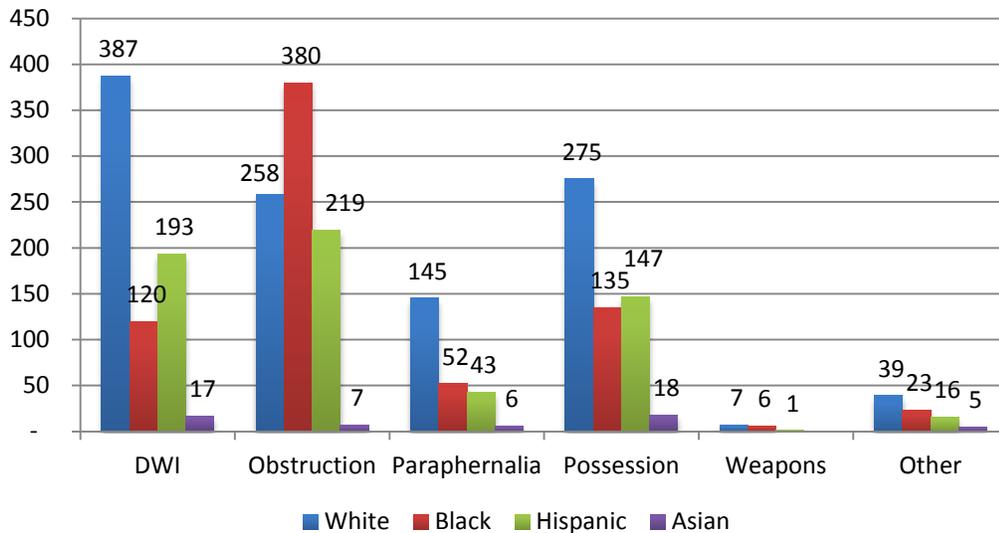


The racial/ethnic distribution for each type of charge filed in Troop A differed somewhat from the pattern noted Division-wide. For example, White drivers were the largest proportion of other charges (42%). Similar to the overall pattern, White individuals were the largest

proportions of DWI, (51%), paraphernalia (75%), and possession (51%), and Black individuals made up the largest proportion of obstruction (49%) and weapons (60%) charges in Troop A. Hispanic individuals made up 23% of DWI charges, 16% of obstruction charges, and 11% of possession charges. Asian individuals made up less than one percent of DWI and obstruction charges and received no other types of charges in the current report period.

Figure One- Hundred-Three B: Troop B Racial/Ethnic Distribution for Types of Charges Filed

July 1, 2015 – December 31, 2015

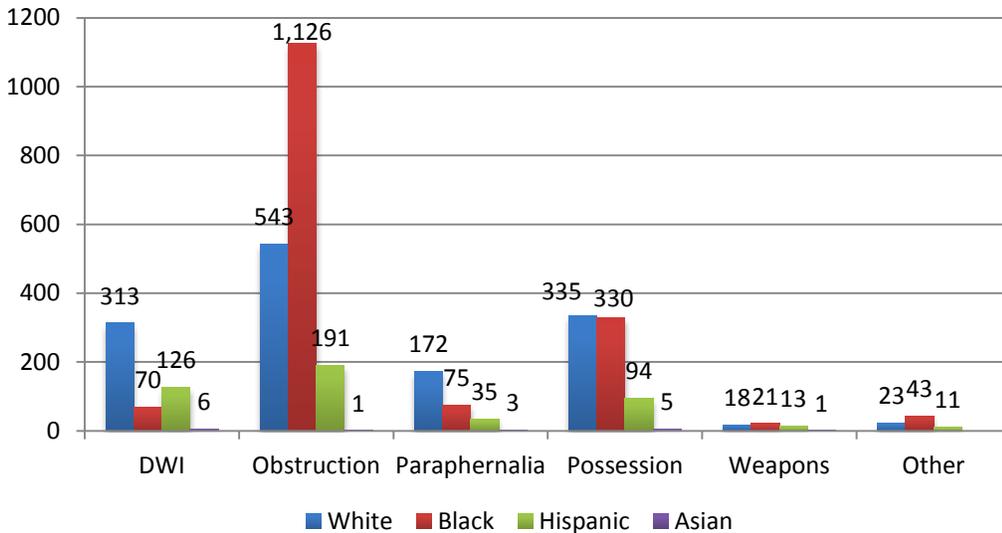


Troop B's racial/ethnic distribution for each type of charge does not follow the pattern noted Division-wide. In Troop B, White individuals made up the largest proportion of DWI (53%), paraphernalia (57%), possession (47%), weapons (50%), and other charges (47%),

whereas Black individuals made up the largest proportion of obstruction charges (43%) only. Black individuals made up the second largest proportion of paraphernalia (21%), weapons (43%), and other charges (28%), whereas Hispanic individuals made up the second largest proportion of DWI charges (26%) and possession charges (25%). Asian individuals made up 3% of possession charges, 2% of DWI and paraphernalia charges, and 6% of other charges.

Figure One- Hundred-Three C: Troop C Racial/Ethnic Distribution for Types of Charges Filed

July 1, 2015 – December 31, 2015

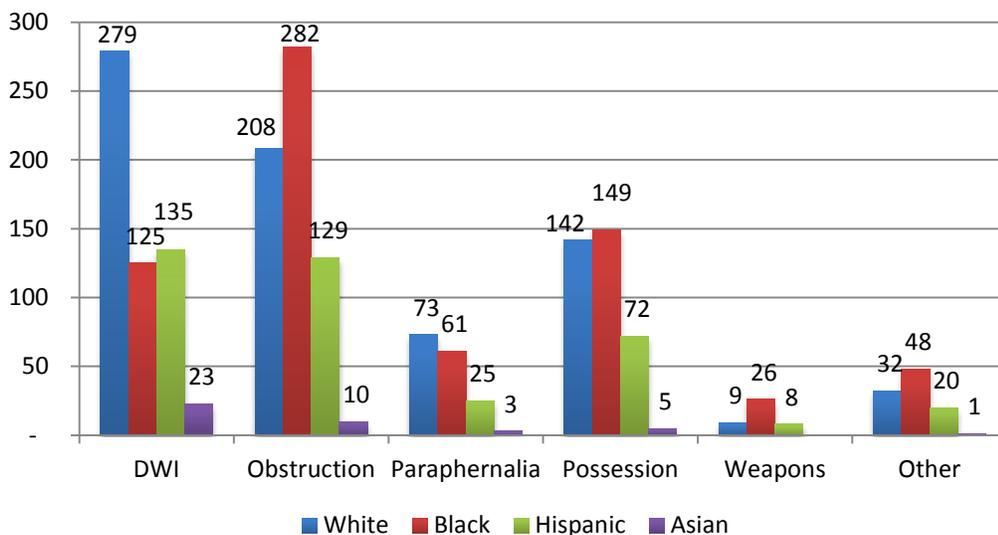


In Troop C, White individuals were the largest proportion of DWI (60%), paraphernalia (59%), weapons (34%), and other charges (30%). Black individuals were the largest proportion of obstruction (60%) charges. White and Black individuals were an equal

proportion of possession charges (43%) in Troop C. Hispanic individuals were 24% of DWI charges, the second largest proportion in this charge category. Hispanic individuals also made up 25% of weapons charges, 14% of other charges, and 12% of both paraphernalia and possession charges. Asian individuals received no other charges, however made up less than 2% of all other types of charges.

Figure One- Hundred-Three D: Troop D Racial/Ethnic Distribution for Types of Charges Filed

July 1, 2015 – December 31, 2015



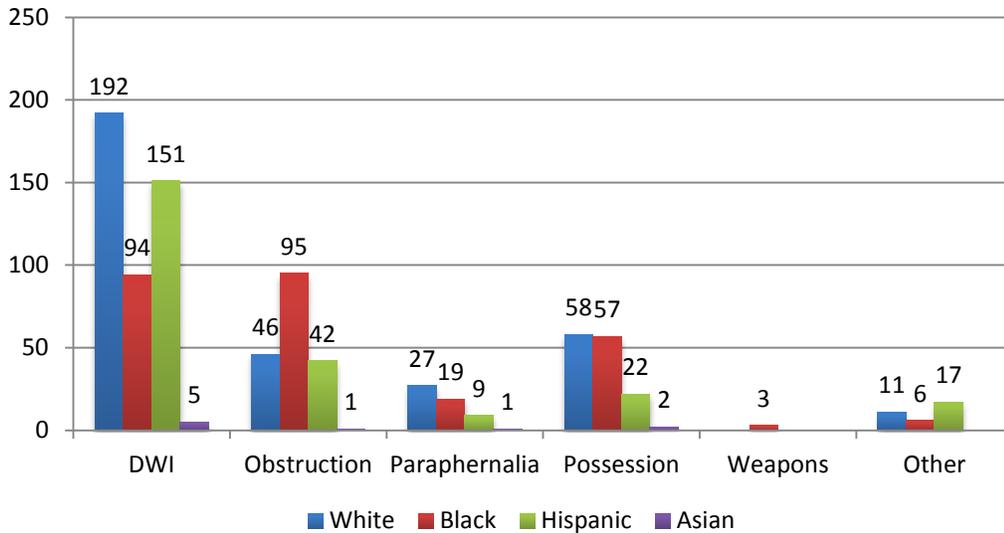
The racial/ethnic distribution for each type of charge filed in Troop D differed more substantially from the pattern noted Division-wide. White individuals made up the majority of DWI (49%) and paraphernalia (43%) charges only. Black individuals were the majority of

obstruction (44%), possession (38%), weapons (57%), and other charges (46%). White individuals were the second largest proportion of obstruction (33%), possession (37%), weapons (20%), and

other charges (31%). Hispanic individuals made up 24% of DWI charges, the second largest proportion in this charge category. Hispanic individuals also made up 20% of obstruction charges, 17% of weapons charges, and 19% of other charges. Asian individuals made up 4% of DWI charges and 2% of both obstruction and paraphernalia charges.

Figure One- Hundred-Three E: Other Stations Racial/Ethnic Distribution for Types of Charges Filed

July 1, 2015 – December 31, 2015



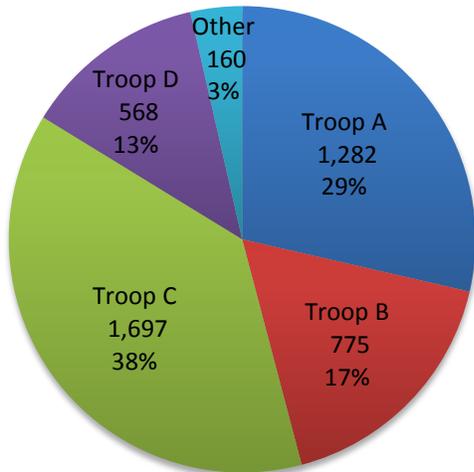
For Other, non-Troop stations, the racial/ethnic distribution for charges filed also differed from the pattern noted for the Division overall. Unlike all other Troops, Hispanic individuals were the largest proportion of other charges (50%) in Other, non-Troop

stations. In the previous reporting period, Other, non-Troop stations had no instances of weapons charges across all racial/ethnic groups; in the current reporting period, there were three of such charges, and these three charges involved Black individuals. Similar to the overall pattern, however, White individuals made up the largest proportion of DWI (43%), paraphernalia (48%), and possession charges (41%). Black individuals were the majority of all obstruction charges (51%), and as previously noted, Black individuals were involved in all weapons charges in the current reporting period. Hispanic individuals were the second largest proportion of DWI charges (34%). Hispanic individuals were also involved in 22% of obstruction charges, and 16% of both paraphernalia and possession charges. Asian individuals were involved in less than 2% of DWI, obstruction, paraphernalia, and possession charges; Asian individuals were not involved in any weapons or other charges in Other, non-Troop stations in the current reporting period.

Wanted Persons

Figure One- Hundred-Four: Troop Distribution of Wanted Persons

July 1, 2015 – December 31, 2015



Total Wanted Persons: **4,482**

During interactions with motorists, State Police check to determine if individuals in the vehicle have outstanding warrants. If an individual does have any outstanding warrants, a trooper arrests the individual. In the current reporting period, there were 4,482 arrests of wanted persons. Figure One Hundred-Four depicts the distribution of arrests of wanted persons for each Troop. Troop C had the largest proportion, 38%, followed by Troop A, 29%, and Troop B, 17%. Troop D had a smaller proportion, 13%, and Other, non-Troop stations made the smallest proportion, 3%, of arrests of wanted persons during motor vehicle stops in the current reporting period. Though not identical, this distribution is comparable to the troop distribution of all arrests. As indicated previously, individuals with outstanding warrants make up a large proportion of all arrests and charges filed; these charges appear as

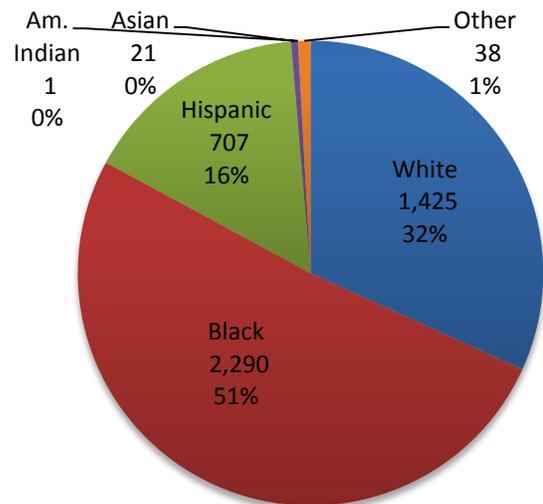
obstruction.

Figure One- Hundred-Five: Racial/Ethnic Distribution of Wanted Persons

July 1, 2015 – December 31, 2015

As previously indicated, Black individuals were the largest proportion of those charged with obstruction. Thus, there is an expectation that Black individuals are the largest proportion of all wanted persons. Consistent with previous reporting periods, Black individuals were the largest proportion of wanted persons, 51%, in the current reporting period. White individuals were 32%, Hispanic individuals were 16%, and Asian individuals were less than one percent of those identified as wanted persons.

Across Troops, there is variation in the racial/ethnic distribution of individuals arrested based on warrants. Black individuals were the largest proportion of wanted persons arrested, ranging between 43% and 60% of these arrests across troops. White individuals were between 29% and 37%. Hispanic individuals were between 10% and 25%. Asian individuals, typically a smaller proportion of arrests of wanted persons, were between less than one percent and 2% in the current reporting period.



Total Wanted Persons: **4,482**

Figure One Hundred-Six: Racial/Ethnic Distribution of Wanted Persons
 July 1, 2015 – December 31, 2015

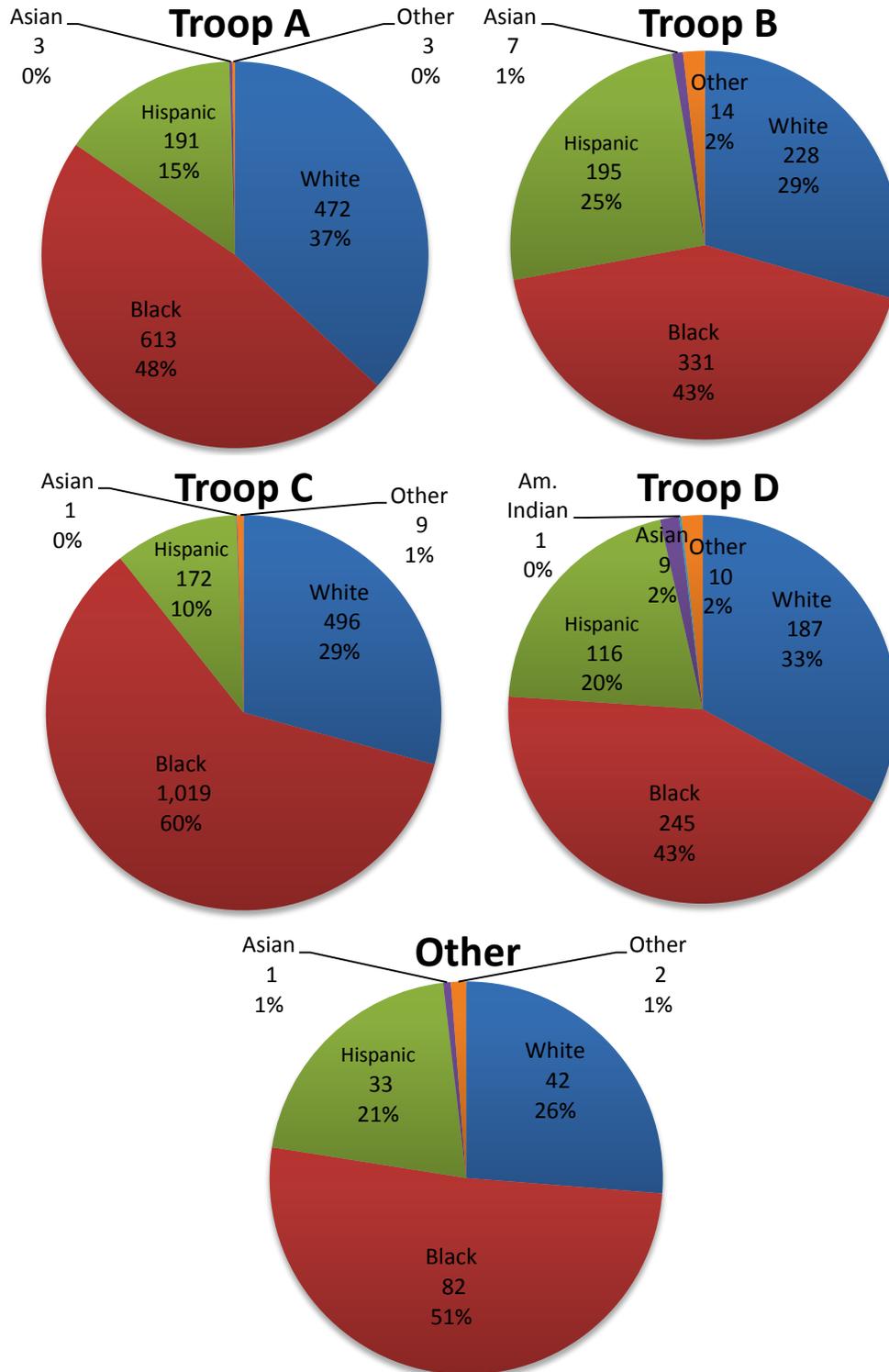
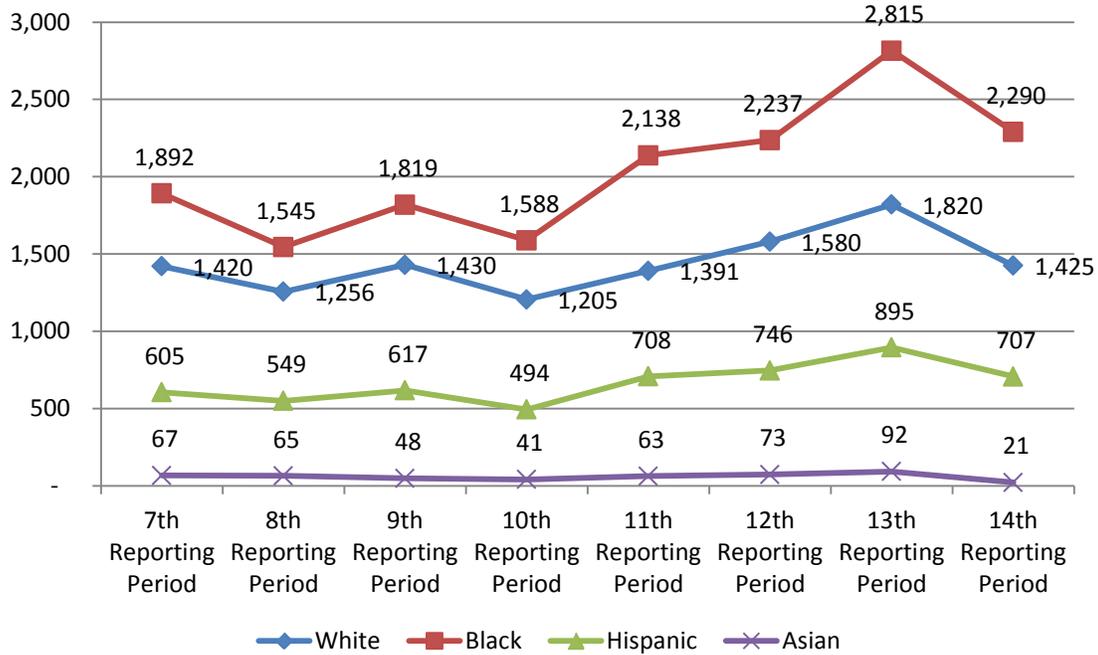


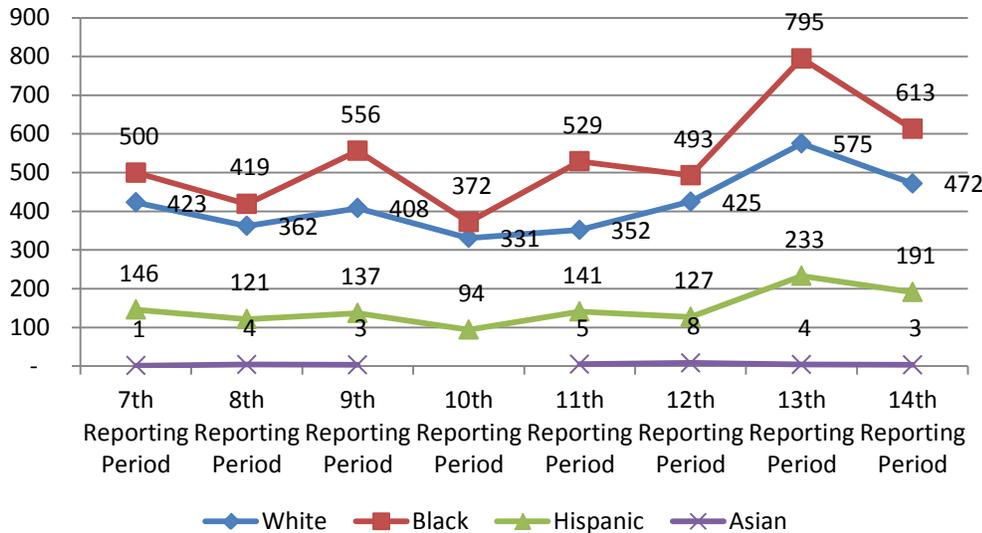
Figure One Hundred-Seven: Racial/Ethnic Distribution of Wanted Persons
 January 1, 2012 – December 31, 2015



The total number of arrests of wanted persons decreased by 1,142 arrests, or 20.31%, since the previous reporting period. There are decreases across all racial/ethnic groups. There were 525 fewer Black individuals identified as wanted persons, an 18.65% decrease. There were 395 fewer wanted persons who were White, a 21.7% decrease. There were 188 fewer wanted persons who were Hispanic, a 21.01% decrease. And there were 71 fewer wanted persons who were Asian, a 77.17% decrease. Consistent with previous reporting periods, Black individuals remain the largest proportion of those identified as wanted persons.

