



OLEPS

OFFICE OF LAW ENFORCEMENT PROFESSIONAL STANDARDS

Supplement to the Eighth Aggregate Report

Troop C, Troop D,
and Other Units

December 2013



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Table of Contents

Introduction	1
Analysis	
Troop C	2
Stop Level Analysis	2
Number of Stops	2
Stop Reasons	4
Law Enforcement Procedures	7
Dispositions	26
Individual Level Analysis	30
Arrests	30
Charges	31
Wanted Persons	37
Troop D	40
Stop Level Analysis	40
Number of Stops	40
Stop Reasons	42
Law Enforcement Procedures	45
Dispositions	63
Individual Level Analysis	67
Arrests	67
Charges	68
Wanted Persons	75
Other	77
Stop Level Analysis	77
Number of Stops	77
Stop Reasons	79
Law Enforcement Procedures	82
Dispositions	100
Individual Level Analysis	104
Arrests	104
Charges	105
Wanted Persons	111
Summary	114
Appendix One	116

**SUPPLEMENT TO THE EIGHTH REPORT OF AGGREGATE DATA OF
THE NEW JERSEY STATE POLICE
TROOP C, TROOP D, & OTHER
OFFICE OF LAW ENFORCEMENT PROFESSIONAL STANDARDS
JULY 1, 2012 TO DECEMBER 31, 2012**

Introduction

The Supplement to the Eighth Report of Aggregate Data of the New Jersey State Police depicts the volume and trends of Troop C, Troop D, and all other stations for July 1, 2012 to December 31, 2012. This supplement analyzes motor vehicle stops, law enforcement procedures, dispositions, arrests, and charges conducted by Troop C, Troop D, and all other stations during the current reporting period. The supplement utilizes the same data and methodology as the Eighth Aggregate Report, but only focuses on Troop C, Troop D, and all other stations. The Appendix of this report includes tables for each station in these troops.

ANALYSIS: TROOP C

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

Due to changes in data categorizations in the previous reporting period, analysis of trends was not possible in the Seventh Aggregate Report. Since this is the second reporting period since these changes, trends of activities can now be assessed. Caution is warranted as the following depictions generally only reflect two reporting periods and thus, do not present long term trends. Due to the small number of reporting periods in comparison, differences between reporting periods may be exaggerated. Because of this, some trends may only be discussed in text, rather than graphically depicted, so as not to misrepresent changes in activity.

Stop Level Analysis

Number of Stops

From July 1, 2012 to December 31, 2012, Troop C conducted 31,698 motor vehicle stops. While the number of motor vehicle stops conducted Division-wide decreased by 20%, Troop C only experienced a 7% decrease in the number of motor vehicle stops conducted.

Figure One: Trends of Motor Vehicle Stops
January 2011- December 2012

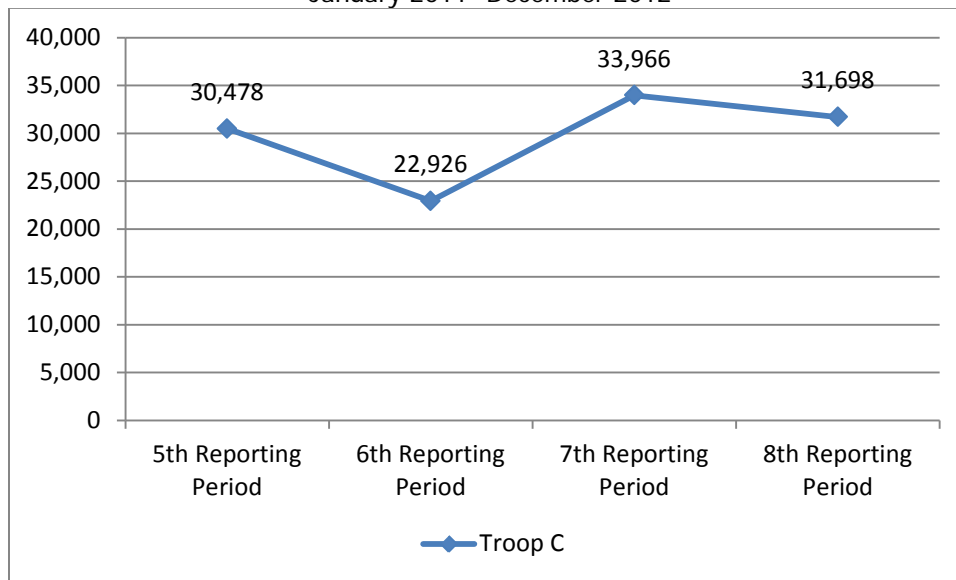


Figure One depicts the trend of the number of motor vehicle stops for the current and previous three reporting periods. While the number of stops does fluctuate each period, the current period is the second highest number of stops in the two years represented on the graph. Thus, despite Division-

wide trends of declining stop numbers, Troop C's number appear to remain high. That said, Figure One does not present the number of stops prior to January 2011. It is possible that the numbers depicted are much lower than previous years.

As noted Division-wide, White drivers do make up the largest proportion of all stops in the current reporting period. White drivers were involved in 69% of all stops, Black drivers were involved in 18%, Hispanic drivers were involved in 9%, Asian drivers were involved in 4%, and American Indian and Other drivers were each involved in 0%. Despite the nearly large difference between the number of stops Division-wide and for Troop C, the racial/ethnic proportions are nearly identical, save for a slightly higher proportion of White drivers and slightly smaller proportions of Hispanic and Asian drivers. Because American Indian and Other drivers make up such a small proportion of all stops and thus, all activities, they will not be routinely discussed in this report unless their pattern differs dramatically from this distribution.

Figure Two: Racial/Ethnic Distribution of Motor Vehicle Stops

July 1, 2012 – December 31, 2012

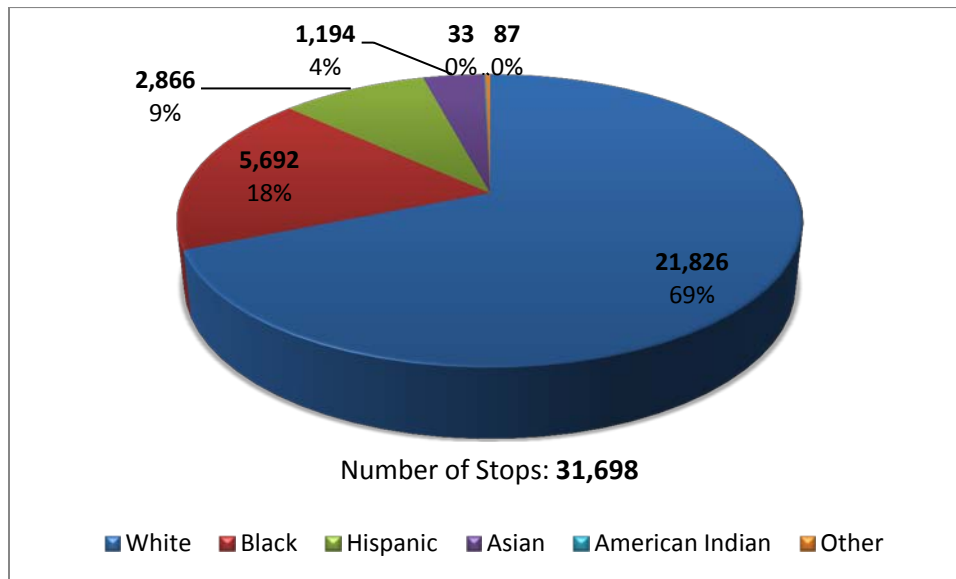
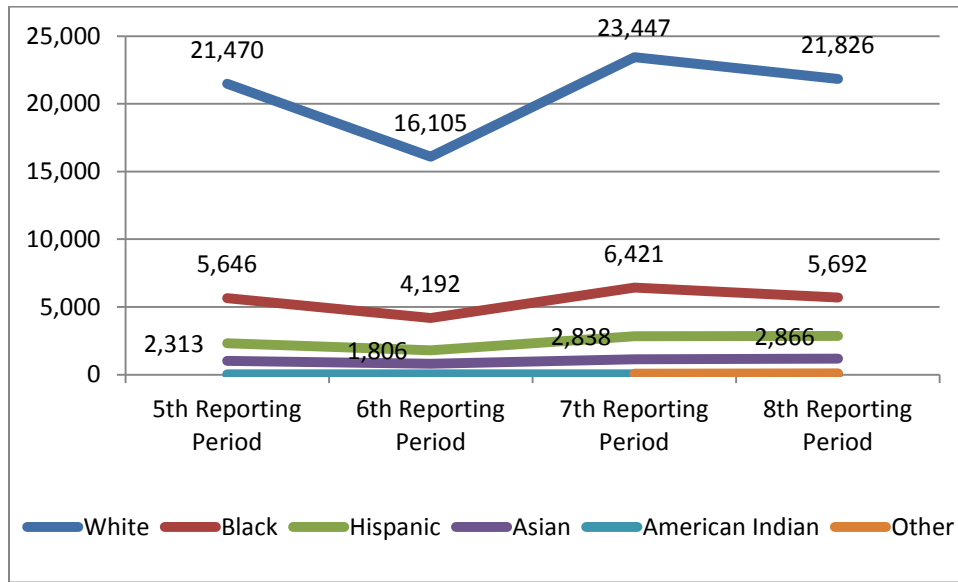


Figure Three graphs the number of stops made of drivers of each racial/ethnic group for the current and three previous reporting periods. Because the total number of motor vehicle stops decreased in the current reporting period, the number of stops for each racial/ethnic group also decreased. However,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

Figure Three: Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
July 2009 – December 2012



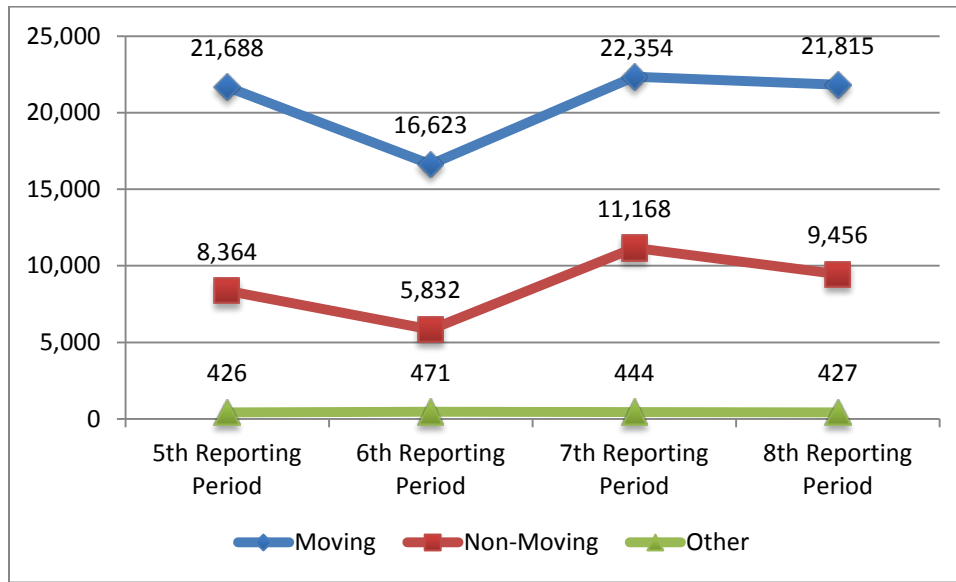
Reason for Stops

The proportion of stops made for each reason have remained relatively stable over time. As has been noted in previous reports, the majority of stops conducted by Troop C are based on moving violations. The current reporting period also follows this trend; 68% of all motor vehicle stops were based on moving violations. As shown in Figure Four, 21,815 motor vehicle stops were conducted by Troop C based on moving violations. Moving violations typically account for between 66% and 73% of all motor vehicle stops in Troop C. While this general pattern is consistent with the Division-wide trend of stop reasons, the proportion of stops made for moving violations in Troop C is smaller than the proportion Division-wide.

While Division-wide, non-moving violations account for roughly 11% to 17% of all stops, in Troop C, they accounted for a much larger proportion of stops. As shown in Figure Four, non-moving violations are cited in roughly 5,800 to 22,300 stops a reporting period. Thus, in Troop C, non-moving violations account for between 25% and 33% of all stops. In the current reporting period, 30% of all stops made by Troop C were for moving violations.

While non-moving violations make up a small proportion of all motor vehicle stops, stops made for other violations make up an even smaller proportion. The proportion of stops for other reasons is usually between 1 and 2% of all stops. In the current period, 427 motor vehicle stops, about 1% of Troop C's stops, were based on other violations. This number of stops is nearly identical to the proportion of other stops made by Troop C in the previous reporting period. This pattern also mirror the Division-wide trend of stops for other violations, where only between 1 and 2% of all stops are made for other violations.

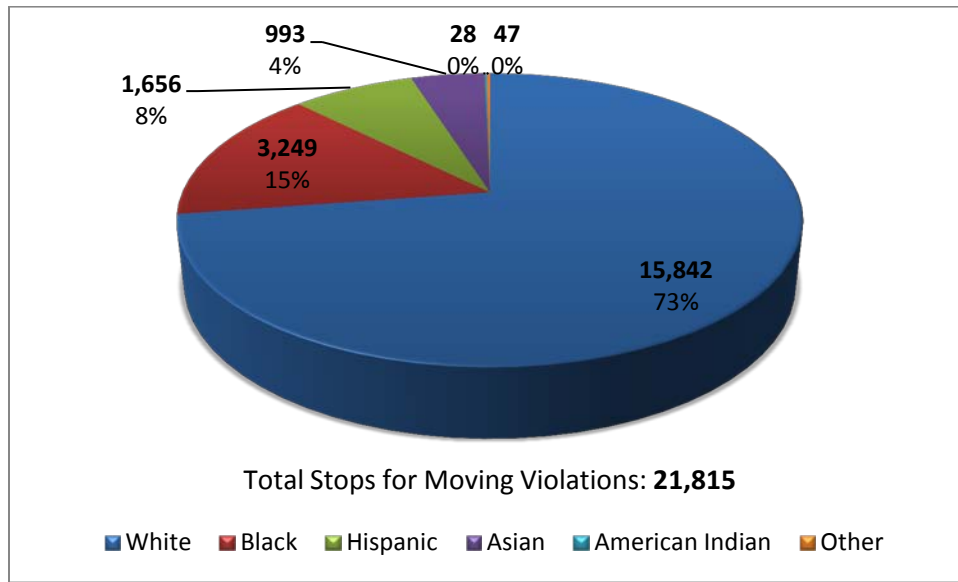
Figure Four: Trends in Reasons for Motor Vehicle Stops
July 2009- December 2012



Because every stop receives a stop reason, the racial/ethnic distribution of all stops with a reason should be identical to that of all stops. Instead, it is more appropriate to assess the racial/ethnic distribution of each type of motor vehicle stop. The overwhelming majority of motor vehicle stops were based on moving violations, so the racial/ethnic distribution of stops with moving violations is nearly identical to that of all stops. As shown in Figure Five, 15,842 stops, 73%, with moving violations involved White drivers, 15% or 3,249 involved Black drivers, and 8% or 1,656 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, a 10 percentage point difference, of motor vehicle stops than Division-wide. Additionally, because Hispanic drivers make up such a small proportion of all stops conducted by Troop C, they are a smaller proportion of all stops with moving violations than the entire Division.

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

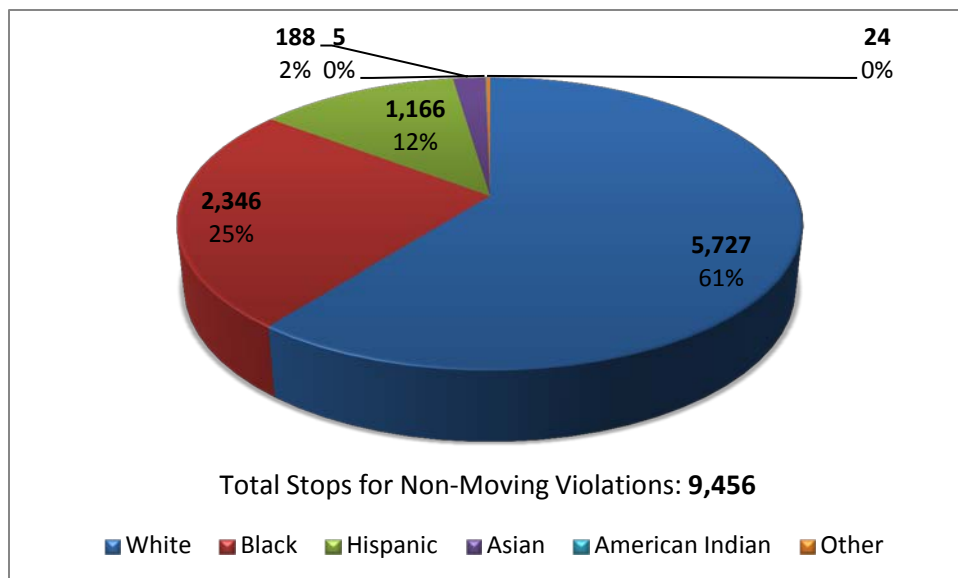
July 1, 2012 – December 31, 2012



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, 61% or 5,727 stops, though they do not make up as large a proportion as they do for all stops. Black drivers, however, were overrepresented compared to their proportion of all stops. While Black drivers are only 18% of all stops for Troop C, they are 25% of those made for non-moving violations. Similarly, Hispanic drivers are only 4% of all stops yet 12% of all made for moving violations. The overrepresentation of Black and Hispanic drivers in non-moving violations is also observed Division-wide, indicating that Troop C is not dramatically different from Division trends.

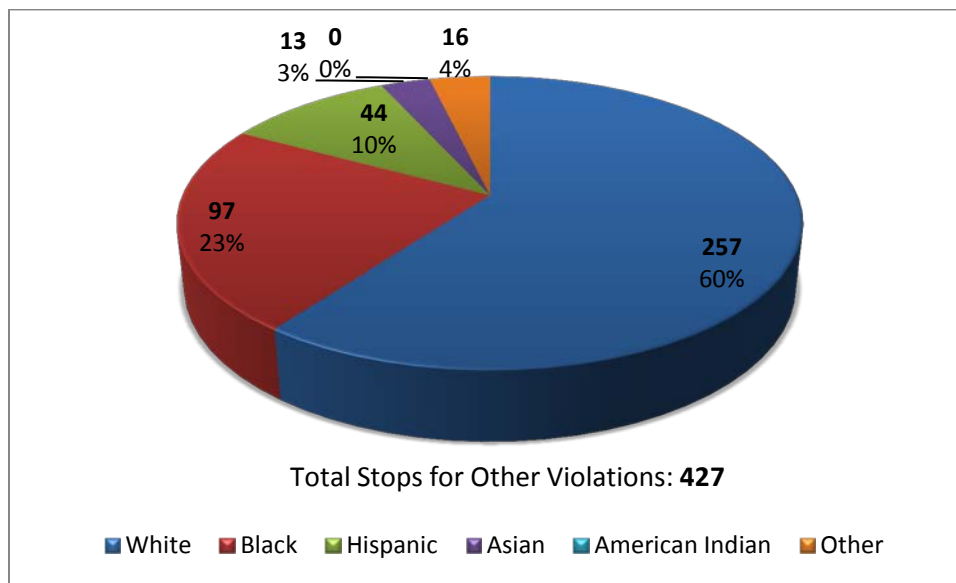
Figure Six: Racial/Ethnic Distribution of Stops made for Non-Moving Violations

July 1, 2012 – December 31, 2012



Because there are so few stops, less than 500, made for other reasons, the racial/ethnic distribution of these stops is more likely to differ from the overall distribution of stops. That said, the distribution for stops made for other violations by Troop C does differ slightly from the distribution of all stops. White drivers, while still the majority of stops, were only involved in 257 stops, or 60% of stops made for other reasons. Black drivers, however, were involved in 97 stops, or 23% of stops made for other reasons. Hispanic drivers were involved in 44 stops for other reasons, 10% of all stops made for other reasons. Thus, White drivers are slightly underrepresented and Black drivers are slightly overrepresented among other violations. This pattern is consistent with the distribution observed Division-wide.

Figure Seven: Racial/Ethnic Distribution of Stops made for Other Violations
 July 1, 2012 – December 31, 2012



Law Enforcement Procedures

The State Police conducted over 200,000 motor vehicle stops in the current reporting period, but less than 5% of these stops involved post-stop activity or law enforcement procedures. For stops made by Troop C only 2,098, about 7%, involved post-stop activity. Figure Eight depicts the trend of stops with law enforcement procedures for the current and previous three reporting periods. Troop C experienced a slight decline in the total number of motor vehicle stops in the current period and as such, also experienced a slight decline in the number of stops with post stop interactions. While the total number of stops declined by about 7%, the number of stops with post-stop interactions declined by about 10%.

Figure Eight: Trends of Motor Vehicle Stops with Law Enforcement Procedures

July 2009 - December 2012

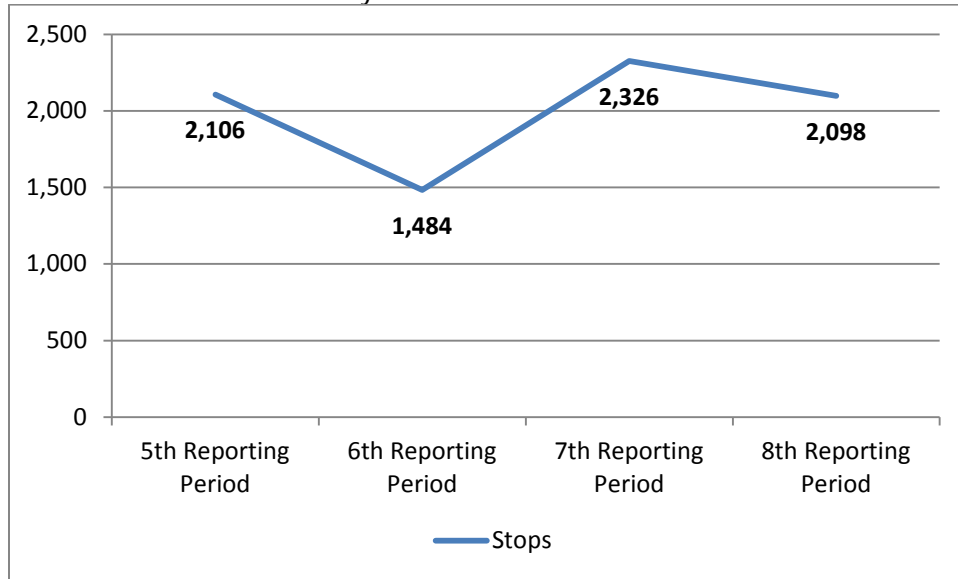


Figure Nine depicts the racial/ethnic distribution of stops where there was at least one law enforcement procedure for Troop C. Because less than 5% of all motor vehicle stops Division-wide involved law enforcement procedures, it is possible that the distribution is skewed or different from the overall distribution of stops. In fact, the distribution is skewed. White drivers were involved in the highest proportion of stops with law enforcement procedures but remain a smaller proportion compared to their proportion of all stops. White drivers are 48% of stops with law enforcement procedures, 1,008 motor vehicle stops. However, Black drivers were involved in a considerably larger proportion of stops with law enforcement procedures than all stops, 36% or 742 motor vehicle stops. Hispanic drivers were also slightly overrepresented; they were involved in 15% or 320 stops with law enforcement procedures in Troop C. This disparity, that Black and Hispanic drivers are involved in a higher proportion of stops with law enforcement procedures, will be explored in the remainder of this report.

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

July 1, 2012 – December 31, 2012

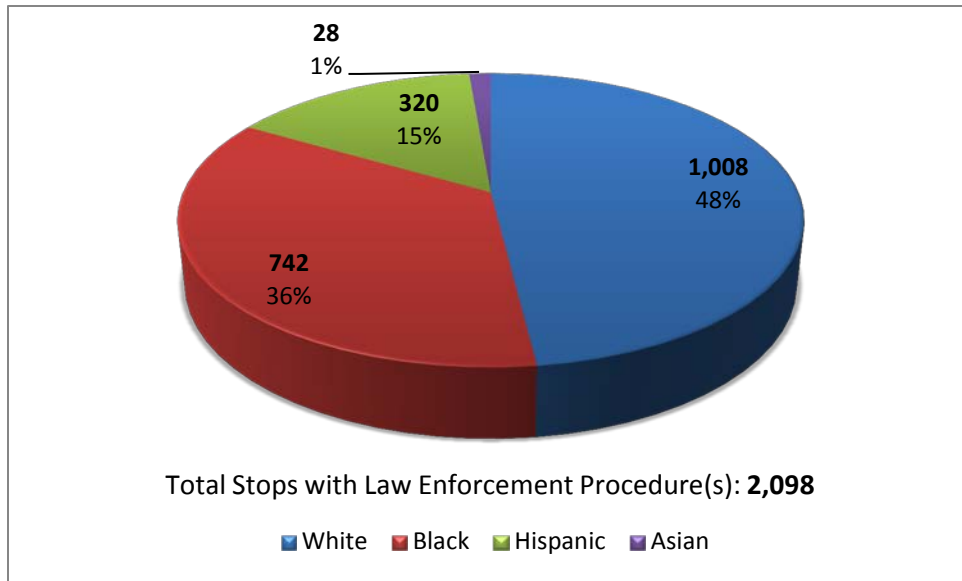
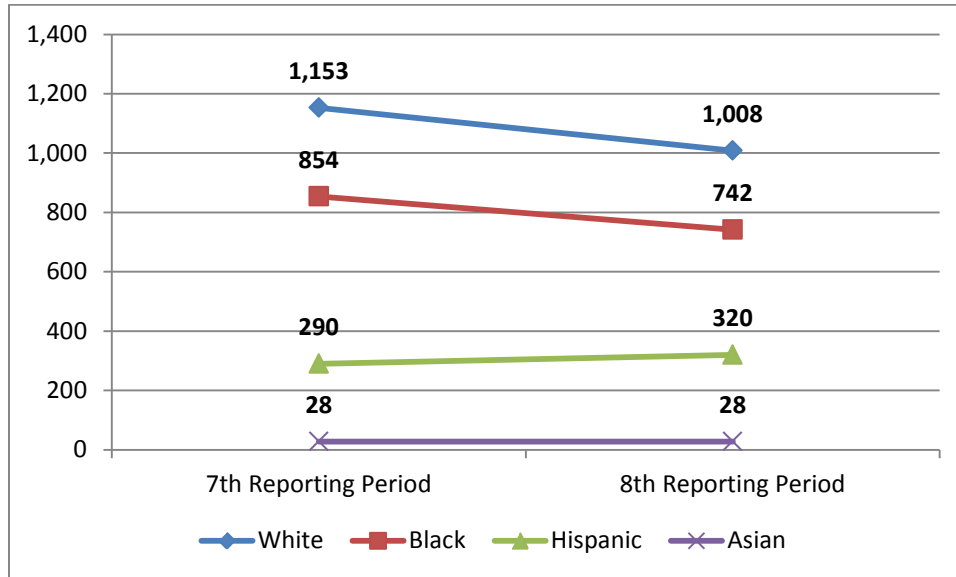


Figure Ten graphs the trend of the racial/ethnic distribution of stops with law enforcement procedures for Troop C. Because the total number of stops, and those with law enforcement procedures, decreased in the current reporting period, the number of stops involving drivers of each racial/ethnic group also declined with the exception of Hispanic and Asian drivers. There are differences in the magnitude of declines. White and Black drivers both experienced the largest decline in motor vehicle stops resulting in law enforcement procedures, 13%. However, this decline amounted to 112 stops for Black drivers and 145 stops for White drivers. Hispanic drivers actually experienced a 10% increase in the number of stops with law enforcement procedures, 30 stops. Asian drivers experienced no change in the number of stops with law enforcement procedures.

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

January 1, 2012 – December 31, 2012



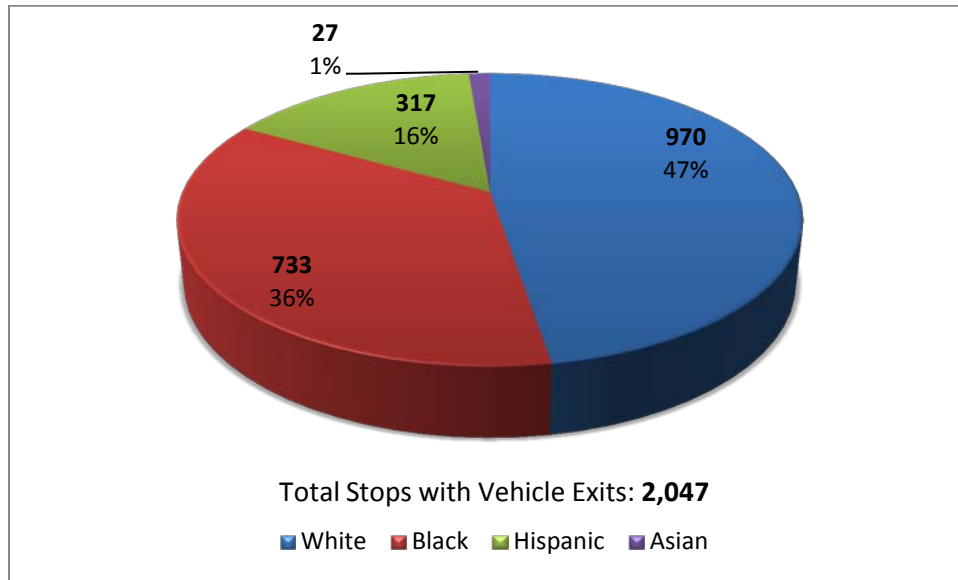
Vehicle Exits

The most frequent post-stop interaction was an occupant vehicle exit. Of the 2,098 stops made by Troop C with post-stop interactions, 2,047 stops (98%) resulted in an occupant vehicle exit, slightly more than the proportion Division-wide. Troopers are permitted to ask a driver to exit for any reason, thus, the high frequency of this activity.

Figure Eleven depicts the racial/ethnic distribution of stops for vehicle exits. The frequency of vehicle exits for White drivers is higher than the frequency for all other racial/ethnic groups. White drivers were involved in 970 stops with vehicle exits (47%), Black drivers were involved in 733 stops (36%), and Hispanic drivers were involved in 317 stops (16%) with vehicle exits. Compared to the overall racial/ethnic distribution of stops made by Troop C, White drivers make up a smaller proportion and Black drivers make up a larger proportion of stops with vehicle exits. However, compared to the distribution of stops with law enforcement procedures, this distribution is nearly identical. A similar pattern is noted Division-wide; while White drivers make up the majority of all drivers involved in motor vehicle stops, they make up a much smaller proportion of stops with vehicle exits. Additionally, Black drivers tend to be involved in higher proportions of stops with vehicle exits than their overall proportion of motor vehicle stops, especially in Troop C, where their proportion nearly doubles. Hispanic drivers in Troop C who were asked to exit make up a slightly smaller proportion of stops with vehicle exits than they do Division-wide.

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

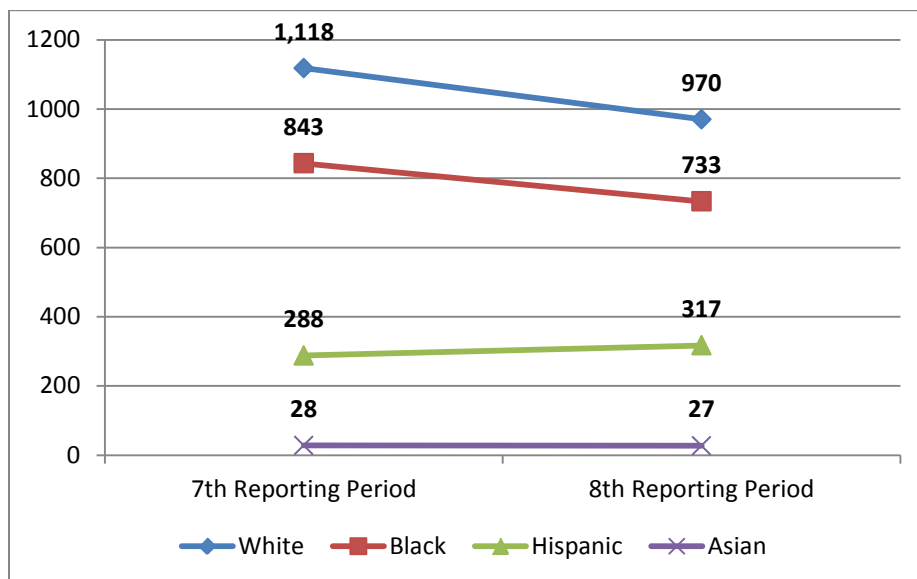
July 1, 2012 – December 31, 2012



Because vehicle exits are the most frequent law enforcement procedure, the magnitude of change in the racial/ethnic distribution of stops with vehicle exits is consistent with that of law enforcement procedures. As shown in Figure Twelve, there was a 10% decline in the total number of stops with vehicle exits. The largest decline, 13%, was for Black and White drivers asked to exit while Asian drivers declined by 4% and Hispanic drivers increased by 10%. Thus, trend of the racial/ethnic distribution of vehicle exits matches the trends of law enforcement procedures over time.

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

January 1, 2012 – December 31, 2012



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 2,098 stops with post-stop interactions, 64% or 1,350 stops involved non-consensual searches. Because there were fewer motor vehicle stops in the current reporting period, the number of stops with non-consensual searches also declined in the current reporting period, as expected. Despite this decrease, the racial/ethnic distribution of these stops remains consistent with the previous period.

As shown in Figure Thirteen, White drivers were involved in the largest proportion of stops with non-consensual searches. In the current period, White drivers were involved in 579 stops, 43%, with non-consensual searches. Black drivers were involved in 532 stops, 39%, with non-consensual searches while Hispanic drivers were involved in 224 stops, 17% of stops with non-consensual searches. The difference in the proportion of stops with non-consensual searches that involved White and Black drivers is only four percentage points, which amounts to only 47 stops. Thus, Black drivers are overrepresented among stops with non-consensual searches compared to their proportion of all stops and all stops with law enforcement procedures while White drivers are underrepresented compared to those categories. The high proportion of non-consensual searches involving Black drivers is interesting, and in need of further explanation.

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

July 1, 2012 – December 31, 2012

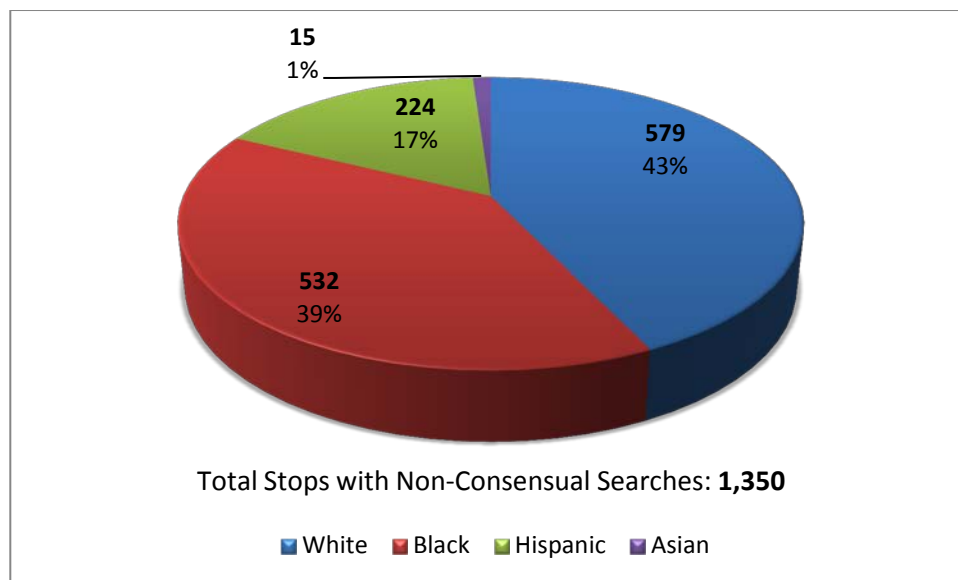
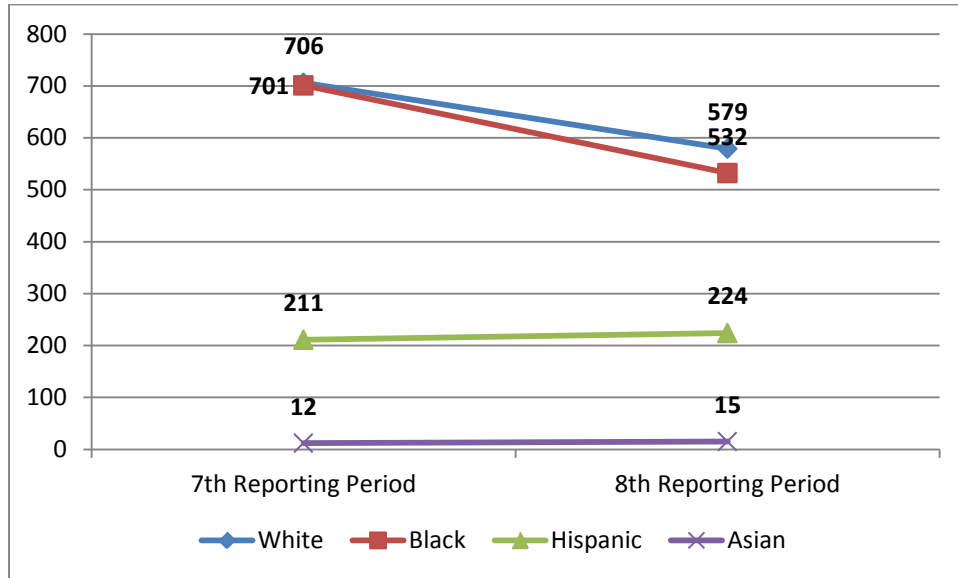


Figure Fourteen graphs the trend of non-consensual searches for each racial/ethnic group for the current and previous reporting periods. As with all stops, the number of stops with non-consensual searches declined in the current period, generally. Like the trend noted for all law enforcement procedures and vehicle exits, Black drivers experienced the greatest decline. For non-consensual searches, the proportion involving White drivers declined by 18% while the proportion involving Black drivers declined by 24%. However, the proportion involving Hispanic and Asian drivers both increased. Hispanic drivers' involvement in stops with non-consensual searches increased by 6% while Asian drivers' involvement increased by 25%.

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

January 1, 2012 – December 31, 2012

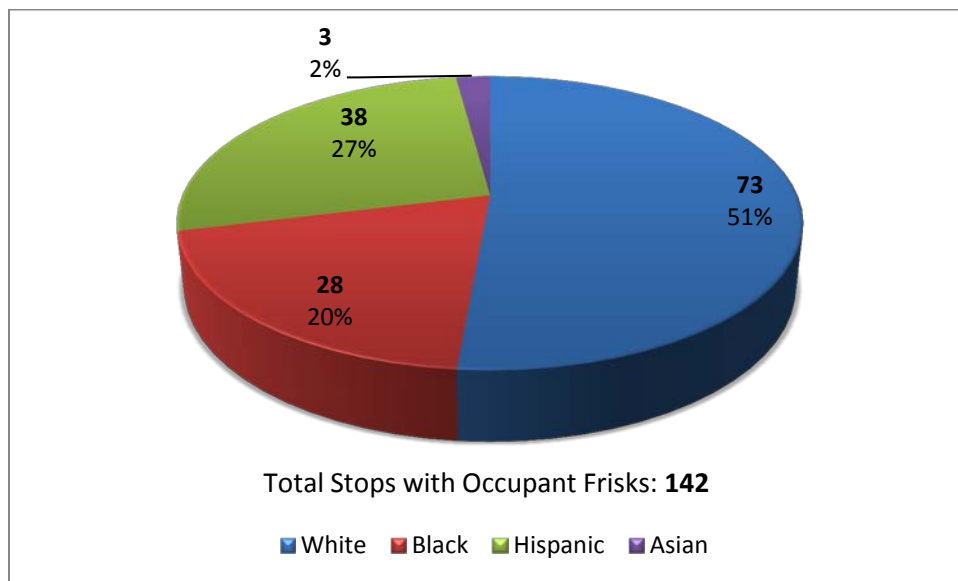


Occupant Frisks

In the current reporting period, there were 142 motor vehicle stops conducted by Troop C where at least one occupant was frisked, less than 7% of all stops with post-stop interactions.

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

July 1, 2012 – December 31, 2012



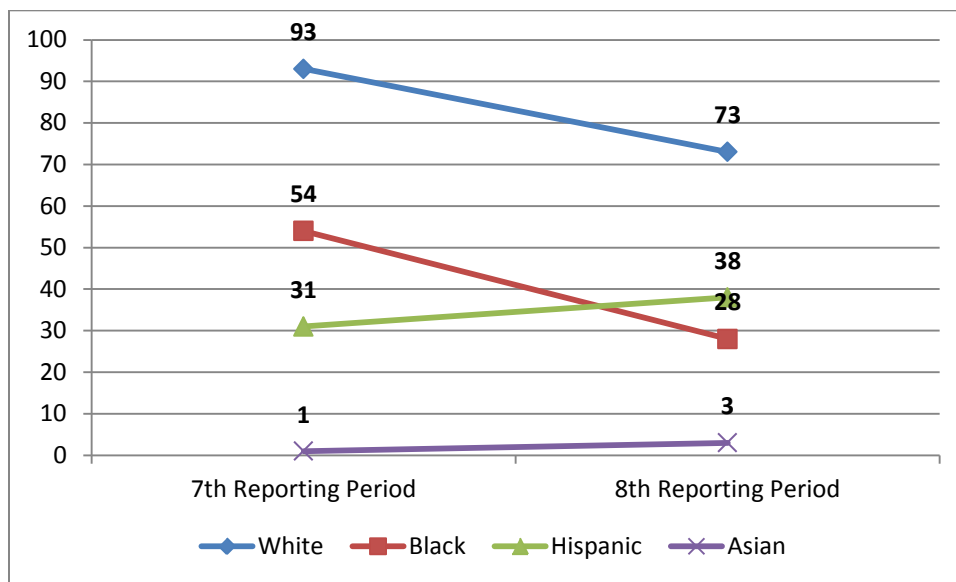
As shown in Figure Fifteen, White drivers were involved in the largest proportion of stops with occupant frisks. There were 73 stops, 51%, with a frisk that involved White drivers, 28 stops, 20%,

that involved Black drivers, and 38 stops, 27%, that involved Hispanic drivers. The racial/ethnic distribution of stops with frisks does differ from all stops with law enforcement procedures made by Troop C. While all stops with law enforcement procedures generally involve higher proportion of Black and Hispanic drivers compared to their overall proportion of stops, the distribution is even more skewed for occupant frisks. Specifically, Hispanic drivers make up a larger proportion of stops with frisks than Black drivers. This same pattern was noted Division-wide, but is interesting and potentially deserving of further analysis, given the relatively small proportions of Hispanic drivers involved in stops. However, this pattern may be related to arrest patterns, which will be discussed later.

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 declined, the same trend is expected for each specific procedure. Overall, the number of stops with frisks declined 21% from the previous to current reporting periods. Each racial/ethnic group did not necessarily experience the same decline. The number of stops with frisks involving Asian and Hispanic drivers actually increased by two stops in the current reporting period. The increase for Asian drivers increase is very small, and likely the result of random fluctuations especially considering how few frisks of Asian drivers occurred in the previous reporting period. Similarly, the increase for Hispanic drivers is also relatively small, amounting to only seven motor vehicle stops. The number of stops with frisks involving Black drivers declined by 48%, White drivers declined by 22%, and Asian drivers also increased. OLEPS will continue to examine frisks of Hispanic and Asian drivers to ensure that this increase is not the result of any inappropriate actions on the part of troopers.

Figure Sixteen: Trend of Racial/Ethnic Distribution of Stops with Frisks

January 1, 2012 – December 31, 2012



Canine Deployments

Canine deployments are a relatively infrequent law enforcement procedure. There were fewer than 50 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 were even smaller, only nine stops.

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

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

July 1, 2012 – December 31, 2012

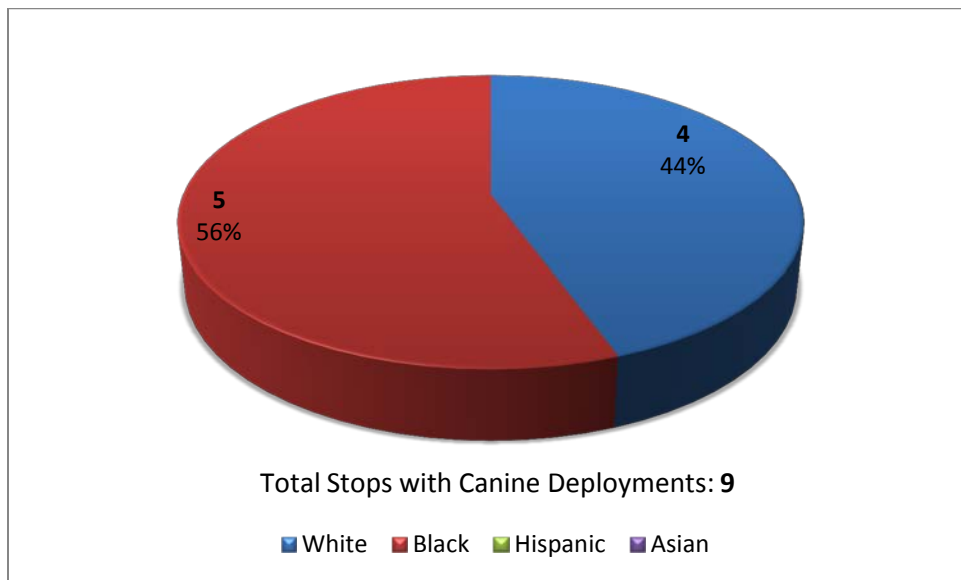
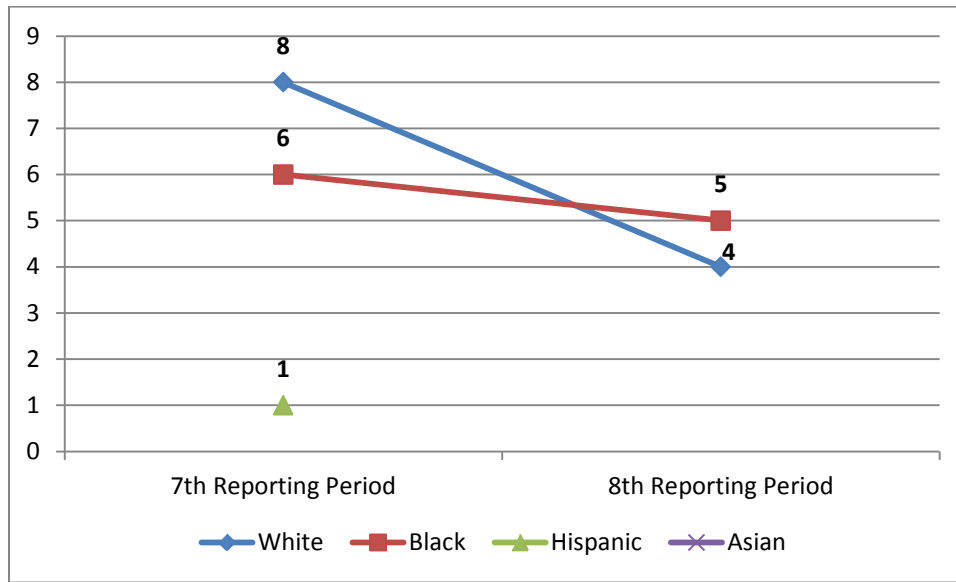


Figure Eighteen presents the trend of canine deployments by racial/ethnic group for the current and previous reporting period. Because canine deployments are a relatively infrequent event Division-wide, they are even more rare within a given Troop. That said, the number of deployments in a Troop is likely 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.

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

January 1, 2012 – December 31, 2012



For canine deployments in stops made by Troop C, the trend for each racial/ethnic group differs. White drivers experienced a four stop decrease in the number of stops with deployments while Black drivers experienced a one stop decline in deployments. Hispanic drivers experienced a one stop decline in the number of deployments. Because the number of canine deployments are so small and apparently volatile, analysis of the number of deployments across multiple reporting periods is needed to truly assess the trends for each racial/ethnic group.

