



OLEPS

OFFICE OF LAW ENFORCEMENT PROFESSIONAL STANDARDS

Supplement to the Tenth Aggregate Report Troops A, C, and D

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**SUPPLEMENT TO THE TENTH REPORT OF AGGREGATE DATA OF
THE NEW JERSEY STATE POLICE
TROOP A, C, & D**

**OFFICE OF LAW ENFORCEMENT PROFESSIONAL STANDARDS
JULY 1, 2013 TO DECEMBER 31, 2013**

Introduction

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

ANALYSIS: TROOP A

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

Stop Level Analysis

Number of Stops

From July 1, 2013 to December 31, 2013, Troop A conducted 26,678 stops. While the number of motor vehicle stops conducted Division-wide decreased almost 9%, Troop A experienced an even larger decrease in the number of motor vehicle stops conducted, 20%. Although all troops experienced a decrease, Troop A had the greatest, compared to Troop C and D.

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

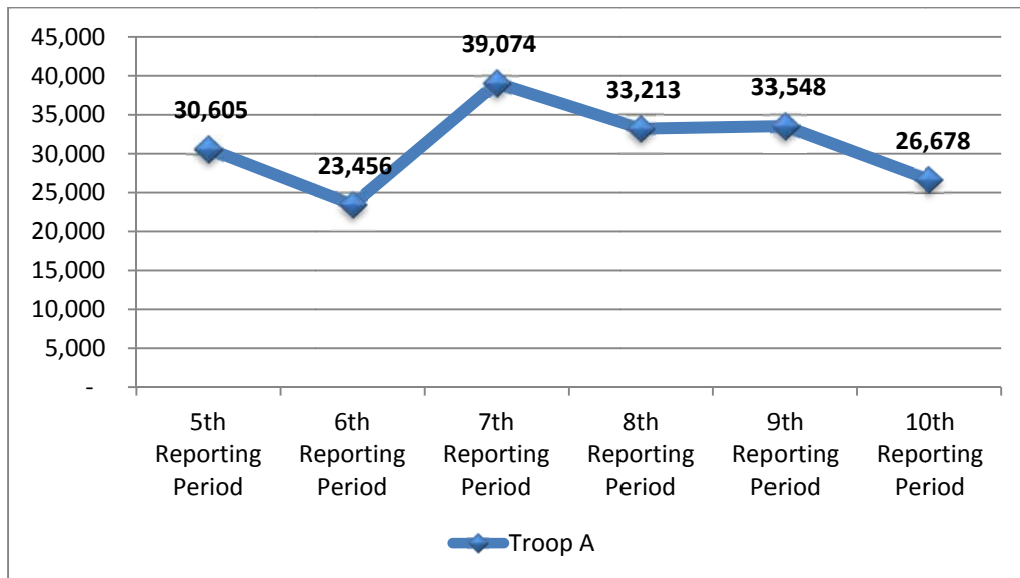


Figure One depicts the trend of the number of vehicle stops for the current and previous two years. While the number of stops does fluctuate each period, the current period is the lowest number of stops in the two years represented on the graph. Thus, similar to Division-wide trends of declining stop numbers, Troop A's numbers appear to remain low. That said, Figure One does not present the number of stops prior to January 2012. It is possible that the numbers depicted are much lower than previous years, as noted for the Division.

As noted Division-wide, White drivers make up the largest proportion of all stops in the current reporting period. White drivers were involved in 64% of all stops, Black drivers were involved in 23%,

Hispanic drivers were also involved in 10%, Asian drivers were involved in 3%, Other and American Indian drivers were involved in 0%. Despite the large difference between the number of stops Division-wide and Troop A, the racial/ethnic proportions are very similar. However, Troop A's stops involve a slightly higher proportion of Blacks drivers and a slightly smaller proportion of Hispanic and Asian drivers. Because American Indian and Other drivers make up such a small proportion of all stops and thus, all activities, they will not be routinely discussed in this report unless their pattern differs dramatically from this distribution.

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

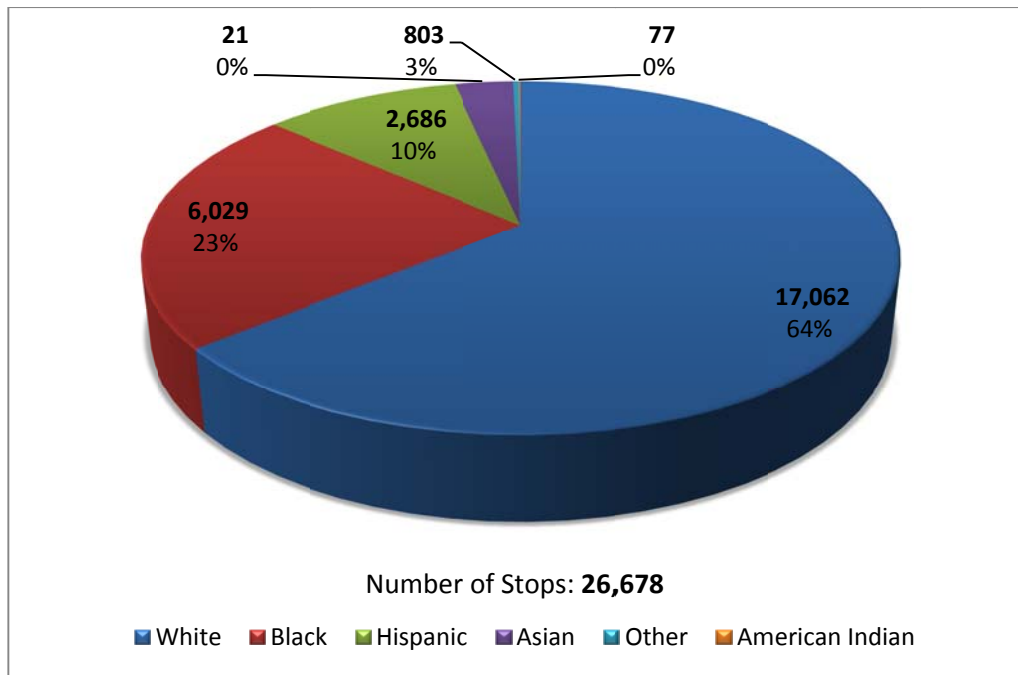
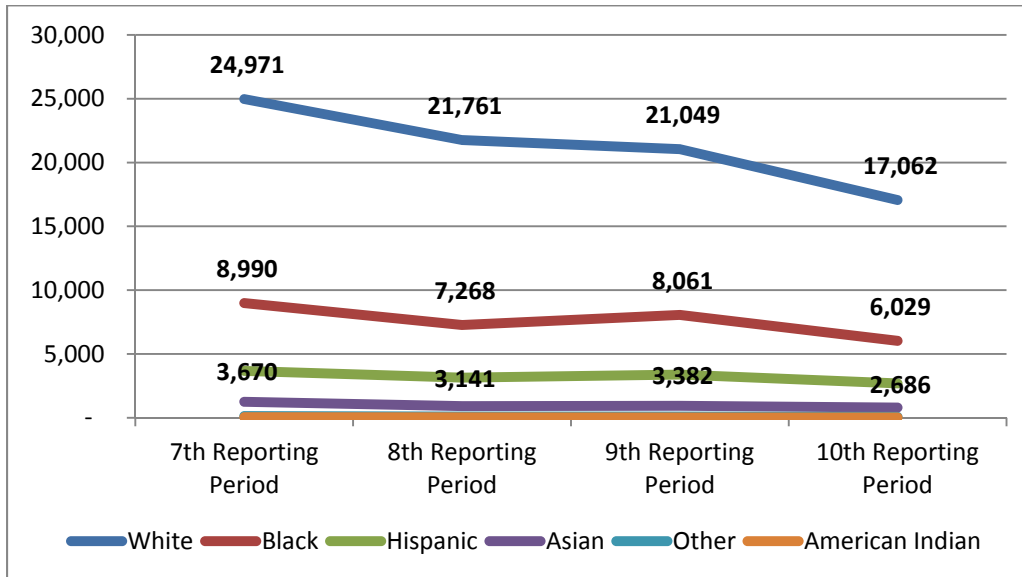


Figure Three graphs the number of stops made of drivers of each racial/ethnic group for the current and three previous reporting periods. Because the total number of motor vehicle stops decreased in the current reporting period, the number of stops for each racial/ethnic group also decreased. However,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

Figure Three: Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
 January 2012 - December 2013



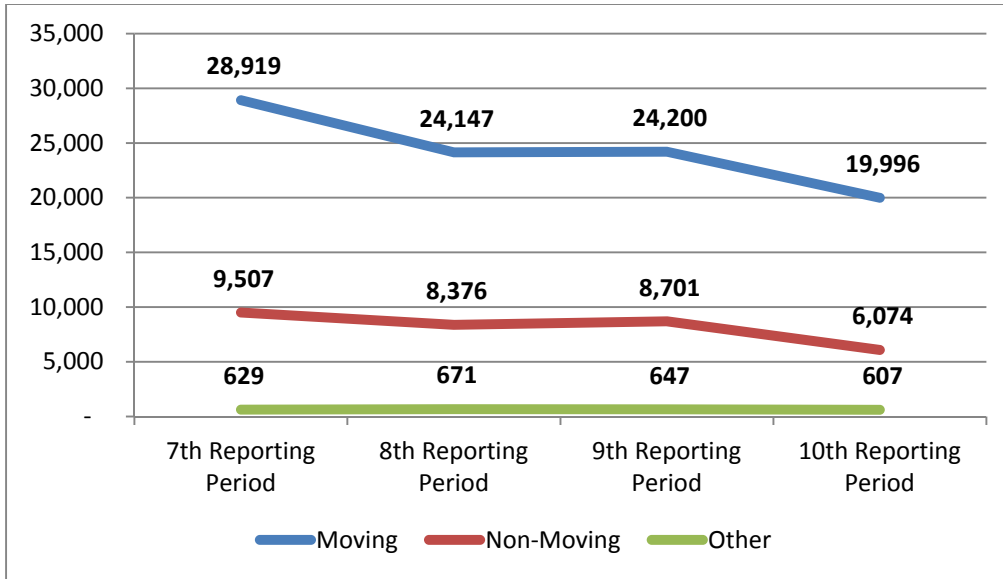
Reason for Stops

The proportion of stops made for each reason has remained relatively stable over time. As has been noted in previous reports, the majority of stops conducted by Troop A are based on moving violations. The current reporting period also follows this trend; 75% of all motor vehicle stops were based on moving violations. As shown in Figure Four, 19,996 motor vehicle stops conducted by Troop A were based on moving violations. Moving violations typically account for between 75% and 72% of all motor vehicle stops in Troop A. While this general pattern is consistent with the Division-wide trend of stop reasons, the proportion of stops made for moving violations in Troop A is less than the proportion Division-wide.

While Division-wide, non-moving violations account for roughly 11% to 17% of all stops, in Troop A, they account for a much larger proportion of stops. As shown in Figure Four, non-moving violations are cited in roughly 6,074 to 9,507 stops each reporting period. Thus, in Troop A, non-moving violations account for 23% to 26% of all stops. In the current reporting period, 23% of all stops made by Troop A were for non-moving violations.

Although non-moving violations make up a small proportion of all motor vehicle stops, stops made for other violations make up an even smaller proportion. The proportion of stops for other reasons is usually around 1% to 2% of all stops. In the current period, 607 motor vehicle stops, about 2% of Troop A's stops, were based on other violations. This number of stops is nearly identical to the proportion of other stops made by Troop A in the previous reporting period. This pattern also mirrors the Division-wide trend of stops for other violations, where only between 1% and 2% of all stops are made for other violations.

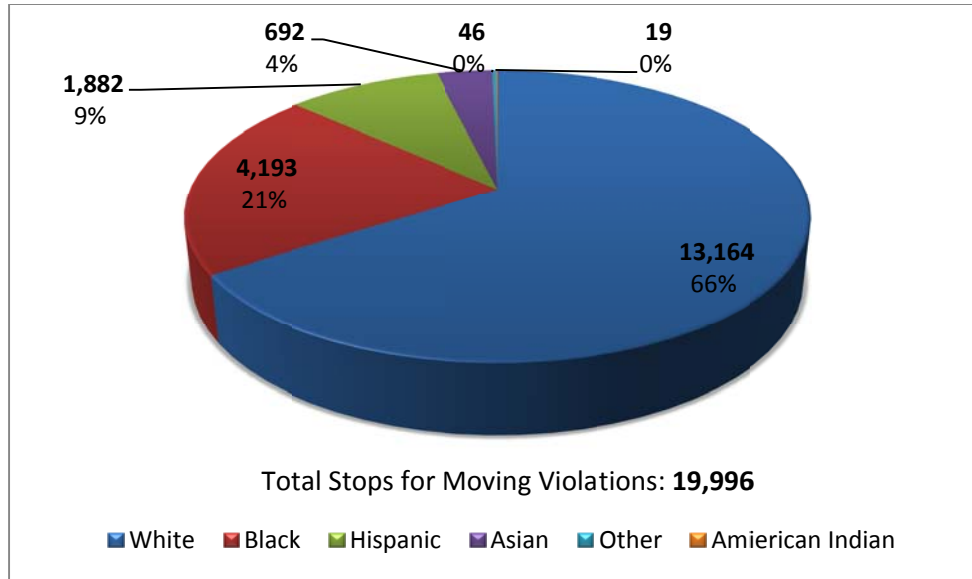
Figure Four: Trends in Reasons for Motor Vehicle Stops
 January 2012 - December 2013



Because every stop receives a stop reason, the racial/ethnic distribution of all stops with a reason should be identical to that of all stops. Instead, it is more appropriate to assess the racial/ethnic distribution of each type of motor vehicle stop. The overwhelming majority of motor vehicle stops were based on moving violations, so the racial/ethnic distribution of stops with moving violations is nearly identical to that of all stops. As shown in Figure Five, 19,1996 stops, 66%, with moving violations involved White drivers, 21% or 4,193 involved Black drivers, and 9% or 1,882 stops involved Hispanic drivers. This distribution, while involving a much smaller number of motor vehicle stops, is similar to the Division-wide distribution, though slightly skewed. For stops made by Troop A, Black drivers are involved in a slightly higher proportion, a four percentage point difference, of motor vehicle stops than Division-wide. Additionally, Hispanic drivers had a slightly smaller proportion for moving violations in Troop A than Division-wide.

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

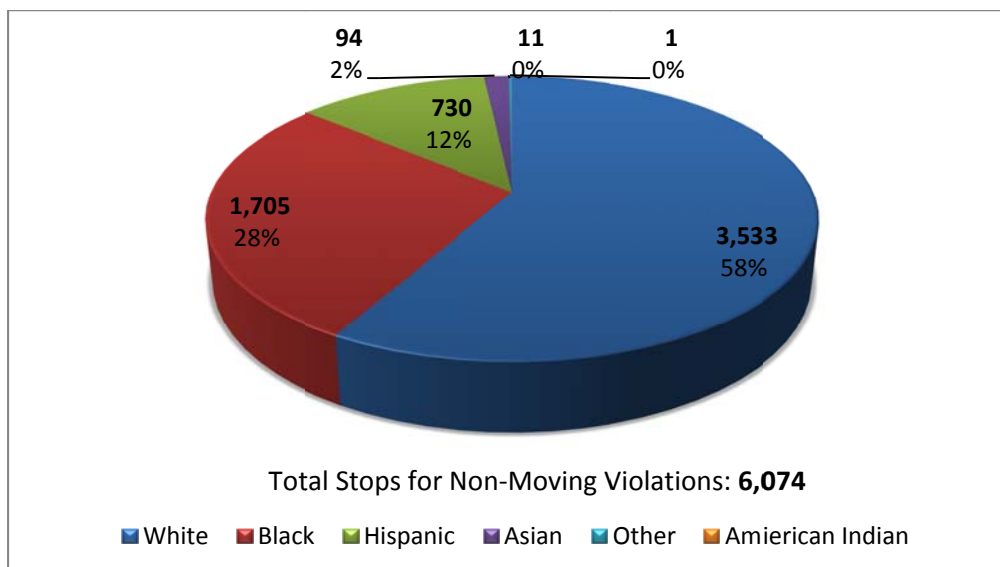
July 1, 2013 – December 31, 2013



Despite involving a much smaller proportion of drivers, the racial/ethnic distribution of stops made for non-moving violations is similar, albeit slightly different from the distribution of all stops. White drivers are still involved in the majority of stops made for non-moving violations, 58% or 3,533 stops. Black drivers, however, were slightly overrepresented compared to their proportion of all stops. While Black drivers are 23% of all stops for Troop A, they are 28% of those made for non-moving violations. Hispanic drivers have a distribution of 10% for all stops for Troop A and 12% for non-moving violations. Compared to Division-wide, Black and Hispanic drivers are slightly overrepresented for non-moving violations in Troop A.

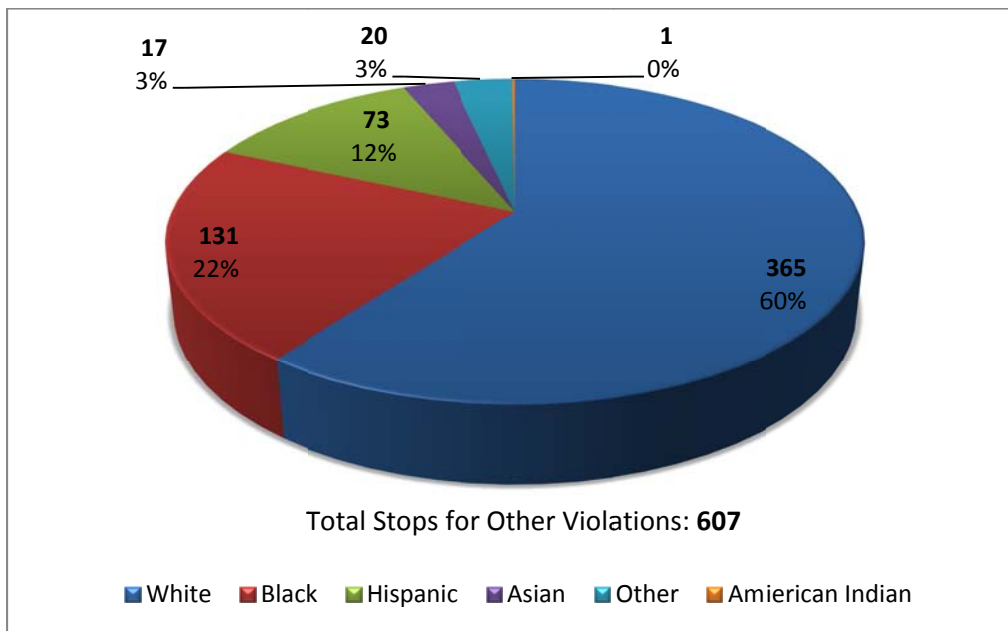
Figure Six: Racial/Ethnic Distribution of Stops made for Non-Moving Violations

July 1, 2013 – December 31, 2013



Because there are so few stops, less than 1,000, made for other reasons, the racial/ethnic distribution of these stops is more likely to differ from the overall distribution of stops. That said, the distribution for stops made for other violations by Troop A does differ slightly from the distribution of all stops. White drivers, still being the majority of stops, were slightly underrepresented with 365 stops or 60% of stops made for other reasons. Black drivers, however, were involved in 22% or 131 stops made for other reasons. Hispanic drivers were involved in 73 stops or 12% of all stops made for other reasons. Thus, White and Black drivers are slightly underrepresented, while Hispanic drivers are slightly over represented among other violations. This pattern is similar to the distribution observed Division-wide, with the exception that White drivers are underrepresented Division-wide among stops with other reasons.

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



Law Enforcement Procedures

Division-wide, only 10,062 stops, 5%, involved post-stop activity. For stops made by Troop A 2,505 stops, 9%, involve post-stop activity. Compared to Troop C and D, Troop A had the greatest percentage of stops involving post-stop activity. Figure Eight depicts the trend of stops with law enforcement procedures for the current and previous four reporting periods. Troop A experienced a 16% decrease in the number of stops with post stop interactions. Despite this decrease a larger proportion of Troop A's stops contain post-stop activity, about 9%, than the Division, about 15%.

Figure Eight: Trends of Motor Vehicle Stops with Law Enforcement Procedures
January 2012 - December 2013

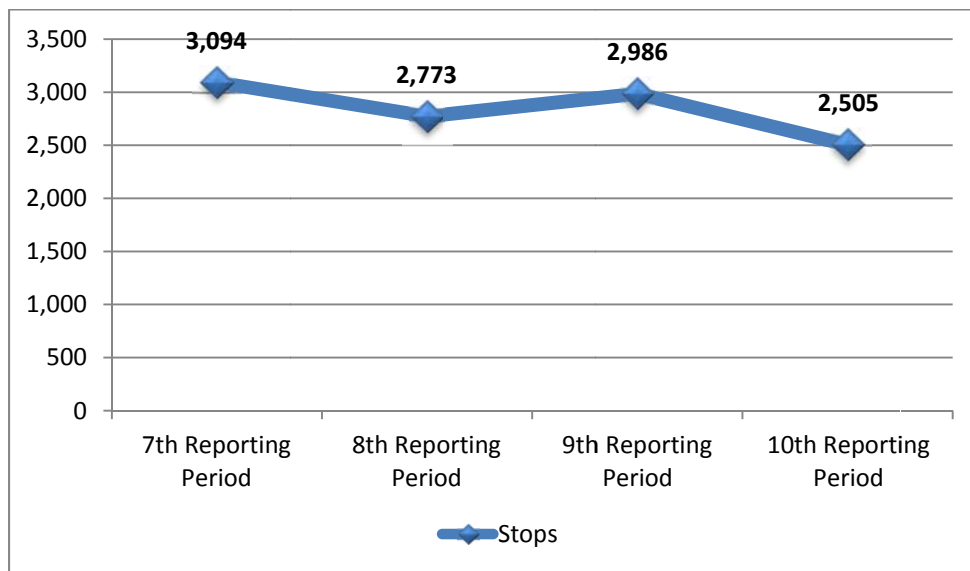


Figure Nine depicts the racial/ethnic distribution of stops where there was at least one law enforcement procedure for Troop A. White drivers were involved in 54% of stops with law enforcement procedures, 1,359 motor vehicle stops. Black drivers were involved in 29% or 726 motor vehicle stops. Hispanic drivers were involved in 15% or 361 stops with law enforcement procedures in Troop A. Compared to the overall distribution of stops in Troop A, White drivers are underrepresented while Black and Hispanic drivers are overrepresented.

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

July 1, 2013 – December 31, 2013

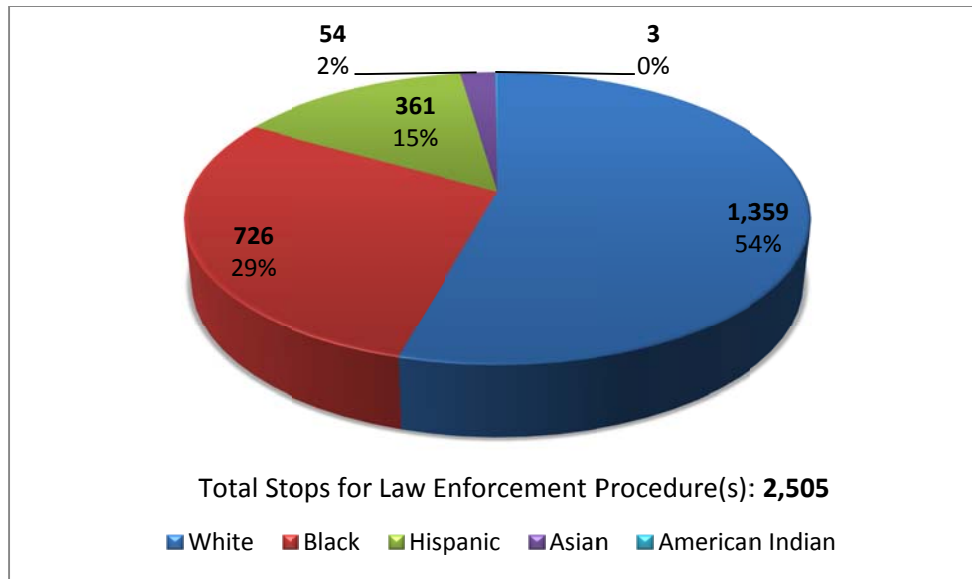
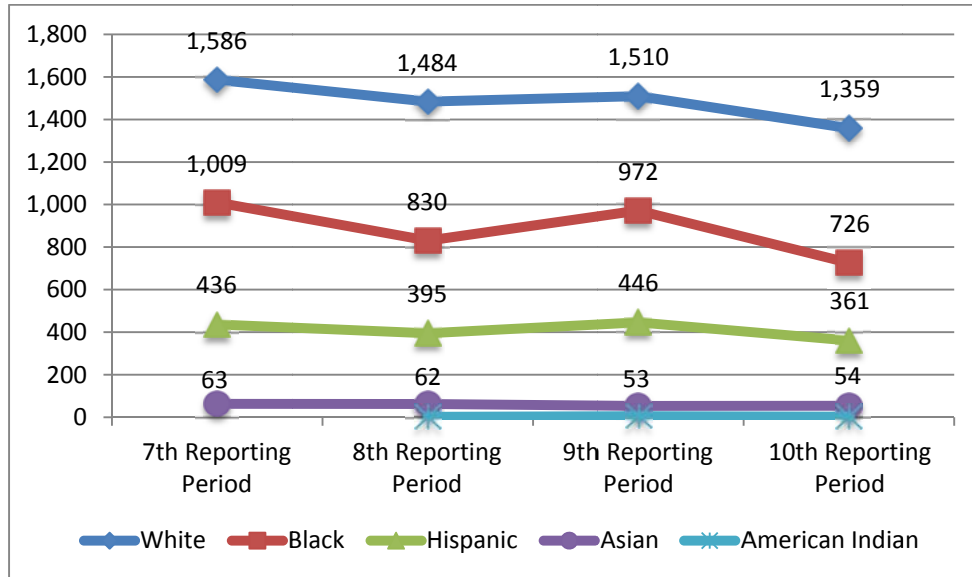


Figure Ten graphs the trend of the racial/ethnic distribution of stops with law enforcement procedures for Troop A. Because the number of stops with law enforcement procedures decreased in the current reporting period, the number of stops involving drivers of each racial/ethnic group also decreased. There are differences in the magnitude of changes. Black drivers experienced the largest decrease in motor vehicle stops resulting in law enforcement procedures, 25%. However, this decrease amounts to 246 stops. Hispanic drivers had the second largest decrease with 19%, which totals to a decrease of 85 stops. White drivers also experienced a slight decrease, 10% or 151 stops, in the number of stops with law enforcement procedures. Asian drivers experienced an increase of one stop with law enforcement procedures.

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

January 2012 - December 2013

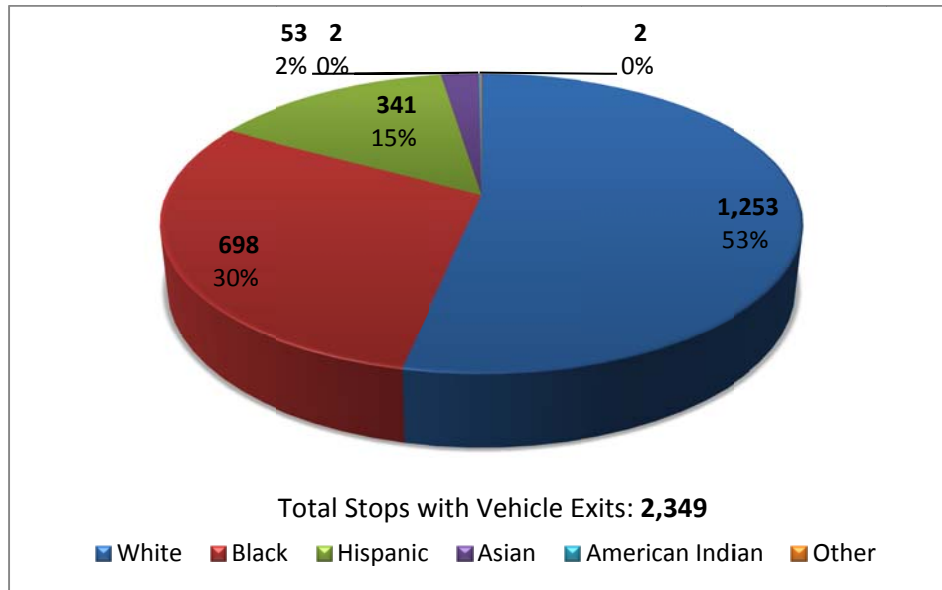


Vehicle Exits

The most frequent post-stop interaction was an occupant vehicle exit. Of the 2,505 stops made by Troop A with post-stop interactions, 2,349 stops (94%) resulted in an occupant vehicle exit. Troopers are permitted to ask a driver to exit for any reason, thus, the high frequency of this activity.

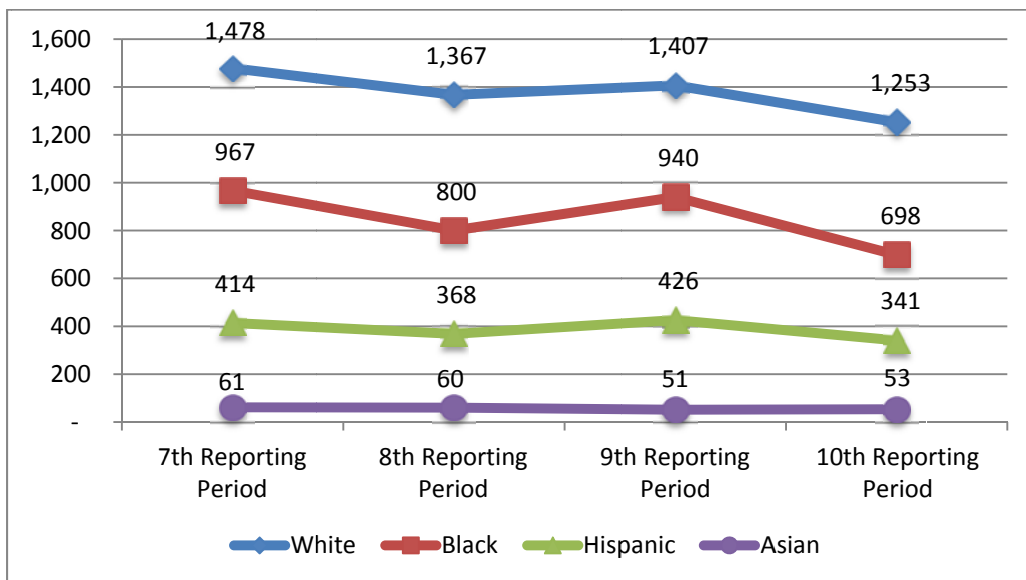
Figure Eleven depicts the racial/ethnic distribution of stops for vehicle exits. The frequency of vehicle exits for White drivers is higher than the frequency for all other racial/ethnic groups. White drivers were involved in 1,253 stops with vehicle exits (53%), Black drivers were involved in 698 stops (30%), and Hispanic drivers were involved in 341 stops (15%) with vehicle exits. Compared to the distribution of stops with law enforcement procedures, this distribution is nearly identical.

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



Because vehicle exits are the most frequent law enforcement procedure, the magnitude of change in the racial/ethnic distribution of stops with vehicle exits is consistent with that of law enforcement procedures. As shown in Figure Twelve, there was a 17% decrease in the total number of stops with vehicle exits from the previous reporting period. The largest decrease, 26%, was for Black drivers asked to exit while Hispanic drivers decreased by 20% and White drivers decreased by 11%. However, Asian drivers increased by 4% from the previous reporting period. The trend of racial/ethnic distribution of vehicle exits matches the trends of law enforcement procedures over time.

Figure Twelve: Trend of Racial/Ethnic Distribution of Stops with Vehicle Exits
 January 2012 - December 2013



Non-Consensual Searches

While a vehicle exit is the most frequent post-stop interaction, non-consensual searches are also very common. Of the 2,505 stops with post-stop interactions for Troop A, 58% or 1,455 stops involved non-consensual searches. The number of stops with non-consensual searches declined in the current reporting period. Despite this decrease, the racial/ethnic distribution of these stops remains consistent with the previous period.

As shown in Figure Thirteen, White drivers were involved in the largest proportion of stops with non-consensual searches. In the current period, White drivers were involved in 745 stops, 51%, with non-consensual searches. Black drivers were involved in 473 stops, 33%, with non-consensual searches while Hispanic drivers were involved in 222 stops, 15% of stops with non-consensual searches. The proportion of Black drivers is slightly greater than the proportions of all law enforcement procedures for Troop A. Compared to the non-consensual searches Division wide, this distribution involved the same proportion of Black drivers, has more White drivers, and fewer Hispanic drivers. Thus, Black drivers are slightly overrepresented, while Hispanic drivers are underrepresented in non-consensual searches for Troop A.

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

July 1, 2013 – December 31, 2013

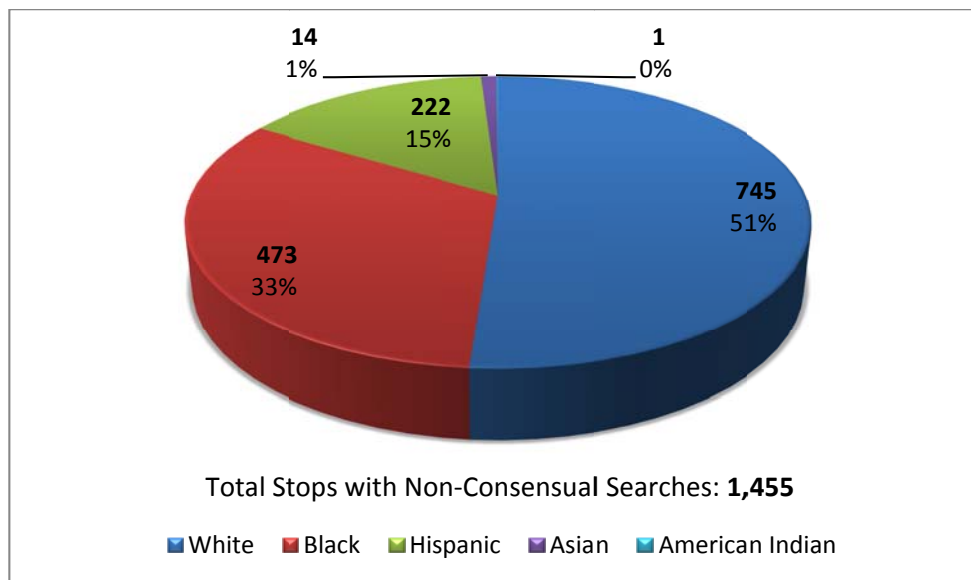
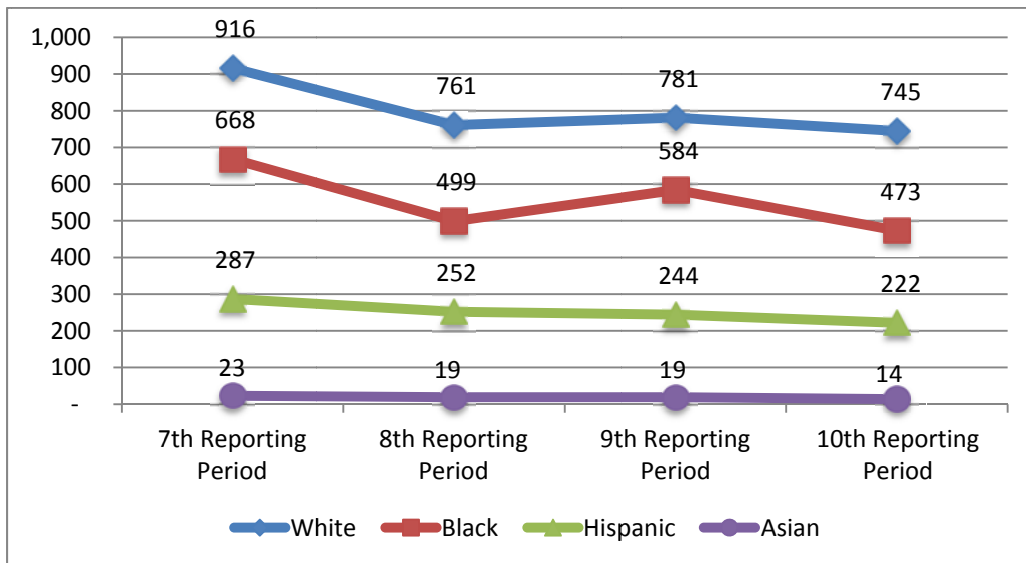


Figure Fourteen graphs the trend of non-consensual searches for each racial/ethnic group for the current and previous three reporting periods. As with all stops, most of the number of stops with non-consensual searches decreased in the current period and is the lowest in the last four reporting periods. For non-consensual searches, all racial/ethnic groups experienced a decrease of 17%. Black drivers experienced the greatest decrease of 26%, while the proportion involving White drivers decreased by 11%. Hispanic drivers' involvement in stops with non-consensual searches decreased by about 20% while Asian drivers' involvement actually increased by 4%.

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

January 2012 - December 2013

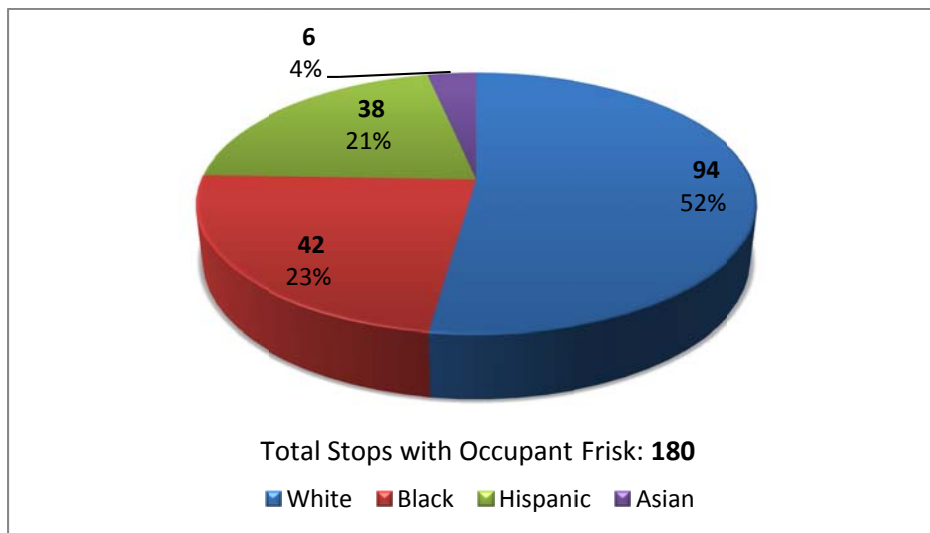


Occupant Frisks

In the current reporting period, there were 180 motor vehicle stops conducted by Troop A where at least one occupant was frisked, 7% of all stops with post-stop interactions.

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

July 1, 2013 – December 31, 2013

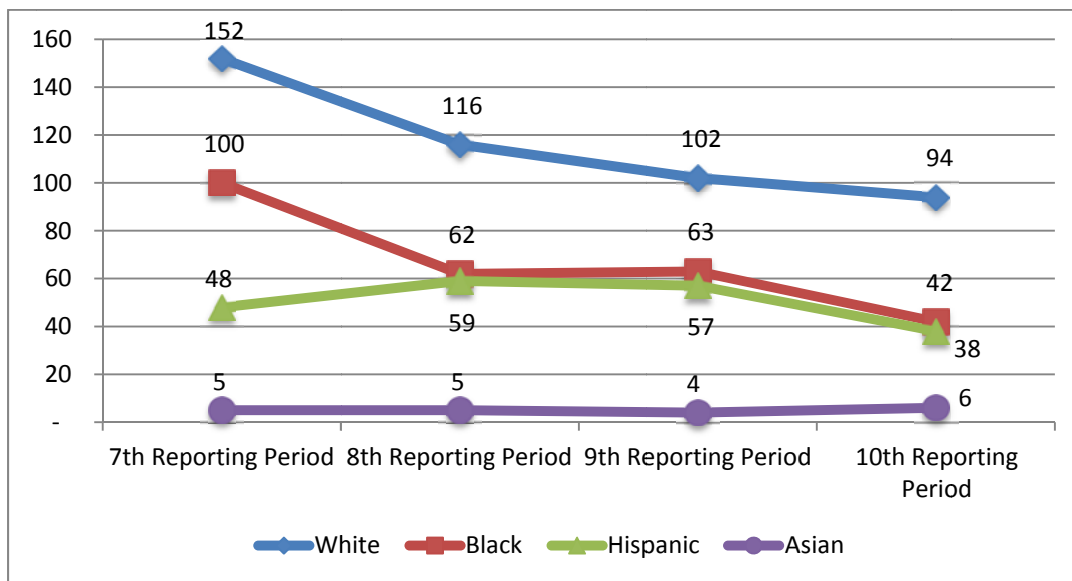


As shown in Figure Fifteen, White drivers were involved in the largest proportion of stops with occupant frisks. There were 94 stops, 52%, with a frisk that involved White drivers, 42 stops, 23%, that involved Black drivers, and 38 stops, 21% that involved Hispanic drivers. Asian drivers made up

4% of occupant frisks during the current reporting period. The racial/ethnic distribution of stops with frisks does differ from all stops with law enforcement procedures made by Troop A.

Figure Sixteen presents the trend of stops with frisks for each racial/ethnic group for the current and previous three reporting periods for Troop A. Since the number of stops with law enforcement procedures decreased, the same trend is expected for each specific procedure. Overall, the number of stops with frisks decreased 20% from the previous to current reporting periods. Each racial/ethnic group did not necessarily experience the same decrease. The number of stops with frisks involving Asian drivers actually increased by two stops in the current reporting period. Because the number of frisks of Asian drivers is very small, this increase is likely the result of random fluctuations. The number of stops with frisks involving Hispanic and Black drivers both decreased by 33%, while White drivers decreased by 8%.

Figure Sixteen: Trend of Racial/Ethnic Distribution of Stops with Frisks
January 2012 - December 2013



Canine Deployments

Canine deployments are a relatively infrequent law enforcement procedure. There were only 58 stops where a canine was deployed Division-wide in the current reporting period. The number of stops made by Troop A that involved a canine deployment was 9%, or five stops.

In stops with law enforcement procedures involving canine deployment, Black and Hispanic drivers make up the largest proportion. Black and Hispanic drivers were each involved in two stops with canine deployments or 40%. White drivers were only involved in one stop in Troop A for the current reporting period. From this distribution of stops involving canine deployments, Black and Hispanic drivers are overrepresented. However, because of the small number of instances involving canine deployments, an addition of one or two deployments would change this distribution dramatically. As a result, the higher number of deployments with Black and Hispanic drivers is not *prima facie* evidence of disparate treatment. OLEPS continues to monitor the appropriateness of canine deployments in OLEPS' Oversight Reports.

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

July 1, 2013 – December 31, 2013

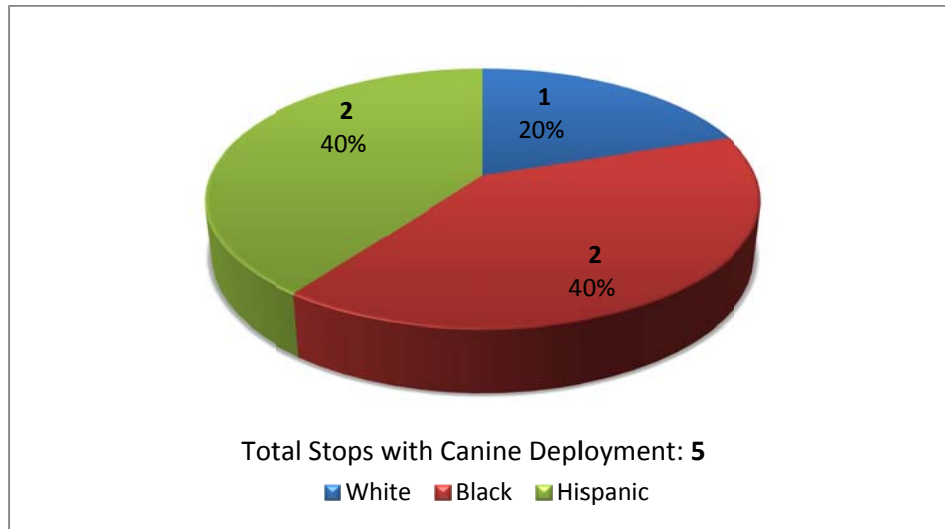
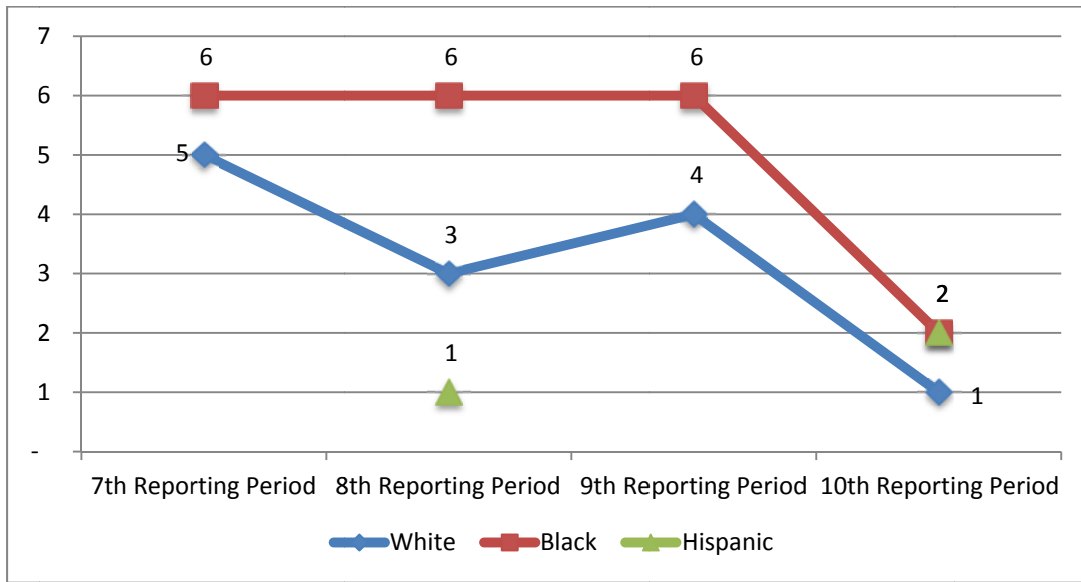


Figure Eighteen presents the trend of canine deployments by racial/ethnic group for the current and previous two reporting periods. Because canine deployments are a relatively infrequent event Division-wide, they are even more rare within a given Troop. That said, the number of deployments in a Troop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

For canine deployments in stops made by Troop A, the trend for each racial/ethnic group differs. Generally, each group experienced a decrease in canine deployments in the current reporting period. Hispanic drivers did have an increase in the current reporting period with two stops involving a canine deployment. Black drivers' involvement in stops with canine deployments remained steady for the past three reporting periods with a decline in the current reporting period. However, White drivers are generally involved in three to five canine deployments until the current reporting period. As stated previously, because of the infrequency of canine deployments, trends and changes may appear large. A 100% increase may only equate to one or two deployments. Additionally, due to the small number of stops involving canine deployments, the racial/ethnic distribution can easily appear skewed.

Figure Eighteen: Trend of Racial/Ethnic Distribution of Stops with Canine Deployments
 January 2012 - December 2013



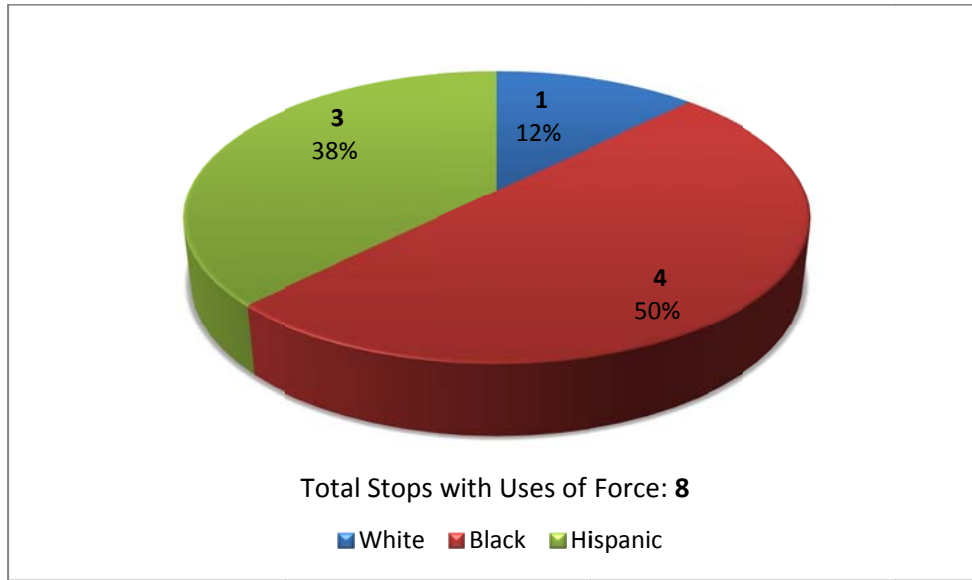
While the numbers of stops with canine deployments seem disproportionate, there are policies and procedures that govern these deployments which are designed to prevent the misuse of this procedure. Specifically, as noted in OLEPS' Oversight Report, a trooper must contact a supervisor and officially request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

Uses of Force

While canine deployments are infrequent events, uses of force are rarer. Division-wide, there were only 23 stops where force was used. In stops conducted by Troop A, there were eight instances of force. In six of these instances of force, physical force was used, while in two instances a combination of physical and mechanical force was used.

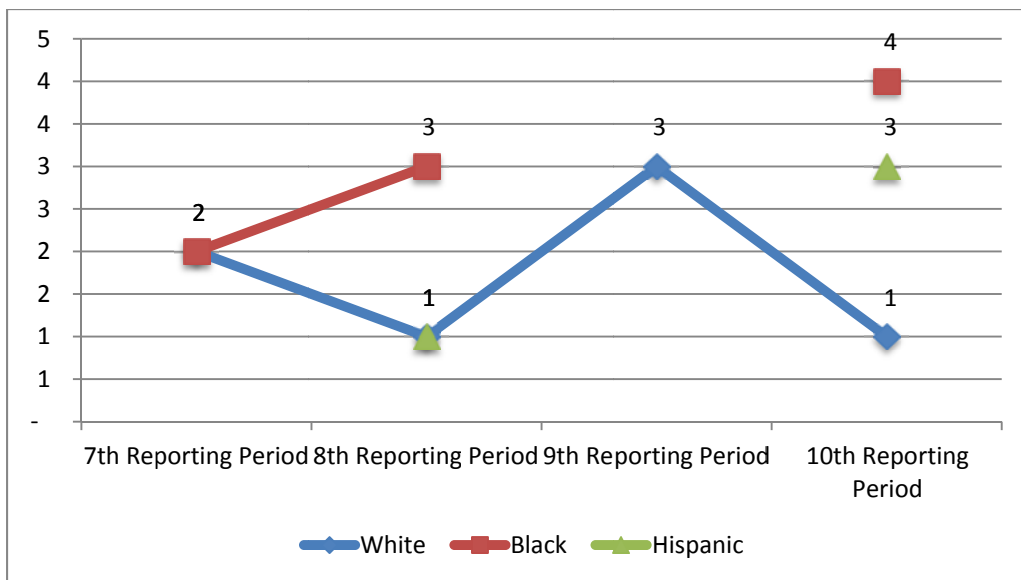
Figure Nineteen depicts the number of stops with uses of force by driver race/ethnicity. Because of the small number of stops with force, the percentages are somewhat misleading. Unlike many of the other law enforcement procedures discussed previously, White drivers did not make up the largest proportion of stops with uses of force. Black drivers, with 50%, had the largest proportion of stops involving uses of force. However, this amounts to only 4 stops involving Black drivers. Hispanic drivers were involved in 38% or three stops of all stops with force in Troop A. Division-wide, White drivers are involved in the largest proportion of stops with force, which differs for Troop A.

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



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

Figure Twenty: Trend of Racial/Ethnic Distribution of Stops with Uses of Force
 January 2012 - December 2013



Consent to Search

For this period, there were 244 stops with consent to search requests conducted by Troop A, a 23% decrease from the previous reporting period. There may be multiple outcomes for a consent request: granted, denied, or withdrawn. Figure Twenty-One presents the distribution of all consent to search request outcomes. The majority of consent to search requests were granted; 234 (96%) requests were granted and 9 (4%) were denied by an occupant during the stop.

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

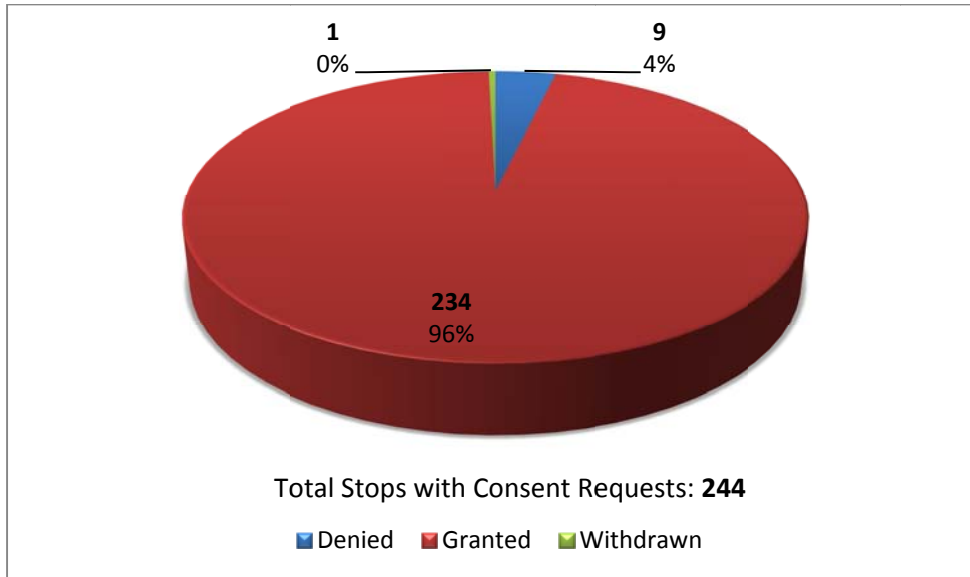
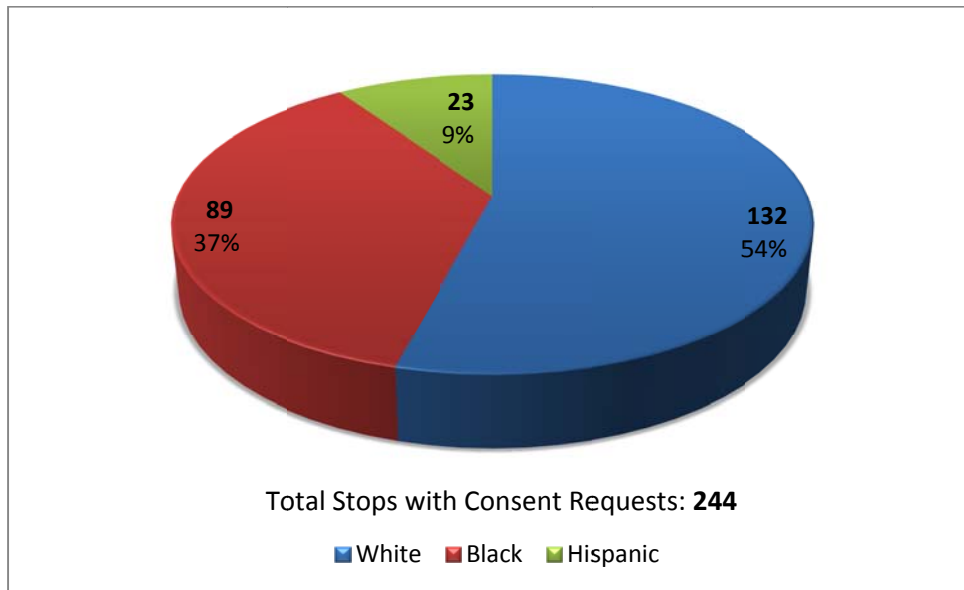


Figure Twenty-Two presents the racial/ethnic distribution for consent to search requests made during motor vehicle stops. White drivers made up the largest proportion of stops with consent to search requests. Over half, 54%, of all stops with consent to search requests involved White drivers. Black drivers were involved in 89 stops (37%) with consent to search requests, and Hispanic drivers were involved in 23 stops (9%) with consent to search requests. The racial/ethnic distribution of consent to search requests does differ from the distribution of the total number of stops and from the distribution of stops with post-stop interactions. Compared to the distribution of post-stop interactions for Troop A, the distribution of consent to search requests underrepresents Hispanic drivers and over represents Black drivers.

