

# OLEPS

OFFICE OF LAW ENFORCEMENT PROFESSIONAL STANDARDS

## Supplement to the Eleventh Aggregate Report Troops B, C, and D

September 2015



New Jersey Office of the Attorney General • John J. Hoffman, *Acting Attorney General*

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

# Table of Contents

<b>Introduction</b>	1
<b>Analysis</b>	
Troop B	3
Stop Level Analysis	3
Number of Stops	3
Stop Reasons	5
Law Enforcement Procedures	9
Dispositions	26
Individual Level Analysis	29
Arrests	29
Charges	30
Wanted Persons	36
Troop C	38
Stop Level Analysis	38
Number of Stops	38
Stop Reasons	40
Law Enforcement Procedures	43
Dispositions	60
Individual Level Analysis	64
Arrests	64
Charges	65
Wanted Persons	71
Troop D	74
Stop Level Analysis	74
Number of Stops	74
Stop Reasons	76
Law Enforcement Procedures	79
Dispositions	95
Individual Level Analysis	99
Arrests	99
Charges	100
Wanted Persons	106
<b>Summary</b>	109
<b>Appendix One</b>	111

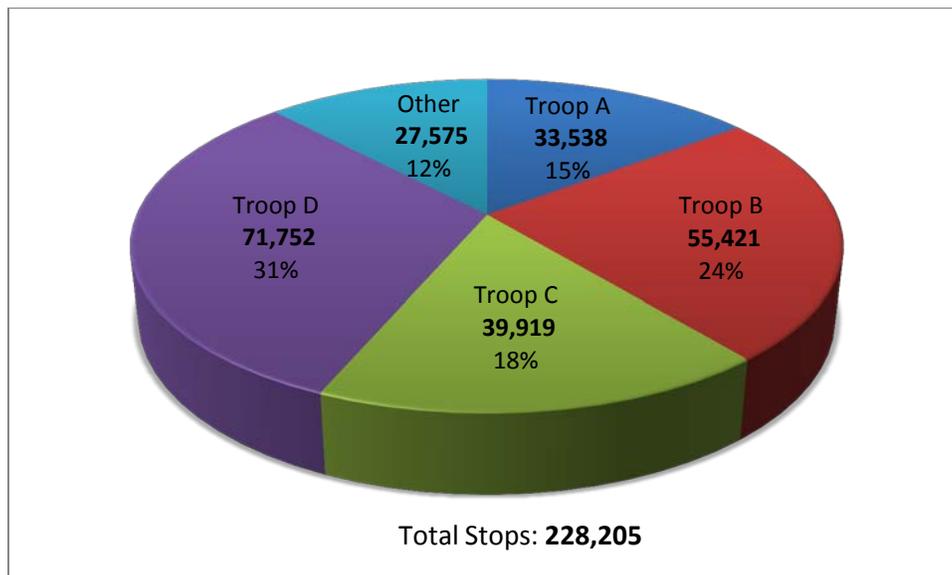
# SUPPLEMENT TO THE ELEVENTH REPORT OF AGGREGATE DATA OF THE NEW JERSEY STATE POLICE TROOP B, C, & D

## OFFICE OF LAW ENFORCEMENT PROFESSIONAL STANDARDS JANUARY 1, 2014 TO JUNE 30, 2014

### Introduction

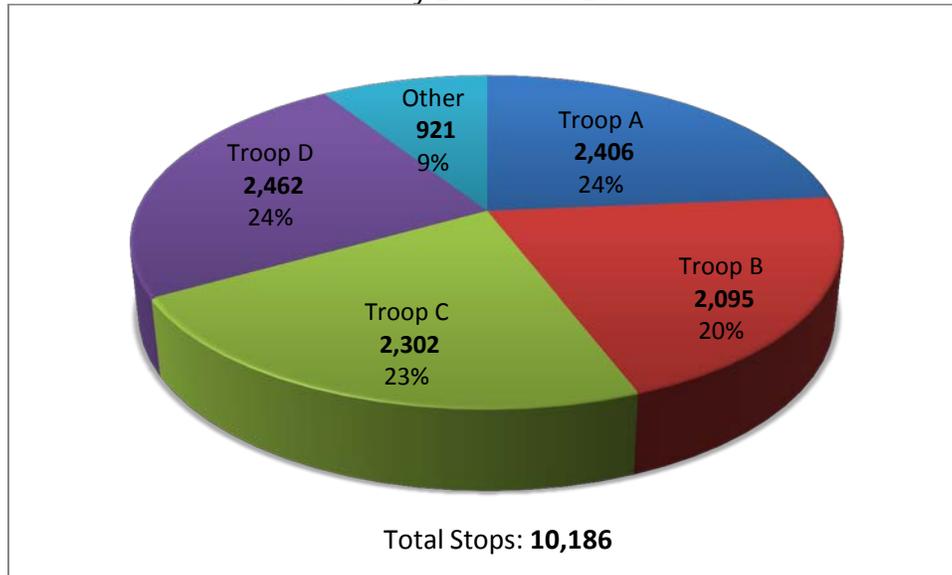
The Supplement to the Tenth Report of Aggregate Data of the New Jersey State Police depicts the volume and trends of activity for specific Troops each reporting period. As noted in the Eleventh Aggregate Report, there were 228,205 motor vehicle stops conducted in the current reporting period. These stops are conducted by one of the four troops in the Division, or other non-troop specific stations. Figure One depicts the total number of stops conducted by each troop in this reporting period. As shown, Troop D conducted the largest proportion of motor vehicle stops, 31%, while Other stations conducted the smallest proportion, 12%.

**Figure One: Troop Distribution of Motor Vehicle Stops**  
January 2014 - June 2014



While there were well over 220,000 motor vehicle stops in the current reporting period, less than 5% of these stops resulted in post-stop activities. Figure Two depicts this distribution for each Troop. While Troop D conducted the highest proportion of motor vehicle stops, Troop A conducted the same proportion of stops with post-stop activities as Troop D, 24%. Other stations were involved in the smallest proportion of stops with post-stop activities in the current reporting period, 9%.

**Figure Two: Troop Distribution of Stops with Post-Stop Activity**  
January 2014 - June 2014



Troop B, Troop C, and Troop D were randomly selected for analysis in the current reporting period. These three troops account for 73% of all stops conducted and 67% of all stops with post-stop activities in the current reporting period. Thus, the analysis in this supplement provides insight into nearly three-quarters of all stop and post-stop activity for January 1, 2014 to June 30, 2014.

This supplement analyzes motor vehicle stops, law enforcement procedures, dispositions, individuals arrested, and charges conducted by Troop B, Troop C, and Troop D during the current reporting period. The supplement utilizes the same data and methodology as the Eleventh Aggregate Report, but only focuses on Troop B, Troop C, and Troop D. The Appendix of this report includes tables for each station in these troops.

## ANALYSIS: TROOP B

Analysis of State Police trends and activities for Troop B 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 Troop B are discussed in the sections that follow.

### Stop Level Analysis

#### Number of Stops

From January 1, 2014 to June 30, 2014, Troop B conducted 55,421 stops. While the number of motor vehicle stops conducted Division-wide increased 24%, Troop B experienced an even larger increase in the number of motor vehicle stops conducted, about 30%. Although all troops experienced an increase, Troop B had the greatest, compared to Troop C and D.

**Figure One: Trends of Motor Vehicle Stops**  
January 2011 - June 2014

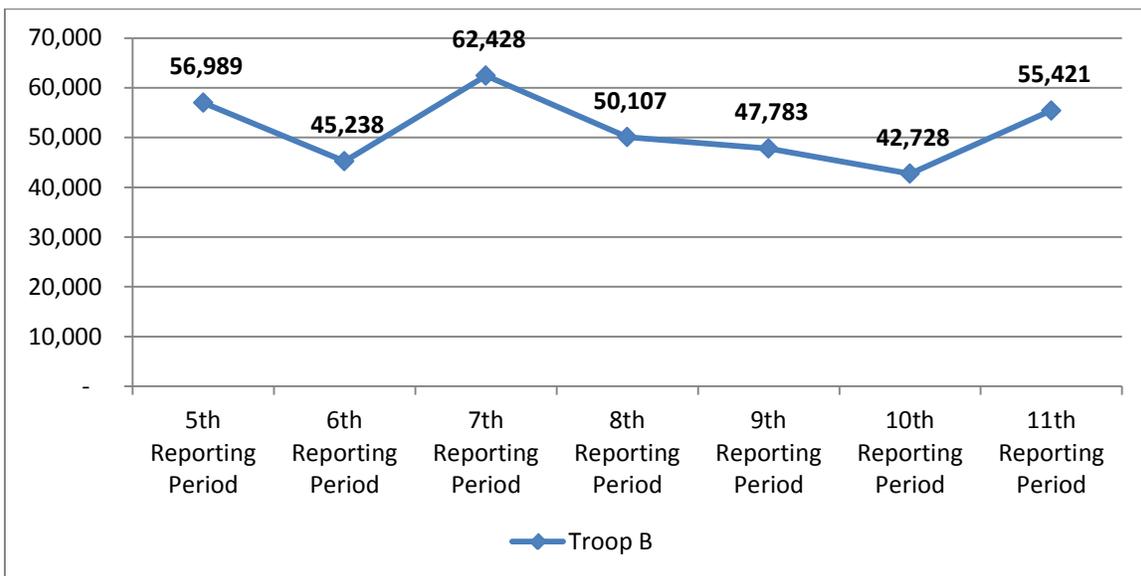


Figure One depicts the trend of the number of vehicle stops for the current and previous six reporting periods. The number of stops fluctuates each period; the number of stops in current period is the third highest in Figure One. Though smaller in magnitude, the trend of motor vehicle stops for Troop B mirrors that of 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 62% of all stops, Black drivers were involved in 14%, Hispanic drivers were involved in 15%, Asian drivers were involved in 8%, Other drivers were involved in 1%, and American Indian drivers were involved in 0%. Despite the large difference

between the number of stops Division-wide and the number made by Troop B, the racial/ethnic proportions are very similar. However, Troop B's stops involve a slightly smaller proportion of Black drivers and a slightly larger proportion of Hispanic and Asian drivers. Because American Indian and Other drivers make up such a small proportion of all stops and thus, all activities, they will not be routinely discussed in this report unless their pattern differs dramatically from this distribution.

**Figure Two: Racial/Ethnic Distribution of Motor Vehicle Stops**

January 1, 2014- June 30, 2014

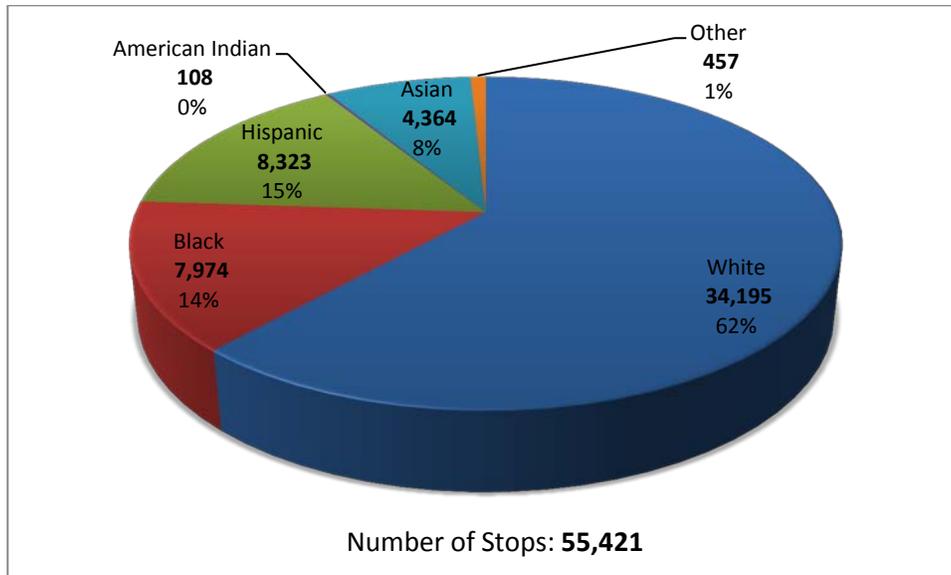
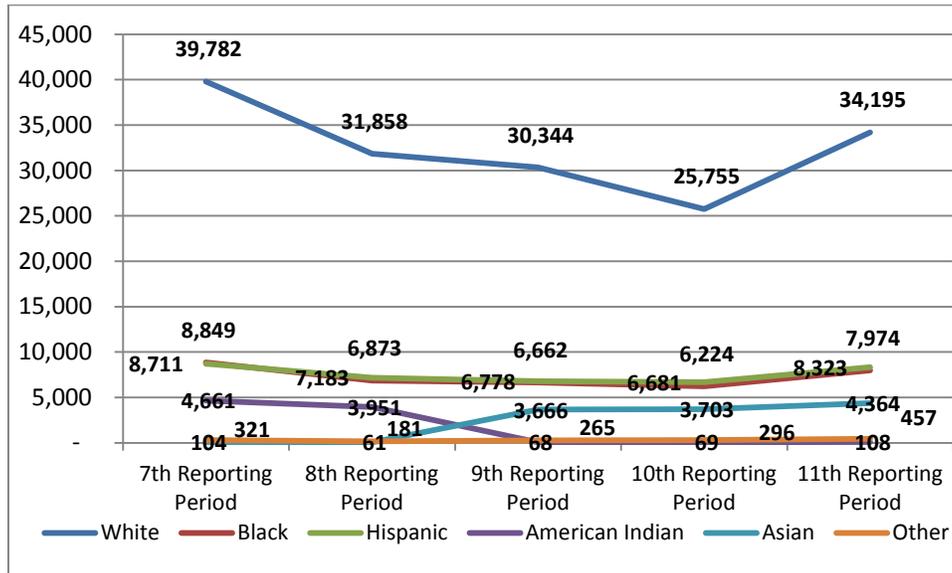


Figure Three graphs the number of stops made of drivers of each racial/ethnic group for the current and four previous reporting periods. Because the total number of motor vehicle stops increased in the current reporting period, the number of stops for each racial/ethnic group also increased. White drivers experienced the largest increase, 33% from the previous to the current reporting period, while Asian drivers only experienced an 18% increase. However, despite the variation in increases, 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 – June 2014



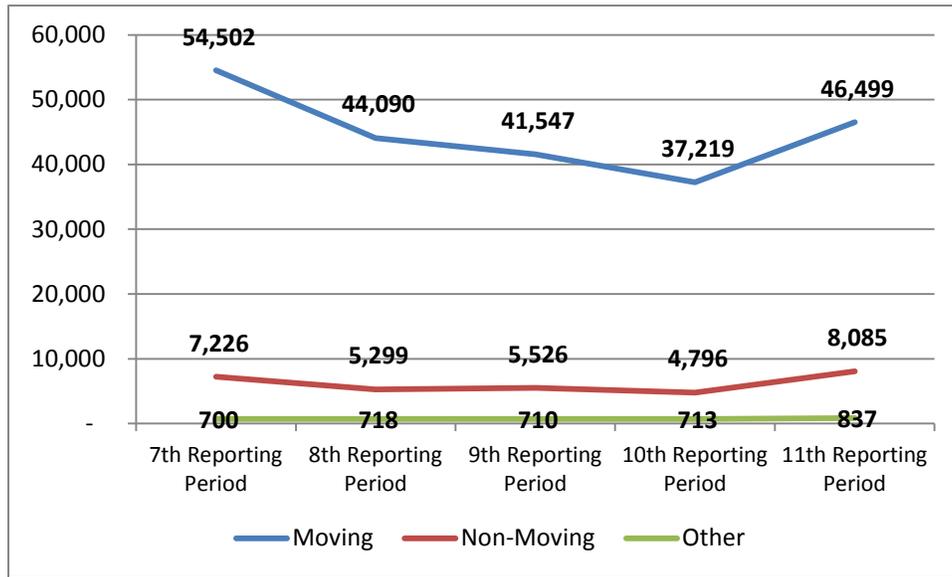
### Reason for Stops

The proportion of stops made for each reason has remained relatively stable over time. As has been noted in previous reports, the majority of stops conducted by Troop B are based on moving violations. The current reporting period also follows this trend; 84% of all motor vehicle stops were based on moving violations. As shown in Figure Four, 46,499 motor vehicle stops conducted by Troop B were based on moving violations. Moving violations typically account for about 86% of all motor vehicle stops in Troop B. While this general pattern is consistent with the Division-wide trend of stop reasons, the proportion of stops made for moving violations in Troop B is higher than the proportion Division-wide in the current reporting period.

As noted Division-wide, non-moving violations typically account for roughly 11% all stops. In the current reporting period, they account for a slightly larger proportion of stops in Troop B, 15%. As shown in Figure Four, non-moving violations are cited in roughly 4,796 to 8,085 stops each reporting period. Troop B's number of non-moving stops in the current reporting period is a discernable increase from the previous reporting period.

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. Division-wide, the proportion of stops for other reasons is usually around 1% to 2% of all stops. In the current period, 837 motor vehicle stops, about 2% of Troop B's stops, were based on other violations. This number of stops is slightly higher than the proportion of other stops made by Troop B in the previous reporting period.

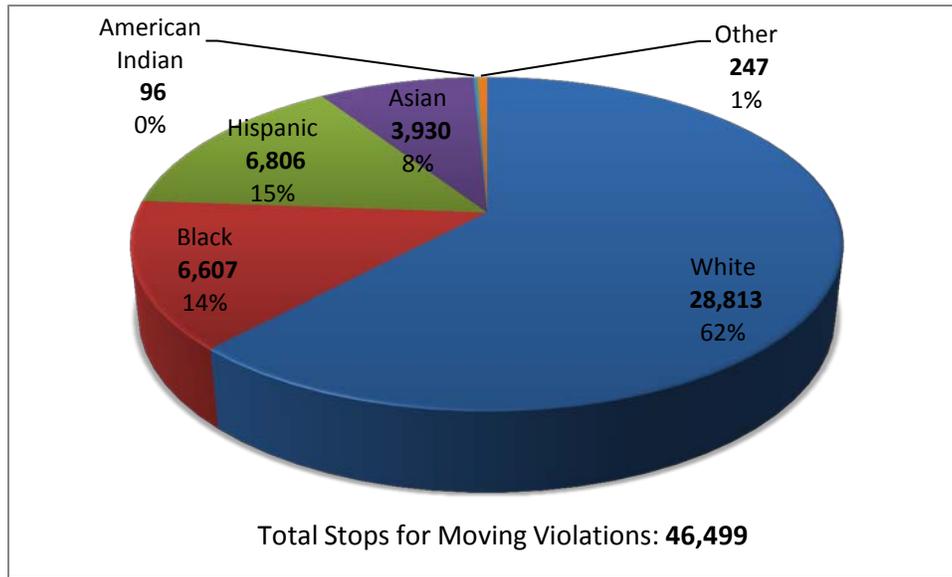
**Figure Four: Trends in Reasons for Motor Vehicle Stops**  
January 2012 – June 2014



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. 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, 28,813 stops, 62%, with moving violations involved White drivers, 14% or 6,607 involved Black drivers, and 15% or 6,806 stops involved Hispanic drivers. This distribution, while involving a much smaller number of motor vehicle stops, is similar to the Division-wide distribution, though slightly skewed. For stops made by Troop B, Black drivers are involved in a slightly smaller proportion, a three percentage point difference, of moving motor vehicle stops than Division-wide. Additionally, Hispanic drivers had a slightly higher proportion for moving violations in Troop B than Division-wide.

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

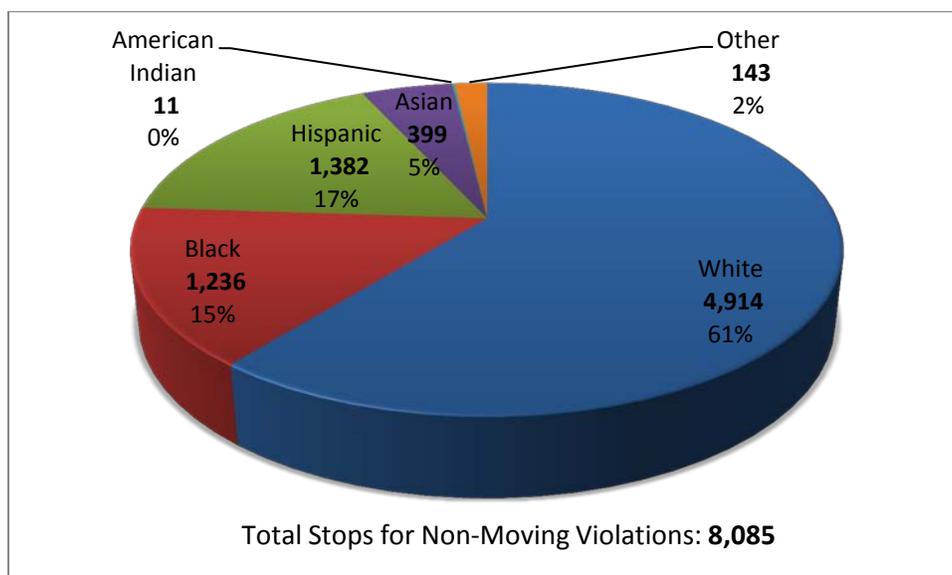
January 1, 2014- June 30, 2014



Despite involving a much smaller proportion of drivers, the racial/ethnic distribution of stops made for non-moving violations is similar, albeit slightly different, from the distribution of all stops. White drivers are still involved in the majority of stops made for non-moving violations, 61% or 4,914 stops. Hispanic drivers, however, were slightly overrepresented compared to their proportion of all stops. While Hispanic drivers are 15% of all stops for Troop B, they are 17% of those made for non-moving violations. Black drivers are 14% of all stops for Troop B and 15% of stops made for non-moving violations. Compared to Division-wide, Black drivers are slightly underrepresented among stops for non-moving violations in Troop B.

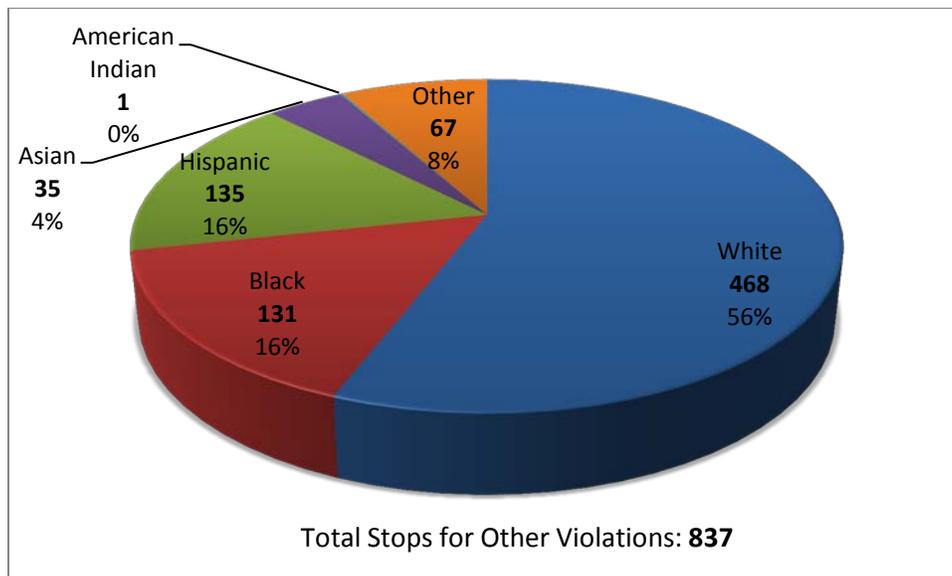
**Figure Six: Racial/Ethnic Distribution of Stops made for Non-Moving Violations**

January 1, 2014- June 30, 2014



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 of stops made for other violations by Troop B does differ slightly from the distribution of all stops. White drivers are still involved in the majority of stops but are slightly underrepresented with 468 stops or 56% of stops made for other reasons. Black drivers, however, were involved in 16% or 131 stops made for other reasons. Hispanic drivers were involved in 135 stops or 16% of all stops made for other reasons. Drivers identified as other are overrepresented among stops made for other violations in Troop B. They are 8% of stops made for other violations yet only 1% of all stops made by Troop B. This pattern is also noted Division-wide and may be reflective of incomplete racial/ethnic and/or violation information recorded for each stop. Overall, White drivers are slightly underrepresented, while Black, Hispanic, and Other drivers are, to varying degrees, overrepresented among other violations. This pattern is similar to the distribution observed Division-wide.

**Figure Seven: Racial/Ethnic Distribution of Stops made for Other Violations**  
 January 1, 2014- June 30, 2014



### Law Enforcement Procedures

Division-wide, only 10,186 stops, 4%, involved post-stop activity. For stops made by Troop B, 2,095 stops, also 4%, involve post-stop activity. This proportion is similar to the proportion of stops with law enforcement procedures for Troop D, but slightly smaller than the proportion noted in Troop C. Figure Eight depicts the trend of stops with law enforcement procedures for the current and previous four reporting periods. Troop B experienced a 4% increase in the number of stops with post stop interactions.

**Figure Eight: Trends of Motor Vehicle Stops with Law Enforcement Procedures**  
 January 2012 – June 2014

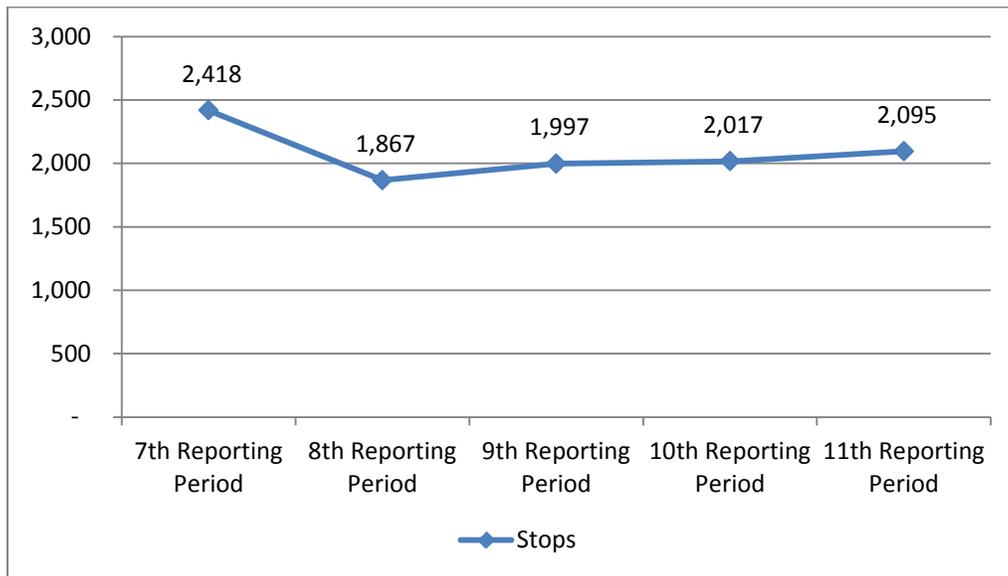


Figure Nine depicts the racial/ethnic distribution of stops where there was at least one law enforcement procedure for Troop B. White drivers were involved in 47% of stops with law enforcement procedures, 982 motor vehicle stops. Black drivers were involved in 25% or 517 motor vehicle stops. Hispanic drivers were involved in 22% or 454 stops with law enforcement procedures in Troop B. Compared to the overall distribution of stops in Troop B, White drivers are underrepresented while Black and Hispanic drivers are overrepresented. Indeed, of all stops made by Troop B of White drivers, only 3% resulted in a law enforcement procedure. However, 6% of all stops made of Black drivers and 5% of stops made of Hispanic drivers resulted in a post-stop activity. The degree of overrepresentation in Troop B is consistent with that noted Division-wide.

**Figure Nine: Racial/Ethnic Distribution of Stops with Law Enforcement Procedures**  
 January 1, 2014- June 30, 2014

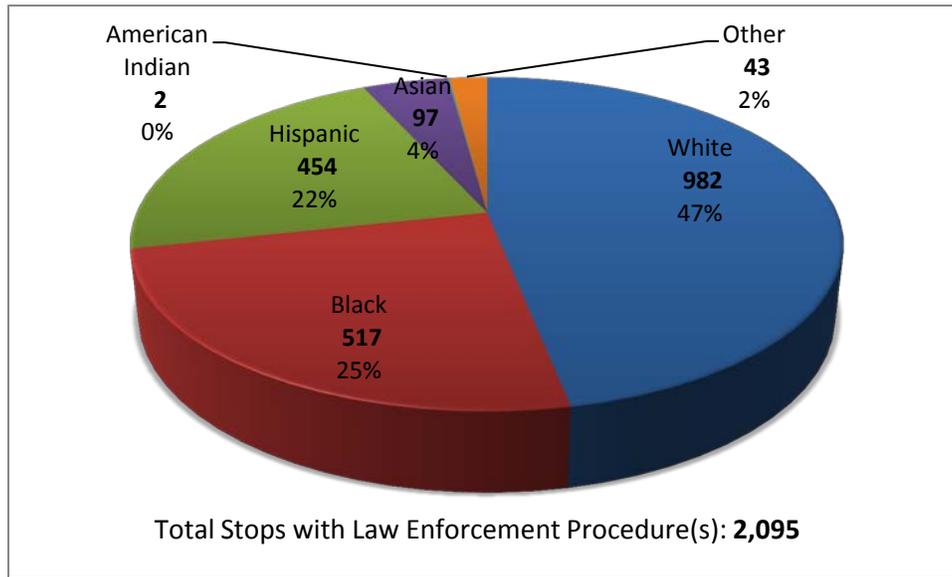
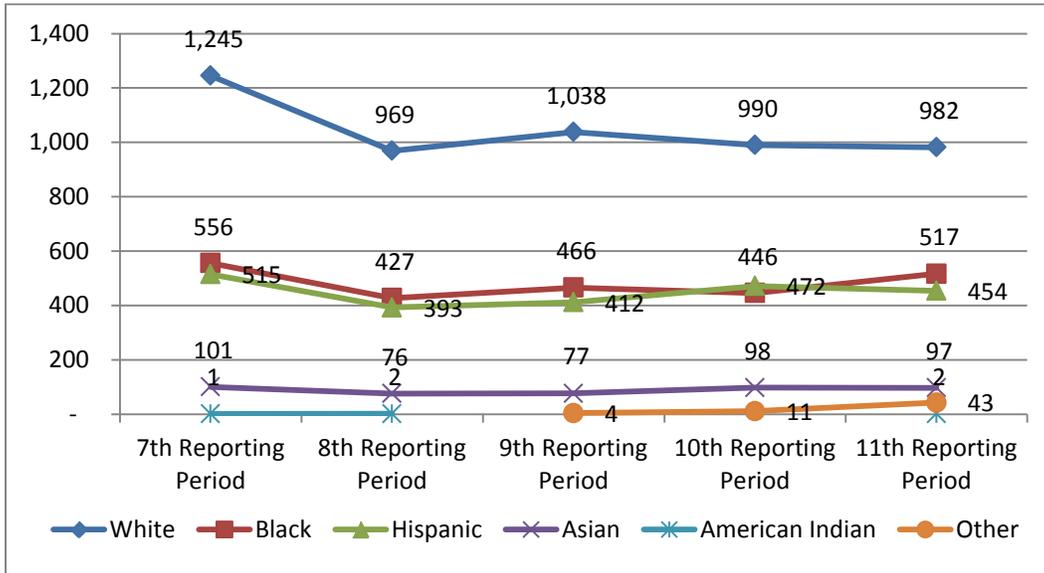


Figure Ten graphs the trend of the racial/ethnic distribution of stops with law enforcement procedures for Troop B. Because the number of stops with law enforcement procedures increased in the current reporting period, the number of stops involving drivers of each racial/ethnic group is also expected to increase. Black drivers experienced the largest change in the number of motor vehicle stops resulting in law enforcement procedures; there was a 16% increase (71 stops) in these stops. White and Asian drivers experienced little change, 1% decreases. Hispanic drivers also experienced a small change, a 4% decrease. Other drivers experienced a nearly quadrupling of the number of stops with law enforcement procedures in Troop B. It appears that the overall increase in the number of stops with law enforcement procedures involved Black and Other drivers; all other racial/ethnic groups experienced a decrease in the number of stops resulting in a law enforcement procedure.

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

January 2012 – June 2014

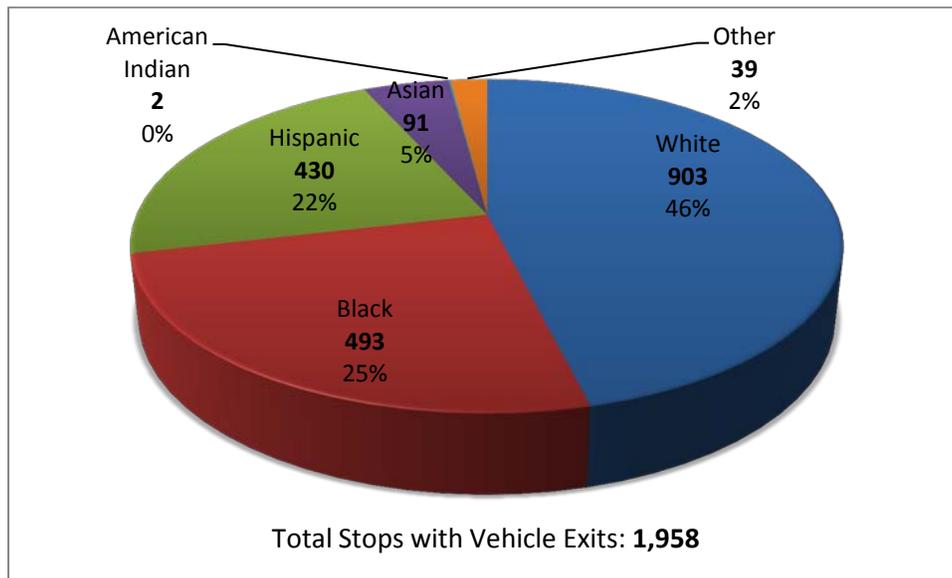


*Vehicle Exits*

The most frequent post-stop interaction was an occupant vehicle exit. Of the 2,095 stops made by Troop B with post-stop interactions, 1,958 stops (93%) involved an occupant vehicle exit. Troopers are permitted to ask a driver to exit for any reason, thus, the high frequency of this activity.

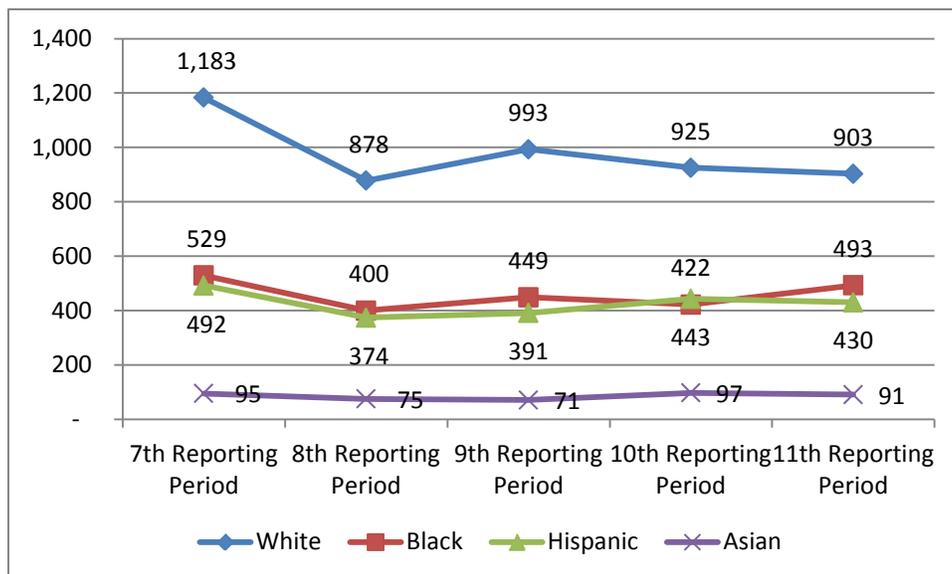
Figure Eleven depicts the racial/ethnic distribution of stops with vehicle exits. The frequency of vehicle exits for White drivers is higher than the frequency for all other racial/ethnic groups. White drivers were involved in 903 stops with vehicle exits (46%), Black drivers were involved in 493 stops (25%), and Hispanic drivers were involved in 430 stops (22%) with vehicle exits. Compared to the distribution of stops with law enforcement procedures, this distribution is nearly identical.

**Figure Eleven: Racial/Ethnic Distribution of Stops with Vehicle Exits**  
 January 1, 2014- June 30, 2014



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 3% increase in the total number of stops with vehicle exits from the previous reporting period. Only Black and Other (not shown) drivers experienced an increase in the number of these stops. The number of stops with Black drivers and a vehicle exit increased 17% (71 stops). White drivers experienced a 2% decrease and Hispanic drivers experienced a 3% decrease in stops with exits. Asian drivers experienced a 6% (6 stops) decrease in stops with vehicle exits. 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 – June 2014



*Non-Consensual Searches*

While a vehicle exit is the most frequent post-stop interaction, non-consensual searches are also very common. Of the 2,095 stops with post-stop interactions for Troop B, 67% or 1,413 stops involved non-consensual searches. The number of stops with non-consensual searches increased 13% in the current reporting period. 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 632 stops, 45%, with non-consensual searches. Black drivers were involved in 380 stops, 27%, with non-consensual searches while Hispanic drivers were involved in 306 stops, 22% of stops with non-consensual searches. The proportion of Black drivers is slightly greater than the proportions of all law enforcement procedures for Troop B. Compared to the non-consensual searches Division wide, this distribution involved the same proportion of White drivers, a larger proportion of Hispanic drivers, and a smaller proportion of Black drivers.

**Figure Thirteen: Racial/Ethnic Distribution of Stops with Non-Consensual Searches**  
January 1, 2014- June 30, 2014

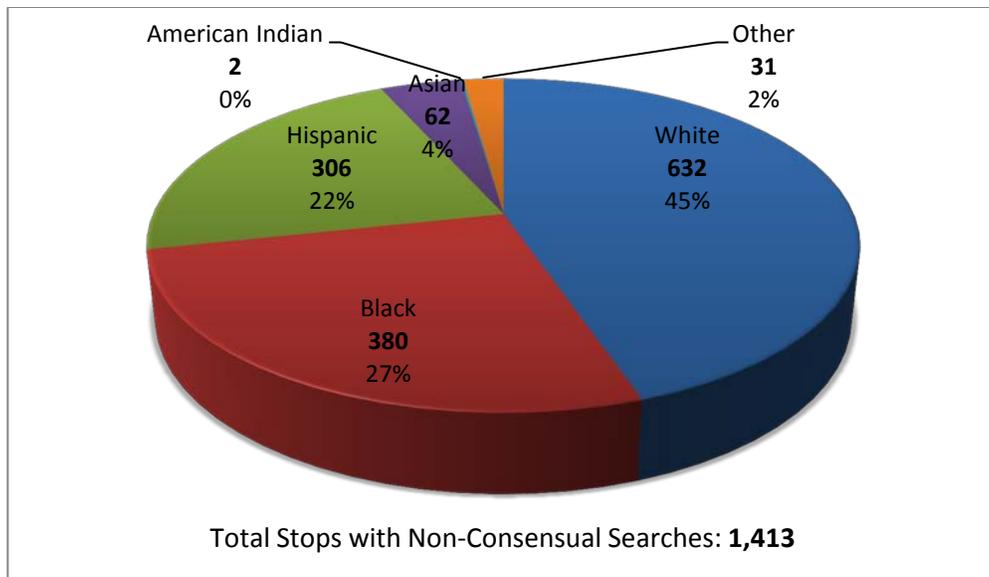
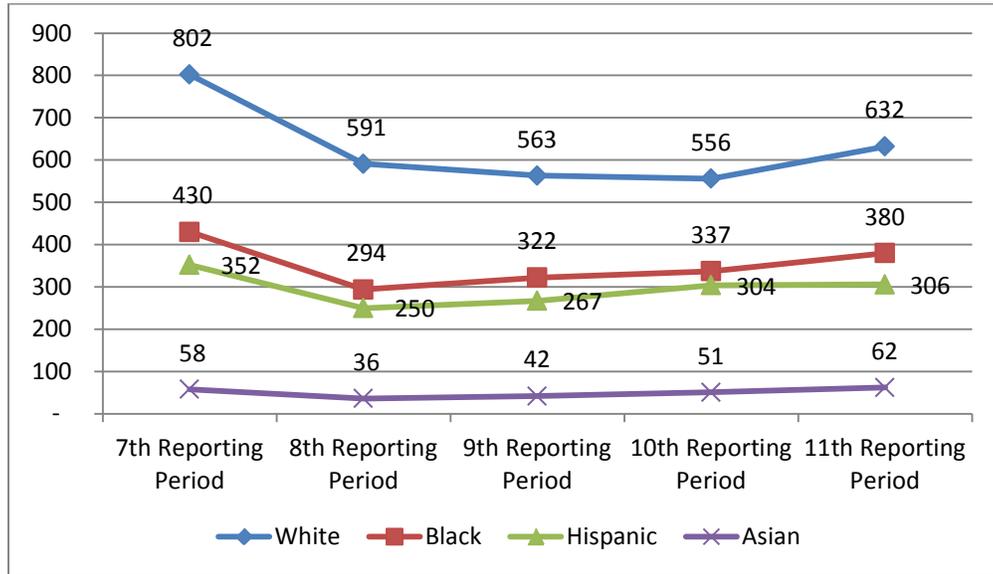


Figure Fourteen graphs the trend of non-consensual searches for each racial/ethnic group for the current and previous four reporting periods. As with all stops, the number of stops with non-consensual searches increased for each racial/ethnic group in the current period. White and Black drivers experienced a similar increase, about 13%. Hispanic drivers experienced a very slight increase, less than one percent. Asian drivers increased about 22%, but this proportion is exaggerated due to the small number of stops of Asian drivers with non-consensual searches.

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

January 2012 – June 2014

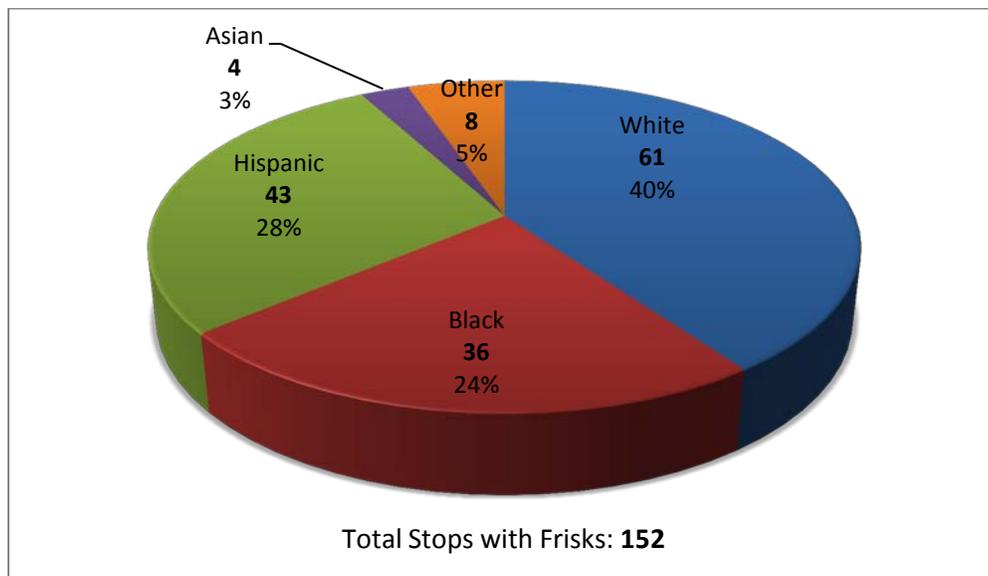


*Occupant Frisks*

In the current reporting period, there were 152 motor vehicle stops conducted by Troop B 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**

January 1, 2014- June 30, 2014

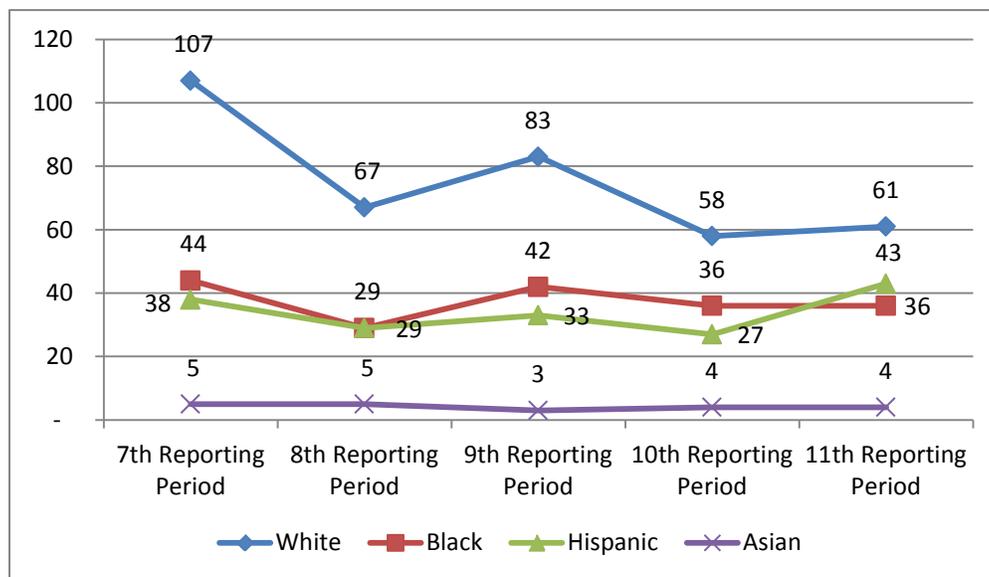


As shown in Figure Fifteen, White drivers were involved in the largest proportion of stops with occupant frisks. There were 61 stops, 40%, with a frisk that involved White drivers, 36 stops, 24%,

that involved Black drivers, and 43 stops, 28% that involved Hispanic drivers. Asian drivers made up 3% of stops with occupant frisks during the current reporting period. The racial/ethnic distribution of stops with frisks does differ from all stops with law enforcement procedures made by Troop B. Specifically, Hispanic drivers appear to be overrepresented while White drivers are underrepresented among motor vehicle stops with a frisk.

Figure Sixteen presents the trend of stops with frisks for each racial/ethnic group for the current and previous four reporting periods for Troop B. Since the number of stops with law enforcement procedures increased, the same trend is expected for each specific procedure. Overall, the number of stops with frisks increased about 20% from the previous to current reporting periods. Each racial/ethnic group did not necessarily experience the same change. The number of stops with frisks involving Asian and Black drivers remained the same as in the previous reporting period. White drivers experienced a 5% increase and Hispanic drivers experienced a 59% (16 stops) increase in the number of stops with a frisk. The increase for Hispanic drivers is large proportion-wise, but only involves 16 motor vehicle stops.

**Figure Sixteen: Trend of Racial/Ethnic Distribution of Stops with Frisks**  
January 2012 – June 2014



*Canine Deployments*

Canine deployments are a relatively infrequent law enforcement procedure. There were only 52 stops where a canine was deployed Division-wide in the current reporting period. In Troop B, there were 21 stops that involved a canine deployment. That is, 40% of all stops with a canine deployment in the current reporting period occurred in Troop B.

In stops with a canine deployment, White drivers made up the largest proportion, 57%. Black and drivers were involved in 19%, Hispanic drivers were involved in 14%, and Asian drivers were involved in 10% of stops with canine deployments in Troop B. Because of the generally small number of instances involving canine deployments, an addition of one or two deployments might change this distribution dramatically.

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

January 1, 2014- June 30, 2014

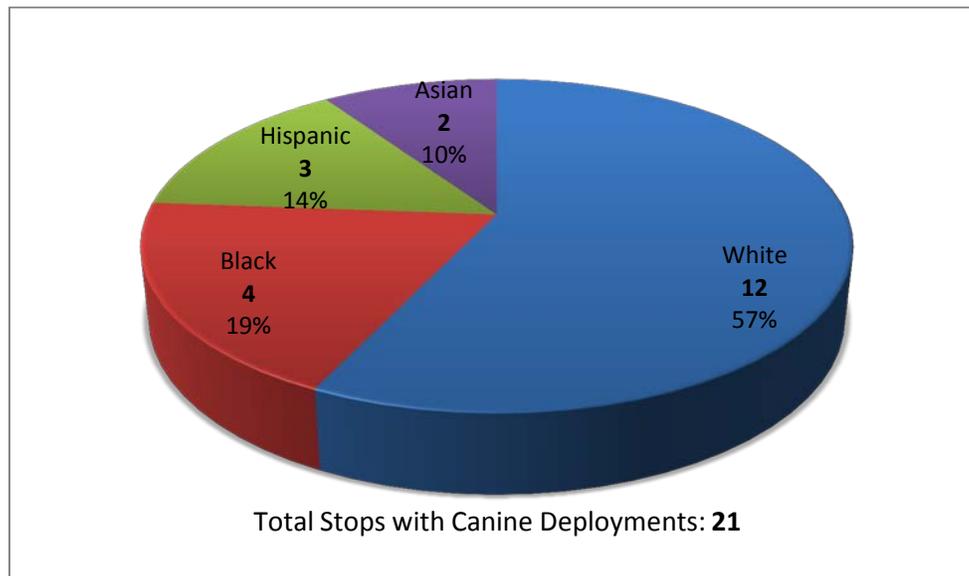
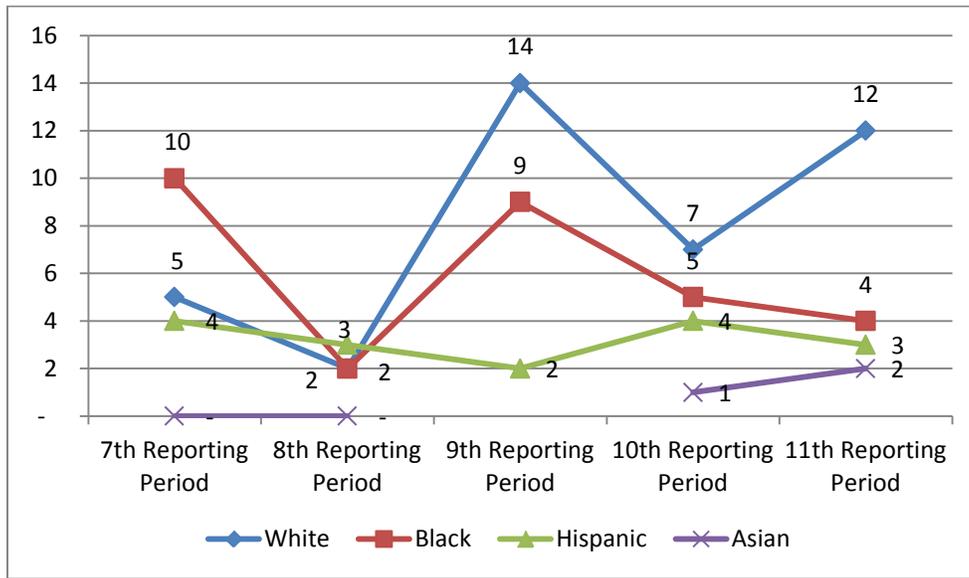


Figure Eighteen presents the trend of canine deployments by racial/ethnic group for the current and previous four reporting periods. Because canine deployments are a relatively infrequent event Division-wide, they are even more rare within a given Troop. That said, the number of deployments in a Troop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

For canine deployments in stops made by Troop B, the trend for each racial/ethnic group differs. White and Asian drivers experienced an increase in canine deployments while Black and Hispanic drivers experienced a decrease in canine deployments in the current reporting period. White drivers had an increase of five deployments while Asian drivers increased by only one deployment. Black and Hispanic drivers both experienced a one stop decrease in the number of canine deployments in the current reporting period. 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 – June 2014



While the number of stops with canine deployments may, at times, 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,<sup>1</sup> 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. These reviews will be published in OLEPS’ Tenth Oversight Report for those deployments that occurred at the scene of the stop only.

*Uses of Force*

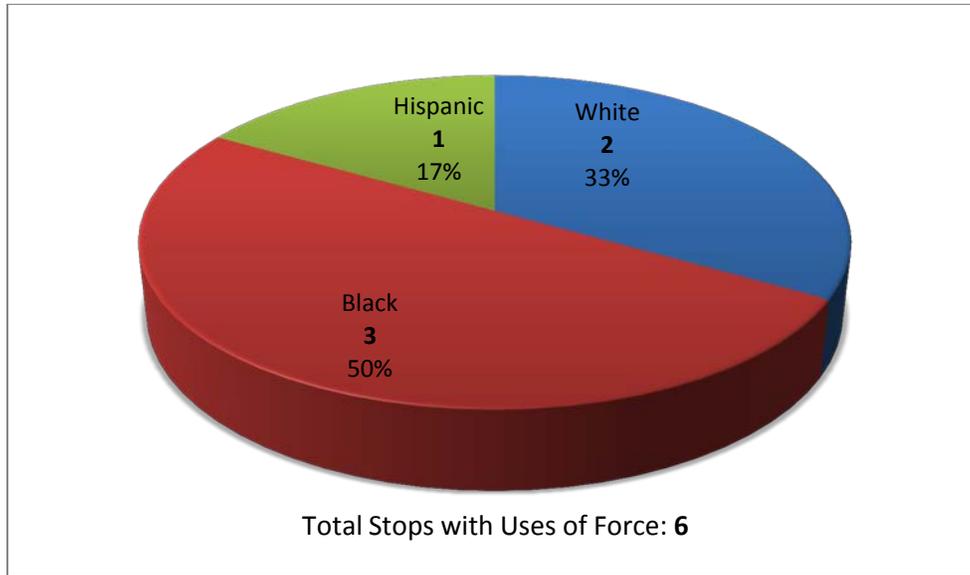
While canine deployments are infrequent events, uses of force are rarer. Division-wide, there were only 29 stops where force was used. In stops conducted by Troop B, there were six instances of force. In four of these instances of force, physical force was used, while in two instances mechanical force 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 were involved the largest proportion of stops involving uses of force, 50%. However, this amounts to only three stops involving Black drivers. Hispanic drivers were involved in 17%, or one stop, with force in Troop B and White drivers were involved in 33%, two stops. Division-wide, White drivers are involved a slightly higher proportion of stops with force than all other racial/ethnic groups. However, Black drivers are overrepresented among stops with uses of force at the Division level and especially in Troop B.

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

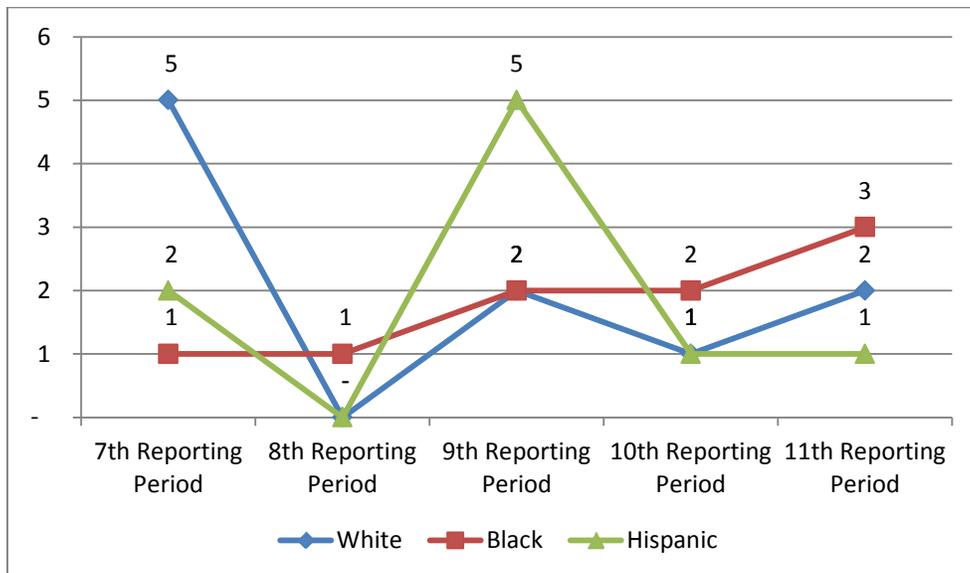
<sup>1</sup> OLEPS’ Oversight Reports can be found here: <http://www.nj.gov/oag/oleps/in-house-monitoring.html>

January 1, 2014- June 30, 2014



Trends in uses of force are presented in Figure Twenty for consistency purposes only. As noted with canine deployments, the infrequency of stops with these events Division-wide, Troop-wide, and for a specific racial/ethnic group means that the trends are easily susceptible to random change. The addition of a few force instances changes the picture for an entire Troop. Nonetheless, for Troop B, there was an increase of two stops with force from the previous to the current reporting period. There was a one stop increase for White and Black drivers and no change for Hispanic drivers.

**Figure Twenty: Trend of Racial/Ethnic Distribution of Stops with Uses of Force**  
January 2012 – June 2014



*Consent to Search*

For this period, there were 239 stops with consent to search requests conducted by Troop B, a 20% increase 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; 225 (94%) requests were granted and 14 (6%) were denied by an occupant during the stop.