Figure One Hundred-Seven A: Troop A Trend of Racial/Ethnic Distribution of Wanted Persons

January 2012 – December 2015

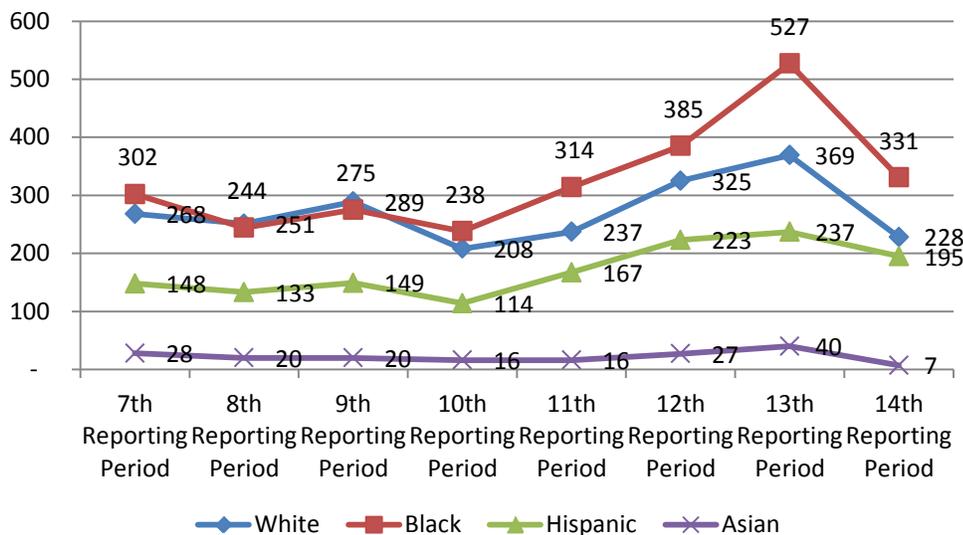


The number of arrests of wanted persons in the current reporting period decreased by 325, 20%, in Troop A. There were fewer Black, White, Hispanic, and Asian individuals arrested as wanted persons in the current reporting period. There were 182 fewer Black individuals arrested as wanted persons, a 23% decrease. There

were 103 fewer wanted persons who were White, an 18% decrease. There were 42 fewer wanted persons who were Hispanic, an 18% decrease. In the current reporting period, there was one less Asian individual arrested as a wanted person, a 25% decrease.

Figure One Hundred-Seven B: Troop B Trend of Racial/Ethnic Distribution of Wanted Persons

January 2012 – December 2015



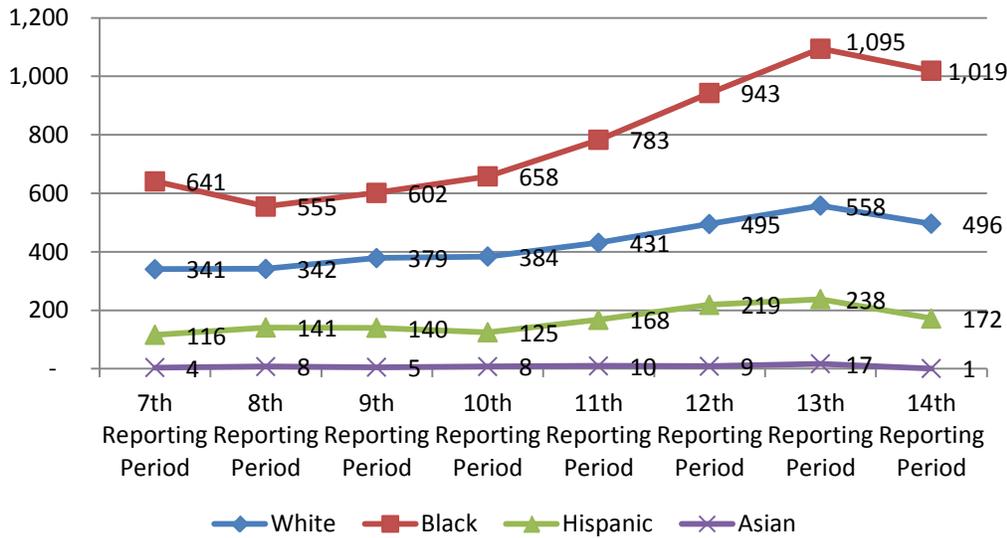
Across all troops, the largest decrease in both number and proportion of arrests of wanted persons occurred for Troop B. Troop B made 399 fewer arrests of wanted persons, a 34% decrease in the current reporting period. The number of Black individuals identified as decreased 196, or 37%, in the current reporting period. This is the

largest decrease in the number of individuals arrested as wanted persons across all racial/ethnic groups and Troops in the current reporting period. The number of White individuals identified as wanted persons decreased by 141, or 38%. The number of wanted persons who were Hispanic

decreased by 42, or 18%. Asian individuals identified as wanted persons decreased by 33, or 83% in the current reporting period.

Figure One Hundred-Seven C: Troop C Trend of Racial/Ethnic Distribution of Wanted Persons

January 2012 – December 2015

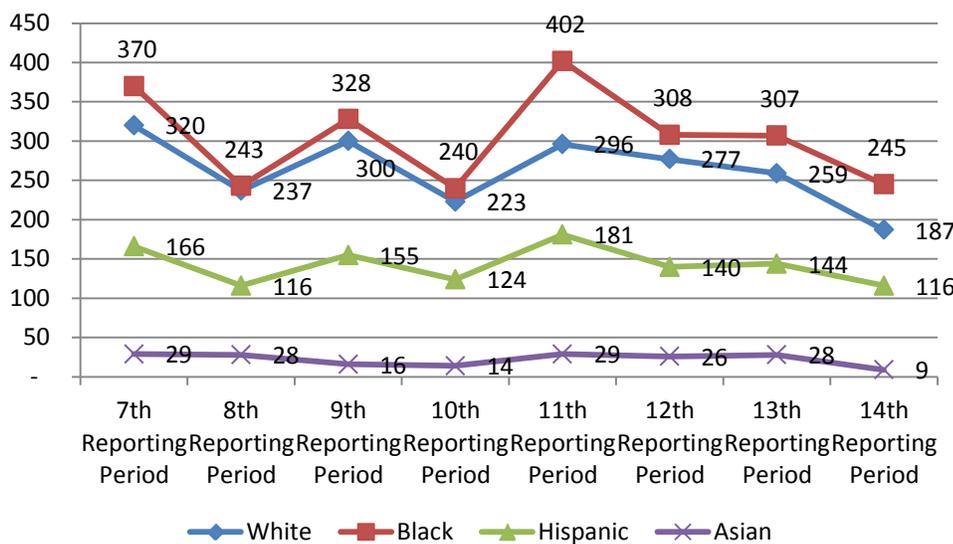


The number of wanted persons in Troop C decreased by 211, or 11%, in the current reporting period. There are decreases in the number of wanted persons across all racial/ethnic groups in Troop C. The number of wanted persons who were Black decreased by 76, or 7%. The

number of White individuals identified as wanted persons decreased by 62, or 11%. There were 66 fewer wanted persons who were Hispanic, a 28% decrease. The number of Asian individuals identified as wanted persons decreased by 16, or 94%, in the current reporting period.

Figure One Hundred-Seven D: Troop D Trend of Racial/Ethnic Distribution of Wanted Persons

January 2012 – December 2015

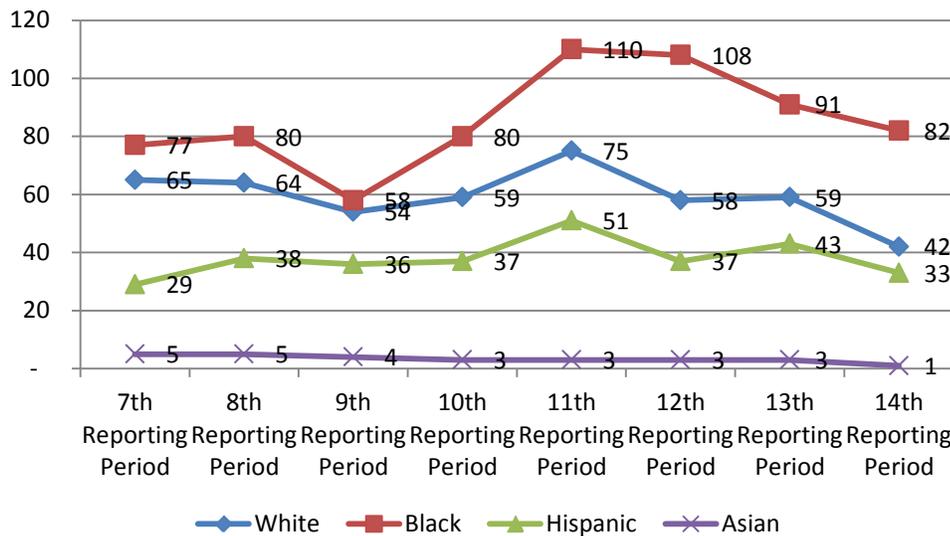


Similar to Troops A, B, and C, the number of arrests of wanted persons decreased for Troop D, by 171, or 23%, in the current reporting period. The number of wanted persons who were Black decreased by 62, or 20%. The number of wanted persons who were White decreased by 72, 28%. The number of Hispanic individuals identified as wanted persons

decreased by 28, a 19% decrease. And the number of Asian individuals identified as wanted persons decreased by 19, or 68% in the current reporting period.

Figure One Hundred-Seven E: Other Stations Trend of Racial/Ethnic Distribution of Wanted Persons

January 2012 – December 2015



Similar to all other Troops, the number of arrests of wanted persons in Other, non-Troop stations decreased in the current reporting period. There were 36 fewer individuals arrested as wanted persons overall for Other, non-Troop stations, an 18% decrease. The number of wanted persons who were Black decreased nine

individuals, a 10% decrease in the current reporting period. The number of wanted persons who were White decreased by 17, or 29%. The number of Hispanic individuals identified as wanted persons decreased by 10, or 23%. The number of wanted persons who were Asian decreased by 2, or 67%, in the current reporting period.

Overall, the individuals with whom the State Police interacted during motor vehicle stops were slightly more likely to be minorities than not in the current reporting period. There was also a higher likelihood that those arrested were minorities who received a charge(s) for obstruction for an outstanding warrant. However, minorities, Black individuals in particular, were also a larger proportion of those arrested and not charged. OLEPS continues to monitor these trends and request potential explanations from State Police.

Summary

This report details the volume of motor vehicle stop-related activity for the July 1, 2015 to December 31, 2015 reporting period. The data indicate a 2.99% increase in the total number of stops reported from the previous reporting period and that White drivers continue to be involved in the majority of interactions between motorists and the State Police. Data in this reporting period indicate that the proportions of White drivers who were stopped, who were involved in post-stop interaction, who were asked to exit, who were involved in non-consensual searches, who were involved in consent to search requests, who were frisked, who had evidence seized, and who had charges filed against them were higher than the corresponding proportions of Black, Hispanic, Asian, American Indian, and Other drivers in each of these observed law enforcement categories in the current reporting period.

As noted throughout this report, the proportions of Black drivers involved in specific post-stop activities out of their total stops with post-stop activity were high. Black drivers were involved in 32% of stops with post-stop activities but only 18% of all motor vehicle stops. Black drivers made up the majority of stops involving canine deployments, and both White and Black drivers were involved in an equal proportion of stops involving uses of force in the current reporting period. The volumes of stops involving canine deployments and uses of force, however, are low. Thus, the current racial/ethnic distributions observed have the potential to change more substantially in future reporting periods. Nonetheless, Black individuals made up the largest proportion of those arrested and those arrested without charges in the current reporting period. Black drivers also continue to make up the largest proportion of wanted persons. Specifically, Black drivers were 45% of those arrested and not charged and 51% of all wanted persons. As noted in previous reporting periods and in this report, Black drivers were more likely to have outstanding warrants. Thus, the trooper has no discretion and must arrest the individual. Because these drivers do have outstanding warrants, the existence of reasonable articulable suspicion to conduct post-stop activity based on their criminal history is a possibility.

Hispanic drivers were involved in 19% of all stops with post-stop interactions yet only 13% of all motor vehicle stops. Hispanic drivers were involved in 11% of stops with uses of force, but 24% of stops with frisks. As noted in previous reporting periods, Hispanic individuals remain a high proportion of those charged with DWI, 26%.

There is a clear impact of Witt on motor vehicle stop data in the current reporting period. As expected, stops involving non-consensual searches increased by 6%, dissimilar to the 8% decrease in stops with post-stop activity in the current reporting period. Also as expected, stops involving consent to search requests decreased markedly, 60%, in the current reporting period. These changes reflect shifts in State Police policies and procedures that occurred subsequent to the Court's decision in Witt, which, as indicated, was decided in the middle of the current reporting period (i.e., September 2015). As such, there is an expectation of changes in the volumes of certain law enforcement procedures in the Fifteenth Aggregate Report, which will be the first full reporting period in which State Police operates entirely under new procedures.

Patterns observed Division-wide were generally consistent across Troops. Though there are variations noted for certain Troops across particular law enforcement procedures, White drivers generally remain the largest proportion of stops and of each activity across Troops. As a necessary function of variations in driving populations, there are small differences noted among the racial/ethnic distributions across Troops. Stop reasons are consistent across Troops; moving violations remain

most common to varying degrees. There was a more marked increase in warnings as an outcome for moving violations noted in the current reporting period. However this increase appears across all Troops, indicating that the explanation for this change is not an artifact of a Troop or a specific grouping of stations in particular. Each Troop conducts a roughly similar proportion of each type of post-stop activity in the current reporting period. There are some exceptions noted, especially among rare activities like uses of force and canine deployments.

The results presented here were consistent with those from the previous reporting period, suggesting that there were no aberrations from previous reporting periods. However, this consistency should not preclude further analysis into any of these patterns.

The State adheres to the principles underlying the Act and the requirements set forth in the Act. OLEPS remains committed to continuing the progress in producing these data and to further promulgate biased free policing.

A010-Metro South

Troop A

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

July 1, 2015 - December 31, 2015

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	--	4	--	--	--	--	4
<i>% of Total</i>		<i>100.0%</i>					<i>1.3%</i>
Moving Warning	19	28	10	--	--	--	57
<i>% of Total</i>	<i>33.3%</i>	<i>49.1%</i>	<i>17.5%</i>				<i>18.2%</i>
Non-Moving Summons	4	21	14	--	--	--	39
<i>% of Total</i>	<i>10.3%</i>	<i>53.8%</i>	<i>35.9%</i>				<i>12.5%</i>
Non-Moving Warning	44	62	23	2	--	--	131
<i>% of Total</i>	<i>33.6%</i>	<i>47.3%</i>	<i>17.6%</i>	<i>1.5%</i>			<i>41.9%</i>
Mixed	3	16	5	--	--	--	24
<i>% of Total</i>	<i>12.5%</i>	<i>66.7%</i>	<i>20.8%</i>				<i>7.7%</i>
No Enforcement	21	25	11	--	--	1	58
<i>% of Total</i>	<i>36.2%</i>	<i>43.1%</i>	<i>19.0%</i>			<i>1.7%</i>	<i>18.5%</i>
Total	91	156	63	2	0	1	313
<i>% of Total</i>	<i>29.1%</i>	<i>49.8%</i>	<i>20.1%</i>	<i>0.6%</i>	<i>0.0%</i>	<i>0.3%</i>	<i>100.0%</i>

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

July 1, 2015 - December 31, 2015

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

A010-Metro South

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	3	15	3	0	0	0	21
<i>% of Total</i>	<i>14.3%</i>	<i>71.4%</i>	<i>14.3%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	1	1	1	--	--	--	3
<i>% of Total</i>	<i>33.3%</i>	<i>33.3%</i>	<i>33.3%</i>				<i>13.6%</i>
Obstruction	2	13	2	--	--	--	17
<i>% of Total</i>	<i>11.8%</i>	<i>76.5%</i>	<i>11.8%</i>				<i>77.3%</i>
Paraphernalia	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Possession	--	1	--	--	--	--	1
<i>% of Total</i>		<i>100.0%</i>					<i>4.5%</i>
Weapons	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Other	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
No Charges Filed	--	1	--	--	--	--	1
<i>% of Total</i>		<i>100.0%</i>					<i>4.5%</i>
Total	3	16	3	0	0	0	22
<i>% of Total</i>	<i>13.6%</i>	<i>72.7%</i>	<i>13.6%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	2	12	2	0	0	0	16
<i>% of Total</i>	<i>12.5%</i>	<i>75.0%</i>	<i>12.5%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

A040-Bridgeton

Troop A

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving	997	777	483	25	5	12	2,299
<i>% of Total</i>	43.4%	33.8%	21.0%	1.1%	0.2%	0.5%	51.9%
Non-Moving	718	912	395	13	1	5	2,044
<i>% of Total</i>	35.1%	44.6%	19.3%	0.6%	0.0%	0.2%	46.2%
No Reason Provided	30	33	20	--	--	3	86
<i>% of Total</i>	34.9%	38.4%	23.3%			3.5%	1.9%
Total	1,745	1,722	898	38	6	20	4,429
<i>% of Total</i>	39.4%	38.9%	20.3%	0.9%	0.1%	0.5%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Vehicle Exits	77	172	138	--	--	5	392
<i>% of Total</i>	19.6%	43.9%	35.2%			1.3%	94.9%
Occupant Frisks	7	7	8	--	--	--	22
<i>% of Total</i>	31.8%	31.8%	36.4%				5.3%
Non-Consensual Searches	60	147	98	--	--	6	311
<i>% of Total</i>	19.3%	47.3%	31.5%			1.9%	75.3%
Canine Deployments	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Arrests	63	155	102	--	--	6	326
<i>% of Total</i>	19.3%	47.5%	31.3%			1.8%	78.9%
Total	84	179	144	0	0	6	413
<i>% of Total</i>	20.3%	43.3%	34.9%	0.0%	0.0%	1.5%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Physical	2	2	--	--	--	--	4
<i>% of Total</i>	50.0%	50.0%					80.0%
Mechanical	1	--	--	--	--	--	1
<i>% of Total</i>	100.0%						20.0%
Enhanced Mechanical	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Deadly	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Force	3	2	0	0	0	0	5
<i>% of Total</i>	60.0%	40.0%	0.0%	0.0%	0.0%	0.0%	100.0%