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

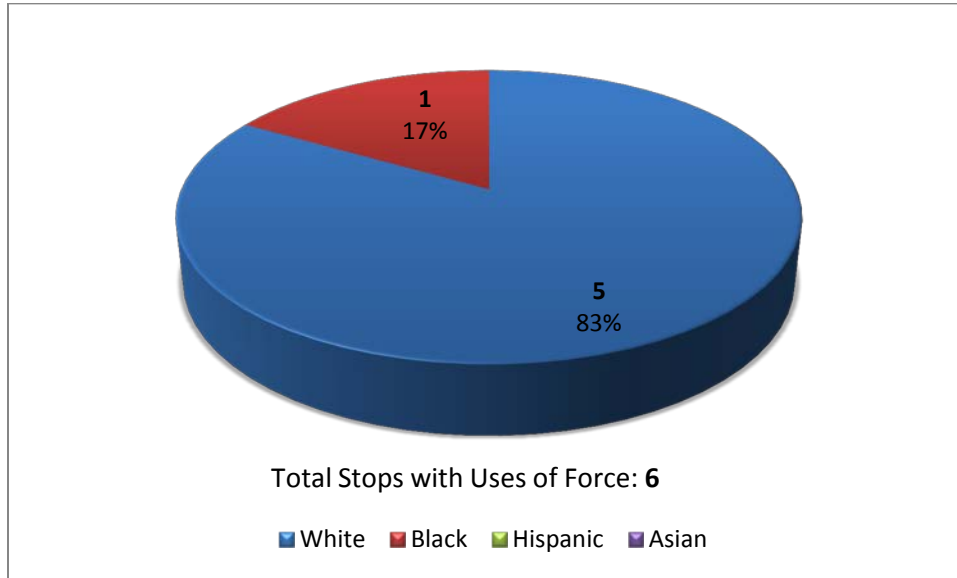
Uses of Force

While canine deployments are infrequent events, uses of force are rarer. Division-wide, there were fewer than 20 stops where force was used. In stops conducted by Troop C, there were six instances of force. In five instances of force, physical force was used and in one instance a combination of physical and chemical force was used in stops conducted by Troop C.

Figure Eighteen 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 drivers were involved in 83% of all stops with force while Black drivers were 17%. However, White drivers were only involved in five stops with force while Black drivers were involved in one stop with force. Division-wide, White drivers are involved in the largest proportion of stops with force, as is the case for Troop

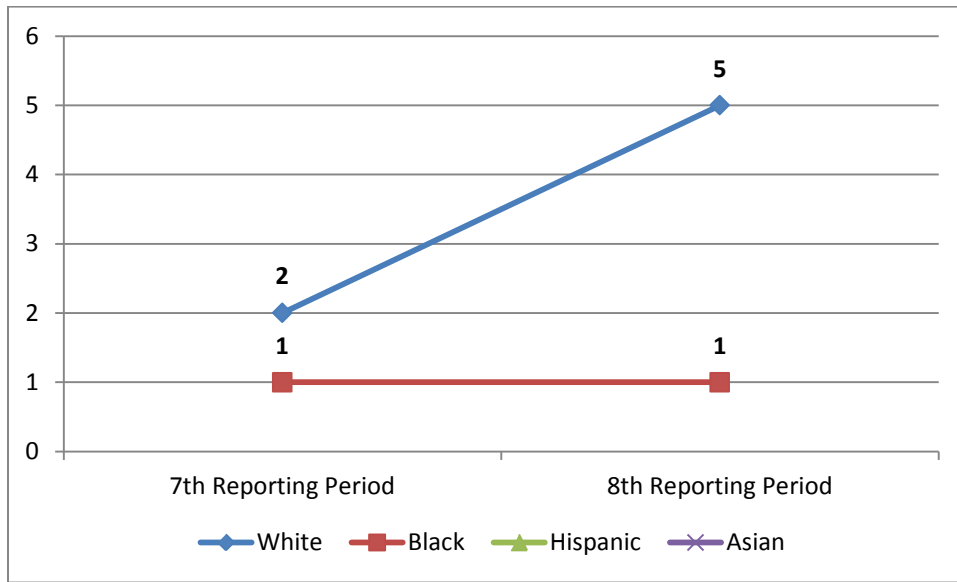
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Figure Nineteen: Racial/Ethnic Distribution of Stops with Uses of Force
July 1, 2012 – December 31, 2012



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

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



Consent to Search

For this period, there were 317 stops with consent to search requests conducted by Troop C. There may be multiple outcomes for a consent request: granted, denied, or withdrawn. Figure Twenty presents the distribution of all consent to search request outcomes. The majority of consent to search requests were granted; 289 (91%) requests were granted and 28 (9%) were denied by an occupant during the stop.

Figure Twenty-One: Outcome of Consent to Search Requests
 July 1, 2012 – December 31, 2012

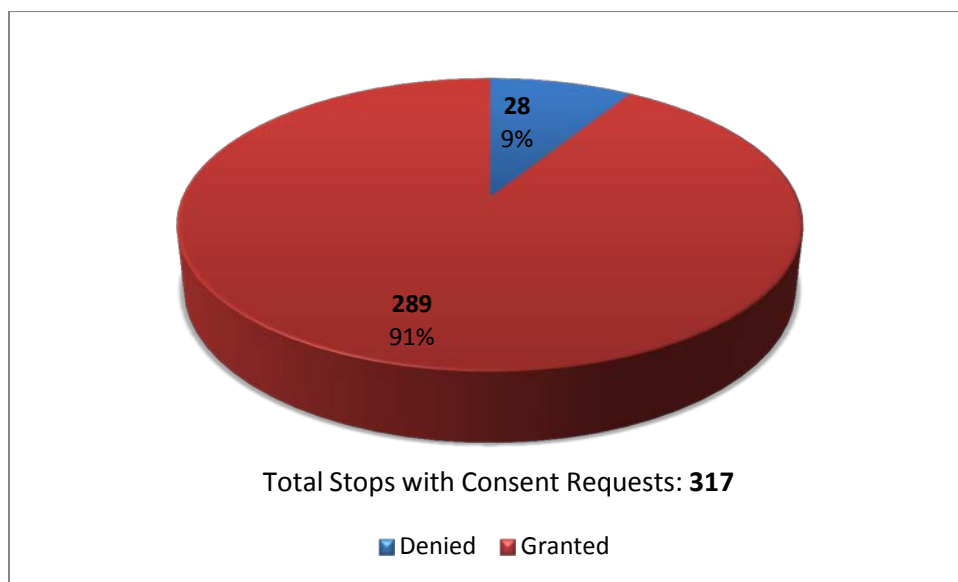
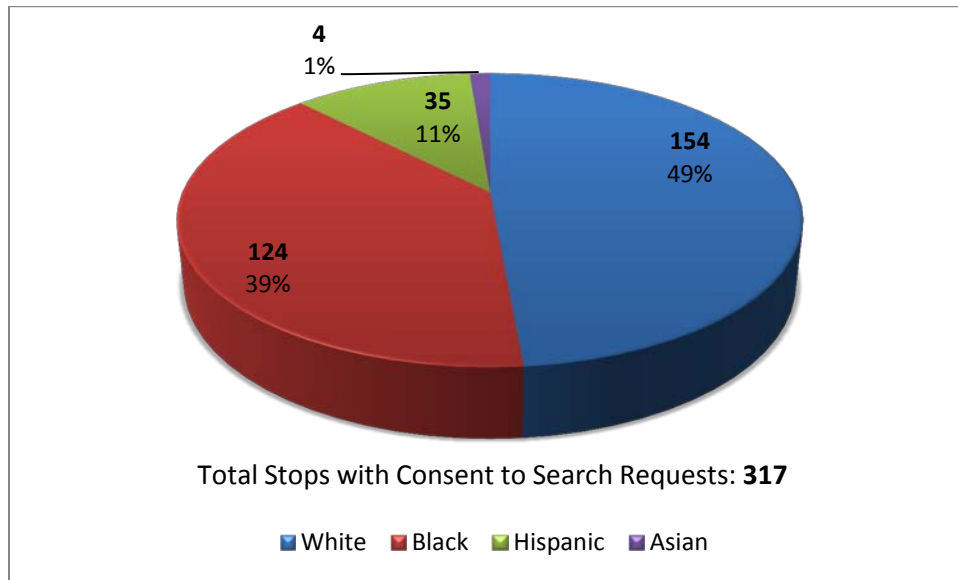


Figure Twenty-Two presents the racial/ethnic distribution for consent to search requests made during motor vehicle stops. White drivers made up the largest proportion of stops with consent to search requests. Nearly half, 49%, of all stops with consent to search requests involved White drivers. Black drivers were involved in 124 stops (39%) with consent to search requests, and Hispanic drivers were involved in 35 stops (11%) 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 but is nearly identical to the distribution of stops with post-stop interactions.

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

July 1, 2012 – December 31, 2012



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 identical to that of all stops with requests. However, the distribution of denied consent to search requests deviates slightly. When consent was denied, Black drivers were involved in a slightly smaller proportion, 28%, compared to their proportion of total consent to search requests while White drivers were involved in a slightly larger proportion, 61%. Unlike the distribution noted Division-wide, for consent request made in stops by Troop C, White drivers are involved in the highest proportion of both granted and denied requests.

Figure Twenty-Three: Racial/Ethnic Distribution of Stops with Consent to Search Granted
July 1, 2012 – December 31, 2012

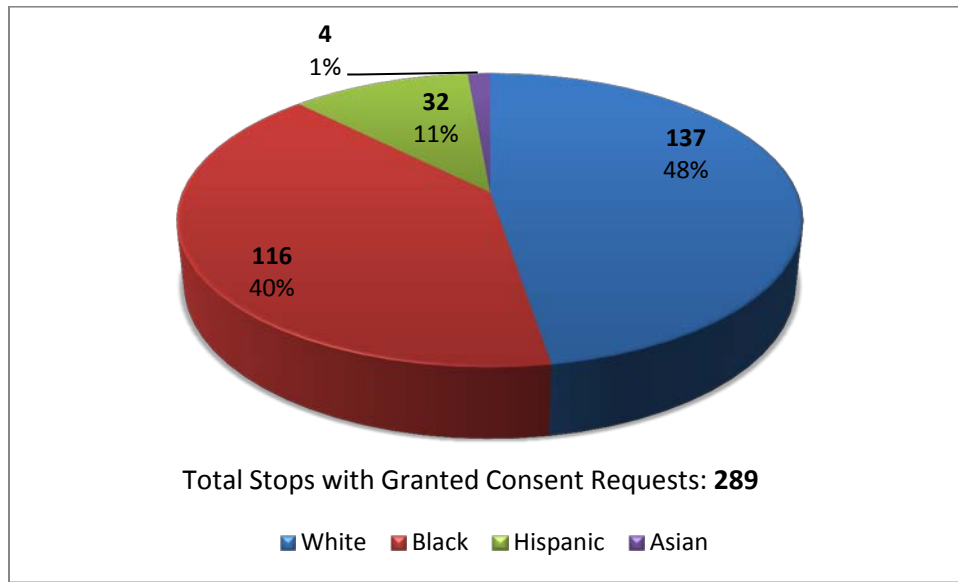
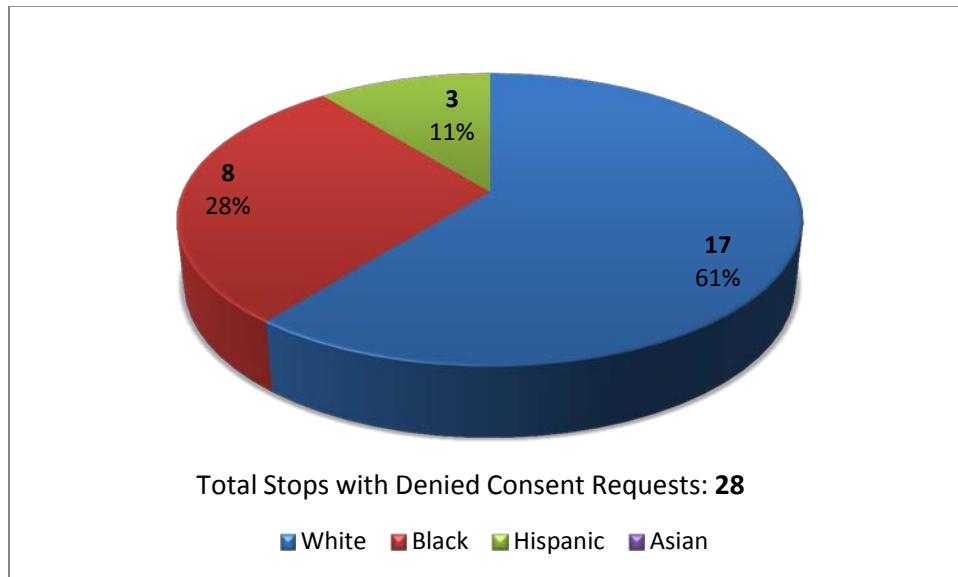
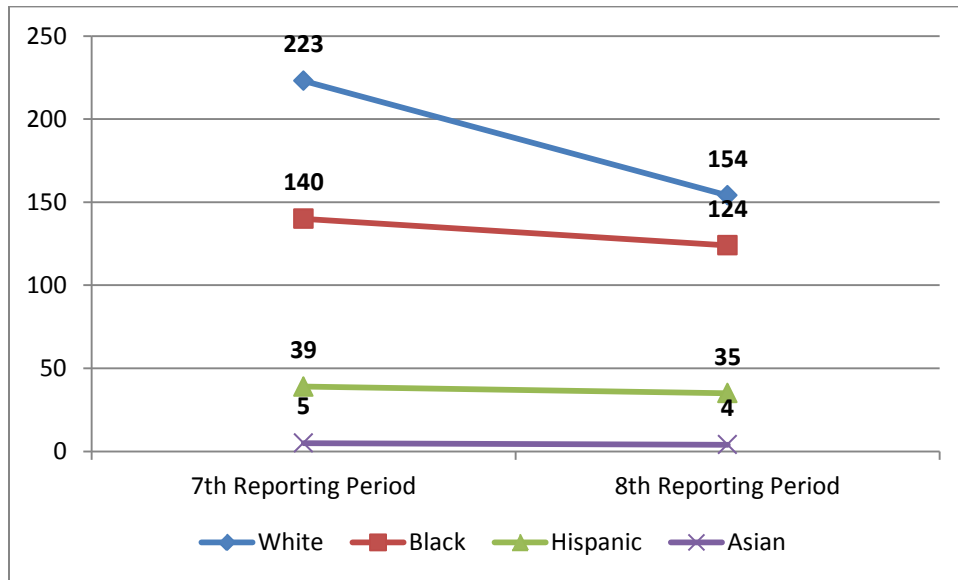


Figure Twenty-Four: Racial/Ethnic Distribution of Stops with Consent to Search Denied
July 1, 2012 – December 31, 2012



Because the total number of stops decreased, the total number of stops with consent to search requests also decreased in the current reporting period for Troop C. The total number of requests decreased 22% in the current reporting period for Troop C. This number includes all requests, regardless of the outcome (granted or denied). Figure Twenty-Four graphs this trend for each racial/ethnic group. White drivers experienced the largest decline, 31%. However, all other racial/ethnic groups did experience similar declines. Stops with consent requests declined by roughly 11% for Black drivers, 10% for Hispanic drivers, and 20% for Asian drivers (one stop).

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



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

Arrests

In the current reporting period, there were 1,666 motor vehicle stops conducted by Troop C where at least one person was arrested. In the majority of these stops, only one person was arrested. However, there were five individuals arrested in several stops made by Troop C. On average, there were 1.2 arrests per stop.

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

July 1, 2012 – December 31, 2012

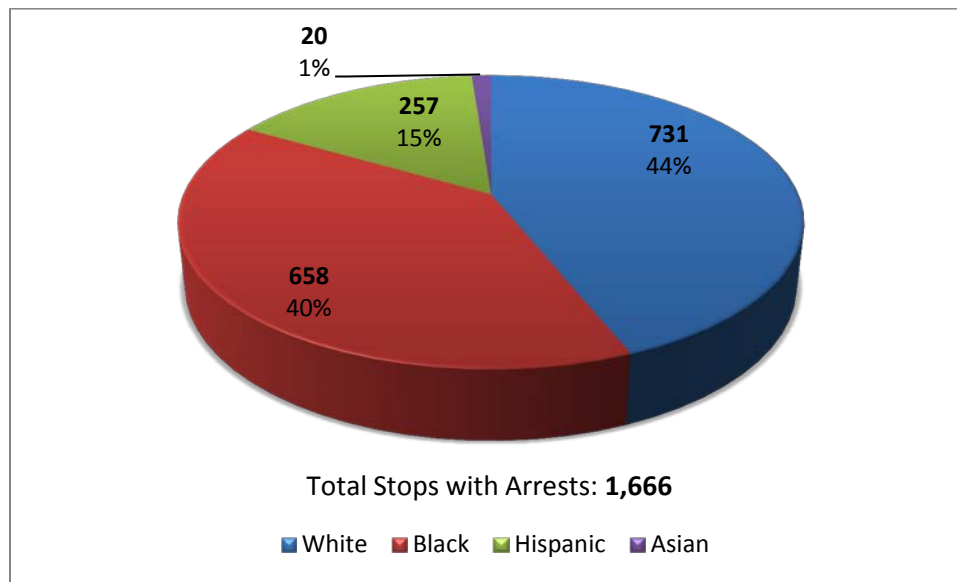


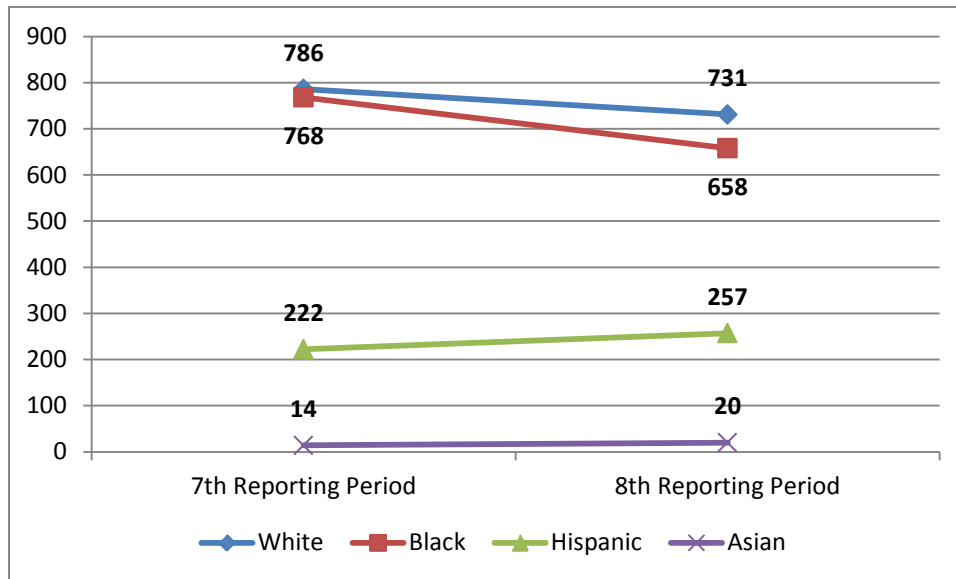
Figure Twenty-Six depicts the racial/ethnic distribution of all motor vehicle stops where an arrest was made. White drivers were involved in the highest proportion of stops where an arrest was made. Roughly 44% of all stops where an arrest was made involved White drivers. However, for Troop C, Black drivers were not far behind; they were involved in 40% of all stops where an arrest was made. Hispanic drivers were involved in 15% of stops where an arrest was made. Asian drivers were only involved in 1% of all stops with arrests and American Indian drivers were involved in 0%.

Compared to the overall racial/ethnic distribution of stops, it appears that White drivers are underrepresented while Black drivers are overrepresented. White drivers were 69% of all stops yet only 44% of stops with arrests. Conversely, Black drivers were only 18% of all stops but 40% of all stops with arrests. The overrepresentation of Black drivers among stops with arrests made by Troop C is the largest disproportionality among all Troops, eclipsing the disproportionality Division-wide. Hispanic drivers have also been overrepresented in the proportion of stops with arrests Division-wide, but for Troop C, this overrepresentation is not large, 15% of arrests compared to 9% of all stops.

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

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

January 1, 2012 – December 31, 2012



The total number of stops where an individual was arrested declined about 7% in the current reporting period, similar to the decline for stops with law enforcement procedures. As shown in Figure Twenty-Seven, the change from the previous to the current reporting period varied among racial/ethnic groups; Black and White drivers experienced declines while Hispanic and Asian drivers experienced increases in the number of stops with arrests. For Black drivers, the number of stops with arrests declined 14% while the decline for White drivers was only 7%. However, Hispanic drivers experienced a 16% increase in the number of stops with arrests while Asian drivers experienced a 43% increase.

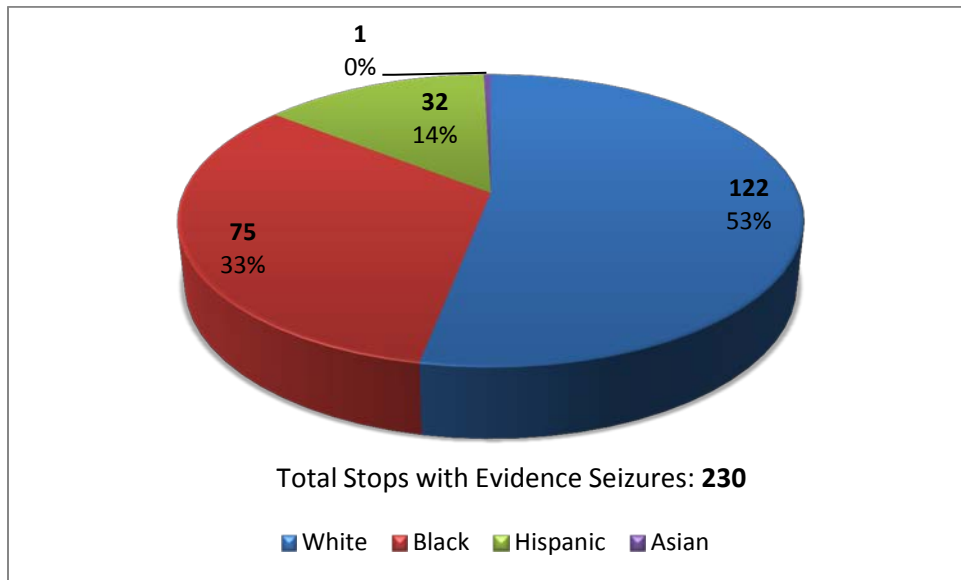
For Troop C, White drivers are more likely to be involved in any post-stop interaction than other drivers. However, compared to their proportion of all stops, they are slightly under represented and Black drivers are slightly overrepresented. While Black drivers were about 18% of all motor vehicle stops,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

Evidence Seizures

The seizure of evidence during a motor vehicle stop is a relatively rare occurrence, occurring in less than 1% of all motor vehicle stops Division-wide. For stops made by Troop C, evidence was seized in 230 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 53% of all stops with evidence seized, the driver was White, in 33% of stops the driver was Black, and in 14% of stops the driver was Hispanic. Compared to the overall distribution of motor vehicle stops made by Troop C, Black drivers are overrepresented. While they are only 18% of all stops, Black drivers are involved in 33% of stops with evidence seized. When compared to the distribution of stops with law enforcement procedures, Black drivers are still slightly overrepresented; they were involved in 25% of all stops in Troop C with post-stop interactions.

Figure Twenty-Eight: Racial/Ethnic Distribution of Evidence Seizures
July 1, 2012 – December 31, 2012



Each motor vehicle stop can involve one or more seizures of evidence. In the current reporting period, 101 of the 230 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 334 searches/seizures that led to an evidence seizure. At most, a single stop included three different types of searches/seizures that resulted in evidence. However, the majority of stops only involved one type of search/seizure.

While the exact evidence seized is unknown, it is known how the evidence was obtained. Figure Twenty-Nine depicts the type of search/seizures that resulted in evidence for each racial/ethnic group for stops conducted by Troop C. The majority of the 334 evidence seizures resulted from consent searches. In total, there were 230 evidence seizures as the result of a consent search. Of these consent search seizures, 53% involved White drivers, 33% involved Black drivers, and 14% involved Hispanic drivers.

The second most frequent searches/seizures were those considered plain view. In 71 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, 63% involved White drivers, 24% involved Black drivers, and 13% involved Hispanic drivers.

Seizures classified as "Other PC" were the third most frequently cited search leading to an evidence seizure. These activities include all PC based searches/seizures other than plain view seizures. Thus, vehicle frisks, proof of ownership, secure vehicle, retrieval of property, or public exigency searches fall under this category. These seizures were a relatively small number of all seizures, they were used in only 24 motor vehicle stops. Of these seizures, nine (38%) involved White drivers and nine (38%) involved Black drivers. Hispanic drivers were involved in 6 motor vehicle stops with Other PC seizures. The racial/ethnic distribution of these seizures is not similar to either the distribution of all stops or those with post-stop interactions likely due to the total small number of stops.

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

Figure Twenty-Nine: Types of Evidence Seizures
 July 1, 2012 – December 31, 2012

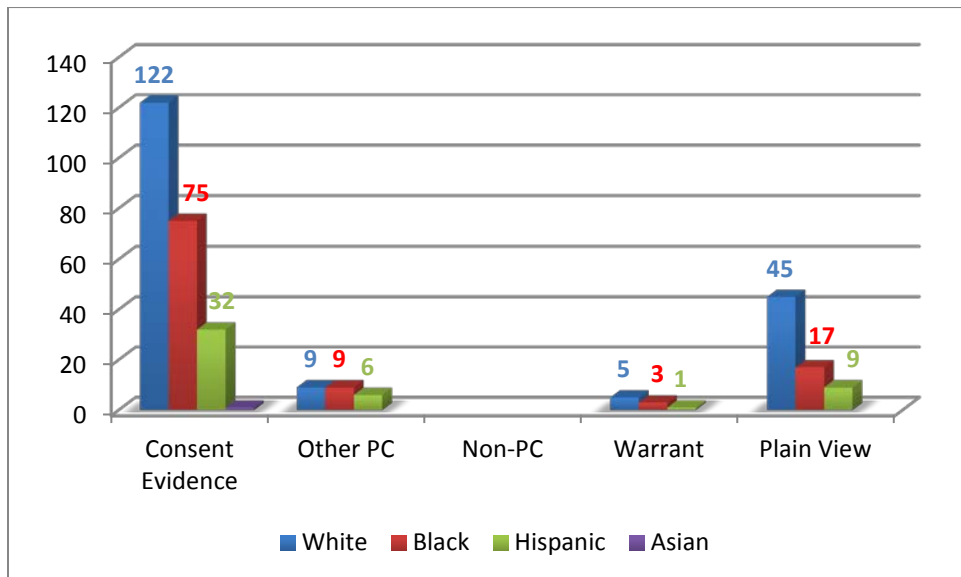


Figure Thirty depicts the trend of motor vehicle stops with evidence seized by racial/ethnic group. Overall, there was a 34% decline in the number of stops where evidence was seized. This decline was largest for Black drivers; the number of stops with Black drivers where evidence was seized declined 37% in the current period. The decline for White drivers was similar, 36%. Hispanic drivers actually experienced a 3% increase in the number of stops with evidence seized. Asian drivers experienced a four stop decline in the number of stops with evidence seized.

Figure Thirty: Trend of Racial/Ethnic Distribution of Stops with Evidence Seizures

January 1, 2012 – December 31, 2012

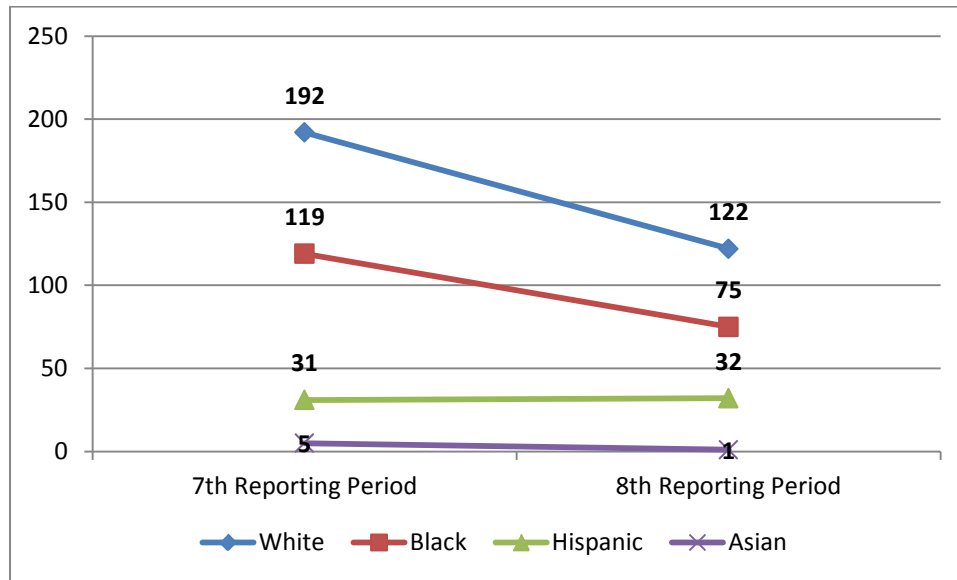


Figure Thirty-One depicts the trend of motor vehicle stops with evidence seized by racial/ethnic group. Overall, there was a 34% decline in the number of stops where evidence was seized. This decline was largest for Black drivers; the number of stops with Black drivers where evidence was seized declined 37% in the current period. The decline for White drivers was similar, 36%. Hispanic drivers actually experienced a 3% increase in the number of stops with evidence seized. Asian drivers experienced a four stop decline in the number of stops with evidence seized.

Troop C's pattern of evidence seizures mirrors that of the Division. Evidence seizures are an infrequent event and they disproportionately involve Black drivers compared to their overall proportion of motor vehicle stops. Black drivers made up about 33% of all evidence seizures (including each type) yet only 18% of all stops conducted by Troop C. This pattern is noted for all troops. Again, this report does not assess the appropriateness of searches/seizures leading to evidence seizure. However, the disproportionality of stops with evidence seizures does merit further analysis by the State Police.

Dispositions

For each stop made by the State Police, a disposition is issued. As depicted in Figure Thirty-One, 11,064 stops (35%) resulted in some kind of summons, 11,136 stops (35%) resulted in a warning, 3,506 stops (11%) resulted in some combination of warnings and/or summons, and 5,992 stops (19%) resulted in another, unspecified disposition. For stops made by Troop C, the most common disposition was a warning issued for a moving violation, which accounted for 23% of all dispositions issued. Moving summonses and other dispositions were used in 19% of all stops made by Troop C, about 6,000 stops each. Dispositions based on non-moving violations were slightly less common; there were 5,050 summonses for non-moving violations and 3,702 warnings for non-moving violations issued during motor vehicle stops made during this reporting period.

Figure Thirty-One: Dispositions of All Stops

July 1, 2012 – December 31, 2012

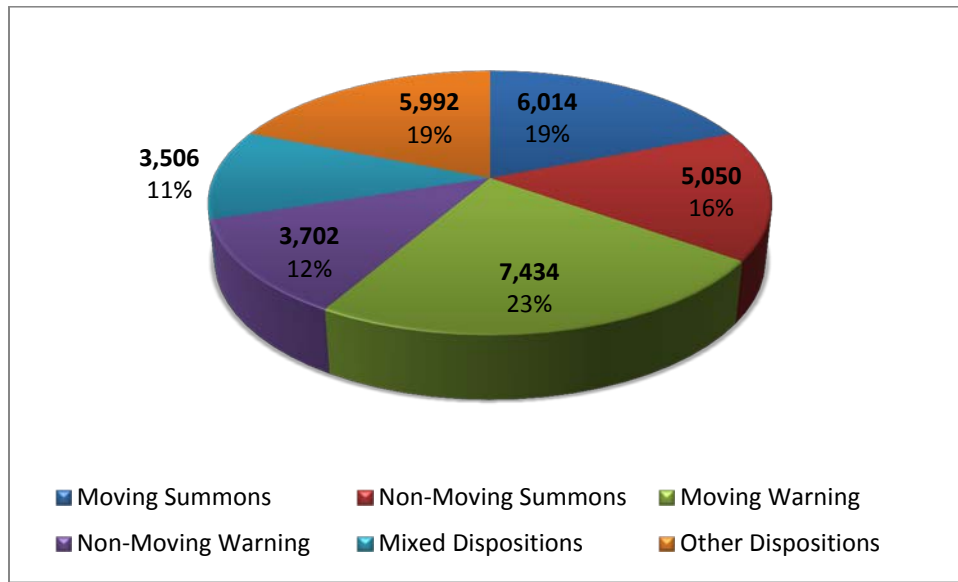
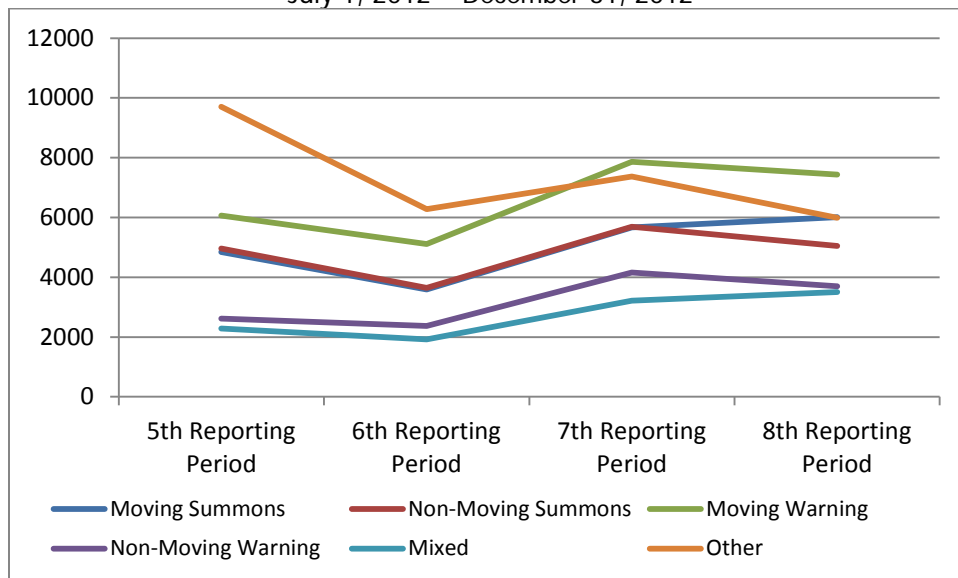


Figure Thirty-Two graphs the number of stops resulting in each disposition for the current and past three reporting periods for Troop C. Because the number of motor vehicle stops made in the current reporting period is smaller than the previous periods, the majority of categories of dispositions declined in the current reporting period, with the exception of moving summonses and mixed dispositions. As noted in the previous Aggregate Report, the State Police have made concerted efforts to reduce the number of stops with other dispositions. While there was a slight increase in the number of stops with other dispositions in the previous period, the number of other dispositions decreased in the current reporting period from 7,373 to 5,992 stops.

Figure Thirty-Two: Trends of Dispositions

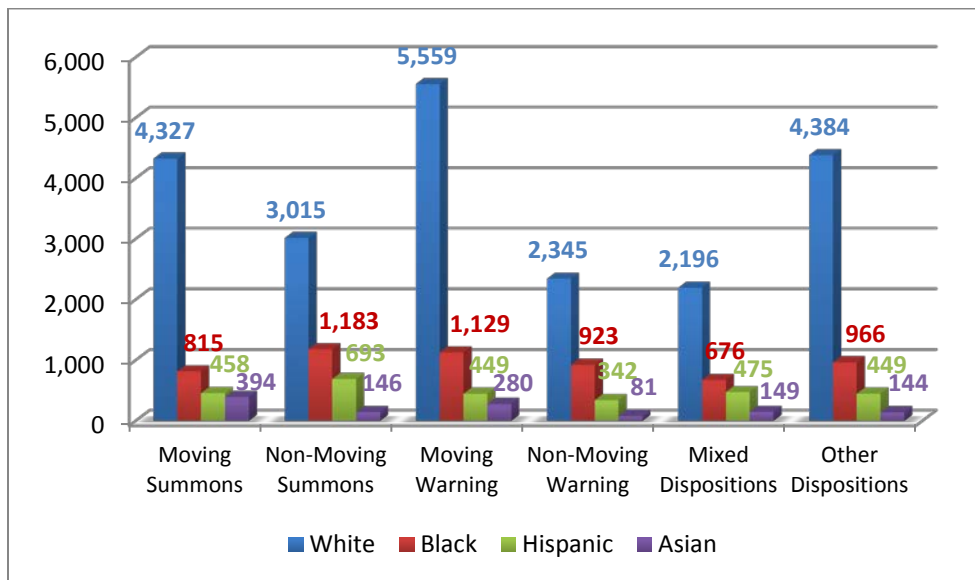
July 1, 2012 – December 31, 2012



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

Across disposition categories, White drivers continue to make up the largest proportion of each disposition type for stops made by Troop C. The overall pattern remains, between 60 and 75 percent of all disposition types involved White drivers and between 14 and 25 percent of all disposition types involved Black drivers. For Troop C, a slightly larger proportion of each disposition type involved White drivers than Division-wide, likely due to the slightly higher proportion of White drivers stopped by Troop C. Because State Police is required to record a disposition for all motor vehicle stops, the racial/ethnic distribution of dispositions should be nearly identical to the racial/ethnic distribution of all stops.

Figure Thirty-Three: Racial/Ethnic Distribution of Disposition Types
 July 1, 2012 – December 31, 2012



The most common outcome for stops were moving warnings. There were 7,434 stops (23%) that received a moving warning. Of these stops, there were 5,559 stops (75%) that involved White drivers, 1,129 stops (15%) that involved Black drivers, and 449 (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 moving summonses, which were cited in 6,014 stops (19%). There were 4,327 stops (72%) with moving summonses that involved White drivers, 815 stops (14%) with moving summonses that involved Black drivers, and 458 stops (8%) with moving summonses that involved Hispanic drivers. Again, this pattern mirrors the overall racial/ethnic distribution of stops made by Troop C.

For each disposition category, White drivers made up at least 60% 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 C. White drivers receive roughly 60% of all categories of dispositions, while Black drivers are closer to 18%, and Hispanic motorists were about 10%. Thus, the distribution of disposition types roughly matches that of all stops. For White drivers, the most common disposition was a moving warning, while non-moving summons were most common for Black and Hispanic drivers, and moving summonses were most common for Asian drivers.

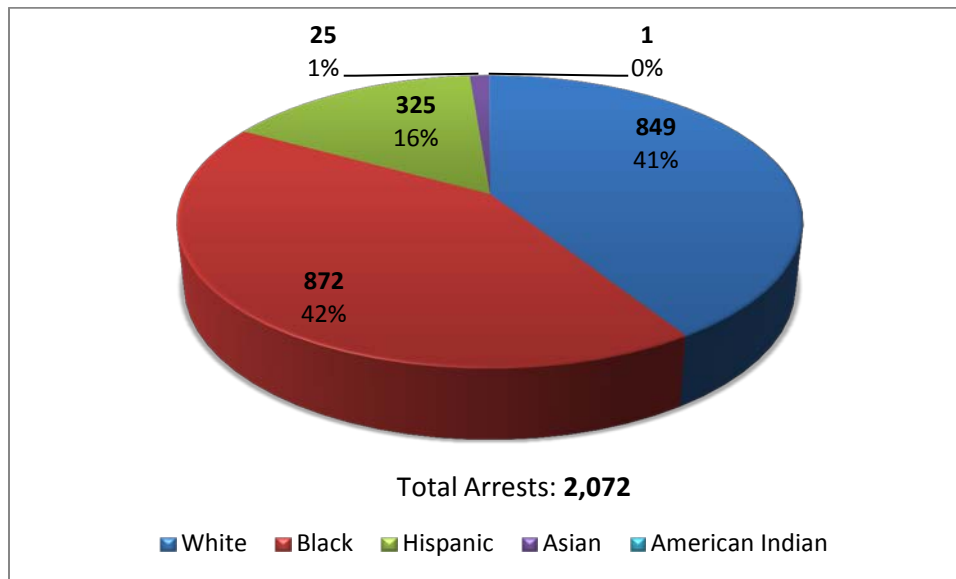
Individual Level Analysis

Arrests

While there were 1,666 motor vehicle stops made by Troop C where an arrest was made, there were 2,072 actual arrests. That is, there were 2,072 individuals arrested during motor vehicle stops in the current reporting period. On average, there were 1.2 arrests per motor vehicle stop but, a few stops did have as many as five arrests.

Because each stop averaged just a little more than one arrest, the racial/ethnic distribution of the individuals who were arrested should be similar to the racial/ethnic distribution of stops with arrests. Figure Thirty-Four depicts this distribution for Troop C, and it is nearly identical to the distribution of stops with arrests. Unlike the pattern noted for stops with arrests, White individuals do not make up the largest proportion of all arrests. In 41% of all arrests made during the reporting period, the individual was White. However, in 42% of all arrests, the individual arrested was Black while in 16% 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 drivers and a slightly smaller proportion of White and Hispanic drivers.

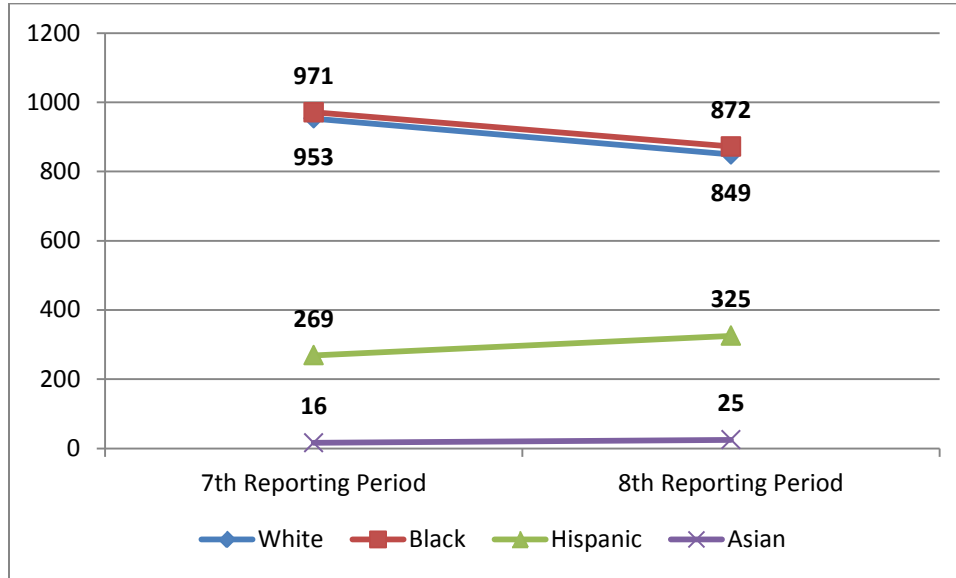
Figure Thirty-Four: Racial/Ethnic Distribution of All Arrests
July 1, 2012 – December 31, 2012



Because there were fewer motor vehicles stops conducted by Troop C, the opportunity to arrest any individual was less likely. Overall, the number of arrests made during stops by Troop C declined 6% from the previous reporting period. This decline is roughly the same as the decline for all stops with arrests, which declined 7%. The largest decline was for the number of White individuals who were arrested; there was an 11% decline in the number of White individuals who were arrested in the current reporting period. Similarly, the number of Black individuals arrested declined by 10%. However, there was an increase in the number of Hispanic and Asian individuals who were arrested;

there was a 21% increase in the number of Hispanic individuals arrested and a 56% increase in the number of Asian individuals arrested.

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



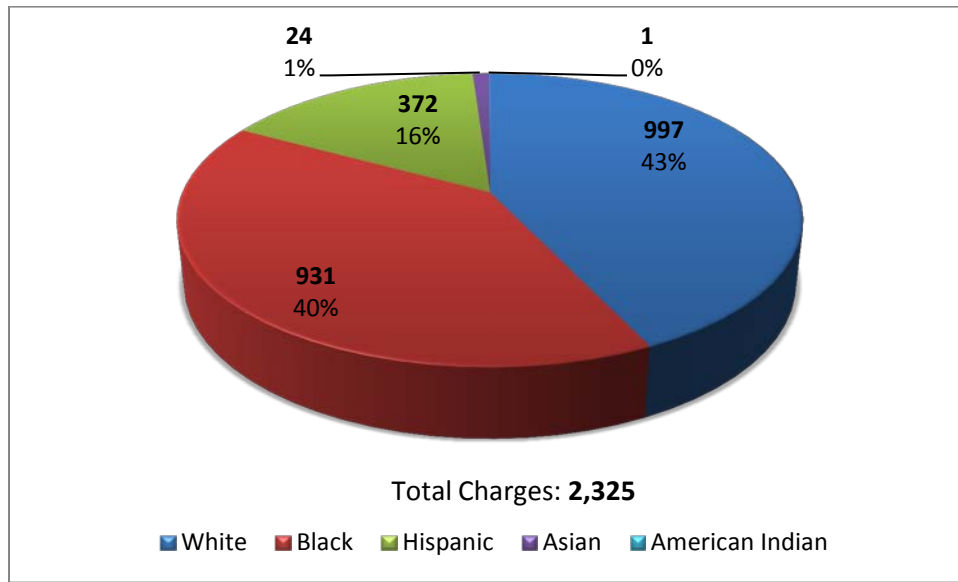
While only 18% and 13% of drivers encountered were Black or Hispanic, respectively, individuals of these racial/ethnic groups make up a larger proportion of all individuals arrested. Whether troopers had appropriate probable cause to arrest is not explored in this report but is in OLEPS' Oversight Report. Examination of the the charges filed following arrests may help elucidate possible reasons for this disproportionality in the racial/ethnic distribution of those arrested.

Charges

For an arrest, an individual can be charged with one or multiple charges. For the current period, while there were 2,072 arrests, there were actually 2,325 charges filed. On average, each arrest resulted in 1.1 charges filed. However, several arrests had six or seven charges filed.

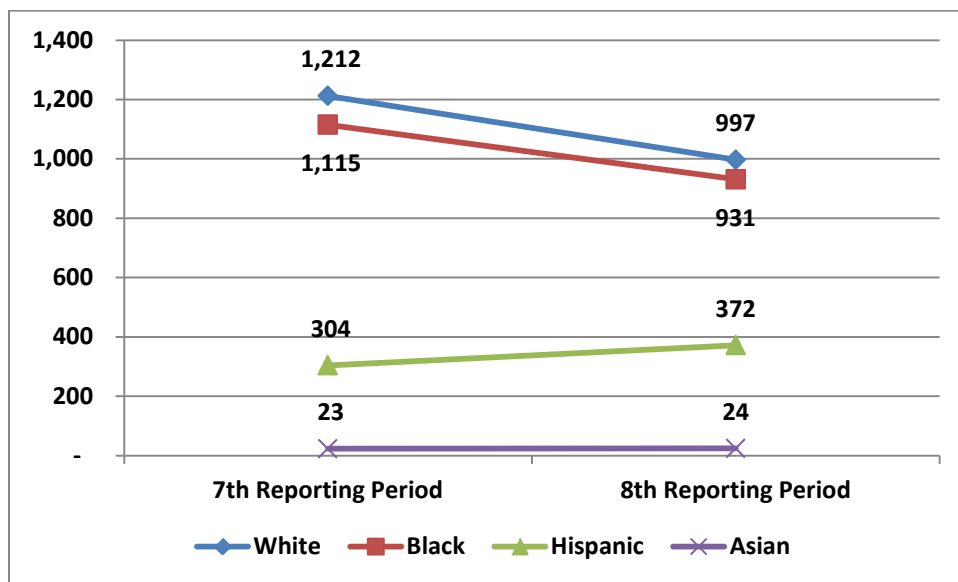
The racial/ethnic distribution of those arrested and that had charges filed is presented in Figure Thirty-Six and is similar to the distribution of all arrests. White individuals were involved in the largest proportion of charges filed, 43%. Black individuals were involved in 40% of all charges, Hispanic individuals were involved in 16% of all charges filed, and Asian individuals were involved in 1% of charges filed. Compared to the distribution of those individuals who were arrested, the proportions are nearly identical though there are minor differences.

Figure Thirty-Six: Racial/Ethnic Distribution of Individuals Charged
 July 1, 2012 – December 31, 2012



While the number of individuals arrested decreased by 6% in the current reporting period, the total number of charges filed decreased by 12%. As shown in Figure Thirty-Seven, there was an 18% decline in the number of charges filed against White individuals and a 17% decrease in the number of charges filed against Black individuals in Troop C. However, there was a 22% increase in the number of charges filed against Hispanic individuals and a one charge increase in the number of charges filed against Asian drivers.