**Figure Twenty-One: Outcome of Consent to Search Requests**  
 January 1, 2014- June 30, 2014

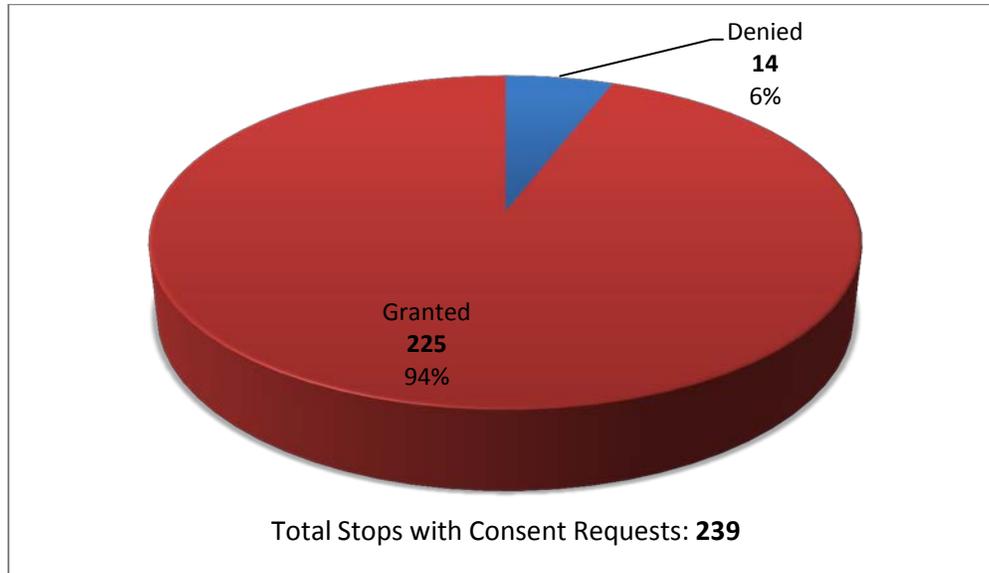
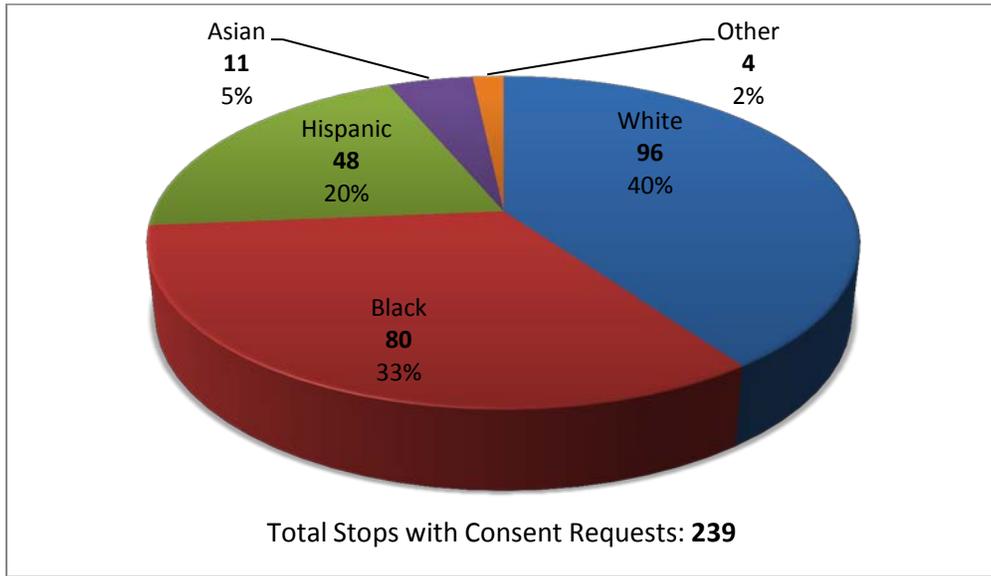


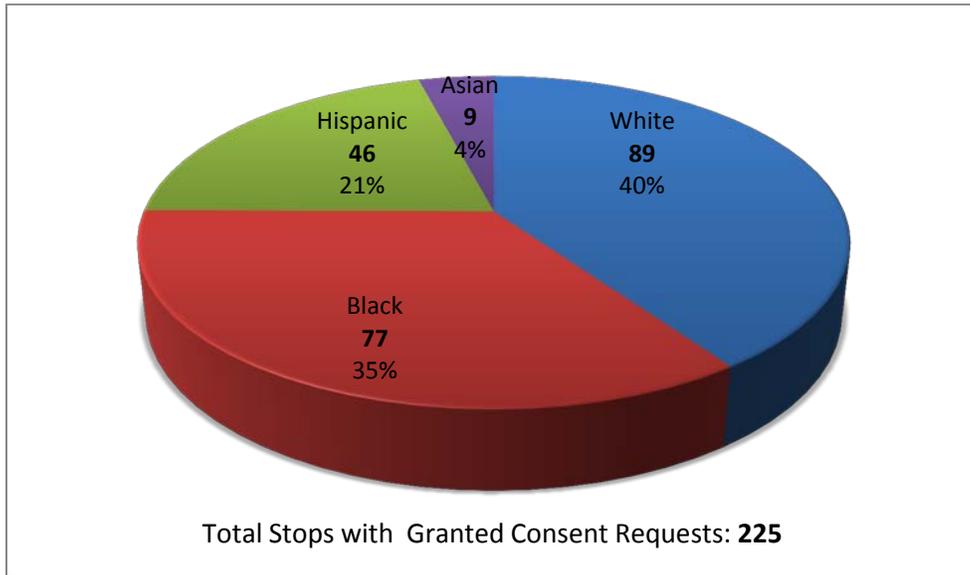
Figure Twenty-Two presents the racial/ethnic distribution for consent to search requests made during motor vehicle stops. White drivers made up the largest proportion of stops with consent to search requests. Less than half, 40%, of all stops with consent to search requests involved White drivers. Black drivers were involved in 80 stops (33%) with consent to search requests, and Hispanic drivers were involved in 48 stops (20%) with consent to search requests. The racial/ethnic distribution of consent to search requests does differ from the distribution of the total number of stops and from the distribution of stops with post-stop interactions. Compared to the distribution of post-stop interactions for Troop B, Hispanic and White drivers are underrepresented and Black drivers are overrepresented among stops with consent to search requests.

**Figure Twenty-Two: Racial/Ethnic Distribution of Stops with Consent to Search Requests**  
January 1, 2014- June 30, 2014

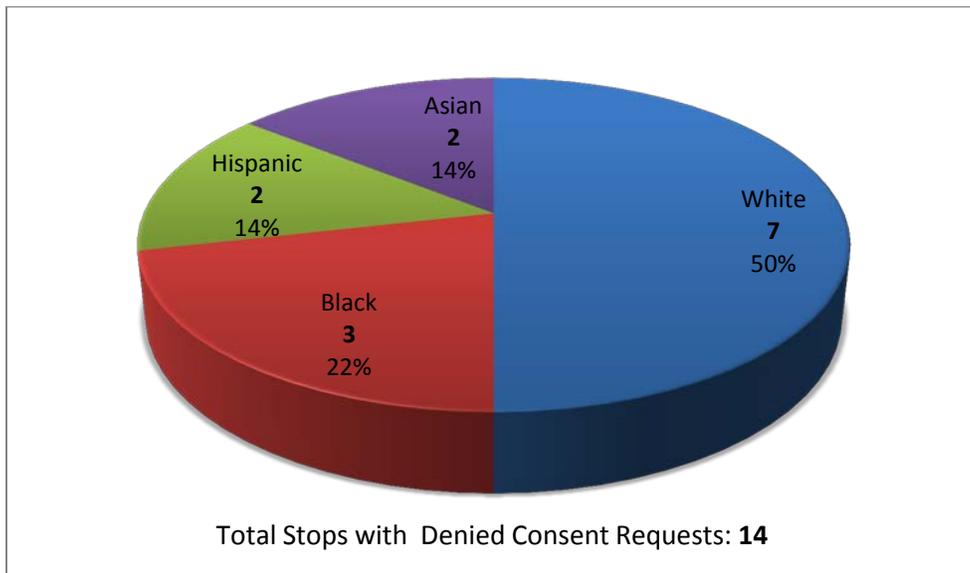


Among the possible outcomes of these requests, this pattern remains the same; White drivers had the highest proportion of both granted (Figure Twenty-Three) and denied consent to search requests (Figure Twenty-Four). Because the majority of consent to search requests were granted, the distribution of granted consent requests is almost identical to that of all stops with requests. However, the distribution of denied consent to search requests differs slightly. When consent was denied, White drivers were involved in a slightly larger proportion, 50%, compared to their proportion of total consent to search requests and Black drivers were involved in a smaller proportion, 22%. Like the distribution noted Division-wide, White drivers are involved in the highest proportion of stops involving consent requests for Troop B.

**Figure Twenty-Three: Racial/Ethnic Distribution of Stops with Consent to Search Granted**  
January 1, 2014- June 30, 2014

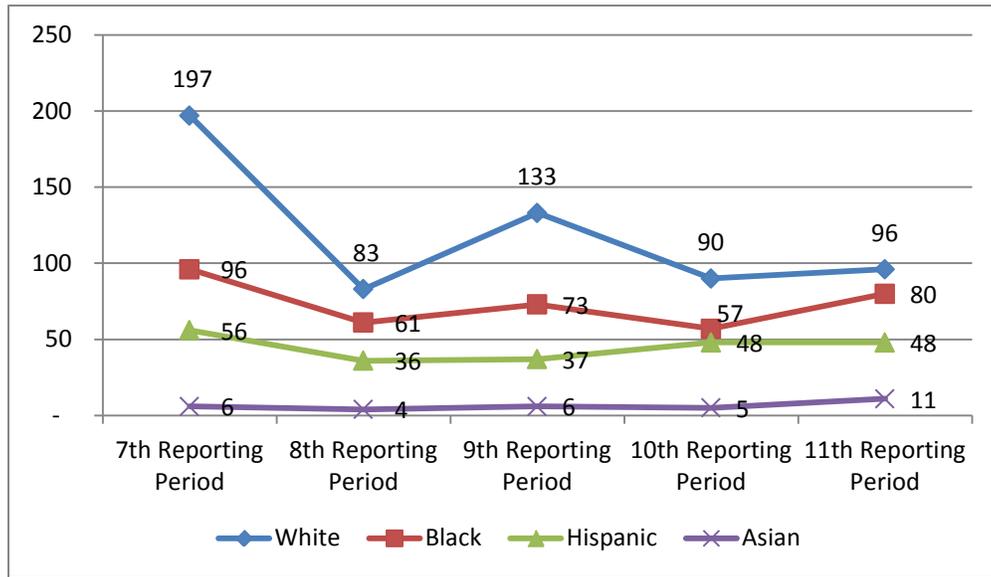


**Figure Twenty-Four: Racial/Ethnic Distribution of Stops with Consent to Search Denied**  
January 1, 2014- June 30, 2014



The total number of stops with consent requests increased 20% in the current reporting period for Troop B. This number includes all stops with 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. Black drivers experienced the largest increase in number of stops with consent requests, 40%. White drivers experienced a 7% increase in stops involving consent to search requests. Hispanic drivers had no change in the number of stops with consent requests. Asian drivers experienced a 120% increase (6 stops) in stops with consent requests.

**Figure Twenty-Five: Trend of Racial/Ethnic Distribution of Stops with Consent Requests**  
 January 2012 – June 2014



Trends in each category of consent to search request that were granted, denied, or withdrawn are not presented pictorially for Troop B. However, in the current reporting period, there was a 25% decrease 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 requests, 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 1,535 motor vehicle stops conducted by Troop B where at least one person was arrested. The total number of stops involving an arrest increased 12% 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. On average, there were 1.16 arrests per stop.

**Figure Twenty-Six: Racial/Ethnic Distribution of Stops with Arrests**  
 January 1, 2014- June 30, 2014

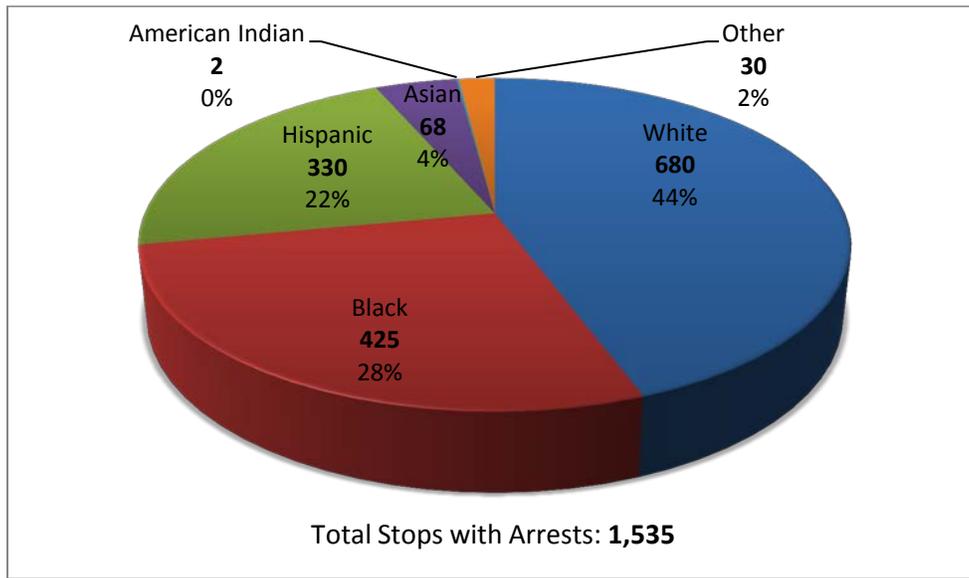
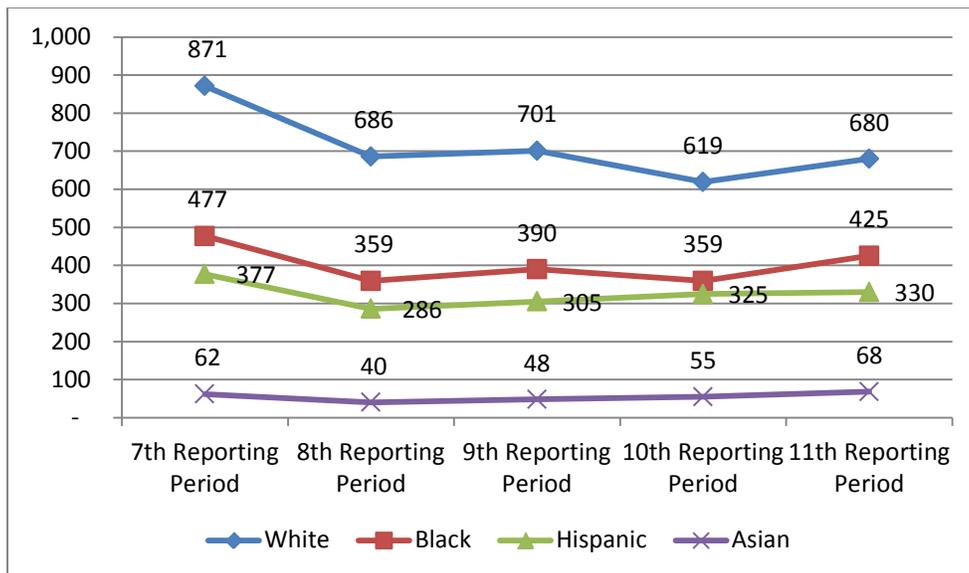


Figure Twenty-Six depicts the racial/ethnic distribution of all motor vehicle stops where an arrest was made. White drivers were involved in the highest proportion of stops where an arrest was made, 44%. Black drivers were involved in 28% of all stops where an arrest was made. Hispanic drivers were involved in 22% of stops where an arrest was made. Asian drivers were only involved in 4% of stops with arrests. Compared to the distribution of stops with post-stop activity, this distribution differs only slightly. Black drivers are slightly overrepresented while White drivers are slightly underrepresented among stops with arrests.

**Figure Twenty-Seven: Trend of Racial/Ethnic Distribution of Stops with Arrests**  
 January 2012 – June 2014



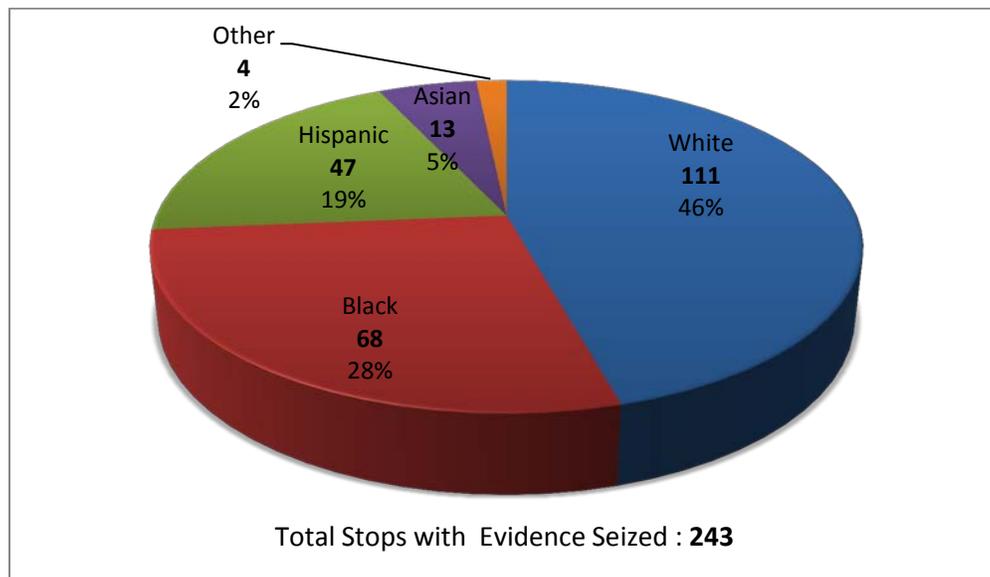
The total number of stops where an individual was arrested increased about 12% in the current reporting period, similar to the increase for stops with law enforcement procedures. As shown in Figure Twenty-Seven, the degree of increase from the previous to the current reporting period varied among racial/ethnic groups. Stops with Asian drivers with at least one arrest increased by 24%. For Black drivers, the increase in stops with arrests was 18%, while White drivers increased by about 10%. For Hispanic drivers, the increase was 2%.

*Evidence Seizures*

The seizure of evidence during a motor vehicle stop is a relatively rare occurrence, occurring in only 1,116 motor vehicle stops Division-wide. In stops made by Troop B, evidence was seized in 243 motor vehicle stops, a 19% increase 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 46% of all stops with evidence seized, the driver was White, in 28% of stops the driver was Black, and in 19% of stops the driver was Hispanic. When compared to the distribution of stops with law enforcement procedures, Black drivers are slightly overrepresented and Hispanic drivers are slightly underrepresented. However, the distributions are very similar.

**Figure Twenty-Eight: Racial/Ethnic Distribution of Evidence Seizures**  
 January 1, 2014- June 30, 2014

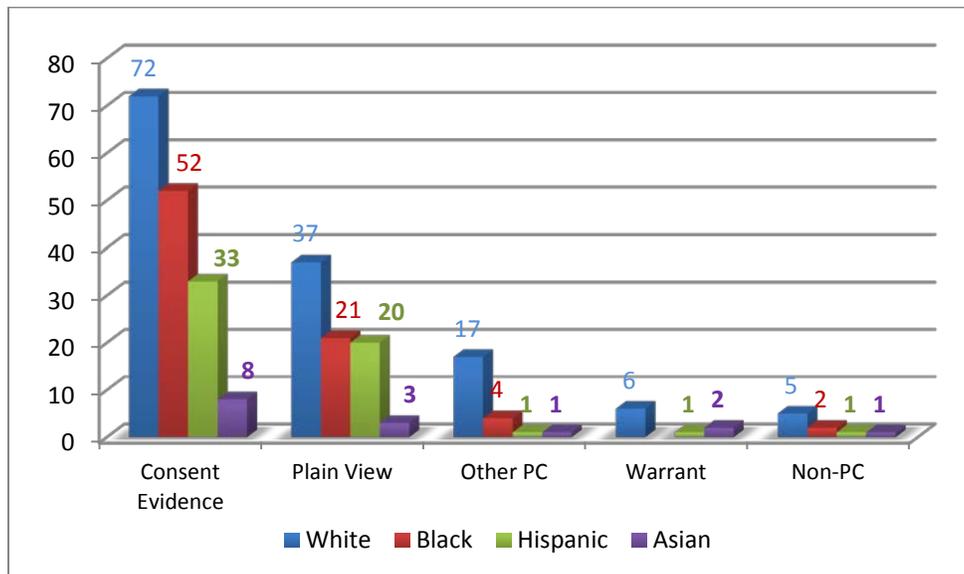


Each motor vehicle stop can have one or more seizures of evidence. In the current reporting period, 50 of the 243 stops with seizures had evidence seized as the result of more than one type of activity. For example, a trooper may observe contraband in plain view and also conduct a consent search that produces evidence. Thus, there are actually 293 searches/seizures that led to an evidence seizure. At most, a single stop included two different types of searches/seizures that resulted in evidence.

While the exact evidence seized is unknown, it is known how the evidence was obtained. Figure Twenty-Nine depicts the type of search/seizures that resulted in evidence for each racial/ethnic group for stops conducted by Troop B. The majority of the 243 evidence seizures resulted from consent searches. In total, there were 169 evidence seizures as the result of a consent search. Of these consent search seizures, 43% involved White drivers, 31% involved Black drivers, and 20% involved Hispanic drivers.

**Figure Twenty-Nine: Types of Evidence Seizures**

January 1, 2014- June 30, 2014



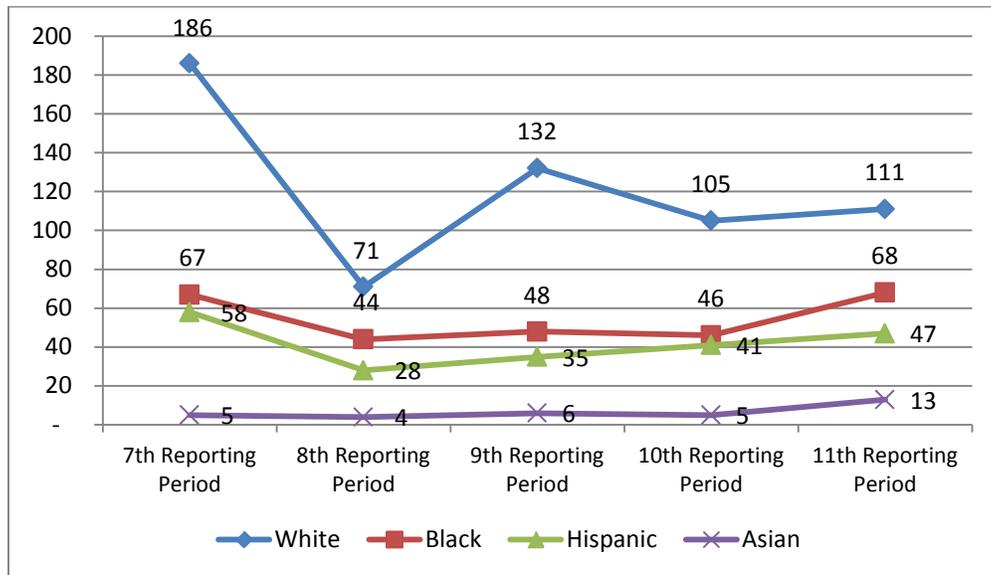
The second most frequent searches/seizures were those considered plain view. In 81 seizures, the reason provided indicated that a controlled dangerous substance (CDS), controlled dangerous weapon (CDW), or open container were in plain view and subsequently seized. Of these seizures, 46% involved White drivers, 26% involved Black drivers, and 25% 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 24 motor vehicle stops. Of these seizures, 17 (70%) involved White drivers and four (17%) involved Black drivers. Hispanic and Asian drivers were each involved in one motor vehicle stop with Other PC seizures.

Searches/seizures classified as non-PC or as the result of a search warrant were rare for Troop B. There were nine seizures classified as non-PC. There were 10 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 23% 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 48% in the current period. There was also a 6% increase for White drivers, a 15% increase for Hispanic drivers, and a 160% (eight stops) increase for Asian drivers.

**Figure Thirty: Trend of Racial/Ethnic Distribution of Stops with Evidence Seizures**  
January 2012 – June 2014



## Dispositions

For each stop made by the State Police, a disposition is issued. Troop B experienced a 30% increase in the number of dispositions in the current reporting period, the same increase noted among all stops. As depicted in Figure Thirty-One, 20,035 stops (36%) resulted in some kind of summons, 21,151 (38%) resulted in a warning, 6,621 (12%) resulted in some combination of warnings and/or summons, and 7,614 (14%) resulted in another, unspecified disposition. For stops made by Troop B, the most common disposition was a warning issued for a moving violation. Thirty-one percent of all stops resulted in a moving violation. Moving summonses were issued in 27% of all stops made by Troop B. Other and mixed dispositions were less common making up 14% and 12% of Troop B's dispositions respectively. Dispositions based on non-moving violations were less common than those for moving violations; there were 5,045 summons for non-moving violations and 4,154 warnings for non-moving violations issued during motor vehicle stops made during this reporting period.

**Figure Thirty-One: Dispositions of All Stops**

January 1, 2014- June 30, 2014

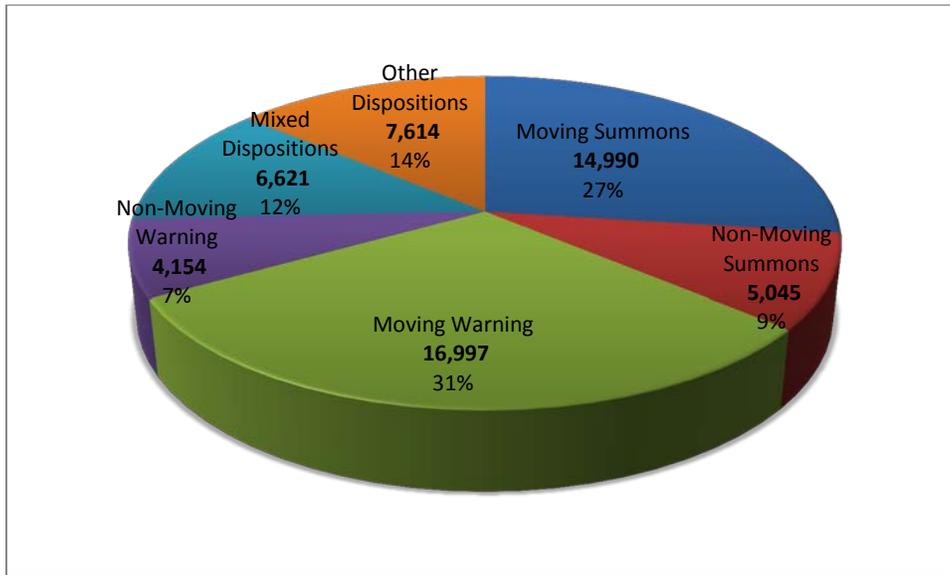
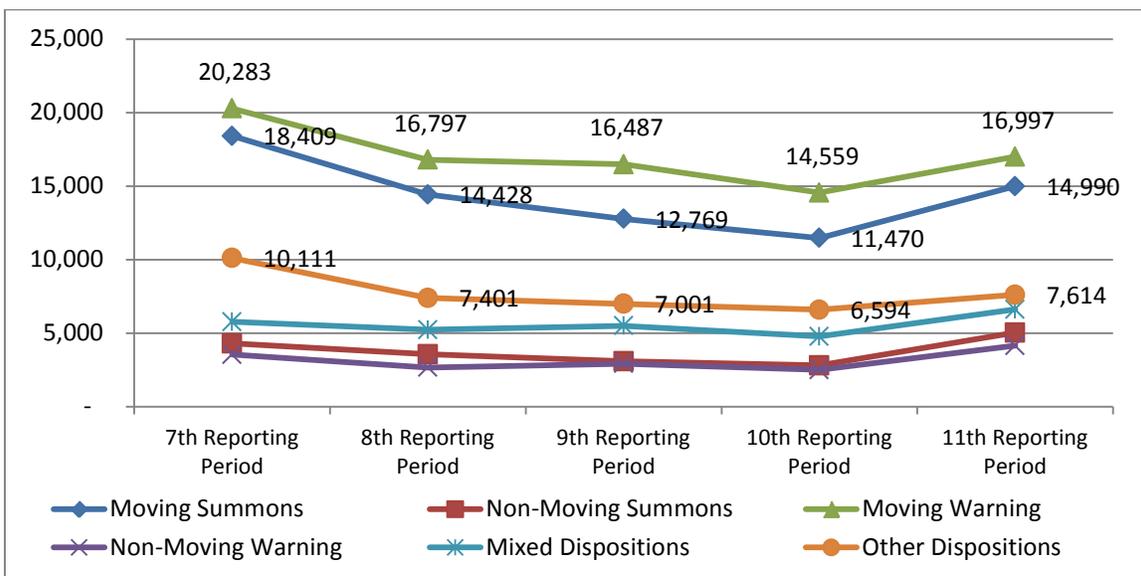


Figure Thirty-Two graphs the number of stops resulting in each disposition for the current and past four reporting periods. Because the number of stops made by Troop B increased during this reporting period, generally the number of stops receiving each disposition increased. However, the State Police 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. Figure Thirty-Two indicates that the number of stops resulting in this disposition (other) increased in this reporting period. However, this increase was a smaller magnitude, a 16% increase, than that seen for moving summonses (31% increase), non-moving summonses (79% increase), moving warnings (17% increase), non-moving warnings (65% increase), and mixed dispositions (38% increase).

**Figure Thirty-Two: Trends of Dispositions**

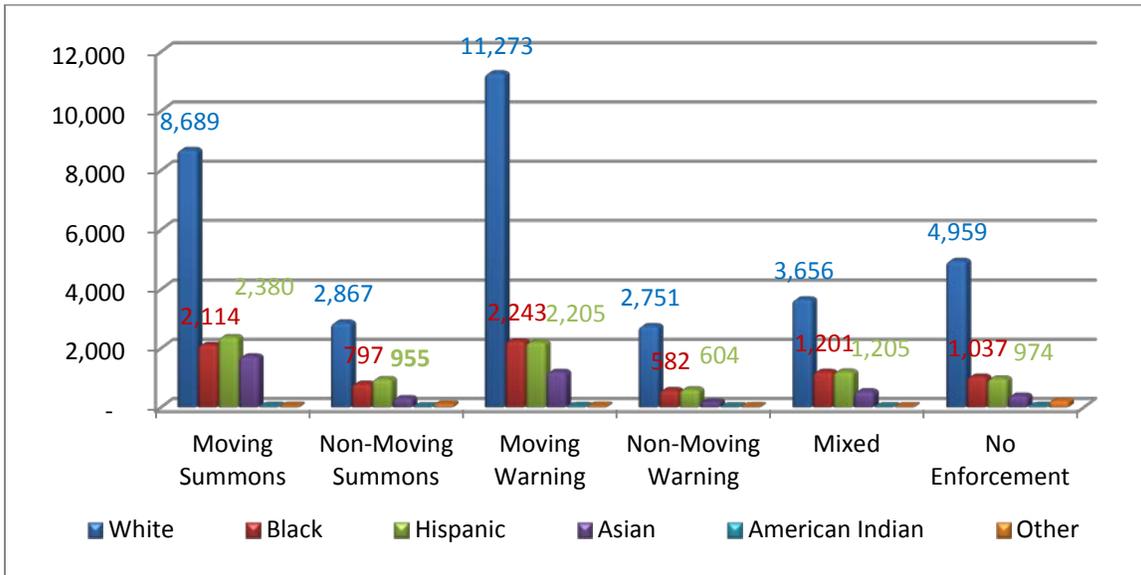
January 2012 – June 2014



Across disposition categories, White drivers continue to make up the largest proportion of each disposition type for stops made by Troop B. The overall pattern remains, between 55 and 66 percent of all disposition types involved White drivers, between 13 and 18 percent of all disposition types involved Black drivers, and between 13 and 19 percent of all disposition types involved Hispanic drivers.

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

January 1, 2014- June 30, 2014



The most common outcome of stops were moving warnings. There were 16,997 stops (31%) that received a moving warning. Of these stops, there were 11,273 stops (66%) that involved White drivers, 2,243 stops (13%) that involved Black drivers, and 2,205 stops (13%) that involved Hispanic drivers. This is very similar to the overall pattern of the racial/ethnic distribution of all stops made by Troop B, where the majority of stops involve White drivers. However, White drivers are slightly overrepresented and Black and Hispanic drivers slightly underrepresented among stops resulting in moving warnings.

The second most common outcome for stops for Troop B were moving summonses. For moving summonses, White drivers made up 57%, Black drivers were 14% and Hispanic drivers made up 16%. Again this pattern is very similar the overall racial/ethnic distribution of stops made by Troop B.

The racial/ethnic distribution for each disposition category is consistent with the overall racial/ethnic distribution of motor vehicle stops made by Troop B. White drivers receive roughly 60% of all categories of dispositions, while Black and Hispanic drivers are closer to 15%. The distribution of disposition types roughly matches that of all stops. For White and Black drivers, the most common disposition was a moving warning, while a moving summons was most common for Hispanic drivers.

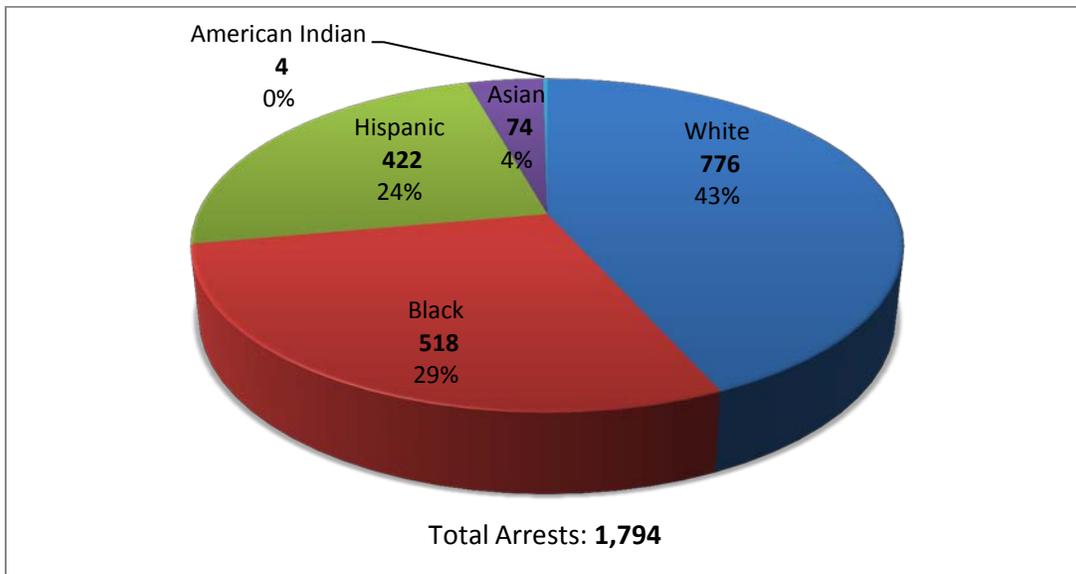
# Individual Level Analysis

## Arrests

While there were 1,535 motor vehicle stops made by Troop B where an arrest was made, there were 1,794 actual arrests. That is, there were 1,794 individuals arrested during motor vehicle stops in the current reporting period. Troop B experienced a 13% increase in the number of arrests from the previous reporting period. On average, there were 1.16 arrests per motor vehicle stop, but one stop did have six arrests and a few stops included four or five individuals being arrested.

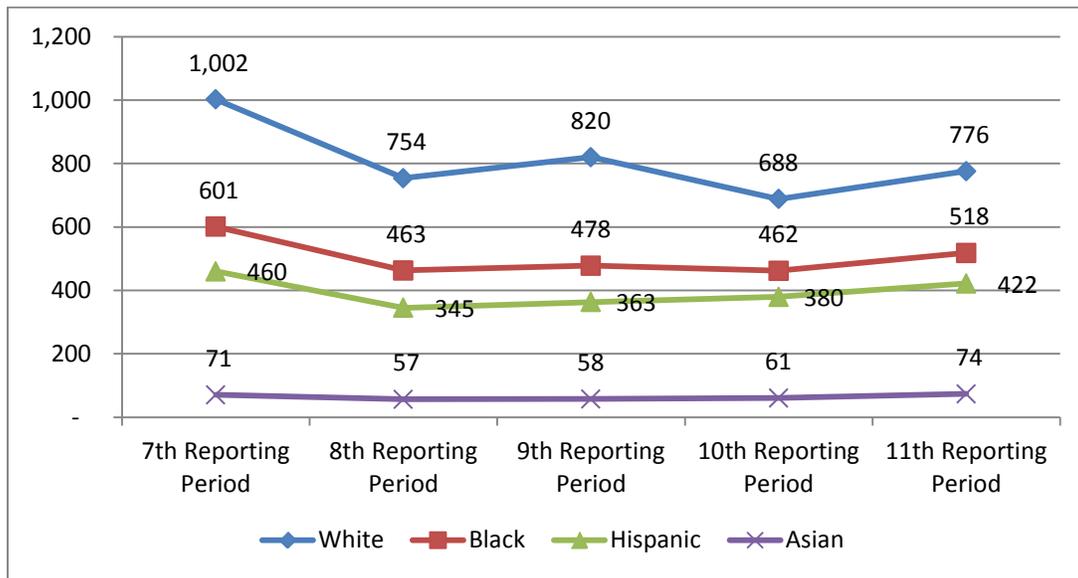
Because each stop averaged a little more than one arrest, the racial/ethnic distribution of the individuals who were arrested should be similar to the racial/ethnic distribution of stops with arrests. Figure Thirty-Four depicts this distribution for Troop B, and it is nearly identical to the distribution of stops with arrests. White individuals make up the largest proportion, 43%, of arrests made during the current reporting period. In 29% of arrests, the individual arrested was Black, while in 24% of arrests, the individual arrested was Hispanic. Asian individuals were involved in 4% of all arrests in the current reporting period. Compared to the Division-wide pattern of individuals arrested, Troop B arrested a similar proportion of White and Asian individuals, a slightly smaller proportion of Black individuals, and a larger proportion of Hispanic individuals.

**Figure Thirty-Four: Racial/Ethnic Distribution of All Arrests**  
January 1, 2014- June 30, 2014



Overall, the number of arrests made during stops by Troop B increased 13% from the previous reporting period. The largest increase was noted for Asian individuals, 21% (13 arrests). The number of arrests of White individuals increased 13%, Black individuals increased 12%, and Hispanic individuals increased 11%. White, Black, and Hispanic individuals experienced a similar magnitude increase in arrests in the current reporting period.

**Figure Thirty-Five: Trend of Racial/Ethnic Distribution of Individuals Arrested**  
 January 2012 – June 2014

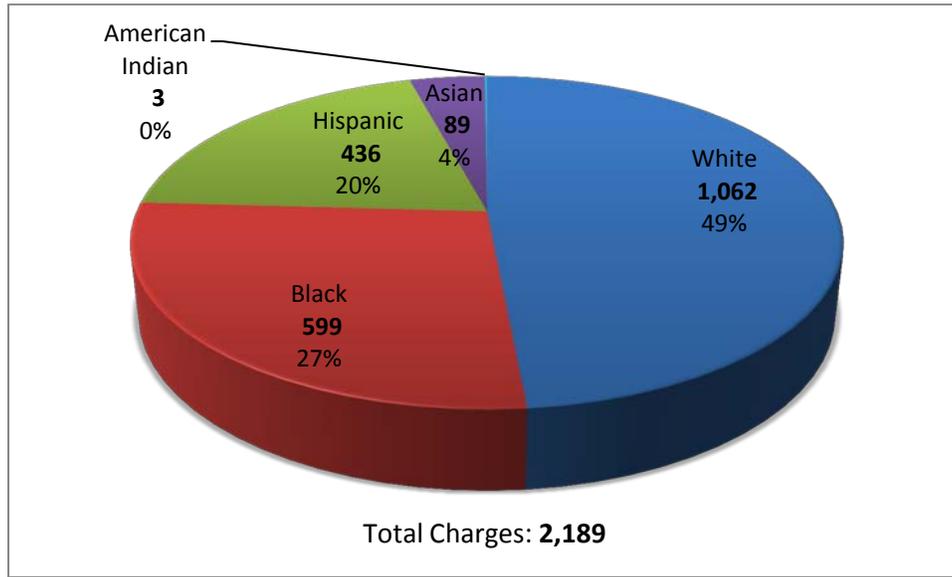


### Charges

For an arrest, an individual can be charged with one or multiple charges. For the current period, while there were 1,794 individual arrests, there were actually 2,189 charges filed. On average, each arrest resulted in 1.2 charges filed. However, several arrests had five or six charges filed.

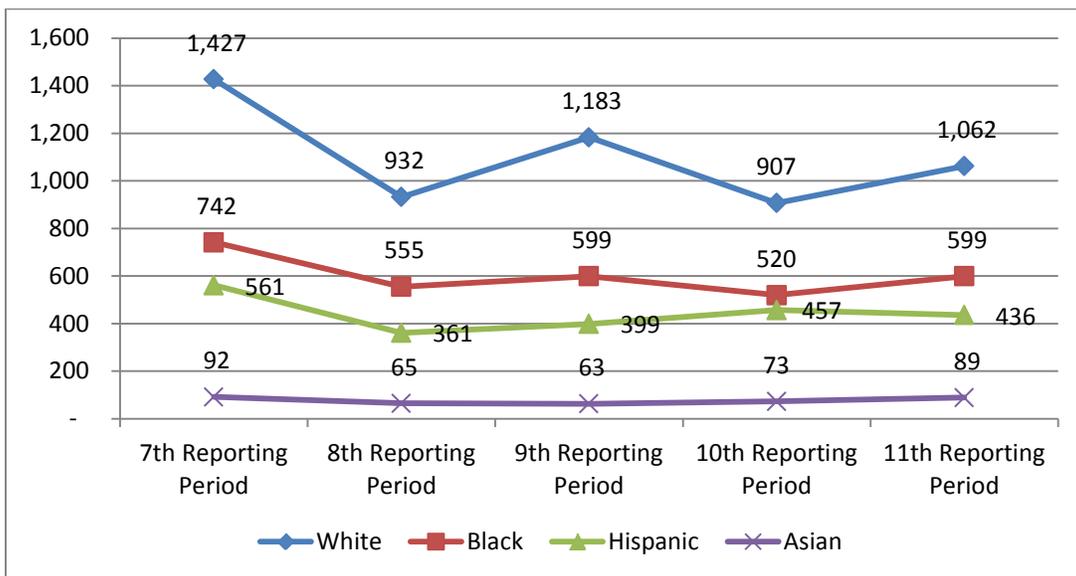
The racial/ethnic distribution of those arrested and that had charges filed, presented in Figure Thirty-Six, is similar to the distribution of all arrests. White individuals were involved in the largest proportion of charges filed, 49%. Black individuals were involved in 27% of all charges, Hispanic individuals were involved in 20% of all charges filed, and Asian individuals were involved in 4% of charges filed. Compared to the distribution of those individuals who were arrested, the proportions are similar. However, White individuals make up a larger proportion of individuals charged than arrested while Hispanic individuals make up a smaller proportion of those charged than those who were arrested. It would be expected then, that Hispanic individuals make up a larger proportion of those individuals not charged during an arrest (Figure Thirty-Eight).

**Figure Thirty-Six: Racial/Ethnic Distribution of Individuals Charged**  
 January 1, 2014- June 30, 2014



While the number of individuals arrested increased by 13% in the current reporting period, the total number of charges filed increased by 12%. As shown in Figure Thirty-Seven, there was a 17% increase in the number of charges filed against White individuals and a 15% increase in the number of charges filed against Black individuals in Troop B. There was a 5% increase in the number of charges filed against Hispanic individuals and a 22% increase in the number of charges against Asian individuals. The trend for Hispanic drivers suggests, again, that they should be overrepresented among those who were arrested and not charged.

**Figure Thirty-Seven: Trend of Racial/Ethnic Distribution of Charges**  
 January 2012 – June 2014



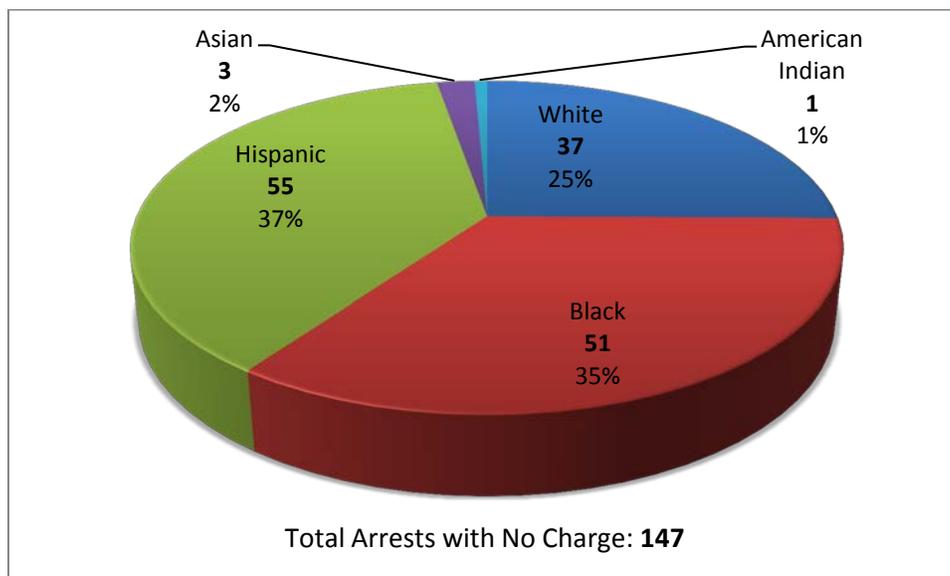
In some cases, an individual may be arrested and not charged. While this is possibly a data entry error, it is more likely a reflection of policies and procedures following State v. Peña-Flores, 198 N.J. 6 (2009).<sup>2</sup> Following this ruling, State Police policy requires immediate arrest when a 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 147 arrests made by Troop B where an individual was not ultimately charged with any specific statute. The racial/ethnic distribution of those not charged should, ideally, be identical to the racial/ethnic distribution of those charged. If the distributions differ, further analysis is required to determine what specifically causes these differences.

Figure Thirty-Eight depicts the racial/ethnic distribution of those arrested by Troop B but not charged in the current period. The distribution of those not charged differs from those who were charged. Specifically, while Hispanic individuals were roughly 20% of all charges filed, they are 37% of those individuals for whom no charges were filed. Hispanic individuals are the largest proportion of individuals who were not charged. Black individuals are also disproportionately represented among those arrested and not charged in Troop B. Black individuals were 27% of those who had charges filed and 35% of those without charges filed. Conversely, White drivers were 49% of charges filed yet only 25% of those with no charges filed. Thus, Black and Hispanic individuals are overrepresented among arrests with no charges. The presence of that particular form of PC, as discussed previously, requires an immediate arrest until a trooper can ascertain whether there is contraband on the person or in the vehicle.

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

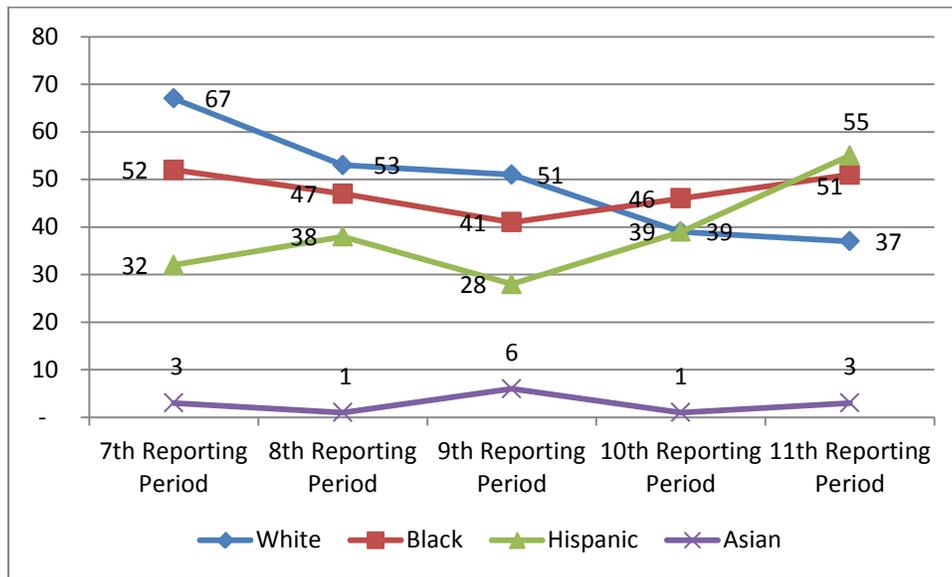
January 1, 2014- June 30, 2014



<sup>2</sup> 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 depicts the trends in individuals not charged for Troop B. Overall, there was an 18% increase in the number of individuals who were not charged. The number of White individuals who were not charged decreased 5%, the number of Black individuals increased 11%, and the number of Hispanic individuals increased 41%. For Troop B, Black and Hispanic individuals are disproportionately arrested and not charged and the increase in this activity in the current reporting period has disproportionately affected these two racial/ethnic groups, especially Hispanic individuals. 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 – June 2014



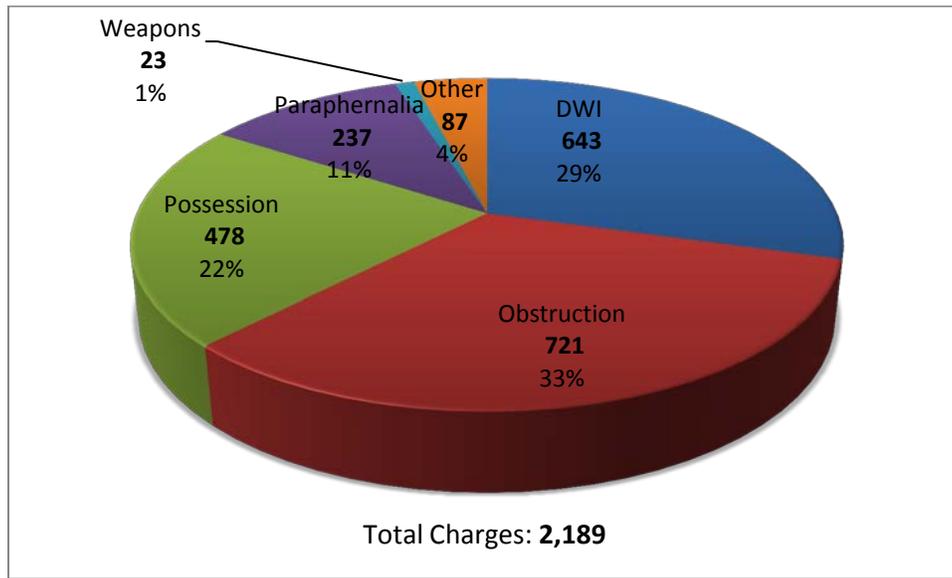
*Types of Charges*

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

For Troop B, the most commonly cited charges pertained to obstruction; 33% of all charges filed were categorized as obstruction. This category includes 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 88% 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, 41%, obstruction charges make up a smaller proportion of charges filed for Troop B, 33%.

**Figure Forty: Types of Charges Filed**

January 1, 2014- June 30, 2014



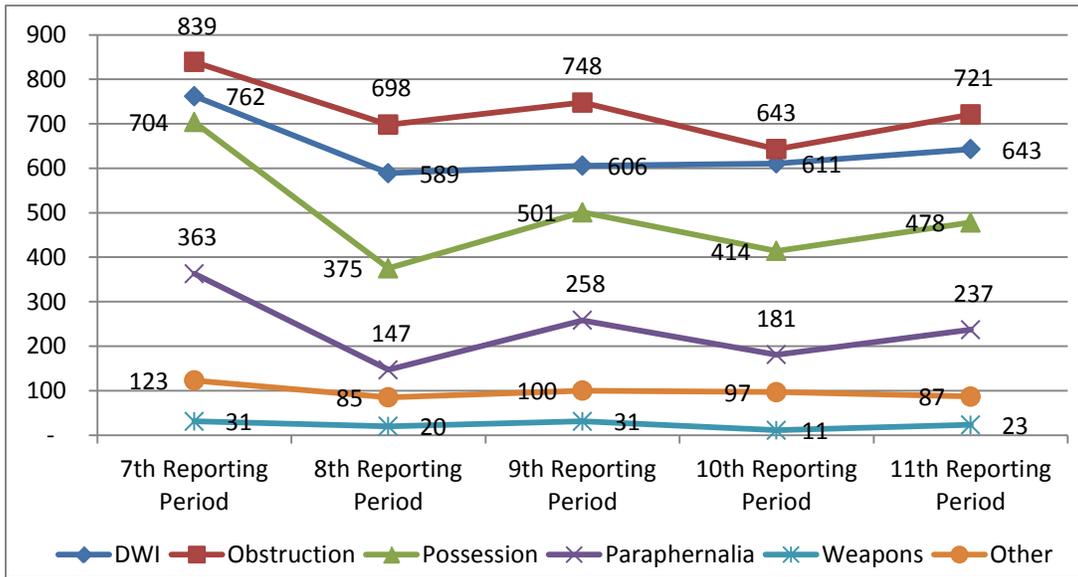
As noted Division-wide, a number of individuals were charged in reference to drugs and alcohol. These charge categories, DWI, Possession, and Paraphernalia, were cited in more than half of all charges filed. Charges for possession of a controlled dangerous substance, or being under the influence of such a substance, were 22% of all charges filed while charges for possession of drug paraphernalia were 11% 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 4% of all other charges filed. The most commonly cited other charge was theft of some kind.

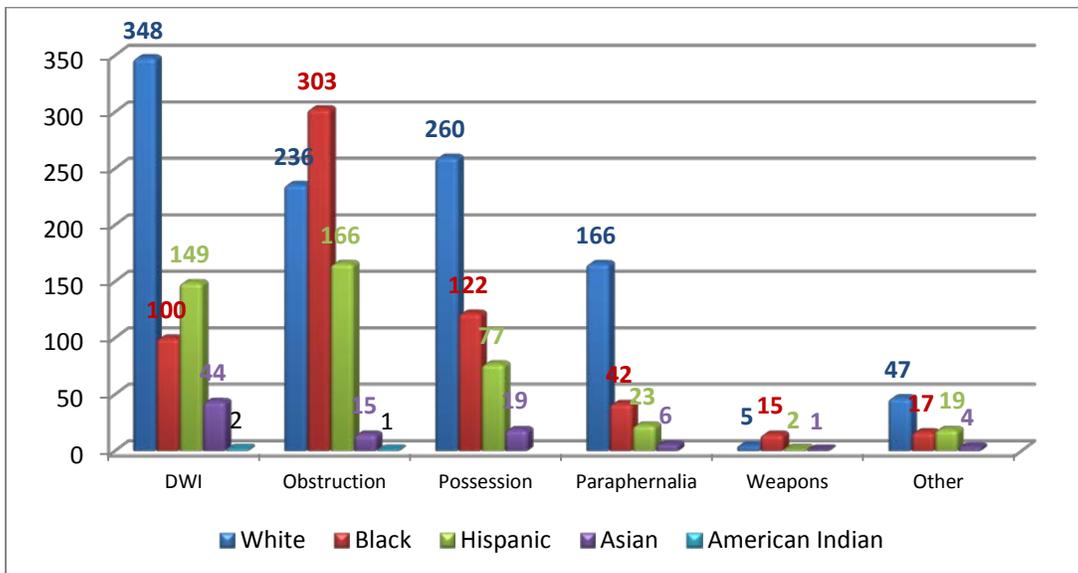
The total number of charges filed for arrests made by Troop B in the current reporting period increased 12%, smaller than the increase noted for the number of arrests without charges. Figure Forty-One illustrates this increase by charge categories. As shown, the magnitude of the increase varies across charges. The largest increase was noted for paraphernalia charges; there was a 30% increase in the use of paraphernalia charges. Possession charges increased 15%, obstruction charges increased 12%, other charges increased 10%, and DWI charges increased 5% in the current reporting period. Weapons charges increased 109% in the current reporting period, but this involved only an additional 12 uses of this charge.

**Figure Forty-One: Trend of Arrest Charges**  
January 2012 – June 2014



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**  
January 1, 2014- June 30, 2014



This pattern differs for those charged with DWI. Among those charged with DWI, White individuals were most likely to be charged. In 348 (54%) DWI charges the individual charged was White, in 100 (16%) instances the individual charged was Black, in 149 (23%) the individual charged was Hispanic, and in 44 (7%) the individual charged was Asian. Thus, there were more White individuals charged with DWI than other racial/ethnic groups. DWI was the most frequent charge for White and Asian individuals.

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, 303 (51%) obstruction charges were cited for Black individuals while 236 (22%) cited White individuals. Hispanic individuals made up 38% of all obstruction charges. Obstruction charges were the most frequent charge for Black and Hispanic 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 260 (54%) charges of possession, Black individuals were charged in 122 (26%), Hispanic individuals were charged in 77 (16%) possession charges. Paraphernalia charges were similarly distributed. White individuals were cited in 166 (70%) paraphernalia charges while Black motorists were charged in 42 (18%), Hispanic individuals were cited in 23 (10%) paraphernalia charges.

Weapons charges were rare for Troop B. However, they were more common for Black than White individuals. White individuals were involved in five weapons charges, Black individuals were involved in 15. This pattern is reversed for other charges. White individuals were involved in 47 instances of other charges while Black motorists were cited in 17 instances. Hispanic motorists were involved in 19 instances with other charges.

## **Wanted Persons**

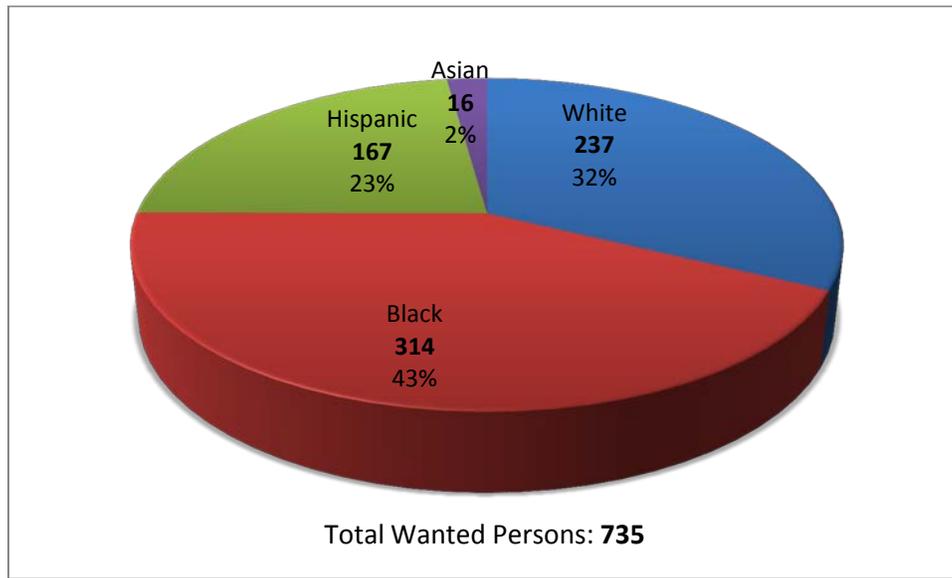
---

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, 735 arrests made by Troop B were of wanted persons, those with outstanding warrants. The number of wanted persons arrested by Troop B increased 27% 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, 735 individuals arrested during motor vehicle stops by Troop B were wanted persons. White individuals were 32% of all wanted persons while Black individuals were the largest proportion, 43%. Hispanic individuals were 23% 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.

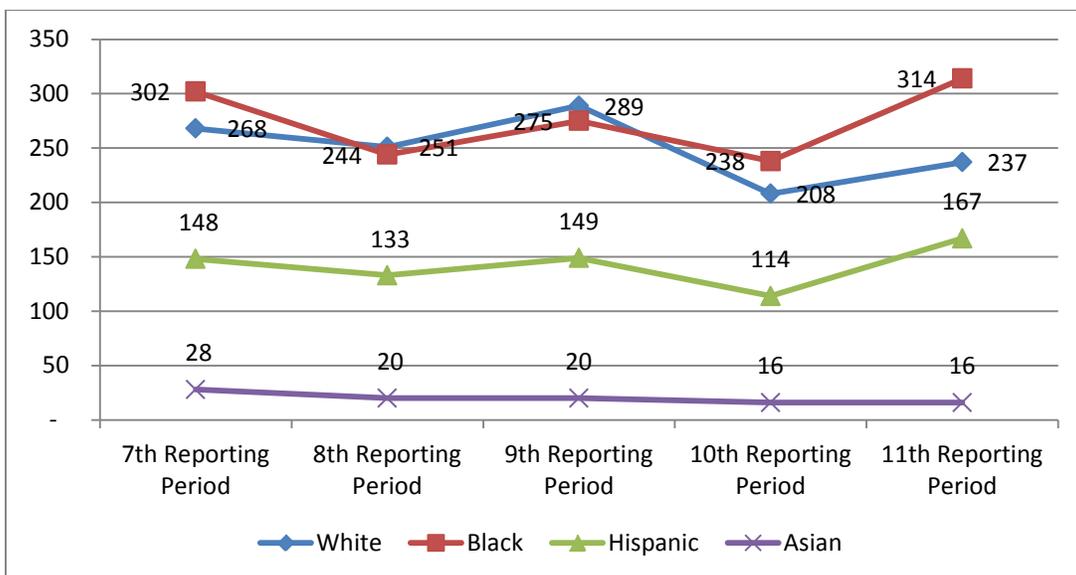
Compared to the proportion of those identified as wanted persons Division-wide, White individuals make up the same proportion in Troop B. However, in Troop B, Hispanic individuals are a larger proportion and Black individuals a smaller proportion of wanted persons.