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



Among the possible outcomes of these requests, this pattern remains the same; White drivers had the highest proportion of both granted (Figure Twenty-Three) and denied consent to search requests (Figure Twenty-Four). Because the majority of consent to search requests is granted, the distribution of granted consent requests is almost identical to that of all stops with requests. However, the distribution of denied consent to search requests deviates slightly. When consent was denied, White drivers were involved in a slightly smaller proportion, 45%, compared to their proportion of total consent to search requests and Black drivers were involved in a larger proportion, 44%. Like the distribution noted Division-wide, White drivers are involved in the highest proportion of stops involving consent requests for Troop A.

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

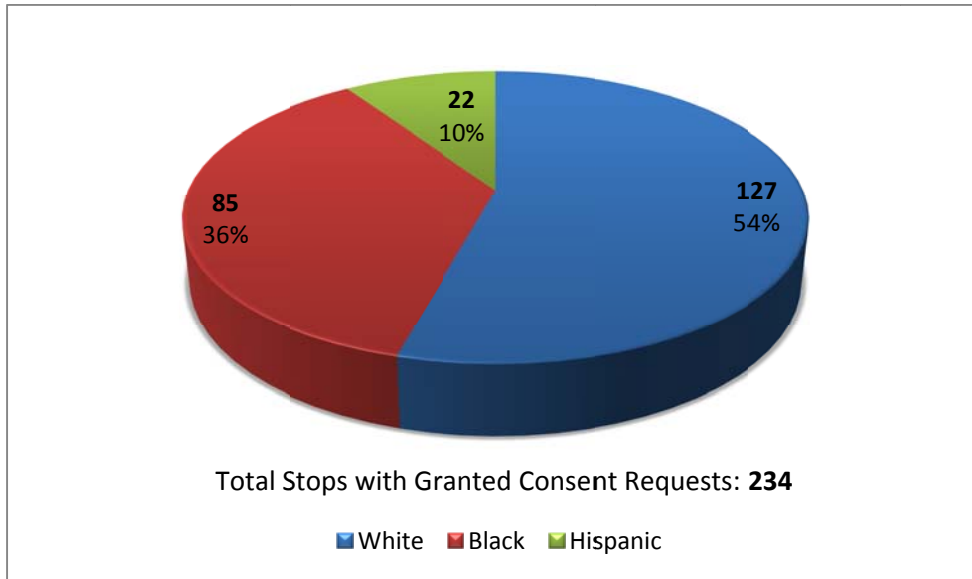
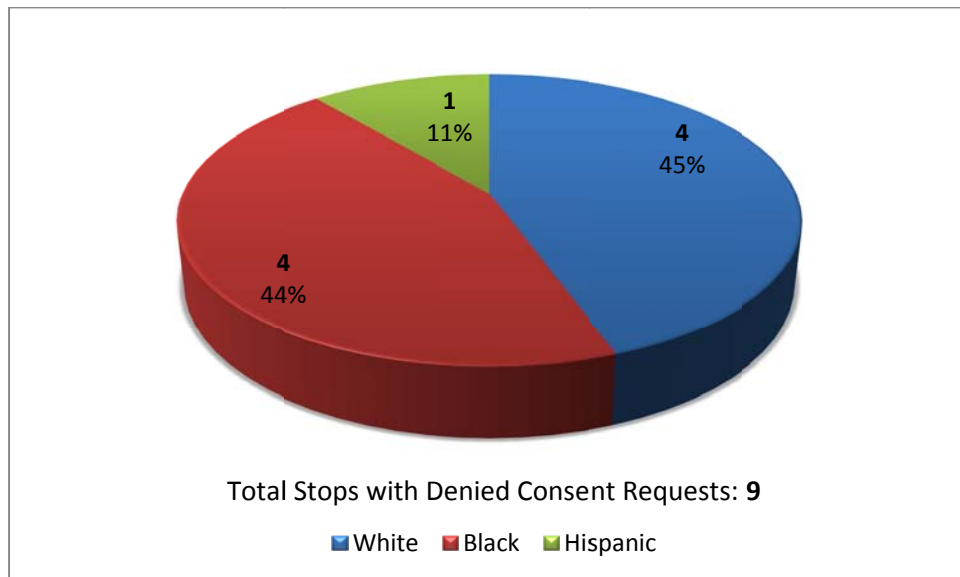
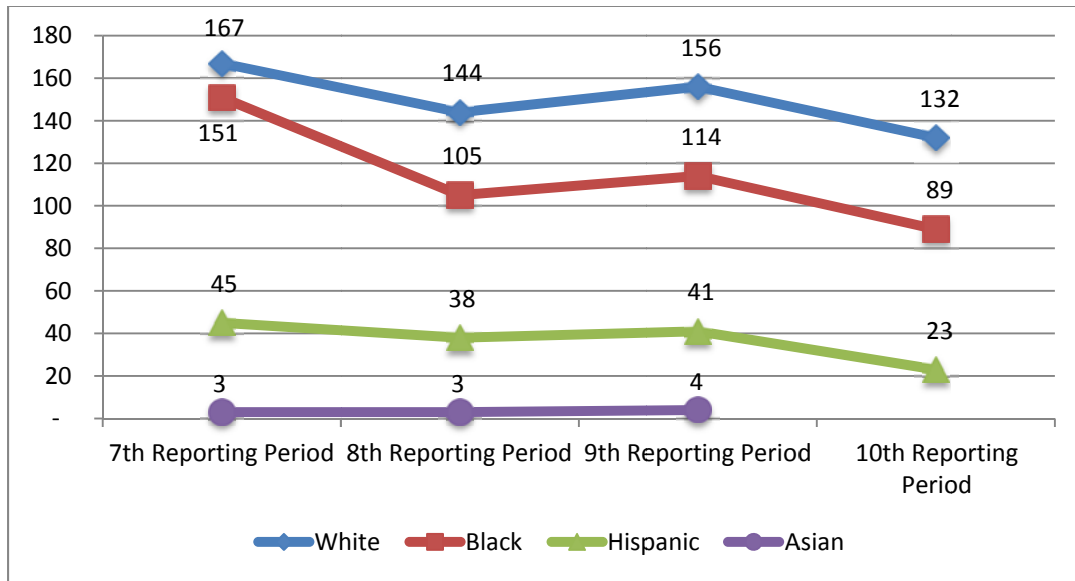


Figure Twenty-Four: Racial/Ethnic Distribution of Stops with Consent to Search Denied
 July 1, 2013 – December 31, 2013



The total number of requests decreased 23% in the current reporting period for Troop A. This number includes all requests, regardless of the outcome (granted or denied). Figure Twenty-Five graphs this trend for each racial/ethnic group for the current and previous three reporting periods. Hispanic drivers experienced the largest decrease in number of stops, 44%. Black and White drivers also experienced a decrease in stops involving consent to search requests. Black drivers had a 22% decrease and White drivers had a 15% decrease in stops.

Figure Twenty-Five: Trend of Racial/Ethnic Distribution of Stops with Consent Requests
January 2012 - December 2013



Trends in each category of consent to search request that were granted, denied, or withdrawn are not presented pictorially for Troop A. However, in the current reporting period, there was a 25% decline in the number of stops with denied consent requests while there was a 23% decrease for granted consent requests. Generally, each racial/ethnic group experienced decreases that were similar to the overall decrease for granted consent searches. For stops involving denied consent searches, most racial/ethnic groups decreased except the number of stops involving Hispanic drivers, which experienced no change.

Arrests

In the current reporting period, there were 1,588 motor vehicle stops conducted by Troop A where at least one person was arrested. The total number of stops involving an arrest decreased 20% from the previous reporting period. In the majority of these stops, only one person was arrested. However, there was one stop where as many as six individuals were arrested by Troop A. On average, there were 1.16 arrests per stop.

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

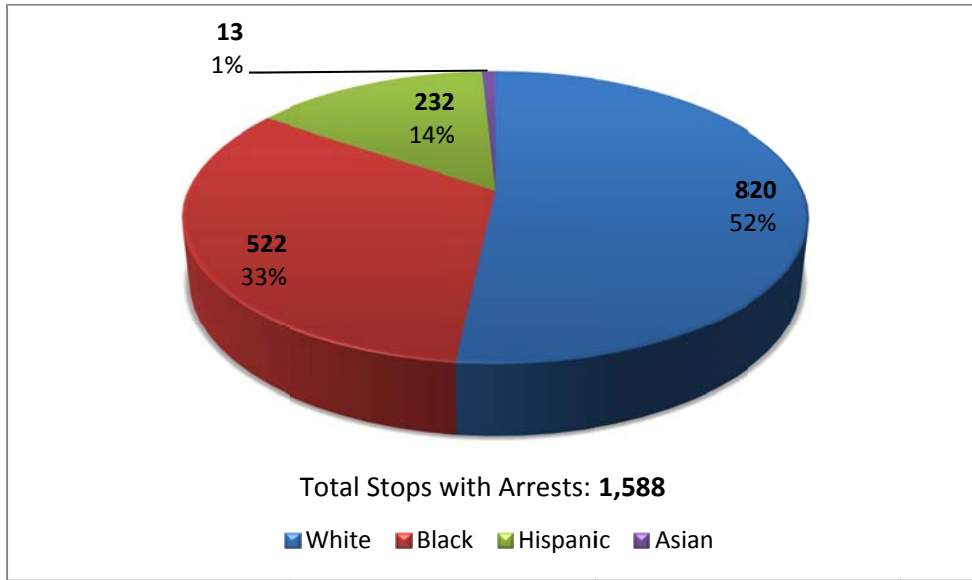
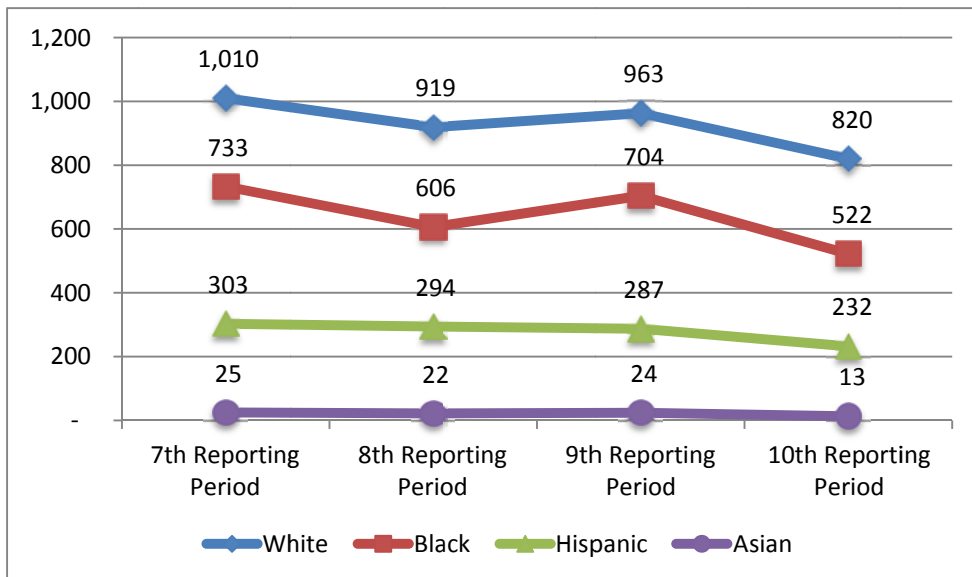


Figure Twenty-Six depicts the racial/ethnic distribution of all motor vehicle stops where an arrest was made. White drivers were involved in the highest proportion of stops where an arrest was made, 52%. Black drivers were involved in 33% of all stops where an arrest was made. Hispanic drivers were involved in 14% of stops where an arrest was made. Asian drivers were only involved in 1% of all stops with arrests. Compared to the distribution of stops with post-stop activity, this distribution differs only slightly. Black drivers are slightly overrepresented, while Hispanic and White drivers are slightly underrepresented.

Figure Twenty-Seven: Trend of Racial/Ethnic Distribution of Stops with Arrests
 January 2012 - December 2013



The total number of stops where an individual was arrested decreased about 20% in the current reporting period, similar to the decrease for stops with law enforcement procedures. As shown in Figure Twenty-Seven, the degree of decrease from the previous to the current reporting period varied among racial/ethnic groups; White drivers had the smallest decrease, 15%, in stops with arrests. Stops with arrests involving Black drivers decreased by 26% and 19% for Hispanic drivers. Asian drivers' involvement in stops with at least one arrest made, decreased by 46%.

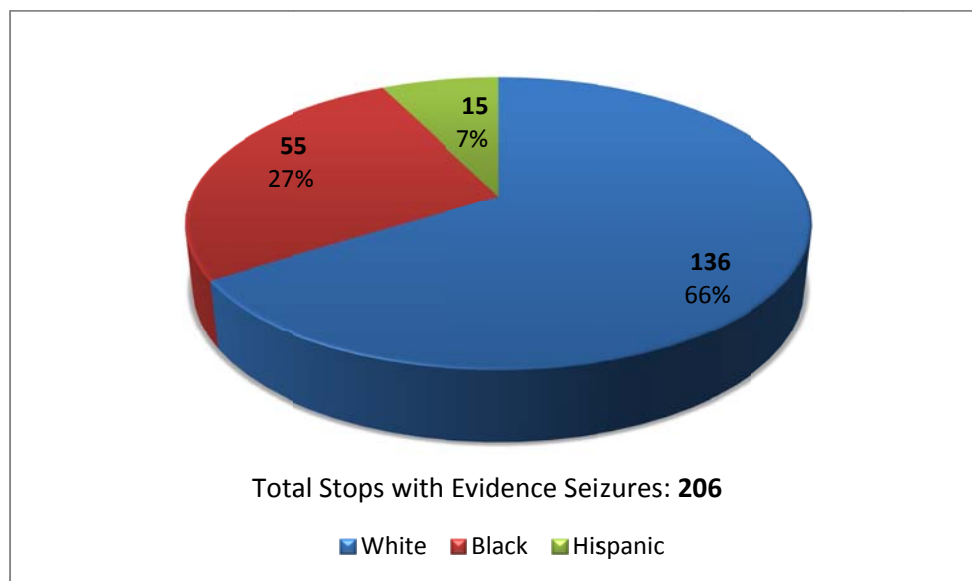
Evidence Seizures

The seizure of evidence during a motor vehicle stop is a relatively rare occurrence, occurring in only 993 motor vehicle stops Division-wide. For stops made by Troop A, evidence was seized in 206 motor vehicle stops, a 19% decrease from the previous reporting period. Evidence may have been seized in conjunction with a variety of activities including: frisks, non-consensual searches, consent requests, execution of a search warrant, plain view seizures, or even a request for the retrieval of property.

Figure Twenty-Eight depicts the racial/ethnic distribution of stops with evidence seizures. The majority of stops in which evidence was seized involved White drivers. In 66% of all stops with evidence seized, the driver was White, in 27% of stops the driver was Black, and in 7% of stops the driver was Hispanic. When compared to the distribution of stops with law enforcement procedures, White drivers are overrepresented; they were involved in only 54% of all stops in Troop A with post-stop interactions.

Figure Twenty-Eight: Racial/Ethnic Distribution of Evidence Seizures

July 1, 2013 – December 31, 2013



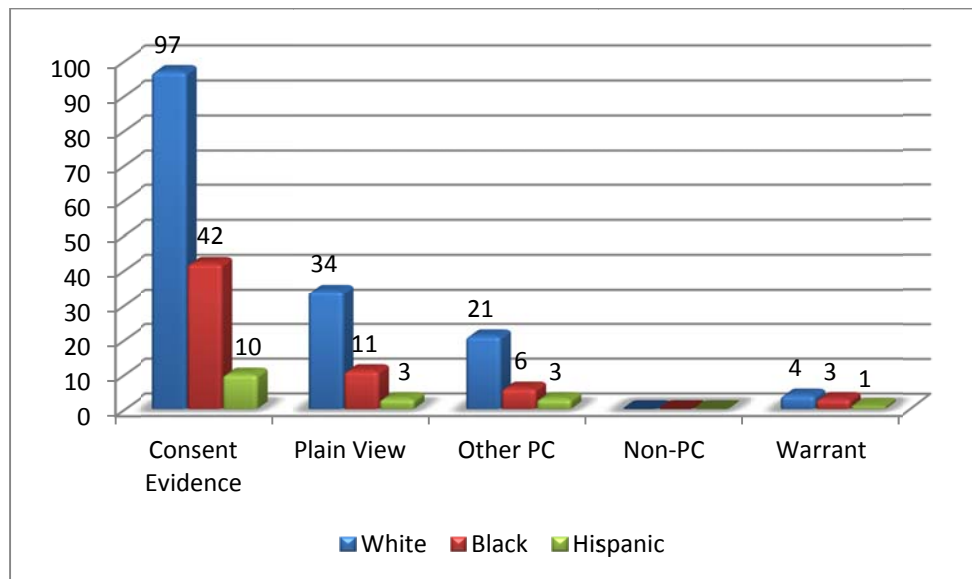
Each motor vehicle stop can involve one or more seizures of evidence. In the current reporting period, 29 of the 206 stops with seizures had evidence seized as the result of more than one type of activity. For example, a trooper may observe contraband in plain view and also conduct a consent search that produces evidence. Thus, there are actually 235 searches/seizures that led to an evidence

seizure. At most, a single stop included three different types of searches/seizures that resulted in evidence. However, the majority of stops only involved one type of search/seizure.

While the exact evidence seized is unknown, it is known how the evidence was obtained. Figure Twenty-Nine depicts the type of search/seizures that resulted in evidence for each racial/ethnic group for stops conducted by Troop A. The majority of the 235 evidence seizures resulted from consent searches. In total, there were 149 evidence seizures as the result of a consent search. Of these consent search seizures, 65% involved White drivers, 28% involved Black drivers, and 6.7% involved Hispanic drivers.

Figure Twenty-Nine: Types of Evidence Seizures

July 1, 2013 – December 31, 2013



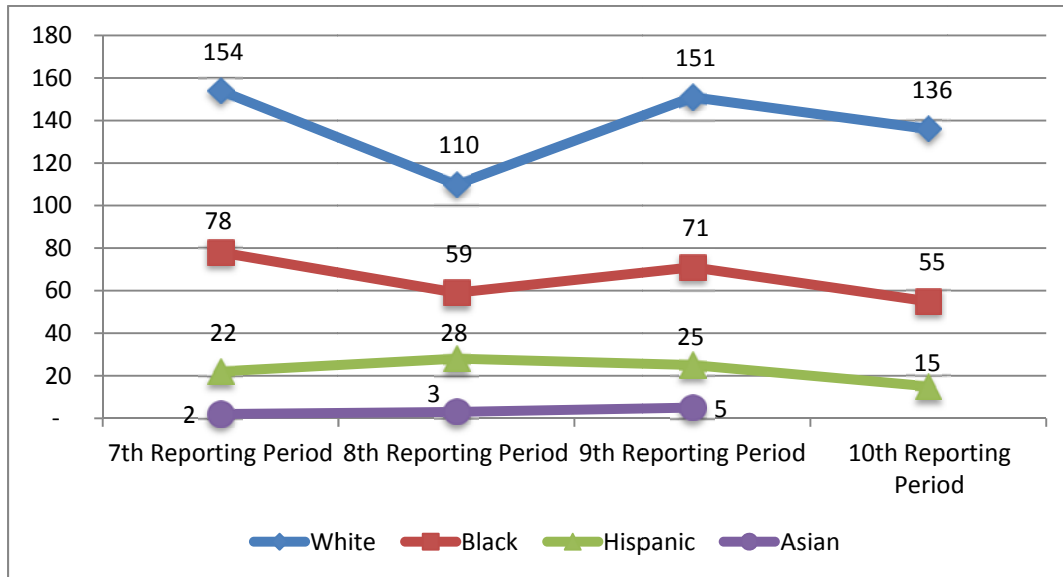
The second most frequent searches/seizures were those considered plain view. In 48 seizures, the reason provided indicated that a controlled dangerous substances (CDS), controlled dangerous weapons (CDW), or open containers were in plain view and subsequently seized. Of these seizures, 71% involved White drivers, 23% involved Black drivers, and 6% involved Hispanic drivers.

Seizures classified as "Other PC" were the third most frequently cited search leading to an evidence seizure. These activities include all PC based searches/seizures other than plain view seizures. Thus, vehicle frisks, proof of ownership, secure vehicle, retrieval of property, or public exigency searches fall under this category. These seizures were a relatively small number of all seizures, and were used in only 30 motor vehicle stops. Of these seizures, twenty-one (70%) involved White drivers and six (20%) involved Black drivers. Hispanic drivers were involved in three motor vehicle stops with Other PC seizures. The racial/ethnic distribution of these seizures is not similar to either the distribution of all stops or those with post-stop interactions likely due to the total small number of seizures.

Searches/seizures classified as non-PC or as the result of a search warrant were rare for Troop A. There were no seizures classified as non-PC. There were eight incidents of seizures stemming from a search warrant.

Figure Thirty depicts the trend of motor vehicle stops with evidence seized by racial/ethnic group. Overall, there was a 19% decrease in the number of stops where evidence was seized. This decrease was largest for Hispanic drivers; the number of stops with Hispanic drivers where evidence was seized decreased 40% in the current period. There was also a decrease for Black drivers, 23%, and White drivers experienced a decrease of 10%.

Figure Thirty: Trend of Racial/Ethnic Distribution of Stops with Evidence Seizures
January 2012 - December 2013



Dispositions

For each stop made by the State Police, a disposition is issued. Troop A experienced a 25% decline in the number of dispositions in the current reporting period. As depicted in Figure Thirty-One, 6,648 stops (25%) resulted in some kind of summons, 10,948 (41%) resulted in a warning, 4,526 (17%) resulted in some combination of warnings and/or summons, and 4,562 (17%) resulted in another, unspecified disposition. For stops made by Troop A, the most common disposition was a warning issued for a moving violation, which accounted for 30% of all dispositions issued. Moving summonses were used in 13% of all stops made by Troop A. Other and mixed dispositions were less common making up 17% and 13% of Troop A's dispositions respectively. Dispositions based on non-moving violations were less common; there were 3,122 summons for non-moving violations and 2,836 warnings for non-moving violations issued during motor vehicle stops made during this reporting period.

Figure Thirty-One: Dispositions of All Stops

July 1, 2013 – December 31, 2013

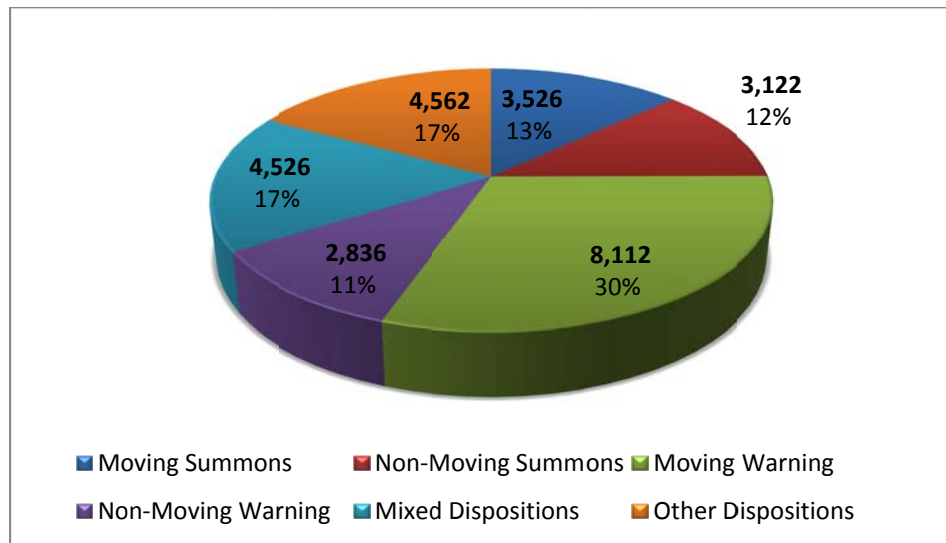
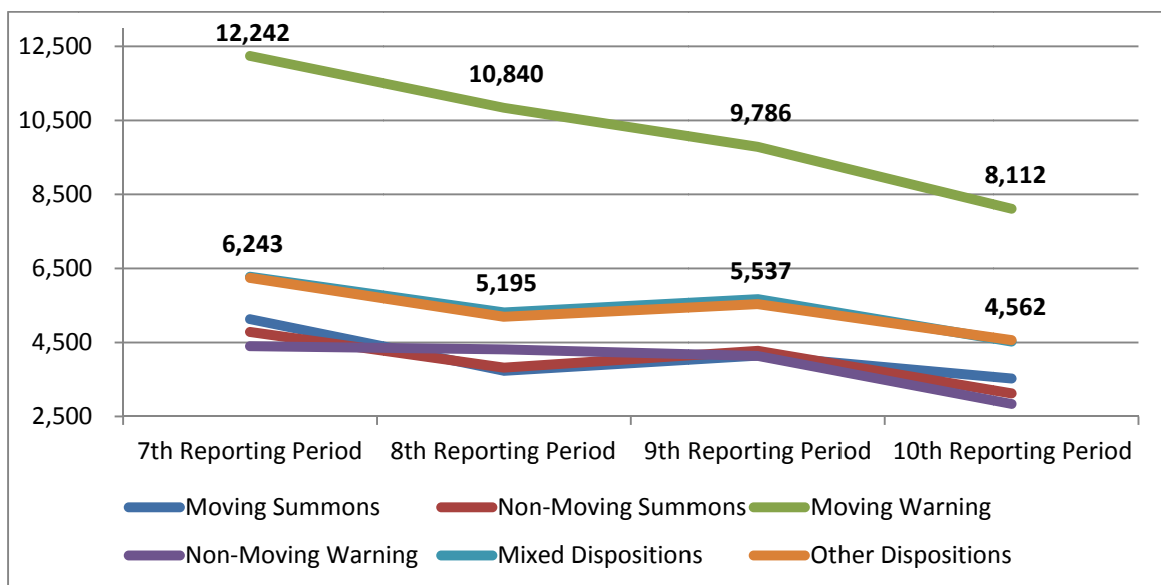


Figure Thirty-Two graphs the number of stops resulting in each disposition for the current and past four reporting periods. Because the number of stops made by Troop A during this reporting period decreased, generally the number of stops receiving each disposition decreased. However, the State Police has been making concerted efforts to reduce the number of motor vehicle stops where no enforcements or official dispositions were made, classified here as other. No enforcement stops are those where a motorist is pulled over and released without any documentation of an infraction. Examining Figure Thirty-Two indicates that the number of stops resulting in this disposition (other) remained the same for the last two reporting periods. The proportion of stops that resulted in other dispositions remained around 15%-17%. However, this is the first reporting period since before 2012, where the number of stops with "Other" dispositions were more frequent than all dispositions except moving warnings.

Figure Thirty-Two: Trends of Dispositions

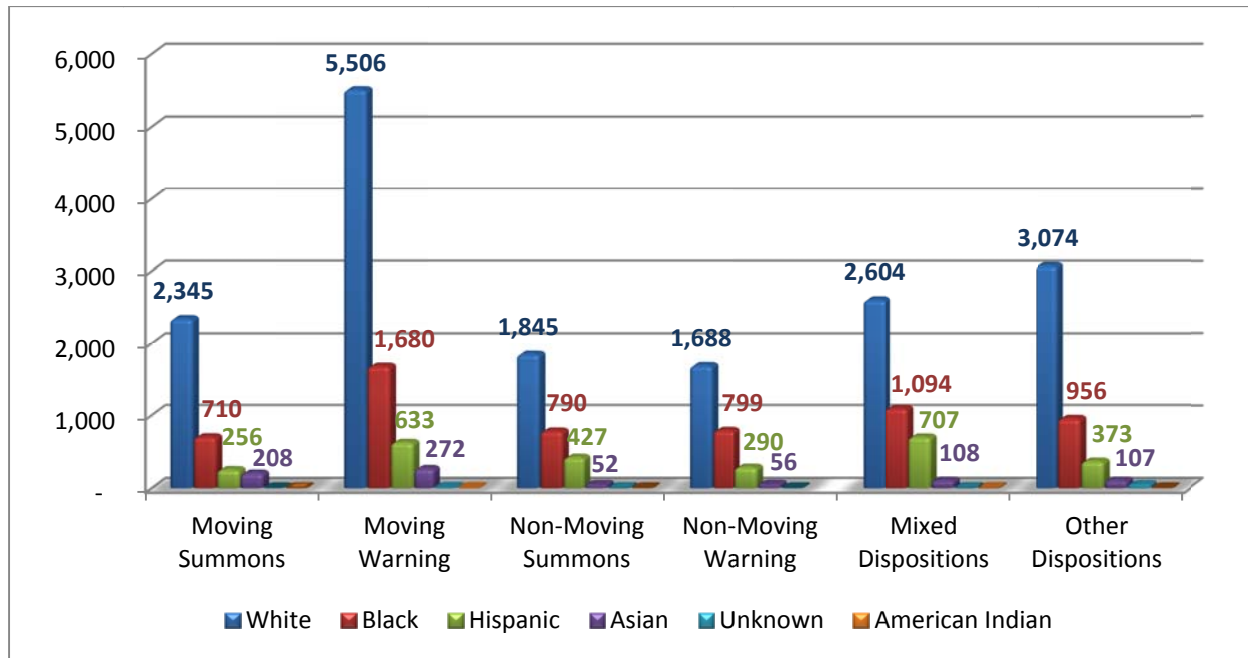
January 2012 - December 2013



Across disposition categories, White drivers continue to make up the largest proportion of each disposition type for stops made by Troop A. The overall pattern remains, between 58 and 67 percent of all disposition types involved White drivers and between 20 and 28 percent of all disposition types involved Black drivers.

Figure Thirty-Three: Racial/Ethnic Distribution of Disposition Types

July 1, 2013 – December 31, 2013



The most common outcome for stops were moving warnings. There were 8,112 stops (30%) that received a moving warning. Of these stops, there were 5,506 stops (68%) that involved White drivers, 1,680 stops (21%) that involved Black drivers, and 633 stops (8%) that involved Hispanic drivers. This is very similar to the overall pattern of the racial/ethnic distribution of all stops made by Troop A, where the majority of stops involve White drivers. However, White drivers are slightly overrepresented and Black and Hispanic drivers slightly underrepresented among stops resulting in moving warnings.

The second most common outcome for stops for Troop A were both mixed and other dispositions. For mixed dispositions, White drivers made up 58%, Black drivers were 24% and Hispanic drivers made up 16%. Other dispositions were similarly distributed. White drivers made up the majority of these stops, 67%, Black drivers were 21%, and Hispanic drivers were 8%. Again this pattern is very similar to the overall racial/ethnic distribution of stops made by Troop A.

The racial/ethnic distribution for each disposition category is consistent with the overall racial/ethnic distribution of motor vehicle stops made by Troop A. White drivers receive roughly 64% of all categories of dispositions, while Black drivers are closer to 23%, and Hispanic drivers were about 10% as well. Thus, the distribution of disposition types roughly matches that of all stops. For White drivers, the most common disposition was a moving warning, while non-moving warnings and mixed dispositions were most common for Black and Hispanic drivers, and moving summonses were most common for Asian drivers.

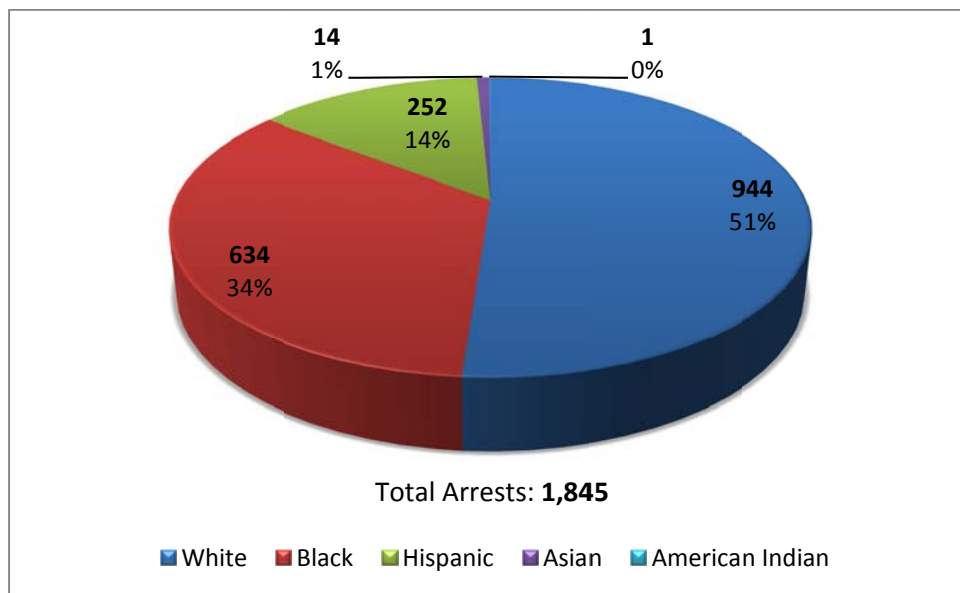
Individual Level Analysis

Arrests

While there were 1,588 motor vehicle stops made by Troop A where an arrest was made, there were 1,845 actual arrests. That is, there were 1,845 individuals arrested during motor vehicle stops in the current reporting period. Troop A experienced a 20% decrease in the number of arrests from the previous reporting period. On average, there were 1.2 arrests per motor vehicle stop, but one stop did have six arrests and a few stops included four or five individuals being arrested.

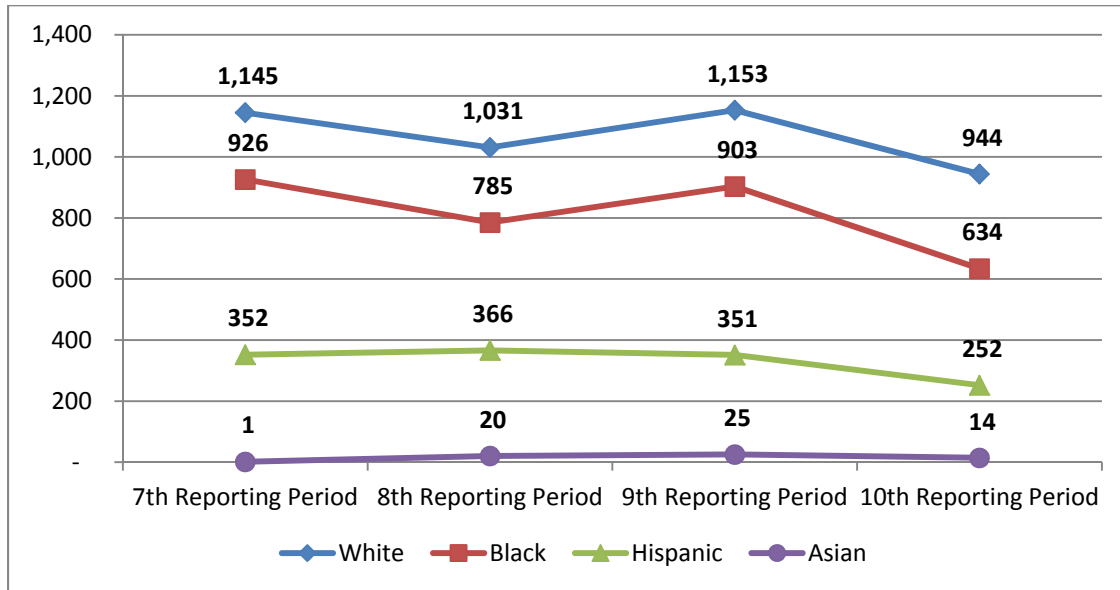
Because each stop averaged just a little more than one arrest, the racial/ethnic distribution of the individuals who were arrested should be similar to the racial/ethnic distribution of stops with arrests. Figure Thirty-Four depicts this distribution for Troop A, and it is nearly identical to the distribution of stops with arrests. White individuals make up the majority with 51% of all arrests made during the reporting period. In 34% of all arrests, the individual arrested was Black, while in 14% of all arrests, the individual arrested was Hispanic. Last, Asian individuals were involved in 1% of all arrests in the current reporting period. Compared to the Division-wide pattern of individuals arrested, Troop A arrested a higher proportion of White, Hispanic, and Asian drivers and slightly smaller proportions of Black drivers.

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



Overall, the number of arrests made during stops by Troop A decreased 24% from the previous reporting period. The largest decrease was for the number of Asian and Black individuals who were arrested; there was an 11 person decrease in the number of Asian individuals and 30% decrease of Black individuals who were arrested in the current reporting period. Additionally, the number of Hispanic individuals decreased 28% while White individuals had the smallest decrease of 18%.

Figure Thirty-Five: Trend of Racial/Ethnic Distribution of Individuals Arrested
 January 2012 - December 2013



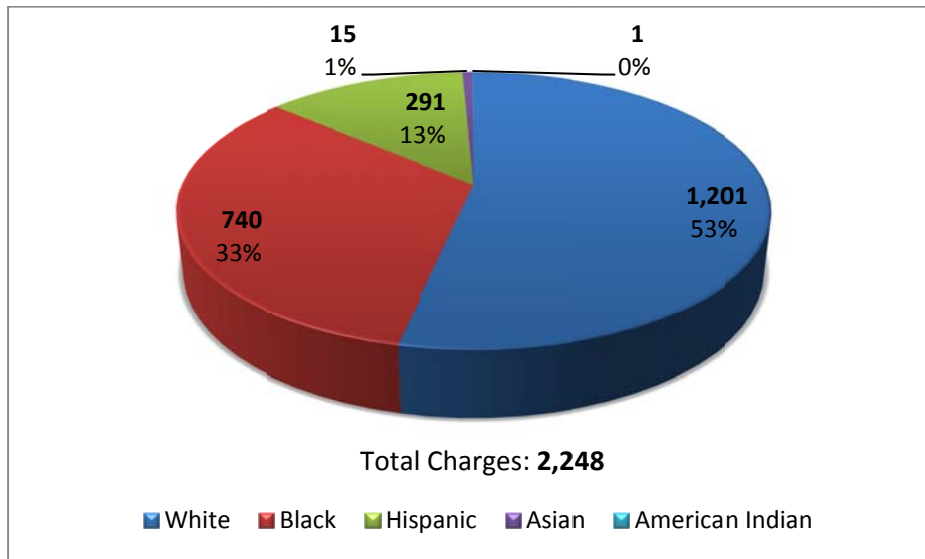
Black and Hispanic drivers made up 33% and 14% of arrests respectively, individuals of these racial/ethnic groups make up a similar proportion of all individuals arrested. Whether troopers had appropriate probable cause to arrest is not explored in this report but will be in OLEPS' Ninth Oversight Report published on OLEPS' website.

Charges

For an arrest, an individual can be charged with one or multiple charges. For the current period, while there were 1,845 individual arrests, there were actually 2,248 charges filed. On average, each arrest resulted in 1.2 charges filed. However, several arrests had six or seven charges filed.

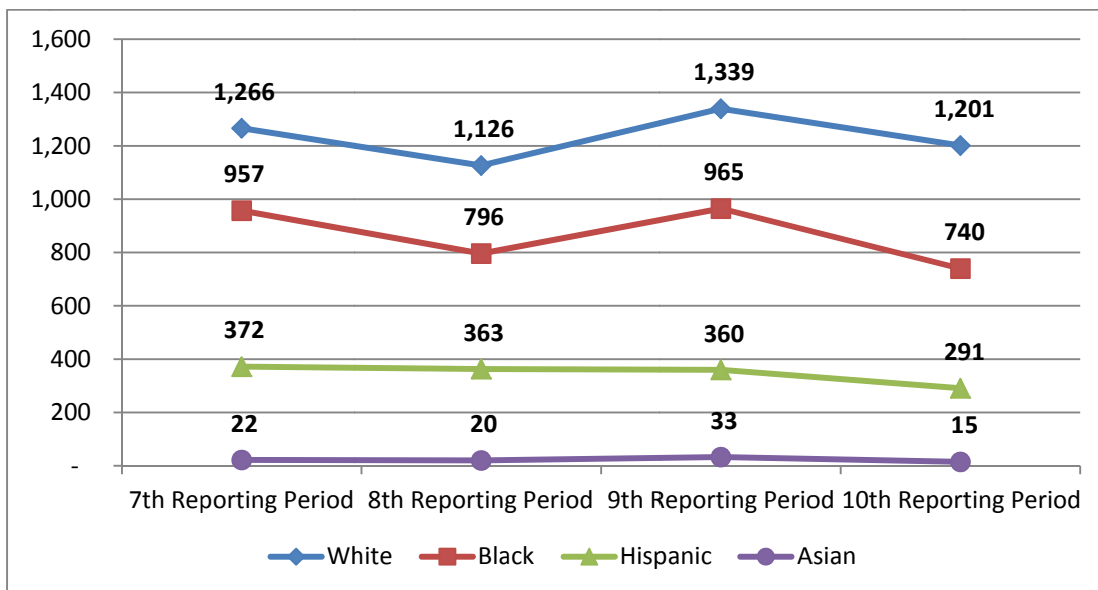
The racial/ethnic distribution of those arrested and that had charges filed is presented in Figure Thirty-Six and is similar to the distribution of all arrests. White individuals were involved in the largest proportion of charges filed, 53%. Black individuals were involved in 33% of all charges, Hispanic individuals were involved in 13% of all charges filed, and Asian individuals were involved in 1% of charges filed. Compared to the distribution of those individuals who were arrested, the proportions are nearly identical though there are minor differences.

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



While the number of individuals arrested decreased by 24% in the current reporting period, the total number of charges filed decreased by 17%. As shown in Figure Thirty-Seven, there was a 10% decrease in the number of charges filed against White individuals and a 23% decrease in the number of charges filed against Black individuals in Troop A. There was a 19% decrease in the number of charges filed against Hispanic individuals. The number of charges against Asian individuals also declined, by 55% or 18 individuals.

Figure Thirty-Seven: Trend of Racial/Ethnic Distribution of Charges
 January 2012 - December 2013



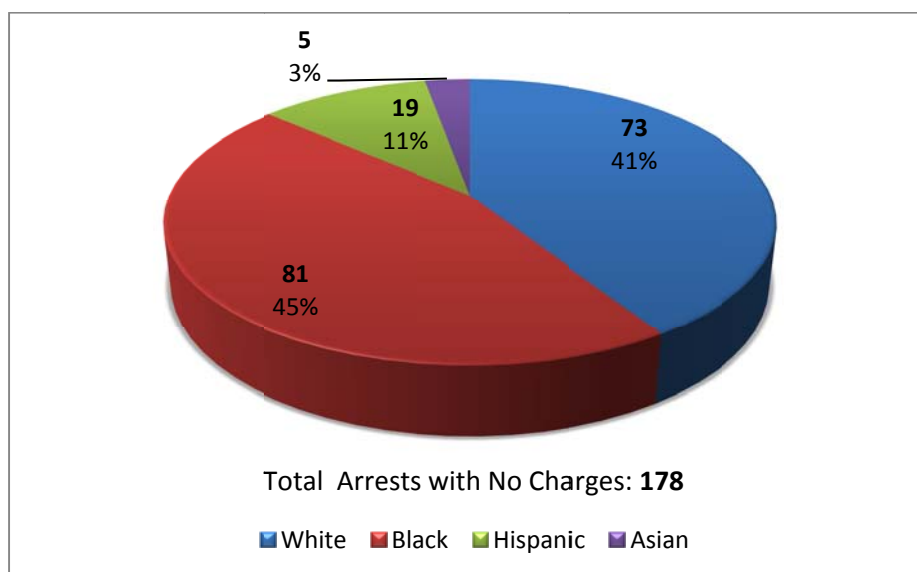
In some cases, an individual may be arrested and not charged. While this is possibly a data entry error, it is more likely a reflection of policies and procedures following State v. Peña-Flores, 198 N.J. 6 (2009).¹ Following this ruling, State Police policy requires immediate arrest when a trooper has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

In the current reporting period there were 178 arrests made by Troop A where an individual was not ultimately charged with any specific statute. The racial/ethnic distribution of those not charged should, ideally, be identical to the racial/ethnic distribution of those charged. If the distributions differ, further analysis is required to determine what specifically causes these differences.

Figure Thirty-Eight depicts the racial/ethnic distribution of those arrested by Troop A but not charged in the current period. The distribution of those not charged differs from those who were charged. Specifically, while Black drivers were roughly 33% of all charges filed, they are 45% of those individuals for whom no charges were filed as well as the largest group of individuals who were not charged. Conversely, White drivers were 53% of charges filed yet only 41% of those with no charges filed. Thus, it would appear that Black individuals are overrepresented among arrests with no charges. This is not unexpected as OLEPS has noted the high number of motor vehicle stops where a consent search was requested based on PC, the odor of marijuana. The presence of that particular form of PC, as discussed previously, requires an immediate arrest until a trooper can ascertain whether there is contraband on the person or in the vehicle.

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

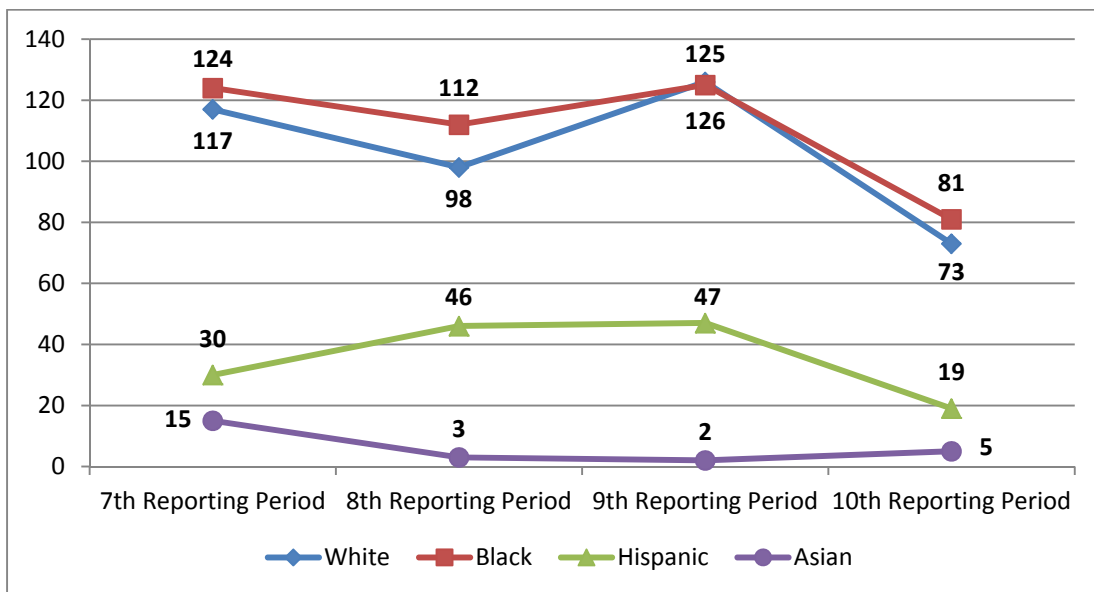
July 1, 2013 – December 31, 2013



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

Figure Thirty-Nine shows the trends in individuals not charged for Troop A. Overall, there was a 41% decrease in the number of individuals who were not charged. The number of White individuals who were not charged declined 42%, the number of Black individuals decreased by 35%, and the number of Hispanic individuals decreased by 60%. However, the number of Asian individuals increased by three. Although Black and Hispanic drivers are disproportionately represented among those arrested and not charged, this disproportionality has decreased in the current reporting period for Hispanic drivers. As noted previously, this may be the result of immediate arrest upon detection of the odor of marijuana. OLEPS will continue to examine this trend in future reports.

Figure Thirty-Nine: Trend of Racial/Ethnic Distribution of Individuals Not Charged
January 2012 - December 2013



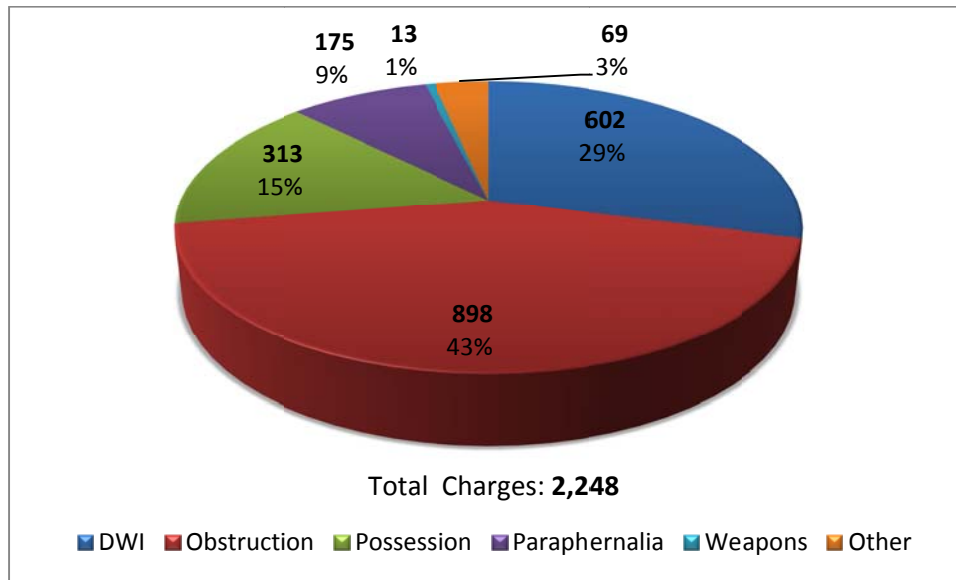
Types of Charges

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

For Troop A, the most commonly cited charges pertained to obstruction; 43% of all charges filed were categorized as obstruction. This category does include such charges as resisting arrest, hindering apprehension, and contempt. Contempt is the charge listed when an individual is arrested based on a warrant. For the current period, this is actually the most frequently cited obstruction charge. Contempt was the specific charge cited in 67% of all obstruction charges in the current reporting period. From this information, it can be inferred that a large proportion of arrests made during motor vehicle stops in the current reporting period are based on outstanding warrants. Compared to Division-wide charges, obstruction charges make up a larger proportion of charges filed for Troop A, 40% Division-wide compared to 43% for Troop A.

Figure Forty: Types of Charges Filed

July 1, 2013 – December 31, 2013



As noted Division-wide, a number of individuals were charged in reference to drugs and alcohol. These charge categories, DWI, Possession, and Paraphernalia, were cited in more than half of all charges filed. Charges for possession of a controlled dangerous substance, or being under the influence of such a substance, were 15% of all charges filed while charges for possession of drug paraphernalia were 9% of all charges filed. Marijuana was the most frequently cited drug in possession charges, cited in over 58% of all possession charges. Charges for driving while intoxicated (DWI) were 29% of all charges filed.

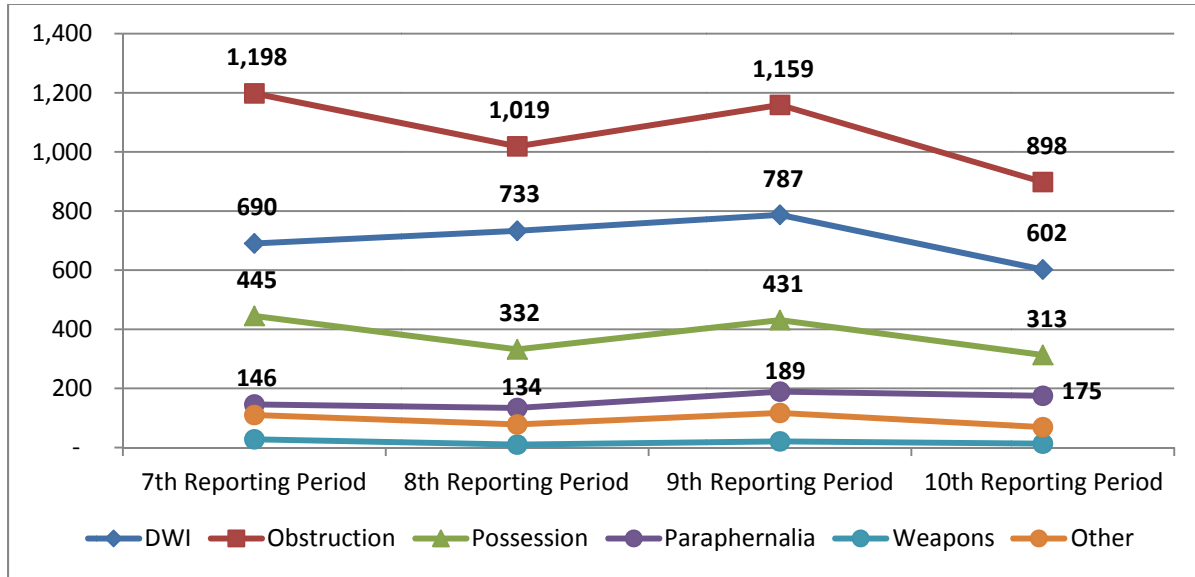
Charges for the possession of prohibited weapons and devices were relatively rare in the current reporting period. These charges amounted to about 1% of all charges filed.

Other charges included a variety of both criminal and traffic violations that were cited in the current reporting period. These charges only amounted to 3% of all other charges filed. The most commonly cited other charge was theft of some kind.

The total number of charges filed for arrests made by Troop A in the current reporting period decreased 23%, as noted previously. Figure Forty-One illustrates this decrease by charge categories. As shown, the magnitude of the decrease varied across charges. The largest decrease was noted for other charges; from the previous to current reporting period, there was a 41% decrease in the number of other charges. The decrease for weapons charges was also high with 38% as well as possession charges decreasing 27%. DWI charges decreased by 24% and obstruction charges decreased 23%.

Figure Forty-One: Trend of Arrest Charges

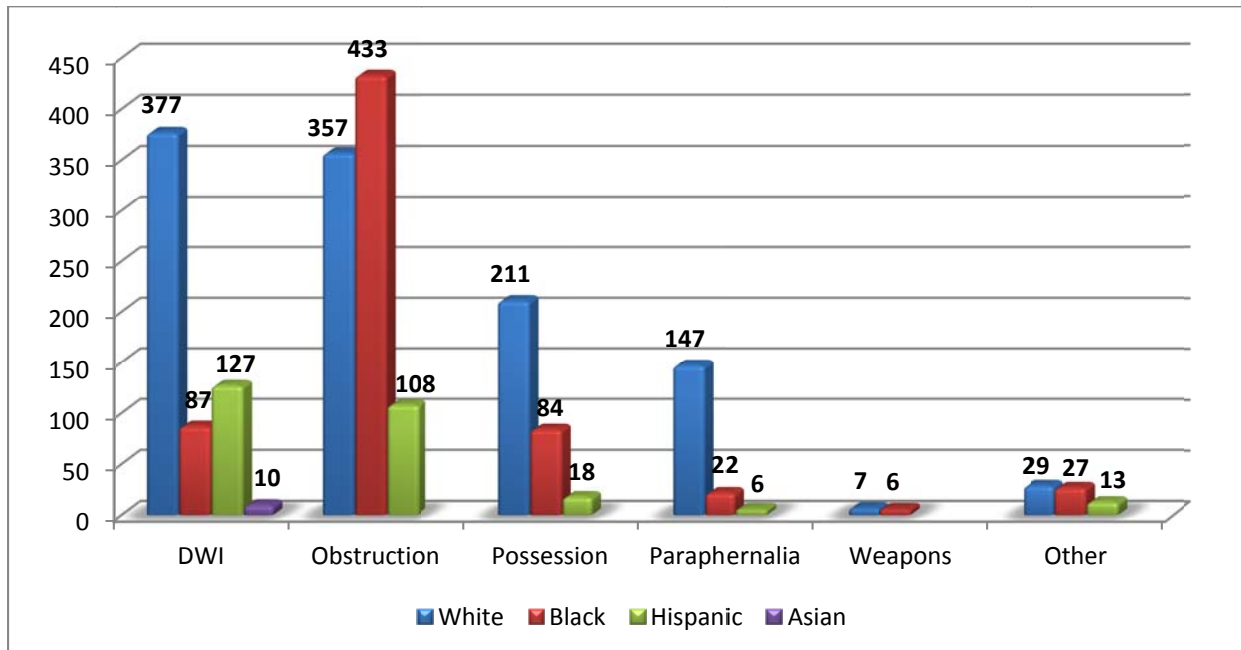
January 2012 - December 2013



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

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

July 1, 2013 – December 31, 2013



This pattern is not upheld for those charged with DWI. Among those charged with DWI, White individuals were most likely to be charged. In 377 (63%) DWI charges the individual charged was White, in 87 (14%) instances the individual charged was Black, in 127 (21%) the individual charged was Hispanic, and in 10 (2%) the individual charged was Asian. Thus, there were more White individuals charged with DWI than other racial/ethnic groups. However, DWI was not the most frequent charge for any racial/ethnic group.