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



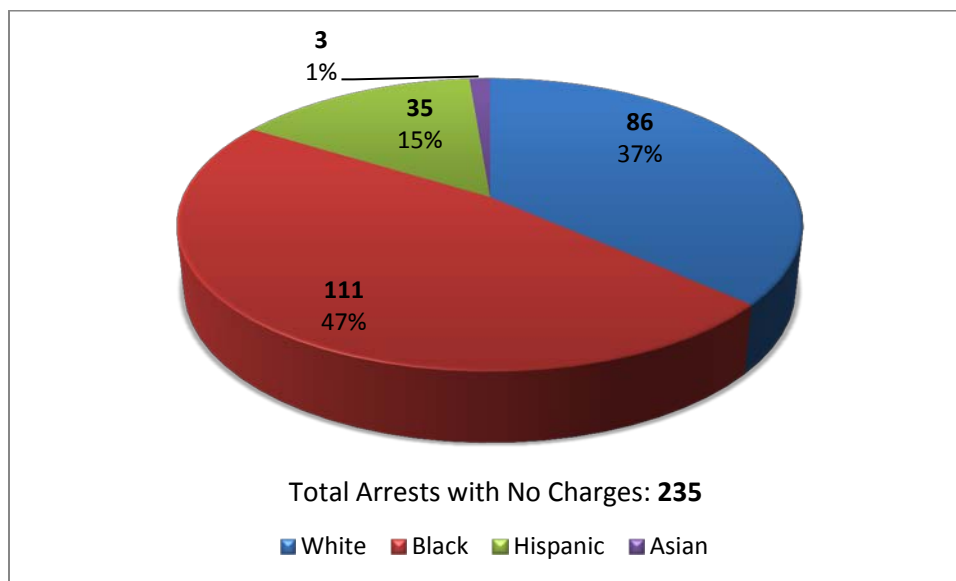
In some cases, an individual may be arrested and not charged. While this is possibly a data entry error, it is more likely a reflection of policies and procedures following State v. Peña-Flores, 198 N.J. 6 (2009).¹ Following this ruling, State Police policy requires immediate arrest when a trooper has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

In the current reporting period there were 235 arrests made by Troop C where an individual was not ultimately charged with any specific statute. The racial/ethnic distribution of those not charged should, ideally, be identical to the racial/ethnic distribution of those charged. If the distributions differ, further analysis is required to determine what specifically causes these differences.

Figure Thirty-Eight depicts the racial/ethnic distribution of those arrested by Troop C but not charged in the current period. The distribution of those not charged is similar to that of those who were charged, however, some differences do emerge. Specifically, while Black drivers were roughly 40% of all charges filed, they are 47% of those individuals for whom no charges were filed. Conversely, White drivers were 43% of charges filed yet only 37% of those with no charges filed. Thus, it would appear that Black individuals are slightly overrepresented among arrests with no charges. This is not unexpected as OLEPS has noted the high number of motor vehicle stops where a consent search was requested based on PC, the odor of marijuana. The presence of that particular form of PC, as discussed previously, requires an immediate arrest until a trooper can ascertain whether there is contraband on the person or in the vehicle.

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

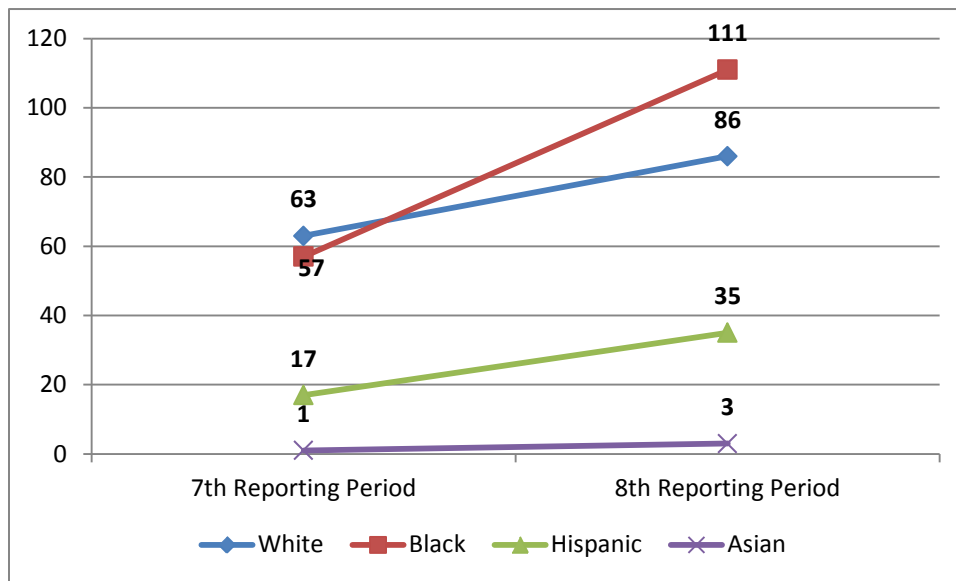
July 1, 2012 – December 31, 2012



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

While the distribution of those not charged may be similar to that of those charged, the trend of those not charged differs from those charged. As shown in Figure Thirty-Nine, there was a 70% increase in the number of individuals who were not charged. The number of White individuals who were not charged increased by 23, the number of Black individuals increased by 54, the number of Hispanic individuals increased by 18, and the number of Asian individuals increased by two. Thus, it appears that Black and Hispanic drivers are not only disproportionately represented among those arrested and not charged, but that this disproportionality has increased in the current reporting period. As noted previously, this may be the result of immediate arrest upon the odor of marijuana. OLEPS will continue to examine this trend in future reports.

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



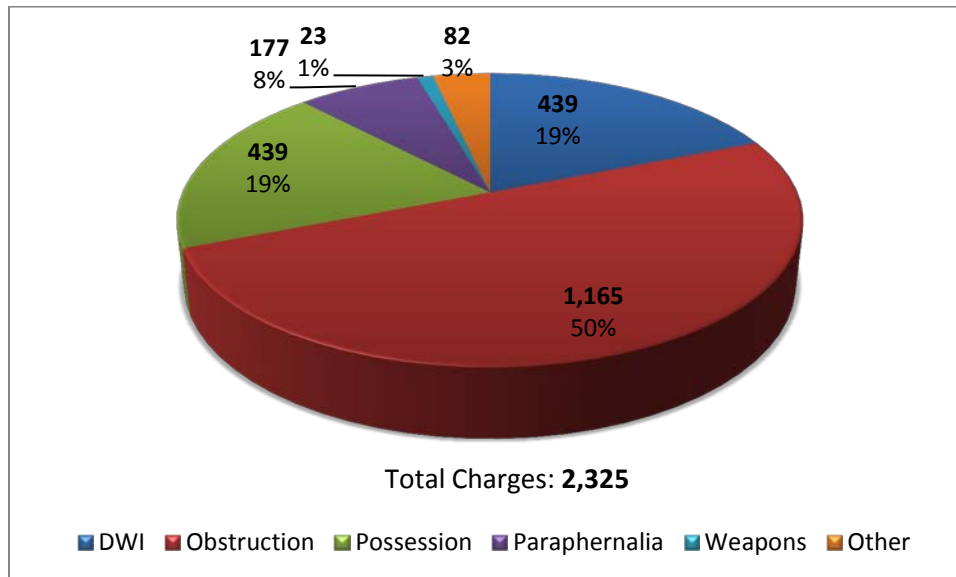
Types of Charges

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; 50% of all charges filed were categorized as obstruction. This category does include such charges as resisting arrest, hindering apprehension, and contempt. Contempt is the charge listed when an individual is arrested based on a warrant and for the current period, is actually the most frequently cited obstruction charge. Contempt was the specific charge cited in over 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, 40% Division-wide compared to 50% for Troop C.

Figure Forty: Types of Charges Filed

July 1, 2012 – December 31, 2012



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 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 19% 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 63% of all possession charges. Charges for driving while intoxicated (DWI) were 19% of all charges filed.

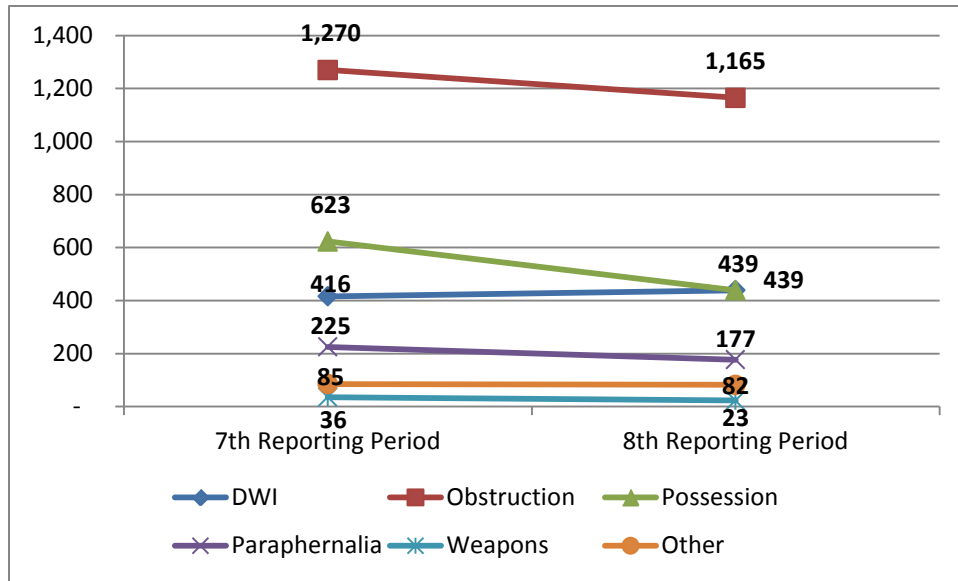
Charges for the possession of prohibited weapons and devices were relatively rare in the current reporting period. These charges amounted to about 1% of all charges filed.

Other charges included a variety of both criminal and traffic violations that were cited in the current reporting period. These charges only amounted to 18% of all other charges filed. The most commonly cited other charge was theft of some kind.

The total number of charges filed for arrests made by Troop C in the current reporting period decreased 12%, as noted previously. Figure Forty-One illustrates this decrease by charge categories. As shown, the magnitude of the decrease varied across charge types and some charge categories experienced an increase in use. The largest decline was noted for possession charges; from the previous to current reporting period, there was a 30% decline in the number of possession charges. The decline for paraphernalia charges was 21% while obstruction charges declined 8%. Weapons charges technically, experienced the largest decline, 36%. However, this percentage is misleading because of the small number of weapons charges; this change only amounted to three stops. DWI charges experienced a small increase in use, about 6%.

Figure Forty-One: Trend of Arrest Charges

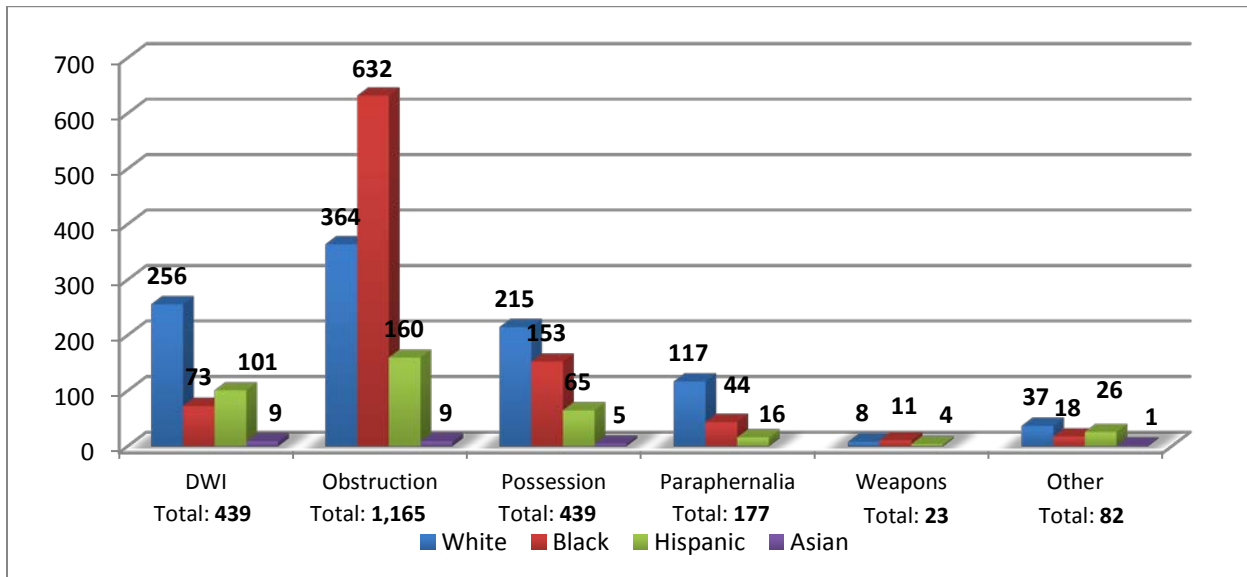
January 1, 2012 – December 31, 2012



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 Forty-Two indicated that White motorists make up the largest proportion of all charges, followed by Black, Hispanic, Asian, and then American Indian individuals. This same distribution is expected for each category of charges.

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

July 1, 2012 – December 31, 2012



This pattern is not upheld for those charged with DWI. Among those charged with DWI, White individuals were most likely to be charged with DWI. In 256 (58%) DWI charges the individual charged was White, in 73 (17%) instances the individual charged was Black, in 101 (23%) the individual charged was Hispanic, and in 9 (2%) the individual charged was Asian. Thus, there were more White individuals charged with DWI than other racial/ethnic groups. However, DWI was not the more frequent charge for any racial/ethnic group.

Obstruction charges, the largest category of charges, do not follow the expected pattern. Rather than White individuals making up the largest proportion, Black individuals are those who most frequently received obstruction charges. In the current period, 632 (54%) obstruction charges were cited for Black individuals while only 364 (31%) cited White individuals. Hispanic individuals made up 14% and Asian motorists made up less than 1% of all obstruction charges. Not only did Black individuals make up the largest proportion of all obstruction charges, obstruction was also the most frequently cited charge for Black drivers. Additionally, obstruction was the most frequently cited charge for White and Hispanic drivers as well.

White individuals were the largest proportion of those charged with either paraphernalia or possession of controlled dangerous substances. White motorists were charged in 215 (49%) charges of possession, Black motorists were charged in 153 (35%), Hispanic motorists were charged in 65 (15%), and Asian individuals were charged in 5 (1%) possession charges. Paraphernalia charges were similarly distributed. White individuals were cited in 117 (66%) paraphernalia charges while Black motorists were charged in 44 (25%), and Hispanic individuals were cited in 16 (9%) 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 11 weapons charges, White individuals were involved in 8, and Hispanic individuals in 4 instances where weapons charges were filed. This pattern changes for other charges. Black individuals were involved in 18 instances of other charges while White motorists were cited in 37 instances. Hispanic motorists were involved in 26, and Asian individuals were involved in one instances with other charges.

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

Wanted Persons

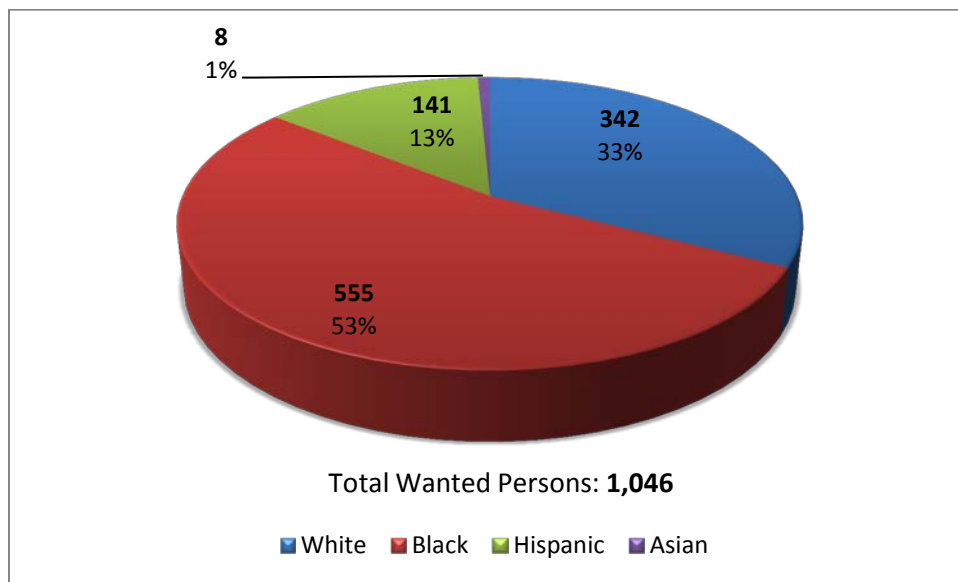
When State Police interact with individuals during a motor vehicle stop, they run database checks to determine if the individual has any outstanding warrants. If the individual does, they can be arrested. In the current reporting period, 1,046 arrests made by Troop C were of wanted persons, those with outstanding warrants.

As noted previously, individuals with outstanding warrants make up a large proportion of all arrests and charges filed and are categorized as obstruction. In actuality, 1,046 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 53% of all wanted persons while White individuals were only 33%, Hispanic individuals were 13%, 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 45% of those identified as wanted persons while they are 53% for Troop C.

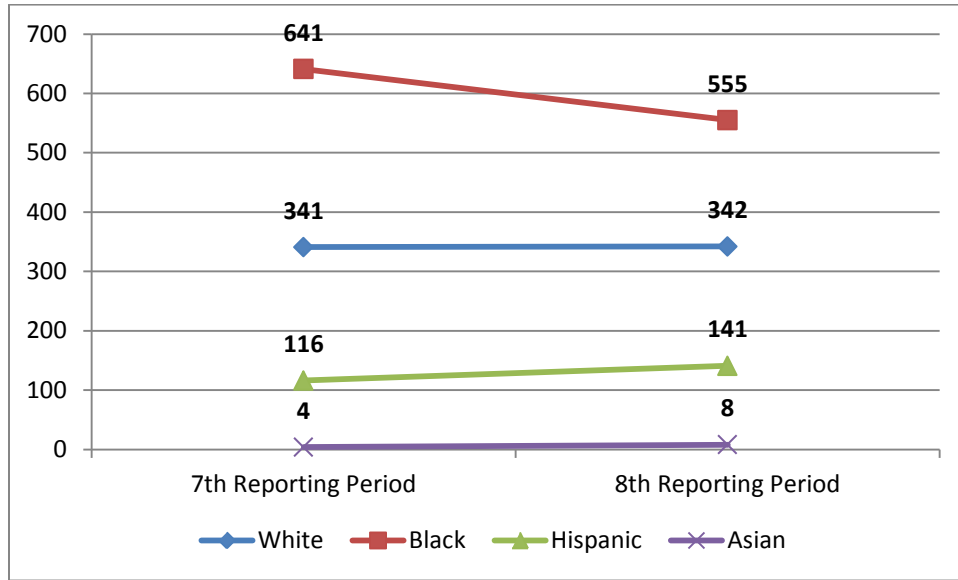
Figure Forty-Three: Racial/Ethnic Distribution of Wanted Persons

July 1, 2012 – December 31, 2012



While the total number of wanted persons declined by about 5% for Troop C in the current reporting period, the degree of decline changed for each racial/ethnic group. The number of Black individuals who were identified as wanted persons declined by 13% in the current reporting period, while the number of wanted Hispanic individuals increased 22%. The number of White individuals who were wanted increased by less than 1% in the current reporting period and there was a four person increase in the number of wanted Asian individuals. Despite the decrease in the number of wanted Black individuals, they remain the largest proportion of those identified as wanted persons.

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



ANALYSIS: TROOP D

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

Due to changes in data categorizations in the previous reporting period, analysis of trends was not possible in the Seventh Aggregate Report. Since this is the second reporting period since these changes, trends of activities can now be assessed. Caution is warranted as the following depictions only reflect two reporting periods and thus, do not present long term trends. Due to the small number of reporting periods in comparison, differences between reporting periods may be exaggerated. Because of this, some trends may only be discussed in text, rather than graphically depicted, so as not to misrepresent changes in activity.

Stop Level Analysis

Number of Stops

From July 1, 2012 to December 31, 2012, Troop D conducted 60,992 motor vehicle stops. While the number of motor vehicle stops conducted Division-wide decreased by 20%, Troop D experienced a 33% decrease in the number of motor vehicle stops conducted, the largest decrease across all troops. This decrease amounted to 29,524 motor vehicle stops.

Figure One: Trends of Motor Vehicle Stops
January 2011- December 2012

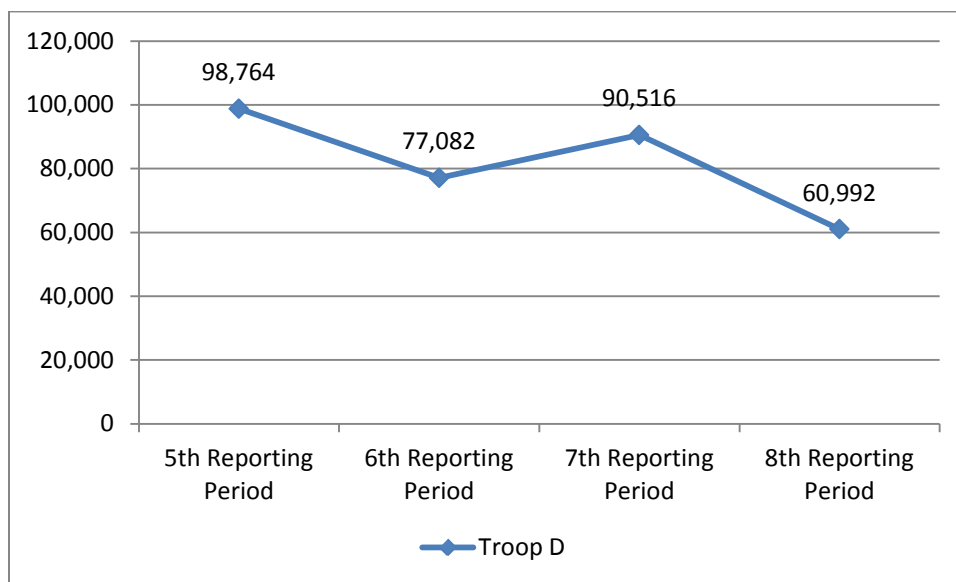


Figure One depicts the trend of the number of motor vehicle stops for the current and previous three reporting periods. While the number of stops does fluctuate each period, the current period is the lowest number of stops in the two years represented on the graph. It appears that Troop D may be responsible for a large portion of the Division-wide decline in motor vehicle stops.

As noted Division-wide, White drivers do make up the largest proportion of all stops in the current reporting period. White drivers were involved in 60% of all stops, Black drivers were involved in 18%, Hispanic drivers were involved in 13%, Asian drivers were involved in 9%, and American Indian and Other drivers were each involved in 0%. Troop D's proportion of stops that involved Hispanic, Asian, and White drivers appear more similar to the Division-wide distribution than Troop C. Nonetheless, the racial/ethnic proportions are nearly identical. Because American Indian and Other drivers make up such a small proportion of all stops and thus, all activities, they will not be routinely discussed in this report unless their pattern differs dramatically from this distribution.

Figure Two: Racial/Ethnic Distribution of Motor Vehicle Stops

July 1, 2012 – December 31, 2012

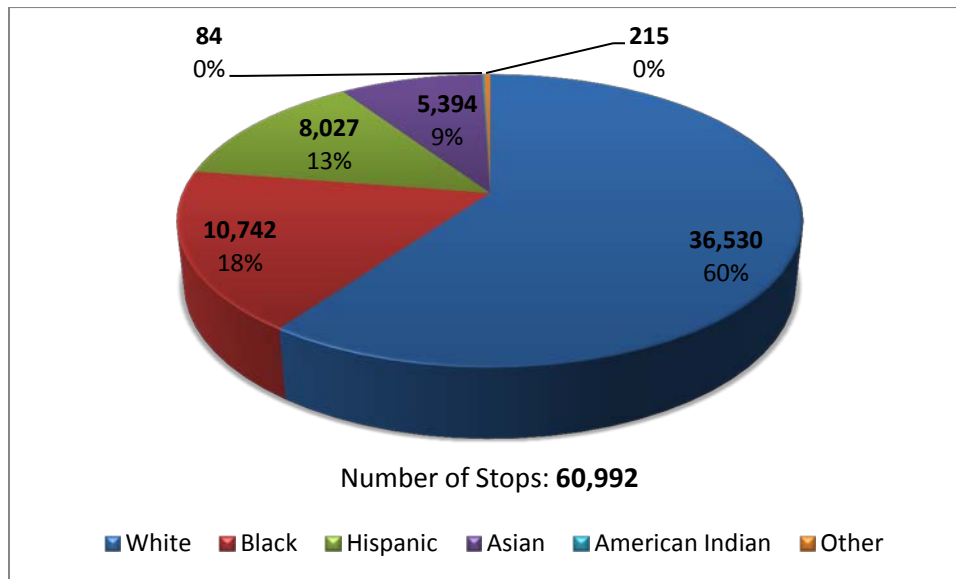
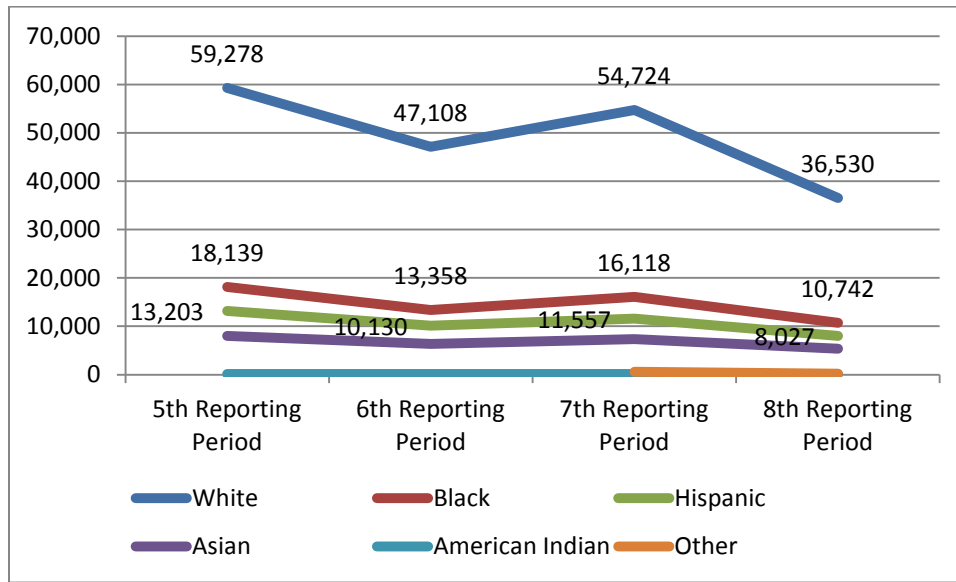


Figure Three graphs the number of stops made of drivers of each racial/ethnic group for the current and three previous reporting periods. Because the total number of motor vehicle stops decreased in the current reporting period, the number of stops for each racial/ethnic group also decreased. Overall, the number of stops made by Troop D decreased by slightly less than 30,000 stops. The majority of this decline occurred in the number of stops conducted by White drivers. As shown in Figure Three, the number of stops with White drivers has the largest and most dramatic decline; there were roughly 18,000 fewer stops of White drivers in the current than previous reporting period. However, despite these decreases, these groups still comprise the same general proportion of all stops, as noted above.

Figure Three: Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
July 2009 – December 2012



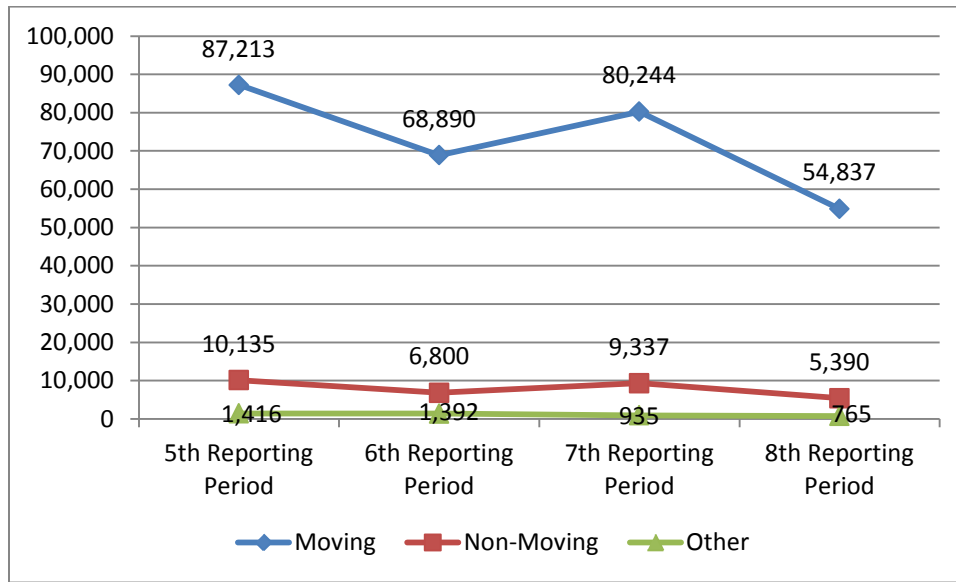
Reason for Stops

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; 90% of all motor vehicle stops were based on moving violations. As shown in Figure Four, 54,837 motor vehicle stops were conducted by Troop D based on moving violations. While moving violations are the most frequently cited reason for stops in all troops, the proportion of all stops made for moving violations is largest in Troop D. Generally, moving violations account for between 88% and 90% of all motor vehicle stops in Troop D. While this general pattern is consistent with the Division-wide trend of stop reasons, the proportion of stops made for moving violations in Troop D is much larger than the proportion Division-wide.

While Division-wide, non-moving violations account for roughly 11% to 17% of all stops, in Troop D, they accounted for a slightly smaller proportion of stops. As shown in Figure Four, non-moving violations are cited in roughly 5,400 to 10,100 stops a reporting period. Thus, in Troop D, non-moving violations account for between 9% and 10% of all stops. In the current reporting period, 9% 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, 765 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 mirror the Division-wide trend of stops for other violations, where only between 1 and 2% of all stops are made for other violations.

Figure Four: Trends in Reasons for Motor Vehicle Stops
July 2009- December 2012



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, 33,191 stops, 61%, with moving violations involved White drivers, 17% or 9,571 involved Black drivers, and 13% or 6,983 involved Hispanic drivers. Because 90% of all stops made by Troop D were for moving violations, the racial/ethnic distribution of stops with moving violations is identical to that of all stops. Compared to the Division-wide distribution, the distributions are similar, though Troop D did stop a slightly higher proportion of Asian drivers for moving violations.

Despite involving a much smaller proportion of 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, 55% or 2,998 stops, though they do not make up as large a proportion as they do for all stops. Hispanic drivers, however, were overrepresented compared to their proportion of all stops. While Hispanic drivers are only 13% of all stops for Troop D, they are 17% of those made for non-moving violations. The overrepresentation of Black and Hispanic drivers in non-moving violations is also observed Division-wide and in other troops. Despite making a much smaller proportion of stops for non-moving violations, the racial/ethnic distribution of these stops is not dramatically different from Troop D's distribution of all stops or any Division-wide trends.

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

July 1, 2012 – December 31, 2012

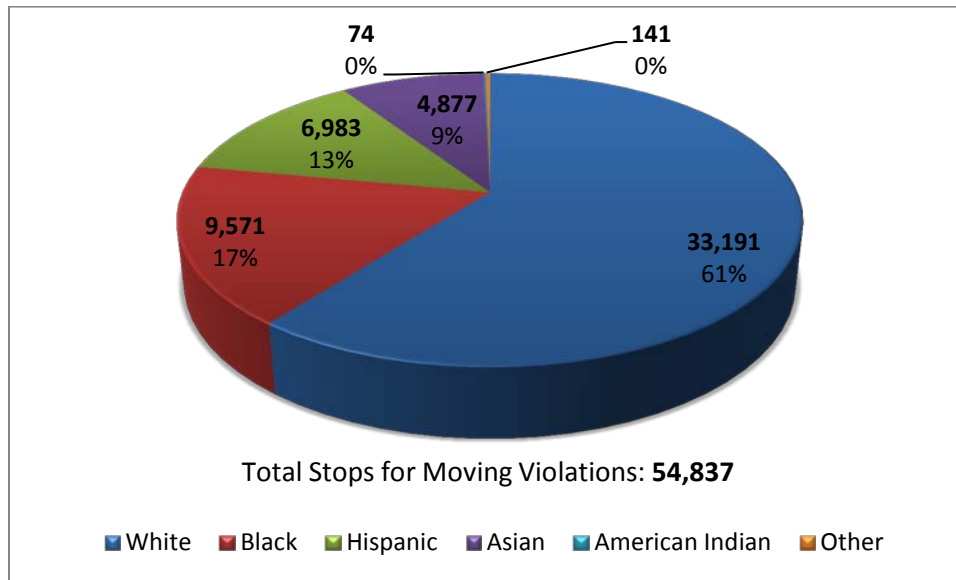
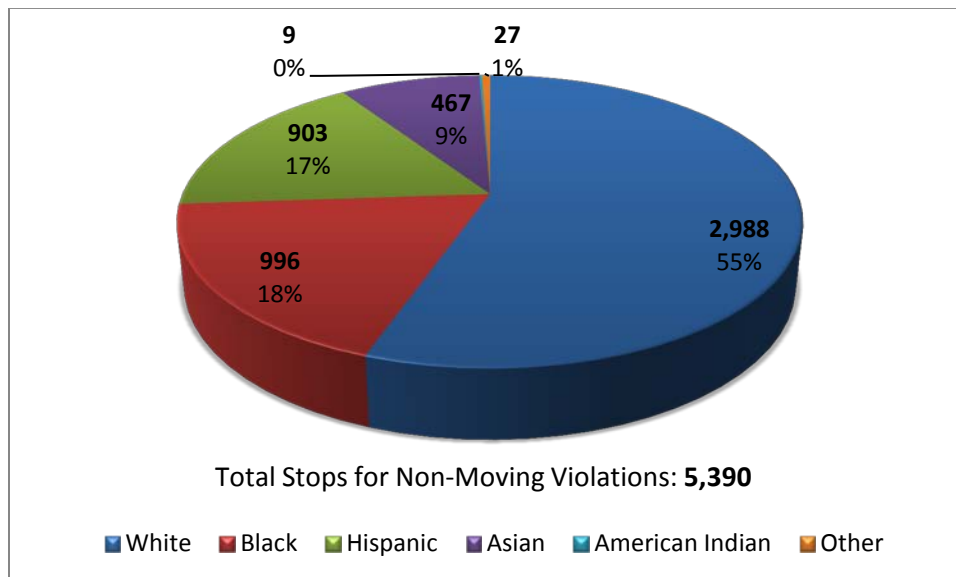


Figure Six: Racial/Ethnic Distribution of Stops made for Non-Moving Violations

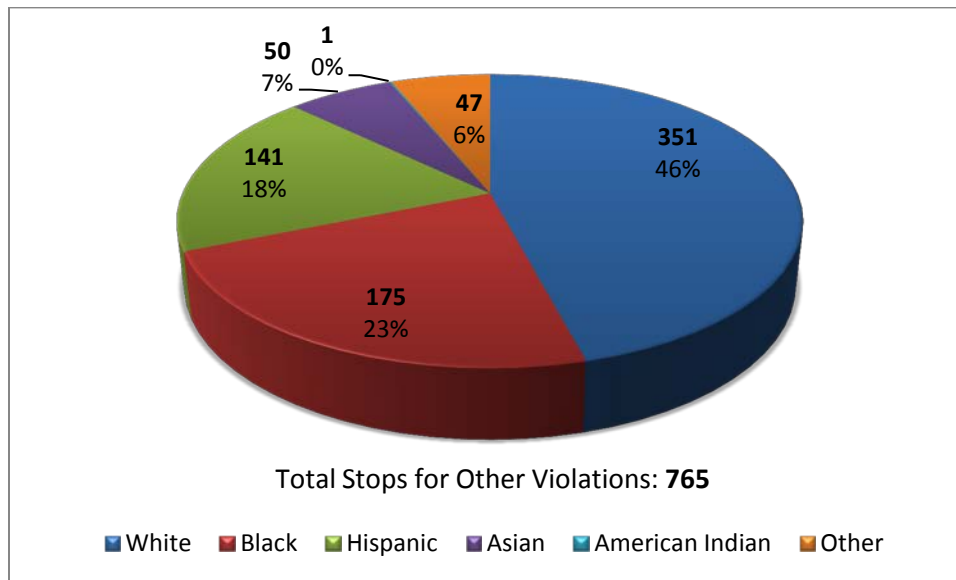
July 1, 2012 – December 31, 2012



Because there are so few stops, less than 800, made for other reasons, the racial/ethnic distribution of these stops is more likely to differ from the overall distribution of stops. That said, the distribution for stops made for other violations by Troop D does differ slightly from the distribution of all stops. White drivers are involved in less than half of all stops for other violations. They were only involved in 351 stops, or 46% of stops made for other reasons. Black drivers, however, were involved in 175 stops, or 23% of stops made for other reasons. Hispanic drivers were involved in 141 stops for other reasons, 18% of all stops made for other reasons. Drivers identified racially/ethnically as other, made up 6% of all stops for other violations conducted by Troop D. This is possibly an error pertaining to

data entry. State Police have noted discrepancies between sources of information on a motor vehicle stop pertaining to a driver's race/ethnicity. Overall, White drivers are underrepresented and Black, Hispanic, and Other drivers are slightly overrepresented among other violations. Division-wide, Black and Other drivers do make up slightly higher proportions of other violations than their proportions of all stops.

Figure Seven: Racial/Ethnic Distribution of Stops made for Other Violations
 July 1, 2012 – December 31, 2012



Law Enforcement Procedures

The State Police conducted over 200,000 motor vehicle stops in the current reporting period, but less than 5% of these stops involved post-stop activity or law enforcement procedures. For stops made by Troop D, only 2,230, about 4%, involved post-stop activity. Figure Eight depicts the trend of stops with law enforcement procedures for the current and previous three reporting periods. Troop D experienced a 33% decrease in stops in the current reporting period and as such, they also experienced a decline in the total number of stops with law enforcement procedures. Despite a slight decline in the total number of stops made, the number of stops with law enforcement procedures increased slightly in the current reporting period. However, the decline in the number of stops with post stop interactions was about 22%, not quite as large as the decline in the total number of stops.

Figure Eight: Trends of Motor Vehicle Stops with Law Enforcement Procedures

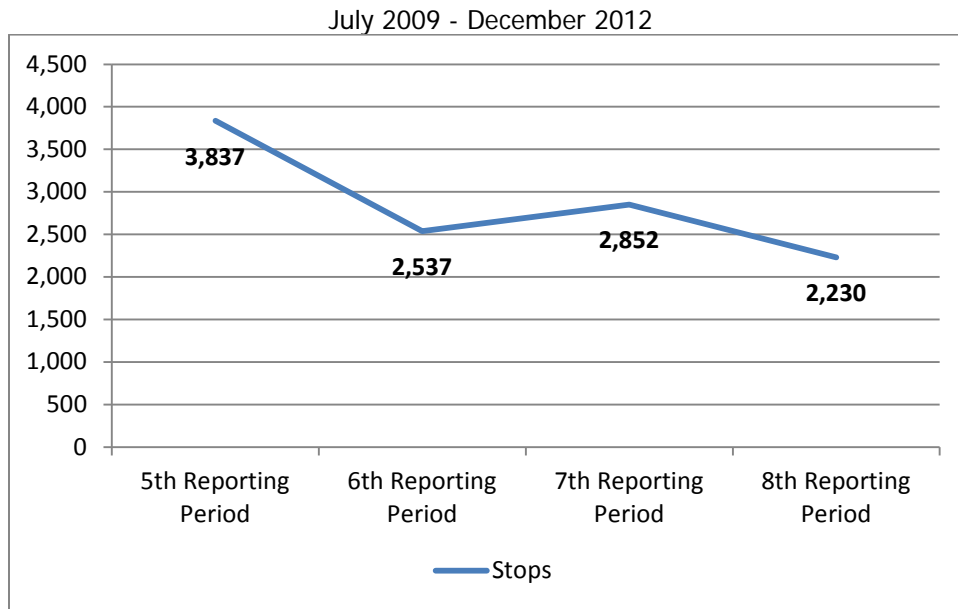


Figure Nine: Racial/Ethnic Distribution of Stops with Law Enforcement Procedures

July 1, 2012 – December 31, 2012

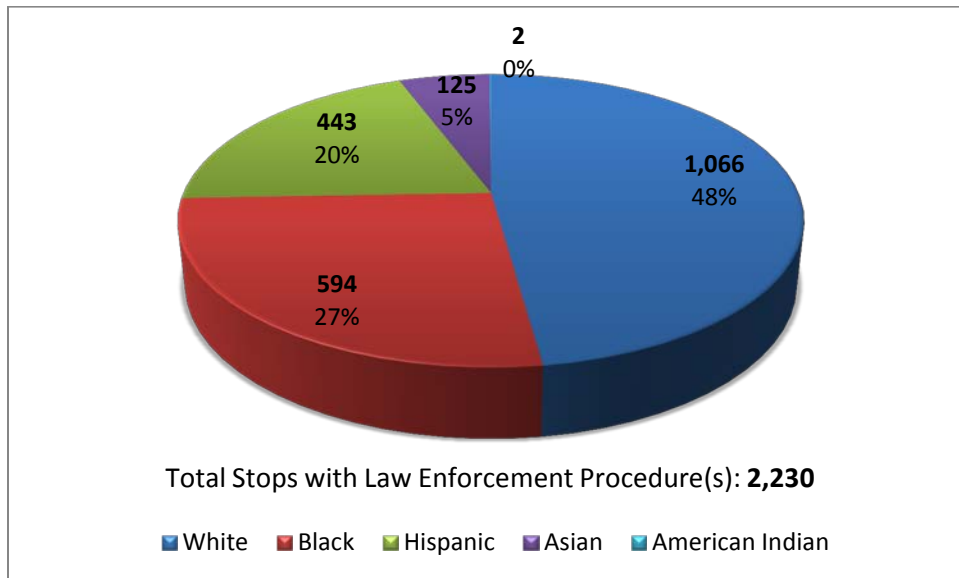


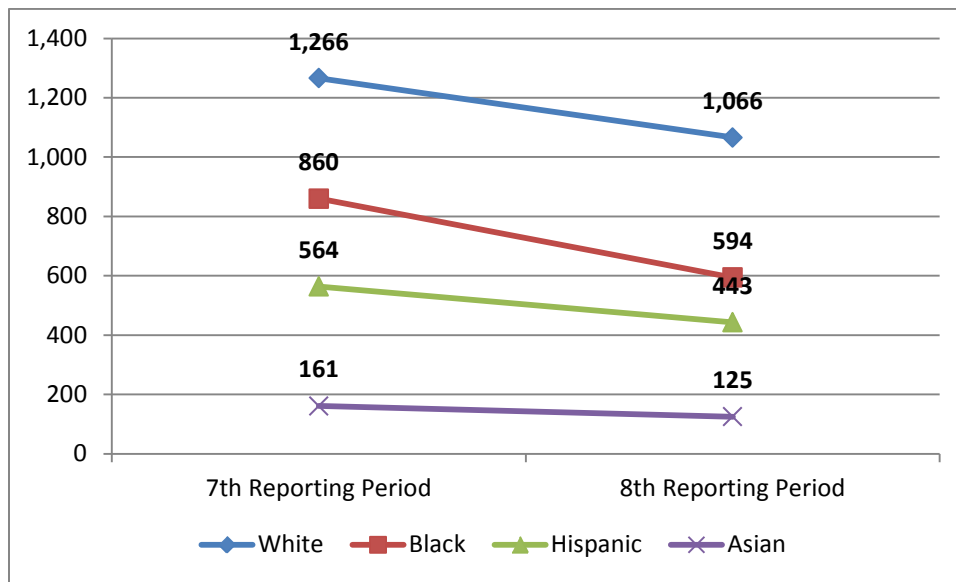
Figure Nine depicts the racial/ethnic distribution of stops where there was at least one law enforcement procedure for Troop D. Because less than 5% of all motor vehicle stops Division-wide involved law enforcement procedures, it is possible that the distribution is skewed or different from the overall distribution of stops. In fact, the distribution is skewed. White drivers were involved in the highest proportion of stops with law enforcement procedures but remain underrepresented compared to their proportion of all stops. White drivers are 48% of stops with law enforcement procedures, 1,066 motor vehicle stops. However, Black drivers were involved in a considerably larger proportion of stops with law enforcement procedures than all stops, 27% or 594 motor vehicle stops. Hispanic

drivers were also slightly overrepresented; they were involved in 20% or 443 stops with law enforcement procedures in Troop D. This disparity, that Black and Hispanic drivers are involved in a higher proportion of stops with law enforcement procedures, will be explored in the remainder of this report.

Figure Ten graphs the trend of the racial/ethnic distribution of stops with law enforcement procedures for Troop D. Because the total number of stops, and those with law enforcement procedures, decreased in the current reporting period, the number of stops involving drivers of each racial/ethnic group also declined. That said, there are differences in the magnitude of declines. The largest decline were stops of Black drivers that resulted in law enforcement procedures. While the number of stops declined by 266, this was a 31% decrease. White drivers also experienced a large decline, 200 stops, but this only represented a 16% decrease. Hispanic drivers also experienced a 21% decline, or 121 stops. Asian drivers experienced a 22% decline, though the difference in the number of stops only amounts to 36 stops.

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

January 1, 2012 – December 31, 2012



Vehicle Exits

The most frequent post-stop interaction was an occupant vehicle exit. Of the 2,230 stops made by Troop D with post-stop interactions, 2,111 stops (95%) resulted in an occupant vehicle exit, roughly the same proportion Division-wide. Troopers are permitted to ask a driver to exit for any reason, thus, the high frequency of this activity.

Figure Eleven depicts the racial/ethnic distribution of stops for vehicle exits. The frequency of vehicle exits for White drivers is higher than the frequency for all other racial/ethnic groups. White drivers were involved in 1,003 stops with vehicle exits (47%), Black drivers were involved in 561 stops (27%), and Hispanic drivers were involved in 423 stops (20%) with vehicle exits. Compared to the overall racial/ethnic distribution of stops made by Troop D, White drivers make up a smaller

proportion and Black and Hispanic drivers make up a larger proportion of stops with vehicle exits. However, compared to the distribution of stops with law enforcement procedures in Troop D, this distribution is nearly identical. The same pattern is noted Division-wide; 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 while Black and Hispanic drivers are involved in a larger proportion of stops with vehicle exits than their proportion of all stops.