**Figure Forty-Three: Racial/Ethnic Distribution of Wanted Persons**  
 January 1, 2014- June 30, 2014



While the total number of wanted persons increased by 27% for Troop B in the current reporting period, the degree of increase varied for each racial/ethnic group. The number of Hispanic individuals who were identified as wanted persons increased 46% in the current reporting period, while the number of wanted Black individuals increased 32%. The increase for White individuals was the smallest, 14%. There was no change in the number of wanted Asian individuals in the current reporting period.

**Figure Forty-Four: Trend of Racial/Ethnic Distribution of Individuals Not Charged**  
 January 2012 – June 2014



## 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 Troop C are discussed in the sections that follow.

### Stop Level Analysis

#### Number of Stops

From January 1, 2014 to June 30, 2014, Troop C conducted 39,919 motor vehicle stops. While the number of motor vehicle stops conducted Division-wide increased by 24%, Troop C experienced a 29% increase in the number of motor vehicle stops.

**Figure One: Trends of Motor Vehicle Stops**  
January 2011- June 2014

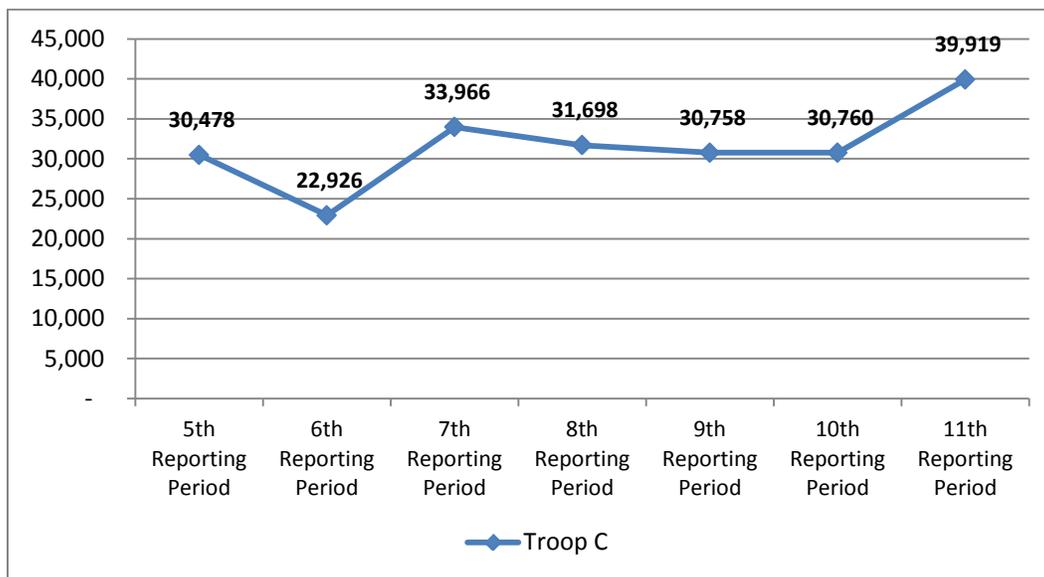


Figure One depicts the trend of the number of motor vehicle stops for the current and previous six reporting periods. While the number of stops does fluctuate each period, the current period is the highest number of stops in the three and a half years represented on the graph.

As noted Division-wide, White drivers make up the largest proportion of all stops in the current reporting period. White drivers were involved in 70% of all stops, Black drivers were involved in 17%, Hispanic drivers were involved in 8%, Asian drivers were involved in 4%, Other drivers were involved in 1%, and American Indian drivers were involved in 0%. Despite the large difference between the number of stops Division-wide and for Troop C, the racial/ethnic proportions are nearly identical, save for 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**  
 January 1, 2014- June 30, 2014

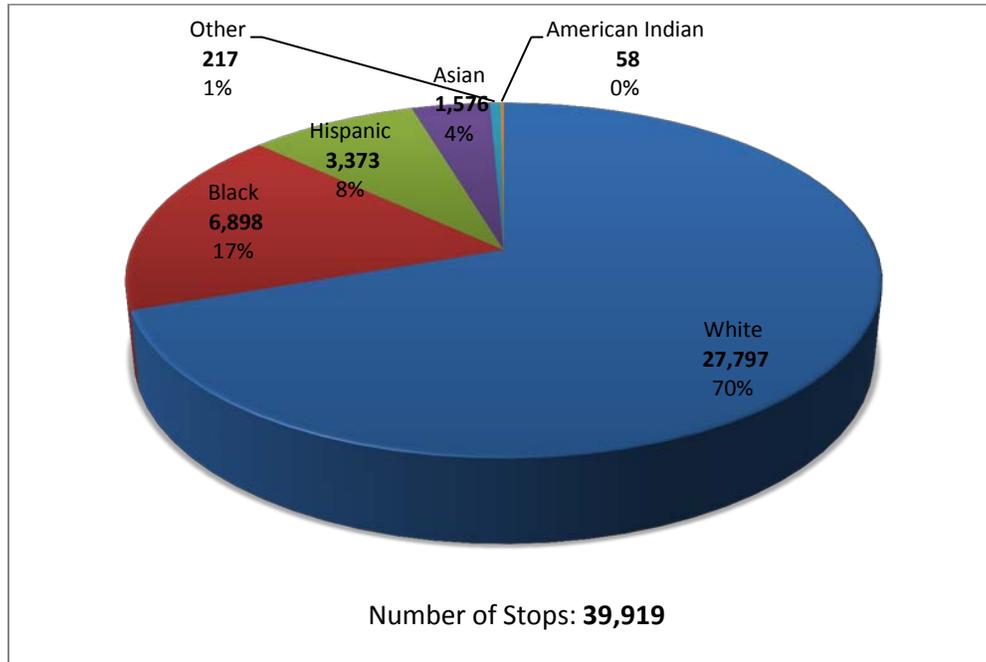
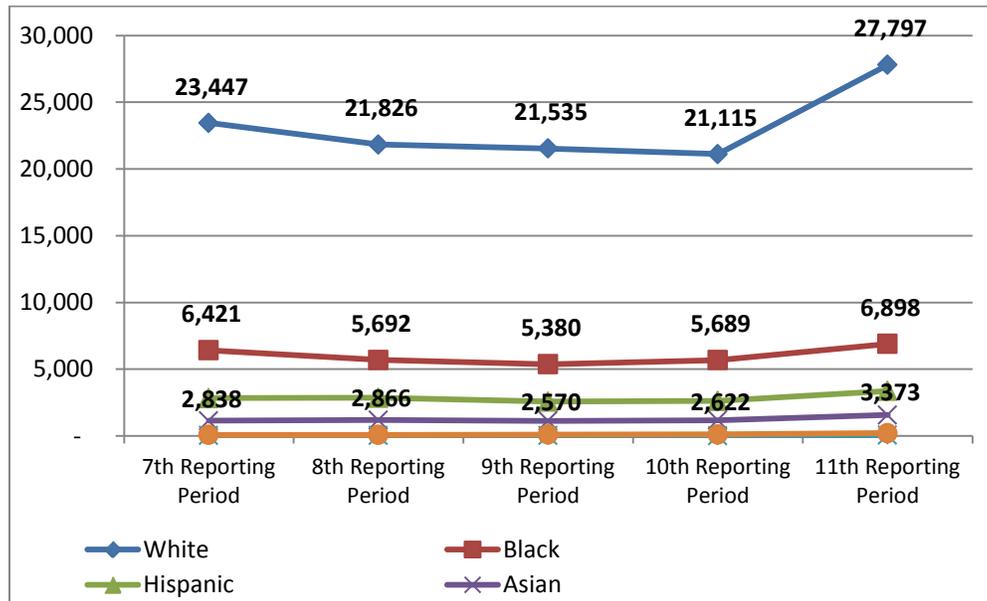


Figure Three graphs the number of stops made of drivers of each racial/ethnic group for the current and four previous reporting periods. Because the total number of motor vehicle stops increased in the current reporting period, the number of stops for each racial/ethnic group also increased. However, the magnitude of the increase varies across groups. The total number of stops conducted by Troop C increased by about 29% in the current reporting period, White drivers experienced a 31.65% increase, Black drivers experienced an increase of 21.25%, Hispanic drivers experienced a 28.64% increase, and Asian drivers experienced a 33.22% increase. Because of the small number of stops involving American Indian and Other drivers, their increases appear large percentage-wise, 107.14% and 76.42%, respectively. However, these increases only involved 124 stops combined.

**Figure Three: Trends in Racial/Ethnic Distribution of Motor Vehicle Stops**  
 January 2012 – June 2014



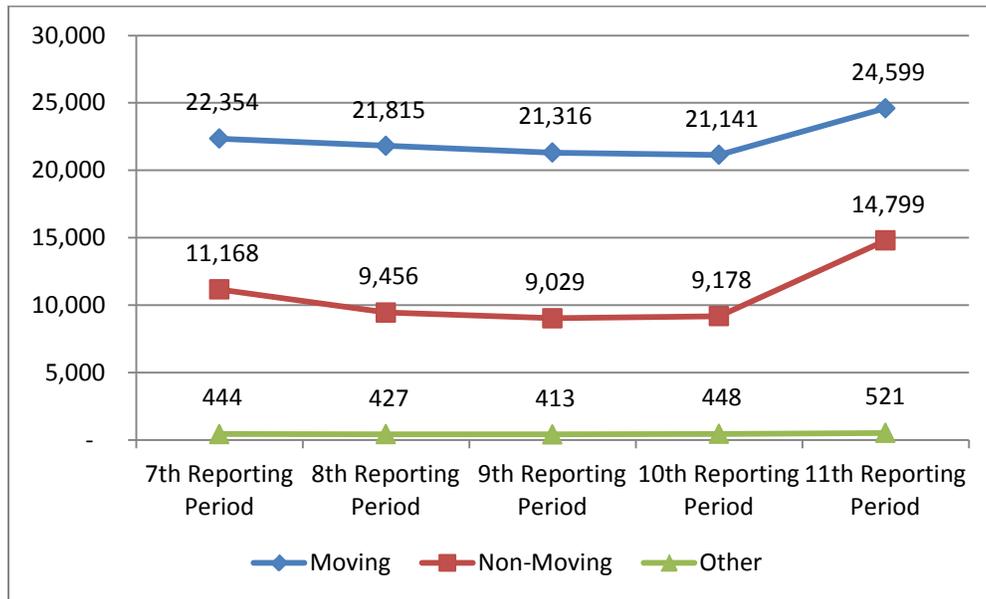
**Reason for Stops**

The proportion of stops made for each reason has remained relatively stable over time. As was the case Division-wide and for Troop B and D, the majority of stops conducted by Troop C are based on moving violations. The current reporting period also follows this trend; 62% of all motor vehicle stops were based on moving violations. As shown in Figure Four, 24,599 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. However, in the current reporting period, only 62% of Troop C’s stops were based on moving violations. 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 typically 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, 37% of all stops, 14,799 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, 521 motor vehicle stops, about 1% of Troop C’s stops, were based on other violations. This number of stops is slightly more than the proportion of other stops made by Troop C 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 – June 2014



**Figure Five: Racial/Ethnic Distribution of Stops made for Moving Violations**  
January 1, 2014- June 30, 2014

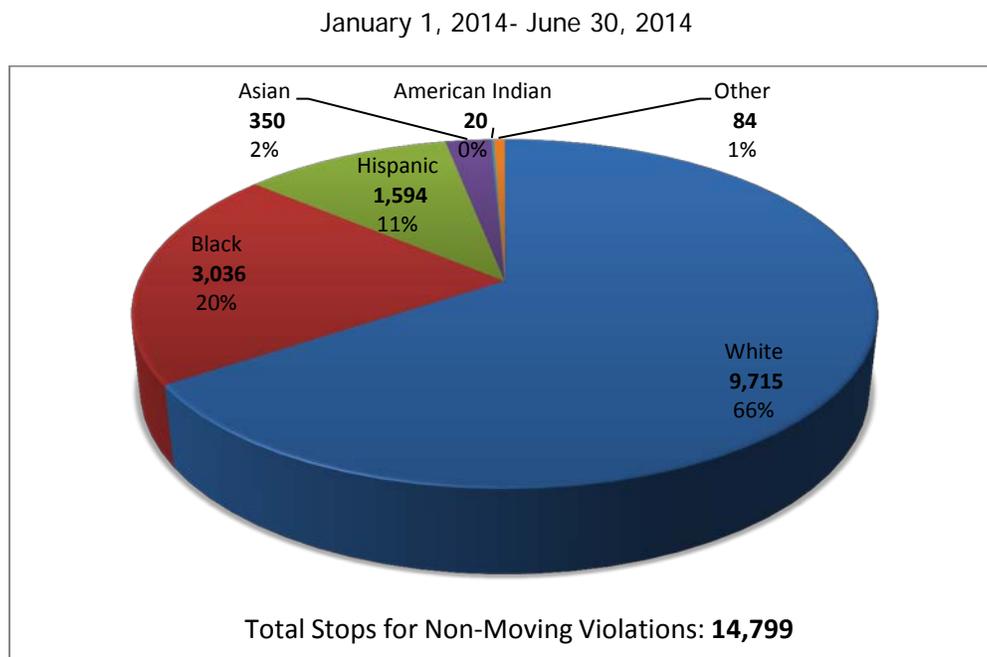


Because every stop receives a stop reason, the racial/ethnic distribution of all stops with a reason should be identical to that of all stops. Instead, it is more appropriate to assess the racial/ethnic distribution of each type of motor vehicle stop. The overwhelming majority of motor vehicle stops were based on moving violations, so the racial/ethnic distribution of stops with moving violations is nearly identical to that of all stops made by Troop C. As shown in Figure Five, 17,768 stops, 72%, with moving violations involved White drivers, 15% or 3,735 involved Black drivers, and 7% or 1,729 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 moving violation 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.

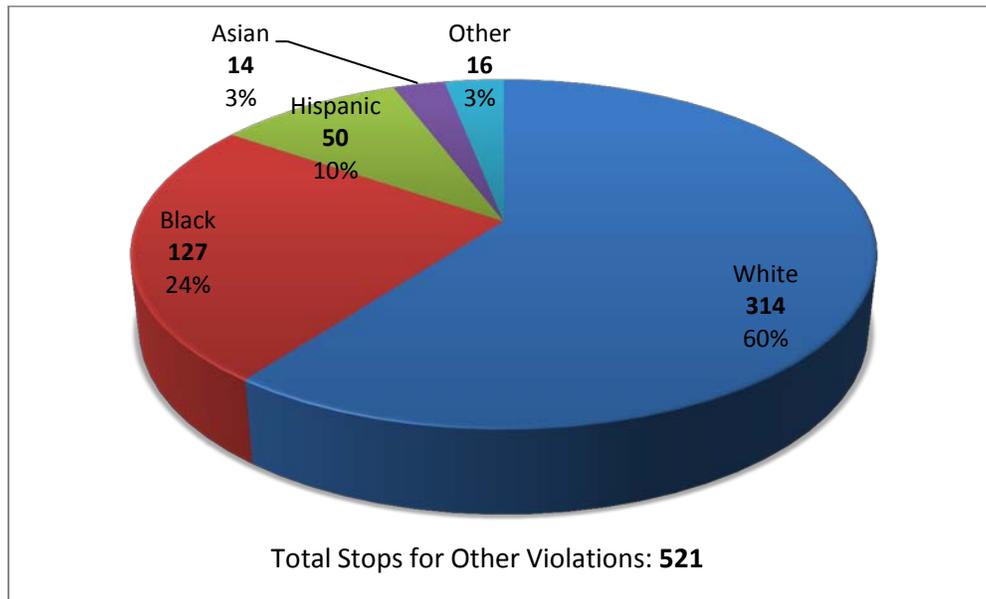
Despite involving a much smaller proportion of drivers, the racial/ethnic distribution of stops made for non-moving violations is similar, albeit slightly different, from the distribution of all stops. White drivers were still involved in the majority of stops made for non-moving violations, 66% or 9,715 stops, though they do not make up as large a proportion as they do for all stops. Black drivers, however, were slightly overrepresented compared to their proportion of all stops in Troop C. While Black drivers are only 17% of all stops for Troop C, they are 20% of those made for non-moving violations. Similarly, Hispanic drivers are only 8% of all stops yet 11% of stops made for moving violations. This overrepresentation is similar to the pattern noted Division-wide.

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



Because there are so few stops, roughly 500, made for other reasons, the racial/ethnic distribution of these stops is more likely to differ from the overall distribution of stops. 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 314 stops, or 60% of stops made for other reasons. Black drivers, however, were involved in 127 stops, or 24% of stops made for other reasons. Hispanic drivers were involved in 50 stops for other reasons, 10% of all stops made for other reasons. Thus, White drivers are slightly underrepresented and Black and Hispanic drivers are slightly overrepresented among stops made for other violations by Troop C. This pattern is consistent with the distribution observed Division-wide. As noted in Troop B, the proportion of stops for other violations that involved other drivers is much higher than the proportion of all stops made by Troop C. This may be the result of missing stop information and documentation.

**Figure Seven: Racial/Ethnic Distribution of Stops made for Other Violations**  
 January 1, 2014- June 30, 2014



**Law Enforcement Procedures**

The State Police conducted over 220,000 motor vehicle stops in the current reporting period, but fewer than 5% of these stops involved post-stop activity or law enforcement procedures. For stops made by Troop C only 2,302, about 6%, involved post-stop activity. Figure Eight depicts the trend of stops with law enforcement procedures for the current and previous four reporting periods. Despite the 30% increase in the number of stops conducted by Troop C, there was no real change in the number of stops with post stop activity; a decrease of two stops.

**Figure Eight: Trends of Motor Vehicle Stops with Law Enforcement Procedures**  
 January 2012 - June 2014

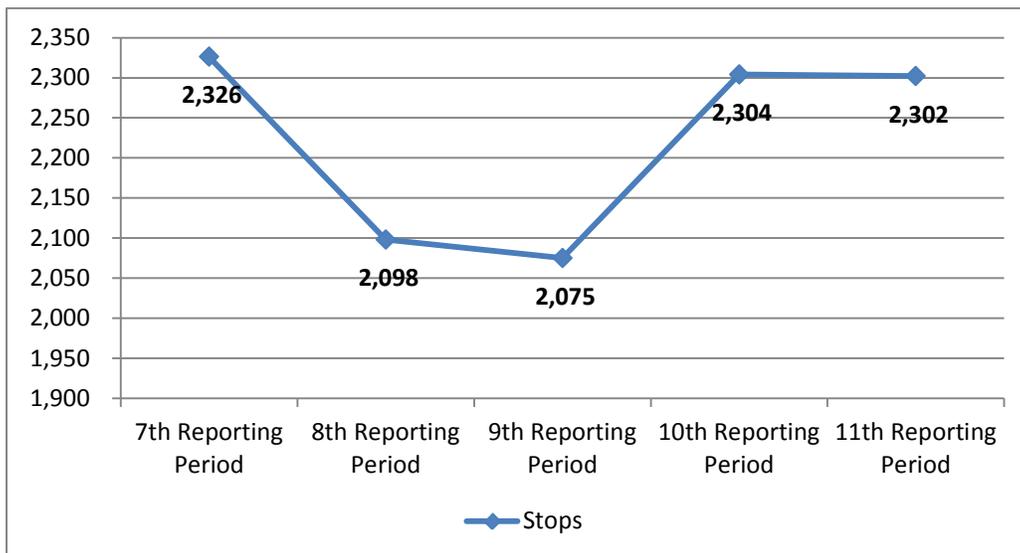


Figure Nine depicts the racial/ethnic distribution of stops where there was at least one law enforcement procedure for Troop C. Because such a small proportion of all motor vehicle stops involved law enforcement procedures, it is possible that the distribution is skewed or different from the overall distribution of stops. White drivers were involved in the highest proportion of stops with law enforcement procedures, 47%. This proportion is smaller than their proportion of all stops made by Troop C, 70%. However, Black drivers were involved in a considerably larger proportion of stops, 39% or 883 motor vehicle stops, compared to 17% of all stops made by Troop C. Hispanic drivers were also slightly overrepresented; they were involved in 12% or 275 stops with law enforcement procedures compared to 8% of all stops. This disparity, that Black and Hispanic drivers are involved in a higher proportion of stops with law enforcement procedures, has also been noted in Troop B and Division-wide. This disparity will continue to be explored in this report and OLEPS' Oversight Reports.

**Figure Nine: Racial/Ethnic Distribution of Stops with Law Enforcement Procedures**  
 January 1, 2014- June 30, 2014

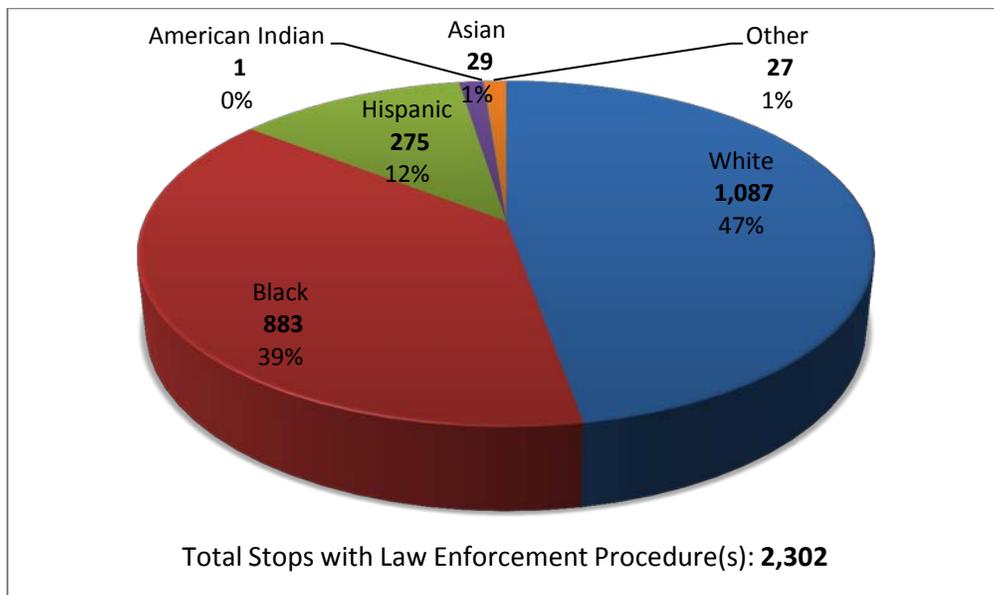
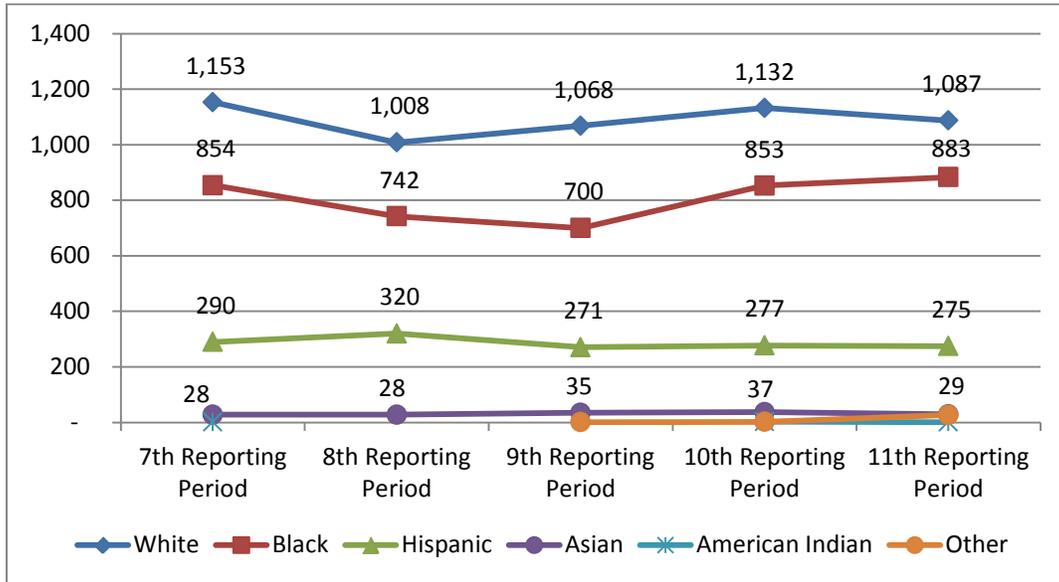


Figure Ten graphs the trend of the racial/ethnic distribution of stops with law enforcement procedures for Troop C. Although the total number of stops increased, those with law enforcement procedures did not change. Thus, dramatic changes are not expected among the racial/ethnic distribution of stops with law enforcement procedures. White drivers experienced a slight decrease of 4% (45 stops) while Black drivers experienced a 4% (30 stops) increase in stops involving law enforcement procedures. Hispanic drivers had a decrease of 1% (2 stops). As expected, there were no dramatic changes among the racial/ethnic distribution of stops with law enforcement procedures.

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

January 2012 - June 2014

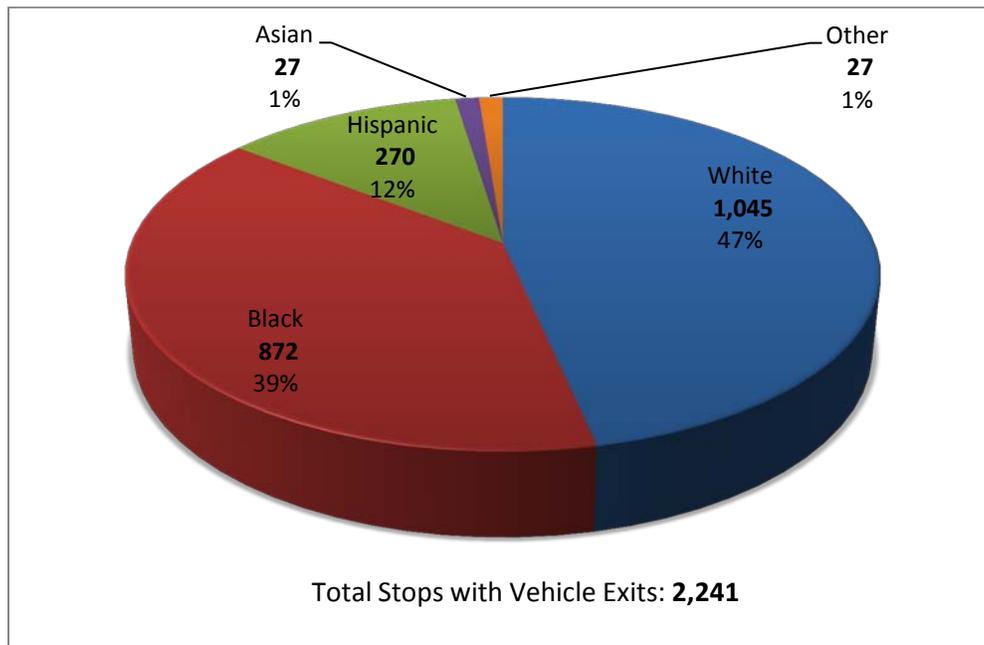


*Vehicle Exits*

The most frequent post-stop interaction was an occupant vehicle exit. Of the 2,302 stops made by Troop C with post-stop interactions, 2,241 stops (97%) 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.

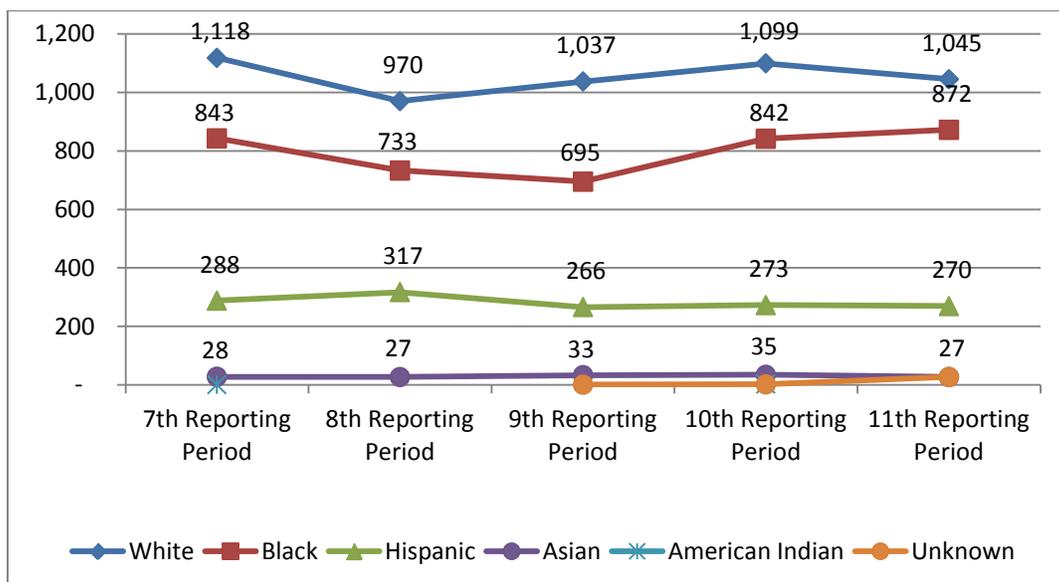
Figure Eleven depicts the racial/ethnic distribution of stops for vehicle exits. The frequency of vehicle exits for White drivers is higher than the frequency for all other racial/ethnic groups. White drivers were involved in 1,045 stops with vehicle exits (47%), Black drivers were involved in 872 stops (39%), and Hispanic drivers were involved in 270 stops (12%) with vehicle exits. Compared to the overall racial/ethnic distribution of stops made by Troop C, White drivers make up a much 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 more than 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**  
 January 1, 2014- June 30, 2014



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 1% increase in the total number of stops with vehicle exits. The number of Black drivers asked to exit increased slightly, 4%. All other racial/ethnic groups experienced a slight decrease. White drivers decreased by 5%, Hispanic drivers by 1%, and Asian drivers by 23%. The trend of the racial/ethnic distribution of vehicle exits matches the trend of law enforcement procedures over time.

**Figure Twelve: Trend of Racial/Ethnic Distribution of Stops with Vehicle Exits**  
 January 2012 - June 2014



*Non-Consensual Searches*

While a vehicle exit is the most frequent post-stop interaction, non-consensual searches are also common. Of the 2,302 stops with post-stop interactions, 70% or 1,602 stops involved non-consensual searches. The number of stops with non-consensual searches increased slightly 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 700 stops, 44%, with non-consensual searches. Black drivers were involved in 661 stops, 41%, with non-consensual searches while Hispanic drivers were involved in 198 stops, 13%, with non-consensual searches. The difference in the proportion of stops with non-consensual searches that involved White and Black drivers is only three percentage points, which amounts to only 39 stops. 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 to Troop B, 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 noteworthy, and in need of further exploration.

**Figure Thirteen: Racial/Ethnic Distribution of Stops with Non-Consensual Searches**  
January 1, 2014- June 30, 2014

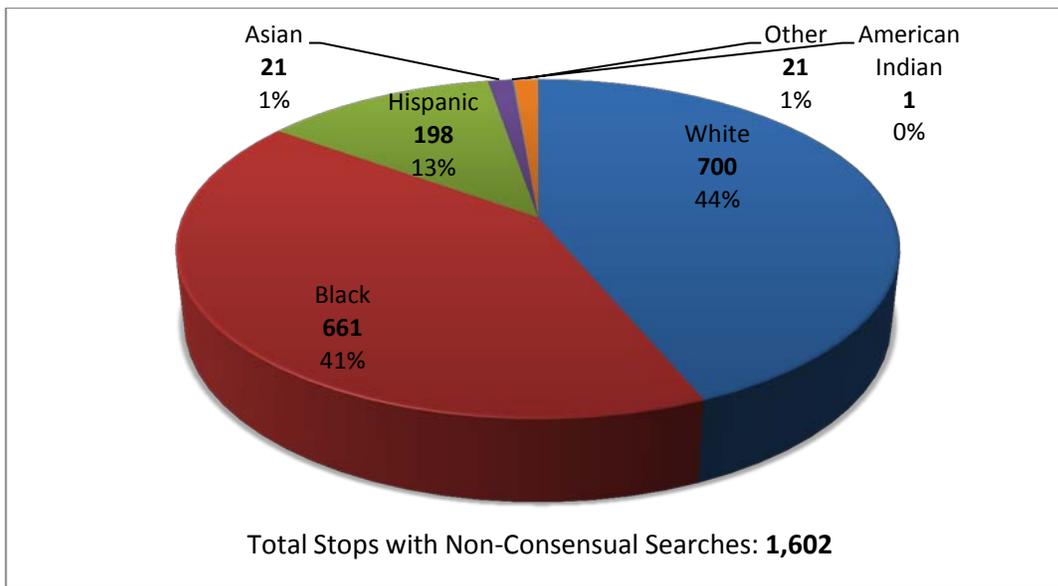
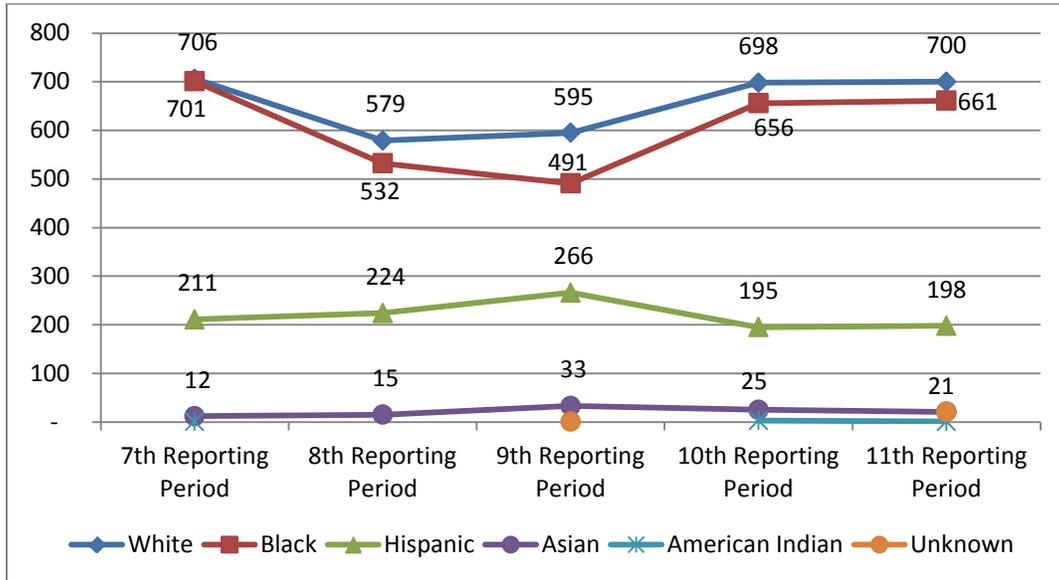


Figure Fourteen graphs the trend of non-consensual searches for each racial/ethnic group for the current and previous reporting periods. Although the number of stops for Troop C did not have a noticeable change, the number of stops with non-consensual searches increased 2% in the current period. Asian drivers experienced the only decrease of stops involving non-consensual searches this reporting period. For non-consensual searches, the proportion involving Black drivers increased by 1% while the proportion involving Hispanic drivers increased by 2%. White drivers experienced no change in the number of stops with a nonconsensual search.

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

January 2012 - June 2014

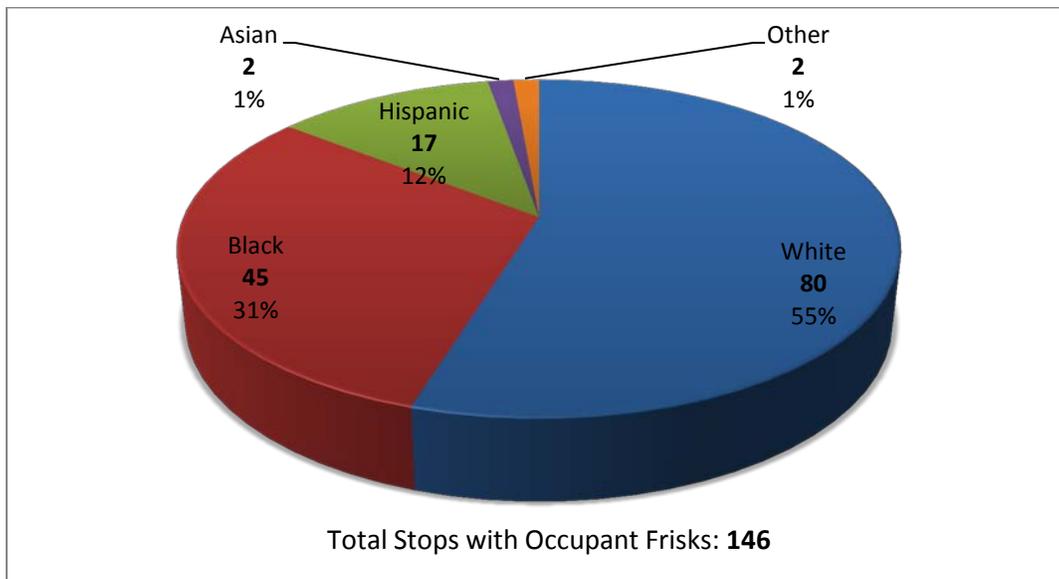


*Occupant Frisks*

In the current reporting period, there were 146 motor vehicle stops conducted by Troop C where at least one occupant was frisked, about 6% of all stops with post-stop interactions.

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

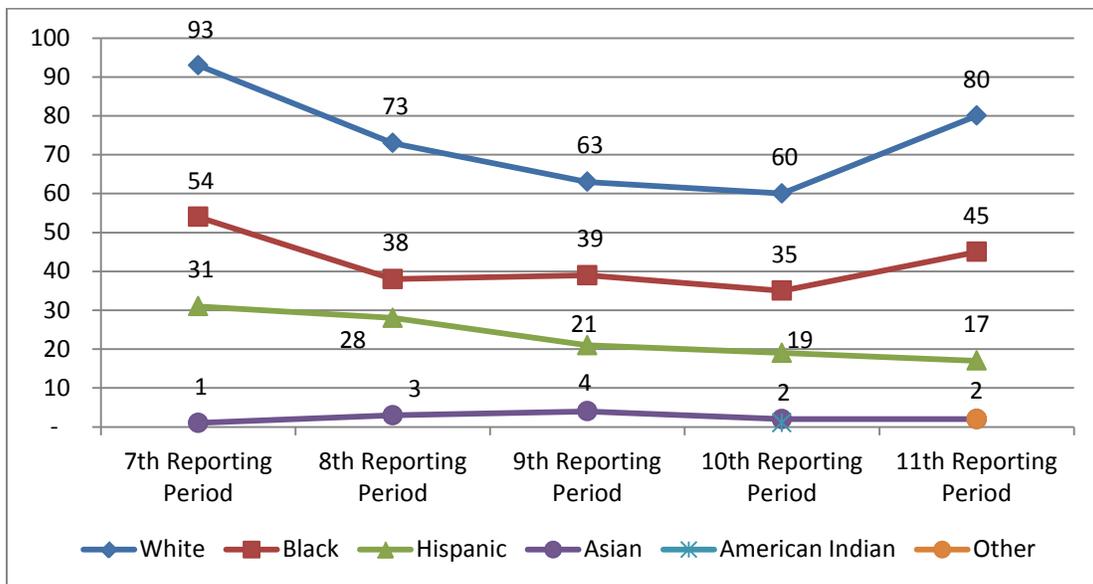
January 1, 2014- June 30, 2014



As shown in Figure Fifteen, White drivers were involved in the largest proportion of stops with occupant frisks. There were 80 stops, 55%, with a frisk that involved White drivers, 45 stops, 31%, that involved Black drivers, and 17 stops, 12%, that involved Hispanic drivers. The racial/ethnic distribution of stops with frisks differs from all stops with law enforcement procedures made by Troop C; Whites drivers are overrepresented while Black drivers are underrepresented. However, compared to the distribution of all stops, White drivers are still underrepresented and Black drivers are overrepresented.

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 did not change, the same trend is expected for each specific procedure. However, the number of stops with frisks increased 25% from the previous to current reporting period. White and Black drivers both experienced an increase in the number of stops with frisks, 33% and 29%, respectively. Hispanic drivers experienced a decrease of 11% in the current reporting period. Asian drivers experienced no change. OLEPS will continue to examine frisks of drivers in its oversight reports to ensure that frisks are conducted in accordance with policies and procedures.

**Figure Sixteen: Trend of Racial/Ethnic Distribution of Stops with Frisks**  
January 2012 - June 2014



### *Canine Deployments*

Canine deployments are a relatively infrequent law enforcement procedure. As was the case in the previous reporting period, 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 nine stops. Troop C had the lowest number of canine deployments across troops during the current reporting period. This is a 40% decrease from the last reporting period, where Troop C had 15 canine deployments.

As with other law enforcement procedures, White drivers make up the largest proportion of stops with canine deployments for Troop C. There were five stops with canine deployments that involved White drivers. Black drivers made up the remaining portion of deployments in Troop C, four stops with a deployment. This pattern is different from 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 relative infrequency of canine deployments, an addition of one or two deployments would change the understanding of this distribution dramatically, and as such, deviations from patterns do not immediately illicit concern. OLEPS continues to monitor the appropriateness of canine deployments in OLEPS' Oversight Reports.

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

January 1, 2014- June 30, 2014

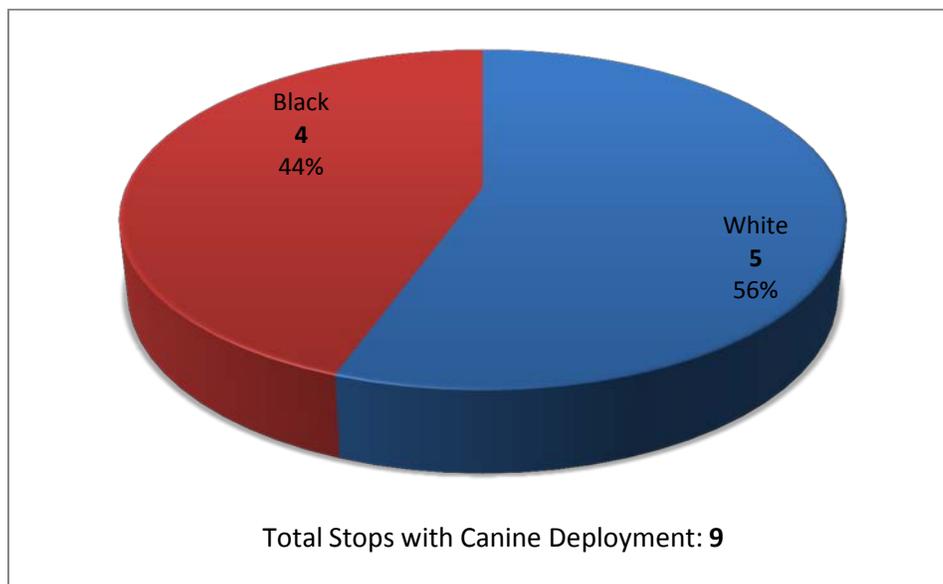
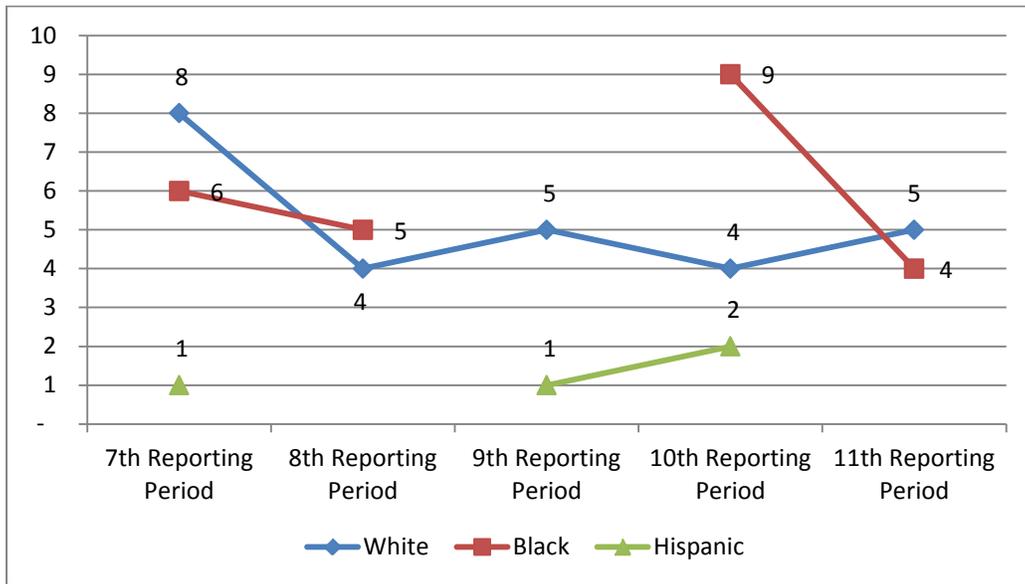


Figure Eighteen presents the trend of canine deployments by racial/ethnic group for the current and previous four reporting periods. Because canine deployments are a relatively infrequent event Division-wide, they are even rarer within a given Troop. That said, the number of deployments in a troop is 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 easily affected by changes in the number of deployments.

**Figure Eighteen: Trend of Racial/Ethnic Distribution of Stops with Canine Deployments**  
 January 2012 - June 2014



For canine deployments in stops made by Troop C, the trend for each racial/ethnic group differs. White drivers are the only racial/ethnic group consistently involved in stops with canine deployments for the current and past four reporting periods. White drivers experienced a one stop increase in the number of stops with deployments while Black drivers experienced a five stop decrease in deployments.

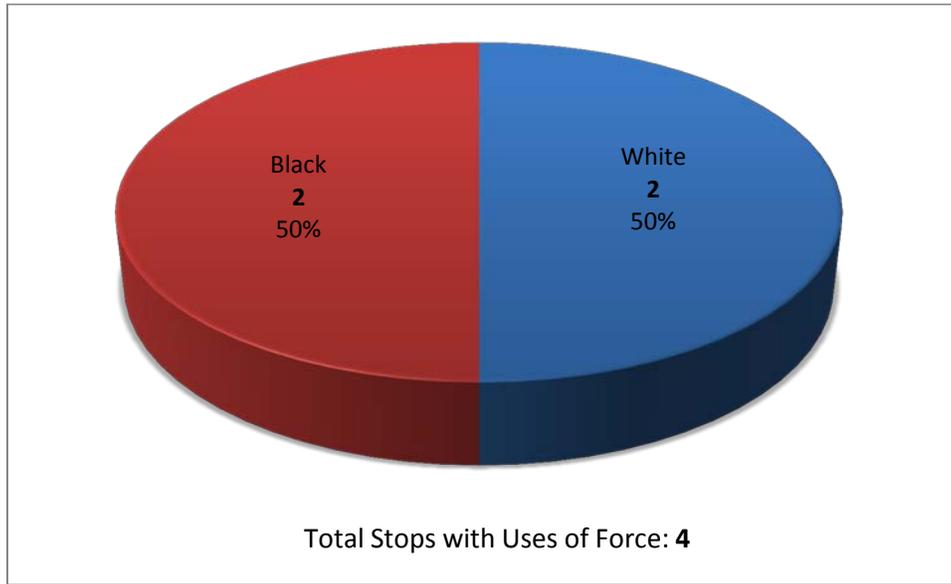
As noted in OLEPS' Oversight Report, a trooper must contact a supervisor and officially request such a deployment. The deployment is required to meet a specific set of legal standards prior to the supervisor granting approval. In addition to supervisors ensuring that legal standards are met, OLEPS reviews 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. These reviews, however, will be published in OLEPS' Tenth Oversight Report.

*Uses of Force*

While canine deployments are infrequent events, uses of force are rarer. Division-wide, there were 29 stops where force was used. In stops conducted by Troop C, there were four instances of force. In three instances of force, physical force was used and in one instance, a combination of physical and mechanical force was used.

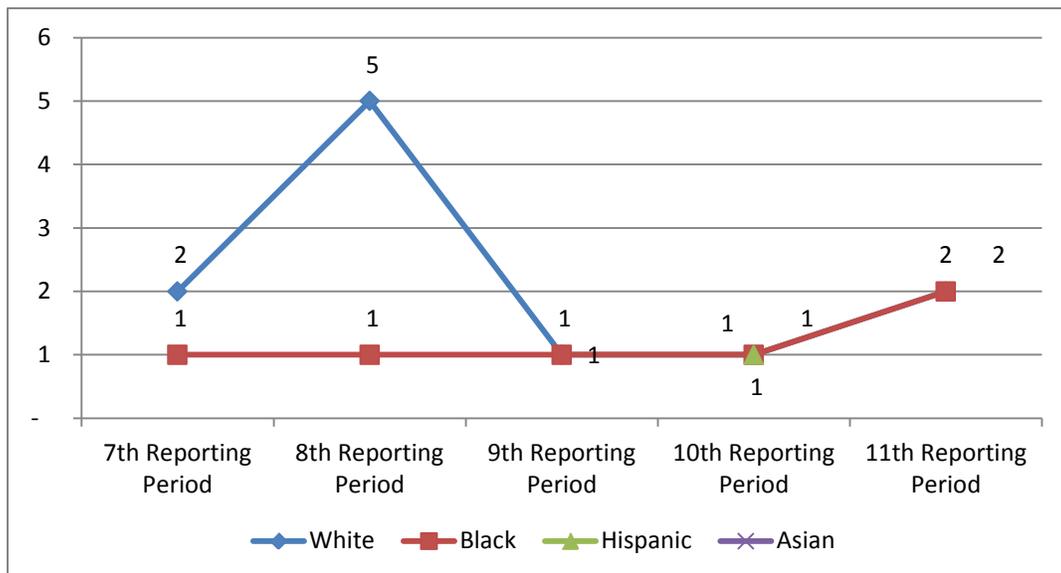
Figure Nineteen depicts the number of stops with uses of force by driver race/ethnicity. Because of the small number of stops with force, the percentages are somewhat misleading. White and Black drivers were both involved in two stops with force. However Division-wide, White drivers are involved in the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

**Figure Nineteen: Racial/Ethnic Distribution of Stops with Uses of Force**  
 January 1, 2014- June 30, 2014



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, only White and Black drivers were involved in stops with uses of force. This was not the case in the previous reporting period, where there was also a use of force instance involving a Hispanic driver. 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 a one stop increase for both White and Black drivers and a one stop decrease for Hispanic drivers.

**Figure Twenty: Trend of Racial/Ethnic Distribution of Stops with Uses of Force**  
 January 2012 - June 2014



*Consent to Search*

In the current period, there were 429 stops with consent to search requests conducted by Troop C, a 2% 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; 421 (98%) requests were granted and 8 (2%) were denied by an occupant during the stop.

**Figure Twenty-One: Outcome of Consent to Search Requests**  
 January 1, 2014- June 30, 2014

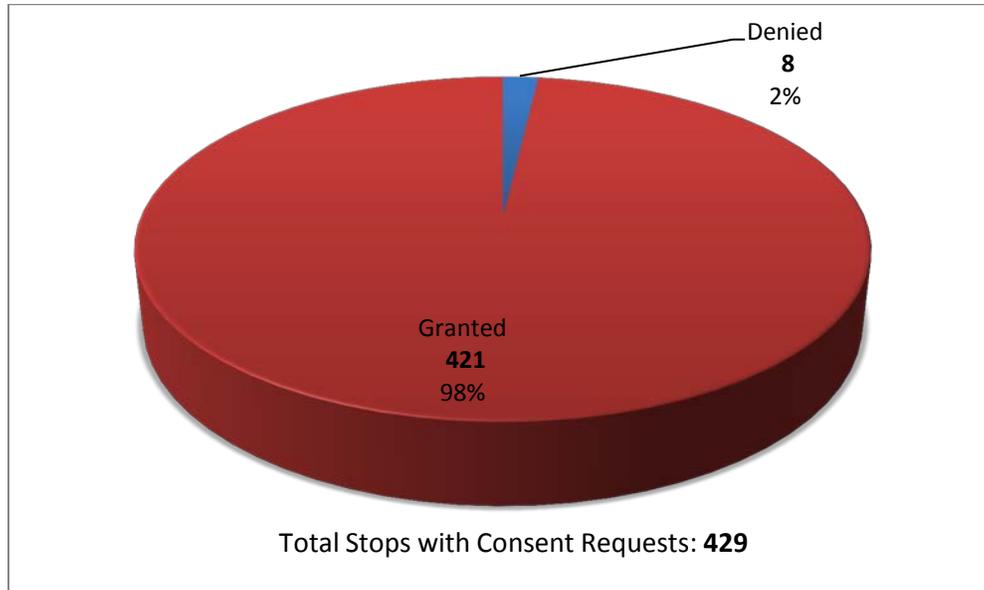
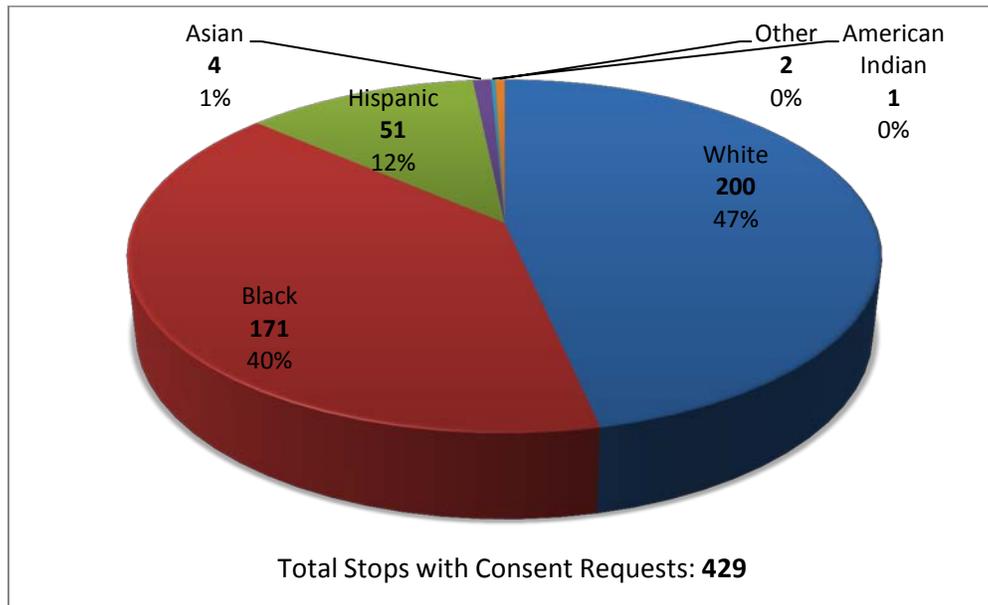


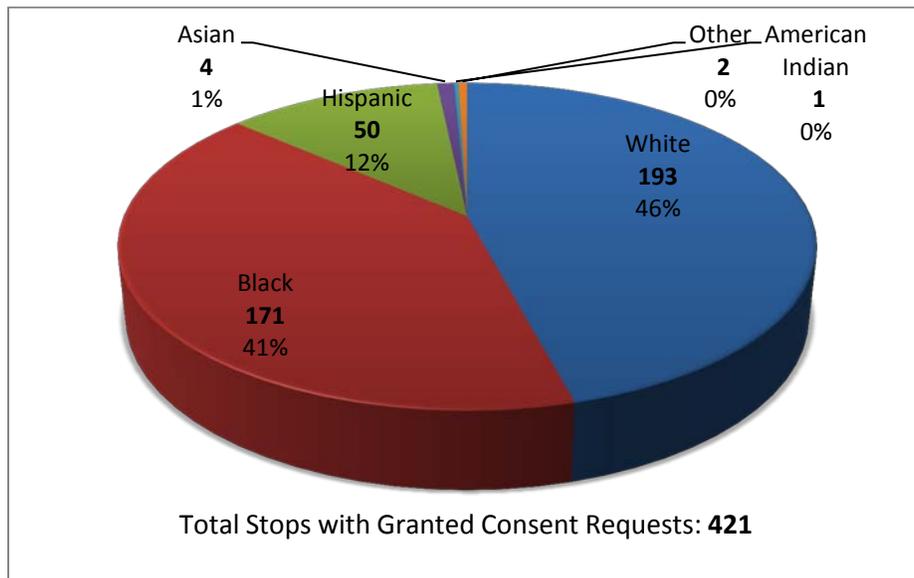
Figure Twenty-Two presents the racial/ethnic distribution for consent to search requests made during motor vehicle stops. White drivers made up the largest proportion of stops with consent to search request. Nearly half, 47%, of all stops with consent to search requests involved White drivers. Black drivers were involved in 40% of stops with a consent to search request while Hispanic drivers were involved in only 12%. The racial/ethnic distribution of consent to search requests differs from the distribution of the total number of stops in Troop C, involving a larger proportion of Black drivers and a smaller proportion of White drivers than expected. However, the distribution is nearly identical to stops with post-stop interactions in Troop C.

**Figure Twenty-Two: Racial/Ethnic Distribution of Stops with Consent to Search Requests**  
January 1, 2014- June 30, 2014

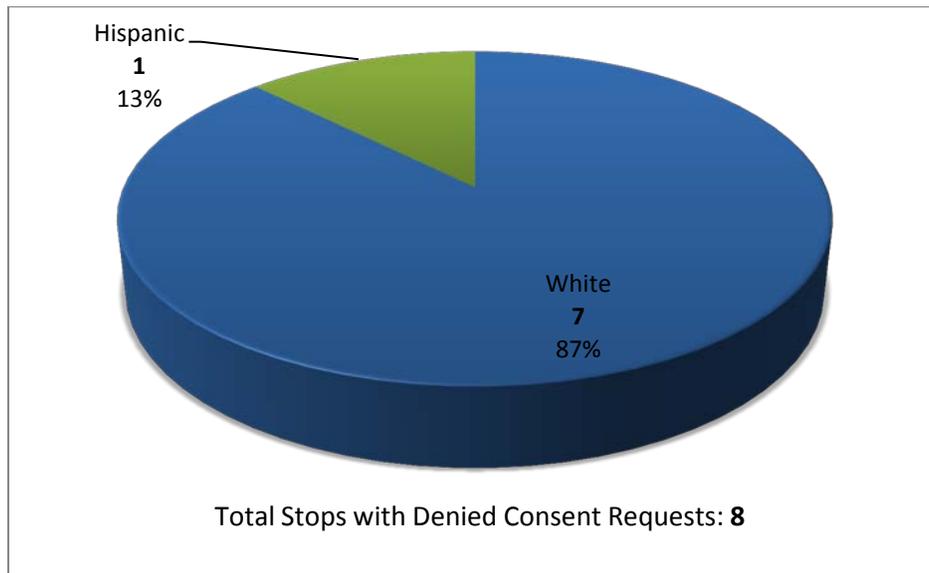


Among the possible outcomes of these requests, this pattern remains the same; White drivers had the highest proportion of both granted (Figure Twenty-Three) and denied consent to search requests (Figure Twenty-Four). Because the majority of consent to search requests are granted, the distribution of granted consent requests is nearly identical to that of all stops with requests. However, the distribution of denied consent to search requests differs slightly. When consent was denied, White drivers were involved in a larger proportion, 87%, compared to their proportion of total consent to search requests. The proportion of Hispanic drivers remained similar with 13% of denied consent requests. There were no denied consent requests involving Black drivers. However, due to the small number of stops, eight stops, with denied consent requests, the racial/ethnic distribution is more likely to be skewed.