A040-Bridgeton

Troop A

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	--	--	1	--	--	--	1
<i>% of Total</i>			100.0%				10.0%
Granted	1	7	1	--	--	--	9
<i>% of Total</i>	11.1%	77.8%	11.1%				90.0%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	1	7	2	0	0	0	10
<i>% of Total</i>	10.0%	70.0%	20.0%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	54	50	19	1	1	--	125
<i>% of Total</i>	43.2%	40.0%	15.2%	0.8%	0.8%		2.8%
Moving Warning	632	471	160	18	3	2	1,286
<i>% of Total</i>	49.1%	36.6%	12.4%	1.4%	0.2%	0.2%	29.0%
Non-Moving Summons	98	188	161	2	--	1	450
<i>% of Total</i>	21.8%	41.8%	35.8%	0.4%		0.2%	10.2%
Non-Moving Warning	496	557	221	11	2	3	1,290
<i>% of Total</i>	38.4%	43.2%	17.1%	0.9%	0.2%	0.2%	29.1%
Mixed	128	205	188	1	--	4	526
<i>% of Total</i>	24.3%	39.0%	35.7%	0.2%		0.8%	11.9%
No Enforcement	337	251	149	5	--	10	752
<i>% of Total</i>	44.8%	33.4%	19.8%	0.7%		1.3%	17.0%
Total	1,745	1,722	898	38	6	20	4,429
<i>% of Total</i>	39.4%	38.9%	20.3%	0.9%	0.1%	0.5%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	5	8	6	0	0	0	19
<i>% of Total</i>	26.3%	42.1%	31.6%	0.0%	0.0%	0.0%	100.0%

A040-Bridgeton

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	79	194	107	0	0	0	380
<i>% of Total</i>	<i>20.8%</i>	<i>51.1%</i>	<i>28.2%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	34	32	63	--	--	--	129
<i>% of Total</i>	<i>26.4%</i>	<i>24.8%</i>	<i>48.8%</i>				<i>29.0%</i>
Obstruction	40	139	37	--	--	--	216
<i>% of Total</i>	<i>18.5%</i>	<i>64.4%</i>	<i>17.1%</i>				<i>48.5%</i>
Paraphernalia	8	2	--	--	--	--	10
<i>% of Total</i>	<i>80.0%</i>	<i>20.0%</i>					<i>2.2%</i>
Possession	11	22	2	--	--	--	35
<i>% of Total</i>	<i>31.4%</i>	<i>62.9%</i>	<i>5.7%</i>				<i>7.9%</i>
Weapons	--	5	1	--	--	--	6
<i>% of Total</i>		<i>83.3%</i>	<i>16.7%</i>				<i>1.3%</i>
Other	2	9	1	--	--	--	12
<i>% of Total</i>	<i>16.7%</i>	<i>75.0%</i>	<i>8.3%</i>				<i>2.7%</i>
No Charges Filed	4	21	12	--	--	--	37
<i>% of Total</i>	<i>10.8%</i>	<i>56.8%</i>	<i>32.4%</i>				<i>8.3%</i>
Total	99	230	116	0	0	0	445
<i>% of Total</i>	<i>22.2%</i>	<i>51.7%</i>	<i>26.1%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	35	113	24	0	0	0	172
<i>% of Total</i>	<i>20.3%</i>	<i>65.7%</i>	<i>14.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

A050-Woodbine

Troop A

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving	2,695	284	188	24	3	1	3,195
<i>% of Total</i>	84.4%	8.9%	5.9%	0.8%	0.1%	0.0%	73.6%
Non-Moving	840	148	93	6	1	2	1,090
<i>% of Total</i>	77.1%	13.6%	8.5%	0.6%	0.1%	0.2%	25.1%
No Reason Provided	47	4	5	--	--	2	58
<i>% of Total</i>	81.0%	6.9%	8.6%			3.4%	1.3%
Total	3,582	436	286	30	4	5	4,343
<i>% of Total</i>	82.5%	10.0%	6.6%	0.7%	0.1%	0.1%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Vehicle Exits	168	31	13	--	--	3	215
<i>% of Total</i>	78.1%	14.4%	6.0%			1.4%	95.6%
Occupant Frisks	10	2	1	--	--	--	13
<i>% of Total</i>	76.9%	15.4%	7.7%				5.8%
Non-Consensual Searches	101	25	13	--	--	1	140
<i>% of Total</i>	72.1%	17.9%	9.3%			0.7%	62.2%
Canine Deployments	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Arrests	111	27	14	--	--	1	153
<i>% of Total</i>	72.5%	17.6%	9.2%			0.7%	68.0%
Total	174	32	16	0	0	3	225
<i>% of Total</i>	77.3%	14.2%	7.1%	0.0%	0.0%	1.3%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Physical	1	1	--	--	--	--	2
<i>% of Total</i>	50.0%	50.0%					100.0%
Mechanical	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Enhanced Mechanical	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Deadly	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Force	1	1	0	0	0	0	2
<i>% of Total</i>	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	100.0%

A050-Woodbine

Troop A

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	1	--	--	--	--	--	1
<i>% of Total</i>	100.0%						10.0%
Granted	7	1	1	--	--	--	9
<i>% of Total</i>	77.8%	11.1%	11.1%				90.0%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	8	1	1	0	0	0	10
<i>% of Total</i>	80.0%	10.0%	10.0%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	158	12	8	1	1	--	180
<i>% of Total</i>	87.8%	6.7%	4.4%	0.6%	0.6%		4.1%
Moving Warning	1,850	182	119	18	2	--	2,171
<i>% of Total</i>	85.2%	8.4%	5.5%	0.8%	0.1%		50.0%
Non-Moving Summons	244	45	48	2	--	--	339
<i>% of Total</i>	72.0%	13.3%	14.2%	0.6%			7.8%
Non-Moving Warning	559	109	57	5	1	2	733
<i>% of Total</i>	76.3%	14.9%	7.8%	0.7%	0.1%	0.3%	16.9%
Mixed	198	41	29	3	--	--	271
<i>% of Total</i>	73.1%	15.1%	10.7%	1.1%			6.2%
No Enforcement	573	47	25	1	--	3	649
<i>% of Total</i>	88.3%	7.2%	3.9%	0.2%		0.5%	14.9%
Total	3,582	436	286	30	4	5	4,343
<i>% of Total</i>	82.5%	10.0%	6.6%	0.7%	0.1%	0.1%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	16	3	4	0	0	0	23
<i>% of Total</i>	69.6%	13.0%	17.4%	0.0%	0.0%	0.0%	100.0%

A050-Woodbine

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	119	35	20	0	0	0	174
<i>% of Total</i>	<i>68.4%</i>	<i>20.1%</i>	<i>11.5%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	46	5	3	--	--	--	54
<i>% of Total</i>	<i>85.2%</i>	<i>9.3%</i>	<i>5.6%</i>				<i>21.5%</i>
Obstruction	47	24	15	--	--	--	86
<i>% of Total</i>	<i>54.7%</i>	<i>27.9%</i>	<i>17.4%</i>				<i>34.3%</i>
Paraphernalia	28	2	1	--	--	--	31
<i>% of Total</i>	<i>90.3%</i>	<i>6.5%</i>	<i>3.2%</i>				<i>12.4%</i>
Possession	43	4	8	--	--	--	55
<i>% of Total</i>	<i>78.2%</i>	<i>7.3%</i>	<i>14.5%</i>				<i>21.9%</i>
Weapons	2	--	--	--	--	--	2
<i>% of Total</i>	<i>100.0%</i>						<i>0.8%</i>
Other	8	3	1	--	--	--	12
<i>% of Total</i>	<i>66.7%</i>	<i>25.0%</i>	<i>8.3%</i>				<i>4.8%</i>
No Charges Filed	8	1	2	--	--	--	11
<i>% of Total</i>	<i>72.7%</i>	<i>9.1%</i>	<i>18.2%</i>				<i>4.4%</i>
Total	182	39	30	0	0	0	251
<i>% of Total</i>	<i>72.5%</i>	<i>15.5%</i>	<i>12.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	46	20	9	0	0	0	75
<i>% of Total</i>	<i>61.3%</i>	<i>26.7%</i>	<i>12.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

A090-Buena Vista

Troop A

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	1	--	--	--	--	--	1
<i>% of Total</i>	100.0%						5.3%
Granted	5	11	2	--	--	--	18
<i>% of Total</i>	27.8%	61.1%	11.1%				94.7%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	6	11	2	0	0	0	19
<i>% of Total</i>	31.6%	57.9%	10.5%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	144	55	39	6	--	--	244
<i>% of Total</i>	59.0%	22.5%	16.0%	2.5%			4.5%
Moving Warning	1,240	343	157	54	4	1	1,799
<i>% of Total</i>	68.9%	19.1%	8.7%	3.0%	0.2%	0.1%	33.0%
Non-Moving Summons	295	107	100	5	--	1	508
<i>% of Total</i>	58.1%	21.1%	19.7%	1.0%		0.2%	9.3%
Non-Moving Warning	831	305	196	21	4	--	1,357
<i>% of Total</i>	61.2%	22.5%	14.4%	1.5%	0.3%		24.9%
Mixed	404	179	97	21	--	--	701
<i>% of Total</i>	57.6%	25.5%	13.8%	3.0%			12.9%
No Enforcement	573	159	86	18	1	9	846
<i>% of Total</i>	67.7%	18.8%	10.2%	2.1%	0.1%	1.1%	15.5%
Total	3,487	1,148	675	125	9	11	5,455
<i>% of Total</i>	63.9%	21.0%	12.4%	2.3%	0.2%	0.2%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	10	9	1	0	0	0	20
<i>% of Total</i>	50.0%	45.0%	5.0%	0.0%	0.0%	0.0%	100.0%

A090-Buena Vista

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	108	113	53	0	0	0	274
<i>% of Total</i>	<i>39.4%</i>	<i>41.2%</i>	<i>19.3%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	31	9	8	--	--	--	48
<i>% of Total</i>	<i>64.6%</i>	<i>18.8%</i>	<i>16.7%</i>				<i>14.3%</i>
Obstruction	63	75	33	--	--	--	171
<i>% of Total</i>	<i>36.8%</i>	<i>43.9%</i>	<i>19.3%</i>				<i>50.9%</i>
Paraphernalia	14	2	3	--	--	--	19
<i>% of Total</i>	<i>73.7%</i>	<i>10.5%</i>	<i>15.8%</i>				<i>5.7%</i>
Possession	20	17	7	--	--	--	44
<i>% of Total</i>	<i>45.5%</i>	<i>38.6%</i>	<i>15.9%</i>				<i>13.1%</i>
Weapons	2	4	--	--	--	--	6
<i>% of Total</i>	<i>33.3%</i>	<i>66.7%</i>					<i>1.8%</i>
Other	6	6	6	--	--	--	18
<i>% of Total</i>	<i>33.3%</i>	<i>33.3%</i>	<i>33.3%</i>				<i>5.4%</i>
No Charges Filed	8	14	8	--	--	--	30
<i>% of Total</i>	<i>26.7%</i>	<i>46.7%</i>	<i>26.7%</i>				<i>8.9%</i>
Total	144	127	65	0	0	0	336
<i>% of Total</i>	<i>42.9%</i>	<i>37.8%</i>	<i>19.3%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	58	68	30	0	0	0	156
<i>% of Total</i>	<i>37.2%</i>	<i>43.6%</i>	<i>19.2%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

A100-Port Norris

Troop A

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	--	1	--	--	--	--	1
<i>% of Total</i>		100.0%					14.3%
Granted	3	2	1	--	--	--	6
<i>% of Total</i>	50.0%	33.3%	16.7%				85.7%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	3	3	1	0	0	0	7
<i>% of Total</i>	42.9%	42.9%	14.3%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	107	43	17	3	--	--	170
<i>% of Total</i>	62.9%	25.3%	10.0%	1.8%			3.4%
Moving Warning	1,242	284	143	22	--	1	1,692
<i>% of Total</i>	73.4%	16.8%	8.5%	1.3%		0.1%	33.8%
Non-Moving Summons	329	121	85	4	--	--	539
<i>% of Total</i>	61.0%	22.4%	15.8%	0.7%			10.8%
Non-Moving Warning	991	304	137	14	--	1	1,447
<i>% of Total</i>	68.5%	21.0%	9.5%	1.0%		0.1%	28.9%
Mixed	270	104	57	4	--	--	435
<i>% of Total</i>	62.1%	23.9%	13.1%	0.9%			8.7%
No Enforcement	485	152	71	5	--	6	719
<i>% of Total</i>	67.5%	21.1%	9.9%	0.7%		0.8%	14.4%
Total	3,424	1,008	510	52	0	8	5,002
<i>% of Total</i>	68.5%	20.2%	10.2%	1.0%	0.0%	0.2%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	14	17	3	0	0	0	34
<i>% of Total</i>	41.2%	50.0%	8.8%	0.0%	0.0%	0.0%	100.0%

A100-Port Norris

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	109	101	38	0	0	1	249
<i>% of Total</i>	<i>43.8%</i>	<i>40.6%</i>	<i>15.3%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.4%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	14	8	6	--	--	1	29
<i>% of Total</i>	<i>48.3%</i>	<i>27.6%</i>	<i>20.7%</i>			<i>3.4%</i>	<i>9.6%</i>
Obstruction	73	63	26	--	--	--	162
<i>% of Total</i>	<i>45.1%</i>	<i>38.9%</i>	<i>16.0%</i>				<i>53.6%</i>
Paraphernalia	11	7	1	--	--	--	19
<i>% of Total</i>	<i>57.9%</i>	<i>36.8%</i>	<i>5.3%</i>				<i>6.3%</i>
Possession	26	29	4	--	--	--	59
<i>% of Total</i>	<i>44.1%</i>	<i>49.2%</i>	<i>6.8%</i>				<i>19.5%</i>
Weapons	--	5	1	--	--	--	6
<i>% of Total</i>		<i>83.3%</i>	<i>16.7%</i>				<i>2.0%</i>
Other	4	2	1	--	--	--	7
<i>% of Total</i>	<i>57.1%</i>	<i>28.6%</i>	<i>14.3%</i>				<i>2.3%</i>
No Charges Filed	6	11	3	--	--	--	20
<i>% of Total</i>	<i>30.0%</i>	<i>55.0%</i>	<i>15.0%</i>				<i>6.6%</i>
Total	134	125	42	0	0	1	302
<i>% of Total</i>	<i>44.4%</i>	<i>41.4%</i>	<i>13.9%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.3%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	67	55	22	0	0	0	144
<i>% of Total</i>	<i>46.5%</i>	<i>38.2%</i>	<i>15.3%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

A140-Woodstown

Troop A

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Granted	3	1	--	--	--	1	5
<i>% of Total</i>	<i>60.0%</i>	<i>20.0%</i>				<i>20.0%</i>	<i>100.0%</i>
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Total Requests	3	1	0	0	0	1	5
<i>% of Total</i>	<i>60.0%</i>	<i>20.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>20.0%</i>	<i>100.0%</i>

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	199	87	37	6	--	--	329
<i>% of Total</i>	<i>60.5%</i>	<i>26.4%</i>	<i>11.2%</i>	<i>1.8%</i>			<i>6.6%</i>
Moving Warning	1,165	533	98	59	2	2	1,859
<i>% of Total</i>	<i>62.7%</i>	<i>28.7%</i>	<i>5.3%</i>	<i>3.2%</i>	<i>0.1%</i>	<i>0.1%</i>	<i>37.1%</i>
Non-Moving Summons	231	174	46	15	--	--	466
<i>% of Total</i>	<i>49.6%</i>	<i>37.3%</i>	<i>9.9%</i>	<i>3.2%</i>			<i>9.3%</i>
Non-Moving Warning	704	335	76	22	3	--	1,140
<i>% of Total</i>	<i>61.8%</i>	<i>29.4%</i>	<i>6.7%</i>	<i>1.9%</i>	<i>0.3%</i>		<i>22.7%</i>
Mixed	303	209	75	6	1	--	594
<i>% of Total</i>	<i>51.0%</i>	<i>35.2%</i>	<i>12.6%</i>	<i>1.0%</i>	<i>0.2%</i>		<i>11.8%</i>
No Enforcement	394	170	42	8	--	11	625
<i>% of Total</i>	<i>63.0%</i>	<i>27.2%</i>	<i>6.7%</i>	<i>1.3%</i>		<i>1.8%</i>	<i>12.5%</i>
Total	2,996	1,508	374	116	6	13	5,013
<i>% of Total</i>	<i>59.8%</i>	<i>30.1%</i>	<i>7.5%</i>	<i>2.3%</i>	<i>0.1%</i>	<i>0.3%</i>	<i>100.0%</i>

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	10	8	0	1	0	0	19
<i>% of Total</i>	<i>52.6%</i>	<i>42.1%</i>	<i>0.0%</i>	<i>5.3%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>10.3%</i>

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Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	73	98	13	0	0	1	185
<i>% of Total</i>	<i>39.5%</i>	<i>53.0%</i>	<i>7.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.5%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	28	7	5	--	--	--	40
<i>% of Total</i>	<i>70.0%</i>	<i>17.5%</i>	<i>12.5%</i>				<i>18.1%</i>
Obstruction	34	74	7	--	--	--	115
<i>% of Total</i>	<i>29.6%</i>	<i>64.3%</i>	<i>6.1%</i>				<i>52.0%</i>
Paraphernalia	8	6	--	--	--	--	14
<i>% of Total</i>	<i>57.1%</i>	<i>42.9%</i>					<i>6.3%</i>
Possession	14	14	--	--	--	1	29
<i>% of Total</i>	<i>48.3%</i>	<i>48.3%</i>				<i>3.4%</i>	<i>13.1%</i>
Weapons	--	2	--	--	--	--	2
<i>% of Total</i>		<i>100.0%</i>					<i>0.9%</i>
Other	2	5	1	--	--	--	8
<i>% of Total</i>	<i>25.0%</i>	<i>62.5%</i>	<i>12.5%</i>				<i>3.6%</i>
No Charges Filed	4	7	2	--	--	--	13
<i>% of Total</i>	<i>30.8%</i>	<i>53.8%</i>	<i>15.4%</i>				<i>5.9%</i>
Total	90	115	15	0	0	1	221
<i>% of Total</i>	<i>40.7%</i>	<i>52.0%</i>	<i>6.8%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.5%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	29	62	6	0	0	0	97
<i>% of Total</i>	<i>29.9%</i>	<i>63.9%</i>	<i>6.2%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

A160- Atlantic City Expressway

Troop A

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Granted	3	2	1	1	--	--	7
<i>% of Total</i>	42.9%	28.6%	14.3%	14.3%			100.0%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	3	2	1	1	0	0	7
<i>% of Total</i>	42.9%	28.6%	14.3%	14.3%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	591	196	94	64	4	2	951
<i>% of Total</i>	62.1%	20.6%	9.9%	6.7%	0.4%	0.2%	11.6%
Moving Warning	2,741	724	355	211	8	1	4,040
<i>% of Total</i>	67.8%	17.9%	8.8%	5.2%	0.2%	0.0%	49.2%
Non-Moving Summons	190	104	38	3	--	--	335
<i>% of Total</i>	56.7%	31.0%	11.3%	0.9%			4.1%
Non-Moving Warning	319	127	55	37	1	2	541
<i>% of Total</i>	59.0%	23.5%	10.2%	6.8%	0.2%	0.4%	6.6%
Mixed	574	308	147	52	2	--	1,083
<i>% of Total</i>	53.0%	28.4%	13.6%	4.8%	0.2%		13.2%
No Enforcement	912	194	90	43	3	19	1,261
<i>% of Total</i>	72.3%	15.4%	7.1%	3.4%	0.2%	1.5%	15.4%
Total	5,327	1,653	779	410	18	24	8,211
<i>% of Total</i>	64.9%	20.1%	9.5%	5.0%	0.2%	0.3%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	20	15	6	1	0	0	42
<i>% of Total</i>	47.6%	35.7%	14.3%	2.4%	0.0%	0.0%	100.0%

A160- Atlantic City Expressway

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	177	170	71	2	0	8	428
<i>% of Total</i>	<i>41.4%</i>	<i>39.7%</i>	<i>16.6%</i>	<i>0.5%</i>	<i>0.0%</i>	<i>1.9%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	75	45	27	1	--	4	152
<i>% of Total</i>	<i>49.3%</i>	<i>29.6%</i>	<i>17.8%</i>	<i>0.7%</i>		<i>2.6%</i>	<i>29.3%</i>
Obstruction	67	101	34	1	--	3	206
<i>% of Total</i>	<i>32.5%</i>	<i>49.0%</i>	<i>16.5%</i>	<i>0.5%</i>		<i>1.5%</i>	<i>39.7%</i>
Paraphernalia	14	4	3	--	--	--	21
<i>% of Total</i>	<i>66.7%</i>	<i>19.0%</i>	<i>14.3%</i>				<i>4.0%</i>
Possession	27	26	11	--	--	1	65
<i>% of Total</i>	<i>41.5%</i>	<i>40.0%</i>	<i>16.9%</i>			<i>1.5%</i>	<i>12.5%</i>
Weapons	3	--	--	--	--	--	3
<i>% of Total</i>	<i>100.0%</i>						<i>0.6%</i>
Other	8	5	2	--	--	--	15
<i>% of Total</i>	<i>53.3%</i>	<i>33.3%</i>	<i>13.3%</i>				<i>2.9%</i>
No Charges Filed	25	24	6	--	--	2	57
<i>% of Total</i>	<i>43.9%</i>	<i>42.1%</i>	<i>10.5%</i>			<i>3.5%</i>	<i>11.0%</i>
Total	219	205	83	2	0	10	519
<i>% of Total</i>	<i>42.2%</i>	<i>39.5%</i>	<i>16.0%</i>	<i>0.4%</i>	<i>0.0%</i>	<i>1.9%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	63	91	30	1	0	2	187
<i>% of Total</i>	<i>33.7%</i>	<i>48.7%</i>	<i>16.0%</i>	<i>0.5%</i>	<i>0.0%</i>	<i>1.1%</i>	<i>100.0%</i>