Figure Eleven: Racial/Ethnic Distribution of Stops with Vehicle Exits
July 1, 2012 – December 31, 2012

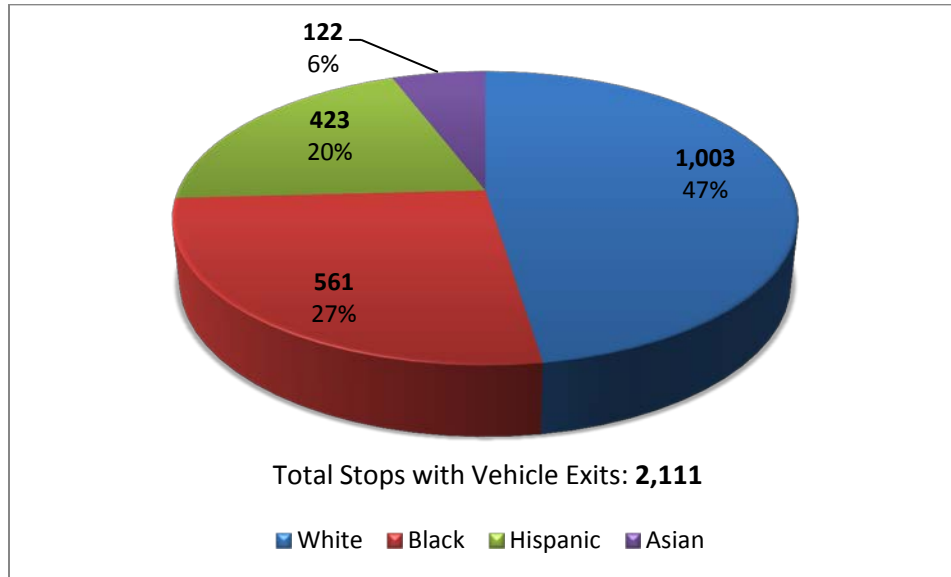
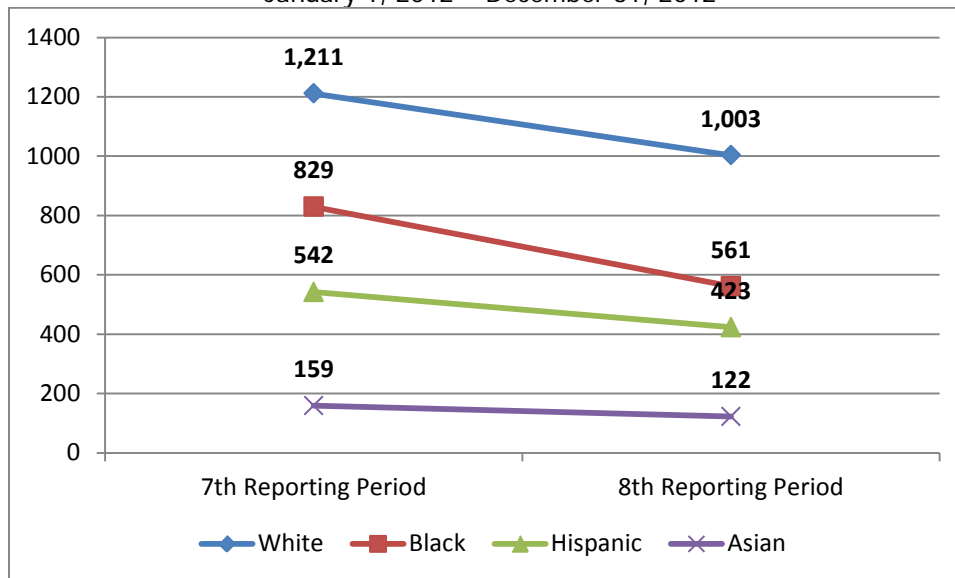


Figure Twelve: Trend of Racial/Ethnic Distribution of Stops with Vehicle Exits
January 1, 2012 – December 31, 2012

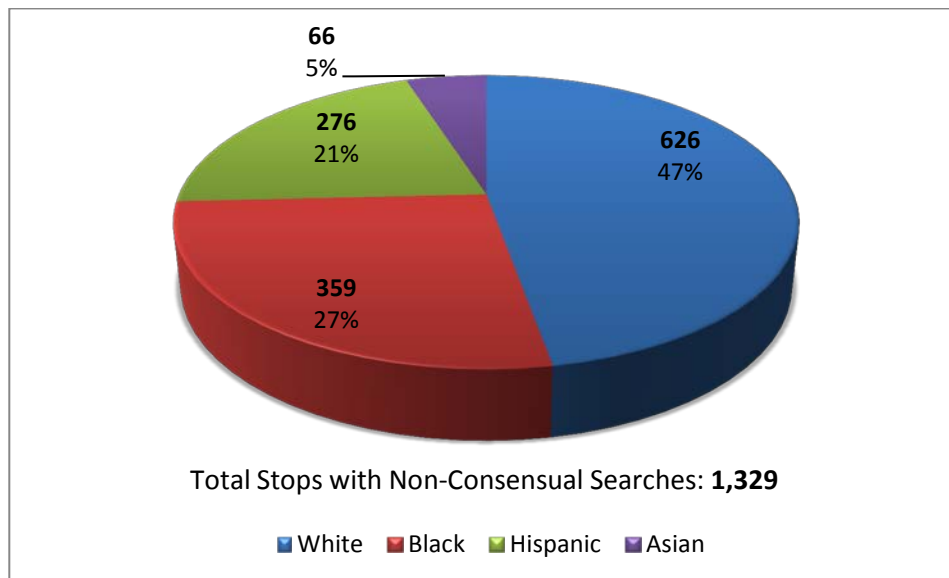


Because vehicle exits are the most frequent law enforcement procedure, the magnitude of change in the racial/ethnic distribution of stops with vehicle exits is consistent with that of law enforcement procedures. As shown in Figure Eleven, there was a 23% decline in the total number of stops with vehicle exits for Troop D. The largest decline, 32%, was for Black drivers asked to exit. Asian drivers declined by 23% and Hispanic drivers declined by 22% while White drivers only experienced a 17% decline in the number of stops where an individual was asked to exit. Thus, trend of the racial/ethnic distribution of vehicle exits matches the trends of law enforcement procedures over time.

Non-Consensual Searches

While over 90% of all stops with a post-stop interaction involve a vehicle exit, non-consensual searches are also fairly common. Of the 2,230 stops with post-stop interactions, 61% or 1,350 stops involved non-consensual searches. Because there were fewer motor vehicle stops in the current reporting period, the number of stops with non-consensual searches also declined in the current reporting period, as expected. Despite this decrease, the racial/ethnic distribution of these stops remains consistent with the previous period.

Figure Thirteen: Racial/Ethnic Distribution of Stops with Non-Consensual Searches
 July 1, 2012 – December 31, 2012



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 626 stops, 47%, with non-consensual searches. Black drivers were involved in 359 stops, 27%, with non-consensual searches while Hispanic drivers were involved in 276 stops, 21% of stops with non-consensual searches. While the differences between White and Black drivers were small for Troop C, the same pattern does not emerge for Troop D. Instead, Hispanic drivers make up a slightly larger proportion and Black drivers a slightly smaller proportion; the difference between the two groups is only six percentage points, or 83 stops. However, this pattern is expected, given the racial/ethnic distribution of stops with law enforcement procedures in Troop D, which involved roughly identical proportions of each racial/ethnic group.

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

January 1, 2012 – December 31, 2012

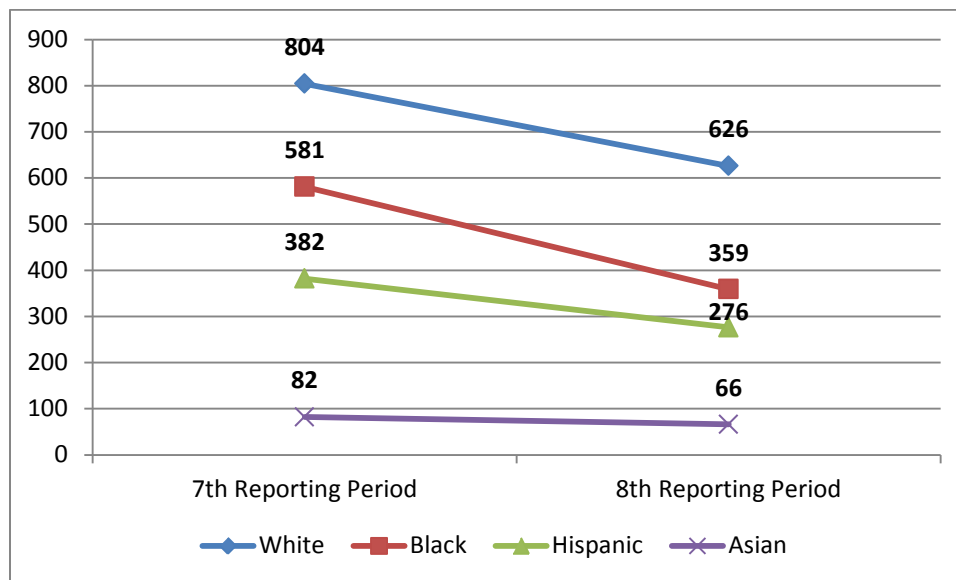


Figure Fourteen graphs the trend of non-consensual searches for each racial/ethnic group for the current and previous reporting periods. As with all stops, the number of stops with non-consensual searches declined in the current period. Like the trend noted for all law enforcement procedures and vehicle exits, Black drivers experienced the greatest decline, 38%. For non-consensual searches, the proportion involving White drivers declined by 22%, the proportion involving Black drivers declined by 38%, the proportion involving Hispanic drivers declined by 28%, and the proportion involving Asian drivers declined by 20%.

Occupant Frisks

In the current reporting period, there were 204 motor vehicle stops conducted by Troop D where at least one occupant was frisked, about 9% of all stops with post-stop interactions.

As shown in Figure Fifteen, White drivers were involved in the largest proportion of stops with occupant frisks. There were 91 stops, 45%, with a frisk that involved White drivers, 44 stops, 21%, that involved Black drivers, and 63 stops, 31%, that involved Hispanic drivers. The racial/ethnic distribution of stops with frisks does differ from all stops with law enforcement procedures made by Troop D. While all stops with law enforcement procedures generally involve higher proportion of Black and Hispanic drivers compared to their overall proportion of stops, the distribution is even more skewed for occupant frisks. Specially, Hispanic drivers make up a larger proportion of stops with frisks than Black drivers, especially in Troop D. This same pattern was noted Division-wide and for Troop C, but is interesting and potentially deserving of further analysis, given the relatively small proportions of Hispanic drivers involved in stops. However, this pattern may be related to arrest patterns, which will be discussed later.

Figure Fifteen: Racial/Ethnic Distribution of Stops with Occupant Frisks
 July 1, 2012 – December 31, 2012

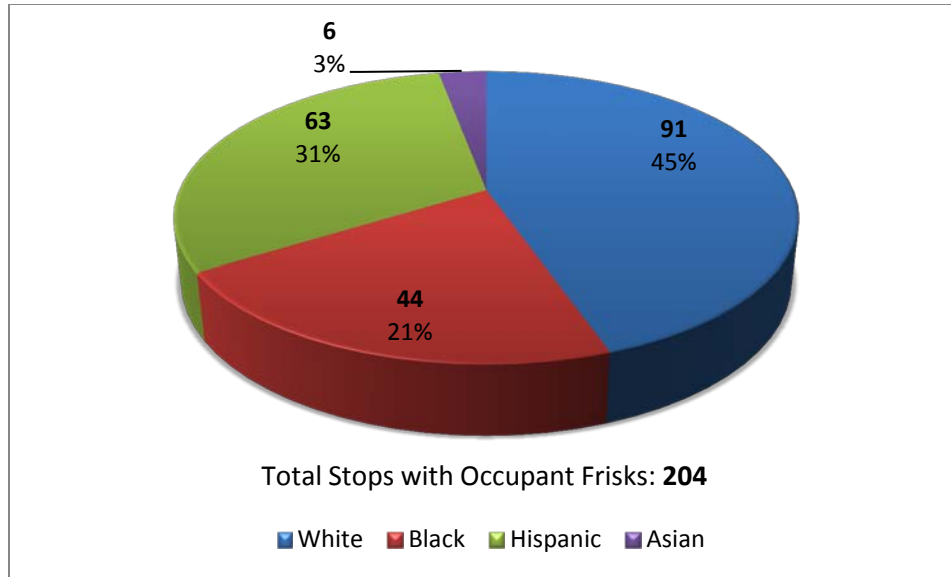


Figure Sixteen: Trend of Racial/Ethnic Distribution of Stops with Frisks

January 1, 2012 – December 31, 2012

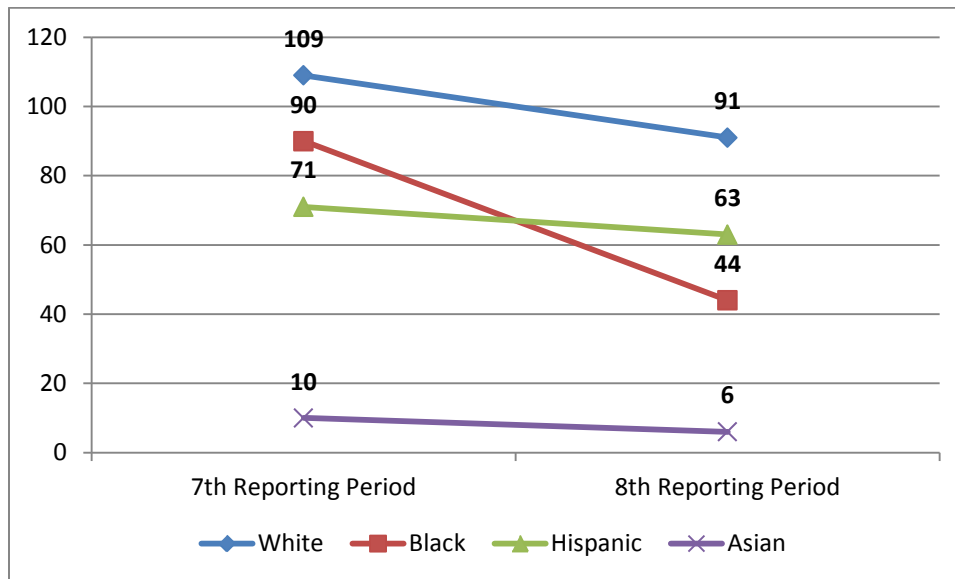


Figure Sixteen presents the trend of stops with frisks for each racial/ethnic group for the current and previous reporting periods for Troop D. Since the number of stops with law enforcement procedures declined, the same trend is expected for each specific procedure. Overall, the number of stops with frisks declined 27% from the previous to current reporting periods. Unlike the Division and Troop C trends, each racial/ethnic group did experience a decline in the number of stops with frisks. However, for Troop D, the magnitude of the decline varied across racial/ethnic groups. The largest decline

occurred for frisks occurring in stops with Black drivers where the total number of such stops declined by 51% from the previous to current reporting period. White drivers experienced a more subtle decline, 17% while Hispanic drivers experienced an 11% decline. The decline for Asian drivers amounted to four stops, but since the total number of stops with frisks involving Asian drivers is so small, this decline amounts to 40%. The dramatic decline for Black drivers is unexpected and will continue to be examined in future reports.

Canine Deployments

Canine deployments are a relatively infrequent law enforcement procedure. There were fewer than 50 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 were even smaller, 11 stops. Incidentally, Troop D has the highest number of canine deployments in the current reporting period, likely due to the availability of and stationing of the dogs in locations closer to the areas patrolled by Troop D.

For canine deployments in stops conducted by Troop D, White drivers are involved in the largest proportion of stops. White drivers were involved in 7 stops, 64% of stops with canine deployments. Black and Hispanic drivers were each involved in two stops with canine deployments. Division-wide, and for Troop C and other units, Black drivers were involved in the largest proportion of stops with canine deployments. Thus, the pattern for Troop D differs from these troops. However, because canine deployments are so infrequent, the distribution is easily skewed. Because of the small number of instances, the addition of one or two deployments would change the understanding of this distribution dramatically. However, the racial/ethnic distribution of stops with canine deployments for Troop D is similar to that of all stops and stops with post-stop interactions in that White drivers make up the largest proportions and Black and Hispanic drivers a smaller, similar (to each other) proportion.

Figure Seventeen: Racial/Ethnic Distribution of Stops with Canine Deployments
 July 1, 2012 – December 31, 2012

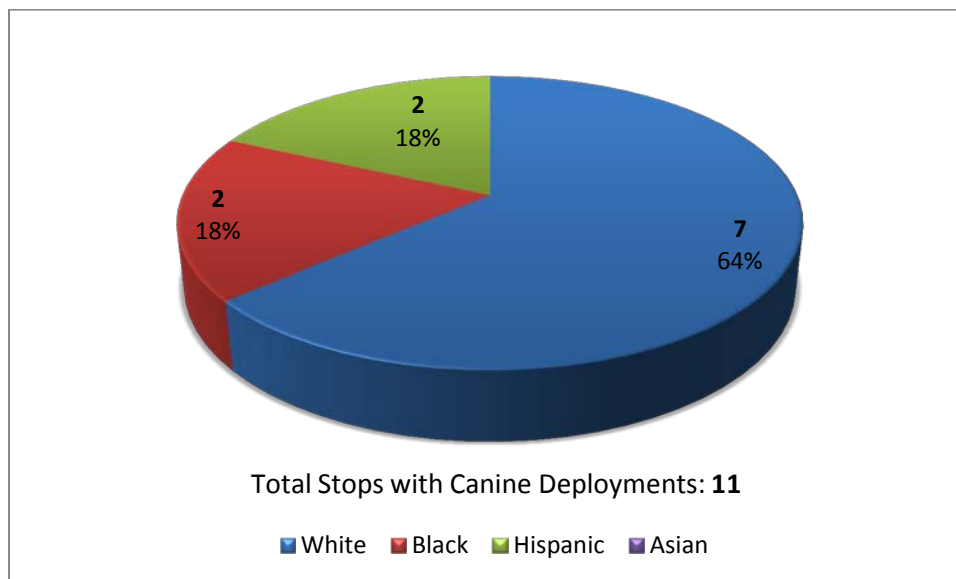
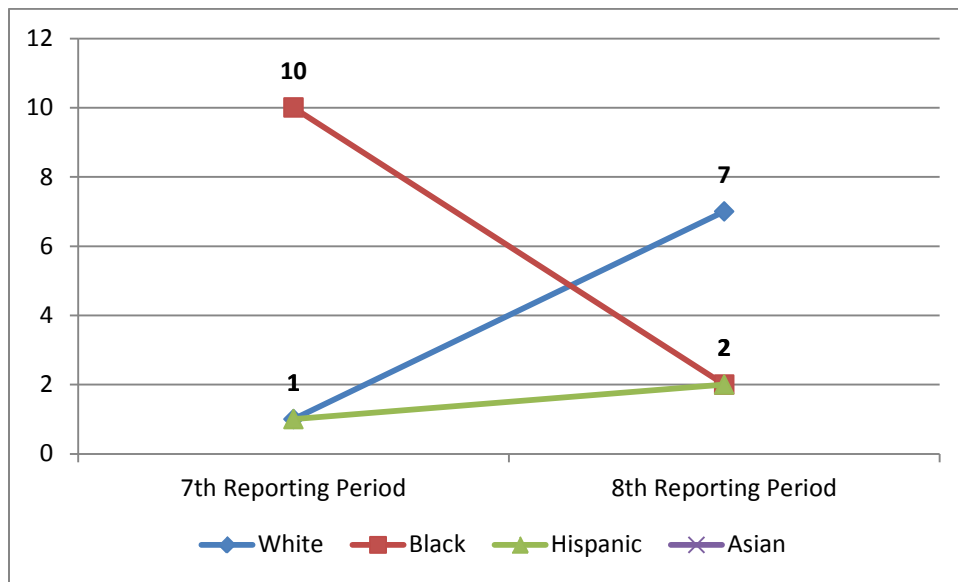


Figure Eighteen presents the trend of canine deployments by racial/ethnic group for the current and previous reporting period. Because canine deployments are a relatively infrequent event Division-wide, they are even more rare within a given Troop. That said, the number of deployments in a Troop is likely 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 D, the trend for each racial/ethnic group differs. White drivers experienced a six stop increase in the number of stops with deployments while Black drivers experienced an eight stop decline in deployments. Hispanic drivers experienced a one stop increase in the number of deployments. Because the number of canine deployments is so small and apparently volatile, analysis of the number of deployments across multiple reporting periods is needed to truly assess the trends for each racial/ethnic group.

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

January 1, 2012 – December 31, 2012



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

Uses of Force

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

two instances of force. One of these instances involved chemical force while the other involved a combination of physical, mechanical, and chemical force.

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

Figure Nineteen: Racial/Ethnic Distribution of Stops with Uses of Force
July 1, 2012 – December 31, 2012

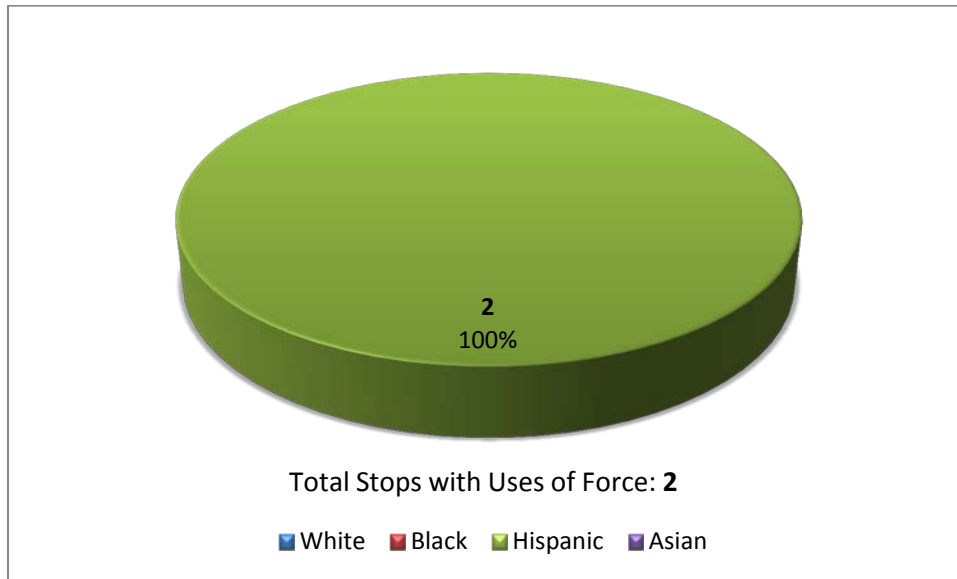
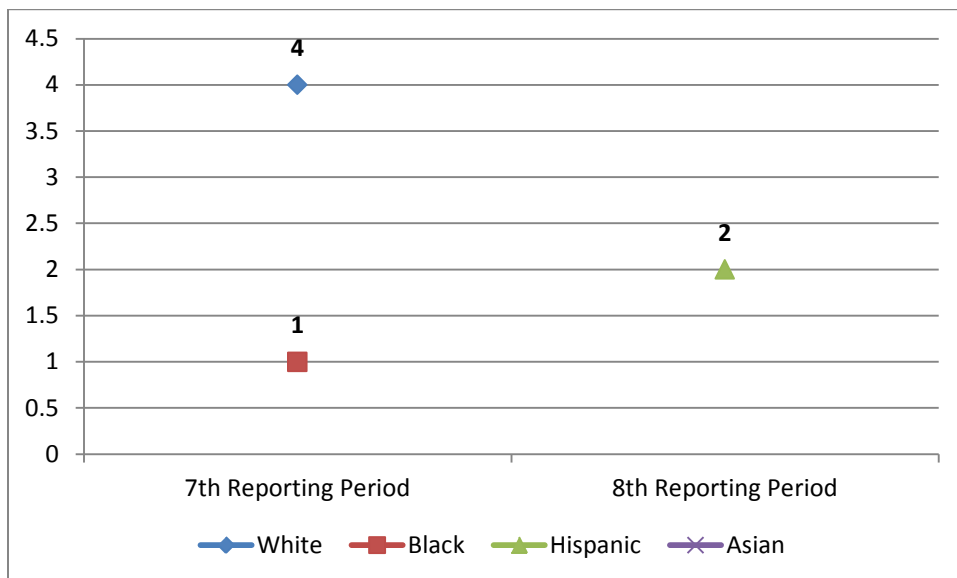


Figure Twenty: Trend of Racial/Ethnic Distribution of Stops with Uses of Force
January 1, 2012 – December 31, 2012



Discussion of trends in uses of force are presented in Figure Twenty for consistency purposes only. As noted with canine deployments, the infrequency of stops with these events Division-wide, Troop-wide, and for a specific racial/ethnic group means that the trends are easily susceptible to random change. For example, the number of force instances in stops made by Troop D is the lowest out of all Troops; this was not the case in the previous reporting period. The addition of a few force instances changes the picture for an entire troop. Nonetheless, for Troop D, there was a decrease of three stops with force from the previous to the current reporting period. There was a four stop decline for White drivers and a one stop decline for Black drivers, while there was a two stop increase for Hispanic drivers.

Consent to Search

For this period, there were 271 stops with consent to search requests conducted by Troop D. There may be multiple outcomes for a consent request: granted, denied, or withdrawn. Figure Twenty-One presents the distribution of all consent to search request outcomes. The majority of consent to search requests were granted; 230 (85%) requests were granted, 39 (14%) were denied, and two were initially granted and then withdrawn by an occupant during the stop.

Figure Twenty-One: Outcome of Consent to Search Requests

July 1, 2012 – December 31, 2012

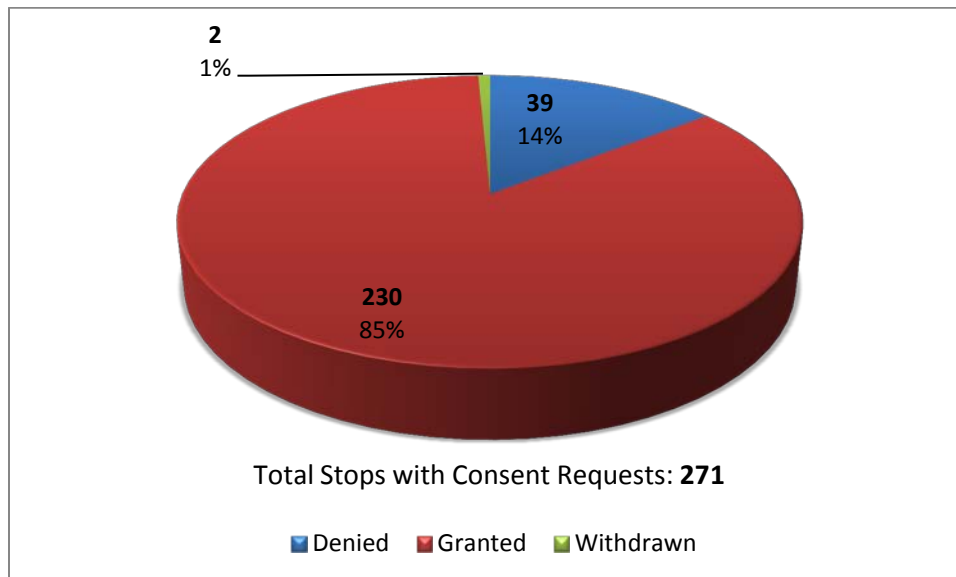
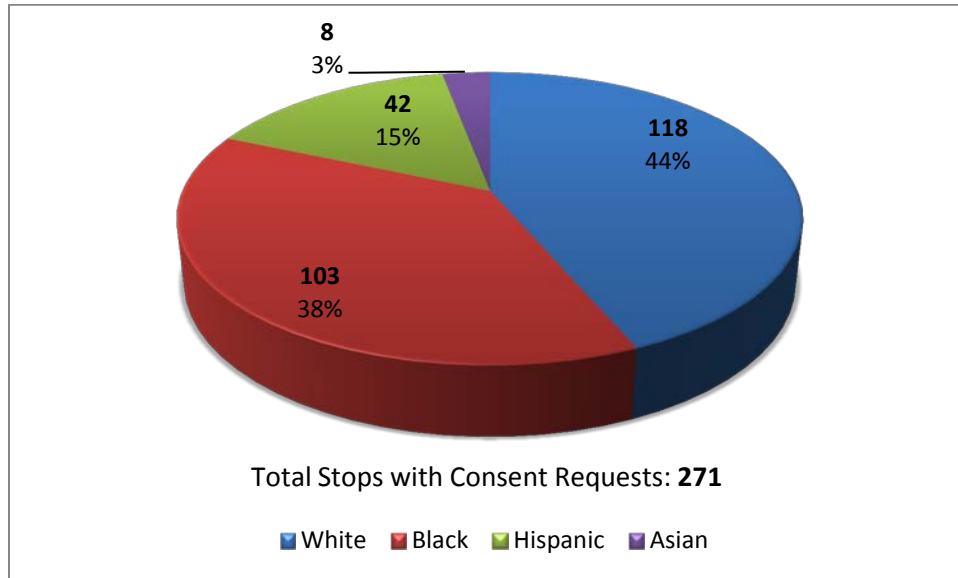


Figure Twenty-Two presents the racial/ethnic distribution for consent to search requests made during motor vehicle stops. White drivers made up the largest proportion of stops with consent to search requests. Nearly half, 44%, of all stops with consent to search requests involved White drivers. Black drivers were involved in 103 stops (38%) with consent to search requests, and Hispanic drivers were involved in 42 stops (15%) 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 involved in roughly 18% of all stops and 27% of stops with post-stop interactions but are 38% of all stops where a consent request was made.

Meanwhile, White and Hispanic drivers are involved in slightly smaller proportions of stops with consent request than they are all stops with post-stop interactions.

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

July 1, 2012 – December 31, 2012



Among the possible outcomes of these requests, this pattern differs; White drivers had the highest proportion of granted consent requests (Figure Twenty-Three) while Black drivers had the highest proportion of 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 identical to that of all stops with requests. However, the distribution of denied consent to search requests deviates slightly. When consent was denied, Black drivers were involved in the largest proportion of stops, 44%, slightly more than their proportion of total consent to search requests. Similar to the Division-wide pattern, White drivers are involved in the largest proportion of granted consent requests while Black drivers are involved in the largest proportion of denied requests.

Figure Twenty-Three: Racial/Ethnic Distribution of Stops with Consent to Search Granted
July 1, 2012 – December 31, 2012

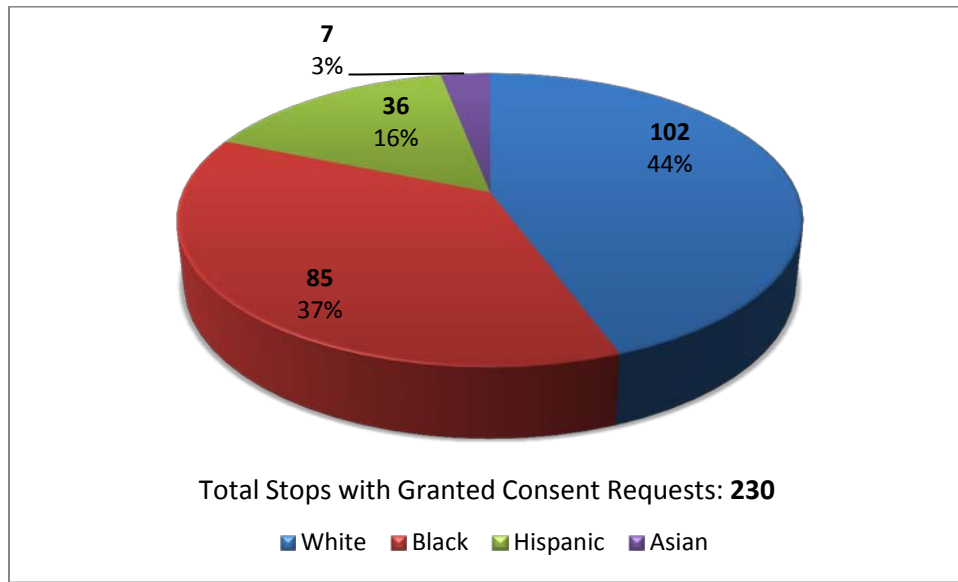
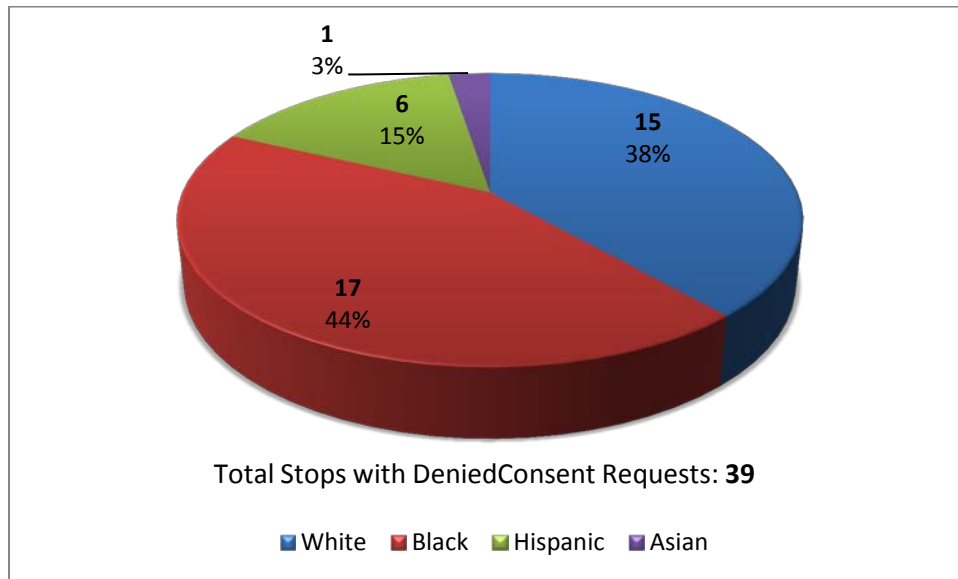
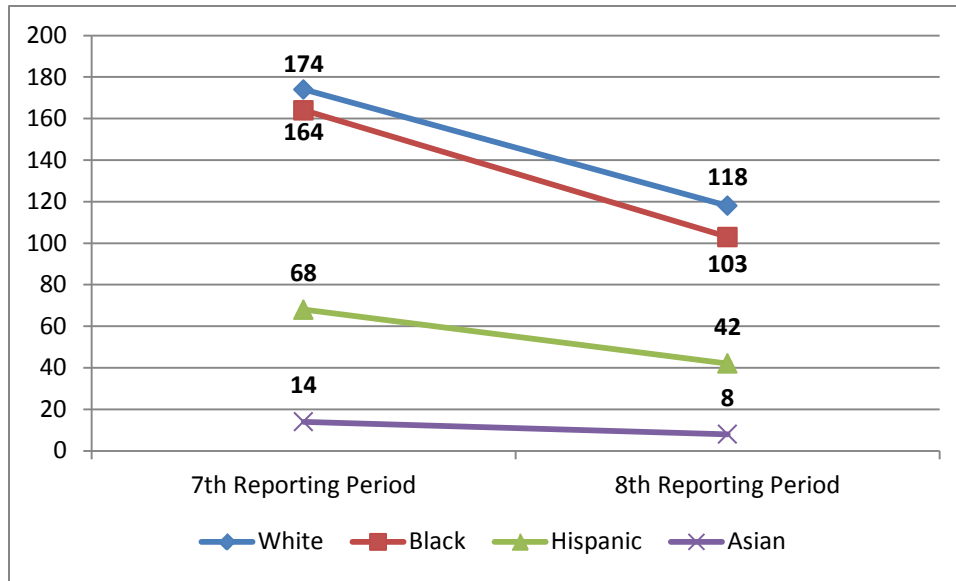


Figure Twenty-Four: Racial/Ethnic Distribution of Stops with Consent to Search Denied
July 1, 2012 – December 31, 2012



Because the total number of stops decreased, the total number of stops with consent to search requests also decreased in the current reporting period for Troop D. The total number of requests decreased 35% in the current reporting period for Troop D. This number includes all requests, regardless of the outcome (granted or denied). Figure Twenty-Five graphs this trend for each racial/ethnic group. Hispanic drivers experienced the largest decline, 38%. However, all other racial/ethnic groups did experience similar declines. Stops with consent requests declined by roughly 32% for White drivers, 37% for Black drivers, and 42% for Asian drivers (one stop).

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



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 32% decline in the number of stops with denied consent requests while there was a 36% decline for granted consent requests. Generally, each racial/ethnic group experienced declines that were similar to the overall decline for each category of consent requests.

Arrests

In the current reporting period, there were 1,612 motor vehicle stops conducted by Troop D where at least one person was arrested. In the majority of these stops, only one person was arrested. However, there were several stops where five or six individuals were arrested. On average, there were 1.2 arrests per stop.

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

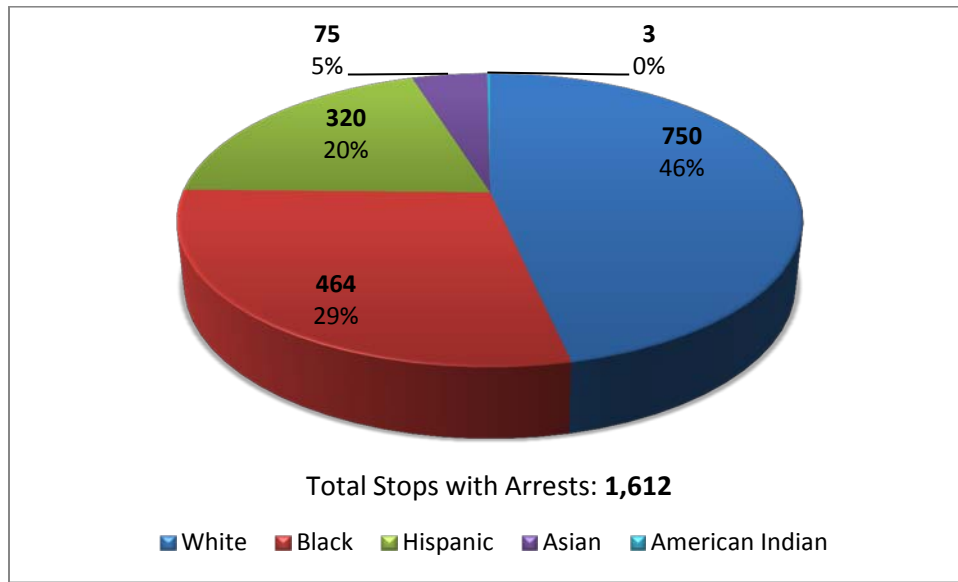


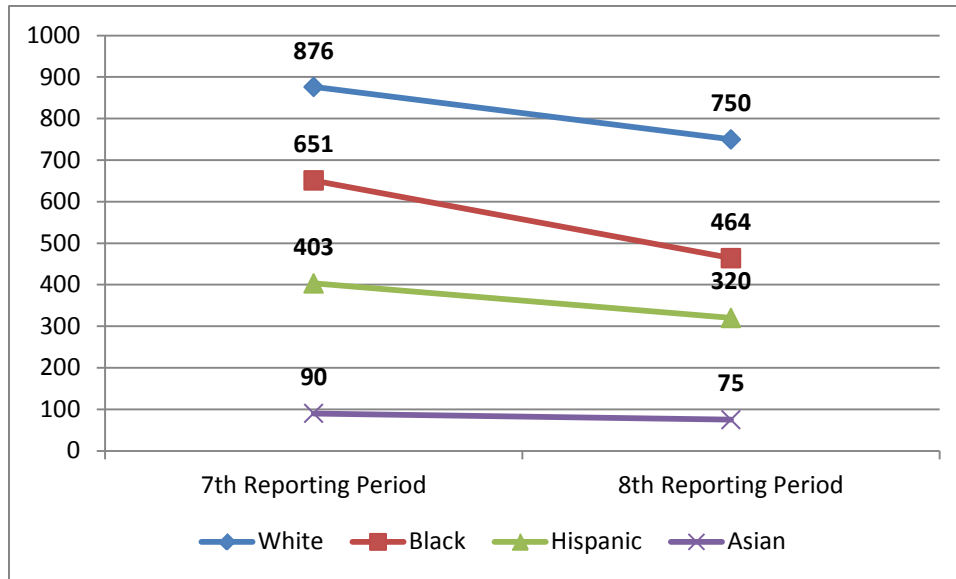
Figure Twenty-Six depicts the racial/ethnic distribution of all motor vehicle stops where an arrest was made. White drivers were involved in the highest proportion of stops where an arrest was made. Roughly 46% of all stops where an arrest was made involved White drivers. Black drivers were involved in 29% of all stops where an arrest was made while Hispanic drivers were involved in 20% of stops where an arrest was made. Asian drivers were only involved in 5% of all stops with arrests and American Indian drivers were involved in 0%.

Compared to the overall racial/ethnic distribution of stops, it appears that White drivers are underrepresented while Black and Hispanic drivers are overrepresented. White drivers were 60% of all stops yet only 46% of stops with arrests. Conversely, Black drivers were only 18% of all stops but 29% of all stops with arrests while Hispanic drivers were 13% of all stops but 20% of those with arrests in Troop D.

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

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

January 1, 2012 – December 31, 2012



For Troop D, the total number of stops where an individual was arrested declined about 20% in the current reporting period, similar to the decline for stops with law enforcement procedures. This decline varied among racial/ethnic groups as shown in Figure Twenty-Seven. Black drivers experienced the largest decline, the number of stops with Black drivers where an individual was arrested declined by 29% in the current reporting period. Conversely, the decline for White drivers was only 14%, the number of stops with arrests involving Hispanic drivers declined 21%, and Asian drivers declined by 17%.

For Troop D, White drivers are more likely to be involved in any post-stop interaction than other drivers. However, compared to their proportion of all stops, they are slightly under represented and Black drivers are slightly overrepresented. While Black drivers were about 18% of all motor vehicle stops, they are roughly 30% (on average) of all law enforcement procedures utilized in the current reporting period. This does suggest some sort of disproportionality, however, the reason for this disproportionality is not necessarily known. As noted earlier, the appropriateness of enforcement activities is not assessed in this report, but is in OLEPS' Oversight Reports. Further analysis is necessary to uncover the reason(s) for the disproportionality in law enforcement procedures. However, because the majority of stops with law enforcement procedures have at least one arrest made, it is possible that the disproportionality for all law enforcement procedures stems from this.

Evidence Seizures

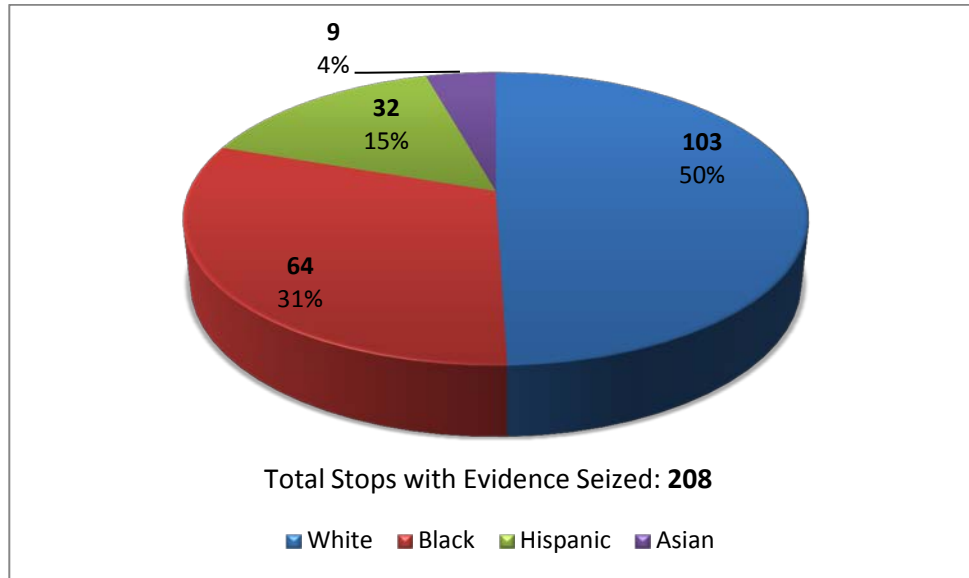
The seizure of evidence during a motor vehicle stop is a relatively rare occurrence, occurring in less than 1% of all motor vehicle stops Division-wide. For stops made by Troop D, evidence was seized in 208 motor vehicle stops, less than 1% of Troop D's stops. Evidence may have been seized in conjunction 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 50% of all stops with

evidence seized, the driver was White, in 31% of stops the driver was Black, and in 15% of stops the driver was Hispanic. Compared to the overall distribution of motor vehicle stops made by Troop D, Black drivers are overrepresented. While only 18% of all stops, Black drivers are involved in 31% of stops with evidence seized. When compared to the distribution of stops with law enforcement procedures, Black drivers are only slightly overrepresented; they were involved in 27% of all stops in Troop D with post-stop interactions.

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

July 1, 2012 – December 31, 2012



Each motor vehicle stop can involve one or more seizures of evidence. In the current reporting period, 81 of the 208 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 290 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 did only involve one type of search/seizure.

While the exact evidence seized is unknown, it is known how the evidence was obtained. Figure Twenty-Nine depicts the type of search/seizures that resulted in evidence for each racial/ethnic group for stops conducted by Troop D. The majority of the 334 evidence seizures resulted from consent searches. In total, there were 208 evidence seizures as the result of a consent search. Of these consent search seizures, 49% involved White drivers, 31% involved Black drivers, and 15% involved Hispanic drivers.

The second most frequent searches/seizures were those considered plain view. In 59 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, 56% involved White drivers, 22% involved Black drivers, and 15% involved Hispanic drivers.

Seizures classified as "Other PC" were the third most frequently cited search leading to an evidence seizure. These activities include all PC based searches/seizures other than plain view seizures. Thus, vehicle frisks, proof of ownership, secure vehicle, retrieval of property, or public exigency searches fall under this category. These seizures were a relatively small number of all seizures; they were used in only 21 motor vehicle stops. Of these seizures, 11 (52%) involved White drivers, five (24%) involved Black drivers, and four (19%) involved Hispanic drivers.

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

Figure Twenty-Nine: Types of Evidence Seizures
July 1, 2012 – December 31, 2012

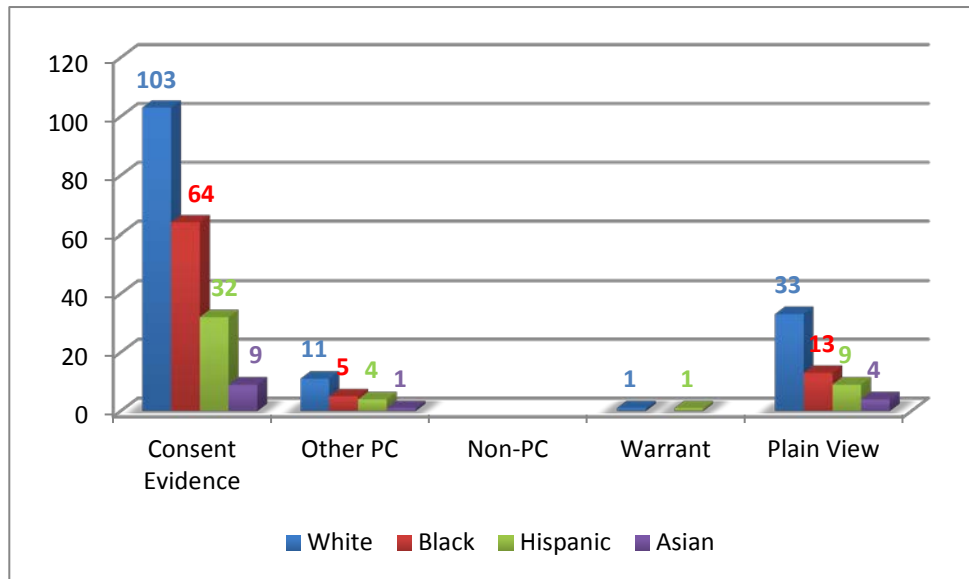
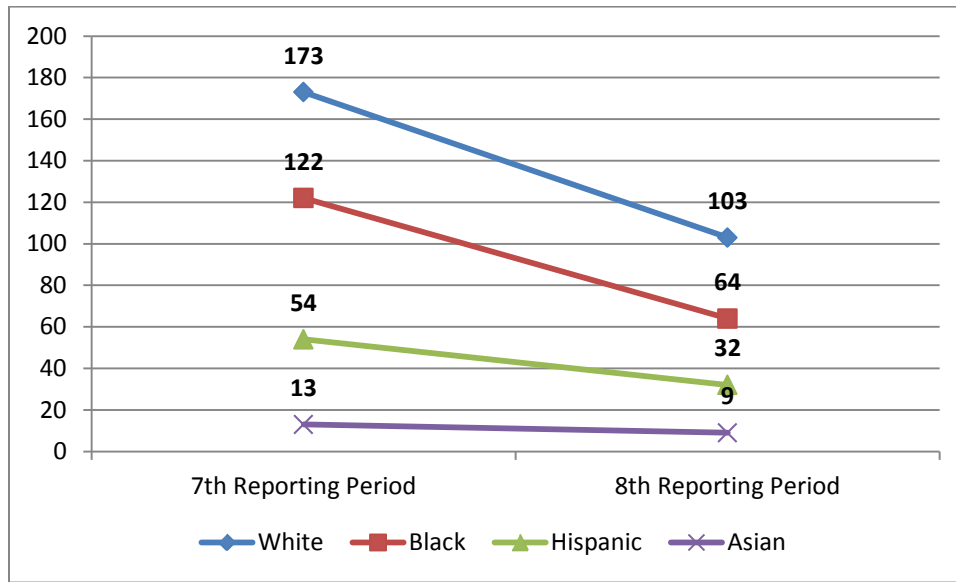


Figure Thirty depicts the trend of motor vehicle stops with evidence seized by racial/ethnic group for Troop D. Overall, there was a 43% decline in the number of stops where evidence was seized, larger than the decline Division-wide and for Troop C. This decline was largest for Black drivers; the number of stops with Black drivers where evidence was seized declined 48% in the current period. The declines for Hispanic and White drivers were smaller, 41% and 40%, respectively. Asian drivers experienced a four stop decline in the number of stops with evidence seized.