**Figure Twenty-Three: Racial/Ethnic Distribution of Stops with Consent to Search Granted**  
 January 1, 2014- June 30, 2014

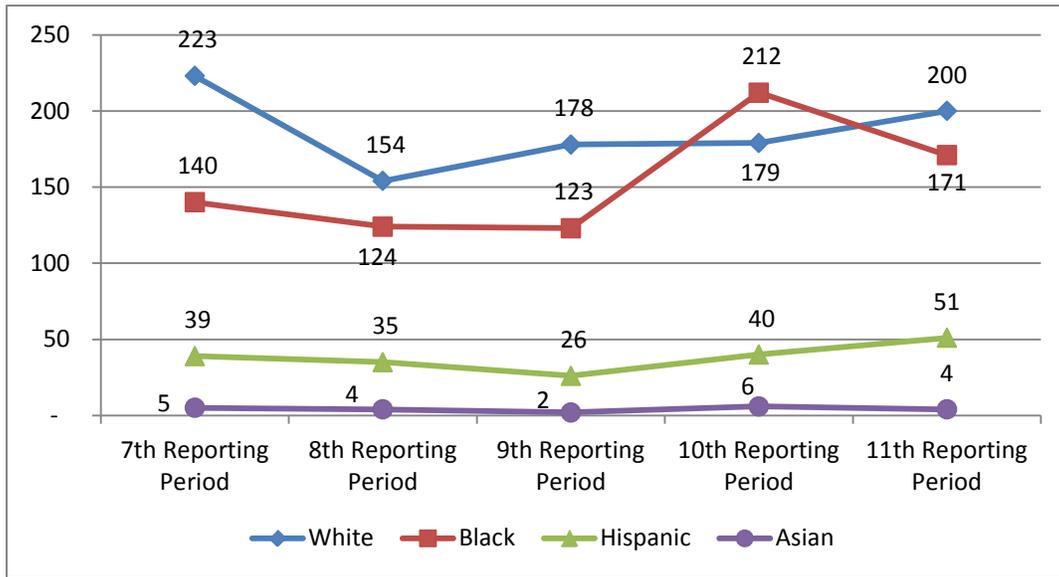


**Figure Twenty-Four: Racial/Ethnic Distribution of Stops with Consent to Search Denied**  
 January 1, 2014- June 30, 2014



There was a slight, 2% decrease in the number of stops with consent to search requests for Troop C in the current reporting period. This number includes all requests, regardless of the outcome (granted or denied). Figure Twenty-Five graphs this trend for each racial/ethnic group. Black and Asian drivers experienced decreases, 19% for Black drivers and two stops for Asian drivers. White and Hispanic drivers both experienced an increase in the number of stops with a consent request in the current reporting period, 12% for White drivers and 28% for Hispanic drivers.

**Figure Twenty-Five: Trend of Racial/Ethnic Distribution of Stops with Consent Requests**  
 January 2012 - June 2014



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 47% decline in the number of stops with denied consent requests while there was only a one stop 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, except for White and Hispanic drivers in stops with granted consent requests who experienced increases in the current reporting period.

**Arrests**

In the current reporting period, there were 1,855 motor vehicle stops conducted by Troop C where at least one person was arrested. The total number of stops involving an arrest increased 4% from the previous reporting period. 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, similar to the Division-wide average.

**Figure Twenty-Six: Racial/Ethnic Distribution of Stops with Arrests**  
 January 1, 2014- June 30, 2014

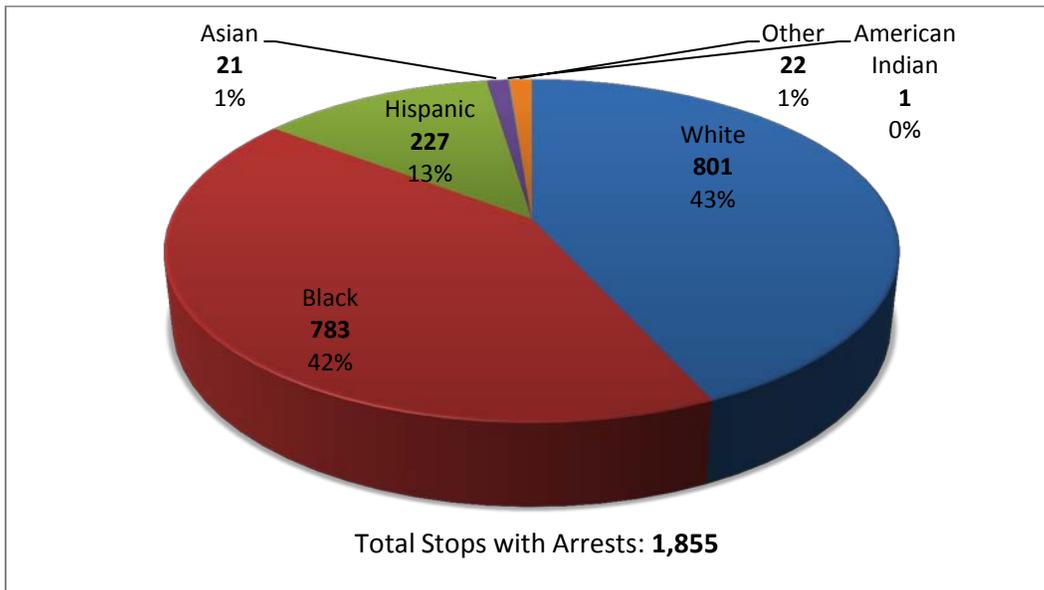
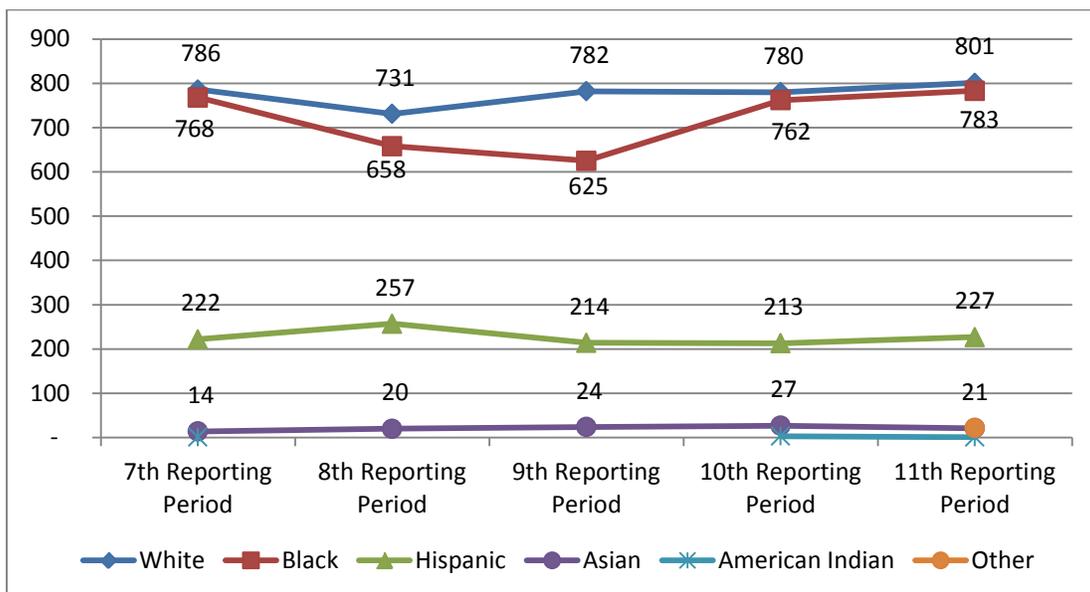


Figure Twenty-Six depicts the racial/ethnic distribution of all motor vehicle stops where an arrest was made. White drivers were involved in the highest proportion of stops where an arrest was made, 43% of stops. However, for Troop C, Black drivers were involved in a similar proportion, 42% of all stops where an arrest was made. Hispanic drivers were involved in 13% of stops where an arrest was made. Asian and Other drivers were each only involved in 1% of all stops with arrests and American Indian drivers were involved in 0%. Compared to the Division-wide distribution, Black drivers are overrepresented, while Hispanic drivers are slightly underrepresented in stops with arrests in Troop C.

**Figure Twenty-Seven: Trend of Racial/Ethnic Distribution of Stops with Arrests**  
 January 2012 - June 2014



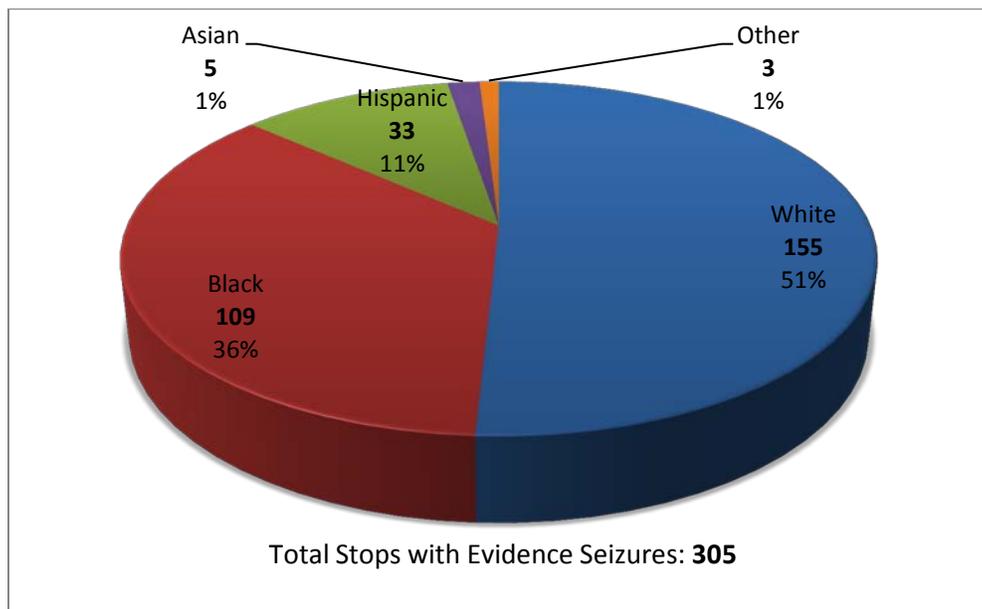
The total number of stops where an individual was arrested increased 4% in the current reporting period, greater than the increase for all stops with law enforcement procedures. As shown in Figure Twenty-Seven, the change from the previous to the current reporting period varied slightly among racial/ethnic groups; White and Black drivers experienced increases of 3% while Hispanic drivers experienced an increase of 6.6% in the number of stops with arrests. For Asian drivers, the number of stops with arrests decreased by six stops.

*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. In stops made by Troop C, evidence was seized in 305 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 51% of all stops with evidence seized, the driver was White. In 36% of stops the driver was Black, and in 11% of stops the driver was Hispanic. Compared to the overall distribution of motor vehicle stops made by Troop C, Black drivers are slightly overrepresented. While Black drivers are only 17% of all stops, they are involved in 36% of stops with evidence seized. When compared to the distribution of stops with law enforcement procedures in Troop C, the racial/ethnic distribution of evidence seizures is similar, a difference of only 3% for both White and Black drivers.

**Figure Twenty-Eight: Racial/Ethnic Distribution of Evidence Seizures**  
 January 1, 2014- June 30, 2014



Each motor vehicle stop can have one or more seizures of evidence. In the current reporting period, 43 of the 305 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 348 searches/seizures that led to an evidence seizure. At most, a single stop included two 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, how the evidence was obtained is known. Figure Twenty-Nine depicts the type of searches/seizures that resulted in evidence for each racial/ethnic group for stops conducted by Troop C. The majority of the 348 evidence seizures resulted from consent searches. In total, there were 252 evidence seizures as the result of a consent search. Of these consent search seizures, 50% involved White drivers, 36% involved Black drivers, and 11% involved Hispanic drivers.

The second most frequent searches/seizures were those considered plain view. In 78 evidence seizures, the reason provided indicated that a controlled dangerous substance (CDS), controlled dangerous weapon (CDW), or open container was in plain view and subsequently seized. Of these seizures, 59% 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, and were used in only ten motor vehicle stops. Of these seizures, three (30%) involved White drivers, six (60%) involved Black drivers, and one (10%) involved other drivers. 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 three seizures classified as non-PC and there were five stemming from a search warrant.

**Figure Twenty-Nine: Types of Evidence Seizures**  
January 1, 2014- June 30, 2014

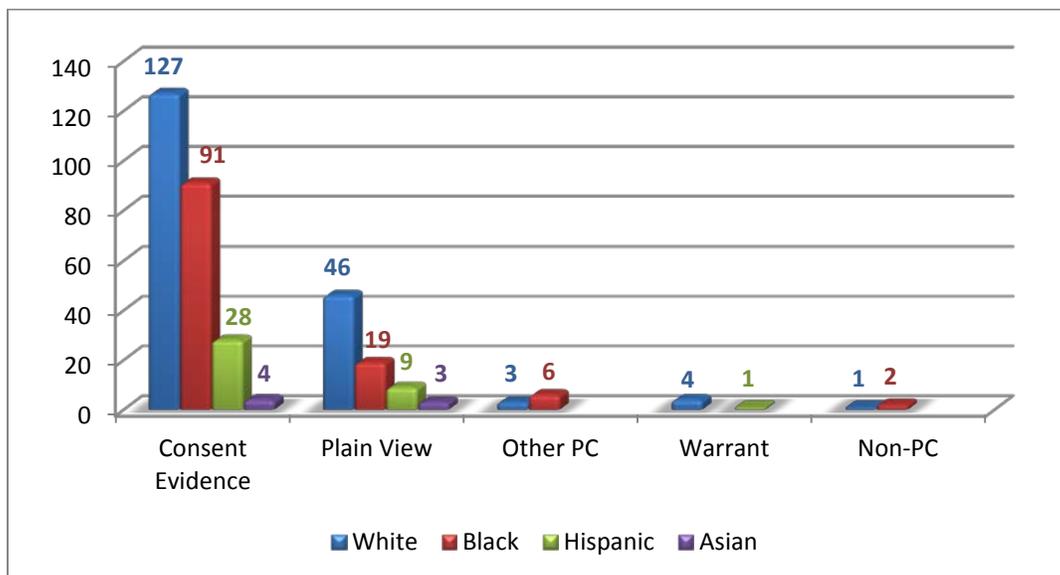
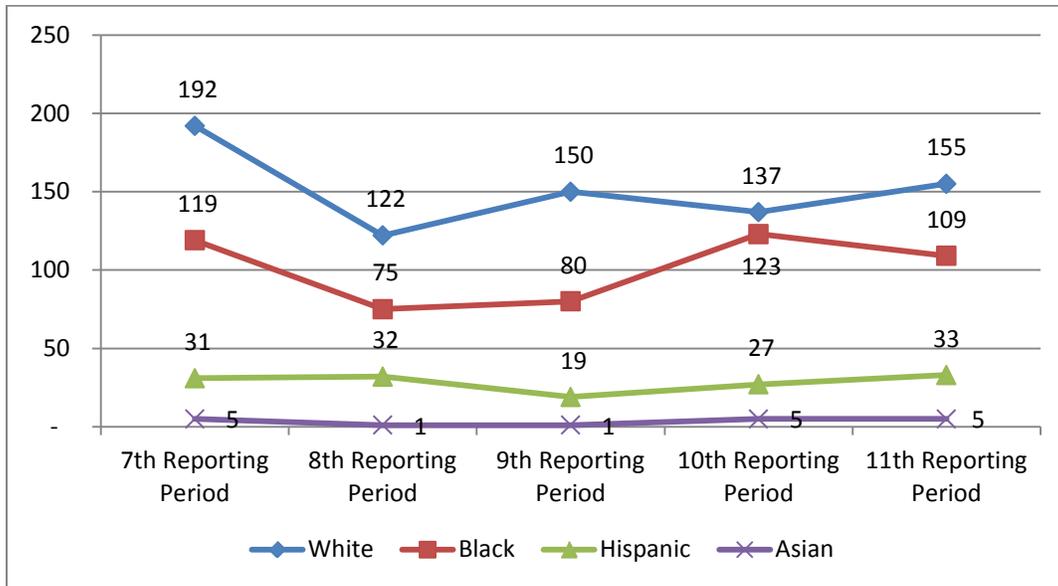


Figure Thirty depicts the trend of motor vehicle stops with evidence seized by racial/ethnic group. Overall, there was a 4% increase in the number of stops where evidence was seized. This increase was largest for Hispanic drivers; the number of stops with Hispanic drivers where evidence was seized increased 22% in the current period. White drivers also experienced an increase in evidence seizures, with 13%. However, Black drivers experienced an 11% decrease and Asian drivers remained the same.

**Figure Thirty: Trend of Racial/Ethnic Distribution of Stops with Evidence Seizures**  
January 2012 - June 2014



**Dispositions**

For each stop made by the State Police, a disposition is issued. As depicted in Figure Thirty-One, 12,398 stops (31%) resulted in some kind of summons, 15,662 stops (39%) resulted in a warning, 4,474 stops (11%) resulted in some combination of warning and/or summons, and 7,385 stops (18%) resulted in another, unspecified disposition. For stops made by Troop C, the most common disposition was a warning issued for a moving violation. Other dispositions, non-moving warnings, moving summonses, and non-moving summonses were issued in roughly the same proportions of stops- 18%, 17%, 16%, and 15%, respectively. Mix dispositions were issued in 11% of stops. For Troop C, all dispositions were used fairly evenly in the current reporting period.

**Figure Thirty-One: Dispositions of All Stops**

January 1, 2014- June 30, 2014

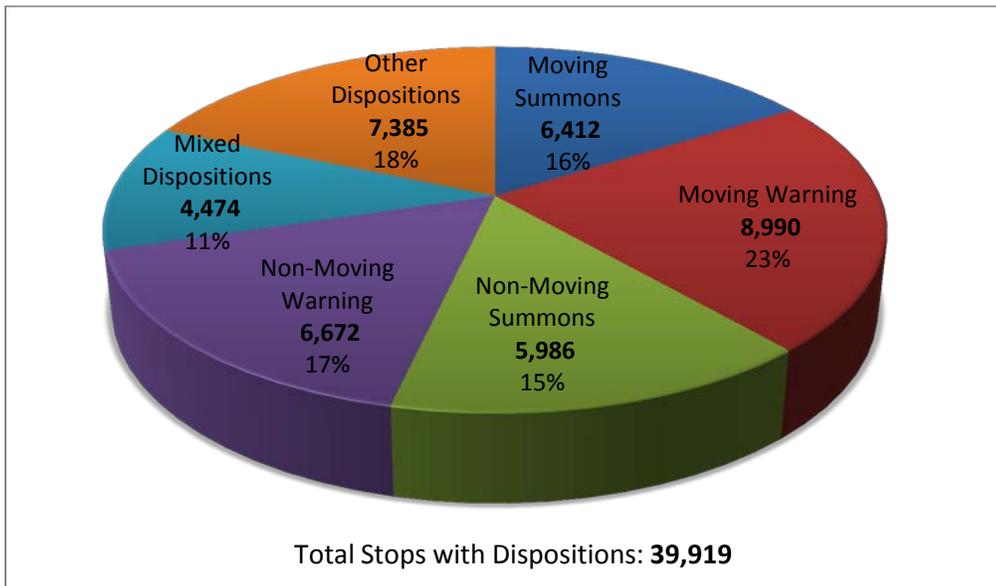
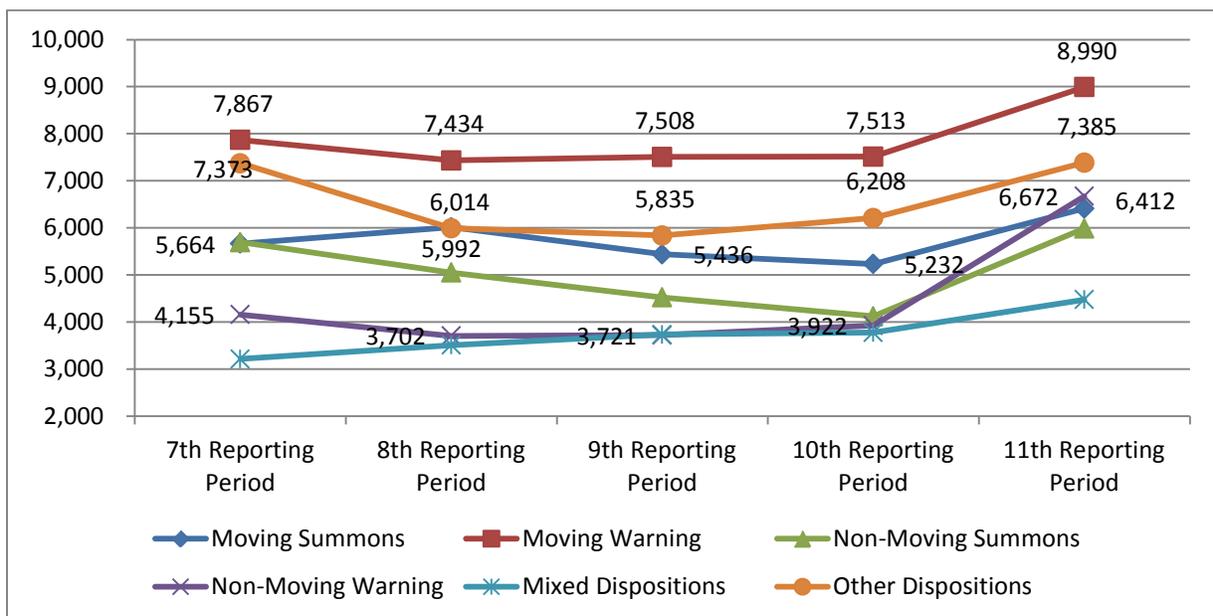


Figure Thirty-Two graphs the number of stops resulting in each disposition for the current and past four reporting periods for Troop C. Because the number of motor vehicle stops increased this reporting period for Troop C, each category of disposition increased as well. The degree of this increase varied though. Non-moving warnings experienced the largest increase, 70%, followed by non-moving summonses, a 45% increase. Moving summonses increased 23%, moving warnings increased 20%, and mixed and other dispositions both increased by 19%. The dramatic increase in non-moving warnings may be the result of targeted enforcement activities such as a patrol or grant for certain violations in Troop C.

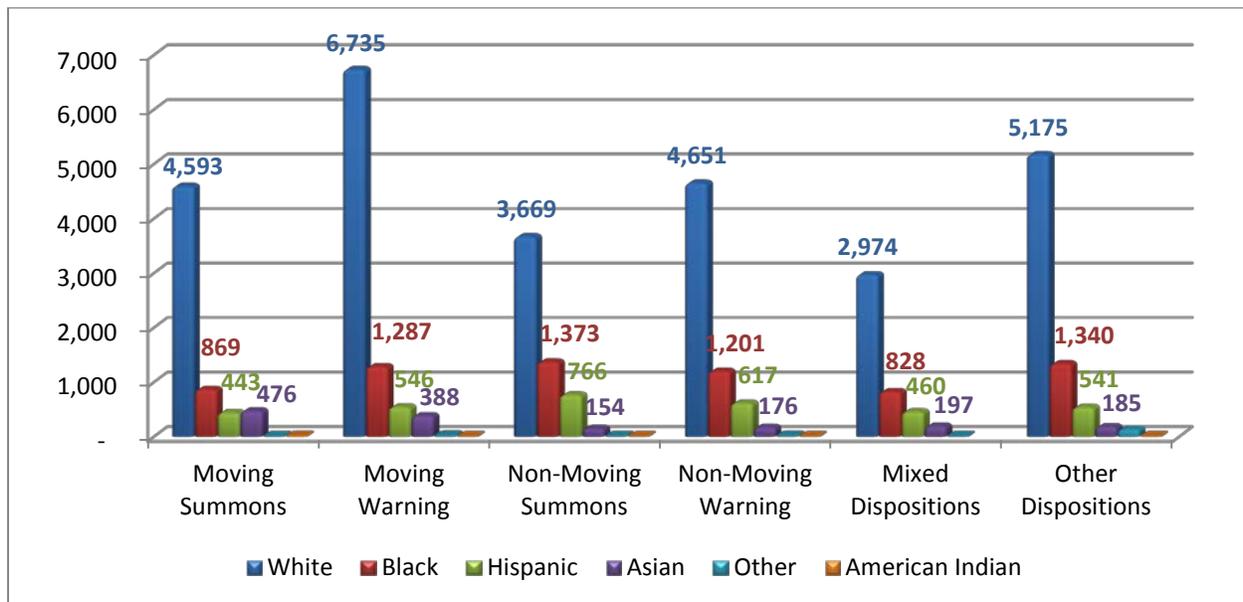
**Figure Thirty-Two: Trends of Dispositions**

January 2012 - June 2014



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 61 and 75 percent of all disposition types involved White drivers and between 14 and 23 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**  
 January 1, 2014- June 30, 2014



The most common outcome of stops were moving warnings. There were 8,990 stops (23%) that received a moving warning. Of these stops, there were 6,735 stops (75%) that involved White drivers, 1,287 stops (14%) that involved Black drivers, and 546 (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 7,385 stops (18%). There were 5,175 stops (70%) with other dispositions that involved White drivers, 1,340 stops (18%) with other dispositions that involved Black drivers, and 541 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 70% of all categories of dispositions, while Black drivers are closer to 17%, and Hispanic motorists were about 8%. 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

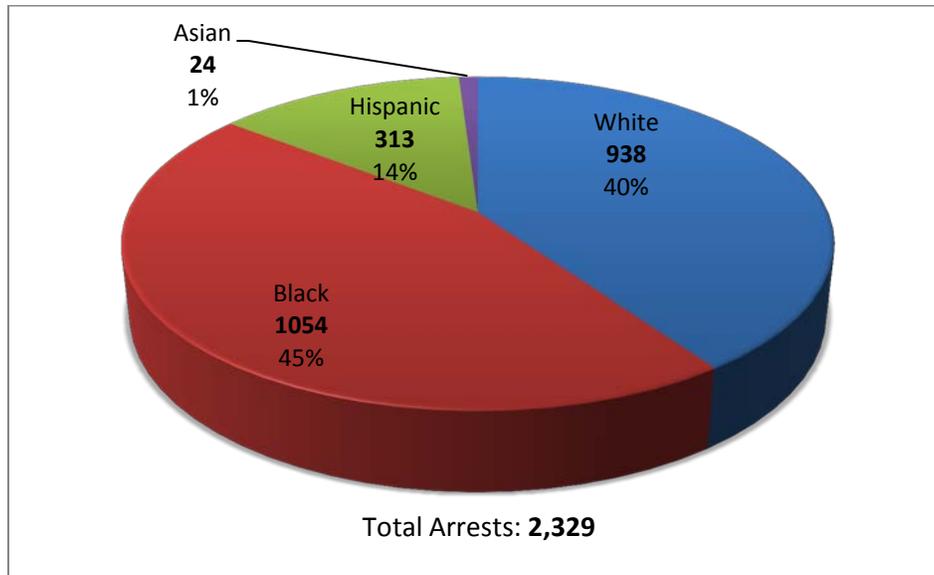
### Arrests

While there were 1,855 motor vehicle stops made by Troop C where an arrest was made, there were 2,329 actual arrests. That is, there were 2,329 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 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 40% of all arrests made during the reporting period, the individual was White. However, in 45% of all arrests, the individual arrested was Black while in 14% 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.

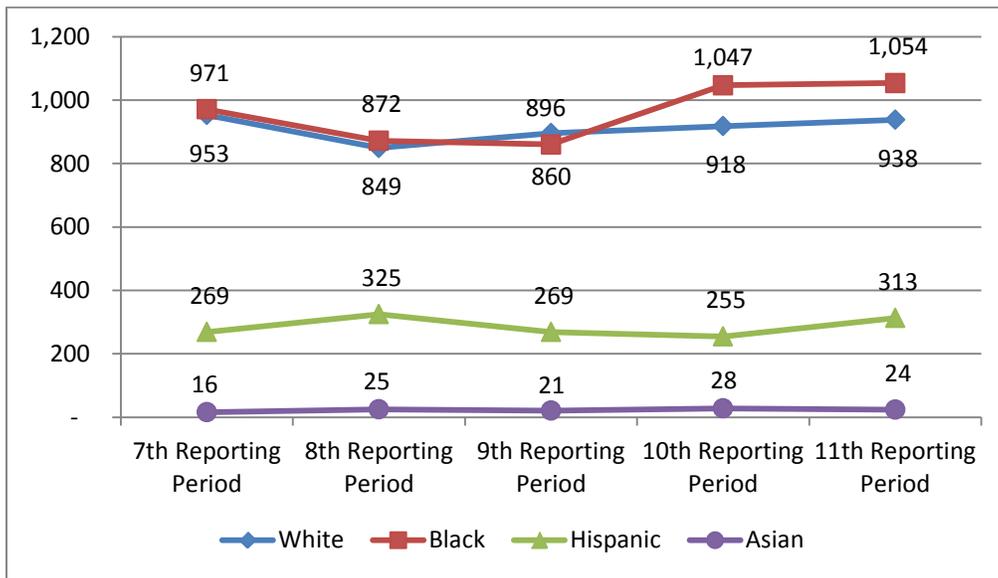
**Figure Thirty-Four: Racial/Ethnic Distribution of All Arrests**

January 1, 2014- June 30, 2014



Overall, the number of arrests made during stops by Troop C increased by 3% from the previous reporting period. White, Black, and Hispanic individuals experienced increases in the number of arrests. White individuals increased 2%, Black individuals increased 1%, and Hispanic individuals increased 23%. The number of Asian individuals arrested decreased by 14% (four arrests) this reporting period.

**Figure Thirty-Five: Trend of Racial/Ethnic Distribution of Individuals Arrested**  
 January 2012 - June 2014



While only 17% and 8% 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. There were nearly three times as many Black individuals arrested in Troop C stops as there were stops with Black drivers. This difference may, at least in part, be due to the fact that a vehicle may contain multiple individuals who can be arrested. Examination of the the charges filed following arrests may help elucidate possible reasons for this disproportionality in the racial/ethnic distribution of those arrested.

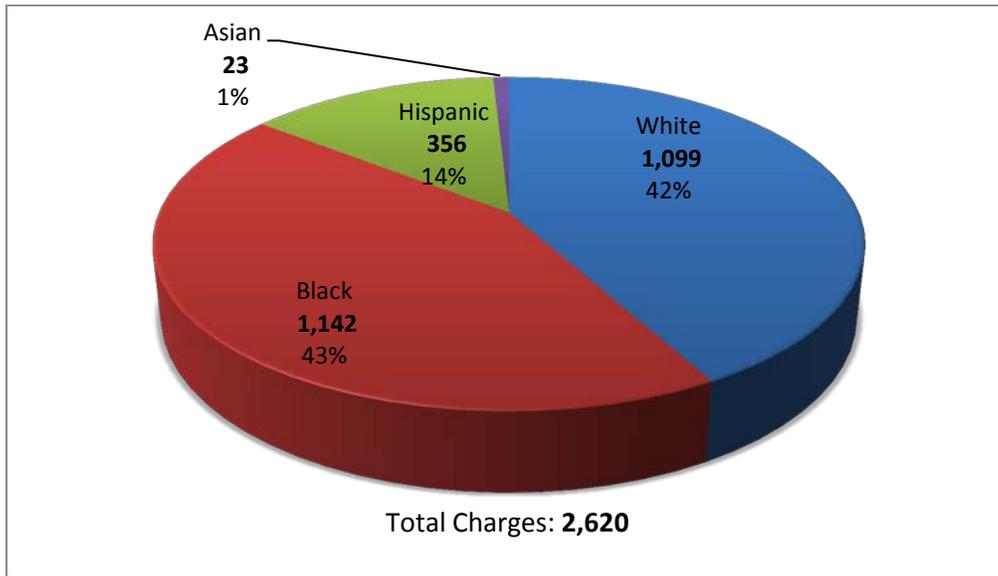
### Charges

For an arrest, an individual can be charged with one or multiple charges. For the current period, while there were 1,855 individual arrests, there were 2,620 charges filed. On average, each arrest resulted in 1.4 charges filed. However, several arrests had six or seven charges filed.

The racial/ethnic distribution of those arrested and that had charges filed is presented in Figure Thirty-Six and is similar to the distribution of all arrests. Black individuals were involved in the largest proportion of charges filed, by one percent. Black individuals were involved in 43% of all charges, while White individuals were involved in 42% of all charges. Hispanic individuals were involved in 14% of all charges filed and Asian individuals were involved in 1% of charges filed. Compared to the distribution of individuals who were arrested, the proportions are nearly identical though there are minor differences.

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

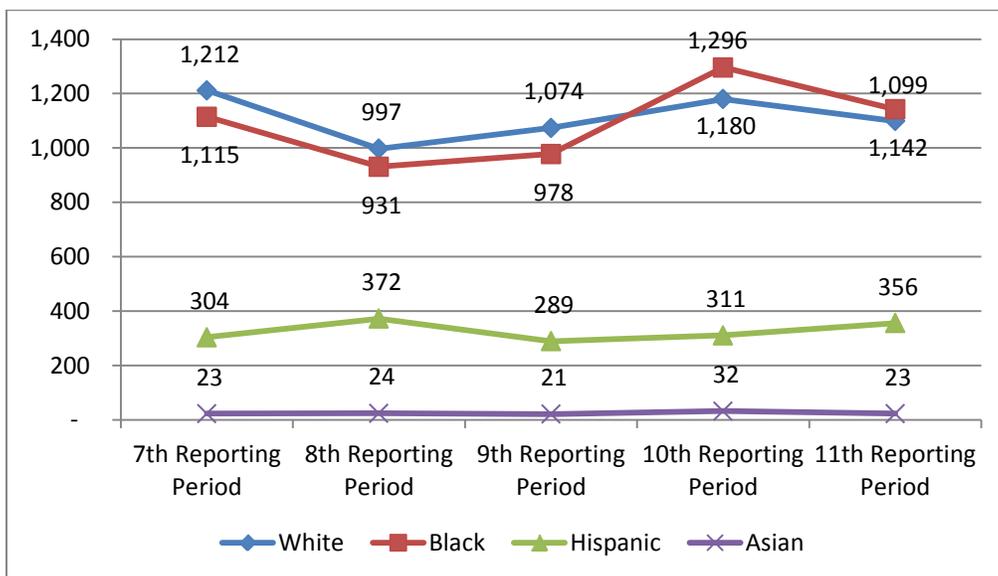
January 1, 2014- June 30, 2014



While the number of individuals arrested increased by 3% in the current reporting period, the total number of charges filed decreased by 7%. As shown in Figure Thirty-Seven, there was a 7% decrease in the number of charges filed against White individuals and a 12% decrease in the number of charges filed against Black individuals in Troop C. However, there was a 14% increase in the number of charges filed against Hispanic individuals, smaller than the increase of Hispanic individuals arrested. Asian individuals also experienced a decrease of 28% in the number of charges filed.

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

January 2012 - June 2014



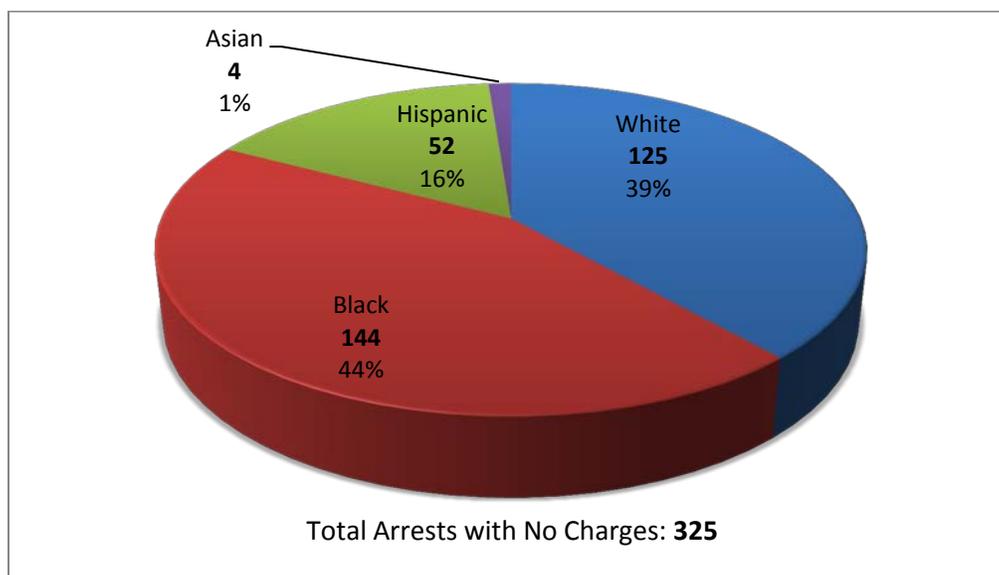
In some cases, an individual may be arrested and not charged. While this is possibly a data entry error, it is more likely a reflection of policies and procedures following Peña-Flores. Following this ruling, State Police policy requires immediate arrest when a trooper has probable cause in the form 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 325 arrests made by Troop C where an individual was not ultimately charged with any specific statute. Thirty percent of all individuals arrested and not charged Division-wide were arrested by Troop C. This is slightly disproportionate as Troop C only arrested about 26% of all individuals arrested in this reporting period. The racial/ethnic distribution of those arrested and 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 43% of all charges filed, they are 44% of those individuals for whom no charges were filed. Also, Hispanic drivers were 14% of all charges filed and 16% of those individuals with no charges. Conversely, White drivers were 42% of charges filed, yet only 39% of those with no charges filed. Thus, it would appear that Black and Hispanic individuals are slightly overrepresented among arrests with no charges. The presence of that particular form of PC, as discussed previously, requires an immediate arrest until a trooper can ascertain whether there is contraband on the person or in the vehicle.

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

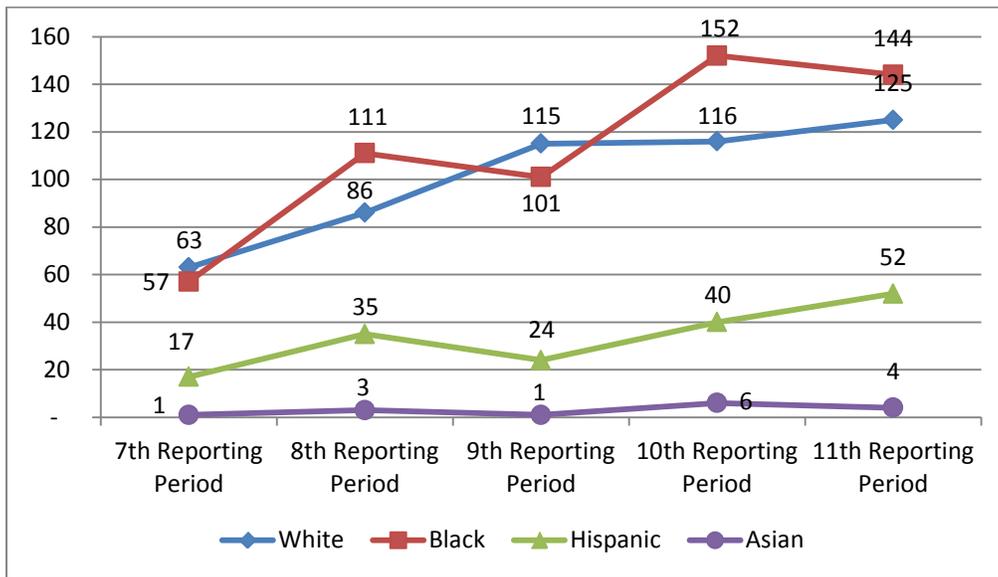
January 1, 2014- June 30, 2014



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 4% increase in the number of individuals

who were not charged. Figure Thirty-Nine shows the trend of individuals not charged by race/ethnicity. The number of White individuals who were not charged increased by 8%, the number of Black individuals decreased by 5%, the number of Hispanic individuals increased by 30%, and the number of Asian individuals decreased by two individuals. Thus, it appears that 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 2012 - June 2014



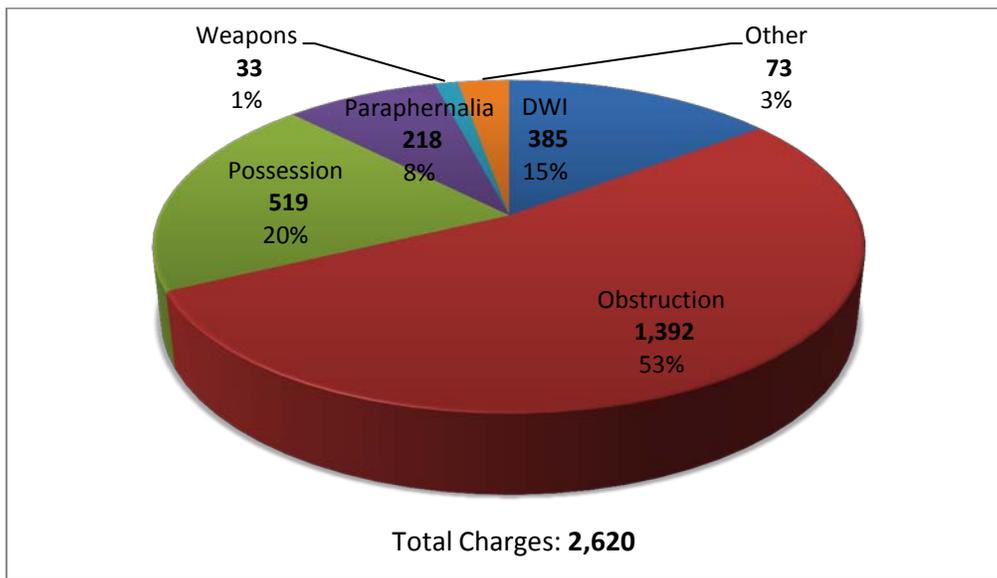
*Types of Charges*

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; 53% of all charges filed were categorized as obstruction. This category includes such charges as resisting arrest, hindering apprehension, and contempt. Contempt is the charge listed when an individual is arrested based on a warrant. In the current period, contempt is the most frequently used obstruction charge, cited in over 89% 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, 41% Division-wide compared to 53% for Troop C.

**Figure Forty: Types of Charges Filed**

January 1, 2014- June 30, 2014



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 15% of all charges filed.

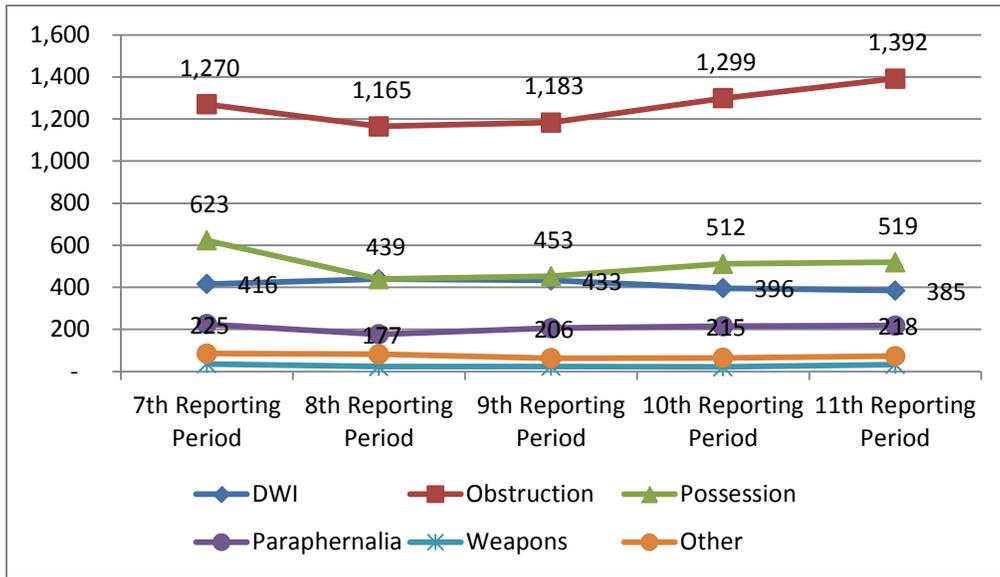
Charges for the possession of prohibited weapons and devices were relatively rare in the current reporting period. These charges amounted to about 1% of all charges filed.

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

The total number of charges filed for arrests made by Troop C in the current reporting period increased 4%, as noted previously. Figure Forty-One illustrates this increase by charge categories. As shown, the magnitude of the increase varied across charge types. The largest increase was noted for weapons charges. From the previous to current reporting period, there was a 50% increase in the number of weapons charges. The increase for other charges was 12% while obstruction charges increased 7%. DWI charges increased 3% in the current reporting period. Obstruction and possession charges both experienced an increase of 1% in the current reporting period.

**Figure Forty-One: Trend of Arrest Charges**

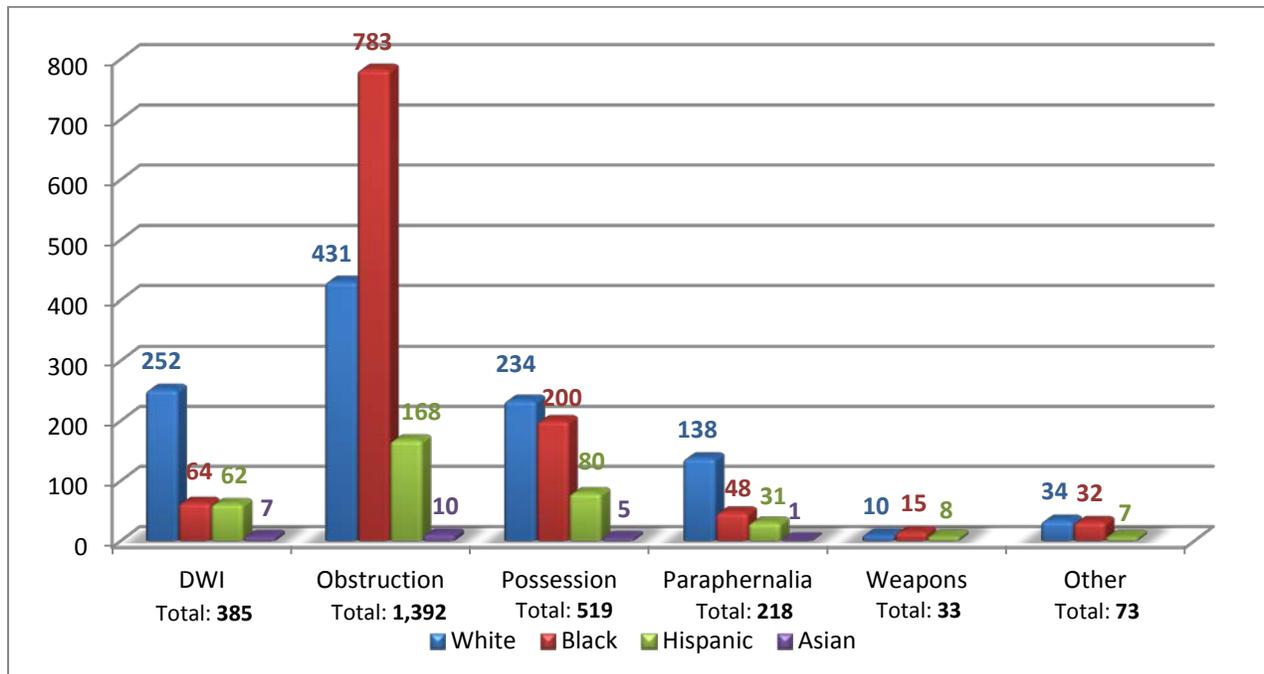
January 2012 - June 2014



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, and then Asian individuals. This same distribution is expected for each category of charges.

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

January 1, 2014- June 30, 2014



This pattern differs for those charged with DWI. Among those charged with DWI, White individuals were most likely to be charged with DWI. In 252 (65%) DWI charges the individual charged was White, in 64 (17%) instances the individual charged was Black, in 62 (16%) the individual charged was Hispanic, and in seven (2%) the individual charged was Asian. Thus, there were more White individuals charged with DWI than other racial/ethnic groups. DWI was not the most frequent charge for any racial/ethnic group.

Obstruction charges, the largest category of charges, follow the expected pattern. Black individuals are those most frequently cited for obstruction charges. In the current period, 783 (56%) obstruction charges were cited for Black individuals while only 431 (31%) were cited for White individuals. Hispanic individuals made up 12% and Asian motorists made up 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, Hispanic, and Asian 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 234 (45%) charges of possession, Black motorists were charged in 200 (39%), Hispanic motorists were charged in 80 (15%), and Asian individuals were charged in five (1%) possession charges. Paraphernalia charges were similarly distributed. White individuals were cited in 138 (63%) paraphernalia charges while Black motorists were charged in 48 (22%), and Hispanic individuals were cited in 31 (14%) 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 15 weapons charges, White individuals were involved in ten, and Hispanic individuals in eight instances where weapons charges were filed. This pattern changes for other charges. Black individuals were involved in 32 instances of other charges while White motorists were cited in 34 instances. Hispanic motorists were involved in seven 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 53% 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**

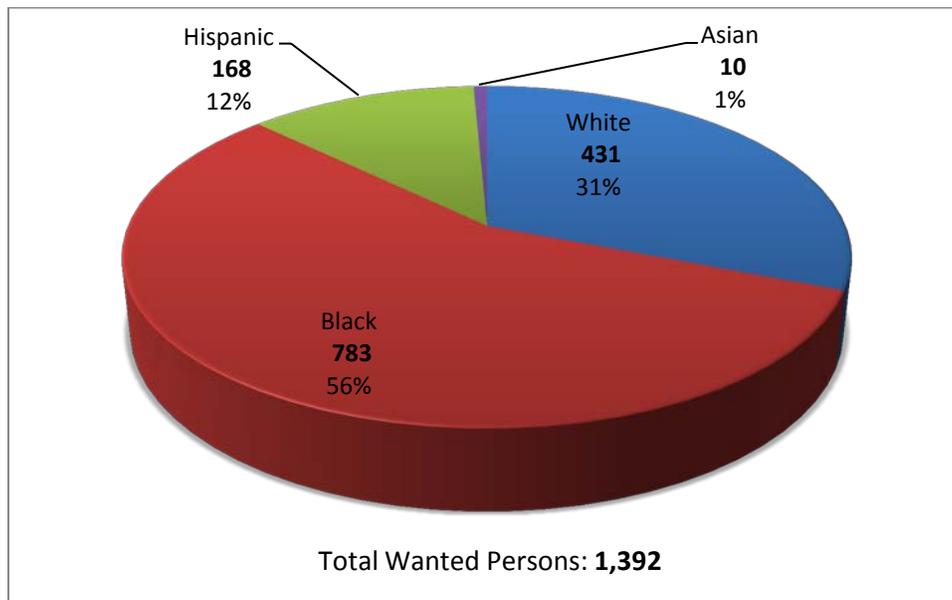
---

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, 1,392 arrests made by Troop C were of wanted persons, those with outstanding warrants. As was the case Division-wide and in Troop B, the number of wanted persons arrested by Troop C increased. However, while Division-wide persons arrested increased 30% and Troop B increased 27%, the number of persons arrested in Troop C only increased 18%.

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, 1,392 (60%) 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, White individuals were 31%, Hispanic individuals were 12%, 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.

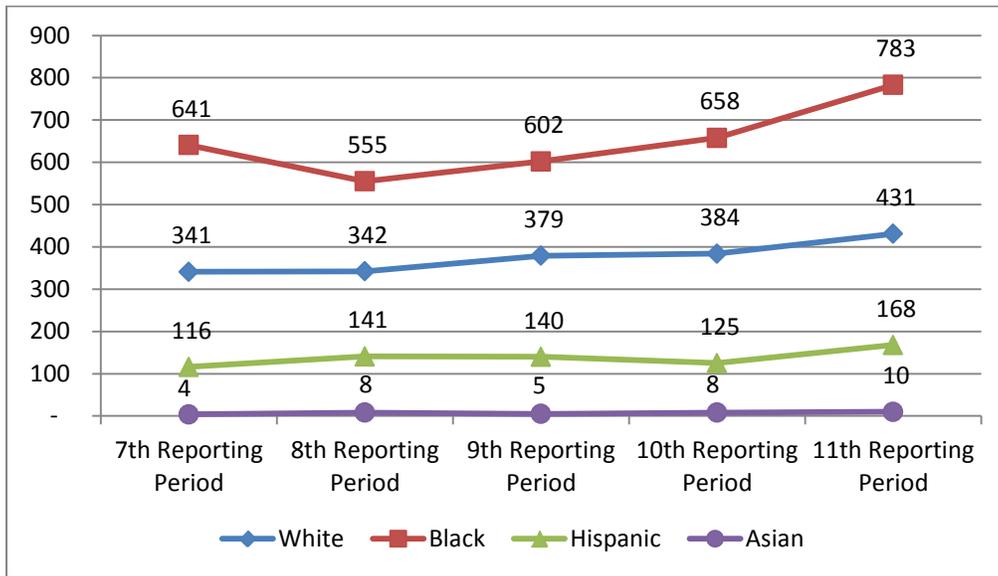
Compared to the proportion of those identified as wanted persons Division-wide, Black individuals make up a slightly larger proportion in Troop C. Division-wide, Black individuals were only 50% of those identified as wanted persons Division-wide while they are 56% for Troop C. However, Hispanic individuals were slightly underrepresented in Troop C compared to Division-wide, making up 12% of wanted persons in Troop C compared to 16% Division-wide.

**Figure Forty-Three: Racial/Ethnic Distribution of Wanted Persons**  
 January 1, 2014- June 30, 2014



While the total number of wanted persons increased by about 18% for Troop C in the current reporting period, the degree of increase varied for each racial/ethnic group. The number of Black individuals who were identified as wanted persons increased by 19% in the current reporting period, while the number of wanted Hispanic individuals increased 34%. The number of White individuals who were wanted increased by 12% in the current reporting period and there was a two person increase in the number of wanted Asian individuals. Along with an increase in the number of wanted Black individuals, they were again the largest proportion of those identified as wanted persons.

**Figure Forty-Four: Trend of Racial/Ethnic Distribution of Individuals Not Charged**  
 January 2012 - June 2014



## 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 Troop D are discussed in the sections that follow.

### Stop Level Analysis

#### Number of Stops

From January 1, 2014 to June 30, 2014, Troop D conducted 71,752 motor vehicle stops. While the number of motor vehicle stops conducted Division-wide increased by about 24%, Troop D experienced a 28% increase in the number of motor vehicle stops conducted. This increase amounted to 15,913 motor vehicle stops.

**Figure One: Trends of Motor Vehicle Stops**  
January 2011- June 2014

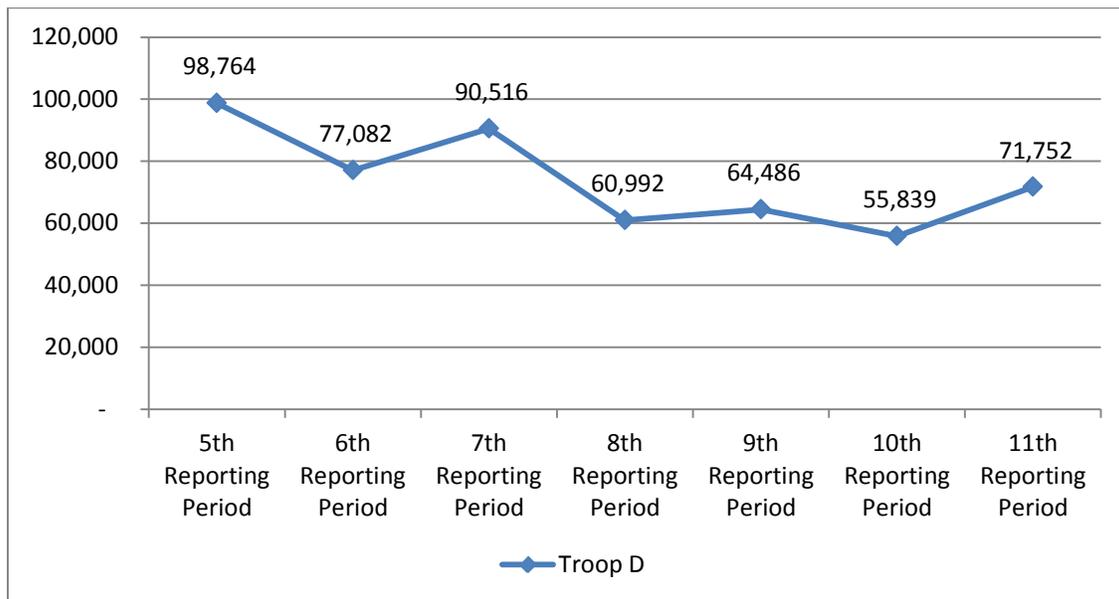


Figure One depicts the trend of the number of motor vehicle stops for the current and previous six reporting periods. While the number of stops does fluctuate each period, the current period is the highest number of stops in two years. Troop D's motor vehicle stops represent about 31% of all stops conducted by the State Police in the current reporting period.