A310-Bellmawr

Troop A

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving	4,330	2,051	681	316	10	21	7,409
<i>% of Total</i>	58.4%	27.7%	9.2%	4.3%	0.1%	0.3%	82.8%
Non-Moving	728	417	196	23	2	3	1,369
<i>% of Total</i>	53.2%	30.5%	14.3%	1.7%	0.1%	0.2%	15.3%
No Reason Provided	103	38	12	4	1	8	166
<i>% of Total</i>	62.0%	22.9%	7.2%	2.4%	0.6%	4.8%	1.9%
Total	5,161	2,506	889	343	13	32	8,944
<i>% of Total</i>	57.7%	28.0%	9.9%	3.8%	0.1%	0.4%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Vehicle Exits	302	253	99	16	1	9	680
<i>% of Total</i>	44.4%	37.2%	14.6%	2.4%	0.1%	1.3%	92.6%
Occupant Frisks	26	13	10	--	--	1	50
<i>% of Total</i>	52.0%	26.0%	20.0%			2.0%	6.8%
Non-Consensual Searches	230	199	76	6	--	11	522
<i>% of Total</i>	44.1%	38.1%	14.6%	1.1%		2.1%	71.1%
Canine Deployments	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Arrests	242	208	82	7	--	13	552
<i>% of Total</i>	43.8%	37.7%	14.9%	1.3%		2.4%	75.2%
Total	337	266	101	16	1	13	734
<i>% of Total</i>	45.9%	36.2%	13.8%	2.2%	0.1%	1.8%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Physical	1	2	--	--	--	--	3
<i>% of Total</i>	33.3%	66.7%					75.0%
Mechanical	--	1	--	--	--	--	1
<i>% of Total</i>		100.0%					25.0%
Enhanced Mechanical	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Deadly	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Force	1	3	0	0	0	0	4
<i>% of Total</i>	25.0%	75.0%	0.0%	0.0%	0.0%	0.0%	100.0%

A310-Bellmawr

Troop A

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	1	--	1	--	--	--	2
<i>% of Total</i>	50.0%		50.0%				10.5%
Granted	7	6	3	1	--	--	17
<i>% of Total</i>	41.2%	35.3%	17.6%	5.9%			89.5%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	8	6	4	1	0	0	19
<i>% of Total</i>	42.1%	31.6%	21.1%	5.3%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	688	249	104	57	1	6	1,105
<i>% of Total</i>	62.3%	22.5%	9.4%	5.2%	0.1%	0.5%	12.4%
Moving Warning	2,111	1,033	308	176	9	6	3,643
<i>% of Total</i>	57.9%	28.4%	8.5%	4.8%	0.2%	0.2%	40.7%
Non-Moving Summons	536	286	131	25	--	--	978
<i>% of Total</i>	54.8%	29.2%	13.4%	2.6%			10.9%
Non-Moving Warning	441	251	89	12	1	1	795
<i>% of Total</i>	55.5%	31.6%	11.2%	1.5%	0.1%	0.1%	8.9%
Mixed	482	302	132	21	--	1	938
<i>% of Total</i>	51.4%	32.2%	14.1%	2.2%		0.1%	10.5%
No Enforcement	903	385	125	52	2	18	1,485
<i>% of Total</i>	60.8%	25.9%	8.4%	3.5%	0.1%	1.2%	16.6%
Total	5,161	2,506	889	343	13	32	8,944
<i>% of Total</i>	57.7%	28.0%	9.9%	3.8%	0.1%	0.4%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	42	22	8	0	0	3	75
<i>% of Total</i>	56.0%	29.3%	10.7%	0.0%	0.0%	0.0%	100.0%

A310-Bellmawr

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	281	248	94	3	0	2	628
<i>% of Total</i>	44.7%	39.5%	15.0%	0.5%	0.0%	0.3%	100.0%

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	103	60	31	1	--	1	196
<i>% of Total</i>	52.6%	30.6%	15.8%	0.5%		0.5%	24.8%
Obstruction	152	157	60	2	--	--	371
<i>% of Total</i>	41.0%	42.3%	16.2%	0.5%			47.0%
Paraphernalia	52	13	1	--	--	1	67
<i>% of Total</i>	77.6%	19.4%	1.5%			1.5%	8.5%
Possession	51	36	10	--	--	1	98
<i>% of Total</i>	52.0%	36.7%	10.2%			1.0%	12.4%
Weapons	1	5	1	--	--	--	7
<i>% of Total</i>	14.3%	71.4%	14.3%				0.9%
Other	5	4	2	--	--	--	11
<i>% of Total</i>	45.5%	36.4%	18.2%				1.4%
No Charges Filed	13	23	4	--	--	--	40
<i>% of Total</i>	32.5%	57.5%	10.0%				5.1%
Total	377	298	109	3	0	3	790
<i>% of Total</i>	47.7%	37.7%	13.8%	0.4%	0.0%	0.4%	100.0%

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	142	145	57	2	0	0	346
<i>% of Total</i>	41.0%	41.9%	16.5%	0.6%	0.0%	0.0%	100.0%

Other Stations

Troop A

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Granted	6	2	1	--	--	--	9
<i>% of Total</i>	<i>66.7%</i>	<i>22.2%</i>	<i>11.1%</i>				<i>100.0%</i>
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Total Requests	6	2	1	0	0	0	9
<i>% of Total</i>	<i>66.7%</i>	<i>22.2%</i>	<i>11.1%</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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	181	52	31	8	1	--	273
<i>% of Total</i>	<i>66.3%</i>	<i>19.0%</i>	<i>11.4%</i>	<i>2.9%</i>	<i>0.4%</i>		<i>8.9%</i>
Moving Warning	633	193	98	19	2	1	946
<i>% of Total</i>	<i>66.9%</i>	<i>20.4%</i>	<i>10.4%</i>	<i>2.0%</i>	<i>0.2%</i>	<i>0.1%</i>	<i>31.0%</i>
Non-Moving Summons	229	95	85	8	--	--	417
<i>% of Total</i>	<i>54.9%</i>	<i>22.8%</i>	<i>20.4%</i>	<i>1.9%</i>			<i>13.7%</i>
Non-Moving Warning	284	160	81	4	1	1	531
<i>% of Total</i>	<i>53.5%</i>	<i>30.1%</i>	<i>15.3%</i>	<i>0.8%</i>	<i>0.2%</i>	<i>0.2%</i>	<i>17.4%</i>
Mixed	274	122	103	12	1	--	512
<i>% of Total</i>	<i>53.5%</i>	<i>23.8%</i>	<i>20.1%</i>	<i>2.3%</i>	<i>0.2%</i>		<i>16.8%</i>
No Enforcement	230	87	45	6	2	4	374
<i>% of Total</i>	<i>61.5%</i>	<i>23.3%</i>	<i>12.0%</i>	<i>1.6%</i>	<i>0.5%</i>	<i>1.1%</i>	<i>12.3%</i>
Total	1,831	709	443	57	7	6	3,053
<i>% of Total</i>	<i>60.0%</i>	<i>23.2%</i>	<i>14.5%</i>	<i>1.9%</i>	<i>0.2%</i>	<i>0.2%</i>	<i>100.0%</i>

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	10	7	3	0	0	0	20
<i>% of Total</i>	<i>50.0%</i>	<i>35.0%</i>	<i>15.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Other Stations

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	66	67	29	0	0	1	163
<i>% of Total</i>	<i>40.5%</i>	<i>41.1%</i>	<i>17.8%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.6%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	10	--	9	--	--	--	19
<i>% of Total</i>	<i>52.6%</i>		<i>47.4%</i>				<i>9.9%</i>
Obstruction	32	55	13	--	--	1	101
<i>% of Total</i>	<i>31.7%</i>	<i>54.5%</i>	<i>12.9%</i>			<i>1.0%</i>	<i>52.9%</i>
Paraphernalia	8	2	1	--	--	--	11
<i>% of Total</i>	<i>72.7%</i>	<i>18.2%</i>	<i>9.1%</i>				<i>5.8%</i>
Possession	22	8	4	--	--	--	34
<i>% of Total</i>	<i>64.7%</i>	<i>23.5%</i>	<i>11.8%</i>				<i>17.8%</i>
Weapons	3	--	--	--	--	--	3
<i>% of Total</i>	<i>100.0%</i>						<i>1.6%</i>
Other	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
No Charges Filed	7	10	6	--	--	--	23
<i>% of Total</i>	<i>30.4%</i>	<i>43.5%</i>	<i>26.1%</i>				<i>12.0%</i>
Total	82	75	33	0	0	1	191
<i>% of Total</i>	<i>42.9%</i>	<i>39.3%</i>	<i>17.3%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.5%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	30	47	11	0	0	1	89
<i>% of Total</i>	<i>33.7%</i>	<i>52.8%</i>	<i>12.4%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>1.1%</i>	<i>100.0%</i>

B020-Hope

Troop B

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	1	1	--	--	--	--	2
<i>% of Total</i>	50.0%	50.0%					11.1%
Granted	6	4	5	1	--	--	16
<i>% of Total</i>	37.5%	25.0%	31.3%	6.3%			88.9%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	7	5	5	1	0	0	18
<i>% of Total</i>	38.9%	27.8%	27.8%	5.6%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	617	223	240	156	--	5	1,241
<i>% of Total</i>	49.7%	18.0%	19.3%	12.6%		0.4%	20.9%
Moving Warning	1,751	444	392	236	4	2	2,829
<i>% of Total</i>	61.9%	15.7%	13.9%	8.3%	0.1%	0.1%	47.6%
Non-Moving Summons	135	41	43	17	--	3	239
<i>% of Total</i>	56.5%	17.2%	18.0%	7.1%		1.3%	4.0%
Non-Moving Warning	282	63	62	23	1	1	432
<i>% of Total</i>	65.3%	14.6%	14.4%	5.3%	0.2%	0.2%	7.3%
Mixed	210	93	94	35	--	2	434
<i>% of Total</i>	48.4%	21.4%	21.7%	8.1%		0.5%	7.3%
No Enforcement	506	112	101	34	1	9	763
<i>% of Total</i>	66.3%	14.7%	13.2%	4.5%	0.1%	1.2%	12.8%
Total	3,501	976	932	501	6	22	5,938
<i>% of Total</i>	59.0%	16.4%	15.7%	8.4%	0.1%	0.4%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	17	8	9	0	0	0	34
<i>% of Total</i>	50.0%	23.5%	26.5%	0.0%	0.0%	0.0%	100.0%

B020-Hope

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	101	66	50	8	0	1	226
<i>% of Total</i>	<i>44.7%</i>	<i>29.2%</i>	<i>22.1%</i>	<i>3.5%</i>	<i>0.0%</i>	<i>0.4%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	42	9	13	3	--	--	67
<i>% of Total</i>	<i>62.7%</i>	<i>13.4%</i>	<i>19.4%</i>	<i>4.5%</i>			<i>18.7%</i>
Obstruction	32	37	14	1	--	--	84
<i>% of Total</i>	<i>38.1%</i>	<i>44.0%</i>	<i>16.7%</i>	<i>1.2%</i>			<i>23.5%</i>
Paraphernalia	26	12	10	1	--	--	49
<i>% of Total</i>	<i>53.1%</i>	<i>24.5%</i>	<i>20.4%</i>	<i>2.0%</i>			<i>13.7%</i>
Possession	48	20	33	9	--	--	110
<i>% of Total</i>	<i>43.6%</i>	<i>18.2%</i>	<i>30.0%</i>	<i>8.2%</i>			<i>30.7%</i>
Weapons	2	--	--	--	--	--	2
<i>% of Total</i>	<i>100.0%</i>						<i>0.6%</i>
Other	14	1	6	--	--	--	21
<i>% of Total</i>	<i>66.7%</i>	<i>4.8%</i>	<i>28.6%</i>				<i>5.9%</i>
No Charges Filed	10	6	8	--	--	1	25
<i>% of Total</i>	<i>40.0%</i>	<i>24.0%</i>	<i>32.0%</i>			<i>4.0%</i>	<i>7.0%</i>
Total	174	85	84	14	0	1	358
<i>% of Total</i>	<i>48.6%</i>	<i>23.7%</i>	<i>23.5%</i>	<i>3.9%</i>	<i>0.0%</i>	<i>0.3%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	26	29	12	1	0	0	68
<i>% of Total</i>	<i>38.2%</i>	<i>42.6%</i>	<i>17.6%</i>	<i>1.5%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

B050-Sussex

Troop B

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	1	--	--	--	--	--	1
<i>% of Total</i>	100.0%						9.1%
Granted	6	2	1	--	--	1	10
<i>% of Total</i>	60.0%	20.0%	10.0%			10.0%	90.9%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	7	2	1	0	0	1	11
<i>% of Total</i>	63.6%	18.2%	9.1%	0.0%	0.0%	9.1%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	335	19	30	23	--	--	407
<i>% of Total</i>	82.3%	4.7%	7.4%	5.7%			9.2%
Moving Warning	1,463	61	108	34	2	7	1,675
<i>% of Total</i>	87.3%	3.6%	6.4%	2.0%	0.1%	0.4%	37.7%
Non-Moving Summons	177	11	15	1	--	2	206
<i>% of Total</i>	85.9%	5.3%	7.3%	0.5%		1.0%	4.6%
Non-Moving Warning	687	35	36	13	--	8	779
<i>% of Total</i>	88.2%	4.5%	4.6%	1.7%		1.0%	17.5%
Mixed	261	18	21	7	--	6	313
<i>% of Total</i>	83.4%	5.8%	6.7%	2.2%		1.9%	7.0%
No Enforcement	922	39	69	19	3	9	1,061
<i>% of Total</i>	86.9%	3.7%	6.5%	1.8%	0.3%	0.8%	23.9%
Total	3,845	183	279	97	5	32	4,441
<i>% of Total</i>	86.6%	4.1%	6.3%	2.2%	0.1%	0.7%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	9	0	3	1	0	3	16
<i>% of Total</i>	56.3%	0.0%	18.8%	6.3%	0.0%	18.8%	100.0%

B050-Sussex

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	112	7	13	2	0	1	135
<i>% of Total</i>	<i>83.0%</i>	<i>5.2%</i>	<i>9.6%</i>	<i>1.5%</i>	<i>0.0%</i>	<i>0.7%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	54	2	2	2	--	1	61
<i>% of Total</i>	<i>88.5%</i>	<i>3.3%</i>	<i>3.3%</i>	<i>3.3%</i>		<i>1.6%</i>	<i>31.9%</i>
Obstruction	38	3	10	--	--	--	51
<i>% of Total</i>	<i>74.5%</i>	<i>5.9%</i>	<i>19.6%</i>				<i>26.7%</i>
Paraphernalia	17	--	--	--	--	--	17
<i>% of Total</i>	<i>100.0%</i>						<i>8.9%</i>
Possession	41	1	6	--	--	--	48
<i>% of Total</i>	<i>85.4%</i>	<i>2.1%</i>	<i>12.5%</i>				<i>25.1%</i>
Weapons	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Other	7	1	--	1	--	--	9
<i>% of Total</i>	<i>77.8%</i>	<i>11.1%</i>		<i>11.1%</i>			<i>4.7%</i>
No Charges Filed	4	1	--	--	--	--	5
<i>% of Total</i>	<i>80.0%</i>	<i>20.0%</i>					<i>2.6%</i>
Total	161	8	18	3	0	1	191
<i>% of Total</i>	<i>84.3%</i>	<i>4.2%</i>	<i>9.4%</i>	<i>1.6%</i>	<i>0.0%</i>	<i>0.5%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	32	3	7	0	0	0	42
<i>% of Total</i>	<i>76.2%</i>	<i>7.1%</i>	<i>16.7%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

B060-Totowa

Troop B

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	--	--	--	1	--	--	1
<i>% of Total</i>				100.0%			3.6%
Granted	14	7	5	1	--	--	27
<i>% of Total</i>	51.9%	25.9%	18.5%	3.7%			96.4%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	14	7	5	2	0	0	28
<i>% of Total</i>	50.0%	25.0%	17.9%	7.1%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	667	235	436	190	6	7	1,541
<i>% of Total</i>	43.3%	15.2%	28.3%	12.3%	0.4%	0.5%	15.6%
Moving Warning	2,532	790	1,105	521	28	18	4,994
<i>% of Total</i>	50.7%	15.8%	22.1%	10.4%	0.6%	0.4%	50.7%
Non-Moving Summons	118	96	130	21	3	--	368
<i>% of Total</i>	32.1%	26.1%	35.3%	5.7%	0.8%		3.7%
Non-Moving Warning	210	111	179	55	1	2	558
<i>% of Total</i>	37.6%	19.9%	32.1%	9.9%	0.2%	0.4%	5.7%
Mixed	184	142	255	49	2	3	635
<i>% of Total</i>	29.0%	22.4%	40.2%	7.7%	0.3%	0.5%	6.4%
No Enforcement	939	286	364	122	12	35	1,758
<i>% of Total</i>	53.4%	16.3%	20.7%	6.9%	0.7%	2.0%	17.8%
Total	4,650	1,660	2,469	958	52	65	9,854
<i>% of Total</i>	47.2%	16.8%	25.1%	9.7%	0.5%	0.7%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	18	7	15	3	0	1	44
<i>% of Total</i>	40.9%	15.9%	34.1%	6.8%	0.0%	2.3%	100.0%

B060-Totowa

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	149	158	195	8	0	21	531
<i>% of Total</i>	<i>28.1%</i>	<i>29.8%</i>	<i>36.7%</i>	<i>1.5%</i>	<i>0.0%</i>	<i>4.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	52	26	71	5	--	6	160
<i>% of Total</i>	<i>32.5%</i>	<i>16.3%</i>	<i>44.4%</i>	<i>3.1%</i>		<i>3.8%</i>	<i>23.4%</i>
Obstruction	63	122	107	1	--	9	302
<i>% of Total</i>	<i>20.9%</i>	<i>40.4%</i>	<i>35.4%</i>	<i>0.3%</i>		<i>3.0%</i>	<i>44.2%</i>
Paraphernalia	33	5	6	--	--	6	50
<i>% of Total</i>	<i>66.0%</i>	<i>10.0%</i>	<i>12.0%</i>			<i>12.0%</i>	<i>7.3%</i>
Possession	65	22	33	1	--	13	134
<i>% of Total</i>	<i>48.5%</i>	<i>16.4%</i>	<i>24.6%</i>	<i>0.7%</i>		<i>9.7%</i>	<i>19.6%</i>
Weapons	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Other	2	1	2	1	--	--	6
<i>% of Total</i>	<i>33.3%</i>	<i>16.7%</i>	<i>33.3%</i>	<i>16.7%</i>			<i>0.9%</i>
No Charges Filed	12	7	10	1	--	1	31
<i>% of Total</i>	<i>38.7%</i>	<i>22.6%</i>	<i>32.3%</i>	<i>3.2%</i>		<i>3.2%</i>	<i>4.5%</i>
Total	227	183	229	9	0	35	683
<i>% of Total</i>	<i>33.2%</i>	<i>26.8%</i>	<i>33.5%</i>	<i>1.3%</i>	<i>0.0%</i>	<i>5.1%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	61	113	101	1	0	8	284
<i>% of Total</i>	<i>21.5%</i>	<i>39.8%</i>	<i>35.6%</i>	<i>0.4%</i>	<i>0.0%</i>	<i>2.8%</i>	<i>100.0%</i>

B080-Netcong

Troop B

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving	6,994	1,347	1,470	941	38	33	10,823
<i>% of Total</i>	64.6%	12.4%	13.6%	8.7%	0.4%	0.3%	87.6%
Non-Moving	835	184	234	76	2	3	1,334
<i>% of Total</i>	62.6%	13.8%	17.5%	5.7%	0.1%	0.2%	10.8%
No Reason Provided	106	36	30	6	--	18	196
<i>% of Total</i>	54.1%	18.4%	15.3%	3.1%		9.2%	1.6%
Total	7,935	1,567	1,734	1,023	40	54	12,353
<i>% of Total</i>	64.2%	12.7%	14.0%	8.3%	0.3%	0.4%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Vehicle Exits	212	92	86	17	--	4	411
<i>% of Total</i>	51.6%	22.4%	20.9%	4.1%		1.0%	93.2%
Occupant Frisks	7	4	2	1	--	1	15
<i>% of Total</i>	46.7%	26.7%	13.3%	6.7%		6.7%	3.4%
Non-Consensual Searches	138	83	57	5	1	4	288
<i>% of Total</i>	47.9%	28.8%	19.8%	1.7%	0.3%	1.4%	65.3%
Canine Deployments	--	1	--	--	--	--	1
<i>% of Total</i>		100.0%					0.2%
Arrests	150	90	63	5	1	5	314
<i>% of Total</i>	47.8%	28.7%	20.1%	1.6%	0.3%	1.6%	71.2%
Total	226	97	93	17	1	7	441
<i>% of Total</i>	51.2%	22.0%	21.1%	3.9%	0.2%	1.6%	100.0%