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



Troop D's pattern of evidence seizures mirrors that of the Division. Evidence seizures are an infrequent event and they disproportionately involve Black drivers compared to their overall proportion of motor vehicle stops. Black drivers are about 30% of all evidence seizures (including each type) yet only 18% of all stops conducted by Troop D. This pattern is noted for all troops. Again, this report does not assess the appropriateness of searches/seizures leading to evidence seizure. However, the disproportionality of stops with evidence seizures does merit further analysis by the State Police.

Dispositions

For each stop made by the State Police, a disposition is issued. As depicted in Figure Thirty-One, 28,257 stops (46%) resulted in some kind of summons, 15,922 stops (26%) resulted in a warning, 4,623 stops (8%) resulted in some combination of warnings and/or summons, and 12,190 stops (20%) resulted in another, unspecified disposition. Compared to Troop C and Division-wide trends, a higher proportion, nearly half of all stops, resulted in a summons of some kind. For stops made by Troop D, the most common disposition was a summons issued for a moving violation, which accounted for 34% of all dispositions issued. Moving warnings were issued in 23% of all stops made by Troop D while other dispositions were used in 20% of all stops. Dispositions based on non-moving violations were slightly less common; there were 7,412 (12%) summonses for non-moving violations and 1,574 (3%) warnings for non-moving violations issued during motor vehicle stops made during this reporting period.

Figure Thirty-One: Dispositions of All Stops

July 1, 2012 – December 31, 2012

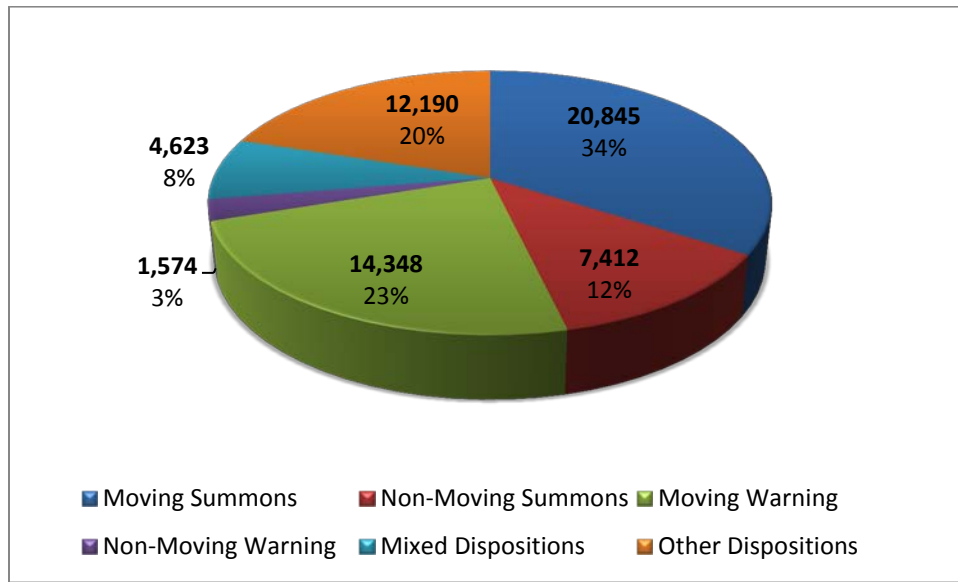
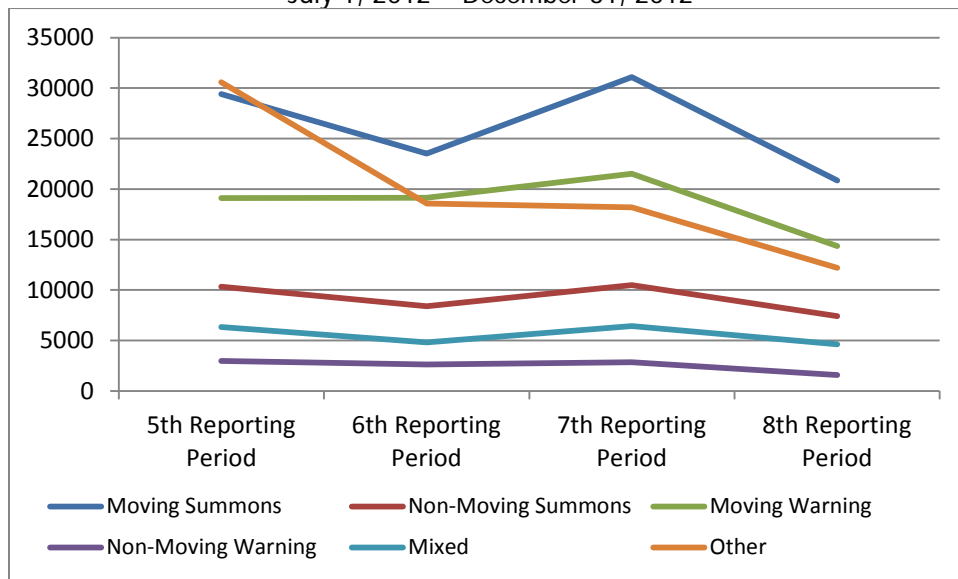


Figure Thirty-Two graphs the number of stops resulting in each disposition for the current and past three reporting periods for Troop D. Because the number of motor vehicle stops made in the current reporting period is smaller than the previous periods, each category of disposition declined in the current reporting period. As noted in the previous Aggregate Report, the State Police have made concerted efforts to reduce the number of stops with other dispositions. While there was a slight increase in the number of stops with other dispositions in the previous period, the number of other dispositions decreased in the current reporting period from 18,184 to 12,190 stops.

Figure Thirty-Two: Trends of Dispositions

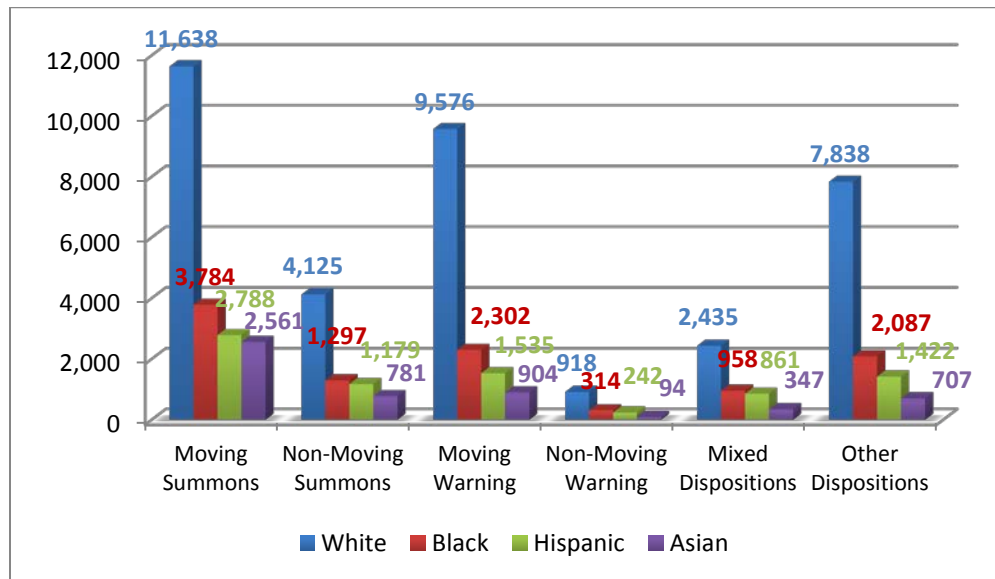
July 1, 2012 – December 31, 2012



Since the State Police began its attempts to reduce the number of stops with no enforcements, the number of stops resulting in warnings and summonses for moving violations have increased since the fifth reporting period. For Troop D, moving summonses and warnings are not the most frequently occurring dispositions.

Across disposition categories, White drivers continue to make up the largest proportion of each disposition type for stops made by Troop D. The overall pattern remains that between 53 and 67 percent of all disposition types involved White drivers and between 16 and 21 percent of all disposition types involved Black drivers. For Troop D, the proportion of each disposition type involving White or Black drivers is nearly identical to the proportions Division-wide. Because State Police is required to record a disposition for all motor vehicle stops, the racial/ethnic distribution of dispositions should be nearly identical to the racial/ethnic distribution of all stops.

Figure Thirty-Three: Racial/Ethnic Distribution of Disposition Types¹
 July 1, 2012 – December 31, 2012



Unlike the pattern noted Division-wide and for Troop C, the most common outcome for stops made by Troop D were moving summonses. There were 20,845 stops (34%) that received a moving summons. Of these stops, there were 11,638 stops (56%) that involved White drivers, 3,784 stops (18%) that involved Black drivers, and 2,788 (13%) that involved Hispanic drivers. This is nearly identical to the overall pattern of the racial/ethnic distribution of all stops made by Troop D, where the majority of stops involve White drivers.

The second most common outcome for stops made by Troop D were moving warnings, which were cited in 14,348 stops (24%). There were 9,576 stops (67%) with moving warnings that involved White drivers, 2,302 stops (16%) with moving warnings that involved Black drivers, and 1,535 stops (11%) with moving summonses that involved Hispanic drivers. Again, this pattern mirrors the overall racial/ethnic distribution of stops made by Troop D.

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

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

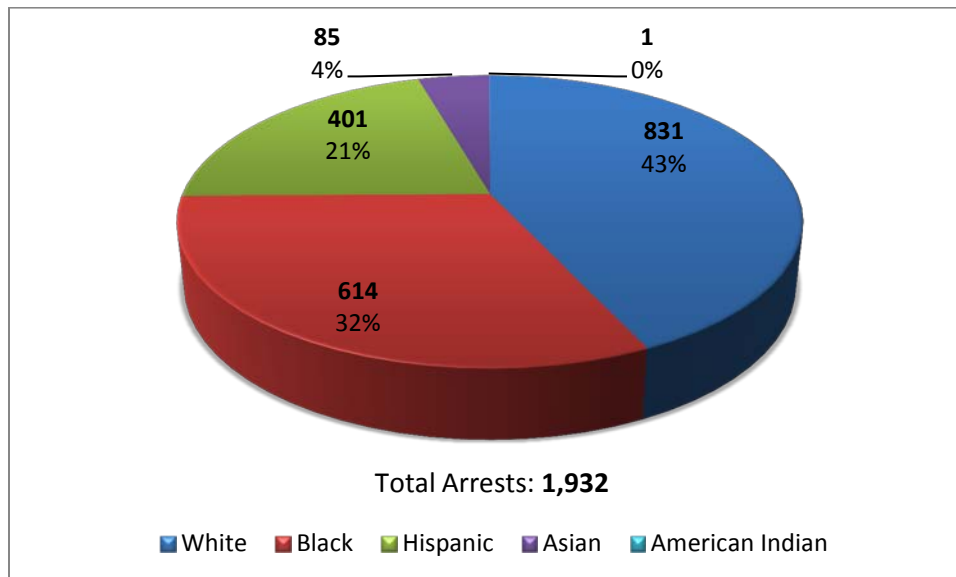
Individual Level Analysis

Arrests

While there were 1,612 motor vehicle stops made by Troop D where an arrest was made, there were 1,932 actual arrests. That is, there were 1,932 individuals arrested during motor vehicle stops in the current reporting period. On average, there were 1.2 arrests per motor vehicle stop but, a few stops did have as many as six arrests.

Because each stop averaged just a little more than one arrest, the racial/ethnic distribution of the individuals who were arrested should be similar to the racial/ethnic distribution of stops with arrests. Figure Thirty-Four depicts this distribution for Troop D, and it is nearly identical to the distribution of stops with arrests. As found for stops with arrests, White individuals made up the largest proportion of all arrests. In 43% of all arrests made during the reporting period, the individual was White. In 32% of all arrests, the individual arrested was Black while in 21% of all arrests, the individual arrested was Hispanic. Finally, Asian individuals were involved in 4% of all arrests while American Indians were involved in 0%. Compared to the Division-wide pattern of individuals arrested, Troop D arrested a higher proportion of Hispanic drivers and a slightly smaller proportion of White and Black drivers. However, compared to the race/ethnic 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-Four: Racial/Ethnic Distribution of All Arrests
July 1, 2012 – December 31, 2012

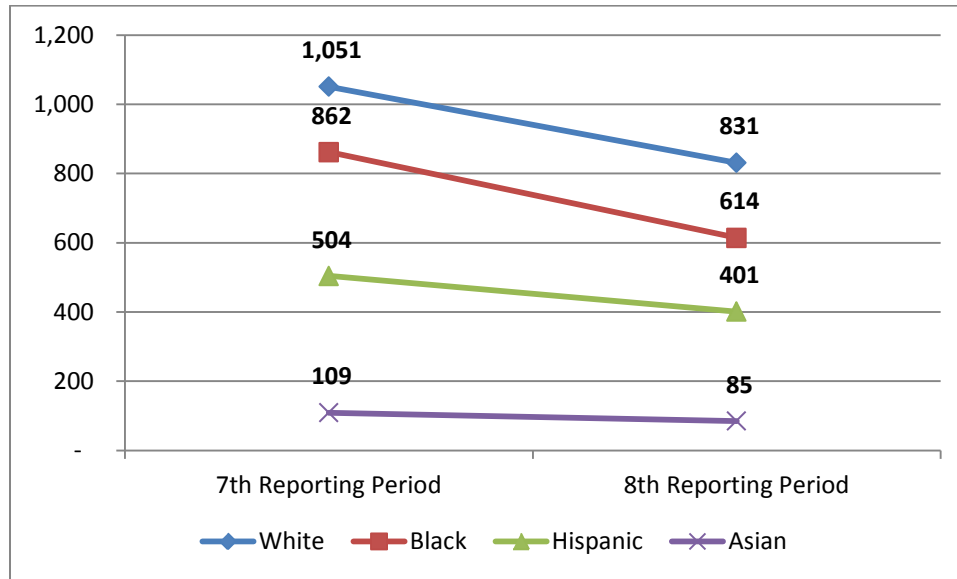


Because there were fewer motor vehicles stops conducted by Troop D, the opportunity to arrest any individual was less likely. Overall, the number of arrests made during stops by Troop D declined 24% from the previous reporting period. This decline is roughly the same as the decline for all stops with arrests, which declined 20%, though it is slightly smaller. The largest decline was for the number of Black individuals who were arrested; there was an 29% decline in the number of Black individuals

who were arrested in the current reporting period. Similarly, the number of White individuals arrested declined by 21%, the number of Hispanic individuals declined by 20% and the number of Asian individuals declined 22%.

Figure Thirty-Five: Trend of Racial/Ethnic Distribution of Individuals Arrested

January 1, 2012 – December 31, 2012



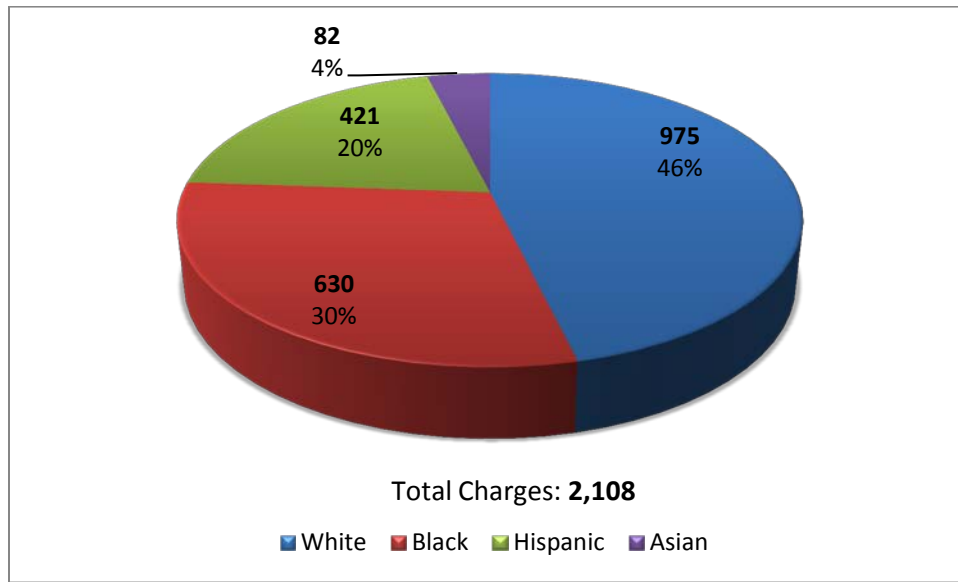
Charges

For an arrest, an individual can be charged with one or multiple charges. For the current period, while there were 1,932 arrests, there were actually 2,108 charges filed. On average, each arrest resulted in 1.1 charges filed. However, several arrests had six or seven charges filed.

The racial/ethnic distribution of those arrested and that had charges filed is presented in Figure Thirty-Six and is similar to the distribution of all arrests. White individuals were involved in the largest proportion of charges filed, 46%. Black individuals were involved in 30% 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 nearly identical though there are minor differences.

Figure Thirty-Six: Racial/Ethnic Distribution of Charges

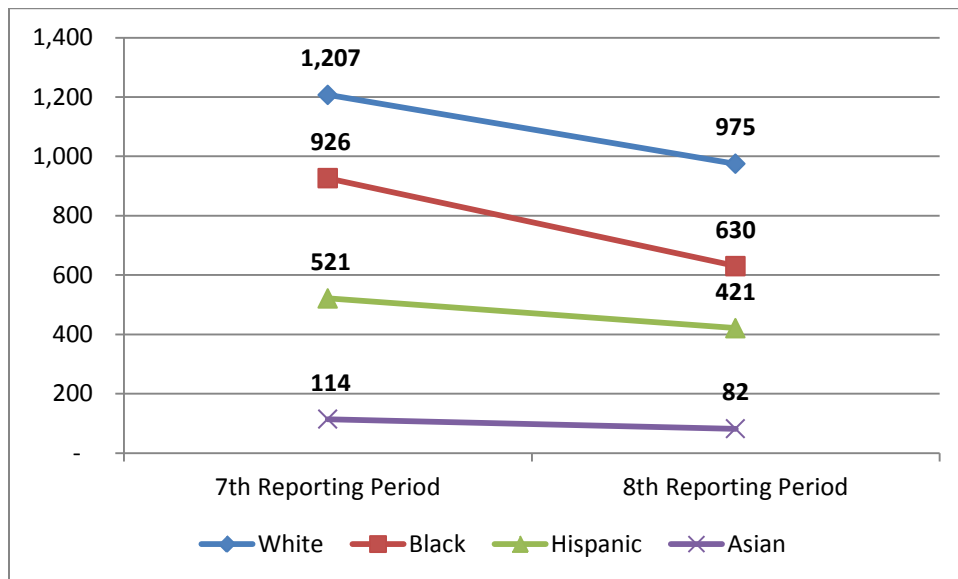
July 1, 2012 – December 31, 2012



While the number of individuals arrested decreased by 24% in the current reporting period, the total number of charges filed decreased by 24%. As shown in Figure Thirty-Seven, each racial/ethnic group experienced a decrease in the total number of charges filed. However, Black individuals experienced the largest decrease, 32%, while charges against White individuals decreased 19%, charges against Hispanic individuals decreased 19%, and Asian individuals decreased 28%.

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

January 1, 2012 – December 31, 2012



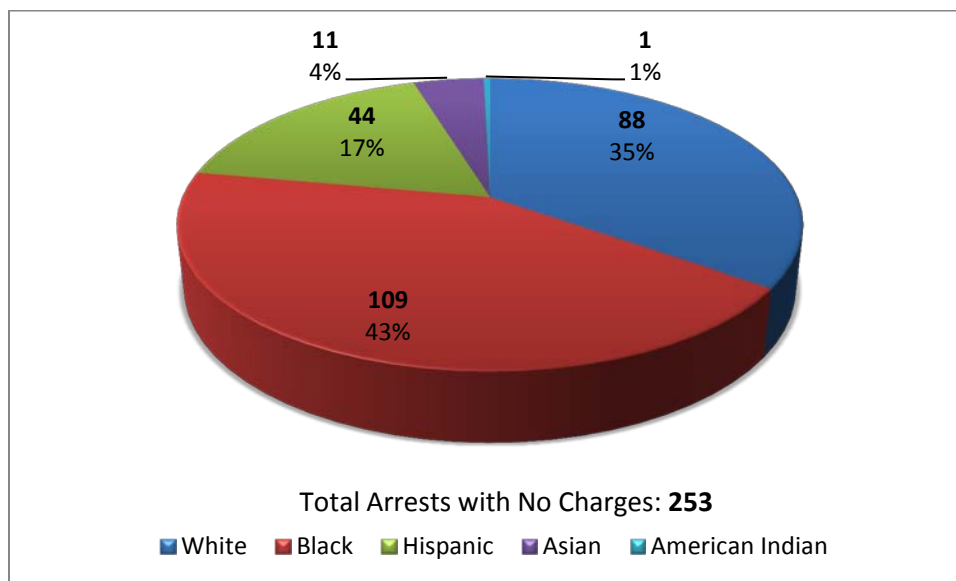
In some cases, an individual may be arrested and not charged. While this is possibly a data entry error, it is more likely a reflection of policies and procedures following State v. Peña-Flores, 198 N.J. 6 (2009).² Following this ruling, State Police policy requires immediate arrest when a trooper has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

In the current reporting period there were 254 arrests made by Troop D where an individual was not ultimately charged with any specific statute. The racial/ethnic distribution of those not charged should, ideally, be identical to the racial/ethnic distribution of those charged. If the distributions differ, further analysis is required to determine what specifically causes these differences.

Figure Thirty-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 20% of all charges filed, they are 43% of those individuals for whom no charges were filed. Conversely, White drivers were 46% of charges filed yet only 35% of those with no charges filed. Thus, it would appear that Black individuals are slightly overrepresented among arrests with no charges. This is not unexpected as OLEPS has noted the high number of motor vehicle stops where a consent search was requested based on PC, the odor of marijuana. The presence of that particular form of PC, as discussed previously, requires an immediate arrest until a trooper can ascertain whether there is contraband on the person or in the vehicle.

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

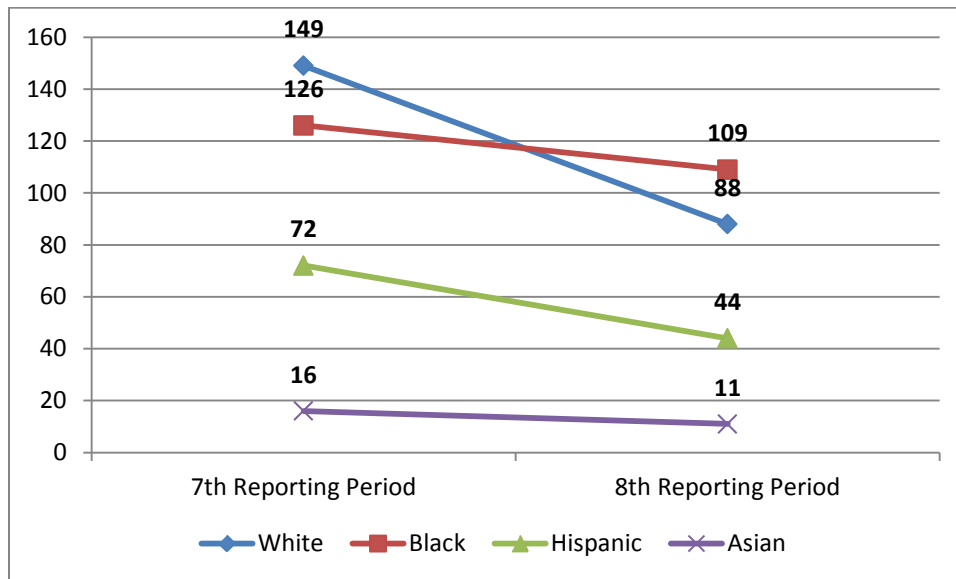
July 1, 2012 – December 31, 2012



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

While the distribution of those not charged may be similar to that of those charged, the trend of those not charged differs from those charged. As shown in Figure Thirty-Nine, there was a 31% decrease in the number of individuals who were arrested and not charged. Though the degree of the decline differed, each racial/ethnic group experienced a decline. White individuals experienced the largest decline, 41%, followed by Hispanic individuals who experienced a 39% decline in the number of arrests without charges. Asian individuals experienced a 31% decline and Black individuals experienced the smallest decline, 13%. Thus, it appears that for Troop D, Black individuals are disproportionately represented among arrests without charges and that, despite the overall decrease in the number of individuals arrested and not charged, Black individuals experienced the smallest proportional decrease. As noted previously, this may be the result of immediate arrest upon the odor of marijuana. OLEPS will continue to examine this trend in future reports.

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

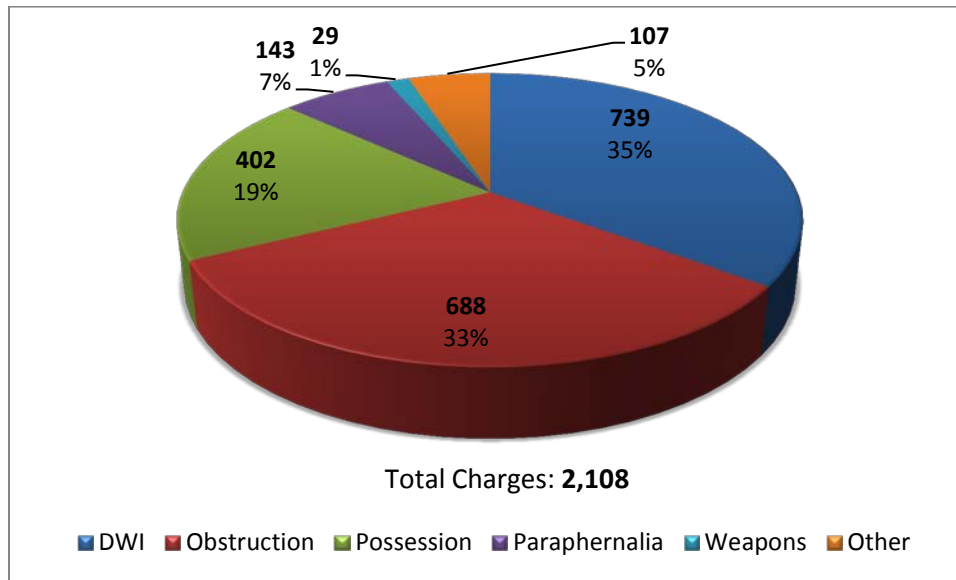


Types of Charges

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.

Figure Forty: Types of Charges Filed

July 1, 2012 – December 31, 2012



For Troop D, the most commonly cited charges pertained to DWI, unlike other troops and the Division, where obstruction is the most frequently cited charge. Thirty-five percent of all charges filed for arrests made by Troop D were for DWI. This higher proportion of stops made for DWI may be the result of targeted enforcements on the Turnpike and Parkway.

Obstruction, the most frequent charge Division-wide, was cited in 33% of all charges filed. This category does include such charges as resisting arrest, hindering apprehension, and contempt. Contempt is the charge listed when an individual is arrested based on a warrant and for the current period, is actually the most frequently cited obstruction charge. Contempt was the specific charge cited in over 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, 40% Division-wide compared to 33% for Troop D.

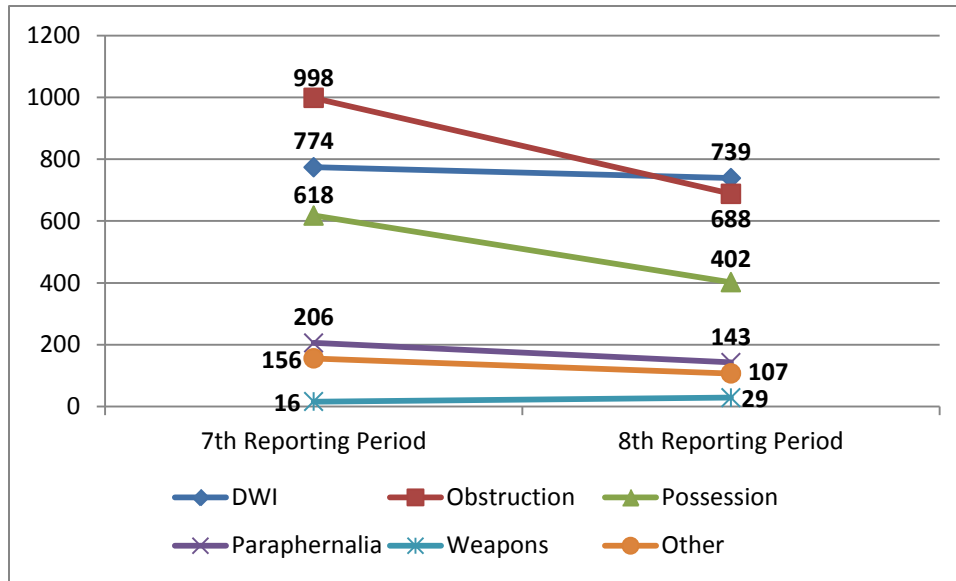
While DWI charges are the most common charge filed for Troop D's arrests, there is also a substantial portion of charges that pertain to drugs. Charges for possession were cited in 402 (19%) arrests while charges for paraphernalia were cited in 143 (7%) arrests. Marijuana was the most frequently cited drug in possession charges, cited in over 61% of all possession charges.

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

Other charges included a variety of both criminal and traffic violations that were cited in the current reporting period. These charges only amounted to 5% of all charges filed. The most commonly cited other charge pertained to false government documents.

Figure Forty-One: Trend of Arrest Charges

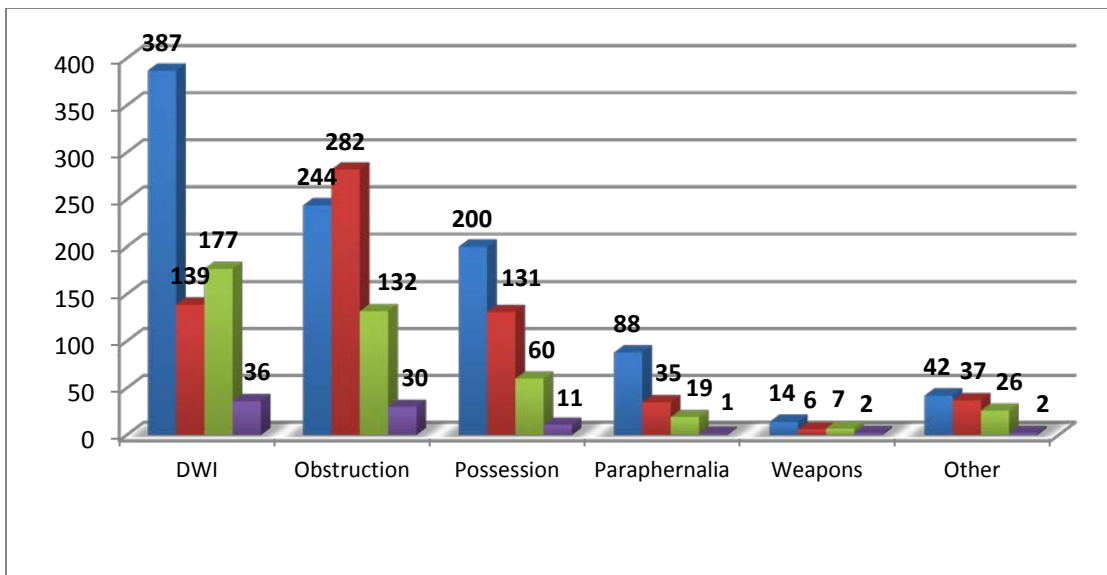
January 1, 2012 – December 31, 2012



The total number of charges filed for arrests made by Troop D in the current reporting period decreased 24%, as noted previously. Figure Forty-One illustrates this decrease by charge categories. As shown, the magnitude of the decrease varied across charge types and some charge categories experienced an increase in use. The largest decline was noted for possession charges; from the previous to current reporting period, there was a 35% decline in the number of possession charges. The decline for obstruction, paraphernalia, and other charges were similarly large, declining 31%. DWI charges were relatively stable, experiencing only a 5% decline in use. However, weapons charges experienced an 81% increase in use, attributable to 13 additional weapons charges.

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

July 1, 2012 – December 31, 2012



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.

For Troop D's most common charge, DWI, the racial/ethnic distribution of charges does not match the overall pattern of all charges. White individuals are those most frequently charged with DWI, accounting for 52% of those charged with DWI. In 139 (19%) instances the individual charged was Black while in 177 (24%) the individual charged was Hispanic. Additionally, in 36 (4%) the individual charged was Asian. Thus, there were more White individuals charged with DWI than other racial/ethnic groups. However, the proportion of Hispanic individuals who were charged with DWI is larger than the proportion of all Black individuals who were arrested and charged. Coincidentally, DWI was the most frequently cited charge for all White, Asian, and Hispanic individuals.

Obstruction charges also do not follow the expected pattern. Rather than White individuals making up the largest proportion, Black individuals are those who most frequently received obstruction charges. In the current period, 282 (41%) obstruction charges were cited for Black individuals while only 244 (35%) cited White individuals. Hispanic individuals made up 19% and Asian motorists made up 4% 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.

White individuals were the largest proportion of those charged with paraphernalia or possession of controlled dangerous substances. White motorists were cited in 200 (50%) charges of possession, Black motorists were charged in 131 (33%), Hispanic motorists were charged in 60 (15%), and Asian individuals were charged in 11 (3%) possession charges. Paraphernalia charges were similarly distributed. White individuals were cited in 88 (62%) paraphernalia charges while Black motorists were charged in 35 (24%), Hispanic individuals were charged in 19 (13%), and Asian individuals were charged in 1 (.6%) paraphernalia charge.

In arrests made by Troop D, weapons charges were more common for White individuals than other racial/ethnic groups. White individuals were involved in 14 (48%), Black individuals were involved in 6 (21%), Hispanic individuals in 7 (24%), and Asian individuals in 2 (7%) of instances where weapons charges were filed. This pattern also holds for other charges. White individuals were involved in 42 (39%) instances of other charges while Black motorists were cited in 37 (35%) instances. Hispanic motorists were involved in 26 (34%) and Asian drivers 2 (2%) of all instances with other charges.

As mentioned previously, Black individuals appeared to be more likely to be arrested than their likelihood of being involved in a stop overall. Division-wide and for Troop C, obstruction charges, those for an outstanding warrant, are more common than they are in Troop D. Nonetheless, obstruction charges are the most frequently cited charge for Black individuals arrested in Troop D. Thus, while not amounting to as much of a proportion of all charges as in Troop C and Division-wide, this is likely the explanation for the disparity in arrests. 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.

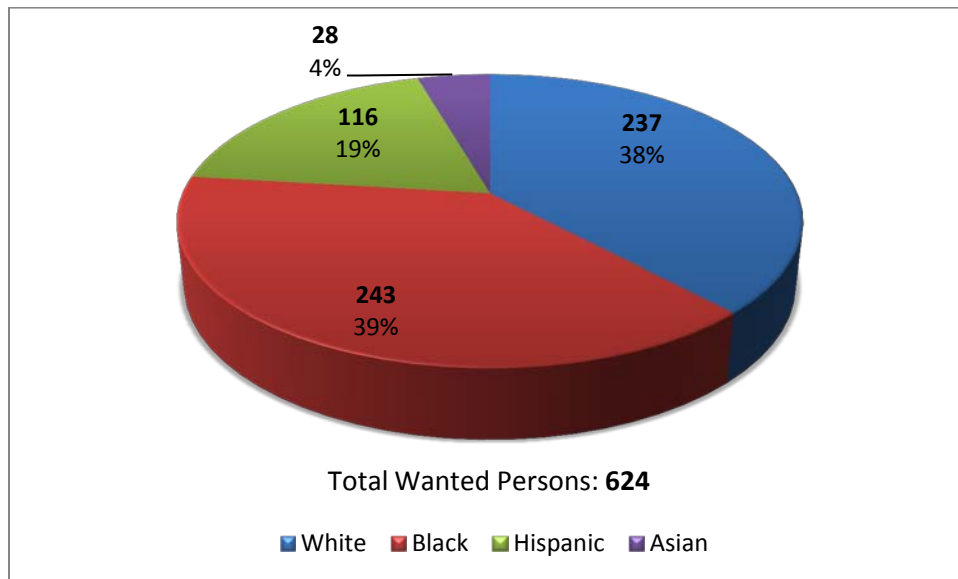
Wanted Persons

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, 624 arrests made by Troop D were of wanted persons, those with outstanding warrants. This number is much smaller than the proportion arrested by Troop C.

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, 624 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. However, for Troop D, Black individuals barely make up the largest proportion. Black individuals were 39% of all wanted persons while White individuals were 38%, Hispanic individuals were 19%, and Asian individuals were 4% of those identified as wanted persons. Because contempt, the charge cited for outstanding warrants, is the most frequent charge in the obstruction category, that racial/ethnic distribution is nearly identical to that of wanted persons.

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

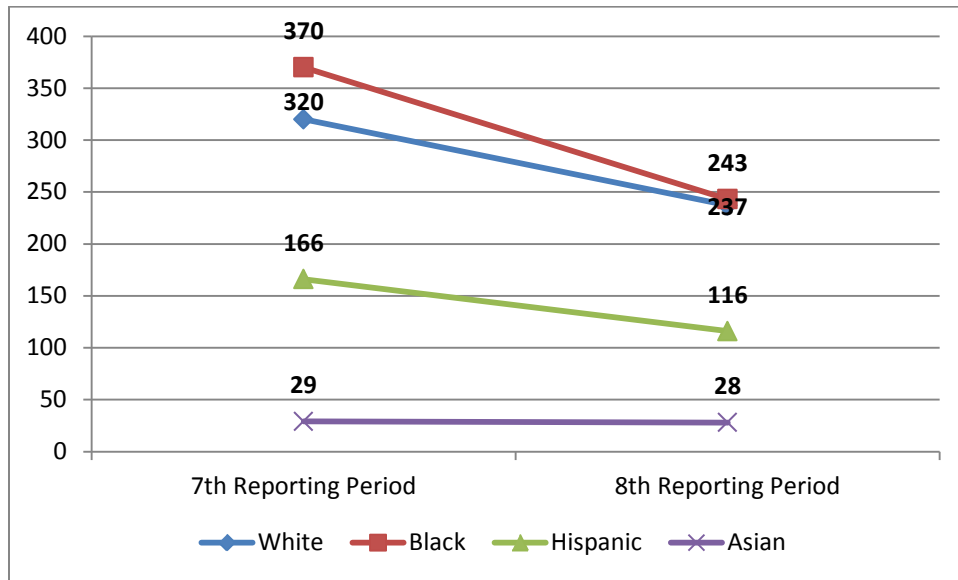
Figure Forty-Three: Racial/Ethnic Distribution of Wanted Persons
January 1, 2012 - June 30, 2012



While the total number of wanted persons declined by about 29% for Troop D in the current reporting period, the degree of decline changed for each racial/ethnic group. The number of Black individuals who were identified as wanted persons declined by 34% in the current reporting period, while the number of wanted Hispanic individuals declined 30%. The number of White individuals who were wanted decreased by 26% in the current reporting period and there was a one person decline in

the number of wanted Asian individuals. Despite the decrease in the number of wanted Black individuals, they remain the largest proportion of those identified as wanted persons.

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



ANALYSIS: OTHER

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

Due to changes in data categorizations in the previous reporting period, analysis of trends was not possible in the Seventh Aggregate Report. Since this is the second reporting period since these changes, trends of activities can now be assessed. Caution is warranted as the following depictions only reflect two reporting periods and thus, do not present long term trends. Due to the small number of reporting periods in comparison, differences between reporting periods may be exaggerated. Because of this, some trends may only be discussed in text, rather than graphically depicted, so as not to misrepresent changes in activity.

Stop Level Analysis

Number of Stops

From July 1, 2012 to December 31, 2012, other units conducted 27,824 motor vehicle stops. While the number of motor vehicle stops conducted Division-wide decreased by 20%, other units only experienced a 3% decrease in the number of motor vehicle stops conducted, the smallest decrease across all troops. This decrease amounted to 744 motor vehicle stops.

Figure One: Trends of Motor Vehicle Stops
January 2011- December 2012

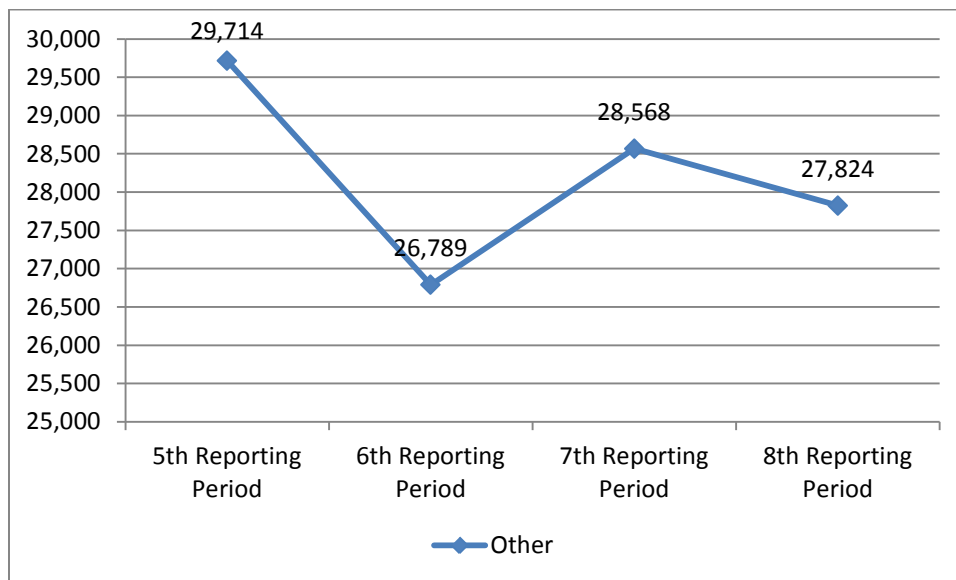


Figure One depicts the trend of the number of motor vehicle stops for the current and previous three reporting periods. While the number of stops does fluctuate each period, the number of stops conducted by other units does appear to remain stable. The biggest fluctuation occurred between the 5th and 6th reporting periods where the number of stops declined by 2,925. Compared to the fluctuations in other troops, the number of stops made by other units is stable.

As noted Division-wide, White drivers do make up the largest proportion of all stops in the current reporting period. White drivers were involved in 60% of all stops, Black drivers were involved in 18%, Hispanic drivers were involved in 13%, Asian drivers were involved in 9%, and American Indian and Other drivers were each involved in 0%. This distribution is nearly identical to Troop D and the Division-wide distribution. Because American Indian and Other drivers make up such a small proportion of all stops and thus, all activities, they will not be routinely discussed in this report unless their pattern differs dramatically from this distribution.

Figure Two: Racial/Ethnic Distribution of Motor Vehicle Stops
July 1, 2012 – December 31, 2012

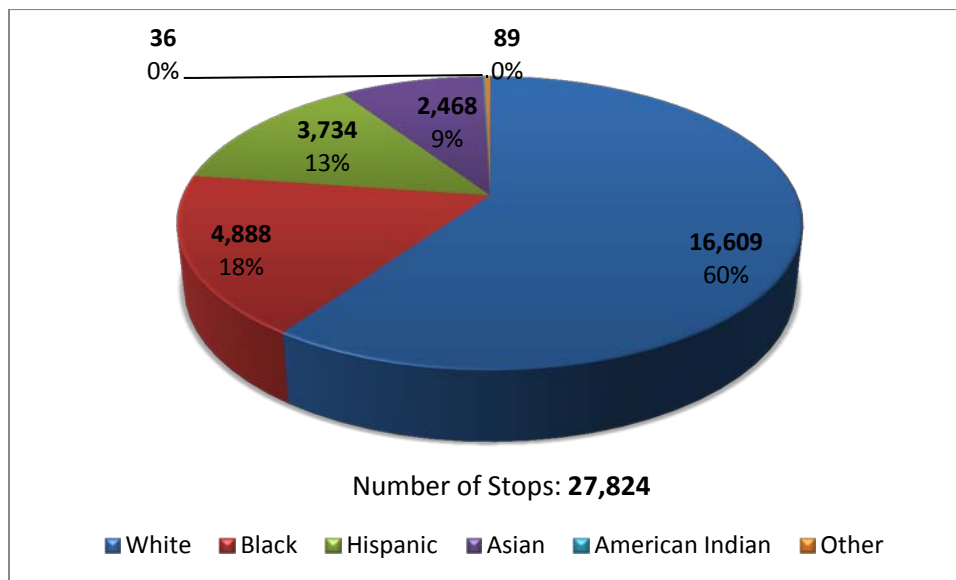
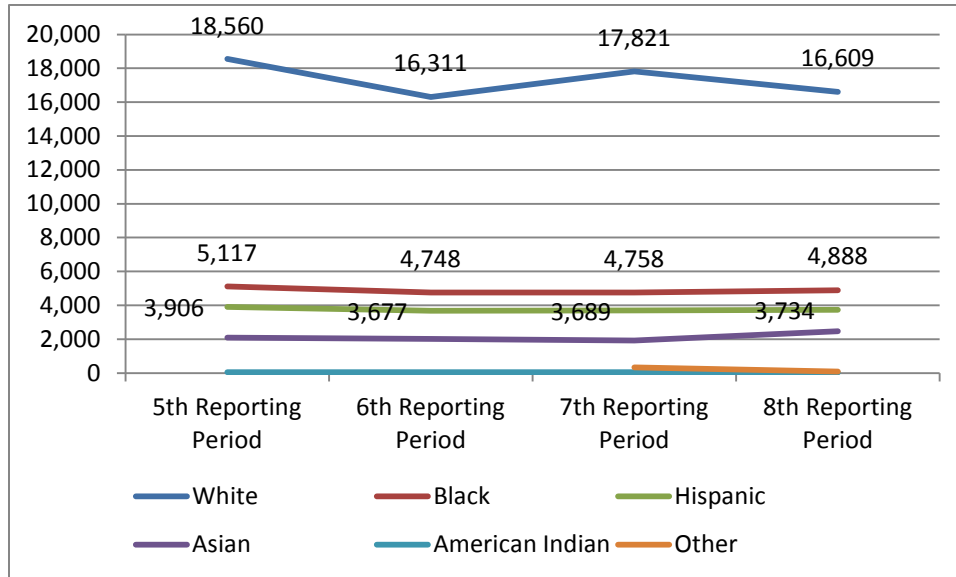


Figure Three graphs the number of stops made of drivers of each racial/ethnic group for the current and three previous reporting periods. While all other Troops generally experienced a large decline in motor vehicle stops and thus, each racial/ethnic group, the trend of stops for other units did not follow this pattern. While the number of stops involving White drivers did decrease by 1,212 stops, the number of stops for Black, Hispanic, and Asian drivers all increased in the current reporting period. The number of stops made of Asian drivers increased by 542 stops in the current period, the largest increase for all other units. However, despite these fluctuations, these groups still comprise the same general proportion of all stops, as noted above.