Obstruction charges, the largest category of charges, also do not follow the expected pattern. Black individuals make up the largest proportion, followed by White individuals. In the current period, 433 (48%) obstruction charges were cited for Black individuals while 357 (40%) cited Black individuals. Hispanic individuals made up 12% of all obstruction charges. While obstruction charges were the most frequent charge for individuals, it was also the largest category of charges for Black individuals.

The racial/ethnic distributions for possession and paraphernalia are as expected. White individuals were the largest proportion of those charged with either paraphernalia or possession of controlled dangerous substances. White motorists were charged in 211 (67%) charges of possession, Black motorists were charged in 84 (27%), Hispanic motorists were charged in 18 (6%) possession charges. Paraphernalia charges were similarly distributed. White individuals were cited in 147 (84%) paraphernalia charges while Black motorists were charged in 22 (13%), Hispanic individuals were cited in six (3%) paraphernalia charges.

Weapons charges were rare for Troop A. However, they were slightly more common for White than Black individuals. White individuals were involved in seven weapons charges, Black individuals were involved in six. This pattern is similar for other charges. White individuals were involved in 29 instances of other charges while Black motorists were cited in 27 instances. Hispanic motorists were involved in 13 instances with other charges.

Wanted Persons

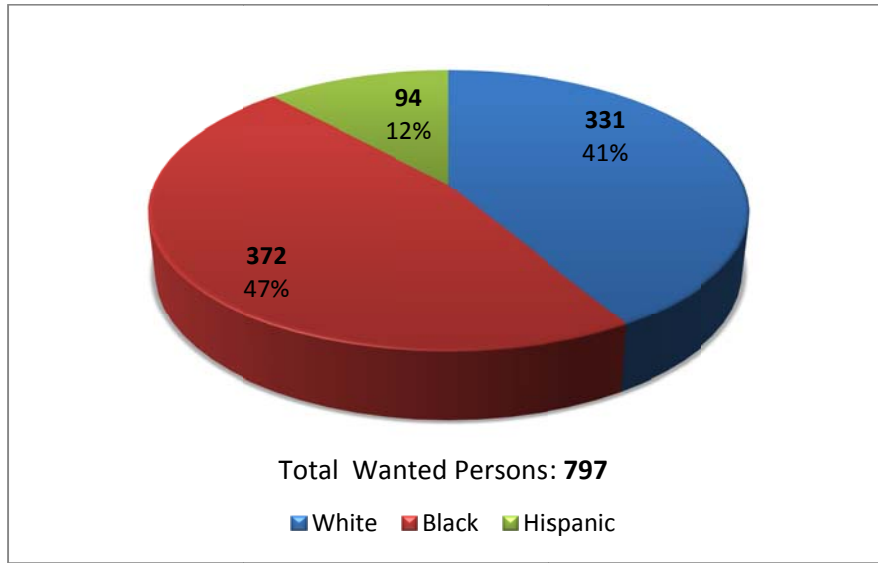
When State Police interact with individuals during a motor vehicle stop, they run database checks to determine if the individual has any outstanding warrants. If the individual does, they can be arrested. In the current reporting period, 797 arrests made by Troop A were of wanted persons, those with outstanding warrants. The number of wanted persons arrested by Troop A decreased 28% in the current reporting period.

As noted previously, individuals with outstanding warrants make up a large proportion of all arrests and charges filed and are categorized as obstruction. In actuality, 797 individuals arrested during motor vehicle stops by Troop A were wanted persons. White individuals made up 41% of all wanted persons while Black individuals were similarly 47%, Hispanic individuals were 12% of those identified as wanted persons. Because contempt, the charge cited for outstanding warrants, is the most frequent charge in the obstruction category, that racial/ethnic distribution is nearly identical to that of wanted persons.

Compared to the proportion of those identified as wanted persons Division-wide, White individuals make up a slightly larger proportion in Troop A. Division-wide, White individuals were 36% of those identified as wanted persons while they are 41% for Troop A.

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

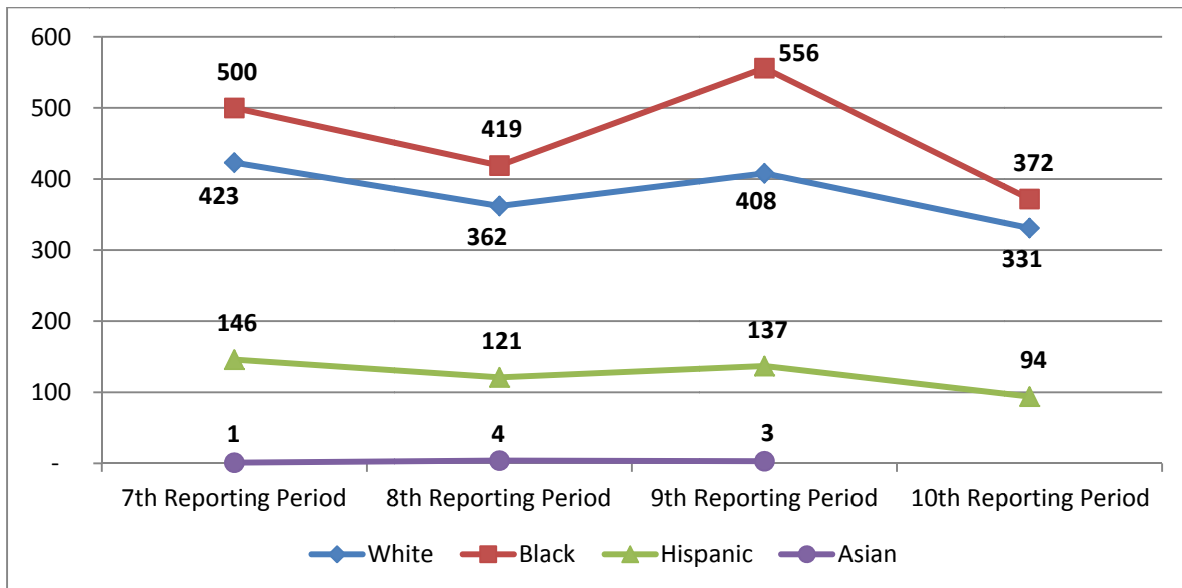
July 1, 2013 – December 31, 2013



While the total number of wanted persons decreased by 28% for Troop A in the current reporting period, the degree of decrease changed for each racial/ethnic group. The number of Black individuals who were identified as wanted persons decreased by 33% in the current reporting period, while the number of wanted Hispanic individuals decreased 31%. The number of White individuals who were wanted decreased the least, 19% in the current reporting period and there were no wanted Asian individuals in the current reporting period.

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

January 2012 - December 2013



ANALYSIS: TROOP C

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

Stop Level Analysis

Number of Stops

From July 1, 2013 to December 31, 2013, Troop C conducted 30,760 motor vehicle stops. While the number of motor vehicle stops conducted Division-wide decreased by 9%, Troop C experienced no change in the number of motor vehicle stops, increasing by only two stops.

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

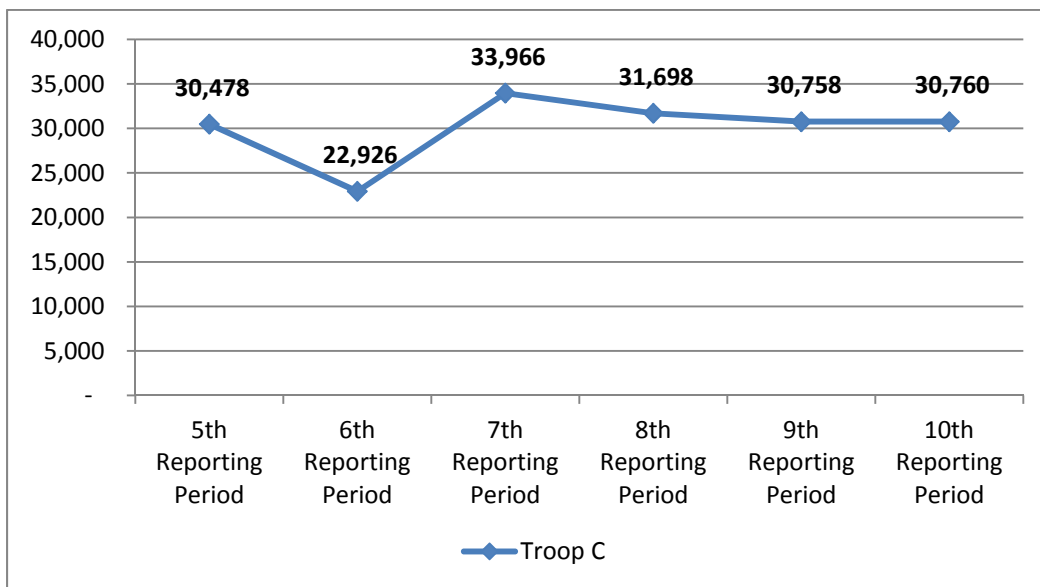


Figure One depicts the trend of the number of motor vehicle stops for the current and previous five reporting periods. While the number of stops does fluctuate each period, the current period is the third highest number of stops in the three years represented on the graph. Thus, despite Division-wide, Troop A and D trends of declining stop numbers, Troop C's number appears to remain high. That said, Figure One does not present the number of stops prior to January 2011. It is possible that the numbers depicted are much lower than previous years.

As noted Division-wide, White drivers do make up the largest proportion of all stops in the current reporting period. White drivers were involved in 69% of all stops, Black drivers were involved in 18%, Hispanic drivers were involved in 9%, Asian drivers were involved in 4%, and American Indian and

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

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

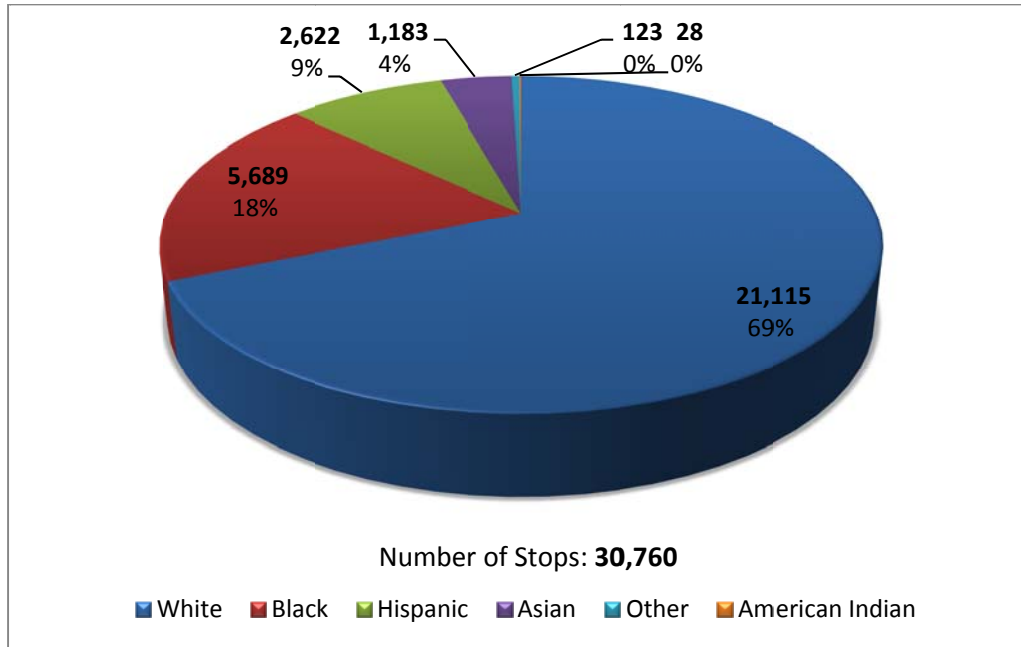
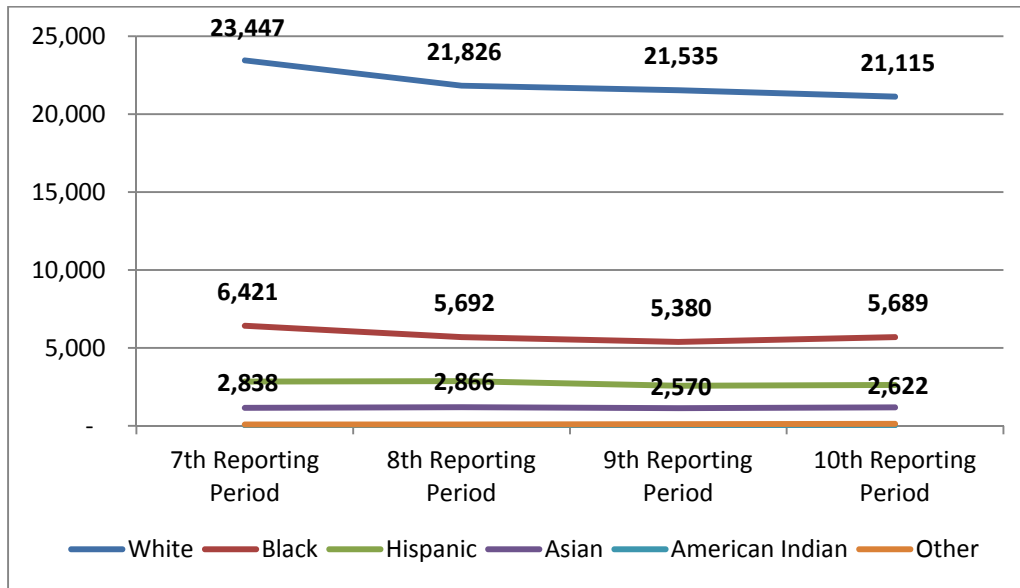


Figure Three graphs the number of stops made of drivers of each racial/ethnic group for the current and three previous reporting periods. Because the total number of motor vehicle stops remained nearly the same in the current reporting period, the number of stops for each racial/ethnic group should also remain similar.

Figure Three: Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
 January 2012 – December 2013



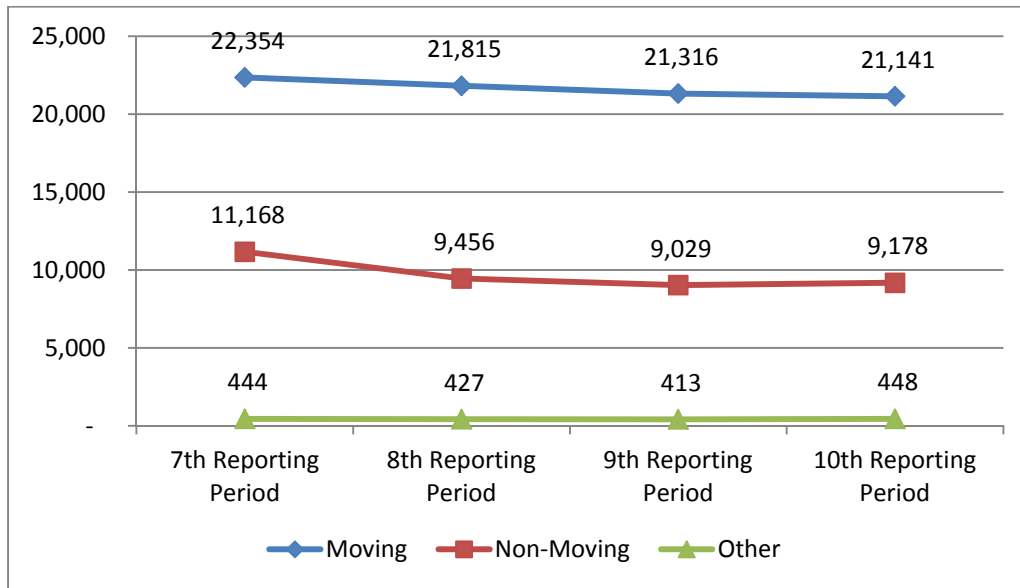
Reason for Stops

The proportion of stops made for each reason has remained relatively stable over time. As was the case Division-wide and for Troop A and D, the majority of stops conducted by Troop C are based on moving violations. The current reporting period also follows this trend; 69% of all motor vehicle stops were based on moving violations. As shown in Figure Four, 21,141 motor vehicle stops were conducted by Troop C based on moving violations. Moving violations typically account for between 66% and 73% of all motor vehicle stops in Troop C. While this general pattern is consistent with the Division-wide trend of stop reasons, the proportion of stops made for moving violations in Troop C is smaller than the proportion Division-wide.

While Division-wide, non-moving violations account for roughly 11% to 17% of all stops, in Troop C, they accounted for a much larger proportion of stops. As shown in Figure Four, non-moving violations are cited in roughly 9,000 to 11,000 stops a reporting period. Thus, in Troop C, non-moving violations account for between 25% and 33% of all stops. In the current reporting period, 30% of all stops made by Troop C were for moving violations.

While non-moving violations make up a small proportion of all motor vehicle stops, stops made for other violations make up an even smaller proportion. The proportion of stops for other reasons is usually between 1% and 2% of all stops. In the current period, 448 motor vehicle stops, about 1% of Troop C’s stops, were based on other violations. This number of stops is nearly identical to the proportion of other stops made by Troop C in the previous reporting period. This pattern also mirror the Division-wide trend of stops for other violations, where only between 1% and 2% of all stops are made for other violations.

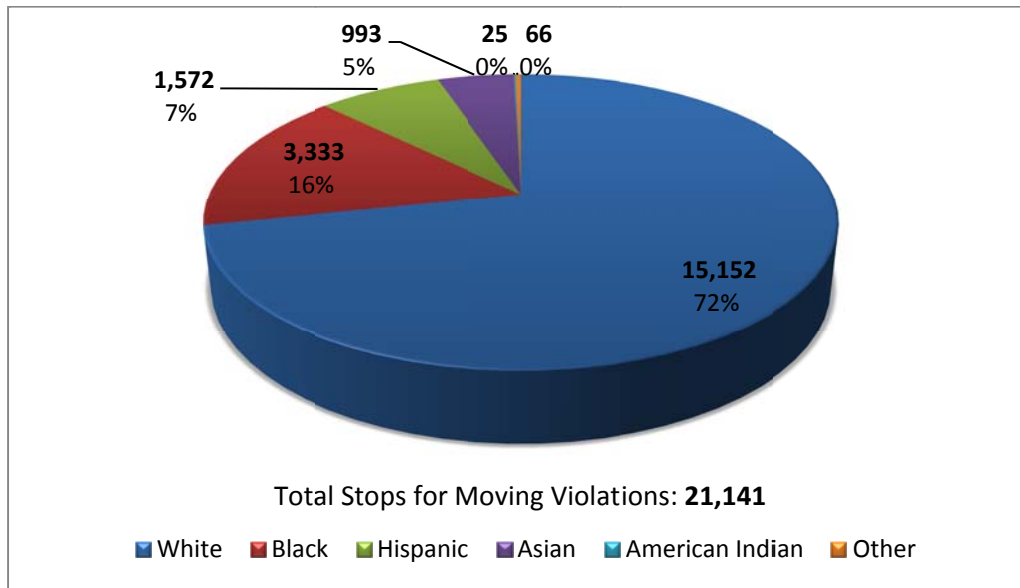
Figure Four: Trends in Reasons for Motor Vehicle Stops
January 2012 – December 2013



Because every stop receives a stop reason, the racial/ethnic distribution of all stops with a reason should be identical to that of all stops. Instead, it is more appropriate to assess the racial/ethnic distribution of each type of motor vehicle stop. The overwhelming majority of motor vehicle stops were based on moving violations, so the racial/ethnic distribution of stops with moving violations is nearly identical to that of all stops. As shown in Figure Five, 15,152 stops, 72%, with moving violations involved White drivers, 16% or 3,333 involved Black drivers, and 7% or 1,572 involved Hispanic drivers. This distribution, while involving a much smaller number of motor vehicle stops, is similar to the Division-wide distribution, though slightly skewed. For stops made by Troop C, White drivers are involved in a higher proportion, almost a 10 percentage point difference, of motor vehicle stops than Division-wide. Additionally, because Hispanic drivers make up such a small proportion of all stops conducted by Troop C, they are a smaller proportion of all stops with moving violations than the entire Division.

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

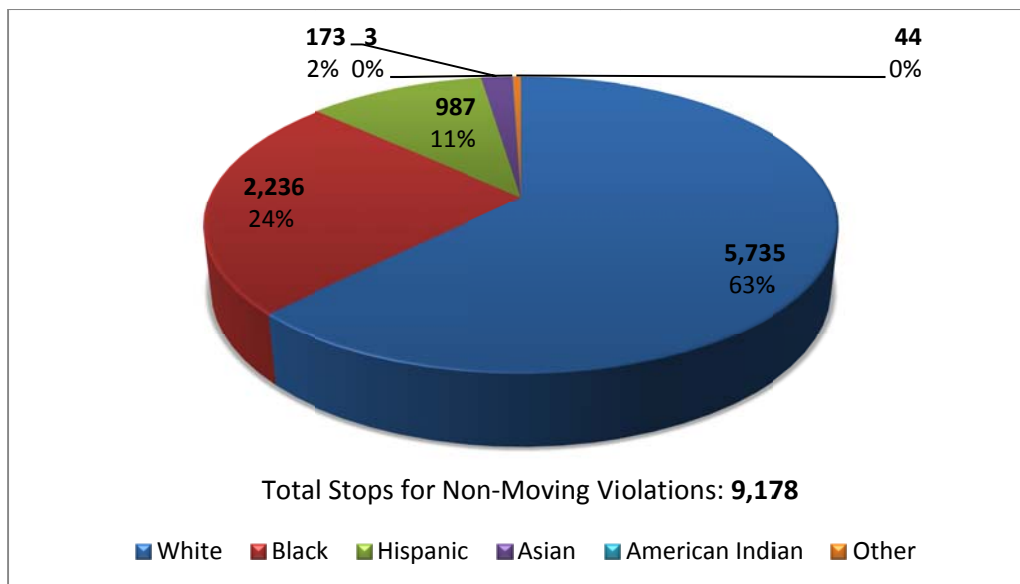
July 1, 2013 – December 31, 2013



Despite involving a much smaller proportion of drivers, the racial/ethnic distribution of stops made for non-moving violations is similar, albeit slightly different from the distribution of all stops. White drivers were still involved in the majority of stops made for non-moving violations, 63% or 5,735 stops, though they do not make up as large a proportion as they do for all stops. Black drivers, however, were overrepresented compared to their proportion of all stops. While Black drivers are only 18% of all stops for Troop C, they are 24% of those made for non-moving violations. Similarly, Hispanic drivers are only 9% of all stops yet 11% of all made for moving violations. The overrepresentation of Black and Hispanic drivers in non-moving violations is also observed Division-wide, indicating that Troop C is not dramatically different from Division trends.

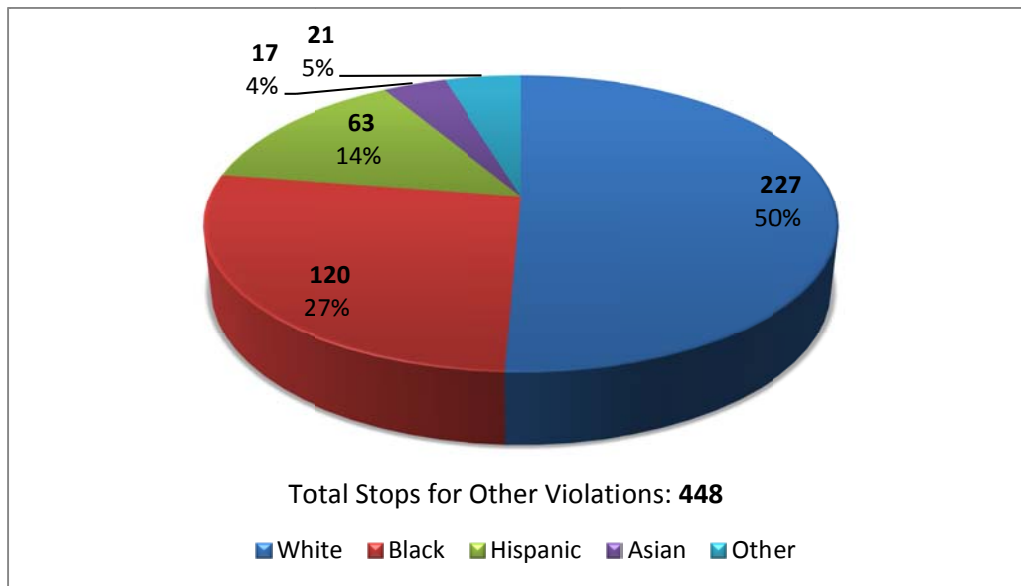
Figure Six: Racial/Ethnic Distribution of Stops made for Non-Moving Violations

July 1, 2013 – December 31, 2013



Because there are so few stops, less than 500, made for other reasons, the racial/ethnic distribution of these stops is more likely to differ from the overall distribution of stops. That said, the distribution for stops made for other violations by Troop C does differ slightly from the distribution of all stops. White drivers, while still the majority of stops, were only involved in 227 stops, or 50% of stops made for other reasons. Black drivers, however, were involved in 120 stops, or 27% of stops made for other reasons. Hispanic drivers were involved in 63 stops for other reasons, 14% of all stops made for other reasons. Thus, White drivers are slightly underrepresented and Black drivers are slightly overrepresented among other violations. This pattern is consistent with the distribution observed Division-wide. Troop C does have an overrepresentation of Other drivers, 5%, compared to Troop A and Division-wide.

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



Law Enforcement Procedures

The State Police conducted over 200,000 motor vehicle stops in the current reporting period, but less than 5% of these stops involved post-stop activity or law enforcement procedures. For stops made by Troop C only 2,304, about 7%, involved post-stop activity. Figure Eight depicts the trend of stops with law enforcement procedures for the current and previous three reporting periods. Despite the lack of noticeable change in the number of stops conducted by Troop C, there was an 11% increase in the number of stops with post stop activity.

Figure Eight: Trends of Motor Vehicle Stops with Law Enforcement Procedures
 January 2012 - December 2013

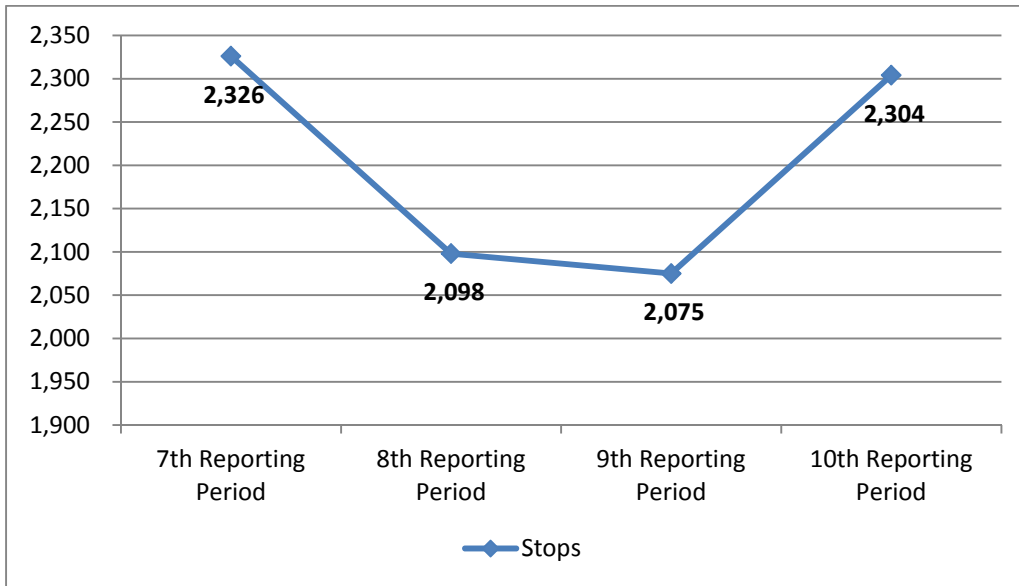


Figure Nine depicts the racial/ethnic distribution of stops where there was at least one law enforcement procedure for Troop C. Because such a small proportion of all motor vehicle stops involved law enforcement procedures, it is possible that the distribution is skewed or different from the overall distribution of stops. In fact, the distribution is skewed. White drivers were involved in the highest proportion of stops with law enforcement procedures but remain a smaller proportion compared to their proportion of all stops. White drivers are 49% of stops with law enforcement procedures, 1,132 motor vehicle stops. However, Black drivers were involved in a considerably larger proportion of stops with law enforcement procedures than all stops, 37% or 853 motor vehicle stops. Hispanic drivers were also slightly overrepresented; they were involved in 12% or 277 stops with law enforcement procedures in Troop C. This disparity, that Black and Hispanic drivers are involved in a higher proportion of stops with law enforcement procedures, will be explored in the remainder of this report.

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

July 1, 2013 – December 31, 2013

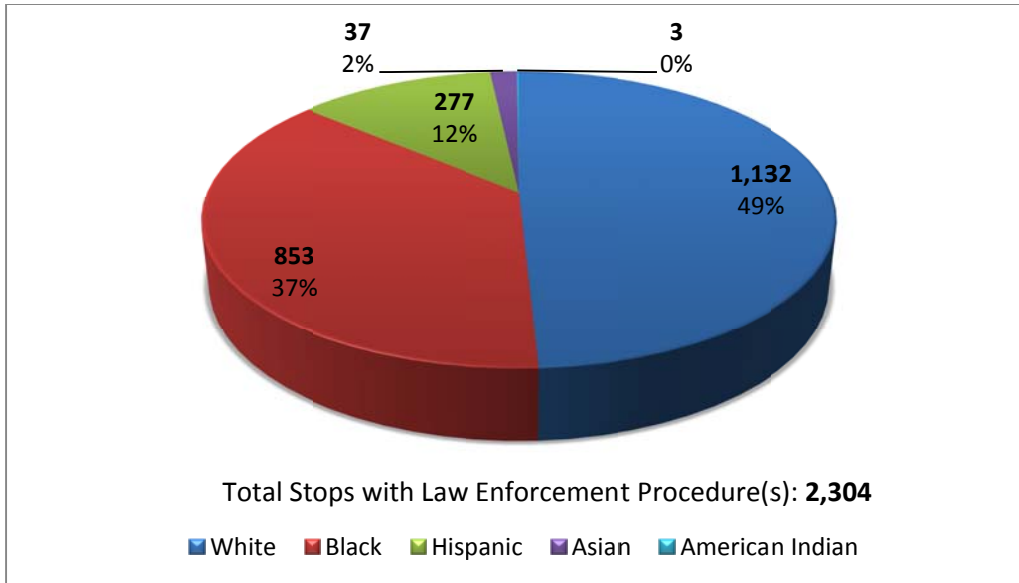
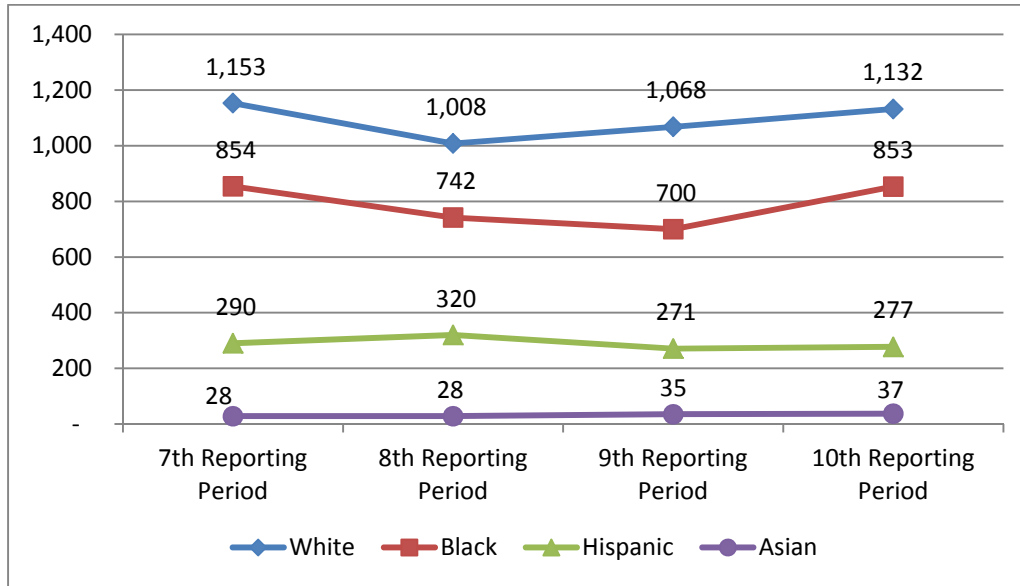


Figure Ten graphs the trend of the racial/ethnic distribution of stops with law enforcement procedures for Troop C. Because the total number of stops, and those with law enforcement procedures, increased in the current reporting period, the number of stops involving drivers of each racial/ethnic group also increased. There are differences in the magnitude of increases. Black drivers experienced the largest increase in motor vehicle stops resulting in law enforcement procedures, 22%. White and Asian drivers experienced a 6% increase and Hispanic drivers experienced a six (2%) stop increase involving law enforcement procedures.

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

January 1, 2012 – December 31, 2013

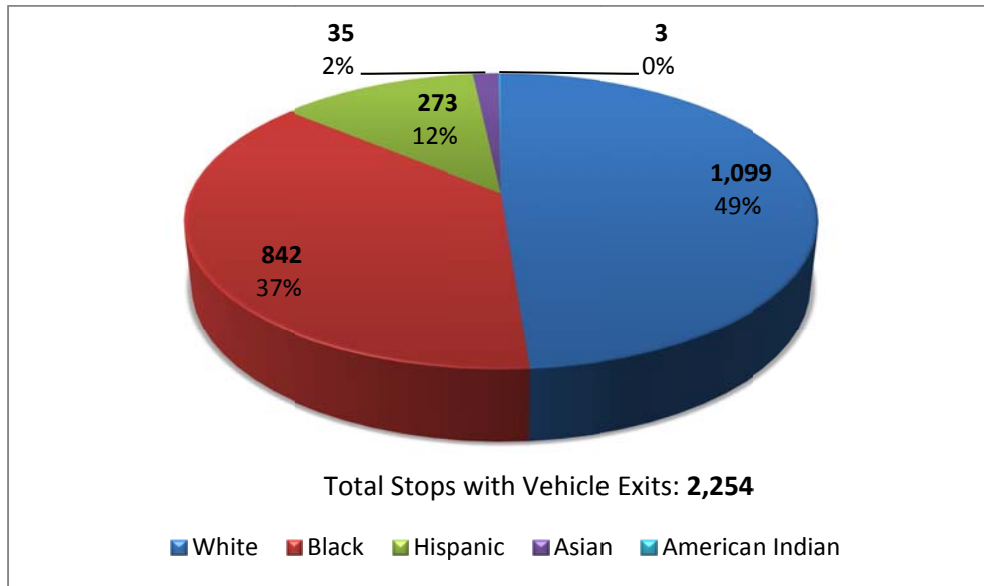


Vehicle Exits

The most frequent post-stop interaction was an occupant vehicle exit. Of the 2,304 stops made by Troop C with post-stop interactions, 2,254 stops (98%) resulted in an occupant vehicle exit, slightly more than the proportion Division-wide. Troopers are permitted to ask a driver to exit for any reason, thus, the high frequency of this activity.

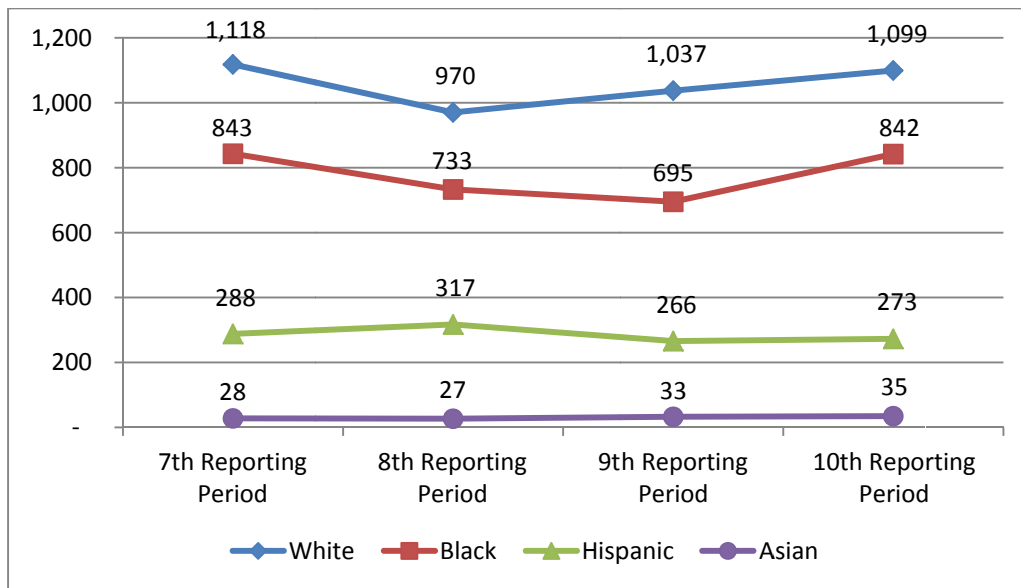
Figure Eleven depicts the racial/ethnic distribution of stops for vehicle exits. The frequency of vehicle exits for White drivers is higher than the frequency for all other racial/ethnic groups. White drivers were involved in 1,099 stops with vehicle exits (49%), Black drivers were involved in 842 stops (37%), and Hispanic drivers were involved in 273 stops (12%) with vehicle exits. Compared to the overall racial/ethnic distribution of stops made by Troop C, White drivers make up a smaller proportion and Black drivers make up a larger proportion of stops with vehicle exits. However, compared to the distribution of stops with law enforcement procedures, this distribution is nearly identical. A similar pattern is noted Division-wide; while White drivers make up the majority of all drivers involved in motor vehicle stops, they make up a much smaller proportion of stops with vehicle exits. Additionally, Black drivers tend to be involved in higher proportions of stops with vehicle exits than their overall proportion of motor vehicle stops, especially in Troop C, where their proportion nearly doubles. Hispanic drivers in Troop C who were asked to exit make up a slightly smaller proportion of stops with vehicle exits than they do Division-wide.

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



Because vehicle exits are the most frequent law enforcement procedure, the magnitude of change in the racial/ethnic distribution of stops with vehicle exits is consistent with that of law enforcement procedures. As shown in Figure Twelve, there was an 11% increase in the total number of stops with vehicle exits. The largest increase, 21%, was for Black drivers asked to exit while White and Asian drivers increased by 6% and Hispanic drivers increased by 3%. Thus, trend of the racial/ethnic distribution of vehicle exits matches the trends of law enforcement procedures over time.

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



Non-Consensual Searches

While over 90% of all stops with a post-stop interaction involve a vehicle exit, non-consensual searches are also fairly common. Of the 2,304 stops with post-stop interactions, 68% or 1,577 stops involved non-consensual searches. The number of stops with non-consensual searches increased in the current reporting period. Despite this increase, the racial/ethnic distribution of these stops remains consistent with the previous period.

As shown in Figure Thirteen, White drivers were involved in the largest proportion of stops with non-consensual searches. In the current period, White drivers were involved in 698 stops, 44%, with non-consensual searches. Black drivers were involved in 656 stops, 42%, with non-consensual searches while Hispanic drivers were involved in 195 stops, 12%, with non-consensual searches. The difference in the proportion of stops with non-consensual searches that involved White and Black drivers is only two percentage points, which amounts to only 42 stops. Thus, Black drivers are overrepresented among stops with non-consensual searches compared to their proportion of all stops and all stops with law enforcement procedures, while White drivers are underrepresented compared to those categories. When comparing to the distribution Division-Wide and with Troop A and D, Troop C has the greatest overrepresentation of Black drivers for stops involving non-consensual searches. The high proportion of non-consensual searches involving Black drivers is interesting, and in need of further explanation.

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

July 1, 2013 – December 31, 2013

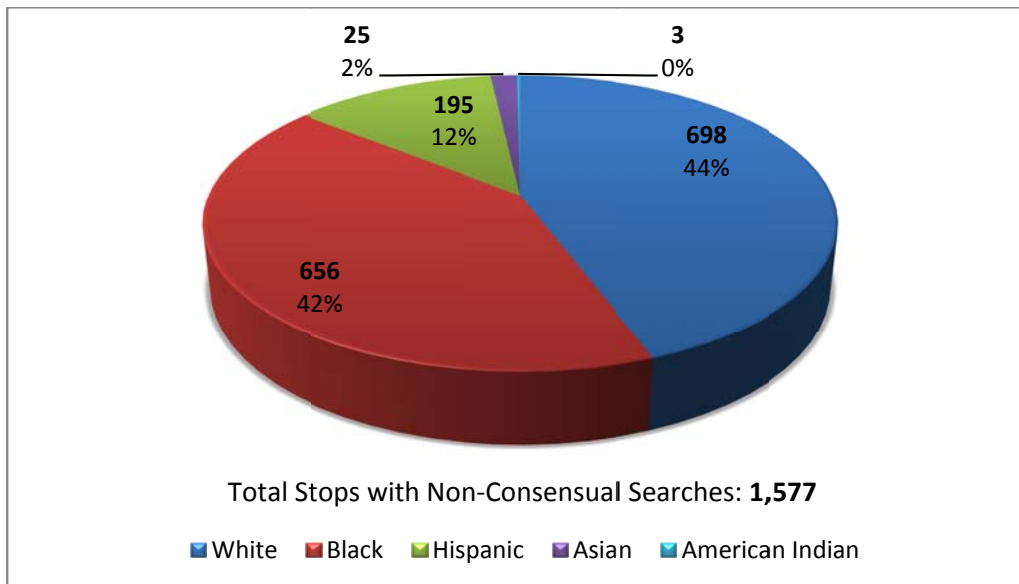
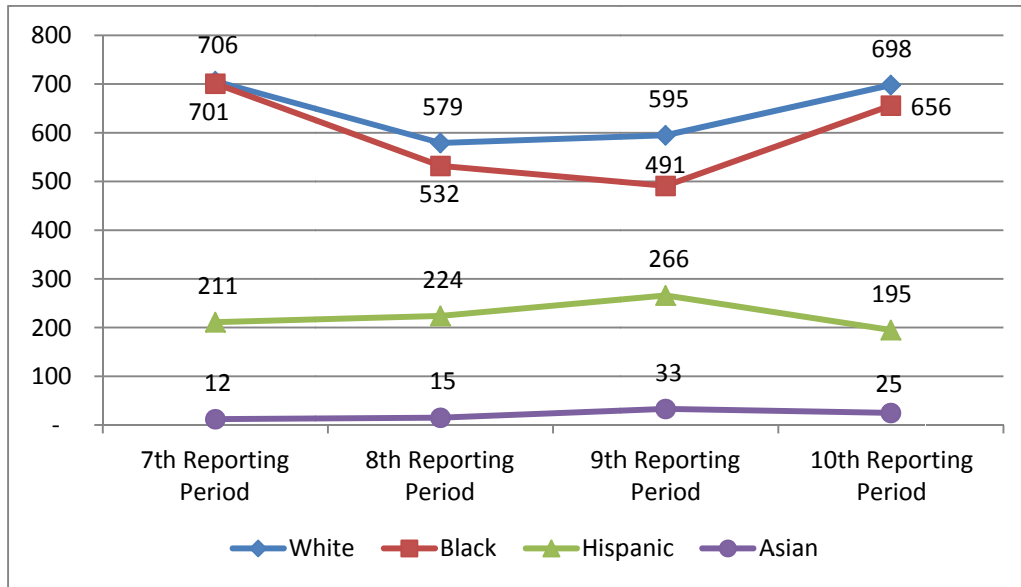


Figure Fourteen graphs the trend of non-consensual searches for each racial/ethnic group for the current and previous reporting periods. As with all stops, the number of stops with non-consensual searches increased in the current period, generally. Like the trend noted for all law enforcement procedures and vehicle exits, Black drivers experienced the greatest increase. For non-consensual searches, the proportion involving Black drivers increased by 34% while the proportion involving White drivers increased by 17%. The proportion involving Hispanic and Asian drivers actually decreased. Hispanic drivers' involvement in stops with non-consensual searches decreased by 27% while Asian drivers' involvement decreased by 24%.

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

January 1, 2012 – December 31, 2013

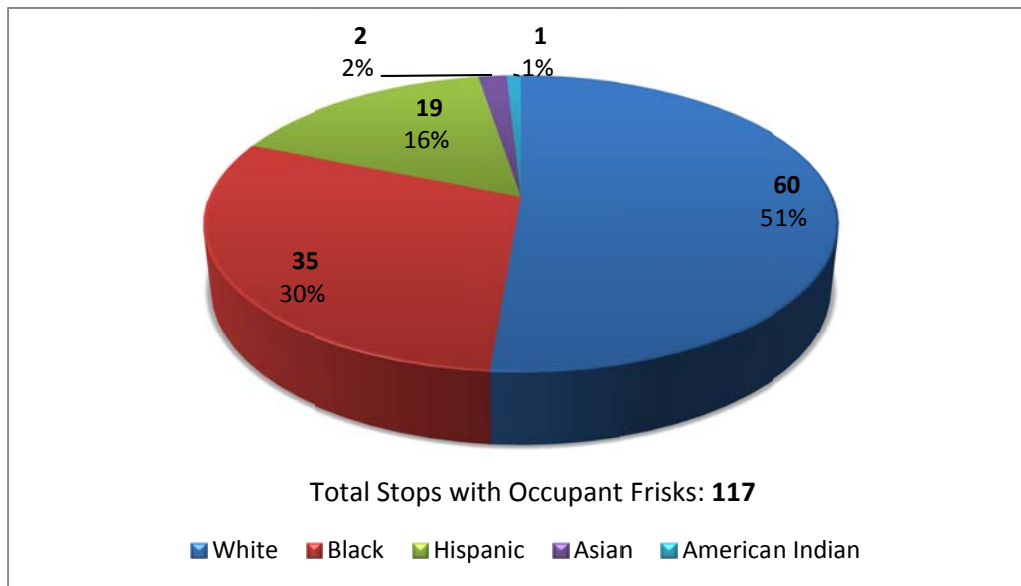


Occupant Frisks

In the current reporting period, there were 117 motor vehicle stops conducted by Troop C where at least one occupant was frisked, about 5%% of all stops with post-stop interactions.

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

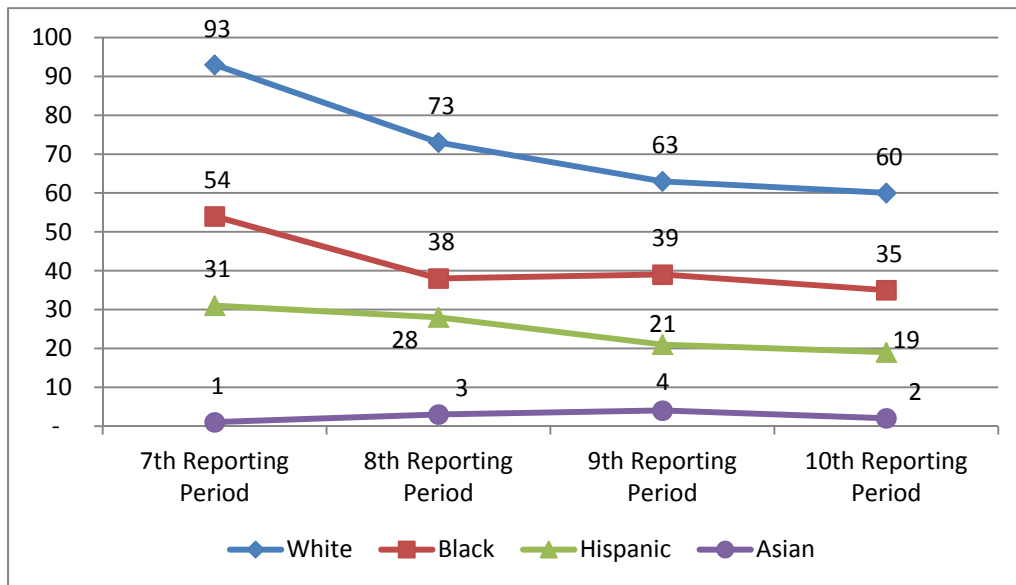
July 1, 2013 – December 31, 2013



As shown in Figure Fifteen, White drivers were involved in the largest proportion of stops with occupant frisks. There were 60 stops, 51%, with a frisk that involved White drivers, 35 stops, 30%, that involved Black drivers, and 19 stops, 16%, that involved Hispanic drivers. The racial/ethnic distribution of stops with frisks does differ from all stops with law enforcement procedures made by Troop C. While all stops with law enforcement procedures generally involve higher proportions of Black and Hispanic drivers compared to their overall proportion of stops, the distribution is even more skewed for occupant frisks. Specifically, Hispanic drivers are slightly overrepresented and Black drivers are slightly underrepresented.

Figure Sixteen presents the trend of stops with frisks for each racial/ethnic group for the current and previous reporting periods for Troop C. Since the number of stops with law enforcement procedures slightly increased, the same trend is expected for each specific procedure. However, the number of stops with frisks declined 8% from the previous to current reporting periods. Black and Hispanic drivers both experienced a decrease of 10% in stops involving frisks. White drivers experienced a 5% decrease while Asian drivers decreased by two stops involving a frisk. OLEPS will continue to examine frisks of drivers to ensure that this decrease is not the result of any inappropriate actions on the part of troopers.

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



Canine Deployments

Canine deployments are a relatively infrequent law enforcement procedure. There were fewer than 60 stops where a canine was deployed Division-wide in the current reporting period. Necessarily, the number of stops made by Troop C that involved a canine deployment was even smaller, only 15 stops. Incidentally, Troop C had the greatest number of canine deployments across troops, during the current reporting period.

Unlike all other law enforcement procedures discussed previously, White drivers do not make up the largest proportion of stops with canine deployments for Troop C. There were only four stops with canine deployments that involved White drivers. Black drivers made up the largest number of deployments in Troop C, nine stops. This pattern is similar to the pattern noted Division-wide, where Black drivers make up a slightly larger number of stops with canine deployments than do White drivers. Because of the small number of instances, an addition of one or two deployments would change the understanding of this distribution dramatically. The higher number of deployments with Black drivers is not *prima facie* evidence of disparate treatment. OLEPS continues to monitor the appropriateness of canine deployments in OLEPS' Oversight Reports.

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

July 1, 2013 – December 31, 2013

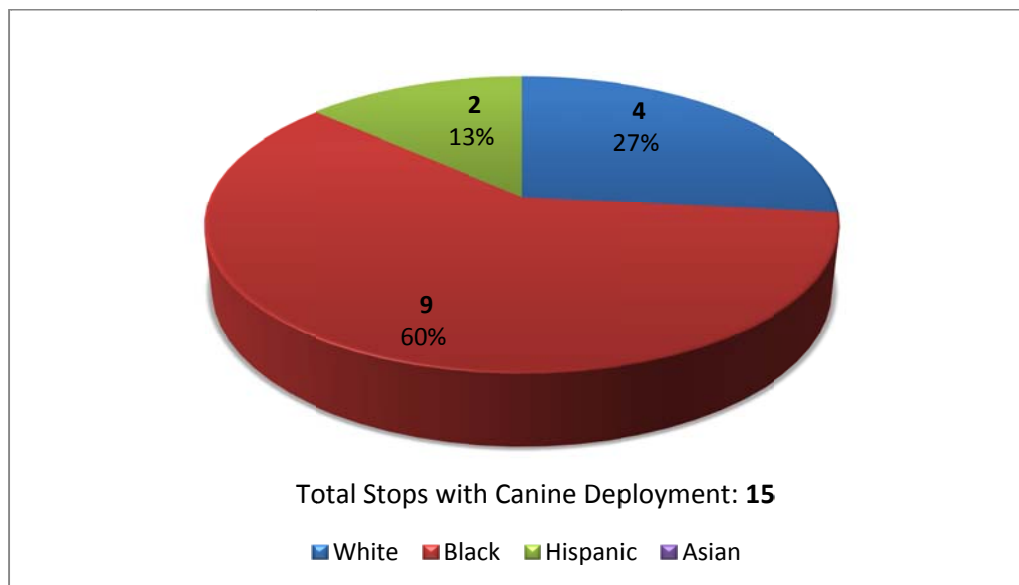
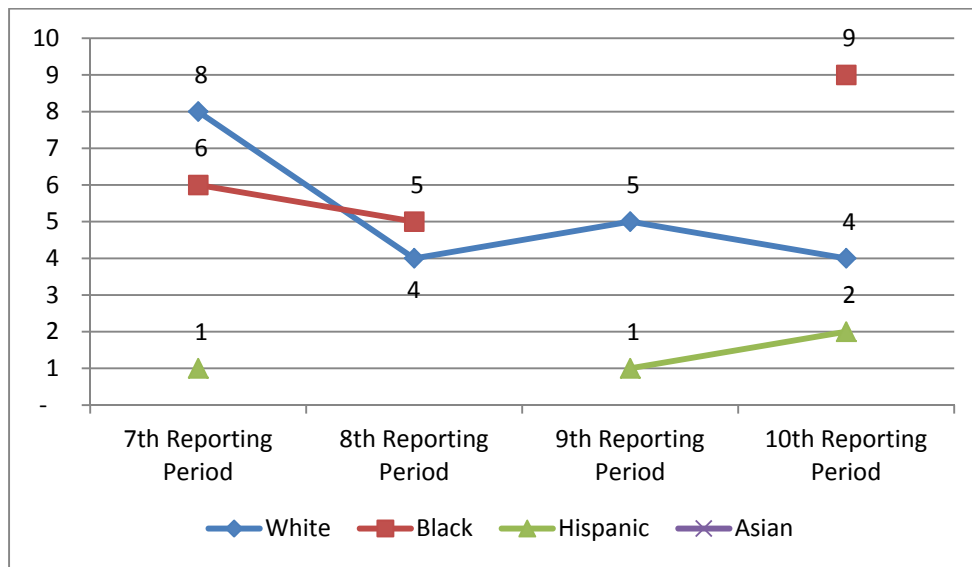


Figure Eighteen presents the trend of canine deployments by racial/ethnic group for the current and previous three reporting periods. Because canine deployments are a relatively infrequent event Division-wide, they are even more rare within a given Troop. That said, the number of deployments in a Troop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

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



For canine deployments in stops made by Troop C, the trend for each racial/ethnic group differs. White drivers experienced a one stop decrease in the number of stops with deployments while Black drivers experienced a nine stop increase in deployments. Hispanic drivers experienced a one stop increase in the number of deployments.

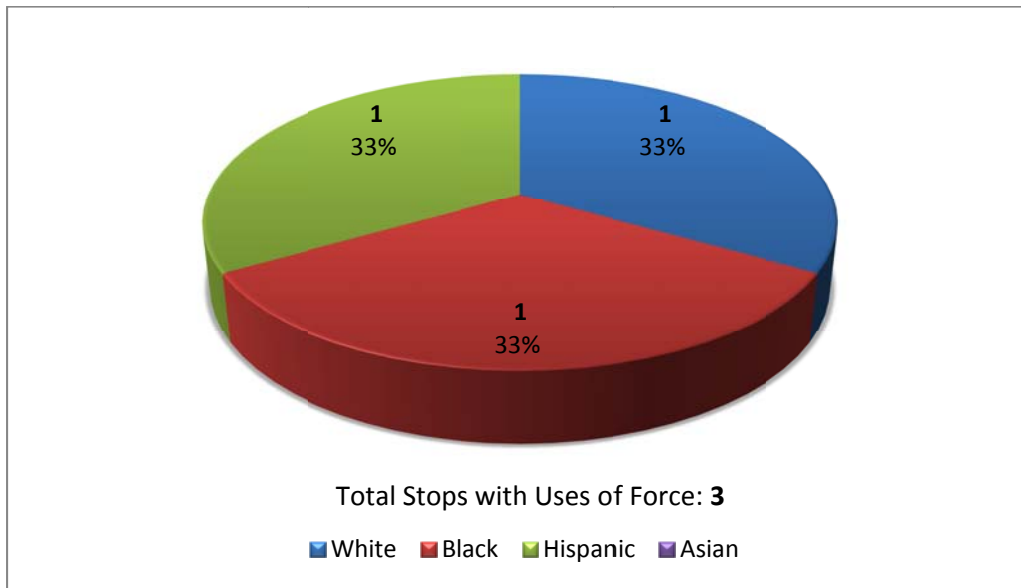
While the disparity in the number of stops with canine deployments involving Black drivers may seem troubling, there are policies and procedures that govern these deployments which are designed to prevent the misuse of this procedure. Specifically, as noted in OLEPS’ Oversight Report, a trooper must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

Uses of Force

While canine deployments are infrequent events, uses of force are rarer. Division-wide, there were fewer than 30 stops where force was used. In stops conducted by Troop C, there were three instances of force. In two instances of force, physical force was used and in one instance mechanical force was used in stops conducted by Troop C.