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 58% of all stops, Black drivers were involved in 17%, Hispanic drivers were involved in 14%, Asian drivers were involved in 9%, American Indian drivers were involved in 0% and Other drivers were involved in 2%. Troop D's

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

**Figure Two: Racial/Ethnic Distribution of Motor Vehicle Stops**  
 January 1, 2014- June 30, 2014

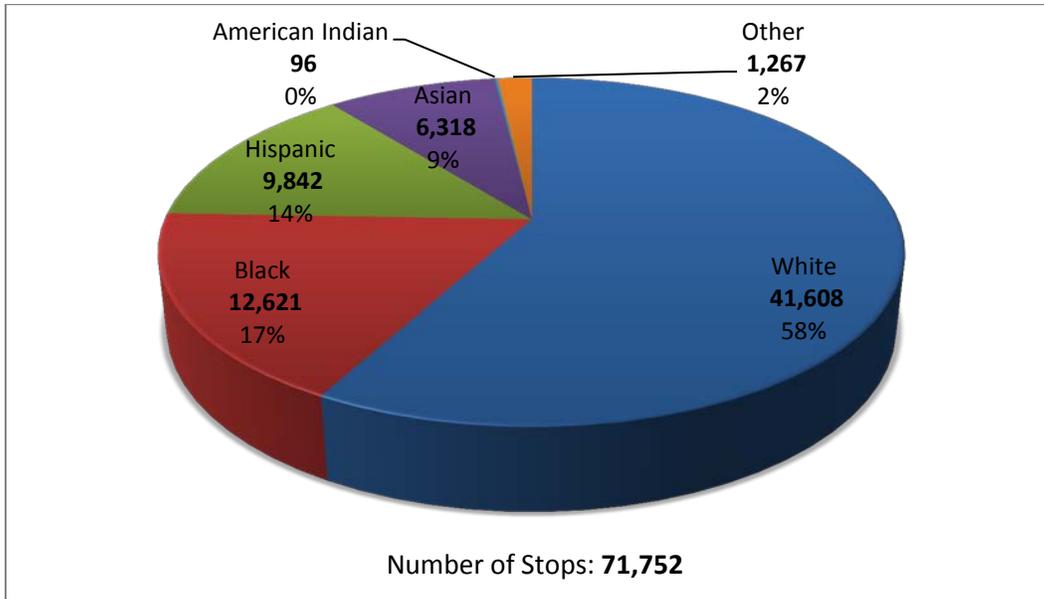
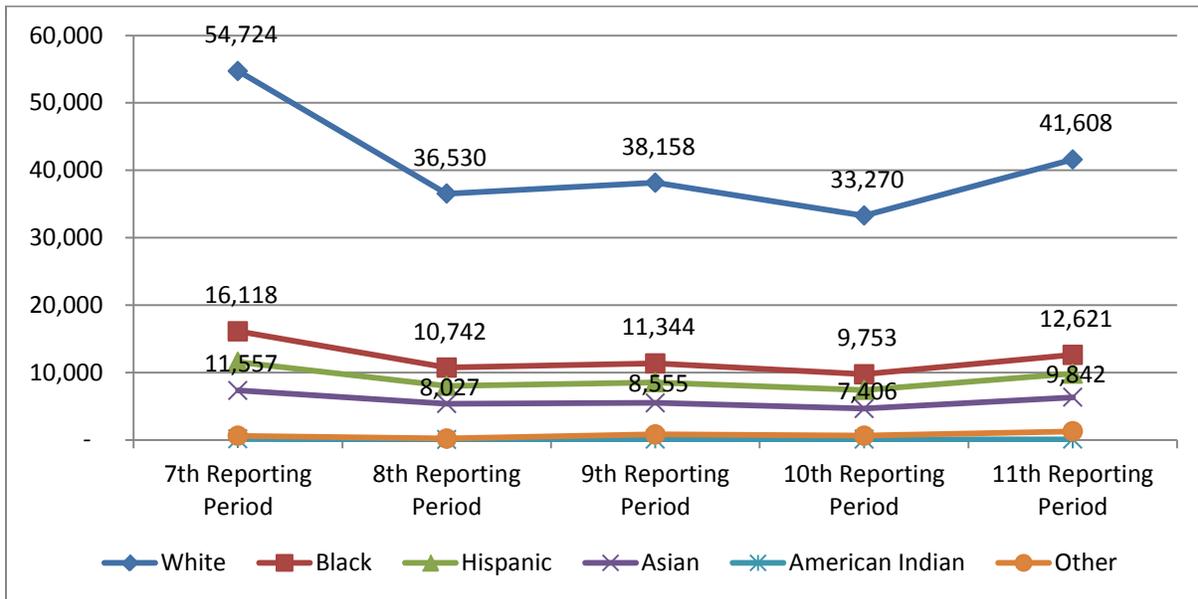


Figure Three graphs the number of stops made of drivers of each racial/ethnic group for the current and four previous reporting periods. As noted previously, the number of stops made by Troop D increased by slightly less than 16,000 stops. As shown in Figure Three, the number of stops with White drivers increased by 25% in the current reporting period. Black drivers experienced an increase of 29%, Hispanic drivers had a 33% increase, and stops involving Asians drivers increased by 36%. However, despite these increases, each racial/ethnic group still makes up the same general proportion of all stops, as noted above.

**Figure Three: Trends in Racial/Ethnic Distribution of Motor Vehicle Stops**  
 January 2012 – June 2014



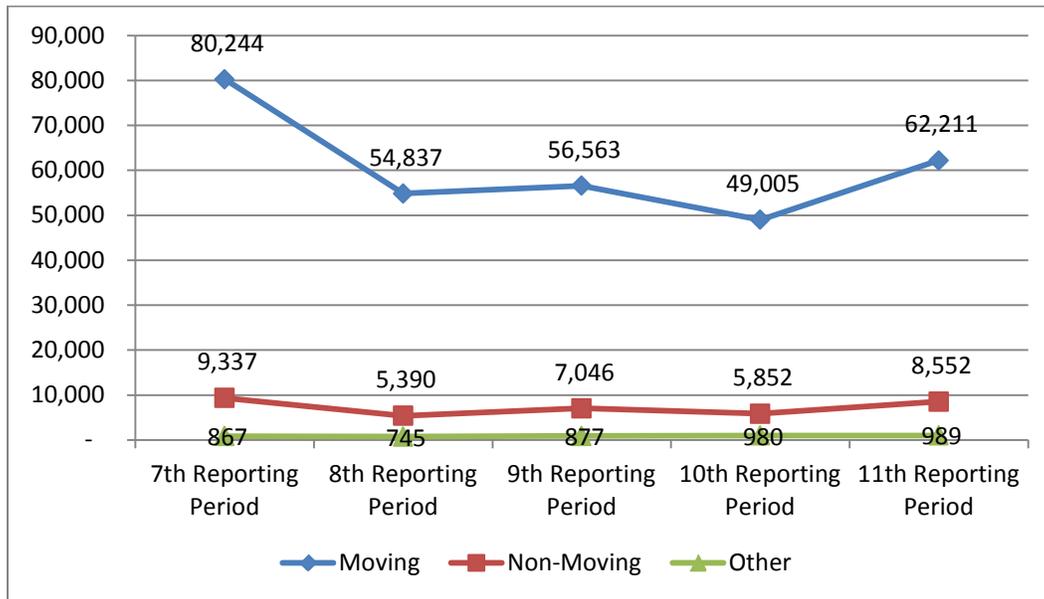
### Reason for Stops

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; 87% of all motor vehicle stops were based on moving violations. As shown in Figure Four, 62,211 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 larger than the proportion Division-wide or for Troops B and C.

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, 12% 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, 989 motor vehicle stops, about 1% of Troop D's stops, were based on other violations. This number of stops is nearly identical to the proportion of other stops made by Troop D in the previous reporting period. This pattern also mirrors the Division-wide trend of stops for other violations, where only between 1% and 2% of all stops are made for other violations.

**Figure Four: Trends in Reasons for Motor Vehicle Stops**  
January 2012 – June 2014

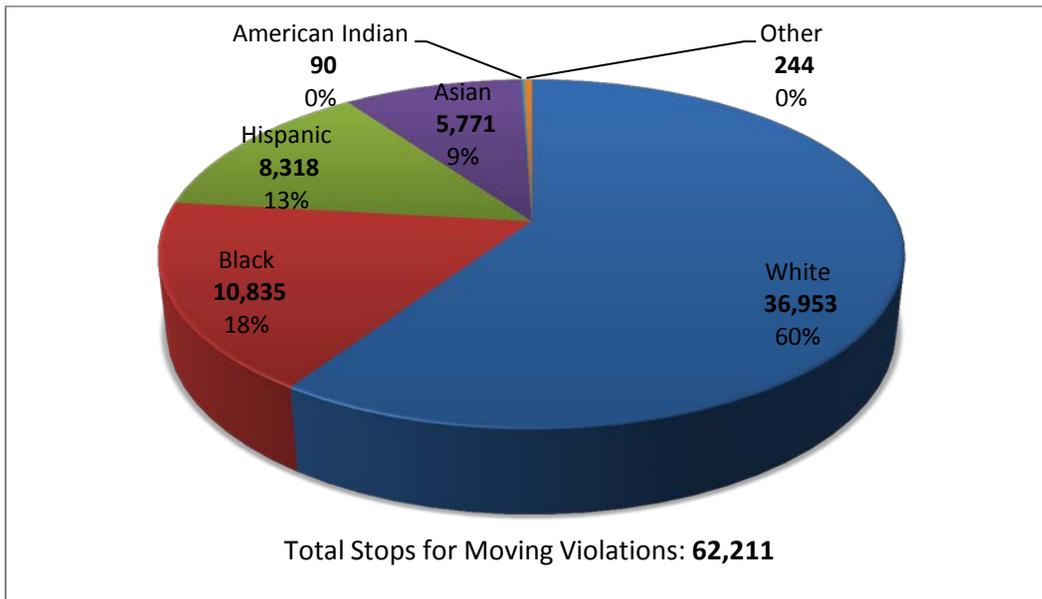


Because every stop receives a stop reason, the racial/ethnic distribution of all stops with a reason should be identical to that of all stops. Instead, it is more appropriate to assess the racial/ethnic distribution of each type of motor vehicle stop. The overwhelming majority of motor vehicle stops 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, 36,953 stops, 60%, with moving violations involved White drivers, 18% or 10,835 involved Black drivers, and 13% or 8,318 stops involved Hispanic drivers. Because 87% 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 than noted Division-wide.

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, 49% or 4,193 stops, though they do not make up as large a proportion as they do for all stops. Hispanic drivers, however, were slightly overrepresented compared to their proportion of all stops. Black drivers were involved in 17% of all stops in Troop D, but were 18% of those stops made for non-moving violations. While Hispanic drivers are only 14% 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 11% 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 conducting a much smaller proportion of stops for non-moving violations, the racial/ethnic distribution of these stops is not dramatically different from Troop D's distribution of all stops or any Division-wide trends.

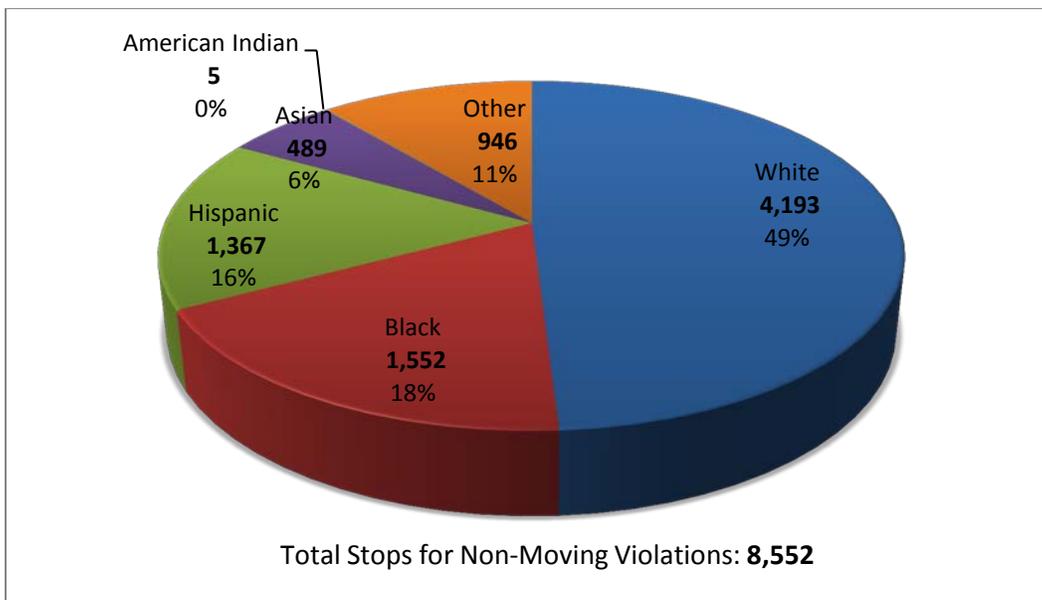
**Figure Five: Racial/Ethnic Distribution of Stops made for Moving Violations**

January 1, 2014- June 30, 2014



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

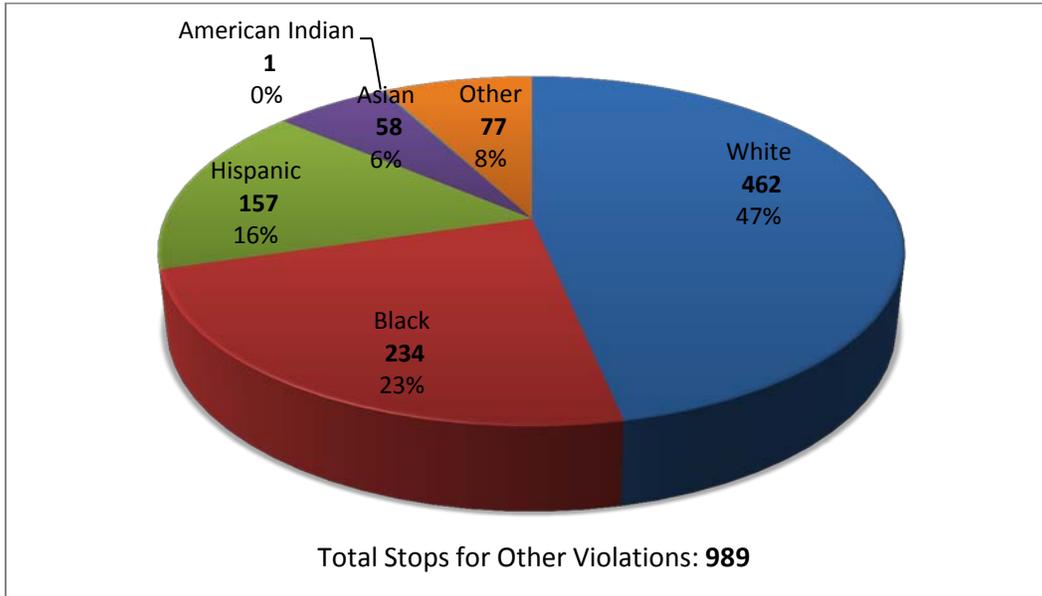
January 1, 2014- June 30, 2014



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. 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 47% of stops made for other reasons. Black drivers were involved in 23% of stops made for other reasons. Hispanic drivers were involved in 16% of all stops made for other reasons. Drivers identified as Asian, made up 6% of all stops for other violations conducted by Troop D. Other drivers were involved in

8% of stops involving other violations. Among stops made for other violations, Black, Hispanic, and Other drivers are slightly overrepresented, while White and Asian drivers are slightly underrepresented.

**Figure Seven: Racial/Ethnic Distribution of Stops made for Other Violations**  
 January 1, 2014- June 30, 2014



**Law Enforcement Procedures**

Division-wide, only 10,186 stops, 4.5%, involved post-stop activity. For stops made by Troop D, 2,462 stops, 3.4%, involve post-stop activity. Troop D had the smallest percentage of stops involving post-stop activity compared to Troop B and C. Figure Eight depicts the trend of stops with law enforcement procedures for the current and previous four reporting periods. Troop D experienced an 8% increase in the total number of stops with law enforcement procedures.

**Figure Eight: Trends of Motor Vehicle Stops with Law Enforcement Procedures**  
January 2012 – June 2014

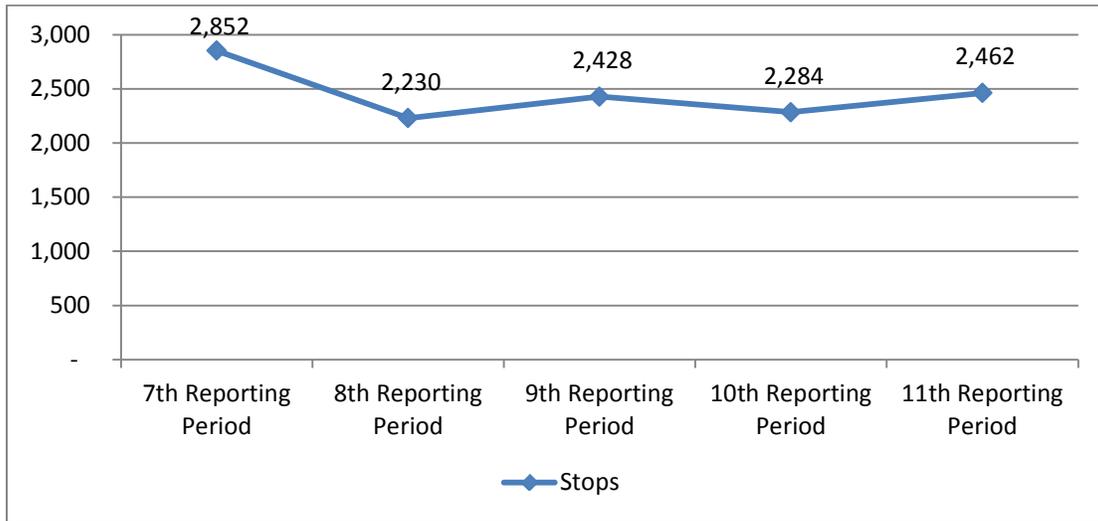


Figure Nine depicts the racial/ethnic distribution of stops where there was at least one law enforcement procedure for Troop D. White drivers were involved in the highest proportion of stops with law enforcement procedures, 43% of stops or 1,064 motor vehicle stops. Black drivers were involved in 30% or 740 motor vehicle stops. Hispanic drivers were involved in 20% or 478 stops with law enforcement procedures in Troop D. As noted Division-wide, compared to the overall distribution of stops made by Troop D, it appears that a slightly smaller proportion of White and Black drivers are involved in stops with post-stop interactions. Conversely a larger proportion of Hispanic and Asian drivers are involved in stops with post-stop interactions. When compared to Troop C, a smaller proportion of Troop D's stops of Black drivers involve post stop interactions.

**Figure Nine: Racial/Ethnic Distribution of Stops with Law Enforcement Procedures**  
January 1, 2014- June 30, 2014

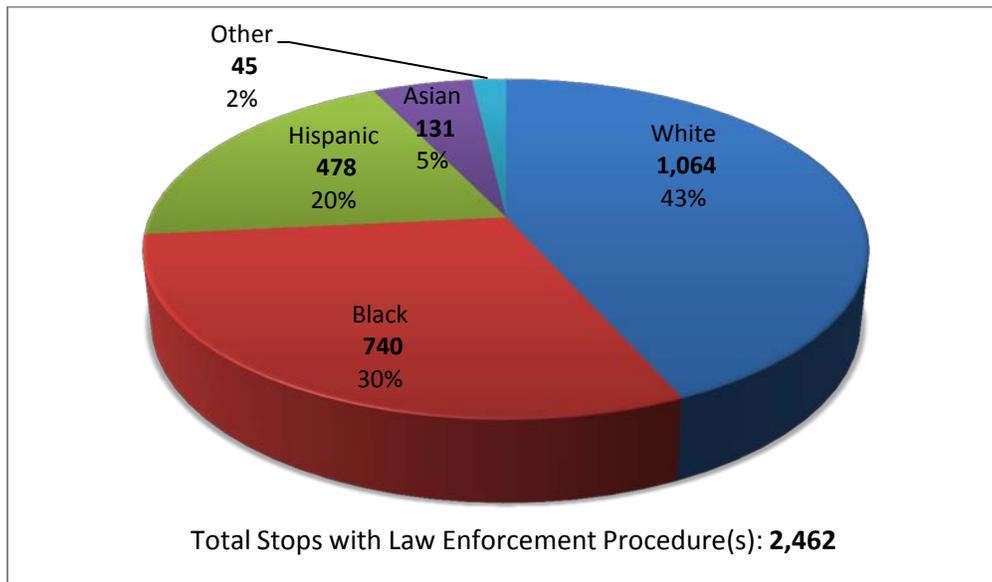
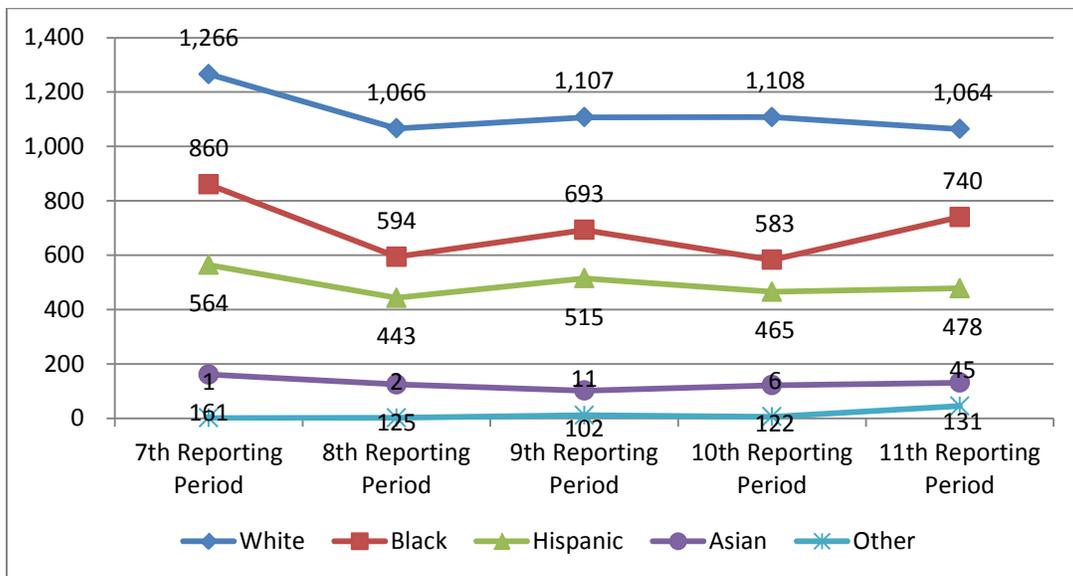


Figure Ten graphs the trend of the racial/ethnic distribution of stops with law enforcement procedures for Troop D. Because the total number of stops with law enforcement procedures increased in the current reporting period, the number of stops involving drivers of each racial/ethnic group should also increase. However, the magnitude and direction of changes varied among racial/ethnic groups in the current reporting period. The largest increase was for stops of Other drivers that resulted in law enforcement procedures. While the number of stops increased by 39, this was a 45% increase. Black and Hispanic drivers also experienced an increase in the number of stops with post-stop interactions, 16% for Black drivers and 9.7% for Hispanic drivers. White drivers experienced a decrease of less than 1% in the current reporting period. Asian drivers experienced an increase in stops with law enforcement procedures of 9 stops, 20%.

**Figure Ten: Trend of Racial/Ethnic Distribution of Stops with Law Enforcement Procedures**  
January 2012 – June 2014

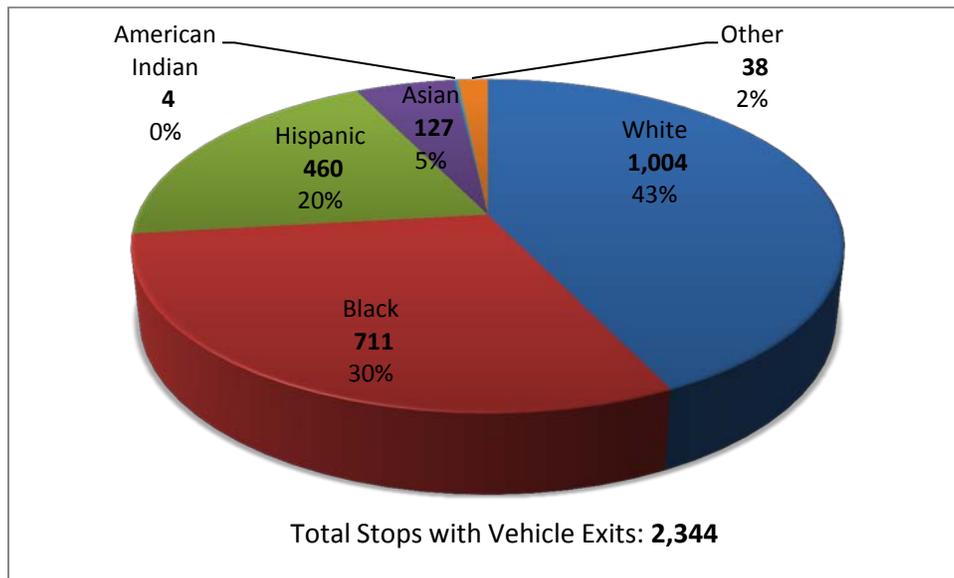


*Vehicle Exits*

The most frequent post-stop interaction was an occupant vehicle exit. Of the 2,462 stops made by Troop D with post-stop interactions, 2,344 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.

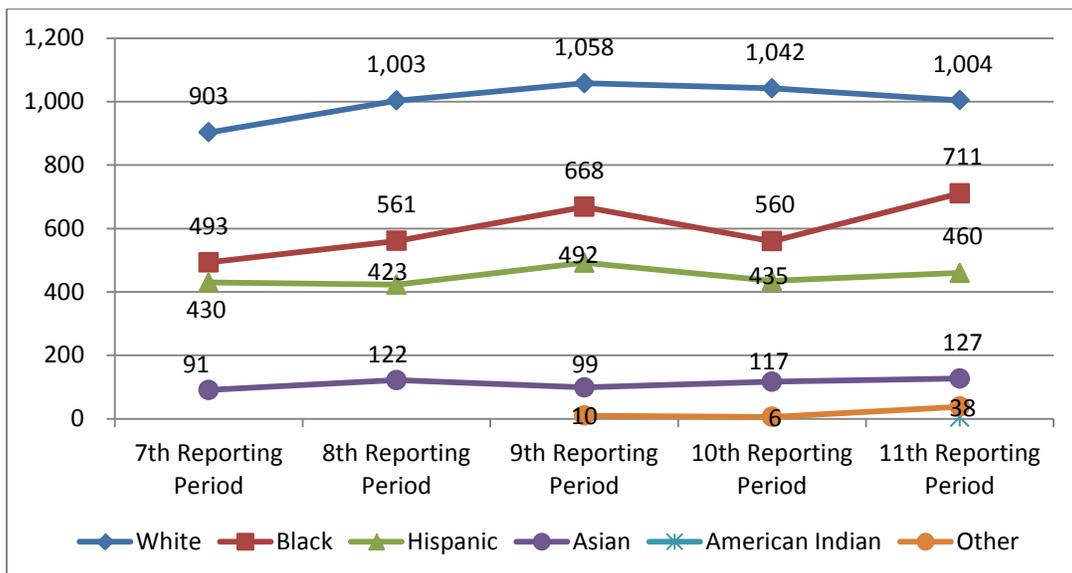
Figure Eleven depicts the racial/ethnic distribution of stops for vehicle exits. The frequency of vehicle exits for White drivers is higher than the frequency for all other racial/ethnic groups. White drivers were involved in 1,004 stops with vehicle exits (43%), Black drivers were involved in 711 stops (30%), and Hispanic drivers were involved in 460 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**  
 January 1, 2014- June 30, 2014



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 9% increase in the total number of stops with vehicle exits in the current reporting period for Troop D. The largest increase, 27%, was for Black drivers asked to exit. Hispanic drivers had an increase of 6% while Asian drivers increased by 9%. White drivers actually had a slight decrease in the current reporting period, 4%. Thus, trend of the racial/ethnic distribution of vehicle exits matches the trends of law enforcement procedures over time.

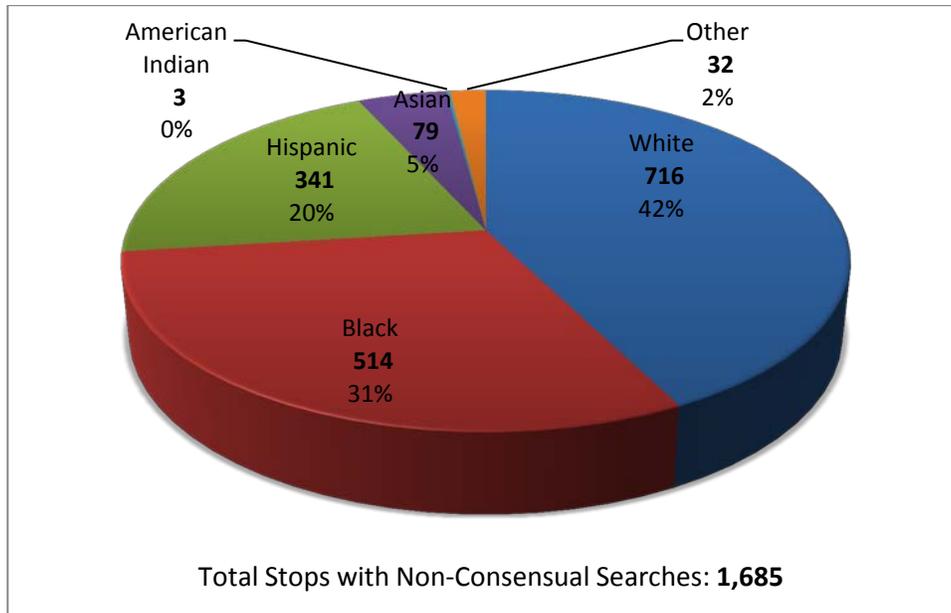
**Figure Twelve: Trend of Racial/Ethnic Distribution of Stops with Vehicle Exits**  
 January 2012 – June 2014



*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 2,462 stops with post-stop interactions, 68% or 1,685 stops involved non-consensual searches. The number of stops with non-consensual searches increased 19% in the current reporting period. Despite this increase, the racial/ethnic distribution of these stops remains similar to the previous period.

**Figure Thirteen: Racial/Ethnic Distribution of Stops with Non-Consensual Searches**  
 January 1, 2014- June 30, 2014

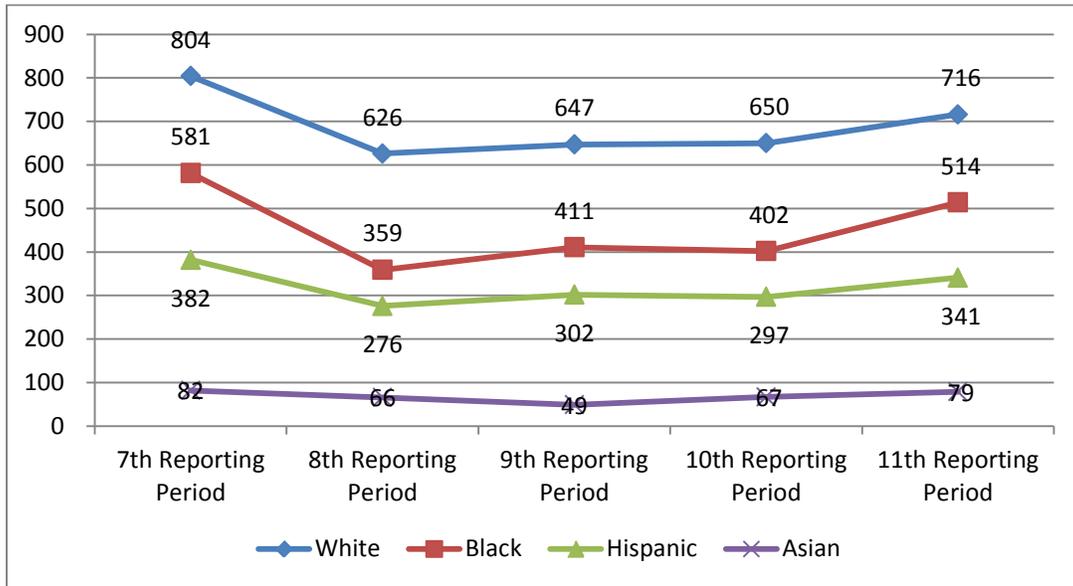


As shown in Figure Thirteen, White drivers were involved in the largest proportion of stops with non-consensual searches. In the current period, White drivers were involved in 716 stops, 42%, with non-consensual searches. Black drivers were involved in 514 stops, 31%, with non-consensual searches while Hispanic drivers were involved in 341 stops, 20% 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 four reporting periods. As with all stops, the number of stops with non-consensual searches increased in the current period. Black drivers experienced the greatest increase, 28%. For non-consensual searches, the proportion involving White drivers increased by about 10%. Hispanic and Asian drivers also experienced increases this reporting period, increasing by 15% and 18%, respectively.

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

January 2012 – June 2014



*Occupant Frisks*

In the current reporting period, there were 202 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, the percentage of stops involving occupant frisks was nearly identical.

As shown in Figure Fifteen, White drivers were involved in the largest proportion of stops with occupant frisks. There were 79 stops, 39%, with a frisk that involved White drivers, 51 stops, 25%, that involved Black drivers, and 58 stops, 29%, that involved Hispanic drivers. The racial/ethnic distribution of stops with frisks differs 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 pattern may be related to arrest patterns, which will be discussed later.

**Figure Fifteen: Racial/Ethnic Distribution of Stops with Occupant Frisks**  
January 1, 2014- June 30, 2014

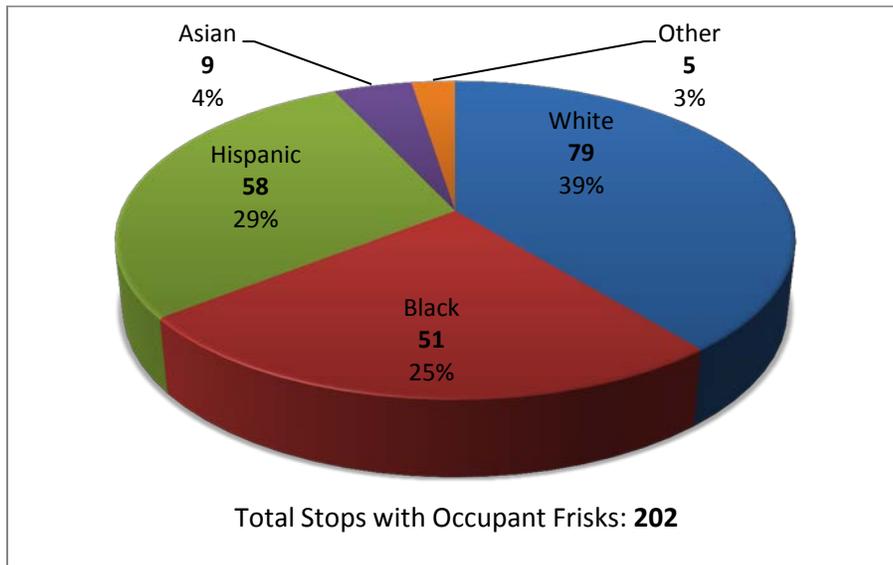
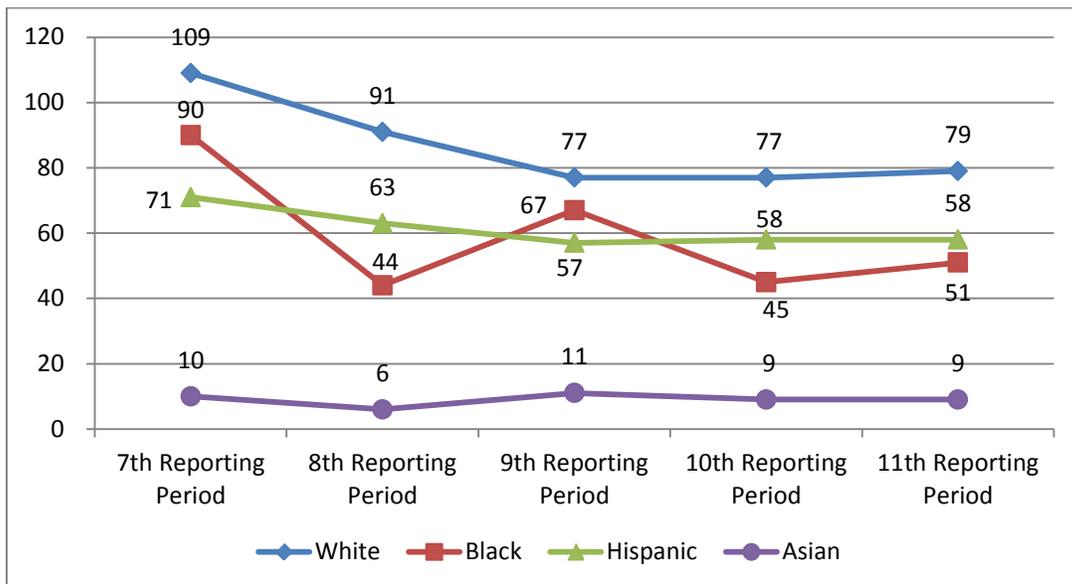


Figure Sixteen presents the trend of stops with frisks for each racial/ethnic group for the current and previous four reporting periods for Troop D. Since the number of stops with law enforcement procedures increased, the same trend is expected for each specific procedure. Overall, the number of stops with frisks increased by about 7% from the previous to current reporting period. However, Hispanic and Asian drivers experienced no change. Black drivers experienced the greatest increase this reporting period, 13%. White drivers' involvement in stops with at least one frisk increased 2.6%. This is also the second consecutive reporting period where the percentage of Hispanic drivers is larger than that of Black drivers.

**Figure Sixteen: Trend of Racial/Ethnic Distribution of Stops with Frisks**  
January 2012 – June 2014



*Canine Deployments*

Canine deployments are a relatively infrequent law enforcement procedure. There were only 52 stops where a canine was deployed Division-wide in the current reporting period. Necessarily, the number of stops made by Troop D that involved a canine deployment was even smaller, 20 stops. The number of canine deployments for Troop D increased 300% since the previous reporting period. Percentage-wise this increase is striking. In actuality, this increase involved an additional 15 stops where a canine was deployed.

For canine deployments in stops conducted by Troop D, Black drivers are involved in the largest proportion of stops. Black drivers were involved in 12 stops, 60%, with canine deployments. White drivers were involved in two stops, 10%, with canine deployments. Division-wide, Black drivers were involved in the largest proportion of stops with canine deployments, while White drivers are for Troops B and C. 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**  
 January 1, 2014- June 30, 2014

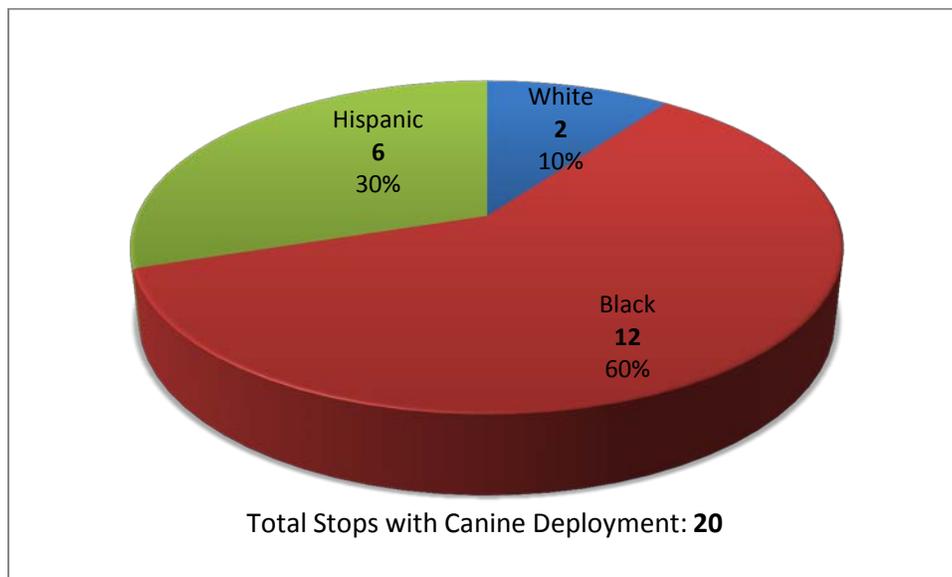
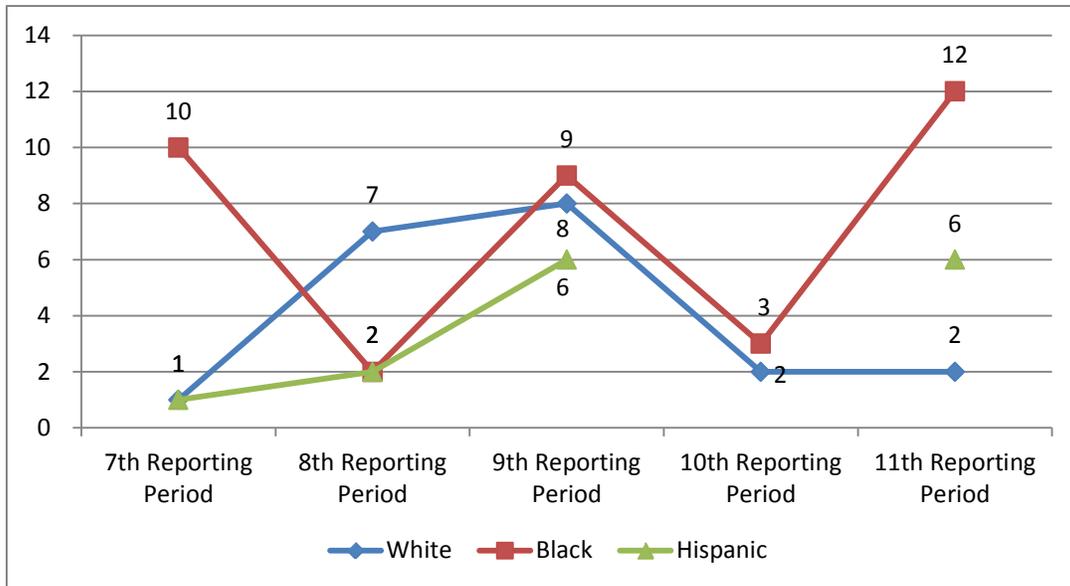


Figure Eighteen presents the trend of canine deployments by racial/ethnic group for the current and previous four reporting periods. Because canine deployments are a relatively infrequent event Division-wide, they are even rarer within a given Troop. That said, the number of deployments in a Troop is 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, Black and Hispanic drivers experienced an increase while White drivers experienced no change in the number of stops with a canine deployment in the current reporting period. The number of deployments involving Black drivers increased nine stops. White drivers' involvement in stops with deployments remained the same, with two stops. In

the current reporting period, there were six canine deployments involving Hispanic drivers compared to none in the previous reporting period.

**Figure Eighteen: Trend of Racial/Ethnic Distribution of Stops with Canine Deployments**  
January 2012 – June 2014



While the disparity in the number of stops with canine deployments involving Black drivers may initially 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,<sup>3</sup> 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. These reviews will be published in OLEPS’ Tenth Oversight Report.

*Uses of Force*

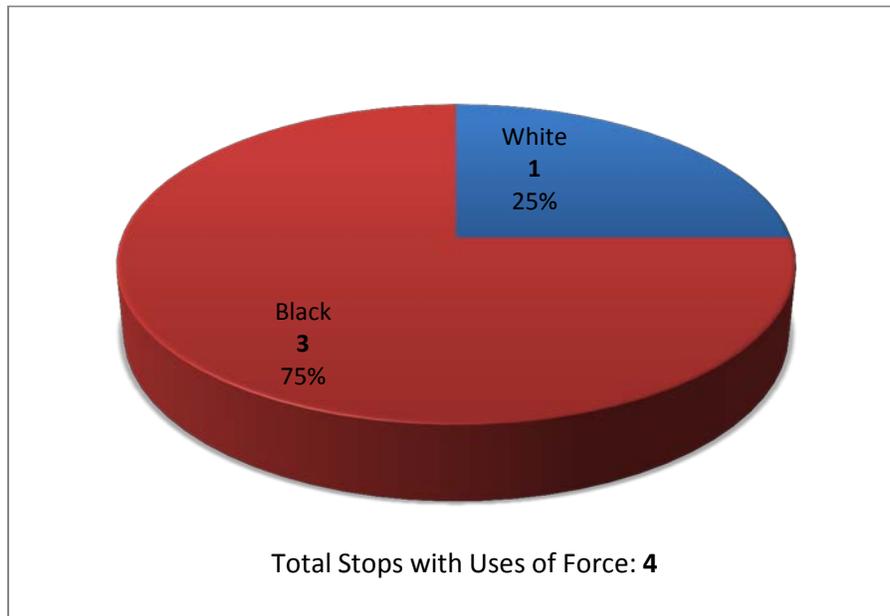
While canine deployments are infrequent events, uses of force are even rarer. Division-wide, there were about 29 stops where force was used. In stops conducted by Troop D, there were four instances of force. In one instance, physical force was used. The other three instances were a combination of physical and mechanical force.

Figure Nineteen depicts the number of stops with uses of force by driver race or ethnicity. There were three instances of force each that involved Black drivers. One instance of force involved a White driver. This is not necessarily indicative of disparity in uses of force; there are only four 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.

<sup>3</sup> OLEPS’ Oversight Reports can be found here: <http://www.nj.gov/oag/oleps/in-house-monitoring.html>

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

January 1, 2014- June 30, 2014



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 distribution for an entire troop. Nonetheless, for Troop D, there was a decrease of one stop with force from the previous to the current reporting period.

*Consent to Search*

For this period, there were 363 stops with consent to search requests conducted by Troop D, a 28% increase 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; 360 (99%) requests were granted and 3 (1%) were denied by an occupant during the stop.

**Figure Twenty: Outcome of Consent to Search Requests**

January 1, 2014- June 30, 2014

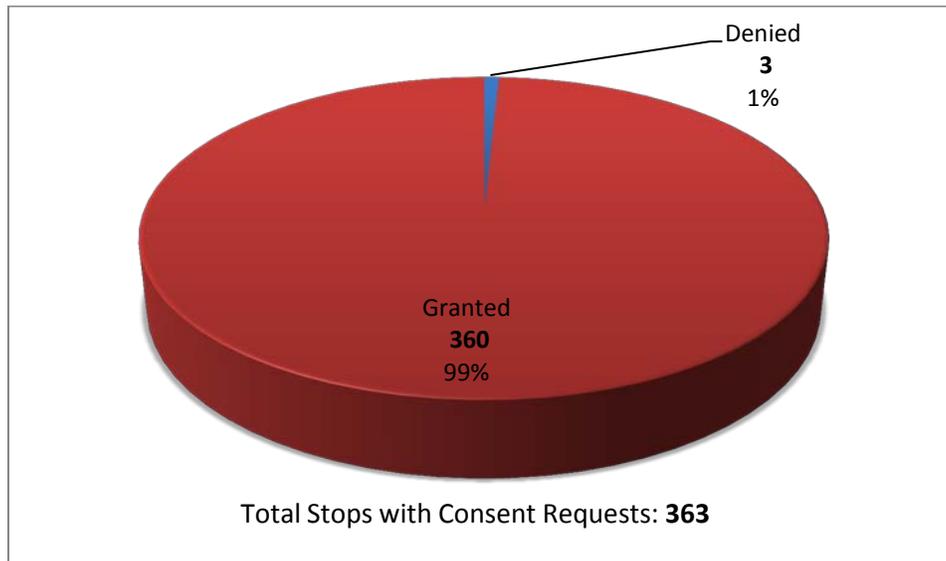
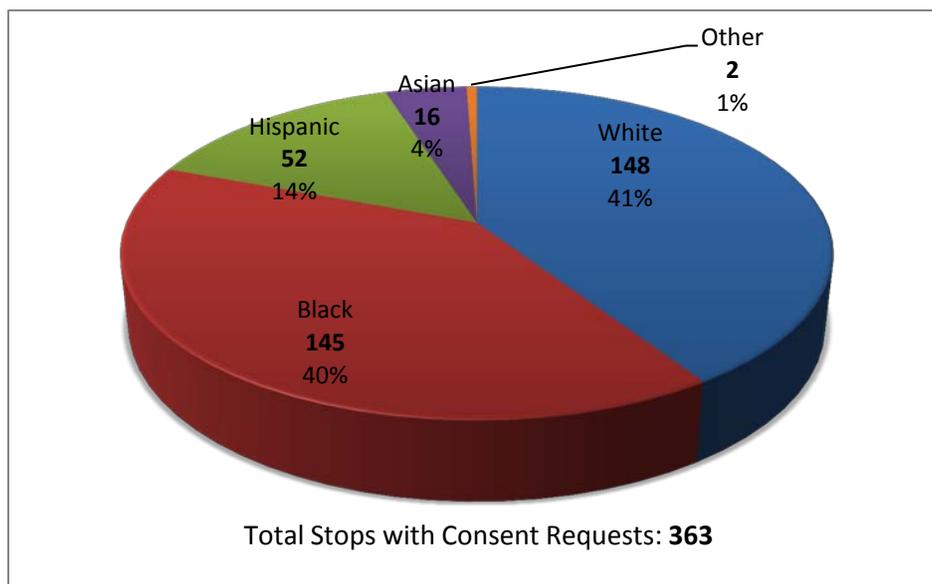


Figure Twenty-One presents the racial/ethnic distribution for consent to search requests made during motor vehicle stops. White and Black drivers made up the largest proportions of stops with consent to search requests, 41% and 40%. Hispanic drivers were involved in 52 stops (14%) with consent to search 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 overrepresented for all stops where a consent request was made. White drivers are involved in slightly smaller proportions of stops with consent requests than they are for all stops with post-stop interactions.

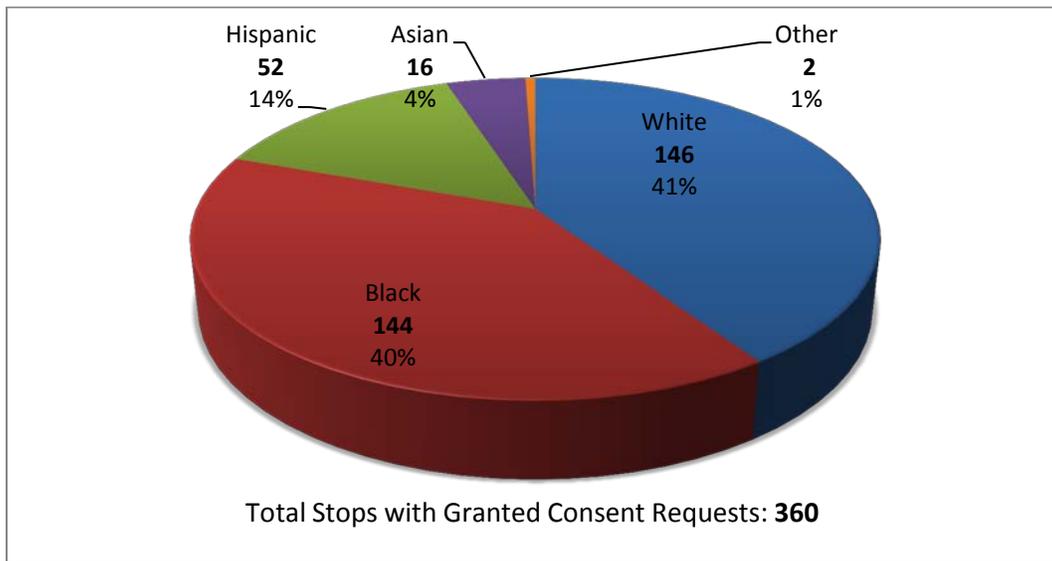
**Figure Twenty-One: Racial/Ethnic Distribution of Stops with Consent to Search Requests**

January 1, 2014- June 30, 2014

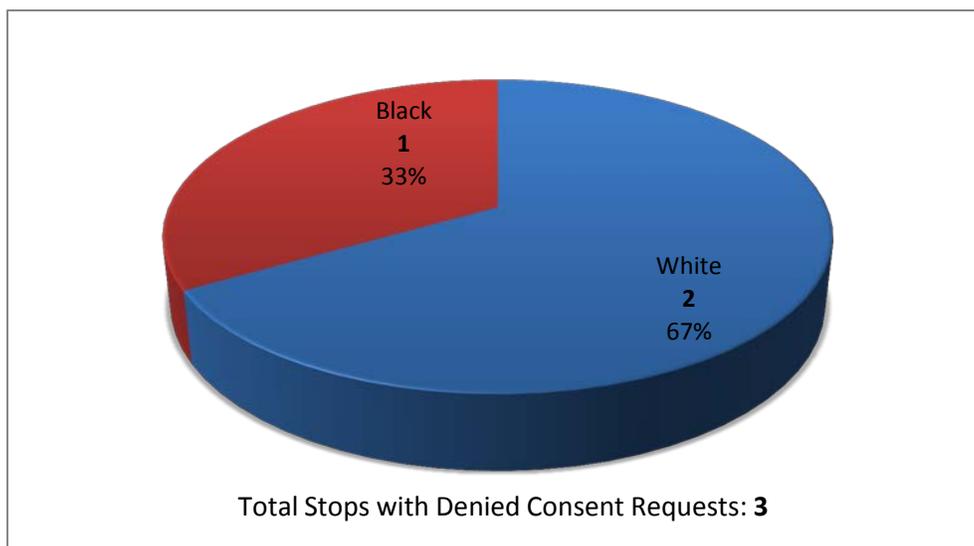


Since the majority of consent requests were granted, the racial/ethnic distribution of stops with granted consent requests should be similar to the distribution of all consent to search requests. In fact, the distribution is identical. White drivers were 41%, Black drivers were 40%, Hispanic drivers were 14%, and Asian drivers were 4% of all consent to search granted (Figure Twenty-Two). However, as a result of having such few stops, the distribution of denied consent to search requests differs from the distribution of all consent to search requests. Consent to search requests were denied in three stops (1%). White drivers were involved in two stops (67%) and Black drivers were involved in one stop (33%) with a denied consent to search request.

**Figure Twenty-Two: Racial/Ethnic Distribution of Stops with Consent to Search Granted**  
January 1, 2014- June 30, 2014

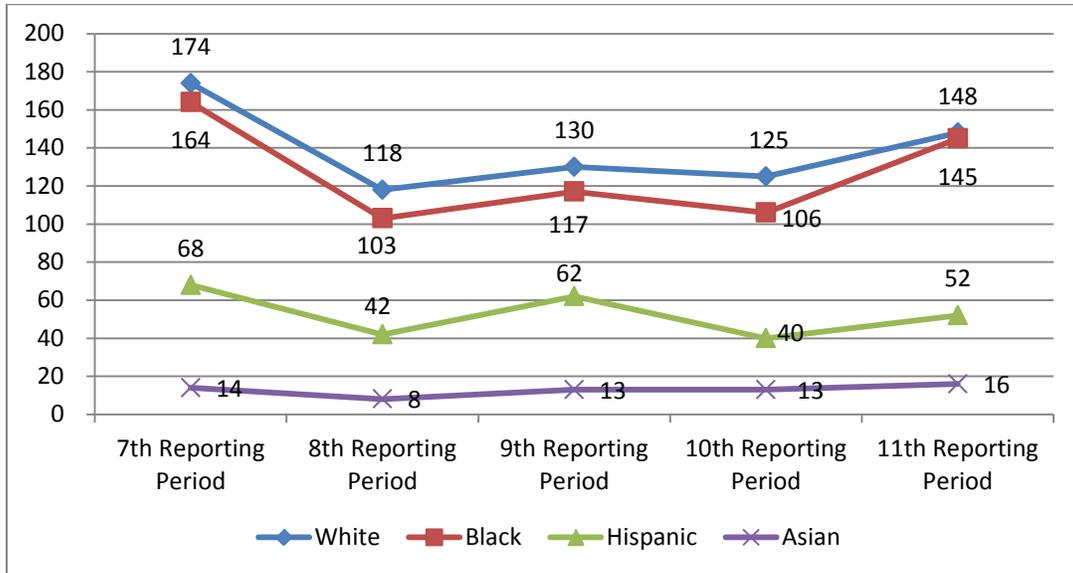


**Figure Twenty-Three: Racial/Ethnic Distribution of Stops with Consent to Search Denied**  
January 1, 2014- June 30, 2014



The total number of stops with consent requests increased 28% in the current reporting period for Troop D. This number includes all requests, regardless of the outcome (granted or denied). Figure Twenty-Four graphs this trend for each racial/ethnic group. Black drivers experienced the largest increase, 37%. Hispanic and Asian drivers also experienced an increase in the number of stops involving consent requests, 30% and 23%, respectively. White drivers experienced the smallest increase, 18%.

**Figure Twenty-Four: Trend of Racial/Ethnic Distribution of Stops with Consent Requests**  
January 2012 – June 2014



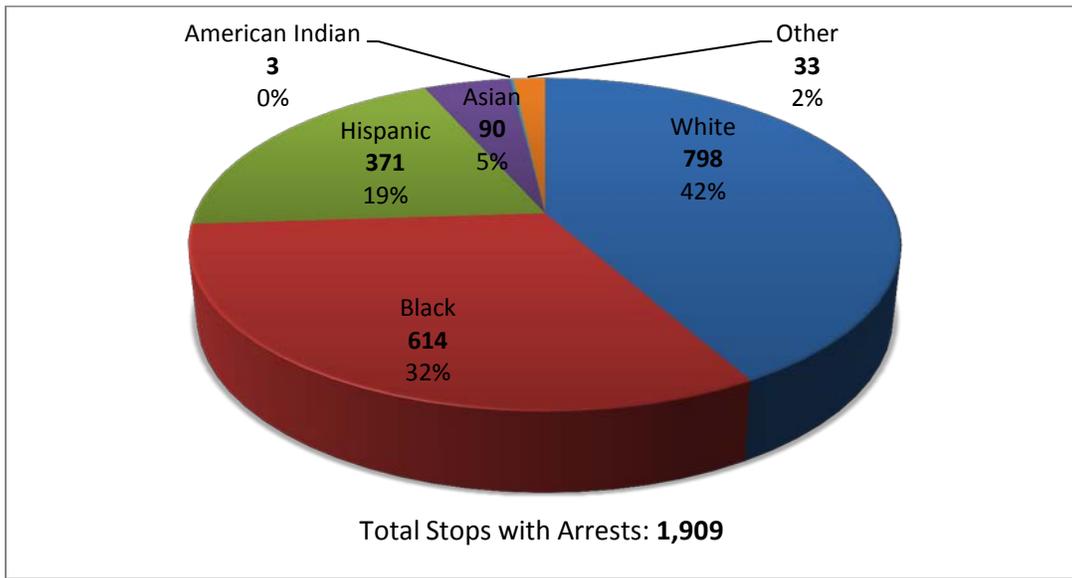
Trends in each category of consent to search request that were granted, denied, or withdrawn are not presented pictorially for Troop D. However, in the current reporting period, there was a nine stop decrease in the number of stops with denied consent requests while there was a 33% increase for granted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

*Arrests*

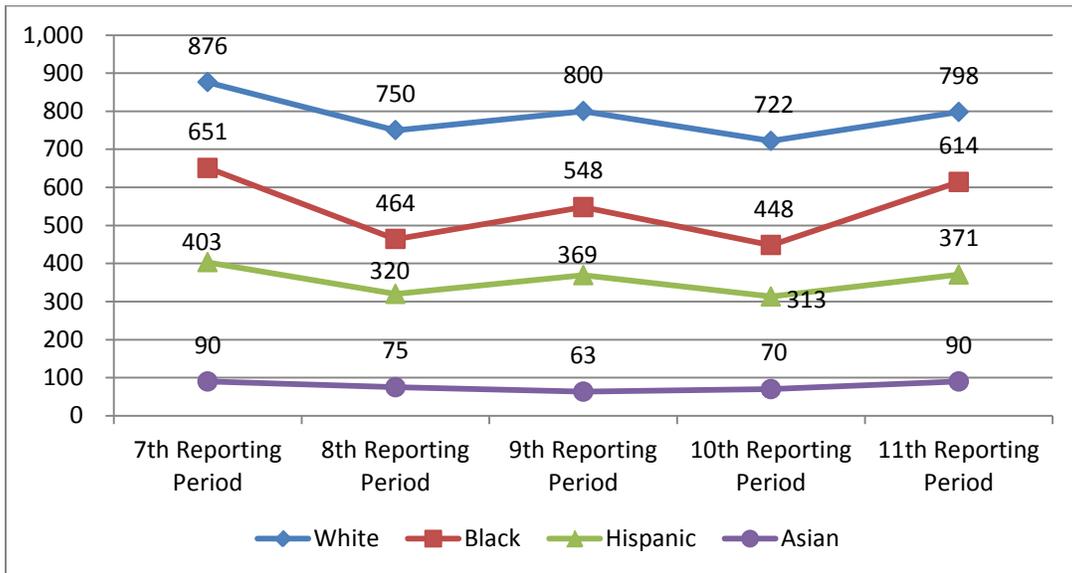
In the current reporting period, there were 1,909 motor vehicle stops conducted by Troop D where at least one person was arrested. In the majority of these stops, only one person was arrested. However, there were several stops where five, six, or seven individuals were arrested. On average, there were 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, 42% involved White drivers. Black drivers were involved in 32% of all stops where an arrest was made while Hispanic drivers were involved in 19% 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**  
January 1, 2014- June 30, 2014



**Figure Twenty-Six: Trend of Racial/Ethnic Distribution of Stops with Arrests**  
January 2012 – June 2014



For Troop D, the total number of stops where an individual was arrested increased about 23% in the current reporting period, similar to the increase for stops with law enforcement procedures. All racial/ethnic groups experienced some degree of increase as shown in Figure Twenty-Six. Black drivers experienced the largest increase, 37%. The increase for White drivers was 11% while the number of stops with arrests involving Hispanic drivers increased 19%. Asian drivers experienced an increase of 29% in the current reporting period. The dramatic increase for Black drivers will be explored further in the individual analysis section.