Figure Three: Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
July 2009 – December 2012



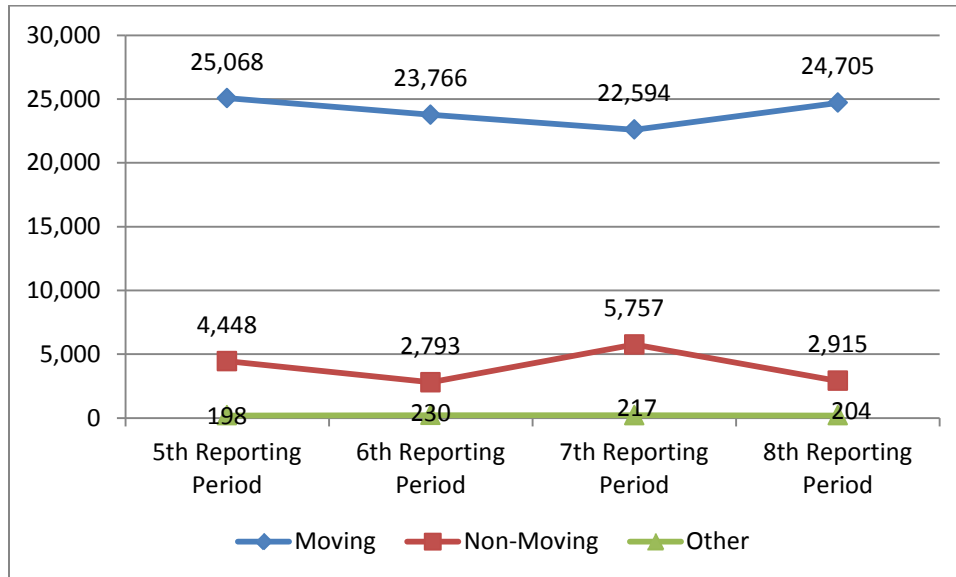
Reason for Stops

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

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

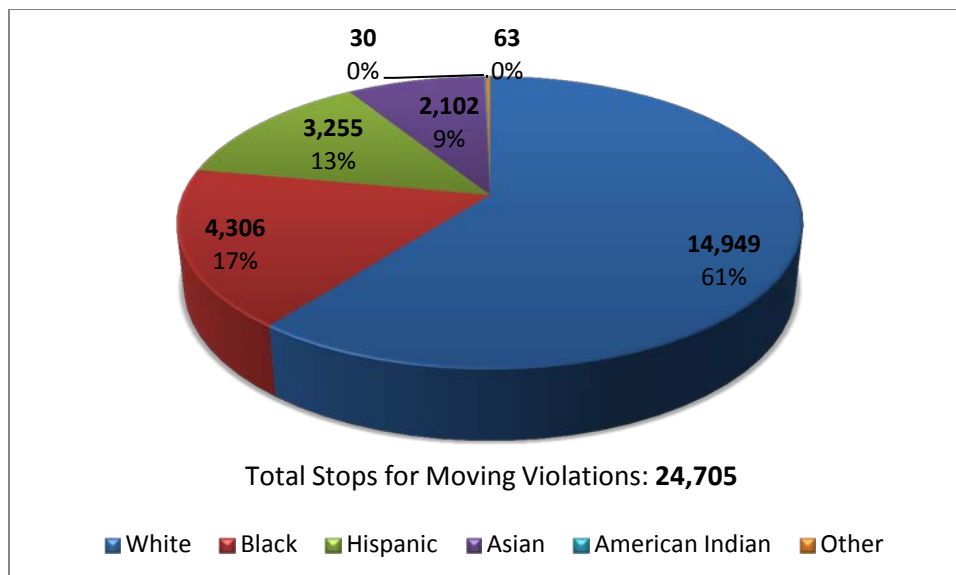
While non-moving violations make up a small proportion of all motor vehicle stops, stops made for other violations make up an even smaller proportion. For other units, less than 1% of stops are made for other reasons in the current and previous three reporting periods. In the current period, 204 motor vehicle stops, .7% of stops made by other units, were based on other violations. This number of stops is slightly less than the proportion of other stops made by other Troops and Division-wide.

Figure Four: Trends in Reasons for Motor Vehicle Stops
July 2009- December 2012



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, 14,949 stops, 61%, with moving violations involved White drivers, 17% or 4,306 involved Black drivers, and 13% or 3,255 involved Hispanic drivers. For other units, 89% of all stops were made for moving violations, thus, the racial/ethnic distribution of stops with moving violations is nearly identical to that of all stops.

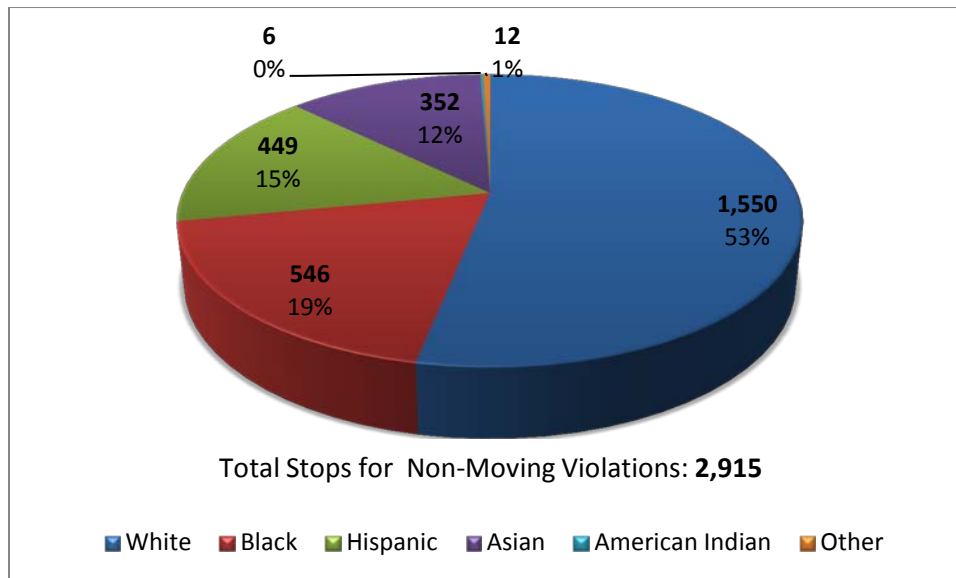
Figure Five: Racial/Ethnic Distribution of Stops made for Moving Violations
July 1, 2012 – December 31, 2012



While stops for non-moving violations account for only about 10% of all stops made by other units, the racial/ethnic distribution is still similar, albeit slightly different, to the overall distribution of stops made by other units. Overall, White drivers were still involved in the majority of motor vehicle stops made for non-moving violations. There were 1,550 stops, 53%, made for non-moving violations that involved White drivers, 546 stops, 19% involved Black drivers, 449 stops, 15% involved Hispanic drivers, and 352, 12%, involved Asian drivers. Thus, White drivers were involved in a slightly smaller proportion of stops with non-moving violations than all stops. Division-wide, Black and Hispanic drivers are involved in a higher proportion of stops for non-moving violations than their proportion of all stops. However, this overrepresentation is not as pronounced in stops made by other units.

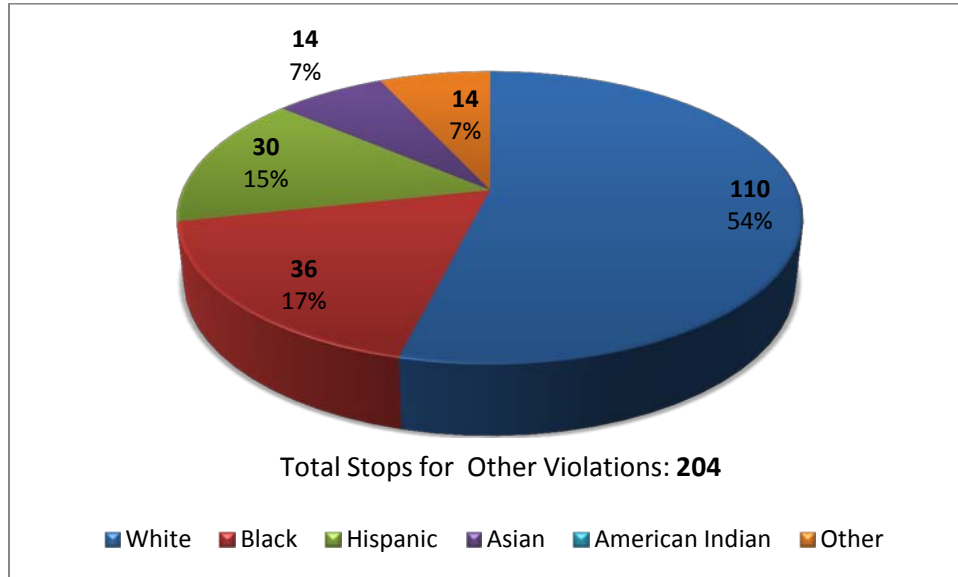
Figure Six: Racial/Ethnic Distribution of Stops made for Non-Moving Violations

July 1, 2012 – December 31, 2012



Stops made for other violations are relatively infrequent in stops made by other units. In the current reporting period, only about 200 motor vehicle stops made by other units were for other violations. Nonetheless, the racial/ethnic distribution still mirrors the overall distribution of stops. White drivers were involved in the majority of these stops, 110 stops or 54%. Black drivers were involved in only 36 stops, 17%, while Hispanic drivers were involved in 30 stops, 15%. As noted Division-wide, and in Troops C and D, Other drivers make up a larger proportion of stops for other violations than they do all stops. This trend may be the result of data entry errors or missing data from motor vehicle stops. Generally, other, is used when a trooper does not identify a frequently used category. In terms of race/ethnicity, Other is used when an individual either does not fit into one of the frequently used categories (White, Black, Hispanic, Asian, American Indian) or when the information is not available. The same logic defines other when it is used as a stop reason; the stop reason is not moving or non-moving or the trooper failed to enter this information. The comorbidity of other drivers and other violations may be the result of incomplete stop reports.

Figure Seven: Racial/Ethnic Distribution of Stops made for Other Violations
 July 1, 2012 – December 31, 2012



Law Enforcement Procedures

The State Police conducted over 200,000 motor vehicle stops in the current reporting period, but less than 5% of these stops involved post-stop activity or law enforcement procedures. For stops made by other units, only 1,143, about 4%, involved post-stop activity. Figure Eight depicts the trend of stops with law enforcement procedures for the current and previous three reporting periods. Despite a slight decline in the total number of stops made, the number of stops with law enforcement procedures increased slightly in the current reporting period. From the previous reporting period to the current reporting period, there was about a 25% increase in the number of stops with law enforcement procedures.

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

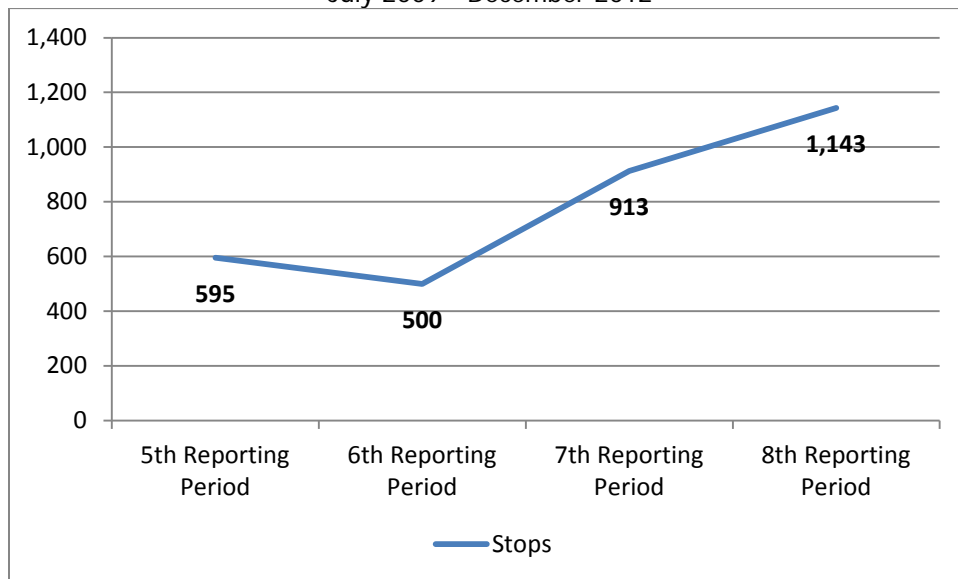


Figure Nine: Racial/Ethnic Distribution of Stops with Law Enforcement Procedures

July 1, 2012 – December 31, 2012

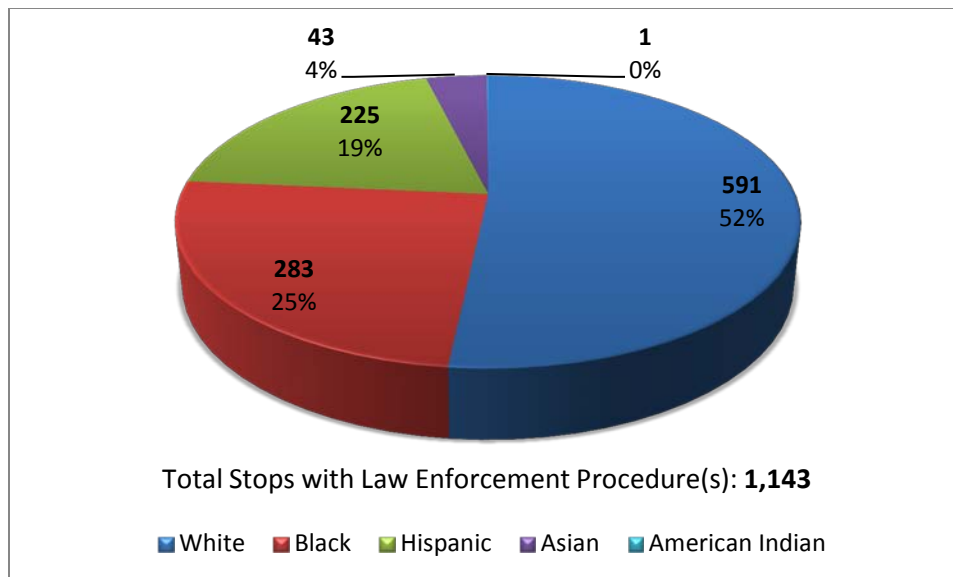
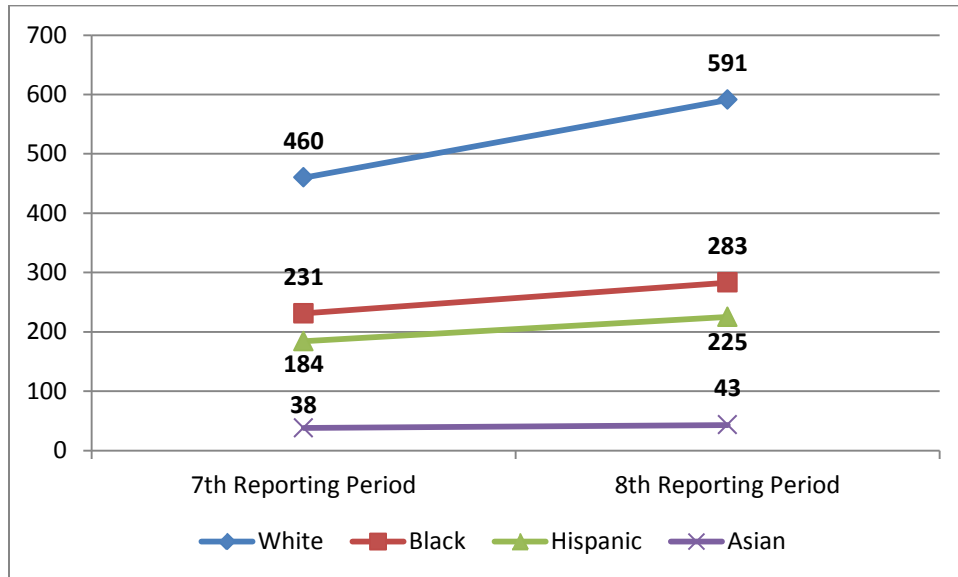


Figure Nine depicts the racial/ethnic distribution of stops where there was at least one law enforcement procedure for stops made by other units. Because less than 5% of all motor vehicle stops Division-wide involved law enforcement procedures, it is possible that the distribution is skewed or different from the overall distribution of stops. In fact, the distribution is skewed. White drivers were involved in the highest proportion of stops with law enforcement procedures but remain underrepresented compared to their proportion of all stops. White drivers are 52% of stops with law enforcement procedures, 591 motor vehicle stops. However, Black drivers were involved in a considerably larger proportion of stops with law enforcement procedures than all stops, 25% or 283 motor vehicle stops. Hispanic drivers were also slightly overrepresented; they were involved in 19% or 225 stops with law enforcement procedures made by other units. This disparity, that Black and Hispanic drivers are involved in a higher proportion of stops with law enforcement procedures, will be explored in the remainder of this report.

Figure Ten graphs the trend of the racial/ethnic distribution of stops with law enforcement procedures for stops made by other units. Because the total number of stops, and those with law enforcement procedures, increased for other units, the number of stops involving drivers of each racial/ethnic group also increased. That said, there are differences in the magnitude of increases. The largest increase was for White drivers, where the number of stops with law enforcement procedures increased by 28% or 131 stops. The increase for Black drivers was only 52 stops, but this amounted to a 23% increase. Similarly, Hispanic drivers increased by 41 stops, or 22%. Finally, Asian drivers experienced a 13% increase, 5 stops, in the number of stops with law enforcement procedures.

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

January 1, 2012 – December 31, 2012



Vehicle Exits

The most frequent post-stop interaction was an occupant vehicle exit. Of the 1,143 stops made by other units with post-stop interactions, 1,125 stops (98%) resulted in an occupant vehicle exit, slightly more than the proportion Division-wide. Troopers are permitted to ask a driver to exit for any reason, thus, the high frequency of this activity.

Figure Eleven depicts the racial/ethnic distribution of stops for vehicle exits. The frequency of vehicle exits for White drivers is higher than the frequency for all other racial/ethnic groups. White drivers were involved in 583 stops with vehicle exits (52%), Black drivers were involved in 276 stops (24%), and Hispanic drivers were involved in 222 stops (20%) with vehicle exits. Compared to the overall racial/ethnic distribution of stops made by other units, White drivers make up a slightly smaller proportion and Black and Hispanic drivers make up larger proportions of stops with vehicle exits. However, compared to the distribution of stops with law enforcement procedures made by other units, this distribution is nearly identical. The same pattern is noted Division-wide; White drivers make up the majority of all drivers involved in motor vehicle stops, they make up a much smaller proportion of stops with vehicle exits while Black and Hispanic drivers are involved in a larger proportion of stops with vehicle exits than their proportion of all stops.

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

July 1, 2012 – December 31, 2012

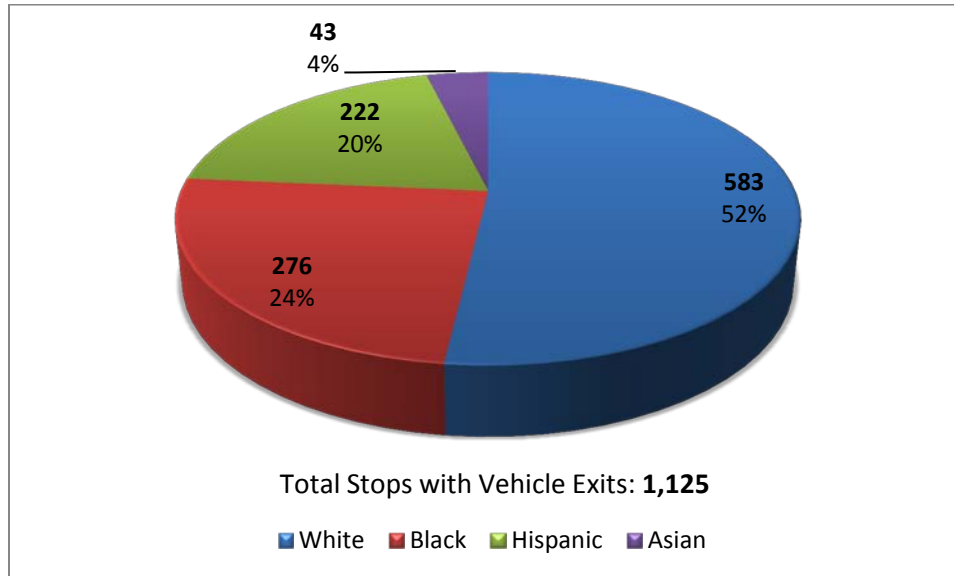
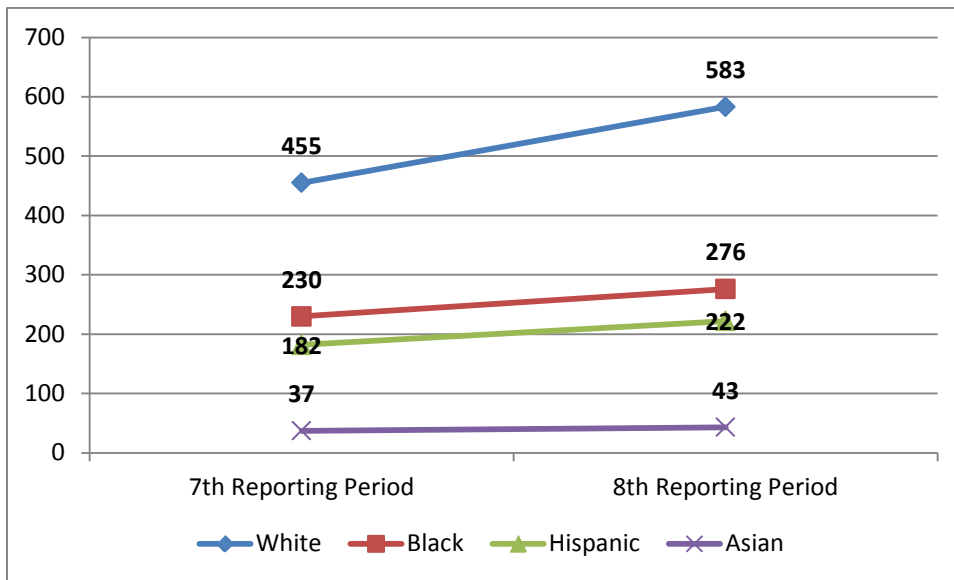


Figure Twelve: Trend of Racial/Ethnic Distribution of Stops with Vehicle Exits

January 1, 2012 – December 31, 2012



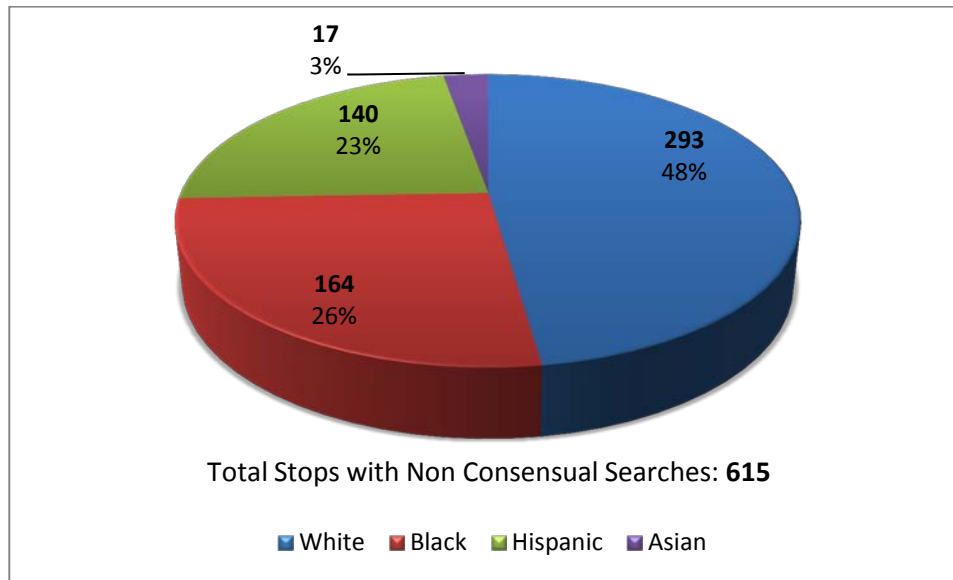
Because vehicle exits are the most frequent law enforcement procedure, the magnitude of change in the racial/ethnic distribution of stops with vehicle exits is consistent with that of law enforcement procedures. As shown in Figure Twelve, there was a 24% increase in the total number of stops with vehicle exits for other units. The largest increase, 28%, was for White drivers asked to exit. Hispanic drivers increased by 22%, Black drivers increased by 20%, and Asian drivers only increased by 16%. Thus, trend of the racial/ethnic distribution of vehicle exits matches the trends of law enforcement procedures over time.

Non-Consensual Searches

While over 90% of all stops with a post-stop interaction involve a vehicle exit, non-consensual searches are also fairly common. Of the 1,143 stops with post-stop interactions, 54% or 615 stops involved non-consensual searches. Because there were a higher number of stops with law enforcement procedures for stops made by other units in the current period, the number of stops with non-consensual searches also increased. Despite this increase, the racial/ethnic distribution of these stops remains consistent with the previous period.

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

July 1, 2012 – December 31, 2012



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 293 stops, 48%, with non-consensual searches. Black drivers were involved in 164 stops, 26%, with non-consensual searches while Hispanic drivers were involved in 140 stops, 23% of stops with non-consensual searches. This distribution is nearly identical to that of all stops with law enforcement procedures made by other units. However, the proportion of Hispanic drivers involved in stops with non-consensual searches is slightly higher than the proportion of all stops with post-stop interactions. Overall, the pattern of the racial/ethnic distribution of stops with non-consensual searches is similar to the Division-wide pattern, involving a high proportion of White drivers, followed by Black drivers, and then Hispanic drivers.

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

January 1, 2012 – December 31, 2012

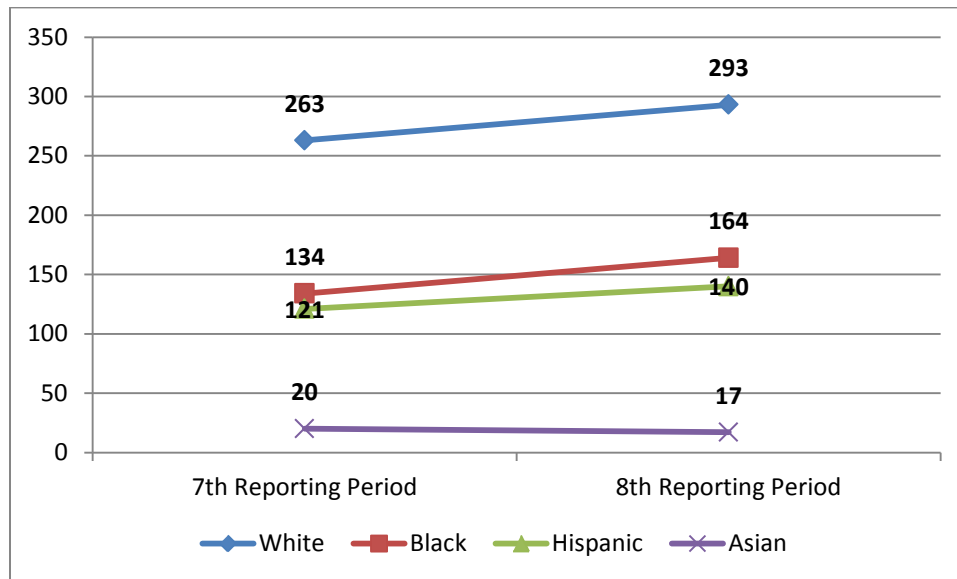


Figure Fourteen graphs the trend of other unit's non-consensual searches for each racial/ethnic group for the current and previous reporting periods. As the total number of stops with law enforcement procedures increased so did the number of stops with non-consensual searches. Unlike the trend of all stops with law enforcement procedures and vehicle exits, Black drivers experienced the largest increase in the number of stops with non-consensual searches. For non-consensual searches, the proportion involving White drivers increased by 11%, the proportion involving Black drivers increased by 22%, the proportion involving Hispanic drivers increased by 16%, and the proportion involving Asian drivers actually declined by 15%.

Occupant Frisks

In the current reporting period, there were 115 motor vehicle stops conducted by other units where at least one occupant was frisked, about 10% of all stops with post-stop interactions.

As shown in Figure Fifteen, White drivers were involved in the largest proportion of stops with occupant frisks. There were 53 stops, 46%, with a frisk that involved White drivers, 31 stops, 27%, that involved Black drivers, and 30 stops, 26%, that involved Hispanic drivers. The racial/ethnic distribution of stops with frisks does differ from all stops with law enforcement procedures made by other units; Hispanic drivers appear to be involved in a slightly larger proportion of stops with frisks. As noted in Troops C and D, while all stops with law enforcement procedures generally involve higher proportion of Black and Hispanic drivers compared to their overall proportion of stops, the distribution is even more skewed for occupant frisks. Hispanic and Black drivers make up roughly the same proportion of stops with occupant frisks in stops made by other units, unlike Troops C and D and Division-wide, where Hispanic drivers make up a larger proportion. This pattern is interesting and potentially deserving of further analysis, given the relatively small proportions of Hispanic drivers involved in stops. However, this pattern may be related to arrest patterns, which will be discussed later.

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

July 1, 2012 – December 31, 2012

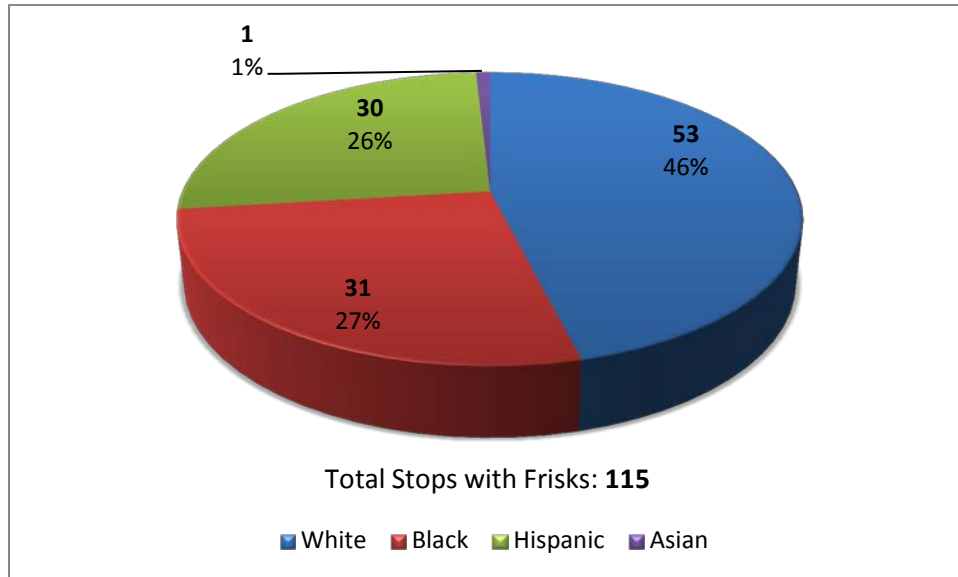
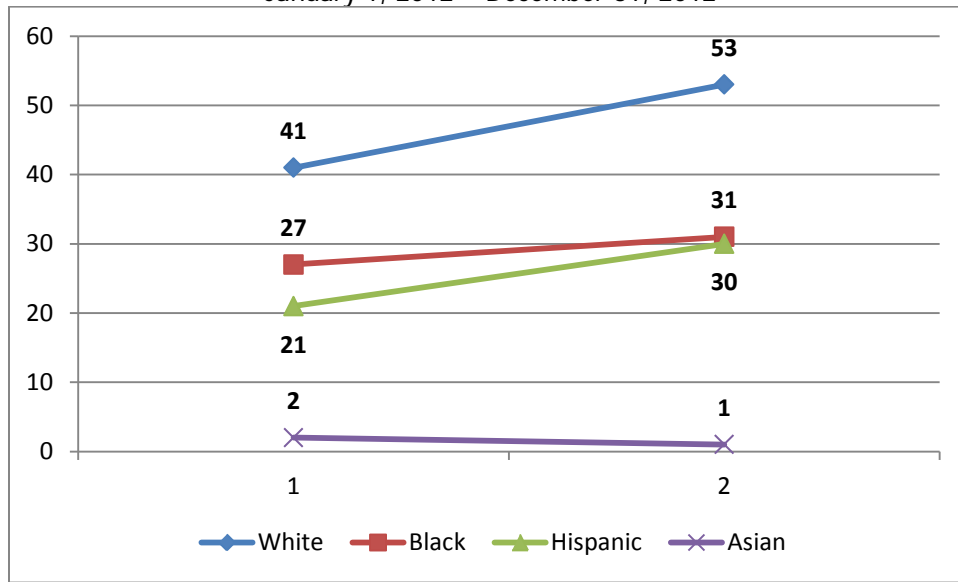


Figure Sixteen presents the trend of stops with frisks for each racial/ethnic group for the current and previous reporting periods for other units. Since the number of stops with law enforcement procedures actually increased for other units, the same trend is expected for each specific procedure. Overall, the number of stops with frisks increased 26% from the previous to current reporting periods unlike Division and Troops C and D trends. The largest increase occurred for frisks occurring in stops with Hispanic drivers where the total number of such stops increased by 43% from the previous to current reporting period. White drivers experienced a more slightly more subtle increase, 29% while Black drivers experienced a 15% increase. Asian drivers experienced a one stop decrease in the number of stops with frisks.

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



Canine Deployments

Canine deployments are a relatively infrequent law enforcement procedure. There were fewer than 50 stops where a canine was deployed Division-wide in the current reporting period. Necessarily, the number of stops made by other units that involved a canine deployment were even smaller, only four stops. Unlike Troops C and D, there was actually an increase in the number of stops with canine deployments in the current reporting period similar to the increase in the total number of stops with law enforcement procedures.

Unlike all other law enforcement procedures discussed previously, White drivers do not make up the largest proportion of stops with canine deployments for other units. There was only one stop with a canine deployment that involved a White driver. Black drivers made up the remaining number of deployments conducted by other units, three stops. Because canine deployments were such a rare event, it is inappropriate to discuss proportions or percentages for each racial/ethnic group. Instead, it is noted that such deployments involve a higher number of Black drivers than White drivers. Because of the small number of instances, an addition of one or two deployments would change the understanding of this distribution dramatically. The higher number of deployments with Black drivers is not *prima facie* evidence of disparate treatment. OLEPS continues to monitor the appropriateness of canine deployments in OLEPS' Oversight Reports.

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

July 1, 2012 – December 31, 2012

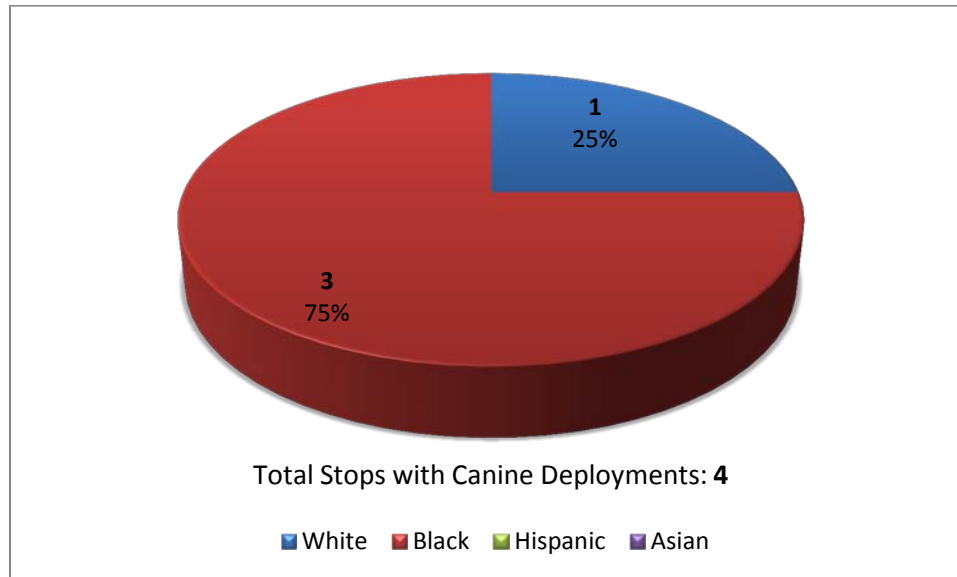
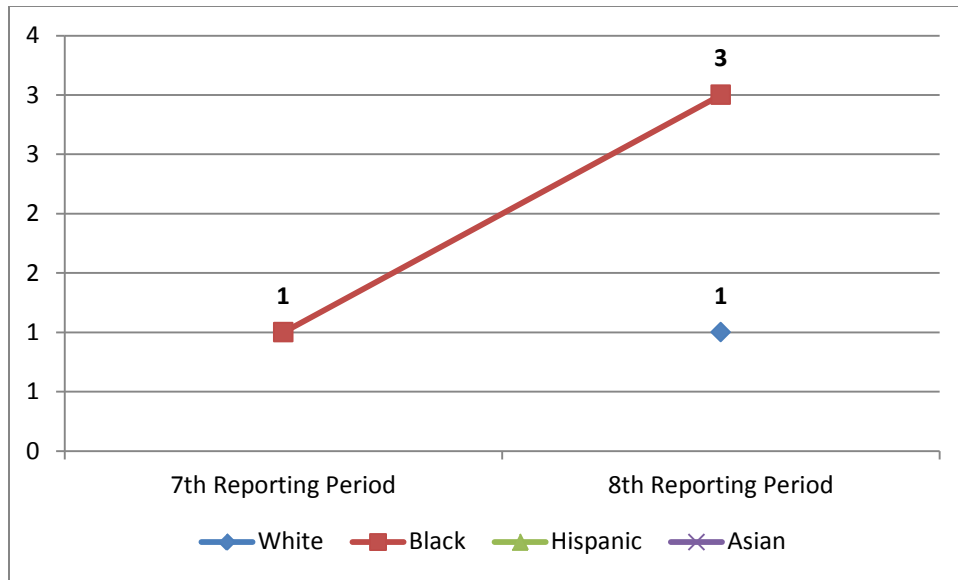


Figure Eighteen presents the trend of canine deployments by racial/ethnic group for the current and previous reporting period. Because canine deployments are a relatively infrequent event Division-wide, they are even more rare within a given Troop. That said, the number of deployments in a Troop is likely 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 other units, the racial/ethnic trends do follow the overall trend of stops with post-stop interactions, but only for Black drivers. The number of deployments involving Black drivers increased by two stops in the current reporting period. Additionally, there was one deployment involving white drivers in the current reporting period for Other Units.

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



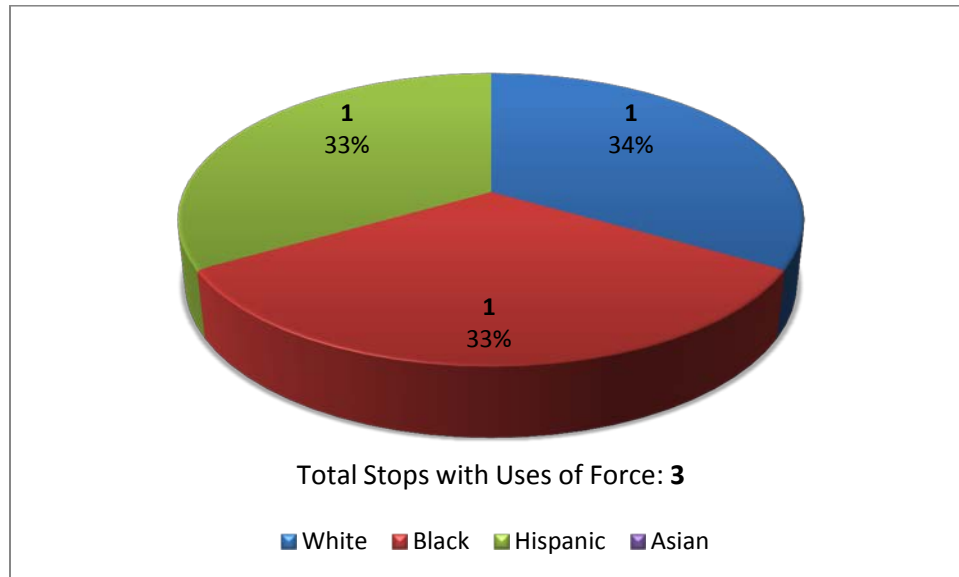
While the disparity in the number of stops with canine deployments involving Black drivers may seem troubling, there are policies and procedures that govern these deployments which are designed to prevent the misuse of this procedure. Specifically, as noted in OLEPS’ Oversight Report, a trooper must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

Uses of Force

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

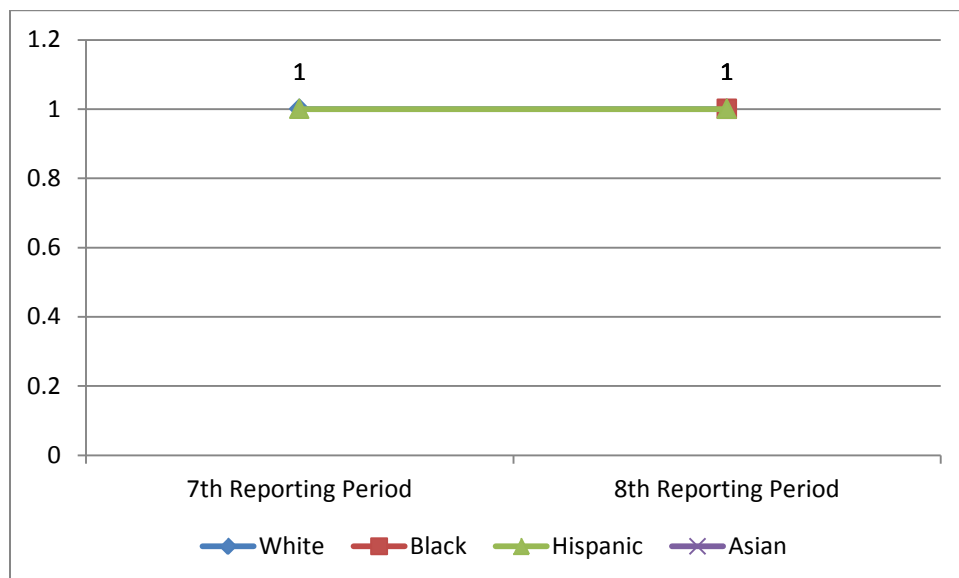
Figure Eighteen depicts the number of stops with uses of force by driver race or ethnicity. There was one instance of force involving drivers of each race/ethnicity for stops made by other units. This is not necessarily indicative of disparity in uses of force; there are only three motor vehicle stops 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 other units to all stops or those with post-stop interactions will not be done.

Figure Nineteen: Racial/Ethnic Distribution of Stops with Uses of Force
 July 1, 2012 – December 31, 2012



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

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



Consent to Search

For this period, there were 67 stops with consent to search requests conducted by Other Units, much smaller than the number made by other Troops. Given the relatively small number of stops involving consent to search requests, the likelihood for skewed distributions is high. 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; 62 (93%) requests were granted, and five (7%) were denied by an occupant during the stop. Despite the small number of requests, the majority were still granted by an occupant.

Figure Twenty-One: Outcome of Consent to Search Requests

July 1, 2012 – December 31, 2012

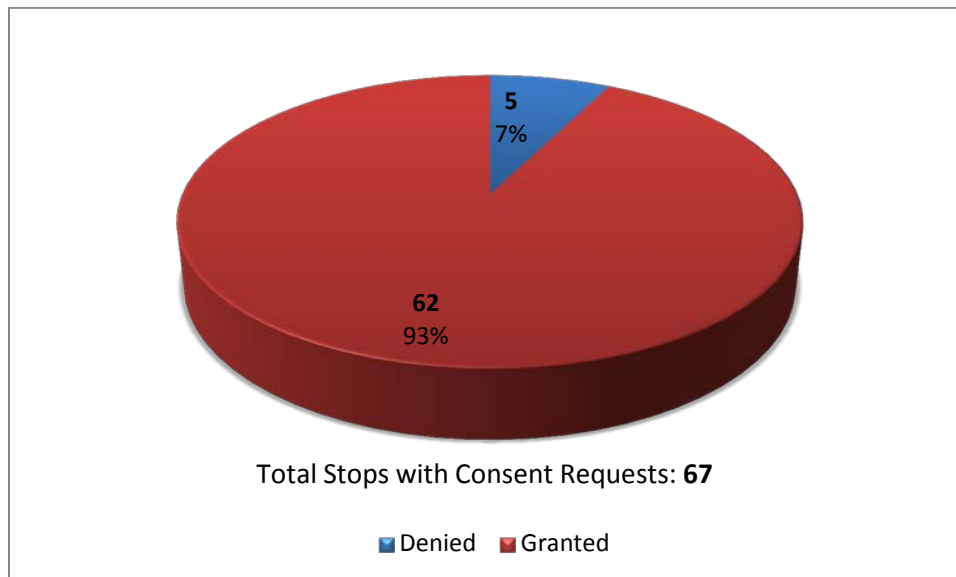
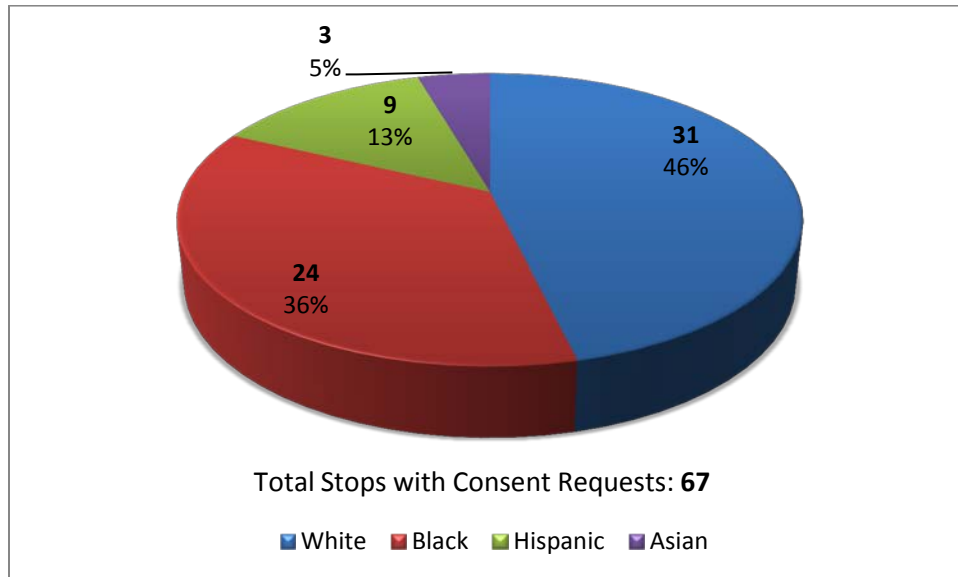


Figure Twenty-Two presents the racial/ethnic distribution for consent to search requests made during motor vehicle stops. White drivers made up the largest proportion of stops with consent to search requests. Nearly half, 46%, of all stops with consent to search requests involved White drivers. Black drivers were involved in 24 stops (36%) with consent to search requests, and Hispanic drivers were involved in 9 stops (13%) 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 involved in roughly 18% of all stops and 25% of stops with post-stop interactions but are 36% of all stops where a consent request was made. Meanwhile, White and Hispanic drivers are involved in slightly smaller proportions of stops with consent requests than they are all stops with post-stop interactions.

Figure Twenty-Two: Racial/Ethnic Distribution of Stops with Consent to Search Requests
 July 1, 2012 – December 31, 2012



Among the possible outcomes of these requests, this pattern differs; White drivers had the highest proportion of granted consent requests (Figure Twenty-Three) while Black drivers had the highest proportion of 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 identical to that of all stops with requests. However, the distribution of denied consent to search requests deviates from this pattern, likely because there are so few stops where consent was denied. Black drivers were involved in the largest proportion of stops where consent was denied, 60%, slightly more than their proportion of total consent to search requests. Similar to the Division-wide pattern, White drivers are involved in the largest proportion of granted consent requests while Black drivers are involved in the largest proportion of denied requests. However, the distribution of denied consent requests in stops made by other units is highly susceptible to changes due to the relatively small number of stops.