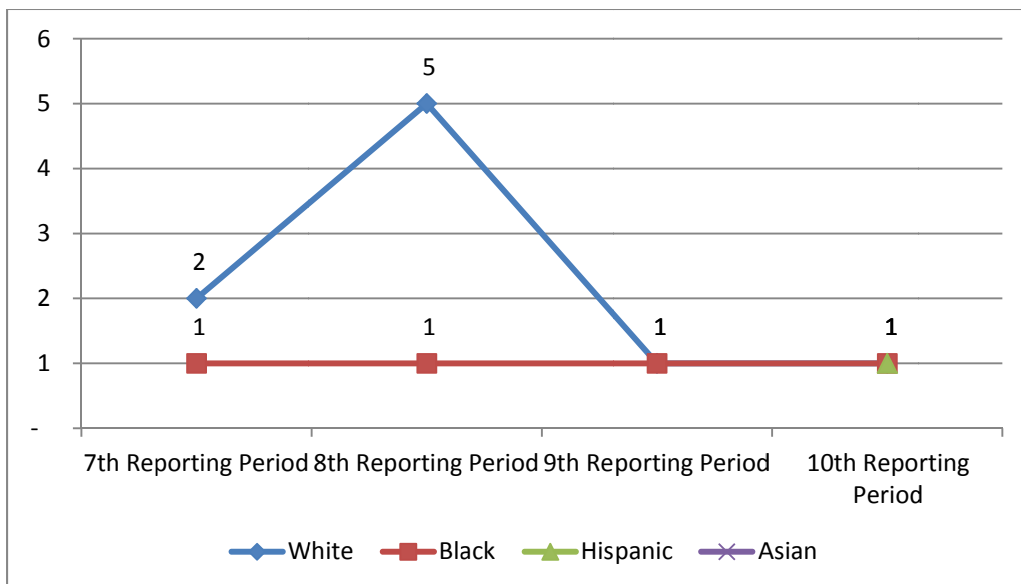
Figure Nineteen depicts the number of stops with uses of force by driver race/ethnicity. Because of the small number of stops with force, the percentages are somewhat misleading. White, Black and Hispanic drivers were all involved in one stop with force. However division-wide, White drivers are involved in the largest proportion of stops with force.

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



Trends in uses of force are presented in Figure Twenty for consistency purposes only. As noted with canine deployments, the infrequency of stops with these events Division-wide, Troop-wide, and for a specific racial/ethnic group means that the trends are easily susceptible to change. For example, in the current period, the number of force instances in stops made by Troop C is the lowest out of all Troops, this was not the case in the previous reporting period. The addition of a few force instances changes the picture for an entire troop. Nonetheless, for Troop C, there was an increase of one stop with force from the previous to the current reporting period. There was no change for White and Black drivers and a one stop increase for Hispanic drivers.

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



Consent to Search

For this period, there were 437 stops with consent to search requests conducted by Troop C. There may be multiple outcomes for a consent request: granted, denied, or withdrawn. Figure Twenty presents the distribution of all consent to search request outcomes. The majority of consent to search requests were granted; 422 (97%) requests were granted and 15 (3%) were denied by an occupant during the stop.

Figure Twenty-One: Outcome of Consent to Search Requests

July 1, 2013 – December 31, 2013

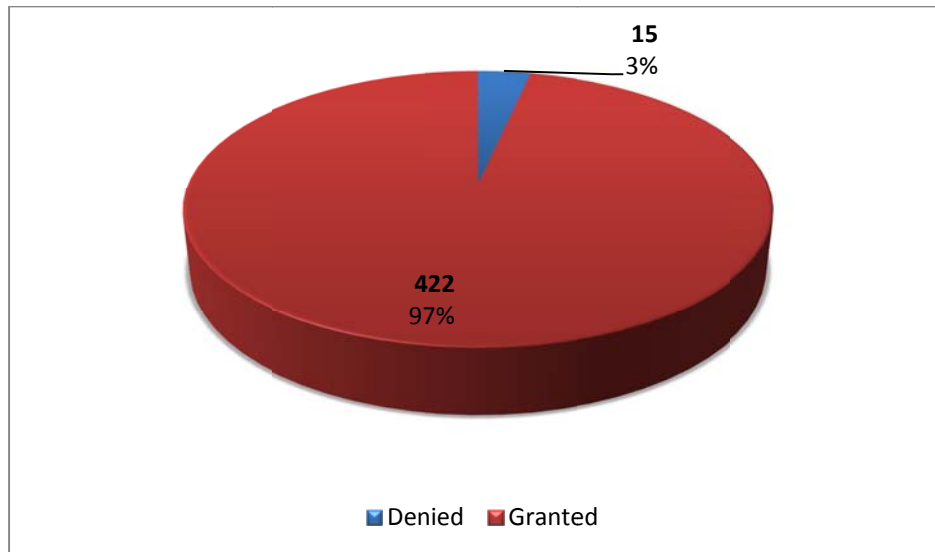
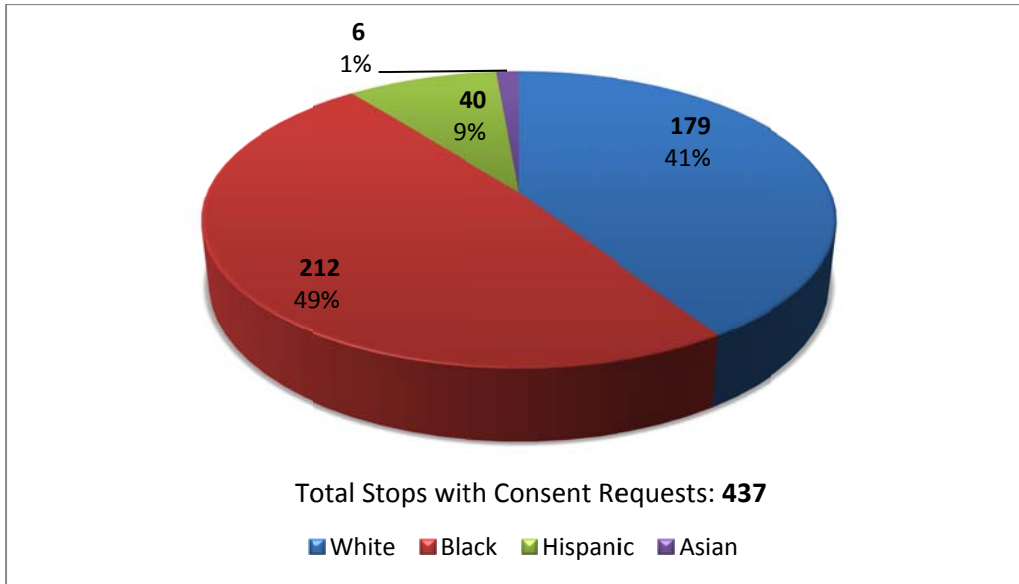


Figure Twenty-Two presents the racial/ethnic distribution for consent to search requests made during motor vehicle stops. Black drivers made up the largest proportion of stops with consent to search requests. Nearly half, 49%, of all stops with consent to search requests involved Black drivers. White drivers were involved in 179 stops (41%) with consent to search requests, and Hispanic drivers were involved in 40 stops (9%) with consent to search requests. The racial/ethnic distribution of consent to search requests does differ from the distribution of the total number of stops and the distribution of stops with post-stop interactions.

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



Among the possible outcomes of these requests, this pattern remains the same; Black drivers had the highest proportion of both granted (Figure Twenty-Three) and denied consent to search requests (Figure Twenty-Four). Because the majority of consent to search requests are granted, the distribution of granted consent requests is nearly identical to that of all stops with requests. However, the distribution of denied consent to search requests deviates slightly. When consent was denied, Black drivers were involved in a slightly larger proportion, 53%, compared to their proportion of total consent to search requests. White drivers were also involved in a slightly larger proportion, 47%. Unlike the distribution noted Division-wide, for consent requests made in stops by Troop C, Black drivers are involved in the highest proportion of granted requests. However, the total number of stops with denied consent request is very small, only 15 stops. Thus, the racial/ethnic distribution is more likely to be skewed.

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

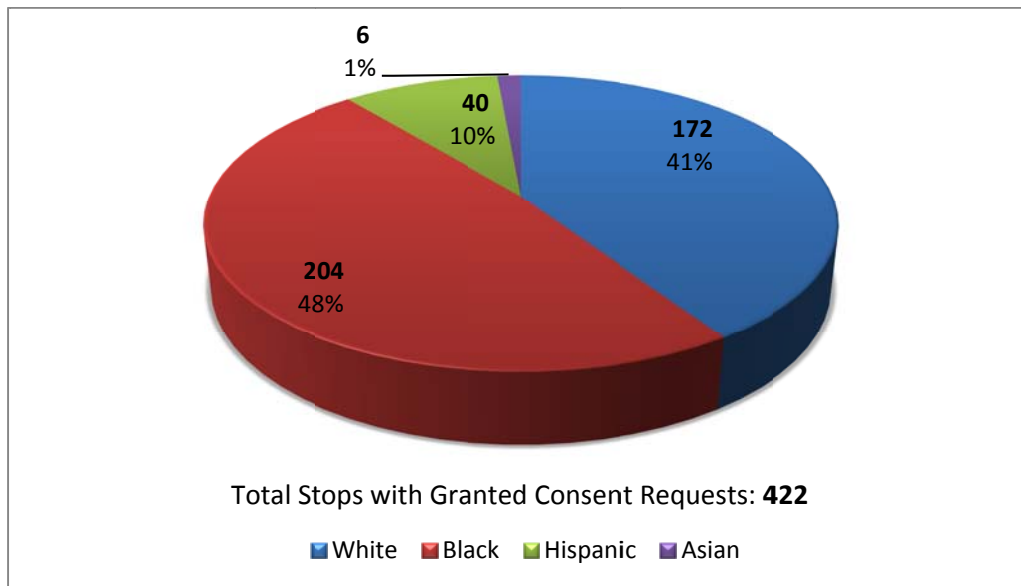
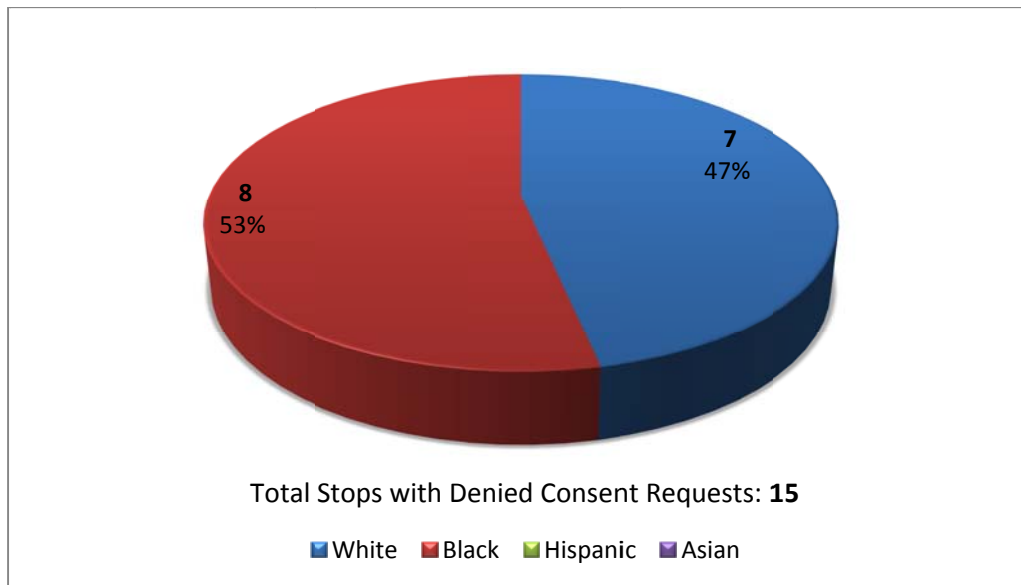
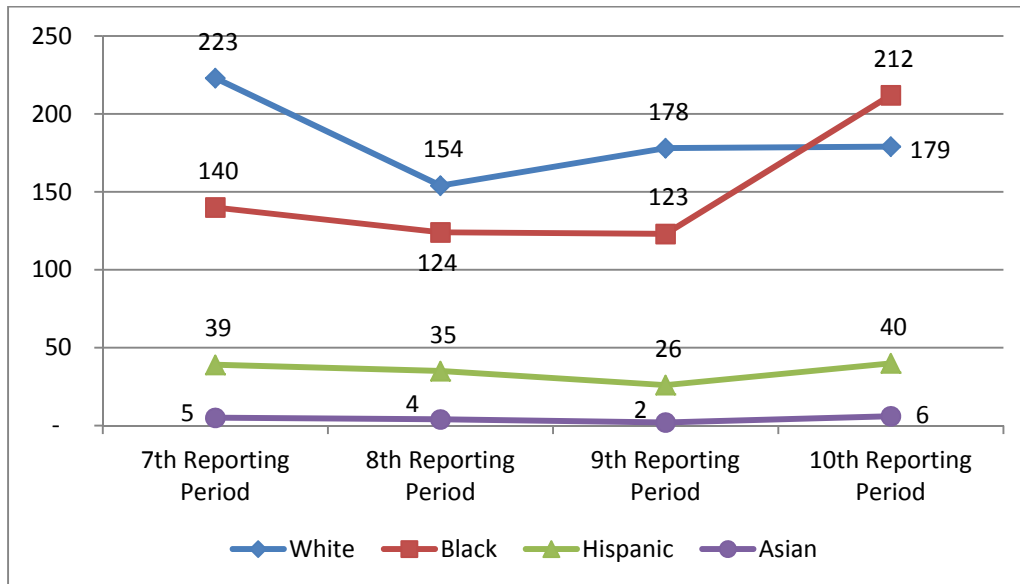


Figure Twenty-Four: Racial/Ethnic Distribution of Stops with Consent to Search Denied
 July 1, 2013 – December 31, 2013



Despite the relative stability in the total number of stops, the total number of stops with consent to search requests also increased in the current reporting period for Troop C. The total number of requests increased 1% in the current reporting period for Troop C. This number includes all requests, regardless of the outcome (granted or denied). Figure Twenty-Four graphs this trend for each racial/ethnic group. Black and Asian drivers experienced the largest increase, 72% for Black drivers and four stops for Asian drivers. Hispanic drivers also experienced an increase, 53%. White drivers had a 1% increase in stops involving a consent request for the current reporting period.

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



Trends in each category of consent to search request that were granted, denied, or withdrawn are not presented pictorially for Troop C. However, in the current reporting period, there was a 34% decline in the number of stops with denied consent requests while there was only a 22% decline for granted consent requests. Generally, each racial/ethnic group experienced declines that were similar to the overall decline for each category of consent requests.

Arrests

In the current reporting period, there were 1,785 motor vehicle stops conducted by Troop C where at least one person was arrested. In the majority of these stops, only one person was arrested. However, there were five individuals arrested in several stops made by Troop C. On average, there were 1.3 arrests per stop.

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

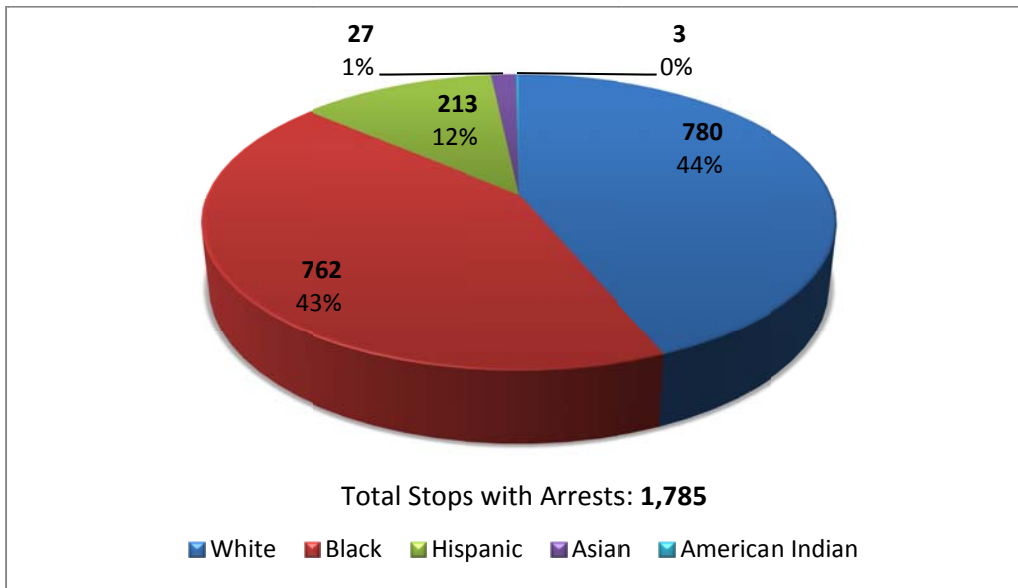


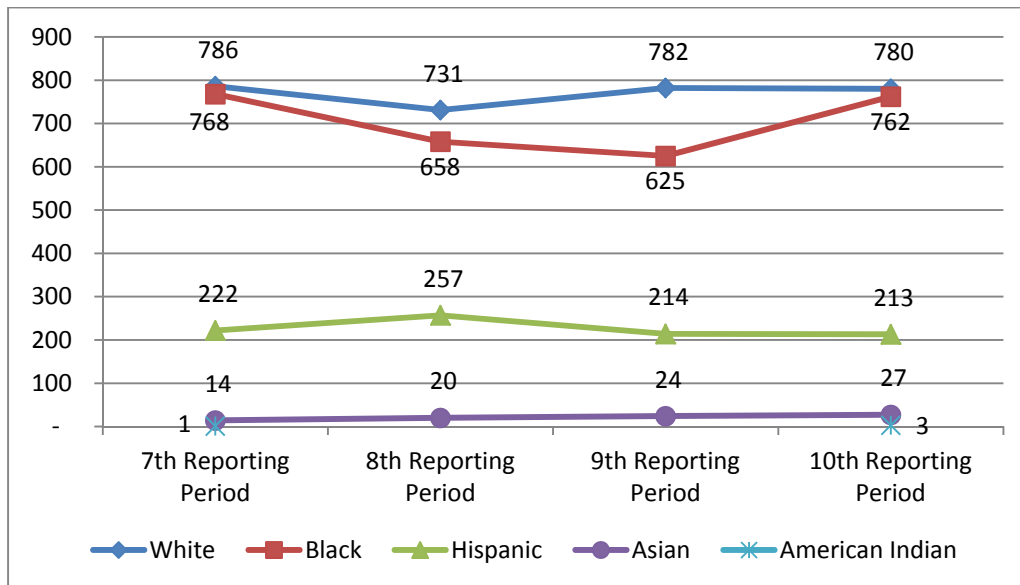
Figure Twenty-Six depicts the racial/ethnic distribution of all motor vehicle stops where an arrest was made. White drivers were involved in the highest proportion of stops where an arrest was made, 44% of stops. However, for Troop C, Black drivers were not far behind; they were involved in 43% of all stops where an arrest was made. Hispanic drivers were involved in 12% of stops where an arrest was made. Asian drivers were only involved in 1% of all stops with arrests and American Indian drivers were involved in 0%.

Compared to the overall racial/ethnic distribution of stops, it appears that White drivers are underrepresented while Black drivers are overrepresented. White drivers were 69% of all stops yet only 44% of stops with arrests. Conversely, Black drivers were only 18% of all stops but 43% of all stops with arrests. The overrepresentation of Black drivers among stops with arrests made by Troop C is the largest disproportionality among all Troops, eclipsing the disproportionality Division-wide. Hispanic drivers have also been overrepresented in the proportion of stops with arrests Division-wide, but for Troop C, this overrepresentation is not large, 12% of arrests compared to 9% of all stops.

As noted Division-wide, the disproportionately high number of stops with arrests for Black drivers is interesting. This disproportionality warrants additional analysis, especially since this disproportionality is larger in Troop C than Division-wide. In the individual analysis section, the actual number of and charges for arrests will be discussed, explaining this disproportionality.

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

January 1, 2012 – December 31, 2013



The total number of stops where an individual was arrested increased less than 1% in the current reporting period, similar to the decline for stops with law enforcement procedures. As shown in Figure Twenty-Seven, the change from the previous to the current reporting period varied among racial/ethnic groups; Hispanic and White drivers experienced declines while Black and Asian drivers experienced increases in the number of stops with arrests. For Hispanic drivers, the number of stops with arrests decreased by one stop and decreased two stops for White drivers. However, Black drivers experienced a 22% increase in the number of stops with arrests while Asian drivers experienced a 13% increase.

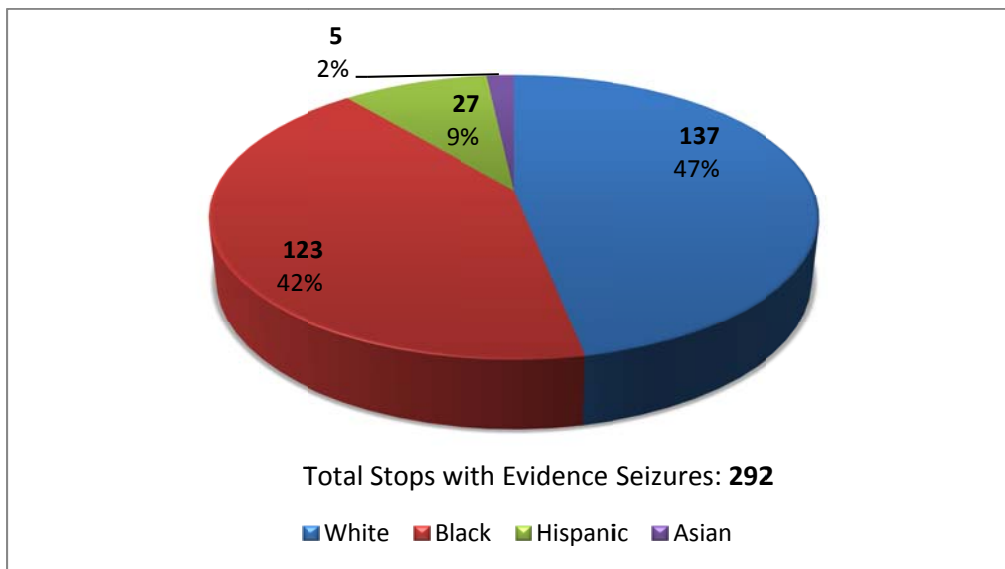
For Troop C, White drivers are more likely to be involved in any post-stop interaction than other drivers. However, compared to their proportion of all stops, they are slightly under represented and Black drivers are slightly overrepresented. While Black drivers were about 18% of all motor vehicle stops, they are roughly 35% (on average) of all law enforcement procedures utilized in the current reporting period. This does suggest some sort of disproportionality, however, the reason for this disproportionality is not necessarily known. As noted earlier, the appropriateness of enforcement activities is not assessed in this report, but is in OLEPS' Oversight Reports. Further analysis is necessary to uncover the reason(s) for the disproportionality in law enforcement procedures. However, because the majority of stops with law enforcement procedures have at least one arrest made, it is possible that the disproportionality for all law enforcement procedures stems from this.

Evidence Seizures

The seizure of evidence during a motor vehicle stop is a relatively rare occurrence, occurring in less than 1% of all motor vehicle stops Division-wide. For stops made by Troop C, evidence was seized in 292 motor vehicle stops, less than 1% of Troop C's stops. Evidence may have been seized in conjunction with a variety of activities including: frisks, non-consensual searches, consent requests, execution of a search warrant, plain view seizures, or even a request for the retrieval of property.

Figure Twenty-Eight depicts the racial/ethnic distribution of stops with evidence seizures. The majority of stops in which evidence was seized involved White drivers. In 47% of all stops with evidence seized, the driver was White, in 42% of stops the driver was Black, and in 9% of stops the driver was Hispanic. Compared to the overall distribution of motor vehicle stops made by Troop C, Black drivers are overrepresented. While they are only 18% of all stops, Black drivers are involved in 42% of stops with evidence seized. When compared to the distribution of stops with law enforcement procedures, Black drivers are still slightly overrepresented; they were involved in 37% of all stops in Troop C with post-stop interactions.

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



Each motor vehicle stop can involve one or more seizures of evidence. In the current reporting period, 53 of the 292 stops with seizures had evidence seized as the result of more than one type of activity. For example, a trooper may observe contraband in plain view and also conduct a consent search that produces evidence. Thus, there are actually 345 searches/seizures that led to an evidence seizure. At most, a single stop included three different types of searches/seizures that resulted in evidence. However, the majority of stops only involved one type of search/seizure.

While the exact evidence seized is unknown, it is known how the evidence was obtained. Figure Twenty-Nine depicts the type of search/seizures that resulted in evidence for each racial/ethnic group for stops conducted by Troop C. The majority of the 345 evidence seizures resulted from consent searches. In total, there were 241 evidence seizures as the result of a consent search. Of these consent search seizures, 47% involved White drivers, 42% involved Black drivers, and 10% involved Hispanic drivers.

The second most frequent searches/seizures were those considered plain view. In 69 seizures, the reason provided indicated that a controlled dangerous substances (CDS), controlled dangerous weapons (CDW), or open containers were in plain view and subsequently seized. Of these seizures, 45% involved White drivers, 45% involved Black drivers, and 9% involved Hispanic drivers.

Seizures classified as “Other PC” were the third most frequently cited search leading to an evidence seizure. These activities include all PC based searches/seizures other than plain view seizures. Thus, vehicle frisks, proof of ownership, secure vehicle, retrieval of property, or public exigency searches fall under this category. These seizures were a relatively small number of all seizures, they were used in only 28 motor vehicle stops. Of these seizures, 19 (68%) involved White drivers and six (21%) involved Black drivers. Hispanic drivers were involved in two motor vehicle stops with Other PC seizures. The racial/ethnic distribution of these seizures is not similar to either the distribution of all stops or those with post-stop interactions likely due to the total small number of stops.

Searches/seizures classified as non-PC or as the result of a search warrant were rare for Troop C. There were no seizures classified as non-PC and there were seven stemming from a search warrant.

Figure Twenty-Nine: Types of Evidence Seizures
July 1, 2013 – December 31, 2013

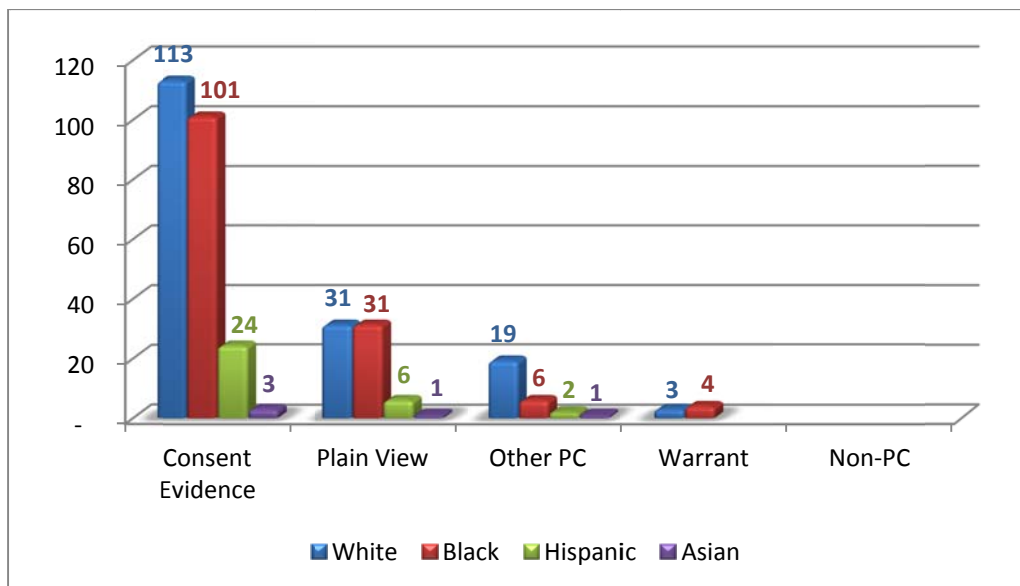
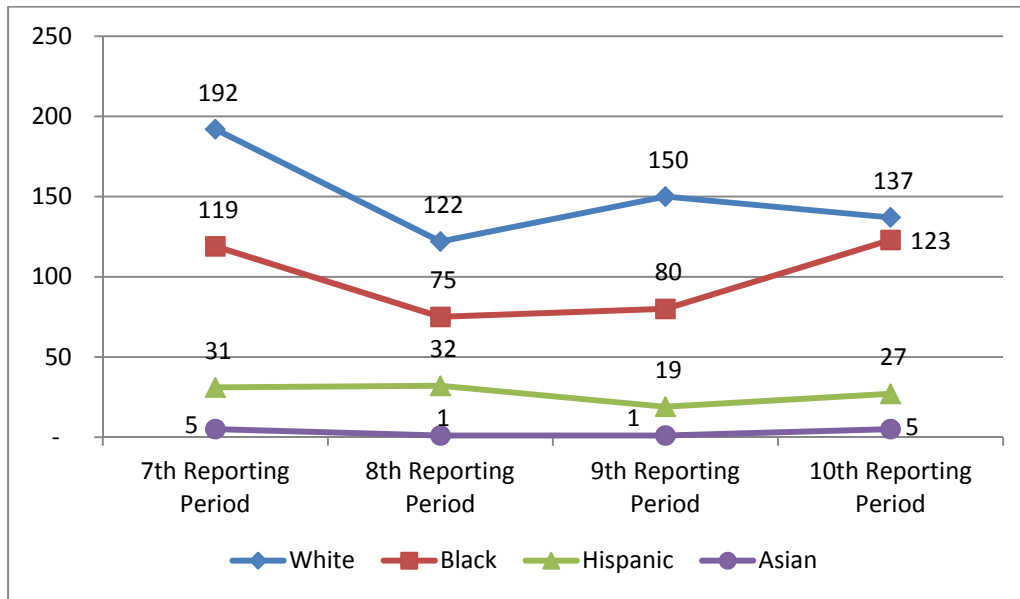


Figure Thirty depicts the trend of motor vehicle stops with evidence seized by racial/ethnic group. Overall, there was a 9% increase in the number of stops where evidence was seized. This increase was largest for Black drivers; the number of stops with Black drivers where evidence was seized increased 54% in the current period. Hispanic drivers actually experienced a 42% increase in the number of stops with evidence seized. Asian drivers experienced a four stop increase in the number of stops with evidence seized. However, White drivers experienced a decrease of 9%.

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



Troop C's pattern of evidence seizures mirrors that of the Division. Evidence seizures are an infrequent event and they disproportionately involve Black drivers compared to their overall proportion of motor vehicle stops. Black drivers made up about 42% of all evidence seizures (including each type) yet only 18% of all stops conducted by Troop C. This pattern is noted for all troops. Again, this report does not assess the appropriateness of searches/seizures leading to an evidence seizure. However, the disproportionality of stops with evidence seizures does merit further analysis by the State Police.

Dispositions

For each stop made by the State Police, a disposition is issued. As depicted in Figure Thirty-One, 9,351 stops (30%) resulted in some kind of summons, 11,435 stops (37%) resulted in a warning, 3,774 stops (12%) resulted in some combination of warnings and/or summons, and 6,208 stops (20%) resulted in another, unspecified disposition. For stops made by Troop C, the most common disposition was a warning issued for a moving violation, which accounted for 25% of all dispositions issued. Moving summonses were used in 17% of all stops made by Troop C, 5,232 stops. Dispositions based on non-moving violations were slightly less common; there were 4,119 summonses for non-moving violations and 3,922 warnings for non-moving violations issued during motor vehicle stops made during this reporting period.

Figure Thirty-One: Dispositions of All Stops

July 1, 2013 – December 31, 2013

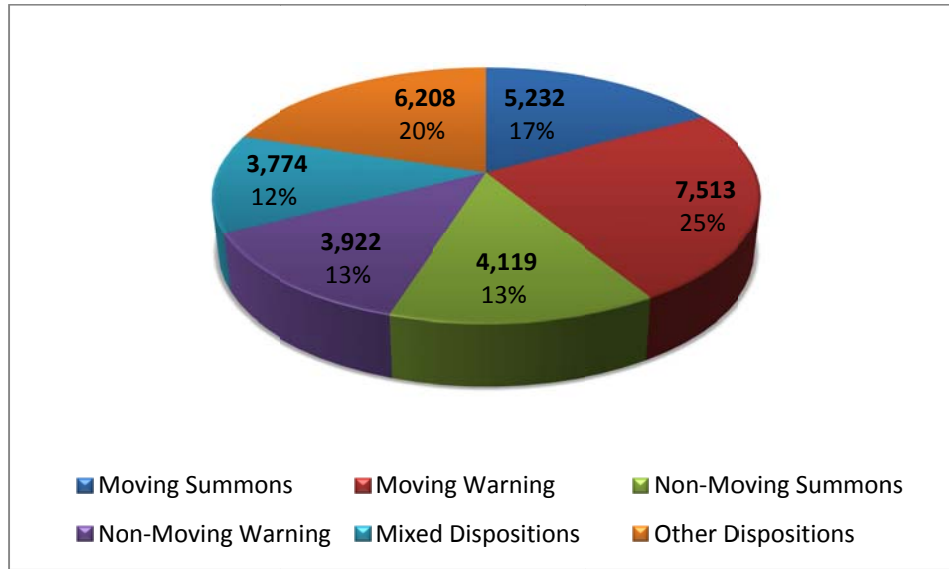
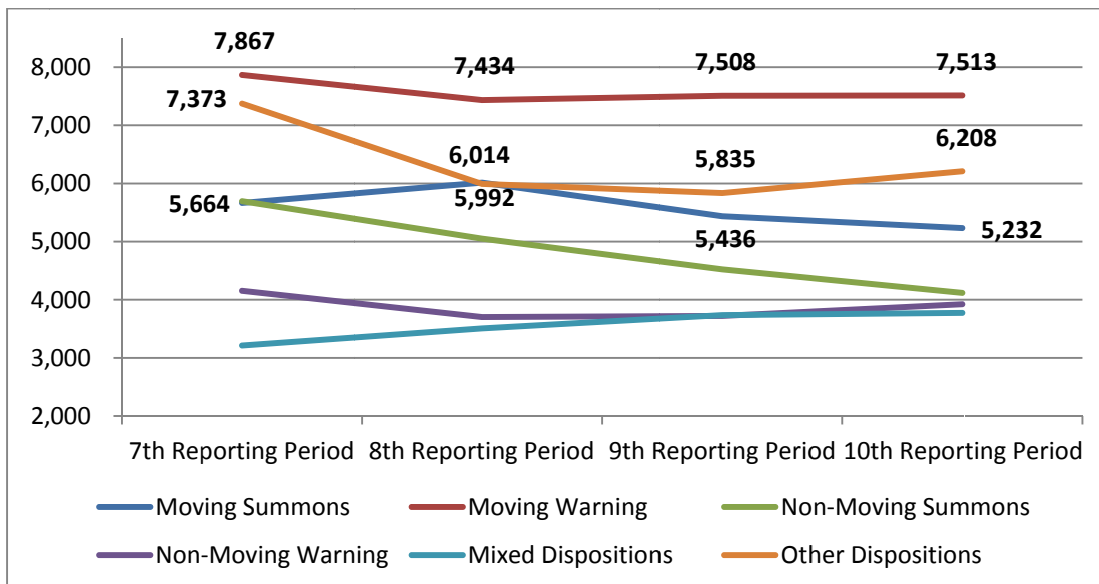


Figure Thirty-Two graphs the number of stops resulting in each disposition for the current and past three reporting periods for Troop C. Despite the relative lack of change in the number of motor vehicle stops, the majority of categories of dispositions declined in the current reporting period, with the exception of moving summonses and mixed dispositions. As noted in the previous Aggregate Report, the State Police have made concerted efforts to reduce the number of stops with other dispositions. While there was a slight decrease in the number of stops with other dispositions in the previous period, the number of other dispositions increased in the current reporting period from 5,835 to 6,208 stops.

Figure Thirty-Two: Trends of Dispositions

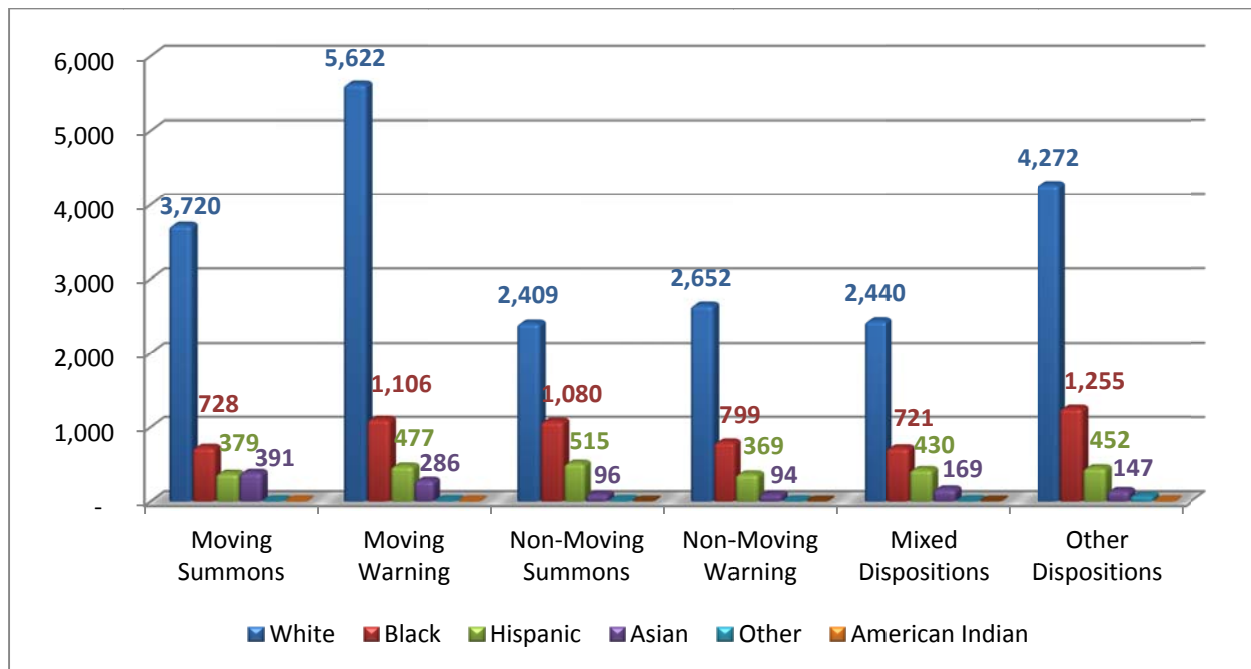
January 1, 2012 – December 31, 2013



Although the State Police began its attempts to reduce the number of stops with no enforcements, the number of stops resulting in other dispositions has increased, surpassing other violations in the seventh reporting period for Troop C. While moving warnings have historically been frequent, they are now the most frequent outcomes for motor vehicle stops in Troop C.

Across disposition categories, White drivers continue to make up the largest proportion of each disposition type for stops made by Troop C. The overall pattern remains, between 58 and 75 percent of all disposition types involved White drivers and between 14 and 26 percent of all disposition types involved Black drivers. For Troop C, a slightly larger proportion of each disposition type involved White drivers than Division-wide, likely due to the slightly higher proportion of White drivers stopped by Troop C. Because State Police is required to record a disposition for all motor vehicle stops, the racial/ethnic distribution of dispositions should be nearly identical to the racial/ethnic distribution of all stops.

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



The most common outcome for stops were moving warnings. There were 7,513 stops (25%) that received a moving warning. Of these stops, there were 5,622 stops (75%) that involved White drivers, 1,080 stops (15%) that involved Black drivers, and 477 (6%) that involved Hispanic drivers. This is very similar to the overall pattern of the racial/ethnic distribution of all stops made by Troop C, where the majority of stops involve White drivers. However, White drivers are slightly overrepresented and Black and Hispanic drivers slightly underrepresented among moving warnings.

The second most common outcome for stops made by Troop C were other dispositions, which were cited in 6,208 stops (20%). There were 4,272 stops (69%) with other dispositions that involved White drivers, 1,255 stops (20%) with other dispositions that involved Black drivers, and 452 stops (7%)

with other dispositions that involved Hispanic drivers. Again, this pattern mirrors the overall racial/ethnic distribution of stops made by Troop C.

The racial/ethnic distribution for each disposition category is consistent with the overall racial/ethnic distribution of motor vehicle stops made by Troop C. White drivers receive roughly 60% of all categories of dispositions, while Black drivers are closer to 18%, and Hispanic motorists were about 10%. Thus, the distribution of disposition types roughly matches that of all stops. For White drivers, the most common disposition was a moving warning, while non-moving summons were most common for Black and Hispanic drivers, and moving summonses were most common for Asian drivers.

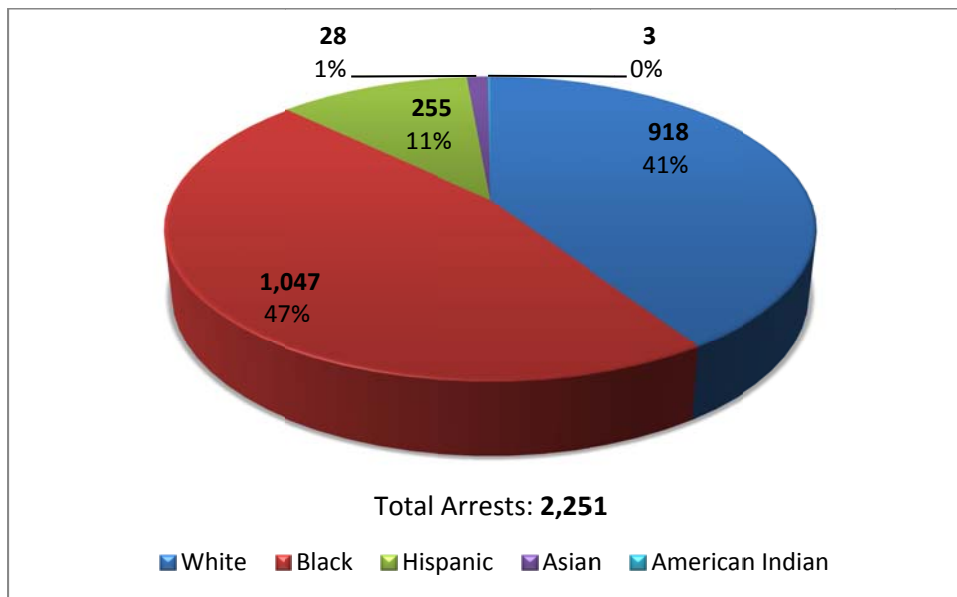
Individual Level Analysis

Arrests

While there were 1,785 motor vehicle stops made by Troop C where an arrest was made, there were 2,251 actual arrests. That is, there were 2,251 individuals arrested during motor vehicle stops in the current reporting period. On average, there were 1.3 arrests per motor vehicle stop but, a few stops did have as many as five arrests.

Because each stop averaged just a little more than one arrest, the racial/ethnic distribution of the individuals who were arrested should be similar to the racial/ethnic distribution of stops with arrests. Figure Thirty-Four depicts this distribution for Troop C, and it is similar to the distribution of stops with arrests. Unlike the pattern noted for stops with arrests, White individuals do not make up the largest proportion of all arrests. In 41% of all arrests made during the reporting period, the individual was White. However, in 47% of all arrests, the individual arrested was Black while in 11% of all arrests, the individual arrested was Hispanic. Finally, Asian individuals were involved in 1% of all arrests while American Indians were involved in 0%. Compared to the Division-wide pattern of individuals arrested, Troop C arrested a higher proportion of Black individuals and a slightly smaller proportion of White and Hispanic individuals.

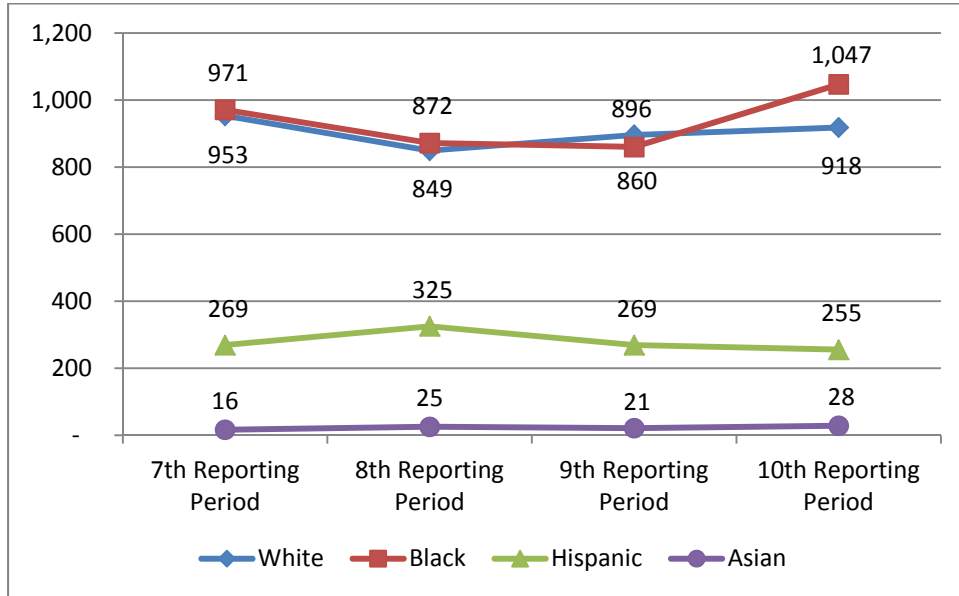
Figure Thirty-Four: Racial/Ethnic Distribution of All Arrests
July 1, 2013 – December 31, 2013



Because there were slightly more motor vehicles stops conducted by Troop C, the opportunity to arrest any individual was slightly more likely. Overall, the number of arrests made during stops by Troop C stayed about the same from the previous reporting period. However, there were variations within the racial/ethnic distribution of arrests. White and Hispanic drivers experienced slight increases. White drivers increased by 0.3% and Hispanic drivers by 0.5%. The number of Black and

Asian drivers who were arrested in the current reporting period also increased. Black drivers experienced a 22% increase, while Asian drivers experienced a 13% increase.

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



While only 18% and 9% of drivers encountered by Troop C were Black or Hispanic, respectively, individuals of these racial/ethnic groups make up a larger proportion of all individuals arrested. Whether troopers had appropriate probable cause to arrest is not explored in this report but will be in OLEPS' Ninth Oversight Report. Examination of the the charges filed following arrests may help elucidate possible reasons for this disproportionality in the racial/ethnic distribution of those arrested.

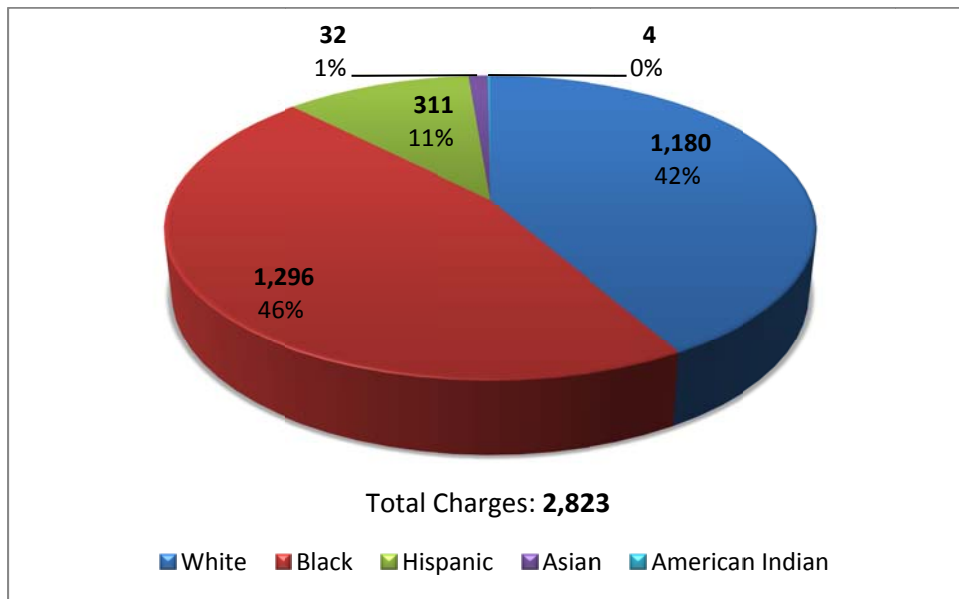
Charges

For an arrest, an individual can be charged with one or multiple charges. For the current period, while there were 1,785 individual arrests, there were actually 2,823 charges filed. On average, each arrest resulted in 1.6 charges filed. However, several arrests had six or seven charges filed.

The racial/ethnic distribution of those arrested and that had charges filed is presented in Figure Thirty-Six and is similar to the distribution of all arrests. Black individuals were involved in the largest proportion of charges filed, 46%. Black individuals were involved in 42% of all charges, Hispanic individuals were involved in 11% of all charges filed, and Asian individuals were involved in 1% of charges filed. Compared to the distribution of those individuals who were arrested, the proportions are nearly identical though there are minor differences.

Figure Thirty-Six: Racial/Ethnic Distribution of Individuals Charged

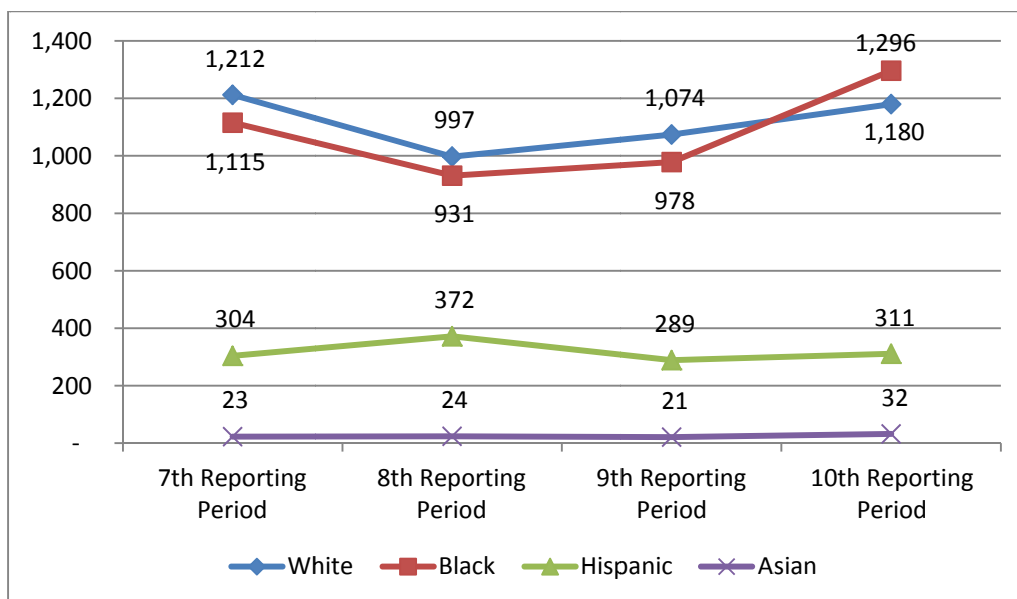
July 1, 2013 – December 31, 2013



While the number of individuals arrested increased slightly in the current reporting period, the total number of charges filed increased by 20%. As shown in Figure Thirty-Seven, there was a 10% increase in the number of charges filed against White individuals and a 33% increase in the number of charges filed against Black individuals in Troop C. Also, there was an 8% increase in the number of charges filed against Hispanic individuals and a 11% increase in the number of charges filed against Asian drivers.

Figure Thirty-Seven: Trend of Racial/Ethnic Distribution of Charges

January 1, 2012 – December 31, 2013



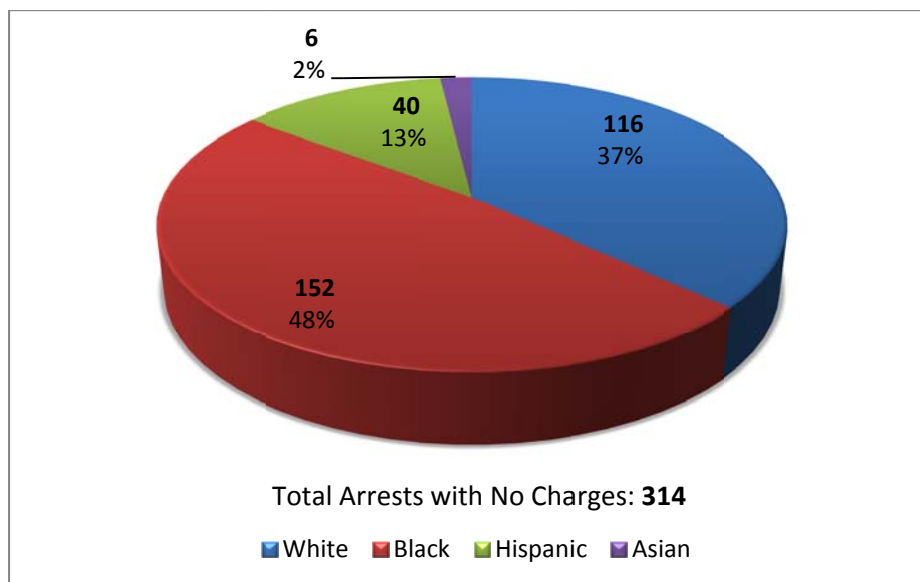
In some cases, an individual may be arrested and not charged. While this is possibly a data entry error, it is more likely a reflection of policies and procedures following Peña-Flores. Following this ruling, State Police policy requires immediate arrest when a trooper has probable cause in the form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

In the current reporting period there were 314 arrests made by Troop C where an individual was not ultimately charged with any specific statute. The racial/ethnic distribution of those not charged should, ideally, be identical to the racial/ethnic distribution of those charged. If the distributions differ, further analysis is required to determine what specifically causes these differences.

Figure Thirty-Eight depicts the racial/ethnic distribution of those arrested by Troop C but not charged in the current period. The distribution of those not charged is similar to that of those who were charged, however, some differences do emerge. Specifically, while Black drivers were roughly 46% of all charges filed, they are 48% of those individuals for whom no charges were filed. Conversely, White drivers were 42% of charges filed. Yet, only 37% of those with no charges filed. Thus, it would appear that Black individuals are slightly overrepresented among arrests with no charges. This is not unexpected as OLEPS has noted, on page 71, the high number of motor vehicle stops where a consent search was requested based on PC, the odor of marijuana. The presence of that particular form of PC, as discussed previously, requires an immediate arrest until a trooper can ascertain whether there is contraband on the person or in the vehicle.

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

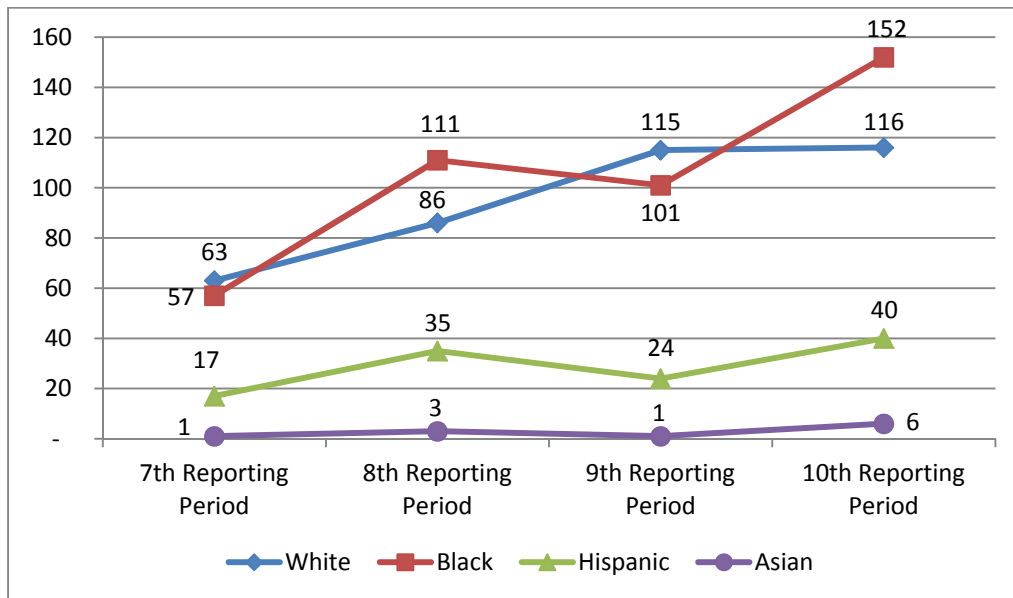
July 1, 2013 – December 31, 2013



While the distribution of those not charged may be similar to that of those charged, the trend of those not charged differs from those charged. There was a 30% increase in the number of individuals

who were not charged. Figure Thirty-Nine shows the trend of individuals not charged by their race/ethnicity. The number of White individuals who were not charged increased by one, the number of Black individuals increased by 51, the number of Hispanic individuals increased by 16, and the number of Asian individuals increased by five. Thus, it appears that Black and Hispanic drivers are not only disproportionately represented among those arrested and not charged, but that this disproportionality has increased in the current reporting period. As noted previously, this may be the result of immediate arrest upon the odor of marijuana. OLEPS will continue to examine this trend in future reports.