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

July 1, 2015 - December 31, 2015

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

B080-Netcong

Troop B

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	--	1	2	--	--	--	3
<i>% of Total</i>		33.3%	66.7%				15.0%
Granted	7	6	4	--	--	--	17
<i>% of Total</i>	41.2%	35.3%	23.5%				85.0%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	7	7	6	0	0	0	20
<i>% of Total</i>	35.0%	35.0%	30.0%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	1,234	266	293	246	7	3	2,049
<i>% of Total</i>	60.2%	13.0%	14.3%	12.0%	0.3%	0.1%	16.6%
Moving Warning	3,775	682	728	500	22	6	5,713
<i>% of Total</i>	66.1%	11.9%	12.7%	8.8%	0.4%	0.1%	46.2%
Non-Moving Summons	386	92	107	38	1	4	628
<i>% of Total</i>	61.5%	14.6%	17.0%	6.1%	0.2%	0.6%	5.1%
Non-Moving Warning	589	127	147	58	1	--	922
<i>% of Total</i>	63.9%	13.8%	15.9%	6.3%	0.1%		7.5%
Mixed	440	125	154	63	2	2	786
<i>% of Total</i>	56.0%	15.9%	19.6%	8.0%	0.3%	0.3%	6.4%
No Enforcement	1,511	275	305	118	7	39	2,255
<i>% of Total</i>	67.0%	12.2%	13.5%	5.2%	0.3%	1.7%	18.3%
Total	7,935	1,567	1,734	1,023	40	54	12,353
<i>% of Total</i>	64.2%	12.7%	14.0%	8.3%	0.3%	0.4%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	20	16	14	1	0	1	52
<i>% of Total</i>	38.5%	30.8%	26.9%	1.9%	0.0%	1.9%	100.0%

B080-Netcong

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	166	132	86	4	0	2	390
<i>% of Total</i>	<i>42.6%</i>	<i>33.8%</i>	<i>22.1%</i>	<i>1.0%</i>	<i>0.0%</i>	<i>0.5%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	84	25	32	--	--	2	143
<i>% of Total</i>	<i>58.7%</i>	<i>17.5%</i>	<i>22.4%</i>			<i>1.4%</i>	<i>26.1%</i>
Obstruction	54	74	27	--	--	--	155
<i>% of Total</i>	<i>34.8%</i>	<i>47.7%</i>	<i>17.4%</i>				<i>28.3%</i>
Paraphernalia	32	14	12	4	--	--	62
<i>% of Total</i>	<i>51.6%</i>	<i>22.6%</i>	<i>19.4%</i>	<i>6.5%</i>			<i>11.3%</i>
Possession	53	37	38	5	--	--	133
<i>% of Total</i>	<i>39.8%</i>	<i>27.8%</i>	<i>28.6%</i>	<i>3.8%</i>			<i>24.3%</i>
Weapons	1	2	--	--	--	--	3
<i>% of Total</i>	<i>33.3%</i>	<i>66.7%</i>					<i>0.5%</i>
Other	9	10	2	3	--	--	24
<i>% of Total</i>	<i>37.5%</i>	<i>41.7%</i>	<i>8.3%</i>	<i>12.5%</i>			<i>4.4%</i>
No Charges Filed	10	11	6	--	--	--	27
<i>% of Total</i>	<i>37.0%</i>	<i>40.7%</i>	<i>22.2%</i>				<i>4.9%</i>
Total	243	173	117	12	0	2	547
<i>% of Total</i>	<i>44.4%</i>	<i>31.6%</i>	<i>21.4%</i>	<i>2.2%</i>	<i>0.0%</i>	<i>0.4%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	50	61	25	0	0	0	136
<i>% of Total</i>	<i>36.8%</i>	<i>44.9%</i>	<i>18.4%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

B110-Perryville

Troop B

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	2	1	--	--	--	1	4
<i>% of Total</i>	50.0%	25.0%				25.0%	21.1%
Granted	5	5	5	--	--	--	15
<i>% of Total</i>	33.3%	33.3%	33.3%				78.9%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	7	6	5	0	0	1	19
<i>% of Total</i>	36.8%	31.6%	26.3%	0.0%	0.0%	5.3%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	782	274	267	176	3	4	1,506
<i>% of Total</i>	51.9%	18.2%	17.7%	11.7%	0.2%	0.3%	20.5%
Moving Warning	1,668	496	429	254	6	9	2,862
<i>% of Total</i>	58.3%	17.3%	15.0%	8.9%	0.2%	0.3%	39.0%
Non-Moving Summons	271	108	87	31	2	33	532
<i>% of Total</i>	50.9%	20.3%	16.4%	5.8%	0.4%	6.2%	7.3%
Non-Moving Warning	307	99	84	30	2	2	524
<i>% of Total</i>	58.6%	18.9%	16.0%	5.7%	0.4%	0.4%	7.1%
Mixed	312	178	168	62	1	--	721
<i>% of Total</i>	43.3%	24.7%	23.3%	8.6%	0.1%		9.8%
No Enforcement	723	180	178	73	4	33	1,191
<i>% of Total</i>	60.7%	15.1%	14.9%	6.1%	0.3%	2.8%	16.2%
Total	4,063	1,335	1,213	626	18	81	7,336
<i>% of Total</i>	55.4%	18.2%	16.5%	8.5%	0.2%	1.1%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	12	5	7	0	0	0	24
<i>% of Total</i>	50.0%	20.8%	29.2%	0.0%	0.0%	0.0%	100.0%

B110-Perryville

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	84	98	67	3	0	6	258
<i>% of Total</i>	<i>32.6%</i>	<i>38.0%</i>	<i>26.0%</i>	<i>1.2%</i>	<i>0.0%</i>	<i>2.3%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	43	15	23	1	--	2	84
<i>% of Total</i>	<i>51.2%</i>	<i>17.9%</i>	<i>27.4%</i>	<i>1.2%</i>		<i>2.4%</i>	<i>26.8%</i>
Obstruction	19	64	30	2	--	4	119
<i>% of Total</i>	<i>16.0%</i>	<i>53.8%</i>	<i>25.2%</i>	<i>1.7%</i>		<i>3.4%</i>	<i>38.0%</i>
Paraphernalia	9	4	7	--	--	--	20
<i>% of Total</i>	<i>45.0%</i>	<i>20.0%</i>	<i>35.0%</i>				<i>6.4%</i>
Possession	22	20	17	--	--	1	60
<i>% of Total</i>	<i>36.7%</i>	<i>33.3%</i>	<i>28.3%</i>			<i>1.7%</i>	<i>19.2%</i>
Weapons	3	1	1	--	--	--	5
<i>% of Total</i>	<i>60.0%</i>	<i>20.0%</i>	<i>20.0%</i>				<i>1.6%</i>
Other	1	4	2	--	--	--	7
<i>% of Total</i>	<i>14.3%</i>	<i>57.1%</i>	<i>28.6%</i>				<i>2.2%</i>
No Charges Filed	7	8	3	--	--	--	18
<i>% of Total</i>	<i>38.9%</i>	<i>44.4%</i>	<i>16.7%</i>				<i>5.8%</i>
Total	104	116	83	3	0	7	313
<i>% of Total</i>	<i>33.2%</i>	<i>37.1%</i>	<i>26.5%</i>	<i>1.0%</i>	<i>0.0%</i>	<i>2.2%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	16	54	25	2	0	3	100
<i>% of Total</i>	<i>16.0%</i>	<i>54.0%</i>	<i>25.0%</i>	<i>2.0%</i>	<i>0.0%</i>	<i>3.0%</i>	<i>100.0%</i>

B130-Somerville

Troop B

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving	4,564	1,672	1,320	1,136	31	53	8,776
<i>% of Total</i>	52.0%	19.1%	15.0%	12.9%	0.4%	0.6%	87.4%
Non-Moving	568	229	179	97	3	9	1,085
<i>% of Total</i>	52.4%	21.1%	16.5%	8.9%	0.3%	0.8%	10.8%
No Reason Provided	72	55	21	11	--	24	183
<i>% of Total</i>	39.3%	30.1%	11.5%	6.0%		13.1%	1.8%
Total	5,204	1,956	1,520	1,244	34	86	10,044
<i>% of Total</i>	51.8%	19.5%	15.1%	12.4%	0.3%	0.9%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Vehicle Exits	204	147	110	48	--	12	521
<i>% of Total</i>	39.2%	28.2%	21.1%	9.2%		2.3%	94.6%
Occupant Frisks	13	8	7	1	--	1	30
<i>% of Total</i>	43.3%	26.7%	23.3%	3.3%		3.3%	5.4%
Non-Consensual Searches	108	110	68	17	--	8	311
<i>% of Total</i>	34.7%	35.4%	21.9%	5.5%		2.6%	56.4%
Canine Deployments	--	--	1	--	--	--	1
<i>% of Total</i>			100.0%				0.2%
Arrests	120	116	74	18	--	8	336
<i>% of Total</i>	35.7%	34.5%	22.0%	5.4%		2.4%	61.0%
Total	215	158	118	48	0	12	551
<i>% of Total</i>	39.0%	28.7%	21.4%	8.7%	0.0%	2.2%	100.0%

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

July 1, 2015 - December 31, 2015

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

B130-Somerville

Troop B

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	3	--	--	--	--	--	3
<i>% of Total</i>	100.0%						13.6%
Granted	8	6	5	--	--	--	19
<i>% of Total</i>	42.1%	31.6%	26.3%				86.4%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	11	6	5	0	0	0	22
<i>% of Total</i>	50.0%	27.3%	22.7%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	705	246	224	207	6	3	1,391
<i>% of Total</i>	50.7%	17.7%	16.1%	14.9%	0.4%	0.2%	13.8%
Moving Warning	2,539	908	673	657	11	14	4,802
<i>% of Total</i>	52.9%	18.9%	14.0%	13.7%	0.2%	0.3%	47.8%
Non-Moving Summons	184	116	101	45	1	2	449
<i>% of Total</i>	41.0%	25.8%	22.5%	10.0%	0.2%	0.4%	4.5%
Non-Moving Warning	373	134	114	60	2	5	688
<i>% of Total</i>	54.2%	19.5%	16.6%	8.7%	0.3%	0.7%	6.8%
Mixed	219	130	105	59	2	3	518
<i>% of Total</i>	42.3%	25.1%	20.3%	11.4%	0.4%	0.6%	5.2%
No Enforcement	1,184	422	303	216	12	59	2,196
<i>% of Total</i>	53.9%	19.2%	13.8%	9.8%	0.5%	2.7%	21.9%
Total	5,204	1,956	1,520	1,244	34	86	10,044
<i>% of Total</i>	51.8%	19.5%	15.1%	12.4%	0.3%	0.9%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	21	14	7	0	0	0	42
<i>% of Total</i>	50.0%	33.3%	16.7%	0.0%	0.0%	0.0%	100.0%

B130-Somerville

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	139	127	87	9	0	10	372
<i>% of Total</i>	<i>37.4%</i>	<i>34.1%</i>	<i>23.4%</i>	<i>2.4%</i>	<i>0.0%</i>	<i>2.7%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	85	40	48	6	--	6	185
<i>% of Total</i>	<i>45.9%</i>	<i>21.6%</i>	<i>25.9%</i>	<i>3.2%</i>		<i>3.2%</i>	<i>39.5%</i>
Obstruction	28	65	23	3	--	3	122
<i>% of Total</i>	<i>23.0%</i>	<i>53.3%</i>	<i>18.9%</i>	<i>2.5%</i>		<i>2.5%</i>	<i>26.1%</i>
Paraphernalia	20	14	6		--	1	41
<i>% of Total</i>	<i>48.8%</i>	<i>34.1%</i>	<i>14.6%</i>			<i>2.4%</i>	<i>8.8%</i>
Possession	31	31	10	--	--	1	73
<i>% of Total</i>	<i>42.5%</i>	<i>42.5%</i>	<i>13.7%</i>			<i>1.4%</i>	<i>15.6%</i>
Weapons	--	3	--	--	--	--	3
<i>% of Total</i>		<i>100.0%</i>					<i>0.6%</i>
Other	4	6	1	--	--	--	11
<i>% of Total</i>	<i>36.4%</i>	<i>54.5%</i>	<i>9.1%</i>				<i>2.4%</i>
No Charges Filed	11	12	9	--	--	1	33
<i>% of Total</i>	<i>33.3%</i>	<i>36.4%</i>	<i>27.3%</i>			<i>3.0%</i>	<i>7.1%</i>
Total	179	171	97	9	0	12	468
<i>% of Total</i>	<i>38.2%</i>	<i>36.5%</i>	<i>20.7%</i>	<i>1.9%</i>	<i>0.0%</i>	<i>2.6%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	25	60	20	3	0	3	111
<i>% of Total</i>	<i>22.5%</i>	<i>54.1%</i>	<i>18.0%</i>	<i>2.7%</i>	<i>0.0%</i>	<i>2.7%</i>	<i>100.0%</i>

B150-Washington

Troop B

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving	3,062	309	255	116	5	6	3,753
<i>% of Total</i>	81.6%	8.2%	6.8%	3.1%	0.1%	0.2%	75.7%
Non-Moving	999	71	61	22	2	1	1,156
<i>% of Total</i>	86.4%	6.1%	5.3%	1.9%	0.2%	0.1%	23.3%
No Reason Provided	39	3	4	1	--	--	47
<i>% of Total</i>	83.0%	6.4%	8.5%	2.1%			0.9%
Total	4,100	383	320	139	7	7	4,956
<i>% of Total</i>	82.7%	7.7%	6.5%	2.8%	0.1%	0.1%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Vehicle Exits	75	15	8	5	--	--	103
<i>% of Total</i>	72.8%	14.6%	7.8%	4.9%			95.4%
Occupant Frisks	6	--	1	1	--	--	8
<i>% of Total</i>	75.0%		12.5%	12.5%			7.4%
Non-Consensual Searches	47	12	6	2	--	--	67
<i>% of Total</i>	70.1%	17.9%	9.0%	3.0%			62.0%
Canine Deployments	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Arrests	47	13	6	2	--	--	68
<i>% of Total</i>	69.1%	19.1%	8.8%	2.9%			63.0%
Total	79	15	9	5	0	0	108
<i>% of Total</i>	73.1%	13.9%	8.3%	4.6%	0.0%	0.0%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Physical	--	1	--	--	--	--	1
<i>% of Total</i>		100.0%					50.0%
Mechanical	--	1	--	--	--	--	1
<i>% of Total</i>		100.0%					50.0%
Enhanced Mechanical	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Deadly	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Force	0	2	0	0	0	0	2
<i>% of Total</i>	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

B150-Washington

Troop B

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Granted	1	1	--	--	--	--	2
<i>% of Total</i>	<i>50.0%</i>	<i>50.0%</i>					<i>100.0%</i>
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Total Requests	1	1	0	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>0.0%</i>	<i>100.0%</i>

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	403	49	44	25	1	2	524
<i>% of Total</i>	<i>76.9%</i>	<i>9.4%</i>	<i>8.4%</i>	<i>4.8%</i>	<i>0.2%</i>	<i>0.4%</i>	<i>10.6%</i>
Moving Warning	1,963	192	150	71	3	1	2,380
<i>% of Total</i>	<i>82.5%</i>	<i>8.1%</i>	<i>6.3%</i>	<i>3.0%</i>	<i>0.1%</i>	<i>0.0%</i>	<i>48.0%</i>
Non-Moving Summons	291	26	21	12	--	--	350
<i>% of Total</i>	<i>83.1%</i>	<i>7.4%</i>	<i>6.0%</i>	<i>3.4%</i>			<i>7.1%</i>
Non-Moving Warning	651	46	36	10	2	1	746
<i>% of Total</i>	<i>87.3%</i>	<i>6.2%</i>	<i>4.8%</i>	<i>1.3%</i>	<i>0.3%</i>	<i>0.1%</i>	<i>15.1%</i>
Mixed	253	38	32	12	1	--	336
<i>% of Total</i>	<i>75.3%</i>	<i>11.3%</i>	<i>9.5%</i>	<i>3.6%</i>	<i>0.3%</i>		<i>6.8%</i>
No Enforcement	539	32	37	9	--	3	620
<i>% of Total</i>	<i>86.9%</i>	<i>5.2%</i>	<i>6.0%</i>	<i>1.5%</i>		<i>0.5%</i>	<i>12.5%</i>
Total	4,100	383	320	139	7	7	4,956
<i>% of Total</i>	<i>82.7%</i>	<i>7.7%</i>	<i>6.5%</i>	<i>2.8%</i>	<i>0.1%</i>	<i>0.1%</i>	<i>100.0%</i>

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	11	2	2	1	0	0	16
<i>% of Total</i>	<i>68.8%</i>	<i>12.5%</i>	<i>12.5%</i>	<i>6.3%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

B150-Washington

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	49	14	9	2	0	0	74
<i>% of Total</i>	<i>66.2%</i>	<i>18.9%</i>	<i>12.2%</i>	<i>2.7%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	26	3	4	--	--	--	33
<i>% of Total</i>	<i>78.8%</i>	<i>9.1%</i>	<i>12.1%</i>				<i>30.6%</i>
Obstruction	20	11	3	--	--	--	34
<i>% of Total</i>	<i>58.8%</i>	<i>32.4%</i>	<i>8.8%</i>				<i>31.5%</i>
Paraphernalia	8	3	2	--	--	--	13
<i>% of Total</i>	<i>61.5%</i>	<i>23.1%</i>	<i>15.4%</i>				<i>12.0%</i>
Possession	13	4	4	2	--	--	23
<i>% of Total</i>	<i>56.5%</i>	<i>17.4%</i>	<i>17.4%</i>	<i>8.7%</i>			<i>21.3%</i>
Weapons	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Other	2	--	2	--	--	--	4
<i>% of Total</i>	<i>50.0%</i>		<i>50.0%</i>				<i>3.7%</i>
No Charges Filed	--	--	--	1	--	--	1
<i>% of Total</i>				<i>100.0%</i>			<i>0.9%</i>
Total	69	21	15	3	0	0	108
<i>% of Total</i>	<i>63.9%</i>	<i>19.4%</i>	<i>13.9%</i>	<i>2.8%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	14	8	2	0	0	0	24
<i>% of Total</i>	<i>58.3%</i>	<i>33.3%</i>	<i>8.3%</i>	<i>0.0%</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

July 1, 2015 - December 31, 2015

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	132	26	36	21	--	--	215
<i>% of Total</i>	61.4%	12.1%	16.7%	9.8%			8.0%
Moving Warning	1,021	181	324	204	6	3	1,739
<i>% of Total</i>	58.7%	10.4%	18.6%	11.7%	0.3%	0.2%	64.9%
Non-Moving Summons	57	23	29	10	--	5	124
<i>% of Total</i>	46.0%	18.5%	23.4%	8.1%		4.0%	4.6%
Non-Moving Warning	77	31	30	19	--	2	159
<i>% of Total</i>	48.4%	19.5%	18.9%	11.9%		1.3%	5.9%
Mixed	35	14	25	5	--	--	79
<i>% of Total</i>	44.3%	17.7%	31.6%	6.3%			2.9%
No Enforcement	236	36	51	28	--	12	363
<i>% of Total</i>	65.0%	9.9%	14.0%	7.7%		3.3%	13.5%
Total	1,558	311	495	287	6	22	2,679
<i>% of Total</i>	58.2%	11.6%	18.5%	10.7%	0.2%	0.8%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	3	0	1	0	0	0	4
<i>% of Total</i>	75.0%	0.0%	25.0%	0.0%	0.0%	0.0%	100.0%

Other Stations

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	10	4	8	1	0	1	24
<i>% of Total</i>	<i>41.7%</i>	<i>16.7%</i>	<i>33.3%</i>	<i>4.2%</i>	<i>0.0%</i>	<i>4.2%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	1	--	--	--	--	1	2
<i>% of Total</i>	<i>50.0%</i>					<i>50.0%</i>	<i>6.9%</i>
Obstruction	4	4	5	--	--	--	13
<i>% of Total</i>	<i>30.8%</i>	<i>30.8%</i>	<i>38.5%</i>				<i>44.8%</i>
Paraphernalia	--	--	--	1	--	--	1
<i>% of Total</i>				<i>100.0%</i>			<i>3.4%</i>
Possession	2	--	6	1	--	--	9
<i>% of Total</i>	<i>22.2%</i>		<i>66.7%</i>	<i>11.1%</i>			<i>31.0%</i>
Weapons	1	--	--	--	--	--	1
<i>% of Total</i>	<i>100.0%</i>						<i>3.4%</i>
Other	--	--	1	--	--	--	1
<i>% of Total</i>			<i>100.0%</i>				<i>3.4%</i>
No Charges Filed	2	--	--	--	--	--	2
<i>% of Total</i>	<i>100.0%</i>						<i>6.9%</i>
Total	10	4	12	2	0	1	29
<i>% of Total</i>	<i>34.5%</i>	<i>13.8%</i>	<i>41.4%</i>	<i>6.9%</i>	<i>0.0%</i>	<i>3.4%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	4	3	3	0	0	0	10
<i>% of Total</i>	<i>40.0%</i>	<i>30.0%</i>	<i>30.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