Figure Twenty-Three: Racial/Ethnic Distribution of Stops with Consent to Search Granted
 July 1, 2012 – December 31, 2012

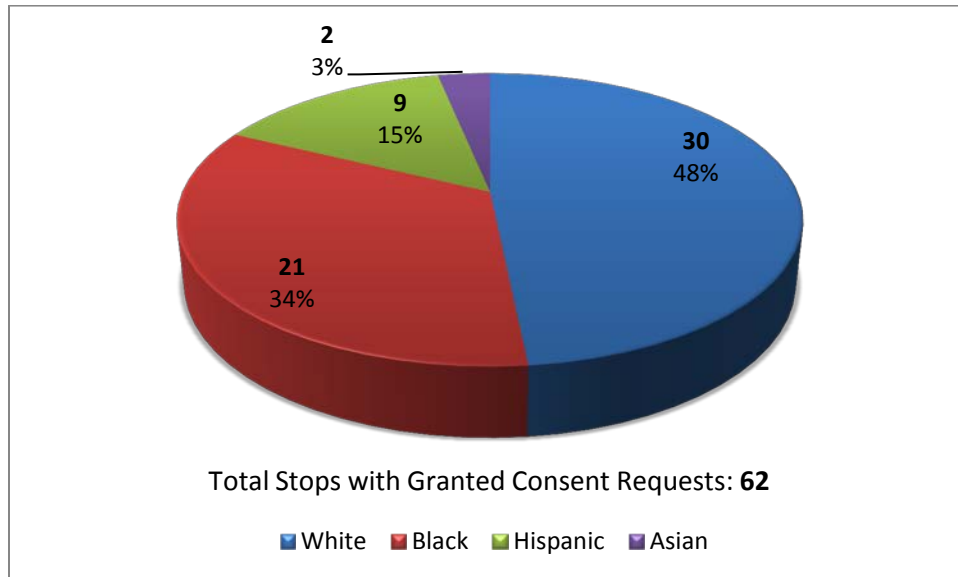
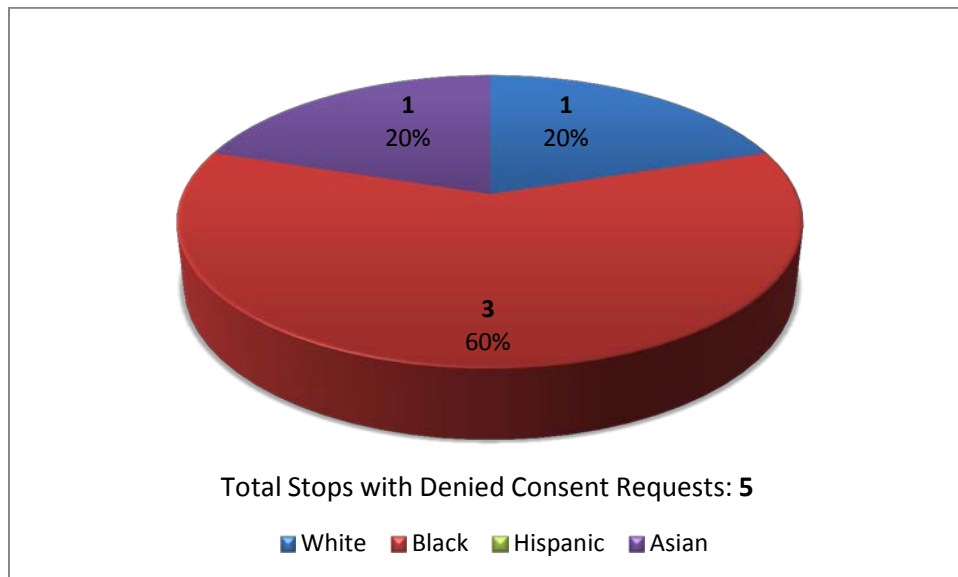


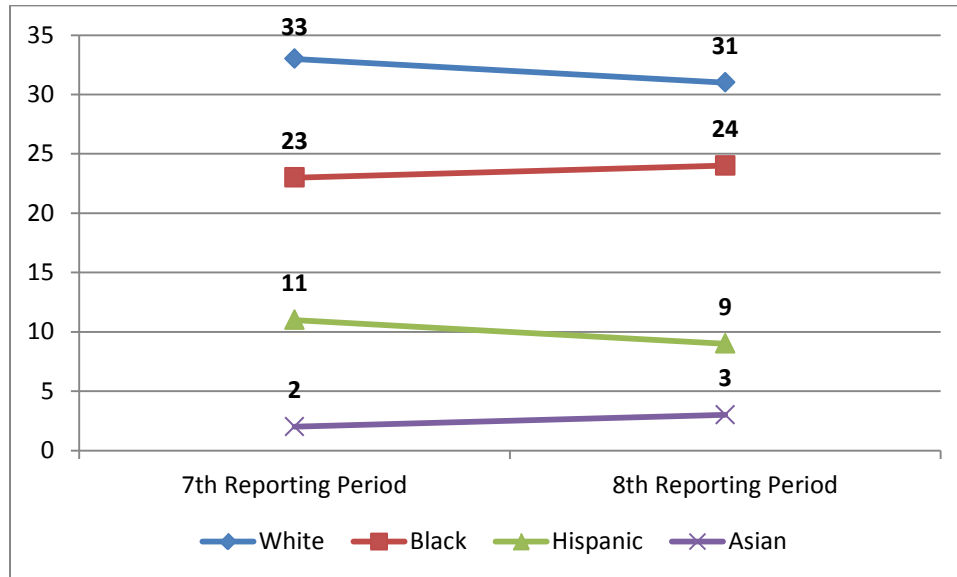
Figure Twenty-Four: Racial/Ethnic Distribution of Stops with Consent to Search Denied
 July 1, 2012 – December 31, 2012



Because the total number of stops decreased, the total number of stops with consent to search requests also decreased in the current reporting period for other units. The total number of requests decreased only by 3% in the current reporting period for other units. This decline is the smallest of all troops and does include all requests, regardless of the outcome (granted or denied). Figure Twenty-Five graphs this trend for each racial/ethnic group. Hispanic drivers experienced the largest decline, 18%, while White drivers experienced a 6% decline. Black drivers experienced a 4% increase in the number of stops with consent requests while Asian drivers experienced a one stop increase.

Figure Twenty-Five: Trend of Racial/Ethnic Distribution of Stops with Consent Requests

January 1, 2012 – December 31, 2012



Trends in each category of consent to search request that were granted, denied, or withdrawn are not presented pictorially for other units. However, in the current reporting period, there was a 44% decline in the number of stops with denied consent requests while there was a 3% increase for granted consent requests. Because of the different patterns for each outcome of consent requests, the patterns for each racial/ethnic group do differ. However, there are no patterns that appear to be aberrations.

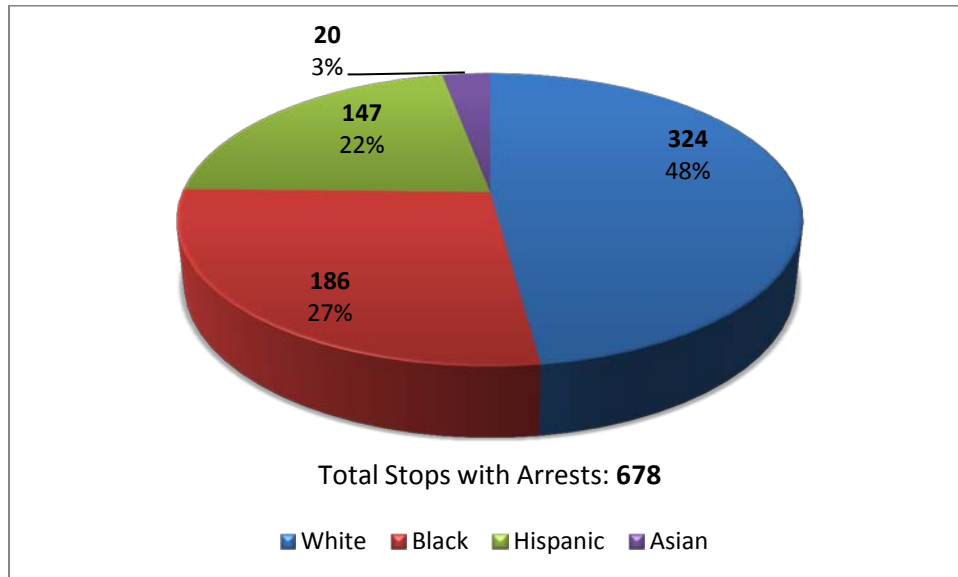
Arrests

In the current reporting period, there were 678 motor vehicle stops conducted by other units where at least one person was arrested. In the majority of these stops, only one person was arrested. However, there were several stops where four or five individuals were arrested. On average, there were 1.1 arrests per stop.

Figure Twenty-Six depicts the racial/ethnic distribution of all motor vehicle stops where an arrest was made. White drivers were involved in the highest proportion of stops where an arrest was made. Roughly 48% of all stops where an arrest was made involved White drivers. Black drivers were involved in 27% of all stops where an arrest was made while Hispanic drivers were involved in 22% of stops where an arrest was made. Asian drivers were only involved in 3% of all stops with arrests and American Indian drivers were involved in 0%.

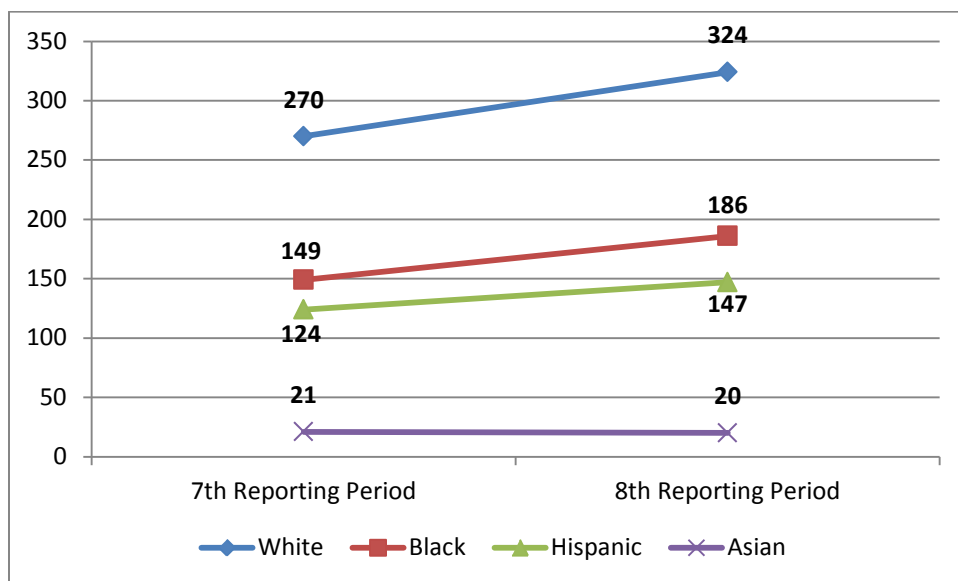
Compared to the overall racial/ethnic distribution of all stops, it appears that White drivers are underrepresented while Black and Hispanic drivers are overrepresented. White drivers were 60% of all stops yet only 48% of stops with arrests. Conversely, Black drivers were only 18% of all stops but 27% of all stops with arrests while Hispanic drivers were 13% of all stops but 22% of those with arrests in other units.

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



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

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



For other units, the total number of stops where an individual was arrested increased 20% in the current reporting period, similar to the increase for stops with law enforcement procedures. This increase varied among racial/ethnic groups as shown in Figure Twenty-Seven. Black drivers experienced the largest percentage increase, the number of stops with Black drivers where an individual was arrested increased by 25%, 37 stops, in the current reporting period. However, the proportion of stops with arrests involving White drivers increased by 20%, 54 stops. Hispanic drivers also experienced a sizeable increase, 19% or 23 stops. The proportion of stops with arrests involving Asian drivers did not substantially decrease in the current reporting period, the decrease amounted to one stop.

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

Evidence Seizures

The seizure of evidence during a motor vehicle stop is a relatively rare occurrence, occurring in less than 1% of all motor vehicle stops Division-wide. For stops made by other units, evidence was seized in 208 motor vehicle stops, less than 1% of stops made by other units. Evidence may have been seized in conjunction with a variety of activities including: frisks, non-consensual searches, consent requests, execution of a search warrant, plain view seizures, or even a request for the retrieval of property.

Figure Twenty-Eight: Racial/Ethnic Distribution of Evidence Seizures
 July 1, 2012 – December 31, 2012

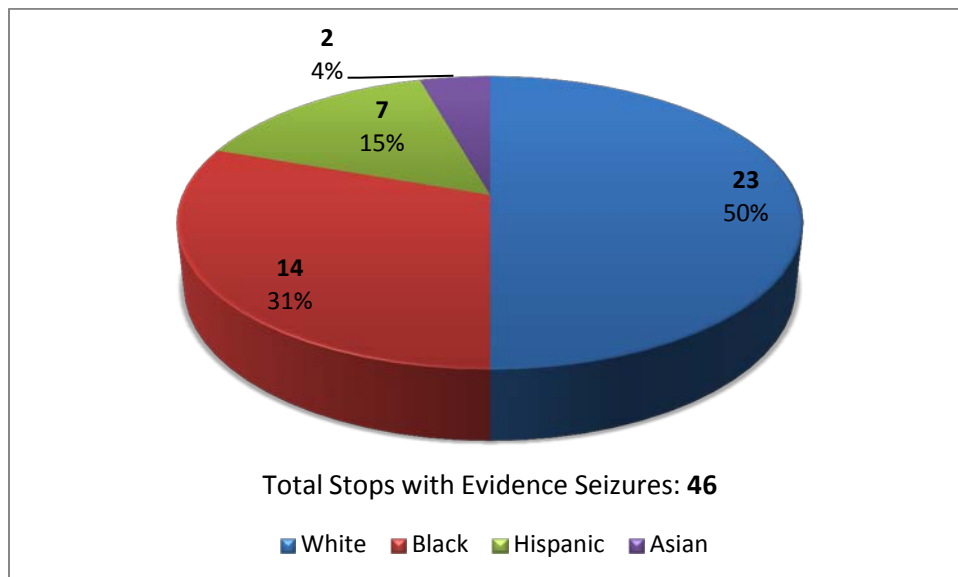


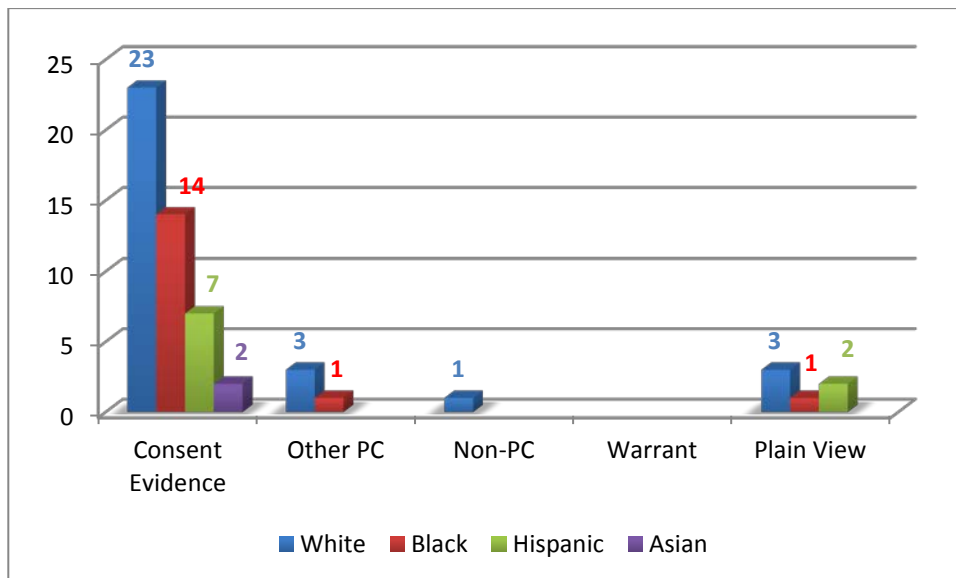
Figure Twenty-Eight depicts the racial/ethnic distribution of stops with evidence seizures. The majority of stops in which evidence was seized involved White drivers. In 50% of all stops with evidence seized, the driver was White, in 31% of stops the driver was Black, and in 15% of stops the driver was Hispanic. Compared to the overall distribution of motor vehicle stops made by other units, Black drivers are overrepresented. While only 18% of all stops, Black drivers are involved in 31% of stops with evidence seized. When compared to the distribution of stops with law enforcement procedures, Black drivers are only slightly overrepresented; they were involved in 25% of all stops made by other units with post-stop interactions.

Each motor vehicle stop can involve one or more seizures of evidence. In the current reporting period, 11 of the 46 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 57 searches/seizures that led to an evidence seizure in stops made by other units. At most, a single stop included three different types of searches/seizures that resulted in evidence. However, the majority of stops did only involve one type of search/seizure.

While the exact evidence seized is unknown, it is known how the evidence was obtained. Figure Twenty-Nine depicts the type of search/seizures that resulted in evidence for each racial/ethnic group for stops conducted by other units. The majority of the 57 evidence seizures resulted from consent searches. In total, there were 46 evidence seizures as the result of a consent search. Of these consent search seizures, 50% involved White drivers, 30% involved Black drivers, and 15% involved Hispanic drivers.

Figure Twenty-Nine: Types of Evidence Seizures

July 1, 2012 – December 31, 2012



The second most frequent searches/seizures were those considered plain view. In six seizures, the reason provided indicated that a controlled dangerous substances (CDS), controlled dangerous

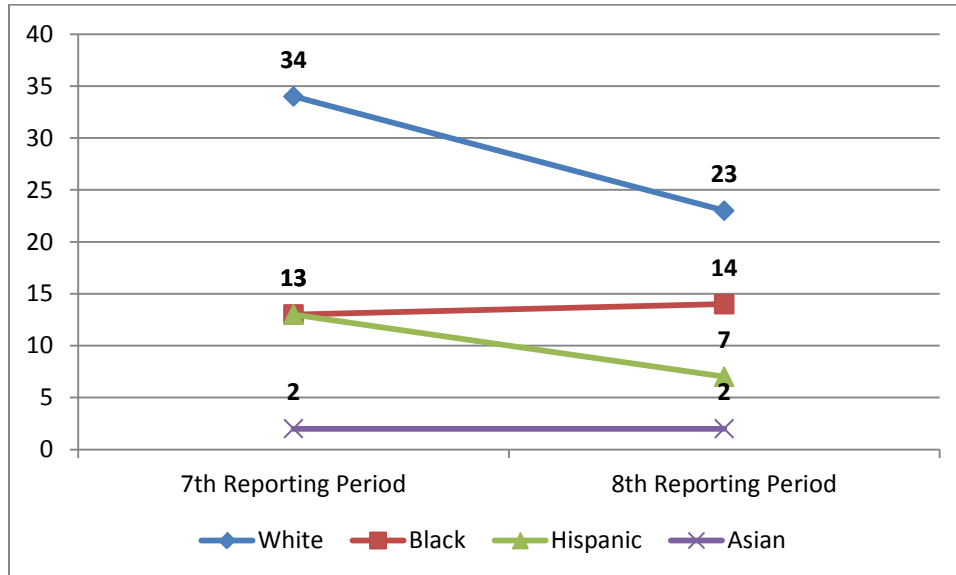
weapons (CDW), or open containers were in plain view and subsequently seized. Of these seizures, 50% involved White drivers, 17% involved Black drivers, and 15% involved Hispanic drivers.

All other types of evidence seizures were cited in only five seizures. During stops made by other units, there were four seizures classified as other PC and only one classified as non-PC.

Figure Thirty depicts the trend of motor vehicle stops with evidence seized by racial/ethnic group for other units. Overall, there was a 26% decline in the number of stops where evidence was seized, the smallest decline of all troops and the Division. This decline was largest for Hispanic drivers; the number of stops with Hispanic drivers where evidence was seized declined 46% in the current period. The decline for White drivers was similar, 32%. Black drivers actually experienced an 8% increase, one stop, in the number of stops with evidence seized. There was no change in the number of stops with Asian drivers where evidence was seized.

Figure Thirty: Trend of Racial/Ethnic Distribution of Stops with Evidence Seizures

January 1, 2012 – December 31, 2012



The pattern of evidence seizures for other units mirrors that of the Division. Evidence seizures are an infrequent event and they disproportionately involve Black drivers compared to their overall proportion of motor vehicle stops. Black drivers are about 30% of all evidence seizures (including each type) yet only 18% of all stops conducted by other units. However, this pattern is noted for all troops. Again, this report does not assess the appropriateness of searches/seizures leading to evidence seizure. However, the disproportionality of stops with evidence seizures does merit further analysis by the State Police.

Dispositions

For each stop made by the State Police, a disposition is issued. As depicted in Figure Thirty-One, 11,262 stops (40%) resulted in some kind of summons, 9,077 stops (33%) resulted in a warning, 2,382 stops (9%) resulted in some combination of warnings and/or summons, and 5,103 stops (18%)

resulted in another, unspecified disposition. For stops made by other units, the most common dispositions were warnings and summonses issued for moving violations, which each accounted for 29% of all dispositions issued. Other dispositions were issued in 18% of all stops and mixed dispositions, a combination of warnings and summons, were issued in 9% of all stops made by other units. Dispositions based on non-moving violations were less common for other units; there were 3,051 (11%) summonses for non-moving violations and 1,045 (4%) warnings for non-moving violations issued during motor vehicle stops made during this reporting period.

Figure Thirty-One: Dispositions of All Stops
July 1, 2012 – December 31, 2012

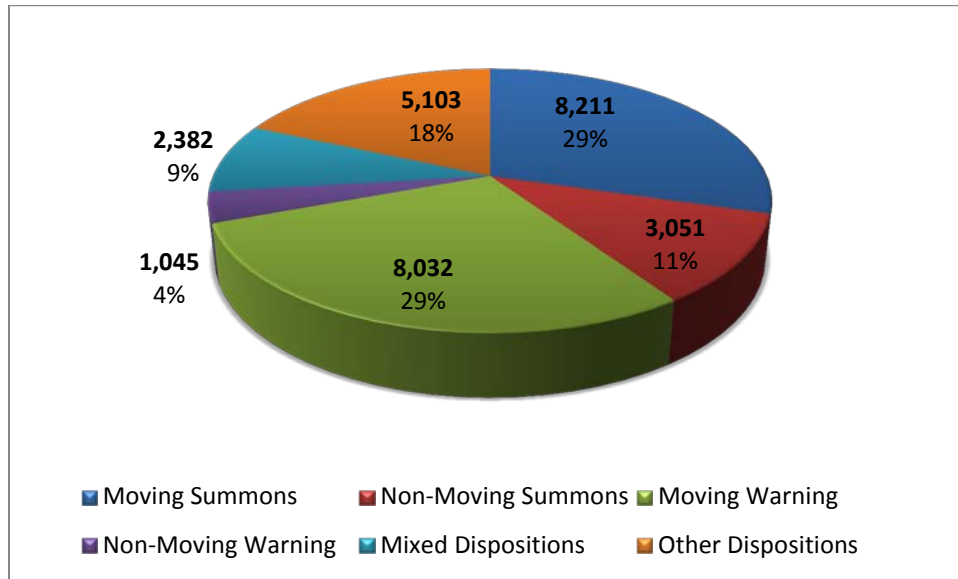


Figure Thirty-Two: Trends of Dispositions
July 1, 2012 – December 31, 2012

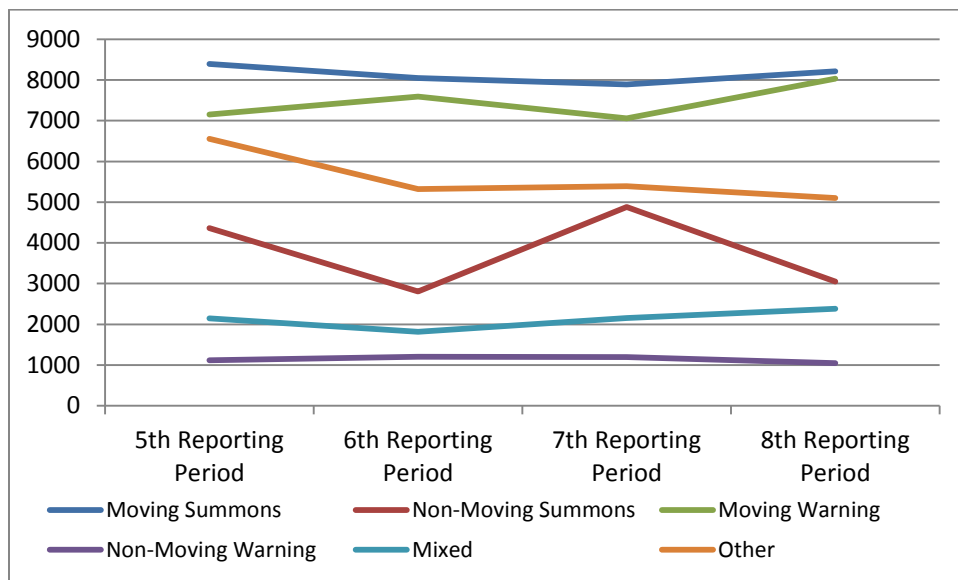
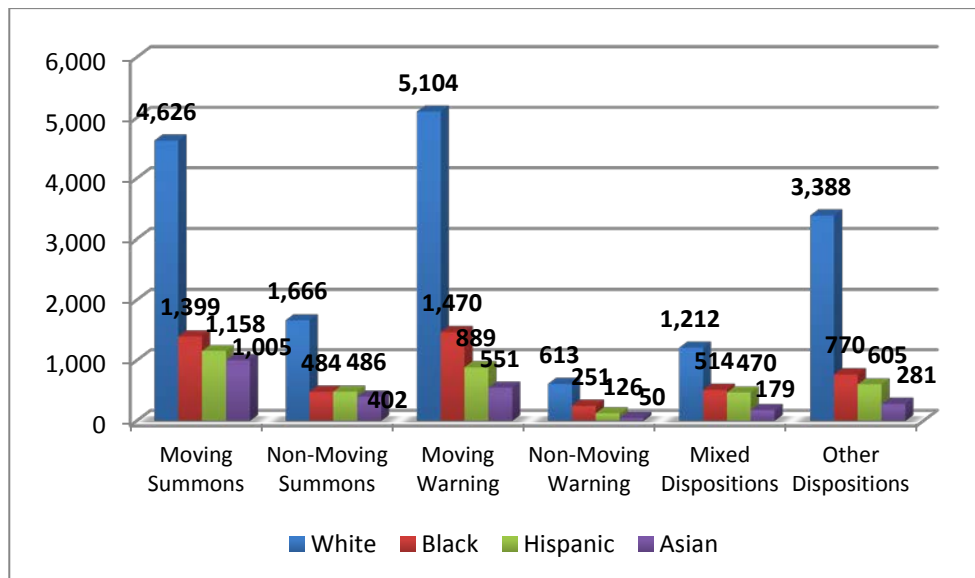


Figure Thirty-Two graphs the number of stops resulting in each disposition for the current and past three reporting periods for other units. Because the number of motor vehicle stops made in the current reporting period is smaller than the previous periods, it would be expected that each category of disposition would decline as well. However, for other units, that is not the case. The number of stops resulting in non-moving summonses, non-moving warnings, and other dispositions declined, while the remaining categories increased in frequency.

Across disposition categories, White drivers continue to make up the largest proportion of each disposition type for stops made by other units. The overall pattern remains that between 51 and 66 percent of all disposition types involved White drivers and between 15 and 24 percent of all disposition types involved Black drivers. For other units, the proportion of each disposition type involving White or Black drivers is nearly identical to the proportions Division-wide. Because State Police is required to record a disposition for all motor vehicle stops, the racial/ethnic distribution of dispositions should be nearly identical to the racial/ethnic distribution of all stops.

For stops made by other units, the most common outcomes for stops were moving warnings and moving summonses. There were 8,032 stops (29%) that received a moving warning and 8,211 (29%) stops that received a moving summons. Of the stops with moving warnings, there were 5,104 stops (64%) that involved White drivers, 1,479 stops (18%) that involved Black drivers, and 889 (11%) that involved Hispanic drivers. For stops with moving summonses 4,626 (56%) involved White drivers, 1,399 (17%) involved Black drivers, and 1,158 (14%) involved Hispanic drivers. These distributions are similar to the overall distribution of stops made by other units, However, White drivers are slightly overrepresented among moving warnings.

Figure Thirty-Three: Racial/Ethnic Distribution of Disposition Types
 July 1, 2012 – December 31, 2012



Across all troops, other dispositions made up a large proportion of stops, generally about 20%. The second most common outcome for stops made by other units were moving warnings, which were cited in 14,348 stops (24%). There were 9,576 stops (67%) with moving warnings that involved

White drivers, 2,302 stops (16%) with moving warnings that involved Black drivers, and 1,535 stops (11%) with moving summonses that involved Hispanic drivers. Again, this pattern mirrors the overall racial/ethnic distribution of stops made by other units.

For each disposition category, White drivers made up at least 51% of all stops receiving that disposition. The racial/ethnic distribution for each disposition category is consistent with the overall racial/ethnic distribution of motor vehicle stops made by other units. White drivers receive roughly 60% of all categories of dispositions, while Black drivers are closer to 18%, and Hispanic motorists were about 13%. Thus, the distribution of disposition types roughly matches that of all stops. For White and Black drivers, moving warnings were the most commonly cited disposition while moving summonses, the most common disposition for Hispanic and Asian drivers.

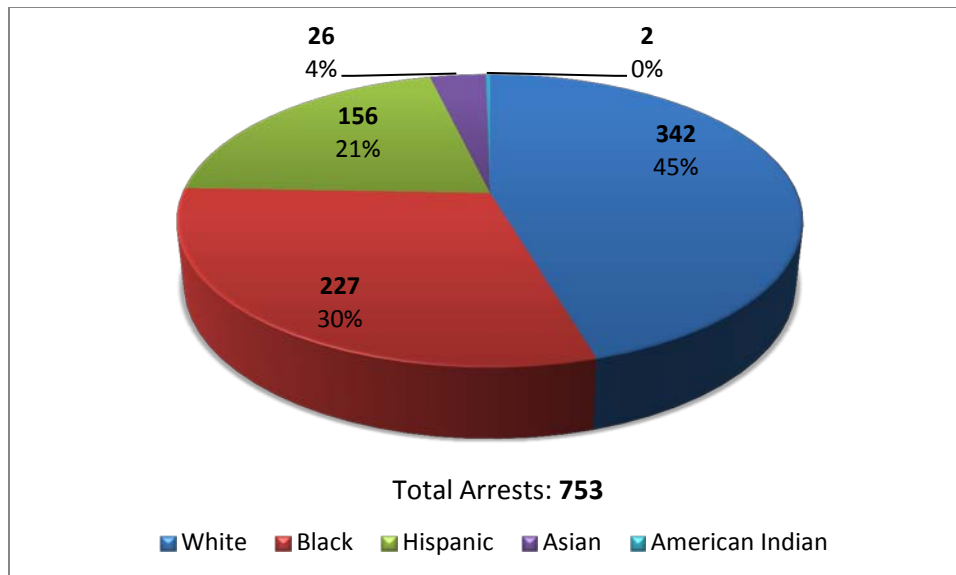
Individual Level Analysis

Arrests

While there were 678 motor vehicle stops made by other units where an arrest was made, there were 753 actual arrests. That is, there were 753 individuals arrested during motor vehicle stops in the current reporting period. On average, there were 1.1 arrests per motor vehicle stop but a few stops did have as many as four or five arrests.

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

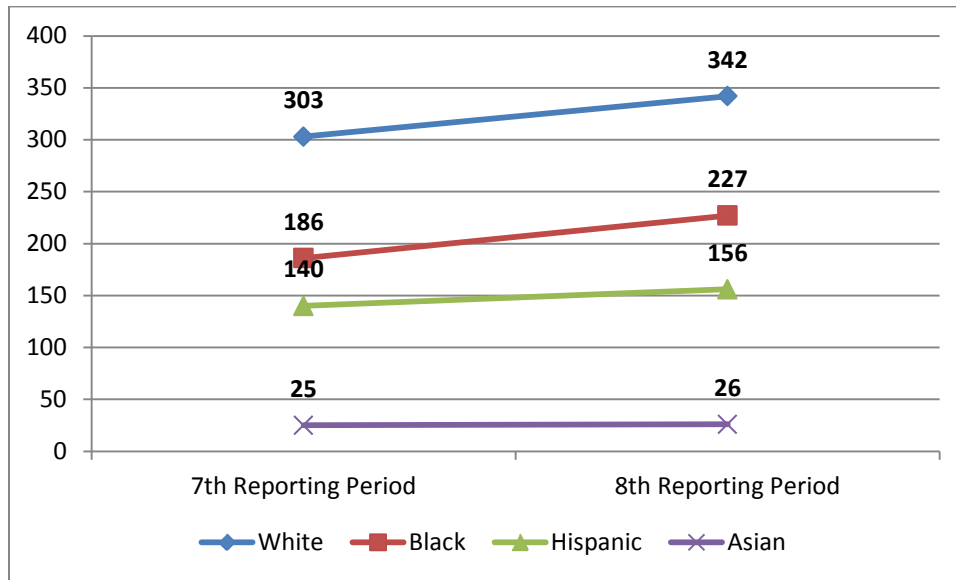
Figure Thirty-Four: Racial/Ethnic Distribution of All Arrests
July 1, 2012 – December 31, 2012



Because there were more motor vehicles stops conducted by other units that involved post-stop interactions, the opportunity to arrest any individual was more likely. Overall, the number of arrests made during stops by other units increased 4% from the previous reporting period. This increase is

not as large as the increase in the number of stops with arrests. The largest increase was for the number of Black individuals who were arrested; there was a 22% increase in the number of Black individuals who were arrested in the current reporting period. Similarly, the number of White individuals arrested increased by 13%, the number of Hispanic individuals increased by 11% and the number of Asian individuals increased 4%.

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

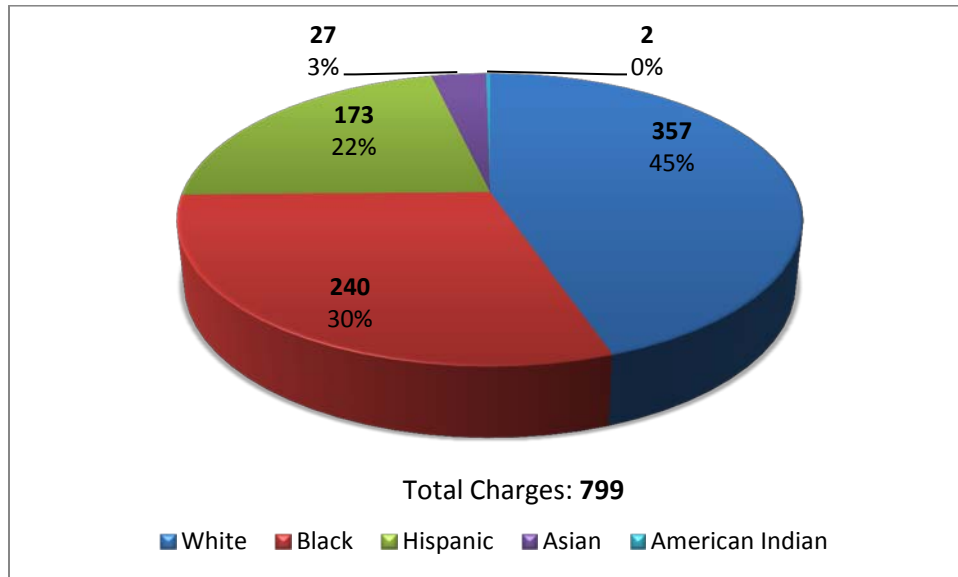


Charges

For an arrest, an individual can be charged with one or multiple charges. For the current period, while there were 753 arrests, there were actually 799 charges filed. On average, each arrest resulted in 1.1 charges filed. However, several arrests had four or five charges filed.

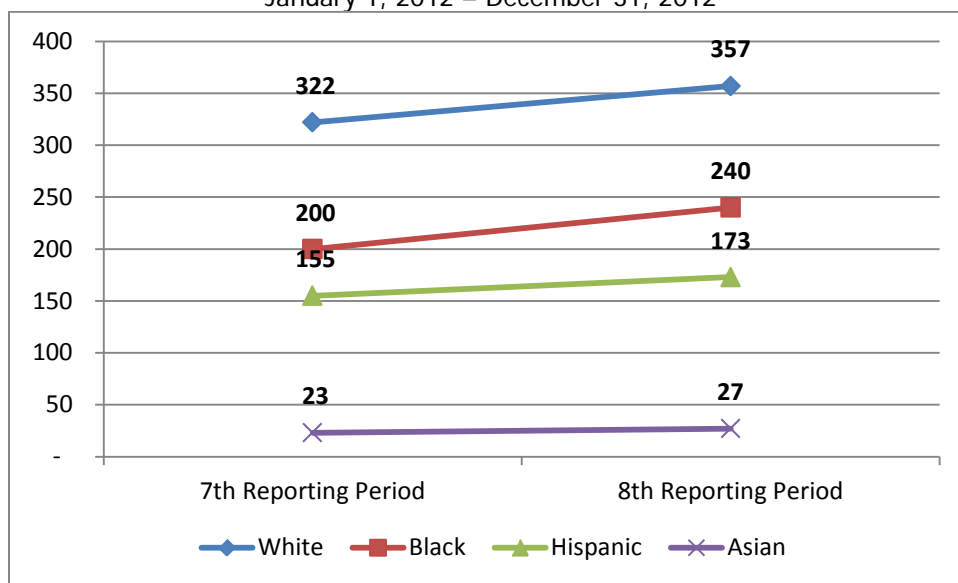
The racial/ethnic distribution of those arrested and that had charges filed is presented in Figure Thirty-Six and is similar to the distribution of all arrests. White individuals were involved in the largest proportion of charges filed, 45%. Black individuals were involved in 30% of all charges, Hispanic individuals were involved in 22% of all charges filed, and Asian individuals were involved in 3% of charges filed. Compared to the distribution of those individuals who were arrested, the proportions are nearly identical though there are minor differences.

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



While the number of individuals arrested increased by 13% in the current reporting period, the total number of charges filed increased by 14%. As shown in Figure Thirty-Seven, each racial/ethnic group experienced an increase in the total number of charges filed. However, Black individuals experienced the largest increase, 20%, while charges against White individuals increased 11% and charges against Hispanic individuals increased 12%.

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



In some cases, an individual may be arrested and not charged. While this is possibly a data entry error, it is more likely a reflection of policies and procedures following *State v. Peña-Flores*, 198 N.J. 6

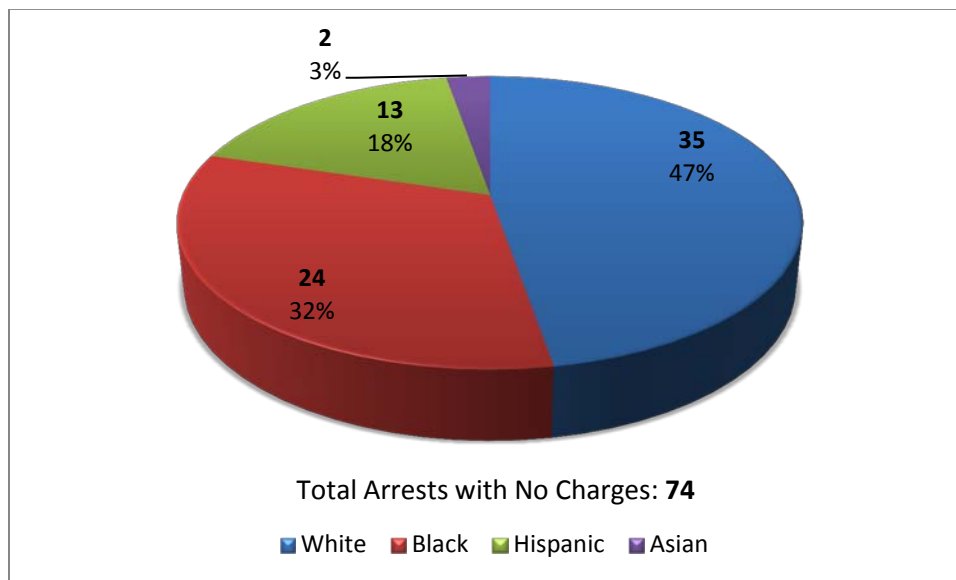
(2009).¹ Following this ruling, State Police policy requires immediate arrest when a trooper has probable cause in the form of the odor of marijuana. In these instances, an individual is placed under arrest immediately when the odor of either raw or burnt marijuana is detected. The trooper may then request for consent to search the vehicle, request a canine, or request a search warrant. If none of these searches provide evidence to confirm the odor and the odor dissipates, the trooper must release the individual. Thus, an arrest was made, but the individual was never charged because the odor of marijuana, or probable cause, dissipated.

In the current reporting period there were 74 arrests made by other units where an individual was not ultimately charged with any specific statute. The racial/ethnic distribution of those not charged should, ideally, be identical to the racial/ethnic distribution of those charged. If the distributions differ, further analysis is required to determine what specifically causes these differences.

Figure Thirty-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, for other units only small differences emerge. While Black individuals were roughly 30% of all charges filed, they are 32% of those individuals for whom no charges were filed. White individuals were 45% of charges filed and 47% of those with no charges filed. Hispanic individuals were 22% of all charges filed and 18% of those with no charges filed. Unlike Troops C and D and the Division, Black individuals are not largely overrepresented among those who are arrested but not charged.

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

July 1, 2012 – December 31, 2012



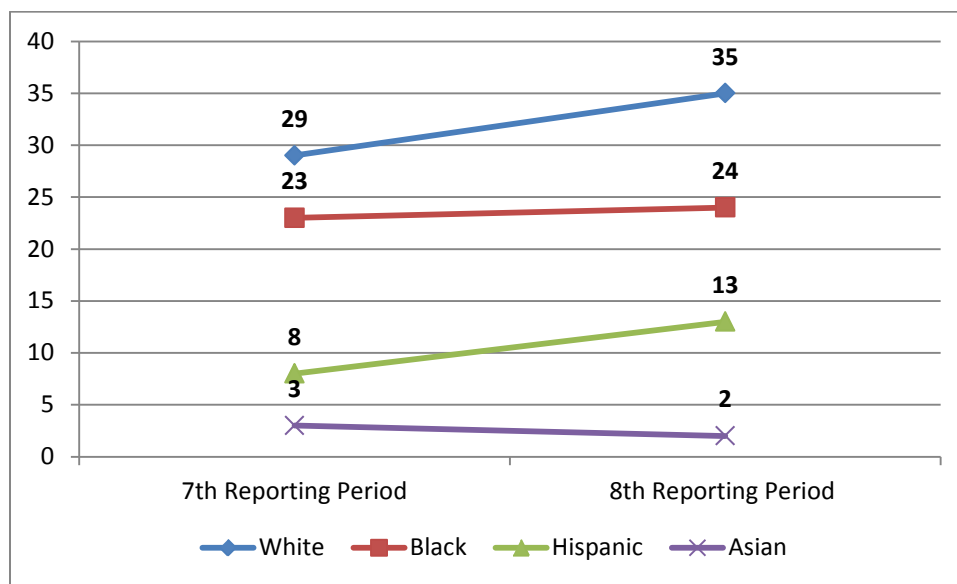
Just as the number of those charged increased, the number of those not charged also increased for other units. As shown in Figure Thirty-Eight, there was a 17% increase in the number of individuals

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

who were arrested and not charged. The largest increase in the number of individuals arrested and not charged was for Hispanic individuals, 63%. The number of White individuals not charged increased by 21% and the number of Black individuals charged increased by 4% (one stop). The number of Asian individuals arrested and not charged actually decline by one. While Black individuals have typically been the racial/ethnic group to have the highest proportion of individuals arrested without charges, for other units, the increase for White individuals from the previous to current reporting period made White individuals the largest proportion.

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

January 1, 2012 – December 31, 2012



Types of Charges

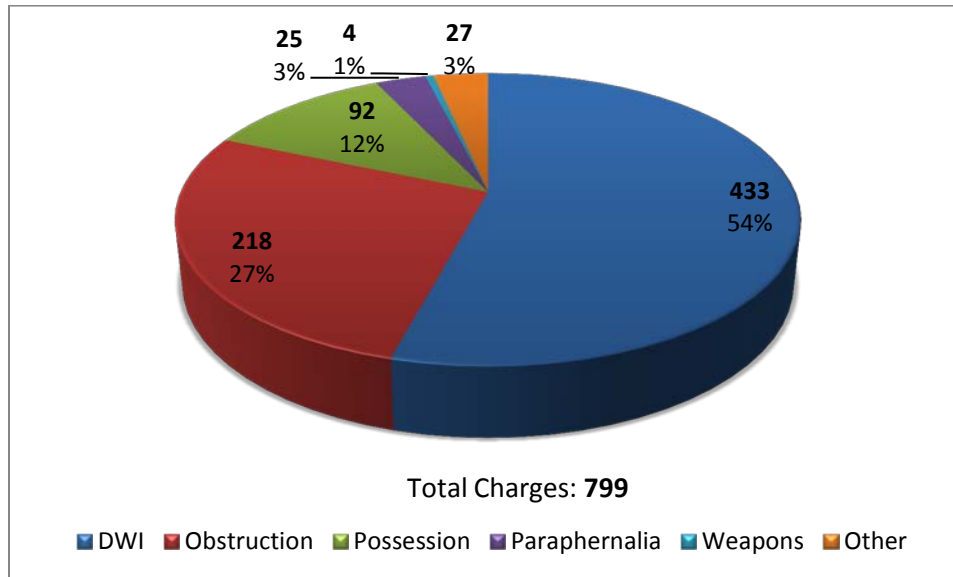
The charges filed following an arrest can be numerous. As noted above, an individual may be charged with multiple charges. While there are a number of charges that can be chosen for any violation, there are also a few charges that are commonly used. Each specific charge was coded to reflect the overall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

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

Obstruction, the most frequent charge Division-wide, was cited in only 27% of all charges filed by other units. This category does include such charges as resisting arrest, hindering apprehension, and contempt. Contempt is the charge listed when an individual is arrested based on a warrant and, for the current period, is actually the most frequently cited obstruction charge. Contempt was the specific charge cited in over 85% of all obstruction charges in the current reporting period. From this information, it can be inferred that a number of arrests made during motor vehicle stops in the

current reporting period are based on outstanding warrants. Compared to Division-wide charges, obstruction charges make up a smaller proportion of charges filed for other units, 40% Division-wide compared to 27% for other units. This difference is likely attributable to the specialized policing and targeted enforcements conducted by other units.

Figure Forty: Types of Charges Filed
July 1, 2012 – December 31, 2012



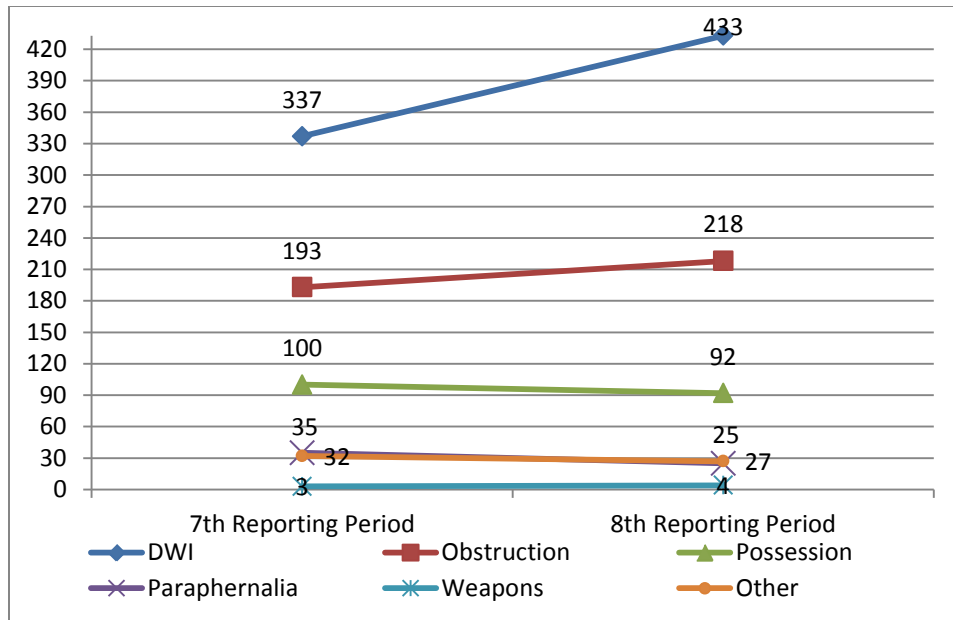
While DWI charges are the most common charge filed for arrests made by other units, there are also a number of charges that pertain to drugs, albeit a much smaller proportion than in other Troops. Charges for possession were cited in 92 (12%) arrests while charges for paraphernalia were cited in 25 (3%) arrests. Marijuana was the most frequently cited drug in possession charges, cited in over 66% 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 3% of all charges filed. The most commonly cited other charge for other units was assault.

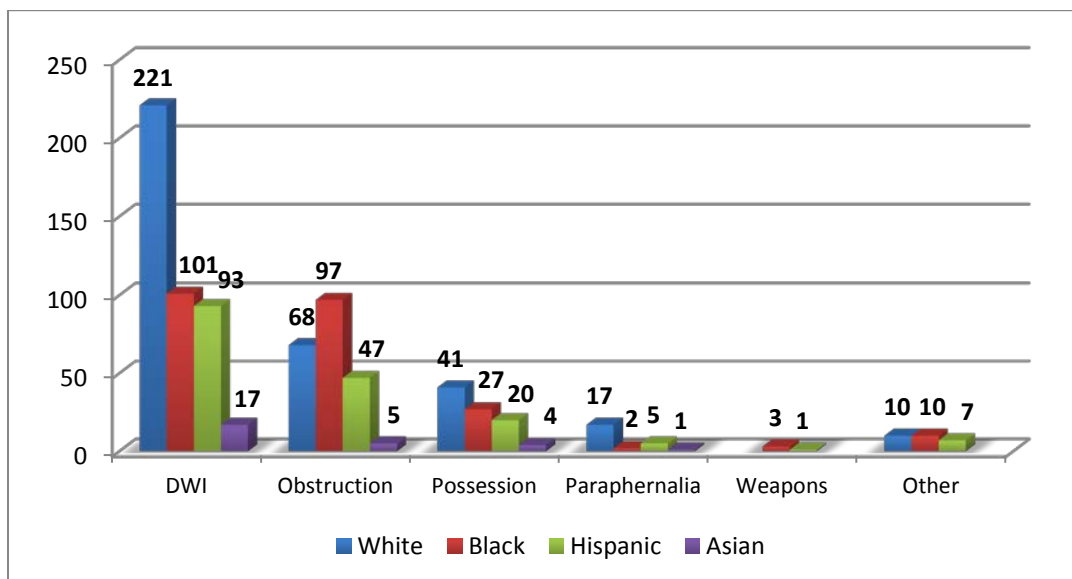
The total number of charges filed for arrests made by other units in the current reporting period increased 14%, as noted previously. Figure Forty illustrates this increase by charge categories. As shown, the magnitude of the increase varied across charge types and some charge categories experienced a decline in use. The number of charges for DWI increased by 28%, while obstruction charges increased by 13%. However, paraphernalia charges decreased by 29% and possession charges declined by 8%. Weapons and other charges experienced only minor changes in frequency.