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



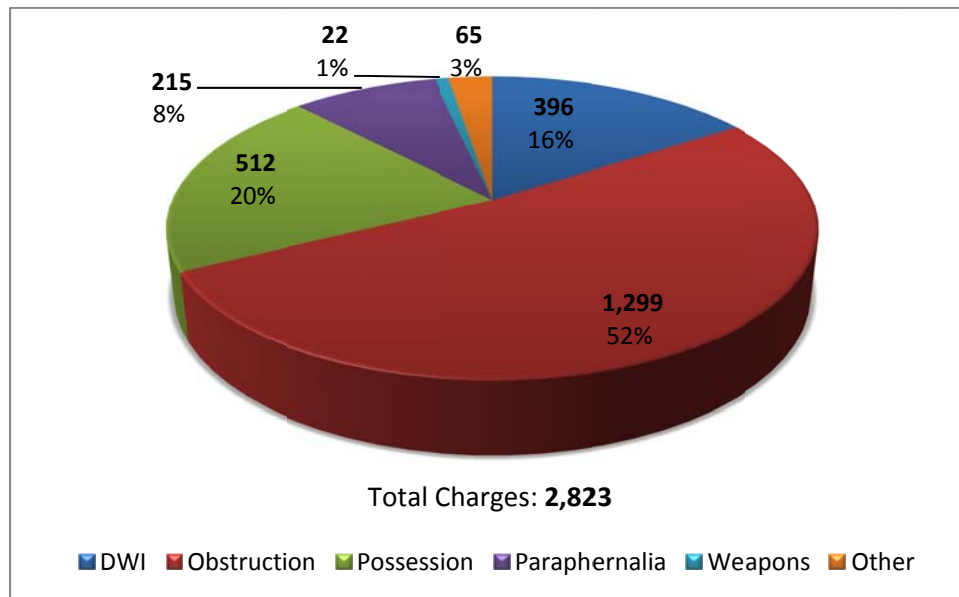
Types of Charges

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

For Troop C, the most commonly cited charges pertained to obstruction; 52% of all charges filed were categorized as obstruction. This category does include such charges as resisting arrest, hindering apprehension, and contempt. Contempt is the charge listed when an individual is arrested based on a warrant and for the current period, is actually the most frequently cited obstruction charge. Contempt was the specific charge cited in over 91% of all obstruction charges in the current reporting period. From this information, it can be inferred that a large proportion of arrests made during motor vehicle stops in the current reporting period are based on outstanding warrants. Compared to Division-wide charges, obstruction charges make up a larger proportion of charges filed for Troop C, 40% Division-wide compared to 52% for Troop C.

Figure Forty: Types of Charges Filed

July 1, 2013 – December 31, 2013



As noted Division-wide, a number of individuals were charged in reference to drugs and alcohol. These charge categories, DWI, Possession, and Paraphernalia, were cited in slightly less 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 over 67% of all possession charges. Charges for driving while intoxicated (DWI) were 16% of all charges filed.

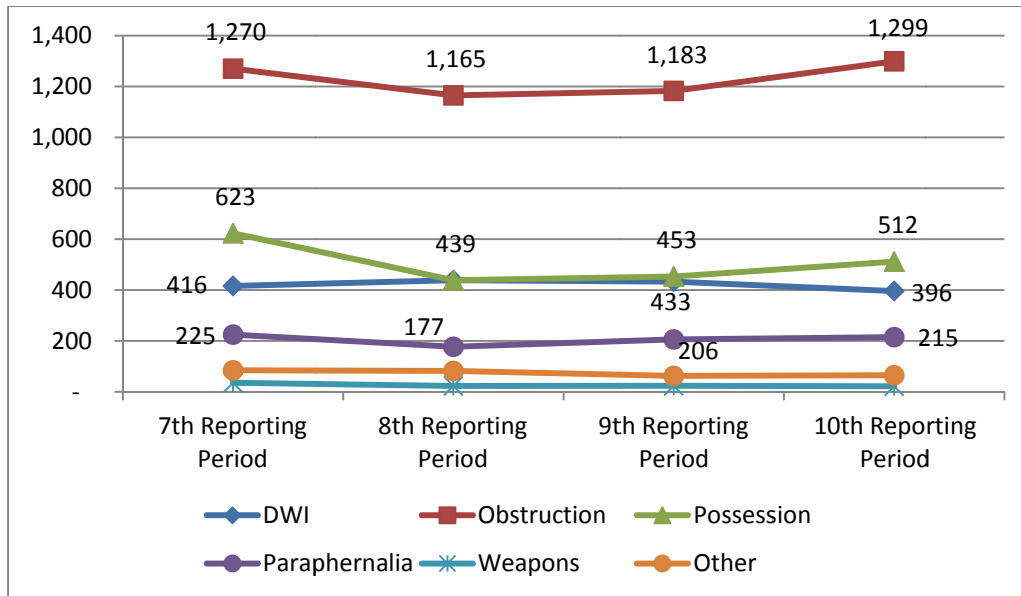
Charges for the possession of prohibited weapons and devices were relatively rare in the current reporting period. These charges amounted to about 1% of all charges filed.

Other charges included a variety of both criminal and traffic violations that were cited in the current reporting period. These charges only amounted to 3% of all other charges filed. The most commonly cited other charge was theft of some kind.

The total number of charges filed for arrests made by Troop C in the current reporting period increased 6%, as noted previously. Figure Forty-One illustrates this increase by charge categories. As shown, the magnitude of the increase varied across charge types and some charge categories experienced an increase in use. The largest increase was noted for possession charges; from the previous to current reporting period, there was a 13% increase in the number of possession charges. The increase for paraphernalia charges was 4% while obstruction charges increased 10%. Weapons charges experienced a decline of two charges. DWI charges also experienced a small decrease of 9% in the current reporting period.

Figure Forty-One: Trend of Arrest Charges

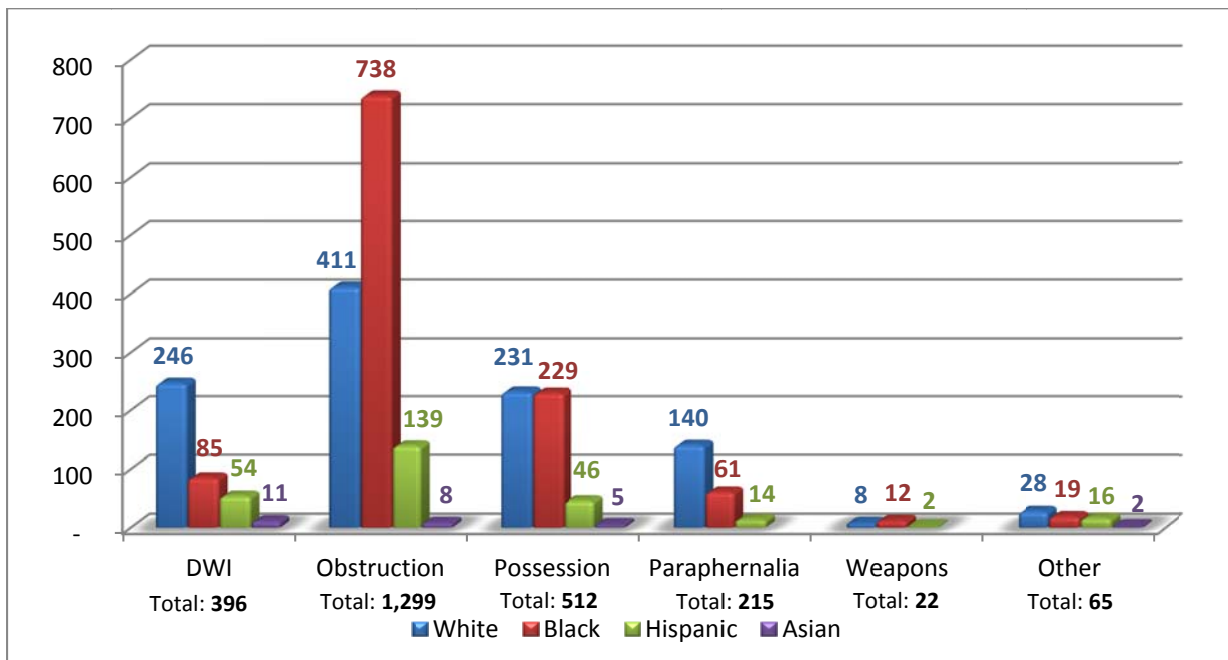
January 1, 2012 – December 31, 2013



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

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

July 1, 2013 – December 31, 2013



This pattern is not upheld for those charged with DWI. Among those charged with DWI, White individuals were most likely to be charged with DWI. In 246 (62%) DWI charges the individual charged was White, in 85 (21%) instances the individual charged was Black, in 54 (14%) the individual charged was Hispanic, and in 11 (3%) the individual charged was Asian. Thus, there were more White individuals charged with DWI than other racial/ethnic groups. However, DWI was not the most frequent charge for any racial/ethnic group.

Obstruction charges, the largest category of charges, do follow the expected pattern. Rather than White individuals making up the largest proportion, Black individuals are those who most frequently received obstruction charges. In the current period, 738 (57%) obstruction charges were cited for Black individuals while only 411 (32%) cited White individuals. Hispanic individuals made up 11% and Asian motorists made up less than 1% of all obstruction charges. Not only did Black individuals make up the largest proportion of all obstruction charges, obstruction was also the most frequently cited charge for Black drivers. Additionally, obstruction was the most frequently cited charge for White and Hispanic drivers as well.

White individuals were the largest proportion of those charged with either paraphernalia or possession of controlled dangerous substances. White motorists were charged in 231 (45%) charges of possession, Black motorists were charged in 229 (45%), Hispanic motorists were charged in 46 (9%), and Asian individuals were charged in 5 (1%) possession charges. Paraphernalia charges were similarly distributed. White individuals were cited in 140 (65%) paraphernalia charges while Black motorists were charged in 61 (28%), and Hispanic individuals were cited in 14 (7%) paraphernalia charges.

Weapons charges were rare for Troop C. However, they were slightly more common for Black than White individuals. Black individuals were involved in 12 weapons charges, White individuals were involved in 8, and Hispanic individuals in 2 instances where weapons charges were filed. This pattern changes for other charges. Black individuals were involved in 19 instances of other charges while White motorists were cited in 28 instances. Hispanic motorists were involved in 16, and Asian individuals were involved in two instances with other charges.

As mentioned briefly, Black individuals appeared to be more likely to be arrested than their likelihood of being involved in a stop overall. However, through examination of the charges filed for all arrests in this period, an explanation is possible. Roughly 50% of all charges pertained to the obstruction of justice, the vast majority of which were identified as contempt. Contempt, as noted, is the charge listed when an individual has an outstanding warrant. Additionally, Black drivers made up the largest proportion of charges for obstruction and contempt. Thus, the disproportionality of arrests and charges is unlikely the result of trooper discretion. In fact, the opposite could be said. The disproportionality results from a lack of trooper discretion as arrest is required when an outstanding warrant is noted.

Wanted Persons

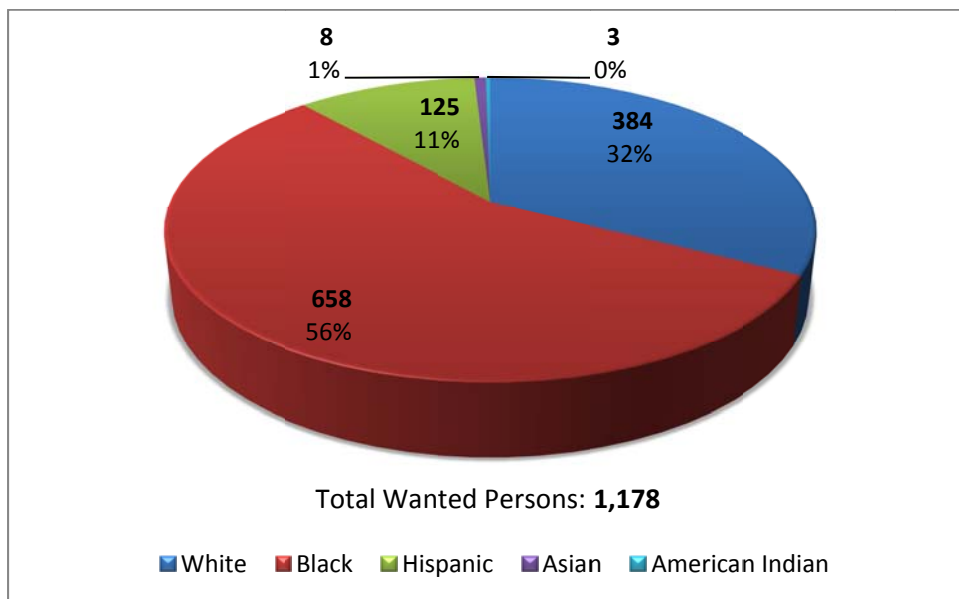
When State Police interact with individuals during a motor vehicle stop, they run database checks to determine if the individual has any outstanding warrants. If the individual does, they can be arrested. In the current reporting period, 1,178 arrests made by Troop C were of wanted persons, those with outstanding warrants. Contrary to Division-wide and Troop A and D trends, the number of wanted persons arrested by Troop C actually increased, by 5%.

As noted previously, individuals with outstanding warrants make up a large proportion of all arrests and charges filed and are categorized as obstruction. In actuality, 1,178 individuals arrested during motor vehicle stops by Troop C were wanted persons. Additionally, Black individuals were noted as the largest proportion of those charged with obstruction. Thus, it would be expected that Black individuals would also be a large proportion of all wanted persons. Indeed, Black individuals made up 56% of all wanted persons while White individuals were only 32%, Hispanic individuals were 11%, and Asian individuals were 1% of those identified as wanted persons. Because contempt, the charge cited for outstanding warrants, is the most frequent charge in the obstruction category, that racial/ethnic distribution is nearly identical to that of wanted persons.

Compared to the proportion of those identified as wanted persons Division-wide, Black individuals make up a slightly larger proportion in Troop C. Division-wide, Black individuals were only 48% of those identified as wanted persons while they are 56% for Troop C.

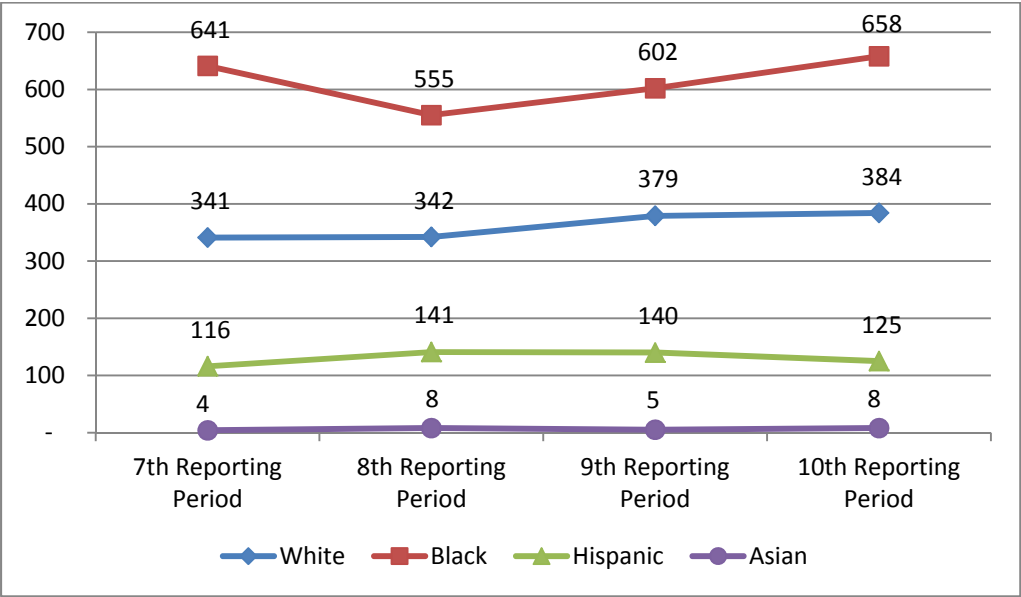
Figure Forty-Three: Racial/Ethnic Distribution of Wanted Persons

July 1, 2013 – December 31, 2013



While the total number of wanted persons increased by about 5% for Troop C in the current reporting period, the degree of increase changed for each racial/ethnic group. The number of Black individuals who were identified as wanted persons increased by 9% in the current reporting period, while the number of wanted Hispanic individuals declined 11%. The number of White individuals who were wanted increased by 1% in the current reporting period and there was a three person increase in the number of wanted Asian individuals. Along with an increase in the number of wanted Black individuals, they were also the largest proportion of those identified as wanted persons.

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



ANALYSIS: TROOP D

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

Stop Level Analysis

Number of Stops

From July 1, 2013 to December 31, 2013, Troop D conducted 55,839 motor vehicle stops. While the number of motor vehicle stops conducted Division-wide decreased by about 9%, Troop D experienced a 13% decrease in the number of motor vehicle stops conducted. This decrease amounted to 8,647 motor vehicle stops.

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

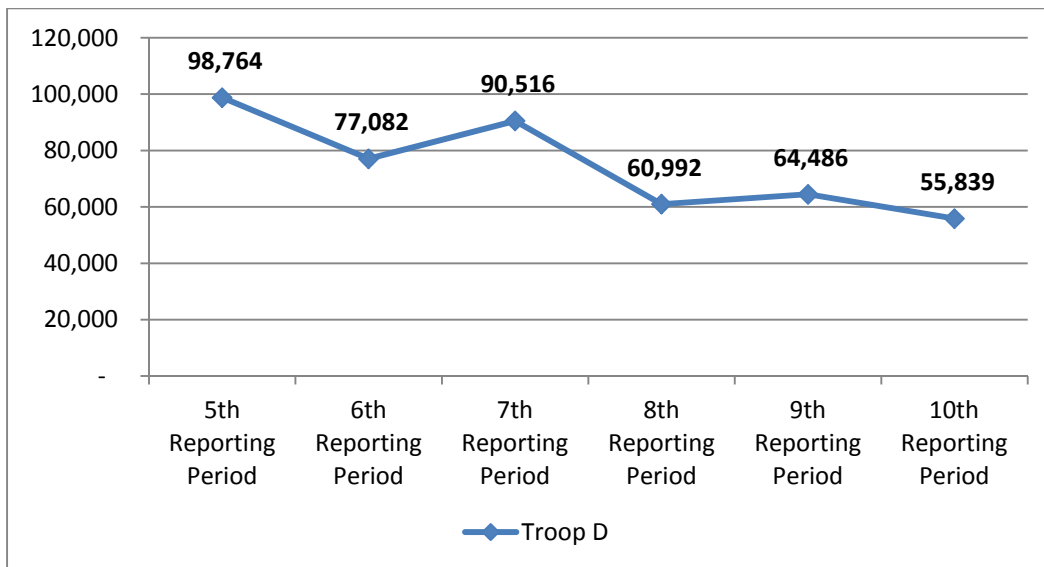


Figure One depicts the trend of the number of motor vehicle stops for the current and previous five reporting periods. While the number of stops does fluctuate each period, the current period is the lowest number of stops in the three years represented on the graph. Troop D is responsible for a large portion of motor vehicle stops Division-wide, over 30%.

As noted Division-wide, White drivers make up the largest proportion of all stops in the current reporting period. In stops made by Troop D, White drivers were involved in 60% of all stops, Black drivers were involved in 18%, Hispanic drivers were involved in 13%, Asian drivers were involved in 8%, American Indian drivers were involved in 1% and Other drivers were involved in 0%. Troop D's proportion of stops that involved Black, Hispanic, and White drivers appear more similar to the

Division-wide distribution than Troop A and C. However, White drivers make up a smaller proportion of stops in Troop D and Asian drivers make up a slightly larger proportion of stops in Troop D than Division-wide. Because American Indian and Other drivers make up such a small proportion of all stops and thus, all activities, they will not be routinely discussed in this report unless their pattern differs dramatically from this distribution.

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

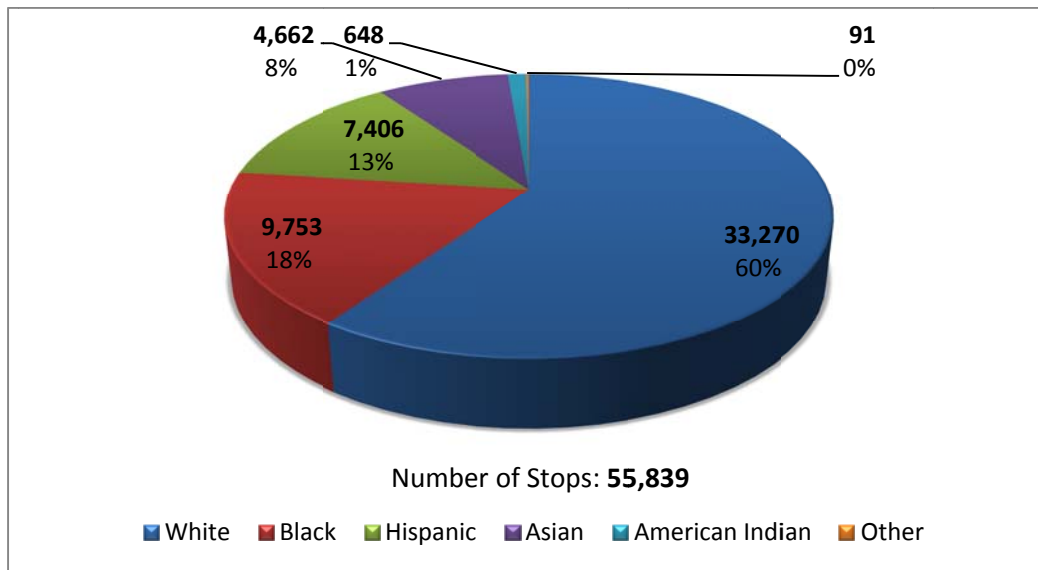
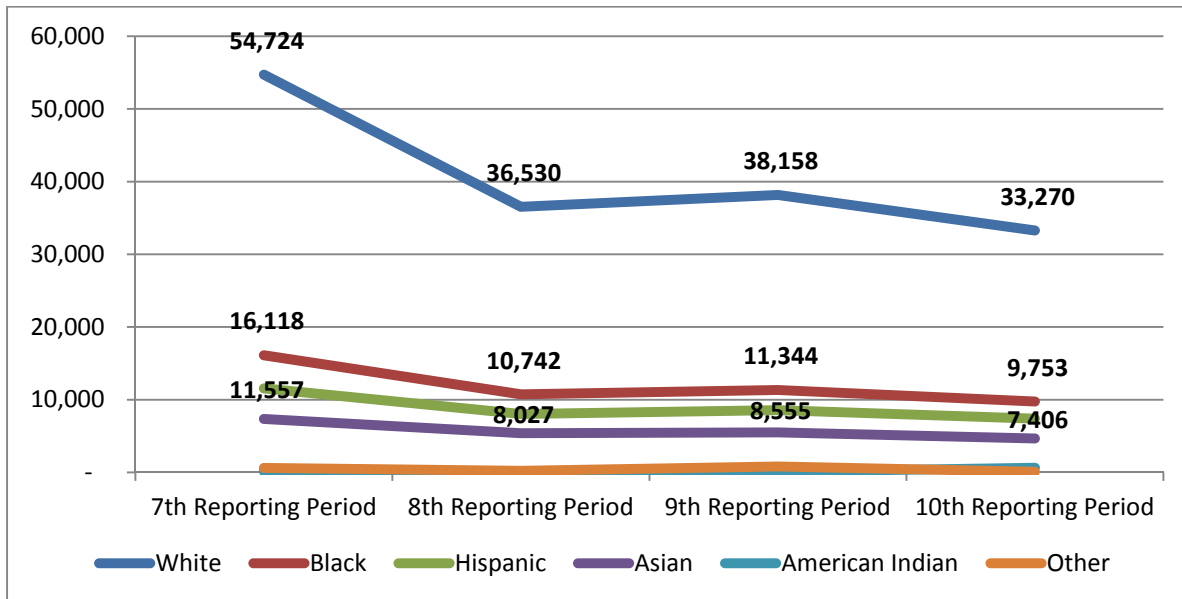


Figure Three graphs the number of stops made of drivers of each racial/ethnic group for the current and four previous reporting periods. As noted previously, the number of stops made by Troop D decreased by slightly less than 9,000 stops. As shown in Figure Three, the number of stops with White drivers decreased by 13% in the current reporting period. Hispanic drivers also experienced a decrease of 13%, Black drivers had a 14% decrease, and stops involving Asians drivers decreased by 15%. However, despite these decreases, each racial/ethnic group still makes up the same general proportion of all stops, as noted above.

Figure Three: Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
 January 2012 – December 2013



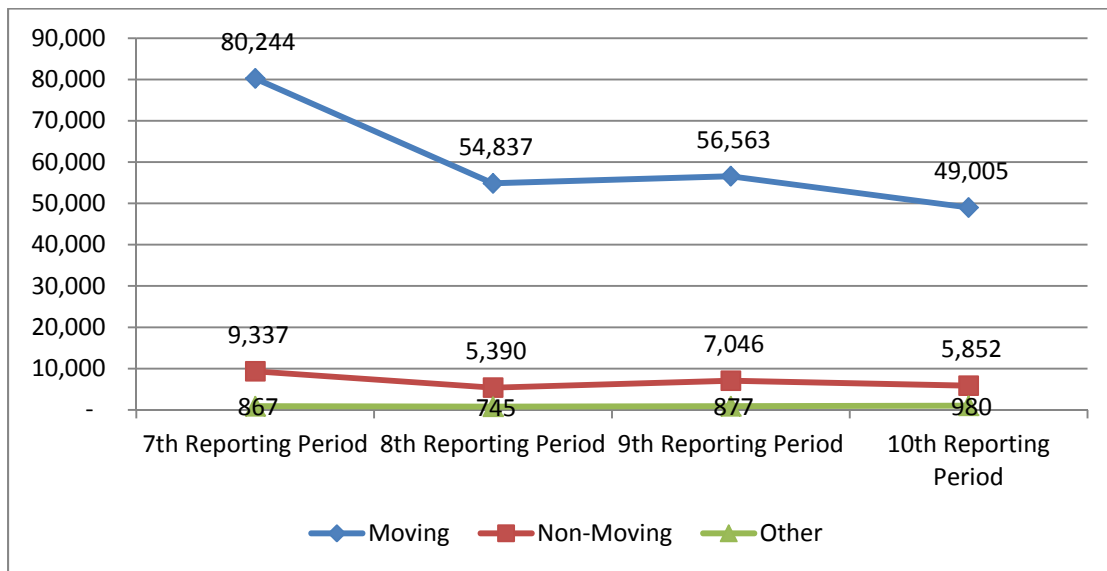
Reason for Stops

The proportion of stops made for each reason has remained relatively stable over time. As has been noted in previous reports, the majority of stops conducted by Troop D are based on moving violations. The current reporting period also follows this trend; 88% of all motor vehicle stops were based on moving violations. As shown in Figure Four, 49,005 motor vehicle stops were conducted by Troop D based on moving violations. While moving violations are the most frequently cited reason for stops in all troops, the proportion of all stops made for moving violations is largest in Troop D. Generally, moving violations account for between 88% and 90% of all motor vehicle stops in Troop D. While this general pattern is consistent with the Division-wide trend of stop reasons, the proportion of stops made for moving violations in Troop D is much larger than the proportion Division-wide.

While Division-wide, non-moving violations account for roughly 11% to 17% of all stops, in Troop D, they accounted for a slightly smaller proportion of stops. As shown in Figure Four, non-moving violations are cited in roughly 5,400 to 9,300 stops a reporting period. Thus, in Troop D, non-moving violations historically account for between 9% and 10% of all stops. In the current reporting period, 11% of all stops made by Troop D were for non-moving violations.

While non-moving violations make up a small proportion of all motor vehicle stops, stops made for other violations make up an even smaller proportion. The proportion of stops for other reasons is usually between 1% and 2% of all stops. In the current period, 980 motor vehicle stops, about 2% of Troop D's stops, were based on other violations. This number of stops is nearly identical to the proportion of other stops made by Troop D in the previous reporting period. This pattern also mirrors the Division-wide trend of stops for other violations, where only between 1% and 2% of all stops are made for other violations.

Figure Four: Trends in Reasons for Motor Vehicle Stops
January 2012 – December 2013



Because every stop receives a stop reason, the racial/ethnic distribution of all stops with a reason should be identical to that of all stops. Instead, it is more appropriate to assess the racial/ethnic distribution of each type of motor vehicle stop. The overwhelming majority of motor vehicle stops were based on moving violations, so the racial/ethnic distribution of stops with moving violations is nearly identical to that of all stops. As shown in Figure Five, 29,666 stops, 61%, with moving violations involved White drivers, 17% or 8,513 involved Black drivers, and 13% or 6,330 stops involved Hispanic drivers. Because 88% of all stops made by Troop D were for moving violations, the racial/ethnic distribution of stops with moving violations is nearly identical to that of all stops. Compared to the Division-wide distribution, the distributions are similar, though Troop D did stop a slightly higher proportion of Asian drivers for moving violations.

Despite involving a much smaller proportion of all drivers, the racial/ethnic distribution of stops made for non-moving violations is similar, albeit slightly different from the distribution of all stops. White drivers were still involved in the majority of stops made for non-moving violations, 53% or 3,076 stops, though they do not make up as large a proportion as they do for all stops. Hispanic drivers, however, were overrepresented compared to their proportion of all stops. While Hispanic drivers are only 13% of all stops for Troop D, they are 16% of those made for non-moving violations. The overrepresentation of Black and Hispanic drivers in non-moving violations is also observed Division-wide and in other troops. Drivers categorized as "Other" were involved in 7% of all stops for non-moving violations. Other drivers are overrepresented compared to stops Division-Wide, where Other drivers represented 3% of all stops involving non-moving violations. Despite making a much smaller proportion of stops for non-moving violations, the racial/ethnic distribution of these stops is not dramatically different from Troop D's distribution of all stops or any Division-wide trends.

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

July 1, 2013 – December 31, 2013

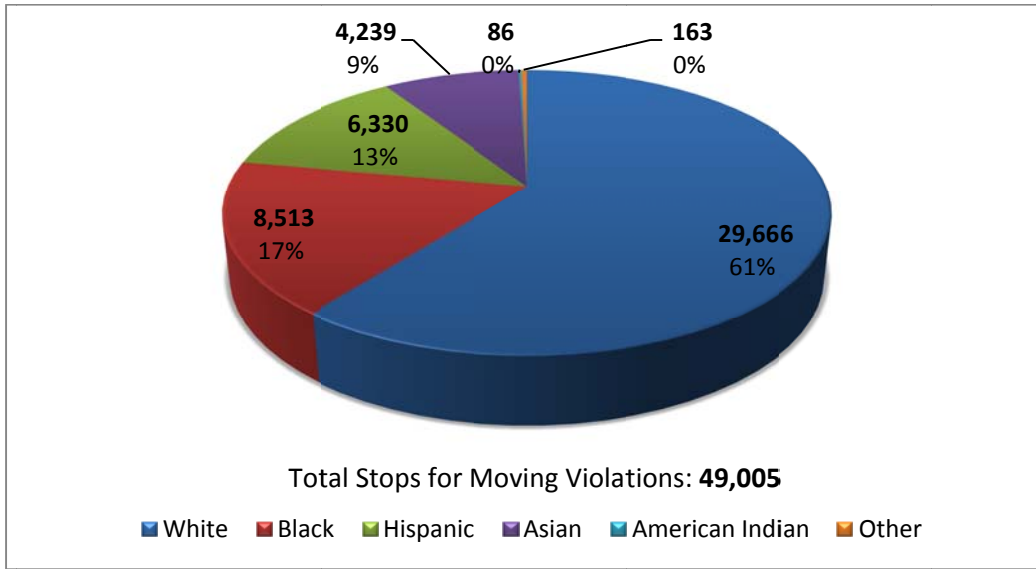
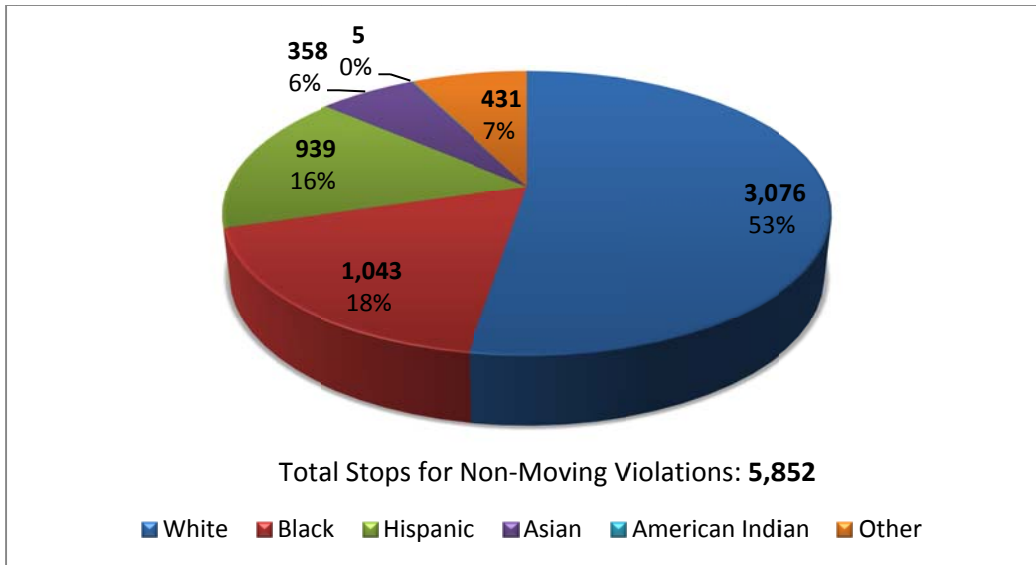


Figure Six: Racial/Ethnic Distribution of Stops made for Non-Moving Violations

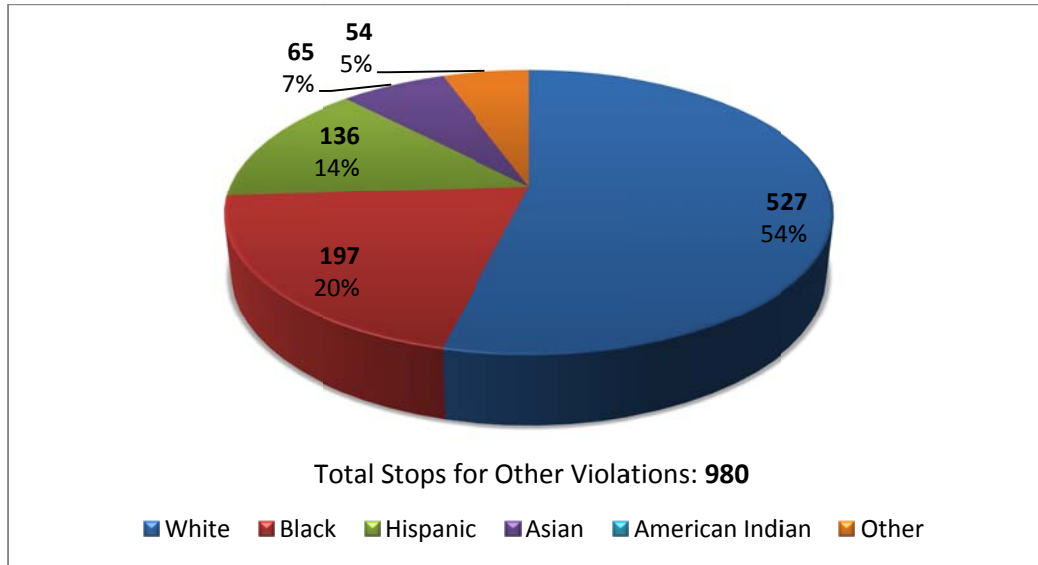
July 1, 2013 – December 31, 2013



Because there are so few stops, less than 1,000, made for other reasons, the racial/ethnic distribution of these stops is more likely to differ from the overall distribution of stops. That said, the distribution for stops made for other violations by Troop D does differ slightly from the distribution of all stops. White drivers are still involved in the majority of all stops for other violations. They were involved in 54% of stops made for other reasons. Black drivers were involved in 20% of stops made for other reasons. Hispanic drivers were involved in 14% of all stops made for other reasons. Drivers identified racially/ethnically as Asian, made up 7% of all stops for other violations conducted by Troop D. Other drivers were involving in 5% of stops involving other violations. Overall, White, Black, and Other drives are slightly overrepresented, while Hispanic drivers are slightly underrepresented. Division-

wide, Black and Other drivers do make up slightly higher proportions of other violations than their proportions of all stops.

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



Law Enforcement Procedures

Division-wide, only 10,062 stops, 5%, involved post-stop activity. For stops made by Troop D, 2,284 stops, 4%, involve post-stop activity. Troop D had the smallest percentage of stops involving post-stop activity compared to Troop A and C. Figure Eight depicts the trend of stops with law enforcement procedures for the current and previous four reporting periods. Troop D experienced a 6% decrease in the total number of stops with law enforcement procedures.

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

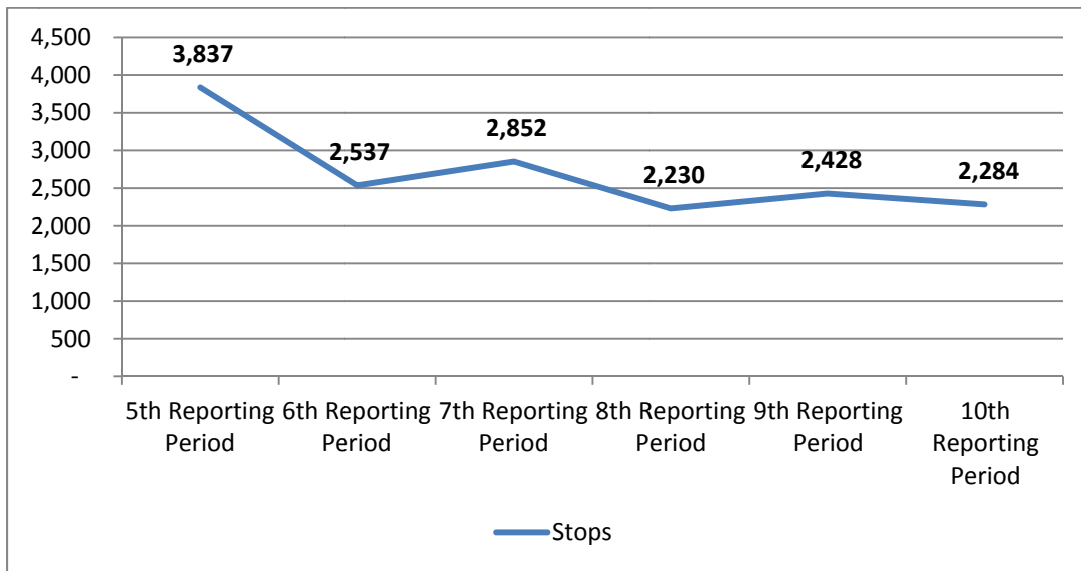


Figure Nine: Racial/Ethnic Distribution of Stops with Law Enforcement Procedures
July 1, 2013 – December 31, 2013

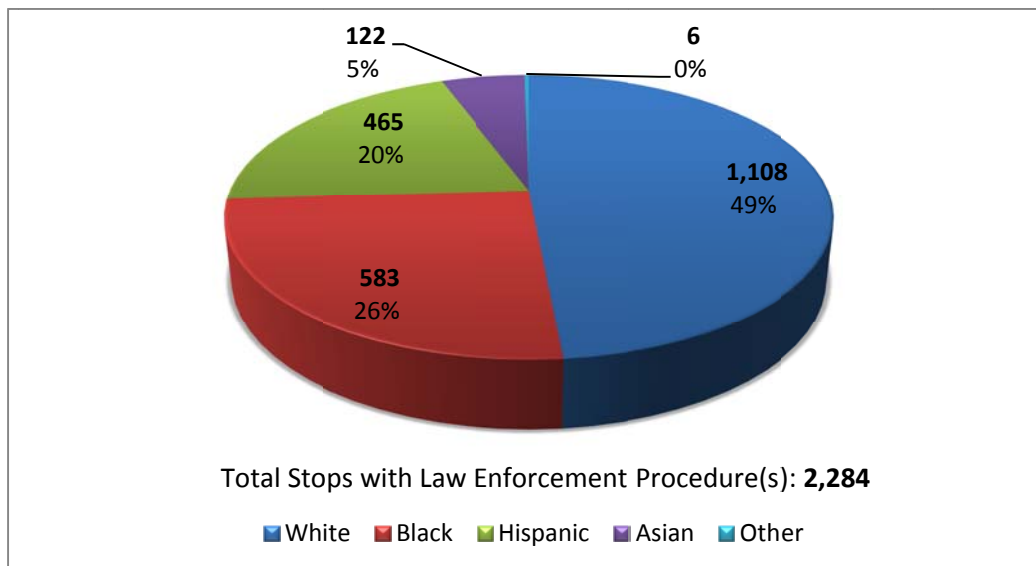
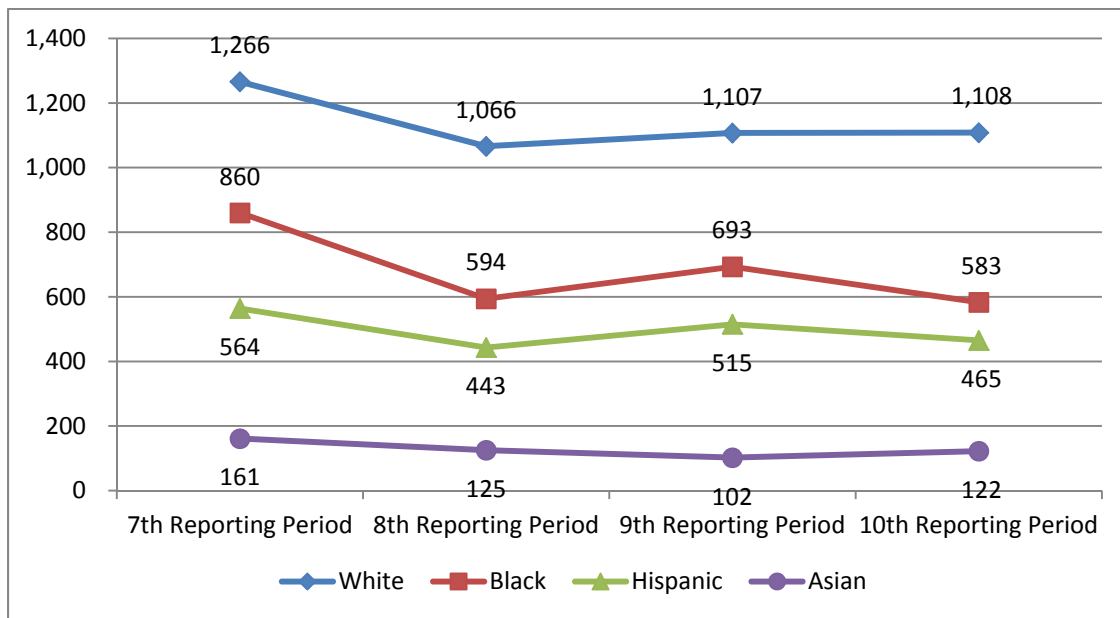


Figure Nine depicts the racial/ethnic distribution of stops where there was at least one law enforcement procedure for Troop D. White drivers were involved in the highest proportion of stops with law enforcement procedures, 49% of stops or 1,108 motor vehicle stops. Black drivers were involved in 26% or 583 motor vehicle stops. Hispanic drivers were involved in 20% or 465 stops with law enforcement procedures in Troop D. As noted Division-wide, compared to the overall distribution of stops made by Troop D, it appears that a slightly smaller proportion of Black and a larger proportion of Hispanic drivers are involved in stops with post-stop interactions. When compared to Troop A and C, Troop D's stops involving Black drivers is underrepresented.

Figure Ten graphs the trend of the racial/ethnic distribution of stops with law enforcement procedures for Troop D. Because the total number of stops with law enforcement procedures decreased in the current reporting period, the number of stops involving drivers of each racial/ethnic group also decreased. With that said, there are differences in the magnitude of increases. The largest decrease were stops of Black drivers that resulted in law enforcement procedures. While the number of stops decreased by 110, this was a 16% decrease. Hispanic drivers also experience a decrease, 50 stops, or 10%. White drivers also had an increase of less than 1%. Asian drivers also experienced an increase in stops with law enforcement procedures, of 20 stops or 20%.

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

January 1, 2012 – December 31, 2013

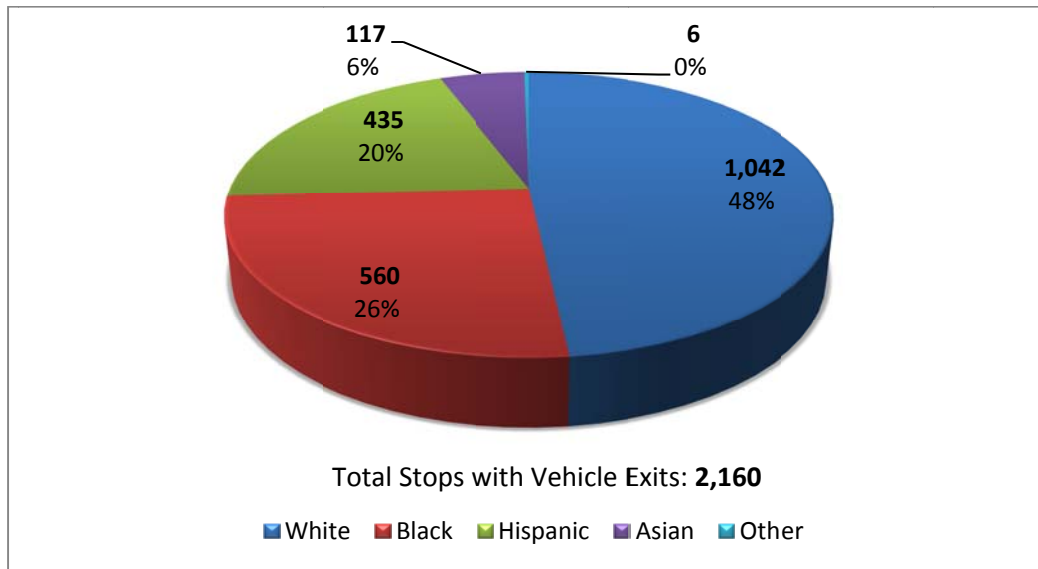


Vehicle Exits

The most frequent post-stop interaction was an occupant vehicle exit. Of the 2,284 stops made by Troop D with post-stop interactions, 2,160 stops (95%) resulted in an occupant vehicle exit, the same proportion Division-wide. Troopers are permitted to ask a driver to exit for any reason, thus, the high frequency of this activity.

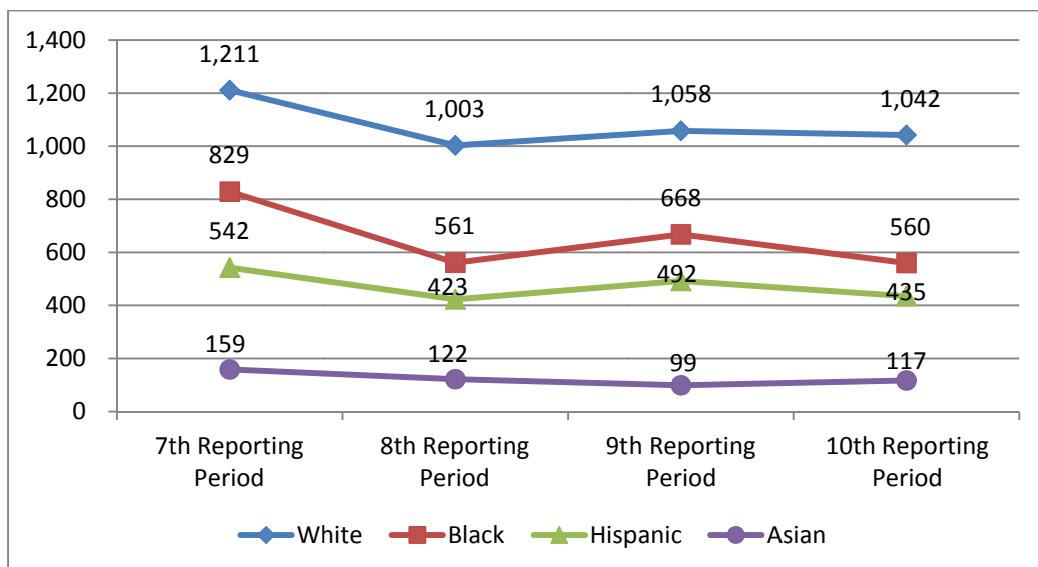
Figure Eleven depicts the racial/ethnic distribution of stops for vehicle exits. The frequency of vehicle exits for White drivers is higher than the frequency for all other racial/ethnic groups. White drivers were involved in 1,042 stops with vehicle exits (48%), Black drivers were involved in 560 stops (26%), and Hispanic drivers were involved in 435 stops (20%) with vehicle exits. Compared to the distribution of stops with law enforcement procedures in Troop D, the distribution of vehicle exits is nearly identical.

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



Because vehicle exits are the most frequent law enforcement procedure, the magnitude of change in the racial/ethnic distribution of stops with vehicle exits is consistent with that of law enforcement procedures. As shown in Figure Twelve, there was a 7% decrease in the total number of stops with vehicle exits in the current reporting period for Troop D. The largest decrease, 16%, was for Black drivers asked to exit. Hispanic drivers had a decrease of 12%. White drivers also had a slight decrease in the current reporting period with 2%. Asian drivers actually experienced an increase of 18% this reporting period. Thus, trend of the racial/ethnic distribution of vehicle exits matches the trends of law enforcement procedures over time.

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

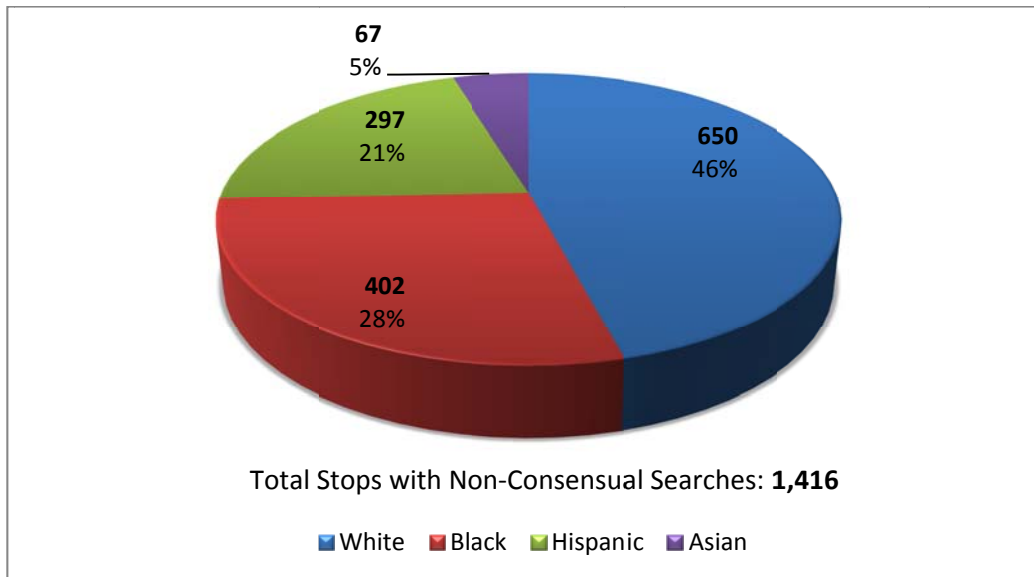


Non-Consensual Searches

While over 90% of all stops with a post-stop interaction involve a vehicle exit, non-consensual searches are also fairly common. Of the 2,284 stops with post-stop interactions, 62% or 1,416 stops involved non-consensual searches. Although there were less motor vehicle stops with law enforcement procedures in the current reporting period, the number of stops with non-consensual searches actually increased, .5%, in the current reporting period. Despite this increase, the racial/ethnic distribution of these stops remains consistent with the previous period.

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

July 1, 2013 – December 31, 2013

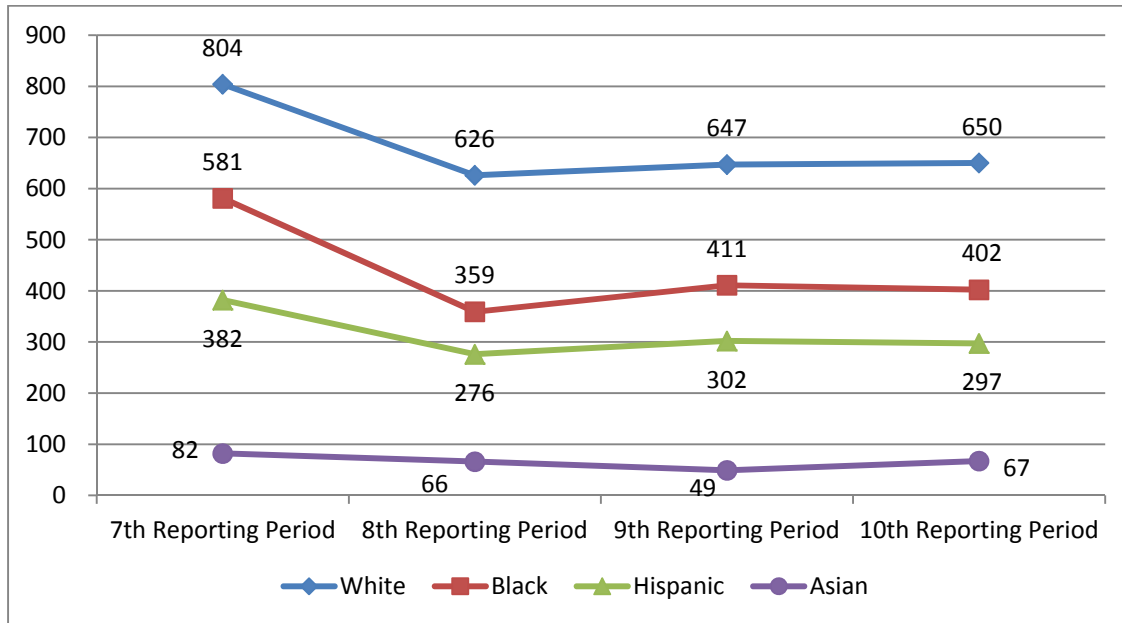


As shown in Figure Thirteen, White drivers were involved in the largest proportion of stops with non-consensual searches. In the current period, White drivers were involved in 650 stops, 46%, with non-consensual searches. Black drivers were involved in 402 stops, 28%, with non-consensual searches while Hispanic drivers were involved in 297 stops, 21% of stops with non-consensual searches. The racial/ethnic proportions for stops involving non-consensual searches are nearly identical to the distribution for all stops involving at least one law enforcement procedure for Troop D.

Figure Fourteen graphs the trend of non-consensual searches for each racial/ethnic group for the current and previous three reporting periods. As with all stops, the number of stops with non-consensual searches increased in the current period. Like the trend noted for all law enforcement procedures and vehicle exits, Black and Hispanic drivers experienced the greatest decrease, 2%. For non-consensual searches, the proportion involving White drivers actually increased slightly, by 0.5%. Asian drivers experienced an increase this reporting period, increasing by 37%.