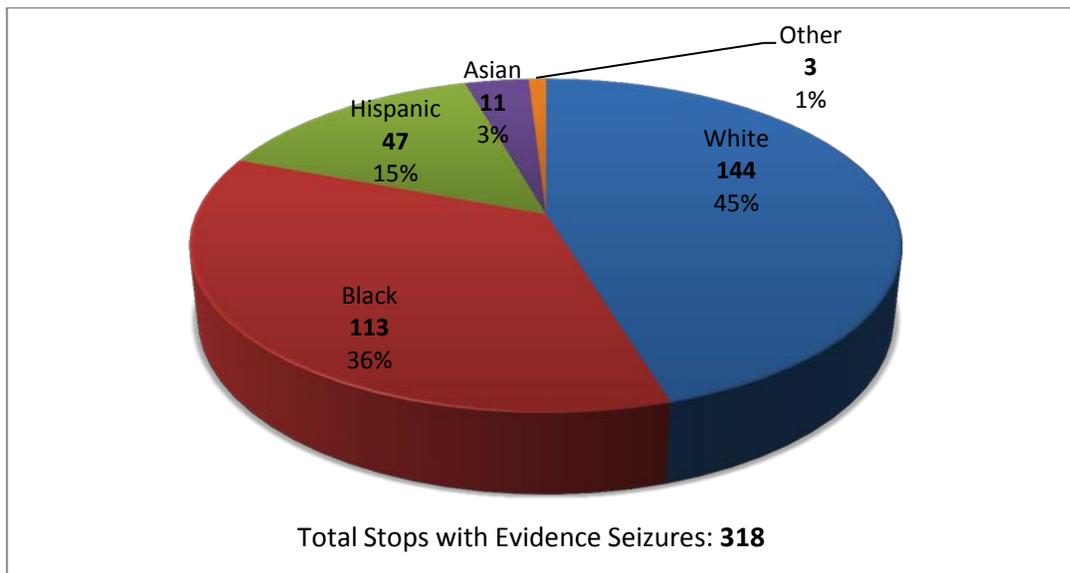
### *Evidence Seizures*

The seizure of evidence during a motor vehicle stop is a relatively rare occurrence, occurring in only 1,116 motor vehicle stops Division-wide. For stops made by Troop D, evidence was seized in 318 motor vehicle stops, a 31% increase 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 45% of all stops with evidence seized, the driver was White, in 36% of stops the driver was Black, and in 15% of stops the driver was Hispanic. When compared to the distribution of stops with law enforcement procedures, White and Black drivers are slightly overrepresented while Hispanic drivers are slightly underrepresented in Troop D with post-stop interactions.

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

January 1, 2014- June 30, 2014



Each motor vehicle stop can have one or more seizures of evidence. In the current reporting period, 52 of the 318 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 371 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, how the evidence was obtained is known. 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 318 evidence seizures resulted from consent searches. In total, there were 252 evidence seizures as the result of a consent search. Of these consent search seizures, 44% involved White drivers, 38% involved Black drivers, 14% involved Hispanic drivers, and 4% involved Asian drivers.

The second most frequent searches/seizures were those considered plain view. In 94 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, 50% involved White drivers, 29% involved Black drivers, 16% involved Hispanic drivers, and 3% involved Asian drivers.

Seizures classified as non-PC were the third most frequently cited search leading to an evidence seizure. These seizures were a relatively small number of all seizures; they were used in only 16 motor vehicle stops. Of these seizures, 10 (63%) involved White drivers, two (13%) involved Black drivers, and four (25%) involved Hispanic drivers.

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

**Figure Twenty-Eight: Types of Evidence Seizures**  
January 1, 2014- June 30, 2014

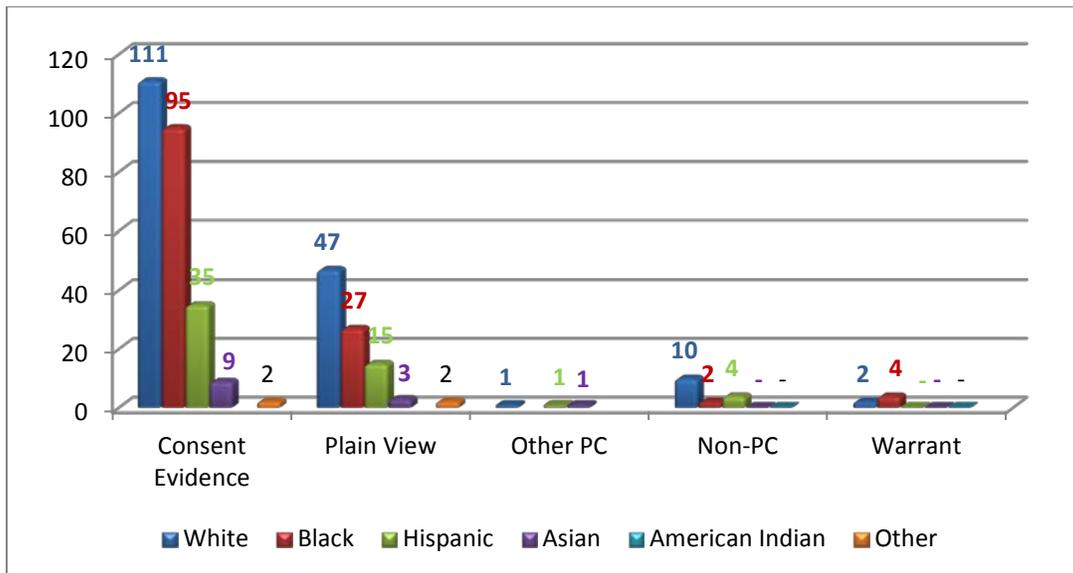
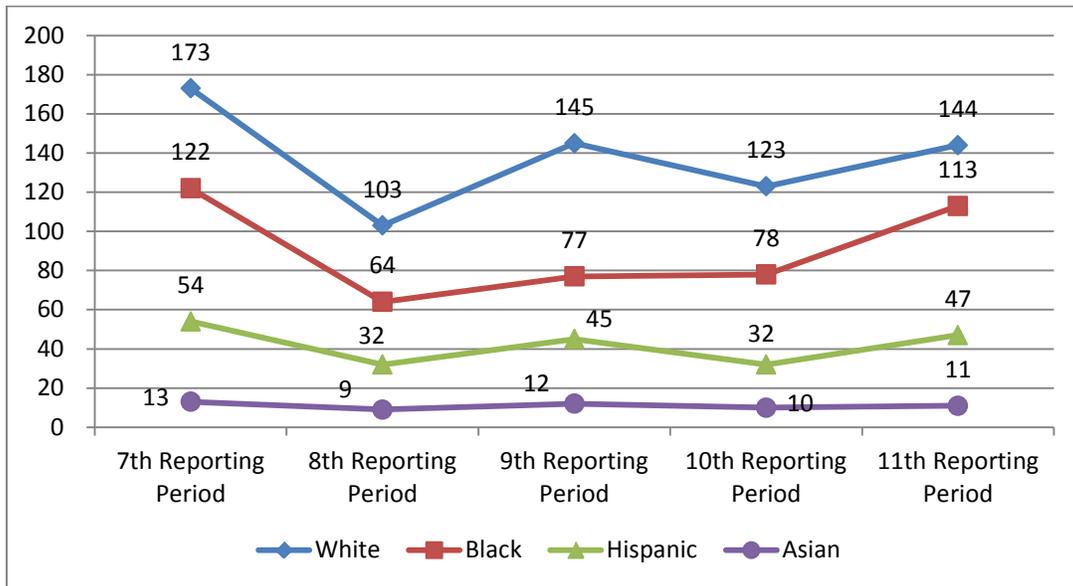


Figure Twenty-Nine depicts the trend of motor vehicle stops with evidence seized by racial/ethnic group for Troop D. Overall, there was a 31% increase in the number of stops where evidence was seized, larger than the increase Division-wide. This increase was largest for Hispanic drivers; the number of stops with Hispanic drivers where evidence was seized increased by 47% in the current period. The stops involving White drivers where evidence was seized increased 17% and stops with Black drivers increased 45%. Asian drivers increased by one stop.

**Figure Twenty-Nine: Trend of Racial/Ethnic Distribution of Stops with Evidence Seizures**  
 January 2012 – June 2014



**Dispositions**

For each stop made by the State Police, a disposition is issued. The total number of dispositions given in Troop D increased 28.5% in the current reporting period. As depicted in Figure Thirty, 32,553 stops (45%) resulted in some kind of summons, 18,364 stops (26%) resulted in a warning, 6,382 stops (9%) resulted in some combination of warnings and/or summons, and 14,453 stops (20%) resulted in another, unspecified disposition. Compared to Troop B, C and Division-wide trends, a higher proportion of Troop D's 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 22% of all stops made by Troop D while other dispositions were cited in 20% of all stops. Dispositions based on non-moving violations were slightly less common; there were 9,389 (13%) summonses for non-moving violations and 2,783 (4%) warnings for non-moving violations issued during motor vehicle stops made during this reporting period.

**Figure Thirty: Dispositions of All Stops**

January 1, 2014- June 30, 2014

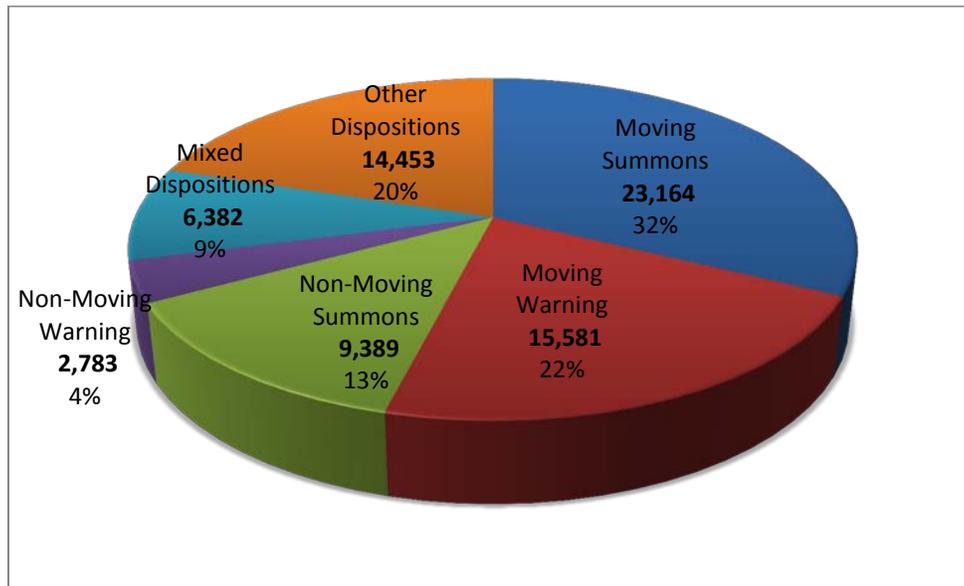
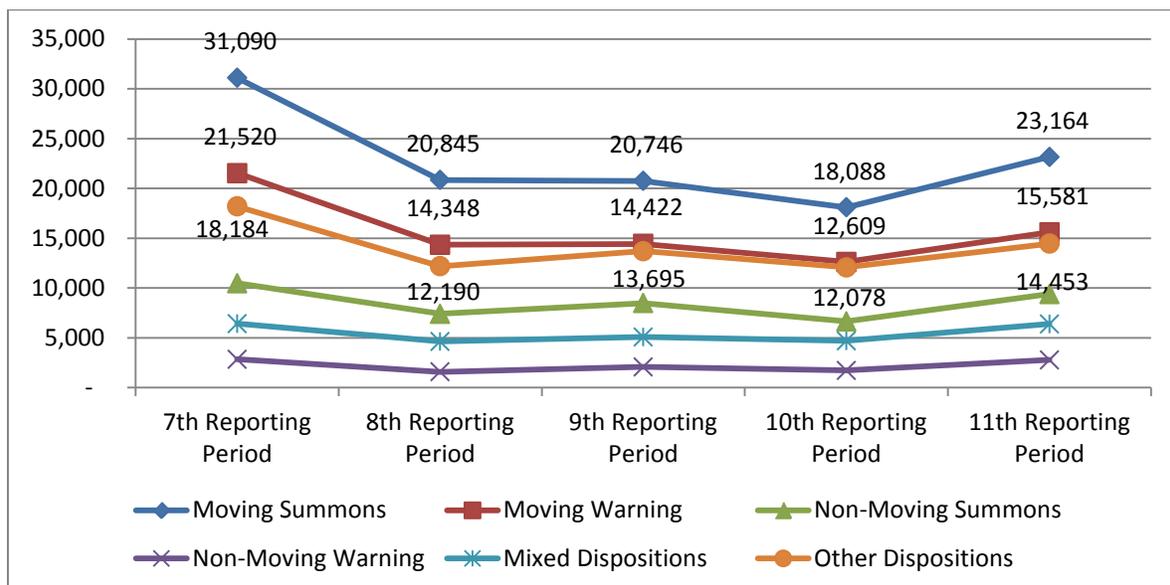


Figure Thirty-One graphs the number of stops resulting in each disposition for the current and past four reporting periods for Troop D. Since there was an increase in the total number of stops, the number of motor vehicle stops for each category of disposition increased slightly in the current reporting 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 a decrease in the number of stops with other dispositions in the previous period, the number of other dispositions increased in the current reporting period from 12,078 to 14,453 stops, a 20% increase.

**Figure Thirty-One: Trends of Dispositions**

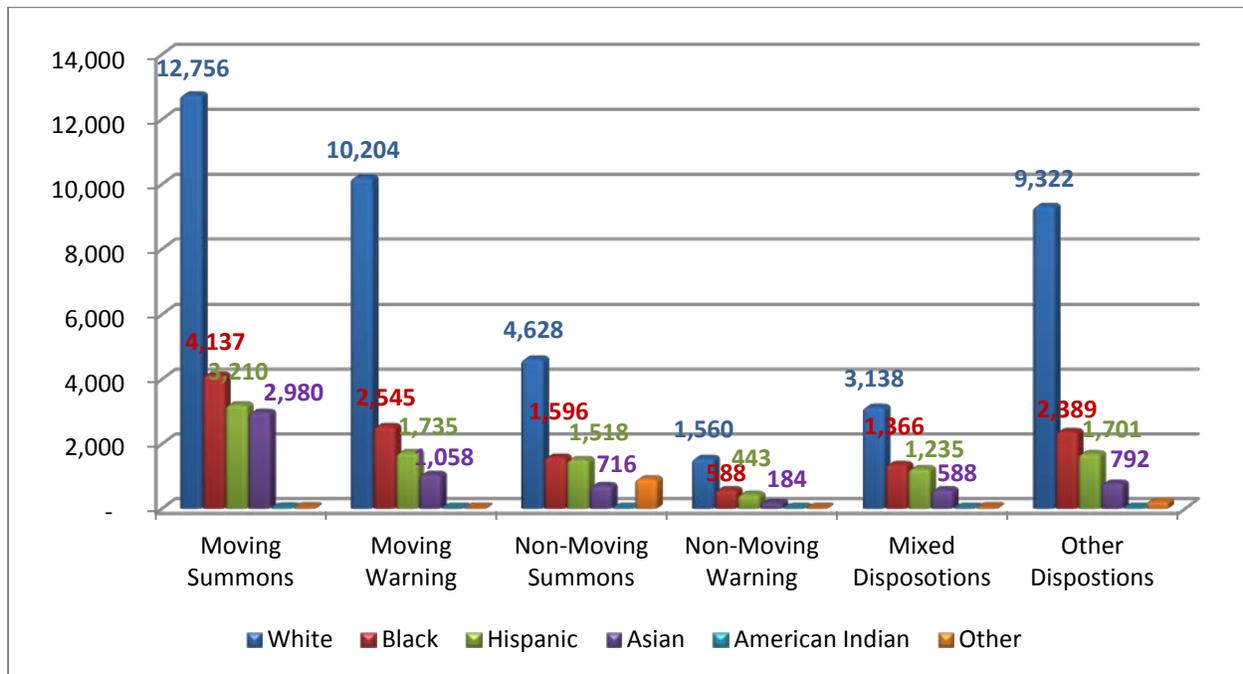
January 2012 – June 2014



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 has 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 49% and 65% of all disposition types involved White drivers and between 16% and 21% 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 Types<sup>4</sup>**  
 January 1, 2014- June 30, 2014



Unlike the pattern noted Division-wide and for Troop B and C, the most common outcome for stops made by Troop D was a moving summons. There were 23,164 stops (32%) that received a moving summons. Of these stops, there were 12,756 stops (55%) that involved White drivers, 4,137 stops (18%) that involved Black drivers, and 3,210 (14%) 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.

The second most common outcome for stops made by Troop D was a moving warning, which was cited in 15,581 stops (22%). There were 10,204 stops (65%) with moving warnings that involved White drivers, 2,545 stops (16%) with moving warnings that involved Black drivers, and 1,735 stops

<sup>4</sup> Drivers identified as American Indian or Other are not portrayed in Figure Thirty-Three due to their small numbers. Had these groups been included, their bars would not have been visible in the figure.

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

For each disposition category, White drivers made up at least 49% 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 58% of all categories of dispositions, while Black drivers are closer to 18%, and Hispanic motorists were about 14%. Thus, the distribution of disposition types roughly matches that of all stops. For each racial/ethnic group, moving summonses were the most common disposition.

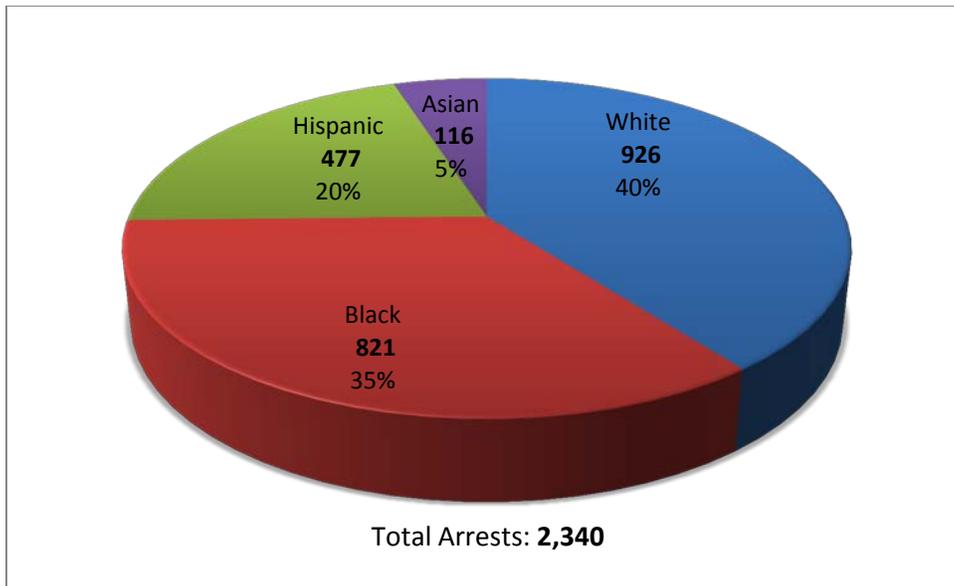
## Individual Level Analysis

### Arrests

While there were 1,909 motor vehicle stops made by Troop D where an arrest was made, there were 2,340 actual arrests. That is, there were 2,340 individuals arrested during motor vehicle stops in the current reporting period, a 29% increase 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 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 40% of all arrests made during the reporting period, the individual was White. In 35% 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 individuals 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.

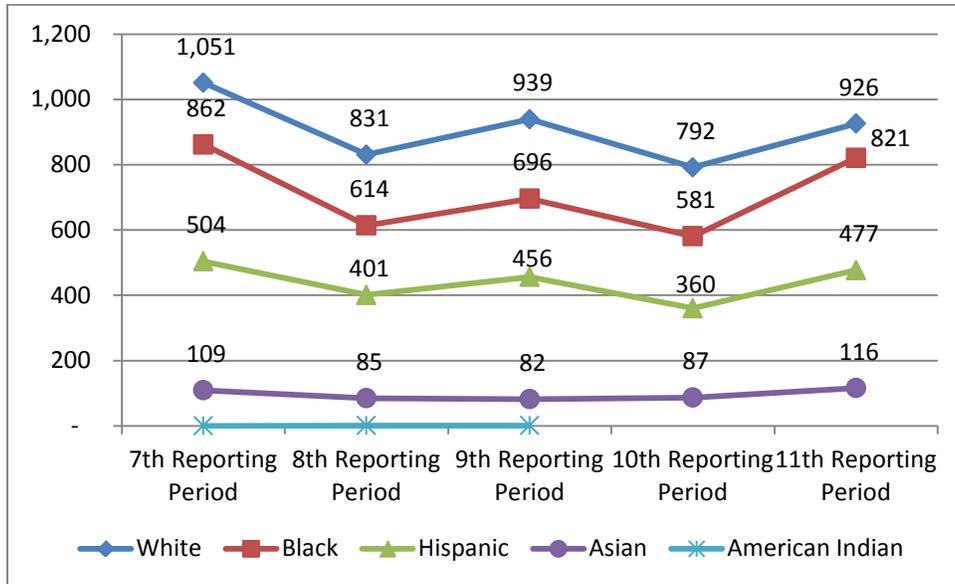
**Figure Thirty-Three: Racial/Ethnic Distribution of All Arrests**  
January 1, 2014- June 30, 2014



Because there were more motor vehicle stops conducted by Troop D, the opportunity to arrest any individual was more likely. Overall, the number of arrests made during stops by Troop D increased by 29% from the previous reporting period. This increase is greater than the increase in the number of all stops with arrests, which increased 23%. Generally, the number of arrests increased among all

racial/ethnic groups. Black individuals had the largest increase in arrests, 41%. Hispanic and Asian individuals had increases of 33% each. White individuals experienced an increase of 17%.

**Figure Thirty-Four: Trend of Racial/Ethnic Distribution of Individuals Arrested**  
January 2012 – June 2014



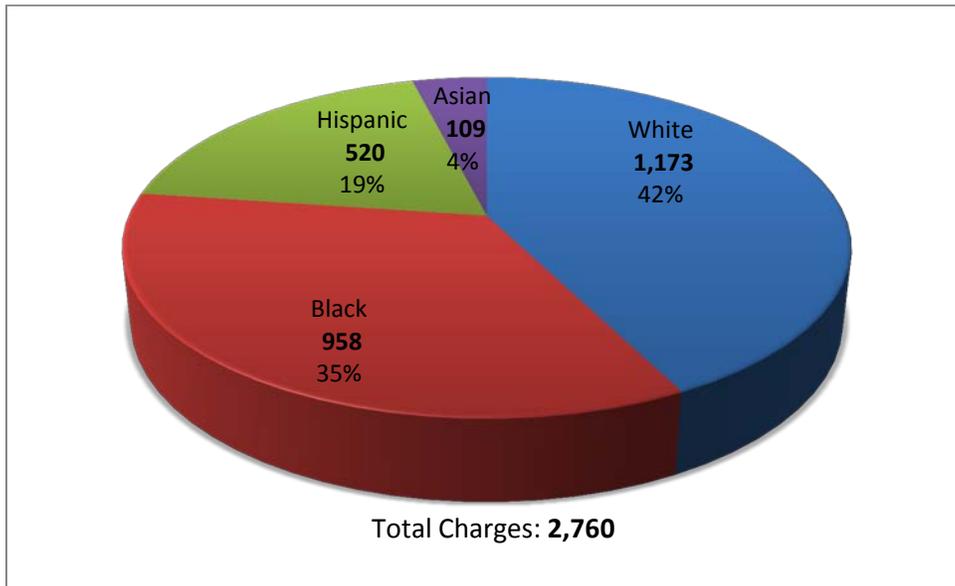
### Charges

For an arrest, an individual can be charged with one or multiple charges. In the current period, while there were 2,340 arrests, there were actually 2,760 charges filed. This is a 28% increase 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, 42%. Black individuals were involved in 35% of all charges, Hispanic individuals were involved in 19% of all charges filed, and Asian individuals were involved in 4% of charges filed. The distribution of individuals who were charged is similar to the distribution of stops involving arrests of drivers. White individuals are slightly overrepresented in the proportion of individuals charged compared to all individuals arrested.

**Figure Thirty-Five: Racial/Ethnic Distribution of Charges**

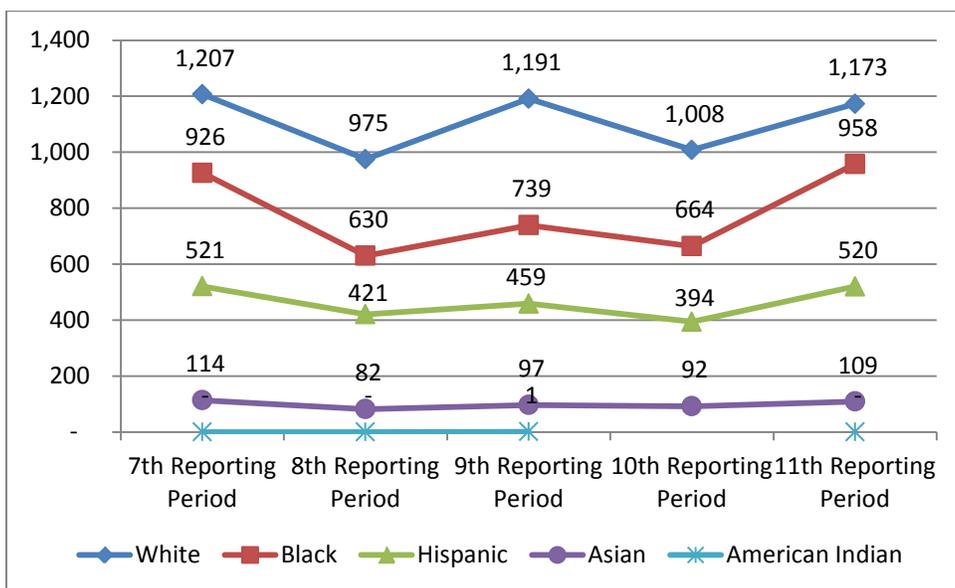
January 1, 2014- June 30, 2014



While the number of individuals arrested increased by 28% in the current reporting period, the total number of charges filed increased by 28%. As shown in Figure Thirty-Six, all racial/ethnic groups experienced an increase in the total number of charges filed. However, Black individuals experienced the largest increase, 44%, while charges against Hispanic individuals increased by 32%. White and Asian individuals also had increases in charges during the current reporting period. White individuals who were charged increased 16% and Asian individuals increased 18%.

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

January 2012 – June 2014



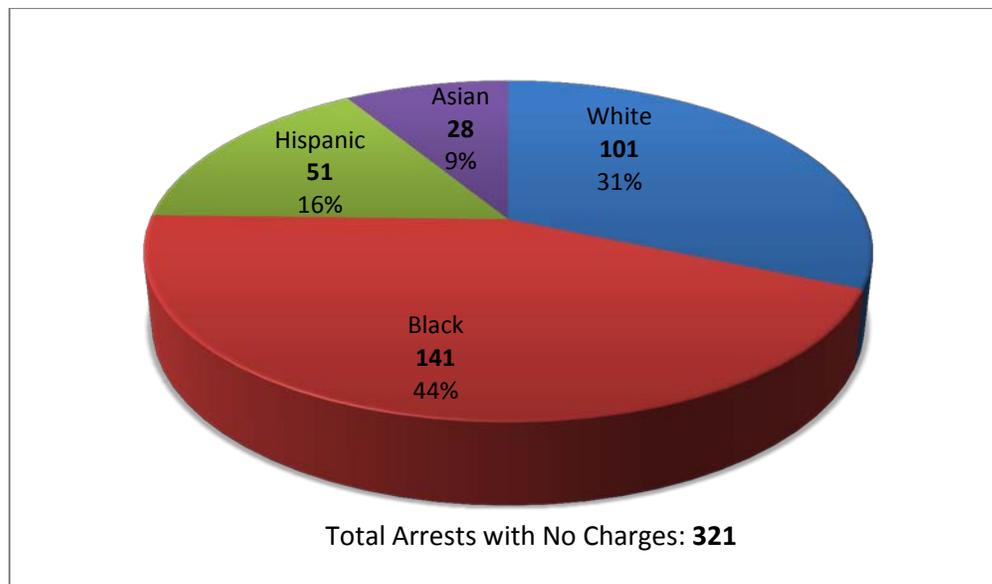
In some cases, an individual may be arrested and not charged. While this is possibly a data entry error, it is more likely a reflection of policies and procedures following Peña-Flores. Following this ruling, State Police policy requires immediate arrest when a trooper has probable cause in the form 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 321 arrests made by Troop D where an individual was not ultimately charged with any specific statute. The number of individuals arrested and not charged by Troop D represent 30% of all individuals arrested and not charged in this reporting period. This is slightly disproportionate as Troop D only arrested about 26% of all individuals arrested in this reporting period. 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 than that of those who were charged. Specifically, while Black individuals made up roughly 35% of those with charges filed, they were 44% of those individuals for whom no charges were filed. Conversely, White individuals were 42% of those with charges filed. Yet, only 31% of those individuals with no charges filed. Thus, it would appear that Black individuals are slightly overrepresented among arrests with no charges. The presence of that particular form of PC, as discussed previously, requires an immediate arrest until a trooper can ascertain whether there is contraband on the person or in the vehicle.

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

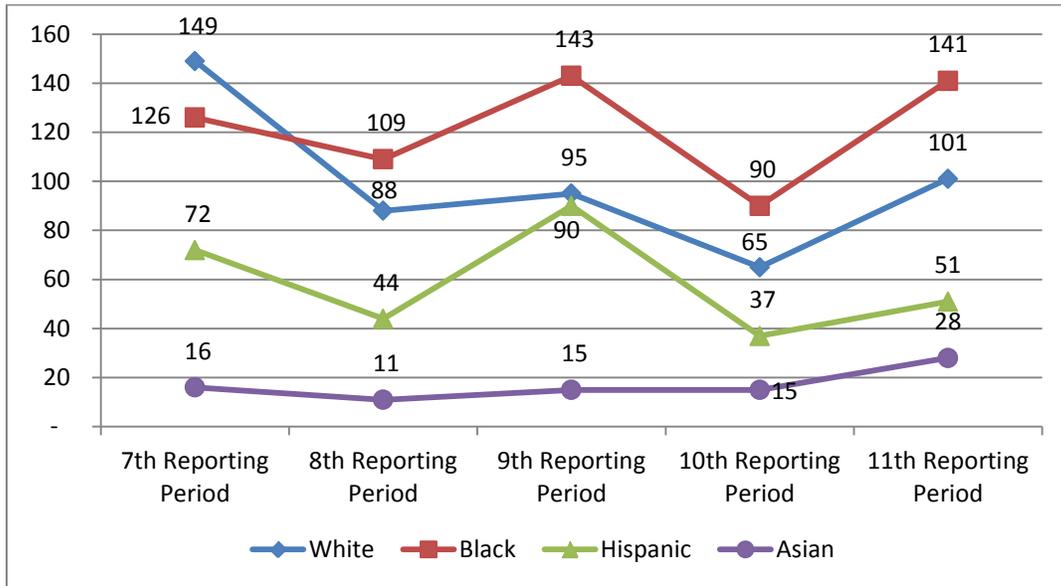
January 1, 2014- June 30, 2014



As shown in Figure Thirty-Eight, there was an overall increase of 55% in the number of individuals who were arrested and not charged in the current reporting period. Though the degree of the

increase varied, every racial/ethnic group experienced an increase. Black individuals had the largest increase, 57%, or 51 arrests with no charges. Hispanic individuals had an increase of 38%, 14 arrests while White individuals had a 55% increase or 36 arrests. Asian individuals increased by 13 arrests with no charge in the current reporting period.

**Figure Thirty-Eight: Trend of Racial/Ethnic Distribution of Individuals Not Charged**  
January 2012 – June 2014

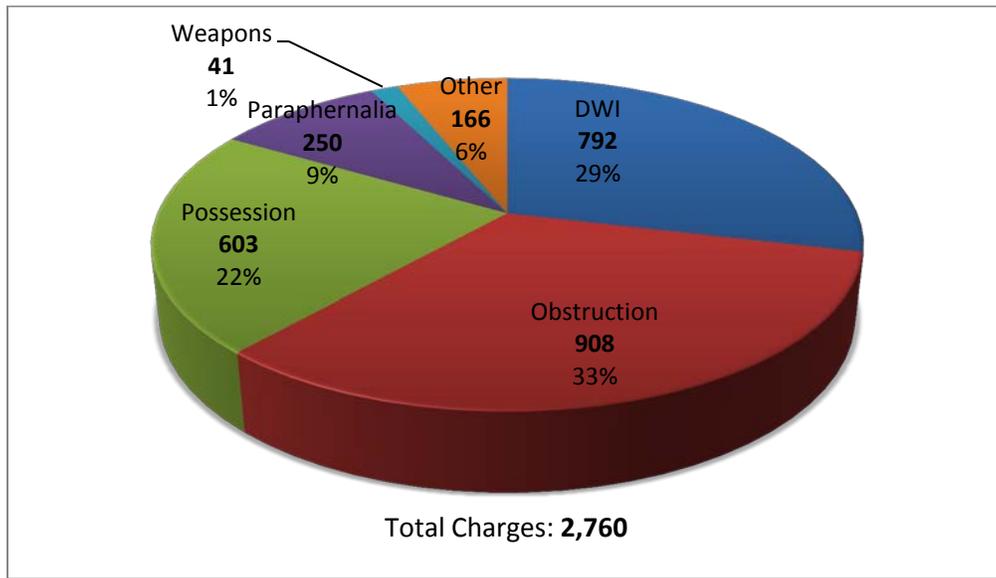


*Types of Charges*

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

**Figure Thirty-Nine: Types of Charges Filed**

January 1, 2014- June 30, 2014



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 includes such charges as resisting arrest, hindering apprehension, and contempt. Contempt is the charge listed when an individual is arrested based on a warrant. In the current period, contempt is the most frequently used obstruction charge, cited in 89% 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, 41% Division-wide compared to 33% for Troop D.

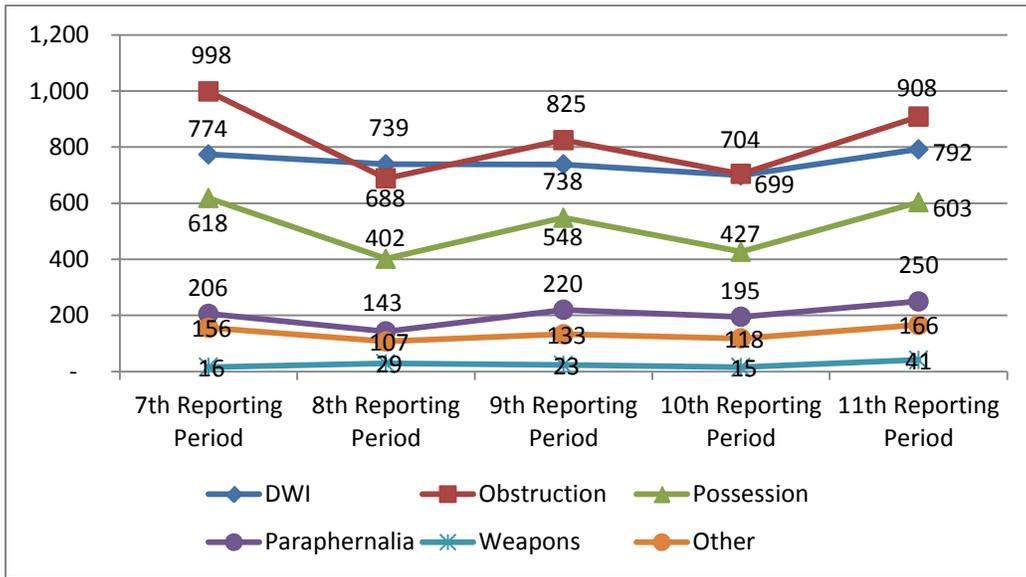
The second most common charge filed for Troop D's arrests were DWI charges. DWI charges accounted for 29% of all charges. Charges for possession were cited in 603 (22%) arrests, while charges for paraphernalia were cited in 250 (9%) arrests. Marijuana was the most frequently used drug in possession charges, cited in 59% 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 6% of all charges filed.

**Figure Forty: Trend of Arrest Charges**

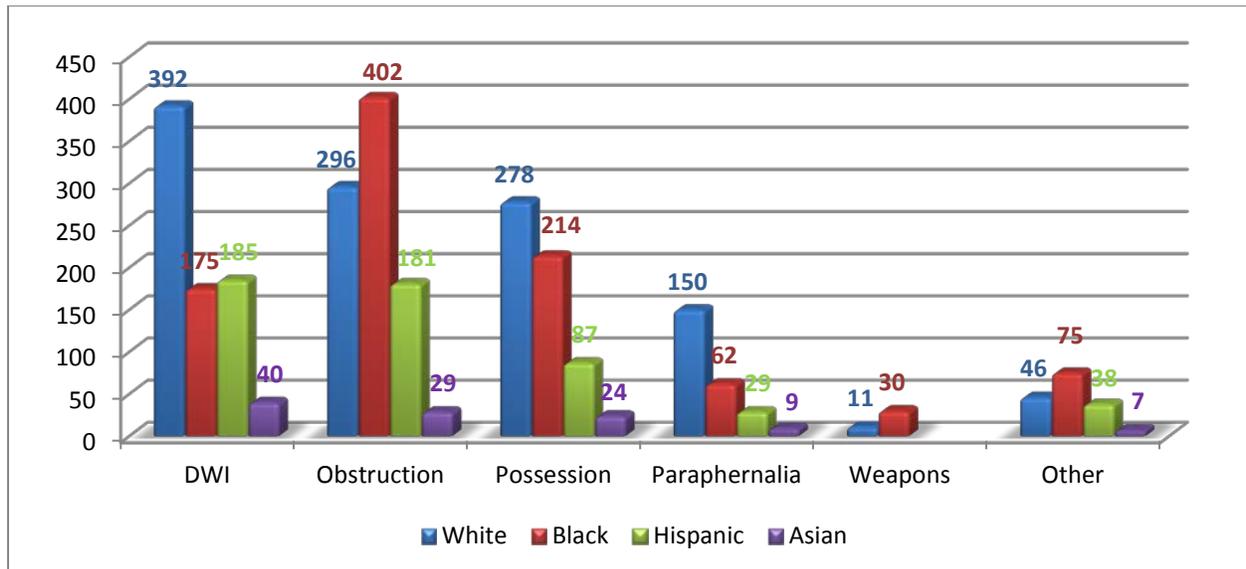
January 2012 – June 2014



The total number of charges filed for arrests made by Troop D in the current reporting period increased 28%, as noted previously. Figure Forty illustrates this increase by charge category. As shown, the number of all types of charges increased in the current reporting period. The greatest increase was noted for weapons charges. There was an increase of 26 charges, 173%, for weapons charges from the previous to current reporting period. Possession and other charges also had a large change, both increasing 41%. Obstruction charges increased 29% while paraphernalia charges increased 28%. Charges involving a DWI increased 13%.

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

January 1, 2014- June 30, 2014



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 charges in Figure Thirty-Five indicates that White motorists make up the largest proportion of all individuals charged, followed by Black, Hispanic, and then Asian 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 44% of those charged with obstruction. In 296 (33%) instances, the individual charged was White while in 181 (20%) instances the individual was Hispanic. In 29 (3%) instances, the individual charged was Asian. Thus, there were more Black individuals charged with obstruction than other racial/ethnic groups.

DWI charges also deviate from the expected pattern of racial/ethnic distribution of all charges. White individuals do make up the largest proportion with 392 (49%) charged with DWI. However, Hispanic individuals make up the second largest group with 185 (23%) charges, followed by 175 (22%) charges against Black individuals, and 40 (5%) for Asian individuals. Though White individuals are the largest proportion of DWI charges, 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 278 (46%) charges of possession, Black motorists were charged in 214 (35%), Hispanic motorists were charged in 87 (14%), and Asian individuals were charged in 24 (4%) possession charges. Paraphernalia charges were similarly distributed. White individuals were cited in 150 (60%) paraphernalia charges while Black motorists were charged in 62 (25%) instances, Hispanic individuals were charged in 29 (12%), and Asian individuals received 9 (4%) paraphernalia charges.

In arrests made by Troop D, weapons charges were more common for Black individuals than other racial/ethnic groups. Black individuals were involved in 30 (73%) and White individuals were involved in 11 (27%) instances where weapons charges were filed. For other charges, Black individuals were also involved in the most frequent number of other charges, 75 (45%) instances. White motorists were cited in 46 (28%) instances. Hispanic individuals were involved in 38 (23%) and Asian individuals seven (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, 908 arrests made by Troop D were of wanted persons, those with outstanding warrants. In Troop D, the number of wanted persons arrested increased 51% from the previous reporting period.

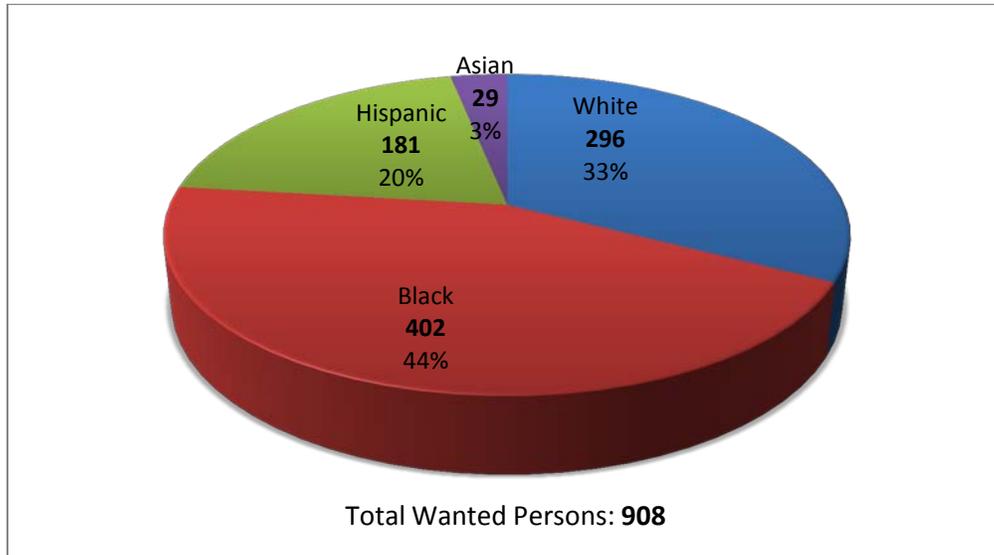
As noted previously, individuals with outstanding warrants make up a large proportion of all arrests and charges filed and are categorized as obstruction. In actuality, 908 individuals arrested during motor vehicle stops by Troop D were wanted persons. Additionally, Black individuals were noted as the 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 do make up the largest proportion of wanted persons. Black individuals were 44% of all wanted persons while White individuals were 33%, Hispanic individuals were 20%, and Asian individuals were 3% of those identified as wanted persons. Because contempt, the charge cited for outstanding warrants, is

the most frequent charge in the obstruction category, that racial/ethnic distribution is nearly identical to that of wanted persons.

Compared to the proportion of those identified as wanted persons Division-wide, Black individuals make up a slightly smaller proportion and Hispanic individuals, a slightly larger proportion in Troop D. However, when compared to Troop B and C, Troop D's proportions are very similar to Troop B. Black individuals are a slightly smaller proportion of wanted persons compared to Troop C.

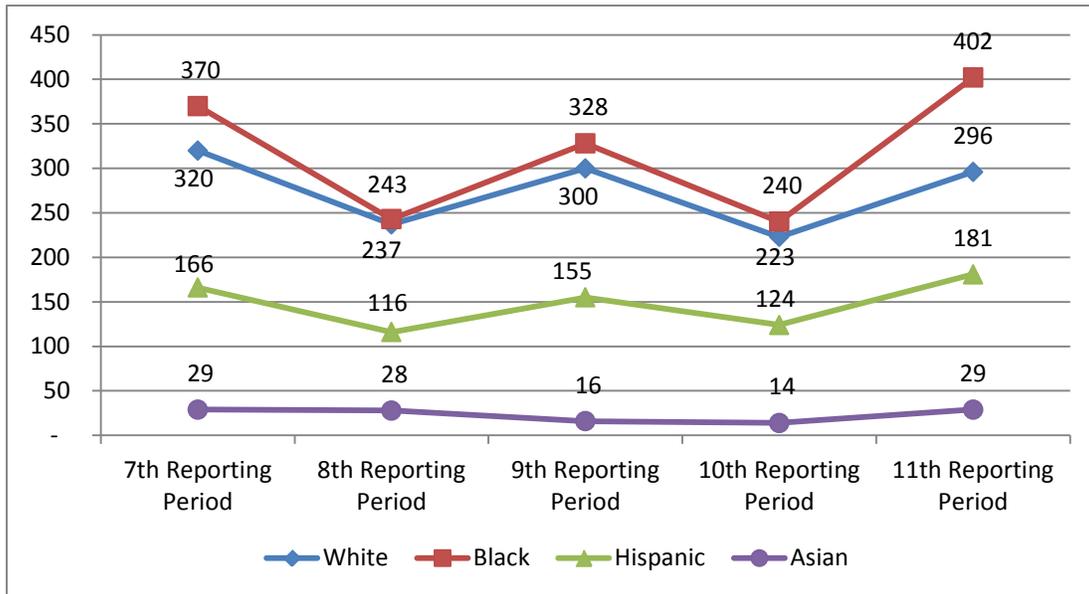
**Figure Forty-Two: Racial/Ethnic Distribution of Wanted Persons**

January 1, 2014- June 30, 2014



While the total number of wanted persons increased by 51% for Troop D in the current reporting period, the degree of increase varied for each racial/ethnic group. The number of Black individuals who were identified as wanted persons increased by 68% in the current reporting period, while the number of wanted Hispanic individuals increased 46%. The number of White individuals, who were wanted, increased 33% in the current reporting period. Asian individuals experienced an increase of 15 wanted persons for the current reporting period.

**Figure Forty-Three: Trend of Racial/Ethnic Distribution of Individuals Not Charged**  
January 2012 – June 2014



---

## SUMMARY

---

These data detail the volume of trooper stop related activity for January 2014 to June 2014 for Troops B, C, and D.

Troop B experienced a 30% increase in the total number of stops conducted in the current reporting period. The racial/ethnic distribution of stops made by Troop B is similar to that of the Division; the majority of stops involved White drivers. However, there is a slightly higher proportion of Hispanic drivers stopped in Troop B than Division-wide. Consistent with the Division, Troop B's stops are predominantly based on moving violations and are most likely to result in a warning for a moving violation. Consistent with the increase in the total number of stops, Troop B experienced an increase in the number of stops with post-stop interactions in the current reporting period. White drivers made up the largest proportion of all stops with post-stop interactions for Troop B. Overall, White drivers were involved in the largest proportion of most post-stop activities, with the exception of uses of force, where Black drivers were involved in the largest proportion of these stops. Because uses of force during motor vehicle stops are relatively rare, and because these instances are reviewed and findings outlined 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 B White individuals 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.

Troop C experienced a 29% increase in the number of motor vehicle stops reported in the current period. In terms of the racial/ethnic distribution, of stops, Troop C's stops involve a larger proportion of White drivers and a smaller proportion of Hispanic drivers than the proportions Division-wide. The majority of Troop C's stops were based on moving violations. However, this proportion is smaller than that noted Division-wide or in other Troops. Despite the notable increase in the number of motor vehicle stops, there was no real change in the number of stops with a post-stop interaction in Troop C. Unlike the pattern noted in the previous reporting period, White drivers are involved in the majority of post-stop interactions for stops made by Troop C. However, the difference in the proportions involving White drivers and Black drivers is much smaller in Troop C than other troops. Despite White drivers involved in the largest proportion of all post-stop activities, Black individuals are the highest proportion of individuals arrested in Troop C stops in the current period. Black individuals are also the highest proportion of all arrests with charges, arrests without charges, and wanted persons.

Troop D experienced a 28% increase in motor vehicle stops in the current reporting period, similar to the change noted in Troops B and C. Drivers stopped by Troop D were most likely to be stopped for a moving violation that, unlike Troops B and C, 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 in Troop D.

Across all three troops examined in this supplement, sizeable increases were noted in stops with

canine deployments. Additionally in Troops B and D, there were large increases (compared to the increase in stops with post-stop interactions) in the number of stops with non-consensual searches, consent to search requests, arrests, and evidence seizures. For these two Troops there was also a large change in the number of individuals arrested, charged, not charged, and identified as wanted persons. Troop C did not have as dramatic changes in these activities, only increasing a few percentage points, except for stops with frisks, which increased 25% in the current reporting period. The proportion of stops with post-stop activities (and for specific activities) that involved White drivers actually declined for Troop C. Troop B had a sizeable increase in the number of stops with frisks, 20%. However, this increase appears to disproportionately affect Hispanic drivers- the number of stops where a Hispanic driver was frisked during a Troop B stop increased 59% in the current reporting period. The number of Hispanic individuals arrested and not charged also increased considerably (41%) as did the number of Hispanic individuals identified as wanted persons (46%) in Troop B. The latter may provide context for the increase in frisks for Hispanic drivers in Troop B. The patterns noted in this report continue to be examined each reporting period.