C020-Bordentown

Troop C

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	--	2	--	--	--	--	2
<i>% of Total</i>		100.0%					3.4%
Granted	20	32	4	1	--	--	57
<i>% of Total</i>	35.1%	56.1%	7.0%	1.8%			96.6%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	20	34	4	1	0	0	59
<i>% of Total</i>	33.9%	57.6%	6.8%	1.7%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	499	298	86	102	3	2	990
<i>% of Total</i>	50.4%	30.1%	8.7%	10.3%	0.3%	0.2%	12.0%
Moving Warning	1,099	737	184	157	10	7	2,194
<i>% of Total</i>	50.1%	33.6%	8.4%	7.2%	0.5%	0.3%	26.6%
Non-Moving Summons	445	517	143	52	5	2	1,164
<i>% of Total</i>	38.2%	44.4%	12.3%	4.5%	0.4%	0.2%	14.1%
Non-Moving Warning	508	511	128	54	4	7	1,212
<i>% of Total</i>	41.9%	42.2%	10.6%	4.5%	0.3%	0.6%	14.7%
Mixed	249	256	125	21	4	2	657
<i>% of Total</i>	37.9%	39.0%	19.0%	3.2%	0.6%	0.3%	8.0%
No Enforcement	978	707	226	93	4	23	2,031
<i>% of Total</i>	48.2%	34.8%	11.1%	4.6%	0.2%	1.1%	24.6%
Total	3,778	3,026	892	479	30	43	8,248
<i>% of Total</i>	45.8%	36.7%	10.8%	5.8%	0.4%	0.5%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	27	41	13	2	0	3	86
<i>% of Total</i>	31.4%	47.7%	15.1%	2.3%	0.0%	3.5%	100.0%

C020-Bordentown

Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	201	448	112	2	0	11	774
<i>% of Total</i>	<i>26.0%</i>	<i>57.9%</i>	<i>14.5%</i>	<i>0.3%</i>	<i>0.0%</i>	<i>1.4%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	48	33	37	2	--	1	121
<i>% of Total</i>	<i>39.7%</i>	<i>27.3%</i>	<i>30.6%</i>	<i>1.7%</i>		<i>0.8%</i>	<i>12.5%</i>
Obstruction	108	307	54	--	--	2	471
<i>% of Total</i>	<i>22.9%</i>	<i>65.2%</i>	<i>11.5%</i>			<i>0.4%</i>	<i>48.8%</i>
Paraphernalia	29	27	7	--	--	3	66
<i>% of Total</i>	<i>43.9%</i>	<i>40.9%</i>	<i>10.6%</i>			<i>4.5%</i>	<i>6.8%</i>
Possession	65	111	20	--	--	5	201
<i>% of Total</i>	<i>32.3%</i>	<i>55.2%</i>	<i>10.0%</i>			<i>2.5%</i>	<i>20.8%</i>
Weapons	3	4	4	--	--	--	11
<i>% of Total</i>	<i>27.3%</i>	<i>36.4%</i>	<i>36.4%</i>				<i>1.1%</i>
Other	4	3	3	--	--	--	10
<i>% of Total</i>	<i>40.0%</i>	<i>30.0%</i>	<i>30.0%</i>				<i>1.0%</i>
No Charges Filed	18	50	12	--	--	5	85
<i>% of Total</i>	<i>21.2%</i>	<i>58.8%</i>	<i>14.1%</i>			<i>5.9%</i>	<i>8.8%</i>
Total	275	535	137	2	0	16	965
<i>% of Total</i>	<i>28.5%</i>	<i>55.4%</i>	<i>14.2%</i>	<i>0.2%</i>	<i>0.0%</i>	<i>1.7%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	99	292	47	0	0	2	440
<i>% of Total</i>	<i>22.5%</i>	<i>66.4%</i>	<i>10.7%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.5%</i>	<i>100.0%</i>

C040-Kingwood

Troop C

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Granted	11	3	1	2	--	--	17
<i>% of Total</i>	<i>64.7%</i>	<i>17.6%</i>	<i>5.9%</i>	<i>11.8%</i>			<i>100.0%</i>
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Total Requests	11	3	1	2	0	0	17
<i>% of Total</i>	<i>64.7%</i>	<i>17.6%</i>	<i>5.9%</i>	<i>11.8%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	805	48	63	69	7	2	994
<i>% of Total</i>	<i>81.0%</i>	<i>4.8%</i>	<i>6.3%</i>	<i>6.9%</i>	<i>0.7%</i>	<i>0.2%</i>	<i>11.1%</i>
Moving Warning	2,282	191	168	150	1	6	2,798
<i>% of Total</i>	<i>81.6%</i>	<i>6.8%</i>	<i>6.0%</i>	<i>5.4%</i>	<i>0.0%</i>	<i>0.2%</i>	<i>31.2%</i>
Non-Moving Summons	889	71	109	30	2	38	1,139
<i>% of Total</i>	<i>78.1%</i>	<i>6.2%</i>	<i>9.6%</i>	<i>2.6%</i>	<i>0.2%</i>	<i>3.3%</i>	<i>12.7%</i>
Non-Moving Warning	1,547	131	130	62	3	9	1,882
<i>% of Total</i>	<i>82.2%</i>	<i>7.0%</i>	<i>6.9%</i>	<i>3.3%</i>	<i>0.2%</i>	<i>0.5%</i>	<i>21.0%</i>
Mixed	533	42	53	38	3	--	669
<i>% of Total</i>	<i>79.7%</i>	<i>6.3%</i>	<i>7.9%</i>	<i>5.7%</i>	<i>0.4%</i>		<i>7.4%</i>
No Enforcement	1,272	90	63	48	2	23	1,498
<i>% of Total</i>	<i>84.9%</i>	<i>6.0%</i>	<i>4.2%</i>	<i>3.2%</i>	<i>0.1%</i>	<i>1.5%</i>	<i>16.7%</i>
Total	7,328	573	586	397	18	78	8,980
<i>% of Total</i>	<i>81.6%</i>	<i>6.4%</i>	<i>6.5%</i>	<i>4.4%</i>	<i>0.2%</i>	<i>0.9%</i>	<i>100.0%</i>

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	36	4	2	3	0	0	45
<i>% of Total</i>	<i>80.0%</i>	<i>8.9%</i>	<i>4.4%</i>	<i>6.7%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

C040-Kingwood

Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	138	52	14	4	0	5	213
<i>% of Total</i>	<i>64.8%</i>	<i>24.4%</i>	<i>6.6%</i>	<i>1.9%</i>	<i>0.0%</i>	<i>2.3%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	42	--	--	2	--	1	45
<i>% of Total</i>	<i>93.3%</i>			<i>4.4%</i>		<i>2.2%</i>	<i>16.0%</i>
Obstruction	52	38	9	--	--	1	100
<i>% of Total</i>	<i>52.0%</i>	<i>38.0%</i>	<i>9.0%</i>			<i>1.0%</i>	<i>35.5%</i>
Paraphernalia	32	1	--	2	--	1	36
<i>% of Total</i>	<i>88.9%</i>	<i>2.8%</i>		<i>5.6%</i>		<i>2.8%</i>	<i>12.8%</i>
Possession	57	12	4	4	--	3	80
<i>% of Total</i>	<i>71.3%</i>	<i>15.0%</i>	<i>5.0%</i>	<i>5.0%</i>		<i>3.8%</i>	<i>28.4%</i>
Weapons	2	--	--	1	--	--	3
<i>% of Total</i>	<i>66.7%</i>			<i>33.3%</i>			<i>1.1%</i>
Other	2	--	2	--	--	--	4
<i>% of Total</i>	<i>50.0%</i>		<i>50.0%</i>				<i>1.4%</i>
No Charges Filed	8	6	--	--	--	--	14
<i>% of Total</i>	<i>57.1%</i>	<i>42.9%</i>					<i>5.0%</i>
Total	195	57	15	9	0	6	282
<i>% of Total</i>	<i>69.1%</i>	<i>20.2%</i>	<i>5.3%</i>	<i>3.2%</i>	<i>0.0%</i>	<i>2.1%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	39	36	8	0	0	1	84
<i>% of Total</i>	<i>46.4%</i>	<i>42.9%</i>	<i>9.5%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>1.2%</i>	<i>100.0%</i>

C060-Hamilton

Troop C

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving	4,859	1,502	923	428	24	28	7,764
<i>% of Total</i>	62.6%	19.3%	11.9%	5.5%	0.3%	0.4%	65.6%
Non-Moving	2,133	1,045	612	139	2	17	3,948
<i>% of Total</i>	54.0%	26.5%	15.5%	3.5%	0.1%	0.4%	33.3%
No Reason Provided	67	28	17	5	--	13	130
<i>% of Total</i>	51.5%	21.5%	13.1%	3.8%		10.0%	1.1%
Total	7,059	2,575	1,552	572	26	58	11,842
<i>% of Total</i>	59.6%	21.7%	13.1%	4.8%	0.2%	0.5%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Vehicle Exits	215	291	180	8	1	6	701
<i>% of Total</i>	30.7%	41.5%	25.7%	1.1%	0.1%	0.9%	97.1%
Occupant Frisks	10	9	12	--	--	--	31
<i>% of Total</i>	32.3%	29.0%	38.7%				4.3%
Non-Consensual Searches	140	246	131	7	--	7	531
<i>% of Total</i>	26.4%	46.3%	24.7%	1.3%		1.3%	73.5%
Canine Deployments	--	1	--	--	--	--	1
<i>% of Total</i>		100.0%					0.1%
Arrests	151	260	135	7	--	7	560
<i>% of Total</i>	27.0%	46.4%	24.1%	1.3%		1.3%	77.6%
Total	229	294	183	8	1	7	722
<i>% of Total</i>	31.7%	40.7%	25.3%	1.1%	0.1%	1.0%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Physical	--	1	1	--	--	--	2
<i>% of Total</i>		50.0%	50.0%				100.0%
Mechanical	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Enhanced Mechanical	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Deadly	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Force	0	1	1	0	0	0	2
<i>% of Total</i>	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	100.0%

C060-Hamilton

Troop C

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Granted	12	14	4	--	--	--	30
<i>% of Total</i>	<i>40.0%</i>	<i>46.7%</i>	<i>13.3%</i>				<i>100.0%</i>
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Total Requests	12	14	4	0	0	0	30
<i>% of Total</i>	<i>40.0%</i>	<i>46.7%</i>	<i>13.3%</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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	808	239	127	111	11	2	1,298
<i>% of Total</i>	<i>62.2%</i>	<i>18.4%</i>	<i>9.8%</i>	<i>8.6%</i>	<i>0.8%</i>	<i>0.2%</i>	<i>11.0%</i>
Moving Warning	2,260	656	341	198	9	13	3,477
<i>% of Total</i>	<i>65.0%</i>	<i>18.9%</i>	<i>9.8%</i>	<i>5.7%</i>	<i>0.3%</i>	<i>0.4%</i>	<i>29.4%</i>
Non-Moving Summons	708	400	248	54	--	10	1,420
<i>% of Total</i>	<i>49.9%</i>	<i>28.2%</i>	<i>17.5%</i>	<i>3.8%</i>		<i>0.7%</i>	<i>12.0%</i>
Non-Moving Warning	1,077	497	257	77	--	6	1,914
<i>% of Total</i>	<i>56.3%</i>	<i>26.0%</i>	<i>13.4%</i>	<i>4.0%</i>		<i>0.3%</i>	<i>16.2%</i>
Mixed	433	262	195	38	1	--	929
<i>% of Total</i>	<i>46.6%</i>	<i>28.2%</i>	<i>21.0%</i>	<i>4.1%</i>	<i>0.1%</i>		<i>7.8%</i>
No Enforcement	1,773	521	384	94	5	27	2,804
<i>% of Total</i>	<i>63.2%</i>	<i>18.6%</i>	<i>13.7%</i>	<i>3.4%</i>	<i>0.2%</i>	<i>1.0%</i>	<i>23.7%</i>
Total	7,059	2,575	1,552	572	26	58	11,842
<i>% of Total</i>	<i>59.6%</i>	<i>21.7%</i>	<i>13.1%</i>	<i>4.8%</i>	<i>0.2%</i>	<i>0.5%</i>	<i>100.0%</i>

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	19	14	10	0	0	2	45
<i>% of Total</i>	<i>42.2%</i>	<i>31.1%</i>	<i>22.2%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>4.4%</i>	<i>100.0%</i>

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Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	190	347	149	1	0	4	691
<i>% of Total</i>	<i>27.5%</i>	<i>50.2%</i>	<i>21.6%</i>	<i>0.1%</i>	<i>0.0%</i>	<i>0.6%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	57	27	66	--	--	1	151
<i>% of Total</i>	<i>37.7%</i>	<i>17.9%</i>	<i>43.7%</i>			<i>0.7%</i>	<i>17.6%</i>
Obstruction	92	282	57	--	--	3	434
<i>% of Total</i>	<i>21.2%</i>	<i>65.0%</i>	<i>13.1%</i>			<i>0.7%</i>	<i>50.6%</i>
Paraphernalia	30	9	9	1	--	1	50
<i>% of Total</i>	<i>60.0%</i>	<i>18.0%</i>	<i>18.0%</i>	<i>2.0%</i>		<i>2.0%</i>	<i>5.8%</i>
Possession	45	46	23	1	--	1	116
<i>% of Total</i>	<i>38.8%</i>	<i>39.7%</i>	<i>19.8%</i>	<i>0.9%</i>		<i>0.9%</i>	<i>13.5%</i>
Weapons	1	8	4	--	--	--	13
<i>% of Total</i>	<i>7.7%</i>	<i>61.5%</i>	<i>30.8%</i>				<i>1.5%</i>
Other	3	26	2	--	--	--	31
<i>% of Total</i>	<i>9.7%</i>	<i>83.9%</i>	<i>6.5%</i>				<i>3.6%</i>
No Charges Filed	21	27	15	--	--	--	63
<i>% of Total</i>	<i>33.3%</i>	<i>42.9%</i>	<i>23.8%</i>				<i>7.3%</i>
Total	249	425	176	2	0	6	858
<i>% of Total</i>	<i>29.0%</i>	<i>49.5%</i>	<i>20.5%</i>	<i>0.2%</i>	<i>0.0%</i>	<i>0.7%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	85	259	51	0	0	3	398
<i>% of Total</i>	<i>21.4%</i>	<i>65.1%</i>	<i>12.8%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.8%</i>	<i>100.0%</i>

C080-Red Lion

Troop C

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving	4,269	633	357	152	10	14	5,435
<i>% of Total</i>	78.5%	11.6%	6.6%	2.8%	0.2%	0.3%	70.3%
Non-Moving	1,629	341	176	30	2	5	2,183
<i>% of Total</i>	74.6%	15.6%	8.1%	1.4%	0.1%	0.2%	28.2%
No Reason Provided	70	23	14	1	--	3	111
<i>% of Total</i>	63.1%	20.7%	12.6%	0.9%		2.7%	1.4%
Total	5,968	997	547	183	12	22	7,729
<i>% of Total</i>	77.2%	12.9%	7.1%	2.4%	0.2%	0.3%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Vehicle Exits	388	132	45	5	--	4	574
<i>% of Total</i>	67.6%	23.0%	7.8%	0.9%		0.7%	96.6%
Occupant Frisks	20	4	4	--	--	--	28
<i>% of Total</i>	71.4%	14.3%	14.3%				4.7%
Non-Consensual Searches	255	106	35	4	--	4	404
<i>% of Total</i>	63.1%	26.2%	8.7%	1.0%		1.0%	68.0%
Canine Deployments	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Arrests	289	117	39	5	--	4	454
<i>% of Total</i>	63.7%	25.8%	8.6%	1.1%		0.9%	76.4%
Total	404	132	47	5	0	6	594
<i>% of Total</i>	68.0%	22.2%	7.9%	0.8%	0.0%	1.0%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Physical	--	1	1	--	--	--	2
<i>% of Total</i>		50.0%	50.0%				100.0%
Mechanical	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Enhanced Mechanical	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Deadly	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Force	0	1	1	0	0	0	2
<i>% of Total</i>	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	100.0%

C080-Red Lion

Troop C

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	1	1	--	--	--	--	2
<i>% of Total</i>	50.0%	50.0%					4.0%
Granted	32	10	5	1	--	--	48
<i>% of Total</i>	66.7%	20.8%	10.4%	2.1%			96.0%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	33	11	5	1	0	0	50
<i>% of Total</i>	66.0%	22.0%	10.0%	2.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	617	86	57	36	1	1	798
<i>% of Total</i>	77.3%	10.8%	7.1%	4.5%	0.1%	0.1%	10.3%
Moving Warning	2,121	313	146	71	5	5	2,661
<i>% of Total</i>	79.7%	11.8%	5.5%	2.7%	0.2%	0.2%	34.4%
Non-Moving Summons	567	102	86	5	--	1	761
<i>% of Total</i>	74.5%	13.4%	11.3%	0.7%		0.1%	9.8%
Non-Moving Warning	897	175	71	21	2	2	1,168
<i>% of Total</i>	76.8%	15.0%	6.1%	1.8%	0.2%	0.2%	15.1%
Mixed	336	86	58	11	1	1	493
<i>% of Total</i>	68.2%	17.4%	11.8%	2.2%	0.2%	0.2%	6.4%
No Enforcement	1,430	235	129	39	3	12	1,848
<i>% of Total</i>	77.4%	12.7%	7.0%	2.1%	0.2%	0.6%	23.9%
Total	5,968	997	547	183	12	22	7,729
<i>% of Total</i>	77.2%	12.9%	7.1%	2.4%	0.2%	0.3%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	50	21	7	1	0	0	79
<i>% of Total</i>	63.3%	26.6%	8.9%	1.3%	0.0%	0.0%	100.0%

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	343	165	58	1	0	7	574
<i>% of Total</i>	59.8%	28.7%	10.1%	0.2%	0.0%	1.2%	100.0%

C080-Red Lion

Troop C

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	107	8	15	--	--	5	135
<i>% of Total</i>	79.3%	5.9%	11.1%			3.7%	17.1%
Obstruction	142	123	28	1	--	--	294
<i>% of Total</i>	48.3%	41.8%	9.5%	0.3%			37.3%
Paraphernalia	50	14	10	--	--	1	75
<i>% of Total</i>	66.7%	18.7%	13.3%			1.3%	9.5%
Possession	99	42	17	--	--	1	159
<i>% of Total</i>	62.3%	26.4%	10.7%			0.6%	20.2%
Weapons	11	5	--	--	--	--	16
<i>% of Total</i>	68.8%	31.3%					2.0%
Other	8	9	4	--	--	1	22
<i>% of Total</i>	36.4%	40.9%	18.2%			4.5%	2.8%
No Charges Filed	58	18	9	--	--	2	87
<i>% of Total</i>	66.7%	20.7%	10.3%			2.3%	11.0%
Total	475	219	83	1	0	10	788
<i>% of Total</i>	60.3%	27.8%	10.5%	0.1%	0.0%	1.3%	100.0%

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	132	95	26	1	0	0	254
<i>% of Total</i>	52.0%	37.4%	10.2%	0.4%	0.0%	0.0%	100.0%

C120-Tuckerton

Troop C

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Granted	13	1	2	--	--	--	16
<i>% of Total</i>	<i>81.3%</i>	<i>6.3%</i>	<i>12.5%</i>				<i>100.0%</i>
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Total Requests	13	1	2	0	0	0	16
<i>% of Total</i>	<i>81.3%</i>	<i>6.3%</i>	<i>12.5%</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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	388	37	41	26	2	1	495
<i>% of Total</i>	<i>78.4%</i>	<i>7.5%</i>	<i>8.3%</i>	<i>5.3%</i>	<i>0.4%</i>	<i>0.2%</i>	<i>7.9%</i>
Moving Warning	1,601	109	102	48	--	3	1,863
<i>% of Total</i>	<i>85.9%</i>	<i>5.9%</i>	<i>5.5%</i>	<i>2.6%</i>		<i>0.2%</i>	<i>29.8%</i>
Non-Moving Summons	676	67	82	19	1	2	847
<i>% of Total</i>	<i>79.8%</i>	<i>7.9%</i>	<i>9.7%</i>	<i>2.2%</i>	<i>0.1%</i>	<i>0.2%</i>	<i>13.6%</i>
Non-Moving Warning	1,280	93	92	25	--	3	1,493
<i>% of Total</i>	<i>85.7%</i>	<i>6.2%</i>	<i>6.2%</i>	<i>1.7%</i>		<i>0.2%</i>	<i>23.9%</i>
Mixed	469	57	50	15	--	--	591
<i>% of Total</i>	<i>79.4%</i>	<i>9.6%</i>	<i>8.5%</i>	<i>2.5%</i>			<i>9.5%</i>
No Enforcement	814	65	50	21	1	9	960
<i>% of Total</i>	<i>84.8%</i>	<i>6.8%</i>	<i>5.2%</i>	<i>2.2%</i>	<i>0.1%</i>	<i>0.9%</i>	<i>15.4%</i>
Total	5,228	428	417	154	4	18	6,249
<i>% of Total</i>	<i>83.7%</i>	<i>6.8%</i>	<i>6.7%</i>	<i>2.5%</i>	<i>0.1%</i>	<i>0.3%</i>	<i>100.0%</i>