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

January 1, 2012 – December 31, 2013



Occupant Frisks

In the current reporting period, there were 189 motor vehicle stops conducted by Troop D where at least one occupant was frisked, about 8% of all stops with post-stop interactions. Compared to the previous reporting period, there was only a slight, less than 1% decrease in stops involving occupant frisks.

As shown in Figure Fifteen, White drivers were involved in the largest proportion of stops with occupant frisks. There were 77 stops, 41%, with a frisk that involved White drivers, 45 stops, 24%, that involved Black drivers, and 58 stops, 30%, that involved Hispanic drivers. The racial/ethnic distribution of stops with frisks does differ from all stops with law enforcement procedures made by Troop D. While all stops with law enforcement procedures generally involve a higher proportion of Black and Hispanic drivers compared to their overall proportion of stops, the distribution is even more skewed for occupant frisks. Specifically, Black and Hispanic drivers make up a larger proportion of stops with frisks than they do all stops with law enforcement procedures. This same pattern was noted for Troop A and C, but is interesting and potentially deserving of further analysis. However, this pattern may be related to arrest patterns, which will be discussed later.

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

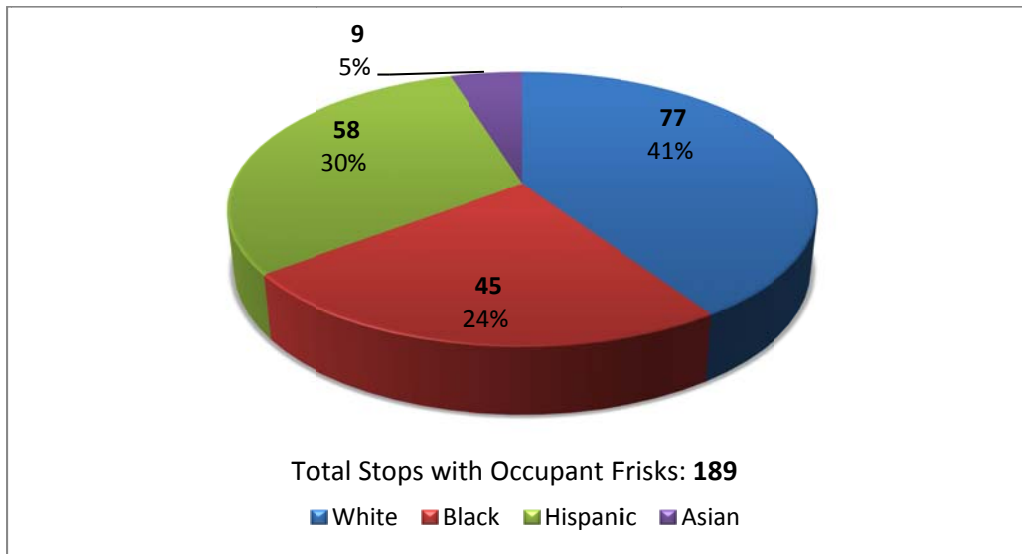
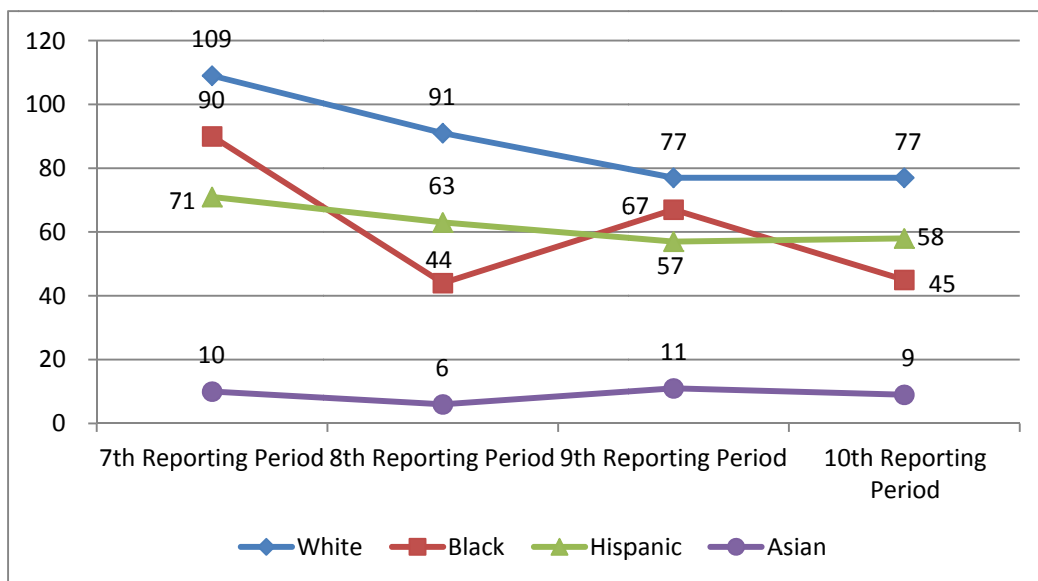


Figure Sixteen presents the trend of stops with frisks for each racial/ethnic group for the current and previous reporting periods for Troop D. Since the number of stops with law enforcement procedures decreased, the same trend is expected for each specific procedure. Overall, the number of stops with frisks decreased by less than 1%, from the previous to current reporting periods. However, White drivers experienced no change and Hispanic drivers experienced a one stop increase of frisks. Black and Asian drivers experienced decreases this reporting period. Black drivers' involvement in stops with at least one frisk increased by 33%. Asian drivers had a two stop, 18%, decrease.

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



Canine Deployments

Canine deployments are a relatively infrequent law enforcement procedure. There were only 58 stops where a canine was deployed Division-wide in the current reporting period. Necessarily, the number of stops made by Troop D that involved a canine deployment was even smaller, five stops. The number of canine deployments for Troop D had a large decrease, 18 deployments, compared to the previous reporting period.

For canine deployments in stops conducted by Troop D, Black drivers are involved in the largest proportion of stops. Black drivers were involved in three stops, 60% of stops with canine deployments. White drivers were involved in two stops, 40% with canine deployments. Division-wide, and for Troop C, Black drivers were involved in the largest proportion of stops with canine deployments. However, because canine deployments are so infrequent, the distribution is easily skewed. Because of the small number of instances, the addition of one or two deployments would change this distribution dramatically.

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

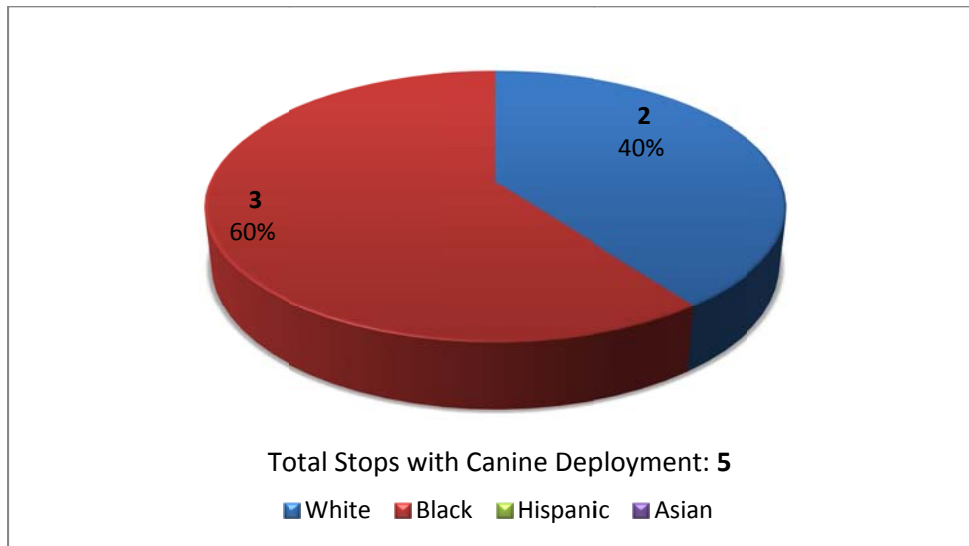
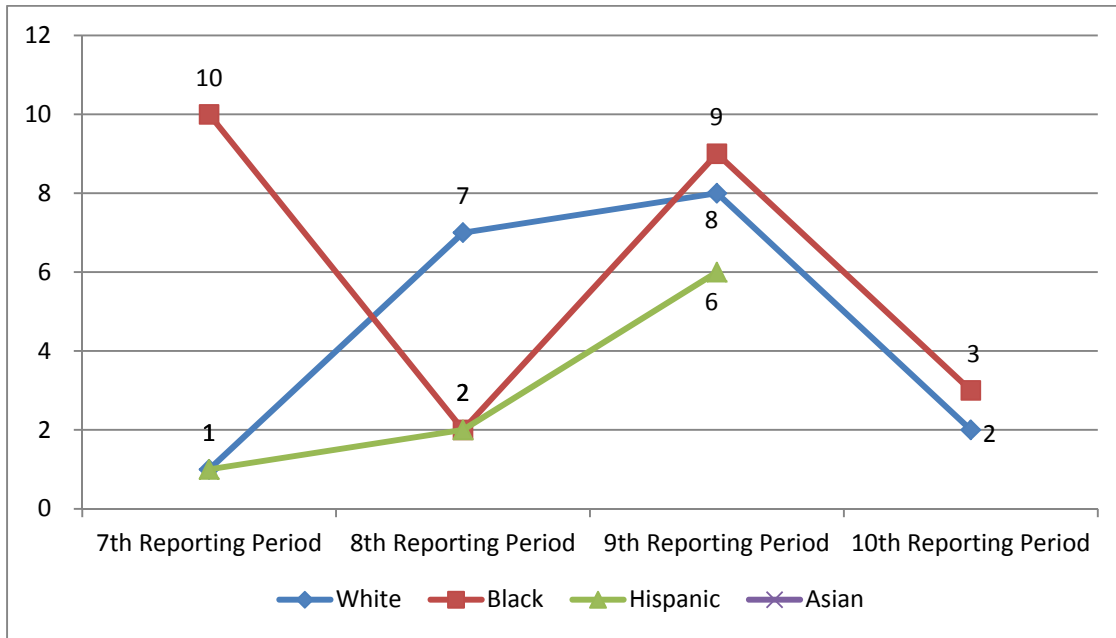


Figure Seventeen presents the trend of canine deployments by racial/ethnic group for the current and previous two reporting periods. Because canine deployments are a relatively infrequent event Division-wide, they are even rarer within a given Troop. That said, the number of deployments in a Troop is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

For canine deployments in stops made by Troop D, the trend for each racial/ethnic group increased this reporting period. The number of deployments involving White and Black drivers decreased by six stops each. In the current reporting period, there were no canine deployments involving Hispanic drivers compared to six stops in the previous reporting period.

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



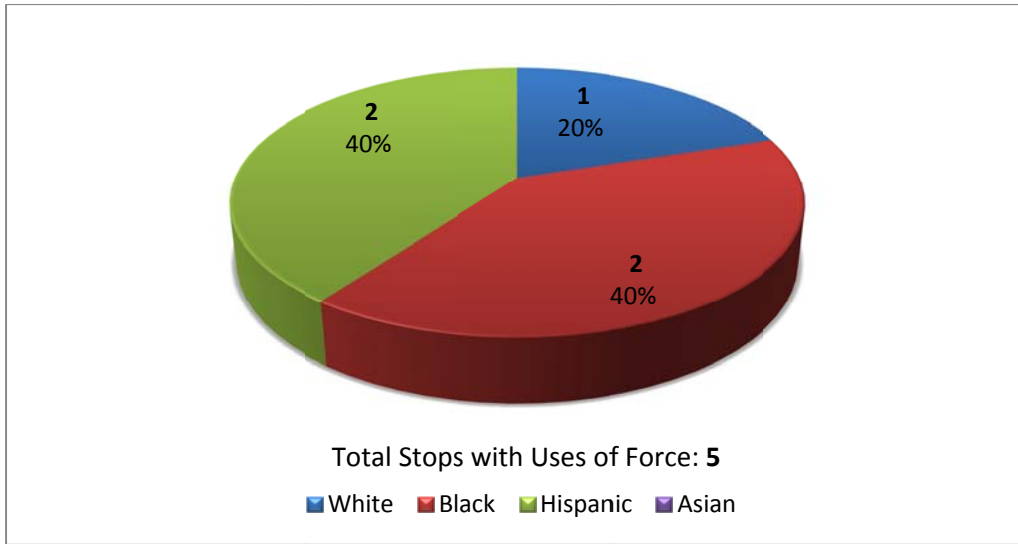
While the disparity in the number of stops with canine deployments involving Black drivers may seem troubling, there are policies and procedures that govern these deployments which are designed to prevent the misuse of this procedure. Specifically, as noted in Performance Standard 3 of OLEPS’ Oversight Report, a trooper must contact a supervisor and officially request such a deployment. The deployment is required to meet a specific set of legal standards prior to the supervisor granting approval. In addition to supervisors ensuring that legal standards are met, OLEPS reviews all stops with such deployments to determine whether they are appropriate. As of press, OLEPS has not published findings on canine deployments that occurred in the current reporting period and cannot comment on whether these deployments are appropriate. These results will be available in OLEPS’ Ninth Oversight Report.

Uses of Force

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

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

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



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

Consent to Search

For this period, there were 284 stops with consent to search requests conducted by Troop D, a 4% decrease from the previous reporting period. There may be multiple outcomes for a consent request: granted, denied, or withdrawn. Figure Twenty presents the distribution of all consent to search request outcomes. The majority of consent to search requests were granted; 270 (95%) requests were granted and 14 (5%) were denied by an occupant during the stop.

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

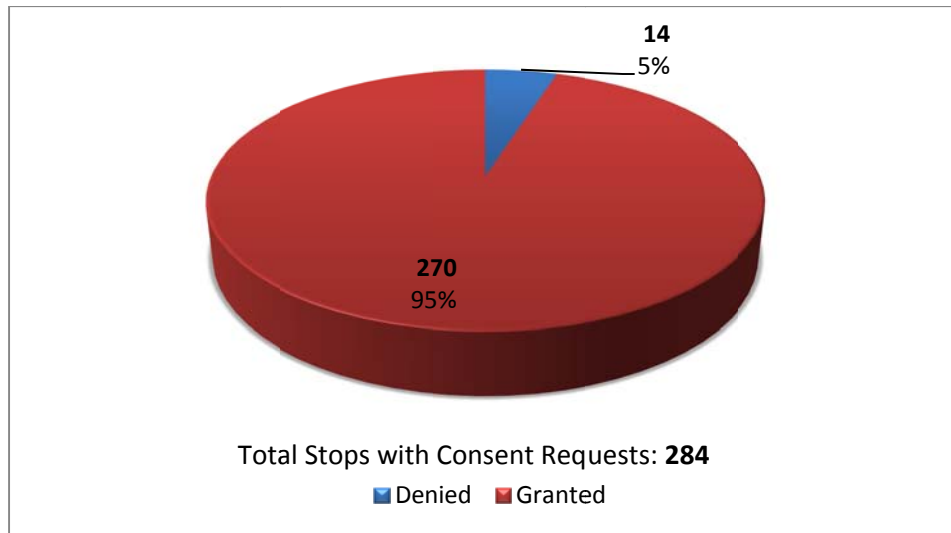
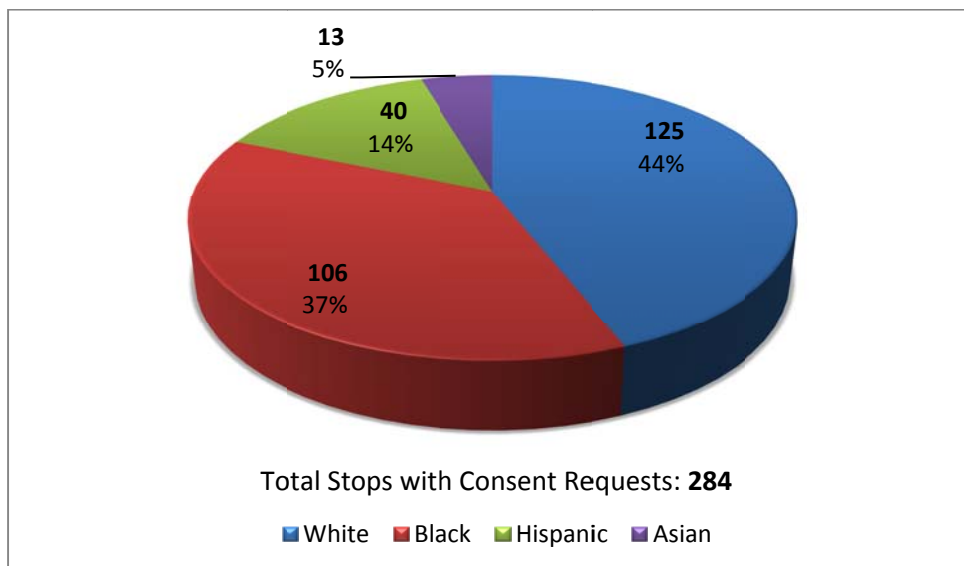


Figure Twenty-One presents the racial/ethnic distribution for consent to search requests made during motor vehicle stops. White drivers made up the largest proportion of stops with consent to search requests, 44%. Black drivers were involved in 106 stops (37%) with consent to search requests, and Hispanic drivers were involved in 40 stops (14%) with consent to search requests. The racial/ethnic distribution of consent to search requests differs from both the distribution of the total number of stops and the distribution of stops with post-stop interactions. Black drivers are 37% of all stops where a consent request was made. Meanwhile, White drivers are involved in slightly smaller proportions of stops with consent requests than they are all stops with post-stop interactions.

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



Among the possible outcomes of these requests, this pattern is similar; White drivers had the highest proportion of both granted consent requests (Figure Twenty-Two and Twenty-Three). Black drivers were 37% for all consent requests, 36% granted consent requests and 57% of denied consent request. Because the majority of consent to search requests were granted, the distribution of granted consent requests is identical to that of all stops with requests. However, the distribution of denied consent to search requests deviates. When consent was denied, Black drivers were involved in the largest proportion with 57% of stops. Hispanic drivers were also involved a larger proportion of stops, 21%, than their proportion of total consent to search requests. White drivers were underrepresented with 22% of stops involving denied consent requests.

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

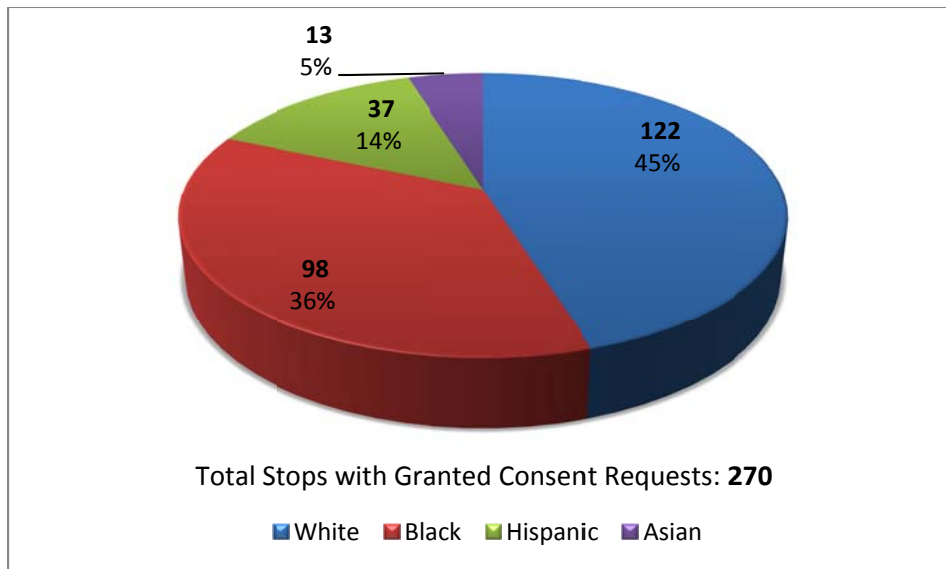
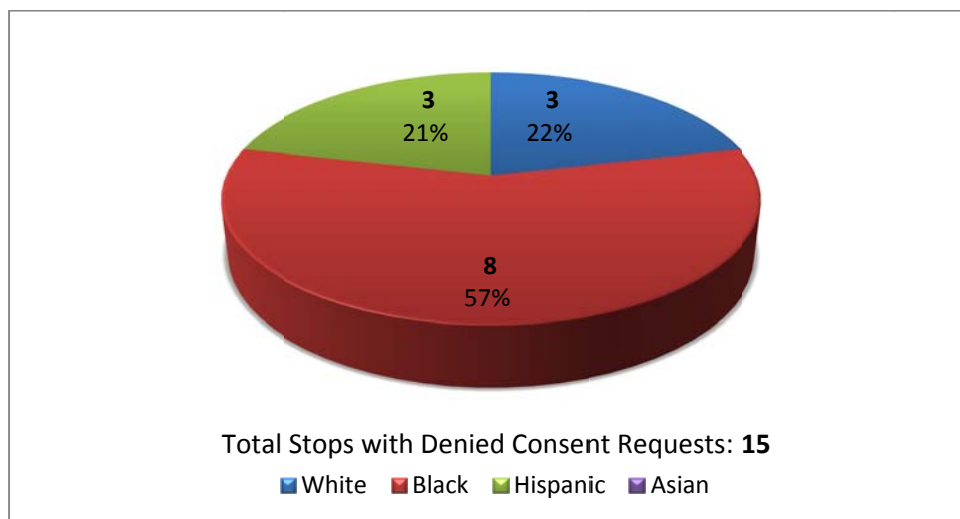
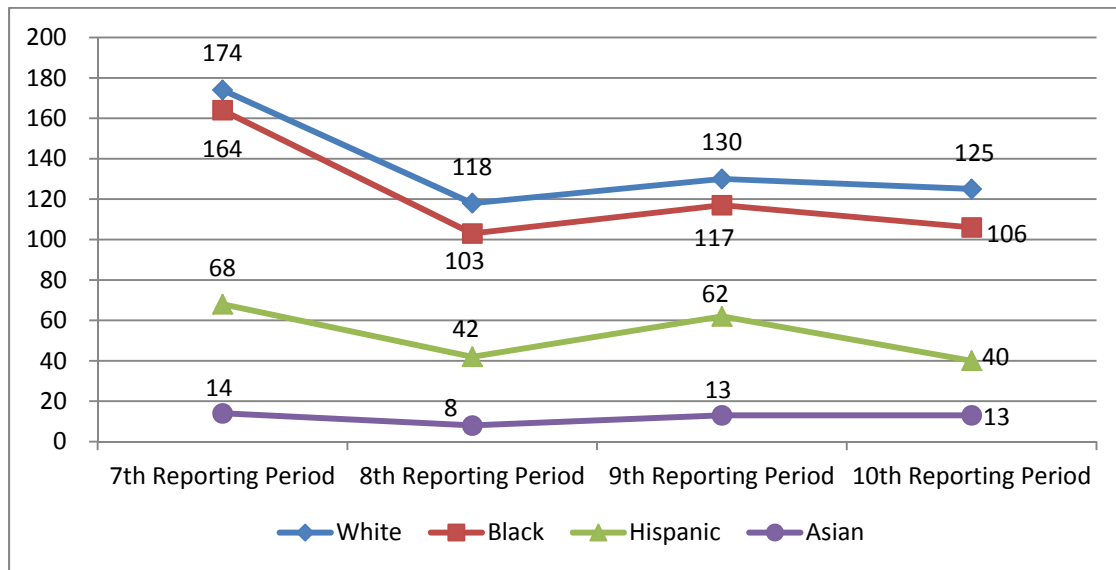


Figure Twenty-Three: Racial/Ethnic Distribution of Stops with Consent to Search Denied
 July 1, 2013 – December 31, 2013



The total number of stops with consent requests decreased 4% in the current reporting period for Troop D. This number includes all requests, regardless of the outcome (granted, denied, or withdrawn). Figure Twenty-Four graphs this trend for each racial/ethnic group. Hispanic drivers experienced the largest decrease, 35%. White drivers also experienced a decrease in the number of stops involving consent request, 4%. Stops with consent requests decreased by 9% for Black drivers.

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



Trends in each category of consent to search request that were granted, denied, or withdrawn are not presented pictorially for Troop D. However, in the current reporting period, there was a one stop increase in the number of stops with denied consent requests while there was a 12% decrease for granted consent requests. Generally, each racial/ethnic group experienced increases/decreases that were similar to the overall changes for each category of consent requests.

Arrests

In the current reporting period, there were 1,553 motor vehicle stops conducted by Troop D where at least one person was arrested. In the majority of these stops, only one person was arrested. However, there were several stops where five or six individuals were arrested. On average, there were 1.2 arrests per stop.

Figure Twenty-Five depicts the racial/ethnic distribution of all motor vehicle stops where an arrest was made. White drivers were involved in the highest proportion of stops where an arrest was made. Of all stops where an arrest was made, 46% involved White drivers. Black drivers were involved in 29% of all stops where an arrest was made while Hispanic drivers were involved in 20% of stops where an arrest was made. Asian drivers were only involved in 5% of all stops with arrests.

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

July 1, 2013 – December 31, 2013

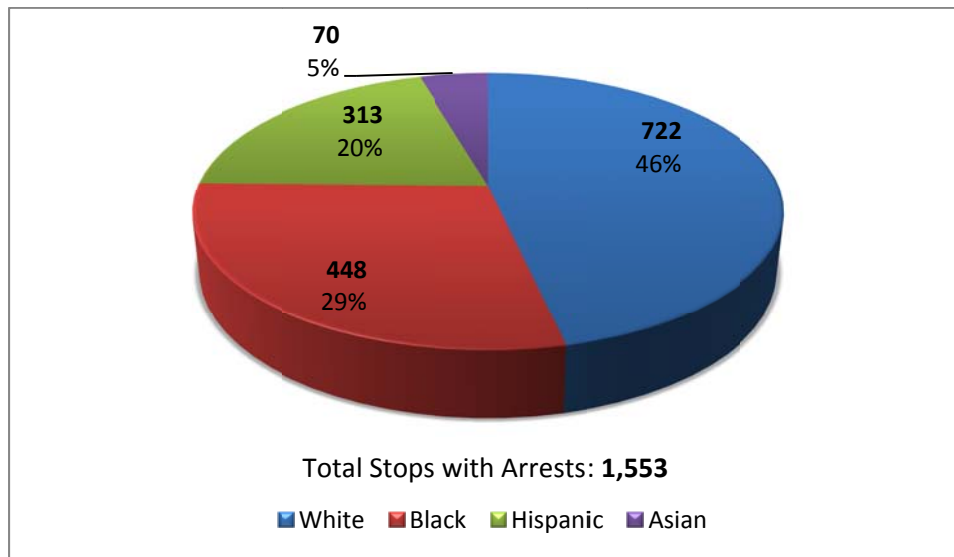
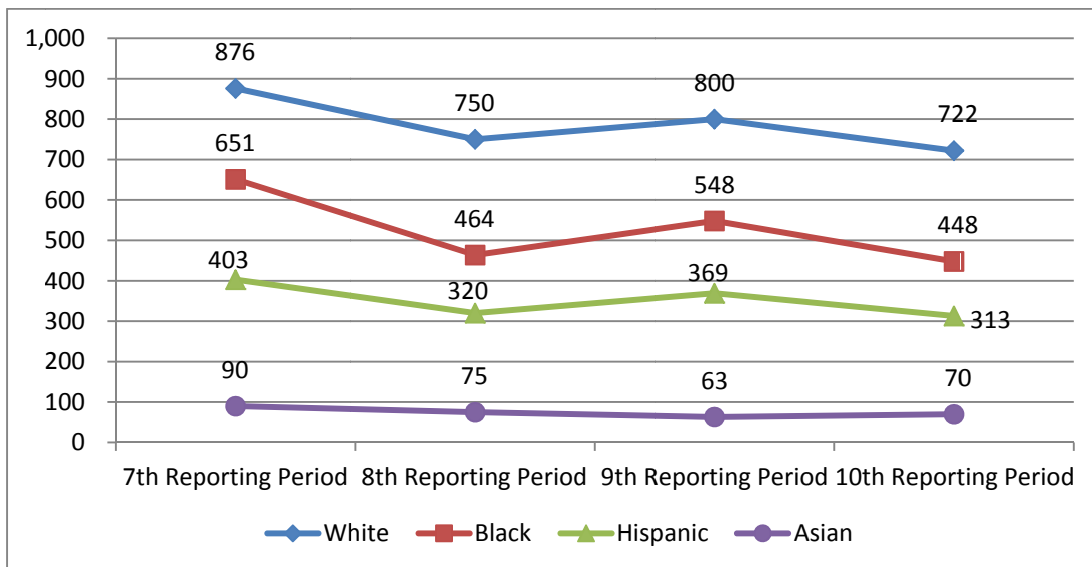


Figure Twenty-Six: Trend of Racial/Ethnic Distribution of Stops with Arrests

January 1, 2012 – December 31, 2013



For Troop D, the total number of stops where an individual was arrested decreased about 10% in the current reporting period, similar to the decrease for stops with law enforcement procedures. The majority of racial/ethnic groups experienced some degree of decrease as shown in Figure Twenty-Six. Black drivers experienced the largest decrease. The number of stops with Black drivers where an individual was arrested decreased by 18% in the current reporting period. Also, the decrease for White drivers was 10%, while the number of stops with arrests involving Hispanic drivers decreased 15%. However, Asian drivers experienced an increase of 11% in the current reporting period.

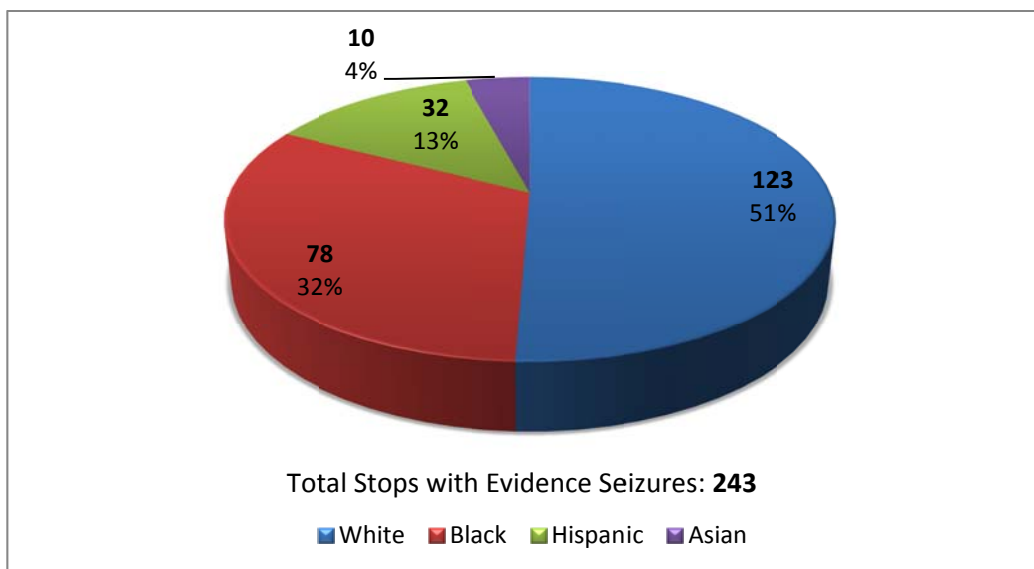
Evidence Seizures

The seizure of evidence during a motor vehicle stop is a relatively rare occurrence, occurring in only 993 motor vehicle stops Division-wide. For stops made by Troop D, evidence was seized in 243 motor vehicle stops, a 15% decrease from the previous reporting period. Evidence may have been seized in conjunction with a variety of activities including: frisks, non-consensual searches, consent requests, execution of a search warrant, plain view seizures, or even a request for the retrieval of property.

Figure Twenty-Seven depicts the racial/ethnic distribution of stops with evidence seizures. The majority of stops in which evidence was seized involved White drivers. In 51% of all stops with evidence seized, the driver was White, in 32% of stops the driver was Black, and in 13% of stops the driver was Hispanic. When compared to the distribution of stops with law enforcement procedures, White and Hispanic drivers are slightly underrepresented while Black drivers are slightly overrepresented in Troop D with post-stop interactions.

Figure Twenty-Seven: Racial/Ethnic Distribution of Evidence Seizures

July 1, 2013 – December 31, 2013



Each motor vehicle stop can involve one or more seizures of evidence. In the current reporting period, 49 of the 243 stops with seizures had evidence seized as the result of more than one type of activity. For example, a trooper may observe contraband in plain view and also conduct a consent search that produces evidence. Thus, there are actually 320 searches/seizures that led to an evidence seizure. At most, a single stop included three different types of searches/seizures that resulted in evidence. However, the majority of stops only involved one type of search/seizure.

While the exact evidence seized is unknown, it is known how the evidence was obtained. Figure Twenty-Eight depicts the type of search/seizures that resulted in evidence for each racial/ethnic group for stops conducted by Troop D. The majority of the 243 evidence seizures resulted from consent searches. In total, there were 194 evidence seizures as the result of a consent search. Of these consent search seizures, 52% involved White drivers, 31% involved Black drivers, 13% involved Hispanic drivers, and 4% involved Asian drivers.

The second most frequent searches/seizures were those considered plain view. In 66 seizures, the reason provided indicated that a controlled dangerous substances (CDS), controlled dangerous weapons (CDW), or open containers were in plain view and subsequently seized. Of these seizures, 61% involved White drivers, 24% involved Black drivers, and 12% involved Hispanic drivers.

Seizures classified as "Other PC" were the third most frequently cited search leading to an evidence seizure. These activities include all PC based searches/seizures other than plain view seizures. Thus, vehicle frisks, proof of ownership, secure vehicle, retrieval of property, or public exigency searches fall under this category. These seizures were a relatively small number of all seizures; they were used in only 25 motor vehicle stops. Of these seizures, 15 (60%) involved White drivers, six (24%) involved Black drivers, and three (12%) involved Hispanic drivers.

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

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

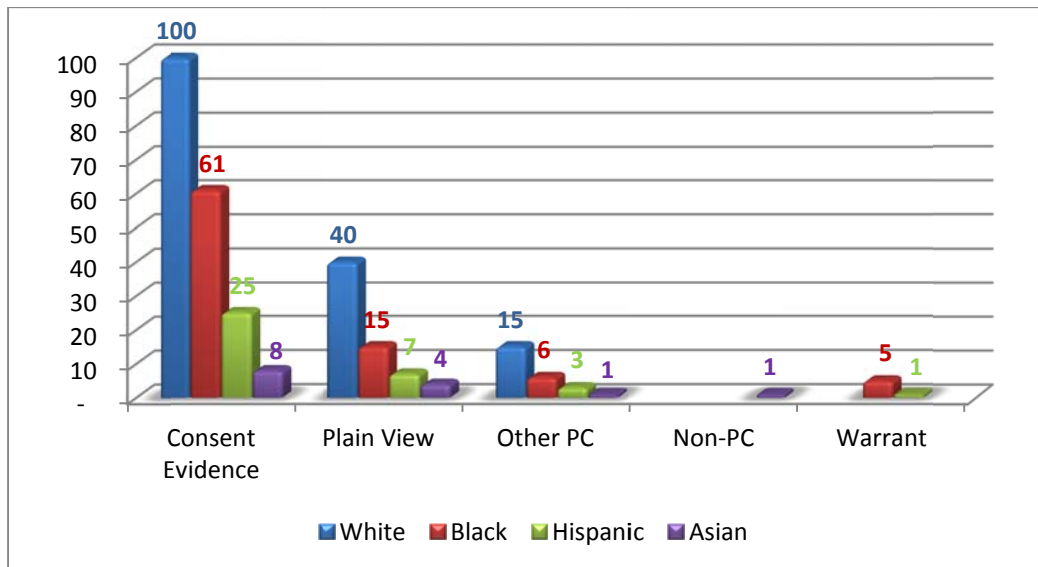
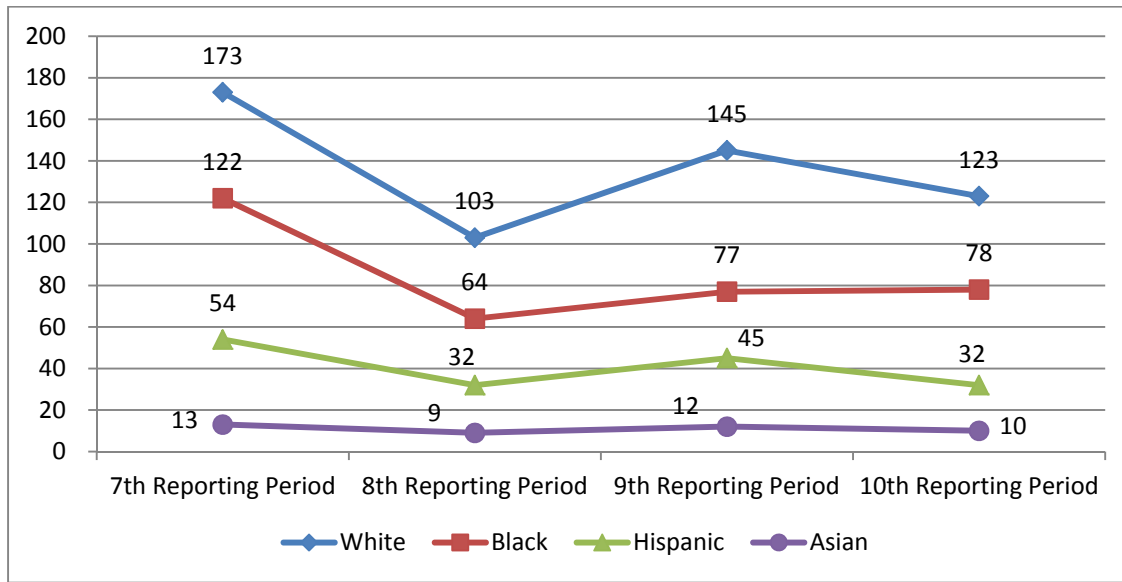


Figure Twenty-Nine depicts the trend of motor vehicle stops with evidence seized by racial/ethnic group for Troop D. Overall, there was a 15% decrease in the number of stops where evidence was seized, larger than the decrease Division-wide. This decrease was largest for Hispanic drivers; the number of stops with Hispanic drivers where evidence was seized decreased by 29% in the current period. The stops involving White drivers where evidence was seized also decreased 15%, Asian drivers by 17%. However, Black drivers experienced an increase of 1% in stops with evidence seizures.

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



Dispositions

For each stop made by the State Police, a disposition is issued. The total number of dispositions given in Troop D decreased 13% in the current reporting period. As depicted in Figure Thirty, 24,732 stops (44%) resulted in some kind of summons, 14,329 stops (26%) resulted in a warning, 4,700 stops (8%) resulted in some combination of warnings and/or summons, and 12,078 stops (22%) resulted in another, unspecified disposition. Compared to Troop A, C and Division-wide trends, a higher proportion, nearly half of all stops, resulted in a summons of some kind. For stops made by Troop D, the most common disposition was a summons issued for a moving violation, which accounted for 32% of all dispositions issued. Moving warnings were issued in 23% of all stops made by Troop D while other dispositions were used in 22% of all stops. Dispositions based on non-moving violations were slightly less common; there were 6,644 (12%) summonses for non-moving violations and 1,720 (3%) warnings for non-moving violations issued during motor vehicle stops made during this reporting period.

Figure Thirty: Dispositions of All Stops

July 1, 2013 – December 31, 2013

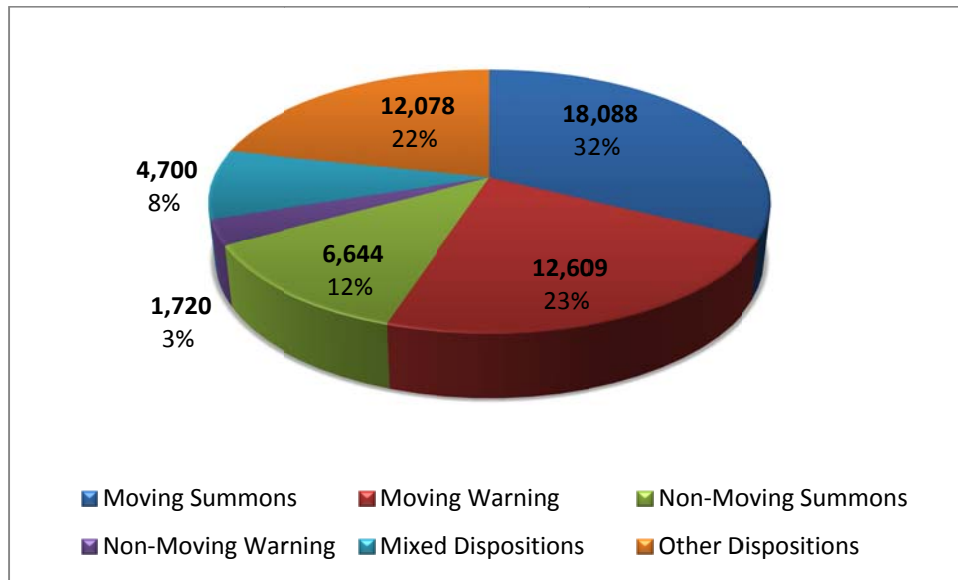
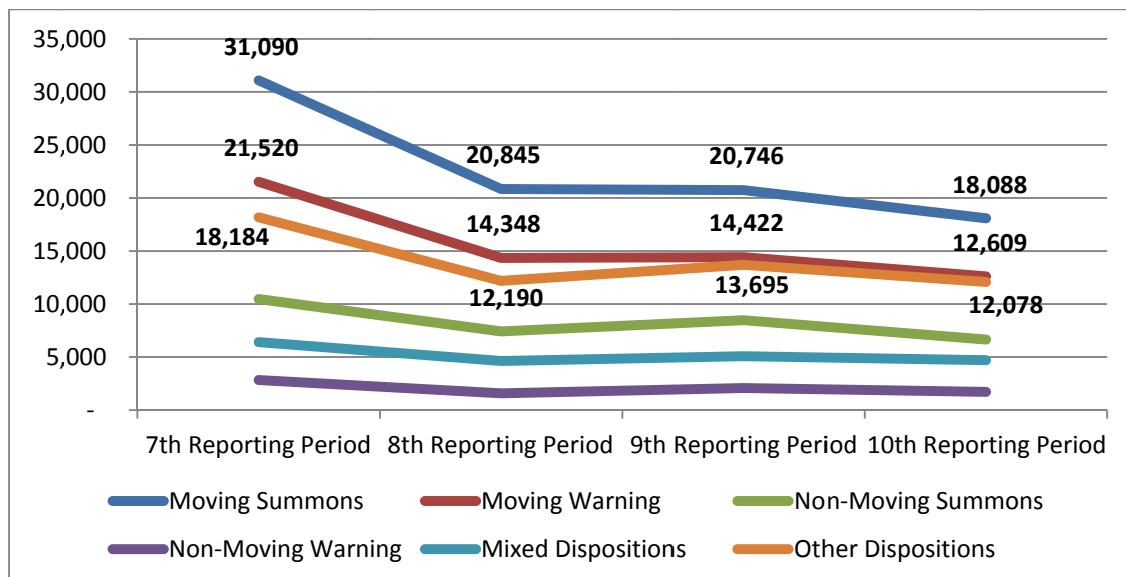


Figure Thirty-One graphs the number of stops resulting in each disposition for the current and past three reporting periods for Troop D. Since there was the decrease in the total number of stops, the number of motor vehicle stops for each category of disposition declined slightly in the current reporting period. As noted in previous Aggregate Reports, the State Police have made concerted efforts to reduce the number of stops with other dispositions. While there was an increase in the number of stops with other dispositions in the previous period, the number of other dispositions decreased in the current reporting period from 13,695 to 12,078 stops.

Figure Thirty-One: Trends of Dispositions

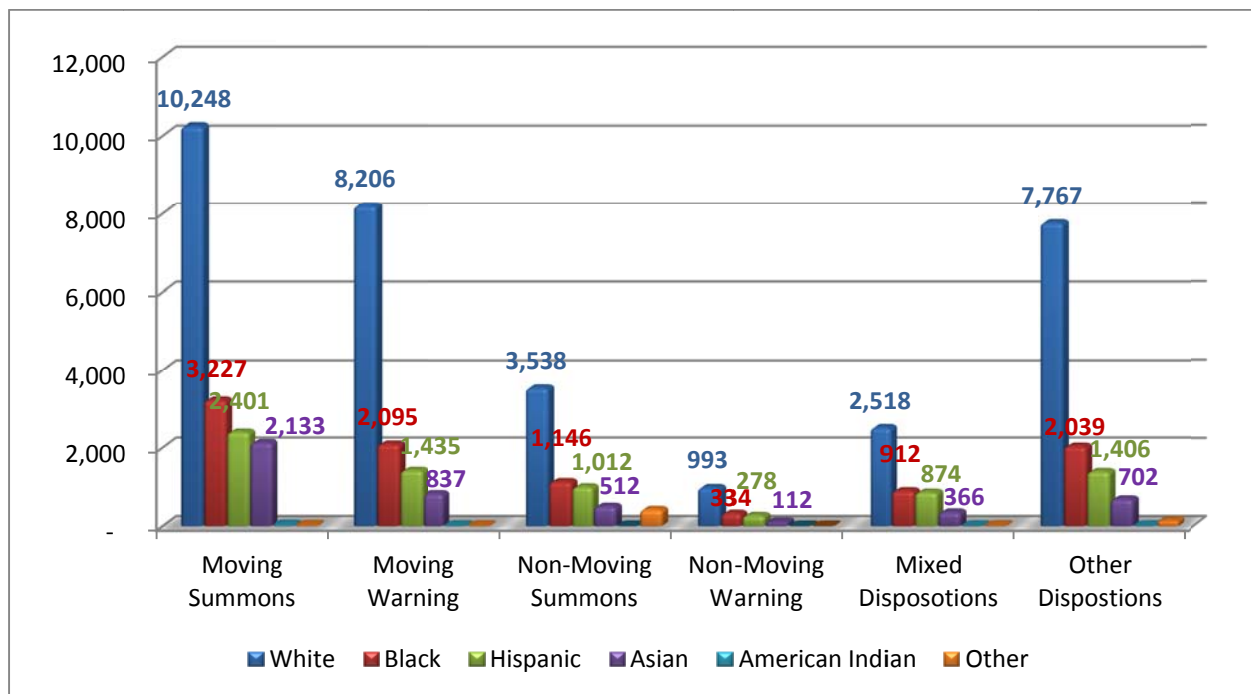
January 1, 2011 – December 31, 2013



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

Across disposition categories, White drivers continue to make up the largest proportion of each disposition type for stops made by Troop D. The overall pattern remains that between 53% and 65% of all disposition types involved White drivers and between 17% and 19% of all disposition types involved Black drivers. For Troop D, the proportion of each disposition type involving White or Black drivers is nearly identical to the proportions Division-wide. Because State Police is required to record a disposition for all motor vehicle stops, the racial/ethnic distribution of dispositions should be nearly identical to the racial/ethnic distribution of all stops.

Figure Thirty-Two: Racial/Ethnic Distribution of Disposition Types²
 July 1, 2013 – December 31, 2013



Unlike the pattern noted Division-wide and for Troop A and C, the most common outcome for stops made by Troop D were moving summonses. There were 18,088 stops (32%) that received a moving summons. Of these stops, there were 10,248 stops (57%) that involved White drivers, 3,227 stops (18%) that involved Black drivers, and 2,401 (13%) that involved Hispanic drivers. This is similar to the overall pattern of the racial/ethnic distribution of all stops made by Troop D, where the majority of stops involve White drivers.

² Drivers identified as American Indian or Other are not portrayed in Figure Thirty-Three due to their small numbers. Had these groups been included, their bars would not have been visible in the figure.

The second most common outcome for stops made by Troop D were moving warnings, which were cited in 12,609 stops (23%). There were 8,206 stops (65%) with moving warnings that involved White drivers, 2,095 stops (17%) with moving warnings that involved Black drivers, and 1,435 stops (11%) with moving summonses that involved Hispanic drivers. Again, this pattern mirrors the overall racial/ethnic distribution of stops made by Troop D.

For each disposition category, White drivers made up at least 54% of all stops receiving that disposition. The racial/ethnic distribution for each disposition category is consistent with the overall racial/ethnic distribution of motor vehicle stops made by Troop D. White drivers receive roughly 60% of all categories of dispositions, while Black drivers are closer to 17%, and Hispanic motorists were about 13%. Thus, the distribution of disposition types roughly matches that of all stops. For each racial/ethnic group, moving summonses were the most common disposition.

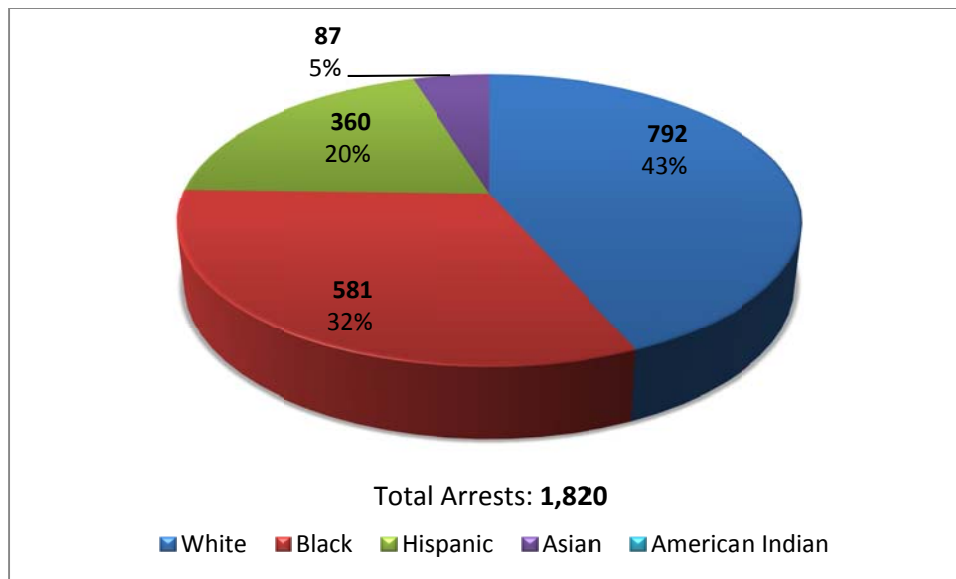
Individual Level Analysis

Arrests

While there were 1,553 motor vehicle stops made by Troop D where an arrest was made, there were 1,820 actual arrests. That is, there were 1,820 individuals arrested during motor vehicle stops in the current reporting period, a 16% decrease in the current reporting period. On average, there were 1.2 arrests per motor vehicle stop but, a few stops did have as many as six arrests.

Because each stop averaged just a little more than one arrest, the racial/ethnic distribution of the individuals who were arrested should be similar to the racial/ethnic distribution of stops with arrests. Figure Thirty-Three depicts this distribution for Troop D, and it is similar to the distribution of stops with arrests. As found for stops with arrests, White individuals made up the largest proportion of all arrests. In 43% of all arrests made during the reporting period, the individual was White. In 32% of all arrests, the individual arrested was Black, while in 20% of all arrests, the individual arrested was Hispanic. Finally, Asian individuals were involved in 5% of all arrests while American Indians were involved in 0%. Compared to the Division-wide pattern of individuals arrested, Troop D arrested a slightly higher proportion of Hispanic drivers and a slightly smaller proportion of White and Black individuals. However, compared to the race/ethnicity of drivers in stops with arrests, there are slightly more Black individuals arrested than there were Black drivers involved in stops with arrests.

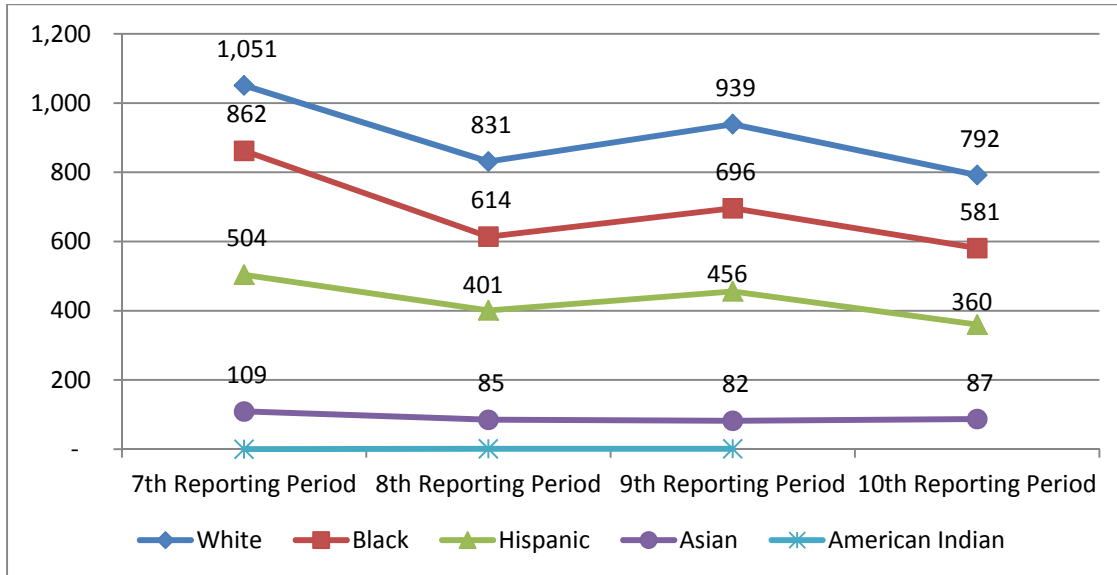
Figure Thirty-Three: Racial/Ethnic Distribution of All Arrests
July 1, 2013 – December 31, 2013



Because there were more motor vehicle stops conducted by Troop D, the opportunity to arrest any individual was more likely. Overall, the number of arrests made during stops by Troop D decreased by 16% from the previous reporting period. This decrease is greater than the decrease in the number of all stops with arrests, which decreased 10%. Generally the decrease in arrests made was evenly distributed among racial/ethnic groups. Hispanic individuals had the largest decrease in arrests, with

21%. Similarly, White and Black individuals had decreases of 16% and 17%. Asian individuals were the only group that experienced an increase, 6%, which is only a difference of five arrests.

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



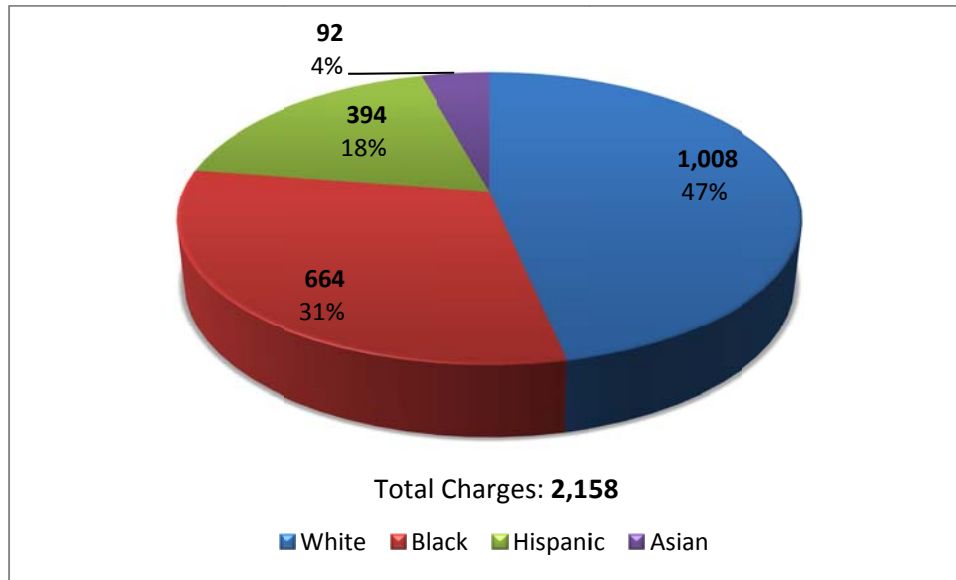
Charges

For an arrest, an individual can be charged with one or multiple charges. For the current period, while there were 1,820 arrests, there were actually 2,158 charges filed. This is a 13% decrease from the previous reporting period. On average, each arrest resulted in 1.2 charges filed. However, several arrests had six or seven charges filed.

The racial/ethnic distribution of those arrested and that had charges filed is presented in Figure Thirty-Five. White individuals were involved in the largest proportion of charges filed, 47%. Black individuals were involved in 31% of all charges, Hispanic individuals were involved in 18% of all charges filed, and Asian individuals were involved in 4% of charges filed. The distribution of those individuals who were charged is similar to the distribution of stops involving arrests of drivers. Hispanic individuals are slightly underrepresented, while Black individuals are slightly overrepresented in the proportion of charges of individuals.