## **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 are not included for each station.

**B010-Metro North**

Troop B

**Table One: Reason for Stop by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving</b>	127	52	61	--	22	1	<b>263</b>
<i>% of Total</i>	48.3%	19.8%	23.2%		8.4%	0.4%	52.0%
<b>Non-Moving</b>	59	68	90	--	12	2	<b>231</b>
<i>% of Total</i>	25.5%	29.4%	39.0%		5.2%	0.9%	45.7%
<b>No Reason Provided</b>	2	6	2	--	--	2	<b>12</b>
<i>% of Total</i>	16.7%	50.0%	16.7%			16.7%	2.4%
<b>Total</b>	<b>188</b>	<b>126</b>	<b>153</b>	<b>0</b>	<b>34</b>	<b>5</b>	<b>506</b>
<i>% of Total</i>	37.2%	24.9%	30.2%	0.0%	6.7%	1.0%	100.0%

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Vehicle Exits</b>	1	10	1	--	1	1	<b>14</b>
<i>% of Total</i>	7.1%	71.4%	7.1%		7.1%	7.1%	100.0%
<b>Occupant Frisks</b>	--	--	--	--	--	1	<b>1</b>
<i>% of Total</i>						100.0%	7.1%
<b>Non-Consensual Searches</b>	1	10	1	--	1	1	<b>14</b>
<i>% of Total</i>	7.1%	71.4%	7.1%		7.1%	7.1%	100.0%
<b>Canine Deployments</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							0.0%
<b>Arrests</b>	1	10	1	--	1	--	<b>13</b>
<i>% of Total</i>	7.7%	76.9%	7.7%		7.7%		92.9%
<b>Total</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>14</b>
<i>% of Total</i>	7.1%	71.4%	7.1%	0.0%	7.1%	7.1%	100.0%

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

January 1, 2014 - June 30, 2014

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

**B010-Metro North**

Troop B

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

January 1, 2014 - June 30, 2014

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

**Table Five: Stop Dispositions by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving Summons</b>	10	6	3	--	5	--	<b>24</b>
<i>% of Total</i>	41.7%	25.0%	12.5%		20.8%		4.7%
<b>Moving Warning</b>	67	32	40	--	9	--	<b>148</b>
<i>% of Total</i>	45.3%	21.6%	27.0%		6.1%		29.2%
<b>Non-Moving Summons</b>	24	15	29	--	6	--	<b>74</b>
<i>% of Total</i>	32.4%	20.3%	39.2%		8.1%		14.6%
<b>Non-Moving Warning</b>	34	37	58	--	6	1	<b>136</b>
<i>% of Total</i>	25.0%	27.2%	42.6%		4.4%	0.7%	26.9%
<b>Mixed</b>	8	8	8	--	4	--	<b>28</b>
<i>% of Total</i>	28.6%	28.6%	28.6%		14.3%		5.5%
<b>No Enforcement</b>	45	28	15	--	4	4	<b>96</b>
<i>% of Total</i>	46.9%	29.2%	15.6%		4.2%	4.2%	19.0%
<b>Total</b>	<b>188</b>	<b>126</b>	<b>153</b>	<b>0</b>	<b>34</b>	<b>5</b>	<b>506</b>
<i>% of Total</i>	37.2%	24.9%	30.2%	0.0%	6.7%	1.0%	100.0%

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

January 1, 2014 - June 30, 2014

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

**B010-Metro North**

Troop B

**Table Seven: Persons Arrested by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Persons Arrested</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>13</b>
<i>% of Total</i>	<i>7.7%</i>	<i>76.9%</i>	<i>7.7%</i>	<i>0.0%</i>	<i>7.7%</i>	<i>100.0%</i>

**Table Eight: Charges filed by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>DWI</b>	--	--	--	--	--	<b>0</b>
<i>% of Total</i>						<i>0.0%</i>
<b>Obstruction</b>	1	11	1	--	1	<b>14</b>
<i>% of Total</i>	<i>7.1%</i>	<i>78.6%</i>	<i>7.1%</i>		<i>7.1%</i>	<i>87.5%</i>
<b>Paraphernalia</b>	--	--	--	--	--	<b>0</b>
<i>% of Total</i>						<i>0.0%</i>
<b>Possession</b>	--	--	--	--	--	<b>0</b>
<i>% of Total</i>						<i>0.0%</i>
<b>Weapons</b>	--	--	--	--	--	<b>0</b>
<i>% of Total</i>						<i>0.0%</i>
<b>Other</b>	--	2	--	--	--	<b>2</b>
<i>% of Total</i>		<i>100.0%</i>				<i>12.5%</i>
<b>No Charges Filed</b>	--	--	--	--	--	<b>0</b>
<i>% of Total</i>						<i>0.0%</i>
<b>Total</b>	<b>1</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>16</b>
<i>% of Total</i>	<i>6.3%</i>	<i>81.3%</i>	<i>6.3%</i>	<i>0.0%</i>	<i>6.3%</i>	<i>100.0%</i>

**Table Nine: Wanted Persons by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Wanted Persons</b>	<b>1</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>14</b>
<i>% of Total</i>	<i>7.1%</i>	<i>78.6%</i>	<i>7.1%</i>	<i>0.0%</i>	<i>7.1%</i>	<i>100.0%</i>



**B020-Hope**

Troop B

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Denied</b>	1	--	--	--	--	--	<b>1</b>
<i>% of Total</i>	100.0%						2.3%
<b>Granted</b>	18	11	11	--	1	2	<b>43</b>
<i>% of Total</i>	41.9%	25.6%	25.6%		2.3%	4.7%	97.7%
<b>Withdrawn</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							0.0%
<b>Total Requests</b>	<b>19</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>44</b>
<i>% of Total</i>	43.2%	25.0%	25.0%	0.0%	2.3%	4.5%	100.0%

**Table Five: Stop Dispositions by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving Summons</b>	973	290	257	9	164	3	<b>1,696</b>
<i>% of Total</i>	57.4%	17.1%	15.2%	0.5%	9.7%	0.2%	26.2%
<b>Moving Warning</b>	1,423	296	240	5	145	8	<b>2,117</b>
<i>% of Total</i>	67.2%	14.0%	11.3%	0.2%	6.8%	0.4%	32.8%
<b>Non-Moving Summons</b>	307	82	70	--	27	12	<b>498</b>
<i>% of Total</i>	61.6%	16.5%	14.1%		5.4%	2.4%	7.7%
<b>Non-Moving Warning</b>	429	108	71	2	24	2	<b>636</b>
<i>% of Total</i>	67.5%	17.0%	11.2%	0.3%	3.8%	0.3%	9.8%
<b>Mixed</b>	362	149	127	1	62	--	<b>701</b>
<i>% of Total</i>	51.6%	21.3%	18.1%	0.1%	8.8%		10.8%
<b>No Enforcement</b>	540	120	96	3	34	20	<b>813</b>
<i>% of Total</i>	66.4%	14.8%	11.8%	0.4%	4.2%	2.5%	12.6%
<b>Total</b>	<b>4,034</b>	<b>1,045</b>	<b>861</b>	<b>20</b>	<b>456</b>	<b>45</b>	<b>6,461</b>
<i>% of Total</i>	62.4%	16.2%	13.3%	0.3%	7.1%	0.7%	100.0%

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Total Stops with Seizures</b>	<b>18</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>38</b>
<i>% of Total</i>	47.4%	21.1%	23.7%	0.0%	2.6%	5.3%	100.0%

**B020-Hope**

Troop B

**Table Seven: Persons Arrested by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Persons Arrested</b>	<b>120</b>	<b>65</b>	<b>47</b>	<b>0</b>	<b>6</b>	<b>238</b>
<i>% of Total</i>	<i>50.4%</i>	<i>27.3%</i>	<i>19.7%</i>	<i>0.0%</i>	<i>2.5%</i>	<i>100.0%</i>

**Table Eight: Charges filed by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>DWI</b>	40	6	6	--	1	<b>53</b>
<i>% of Total</i>	<i>75.5%</i>	<i>11.3%</i>	<i>11.3%</i>		<i>1.9%</i>	<i>16.6%</i>
<b>Obstruction</b>	28	43	23	--	2	<b>96</b>
<i>% of Total</i>	<i>29.2%</i>	<i>44.8%</i>	<i>24.0%</i>		<i>2.1%</i>	<i>30.1%</i>
<b>Paraphernalia</b>	33	6	5	--	--	<b>44</b>
<i>% of Total</i>	<i>75.0%</i>	<i>13.6%</i>	<i>11.4%</i>			<i>13.8%</i>
<b>Possession</b>	62	13	10	--	2	<b>87</b>
<i>% of Total</i>	<i>71.3%</i>	<i>14.9%</i>	<i>11.5%</i>		<i>2.3%</i>	<i>27.3%</i>
<b>Weapons</b>	1	0	--	--	--	<b>1</b>
<i>% of Total</i>	<i>100.0%</i>	<i>0.0%</i>				<i>0.3%</i>
<b>Other</b>	5	3	3	--	1	<b>12</b>
<i>% of Total</i>	<i>41.7%</i>	<i>25.0%</i>	<i>25.0%</i>		<i>8.3%</i>	<i>3.8%</i>
<b>No Charges Filed</b>	10	7	9	--	--	<b>26</b>
<i>% of Total</i>	<i>38.5%</i>	<i>26.9%</i>	<i>34.6%</i>			<i>8.2%</i>
<b>Total</b>	<b>179</b>	<b>78</b>	<b>56</b>	<b>0</b>	<b>6</b>	<b>319</b>
<i>% of Total</i>	<i>56.1%</i>	<i>24.5%</i>	<i>17.6%</i>	<i>0.0%</i>	<i>1.9%</i>	<i>100.0%</i>

**Table Nine: Wanted Persons by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Wanted Persons</b>	<b>28</b>	<b>43</b>	<b>23</b>	<b>0</b>	<b>2</b>	<b>96</b>
<i>% of Total</i>	<i>29.2%</i>	<i>44.8%</i>	<i>24.0%</i>	<i>0.0%</i>	<i>2.1%</i>	<i>100.0%</i>



**B050-Sussex**

Troop B

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Denied</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							0.0%
<b>Granted</b>	2	1	--	--	1	--	<b>4</b>
<i>% of Total</i>	50.0%	25.0%			25.0%		100.0%
<b>Withdrawn</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							0.0%
<b>Total Requests</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>
<i>% of Total</i>	50.0%	25.0%	0.0%	0.0%	25.0%	0.0%	100.0%

**Table Five: Stop Dispositions by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving Summons</b>	363	12	28	--	17	4	<b>424</b>
<i>% of Total</i>	85.6%	2.8%	6.6%		4.0%	0.9%	12.2%
<b>Moving Warning</b>	1,212	27	39	1	23	3	<b>1,305</b>
<i>% of Total</i>	92.9%	2.1%	3.0%	0.1%	1.8%	0.2%	37.5%
<b>Non-Moving Summons</b>	228	8	8	--	2	--	<b>246</b>
<i>% of Total</i>	92.7%	3.3%	3.3%		0.8%		7.1%
<b>Non-Moving Warning</b>	558	16	23	--	10	2	<b>609</b>
<i>% of Total</i>	91.6%	2.6%	3.8%		1.6%	0.3%	17.5%
<b>Mixed</b>	283	10	13	--	6	4	<b>316</b>
<i>% of Total</i>	89.6%	3.2%	4.1%		1.9%	1.3%	9.1%
<b>No Enforcement</b>	514	14	20	2	9	20	<b>579</b>
<i>% of Total</i>	88.8%	2.4%	3.5%	0.3%	1.6%	3.5%	16.6%
<b>Total</b>	<b>3,158</b>	<b>87</b>	<b>131</b>	<b>3</b>	<b>67</b>	<b>33</b>	<b>3,479</b>
<i>% of Total</i>	90.8%	2.5%	3.8%	0.1%	1.9%	0.9%	100.0%

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Total Stops with Seizures</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>
<i>% of Total</i>	77.8%	11.1%	0.0%	0.0%	11.1%	0.0%	100.0%

**B050-Sussex**

Troop B

**Table Seven: Persons Arrested by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Persons Arrested</b>	<b>70</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>76</b>
<i>% of Total</i>	<i>92.1%</i>	<i>5.3%</i>	<i>1.3%</i>	<i>0.0%</i>	<i>1.3%</i>	<i>100.0%</i>

**Table Eight: Charges filed by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>DWI</b>	48	2	--	--	--	<b>50</b>
<i>% of Total</i>	<i>96.0%</i>	<i>4.0%</i>				<i>49.5%</i>
<b>Obstruction</b>	15	0	2	--	--	<b>17</b>
<i>% of Total</i>	<i>88.2%</i>	<i>0.0%</i>	<i>11.8%</i>			<i>16.8%</i>
<b>Paraphernalia</b>	7	2	--	--	1	<b>10</b>
<i>% of Total</i>	<i>70.0%</i>	<i>20.0%</i>			<i>10.0%</i>	<i>9.9%</i>
<b>Possession</b>	12	2	--	--	1	<b>15</b>
<i>% of Total</i>	<i>80.0%</i>	<i>13.3%</i>			<i>6.7%</i>	<i>14.9%</i>
<b>Weapons</b>	1	--	--	--	--	<b>1</b>
<i>% of Total</i>	<i>100.0%</i>					<i>1.0%</i>
<b>Other</b>	8	--	--	--	--	<b>8</b>
<i>% of Total</i>	<i>100.0%</i>					<i>7.9%</i>
<b>No Charges Filed</b>	--	--	--	--	--	<b>0</b>
<i>% of Total</i>						<i>0.0%</i>
<b>Total</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>101</b>
<i>% of Total</i>	<i>90.1%</i>	<i>5.9%</i>	<i>2.0%</i>	<i>0.0%</i>	<i>2.0%</i>	<i>100.0%</i>

**Table Nine: Wanted Persons by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Wanted Persons</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>
<i>% of Total</i>	<i>88.2%</i>	<i>0.0%</i>	<i>11.8%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>



**B060-Totowa**

Troop B

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Denied</b>	--	--	2	--	1	--	<b>3</b>
<i>% of Total</i>			66.7%		33.3%		6.3%
<b>Granted</b>	14	19	10	--	2	--	<b>45</b>
<i>% of Total</i>	31.1%	42.2%	22.2%		4.4%		93.8%
<b>Withdrawn</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							0.0%
<b>Total Requests</b>	<b>14</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>48</b>
<i>% of Total</i>	29.2%	39.6%	25.0%	0.0%	6.3%	0.0%	100.0%

**Table Five: Stop Dispositions by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving Summons</b>	1,393	460	667	8	375	8	<b>2,911</b>
<i>% of Total</i>	47.9%	15.8%	22.9%	0.3%	12.9%	0.3%	24.8%
<b>Moving Warning</b>	1,777	590	742	9	300	9	<b>3,427</b>
<i>% of Total</i>	51.9%	17.2%	21.7%	0.3%	8.8%	0.3%	29.2%
<b>Non-Moving Summons</b>	523	313	407	2	103	16	<b>1,364</b>
<i>% of Total</i>	38.3%	22.9%	29.8%	0.1%	7.6%	1.2%	11.6%
<b>Non-Moving Warning</b>	278	134	189	1	43	--	<b>645</b>
<i>% of Total</i>	43.1%	20.8%	29.3%	0.2%	6.7%		5.5%
<b>Mixed</b>	717	359	427	1	143	6	<b>1,653</b>
<i>% of Total</i>	43.4%	21.7%	25.8%	0.1%	8.7%	0.4%	14.1%
<b>No Enforcement</b>	924	292	348	10	118	62	<b>1,754</b>
<i>% of Total</i>	52.7%	16.6%	19.8%	0.6%	6.7%	3.5%	14.9%
<b>Total</b>	<b>5,612</b>	<b>2,148</b>	<b>2,780</b>	<b>31</b>	<b>1,082</b>	<b>101</b>	<b>11,754</b>
<i>% of Total</i>	47.7%	18.3%	23.7%	0.3%	9.2%	0.9%	100.0%

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Total Stops with Seizures</b>	<b>18</b>	<b>15</b>	<b>14</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>50</b>
<i>% of Total</i>	36.0%	30.0%	28.0%	0.0%	6.0%	0.0%	100.0%

**B060-Totowa**

Troop B

**Table Seven: Persons Arrested by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Persons Arrested</b>	<b>142</b>	<b>161</b>	<b>188</b>	<b>1</b>	<b>25</b>	<b>517</b>
<i>% of Total</i>	<i>27.5%</i>	<i>31.1%</i>	<i>36.4%</i>	<i>0.2%</i>	<i>4.8%</i>	<i>100.0%</i>

**Table Eight: Charges filed by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>DWI</b>	62	29	75	--	15	<b>181</b>
<i>% of Total</i>	<i>34.3%</i>	<i>16.0%</i>	<i>41.4%</i>		<i>8.3%</i>	<i>28.9%</i>
<b>Obstruction</b>	56	111	74	--	7	<b>248</b>
<i>% of Total</i>	<i>22.6%</i>	<i>44.8%</i>	<i>29.8%</i>		<i>2.8%</i>	<i>39.6%</i>
<b>Paraphernalia</b>	24	5	3	--	1	<b>33</b>
<i>% of Total</i>	<i>72.7%</i>	<i>15.2%</i>	<i>9.1%</i>		<i>3.0%</i>	<i>5.3%</i>
<b>Possession</b>	37	33	20	--	4	<b>94</b>
<i>% of Total</i>	<i>39.4%</i>	<i>35.1%</i>	<i>21.3%</i>		<i>4.3%</i>	<i>15.0%</i>
<b>Weapons</b>	1	2	1	--	1	<b>5</b>
<i>% of Total</i>	<i>20.0%</i>	<i>40.0%</i>	<i>20.0%</i>		<i>20.0%</i>	<i>0.8%</i>
<b>Other</b>	2	5	4	--	1	<b>12</b>
<i>% of Total</i>	<i>16.7%</i>	<i>41.7%</i>	<i>33.3%</i>		<i>8.3%</i>	<i>1.9%</i>
<b>No Charges Filed</b>	12	12	27	1	1	<b>53</b>
<i>% of Total</i>	<i>22.6%</i>	<i>22.6%</i>	<i>50.9%</i>	<i>1.9%</i>	<i>1.9%</i>	<i>8.5%</i>
<b>Total</b>	<b>194</b>	<b>197</b>	<b>204</b>	<b>1</b>	<b>30</b>	<b>626</b>
<i>% of Total</i>	<i>31.0%</i>	<i>31.5%</i>	<i>32.6%</i>	<i>0.2%</i>	<i>4.8%</i>	<i>100.0%</i>

**Table Nine: Wanted Persons by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Wanted Persons</b>	<b>56</b>	<b>111</b>	<b>74</b>	<b>0</b>	<b>7</b>	<b>248</b>
<i>% of Total</i>	<i>22.6%</i>	<i>44.8%</i>	<i>29.8%</i>	<i>0.0%</i>	<i>2.8%</i>	<i>100.0%</i>



**B080-Netcong**

Troop B

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Denied</b>	2	2	--	--	1	--	<b>5</b>
<i>% of Total</i>	40.0%	40.0%			20.0%		11.6%
<b>Granted</b>	21	8	7	--	--	2	<b>38</b>
<i>% of Total</i>	55.3%	21.1%	18.4%			5.3%	88.4%
<b>Withdrawn</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							0.0%
<b>Total Requests</b>	<b>23</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>43</b>
<i>% of Total</i>	53.5%	23.3%	16.3%	0.0%	2.3%	4.7%	100.0%

**Table Five: Stop Dispositions by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving Summons</b>	2,270	382	482	6	368	7	<b>3,515</b>
<i>% of Total</i>	64.6%	10.9%	13.7%	0.2%	10.5%	0.2%	38.4%
<b>Moving Warning</b>	1,715	276	281	4	148	10	<b>2,434</b>
<i>% of Total</i>	70.5%	11.3%	11.5%	0.2%	6.1%	0.4%	26.6%
<b>Non-Moving Summons</b>	460	68	121	1	55	18	<b>723</b>
<i>% of Total</i>	63.6%	9.4%	16.7%	0.1%	7.6%	2.5%	7.9%
<b>Non-Moving Warning</b>	216	36	65	1	15	5	<b>338</b>
<i>% of Total</i>	63.9%	10.7%	19.2%	0.3%	4.4%	1.5%	3.7%
<b>Mixed</b>	503	107	139	--	66	3	<b>818</b>
<i>% of Total</i>	61.5%	13.1%	17.0%		8.1%	0.4%	8.9%
<b>No Enforcement</b>	919	140	165	3	65	26	<b>1,318</b>
<i>% of Total</i>	69.7%	10.6%	12.5%	0.2%	4.9%	2.0%	14.4%
<b>Total</b>	<b>6,083</b>	<b>1,009</b>	<b>1,253</b>	<b>15</b>	<b>717</b>	<b>69</b>	<b>9,146</b>
<i>% of Total</i>	66.5%	11.0%	13.7%	0.2%	7.8%	0.8%	100.0%

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Total Stops with Seizures</b>	<b>27</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>45</b>
<i>% of Total</i>	60.0%	17.8%	15.6%	0.0%	2.2%	4.4%	100.0%

**B080-Netcong**

Troop B

**Table Seven: Persons Arrested by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Persons Arrested</b>	<b>154</b>	<b>54</b>	<b>50</b>	<b>0</b>	<b>10</b>	<b>268</b>
<i>% of Total</i>	<i>57.5%</i>	<i>20.1%</i>	<i>18.7%</i>	<i>0.0%</i>	<i>3.7%</i>	<i>100.0%</i>

**Table Eight: Charges filed by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>DWI</b>	60	7	19	--	8	<b>94</b>
<i>% of Total</i>	<i>63.8%</i>	<i>7.4%</i>	<i>20.2%</i>		<i>8.5%</i>	<i>22.4%</i>
<b>Obstruction</b>	44	25	14	--	1	<b>84</b>
<i>% of Total</i>	<i>52.4%</i>	<i>29.8%</i>	<i>16.7%</i>		<i>1.2%</i>	<i>20.0%</i>
<b>Paraphernalia</b>	60	12	9	--	2	<b>83</b>
<i>% of Total</i>	<i>72.3%</i>	<i>14.5%</i>	<i>10.8%</i>		<i>2.4%</i>	<i>19.8%</i>
<b>Possession</b>	65	25	17	--	5	<b>112</b>
<i>% of Total</i>	<i>58.0%</i>	<i>22.3%</i>	<i>15.2%</i>		<i>4.5%</i>	<i>26.7%</i>
<b>Weapons</b>	1	6	--	--	--	<b>7</b>
<i>% of Total</i>	<i>14.3%</i>	<i>85.7%</i>				<i>1.7%</i>
<b>Other</b>	17	--	1	--	--	<b>18</b>
<i>% of Total</i>	<i>94.4%</i>		<i>5.6%</i>			<i>4.3%</i>
<b>No Charges Filed</b>	4	10	7	--	--	<b>21</b>
<i>% of Total</i>	<i>19.0%</i>	<i>47.6%</i>	<i>33.3%</i>			<i>5.0%</i>
<b>Total</b>	<b>251</b>	<b>85</b>	<b>67</b>	<b>0</b>	<b>16</b>	<b>419</b>
<i>% of Total</i>	<i>59.9%</i>	<i>20.3%</i>	<i>16.0%</i>	<i>0.0%</i>	<i>3.8%</i>	<i>100.0%</i>

**Table Nine: Wanted Persons by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Wanted Persons</b>	<b>44</b>	<b>25</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>84</b>
<i>% of Total</i>	<i>52.4%</i>	<i>29.8%</i>	<i>16.7%</i>	<i>0.0%</i>	<i>1.2%</i>	<i>100.0%</i>

## B110-Perryville

Troop B

**Table One: Reason for Stop by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving</b>	4,128	1,108	1,076	9	625	41	<b>6,987</b>
<i>% of Total</i>	59.1%	15.9%	15.4%	0.1%	8.9%	0.6%	86.2%
<b>Non-Moving</b>	631	152	151	--	39	64	<b>1,037</b>
<i>% of Total</i>	60.8%	14.7%	14.6%		3.8%	6.2%	12.8%
<b>No Reason Provided</b>	41	16	15	--	2	5	<b>79</b>
<i>% of Total</i>	51.9%	20.3%	19.0%		2.5%	6.3%	1.0%
<b>Total</b>	<b>4,800</b>	<b>1,276</b>	<b>1,242</b>	<b>9</b>	<b>666</b>	<b>110</b>	<b>8,103</b>
<i>% of Total</i>	59.2%	15.7%	15.3%	0.1%	8.2%	1.4%	100.0%

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Vehicle Exits</b>	131	64	43	--	7	6	<b>251</b>
<i>% of Total</i>	52.2%	25.5%	17.1%		2.8%	2.4%	94.7%
<b>Occupant Frisks</b>	8	12	8	--	--	1	<b>29</b>
<i>% of Total</i>	27.6%	41.4%	27.6%			3.4%	10.9%
<b>Non-Consensual Searches</b>	82	50	30	--	5	3	<b>170</b>
<i>% of Total</i>	48.2%	29.4%	17.6%		2.9%	1.8%	64.2%
<b>Canine Deployments</b>	2	1	--	--	--	--	<b>3</b>
<i>% of Total</i>	66.7%	33.3%					1.1%
<b>Arrests</b>	87	59	30	--	5	3	<b>184</b>
<i>% of Total</i>	47.3%	32.1%	16.3%		2.7%	1.6%	69.4%
<b>Total</b>	<b>137</b>	<b>70</b>	<b>45</b>	<b>0</b>	<b>7</b>	<b>6</b>	<b>265</b>
<i>% of Total</i>	51.7%	26.4%	17.0%	0.0%	2.6%	2.3%	100.0%

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

January 1, 2014 - June 30, 2014

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

**B110-Perryville**

Troop B

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Denied</b>	2	--	--	--	--	--	<b>2</b>
<i>% of Total</i>	100.0%						6.5%
<b>Granted</b>	10	13	5	--	1	--	<b>29</b>
<i>% of Total</i>	34.5%	44.8%	17.2%		3.4%		93.5%
<b>Withdrawn</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							0.0%
<b>Total Requests</b>	<b>12</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>31</b>
<i>% of Total</i>	38.7%	41.9%	16.1%	0.0%	3.2%	0.0%	100.0%

**Table Five: Stop Dispositions by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving Summons</b>	1,295	387	436	6	293	12	<b>2,429</b>
<i>% of Total</i>	53.3%	15.9%	17.9%	0.2%	12.1%	0.5%	30.0%
<b>Moving Warning</b>	1,628	354	327	--	197	8	<b>2,514</b>
<i>% of Total</i>	64.8%	14.1%	13.0%		7.8%	0.3%	31.0%
<b>Non-Moving Summons</b>	405	117	121	--	26	54	<b>723</b>
<i>% of Total</i>	56.0%	16.2%	16.7%		3.6%	7.5%	8.9%
<b>Non-Moving Warning</b>	277	65	54	--	24	6	<b>426</b>
<i>% of Total</i>	65.0%	15.3%	12.7%		5.6%	1.4%	5.3%
<b>Mixed</b>	577	221	194	--	89	3	<b>1,084</b>
<i>% of Total</i>	53.2%	20.4%	17.9%		8.2%	0.3%	13.4%
<b>No Enforcement</b>	618	132	110	3	37	27	<b>927</b>
<i>% of Total</i>	66.7%	14.2%	11.9%	0.3%	4.0%	2.9%	11.4%
<b>Total</b>	<b>4,800</b>	<b>1,276</b>	<b>1,242</b>	<b>9</b>	<b>666</b>	<b>110</b>	<b>8,103</b>
<i>% of Total</i>	59.2%	15.7%	15.3%	0.1%	8.2%	1.4%	100.0%

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Total Stops with Seizures</b>	<b>18</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>36</b>
<i>% of Total</i>	50.0%	33.3%	13.9%	0.0%	2.8%	0.0%	100.0%

**B110-Perryville**

Troop B

**Table Seven: Persons Arrested by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Persons Arrested</b>	<b>100</b>	<b>72</b>	<b>40</b>	<b>0</b>	<b>6</b>	<b>218</b>
<i>% of Total</i>	<i>45.9%</i>	<i>33.0%</i>	<i>18.3%</i>	<i>0.0%</i>	<i>2.8%</i>	<i>100.0%</i>

**Table Eight: Charges filed by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>DWI</b>	44	15	10	--	2	<b>71</b>
<i>% of Total</i>	<i>62.0%</i>	<i>21.1%</i>	<i>14.1%</i>		<i>2.8%</i>	<i>26.2%</i>
<b>Obstruction</b>	28	44	21	--	1	<b>94</b>
<i>% of Total</i>	<i>29.8%</i>	<i>46.8%</i>	<i>22.3%</i>		<i>1.1%</i>	<i>34.7%</i>
<b>Paraphernalia</b>	8	5	1	--	1	<b>15</b>
<i>% of Total</i>	<i>53.3%</i>	<i>33.3%</i>	<i>6.7%</i>		<i>6.7%</i>	<i>5.5%</i>
<b>Possession</b>	32	20	12	--	1	<b>65</b>
<i>% of Total</i>	<i>49.2%</i>	<i>30.8%</i>	<i>18.5%</i>		<i>1.5%</i>	<i>24.0%</i>
<b>Weapons</b>	1	--	--	--	--	<b>1</b>
<i>% of Total</i>	<i>100.0%</i>					<i>0.4%</i>
<b>Other</b>	5	4	4	--	--	<b>13</b>
<i>% of Total</i>	<i>38.5%</i>	<i>30.8%</i>	<i>30.8%</i>			<i>4.8%</i>
<b>No Charges Filed</b>	2	7	1	--	2	<b>12</b>
<i>% of Total</i>	<i>16.7%</i>	<i>58.3%</i>	<i>8.3%</i>		<i>16.7%</i>	<i>4.4%</i>
<b>Total</b>	<b>120</b>	<b>95</b>	<b>49</b>	<b>0</b>	<b>7</b>	<b>271</b>
<i>% of Total</i>	<i>44.3%</i>	<i>35.1%</i>	<i>18.1%</i>	<i>0.0%</i>	<i>2.6%</i>	<i>100.0%</i>

**Table Nine: Wanted Persons by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Wanted Persons</b>	<b>28</b>	<b>44</b>	<b>21</b>	<b>0</b>	<b>1</b>	<b>94</b>
<i>% of Total</i>	<i>29.8%</i>	<i>46.8%</i>	<i>22.3%</i>	<i>0.0%</i>	<i>1.1%</i>	<i>100.0%</i>

**B130-Somerville**

Troop B

**Table One: Reason for Stop by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving</b>	4,030	1,502	1,122	17	941	35	<b>7,647</b>
<i>% of Total</i>	52.7%	19.6%	14.7%	0.2%	12.3%	0.5%	85.1%
<b>Non-Moving</b>	526	272	239	4	120	11	<b>1,172</b>
<i>% of Total</i>	44.9%	23.2%	20.4%	0.3%	10.2%	0.9%	13.0%
<b>No Reason Provided</b>	79	34	26	1	12	13	<b>165</b>
<i>% of Total</i>	47.9%	20.6%	15.8%	0.6%	7.3%	7.9%	1.8%
<b>Total</b>	<b>4,635</b>	<b>1,808</b>	<b>1,387</b>	<b>22</b>	<b>1,073</b>	<b>59</b>	<b>8,984</b>
<i>% of Total</i>	51.6%	20.1%	15.4%	0.2%	11.9%	0.7%	100.0%

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Vehicle Exits</b>	170	144	83	2	38	7	<b>444</b>
<i>% of Total</i>	38.3%	32.4%	18.7%	0.5%	8.6%	1.5%	93.7%
<b>Occupant Frisks</b>	3	4	6	--	3	--	<b>16</b>
<i>% of Total</i>	18.8%	25.0%	37.5%		18.8%		3.4%
<b>Non-Consensual Searches</b>	110	102	56	2	24	6	<b>300</b>
<i>% of Total</i>	36.7%	34.0%	18.7%	0.7%	8.0%	2.0%	63.3%
<b>Canine Deployments</b>	3	--	1	--	--	--	<b>4</b>
<i>% of Total</i>	75.0%		25.0%				0.8%
<b>Arrests</b>	118	117	66	2	26	6	<b>335</b>
<i>% of Total</i>	35.2%	34.9%	19.7%	0.6%	7.8%	1.8%	70.7%
<b>Total</b>	<b>185</b>	<b>149</b>	<b>91</b>	<b>2</b>	<b>39</b>	<b>8</b>	<b>474</b>
<i>% of Total</i>	39.0%	31.4%	19.2%	0.4%	8.2%	1.7%	100.0%

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

January 1, 2014 - June 30, 2014

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

**B130-Somerville**

Troop B

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Denied</b>	2	1	--	--	--	--	<b>3</b>
<i>% of Total</i>	66.7%	33.3%					5.1%
<b>Granted</b>	18	22	12	--	4	--	<b>56</b>
<i>% of Total</i>	32.1%	39.3%	21.4%		7.1%		94.9%
<b>Withdrawn</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							0.0%
<b>Total Requests</b>	<b>20</b>	<b>23</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>59</b>
<i>% of Total</i>	33.9%	39.0%	20.3%	0.0%	6.8%	0.0%	100.0%

**Table Five: Stop Dispositions by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving Summons</b>	1,313	482	408	8	410	9	<b>2,630</b>
<i>% of Total</i>	49.9%	18.3%	15.5%	0.3%	15.6%	0.3%	29.3%
<b>Moving Warning</b>	1,483	507	346	3	287	8	<b>2,634</b>
<i>% of Total</i>	56.3%	19.2%	13.1%	0.1%	10.9%	0.3%	29.3%
<b>Non-Moving Summons</b>	328	148	148	2	72	6	<b>704</b>
<i>% of Total</i>	46.6%	21.0%	21.0%	0.3%	10.2%	0.9%	7.8%
<b>Non-Moving Warning</b>	255	131	91	2	51	3	<b>533</b>
<i>% of Total</i>	47.8%	24.6%	17.1%	0.4%	9.6%	0.6%	5.9%
<b>Mixed</b>	538	289	221	--	144	--	<b>1,192</b>
<i>% of Total</i>	45.1%	24.2%	18.5%		12.1%		13.3%
<b>No Enforcement</b>	718	251	173	7	109	33	<b>1,291</b>
<i>% of Total</i>	55.6%	19.4%	13.4%	0.5%	8.4%	2.6%	14.4%
<b>Total</b>	<b>4,635</b>	<b>1,808</b>	<b>1,387</b>	<b>22</b>	<b>1,073</b>	<b>59</b>	<b>8,984</b>
<i>% of Total</i>	51.6%	20.1%	15.4%	0.2%	11.9%	0.7%	100.0%

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Total Stops with Seizures</b>	<b>20</b>	<b>20</b>	<b>11</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>57</b>
<i>% of Total</i>	35.1%	35.1%	19.3%	0.0%	10.5%	0.0%	100.0%

**B130-Somerville**

Troop B

**Table Seven: Persons Arrested by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Persons Arrested</b>	<b>136</b>	<b>136</b>	<b>83</b>	<b>3</b>	<b>23</b>	<b>381</b>
<i>% of Total</i>	<i>35.7%</i>	<i>35.7%</i>	<i>21.8%</i>	<i>0.8%</i>	<i>6.0%</i>	<i>100.0%</i>

**Table Eight: Charges filed by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>DWI</b>	65	38	35	2	17	<b>157</b>
<i>% of Total</i>	<i>41.4%</i>	<i>24.2%</i>	<i>22.3%</i>	<i>1.3%</i>	<i>10.8%</i>	<i>31.8%</i>
<b>Obstruction</b>	42	69	25	1	4	<b>141</b>
<i>% of Total</i>	<i>29.8%</i>	<i>48.9%</i>	<i>17.7%</i>	<i>0.7%</i>	<i>2.8%</i>	<i>28.5%</i>
<b>Paraphernalia</b>	31	11	5	--	1	<b>48</b>
<i>% of Total</i>	<i>64.6%</i>	<i>22.9%</i>	<i>10.4%</i>		<i>2.1%</i>	<i>9.7%</i>
<b>Possession</b>	45	26	17	--	5	<b>93</b>
<i>% of Total</i>	<i>48.4%</i>	<i>28.0%</i>	<i>18.3%</i>		<i>5.4%</i>	<i>18.8%</i>
<b>Weapons</b>	--	7	1	--	--	<b>8</b>
<i>% of Total</i>		<i>87.5%</i>	<i>12.5%</i>			<i>1.6%</i>
<b>Other</b>	3	5	6	--	--	<b>14</b>
<i>% of Total</i>	<i>21.4%</i>	<i>35.7%</i>	<i>42.9%</i>			<i>2.8%</i>
<b>No Charges Filed</b>	7	15	11	--	--	<b>33</b>
<i>% of Total</i>	<i>21.2%</i>	<i>45.5%</i>	<i>33.3%</i>			<i>6.7%</i>
<b>Total</b>	<b>193</b>	<b>171</b>	<b>100</b>	<b>3</b>	<b>27</b>	<b>494</b>
<i>% of Total</i>	<i>39.1%</i>	<i>34.6%</i>	<i>20.2%</i>	<i>0.6%</i>	<i>5.5%</i>	<i>100.0%</i>

**Table Nine: Wanted Persons by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Wanted Persons</b>	<b>42</b>	<b>69</b>	<b>25</b>	<b>1</b>	<b>4</b>	<b>141</b>
<i>% of Total</i>	<i>29.8%</i>	<i>48.9%</i>	<i>17.7%</i>	<i>0.7%</i>	<i>2.8%</i>	<i>100.0%</i>

## B150-Washington

Troop B

**Table One: Reason for Stop by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving</b>	3,781	252	235	6	145	21	<b>4,440</b>
<i>% of Total</i>	85.2%	5.7%	5.3%	0.1%	3.3%	0.5%	76.5%
<b>Non-Moving</b>	1,156	65	76	1	18	4	<b>1,320</b>
<i>% of Total</i>	87.6%	4.9%	5.8%	0.1%	1.4%	0.3%	22.8%
<b>No Reason Provided</b>	35	--	2	--	1	3	<b>41</b>
<i>% of Total</i>	85.4%		4.9%		2.4%	7.3%	0.7%
<b>Total</b>	<b>4,972</b>	<b>317</b>	<b>313</b>	<b>7</b>	<b>164</b>	<b>28</b>	<b>5,801</b>
<i>% of Total</i>	85.7%	5.5%	5.4%	0.1%	2.8%	0.5%	100.0%

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Vehicle Exits</b>	77	17	9	--	--	--	<b>103</b>
<i>% of Total</i>	74.8%	16.5%	8.7%				93.6%
<b>Occupant Frisks</b>	10	1	--	--	--	--	<b>11</b>
<i>% of Total</i>	90.9%	9.1%					10.0%
<b>Non-Consensual Searches</b>	48	9	9	--	1	--	<b>67</b>
<i>% of Total</i>	71.6%	13.4%	13.4%		1.5%		60.9%
<b>Canine Deployments</b>	1	--	--	--	--	--	<b>1</b>
<i>% of Total</i>	100.0%						0.9%
<b>Arrests</b>	49	11	9	--	1	--	<b>70</b>
<i>% of Total</i>	70.0%	15.7%	12.9%		1.4%		63.6%
<b>Total</b>	<b>82</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>110</b>
<i>% of Total</i>	74.5%	15.5%	9.1%	0.0%	0.9%	0.0%	100.0%

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Chemical</b>	--	--	--	--	--	<b>0</b>
<i>% of Total</i>						0.0%
<b>Deadly</b>	--	--	--	--	--	<b>0</b>
<i>% of Total</i>						0.0%
<b>Mechanical</b>	--	--	--	--	--	<b>0</b>
<i>% of Total</i>						0.0%
<b>Physical</b>	2	1	--	--	--	<b>3</b>
<i>% of Total</i>						100.0%
<b>Physical &amp; Mechanical</b>	--	--	--	--	--	<b>0</b>
<i>% of Total</i>						0.0%
<b>Total Force</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
<i>% of Total</i>	66.7%	33.3%	0.0%	0.0%	0.0%	100.0%

## B150-Washington

Troop B

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Denied</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							<i>0.0%</i>
<b>Granted</b>	5	2	--	--	--	--	<b>7</b>
<i>% of Total</i>	<i>71.4%</i>	<i>28.6%</i>					<i>100.0%</i>
<b>Withdrawn</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							<i>0.0%</i>
<b>Total Requests</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<i>% of Total</i>	<i>71.4%</i>	<i>28.6%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

**Table Five: Stop Dispositions by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving Summons</b>	960	71	64	--	65	4	<b>1,164</b>
<i>% of Total</i>	<i>82.5%</i>	<i>6.1%</i>	<i>5.5%</i>		<i>5.6%</i>	<i>0.3%</i>	<i>20.1%</i>
<b>Moving Warning</b>	1,565	86	91	3	39	5	<b>1,789</b>
<i>% of Total</i>	<i>87.5%</i>	<i>4.8%</i>	<i>5.1%</i>	<i>0.2%</i>	<i>2.2%</i>	<i>0.3%</i>	<i>30.8%</i>
<b>Non-Moving Summons</b>	566	43	42	1	17	1	<b>670</b>
<i>% of Total</i>	<i>84.5%</i>	<i>6.4%</i>	<i>6.3%</i>	<i>0.1%</i>	<i>2.5%</i>	<i>0.1%</i>	<i>11.5%</i>
<b>Non-Moving Warning</b>	678	40	39	1	9	1	<b>768</b>
<i>% of Total</i>	<i>88.3%</i>	<i>5.2%</i>	<i>5.1%</i>	<i>0.1%</i>	<i>1.2%</i>	<i>0.1%</i>	<i>13.2%</i>
<b>Mixed</b>	629	43	50	--	21	--	<b>743</b>
<i>% of Total</i>	<i>84.7%</i>	<i>5.8%</i>	<i>6.7%</i>		<i>2.8%</i>		<i>12.8%</i>
<b>No Enforcement</b>	574	34	27	2	13	17	<b>667</b>
<i>% of Total</i>	<i>86.1%</i>	<i>5.1%</i>	<i>4.0%</i>	<i>0.3%</i>	<i>1.9%</i>	<i>2.5%</i>	<i>11.5%</i>
<b>Total</b>	<b>4,972</b>	<b>317</b>	<b>313</b>	<b>7</b>	<b>164</b>	<b>28</b>	<b>5,801</b>
<i>% of Total</i>	<i>85.7%</i>	<i>5.5%</i>	<i>5.4%</i>	<i>0.1%</i>	<i>2.8%</i>	<i>0.5%</i>	<i>100.0%</i>

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Total Stops with Seizures</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<i>% of Total</i>	<i>60.0%</i>	<i>40.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

**B150-Washington**

Troop B

**Table Seven: Persons Arrested by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Persons Arrested</b>	<b>50</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>73</b>
<i>% of Total</i>	<i>68.5%</i>	<i>16.4%</i>	<i>12.3%</i>	<i>0.0%</i>	<i>2.7%</i>	<i>100.0%</i>

**Table Eight: Charges filed by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>DWI</b>	28	3	4	--	1	<b>36</b>
<i>% of Total</i>	<i>77.8%</i>	<i>8.3%</i>	<i>11.1%</i>		<i>2.8%</i>	<i>38.3%</i>
<b>Obstruction</b>	22	8	5	--	--	<b>35</b>
<i>% of Total</i>	<i>62.9%</i>	<i>22.9%</i>	<i>14.3%</i>			<i>37.2%</i>
<b>Paraphernalia</b>	3	1	--	--	--	<b>4</b>
<i>% of Total</i>	<i>75.0%</i>	<i>25.0%</i>				<i>4.3%</i>
<b>Possession</b>	5	2	--	--	1	<b>8</b>
<i>% of Total</i>	<i>62.5%</i>	<i>25.0%</i>			<i>12.5%</i>	<i>8.5%</i>
<b>Weapons</b>	--	--	--	--	--	<b>0</b>
<i>% of Total</i>						<i>0.0%</i>
<b>Other</b>	7	--	1	--	2	<b>10</b>
<i>% of Total</i>	<i>70.0%</i>		<i>10.0%</i>		<i>20.0%</i>	<i>10.6%</i>
<b>No Charges Filed</b>	1	--	--	--	--	<b>1</b>
<i>% of Total</i>	<i>100.0%</i>					<i>1.1%</i>
<b>Total</b>	<b>66</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>94</b>
<i>% of Total</i>	<i>70.2%</i>	<i>14.9%</i>	<i>10.6%</i>	<i>0.0%</i>	<i>4.3%</i>	<i>100.0%</i>

**Table Nine: Wanted Persons by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Wanted Persons</b>	<b>22</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>35</b>
<i>% of Total</i>	<i>62.9%</i>	<i>22.9%</i>	<i>14.3%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>



## Other Stations

Troop B

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

January 1, 2014 - June 30, 2014

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

**Table Five: Stop Dispositions by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving Summons</b>	112	24	35	1	25	--	<b>197</b>
<i>% of Total</i>	<i>56.9%</i>	<i>12.2%</i>	<i>17.8%</i>	<i>0.5%</i>	<i>12.7%</i>		<i>16.6%</i>
<b>Moving Warning</b>	403	75	99	--	52	--	<b>629</b>
<i>% of Total</i>	<i>64.1%</i>	<i>11.9%</i>	<i>15.7%</i>		<i>8.3%</i>		<i>53.0%</i>
<b>Non-Moving Summons</b>	26	3	9	--	5	--	<b>43</b>
<i>% of Total</i>	<i>60.5%</i>	<i>7.0%</i>	<i>20.9%</i>		<i>11.6%</i>		<i>3.6%</i>
<b>Non-Moving Warning</b>	26	15	14	--	8	--	<b>63</b>
<i>% of Total</i>	<i>41.3%</i>	<i>23.8%</i>	<i>22.2%</i>		<i>12.7%</i>		<i>5.3%</i>
<b>Mixed</b>	39	15	26	--	5	1	<b>86</b>
<i>% of Total</i>	<i>45.3%</i>	<i>17.4%</i>	<i>30.2%</i>		<i>5.8%</i>	<i>1.2%</i>	<i>7.2%</i>
<b>No Enforcement</b>	107	26	20	--	10	6	<b>169</b>
<i>% of Total</i>	<i>63.3%</i>	<i>15.4%</i>	<i>11.8%</i>		<i>5.9%</i>	<i>3.6%</i>	<i>14.2%</i>
<b>Total</b>	<b>713</b>	<b>158</b>	<b>203</b>	<b>1</b>	<b>105</b>	<b>7</b>	<b>1,187</b>
<i>% of Total</i>	<i>60.1%</i>	<i>13.3%</i>	<i>17.1%</i>	<i>0.1%</i>	<i>8.8%</i>	<i>0.6%</i>	<i>100.0%</i>

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

January 1, 2014 - June 30, 2014

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

## Other Stations

Troop B

### Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Persons Arrested</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>
<i>% of Total</i>	<i>30.0%</i>	<i>40.0%</i>	<i>30.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

### Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>DWI</b>	1	--	--	--	--	<b>1</b>
<i>% of Total</i>	<i>100.0%</i>					<i>8.3%</i>
<b>Obstruction</b>	1	3	2	--	--	<b>6</b>
<i>% of Total</i>	<i>16.7%</i>	<i>50.0%</i>	<i>33.3%</i>			<i>50.0%</i>
<b>Paraphernalia</b>	--	--	--	--	--	<b>0</b>
<i>% of Total</i>						<i>0.0%</i>
<b>Possession</b>	2	1	1	--	--	<b>4</b>
<i>% of Total</i>	<i>50.0%</i>	<i>25.0%</i>	<i>25.0%</i>			<i>33.3%</i>
<b>Weapons</b>	--	--	--	--	--	<b>0</b>
<i>% of Total</i>						<i>0.0%</i>
<b>Other</b>	--	--	--	--	--	<b>0</b>
<i>% of Total</i>						<i>0.0%</i>
<b>No Charges Filed</b>	1	--	--	--	--	<b>1</b>
<i>% of Total</i>	<i>100.0%</i>					<i>8.3%</i>
<b>Total</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>
<i>% of Total</i>	<i>41.7%</i>	<i>33.3%</i>	<i>25.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

### Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Wanted Persons</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>
<i>% of Total</i>	<i>16.7%</i>	<i>50.0%</i>	<i>33.3%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>



**C020-Bordentown**

Troop C

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Denied</b>	2	--	--	--	--	--	<b>2</b>
<i>% of Total</i>	100.0%						2.4%
<b>Granted</b>	21	47	11	1	1	2	<b>83</b>
<i>% of Total</i>	25.3%	56.6%	13.3%	1.2%	1.2%	2.4%	97.6%
<b>Withdrawn</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							0.0%
<b>Total Requests</b>	<b>23</b>	<b>47</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>85</b>
<i>% of Total</i>	27.1%	55.3%	12.9%	1.2%	1.2%	2.4%	100.0%

**Table Five: Stop Dispositions by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving Summons</b>	913	401	125	12	161	2	<b>1,614</b>
<i>% of Total</i>	56.6%	24.8%	7.7%	0.7%	10.0%	0.1%	23.2%
<b>Moving Warning</b>	803	448	125	2	77	2	<b>1,457</b>
<i>% of Total</i>	55.1%	30.7%	8.6%	0.1%	5.3%	0.1%	21.0%
<b>Non-Moving Summons</b>	530	401	150	1	44	1	<b>1,127</b>
<i>% of Total</i>	47.0%	35.6%	13.3%	0.1%	3.9%	0.1%	16.2%
<b>Non-Moving Warning</b>	297	250	74	2	18	5	<b>646</b>
<i>% of Total</i>	46.0%	38.7%	11.5%	0.3%	2.8%	0.8%	9.3%
<b>Mixed</b>	327	280	104	--	43	1	<b>755</b>
<i>% of Total</i>	43.3%	37.1%	13.8%		5.7%	0.1%	10.9%
<b>No Enforcement</b>	745	415	139	2	40	14	<b>1,355</b>
<i>% of Total</i>	55.0%	30.6%	10.3%	0.1%	3.0%	1.0%	19.5%
<b>Total</b>	<b>3,615</b>	<b>2,195</b>	<b>717</b>	<b>19</b>	<b>383</b>	<b>25</b>	<b>6,954</b>
<i>% of Total</i>	52.0%	31.6%	10.3%	0.3%	5.5%	0.4%	100.0%

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Total Stops with Seizures</b>	<b>19</b>	<b>38</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>67</b>
<i>% of Total</i>	28.4%	56.7%	10.4%	0.0%	1.5%	3.0%	100.0%

**C020-Bordentown**

Troop C

**Table Seven: Persons Arrested by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Persons Arrested</b>	<b>148</b>	<b>268</b>	<b>67</b>	<b>0</b>	<b>7</b>	<b>490</b>
<i>% of Total</i>	<i>30.2%</i>	<i>54.7%</i>	<i>13.7%</i>	<i>0.0%</i>	<i>1.4%</i>	<i>100.0%</i>

**Table Eight: Charges filed by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>DWI</b>	50	28	16	--	3	<b>97</b>
<i>% of Total</i>	<i>51.5%</i>	<i>28.9%</i>	<i>16.5%</i>		<i>3.1%</i>	<i>16.0%</i>
<b>Obstruction</b>	81	174	39	--	1	<b>295</b>
<i>% of Total</i>	<i>27.5%</i>	<i>59.0%</i>	<i>13.2%</i>		<i>0.3%</i>	<i>48.6%</i>
<b>Paraphernalia</b>	11	14	11	--	1	<b>37</b>
<i>% of Total</i>	<i>29.7%</i>	<i>37.8%</i>	<i>29.7%</i>			<i>6.1%</i>
<b>Possession</b>	23	61	20	--	1	<b>105</b>
<i>% of Total</i>	<i>21.9%</i>	<i>58.1%</i>	<i>19.0%</i>		<i>1.0%</i>	<i>17.3%</i>
<b>Weapons</b>	1	3	2	--	--	<b>6</b>
<i>% of Total</i>	<i>16.7%</i>	<i>50.0%</i>	<i>33.3%</i>			<i>1.0%</i>
<b>Other</b>	6	10	--	--	--	<b>16</b>
<i>% of Total</i>	<i>37.5%</i>	<i>62.5%</i>				<i>2.6%</i>
<b>No Charges Filed</b>	13	31	4	--	3	<b>51</b>
<i>% of Total</i>	<i>25.5%</i>	<i>60.8%</i>	<i>7.8%</i>		<i>5.9%</i>	<i>8.4%</i>
<b>Total</b>	<b>185</b>	<b>321</b>	<b>92</b>	<b>0</b>	<b>9</b>	<b>607</b>
<i>% of Total</i>	<i>30.5%</i>	<i>52.9%</i>	<i>15.2%</i>	<i>0.0%</i>	<i>1.5%</i>	<i>100.0%</i>

**Table Nine: Wanted Persons by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Wanted Persons</b>	<b>81</b>	<b>174</b>	<b>39</b>	<b>0</b>	<b>1</b>	<b>295</b>
<i>% of Total</i>	<i>27.5%</i>	<i>59.0%</i>	<i>13.2%</i>	<i>0.0%</i>	<i>0.3%</i>	<i>100.0%</i>



**C040-Kingwood**

Troop C

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Denied</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							<i>0.0%</i>
<b>Granted</b>	8	3	2	--	--	--	<b>13</b>
<i>% of Total</i>	<i>61.5%</i>	<i>23.1%</i>	<i>15.4%</i>				<i>100.0%</i>
<b>Withdrawn</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							<i>0.0%</i>
<b>Total Requests</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
<i>% of Total</i>	<i>61.5%</i>	<i>23.1%</i>	<i>15.4%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

**Table Five: Stop Dispositions by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving Summons</b>	1,079	62	61	1	125	3	<b>1,331</b>
<i>% of Total</i>	<i>81.1%</i>	<i>4.7%</i>	<i>4.6%</i>	<i>0.1%</i>	<i>9.4%</i>	<i>0.2%</i>	<i>20.4%</i>
<b>Moving Warning</b>	1,433	80	86	2	90	3	<b>1,694</b>
<i>% of Total</i>	<i>84.6%</i>	<i>4.7%</i>	<i>5.1%</i>	<i>0.1%</i>	<i>5.3%</i>	<i>0.2%</i>	<i>25.9%</i>
<b>Non-Moving Summons</b>	560	37	40	1	32	4	<b>674</b>
<i>% of Total</i>	<i>83.1%</i>	<i>5.5%</i>	<i>5.9%</i>	<i>0.1%</i>	<i>4.7%</i>	<i>0.6%</i>	<i>10.3%</i>
<b>Non-Moving Warning</b>	865	61	57	--	48	--	<b>1,031</b>
<i>% of Total</i>	<i>83.9%</i>	<i>5.9%</i>	<i>5.5%</i>		<i>4.7%</i>		<i>15.8%</i>
<b>Mixed</b>	733	50	52	--	65	5	<b>905</b>
<i>% of Total</i>	<i>81.0%</i>	<i>5.5%</i>	<i>5.7%</i>		<i>7.2%</i>	<i>0.6%</i>	<i>13.8%</i>
<b>No Enforcement</b>	765	52	30	4	34	17	<b>902</b>
<i>% of Total</i>	<i>84.8%</i>	<i>5.8%</i>	<i>3.3%</i>	<i>0.4%</i>	<i>3.8%</i>	<i>1.9%</i>	<i>13.8%</i>
<b>Total</b>	<b>5,435</b>	<b>342</b>	<b>326</b>	<b>8</b>	<b>394</b>	<b>32</b>	<b>6,537</b>
<i>% of Total</i>	<i>83.1%</i>	<i>5.2%</i>	<i>5.0%</i>	<i>0.1%</i>	<i>6.0%</i>	<i>0.5%</i>	<i>100.0%</i>

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Total Stops with Seizures</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>12</b>
<i>% of Total</i>	<i>66.7%</i>	<i>8.3%</i>	<i>16.7%</i>	<i>0.0%</i>	<i>8.3%</i>	<i>0.0%</i>	<i>100.0%</i>

**C040-Kingwood**

Troop C

**Table Seven: Persons Arrested by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Persons Arrested</b>	<b>72</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>99</b>
<i>% of Total</i>	72.7%	17.2%	6.1%	0.0%	4.0%	100.0%

**Table Eight: Charges filed by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>DWI</b>	33	--	3	--	1	<b>37</b>
<i>% of Total</i>	89.2%		8.1%		2.7%	31.4%
<b>Obstruction</b>	23	10	1	--	1	<b>35</b>
<i>% of Total</i>	65.7%	28.6%	2.9%		2.9%	29.7%
<b>Paraphernalia</b>	9	--	1	--	--	<b>10</b>
<i>% of Total</i>	90.0%		10.0%			8.5%
<b>Possession</b>	18	2	2	--	1	<b>23</b>
<i>% of Total</i>	78.3%	8.7%	8.7%		4.3%	19.5%
<b>Weapons</b>	--	--	--	--	--	<b>0</b>
<i>% of Total</i>						0.0%
<b>Other</b>	3	1	--	--	--	<b>4</b>
<i>% of Total</i>	75.0%	25.0%				3.4%
<b>No Charges Filed</b>	2	5	1	--	1	<b>9</b>
<i>% of Total</i>	22.2%	55.6%	11.1%		11.1%	7.6%
<b>Total</b>	<b>88</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>118</b>
<i>% of Total</i>	74.6%	15.3%	6.8%	0.0%	3.4%	100.0%

**Table Nine: Wanted Persons by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Wanted Persons</b>	<b>23</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>35</b>
<i>% of Total</i>	65.7%	28.6%	2.9%	0.0%	2.9%	100.0%



**C060-Hamilton**

Troop C

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Denied</b>	1	--	--	--	--	--	<b>1</b>
<i>% of Total</i>	100.0%						0.7%
<b>Granted</b>	53	68	19	--	1	0	<b>141</b>
<i>% of Total</i>	37.6%	48.2%	13.5%		0.7%	0.0%	99.3%
<b>Withdrawn</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							0.0%
<b>Total Requests</b>	<b>54</b>	<b>68</b>	<b>19</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>142</b>
<i>% of Total</i>	38.0%	47.9%	13.4%	0.0%	0.7%	0.0%	100.0%

**Table Five: Stop Dispositions by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving Summons</b>	1,403	278	151	5	126	5	<b>1,968</b>
<i>% of Total</i>	71.3%	14.1%	7.7%	0.3%	6.4%	0.3%	16.1%
<b>Moving Warning</b>	1,896	457	188	5	120	8	<b>2,674</b>
<i>% of Total</i>	70.9%	17.1%	7.0%	0.2%	4.5%	0.3%	21.9%
<b>Non-Moving Summons</b>	992	522	352	3	51	3	<b>1,923</b>
<i>% of Total</i>	51.6%	27.1%	18.3%	0.2%	2.7%	0.2%	15.7%
<b>Non-Moving Warning</b>	1,098	516	291	6	63	6	<b>1,980</b>
<i>% of Total</i>	55.5%	26.1%	14.7%	0.3%	3.2%	0.3%	16.2%
<b>Mixed</b>	779	312	194	--	46	6	<b>1,337</b>
<i>% of Total</i>	58.3%	23.3%	14.5%		3.4%	0.4%	10.9%
<b>No Enforcement</b>	1,541	484	209	2	51	51	<b>2,338</b>
<i>% of Total</i>	65.9%	20.7%	8.9%	0.1%	2.2%	2.2%	19.1%
<b>Total</b>	<b>7,709</b>	<b>2,569</b>	<b>1,385</b>	<b>21</b>	<b>457</b>	<b>79</b>	<b>12,220</b>
<i>% of Total</i>	63.1%	21.0%	11.3%	0.2%	3.7%	0.6%	100.0%

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Total Stops with Seizures</b>	<b>43</b>	<b>43</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>100</b>
<i>% of Total</i>	43.0%	43.0%	13.0%	0.0%	1.0%	0.0%	100.0%

**C060-Hamilton**

Troop C

**Table Seven: Persons Arrested by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Persons Arrested</b>	<b>223</b>	<b>393</b>	<b>147</b>	<b>0</b>	<b>7</b>	<b>770</b>
<i>% of Total</i>	<i>29.0%</i>	<i>51.0%</i>	<i>19.1%</i>	<i>0.0%</i>	<i>0.9%</i>	<i>100.0%</i>

**Table Eight: Charges filed by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>DWI</b>	53	20	38	--	2	<b>113</b>
<i>% of Total</i>	<i>46.9%</i>	<i>17.7%</i>	<i>33.6%</i>		<i>1.8%</i>	<i>11.9%</i>
<b>Obstruction</b>	103	300	75	--	5	<b>483</b>
<i>% of Total</i>	<i>21.3%</i>	<i>62.1%</i>	<i>15.5%</i>		<i>1.0%</i>	<i>50.7%</i>
<b>Paraphernalia</b>	39	17	6	--	--	<b>62</b>
<i>% of Total</i>	<i>62.9%</i>	<i>27.4%</i>	<i>9.7%</i>			<i>6.5%</i>
<b>Possession</b>	60	76	27	--	1	<b>164</b>
<i>% of Total</i>	<i>36.6%</i>	<i>46.3%</i>	<i>16.5%</i>		<i>0.6%</i>	<i>17.2%</i>
<b>Weapons</b>	1	4	4	--	--	<b>9</b>
<i>% of Total</i>	<i>11.1%</i>	<i>44.4%</i>	<i>44.4%</i>			<i>0.9%</i>
<b>Other</b>	2	7	2	--	--	<b>11</b>
<i>% of Total</i>	<i>18.2%</i>	<i>63.6%</i>	<i>18.2%</i>			<i>1.2%</i>
<b>No Charges Filed</b>	32	52	26	--	--	<b>110</b>
<i>% of Total</i>	<i>29.1%</i>	<i>47.3%</i>	<i>23.6%</i>			<i>11.6%</i>
<b>Total</b>	<b>290</b>	<b>476</b>	<b>178</b>	<b>0</b>	<b>8</b>	<b>952</b>
<i>% of Total</i>	<i>30.5%</i>	<i>50.0%</i>	<i>18.7%</i>	<i>0.0%</i>	<i>0.8%</i>	<i>100.0%</i>

**Table Nine: Wanted Persons by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Wanted Persons</b>	<b>103</b>	<b>300</b>	<b>75</b>	<b>0</b>	<b>5</b>	<b>483</b>
<i>% of Total</i>	<i>21.3%</i>	<i>62.1%</i>	<i>15.5%</i>	<i>0.0%</i>	<i>1.0%</i>	<i>100.0%</i>

## C080-Red Lion

Troop C

### Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving</b>	3,581	498	248	1	139	27	<b>4,494</b>
<i>% of Total</i>	79.7%	11.1%	5.5%	0.0%	3.1%	0.6%	72.2%
<b>Non-Moving</b>	1,241	237	122	1	23	12	<b>1,636</b>
<i>% of Total</i>	75.9%	14.5%	7.5%	0.1%	1.4%	0.7%	26.3%
<b>No Reason Provided</b>	76	10	1	--	1	3	<b>91</b>
<i>% of Total</i>	83.5%	11.0%	1.1%		1.1%	3.3%	1.5%
<b>Total</b>	<b>4,898</b>	<b>745</b>	<b>371</b>	<b>2</b>	<b>163</b>	<b>42</b>	<b>6,221</b>
<i>% of Total</i>	78.7%	12.0%	6.0%	0.0%	2.6%	0.7%	100.0%

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Vehicle Exits</b>	275	73	25	--	5	5	<b>383</b>
<i>% of Total</i>	71.8%	19.1%	6.5%		1.3%	1.3%	95.5%
<b>Occupant Frisks</b>	23	3	1	--	1	1	<b>29</b>
<i>% of Total</i>	79.3%	10.3%	3.4%		3.4%	3.4%	7.2%
<b>Non-Consensual Searches</b>	166	52	17	--	5	3	<b>243</b>
<i>% of Total</i>	68.3%	21.4%	7.0%		2.1%	1.2%	60.6%
<b>Canine Deployments</b>	1	--	--	--	--	--	<b>1</b>
<i>% of Total</i>	100.0%						0.2%
<b>Arrests</b>	202	62	22	--	4	3	<b>293</b>
<i>% of Total</i>	68.9%	21.2%	7.5%		1.4%	1.0%	73.1%
<b>Total</b>	<b>289</b>	<b>74</b>	<b>27</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>401</b>
<i>% of Total</i>	72.1%	18.5%	6.7%	0.0%	1.5%	1.2%	100.0%

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

January 1, 2014 - June 30, 2014

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

**C080-Red Lion**

Troop C

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Denied</b>	4	--	--	--	--	--	<b>4</b>
<i>% of Total</i>	100.0%						4.4%
<b>Granted</b>	61	16	9	--	1	--	<b>87</b>
<i>% of Total</i>	70.1%	18.4%	10.3%		1.1%		95.6%
<b>Withdrawn</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							0.0%
<b>Total Requests</b>	<b>65</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>91</b>
<i>% of Total</i>	71.4%	17.6%	9.9%	0.0%	1.1%	0.0%	100.0%

**Table Five: Stop Dispositions by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving Summons</b>	702	81	60	1	32	--	<b>876</b>
<i>% of Total</i>	80.1%	9.2%	6.8%	0.1%	3.7%		14.1%
<b>Moving Warning</b>	1,418	212	86	--	56	10	<b>1,782</b>
<i>% of Total</i>	79.6%	11.9%	4.8%		3.1%	0.6%	28.6%
<b>Non-Moving Summons</b>	544	73	50	--	10	5	<b>682</b>
<i>% of Total</i>	79.8%	10.7%	7.3%		1.5%	0.7%	11.0%
<b>Non-Moving Warning</b>	543	122	50	--	10	4	<b>729</b>
<i>% of Total</i>	74.5%	16.7%	6.9%		1.4%	0.5%	11.7%
<b>Mixed</b>	609	92	51	--	24	2	<b>778</b>
<i>% of Total</i>	78.3%	11.8%	6.6%		3.1%	0.3%	12.5%
<b>No Enforcement</b>	1,082	165	74	1	31	21	<b>1,374</b>
<i>% of Total</i>	78.7%	12.0%	5.4%	0.1%	2.3%	1.5%	22.1%
<b>Total</b>	<b>4,898</b>	<b>745</b>	<b>371</b>	<b>2</b>	<b>163</b>	<b>42</b>	<b>6,221</b>
<i>% of Total</i>	78.7%	12.0%	6.0%	0.0%	2.6%	0.7%	100.0%

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Total Stops with Seizures</b>	<b>49</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>67</b>
<i>% of Total</i>	73.1%	16.4%	7.5%	0.0%	1.5%	1.5%	100.0%