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	14	7	4	0	0	0	25
<i>% of Total</i>	<i>56.0%</i>	<i>28.0%</i>	<i>16.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

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Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	208	54	41	1	0	5	309
<i>% of Total</i>	<i>67.3%</i>	<i>17.5%</i>	<i>13.3%</i>	<i>0.3%</i>	<i>0.0%</i>	<i>1.6%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	56	--	6	2	--	--	64
<i>% of Total</i>	<i>87.5%</i>		<i>9.4%</i>	<i>3.1%</i>			<i>17.2%</i>
Obstruction	110	35	20	--	--	3	168
<i>% of Total</i>	<i>65.5%</i>	<i>20.8%</i>	<i>11.9%</i>			<i>1.8%</i>	<i>45.2%</i>
Paraphernalia	24	5	3	--	--	--	32
<i>% of Total</i>	<i>75.0%</i>	<i>15.6%</i>	<i>9.4%</i>				<i>8.6%</i>
Possession	43	11	11	--	--	--	65
<i>% of Total</i>	<i>66.2%</i>	<i>16.9%</i>	<i>16.9%</i>				<i>17.5%</i>
Weapons	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Other	1	--	--	--	--	--	1
<i>% of Total</i>	<i>100.0%</i>						<i>0.3%</i>
No Charges Filed	22	12	6	--	--	2	42
<i>% of Total</i>	<i>52.4%</i>	<i>28.6%</i>	<i>14.3%</i>			<i>4.8%</i>	<i>11.3%</i>
Total	256	63	46	2	0	5	372
<i>% of Total</i>	<i>68.8%</i>	<i>16.9%</i>	<i>12.4%</i>	<i>0.5%</i>	<i>0.0%</i>	<i>1.3%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	105	33	19	0	0	3	160
<i>% of Total</i>	<i>65.6%</i>	<i>20.6%</i>	<i>11.9%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>1.9%</i>	<i>100.0%</i>

Other Stations

Troop C

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	--	1	--	--	--	--	1
<i>% of Total</i>		100.0%					2.0%
Granted	13	33	2	--	--	--	48
<i>% of Total</i>	27.1%	68.8%	4.2%				98.0%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	13	34	2	0	0	0	49
<i>% of Total</i>	26.5%	69.4%	4.1%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	216	34	17	10	--	--	277
<i>% of Total</i>	78.0%	12.3%	6.1%	3.6%			9.9%
Moving Warning	244	68	19	7	1	--	339
<i>% of Total</i>	72.0%	20.1%	5.6%	2.1%	0.3%		12.2%
Non-Moving Summons	315	415	83	7	--	1	821
<i>% of Total</i>	38.4%	50.5%	10.1%	0.9%		0.1%	29.4%
Non-Moving Warning	204	207	32	6	--		449
<i>% of Total</i>	45.4%	46.1%	7.1%	1.3%			16.1%
Mixed	113	91	25	2	--	--	231
<i>% of Total</i>	48.9%	39.4%	10.8%	0.9%			8.3%
No Enforcement	365	243	55	6	--	3	672
<i>% of Total</i>	54.3%	36.2%	8.2%	0.9%		0.4%	24.1%
Total	1,457	1,058	231	38	1	4	2,789
<i>% of Total</i>	52.2%	37.9%	8.3%	1.4%	0.0%	0.1%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	8	25	1	0	0	0	34
<i>% of Total</i>	23.5%	73.5%	2.9%	0.0%	0.0%	0.0%	100.0%

Other Stations

Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	57	398	35	0	0	0	490
<i>% of Total</i>	<i>11.6%</i>	<i>81.2%</i>	<i>7.1%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	3	2	2	--	--	--	7
<i>% of Total</i>	<i>42.9%</i>	<i>28.6%</i>	<i>28.6%</i>				<i>1.1%</i>
Obstruction	39	341	23	--	--	--	403
<i>% of Total</i>	<i>9.7%</i>	<i>84.6%</i>	<i>5.7%</i>				<i>60.5%</i>
Paraphernalia	7	19	6	--	--	--	32
<i>% of Total</i>	<i>21.9%</i>	<i>59.4%</i>	<i>18.8%</i>				<i>4.8%</i>
Possession	26	108	19	--	--	--	153
<i>% of Total</i>	<i>17.0%</i>	<i>70.6%</i>	<i>12.4%</i>				<i>23.0%</i>
Weapons	1	4	5	--	--	--	10
<i>% of Total</i>	<i>10.0%</i>	<i>40.0%</i>	<i>50.0%</i>				<i>1.5%</i>
Other	5	5	--	--	--	--	10
<i>% of Total</i>	<i>50.0%</i>	<i>50.0%</i>					<i>1.5%</i>
No Charges Filed	2	45	4	--	--	--	51
<i>% of Total</i>	<i>3.9%</i>	<i>88.2%</i>	<i>7.8%</i>				<i>7.7%</i>
Total	83	524	59	0	0	0	666
<i>% of Total</i>	<i>12.5%</i>	<i>78.7%</i>	<i>8.9%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	36	304	21	0	0	0	361
<i>% of Total</i>	<i>10.0%</i>	<i>84.2%</i>	<i>5.8%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

D010- Cranbury

Troop D

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Granted	4	7	4	1	--	--	16
<i>% of Total</i>	25.0%	43.8%	25.0%	6.3%			100.0%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	4	7	4	1	0	0	16
<i>% of Total</i>	25.0%	43.8%	25.0%	6.3%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	762	403	320	309	4	4	1,802
<i>% of Total</i>	42.3%	22.4%	17.8%	17.1%	0.2%	0.2%	22.5%
Moving Warning	1,522	678	419	325	1	14	2,959
<i>% of Total</i>	51.4%	22.9%	14.2%	11.0%	0.0%	0.5%	37.0%
Non-Moving Summons	279	147	116	68	--	43	653
<i>% of Total</i>	42.7%	22.5%	17.8%	10.4%		6.6%	8.2%
Non-Moving Warning	152	85	69	30	1	2	339
<i>% of Total</i>	44.8%	25.1%	20.4%	8.8%	0.3%	0.6%	4.2%
Mixed	274	179	163	64	--	2	682
<i>% of Total</i>	40.2%	26.2%	23.9%	9.4%		0.3%	8.5%
No Enforcement	791	346	226	154	1	46	1,564
<i>% of Total</i>	50.6%	22.1%	14.5%	9.8%	0.1%	2.9%	19.6%
Total	3,780	1,838	1,313	950	7	111	7,999
<i>% of Total</i>	47.3%	23.0%	16.4%	11.9%	0.1%	1.4%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	12	7	5	0	0	1	25
<i>% of Total</i>	48.0%	28.0%	20.0%	0.0%	0.0%	4.0%	100.0%

D010- Cranbury

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	73	108	75	7	1	9	273
<i>% of Total</i>	<i>26.7%</i>	<i>39.6%</i>	<i>27.5%</i>	<i>2.6%</i>	<i>0.4%</i>	<i>3.3%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	30	29	28	4	--	1	92
<i>% of Total</i>	<i>32.6%</i>	<i>31.5%</i>	<i>30.4%</i>	<i>4.3%</i>		<i>1.1%</i>	<i>25.6%</i>
Obstruction	13	50	29	2	1	4	99
<i>% of Total</i>	<i>13.1%</i>	<i>50.5%</i>	<i>29.3%</i>	<i>2.0%</i>	<i>1.0%</i>	<i>4.0%</i>	<i>27.6%</i>
Paraphernalia	9	15	2	1	--	2	29
<i>% of Total</i>	<i>31.0%</i>	<i>51.7%</i>	<i>6.9%</i>	<i>3.4%</i>		<i>6.9%</i>	<i>8.1%</i>
Possession	18	33	12	1	--	2	66
<i>% of Total</i>	<i>27.3%</i>	<i>50.0%</i>	<i>18.2%</i>	<i>1.5%</i>		<i>3.0%</i>	<i>18.4%</i>
Weapons	4	--	3	--	--	--	7
<i>% of Total</i>	<i>57.1%</i>		<i>42.9%</i>				<i>1.9%</i>
Other	1	10	2	--	--	--	13
<i>% of Total</i>	<i>7.7%</i>	<i>76.9%</i>	<i>15.4%</i>				<i>3.6%</i>
No Charges Filed	18	15	18	--	--	2	53
<i>% of Total</i>	<i>34.0%</i>	<i>28.3%</i>	<i>34.0%</i>			<i>3.8%</i>	<i>14.8%</i>
Total	93	152	94	8	1	11	359
<i>% of Total</i>	<i>25.9%</i>	<i>42.3%</i>	<i>26.2%</i>	<i>2.2%</i>	<i>0.3%</i>	<i>3.1%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	12	42	27	2	1	4	88
<i>% of Total</i>	<i>13.6%</i>	<i>47.7%</i>	<i>30.7%</i>	<i>2.3%</i>	<i>1.1%</i>	<i>4.5%</i>	<i>100.0%</i>

D020- Moorestown

Troop D

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	1	2	--	--	--	--	3
<i>% of Total</i>	33.3%	66.7%					7.5%
Granted	4	21	8	3	--	1	37
<i>% of Total</i>	10.8%	56.8%	21.6%	8.1%		2.7%	92.5%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	5	23	8	3	0	1	40
<i>% of Total</i>	12.5%	57.5%	20.0%	7.5%	0.0%	2.5%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	863	531	278	328	4	7	2,011
<i>% of Total</i>	42.9%	26.4%	13.8%	16.3%	0.2%	0.3%	20.0%
Moving Warning	2,239	1,064	483	472	12	6	4,276
<i>% of Total</i>	52.4%	24.9%	11.3%	11.0%	0.3%	0.1%	42.4%
Non-Moving Summons	295	151	95	48	2	16	607
<i>% of Total</i>	48.6%	24.9%	15.7%	7.9%	0.3%	2.6%	6.0%
Non-Moving Warning	277	171	88	41	1	2	580
<i>% of Total</i>	47.8%	29.5%	15.2%	7.1%	0.2%	0.3%	5.8%
Mixed	336	244	158	104	9	1	852
<i>% of Total</i>	39.4%	28.6%	18.5%	12.2%	1.1%	0.1%	8.5%
No Enforcement	876	465	214	150	1	44	1,750
<i>% of Total</i>	50.1%	26.6%	12.2%	8.6%	0.1%	2.5%	17.4%
Total	4,886	2,626	1,316	1,143	29	76	10,076
<i>% of Total</i>	48.5%	26.1%	13.1%	11.3%	0.3%	0.8%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	20	34	8	3	2	0	67
<i>% of Total</i>	29.9%	50.7%	11.9%	4.5%	3.0%	0.0%	100.0%

D020- Moorestown

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	90	176	60	5	3	6	340
<i>% of Total</i>	<i>26.5%</i>	<i>51.8%</i>	<i>17.6%</i>	<i>1.5%</i>	<i>0.9%</i>	<i>1.8%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	20	18	8	2	--	--	48
<i>% of Total</i>	<i>41.7%</i>	<i>37.5%</i>	<i>16.7%</i>	<i>4.2%</i>			<i>9.4%</i>
Obstruction	29	50	12	--	--	--	91
<i>% of Total</i>	<i>31.9%</i>	<i>54.9%</i>	<i>13.2%</i>				<i>17.8%</i>
Paraphernalia	19	32	13	1	1	4	70
<i>% of Total</i>	<i>27.1%</i>	<i>45.7%</i>	<i>18.6%</i>	<i>1.4%</i>	<i>1.4%</i>	<i>5.7%</i>	<i>13.7%</i>
Possession	31	81	25	2	3	9	151
<i>% of Total</i>	<i>20.5%</i>	<i>53.6%</i>	<i>16.6%</i>	<i>1.3%</i>	<i>2.0%</i>	<i>6.0%</i>	<i>29.5%</i>
Weapons	2	24	3	--	--	--	29
<i>% of Total</i>	<i>6.9%</i>	<i>82.8%</i>	<i>10.3%</i>				<i>5.7%</i>
Other	7	24	7	1	--	--	39
<i>% of Total</i>	<i>17.9%</i>	<i>61.5%</i>	<i>17.9%</i>	<i>2.6%</i>			<i>7.6%</i>
No Charges Filed	15	48	19	--	--	1	83
<i>% of Total</i>	<i>18.1%</i>	<i>57.8%</i>	<i>22.9%</i>			<i>1.2%</i>	<i>16.2%</i>
Total	123	277	87	6	4	14	511
<i>% of Total</i>	<i>24.1%</i>	<i>54.2%</i>	<i>17.0%</i>	<i>1.2%</i>	<i>0.8%</i>	<i>2.7%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	26	40	11	0	0	0	77
<i>% of Total</i>	<i>33.8%</i>	<i>51.9%</i>	<i>14.3%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

D030- Newark

Troop D

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving	3,861	1,403	1,819	1,052	18	69	8,222
<i>% of Total</i>	47.0%	17.1%	22.1%	12.8%	0.2%	0.8%	87.9%
Non-Moving	307	126	176	63	--	295	967
<i>% of Total</i>	31.7%	13.0%	18.2%	6.5%		30.5%	10.3%
No Reason Provided	61	38	27	10	--	25	161
<i>% of Total</i>	37.9%	23.6%	16.8%	6.2%		15.5%	1.7%
Total	4,229	1,567	2,022	1,125	18	389	9,350
<i>% of Total</i>	45.2%	16.8%	21.6%	12.0%	0.2%	4.2%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Vehicle Exits	74	54	61	18	1	18	226
<i>% of Total</i>	32.7%	23.9%	27.0%	8.0%	0.4%	8.0%	90.0%
Occupant Frisks	9	6	4	1	--	1	21
<i>% of Total</i>	42.9%	28.6%	19.0%	4.8%		4.8%	8.4%
Non-Consensual Searches	63	50	45	10	1	18	187
<i>% of Total</i>	33.7%	26.7%	24.1%	5.3%	0.5%	9.6%	74.5%
Canine Deployments	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Arrests	64	53	46	10	1	20	194
<i>% of Total</i>	33.0%	27.3%	23.7%	5.2%	0.5%	10.3%	77.3%
Total	87	58	64	19	1	22	251
<i>% of Total</i>	34.7%	23.1%	25.5%	7.6%	0.4%	8.8%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Physical	--	3	--	--	--	1	4
<i>% of Total</i>		75.0%				25.0%	80.0%
Mechanical	--	1	--	--	--	--	1
<i>% of Total</i>		100.0%					20.0%
Enhanced Mechanical	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Deadly	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Force	0	4	0	0	0	1	5
<i>% of Total</i>	0.0%	80.0%	0.0%	0.0%	0.0%	20.0%	100.0%

D030- Newark

Troop D

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Granted	1	3	3	--	--	2	9
<i>% of Total</i>	<i>11.1%</i>	<i>33.3%</i>	<i>33.3%</i>			<i>22.2%</i>	<i>100.0%</i>
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Total Requests	1	3	3	0	0	2	9
<i>% of Total</i>	<i>11.1%</i>	<i>33.3%</i>	<i>33.3%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>22.2%</i>	<i>100.0%</i>

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	749	287	429	296	5	5	1,771
<i>% of Total</i>	<i>42.3%</i>	<i>16.2%</i>	<i>24.2%</i>	<i>16.7%</i>	<i>0.3%</i>	<i>0.3%</i>	<i>18.9%</i>
Moving Warning	2,056	687	870	499	8	14	4,134
<i>% of Total</i>	<i>49.7%</i>	<i>16.6%</i>	<i>21.0%</i>	<i>12.1%</i>	<i>0.2%</i>	<i>0.3%</i>	<i>44.2%</i>
Non-Moving Summons	224	116	155	83	--	306	884
<i>% of Total</i>	<i>25.3%</i>	<i>13.1%</i>	<i>17.5%</i>	<i>9.4%</i>		<i>34.6%</i>	<i>9.5%</i>
Non-Moving Warning	183	75	116	56	--	2	432
<i>% of Total</i>	<i>42.4%</i>	<i>17.4%</i>	<i>26.9%</i>	<i>13.0%</i>		<i>0.5%</i>	<i>4.6%</i>
Mixed	205	117	135	69	1	4	531
<i>% of Total</i>	<i>38.6%</i>	<i>22.0%</i>	<i>25.4%</i>	<i>13.0%</i>	<i>0.2%</i>	<i>0.8%</i>	<i>5.7%</i>
No Enforcement	812	285	317	122	4	58	1,598
<i>% of Total</i>	<i>50.8%</i>	<i>17.8%</i>	<i>19.8%</i>	<i>7.6%</i>	<i>0.3%</i>	<i>3.6%</i>	<i>17.1%</i>
Total	4,229	1,567	2,022	1,125	18	389	9,350
<i>% of Total</i>	<i>45.2%</i>	<i>16.8%</i>	<i>21.6%</i>	<i>12.0%</i>	<i>0.2%</i>	<i>4.2%</i>	<i>100.0%</i>

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	1	4	3	1	0	2	11
<i>% of Total</i>	<i>9.1%</i>	<i>36.4%</i>	<i>27.3%</i>	<i>9.1%</i>	<i>0.0%</i>	<i>18.2%</i>	<i>100.0%</i>

D030- Newark

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	61	63	63	7	0	11	205
<i>% of Total</i>	<i>29.8%</i>	<i>30.7%</i>	<i>30.7%</i>	<i>3.4%</i>	<i>0.0%</i>	<i>5.4%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	36	20	33	5	--	3	97
<i>% of Total</i>	<i>37.1%</i>	<i>20.6%</i>	<i>34.0%</i>	<i>5.2%</i>		<i>3.1%</i>	<i>38.2%</i>
Obstruction	22	43	27	2	--	4	98
<i>% of Total</i>	<i>22.4%</i>	<i>43.9%</i>	<i>27.6%</i>	<i>2.0%</i>		<i>4.1%</i>	<i>38.6%</i>
Paraphernalia	3	5	2	1	--	--	11
<i>% of Total</i>	<i>27.3%</i>	<i>45.5%</i>	<i>18.2%</i>	<i>9.1%</i>			<i>4.3%</i>
Possession	6	7	10	1	--	--	24
<i>% of Total</i>	<i>25.0%</i>	<i>29.2%</i>	<i>41.7%</i>	<i>4.2%</i>			<i>9.4%</i>
Weapons	--		2	--	--	3	5
<i>% of Total</i>			<i>40.0%</i>			<i>60.0%</i>	<i>2.0%</i>
Other	5	--	6	--	--	1	12
<i>% of Total</i>	<i>41.7%</i>		<i>50.0%</i>			<i>8.3%</i>	<i>4.7%</i>
No Charges Filed	2	2	1	--	--	2	7
<i>% of Total</i>	<i>28.6%</i>	<i>28.6%</i>	<i>14.3%</i>			<i>28.6%</i>	<i>2.8%</i>
Total	74	77	81	9	0	13	254
<i>% of Total</i>	<i>29.1%</i>	<i>30.3%</i>	<i>31.9%</i>	<i>3.5%</i>	<i>0.0%</i>	<i>5.1%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	18	38	23	2	0	4	85
<i>% of Total</i>	<i>21.2%</i>	<i>44.7%</i>	<i>27.1%</i>	<i>2.4%</i>	<i>0.0%</i>	<i>4.7%</i>	<i>100.0%</i>

E030- Bass River

Troop D

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Granted	5	3	2	--	--	--	10
<i>% of Total</i>	<i>50.0%</i>	<i>30.0%</i>	<i>20.0%</i>				<i>100.0%</i>
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Total Requests	5	3	2	0	0	0	10
<i>% of Total</i>	<i>50.0%</i>	<i>30.0%</i>	<i>20.0%</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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	1,001	156	144	88	4	2	1,395
<i>% of Total</i>	<i>71.8%</i>	<i>11.2%</i>	<i>10.3%</i>	<i>6.3%</i>	<i>0.3%</i>	<i>0.1%</i>	<i>13.9%</i>
Moving Warning	3,890	434	324	204	2	8	4,862
<i>% of Total</i>	<i>80.0%</i>	<i>8.9%</i>	<i>6.7%</i>	<i>4.2%</i>	<i>0.0%</i>	<i>0.2%</i>	<i>48.5%</i>
Non-Moving Summons	359	56	47	17	--	1	480
<i>% of Total</i>	<i>74.8%</i>	<i>11.7%</i>	<i>9.8%</i>	<i>3.5%</i>		<i>0.2%</i>	<i>4.8%</i>
Non-Moving Warning	447	42	36	10	--	1	536
<i>% of Total</i>	<i>83.4%</i>	<i>7.8%</i>	<i>6.7%</i>	<i>1.9%</i>		<i>0.2%</i>	<i>5.3%</i>
Mixed	609	108	101	54	--	--	872
<i>% of Total</i>	<i>69.8%</i>	<i>12.4%</i>	<i>11.6%</i>	<i>6.2%</i>			<i>8.7%</i>
No Enforcement	1,535	164	97	58	2	19	1,875
<i>% of Total</i>	<i>81.9%</i>	<i>8.7%</i>	<i>5.2%</i>	<i>3.1%</i>	<i>0.1%</i>	<i>1.0%</i>	<i>18.7%</i>
Total	7,841	960	749	431	8	31	10,020
<i>% of Total</i>	<i>78.3%</i>	<i>9.6%</i>	<i>7.5%</i>	<i>4.3%</i>	<i>0.1%</i>	<i>0.3%</i>	<i>100.0%</i>