Figure Thirty-Five: Racial/Ethnic Distribution of Charges

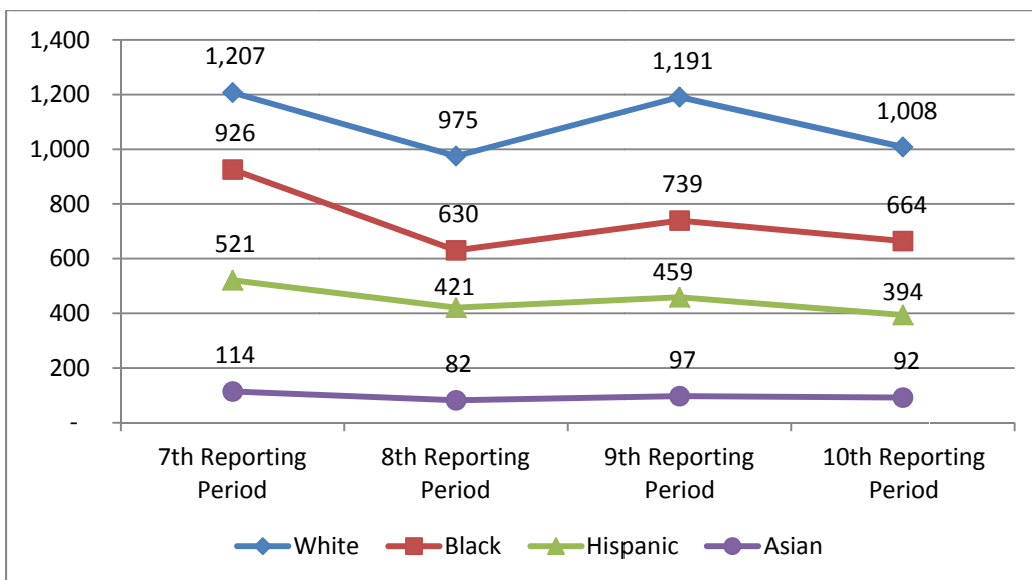
July 1, 2013 – December 31, 2013



While the number of individuals arrested decreased by 16% in the current reporting period, the total number of charges filed decreased by 13%. As shown in Figure Thirty-Six, all racial/ethnic groups experienced a decrease in the total number of charges filed. However, White individuals experienced the largest decrease, 15%, while charges against Hispanic individuals decreased by 14%. Black and Asian individuals also had decreases in charges during the current reporting period. Black individuals receiving charges decreased by 1 0% and Asian individuals, 5%.

Figure Thirty-Six: Trend of Racial/Ethnic Distribution of Charges

January 1, 2012 – December 31, 2013



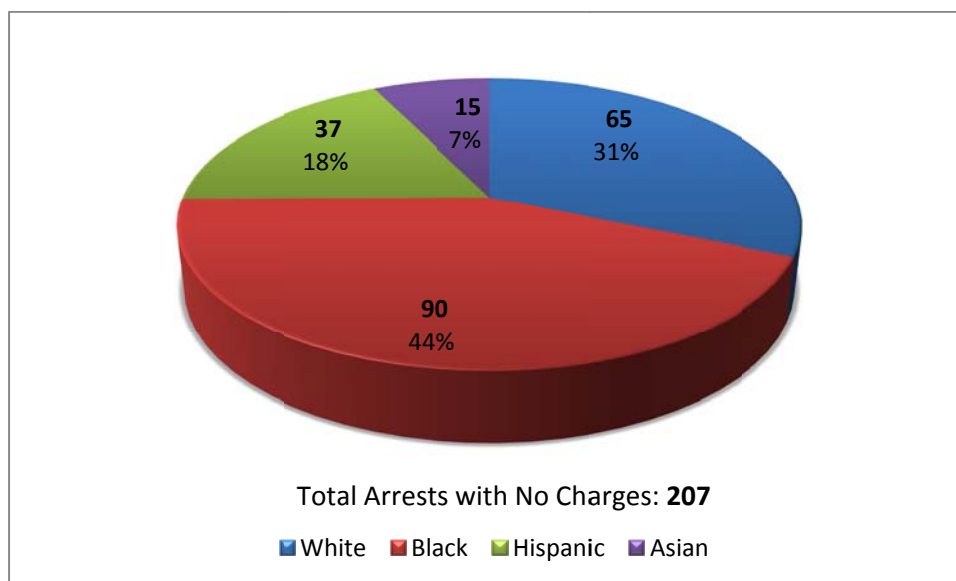
In some cases, an individual may be arrested and not charged. While this is possibly a data entry error, it is more likely a reflection of policies and procedures following Peña-Flores. Following this ruling, State Police policy requires immediate arrest when a trooper has probable cause in the form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

In the current reporting period there were 207 arrests made by Troop D where an individual was not ultimately charged with any specific statute. The racial/ethnic distribution of those not charged should, ideally, be identical to the racial/ethnic distribution of those charged. If the distributions differ, further analysis is required to determine what specifically causes these differences.

Figure Thirty-Seven depicts the racial/ethnic distribution of those arrested by Troop D but not charged in the current period. The distribution of those not charged is different to that of those who were charged. Specifically, while Black drivers were roughly 18% of all charges filed, they are 44% of those individuals for whom no charges were filed. Conversely, White drivers were 45% of charges filed yet only 31% of those with no charges filed. Thus, it would appear that Black individuals are slightly overrepresented among arrests with no charges. This is not unexpected as OLEPS has noted the high number of motor vehicle stops where a consent search was requested based on PC, the odor of marijuana. The presence of that particular form of PC, as discussed previously, requires an immediate arrest until a trooper can ascertain whether there is contraband on the person or in the vehicle.

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

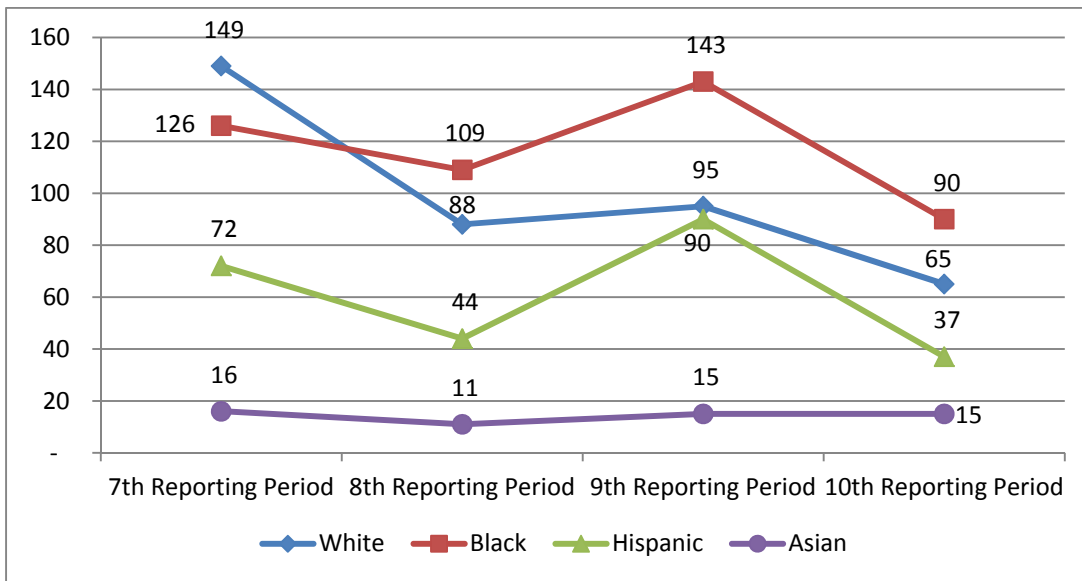
July 1, 2013 – December 31, 2013



As shown in Figure Thirty-Eight, there was an overall decrease of 32% in the number of individuals who were arrested and not charged in the current reporting period. Though the degree of the

decrease differed, almost every racial/ethnic group experienced a decrease. Hispanic individuals had the largest decrease, 59%, or 53 arrests with no charges. Black individuals had a decrease of 37%, 53 arrests, with no charge while White individuals had a 32% decrease or 30 arrests. Asian individuals were the only racial/ethnic group to experience no change in the number of arrests without charges during this reporting period.

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

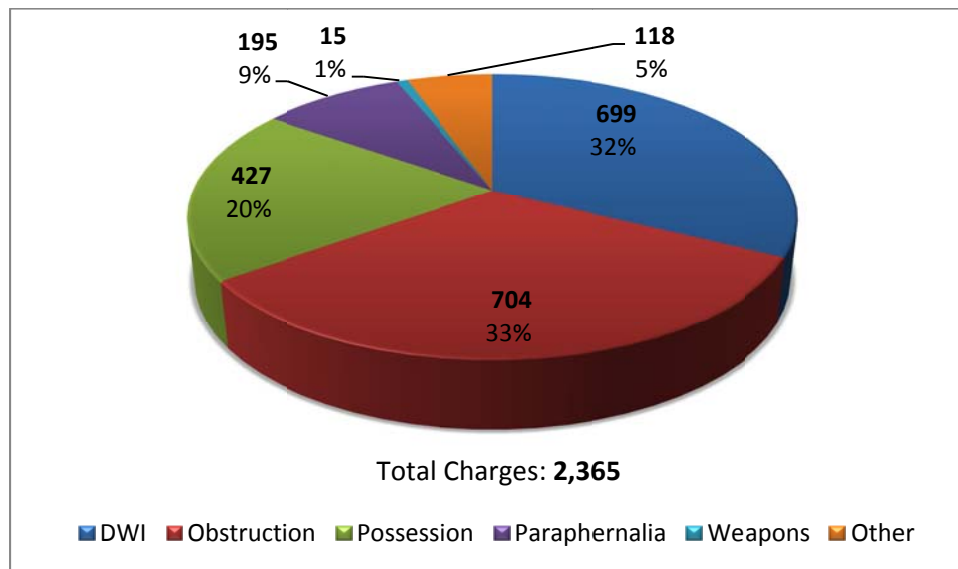


Types of Charges

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

Figure Thirty-Nine: Types of Charges Filed

July 1, 2013 – December 31, 2013



For Troop D, the most commonly cited charges pertained to obstruction, which is the most frequently cited charge for the Division and most other Troops. Thirty-three percent of all charges filed for arrests made by Troop D were for obstruction. This category does include such charges as resisting arrest, hindering apprehension, and contempt. Contempt is the charge listed when an individual is arrested based on a warrant and for the current period, is actually the most frequently cited obstruction charge. Contempt was the specific charge cited in 85% of all obstruction charges in the current reporting period. From this information, it can be inferred that a large proportion of arrests made during motor vehicle stops in the current reporting period are based on outstanding warrants. Compared to Division-wide charges, obstruction charges make up a smaller proportion of charges filed for Troop D, 40% Division-wide compared to 33% for Troop D.

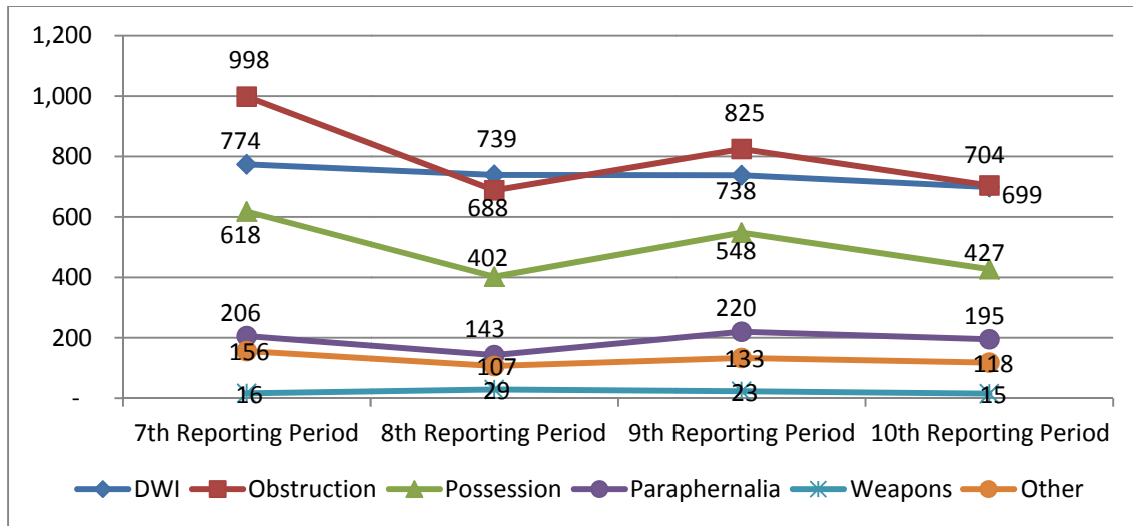
After obstruction, the next most common charge filed for Troop D's arrests are DWI charges. DWI charges accounted for 32% of arrests. Charges for possession were cited in 427 (20%) arrests while charges for paraphernalia were cited in 195 (9%) arrests. Marijuana was the most frequently cited drug in possession charges, cited in 58% of all possession charges.

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

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

Figure Forty: Trend of Arrest Charges

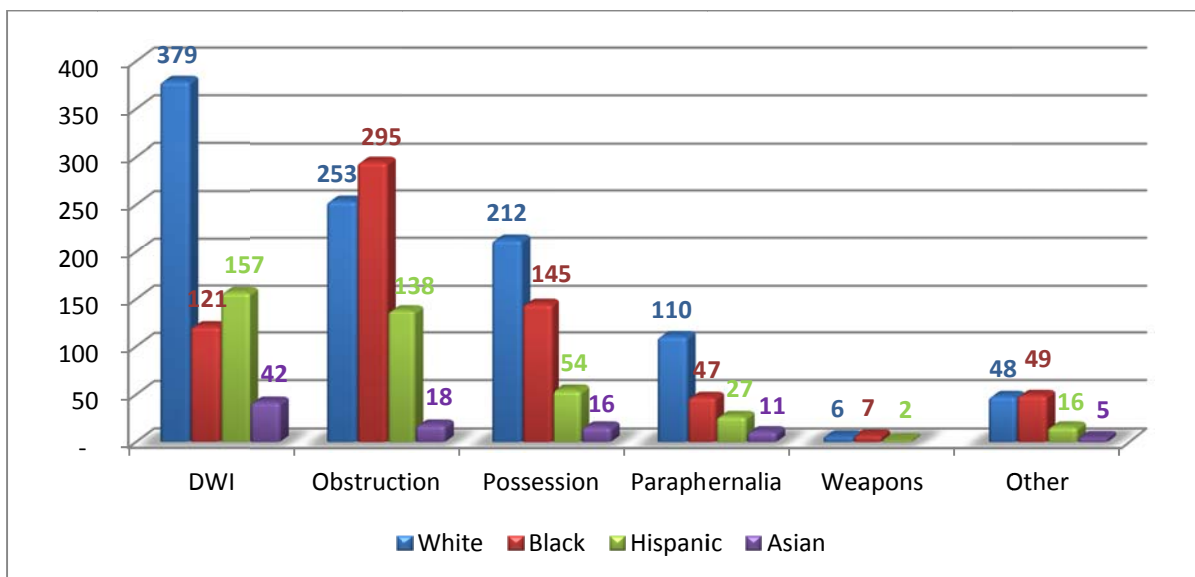
January 1, 2012 – December 31, 2013



The total number of charges filed for arrests made by Troop D in the current reporting period decreased 13%, as noted previously. Figure Forty illustrates this decrease by charge categories. As shown, there were both increases and decreases when looking at trend of the different types of charges. The greatest decrease was noted for weapons charges; from the previous to current reporting period, there was a 35% decrease in the number of weapons charges. Possession charges also had a large change, decreasing 22%. Obstruction charges increased by 15% while paraphernalia charges decreased by 11%. Charges involving a DWI only decreased by 5% while other charges decreased by 11%.

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

July 1, 2013 – December 31, 2013



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

For Troop D's most common charge, obstruction, the racial/ethnic distribution of charges does not match the overall pattern of all charges. Black individuals are those most frequently charged with obstruction, accounting for 42% of those charged with obstruction. In 253 (36%) instances, the individual charged was White while in 138 (20%) instances the individual was Hispanic. Last, in 18 (3%) the individual charged was Asian. Thus, there were more Black individuals charged with obstruction than other racial/ethnic groups.

DWI charges also do not follow the expected pattern of racial/ethnic distribution of all charges. White individuals do make up the largest proportion with 379 (54%) charged with DWI. However, Hispanic individuals make up the second largest group with 157 (22%) charges, followed by 121 (17%) charges against Black individuals, and 42 (6%) for Asian individuals. Even though White individuals did have the largest proportion, Hispanic individuals were overrepresented in DWI charges.

White individuals were the largest proportion of those charged with paraphernalia or possession of controlled dangerous substances. White motorists were cited in 212 (50%) charges of possession, Black motorists were charged in 145 (34%), Hispanic motorists were charged in 54 (13%), and Asian individuals were charged in 16 (4%) possession charges. Paraphernalia charges were similarly distributed. White individuals were cited in 110 (56%) paraphernalia charges while Black motorists were charged in 47 (24%), Hispanic individuals were charged in 27 (14%), and Asian individuals were charged in 11 (6%) paraphernalia charge.

In arrests made by Troop D, weapons charges were more common for Black individuals than other racial/ethnic groups. Black individuals were involved in seven (47%), White individuals were both involved in six (40%), and Hispanic individuals in two (13%) of instances where weapons charges were filed. This pattern is similar for other charges. Black individuals were involved in 49 (42%) instances of other charges while White motorists were cited in 48 (41%) instances. Hispanic motorists were involved in 16 (14%) and Asian drivers five (4%) of all instances with other charges.

Wanted Persons

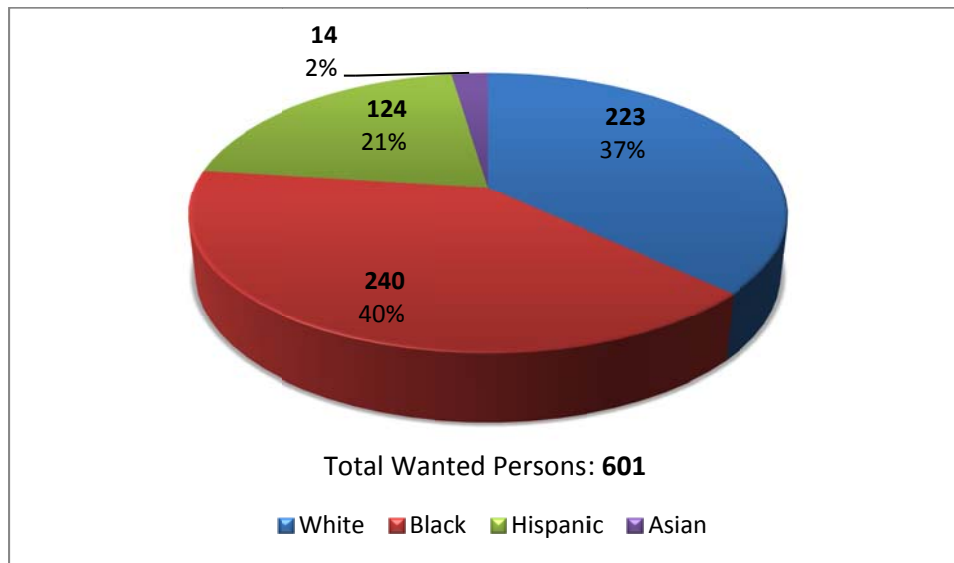
When State Police interact with individuals during a motor vehicle stop, they run database checks to determine if the individual has any outstanding warrants. If the individual does, they can be arrested. In the current reporting period, 601 arrests made by Troop D were of wanted persons, those with outstanding warrants. In Troop D, the number of wanted persons arrested decreased 26% from the previous reporting period.

As noted previously, individuals with outstanding warrants make up a large proportion of all arrests and charges filed and are categorized as obstruction. In actuality, 601 individuals arrested during motor vehicle stops by Troop D were wanted persons. Additionally, Black individuals were noted as the largest proportion of those charged with obstruction. Thus, it would be expected that Black individuals would also be a large proportion of all wanted persons. For Troop D, Black individuals barely make up the largest proportion of wanted persons. Black individuals were 40% of all wanted persons while White individuals were 37%, Hispanic individuals were 21%, and Asian individuals were

2% of those identified as wanted persons. Because contempt, the charge cited for outstanding warrants, is the most frequent charge in the obstruction category, that racial/ethnic distribution is nearly identical to that of wanted persons.

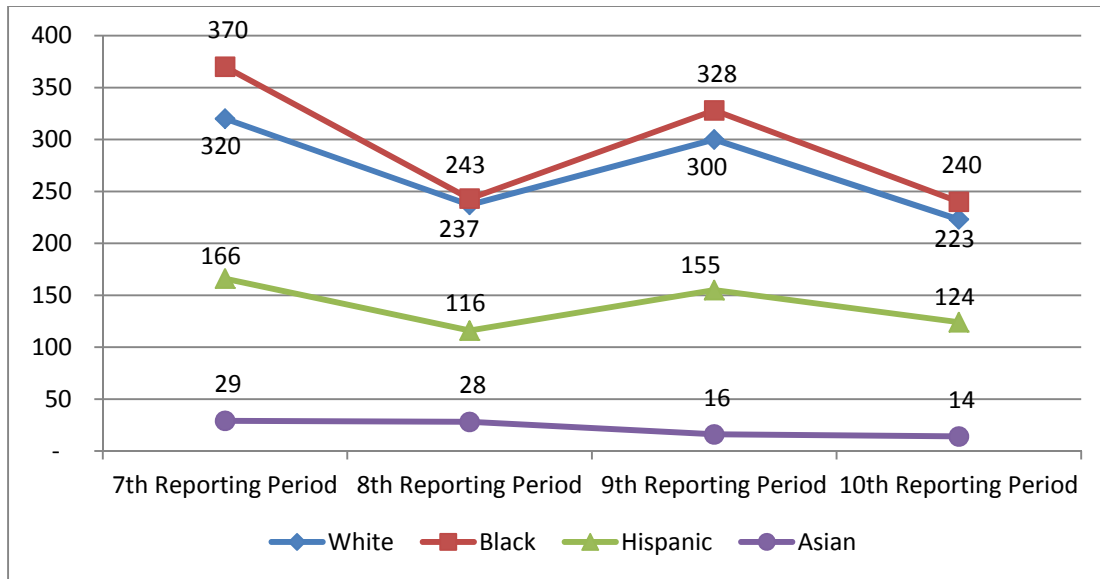
Compared to the proportion of those identified as wanted persons Division-wide, Black individuals make up a slightly smaller proportion and Hispanic drivers a slightly larger proportion in Troop D. However, when compared to Troop A and C, Black individuals make up a slightly larger proportion while Hispanic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

Figure Forty-Two: Racial/Ethnic Distribution of Wanted Persons
July 1, 2013 – December 31, 2013



While the total number of wanted persons decreased by about 26% for Troop D in the current reporting period, the degree of decrease differed for each racial/ethnic group. The number of Black individuals who were identified as wanted persons decreased by 27% in the current reporting period, while the number of wanted Hispanic individuals decreased 20%. The number of White individuals who were wanted, decreased by 26% in the current reporting period. Asian individuals experienced a decline of two for the current reporting period.

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



SUMMARY

These data detail the volume of trooper stop related activity for July 1, 2013 December 31, 2013 for Troops A, C, and D.

Troop A experienced a 20% decrease in the total number of stops conducted in the current reporting period. The racial/ethnic distribution of stops made by Troop A is similar to that of the Division; the majority of stops involved White drivers. Consistent with the Division, Troop A's stops are predominantly based on moving violations and are most likely to result in a warning for a moving violation. Consistent with the decrease in the total number of stops, Troop A experienced a slight decrease in the number of stops with post-stop interactions in the current reporting period. White drivers made up the largest proportion of all stops with post-stop interactions for Troop A. Overall, White drivers were involved in the largest proportion of most post-stop activities, with the exception of canine deployments and uses of force, where Black drivers were involved in the largest proportion of these stops. Because canine deployments and uses of force during motor vehicle stops are relatively rare, and because these instances are reviewed in OLEPS' Oversight Reports, the disproportionality is not necessarily cause for concern. As noted in previous reports and for other Troops, Black individuals do make up a large proportion of those charged with obstruction and those identified as wanted persons, suggesting a lack of trooper discretion in interactions with these individuals. In Troop A, White individuals do make up the largest proportion of individuals arrested and charged, though Black individuals are overrepresented in these activities. Black individuals also make up the largest proportion of individuals arrested but not charged and those were identified as wanted persons.

While the Division and Troop A experienced an overall decrease in the number of motor vehicle stops, Troop C actually experienced no change in the number of motor vehicle stops. In terms of the racial/ethnic distribution, of stops, Troop C's stops are similarly distributed to the rest of the Division; the stops involve a larger proportion of White drivers. As noted Division-wide and in Troop A, the majority of Troop C's stops are based on moving violations and most likely result in warning for a moving violation. Troop C does make a higher proportion of stops based on non-moving violations than Division-wide. Despite the relative constancy of the number of motor vehicle stops, the number of stops involving post-stop activity in Troop C increased by 11%. Unlike trends noted in Troop A and Division-wide, White drivers are only involved in a larger proportion of stops with vehicle exits, frisks, non-consensual searches, and evidence seizures. Black drivers were involved in a larger proportion of stops with all other post-stop activities for Troop C. Unlike Troop A, Black individuals make up the largest proportion of individuals who are arrested and charged. As noted in Troop A, Black individuals are also the largest proportion of individuals arrested but not charged and wanted persons.

Troop D experienced a slight decline in motor vehicle stops in the current reporting period, as noted for Troop A and the Division. Drivers stopped by Troop D were most likely to be stopped for a moving violation that resulted in summons for a moving violation. White drivers were involved in the largest proportion of all stops made by Troop D. Among post-stop activities, White drivers were involved in the largest proportion of activities with the exception of canine deployments and uses of force. Both of these events are extremely rare, and so these distributions often fluctuate. Black and Hispanic drivers, while not the largest proportion of stops with these activities were often overrepresented in these stops. Among individuals arrested and charged, White individuals still make up the largest proportion though Black individuals are still overrepresented. Black individuals make up the largest proportion of those arrested and not charged and those identified as wanted persons.

The patterns noted in this report continue to be examined each reporting period. The appropriateness

of specific activities within motor vehicle stops are discussed in OLEPS' Oversight Reports.

APPENDIX ONE

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

A010-Metro South

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	1	0	0	0	0	1
<i>% of Total</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>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Obstruction	1	--	--	--	--	1
<i>% of Total</i>	<i>100.0%</i>					<i>100.0%</i>
Paraphernalia	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Possession	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
No Charges Filed	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Total	1	0	0	0	0	1
<i>% of Total</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>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	1	0	0	0	0	1
<i>% of Total</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>

A040-Bridgeton

Troop A

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	--	3	--	--	--	3
<i>% of Total</i>		100.0%				7.3%
Granted	10	19	9	--	--	38
<i>% of Total</i>	26.3%	50.0%	23.7%			92.7%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	10	22	9	0	0	41
<i>% of Total</i>	24.4%	53.7%	22.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	61	46	23	--	5	--	135
<i>% of Total</i>	45.2%	34.1%	17.0%		3.7%		4.4%
Moving Warning	500	322	146	1	12	1	982
<i>% of Total</i>	50.9%	32.8%	14.9%	0.1%	1.2%	0.1%	31.8%
Non-Moving Summons	112	152	92	--	--	1	357
<i>% of Total</i>	31.4%	42.6%	25.8%			0.3%	11.6%
Non-Moving Warning	239	268	69	--	5	--	581
<i>% of Total</i>	41.1%	46.1%	11.9%		0.9%		18.8%
Mixed	135	193	211	2	2	1	544
<i>% of Total</i>	24.8%	35.5%	38.8%	0.4%	0.4%	0.2%	17.6%
Other	208	180	85	--	3	10	486
<i>% of Total</i>	42.8%	37.0%	17.5%		0.6%	2.1%	15.8%
Total	1,255	1,161	626	3	27	13	3,085
<i>% of Total</i>	40.7%	37.6%	20.3%	0.1%	0.9%	0.4%	100.0%

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	6	16	6	0	0	28
<i>% of Total</i>	21.4%	57.1%	21.4%	0.0%	0.0%	100.0%

A040-Bridgeton

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	73	144	102	0	2	321
<i>% of Total</i>	<i>22.7%</i>	<i>44.9%</i>	<i>31.8%</i>	<i>0.0%</i>	<i>0.6%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	28	10	64	--	2	104
<i>% of Total</i>	<i>26.9%</i>	<i>9.6%</i>	<i>61.5%</i>		<i>1.9%</i>	<i>25.6%</i>
Obstruction	31	113	33	--	--	177
<i>% of Total</i>	<i>17.5%</i>	<i>63.8%</i>	<i>18.6%</i>			<i>43.6%</i>
Paraphernalia	12	6	3	--	--	21
<i>% of Total</i>	<i>57.1%</i>	<i>28.6%</i>	<i>14.3%</i>			<i>5.2%</i>
Possession	16	32	5	--	--	53
<i>% of Total</i>	<i>30.2%</i>	<i>60.4%</i>	<i>9.4%</i>			<i>13.1%</i>
Weapons	--	2	--	--	--	2
<i>% of Total</i>		<i>100.0%</i>				<i>0.5%</i>
Other	10	8	8	--	--	26
<i>% of Total</i>	<i>38.5%</i>	<i>30.8%</i>	<i>30.8%</i>			<i>6.4%</i>
No Charges Filed	4	11	8	--	--	23
<i>% of Total</i>	<i>17.4%</i>	<i>47.8%</i>	<i>34.8%</i>			<i>5.7%</i>
Total	101	182	121	0	2	406
<i>% of Total</i>	<i>24.9%</i>	<i>44.8%</i>	<i>29.8%</i>	<i>0.0%</i>	<i>0.5%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	29	91	27	0	0	147
<i>% of Total</i>	<i>19.7%</i>	<i>61.9%</i>	<i>18.4%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

A050-Woodbine

Troop A

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	1	--	1	--	--	2
<i>% of Total</i>	50.0%		50.0%			5.3%
Granted	29	3	3	--	--	35
<i>% of Total</i>	82.9%	8.6%	8.6%			92.1%
Withdrawn	1	--	--	--	--	1
<i>% of Total</i>	100.0%					2.6%
Total Requests	31	3	4	0	0	38
<i>% of Total</i>	81.6%	7.9%	10.5%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	141	15	5	--	4	--	165
<i>% of Total</i>	85.5%	9.1%	3.0%		2.4%		6.7%
Moving Warning	785	55	42	1	6	5	894
<i>% of Total</i>	87.8%	6.2%	4.7%	0.1%	0.7%	0.6%	36.3%
Non-Moving Summons	219	37	25	--	--	1	282
<i>% of Total</i>	77.7%	13.1%	8.9%			0.4%	11.4%
Non-Moving Warning	307	31	23	--	2	--	363
<i>% of Total</i>	84.6%	8.5%	6.3%		0.6%		14.7%
Mixed	307	34	32	--	2	--	375
<i>% of Total</i>	81.9%	9.1%	8.5%		0.5%		15.2%
Other	337	31	10	--	1	5	384
<i>% of Total</i>	87.8%	8.1%	2.6%		0.3%	1.3%	15.6%
Total	2,096	203	137	1	15	11	2,463
<i>% of Total</i>	85.1%	8.2%	5.6%	0.0%	0.6%	0.4%	100.0%

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	29	2	2	0	0	33
<i>% of Total</i>	87.9%	6.1%	6.1%	0.0%	0.0%	100.0%

A050-Woodbine

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	121	20	10	0	0	151
<i>% of Total</i>	<i>80.1%</i>	<i>13.2%</i>	<i>6.6%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	48	2	2	--	--	52
<i>% of Total</i>	<i>92.3%</i>	<i>3.8%</i>	<i>3.8%</i>			<i>25.6%</i>
Obstruction	28	10	3	--	--	41
<i>% of Total</i>	<i>68.3%</i>	<i>24.4%</i>	<i>7.3%</i>			<i>20.2%</i>
Paraphernalia	33	3	1	--	--	37
<i>% of Total</i>	<i>89.2%</i>	<i>8.1%</i>	<i>2.7%</i>			<i>18.2%</i>
Possession	44	3	2	--	--	49
<i>% of Total</i>	<i>89.8%</i>	<i>6.1%</i>	<i>4.1%</i>			<i>24.1%</i>
Weapons	2	1	--	--	--	3
<i>% of Total</i>	<i>66.7%</i>	<i>33.3%</i>				<i>1.5%</i>
Other	2	2	1	--	--	5
<i>% of Total</i>	<i>40.0%</i>	<i>40.0%</i>	<i>20.0%</i>			<i>2.5%</i>
No Charges Filed	10	4	2	--	--	16
<i>% of Total</i>	<i>62.5%</i>	<i>25.0%</i>	<i>12.5%</i>			<i>7.9%</i>
Total	167	25	11	0	0	203
<i>% of Total</i>	<i>82.3%</i>	<i>12.3%</i>	<i>5.4%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	26	10	3	0	0	39
<i>% of Total</i>	<i>66.7%</i>	<i>25.6%</i>	<i>7.7%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

A090-Buena Vista

Troop A

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	1,691	343	236	1	65	3	2,339
<i>% of Total</i>	72.3%	14.7%	10.1%	0.0%	2.8%	0.1%	65.4%
Non-Moving	801	203	149	1	25	2	1,181
<i>% of Total</i>	67.8%	17.2%	12.6%	0.1%	2.1%	0.2%	33.0%
No Reason Provided	40	7	8	--	2	1	58
<i>% of Total</i>	69.0%	12.1%	13.8%		3.4%	1.7%	1.6%
Total	2,532	553	393	2	92	6	3,578
<i>% of Total</i>	70.8%	15.5%	11.0%	0.1%	2.6%	0.2%	100.0%

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Vehicle Exits	155	48	34	--	4	241
<i>% of Total</i>	64.3%	19.9%	14.1%		1.7%	93.8%
Occupant Frisks	14	6	7	--	--	27
<i>% of Total</i>	51.9%	22.2%	25.9%			10.5%
Non-Consensual Searches	85	29	17	--	1	132
<i>% of Total</i>	64.4%	22.0%	12.9%		0.8%	51.4%
Canine Deployments	--	1	1	--	--	2
<i>% of Total</i>		50.0%	50.0%			0.8%
Arrests	105	36	18	--	1	160
<i>% of Total</i>	65.6%	22.5%	11.3%		0.6%	62.3%
Total	169	49	35	0	4	257
<i>% of Total</i>	65.8%	19.1%	13.6%	0.0%	1.6%	100.0%

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

July 1, 2013 - December 31, 2013

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

A090-Buena Vista

Troop A

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	2	1	--	--	--	3
<i>% of Total</i>	66.7%	33.3%				8.3%
Granted	21	8	4	--	--	33
<i>% of Total</i>	63.6%	24.2%	12.1%			91.7%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	23	9	4	0	0	36
<i>% of Total</i>	63.9%	25.0%	11.1%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	181	27	25	--	10	--	243
<i>% of Total</i>	74.5%	11.1%	10.3%		4.1%		6.8%
Moving Warning	784	157	91	1	31	--	1,064
<i>% of Total</i>	73.7%	14.8%	8.6%	0.1%	2.9%		29.7%
Non-Moving Summons	244	58	47	1	7	1	358
<i>% of Total</i>	68.2%	16.2%	13.1%	0.3%	2.0%	0.3%	10.0%
Non-Moving Warning	411	127	77	--	15	1	631
<i>% of Total</i>	65.1%	20.1%	12.2%		2.4%	0.2%	17.6%
Mixed	481	111	101	--	22	--	715
<i>% of Total</i>	67.3%	15.5%	14.1%		3.1%		20.0%
Other	431	73	52	--	7	4	567
<i>% of Total</i>	76.0%	12.9%	9.2%		1.2%	0.7%	15.8%
Total	2,532	553	393	2	92	6	3,578
<i>% of Total</i>	70.8%	15.5%	11.0%	0.1%	2.6%	0.2%	100.0%

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	22	5	3	0	0	30
<i>% of Total</i>	73.3%	16.7%	10.0%	0.0%	0.0%	100.0%

A090-Buena Vista

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	116	41	20	0	2	179
<i>% of Total</i>	<i>64.8%</i>	<i>22.9%</i>	<i>11.2%</i>	<i>0.0%</i>	<i>1.1%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	39	7	8	--	--	54
<i>% of Total</i>	<i>72.2%</i>	<i>13.0%</i>	<i>14.8%</i>			<i>24.9%</i>
Obstruction	44	27	8	--	--	79
<i>% of Total</i>	<i>55.7%</i>	<i>34.2%</i>	<i>10.1%</i>			<i>36.4%</i>
Paraphernalia	17	2	1	--	--	20
<i>% of Total</i>	<i>85.0%</i>	<i>10.0%</i>	<i>5.0%</i>			<i>9.2%</i>
Possession	25	3	5	--	--	33
<i>% of Total</i>	<i>75.8%</i>	<i>9.1%</i>	<i>15.2%</i>			<i>15.2%</i>
Weapons	4	2	--	--	--	6
<i>% of Total</i>	<i>66.7%</i>	<i>33.3%</i>				<i>2.8%</i>
Other	1	1	--	--	--	2
<i>% of Total</i>	<i>50.0%</i>	<i>50.0%</i>				<i>0.9%</i>
No Charges Filed	13	6	2	--	2	23
<i>% of Total</i>	<i>56.5%</i>	<i>26.1%</i>	<i>8.7%</i>		<i>8.7%</i>	<i>10.6%</i>
Total	143	48	24	0	2	217
<i>% of Total</i>	<i>65.9%</i>	<i>22.1%</i>	<i>11.1%</i>	<i>0.0%</i>	<i>0.9%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	41	20	8	0	0	69
<i>% of Total</i>	<i>59.4%</i>	<i>29.0%</i>	<i>11.6%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

A100-Port Norris

Troop A

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	986	299	138	--	20	6	1,449
<i>% of Total</i>	68.0%	20.6%	9.5%		1.4%	0.4%	67.7%
Non-Moving	408	175	59	--	5	1	648
<i>% of Total</i>	63.0%	27.0%	9.1%		0.8%	0.2%	30.3%
No Reason Provided	27	8	4	--	--	3	42
<i>% of Total</i>	64.3%	19.0%	9.5%			7.1%	2.0%
Total	1,421	482	201	0	25	10	2,139
<i>% of Total</i>	66.4%	22.5%	9.4%	0.0%	1.2%	0.5%	100.0%

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	131	88	31	--	3	1	254
<i>% of Total</i>	51.6%	34.6%	12.2%		1.2%	0.4%	95.1%
Occupant Frisks	9	2	2	--	--	--	13
<i>% of Total</i>	69.2%	15.4%	15.4%				4.9%
Non-Consensual Searches	91	65	20	--	--	--	176
<i>% of Total</i>	51.7%	36.9%	11.4%				65.9%
Canine Deployments	1	--	--	--	--	--	1
<i>% of Total</i>	100.0%						0.4%
Arrests	98	70	20	--	--	--	188
<i>% of Total</i>	52.1%	37.2%	10.6%				70.4%
Total	143	88	32	0	3	1	267
<i>% of Total</i>	53.6%	33.0%	12.0%	0.0%	1.1%	0.4%	100.0%

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

July 1, 2013 - December 31, 2013

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

A100-Port Norris

Troop A

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	1	--	--	--	--	1
<i>% of Total</i>	100.0%					4.8%
Granted	9	8	3	--	--	20
<i>% of Total</i>	45.0%	40.0%	15.0%			95.2%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	10	8	3	0	0	21
<i>% of Total</i>	47.6%	38.1%	14.3%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	101	20	11	--	3	1	136
<i>% of Total</i>	74.3%	14.7%	8.1%		2.2%	0.7%	6.4%
Moving Warning	548	164	62	--	12	5	791
<i>% of Total</i>	69.3%	20.7%	7.8%		1.5%	0.6%	37.0%
Non-Moving Summons	128	58	30	--	3	--	219
<i>% of Total</i>	58.4%	26.5%	13.7%		1.4%		10.2%
Non-Moving Warning	206	84	33	--	2	1	326
<i>% of Total</i>	63.2%	25.8%	10.1%		0.6%	0.3%	15.2%
Mixed	158	85	32	--	1	--	276
<i>% of Total</i>	57.2%	30.8%	11.6%		0.4%		12.9%
Other	280	71	33	--	4	3	391
<i>% of Total</i>	71.6%	18.2%	8.4%		1.0%	0.8%	18.3%
Total	1,421	482	201	0	25	10	2,139
<i>% of Total</i>	66.4%	22.5%	9.4%	0.0%	1.2%	0.5%	100.0%

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	7	2	1	0	0	10
<i>% of Total</i>	70.0%	20.0%	10.0%	0.0%	0.0%	100.0%

A100-Port Norris

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	115	84	21	0	0	220
<i>% of Total</i>	<i>52.3%</i>	<i>38.2%</i>	<i>9.5%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	34	10	8	--	--	52
<i>% of Total</i>	<i>65.4%</i>	<i>19.2%</i>	<i>15.4%</i>			<i>20.9%</i>
Obstruction	68	66	12	--	--	146
<i>% of Total</i>	<i>46.6%</i>	<i>45.2%</i>	<i>8.2%</i>			<i>58.6%</i>
Paraphernalia	7	--	--	--	--	7
<i>% of Total</i>	<i>100.0%</i>					<i>2.8%</i>
Possession	10	5	1	--	--	16
<i>% of Total</i>	<i>62.5%</i>	<i>31.3%</i>	<i>6.3%</i>			<i>6.4%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	2	7	--	--	--	9
<i>% of Total</i>	<i>22.2%</i>	<i>77.8%</i>				<i>3.6%</i>
No Charges Filed	10	7	2	--	--	19
<i>% of Total</i>	<i>52.6%</i>	<i>36.8%</i>	<i>10.5%</i>			<i>7.6%</i>
Total	131	95	23	0	0	249
<i>% of Total</i>	<i>52.6%</i>	<i>38.2%</i>	<i>9.2%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	60	55	11	0	0	126
<i>% of Total</i>	<i>47.6%</i>	<i>43.7%</i>	<i>8.7%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

A140-Woodstown

Troop A

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	1,439	718	233	1	59	10	2,460
<i>% of Total</i>	58.5%	29.2%	9.5%	0.0%	2.4%	0.4%	71.0%
Non-Moving	508	330	92	--	11	2	943
<i>% of Total</i>	53.9%	35.0%	9.8%		1.2%	0.2%	27.2%
No Reason Provided	29	19	8	--	1	4	61
<i>% of Total</i>	47.5%	31.1%	13.1%		1.6%	6.6%	1.8%
Total	1,976	1,067	333	1	71	16	3,464
<i>% of Total</i>	57.0%	30.8%	9.6%	0.0%	2.0%	0.5%	100.0%

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Vehicle Exits	111	106	34	--	1	252
<i>% of Total</i>	44.0%	42.1%	13.5%		0.4%	93.7%
Occupant Frisks	9	4	3	--	--	16
<i>% of Total</i>	56.3%	25.0%	18.8%			5.9%
Non-Consensual Searches	84	74	22	--	--	180
<i>% of Total</i>	46.7%	41.1%	12.2%			66.9%
Canine Deployments	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Arrests	87	82	23	--	--	192
<i>% of Total</i>	45.3%	42.7%	12.0%			71.4%
Total	122	109	37	0	1	269
<i>% of Total</i>	45.4%	40.5%	13.8%	0.0%	0.4%	100.0%

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

July 1, 2013 - December 31, 2013

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

A140-Woodstown

Troop A

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Granted	10	16	1	--	--	27
<i>% of Total</i>	<i>37.0%</i>	<i>59.3%</i>	<i>3.7%</i>			<i>100.0%</i>
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Total Requests	10	16	1	0	0	27
<i>% of Total</i>	<i>37.0%</i>	<i>59.3%</i>	<i>3.7%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	109	67	27	--	9	--	212
<i>% of Total</i>	<i>51.4%</i>	<i>31.6%</i>	<i>12.7%</i>		<i>4.2%</i>		<i>6.1%</i>
Moving Warning	735	351	83	1	31	2	1,203
<i>% of Total</i>	<i>61.1%</i>	<i>29.2%</i>	<i>6.9%</i>	<i>0.1%</i>	<i>2.6%</i>	<i>0.2%</i>	<i>34.7%</i>
Non-Moving Summons	164	116	59	--	2	1	342
<i>% of Total</i>	<i>48.0%</i>	<i>33.9%</i>	<i>17.3%</i>		<i>0.6%</i>	<i>0.3%</i>	<i>9.9%</i>
Non-Moving Warning	290	183	34	--	12	--	519
<i>% of Total</i>	<i>55.9%</i>	<i>35.3%</i>	<i>6.6%</i>		<i>2.3%</i>		<i>15.0%</i>
Mixed	304	172	90	--	10	1	577
<i>% of Total</i>	<i>52.7%</i>	<i>29.8%</i>	<i>15.6%</i>		<i>1.7%</i>	<i>0.2%</i>	<i>16.7%</i>
Other	374	178	40	--	7	12	611
<i>% of Total</i>	<i>61.2%</i>	<i>29.1%</i>	<i>6.5%</i>		<i>1.1%</i>	<i>2.0%</i>	<i>17.6%</i>
Total	1,976	1,067	333	1	71	16	3,464
<i>% of Total</i>	<i>57.0%</i>	<i>30.8%</i>	<i>9.6%</i>	<i>0.0%</i>	<i>2.0%</i>	<i>0.5%</i>	<i>100.0%</i>

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	8	9	0	0	0	17
<i>% of Total</i>	<i>47.1%</i>	<i>52.9%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

A140-Woodstown

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	100	93	28	0	0	221
<i>% of Total</i>	45.2%	42.1%	12.7%	0.0%	0.0%	100.0%

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	38	12	11	--	--	61
<i>% of Total</i>	62.3%	19.7%	18.0%			24.4%
Obstruction	42	61	17	--	--	120
<i>% of Total</i>	35.0%	50.8%	14.2%			48.0%
Paraphernalia	4	2	--	--	--	6
<i>% of Total</i>	66.7%	33.3%				2.4%
Possession	9	12	1	--	--	22
<i>% of Total</i>	40.9%	54.5%	4.5%			8.8%
Weapons	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Other	5	4	2	--	--	11
<i>% of Total</i>	45.5%	36.4%	18.2%			4.4%
No Charges Filed	14	15	1	--	--	30
<i>% of Total</i>	46.7%	50.0%	3.3%			12.0%
Total	112	106	32	0	0	250
<i>% of Total</i>	44.8%	42.4%	12.8%	0.0%	0.0%	100.0%

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	35	54	13	0	0	102
<i>% of Total</i>	34.3%	52.9%	12.7%	0.0%	0.0%	100.0%

A160- Atlantic City Expressway

Troop A

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	4,095	1,077	414	7	327	7	5,927
<i>% of Total</i>	69.1%	18.2%	7.0%	0.1%	5.5%	0.1%	90.5%
Non-Moving	251	113	57	--	25	--	446
<i>% of Total</i>	56.3%	25.3%	12.8%		5.6%		6.8%
No Reason Provided	109	38	14	--	8	6	175
<i>% of Total</i>	62.3%	21.7%	8.0%		4.6%	3.4%	2.7%
Total	4,455	1,228	485	7	360	13	6,548
<i>% of Total</i>	68.0%	18.8%	7.4%	0.1%	5.5%	0.2%	100.0%

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	361	174	71	1	36	1	644
<i>% of Total</i>	56.1%	27.0%	11.0%	0.2%	5.6%	0.2%	96.7%
Occupant Frisks	29	18	6	--	5	--	58
<i>% of Total</i>	50.0%	31.0%	10.3%		8.6%		8.7%
Non-Consensual Searches	150	90	33	--	7	--	280
<i>% of Total</i>	53.6%	32.1%	11.8%		2.5%		42.0%
Canine Deployments	--	--	1	--	--	--	1
<i>% of Total</i>			100.0%				0.2%
Arrests	153	98	34	--	6	--	291
<i>% of Total</i>	52.6%	33.7%	11.7%		2.1%		43.7%
Total	372	183	73	1	36	1	666
<i>% of Total</i>	55.9%	27.5%	11.0%	0.2%	5.4%	0.2%	100.0%

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

July 1, 2013 - December 31, 2013

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

A160- Atlantic City Expressway

Troop A

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Granted	9	21	2	--	--	32
<i>% of Total</i>	<i>28.1%</i>	<i>65.6%</i>	<i>6.3%</i>			<i>100.0%</i>
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Total Requests	9	21	2	0	0	32
<i>% of Total</i>	<i>28.1%</i>	<i>65.6%</i>	<i>6.3%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,020	245	94	2	103	1	1,465
<i>% of Total</i>	<i>69.6%</i>	<i>16.7%</i>	<i>6.4%</i>	<i>0.1%</i>	<i>7.0%</i>	<i>0.1%</i>	<i>22.4%</i>
Moving Warning	1,418	365	127	3	135	--	2,048
<i>% of Total</i>	<i>69.2%</i>	<i>17.8%</i>	<i>6.2%</i>	<i>0.1%</i>	<i>6.6%</i>		<i>31.3%</i>
Non-Moving Summons	329	119	51	1	19	--	519
<i>% of Total</i>	<i>63.4%</i>	<i>22.9%</i>	<i>9.8%</i>	<i>0.2%</i>	<i>3.7%</i>		<i>7.9%</i>
Non-Moving Warning	96	36	22	--	11	--	165
<i>% of Total</i>	<i>58.2%</i>	<i>21.8%</i>	<i>13.3%</i>		<i>6.7%</i>		<i>2.5%</i>
Mixed	622	225	109	--	33	1	990
<i>% of Total</i>	<i>62.8%</i>	<i>22.7%</i>	<i>11.0%</i>		<i>3.3%</i>	<i>0.1%</i>	<i>15.1%</i>
Other	970	238	82	1	59	11	1,361
<i>% of Total</i>	<i>71.3%</i>	<i>17.5%</i>	<i>6.0%</i>	<i>0.1%</i>	<i>4.3%</i>	<i>0.8%</i>	<i>20.8%</i>
Total	4,455	1,228	485	7	360	13	6,548
<i>% of Total</i>	<i>68.0%</i>	<i>18.8%</i>	<i>7.4%</i>	<i>0.1%</i>	<i>5.5%</i>	<i>0.2%</i>	<i>100.0%</i>

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	13	14	1	0	0	28
<i>% of Total</i>	<i>46.4%</i>	<i>50.0%</i>	<i>3.6%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

A160- Atlantic City Expressway

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	163	133	36	0	7	339
<i>% of Total</i>	48.1%	39.2%	10.6%	0.0%	2.1%	100.0%

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	105	24	19	--	5	153
<i>% of Total</i>	68.6%	15.7%	12.4%		3.3%	39.1%
Obstruction	41	72	14	--	--	127
<i>% of Total</i>	32.3%	56.7%	11.0%			32.5%
Paraphernalia	11	5	--	--	--	16
<i>% of Total</i>	68.8%	31.3%				4.1%
Possession	16	17	1	--	--	34
<i>% of Total</i>	47.1%	50.0%	2.9%			8.7%
Weapons	1	1	--	--	--	2
<i>% of Total</i>	50.0%	50.0%				0.5%
Other	6	4	2	--	--	12
<i>% of Total</i>	50.0%	33.3%	16.7%			3.1%
No Charges Filed	10	31	3	--	3	47
<i>% of Total</i>	21.3%	66.0%	6.4%		6.4%	12.0%
Total	190	154	39	0	8	391
<i>% of Total</i>	48.6%	39.4%	10.0%	0.0%	2.0%	100.0%

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	39	63	14	0	0	116
<i>% of Total</i>	33.6%	54.3%	12.1%	0.0%	0.0%	100.0%

A310-Bellmawr

Troop A

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	2,491	980	333	6	186	3	3,999
<i>% of Total</i>	62.3%	24.5%	8.3%	0.2%	4.7%	0.1%	79.1%
Non-Moving	571	220	126	--	16	1	934
<i>% of Total</i>	61.1%	23.6%	13.5%		1.7%	0.1%	18.5%
No Reason Provided	71	31	15	1	4	3	125
<i>% of Total</i>	56.8%	24.8%	12.0%	0.8%	3.2%	2.4%	2.5%
Total	3,133	1,231	474	7	206	7	5,058
<i>% of Total</i>	61.9%	24.3%	9.4%	0.1%	4.1%	0.1%	100.0%

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Vehicle Exits	266	117	38	--	8	429
<i>% of Total</i>	62.0%	27.3%	8.9%		1.9%	89.2%
Occupant Frisks	17	3	1	--	--	21
<i>% of Total</i>	81.0%	14.3%	4.8%			4.4%
Non-Consensual Searches	185	89	30	1	4	309
<i>% of Total</i>	59.9%	28.8%	9.7%	0.3%	1.3%	64.2%
Canine Deployments	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Arrests	207	96	30	1	4	338
<i>% of Total</i>	61.2%	28.4%	8.9%	0.3%	1.2%	70.3%
Total	301	127	44	1	8	481
<i>% of Total</i>	62.6%	26.4%	9.1%	0.2%	1.7%	100.0%

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

July 1, 2013 - December 31, 2013

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

A310-Bellmawr

Troop A

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Granted	39	8	--	--	--	47
<i>% of Total</i>	<i>83.0%</i>	<i>17.0%</i>				<i>100.0%</i>
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Total Requests	39	8	0	0	0	47
<i>% of Total</i>	<i>83.0%</i>	<i>17.0%</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, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	706	285	70	2	74	1	1,138
<i>% of Total</i>	<i>62.0%</i>	<i>25.0%</i>	<i>6.2%</i>	<i>0.2%</i>	<i>6.5%</i>	<i>0.1%</i>	<i>22.5%</i>
Moving Warning	704	260	76	1	45	--	1,086
<i>% of Total</i>	<i>64.8%</i>	<i>23.9%</i>	<i>7.0%</i>	<i>0.1%</i>	<i>4.1%</i>		<i>21.5%</i>
Non-Moving Summons	629	230	114	--	21	--	994
<i>% of Total</i>	<i>63.3%</i>	<i>23.1%</i>	<i>11.5%</i>		<i>2.1%</i>		<i>19.7%</i>
Non-Moving Warning	101	40	24	--	8	--	173
<i>% of Total</i>	<i>58.4%</i>	<i>23.1%</i>	<i>13.9%</i>		<i>4.6%</i>		<i>3.4%</i>
Mixed	590	268	129	3	38	2	1,030
<i>% of Total</i>	<i>57.3%</i>	<i>26.0%</i>	<i>12.5%</i>	<i>0.3%</i>	<i>3.7%</i>	<i>0.2%</i>	<i>20.4%</i>
Other	403	148	61	1	20	4	637
<i>% of Total</i>	<i>63.3%</i>	<i>23.2%</i>	<i>9.6%</i>	<i>0.2%</i>	<i>3.1%</i>	<i>0.6%</i>	<i>12.6%</i>
Total	3,133	1,231	474	7	206	7	5,058
<i>% of Total</i>	<i>61.9%</i>	<i>24.3%</i>	<i>9.4%</i>	<i>0.1%</i>	<i>4.1%</i>	<i>0.1%</i>	<i>100.0%</i>

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	51	6	2	0	0	59
<i>% of Total</i>	<i>86.4%</i>	<i>10.2%</i>	<i>3.4%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

A310-Bellmawr

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	250	106	32	1	3	392
<i>% of Total</i>	<i>63.8%</i>	<i>27.0%</i>	<i>8.2%</i>	<i>0.3%</i>	<i>0.8%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	83	21	13	1	3	121
<i>% of Total</i>	<i>68.6%</i>	<i>17.4%</i>	<i>10.7%</i>	<i>0.8%</i>	<i>2.5%</i>	<i>23.8%</i>
Obstruction	99	76	19	--	--	194
<i>% of Total</i>	<i>51.0%</i>	<i>39.2%</i>	<i>9.8%</i>			<i>38.1%</i>
Paraphernalia	63	3	1	--	--	67
<i>% of Total</i>	<i>94.0%</i>	<i>4.5%</i>	<i>1.5%</i>			<i>13.2%</i>
Possession	91	10	3	--	--	104
<i>% of Total</i>	<i>87.5%</i>	<i>9.6%</i>	<i>2.9%</i>			<i>20.4%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	3	1	--	--	--	4
<i>% of Total</i>	<i>75.0%</i>	<i>25.0%</i>				<i>0.8%</i>
No Charges Filed	12	6	1	--	--	19
<i>% of Total</i>	<i>63.2%</i>	<i>31.6%</i>	<i>5.3%</i>			<i>3.7%</i>
Total	351	117	37	1	3	509
<i>% of Total</i>	<i>69.0%</i>	<i>23.0%</i>	<i>7.3%</i>	<i>0.2%</i>	<i>0.6%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	97	71	16	0	0	184
<i>% of Total</i>	<i>52.7%</i>	<i>38.6%</i>	<i>8.7%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Other Stations