**C080-Red Lion**

Troop C

**Table Seven: Persons Arrested by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Persons Arrested</b>	<b>259</b>	<b>89</b>	<b>28</b>	<b>0</b>	<b>4</b>	<b>380</b>
<i>% of Total</i>	<i>68.2%</i>	<i>23.4%</i>	<i>7.4%</i>	<i>0.0%</i>	<i>1.1%</i>	<i>100.0%</i>

**Table Eight: Charges filed by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>DWI</b>	78	8	4	--	1	<b>91</b>
<i>% of Total</i>	<i>85.7%</i>	<i>8.8%</i>	<i>4.4%</i>		<i>1.1%</i>	<i>16.9%</i>
<b>Obstruction</b>	97	58	13	--	2	<b>170</b>
<i>% of Total</i>	<i>57.1%</i>	<i>34.1%</i>	<i>7.6%</i>		<i>1.2%</i>	<i>31.5%</i>
<b>Paraphernalia</b>	45	9	6	--	--	<b>60</b>
<i>% of Total</i>	<i>75.0%</i>	<i>15.0%</i>	<i>10.0%</i>			<i>11.1%</i>
<b>Possession</b>	76	20	15	--	1	<b>112</b>
<i>% of Total</i>	<i>67.9%</i>	<i>17.9%</i>	<i>13.4%</i>		<i>0.9%</i>	<i>20.7%</i>
<b>Weapons</b>	4	5	2	--	--	<b>11</b>
<i>% of Total</i>	<i>36.4%</i>	<i>45.5%</i>	<i>18.2%</i>			<i>2.0%</i>
<b>Other</b>	22	8	3	--	--	<b>33</b>
<i>% of Total</i>	<i>66.7%</i>	<i>24.2%</i>	<i>9.1%</i>			<i>6.1%</i>
<b>No Charges Filed</b>	45	12	6	--	--	<b>63</b>
<i>% of Total</i>	<i>71.4%</i>	<i>19.0%</i>	<i>9.5%</i>			<i>11.7%</i>
<b>Total</b>	<b>367</b>	<b>120</b>	<b>49</b>	<b>0</b>	<b>4</b>	<b>540</b>
<i>% of Total</i>	<i>68.0%</i>	<i>22.2%</i>	<i>9.1%</i>	<i>0.0%</i>	<i>0.7%</i>	<i>100.0%</i>

**Table Nine: Wanted Persons by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Wanted Persons</b>	<b>97</b>	<b>58</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>170</b>
<i>% of Total</i>	<i>57.1%</i>	<i>34.1%</i>	<i>7.6%</i>	<i>0.0%</i>	<i>1.2%</i>	<i>100.0%</i>

## C120-Tuckerton

Troop C

**Table One: Reason for Stop by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving</b>	2,407	133	137	2	107	9	<b>2,795</b>
<i>% of Total</i>	86.1%	4.8%	4.9%	0.1%	3.8%	0.3%	41.7%
<b>Non-Moving</b>	3,333	205	253	4	55	8	<b>3,858</b>
<i>% of Total</i>	86.4%	5.3%	6.6%	0.1%	1.4%	0.2%	57.5%
<b>No Reason Provided</b>	43	4	5	--	2	--	<b>54</b>
<i>% of Total</i>	79.6%	7.4%	9.3%		3.7%		0.8%
<b>Total</b>	<b>5,783</b>	<b>342</b>	<b>395</b>	<b>6</b>	<b>164</b>	<b>17</b>	<b>6,707</b>
<i>% of Total</i>	86.2%	5.1%	5.9%	0.1%	2.4%	0.3%	100.0%

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Vehicle Exits</b>	211	37	26	--	7	1	<b>282</b>
<i>% of Total</i>	74.8%	13.1%	9.2%		2.5%	0.4%	97.9%
<b>Occupant Frisks</b>	14	2	1	--	--	--	<b>17</b>
<i>% of Total</i>	82.4%	11.8%	5.9%				5.9%
<b>Non-Consensual Searches</b>	142	21	19	--	4	1	<b>187</b>
<i>% of Total</i>	75.9%	11.2%	10.2%		2.1%	0.5%	64.9%
<b>Canine Deployments</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							0.0%
<b>Arrests</b>	166	32	23	--	5	1	<b>227</b>
<i>% of Total</i>	73.1%	14.1%	10.1%		2.2%	0.4%	78.8%
<b>Total</b>	<b>215</b>	<b>38</b>	<b>27</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>288</b>
<i>% of Total</i>	74.7%	13.2%	9.4%	0.0%	2.4%	0.3%	100.0%

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

January 1, 2014 - June 30, 2014

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

**C120-Tuckerton**

Troop C

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Denied</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							<i>0.0%</i>
<b>Granted</b>	41	12	7	--	1	--	<b>61</b>
<i>% of Total</i>	<i>67.2%</i>	<i>19.7%</i>	<i>11.5%</i>		<i>1.6%</i>		<i>100.0%</i>
<b>Withdrawn</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							<i>0.0%</i>
<b>Total Requests</b>	<b>41</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>61</b>
<i>% of Total</i>	<i>67.2%</i>	<i>19.7%</i>	<i>11.5%</i>	<i>0.0%</i>	<i>1.6%</i>	<i>0.0%</i>	<i>100.0%</i>

**Table Five: Stop Dispositions by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving Summons</b>	434	25	36	1	30	1	<b>527</b>
<i>% of Total</i>	<i>82.4%</i>	<i>4.7%</i>	<i>6.8%</i>	<i>0.2%</i>	<i>5.7%</i>	<i>0.2%</i>	<i>7.9%</i>
<b>Moving Warning</b>	1,149	50	54	--	44	1	<b>1,298</b>
<i>% of Total</i>	<i>88.5%</i>	<i>3.9%</i>	<i>4.2%</i>		<i>3.4%</i>	<i>0.1%</i>	<i>19.4%</i>
<b>Non-Moving Summons</b>	940	48	97	3	14	--	<b>1,102</b>
<i>% of Total</i>	<i>85.3%</i>	<i>4.4%</i>	<i>8.8%</i>	<i>0.3%</i>	<i>1.3%</i>		<i>16.4%</i>
<b>Non-Moving Warning</b>	1,822	114	119	--	33	3	<b>2,091</b>
<i>% of Total</i>	<i>87.1%</i>	<i>5.5%</i>	<i>5.7%</i>		<i>1.6%</i>	<i>0.1%</i>	<i>31.2%</i>
<b>Mixed</b>	499	41	44	--	19	1	<b>604</b>
<i>% of Total</i>	<i>82.6%</i>	<i>6.8%</i>	<i>7.3%</i>		<i>3.1%</i>	<i>0.2%</i>	<i>9.0%</i>
<b>No Enforcement</b>	939	64	45	2	24	11	<b>1,085</b>
<i>% of Total</i>	<i>86.5%</i>	<i>5.9%</i>	<i>4.1%</i>	<i>0.2%</i>	<i>2.2%</i>	<i>1.0%</i>	<i>16.2%</i>
<b>Total</b>	<b>5,783</b>	<b>342</b>	<b>395</b>	<b>6</b>	<b>164</b>	<b>17</b>	<b>6,707</b>
<i>% of Total</i>	<i>86.2%</i>	<i>5.1%</i>	<i>5.9%</i>	<i>0.1%</i>	<i>2.4%</i>	<i>0.3%</i>	<i>100.0%</i>

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Total Stops with Seizures</b>	<b>30</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>43</b>
<i>% of Total</i>	<i>69.8%</i>	<i>16.3%</i>	<i>11.6%</i>	<i>0.0%</i>	<i>2.3%</i>	<i>0.0%</i>	<i>100.0%</i>

**C120-Tuckerton**

Troop C

**Table Seven: Persons Arrested by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Persons Arrested</b>	<b>204</b>	<b>49</b>	<b>39</b>	<b>0</b>	<b>2</b>	<b>294</b>
<i>% of Total</i>	<i>69.4%</i>	<i>16.7%</i>	<i>13.3%</i>	<i>0.0%</i>	<i>0.7%</i>	<i>100.0%</i>

**Table Eight: Charges filed by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>DWI</b>	36	3	1	--	--	<b>40</b>
<i>% of Total</i>	<i>90.0%</i>	<i>7.5%</i>	<i>2.5%</i>			<i>11.3%</i>
<b>Obstruction</b>	104	21	17	--	1	<b>143</b>
<i>% of Total</i>	<i>72.7%</i>	<i>14.7%</i>	<i>11.9%</i>		<i>0.7%</i>	<i>40.5%</i>
<b>Paraphernalia</b>	28	5	7	--	--	<b>40</b>
<i>% of Total</i>	<i>70.0%</i>	<i>12.5%</i>	<i>17.5%</i>			<i>11.3%</i>
<b>Possession</b>	43	12	12	--	1	<b>68</b>
<i>% of Total</i>	<i>63.2%</i>	<i>17.6%</i>	<i>17.6%</i>		<i>1.5%</i>	<i>19.3%</i>
<b>Weapons</b>	3	--	--	--	--	<b>3</b>
<i>% of Total</i>	<i>100.0%</i>					<i>0.8%</i>
<b>Other</b>	1	1	2	--	--	<b>4</b>
<i>% of Total</i>	<i>25.0%</i>	<i>25.0%</i>	<i>50.0%</i>			<i>1.1%</i>
<b>No Charges Filed</b>	30	15	10	--	--	<b>55</b>
<i>% of Total</i>	<i>54.5%</i>	<i>27.3%</i>	<i>18.2%</i>			<i>15.6%</i>
<b>Total</b>	<b>245</b>	<b>57</b>	<b>49</b>	<b>0</b>	<b>2</b>	<b>353</b>
<i>% of Total</i>	<i>69.4%</i>	<i>16.1%</i>	<i>13.9%</i>	<i>0.0%</i>	<i>0.6%</i>	<i>100.0%</i>

**Table Nine: Wanted Persons by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Wanted Persons</b>	<b>104</b>	<b>21</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>143</b>
<i>% of Total</i>	<i>72.7%</i>	<i>14.7%</i>	<i>11.9%</i>	<i>0.0%</i>	<i>0.7%</i>	<i>100.0%</i>

## Other Stations

Troop C

**Table One: Reason for Stop by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving</b>	182	139	41	--	5	6	<b>373</b>
<i>% of Total</i>	48.8%	37.3%	11.0%		1.3%	1.6%	29.1%
<b>Non-Moving</b>	170	548	136	2	10	13	<b>879</b>
<i>% of Total</i>	19.3%	62.3%	15.5%	0.2%	1.1%	1.5%	68.7%
<b>No Reason Provided</b>	5	18	2	--	--	3	<b>28</b>
<i>% of Total</i>	17.9%	64.3%	7.1%			10.7%	2.2%
<b>Total</b>	<b>357</b>	<b>705</b>	<b>179</b>	<b>2</b>	<b>15</b>	<b>22</b>	<b>1,280</b>
<i>% of Total</i>	27.89%	55.08%	13.98%	0.16%	1.17%	1.72%	100.00%

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Vehicle Exits</b>	35	184	20	--	--	4	<b>243</b>
<i>% of Total</i>	14.4%	75.7%	8.2%			1.6%	98.4%
<b>Occupant Frisks</b>	4	6	--	--	--	--	<b>10</b>
<i>% of Total</i>	40.0%	60.0%					4.0%
<b>Non-Consensual Searches</b>	28	162	15	--	--	4	<b>209</b>
<i>% of Total</i>	13.4%	77.5%	7.2%			1.9%	84.6%
<b>Canine Deployments</b>	2	2	--	--	--	--	<b>4</b>
<i>% of Total</i>	50.0%	50.0%					1.6%
<b>Arrests</b>	31	182	17	--	--	4	<b>234</b>
<i>% of Total</i>	13.2%	77.8%	7.3%			1.7%	94.7%
<b>Total</b>	<b>35</b>	<b>188</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>247</b>
<i>% of Total</i>	14.2%	76.1%	8.1%	0.0%	0.0%	1.6%	100.0%

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

January 1, 2014 - June 30, 2014

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

## Other Stations

Troop C

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Denied</b>	--	--	1	--	--	--	<b>1</b>
<i>% of Total</i>			100.0%				2.7%
<b>Granted</b>	9	25	2	--	--	--	<b>36</b>
<i>% of Total</i>	25.0%	69.4%	5.6%				97.3%
<b>Withdrawn</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							0.0%
<b>Total Requests</b>	<b>9</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>
<i>% of Total</i>	24.3%	67.6%	8.1%	0.0%	0.0%	0.0%	100.0%

**Table Five: Stop Dispositions by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving Summons</b>	62	22	10	--	2	--	<b>96</b>
<i>% of Total</i>	64.6%	22.9%	10.4%		2.1%		7.5%
<b>Moving Warning</b>	36	40	7	--	1	1	<b>85</b>
<i>% of Total</i>	42.4%	47.1%	8.2%		1.2%	1.2%	6.6%
<b>Non-Moving Summons</b>	103	292	77	1	3	2	<b>478</b>
<i>% of Total</i>	21.5%	61.1%	16.1%	0.2%	0.6%	0.4%	37.3%
<b>Non-Moving Warning</b>	26	138	26	--	4	1	<b>195</b>
<i>% of Total</i>	13.3%	70.8%	13.3%		2.1%	0.5%	15.2%
<b>Mixed</b>	27	53	15	--	--	--	<b>95</b>
<i>% of Total</i>	28.4%	55.8%	15.8%				7.4%
<b>No Enforcement</b>	103	160	44	1	5	18	<b>331</b>
<i>% of Total</i>	31.1%	48.3%	13.3%	0.3%	1.5%	5.4%	25.9%
<b>Total</b>	<b>357</b>	<b>705</b>	<b>179</b>	<b>2</b>	<b>15</b>	<b>22</b>	<b>1,280</b>
<i>% of Total</i>	27.9%	55.1%	14.0%	0.2%	1.2%	1.7%	100.0%

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Total Stops with Seizures</b>	<b>6</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
<i>% of Total</i>	37.5%	56.3%	6.3%	0.0%	0.0%	0.0%	100.0%

## Other Stations

Troop C

**Table Seven: Persons Arrested by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Persons Arrested</b>	<b>32</b>	<b>238</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>296</b>
<i>% of Total</i>	<i>10.8%</i>	<i>80.4%</i>	<i>8.8%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

**Table Eight: Charges filed by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>DWI</b>	2	5	--	--	--	<b>7</b>
<i>% of Total</i>	<i>28.6%</i>	<i>71.4%</i>				<i>1.9%</i>
<b>Obstruction</b>	23	220	23	--	--	<b>266</b>
<i>% of Total</i>	<i>8.6%</i>	<i>82.7%</i>	<i>8.6%</i>			<i>70.9%</i>
<b>Paraphernalia</b>	6	3	--	--	--	<b>9</b>
<i>% of Total</i>	<i>66.7%</i>	<i>33.3%</i>				<i>2.4%</i>
<b>Possession</b>	14	29	4	--	--	<b>47</b>
<i>% of Total</i>	<i>29.8%</i>	<i>61.7%</i>	<i>8.5%</i>			<i>12.5%</i>
<b>Weapons</b>	1	3	--	--	--	<b>4</b>
<i>% of Total</i>	<i>25.0%</i>	<i>75.0%</i>				<i>1.1%</i>
<b>Other</b>	--	5	--	--	--	<b>5</b>
<i>% of Total</i>		<i>100.0%</i>				<i>1.3%</i>
<b>No Charges Filed</b>	3	29	5	--	--	<b>37</b>
<i>% of Total</i>	<i>8.1%</i>	<i>78.4%</i>	<i>13.5%</i>			<i>9.9%</i>
<b>Total</b>	<b>49</b>	<b>294</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>375</b>
<i>% of Total</i>	<i>13.1%</i>	<i>78.4%</i>	<i>8.5%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

**Table Nine: Wanted Persons by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Wanted Persons</b>	<b>23</b>	<b>220</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>266</b>
<i>% of Total</i>	<i>8.6%</i>	<i>82.7%</i>	<i>8.6%</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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving</b>	3,511	1,418	1,058	11	835	39	<b>6,872</b>
<i>% of Total</i>	51.1%	20.6%	15.4%	0.2%	12.2%	0.6%	83.4%
<b>Non-Moving</b>	494	280	249	1	76	87	<b>1,187</b>
<i>% of Total</i>	41.6%	23.6%	21.0%	0.1%	6.4%	7.3%	14.4%
<b>No Reason Provided</b>	71	51	32	1	14	10	<b>179</b>
<i>% of Total</i>	39.7%	28.5%	17.9%	0.6%	7.8%	5.6%	2.2%
<b>Total</b>	<b>4,076</b>	<b>1,749</b>	<b>1,339</b>	<b>13</b>	<b>925</b>	<b>136</b>	<b>8,238</b>
<i>% of Total</i>	49.5%	21.2%	16.3%	0.2%	11.2%	1.7%	100.0%

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Vehicle Exits</b>	107	114	75	--	19	2	<b>317</b>
<i>% of Total</i>	33.8%	36.0%	23.7%		6.0%	0.6%	97.2%
<b>Occupant Frisks</b>	8	12	12	--	2	--	<b>34</b>
<i>% of Total</i>	23.5%	35.3%	35.3%		5.9%		10.4%
<b>Non-Consensual Searches</b>	73	69	47	--	8	1	<b>198</b>
<i>% of Total</i>	36.9%	34.8%	23.7%		4.0%	0.5%	60.7%
<b>Canine Deployments</b>	--	5	3	--	--	--	<b>8</b>
<i>% of Total</i>		62.5%	37.5%				2.5%
<b>Arrests</b>	81	93	58	--	9	1	<b>242</b>
<i>% of Total</i>	33.5%	38.4%	24.0%		3.7%	0.4%	74.2%
<b>Total</b>	<b>110</b>	<b>118</b>	<b>76</b>	<b>0</b>	<b>20</b>	<b>2</b>	<b>326</b>
<i>% of Total</i>	33.7%	36.2%	23.3%	0.0%	6.1%	0.6%	100.0%

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

January 1, 2014 - June 30, 2014

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

**D010- Cranbury**

Troop D

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Denied</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							<i>0.0%</i>
<b>Granted</b>	17	35	13	--	2	1	<b>68</b>
<i>% of Total</i>	<i>25.0%</i>	<i>51.5%</i>	<i>19.1%</i>		<i>2.9%</i>	<i>1.5%</i>	<i>100.0%</i>
<b>Withdrawn</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							<i>0.0%</i>
<b>Total Requests</b>	<b>17</b>	<b>35</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>68</b>
<i>% of Total</i>	<i>25.0%</i>	<i>51.5%</i>	<i>19.1%</i>	<i>0.0%</i>	<i>2.9%</i>	<i>1.5%</i>	<i>100.0%</i>

**Table Five: Stop Dispositions by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving Summons</b>	1,329	551	432	6	468	5	<b>2,791</b>
<i>% of Total</i>	<i>47.6%</i>	<i>19.7%</i>	<i>15.5%</i>	<i>0.2%</i>	<i>16.8%</i>	<i>0.2%</i>	<i>33.9%</i>
<b>Moving Warning</b>	830	304	206	--	115	6	<b>1,461</b>
<i>% of Total</i>	<i>56.8%</i>	<i>20.8%</i>	<i>14.1%</i>		<i>7.9%</i>	<i>0.4%</i>	<i>17.7%</i>
<b>Non-Moving Summons</b>	470	235	204	1	112	92	<b>1,114</b>
<i>% of Total</i>	<i>42.2%</i>	<i>21.1%</i>	<i>18.3%</i>	<i>0.1%</i>	<i>10.1%</i>	<i>8.3%</i>	<i>13.5%</i>
<b>Non-Moving Warning</b>	100	73	58	--	10	2	<b>243</b>
<i>% of Total</i>	<i>41.2%</i>	<i>30.0%</i>	<i>23.9%</i>		<i>4.1%</i>	<i>0.8%</i>	<i>2.9%</i>
<b>Mixed</b>	297	191	155	1	65	1	<b>710</b>
<i>% of Total</i>	<i>41.8%</i>	<i>26.9%</i>	<i>21.8%</i>	<i>0.1%</i>	<i>9.2%</i>	<i>0.1%</i>	<i>8.6%</i>
<b>No Enforcement</b>	1,050	395	284	5	155	30	<b>1,919</b>
<i>% of Total</i>	<i>54.7%</i>	<i>20.6%</i>	<i>14.8%</i>	<i>0.3%</i>	<i>8.1%</i>	<i>1.6%</i>	<i>23.3%</i>
<b>Total</b>	<b>4,076</b>	<b>1,749</b>	<b>1,339</b>	<b>13</b>	<b>925</b>	<b>136</b>	<b>8,238</b>
<i>% of Total</i>	<i>49.5%</i>	<i>21.2%</i>	<i>16.3%</i>	<i>0.2%</i>	<i>11.2%</i>	<i>1.7%</i>	<i>100.0%</i>

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Total Stops with Seizures</b>	<b>17</b>	<b>35</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>64</b>
<i>% of Total</i>	<i>26.6%</i>	<i>54.7%</i>	<i>15.6%</i>	<i>0.0%</i>	<i>1.6%</i>	<i>1.6%</i>	<i>100.0%</i>

**D010- Cranbury**

Troop D

**Table Seven: Persons Arrested by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Persons Arrested</b>	<b>99</b>	<b>134</b>	<b>79</b>	<b>0</b>	<b>11</b>	<b>323</b>
<i>% of Total</i>	<i>30.7%</i>	<i>41.5%</i>	<i>24.5%</i>	<i>0.0%</i>	<i>3.4%</i>	<i>100.0%</i>

**Table Eight: Charges filed by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>DWI</b>	39	28	25	--	6	<b>98</b>
<i>% of Total</i>	<i>39.8%</i>	<i>28.6%</i>	<i>25.5%</i>		<i>6.1%</i>	<i>20.6%</i>
<b>Obstruction</b>	31	46	30	--	1	<b>108</b>
<i>% of Total</i>	<i>28.7%</i>	<i>42.6%</i>	<i>27.8%</i>		<i>0.9%</i>	<i>22.7%</i>
<b>Paraphernalia</b>	24	17	5	--	2	<b>48</b>
<i>% of Total</i>	<i>50.0%</i>	<i>35.4%</i>	<i>10.4%</i>		<i>4.2%</i>	<i>10.1%</i>
<b>Possession</b>	36	62	14	--	8	<b>120</b>
<i>% of Total</i>	<i>30.0%</i>	<i>51.7%</i>	<i>11.7%</i>		<i>6.7%</i>	<i>25.2%</i>
<b>Weapons</b>	6	12	--	--	--	<b>18</b>
<i>% of Total</i>	<i>33.3%</i>	<i>66.7%</i>				<i>3.8%</i>
<b>Other</b>	10	11	15	--	--	<b>36</b>
<i>% of Total</i>	<i>27.8%</i>	<i>30.6%</i>	<i>41.7%</i>			<i>7.6%</i>
<b>No Charges Filed</b>	12	27	7	--	2	<b>48</b>
<i>% of Total</i>	<i>25.0%</i>	<i>56.3%</i>	<i>14.6%</i>		<i>4.2%</i>	<i>10.1%</i>
<b>Total</b>	<b>158</b>	<b>203</b>	<b>96</b>	<b>0</b>	<b>19</b>	<b>476</b>
<i>% of Total</i>	<i>33.2%</i>	<i>42.6%</i>	<i>20.2%</i>	<i>0.0%</i>	<i>4.0%</i>	<i>100.0%</i>

**Table Nine: Wanted Persons by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Wanted Persons</b>	<b>31</b>	<b>46</b>	<b>30</b>	<b>0</b>	<b>1</b>	<b>108</b>
<i>% of Total</i>	<i>28.7%</i>	<i>42.6%</i>	<i>27.8%</i>	<i>0.0%</i>	<i>0.9%</i>	<i>100.0%</i>

## D020- Moorestown

Troop D

### Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving</b>	5,056	2,532	1,142	7	1,210	30	<b>9,977</b>
<i>% of Total</i>	50.7%	25.4%	11.4%	0.1%	12.1%	0.3%	86.0%
<b>Non-Moving</b>	691	423	232	1	108	18	<b>1,473</b>
<i>% of Total</i>	46.9%	28.7%	15.8%	0.1%	7.3%	1.2%	12.7%
<b>No Reason Provided</b>	65	44	18	--	11	16	<b>154</b>
<i>% of Total</i>	42.2%	28.6%	11.7%		7.1%	10.4%	1.3%
<b>Total</b>	<b>5,812</b>	<b>2,999</b>	<b>1,392</b>	<b>8</b>	<b>1,329</b>	<b>64</b>	<b>11,604</b>
<i>% of Total</i>	50.1%	25.8%	12.0%	0.1%	11.5%	0.6%	100.0%

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Vehicle Exits</b>	126	170	66	--	18	12	<b>392</b>
<i>% of Total</i>	32.1%	43.4%	16.8%		4.6%	3.1%	97.8%
<b>Occupant Frisks</b>	7	11	6	--	2	1	<b>27</b>
<i>% of Total</i>	25.9%	40.7%	22.2%		7.4%	3.7%	6.7%
<b>Non-Consensual Searches</b>	87	103	40	--	9	8	<b>247</b>
<i>% of Total</i>	35.2%	41.7%	16.2%		3.6%	3.2%	61.6%
<b>Canine Deployments</b>	--	2	1	--	--	--	<b>3</b>
<i>% of Total</i>		66.7%	33.3%				0.7%
<b>Arrests</b>	101	139	45	--	12	8	<b>305</b>
<i>% of Total</i>	33.1%	45.6%	14.8%		3.9%	2.6%	76.1%
<b>Total</b>	<b>130</b>	<b>173</b>	<b>67</b>	<b>0</b>	<b>18</b>	<b>13</b>	<b>401</b>
<i>% of Total</i>	32.4%	43.1%	16.7%	0.0%	4.5%	3.2%	100.0%

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

January 1, 2014 - June 30, 2014

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

**D020- Moorestown**

Troop D

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Denied</b>	1	--	--	--	--	--	<b>1</b>
<i>% of Total</i>	100.0%						1.1%
<b>Granted</b>	25	53	11	--	3	--	<b>92</b>
<i>% of Total</i>	27.2%	57.6%	12.0%		3.3%		98.9%
<b>Withdrawn</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							0.0%
<b>Total Requests</b>	<b>26</b>	<b>53</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>93</b>
<i>% of Total</i>	28.0%	57.0%	11.8%	0.0%	3.2%	0.0%	100.0%

**Table Five: Stop Dispositions by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving Summons</b>	2,092	1,072	495	3	672	8	<b>4,342</b>
<i>% of Total</i>	48.2%	24.7%	11.4%	0.1%	15.5%	0.2%	37.4%
<b>Moving Warning</b>	1,325	614	207	1	199	3	<b>2,349</b>
<i>% of Total</i>	56.4%	26.1%	8.8%	0.0%	8.5%	0.1%	20.2%
<b>Non-Moving Summons</b>	727	373	237	1	138	24	<b>1,500</b>
<i>% of Total</i>	48.5%	24.9%	15.8%	0.1%	9.2%	1.6%	12.9%
<b>Non-Moving Warning</b>	290	187	74	1	36	1	<b>589</b>
<i>% of Total</i>	49.2%	31.7%	12.6%	0.2%	6.1%	0.2%	5.1%
<b>Mixed</b>	373	311	188	1	133	4	<b>1,010</b>
<i>% of Total</i>	36.9%	30.8%	18.6%	0.1%	13.2%	0.4%	8.7%
<b>No Enforcement</b>	1,005	442	191	1	151	24	<b>1,814</b>
<i>% of Total</i>	55.4%	24.4%	10.5%	0.1%	8.3%	1.3%	15.6%
<b>Total</b>	<b>5,812</b>	<b>2,999</b>	<b>1,392</b>	<b>8</b>	<b>1,329</b>	<b>64</b>	<b>11,604</b>
<i>% of Total</i>	50.1%	25.8%	12.0%	0.1%	11.5%	0.6%	100.0%

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Total Stops with Seizures</b>	<b>28</b>	<b>40</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>80</b>
<i>% of Total</i>	35.0%	50.0%	12.5%	0.0%	2.5%	0.0%	100.0%

**D020- Moorestown**

Troop D

**Table Seven: Persons Arrested by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Persons Arrested</b>	<b>109</b>	<b>208</b>	<b>69</b>	<b>0</b>	<b>18</b>	<b>404</b>
<i>% of Total</i>	<i>27.0%</i>	<i>51.5%</i>	<i>17.1%</i>	<i>0.0%</i>	<i>4.5%</i>	<i>100.0%</i>

**Table Eight: Charges filed by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>DWI</b>	44	27	24	--	5	<b>100</b>
<i>% of Total</i>	<i>44.0%</i>	<i>27.0%</i>	<i>24.0%</i>		<i>5.0%</i>	<i>18.7%</i>
<b>Obstruction</b>	27	87	22	--	3	<b>139</b>
<i>% of Total</i>	<i>19.4%</i>	<i>62.6%</i>	<i>15.8%</i>		<i>2.2%</i>	<i>25.9%</i>
<b>Paraphernalia</b>	20	23	4	--	1	<b>48</b>
<i>% of Total</i>	<i>41.7%</i>	<i>47.9%</i>	<i>8.3%</i>		<i>2.1%</i>	<i>9.0%</i>
<b>Possession</b>	32	73	15	--	5	<b>125</b>
<i>% of Total</i>	<i>25.6%</i>	<i>58.4%</i>	<i>12.0%</i>		<i>4.0%</i>	<i>23.3%</i>
<b>Weapons</b>	4	12	--	--	--	<b>16</b>
<i>% of Total</i>	<i>25.0%</i>	<i>75.0%</i>				<i>3.0%</i>
<b>Other</b>	9	22	2	--	4	<b>37</b>
<i>% of Total</i>	<i>24.3%</i>	<i>59.5%</i>	<i>5.4%</i>		<i>10.8%</i>	<i>6.9%</i>
<b>No Charges Filed</b>	15	45	9	--	2	<b>71</b>
<i>% of Total</i>	<i>21.1%</i>	<i>63.4%</i>	<i>12.7%</i>		<i>2.8%</i>	<i>13.2%</i>
<b>Total</b>	<b>151</b>	<b>289</b>	<b>76</b>	<b>0</b>	<b>20</b>	<b>536</b>
<i>% of Total</i>	<i>28.2%</i>	<i>53.9%</i>	<i>14.2%</i>	<i>0.0%</i>	<i>3.7%</i>	<i>100.0%</i>

**Table Nine: Wanted Persons by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Wanted Persons</b>	<b>27</b>	<b>87</b>	<b>22</b>	<b>0</b>	<b>3</b>	<b>139</b>
<i>% of Total</i>	<i>19.4%</i>	<i>62.6%</i>	<i>15.8%</i>	<i>0.0%</i>	<i>2.2%</i>	<i>100.0%</i>



**D030- Newark**

Troop D

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Denied</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							<i>0.0%</i>
<b>Granted</b>	11	7	3	--	2	--	<b>23</b>
<i>% of Total</i>	<i>47.8%</i>	<i>30.4%</i>	<i>13.0%</i>		<i>8.7%</i>		<i>100.0%</i>
<b>Withdrawn</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							<i>0.0%</i>
<b>Total Requests</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>23</b>
<i>% of Total</i>	<i>47.8%</i>	<i>30.4%</i>	<i>13.0%</i>	<i>0.0%</i>	<i>8.7%</i>	<i>0.0%</i>	<i>100.0%</i>

**Table Five: Stop Dispositions by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving Summons</b>	1,920	588	753	10	589	13	<b>3,873</b>
<i>% of Total</i>	<i>49.6%</i>	<i>15.2%</i>	<i>19.4%</i>	<i>0.3%</i>	<i>15.2%</i>	<i>0.3%</i>	<i>32.9%</i>
<b>Moving Warning</b>	1,375	390	447	4	241	6	<b>2,463</b>
<i>% of Total</i>	<i>55.8%</i>	<i>15.8%</i>	<i>18.1%</i>	<i>0.2%</i>	<i>9.8%</i>	<i>0.2%</i>	<i>20.9%</i>
<b>Non-Moving Summons</b>	521	214	341	7	161	371	<b>1,615</b>
<i>% of Total</i>	<i>32.3%</i>	<i>13.3%</i>	<i>21.1%</i>	<i>0.4%</i>	<i>10.0%</i>	<i>23.0%</i>	<i>13.7%</i>
<b>Non-Moving Warning</b>	216	96	105	--	55	3	<b>475</b>
<i>% of Total</i>	<i>45.5%</i>	<i>20.2%</i>	<i>22.1%</i>		<i>11.6%</i>	<i>0.6%</i>	<i>4.0%</i>
<b>Mixed</b>	588	247	307	1	150	29	<b>1,322</b>
<i>% of Total</i>	<i>44.5%</i>	<i>18.7%</i>	<i>23.2%</i>	<i>0.1%</i>	<i>11.3%</i>	<i>2.2%</i>	<i>11.2%</i>
<b>No Enforcement</b>	1,106	349	372	6	128	50	<b>2,011</b>
<i>% of Total</i>	<i>55.0%</i>	<i>17.4%</i>	<i>18.5%</i>	<i>0.3%</i>	<i>6.4%</i>	<i>2.5%</i>	<i>17.1%</i>
<b>Total</b>	<b>5,726</b>	<b>1,884</b>	<b>2,325</b>	<b>28</b>	<b>1,324</b>	<b>472</b>	<b>11,759</b>
<i>% of Total</i>	<i>48.7%</i>	<i>16.0%</i>	<i>19.8%</i>	<i>0.2%</i>	<i>11.3%</i>	<i>4.0%</i>	<i>100.0%</i>

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Total Stops with Seizures</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>24</b>
<i>% of Total</i>	<i>45.8%</i>	<i>29.2%</i>	<i>20.8%</i>	<i>0.0%</i>	<i>4.2%</i>	<i>0.0%</i>	<i>100.0%</i>

**D030- Newark**

Troop D

**Table Seven: Persons Arrested by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Persons Arrested</b>	<b>83</b>	<b>93</b>	<b>93</b>	<b>0</b>	<b>25</b>	<b>294</b>
<i>% of Total</i>	<i>28.2%</i>	<i>31.6%</i>	<i>31.6%</i>	<i>0.0%</i>	<i>8.5%</i>	<i>100.0%</i>

**Table Eight: Charges filed by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>DWI</b>	35	21	49	--	10	<b>115</b>
<i>% of Total</i>	<i>30.4%</i>	<i>18.3%</i>	<i>42.6%</i>		<i>8.7%</i>	<i>31.8%</i>
<b>Obstruction</b>	35	61	38	--	9	<b>143</b>
<i>% of Total</i>	<i>24.5%</i>	<i>42.7%</i>	<i>26.6%</i>		<i>6.3%</i>	<i>39.5%</i>
<b>Paraphernalia</b>	6	7	1	--	1	<b>15</b>
<i>% of Total</i>	<i>40.0%</i>	<i>46.7%</i>	<i>6.7%</i>		<i>6.7%</i>	<i>4.1%</i>
<b>Possession</b>	15	20	10	--	4	<b>49</b>
<i>% of Total</i>	<i>30.6%</i>	<i>40.8%</i>	<i>20.4%</i>		<i>8.2%</i>	<i>13.5%</i>
<b>Weapons</b>	--	3	--	--	--	<b>3</b>
<i>% of Total</i>		<i>100.0%</i>				<i>0.8%</i>
<b>Other</b>	1	7	10	--	--	<b>18</b>
<i>% of Total</i>	<i>5.6%</i>	<i>38.9%</i>	<i>55.6%</i>			<i>5.0%</i>
<b>No Charges Filed</b>	6	8	2	--	3	<b>19</b>
<i>% of Total</i>	<i>31.6%</i>	<i>42.1%</i>	<i>10.5%</i>		<i>15.8%</i>	<i>5.2%</i>
<b>Total</b>	<b>98</b>	<b>127</b>	<b>110</b>	<b>0</b>	<b>27</b>	<b>362</b>
<i>% of Total</i>	<i>27.1%</i>	<i>35.1%</i>	<i>30.4%</i>	<i>0.0%</i>	<i>7.5%</i>	<i>100.0%</i>

**Table Nine: Wanted Persons by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Wanted Persons</b>	<b>35</b>	<b>61</b>	<b>38</b>	<b>0</b>	<b>9</b>	<b>143</b>
<i>% of Total</i>	<i>24.5%</i>	<i>42.7%</i>	<i>26.6%</i>	<i>0.0%</i>	<i>6.3%</i>	<i>100.0%</i>



**E030- Bass River**

Troop D

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Denied</b>	1	--	--	--	--	--	<b>1</b>
<i>% of Total</i>	100.0%						2.2%
<b>Granted</b>	21	10	10	--	3	--	<b>44</b>
<i>% of Total</i>	47.7%	22.7%	22.7%		6.8%		97.8%
<b>Withdrawn</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							0.0%
<b>Total Requests</b>	<b>22</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>45</b>
<i>% of Total</i>	48.9%	22.2%	22.2%	0.0%	6.7%	0.0%	100.0%

**Table Five: Stop Dispositions by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving Summons</b>	1,669	237	189	--	180	1	<b>2,276</b>
<i>% of Total</i>	73.3%	10.4%	8.3%		7.9%	0.0%	28.0%
<b>Moving Warning</b>	1,628	182	101	--	92	2	<b>2,005</b>
<i>% of Total</i>	81.2%	9.1%	5.0%		4.6%	0.1%	24.6%
<b>Non-Moving Summons</b>	745	92	74	--	37	--	<b>948</b>
<i>% of Total</i>	78.6%	9.7%	7.8%		3.9%		11.7%
<b>Non-Moving Warning</b>	247	43	30	--	13	1	<b>334</b>
<i>% of Total</i>	74.0%	12.9%	9.0%		3.9%	0.3%	4.1%
<b>Mixed</b>	620	100	115	1	52	1	<b>889</b>
<i>% of Total</i>	69.7%	11.2%	12.9%	0.1%	5.8%	0.1%	10.9%
<b>No Enforcement</b>	1,350	162	99	1	49	24	<b>1,685</b>
<i>% of Total</i>	80.1%	9.6%	5.9%	0.1%	2.9%	1.4%	20.7%
<b>Total</b>	<b>6,259</b>	<b>816</b>	<b>608</b>	<b>2</b>	<b>423</b>	<b>29</b>	<b>8,137</b>
<i>% of Total</i>	76.9%	10.0%	7.5%	0.0%	5.2%	0.4%	100.0%

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Total Stops with Seizures</b>	<b>18</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>33</b>
<i>% of Total</i>	54.5%	15.2%	21.2%	0.0%	6.1%	3.0%	100.0%

**E030- Bass River**

Troop D

**Table Seven: Persons Arrested by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Persons Arrested</b>	<b>178</b>	<b>70</b>	<b>40</b>	<b>0</b>	<b>11</b>	<b>299</b>
<i>% of Total</i>	<i>59.5%</i>	<i>23.4%</i>	<i>13.4%</i>	<i>0.0%</i>	<i>3.7%</i>	<i>100.0%</i>

**Table Eight: Charges filed by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>DWI</b>	76	9	12	--	2	<b>99</b>
<i>% of Total</i>	<i>76.8%</i>	<i>9.1%</i>	<i>12.1%</i>		<i>2.0%</i>	<i>24.9%</i>
<b>Obstruction</b>	53	39	8	--	2	<b>102</b>
<i>% of Total</i>	<i>52.0%</i>	<i>38.2%</i>	<i>7.8%</i>		<i>2.0%</i>	<i>25.6%</i>
<b>Paraphernalia</b>	22	6	8	--	2	<b>38</b>
<i>% of Total</i>	<i>57.9%</i>	<i>15.8%</i>	<i>21.1%</i>		<i>5.3%</i>	<i>9.5%</i>
<b>Possession</b>	52	18	14	--	3	<b>87</b>
<i>% of Total</i>	<i>59.8%</i>	<i>20.7%</i>	<i>16.1%</i>		<i>3.4%</i>	<i>21.9%</i>
<b>Weapons</b>	--	--	--	--	--	<b>0</b>
<i>% of Total</i>						<i>0.0%</i>
<b>Other</b>	12	6	1	--	--	<b>19</b>
<i>% of Total</i>	<i>63.2%</i>	<i>31.6%</i>	<i>5.3%</i>			<i>4.8%</i>
<b>No Charges Filed</b>	26	15	8	--	4	<b>53</b>
<i>% of Total</i>	<i>49.1%</i>	<i>28.3%</i>	<i>15.1%</i>		<i>7.5%</i>	<i>13.3%</i>
<b>Total</b>	<b>241</b>	<b>93</b>	<b>51</b>	<b>0</b>	<b>13</b>	<b>398</b>
<i>% of Total</i>	<i>60.6%</i>	<i>23.4%</i>	<i>12.8%</i>	<i>0.0%</i>	<i>3.3%</i>	<i>100.0%</i>

**Table Nine: Wanted Persons by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Wanted Persons</b>	<b>53</b>	<b>39</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>102</b>
<i>% of Total</i>	<i>52.0%</i>	<i>38.2%</i>	<i>7.8%</i>	<i>0.0%</i>	<i>2.0%</i>	<i>100.0%</i>

**E40-Bloomfield**

Troop D

**Table One: Reason for Stop by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving</b>	6,655	2,349	1,587	20	926	33	<b>11,570</b>
<i>% of Total</i>	57.5%	20.3%	13.7%	0.2%	8.0%	0.3%	93.9%
<b>Non-Moving</b>	272	153	108	--	34	19	<b>586</b>
<i>% of Total</i>	46.4%	26.1%	18.4%		5.8%	3.2%	4.8%
<b>No Reason Provided</b>	62	55	26	--	5	14	<b>162</b>
<i>% of Total</i>	38.3%	34.0%	16.0%		3.1%	8.6%	1.3%
<b>Total</b>	<b>6,989</b>	<b>2,557</b>	<b>1,721</b>	<b>20</b>	<b>965</b>	<b>66</b>	<b>12,318</b>
<i>% of Total</i>	56.7%	20.8%	14.0%	0.2%	7.8%	0.5%	100.0%

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Vehicle Exits</b>	151	149	83	1	19	11	<b>414</b>
<i>% of Total</i>	36.5%	36.0%	20.0%	0.2%	4.6%	2.7%	93.2%
<b>Occupant Frisks</b>	16	9	14	--	1	2	<b>42</b>
<i>% of Total</i>	38.1%	21.4%	33.3%		2.4%	4.8%	9.5%
<b>Non-Consensual Searches</b>	113	121	72	1	14	11	<b>332</b>
<i>% of Total</i>	34.0%	36.4%	21.7%	0.3%	4.2%	3.3%	74.8%
<b>Canine Deployments</b>	--	1	--	--	--	--	<b>1</b>
<i>% of Total</i>		100.0%					0.2%
<b>Arrests</b>	124	132	73	1	16	11	<b>357</b>
<i>% of Total</i>	34.7%	37.0%	20.4%	0.3%	4.5%	3.1%	80.4%
<b>Total</b>	<b>165</b>	<b>158</b>	<b>87</b>	<b>1</b>	<b>19</b>	<b>14</b>	<b>444</b>
<i>% of Total</i>	37.2%	35.6%	19.6%	0.2%	4.3%	3.2%	100.0%

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

January 1, 2014 - June 30, 2014

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

**E40-Bloomfield**

Troop D

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Denied</b>	--	1	--	--	--	--	<b>1</b>
<i>% of Total</i>		100.0%					2.8%
<b>Granted</b>	18	12	2	--	3	0	<b>35</b>
<i>% of Total</i>	51.4%	34.3%	5.7%		8.6%	0.0%	97.2%
<b>Withdrawn</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							0.0%
<b>Total Requests</b>	<b>18</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>36</b>
<i>% of Total</i>	50.0%	36.1%	5.6%	0.0%	8.3%	0.0%	100.0%

**Table Five: Stop Dispositions by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving Summons</b>	2,453	886	634	9	480	6	<b>4,468</b>
<i>% of Total</i>	54.9%	19.8%	14.2%	0.2%	10.7%	0.1%	36.3%
<b>Moving Warning</b>	2,132	632	420	6	223	3	<b>3,416</b>
<i>% of Total</i>	62.4%	18.5%	12.3%	0.2%	6.5%	0.1%	27.7%
<b>Non-Moving Summons</b>	638	264	202	--	95	16	<b>1,215</b>
<i>% of Total</i>	52.5%	21.7%	16.6%		7.8%	1.3%	9.9%
<b>Non-Moving Warning</b>	82	53	35	--	17	--	<b>187</b>
<i>% of Total</i>	43.9%	28.3%	18.7%		9.1%		1.5%
<b>Mixed</b>	315	237	149	1	56	2	<b>760</b>
<i>% of Total</i>	41.4%	31.2%	19.6%	0.1%	7.4%	0.3%	6.2%
<b>No Enforcement</b>	1,369	485	281	4	94	39	<b>2,272</b>
<i>% of Total</i>	60.3%	21.3%	12.4%	0.2%	4.1%	1.7%	18.4%
<b>Total</b>	<b>6,989</b>	<b>2,557</b>	<b>1,721</b>	<b>20</b>	<b>965</b>	<b>66</b>	<b>12,318</b>
<i>% of Total</i>	56.7%	20.8%	14.0%	0.2%	7.8%	0.5%	100.0%

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Total Stops with Seizures</b>	<b>20</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>34</b>
<i>% of Total</i>	58.8%	26.5%	8.8%	0.0%	5.9%	0.0%	100.0%

**E40-Bloomfield**

Troop D

**Table Seven: Persons Arrested by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Persons Arrested</b>	<b>140</b>	<b>155</b>	<b>77</b>	<b>0</b>	<b>17</b>	<b>389</b>
<i>% of Total</i>	<i>36.0%</i>	<i>39.8%</i>	<i>19.8%</i>	<i>0.0%</i>	<i>4.4%</i>	<i>100.0%</i>

**Table Eight: Charges filed by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>DWI</b>	81	72	45	--	11	<b>209</b>
<i>% of Total</i>	<i>38.8%</i>	<i>34.4%</i>	<i>21.5%</i>		<i>5.3%</i>	<i>41.8%</i>
<b>Obstruction</b>	33	60	28	--	2	<b>123</b>
<i>% of Total</i>	<i>26.8%</i>	<i>48.8%</i>	<i>22.8%</i>		<i>1.6%</i>	<i>24.6%</i>
<b>Paraphernalia</b>	23	4	1	--	1	<b>29</b>
<i>% of Total</i>	<i>79.3%</i>	<i>13.8%</i>	<i>3.4%</i>		<i>3.4%</i>	<i>5.8%</i>
<b>Possession</b>	43	19	4	--	1	<b>67</b>
<i>% of Total</i>	<i>64.2%</i>	<i>28.4%</i>	<i>6.0%</i>		<i>1.5%</i>	<i>13.4%</i>
<b>Weapons</b>	--	3	--	--	--	<b>3</b>
<i>% of Total</i>		<i>100.0%</i>				<i>0.6%</i>
<b>Other</b>	5	15	8	--	--	<b>28</b>
<i>% of Total</i>	<i>17.9%</i>	<i>53.6%</i>	<i>28.6%</i>			<i>5.6%</i>
<b>No Charges Filed</b>	10	21	6	--	4	<b>41</b>
<i>% of Total</i>	<i>24.4%</i>	<i>51.2%</i>	<i>14.6%</i>		<i>9.8%</i>	<i>8.2%</i>
<b>Total</b>	<b>195</b>	<b>194</b>	<b>92</b>	<b>0</b>	<b>19</b>	<b>500</b>
<i>% of Total</i>	<i>39.0%</i>	<i>38.8%</i>	<i>18.4%</i>	<i>0.0%</i>	<i>3.8%</i>	<i>100.0%</i>

**Table Nine: Wanted Persons by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Wanted Persons</b>	<b>33</b>	<b>60</b>	<b>28</b>	<b>0</b>	<b>2</b>	<b>123</b>
<i>% of Total</i>	<i>26.8%</i>	<i>48.8%</i>	<i>22.8%</i>	<i>0.0%</i>	<i>1.6%</i>	<i>100.0%</i>



**E050- Holmdel**

Troop D

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Denied</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							<i>0.0%</i>
<b>Granted</b>	35	22	5	--	3	1	<b>66</b>
<i>% of Total</i>	<i>53.0%</i>	<i>33.3%</i>	<i>7.6%</i>		<i>4.5%</i>	<i>1.5%</i>	<i>100.0%</i>
<b>Withdrawn</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							<i>0.0%</i>
<b>Total Requests</b>	<b>35</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>66</b>
<i>% of Total</i>	<i>53.0%</i>	<i>33.3%</i>	<i>7.6%</i>	<i>0.0%</i>	<i>4.5%</i>	<i>1.5%</i>	<i>100.0%</i>

**Table Five: Stop Dispositions by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving Summons</b>	1,652	274	240	2	234	9	<b>2,411</b>
<i>% of Total</i>	<i>68.5%</i>	<i>11.4%</i>	<i>10.0%</i>	<i>0.1%</i>	<i>9.7%</i>	<i>0.4%</i>	<i>20.0%</i>
<b>Moving Warning</b>	2,160	289	233	2	132	5	<b>2,821</b>
<i>% of Total</i>	<i>76.6%</i>	<i>10.2%</i>	<i>8.3%</i>	<i>0.1%</i>	<i>4.7%</i>	<i>0.2%</i>	<i>23.4%</i>
<b>Non-Moving Summons</b>	888	170	220	1	87	3	<b>1,369</b>
<i>% of Total</i>	<i>64.9%</i>	<i>12.4%</i>	<i>16.1%</i>	<i>0.1%</i>	<i>6.4%</i>	<i>0.2%</i>	<i>11.4%</i>
<b>Non-Moving Warning</b>	506	111	113	--	47	--	<b>777</b>
<i>% of Total</i>	<i>65.1%</i>	<i>14.3%</i>	<i>14.5%</i>		<i>6.0%</i>		<i>6.4%</i>
<b>Mixed</b>	719	195	214	4	88	3	<b>1,223</b>
<i>% of Total</i>	<i>58.8%</i>	<i>15.9%</i>	<i>17.5%</i>	<i>0.3%</i>	<i>7.2%</i>	<i>0.2%</i>	<i>10.1%</i>
<b>No Enforcement</b>	2,555	384	302	6	161	45	<b>3,453</b>
<i>% of Total</i>	<i>74.0%</i>	<i>11.1%</i>	<i>8.7%</i>	<i>0.2%</i>	<i>4.7%</i>	<i>1.3%</i>	<i>28.6%</i>
<b>Total</b>	<b>8,480</b>	<b>1,423</b>	<b>1,322</b>	<b>15</b>	<b>749</b>	<b>65</b>	<b>12,054</b>
<i>% of Total</i>	<i>70.4%</i>	<i>11.8%</i>	<i>11.0%</i>	<i>0.1%</i>	<i>6.2%</i>	<i>0.5%</i>	<i>100.0%</i>

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Total Stops with Seizures</b>	<b>34</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>56</b>
<i>% of Total</i>	<i>60.7%</i>	<i>25.0%</i>	<i>7.1%</i>	<i>0.0%</i>	<i>5.4%</i>	<i>1.8%</i>	<i>100.0%</i>

**E050- Holmdel**

Troop D

**Table Seven: Persons Arrested by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Persons Arrested</b>	<b>262</b>	<b>118</b>	<b>86</b>	<b>0</b>	<b>30</b>	<b>496</b>
<i>% of Total</i>	<i>52.8%</i>	<i>23.8%</i>	<i>17.3%</i>	<i>0.0%</i>	<i>6.0%</i>	<i>100.0%</i>

**Table Eight: Charges filed by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>DWI</b>	114	17	26	--	6	<b>163</b>
<i>% of Total</i>	<i>69.9%</i>	<i>10.4%</i>	<i>16.0%</i>		<i>3.7%</i>	<i>27.1%</i>
<b>Obstruction</b>	94	74	39	--	9	<b>216</b>
<i>% of Total</i>	<i>43.5%</i>	<i>34.3%</i>	<i>18.1%</i>		<i>4.2%</i>	<i>35.9%</i>
<b>Paraphernalia</b>	30	4	4	--	2	<b>40</b>
<i>% of Total</i>	<i>75.0%</i>	<i>10.0%</i>	<i>10.0%</i>		<i>5.0%</i>	<i>6.6%</i>
<b>Possession</b>	63	16	13	--	3	<b>95</b>
<i>% of Total</i>	<i>66.3%</i>	<i>16.8%</i>	<i>13.7%</i>		<i>3.2%</i>	<i>15.8%</i>
<b>Weapons</b>	1	--	--	--	--	<b>1</b>
<i>% of Total</i>	<i>100.0%</i>					<i>0.2%</i>
<b>Other</b>	6	5	--	--	3	<b>14</b>
<i>% of Total</i>	<i>42.9%</i>	<i>35.7%</i>			<i>21.4%</i>	<i>2.3%</i>
<b>No Charges Filed</b>	25	22	14	--	12	<b>73</b>
<i>% of Total</i>	<i>34.2%</i>	<i>30.1%</i>	<i>19.2%</i>		<i>16.4%</i>	<i>12.1%</i>
<b>Total</b>	<b>333</b>	<b>138</b>	<b>96</b>	<b>0</b>	<b>35</b>	<b>602</b>
<i>% of Total</i>	<i>55.3%</i>	<i>22.9%</i>	<i>15.9%</i>	<i>0.0%</i>	<i>5.8%</i>	<i>100.0%</i>

**Table Nine: Wanted Persons by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Wanted Persons</b>	<b>94</b>	<b>74</b>	<b>39</b>	<b>0</b>	<b>9</b>	<b>216</b>
<i>% of Total</i>	<i>43.5%</i>	<i>34.3%</i>	<i>18.1%</i>	<i>0.0%</i>	<i>4.2%</i>	<i>100.0%</i>



## Other Stations

Troop D

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

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Denied</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							<i>0.0%</i>
<b>Granted</b>	19	5	8	--	--	--	<b>32</b>
<i>% of Total</i>	<i>59.4%</i>	<i>15.6%</i>	<i>25.0%</i>				<i>100.0%</i>
<b>Withdrawn</b>	--	--	--	--	--	--	<b>0</b>
<i>% of Total</i>							<i>0.0%</i>
<b>Total Requests</b>	<b>19</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>
<i>% of Total</i>	<i>59.4%</i>	<i>15.6%</i>	<i>25.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

**Table Five: Stop Dispositions by Driver Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
<b>Moving Summons</b>	1,641	529	467	5	357	4	<b>3,003</b>
<i>% of Total</i>	<i>54.6%</i>	<i>17.6%</i>	<i>15.6%</i>	<i>0.2%</i>	<i>11.9%</i>	<i>0.1%</i>	<i>39.3%</i>
<b>Moving Warning</b>	754	134	121	--	56	1	<b>1,066</b>
<i>% of Total</i>	<i>70.7%</i>	<i>12.6%</i>	<i>11.4%</i>		<i>5.3%</i>	<i>0.1%</i>	<i>13.9%</i>
<b>Non-Moving Summons</b>	639	248	240	2	86	413	<b>1,628</b>
<i>% of Total</i>	<i>39.3%</i>	<i>15.2%</i>	<i>14.7%</i>	<i>0.1%</i>	<i>5.3%</i>	<i>25.4%</i>	<i>21.3%</i>
<b>Non-Moving Warning</b>	119	25	28	--	6	--	<b>178</b>
<i>% of Total</i>	<i>66.9%</i>	<i>14.0%</i>	<i>15.7%</i>		<i>3.4%</i>		<i>2.3%</i>
<b>Mixed</b>	226	85	107	1	44	5	<b>468</b>
<i>% of Total</i>	<i>48.3%</i>	<i>18.2%</i>	<i>22.9%</i>	<i>0.2%</i>	<i>9.4%</i>	<i>1.1%</i>	<i>6.1%</i>
<b>No Enforcement</b>	887	172	172	2	54	12	<b>1,299</b>
<i>% of Total</i>	<i>68.3%</i>	<i>13.2%</i>	<i>13.2%</i>	<i>0.2%</i>	<i>4.2%</i>	<i>0.9%</i>	<i>17.0%</i>
<b>Total</b>	<b>4,266</b>	<b>1,193</b>	<b>1,135</b>	<b>10</b>	<b>603</b>	<b>435</b>	<b>7,642</b>
<i>% of Total</i>	<i>55.8%</i>	<i>15.6%</i>	<i>14.9%</i>	<i>0.1%</i>	<i>7.9%</i>	<i>5.7%</i>	<i>100.0%</i>

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

January 1, 2014 - June 30, 2014

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

## Other Stations

Troop D

**Table Seven: Persons Arrested by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Persons Arrested</b>	<b>55</b>	<b>43</b>	<b>33</b>	<b>0</b>	<b>4</b>	<b>135</b>
<i>% of Total</i>	<i>40.7%</i>	<i>31.9%</i>	<i>24.4%</i>	<i>0.0%</i>	<i>3.0%</i>	<i>100.0%</i>

**Table Eight: Charges filed by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>DWI</b>	3	1	4	--	--	<b>8</b>
<i>% of Total</i>	<i>37.5%</i>	<i>12.5%</i>	<i>50.0%</i>			<i>3.9%</i>
<b>Obstruction</b>	23	35	16	--	3	<b>77</b>
<i>% of Total</i>	<i>29.9%</i>	<i>45.5%</i>	<i>20.8%</i>		<i>3.9%</i>	<i>37.2%</i>
<b>Paraphernalia</b>	25	1	6	--	--	<b>32</b>
<i>% of Total</i>	<i>78.1%</i>	<i>3.1%</i>	<i>18.8%</i>			<i>15.5%</i>
<b>Possession</b>	37	6	17	--	--	<b>60</b>
<i>% of Total</i>	<i>61.7%</i>	<i>10.0%</i>	<i>28.3%</i>			<i>29.0%</i>
<b>Weapons</b>	--	--	--	--	--	<b>0</b>
<i>% of Total</i>						<i>0.0%</i>
<b>Other</b>	3	9	2	--	--	<b>14</b>
<i>% of Total</i>	<i>21.4%</i>	<i>64.3%</i>	<i>14.3%</i>			<i>6.8%</i>
<b>No Charges Filed</b>	7	3	5	--	1	<b>16</b>
<i>% of Total</i>	<i>43.8%</i>	<i>18.8%</i>	<i>31.3%</i>		<i>6.3%</i>	<i>7.7%</i>
<b>Total</b>	<b>98</b>	<b>55</b>	<b>50</b>	<b>0</b>	<b>4</b>	<b>207</b>
<i>% of Total</i>	<i>47.3%</i>	<i>26.6%</i>	<i>24.2%</i>	<i>0.0%</i>	<i>1.9%</i>	<i>100.0%</i>

**Table Nine: Wanted Persons by Individual Race/Ethnicity**

January 1, 2014 - June 30, 2014

	White	Black	Hispanic	American Indian	Asian	Total
<b>Total Wanted Persons</b>	<b>23</b>	<b>35</b>	<b>16</b>	<b>0</b>	<b>3</b>	<b>77</b>
<i>% of Total</i>	<i>29.9%</i>	<i>45.5%</i>	<i>20.8%</i>	<i>0.0%</i>	<i>3.9%</i>	<i>100.0%</i>