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	6	4	3	0	0	0	13
<i>% of Total</i>	<i>46.2%</i>	<i>30.8%</i>	<i>23.1%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	108	56	33	4	0	3	204
<i>% of Total</i>	<i>52.9%</i>	<i>27.5%</i>	<i>16.2%</i>	<i>2.0%</i>	<i>0.0%</i>	<i>1.5%</i>	<i>100.0%</i>

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Troop D

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	45	8	9	3	--	3	68
<i>% of Total</i>	66.2%	11.8%	13.2%	4.4%		4.4%	27.9%
Obstruction	43	23	11	1	--	--	78
<i>% of Total</i>	55.1%	29.5%	14.1%	1.3%			32.0%
Paraphernalia	12	1	3	--	--	--	16
<i>% of Total</i>	75.0%	6.3%	18.8%				6.6%
Possession	21	11	7	--	--	--	39
<i>% of Total</i>	53.8%	28.2%	17.9%				16.0%
Weapons	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Other	6	3	1	--	--	--	10
<i>% of Total</i>	60.0%	30.0%	10.0%				4.1%
No Charges Filed	8	16	9	--	--	--	33
<i>% of Total</i>	24.2%	48.5%	27.3%				13.5%
Total	135	62	40	4	0	3	244
<i>% of Total</i>	55.3%	25.4%	16.4%	1.6%	0.0%	1.2%	100.0%

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	41	20	10	0	0	0	71
<i>% of Total</i>	57.7%	28.2%	14.1%	0.0%	0.0%	0.0%	100.0%

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Troop D

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving	5,345	2,103	1,501	839	10	50	9,848
<i>% of Total</i>	54.3%	21.4%	15.2%	8.5%	0.1%	0.5%	92.1%
Non-Moving	295	191	137	45	1	4	673
<i>% of Total</i>	43.8%	28.4%	20.4%	6.7%	0.1%	0.6%	6.3%
No Reason Provided	63	52	20	12	--	29	176
<i>% of Total</i>	35.8%	29.5%	11.4%	6.8%		16.5%	1.6%
Total	5,703	2,346	1,658	896	11	83	10,697
<i>% of Total</i>	53.3%	21.9%	15.5%	8.4%	0.1%	0.8%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Vehicle Exits	96	96	49	14	--	10	265
<i>% of Total</i>	36.2%	36.2%	18.5%	5.3%		3.8%	91.1%
Occupant Frisks	5	4	5	2	--	--	16
<i>% of Total</i>	31.3%	25.0%	31.3%	12.5%			5.5%
Non-Consensual Searches	74	80	47	10	--	8	219
<i>% of Total</i>	33.8%	36.5%	21.5%	4.6%		3.7%	75.3%
Canine Deployments	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Arrests	79	81	49	10	--	9	228
<i>% of Total</i>	34.6%	35.5%	21.5%	4.4%		3.9%	78.4%
Total	103	103	57	14	0	14	291
<i>% of Total</i>	35.4%	35.4%	19.6%	4.8%	0.0%	4.8%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Physical	3	1	2	--	--	--	6
<i>% of Total</i>	50.0%	16.7%	33.3%				75.0%
Mechanical	1	--	1	--	--	--	2
<i>% of Total</i>	50.0%		50.0%				25.0%
Enhanced Mechanical	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Deadly	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Force	4	1	3	0	0	0	8
<i>% of Total</i>	50.0%	12.5%	37.5%	0.0%	0.0%	0.0%	100.0%

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Troop D

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	1	--	--	--	--	--	1
<i>% of Total</i>	100.0%						16.7%
Granted	3	1	1	--	--	--	5
<i>% of Total</i>	60.0%	20.0%	20.0%				83.3%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	4	1	1	0	0	0	6
<i>% of Total</i>	66.7%	16.7%	16.7%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	919	418	307	196	2	4	1,846
<i>% of Total</i>	49.8%	22.6%	16.6%	10.6%	0.1%	0.2%	17.3%
Moving Warning	3,043	1,106	766	494	7	15	5,431
<i>% of Total</i>	56.0%	20.4%	14.1%	9.1%	0.1%	0.3%	50.8%
Non-Moving Summons	291	122	112	53	--	1	579
<i>% of Total</i>	50.3%	21.1%	19.3%	9.2%		0.2%	5.4%
Non-Moving Warning	241	143	102	33	1	1	521
<i>% of Total</i>	46.3%	27.4%	19.6%	6.3%	0.2%	0.2%	4.9%
Mixed	162	140	103	34	--	1	440
<i>% of Total</i>	36.8%	31.8%	23.4%	7.7%		0.2%	4.1%
No Enforcement	1,047	417	268	86	1	61	1,880
<i>% of Total</i>	55.7%	22.2%	14.3%	4.6%	0.1%	3.2%	17.6%
Total	5,703	2,346	1,658	896	11	83	10,697
<i>% of Total</i>	53.3%	21.9%	15.5%	8.4%	0.1%	0.8%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	11	8	2	0	0	1	22
<i>% of Total</i>	50.0%	36.4%	9.1%	0.0%	0.0%	4.5%	100.0%

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Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	84	103	50	8	0	3	248
<i>% of Total</i>	<i>33.9%</i>	<i>41.5%</i>	<i>20.2%</i>	<i>3.2%</i>	<i>0.0%</i>	<i>1.2%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	50	40	26	5	--	1	122
<i>% of Total</i>	<i>41.0%</i>	<i>32.8%</i>	<i>21.3%</i>	<i>4.1%</i>		<i>0.8%</i>	<i>37.8%</i>
Obstruction	26	50	20	2	--	1	99
<i>% of Total</i>	<i>26.3%</i>	<i>50.5%</i>	<i>20.2%</i>	<i>2.0%</i>		<i>1.0%</i>	<i>30.7%</i>
Paraphernalia	14	5	3	--	--	--	22
<i>% of Total</i>	<i>63.6%</i>	<i>22.7%</i>	<i>13.6%</i>				<i>6.8%</i>
Possession	19	9	7	--	--	2	37
<i>% of Total</i>	<i>51.4%</i>	<i>24.3%</i>	<i>18.9%</i>			<i>5.4%</i>	<i>11.5%</i>
Weapons	3	2	--	--	--	--	5
<i>% of Total</i>	<i>60.0%</i>	<i>40.0%</i>					<i>1.5%</i>
Other	9	9	4	--	--	3	25
<i>% of Total</i>	<i>36.0%</i>	<i>36.0%</i>	<i>16.0%</i>			<i>12.0%</i>	<i>7.7%</i>
No Charges Filed	3	6	3	1	--	--	13
<i>% of Total</i>	<i>23.1%</i>	<i>46.2%</i>	<i>23.1%</i>	<i>7.7%</i>			<i>4.0%</i>
Total	124	121	63	8	0	7	323
<i>% of Total</i>	<i>38.4%</i>	<i>37.5%</i>	<i>19.5%</i>	<i>2.5%</i>	<i>0.0%</i>	<i>2.2%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	19	42	15	2	0	1	79
<i>% of Total</i>	<i>24.1%</i>	<i>53.2%</i>	<i>19.0%</i>	<i>2.5%</i>	<i>0.0%</i>	<i>1.3%</i>	<i>100.0%</i>

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Granted	8	2	1	2	--	1	14
<i>% of Total</i>	<i>57.1%</i>	<i>14.3%</i>	<i>7.1%</i>	<i>14.3%</i>		<i>7.1%</i>	<i>100.0%</i>
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Total Requests	8	2	1	2	0	1	14
<i>% of Total</i>	<i>57.1%</i>	<i>14.3%</i>	<i>7.1%</i>	<i>14.3%</i>	<i>0.0%</i>	<i>7.1%</i>	<i>100.0%</i>

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	1,215	187	215	148	--	8	1,773
<i>% of Total</i>	<i>68.5%</i>	<i>10.5%</i>	<i>12.1%</i>	<i>8.3%</i>		<i>0.5%</i>	<i>17.2%</i>
Moving Warning	2,798	419	394	225	--	3	3,839
<i>% of Total</i>	<i>72.9%</i>	<i>10.9%</i>	<i>10.3%</i>	<i>5.9%</i>		<i>0.1%</i>	<i>37.3%</i>
Non-Moving Summons	468	76	89	36	2	5	676
<i>% of Total</i>	<i>69.2%</i>	<i>11.2%</i>	<i>13.2%</i>	<i>5.3%</i>	<i>0.3%</i>	<i>0.7%</i>	<i>6.6%</i>
Non-Moving Warning	295	41	60	22	1	--	419
<i>% of Total</i>	<i>70.4%</i>	<i>9.8%</i>	<i>14.3%</i>	<i>5.3%</i>	<i>0.2%</i>		<i>4.1%</i>
Mixed	322	111	117	41	--	3	594
<i>% of Total</i>	<i>54.2%</i>	<i>18.7%</i>	<i>19.7%</i>	<i>6.9%</i>		<i>0.5%</i>	<i>5.8%</i>
No Enforcement	2,232	304	273	133	2	55	2,999
<i>% of Total</i>	<i>74.4%</i>	<i>10.1%</i>	<i>9.1%</i>	<i>4.4%</i>	<i>0.1%</i>	<i>1.8%</i>	<i>29.1%</i>
Total	7,330	1,138	1,148	605	5	74	10,300
<i>% of Total</i>	<i>71.2%</i>	<i>11.0%</i>	<i>11.1%</i>	<i>5.9%</i>	<i>0.0%</i>	<i>0.7%</i>	<i>100.0%</i>

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	15	3	3	1	0	1	23
<i>% of Total</i>	<i>65.2%</i>	<i>13.0%</i>	<i>13.0%</i>	<i>4.3%</i>	<i>0.0%</i>	<i>4.3%</i>	<i>100.0%</i>

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Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	172	74	54	6	0	6	312
<i>% of Total</i>	<i>55.1%</i>	<i>23.7%</i>	<i>17.3%</i>	<i>1.9%</i>	<i>0.0%</i>	<i>1.9%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	93	8	28	3	--	2	134
<i>% of Total</i>	<i>69.4%</i>	<i>6.0%</i>	<i>20.9%</i>	<i>2.2%</i>		<i>1.5%</i>	<i>35.0%</i>
Obstruction	54	54	20	2	--	1	131
<i>% of Total</i>	<i>41.2%</i>	<i>41.2%</i>	<i>15.3%</i>	<i>1.5%</i>		<i>0.8%</i>	<i>34.2%</i>
Paraphernalia	14	1	2		--	1	18
<i>% of Total</i>	<i>77.8%</i>	<i>5.6%</i>	<i>11.1%</i>			<i>5.6%</i>	<i>4.7%</i>
Possession	42	6	8	1	--	4	61
<i>% of Total</i>	<i>68.9%</i>	<i>9.8%</i>	<i>13.1%</i>	<i>1.6%</i>		<i>6.6%</i>	<i>15.9%</i>
Weapons	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Other	4	1	--	--	--	--	5
<i>% of Total</i>	<i>80.0%</i>	<i>20.0%</i>					<i>1.3%</i>
No Charges Filed	15	11	6	--	--	2	34
<i>% of Total</i>	<i>44.1%</i>	<i>32.4%</i>	<i>17.6%</i>			<i>5.9%</i>	<i>8.9%</i>
Total	222	81	64	6	0	10	383
<i>% of Total</i>	<i>58.0%</i>	<i>21.1%</i>	<i>16.7%</i>	<i>1.6%</i>	<i>0.0%</i>	<i>2.6%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	51	52	20	2	0	1	126
<i>% of Total</i>	<i>40.5%</i>	<i>41.3%</i>	<i>15.9%</i>	<i>1.6%</i>	<i>0.0%</i>	<i>0.8%</i>	<i>100.0%</i>

Other Stations

Troop D

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Granted	3	3	1	--	--	--	7
<i>% of Total</i>	42.9%	42.9%	14.3%				100.0%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	3	3	1	0	0	0	7
<i>% of Total</i>	42.9%	42.9%	14.3%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	2,109	693	688	463	2	4	3,959
<i>% of Total</i>	53.3%	17.5%	17.4%	11.7%	0.1%	0.1%	32.4%
Moving Warning	2,013	391	321	150	--	1	2,876
<i>% of Total</i>	70.0%	13.6%	11.2%	5.2%		0.0%	23.5%
Non-Moving Summons	1,076	230	273	114	--	526	2,219
<i>% of Total</i>	48.5%	10.4%	12.3%	5.1%		23.7%	18.1%
Non-Moving Warning	187	23	31	15	--	--	256
<i>% of Total</i>	73.0%	9.0%	12.1%	5.9%			2.1%
Mixed	373	112	173	54	--	3	715
<i>% of Total</i>	52.2%	15.7%	24.2%	7.6%		0.4%	5.8%
No Enforcement	1,607	294	190	77	1	32	2,201
<i>% of Total</i>	73.0%	13.4%	8.6%	3.5%	0.0%	1.5%	18.0%
Total	7,365	1,743	1,676	873	3	566	12,226
<i>% of Total</i>	60.2%	14.3%	13.7%	7.1%	0.0%	4.6%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	5	2	0	0	0	0	7
<i>% of Total</i>	71.4%	28.6%	0.0%	0.0%	0.0%	0.0%	100.0%

Other Stations

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	34	27	16	3	0	1	81
<i>% of Total</i>	42.0%	33.3%	19.8%	3.7%	0.0%	1.2%	100.0%

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	5	2	3	1	--	--	11
<i>% of Total</i>	45.5%	18.2%	27.3%	9.1%			12.6%
Obstruction	21	12	10	1	--	--	44
<i>% of Total</i>	47.7%	27.3%	22.7%	2.3%			50.6%
Paraphernalia	2	2	--	--	--	--	4
<i>% of Total</i>	50.0%	50.0%					4.6%
Possession	5	2	3	--	--	--	10
<i>% of Total</i>	50.0%	20.0%	30.0%				11.5%
Weapons	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Other	--	1	--	--	--	--	1
<i>% of Total</i>		100.0%					1.1%
No Charges Filed	4	10	1	1	--	1	17
<i>% of Total</i>	23.5%	58.8%	5.9%	5.9%		5.9%	19.5%
Total	37	29	17	3	0	1	87
<i>% of Total</i>	42.5%	33.3%	19.5%	3.4%	0.0%	1.1%	100.0%

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	20	11	10	1	0	0	42
<i>% of Total</i>	47.6%	26.2%	23.8%	2.4%	0.0%	0.0%	100.0%

All Other Stations

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving	13,830	4,490	4,035	1,922	51	152	24,480
<i>% of Total</i>	56.5%	18.3%	16.5%	7.9%	0.2%	0.6%	90.1%
Non-Moving	1,223	461	434	103	--	217	2,438
<i>% of Total</i>	50.2%	18.9%	17.8%	4.2%		8.9%	9.0%
No Reason Provided	112	45	49	10	1	43	260
<i>% of Total</i>	43.1%	17.3%	18.8%	3.8%	0.4%	16.5%	1.0%
Total	15,165	4,996	4,518	2,035	52	412	27,178
<i>% of Total</i>	55.8%	18.4%	16.6%	7.5%	0.2%	1.5%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Vehicle Exits	424	262	298	34	4	13	1,035
<i>% of Total</i>	41.0%	25.3%	28.8%	3.3%	0.4%	1.3%	99.0%
Occupant Frisks	29	18	26	1	--	1	75
<i>% of Total</i>	38.7%	24.0%	34.7%	1.3%		1.3%	7.2%
Non-Consensual Searches	240	182	173	15	1	6	617
<i>% of Total</i>	38.9%	29.5%	28.0%	2.4%	0.2%	1.0%	59.0%
Canine Deployments	--	--	1	--	--	--	1
<i>% of Total</i>			100.0%				0.1%
Arrests	255	188	177	15	1	5	641
<i>% of Total</i>	39.8%	29.3%	27.6%	2.3%	0.2%	0.8%	61.3%
Total	427	263	303	35	4	13	1,045
<i>% of Total</i>	40.9%	25.2%	29.0%	3.3%	0.4%	1.2%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Physical	1	1	--	--	--	--	2
<i>% of Total</i>	50.0%	50.0%					66.7%
Mechanical	1	--	--	--	--	--	1
<i>% of Total</i>	100.0%						33.3%
Enhanced Mechanical	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Deadly	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Force	2	1	0	0	0	0	3
<i>% of Total</i>	66.7%	33.3%	0.0%	0.0%	0.0%	0.0%	100.0%

All Other Stations

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Denied	--	2	--	--	--	--	2
<i>% of Total</i>		100.0%					7.4%
Granted	15	5	5	--	--	--	25
<i>% of Total</i>	60.0%	20.0%	20.0%				92.6%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	15	7	5	0	0	0	27
<i>% of Total</i>	55.6%	25.9%	18.5%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Moving Summons	4,020	1,357	1,334	811	13	23	7,558
<i>% of Total</i>	53.2%	18.0%	17.7%	10.7%	0.2%	0.3%	27.8%
Moving Warning	4,394	1,466	1,111	545	17	13	7,546
<i>% of Total</i>	58.2%	19.4%	14.7%	7.2%	0.2%	0.2%	27.8%
Non-Moving Summons	1,526	498	530	202	--	241	2,997
<i>% of Total</i>	50.9%	16.6%	17.7%	6.7%		8.0%	11.0%
Non-Moving Warning	549	243	154	50	2	1	999
<i>% of Total</i>	55.0%	24.3%	15.4%	5.0%	0.2%	0.1%	3.7%
Mixed	974	431	500	139	4	6	2,054
<i>% of Total</i>	47.4%	21.0%	24.3%	6.8%	0.2%	0.3%	7.6%
No Enforcement	3,702	1,001	889	288	16	128	6,024
<i>% of Total</i>	61.5%	16.6%	14.8%	4.8%	0.3%	2.1%	22.2%
Total	15,165	4,996	4,518	2,035	52	412	27,178
<i>% of Total</i>	55.8%	18.4%	16.6%	7.5%	0.2%	1.5%	100.0%

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

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Stops with Seizures	33	24	10	1	0	0	68
<i>% of Total</i>	48.5%	35.3%	14.7%	1.5%	0.0%	0.0%	100.0%

All Other Stations

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Persons Arrested	280	220	211	8	0	10	729
<i>% of Total</i>	<i>38.4%</i>	<i>30.2%</i>	<i>28.9%</i>	<i>1.1%</i>	<i>0.0%</i>	<i>1.4%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
DWI	192	94	151	5	--	6	448
<i>% of Total</i>	<i>42.9%</i>	<i>21.0%</i>	<i>33.7%</i>	<i>1.1%</i>		<i>1.3%</i>	<i>48.4%</i>
Obstruction	46	95	42	1	--	4	188
<i>% of Total</i>	<i>24.5%</i>	<i>50.5%</i>	<i>22.3%</i>	<i>0.5%</i>		<i>2.1%</i>	<i>20.3%</i>
Paraphernalia	27	19	9	1	--	--	56
<i>% of Total</i>	<i>48.2%</i>	<i>33.9%</i>	<i>16.1%</i>	<i>1.8%</i>			<i>6.1%</i>
Possession	58	57	22	2	--	2	141
<i>% of Total</i>	<i>41.1%</i>	<i>40.4%</i>	<i>15.6%</i>	<i>1.4%</i>		<i>1.4%</i>	<i>15.2%</i>
Weapons	--	3	--	--	--	--	3
<i>% of Total</i>		<i>100.0%</i>					<i>0.3%</i>
Other	11	6	17	--	--	--	34
<i>% of Total</i>	<i>32.4%</i>	<i>17.6%</i>	<i>50.0%</i>				<i>3.7%</i>
No Charges Filed	16	27	10	1	--	1	55
<i>% of Total</i>	<i>29.1%</i>	<i>49.1%</i>	<i>18.2%</i>	<i>1.8%</i>		<i>1.8%</i>	<i>5.9%</i>
Total	350	301	251	10	0	13	925
<i>% of Total</i>	<i>37.8%</i>	<i>32.5%</i>	<i>27.1%</i>	<i>1.1%</i>	<i>0.0%</i>	<i>1.4%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2015 - December 31, 2015

	White	Black	Hispanic	Asian	American Indian	Other	Total
Total Wanted Persons	42	82	33	1	0	2	160
<i>% of Total</i>	<i>26.3%</i>	<i>51.3%</i>	<i>20.6%</i>	<i>0.6%</i>	<i>0.0%</i>	<i>1.3%</i>	<i>100.0%</i>