Troop A

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

July 1, 2013 - December 31, 2013

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	26	5	1	--	--	--	32
<i>% of Total</i>	<i>81.3%</i>	<i>15.6%</i>	<i>3.1%</i>				<i>9.2%</i>
Moving Warning	31	6	6	--	--	--	43
<i>% of Total</i>	<i>72.1%</i>	<i>14.0%</i>	<i>14.0%</i>				<i>12.4%</i>
Non-Moving Summons	19	21	9	--	--	1	50
<i>% of Total</i>	<i>38.0%</i>	<i>42.0%</i>	<i>18.0%</i>			<i>2.0%</i>	<i>14.5%</i>
Non-Moving Warning	38	30	8	--	1	1	78
<i>% of Total</i>	<i>48.7%</i>	<i>38.5%</i>	<i>10.3%</i>		<i>1.3%</i>	<i>1.3%</i>	<i>22.5%</i>
Mixed	8	7	4	--	--	--	19
<i>% of Total</i>	<i>42.1%</i>	<i>36.8%</i>	<i>21.1%</i>				<i>5.5%</i>
Other	71	36	10	--	6	1	124
<i>% of Total</i>	<i>57.3%</i>	<i>29.0%</i>	<i>8.1%</i>		<i>4.8%</i>	<i>0.8%</i>	<i>35.8%</i>
Total	193	105	38	0	7	3	346
<i>% of Total</i>	<i>55.8%</i>	<i>30.3%</i>	<i>11.0%</i>	<i>0.0%</i>	<i>2.0%</i>	<i>0.9%</i>	<i>100.0%</i>

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

July 1, 2013 - December 31, 2013

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

Other Stations

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	5	13	3	0	0	21
<i>% of Total</i>	<i>23.8%</i>	<i>61.9%</i>	<i>14.3%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	2	1	2	--	--	5
<i>% of Total</i>	<i>40.0%</i>	<i>20.0%</i>	<i>40.0%</i>			<i>22.7%</i>
Obstruction	3	8	2	--	--	13
<i>% of Total</i>	<i>23.1%</i>	<i>61.5%</i>	<i>15.4%</i>			<i>59.1%</i>
Paraphernalia	--	1	--	--	--	1
<i>% of Total</i>		<i>100.0%</i>				<i>4.5%</i>
Possession	--	2	--	--	--	2
<i>% of Total</i>		<i>100.0%</i>				<i>9.1%</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	5	13	4	0	0	22
<i>% of Total</i>	<i>22.7%</i>	<i>59.1%</i>	<i>18.2%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	3	8	2	0	0	13
<i>% of Total</i>	<i>23.1%</i>	<i>61.5%</i>	<i>15.4%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

C020-Bordentown

Troop C

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	2,427	1,343	394	4	274	14	4,456
<i>% of Total</i>	54.5%	30.1%	8.8%	0.1%	6.1%	0.3%	76.0%
Non-Moving	631	487	141	2	27	8	1,296
<i>% of Total</i>	48.7%	37.6%	10.9%	0.2%	2.1%	0.6%	22.1%
No Reason Provided	44	45	11	--	5	6	111
<i>% of Total</i>	39.6%	40.5%	9.9%		4.5%	5.4%	1.9%
Total	3,102	1,875	546	6	306	28	5,863
<i>% of Total</i>	52.9%	32.0%	9.3%	0.1%	5.2%	0.5%	100.0%

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Vehicle Exits	228	253	65	--	11	557
<i>% of Total</i>	40.9%	45.4%	11.7%		2.0%	97.0%
Occupant Frisks	13	15	4	--	1	33
<i>% of Total</i>	39.4%	45.5%	12.1%		3.0%	5.7%
Non-Consensual Searches	146	178	47	--	7	378
<i>% of Total</i>	38.6%	47.1%	12.4%		1.9%	65.9%
Canine Deployments	1	1	--	--	--	2
<i>% of Total</i>	50.0%	50.0%				0.3%
Arrests	163	219	52	--	9	443
<i>% of Total</i>	36.8%	49.4%	11.7%		2.0%	77.2%
Total	238	257	68	0	11	574
<i>% of Total</i>	41.5%	44.8%	11.8%	0.0%	1.9%	100.0%

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

July 1, 2013 - December 31, 2013

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

C020-Bordentown

Troop C

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	2	4	--	--	--	6
<i>% of Total</i>	33.3%	66.7%				5.4%
Granted	32	63	7	--	3	105
<i>% of Total</i>	30.5%	60.0%	6.7%		2.9%	94.6%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	34	67	7	0	3	111
<i>% of Total</i>	30.6%	60.4%	6.3%	0.0%	2.7%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	724	319	107	1	130	3	1,284
<i>% of Total</i>	56.4%	24.8%	8.3%	0.1%	10.1%	0.2%	21.9%
Moving Warning	713	413	106	1	70	3	1,306
<i>% of Total</i>	54.6%	31.6%	8.1%	0.1%	5.4%	0.2%	22.3%
Non-Moving Summons	453	314	106	1	23	8	905
<i>% of Total</i>	50.1%	34.7%	11.7%	0.1%	2.5%	0.9%	15.4%
Non-Moving Warning	236	183	46	1	9	--	475
<i>% of Total</i>	49.7%	38.5%	9.7%	0.2%	1.9%		8.1%
Mixed	288	253	71	--	36	3	651
<i>% of Total</i>	44.2%	38.9%	10.9%		5.5%	0.5%	11.1%
Other	688	393	110	2	38	11	1,242
<i>% of Total</i>	55.4%	31.6%	8.9%	0.2%	3.1%	0.9%	21.2%
Total	3,102	1,875	546	6	306	28	5,863
<i>% of Total</i>	52.9%	32.0%	9.3%	0.1%	5.2%	0.5%	100.0%

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	25	41	3	0	2	71
<i>% of Total</i>	35.2%	57.7%	4.2%	0.0%	2.8%	100.0%

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Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	187	300	56	0	11	554
<i>% of Total</i>	<i>33.8%</i>	<i>54.2%</i>	<i>10.1%</i>	<i>0.0%</i>	<i>2.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	46	34	16	--	1	97
<i>% of Total</i>	<i>47.4%</i>	<i>35.1%</i>	<i>16.5%</i>		<i>1.0%</i>	<i>14.5%</i>
Obstruction	86	186	32	--	4	308
<i>% of Total</i>	<i>27.9%</i>	<i>60.4%</i>	<i>10.4%</i>		<i>1.3%</i>	<i>46.0%</i>
Paraphernalia	16	22	2	--	--	40
<i>% of Total</i>	<i>40.0%</i>	<i>55.0%</i>	<i>5.0%</i>			<i>6.0%</i>
Possession	44	70	4	--	2	120
<i>% of Total</i>	<i>36.7%</i>	<i>58.3%</i>	<i>3.3%</i>		<i>1.7%</i>	<i>17.9%</i>
Weapons	--	5	2	--	--	7
<i>% of Total</i>		<i>71.4%</i>	<i>28.6%</i>			<i>1.0%</i>
Other	10	5	3	--	--	18
<i>% of Total</i>	<i>55.6%</i>	<i>27.8%</i>	<i>16.7%</i>			<i>2.7%</i>
No Charges Filed	27	42	7	--	4	80
<i>% of Total</i>	<i>33.8%</i>	<i>52.5%</i>	<i>8.8%</i>		<i>5.0%</i>	<i>11.9%</i>
Total	229	364	66	0	11	670
<i>% of Total</i>	<i>34.2%</i>	<i>54.3%</i>	<i>9.9%</i>	<i>0.0%</i>	<i>1.6%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	82	170	27	0	4	283
<i>% of Total</i>	<i>29.0%</i>	<i>60.1%</i>	<i>9.5%</i>	<i>0.0%</i>	<i>1.4%</i>	<i>100.0%</i>

C040-Kingwood

Troop C

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Granted	13	3	1	--	1	18
<i>% of Total</i>	<i>72.2%</i>	<i>16.7%</i>	<i>5.6%</i>		<i>5.6%</i>	<i>100.0%</i>
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Total Requests	13	3	1	0	1	18
<i>% of Total</i>	<i>72.2%</i>	<i>16.7%</i>	<i>5.6%</i>	<i>0.0%</i>	<i>5.6%</i>	<i>100.0%</i>

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	880	69	51	2	99	--	1,101
<i>% of Total</i>	<i>79.9%</i>	<i>6.3%</i>	<i>4.6%</i>	<i>0.2%</i>	<i>9.0%</i>		<i>21.9%</i>
Moving Warning	1,380	61	56	1	66	3	1,567
<i>% of Total</i>	<i>88.1%</i>	<i>3.9%</i>	<i>3.6%</i>	<i>0.1%</i>	<i>4.2%</i>	<i>0.2%</i>	<i>31.2%</i>
Non-Moving Summons	205	20	28	1	9	3	266
<i>% of Total</i>	<i>77.1%</i>	<i>7.5%</i>	<i>10.5%</i>	<i>0.4%</i>	<i>3.4%</i>	<i>1.1%</i>	<i>5.3%</i>
Non-Moving Warning	415	30	28	--	21	1	495
<i>% of Total</i>	<i>83.8%</i>	<i>6.1%</i>	<i>5.7%</i>		<i>4.2%</i>	<i>0.2%</i>	<i>9.9%</i>
Mixed	725	55	45	--	68	3	896
<i>% of Total</i>	<i>80.9%</i>	<i>6.1%</i>	<i>5.0%</i>		<i>7.6%</i>	<i>0.3%</i>	<i>17.9%</i>
Other	606	31	27	--	19	8	691
<i>% of Total</i>	<i>87.7%</i>	<i>4.5%</i>	<i>3.9%</i>		<i>2.7%</i>	<i>1.2%</i>	<i>13.8%</i>
Total	4,211	266	235	4	282	18	5,016
<i>% of Total</i>	<i>84.0%</i>	<i>5.3%</i>	<i>4.7%</i>	<i>0.1%</i>	<i>5.6%</i>	<i>0.4%</i>	<i>100.0%</i>

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	7	3	1	0	0	11
<i>% of Total</i>	<i>63.6%</i>	<i>27.3%</i>	<i>9.1%</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, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	70	21	5	0	5	101
<i>% of Total</i>	<i>69.3%</i>	<i>20.8%</i>	<i>5.0%</i>	<i>0.0%</i>	<i>5.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	25	2	1	--	2	30
<i>% of Total</i>	<i>83.3%</i>	<i>6.7%</i>	<i>3.3%</i>		<i>6.7%</i>	<i>25.2%</i>
Obstruction	27	13	3	--	1	44
<i>% of Total</i>	<i>61.4%</i>	<i>29.5%</i>	<i>6.8%</i>		<i>2.3%</i>	<i>37.0%</i>
Paraphernalia	9	1	1	--	--	11
<i>% of Total</i>	<i>81.8%</i>	<i>9.1%</i>	<i>9.1%</i>			<i>9.2%</i>
Possession	13	4	2	--	--	19
<i>% of Total</i>	<i>68.4%</i>	<i>21.1%</i>	<i>10.5%</i>			<i>16.0%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	2	1	--	--	1	4
<i>% of Total</i>	<i>50.0%</i>	<i>25.0%</i>			<i>25.0%</i>	<i>3.4%</i>
No Charges Filed	7	2	--	--	2	11
<i>% of Total</i>	<i>63.6%</i>	<i>18.2%</i>			<i>18.2%</i>	<i>9.2%</i>
Total	83	23	7	0	6	119
<i>% of Total</i>	<i>69.7%</i>	<i>19.3%</i>	<i>5.9%</i>	<i>0.0%</i>	<i>5.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	24	12	2	0	1	39
<i>% of Total</i>	<i>61.5%</i>	<i>30.8%</i>	<i>5.1%</i>	<i>0.0%</i>	<i>2.6%</i>	<i>100.0%</i>

C060-Hamilton

Troop C

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	4,080	1,088	622	8	269	21	6,088
<i>% of Total</i>	67.0%	17.9%	10.2%	0.1%	4.4%	0.3%	65.0%
Non-Moving	1,606	950	468	1	73	9	3,107
<i>% of Total</i>	51.7%	30.6%	15.1%	0.0%	2.3%	0.3%	33.2%
No Reason Provided	73	42	34	--	7	10	166
<i>% of Total</i>	44.0%	25.3%	20.5%		4.2%	6.0%	1.8%
Total	5,759	2,080	1,124	9	349	40	9,361
<i>% of Total</i>	61.5%	22.2%	12.0%	0.1%	3.7%	0.4%	100.0%

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	294	307	135	3	12	1	752
<i>% of Total</i>	39.1%	40.8%	18.0%	0.4%	1.6%	0.1%	97.9%
Occupant Frisks	23	14	11	1	1	--	50
<i>% of Total</i>	46.0%	28.0%	22.0%	2.0%	2.0%		6.5%
Non-Consensual Searches	196	240	87	3	9	--	535
<i>% of Total</i>	36.6%	44.9%	16.3%	0.6%	1.7%		69.7%
Canine Deployments	4	4	--	--	--	--	8
<i>% of Total</i>	50.0%	50.0%					1.0%
Arrests	219	274	96	3	9	--	601
<i>% of Total</i>	36.4%	45.6%	16.0%	0.5%	1.5%		78.3%
Total	306	309	135	3	14	1	768
<i>% of Total</i>	39.8%	40.2%	17.6%	0.4%	1.8%	0.1%	100.0%

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

July 1, 2013 - December 31, 2013

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

C060-Hamilton

Troop C

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	4	2	--	--	--	6
<i>% of Total</i>	66.7%	33.3%				4.0%
Granted	50	71	21	--	1	143
<i>% of Total</i>	35.0%	49.7%	14.7%		0.7%	96.0%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	54	73	21	0	1	149
<i>% of Total</i>	36.2%	49.0%	14.1%	0.0%	0.7%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,099	248	141	2	103	2	1,595
<i>% of Total</i>	68.9%	15.5%	8.8%	0.1%	6.5%	0.1%	17.0%
Moving Warning	1,494	394	173	3	91	6	2,161
<i>% of Total</i>	69.1%	18.2%	8.0%	0.1%	4.2%	0.3%	23.1%
Non-Moving Summons	644	388	224	--	31	2	1,289
<i>% of Total</i>	50.0%	30.1%	17.4%		2.4%	0.2%	13.8%
Non-Moving Warning	673	376	189	--	41	1	1,280
<i>% of Total</i>	52.6%	29.4%	14.8%		3.2%	0.1%	13.7%
Mixed	660	279	217	--	42	4	1,202
<i>% of Total</i>	54.9%	23.2%	18.1%		3.5%	0.3%	12.8%
Other	1,189	395	180	4	41	25	1,834
<i>% of Total</i>	64.8%	21.5%	9.8%	0.2%	2.2%	1.4%	19.6%
Total	5,759	2,080	1,124	9	349	40	9,361
<i>% of Total</i>	61.5%	22.2%	12.0%	0.1%	3.7%	0.4%	100.0%

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	39	39	13	0	1	92
<i>% of Total</i>	42.4%	42.4%	14.1%	0.0%	1.1%	100.0%

C060-Hamilton

Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	267	365	115	3	9	759
<i>% of Total</i>	<i>35.2%</i>	<i>48.1%</i>	<i>15.2%</i>	<i>0.4%</i>	<i>1.2%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	74	29	26	--	6	135
<i>% of Total</i>	<i>54.8%</i>	<i>21.5%</i>	<i>19.3%</i>		<i>4.4%</i>	<i>14.1%</i>
Obstruction	101	263	52	3	2	421
<i>% of Total</i>	<i>24.0%</i>	<i>62.5%</i>	<i>12.4%</i>	<i>0.7%</i>	<i>0.5%</i>	<i>43.9%</i>
Paraphernalia	44	22	6	--	--	72
<i>% of Total</i>	<i>61.1%</i>	<i>30.6%</i>	<i>8.3%</i>			<i>7.5%</i>
Possession	79	70	23	1	2	175
<i>% of Total</i>	<i>45.1%</i>	<i>40.0%</i>	<i>13.1%</i>	<i>0.6%</i>	<i>1.1%</i>	<i>18.3%</i>
Weapons	4	7	--	--	--	11
<i>% of Total</i>	<i>36.4%</i>	<i>63.6%</i>				<i>1.1%</i>
Other	5	7	3	--	1	16
<i>% of Total</i>	<i>31.3%</i>	<i>43.8%</i>	<i>18.8%</i>		<i>6.3%</i>	<i>1.7%</i>
No Charges Filed	45	62	21	--	--	128
<i>% of Total</i>	<i>35.2%</i>	<i>48.4%</i>	<i>16.4%</i>			<i>13.4%</i>
Total	352	460	131	4	11	958
<i>% of Total</i>	<i>36.7%</i>	<i>48.0%</i>	<i>13.7%</i>	<i>0.4%</i>	<i>1.1%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	96	238	48	3	2	387
<i>% of Total</i>	<i>24.8%</i>	<i>61.5%</i>	<i>12.4%</i>	<i>0.8%</i>	<i>0.5%</i>	<i>100.0%</i>

C080-Red Lion

Troop C

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Granted	30	12	4	--	1	47
<i>% of Total</i>	63.8%	25.5%	8.5%		2.1%	100.0%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	30	12	4	0	1	47
<i>% of Total</i>	63.8%	25.5%	8.5%	0.0%	2.1%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	525	51	32	1	30	--	639
<i>% of Total</i>	82.2%	8.0%	5.0%	0.2%	4.7%		14.9%
Moving Warning	962	151	68	2	21	--	1,204
<i>% of Total</i>	79.9%	12.5%	5.6%	0.2%	1.7%		28.2%
Non-Moving Summons	315	56	31	--	14	1	417
<i>% of Total</i>	75.5%	13.4%	7.4%		3.4%	0.2%	9.7%
Non-Moving Warning	271	73	23	--	6	2	375
<i>% of Total</i>	72.3%	19.5%	6.1%		1.6%	0.5%	8.8%
Mixed	386	54	46	2	12	1	501
<i>% of Total</i>	77.0%	10.8%	9.2%	0.4%	2.4%	0.2%	11.7%
Other	892	158	50	--	29	12	1,141
<i>% of Total</i>	78.2%	13.8%	4.4%		2.5%	1.1%	26.7%
Total	3,351	543	250	5	112	16	4,277
<i>% of Total</i>	78.3%	12.7%	5.8%	0.1%	2.6%	0.4%	100.0%

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	23	8	2	0	2	35
<i>% of Total</i>	65.7%	22.9%	5.7%	0.0%	5.7%	100.0%

C080-Red Lion

Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	155	68	22	0	2	247
<i>% of Total</i>	<i>62.8%</i>	<i>27.5%</i>	<i>8.9%</i>	<i>0.0%</i>	<i>0.8%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	52	10	6	--	2	70
<i>% of Total</i>	<i>74.3%</i>	<i>14.3%</i>	<i>8.6%</i>		<i>2.9%</i>	<i>22.1%</i>
Obstruction	60	51	11	--	--	122
<i>% of Total</i>	<i>49.2%</i>	<i>41.8%</i>	<i>9.0%</i>			<i>38.5%</i>
Paraphernalia	19	2	--	--	--	21
<i>% of Total</i>	<i>90.5%</i>	<i>9.5%</i>				<i>6.6%</i>
Possession	38	18	--	--	1	57
<i>% of Total</i>	<i>66.7%</i>	<i>31.6%</i>			<i>1.8%</i>	<i>18.0%</i>
Weapons	2	--	--	--	--	2
<i>% of Total</i>	<i>100.0%</i>					<i>0.6%</i>
Other	4	3	8	--	--	15
<i>% of Total</i>	<i>26.7%</i>	<i>20.0%</i>	<i>53.3%</i>			<i>4.7%</i>
No Charges Filed	22	4	4	--	--	30
<i>% of Total</i>	<i>73.3%</i>	<i>13.3%</i>	<i>13.3%</i>			<i>9.5%</i>
Total	197	88	29	0	3	317
<i>% of Total</i>	<i>62.1%</i>	<i>27.8%</i>	<i>9.1%</i>	<i>0.0%</i>	<i>0.9%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	54	45	10	0	0	109
<i>% of Total</i>	<i>49.5%</i>	<i>41.3%</i>	<i>9.2%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

C120-Tuckerton

Troop C

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	1	--	--	--	--	1
<i>% of Total</i>	100.0%					2.0%
Granted	39	8	3	--	--	50
<i>% of Total</i>	78.0%	16.0%	6.0%			98.0%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	40	8	3	0	0	51
<i>% of Total</i>	78.4%	15.7%	5.9%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	455	22	42	--	27	2	548
<i>% of Total</i>	83.0%	4.0%	7.7%		4.9%	0.4%	10.6%
Moving Warning	1,046	64	73	--	37	3	1,223
<i>% of Total</i>	85.5%	5.2%	6.0%		3.0%	0.2%	23.7%
Non-Moving Summons	716	33	61	--	16	1	827
<i>% of Total</i>	86.6%	4.0%	7.4%		1.9%	0.1%	16.0%
Non-Moving Warning	1,046	52	64	--	17	--	1,179
<i>% of Total</i>	88.7%	4.4%	5.4%		1.4%		22.9%
Mixed	355	24	43	1	8	--	431
<i>% of Total</i>	82.4%	5.6%	10.0%	0.2%	1.9%		8.4%
Other	817	58	48	2	20	6	951
<i>% of Total</i>	85.9%	6.1%	5.0%	0.2%	2.1%	0.6%	18.4%
Total	4,435	253	331	3	125	12	5,159
<i>% of Total</i>	86.0%	4.9%	6.4%	0.1%	2.4%	0.2%	100.0%

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	36	6	2	0	0	44
<i>% of Total</i>	81.8%	13.6%	4.5%	0.0%	0.0%	100.0%

C120-Tuckerton

Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	212	38	28	0	1	279
<i>% of Total</i>	<i>76.0%</i>	<i>13.6%</i>	<i>10.0%</i>	<i>0.0%</i>	<i>0.4%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	47	3	3	--	--	53
<i>% of Total</i>	<i>88.7%</i>	<i>5.7%</i>	<i>5.7%</i>			<i>14.9%</i>
Obstruction	122	18	18	--	1	159
<i>% of Total</i>	<i>76.7%</i>	<i>11.3%</i>	<i>11.3%</i>		<i>0.6%</i>	<i>44.7%</i>
Paraphernalia	43	3	1	--	--	47
<i>% of Total</i>	<i>91.5%</i>	<i>6.4%</i>	<i>2.1%</i>			<i>13.2%</i>
Possession	44	15	2	--	--	61
<i>% of Total</i>	<i>72.1%</i>	<i>24.6%</i>	<i>3.3%</i>			<i>17.1%</i>
Weapons	2	--	--	--	--	2
<i>% of Total</i>	<i>100.0%</i>					<i>0.6%</i>
Other	6	--	--	--	--	6
<i>% of Total</i>	<i>100.0%</i>					<i>1.7%</i>
No Charges Filed	15	7	6	--	--	28
<i>% of Total</i>	<i>53.6%</i>	<i>25.0%</i>	<i>21.4%</i>			<i>7.9%</i>
Total	279	46	30	0	1	356
<i>% of Total</i>	<i>78.4%</i>	<i>12.9%</i>	<i>8.4%</i>	<i>0.0%</i>	<i>0.3%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	114	17	18	0	1	150
<i>% of Total</i>	<i>76.0%</i>	<i>11.3%</i>	<i>12.0%</i>	<i>0.0%</i>	<i>0.7%</i>	<i>100.0%</i>

Other Stations

Troop C

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	--	2	--	--	--	2
<i>% of Total</i>		100.0%				3.3%
Granted	8	47	4	--	--	59
<i>% of Total</i>	13.6%	79.7%	6.8%			96.7%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	8	49	4	0	0	61
<i>% of Total</i>	13.1%	80.3%	6.6%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	37	19	6	1	2	--	65
<i>% of Total</i>	56.9%	29.2%	9.2%	1.5%	3.1%		6.0%
Moving Warning	27	23	1	--	1	--	52
<i>% of Total</i>	51.9%	44.2%	1.9%		1.9%		4.8%
Non-Moving Summons	76	270	65	--	3	1	415
<i>% of Total</i>	18.3%	65.1%	15.7%		0.7%	0.2%	38.0%
Non-Moving Warning	11	85	19	--	--	3	118
<i>% of Total</i>	9.3%	72.0%	16.1%			2.5%	10.8%
Mixed	26	56	8	--	3	--	93
<i>% of Total</i>	28.0%	60.2%	8.6%		3.2%		8.5%
Other	80	220	37	--	--	12	349
<i>% of Total</i>	22.9%	63.0%	10.6%			3.4%	32.0%
Total	257	673	136	1	9	16	1,092
<i>% of Total</i>	23.5%	61.6%	12.5%	0.1%	0.8%	1.5%	100.0%

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	7	26	6	0	0	39
<i>% of Total</i>	17.9%	66.7%	15.4%	0.0%	0.0%	100.0%

Other Stations

Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	27	255	29	0	0	311
<i>% of Total</i>	<i>8.7%</i>	<i>82.0%</i>	<i>9.3%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	2	7	2	--	--	11
<i>% of Total</i>	<i>18.2%</i>	<i>63.6%</i>	<i>18.2%</i>			<i>2.7%</i>
Obstruction	15	207	23	--	--	245
<i>% of Total</i>	<i>6.1%</i>	<i>84.5%</i>	<i>9.4%</i>			<i>60.8%</i>
Paraphernalia	9	11	4	--	--	24
<i>% of Total</i>	<i>37.5%</i>	<i>45.8%</i>	<i>16.7%</i>			<i>6.0%</i>
Possession	13	52	15	--	--	80
<i>% of Total</i>	<i>16.3%</i>	<i>65.0%</i>	<i>18.8%</i>			<i>19.9%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	1	3	2	--	--	6
<i>% of Total</i>	<i>16.7%</i>	<i>50.0%</i>	<i>33.3%</i>			<i>1.5%</i>
No Charges Filed	--	35	2	--	--	37
<i>% of Total</i>		<i>94.6%</i>	<i>5.4%</i>			<i>9.2%</i>
Total	40	315	48	0	0	403
<i>% of Total</i>	<i>9.9%</i>	<i>78.2%</i>	<i>11.9%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	14	176	20	0	0	210
<i>% of Total</i>	<i>6.7%</i>	<i>83.8%</i>	<i>9.5%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

D010- Cranbury

Troop D

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	3,338	1,275	949	10	776	36	6,384
<i>% of Total</i>	52.3%	20.0%	14.9%	0.2%	12.2%	0.6%	84.1%
Non-Moving	405	200	200	3	100	27	935
<i>% of Total</i>	43.3%	21.4%	21.4%	0.3%	10.7%	2.9%	12.3%
No Reason Provided	118	55	43	--	31	21	268
<i>% of Total</i>	44.0%	20.5%	16.0%		11.6%	7.8%	3.5%
Total	3,861	1,530	1,192	13	907	84	7,587
<i>% of Total</i>	50.9%	20.2%	15.7%	0.2%	12.0%	1.1%	100.0%

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	116	97	98	--	23	1	335
<i>% of Total</i>	34.6%	29.0%	29.3%		6.9%	0.3%	96.8%
Occupant Frisks	7	8	9	--	1	--	25
<i>% of Total</i>	28.0%	32.0%	36.0%		4.0%		7.2%
Non-Consensual Searches	53	61	54	--	15	--	183
<i>% of Total</i>	29.0%	33.3%	29.5%		8.2%		52.9%
Canine Deployments	3	6	--	--	--	--	9
<i>% of Total</i>	33.3%	66.7%					2.6%
Arrests	69	72	55	--	15	--	211
<i>% of Total</i>	32.7%	34.1%	26.1%		7.1%		61.0%
Total	120	102	99	0	24	1	346
<i>% of Total</i>	34.7%	29.5%	28.6%	0.0%	6.9%	0.3%	100.0%

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

July 1, 2013 - December 31, 2013

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

D010- Cranbury

Troop D

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Granted	18	28	8	--	5	59
<i>% of Total</i>	<i>30.5%</i>	<i>47.5%</i>	<i>13.6%</i>		<i>8.5%</i>	<i>100.0%</i>
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Total Requests	18	28	8	0	5	59
<i>% of Total</i>	<i>30.5%</i>	<i>47.5%</i>	<i>13.6%</i>	<i>0.0%</i>	<i>8.5%</i>	<i>100.0%</i>

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,346	495	367	6	440	11	2,665
<i>% of Total</i>	<i>50.5%</i>	<i>18.6%</i>	<i>13.8%</i>	<i>0.2%</i>	<i>16.5%</i>	<i>0.4%</i>	<i>35.1%</i>
Moving Warning	643	217	154	--	81	--	1,095
<i>% of Total</i>	<i>58.7%</i>	<i>19.8%</i>	<i>14.1%</i>		<i>7.4%</i>		<i>14.4%</i>
Non-Moving Summons	412	190	200	--	108	33	943
<i>% of Total</i>	<i>43.7%</i>	<i>20.1%</i>	<i>21.2%</i>		<i>11.5%</i>	<i>3.5%</i>	<i>12.4%</i>
Non-Moving Warning	74	41	34	--	20	1	170
<i>% of Total</i>	<i>43.5%</i>	<i>24.1%</i>	<i>20.0%</i>		<i>11.8%</i>	<i>0.6%</i>	<i>2.2%</i>
Mixed	252	140	151	2	80	7	632
<i>% of Total</i>	<i>39.9%</i>	<i>22.2%</i>	<i>23.9%</i>	<i>0.3%</i>	<i>12.7%</i>	<i>1.1%</i>	<i>8.3%</i>
Other	1,134	447	286	5	178	32	2,082
<i>% of Total</i>	<i>54.5%</i>	<i>21.5%</i>	<i>13.7%</i>	<i>0.2%</i>	<i>8.5%</i>	<i>1.5%</i>	<i>27.4%</i>
Total	3,861	1,530	1,192	13	907	84	7,587
<i>% of Total</i>	<i>50.9%</i>	<i>20.2%</i>	<i>15.7%</i>	<i>0.2%</i>	<i>12.0%</i>	<i>1.1%</i>	<i>100.0%</i>

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	16	20	5	0	2	43
<i>% of Total</i>	<i>37.2%</i>	<i>46.5%</i>	<i>11.6%</i>	<i>0.0%</i>	<i>4.7%</i>	<i>100.0%</i>

D010- Cranbury

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	75	98	58	0	19	250
<i>% of Total</i>	<i>30.0%</i>	<i>39.2%</i>	<i>23.2%</i>	<i>0.0%</i>	<i>7.6%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	34	18	25	--	6	83
<i>% of Total</i>	<i>41.0%</i>	<i>21.7%</i>	<i>30.1%</i>		<i>7.2%</i>	<i>24.9%</i>
Obstruction	26	46	20	--	4	96
<i>% of Total</i>	<i>27.1%</i>	<i>47.9%</i>	<i>20.8%</i>		<i>4.2%</i>	<i>28.7%</i>
Paraphernalia	9	13	4	--	2	28
<i>% of Total</i>	<i>32.1%</i>	<i>46.4%</i>	<i>14.3%</i>		<i>7.1%</i>	<i>8.4%</i>
Possession	13	41	7	--	4	65
<i>% of Total</i>	<i>20.0%</i>	<i>63.1%</i>	<i>10.8%</i>		<i>6.2%</i>	<i>19.5%</i>
Weapons	5	5	--	--	--	10
<i>% of Total</i>	<i>50.0%</i>	<i>50.0%</i>				<i>3.0%</i>
Other	11	9	4	--	3	27
<i>% of Total</i>	<i>40.7%</i>	<i>33.3%</i>	<i>14.8%</i>		<i>11.1%</i>	<i>8.1%</i>
No Charges Filed	6	11	4	--	4	25
<i>% of Total</i>	<i>24.0%</i>	<i>44.0%</i>	<i>16.0%</i>		<i>16.0%</i>	<i>7.5%</i>
Total	104	143	64	0	23	334
<i>% of Total</i>	<i>31.1%</i>	<i>42.8%</i>	<i>19.2%</i>	<i>0.0%</i>	<i>6.9%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	22	34	19	0	2	77
<i>% of Total</i>	<i>28.6%</i>	<i>44.2%</i>	<i>24.7%</i>	<i>0.0%</i>	<i>2.6%</i>	<i>100.0%</i>

D020- Moorestown

Troop D

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	3,766	2,064	891	22	775	15	7,533
<i>% of Total</i>	50.0%	27.4%	11.8%	0.3%	10.3%	0.2%	90.9%
Non-Moving	335	178	93	--	46	3	655
<i>% of Total</i>	51.1%	27.2%	14.2%		7.0%	0.5%	7.9%
No Reason Provided	44	26	17	--	5	4	96
<i>% of Total</i>	45.8%	27.1%	17.7%		5.2%	4.2%	1.2%
Total	4,145	2,268	1,001	22	826	22	8,284
<i>% of Total</i>	50.0%	27.4%	12.1%	0.3%	10.0%	0.3%	100.0%

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Vehicle Exits	78	87	50	--	23	238
<i>% of Total</i>	32.8%	36.6%	21.0%		9.7%	97.5%
Occupant Frisks	9	5	15	--	2	31
<i>% of Total</i>	29.0%	16.1%	48.4%		6.5%	12.7%
Non-Consensual Searches	33	44	26	--	8	111
<i>% of Total</i>	29.7%	39.6%	23.4%		7.2%	45.5%
Canine Deployments	--	1	1	--	--	2
<i>% of Total</i>		50.0%	50.0%			0.8%
Arrests	39	55	26	--	10	130
<i>% of Total</i>	30.0%	42.3%	20.0%		7.7%	53.3%
Total	82	88	51	0	23	244
<i>% of Total</i>	33.6%	36.1%	20.9%	0.0%	9.4%	100.0%

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

July 1, 2013 - December 31, 2013

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

D020- Moorestown

Troop D

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	--	6	2	--	--	8
<i>% of Total</i>		75.0%	25.0%			19.0%
Granted	8	18	4	--	4	34
<i>% of Total</i>	23.5%	52.9%	11.8%		11.8%	81.0%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	8	24	6	0	4	42
<i>% of Total</i>	19.0%	57.1%	14.3%	0.0%	9.5%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,381	801	383	10	385	2	2,962
<i>% of Total</i>	46.6%	27.0%	12.9%	0.3%	13.0%	0.1%	35.8%
Moving Warning	1,073	560	207	5	156	4	2,005
<i>% of Total</i>	53.5%	27.9%	10.3%	0.2%	7.8%	0.2%	24.2%
Non-Moving Summons	471	237	129	1	95	3	936
<i>% of Total</i>	50.3%	25.3%	13.8%	0.1%	10.1%	0.3%	11.3%
Non-Moving Warning	123	73	38	--	17	--	251
<i>% of Total</i>	49.0%	29.1%	15.1%		6.8%		3.0%
Mixed	308	139	88	4	58	2	599
<i>% of Total</i>	51.4%	23.2%	14.7%	0.7%	9.7%	0.3%	7.2%
Other	789	458	156	2	115	11	1,531
<i>% of Total</i>	51.5%	29.9%	10.2%	0.1%	7.5%	0.7%	18.5%
Total	4,145	2,268	1,001	22	826	22	8,284
<i>% of Total</i>	50.0%	27.4%	12.1%	0.3%	10.0%	0.3%	100.0%

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	8	18	3	0	2	31
<i>% of Total</i>	25.8%	58.1%	9.7%	0.0%	6.5%	100.0%

D020- Moorestown

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	42	83	37	0	12	174
<i>% of Total</i>	<i>24.1%</i>	<i>47.7%</i>	<i>21.3%</i>	<i>0.0%</i>	<i>6.9%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	24	18	15	--	5	62
<i>% of Total</i>	<i>38.7%</i>	<i>29.0%</i>	<i>24.2%</i>		<i>8.1%</i>	<i>26.4%</i>
Obstruction	6	30	6	--	1	43
<i>% of Total</i>	<i>14.0%</i>	<i>69.8%</i>	<i>14.0%</i>		<i>2.3%</i>	<i>18.3%</i>
Paraphernalia	8	9	4	--	1	22
<i>% of Total</i>	<i>36.4%</i>	<i>40.9%</i>	<i>18.2%</i>		<i>4.5%</i>	<i>9.4%</i>
Possession	13	28	5	--	2	48
<i>% of Total</i>	<i>27.1%</i>	<i>58.3%</i>	<i>10.4%</i>		<i>4.2%</i>	<i>20.4%</i>
Weapons	1	--	--	--	--	1
<i>% of Total</i>	<i>100.0%</i>					<i>0.4%</i>
Other	1	20	1	--	--	22
<i>% of Total</i>	<i>4.5%</i>	<i>90.9%</i>	<i>4.5%</i>			<i>9.4%</i>
No Charges Filed	2	20	11	--	4	37
<i>% of Total</i>	<i>5.4%</i>	<i>54.1%</i>	<i>29.7%</i>		<i>10.8%</i>	<i>15.7%</i>
Total	55	125	42	0	13	235
<i>% of Total</i>	<i>23.4%</i>	<i>53.2%</i>	<i>17.9%</i>	<i>0.0%</i>	<i>5.5%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	5	17	5	0	1	28
<i>% of Total</i>	<i>17.9%</i>	<i>60.7%</i>	<i>17.9%</i>	<i>0.0%</i>	<i>3.6%</i>	<i>100.0%</i>

D030- Newark

Troop D

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	1	1	--	--	--	2
<i>% of Total</i>	50.0%	50.0%				8.3%
Granted	7	7	7	--	1	22
<i>% of Total</i>	31.8%	31.8%	31.8%		4.5%	91.7%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	8	8	7	0	1	24
<i>% of Total</i>	33.3%	33.3%	29.2%	0.0%	4.2%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,289	383	567	10	396	6	2,651
<i>% of Total</i>	48.6%	14.4%	21.4%	0.4%	14.9%	0.2%	34.4%
Moving Warning	1,054	313	375	4	163	8	1,917
<i>% of Total</i>	55.0%	16.3%	19.6%	0.2%	8.5%	0.4%	24.9%
Non-Moving Summons	314	114	172	2	84	128	814
<i>% of Total</i>	38.6%	14.0%	21.1%	0.2%	10.3%	15.7%	10.6%
Non-Moving Warning	157	58	70	--	24	--	309
<i>% of Total</i>	50.8%	18.8%	22.7%		7.8%		4.0%
Mixed	265	132	163	--	73	1	634
<i>% of Total</i>	41.8%	20.8%	25.7%		11.5%	0.2%	8.2%
Other	806	219	228	2	91	26	1,372
<i>% of Total</i>	58.7%	16.0%	16.6%	0.1%	6.6%	1.9%	17.8%
Total	3,885	1,219	1,575	18	831	169	7,697
<i>% of Total</i>	50.5%	15.8%	20.5%	0.2%	10.8%	2.2%	100.0%

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	8	5	6	0	2	21
<i>% of Total</i>	38.1%	23.8%	28.6%	0.0%	9.5%	100.0%

D030- Newark

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	74	74	65	0	25	238
<i>% of Total</i>	<i>31.1%</i>	<i>31.1%</i>	<i>27.3%</i>	<i>0.0%</i>	<i>10.5%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	27	15	25	--	14	81
<i>% of Total</i>	<i>33.3%</i>	<i>18.5%</i>	<i>30.9%</i>		<i>17.3%</i>	<i>26.1%</i>
Obstruction	28	45	30	--	3	106
<i>% of Total</i>	<i>26.4%</i>	<i>42.5%</i>	<i>28.3%</i>		<i>2.8%</i>	<i>34.2%</i>
Paraphernalia	12	3	2	--	5	22
<i>% of Total</i>	<i>54.5%</i>	<i>13.6%</i>	<i>9.1%</i>		<i>22.7%</i>	<i>7.1%</i>
Possession	21	10	11	--	6	48
<i>% of Total</i>	<i>43.8%</i>	<i>20.8%</i>	<i>22.9%</i>		<i>12.5%</i>	<i>15.5%</i>
Weapons	--	--	2	--	--	2
<i>% of Total</i>			<i>100.0%</i>			<i>0.6%</i>
Other	10	5	2	--	2	19
<i>% of Total</i>	<i>52.6%</i>	<i>26.3%</i>	<i>10.5%</i>		<i>10.5%</i>	<i>6.1%</i>
No Charges Filed	8	15	6	--	3	32
<i>% of Total</i>	<i>25.0%</i>	<i>46.9%</i>	<i>18.8%</i>		<i>9.4%</i>	<i>10.3%</i>
Total	106	93	78	0	33	310
<i>% of Total</i>	<i>34.2%</i>	<i>30.0%</i>	<i>25.2%</i>	<i>0.0%</i>	<i>10.6%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	26	36	29	0	3	94
<i>% of Total</i>	<i>27.7%</i>	<i>38.3%</i>	<i>30.9%</i>	<i>0.0%</i>	<i>3.2%</i>	<i>100.0%</i>

E030- Bass River

Troop D

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	--	1	--	--	--	1
<i>% of Total</i>		100.0%				3.7%
Granted	12	11	3	--	--	26
<i>% of Total</i>	46.2%	42.3%	11.5%			96.3%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	12	12	3	0	0	27
<i>% of Total</i>	44.4%	44.4%	11.1%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,467	201	145	3	139	3	1,958
<i>% of Total</i>	74.9%	10.3%	7.4%	0.2%	7.1%	0.2%	27.7%
Moving Warning	1,550	148	103	--	90	1	1,892
<i>% of Total</i>	81.9%	7.8%	5.4%		4.8%	0.1%	26.8%
Non-Moving Summons	679	94	63	--	24	--	860
<i>% of Total</i>	79.0%	10.9%	7.3%		2.8%		12.2%
Non-Moving Warning	166	26	13	--	12	1	218
<i>% of Total</i>	76.1%	11.9%	6.0%		5.5%	0.5%	3.1%
Mixed	515	89	85	--	27	--	716
<i>% of Total</i>	71.9%	12.4%	11.9%		3.8%		10.1%
Other	1,184	106	74	2	47	15	1,428
<i>% of Total</i>	82.9%	7.4%	5.2%	0.1%	3.3%	1.1%	20.2%
Total	5,561	664	483	5	339	20	7,072
<i>% of Total</i>	78.6%	9.4%	6.8%	0.1%	4.8%	0.3%	100.0%

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	16	8	3	0	0	27
<i>% of Total</i>	59.3%	29.6%	11.1%	0.0%	0.0%	100.0%

E030- Bass River

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	152	66	26	0	6	250
<i>% of Total</i>	<i>60.8%</i>	<i>26.4%</i>	<i>10.4%</i>	<i>0.0%</i>	<i>2.4%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	80	10	16	--	4	110
<i>% of Total</i>	<i>72.7%</i>	<i>9.1%</i>	<i>14.5%</i>		<i>3.6%</i>	<i>35.6%</i>
Obstruction	53	36	6	--	3	98
<i>% of Total</i>	<i>54.1%</i>	<i>36.7%</i>	<i>6.1%</i>		<i>3.1%</i>	<i>31.7%</i>
Paraphernalia	14	2	2	--	--	18
<i>% of Total</i>	<i>77.8%</i>	<i>11.1%</i>	<i>11.1%</i>			<i>5.8%</i>
Possession	34	13	4	--	--	51
<i>% of Total</i>	<i>66.7%</i>	<i>25.5%</i>	<i>7.8%</i>			<i>16.5%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	7	2	1	--	--	10
<i>% of Total</i>	<i>70.0%</i>	<i>20.0%</i>	<i>10.0%</i>			<i>3.2%</i>
No Charges Filed	7	13	2	--	--	22
<i>% of Total</i>	<i>31.8%</i>	<i>59.1%</i>	<i>9.1%</i>			<i>7.1%</i>
Total	195	76	31	0	7	309
<i>% of Total</i>	<i>63.1%</i>	<i>24.6%</i>	<i>10.0%</i>	<i>0.0%</i>	<i>2.3%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	46	33	5	0	2	86
<i>% of Total</i>	<i>53.5%</i>	<i>38.4%</i>	<i>5.8%</i>	<i>0.0%</i>	<i>2.3%</i>	<i>100.0%</i>

E40-Bloomfield

Troop D

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	5,617	1,892	1,329	20	830	22	9,710
<i>% of Total</i>	57.8%	19.5%	13.7%	0.2%	8.5%	0.2%	93.2%
Non-Moving	236	146	110	1	51	--	544
<i>% of Total</i>	43.4%	26.8%	20.2%	0.2%	9.4%		5.2%
No Reason Provided	78	50	24	--	6	6	164
<i>% of Total</i>	47.6%	30.5%	14.6%		3.7%	3.7%	1.6%
Total	5,931	2,088	1,463	21	887	28	10,418
<i>% of Total</i>	56.9%	20.0%	14.0%	0.2%	8.5%	0.3%	100.0%

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	164	129	86	--	13	1	393
<i>% of Total</i>	41.7%	32.8%	21.9%		3.3%	0.3%	93.8%
Occupant Frisks	8	7	10	--	1	--	26
<i>% of Total</i>	30.8%	26.9%	38.5%		3.8%		6.2%
Non-Consensual Searches	113	96	66	--	10	--	285
<i>% of Total</i>	39.6%	33.7%	23.2%		3.5%		68.0%
Canine Deployments	1	1	--	--	--	--	2
<i>% of Total</i>	50.0%	50.0%					0.5%
Arrests	130	104	70	--	10	--	314
<i>% of Total</i>	41.4%	33.1%	22.3%		3.2%		74.9%
Total	175	137	92	0	14	1	419
<i>% of Total</i>	41.8%	32.7%	22.0%	0.0%	3.3%	0.2%	100.0%

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

July 1, 2013 - December 31, 2013

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

E40-Bloomfield

Troop D

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	--	--	1	--	--	1
<i>% of Total</i>			100.0%			2.3%
Granted	25	10	7	--	--	42
<i>% of Total</i>	59.5%	23.8%	16.7%			97.7%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	25	10	8	0	0	43
<i>% of Total</i>	58.1%	23.3%	18.6%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	2,126	779	479	12	423	4	3,823
<i>% of Total</i>	55.6%	20.4%	12.5%	0.3%	11.1%	0.1%	36.7%
Moving Warning	1,780	498	363	3	211	4	2,859
<i>% of Total</i>	62.3%	17.4%	12.7%	0.1%	7.4%	0.1%	27.4%
Non-Moving Summons	535	216	162	1	98	3	1,015
<i>% of Total</i>	52.7%	21.3%	16.0%	0.1%	9.7%	0.3%	9.7%
Non-Moving Warning	92	51	41	1	19	--	204
<i>% of Total</i>	45.1%	25.0%	20.1%	0.5%	9.3%		2.0%
Mixed	259	180	134	2	37	2	614
<i>% of Total</i>	42.2%	29.3%	21.8%	0.3%	6.0%	0.3%	5.9%
Other	1,139	364	284	2	99	15	1,903
<i>% of Total</i>	59.9%	19.1%	14.9%	0.1%	5.2%	0.8%	18.3%
Total	5,931	2,088	1,463	21	887	28	10,418
<i>% of Total</i>	56.9%	20.0%	14.0%	0.2%	8.5%	0.3%	100.0%

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	25	8	8	0	1	42
<i>% of Total</i>	59.5%	19.0%	19.0%	0.0%	2.4%	100.0%

E40-Bloomfield

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	142	117	80	0	10	349
<i>% of Total</i>	40.7%	33.5%	22.9%	0.0%	2.9%	100.0%

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	83	44	44	--	8	179
<i>% of Total</i>	46.4%	24.6%	24.6%		4.5%	37.6%
Obstruction	37	51	25	--	2	115
<i>% of Total</i>	32.2%	44.3%	21.7%		1.7%	24.2%
Paraphernalia	34	7	9	--	--	50
<i>% of Total</i>	68.0%	14.0%	18.0%			10.5%
Possession	54	16	13	--	1	84
<i>% of Total</i>	64.3%	19.0%	15.5%		1.2%	17.6%
Weapons	--	2	--	--	--	2
<i>% of Total</i>		100.0%				0.4%
Other	10	7	2	--	--	19
<i>% of Total</i>	52.6%	36.8%	10.5%			4.0%
No Charges Filed	9	12	6	--	--	27
<i>% of Total</i>	33.3%	44.4%	22.2%			5.7%
Total	227	139	99	0	11	476
<i>% of Total</i>	47.7%	29.2%	20.8%	0.0%	2.3%	100.0%

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	30	44	22	0	2	98
<i>% of Total</i>	30.6%	44.9%	22.4%	0.0%	2.0%	100.0%

E050- Holmdel

Troop D

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	5,522	864	748	6	423	42	7,605
<i>% of Total</i>	72.6%	11.4%	9.8%	0.1%	5.6%	0.6%	81.2%
Non-Moving	984	258	234	1	71	11	1,559
<i>% of Total</i>	63.1%	16.5%	15.0%	0.1%	4.6%	0.7%	16.6%
No Reason Provided	132	27	22	--	14	7	202
<i>% of Total</i>	65.3%	13.4%	10.9%		6.9%	3.5%	2.2%
Total	6,638	1,149	1,004	7	508	60	9,366
<i>% of Total</i>	70.9%	12.3%	10.7%	0.1%	5.4%	0.6%	100.0%

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	335	99	77	--	22	2	535
<i>% of Total</i>	62.6%	18.5%	14.4%		4.1%	0.4%	94.4%
Occupant Frisks	21	8	12	--	1	--	42
<i>% of Total</i>	50.0%	19.0%	28.6%		2.4%		7.4%
Non-Consensual Searches	227	76	66	--	10	--	379
<i>% of Total</i>	59.9%	20.1%	17.4%		2.6%		66.8%
Canine Deployments	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Arrests	251	87	69	--	11	--	418
<i>% of Total</i>	60.0%	20.8%	16.5%		2.6%		73.7%
Total	356	102	85	0	22	2	567
<i>% of Total</i>	62.8%	18.0%	15.0%	0.0%	3.9%	0.4%	100.0%

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

July 1, 2013 - December 31, 2013

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

E050- Holmdel

Troop D

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	1	--	--	--	--	1
<i>% of Total</i>	100.0%					1.2%
Granted	49	23	8	--	3	83
<i>% of Total</i>	59.0%	27.7%	9.6%		3.6%	98.8%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	50	23	8	0	3	84
<i>% of Total</i>	59.5%	27.4%	9.5%	0.0%	3.6%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,412	188	183	1	161	5	1,950
<i>% of Total</i>	72.4%	9.6%	9.4%	0.1%	8.3%	0.3%	20.8%
Moving Warning	1,479	228	153	3	78	1	1,942
<i>% of Total</i>	76.2%	11.7%	7.9%	0.2%	4.0%	0.1%	20.7%
Non-Moving Summons	608	155	134	1	42	10	950
<i>% of Total</i>	64.0%	16.3%	14.1%	0.1%	4.4%	1.1%	10.1%
Non-Moving Warning	327	67	66	--	19	--	479
<i>% of Total</i>	68.3%	14.0%	13.8%		4.0%		5.1%
Mixed	703	171	189	1	67	4	1,135
<i>% of Total</i>	61.9%	15.1%	16.7%	0.1%	5.9%	0.4%	12.1%
Other	2,109	340	279	1	141	40	2,910
<i>% of Total</i>	72.5%	11.7%	9.6%	0.0%	4.8%	1.4%	31.1%
Total	6,638	1,149	1,004	7	508	60	9,366
<i>% of Total</i>	70.9%	12.3%	10.7%	0.1%	5.4%	0.6%	100.0%

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	45	18	7	0	3	73
<i>% of Total</i>	61.6%	24.7%	9.6%	0.0%	4.1%	100.0%

E050- Holmdel

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	283	118	78	0	14	493
<i>% of Total</i>	<i>57.4%</i>	<i>23.9%</i>	<i>15.8%</i>	<i>0.0%</i>	<i>2.8%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	122	15	30	--	3	170
<i>% of Total</i>	<i>71.8%</i>	<i>8.8%</i>	<i>17.6%</i>		<i>1.8%</i>	<i>30.2%</i>
Obstruction	81	59	35	--	4	179
<i>% of Total</i>	<i>45.3%</i>	<i>33.0%</i>	<i>19.6%</i>		<i>2.2%</i>	<i>31.8%</i>
Paraphernalia	28	7	5	--	3	43
<i>% of Total</i>	<i>65.1%</i>	<i>16.3%</i>	<i>11.6%</i>		<i>7.0%</i>	<i>7.6%</i>
Possession	66	28	10	--	3	107
<i>% of Total</i>	<i>61.7%</i>	<i>26.2%</i>	<i>9.3%</i>		<i>2.8%</i>	<i>19.0%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	7	2	4	--	--	13
<i>% of Total</i>	<i>53.8%</i>	<i>15.4%</i>	<i>30.8%</i>			<i>2.3%</i>
No Charges Filed	26	14	7	--	4	51
<i>% of Total</i>	<i>51.0%</i>	<i>27.5%</i>	<i>13.7%</i>		<i>7.8%</i>	<i>9.1%</i>
Total	330	125	91	0	17	563
<i>% of Total</i>	<i>58.6%</i>	<i>22.2%</i>	<i>16.2%</i>	<i>0.0%</i>	<i>3.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	77	57	31	0	3	168
<i>% of Total</i>	<i>45.8%</i>	<i>33.9%</i>	<i>18.5%</i>	<i>0.0%</i>	<i>1.8%</i>	<i>100.0%</i>

Other Stations

Troop D

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Denied	1	--	--	--	--	1
<i>% of Total</i>	100.0%					20.0%
Granted	3	1	--	--	--	4
<i>% of Total</i>	75.0%	25.0%				80.0%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	4	1	0	0	0	5
<i>% of Total</i>	80.0%	20.0%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,227	380	277	1	189	5	2,079
<i>% of Total</i>	59.0%	18.3%	13.3%	0.0%	9.1%	0.2%	38.4%
Moving Warning	627	131	80	1	59	1	899
<i>% of Total</i>	69.7%	14.6%	8.9%	0.1%	6.6%	0.1%	16.6%
Non-Moving Summons	519	140	152	--	61	254	1,126
<i>% of Total</i>	46.1%	12.4%	13.5%		5.4%	22.6%	20.8%
Non-Moving Warning	54	18	16	--	1	--	89
<i>% of Total</i>	60.7%	20.2%	18.0%		1.1%		1.6%
Mixed	216	61	64	2	24	3	370
<i>% of Total</i>	58.4%	16.5%	17.3%	0.5%	6.5%	0.8%	6.8%
Other	607	105	100	1	31	8	852
<i>% of Total</i>	71.2%	12.3%	11.7%	0.1%	3.6%	0.9%	15.7%
Total	3,250	835	689	5	365	271	5,415
<i>% of Total</i>	60.0%	15.4%	12.7%	0.1%	6.7%	5.0%	100.0%

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

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	5	1	0	0	0	6
<i>% of Total</i>	83.3%	16.7%	0.0%	0.0%	0.0%	100.0%

Other Stations

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	24	25	16	0	1	66
<i>% of Total</i>	<i>36.4%</i>	<i>37.9%</i>	<i>24.2%</i>	<i>0.0%</i>	<i>1.5%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
DWI	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Obstruction	5	5	8	--	1	19
<i>% of Total</i>	<i>26.3%</i>	<i>26.3%</i>	<i>42.1%</i>		<i>5.3%</i>	<i>95.0%</i>
Paraphernalia	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Possession	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	--	--	1	--	--	1
<i>% of Total</i>			<i>100.0%</i>			<i>5.0%</i>
No Charges Filed	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Total	5	5	9	0	1	20
<i>% of Total</i>	<i>25.0%</i>	<i>25.0%</i>	<i>45.0%</i>	<i>0.0%</i>	<i>5.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2013 - December 31, 2013

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	17	19	13	0	1	50
<i>% of Total</i>	<i>34.0%</i>	<i>38.0%</i>	<i>26.0%</i>	<i>0.0%</i>	<i>2.0%</i>	<i>100.0%</i>