Figure Forty-One: Trend of Arrest Charges
January 1, 2012 – December 31, 2012



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-Eight indicated that White motorists make up the largest proportion of all charges, followed by Black, Hispanic, Asian, and then American Indian individuals. This same distribution is expected for each category of charges.

Figure Forty-Two: Racial/Ethnic Distribution for Types of Charges Filed
July 1, 2012 – December 31, 2012



For the most common charge type filed by other units, DWI, the racial/ethnic distribution of charges does match the overall pattern of all charges, unlike in Troop D. White individuals are those most frequently charged with DWI, accounting for 51% of those charged with DWI. In 101 (23%) instances the individual charged was Black while in 93 (21%) the individual charged was Hispanic. Additionally, in 17 (4%) instances the individual charged was Asian. Thus, there were more White individuals charged with DWI than other racial/ethnic groups. However, the proportion of Hispanic individuals who were charged with DWI is smaller than the proportion of all Black individuals who were arrested and charged, but only slightly smaller. Coincidentally, DWI was the most frequently cited charge for all White, Black, Hispanic, and Asian individuals.

While the racial/ethnic distribution of DWI charges was fairly similar to that of all charges, the distribution for obstruction charges is not similar. As noted Division-wide and for Troops C and D, White individuals do not make up the largest proportion of those charged with obstruction. Rather, Black individuals were involved in the largest proportion of obstruction charges; 44% of those charged with obstruction were Black. White individuals were involved in only 31% of obstruction charges while Hispanic individuals were 22% and Asian individuals were 2%. However, unlike most other Troops and the Division, obstruction was not the most frequently cited charge for Black individuals. As noted previously, DWI was the most frequently received charge by Black individuals.

White individuals were the largest proportion of those charged with paraphernalia or possession of controlled dangerous substances. White motorists were cited in 41 (44%) charges of possession, Black motorists were charged in 27 (29%), Hispanic motorists were charged in 20 (22%), and Asian individuals were charged in 4 (4%) possession charges. Paraphernalia charges were similarly distributed, though there were a higher number of charges for Hispanic than Black individuals. White individuals were cited in 17 (68%) paraphernalia charges while Black motorists were charged in 2 (8%), Hispanic individuals were charged in 5 (20%), and Asian individuals were charged in 1 (4%) paraphernalia charge.

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

As noted for other troops and Division-wide, Black individuals appeared to be more likely to be arrested than their likelihood of being involved in a stop overall. Division-wide and for Troop C, obstruction charges, those for an outstanding warrant are more common than they are in Troop D and other units. Unlike all other troops, obstruction charges are, technically, not the most frequently cited charge for Black individuals; 101 individuals were charged with DWI while only 97 were charged with obstruction. However, because the number of obstruction charges are so high, the presence of an outstanding warrant is still a viable explanation for the disproportionately high number of post-stop interactions and arrests of Black individuals.

Wanted Persons

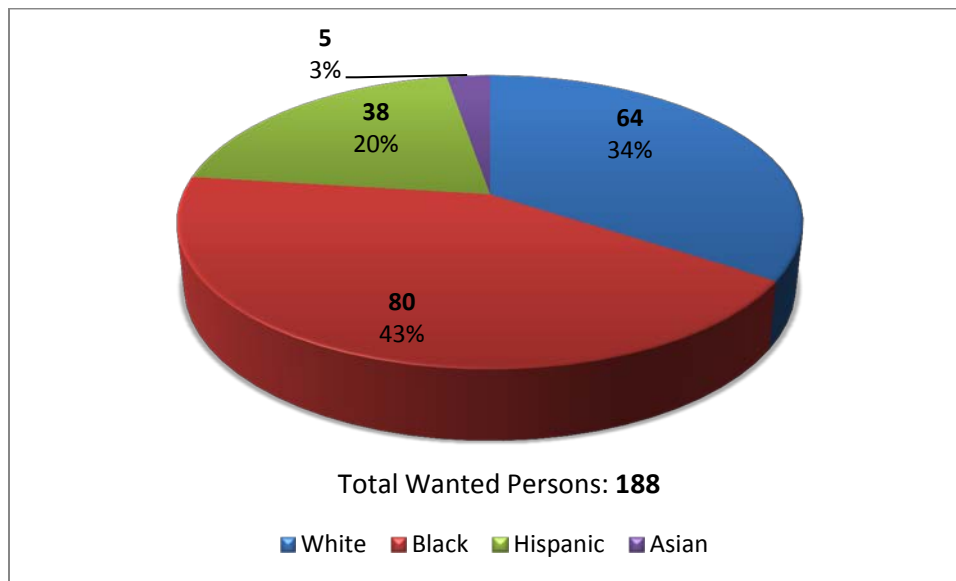
When State Police interact with individuals during a motor vehicle stop, they run database checks to determine if the individual has any outstanding warrants. If the individual does, they can be arrested. In the current reporting period, 188 arrests made by other units were of wanted persons, those with outstanding warrants. Given the smaller number of stops with post-stop interactions for other units, the number of those identified as wanted persons is also smaller.

As noted previously, individuals with outstanding warrants make up a large proportion of all arrests and charges filed and are categorized as obstruction. In actuality, 188 individuals arrested during motor vehicle stops by other 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 43% of all wanted persons while White individuals were only 34%, 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 and in Troops C and D, the distribution for other units is nearly identical to the Division-wide distribution. However, like Troop D, other units have a slightly higher proportion of Hispanic individuals identified as wanted persons.

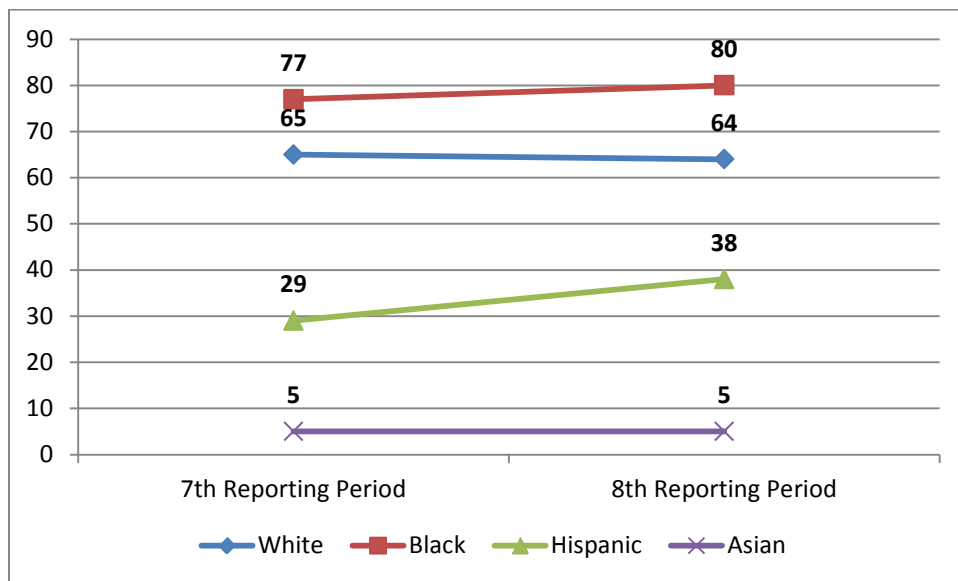
Figure Forty-Three: Racial/Ethnic Distribution of Wanted Persons

January 1, 2012 - June 30, 2012



While the total number of wanted persons increased by about 7% for other units in the current reporting period, the degree of increase changed for each racial/ethnic group. Because the total number of wanted persons for other units is less than 200 in each reporting period and because the total number for each racial/ethnic category is so small, percentages changes will not be discussed. Instead, the change in the number of individuals wanted will be discussed. The largest change was noted for Hispanic individuals, where there was a nine person increase in the number of wanted individuals. There was a three person increase in the number of Black individuals who were wanted and a one person decrease in the number of White persons who were wanted. There was no change for Asian individuals. Despite these changes, Black individuals remain the largest proportion of those identified as wanted persons.

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



SUMMARY

These data detail the volume of trooper stop related activity for July 1, 2012 to December 31, 2012 for Troop C, Troop D, and Other Units within the New Jersey State Police. These data indicate a decline in the number of stops reported and that White drivers continue to be involved in the majority of interactions between motorists and the State Police across troops. However, differences between the troops are apparent.

Troop C experienced a slight decline in motor vehicle stops and in stops with post-stop interactions in the current reporting period. As noted Division-wide, Black drivers were involved in a disproportionate proportion of post-stop interactions compared to their proportion of all stops. While this report does not assess the appropriateness of such activities, they are assessed in OLEPS' Oversight Report. It is possible that the presence of outstanding warrants drives this disproportionality in Troop C, as noted previously. Future reports will continue to discuss this trend. For Troop C, there were generally fewer individuals arrested, charged, and wanted in the current reporting period. However, there was a slight increase in the number of individuals who were arrested and not charged. As noted previously, this likely stems from Peña-Flores, but will continue to be monitored in future reports.

Troop D experienced a moderate decline in the number of motor vehicle stops conducted in the current reporting period. However, the number of stops made by Troop D is still roughly twice as many as those made in other troops. Despite this high number of motor vehicle stops, the number of stops resulting in a post-stop interaction is much smaller, closer to the number of stops with post-stop interactions in Troop C. This may be a product of the nature of the roadways patrolled by Troop D (*i.e.*, Garden State Parkway and New Jersey Turnpike), but this trend will continue to be explored in future reports. Nonetheless, Troop D's stops with post-stop interactions follow a similar pattern to the Division and Troop C, involving a higher proportion of Black drivers than all stops do. While the Division and Troop C most frequently used disposition was a moving warning, for Troop D, the most frequent disposition was a moving summons. Additionally, in Troop D, the most frequent charge for arrests made during motor vehicle stops was DWI rather than obstruction. While obstruction was still a very frequently used charge, DWI was even more frequent. This is likely another artifact of the nature of patrol areas and targeted enforcements in Troop D.

Finally, for other units, those not assigned to a specific troop, there was also a decline in the number of motor vehicle stops conducted. However, there was an increase in the number of stops with post-stop interactions, and as such, all types of post-stop interactions. Despite this increase, the disproportionality of Black drivers is also a pattern in other units. Similar to Troop D, and likely the result of targeted enforcements, DWI charges were by far, the most frequently cited charge for arrests made during stops by other units.

While a pattern of disproportionality is noted Division-wide and for all troops assessed this reporting period, that does not necessarily indicate that the disproportionality is appropriate. It is possible that criminal history checks on drivers lead to an increase in the use of post-stop interactions for those with outstanding warrants and extensive criminal histories. However, this report did not explicitly examine this possibility. OLEPS will, in future reports, monitor the disproportionality of both Black and Hispanic drivers' involvement in stops with post-stop interactions. Even though the disproportionality exists, White drivers do continue to make up the largest proportion of most activities for the troops examined in this report.

The differences noted between stops and activities in Troop C, Troop D, and other units and their

differences from Division as a whole, stress the importance of analyzing data and trends for each Troop. Examining data at the Division level can conceal notable differences among troops across the state.

The State adheres to the principles underlying the Consent Decree and commits substantial resources and effort by members of the Department of Law and Public Safety and the New Jersey State Police. The State remains committed to continuing the progress in producing these data in the spirit of the Act.

APPENDIX ONE

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

C020- Bordertown

Troop C

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

July 1, 2012 - December 31, 2012

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	640	313	91	1	103	3	1,151
<i>% of Total</i>	<i>55.6%</i>	<i>27.2%</i>	<i>7.9%</i>	<i>0.1%</i>	<i>8.9%</i>	<i>0.3%</i>	<i>19.1%</i>
Moving Warning	788	479	95	1	69	1	1,433
<i>% of Total</i>	<i>55.0%</i>	<i>33.4%</i>	<i>6.6%</i>	<i>0.1%</i>	<i>4.8%</i>	<i>0.1%</i>	<i>23.8%</i>
Non-Moving Summons	491	350	104	3	39	1	988
<i>% of Total</i>	<i>49.7%</i>	<i>35.4%</i>	<i>10.5%</i>	<i>0.3%</i>	<i>3.9%</i>	<i>0.1%</i>	<i>16.4%</i>
Non-Moving Warning	315	256	46		16		633
<i>% of Total</i>	<i>49.8%</i>	<i>40.4%</i>	<i>7.3%</i>	<i>0.0%</i>	<i>2.5%</i>	<i>0.0%</i>	<i>10.5%</i>
Mixed	292	251	69	1	36		649
<i>% of Total</i>	<i>45.0%</i>	<i>38.7%</i>	<i>10.6%</i>	<i>0.2%</i>	<i>5.5%</i>	<i>0.0%</i>	<i>10.8%</i>
Other	646	372	95	4	39	9	1,165
<i>% of Total</i>	<i>55.5%</i>	<i>31.9%</i>	<i>8.2%</i>	<i>0.3%</i>	<i>3.3%</i>	<i>0.8%</i>	<i>19.4%</i>
Total	3,172	2,021	500	10	302	14	6,019
<i>% of Total</i>	<i>52.7%</i>	<i>33.6%</i>	<i>8.3%</i>	<i>0.2%</i>	<i>5.0%</i>	<i>0.2%</i>	<i>100.0%</i>

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

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	53	44	16	0	1	114
<i>% of Total</i>	<i>46.5%</i>	<i>38.6%</i>	<i>14.0%</i>	<i>0.0%</i>	<i>0.9%</i>	<i>100.0%</i>

C040-Kingwood

Troop C

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	2,924	139	134	5	227	7	3,436
<i>% of Total</i>	85.1%	4.0%	3.9%	0.1%	6.6%	0.2%	82.1%
Non-Moving	603	38	40	1	18	1	701
<i>% of Total</i>	86.0%	5.4%	5.7%	0.1%	2.6%	0.1%	16.7%
Other	39	2	4	--	3		48
<i>% of Total</i>	81.3%	4.2%	8.3%		6.3%	0.0%	1.1%
No Reason Provided	1	--	--	--	--	--	1
<i>% of Total</i>	100.0%						0.0%
Total	3,567	179	178	6	248	8	4,186
<i>% of Total</i>	85.2%	4.3%	4.3%	0.1%	5.9%	0.2%	100.0%

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

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Vehicle Exits	93	166	81	--	1	341
<i>% of Total</i>	27.3%	48.7%	23.8%		0.3%	53.2%
Occupant Frisks	6	7	14	--	--	27
<i>% of Total</i>	22.2%	25.9%	51.9%			4.2%
Non-Consensual Searches	70	133	67	--	1	271
<i>% of Total</i>	25.8%	49.1%	24.7%		0.4%	42.3%
Canine Deployments	1	1		--	--	2
<i>% of Total</i>	50.0%	50.0%	0.0%			0.3%
Arrests	79	140	66	--	1	286
<i>% of Total</i>	27.6%	49.0%	23.1%		0.3%	100.0%
Total	170	307	162	0	2	641
<i>% of Total</i>	26.5%	47.9%	25.3%	0.0%	0.3%	100.0%

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

July 1, 2012 - December 31, 2012

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

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

July 1, 2012 - December 31, 2012

C040-Kingwood

Troop C

	White	Black	Hispanic	American Indian	Asian	Total
Denied	--	3	1	--	--	4
<i>% of Total</i>		75.0%	25.0%			9.8%
Granted	12	20	5	--	--	37
<i>% of Total</i>	32.4%	54.1%	13.5%			90.2%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	12	23	6	--	--	41
<i>% of Total</i>	30.0%	55.0%	15.0%			100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	822	39	45	2	107	2	1,017
<i>% of Total</i>	80.8%	3.8%	4.4%	0.2%	10.5%	0.2%	24.3%
Moving Warning	1,082	40	38	2	56	2	1,220
<i>% of Total</i>	88.7%	3.3%	3.1%	0.2%	4.6%	0.2%	29.1%
Non-Moving Summons	218	14	21		5		258
<i>% of Total</i>	84.5%	5.4%	8.1%	0.0%	1.9%	0.0%	6.2%
Non-Moving Warning	359	26	15		14		414
<i>% of Total</i>	86.7%	6.3%	3.6%	0.0%	3.4%	0.0%	9.9%
Mixed	518	31	33	1	47	1	631
<i>% of Total</i>	82.1%	4.9%	5.2%	0.2%	7.4%	0.2%	15.1%
Other	568	29	26	1	19	3	646
<i>% of Total</i>	87.9%	4.5%	4.0%	0.2%	2.9%	0.5%	15.4%
Total	3,567	179	178	6	248	8	4,186
<i>% of Total</i>	85.2%	4.3%	4.3%	0.1%	5.9%	0.2%	100.0%

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

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	3	8	1	0	0	12
<i>% of Total</i>	25.0%	66.7%	8.3%	0.0%	0.0%	100.0%

C040-Kingwood

Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	86	167	73	0	2	328
<i>% of Total</i>	<i>26.2%</i>	<i>50.9%</i>	<i>22.3%</i>	<i>0.0%</i>	<i>0.6%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
DWI	23	19	44	--	1	87
<i>% of Total</i>	<i>26.4%</i>	<i>21.8%</i>	<i>50.6%</i>		<i>1.1%</i>	<i>22.3%</i>
Obstruction	42	146	19	--	--	207
<i>% of Total</i>	<i>20.3%</i>	<i>70.5%</i>	<i>9.2%</i>			<i>53.1%</i>
Paraphernalia	6	5	--	--	1	12
<i>% of Total</i>	<i>50.0%</i>	<i>41.7%</i>			<i>8.3%</i>	<i>3.1%</i>
Possession	15	17	5	--	1	38
<i>% of Total</i>	<i>39.5%</i>	<i>44.7%</i>	<i>13.2%</i>		<i>2.6%</i>	<i>9.7%</i>
Weapons	3	--	8	--	--	11
<i>% of Total</i>	<i>27.3%</i>		<i>72.7%</i>			<i>2.8%</i>
Other	3	9	5	--	--	17
<i>% of Total</i>	<i>17.6%</i>	<i>52.9%</i>	<i>29.4%</i>			<i>4.4%</i>
No Charges	7	5	6	--	--	18
<i>% of Total</i>	<i>38.9%</i>	<i>27.8%</i>	<i>33.3%</i>			<i>4.6%</i>
Total	99	201	87	0	3	390
<i>% of Total</i>	<i>25.4%</i>	<i>51.5%</i>	<i>22.3%</i>	<i>0.0%</i>	<i>0.8%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	37	118	17	0	0	172
<i>% of Total</i>	<i>21.5%</i>	<i>68.6%</i>	<i>9.9%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

C060- Hamilton

Troop C

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

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American	Asian	Total
Denied	--	2	--	--	--	2
<i>% of Total</i>		100.0%				6.9%
Granted	18	6	3	--	--	27
<i>% of Total</i>	66.7%	22.2%	11.1%			93.1%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	18	8	3	--	--	29
<i>% of Total</i>	62.1%	27.6%	10.3%			100.0%

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American	Asian	Other	Total
Moving Summons	1,092	240	153	2	81	1	1,569
<i>% of Total</i>	69.6%	15.3%	9.8%	0.1%	5.2%	0.1%	17.0%
Moving Warning	1,529	366	196	2	90	3	2,186
<i>% of Total</i>	69.9%	16.7%	9.0%	0.1%	4.1%	0.1%	23.7%
Non-Moving Summons	793	502	344	1	46	3	1,689
<i>% of Total</i>	47.0%	29.7%	20.4%	0.1%	2.7%	0.2%	18.3%
Non-Moving Warning	669	447	191	1	32	5	1,345
<i>% of Total</i>	49.7%	33.2%	14.2%	0.1%	2.4%	0.4%	14.6%
Mixed	396	189	214		23	4	826
<i>% of Total</i>	47.9%	22.9%	25.9%	0.0%	2.8%	0.5%	8.9%
Other	1,064	308	189	1	41	14	1,617
<i>% of Total</i>	65.8%	19.0%	11.7%	0.1%	2.5%	0.9%	17.5%
Total	5,543	2,052	1,287	7	313	30	9,232
<i>% of Total</i>	60.0%	22.2%	13.9%	0.1%	3.4%	0.3%	100.0%

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

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American	Asian	Total
Total Stops with Seizures	6	3	1	0	0	10
<i>% of Total</i>	60.0%	30.0%	10.0%	0.0%	0.0%	100.0%

C060- Hamilton

Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	120	38	13	0	2	173
<i>% of Total</i>	<i>69.4%</i>	<i>22.0%</i>	<i>7.5%</i>	<i>0.0%</i>	<i>1.2%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American	Asian	Total
DWI	57	5	1	--	--	63
<i>% of Total</i>	<i>90.5%</i>	<i>7.9%</i>	<i>1.6%</i>			<i>30.1%</i>
Obstruction	36	29	7	--	--	72
<i>% of Total</i>	<i>50.0%</i>	<i>40.3%</i>	<i>9.7%</i>			<i>34.4%</i>
Paraphernalia	9	3	--	--	--	12
<i>% of Total</i>	<i>75.0%</i>	<i>25.0%</i>				<i>5.7%</i>
Possession	22	11	4	--	--	37
<i>% of Total</i>	<i>59.5%</i>	<i>29.7%</i>	<i>10.8%</i>			<i>17.7%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	9	2	--	--	--	11
<i>% of Total</i>	<i>81.8%</i>	<i>18.2%</i>				<i>5.3%</i>
No Charges	9	1	2		2	14
<i>% of Total</i>	<i>64.3%</i>	<i>7.1%</i>	<i>14.3%</i>		<i>14.3%</i>	<i>6.7%</i>
Total	151	80	21	0	2	209
<i>% of Total</i>	<i>72.2%</i>	<i>38.3%</i>	<i>10.0%</i>	<i>0.0%</i>	<i>1.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American	Asian	Total
Total Wanted Persons	32	25	7	0	0	64
<i>% of Total</i>	<i>50.0%</i>	<i>39.1%</i>	<i>10.9%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

C080- Red Lion

Troop C

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	3,422	487	243	4	121	7	4,284
<i>% of Total</i>	79.9%	11.4%	5.7%	0.1%	2.8%	0.2%	84.0%
Non-Moving	552	117	64	1	13	2	749
<i>% of Total</i>	73.7%	15.6%	8.5%	0.1%	1.7%	0.3%	14.7%
Other	50	6	3	--	5	1	65
<i>% of Total</i>	76.9%	9.2%	4.6%		7.7%	1.5%	1.3%
No Reason Provided	2	--	--	--	--	--	2
<i>% of Total</i>	100.0%						0.0%
Total	4,026	610	310	5	139	10	5,100
<i>% of Total</i>	78.9%	12.0%	6.1%	0.1%	2.7%	0.2%	100.0%

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

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Vehicle Exits	110	71	50	--	3	234
<i>% of Total</i>	47.0%	30.3%	21.4%		1.3%	40.3%
Occupant Frisks	13	4	6	--	--	23
<i>% of Total</i>	56.5%	17.4%	26.1%			4.0%
Non-Consensual Searches	74	46	33	--	2	155
<i>% of Total</i>	47.7%	29.7%	21.3%		1.3%	26.7%
Canine Deployments	2	1	--	--	--	3
<i>% of Total</i>	66.7%	33.3%				0.5%
Arrests	78	50	36		2	166
<i>% of Total</i>	47.0%	30.1%	21.7%	0.0%	1.2%	28.6%
Total	277	172	125	0	7	581
<i>% of Total</i>	48.0%	29.4%	21.4%	0.0%	1.2%	100.0%

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

July 1, 2012 - December 31, 2012

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

C080- Red Lion

Troop C

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

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Denied	1	2	1	--	--	4
<i>% of Total</i>	25.0%	50.0%	25.0%			12.9%
Granted	12	9	6	--	--	27
<i>% of Total</i>	44.4%	33.3%	22.2%			87.1%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requested	13	11	7	--	--	31
<i>% of Total</i>	41.9%	35.5%	22.6%			100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	833	120	64	--	42	2	1,061
<i>% of Total</i>	78.5%	11.3%	6.0%		4.0%	0.2%	20.8%
Moving Warning	1,092	152	60	3	32	--	1,339
<i>% of Total</i>	81.6%	11.4%	4.5%	0.2%	2.4%		26.3%
Non-Moving Summons	406	72	47	1	25	1	552
<i>% of Total</i>	73.6%	13.0%	8.5%	0.2%	4.5%	0.2%	10.8%
Non-Moving Warning	271	58	23	--	5	--	357
<i>% of Total</i>	75.9%	16.2%	6.4%		1.4%		7.0%
Mixed	505	94	64	1	14	--	678
<i>% of Total</i>	74.5%	13.9%	9.4%	0.1%	2.1%		13.3%
Other	919	114	52	--	21	7	1,113
<i>% of Total</i>	82.6%	10.2%	4.7%		1.9%	0.6%	21.8%
Total	4,026	610	310	5	139	10	5,100
<i>% of Total</i>	78.9%	12.0%	6.1%	0.1%	2.7%	0.2%	100.0%

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

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	4	4	2	0	1	11
<i>% of Total</i>	36.4%	36.4%	18.2%	0.0%	9.1%	100.0%

C080- Red Lion

Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	86	77	44	--	2	209
<i>% of Total</i>	<i>41.1%</i>	<i>36.8%</i>	<i>21.1%</i>	<i>0.0%</i>	<i>1.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
DWI	34	8	12	--	1	55
<i>% of Total</i>	<i>61.8%</i>	<i>14.5%</i>	<i>21.8%</i>		<i>1.8%</i>	<i>20.7%</i>
Obstruction	35	44	24	--	1	104
<i>% of Total</i>	<i>33.7%</i>	<i>42.3%</i>	<i>23.1%</i>		<i>1.0%</i>	<i>39.1%</i>
Paraphernalia	7	3	--	--	--	10
<i>% of Total</i>	<i>70.0%</i>	<i>30.0%</i>				<i>3.8%</i>
Possession	17	15	7	--	1	40
<i>% of Total</i>	<i>42.5%</i>	<i>37.5%</i>	<i>17.5%</i>		<i>2.5%</i>	<i>15.0%</i>
Weapons	3	1	--	--	--	4
<i>% of Total</i>	<i>75.0%</i>	<i>25.0%</i>				<i>1.5%</i>
Other	8	9	2	--	--	19
<i>% of Total</i>	<i>42.1%</i>	<i>47.4%</i>	<i>10.5%</i>			<i>7.1%</i>
No Charges	10	20	4	--	--	34
<i>% of Total</i>	<i>29.4%</i>	<i>58.8%</i>	<i>11.8%</i>			<i>12.8%</i>
Total	114	100	49	0	3	266
<i>% of Total</i>	<i>42.9%</i>	<i>37.6%</i>	<i>18.4%</i>	<i>0.0%</i>	<i>1.1%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	31	33	21	0	0	85
<i>% of Total</i>	<i>36.5%</i>	<i>38.8%</i>	<i>24.7%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

C120- Tuckerton

Troop C

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

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Denied	1	4	1	--	--	6
<i>% of Total</i>	16.7%	66.7%	16.7%			10.7%
Granted	24	20	6	--	--	50
<i>% of Total</i>	48.0%	40.0%	12.0%			89.3%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	25	24	7	--	--	56
<i>% of Total</i>	44.6%	42.9%	12.5%			100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	577	43	54	3	42	3	722
<i>% of Total</i>	79.9%	6.0%	7.5%	0.4%	5.8%	0.4%	15.7%
Moving Warning	884	50	41		28	3	1,006
<i>% of Total</i>	87.9%	5.0%	4.1%	0.0%	2.8%	0.3%	21.8%
Non-Moving Summons	737	21	48		19	3	828
<i>% of Total</i>	89.0%	2.5%	5.8%	0.0%	2.3%	0.4%	17.9%
Non-Moving Warning	607	34	35	1	7	3	687
<i>% of Total</i>	88.4%	4.9%	5.1%	0.1%	1.0%	0.4%	14.9%
Mixed	284	26	34		13		357
<i>% of Total</i>	79.6%	7.3%	9.5%	0.0%	3.6%	0.0%	7.7%
Other	905	45	39	1	17	6	1,013
<i>% of Total</i>	89.3%	4.4%	3.8%	0.1%	1.7%	0.6%	22.0%
Total	3,994	219	251	5	126	18	4,613
<i>% of Total</i>	86.6%	4.7%	5.4%	0.1%	2.7%	0.4%	100.0%

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

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	6	7	2	0	0	15
<i>% of Total</i>	40.0%	46.7%	13.3%	0.0%	0.0%	100.0%

C120- Tuckerton

Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	183	134	46		1	364
<i>% of Total</i>	<i>50.3%</i>	<i>36.8%</i>	<i>12.6%</i>	<i>0.0%</i>	<i>0.3%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
DWI	61	19	11	--	1	92
<i>% of Total</i>	<i>66.3%</i>	<i>20.7%</i>	<i>12.0%</i>		<i>1.1%</i>	<i>22.9%</i>
Obstruction	73	87	26	--	--	186
<i>% of Total</i>	<i>39.2%</i>	<i>46.8%</i>	<i>14.0%</i>			<i>46.3%</i>
Paraphernalia	13	5	1	--	--	19
<i>% of Total</i>	<i>68.4%</i>	<i>26.3%</i>	<i>5.3%</i>			<i>4.7%</i>
Possession	27	18	9	--	--	54
<i>% of Total</i>	<i>50.0%</i>	<i>33.3%</i>	<i>16.7%</i>			<i>13.4%</i>
Weapons	1	1	--	--	--	2
<i>% of Total</i>	<i>50.0%</i>	<i>50.0%</i>				<i>0.5%</i>
Other	7	3	--	--	--	10
<i>% of Total</i>	<i>70.0%</i>	<i>30.0%</i>				<i>2.5%</i>
No Charges Filed	22	16	--	--	1	39
<i>% of Total</i>	<i>56.4%</i>	<i>41.0%</i>				<i>9.7%</i>
Total	204	149	47	0	2	402
<i>% of Total</i>	<i>50.7%</i>	<i>37.1%</i>	<i>11.7%</i>	<i>0.0%</i>	<i>0.5%</i>	<i>90.3%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	70	77	23	0	0	170
<i>% of Total</i>	<i>41.2%</i>	<i>45.3%</i>	<i>13.5%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Other Stations

Troop C

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

July 1, 2012 - December 31, 2012

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	363	60	51	--	19	1	494
<i>% of Total</i>	<i>73.5%</i>	<i>12.1%</i>	<i>10.3%</i>		<i>3.8%</i>	<i>0.2%</i>	<i>19.4%</i>
Moving Warning	184	42	19	--	5	--	250
<i>% of Total</i>	<i>73.6%</i>	<i>16.8%</i>	<i>7.6%</i>		<i>2.0%</i>		<i>9.8%</i>
Non-Moving Summons	370	225	129	--	12	--	736
<i>% of Total</i>	<i>50.3%</i>	<i>30.6%</i>	<i>17.5%</i>		<i>1.6%</i>		<i>28.9%</i>
Non-Moving Warning	124	102	32	--	7	1	266
<i>% of Total</i>	<i>46.6%</i>	<i>38.3%</i>	<i>12.0%</i>		<i>2.6%</i>	<i>0.4%</i>	<i>10.4%</i>
Mixed	201	85	61	--	16	2	365
<i>% of Total</i>	<i>55.1%</i>	<i>23.3%</i>	<i>16.7%</i>		<i>4.4%</i>	<i>0.5%</i>	<i>14.3%</i>
Other	282	98	48	--	7	3	438
<i>% of Total</i>	<i>64.4%</i>	<i>22.4%</i>	<i>11.0%</i>		<i>1.6%</i>	<i>0.7%</i>	<i>17.2%</i>
Total	1,524	612	340	--	66	7	2,549
<i>% of Total</i>	<i>59.8%</i>	<i>24.0%</i>	<i>13.3%</i>		<i>2.6%</i>	<i>0.3%</i>	<i>100.0%</i>

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

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	2	1	0	0	0	3
<i>% of Total</i>	<i>66.7%</i>	<i>33.3%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Other Stations

Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	9	4	3	0	0	16
<i>% of Total</i>	<i>56.3%</i>	<i>25.0%</i>	<i>18.8%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
DWI	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Obstruction	7	5	1	--	--	13
<i>% of Total</i>	<i>53.8%</i>	<i>38.5%</i>	<i>7.7%</i>			<i>65.0%</i>
Paraphernalia	3	--	--	--	--	3
<i>% of Total</i>	<i>100.0%</i>					<i>15.0%</i>
Possession	1	1	1	--	--	3
<i>% of Total</i>	<i>33.3%</i>	<i>33.3%</i>	<i>33.3%</i>			<i>15.0%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
No Charges Filed	--	--	1	--	--	1
<i>% of Total</i>						<i>5.0%</i>
Total	11	6	3	0	0	20
<i>% of Total</i>	<i>55.0%</i>	<i>30.0%</i>	<i>15.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	5	3	1	0	0	9
<i>% of Total</i>	<i>55.6%</i>	<i>33.3%</i>	<i>11.1%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

D010- Cranbury

Troop D

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

July 1, 2012 - December 31, 2012

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,072	442	364	8	349	10	2,245
<i>% of Total</i>	<i>30.2%</i>	<i>29.7%</i>	<i>28.9%</i>	<i>50.0%</i>	<i>42.0%</i>	<i>30.3%</i>	<i>1.9%</i>
Moving Warning	706	254	198	--	100	1	1,259
<i>% of Total</i>	<i>19.9%</i>	<i>17.1%</i>	<i>15.7%</i>		<i>12.0%</i>	<i>3.0%</i>	<i>13.5%</i>
Non-Moving Summons	470	200	204	3	151	4	1,032
<i>% of Total</i>	<i>13.3%</i>	<i>13.4%</i>	<i>16.2%</i>	<i>18.8%</i>	<i>18.2%</i>	<i>12.1%</i>	<i>0.6%</i>
Non-Moving Warning	80	41	43	--	18		182
<i>% of Total</i>	<i>2.3%</i>	<i>2.8%</i>	<i>3.4%</i>		<i>2.2%</i>	<i>0.0%</i>	<i>54.8%</i>
Mixed	235	151	157	1	64	2	610
<i>% of Total</i>	<i>6.6%</i>	<i>10.2%</i>	<i>12.5%</i>	<i>6.3%</i>	<i>7.7%</i>	<i>6.1%</i>	<i>0.6%</i>
Other	982	399	295	4	149	16	1,845
<i>% of Total</i>	<i>27.7%</i>	<i>26.8%</i>	<i>23.4%</i>	<i>25.0%</i>	<i>17.9%</i>	<i>48.5%</i>	<i>28.4%</i>
Total	3,545	1,487	1,261	16	831	33	7,173
<i>% of Total</i>	<i>49.4%</i>	<i>20.7%</i>	<i>17.6%</i>	<i>0.2%</i>	<i>11.6%</i>	<i>0.5%</i>	<i>100.0%</i>

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

July 1, 2012 - December 31, 2012

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

D010- Cranbury

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested		7				7
<i>% of Total</i>	<i>0.0%</i>	<i>100.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
DWI	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Obstruction	--	6	--	--	--	6
<i>% of Total</i>		<i>100.0%</i>				<i>75.0%</i>
Paraphernalia	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Possession	--	1	--	--	--	1
<i>% of Total</i>		<i>100.0%</i>				<i>12.5%</i>
Weapons	--	1	--	--	--	1
<i>% of Total</i>		<i>100.0%</i>				<i>12.5%</i>
Other	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
No Charges Filed	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Total	0	8	0	0	0	8
<i>% of Total</i>	<i>0.0%</i>	<i>100.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	0	6	0	0	0	6
<i>% of Total</i>	<i>0.0%</i>	<i>100.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

D020- Moorestown

Troop D

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	5,558	2,871	1,146	16	1,204	21	10,816
<i>% of Total</i>	51.4%	26.5%	10.6%	0.1%	11.1%	0.2%	94.4%
Non-Moving	290	163	89	1	35		578
<i>% of Total</i>	50.2%	28.2%	15.4%	0.2%	6.1%	0.0%	5.0%
Other	27	16	8		5	1	57
<i>% of Total</i>	47.4%	28.1%	14.0%	0.0%	8.8%	1.8%	0.5%
No Reason Provided	1	--	--	--	--	--	1
<i>% of Total</i>	100.0%						0.0%
Total	5,876	3,050	1,243	17	1,244	22	11,452
<i>% of Total</i>	51.3%	26.6%	10.9%	0.1%	10.9%	0.2%	100.0%

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

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Vehicle Exits	103	75	36	--	5	219
<i>% of Total</i>	47.0%	34.2%	16.4%		2.3%	36.9%
Occupant Frisks	6	5	4	--	--	15
<i>% of Total</i>	40.0%	33.3%	26.7%			2.5%
Non-Consensual Searches	77	61	29	--	2	169
<i>% of Total</i>	45.6%	36.1%	17.2%		1.2%	28.5%
Canine Deployments	1	--	--	--	--	1
<i>% of Total</i>	100.0%					0.2%
Arrests	85	68	33		3	189
<i>% of Total</i>	45.0%	36.0%	17.5%	0.0%	1.6%	31.9%
Total	272	209	102	0	10	593
<i>% of Total</i>	46.3%	34.9%	17.1%	0.0%	1.7%	100.0%

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

July 1, 2012 - December 31, 2012

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

D020- Moorestown

Troop D

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

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Denied	3	2	1	--	--	6
<i>% of Total</i>	50.0%	33.3%	16.7%			12.5%
Granted	16	17	7	--	2	42
<i>% of Total</i>	38.1%	40.5%	16.7%		4.8%	87.5%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	19	19	8	0	2	48
<i>% of Total</i>	39.6%	39.6%	16.7%	0.0%	4.2%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	2,327	1,308	546	7	700	4	4,892
<i>% of Total</i>	47.6%	26.7%	11.2%	0.1%	14.3%	0.1%	42.7%
Moving Warning	1,539	672	216	4	233	--	2,664
<i>% of Total</i>	57.8%	25.2%	8.1%	0.2%	8.7%		23.3%
Non-Moving Summons	625	306	142	--	116	--	1,189
<i>% of Total</i>	52.6%	25.7%	11.9%		9.8%		10.4%
Non-Moving Warning	96	54	25	1	13	--	189
<i>% of Total</i>	50.8%	28.6%	13.2%	0.5%	6.9%		1.7%
Mixed	245	199	111	3	56	4	618
<i>% of Total</i>	39.6%	32.2%	18.0%	0.5%	9.1%	0.6%	5.4%
Other	1,044	511	203	2	126	14	1,900
<i>% of Total</i>	54.9%	26.9%	10.7%	0.1%	6.6%	0.7%	16.6%
Total	5,876	3,050	1,243	17	1,244	22	11,452
<i>% of Total</i>	51.3%	26.6%	10.9%	0.1%	10.9%	0.2%	100.0%

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

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	7	6	4	0	1	18
<i>% of Total</i>	38.9%	33.3%	22.2%	0.0%	5.6%	100.0%

D020- Moorestown

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	97	89	46	--	6	238
<i>% of Total</i>	<i>40.8%</i>	<i>37.4%</i>	<i>19.3%</i>	<i>0.0%</i>	<i>2.5%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
DWI	30	11	2	--	--	43
<i>% of Total</i>	<i>69.8%</i>	<i>25.6%</i>	<i>4.7%</i>			<i>12.9%</i>
Obstruction	35	48	23	--	1	107
<i>% of Total</i>	<i>32.7%</i>	<i>44.9%</i>	<i>21.5%</i>		<i>0.9%</i>	<i>32.1%</i>
Paraphernalia	22	6	5	--	4	37
<i>% of Total</i>	<i>59.5%</i>	<i>16.2%</i>	<i>13.5%</i>		<i>10.8%</i>	<i>11.1%</i>
Possession	37	35	20	--	8	100
<i>% of Total</i>	<i>37.0%</i>	<i>35.0%</i>	<i>20.0%</i>		<i>8.0%</i>	<i>30.0%</i>
Weapons	1	--	4	--	--	5
<i>% of Total</i>	<i>20.0%</i>		<i>80.0%</i>			<i>1.5%</i>
Other	5	4	6	--	--	15
<i>% of Total</i>	<i>33.3%</i>	<i>26.7%</i>	<i>40.0%</i>			<i>4.5%</i>
No Charges Filed	10	11	4	--	1	26
<i>% of Total</i>	<i>38.5%</i>	<i>42.3%</i>	<i>15.4%</i>			<i>7.8%</i>
Total	140	115	64	0	14	333
<i>% of Total</i>	<i>42.0%</i>	<i>34.5%</i>	<i>19.2%</i>	<i>0.0%</i>	<i>4.2%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	32	44	21	0	1	98
<i>% of Total</i>	<i>32.7%</i>	<i>44.9%</i>	<i>21.4%</i>	<i>0.0%</i>	<i>1.0%</i>	<i>100.0%</i>

D030- Newark

Troop D

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	3,187	1,038	1,275	10	711	22	6,243
<i>% of Total</i>	51.0%	16.6%	20.4%	0.2%	11.4%	0.4%	91.6%
Non-Moving	158	86	105	3	114	6	472
<i>% of Total</i>	33.5%	18.2%	22.2%	0.6%	24.2%	1.3%	6.9%
Other	30	22	24		11	8	95
<i>% of Total</i>	31.6%	23.2%	25.3%	0.0%	11.6%	8.4%	1.4%
No Reason Provided	--	2	1	--	1	--	4
<i>% of Total</i>		50.0%	25.0%		25.0%		0.1%
Total	3,375	1,148	1,405	13	837	36	6,814
<i>% of Total</i>	49.5%	16.8%	20.6%	0.2%	12.3%	0.5%	100.0%

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

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Vehicle Exits	131	11	11	--	4	157
<i>% of Total</i>	83.4%	7.0%	7.0%		2.5%	54.0%
Occupant Frisks	8	--	1	--	--	9
<i>% of Total</i>	88.9%		11.1%			3.1%
Non-Consensual Searches	104	10	7	--	4	125
<i>% of Total</i>	83.2%	8.0%	5.6%		3.2%	43.0%
Canine Deployments	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Arrests	116	10	8		4	138
<i>% of Total</i>	84.1%	7.2%	5.8%	0.0%	2.9%	47.4%
Total	243	21	19	0	8	291
<i>% of Total</i>	83.5%	7.2%	6.5%	0.0%	2.7%	100.0%

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

July 1, 2012 - December 31, 2012

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

D030- Newark

Troop D

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

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Denied	5	--	--	--	--	5
<i>% of Total</i>	100.0%					31.3%
Granted	10		1	--	--	11
<i>% of Total</i>	90.9%		9.1%			68.8%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	15	--	1	--	--	16
<i>% of Total</i>	93.8%		6.3%			100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,173	355	495	6	367	5	2,401
<i>% of Total</i>	48.9%	14.8%	20.6%	0.2%	15.3%	0.2%	35.2%
Moving Warning	820	250	279	--	129	5	1,483
<i>% of Total</i>	55.3%	16.9%	18.8%		8.7%	0.3%	21.8%
Non-Moving Summons	313	111	172	4	161	5	766
<i>% of Total</i>	40.9%	14.5%	22.5%	0.5%	21.0%	0.7%	11.2%
Non-Moving Warning	54	36	32	--	9	1	132
<i>% of Total</i>	40.9%	27.3%	24.2%		6.8%	0.8%	1.9%
Other	815	291	288	3	123	17	1,537
<i>% of Total</i>	53.0%	18.9%	18.7%	0.2%	8.0%	1.1%	22.6%
Mixed	200	105	139	--	48	3	495
<i>% of Total</i>	40.4%	21.2%	28.1%		9.7%	0.6%	7.3%
Total	3,375	1,148	1,405	13	837	36	6,814
<i>% of Total</i>	49.5%	16.8%	20.6%	0.2%	12.3%	0.5%	100.0%

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

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	13	1	1	0	0	15
<i>% of Total</i>	86.7%	6.7%	6.7%	0.0%	0.0%	100.0%

D030- Newark

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	128	13	11	--	4	156
<i>% of Total</i>	<i>82.1%</i>	<i>8.3%</i>	<i>7.1%</i>	<i>0.0%</i>	<i>2.6%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
DWI	76	3	6	--	2	87
<i>% of Total</i>	<i>87.4%</i>	<i>3.4%</i>	<i>6.9%</i>		<i>2.3%</i>	<i>36.9%</i>
Obstruction	33	10	3	--	1	47
<i>% of Total</i>	<i>70.2%</i>	<i>21.3%</i>	<i>6.4%</i>		<i>2.1%</i>	<i>19.9%</i>
Paraphernalia	29	2	1	--	--	32
<i>% of Total</i>	<i>90.6%</i>	<i>6.3%</i>	<i>3.1%</i>			<i>13.6%</i>
Possession	46	2	3	--	--	51
<i>% of Total</i>	<i>90.2%</i>	<i>3.9%</i>	<i>5.9%</i>			<i>21.6%</i>
Weapons	1	--	--	--	--	1
<i>% of Total</i>	<i>100.0%</i>					<i>0.4%</i>
Other	8	2	1	--	1	12
<i>% of Total</i>	<i>66.7%</i>	<i>16.7%</i>	<i>8.3%</i>		<i>8.3%</i>	<i>5.1%</i>
No Charges Filed	4	1	1	--	--	6
<i>% of Total</i>	<i>66.7%</i>	<i>16.7%</i>	<i>16.7%</i>			<i>2.5%</i>
Total	197	20	15	0	4	236
<i>% of Total</i>	<i>83.5%</i>	<i>8.5%</i>	<i>6.4%</i>	<i>0.0%</i>	<i>1.7%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	30	7	3	0	2	42
<i>% of Total</i>	<i>71.4%</i>	<i>16.7%</i>	<i>7.1%</i>	<i>0.0%</i>	<i>4.8%</i>	<i>100.0%</i>

E030- Bass River

Troop D

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

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Denied	10	4	2	--	--	16
<i>% of Total</i>	62.5%	25.0%	12.5%			16.7%
Granted	45	21	16	--	--	82
<i>% of Total</i>	54.9%	25.6%	19.5%			85.4%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	54	25	17	--	--	96
<i>% of Total</i>	56.3%	26.0%	17.7%			100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,559	186	153	1	159	5	2,063
<i>% of Total</i>	75.6%	9.0%	7.4%	0.0%	7.7%	0.2%	27.0%
Moving Warning	1,909	199	123	2	80	5	2,318
<i>% of Total</i>	82.4%	8.6%	5.3%	0.1%	3.5%	0.2%	30.4%
Non-Moving Summons	624	87	69	1	28	--	809
<i>% of Total</i>	77.1%	10.8%	8.5%	0.1%	3.5%		10.6%
Non-Moving Warning	221	33	21	--	7	1	283
<i>% of Total</i>	78.1%	11.7%	7.4%		2.5%	0.4%	3.7%
Mixed	543	92	71	--	38	--	744
<i>% of Total</i>	73.0%	12.4%	9.5%		5.1%		9.7%
Other	1,155	122	69	--	57	13	1,416
<i>% of Total</i>	81.6%	8.6%	4.9%		4.0%	0.9%	18.6%
Total	6,011	719	506	4	369	24	7,633
<i>% of Total</i>	78.8%	9.4%	6.6%	0.1%	4.8%	0.3%	100.0%

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

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	25	7	8	0	2	42
<i>% of Total</i>	59.5%	16.7%	19.0%	0.0%	4.8%	100.0%

E030- Bass River

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	251	117	120		11	499
<i>% of Total</i>	<i>50.3%</i>	<i>23.4%</i>	<i>24.0%</i>	<i>0.0%</i>	<i>2.2%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
DWI	100	21	36	--	7	164
<i>% of Total</i>	<i>61.0%</i>	<i>12.8%</i>	<i>22.0%</i>		<i>4.3%</i>	<i>20.4%</i>
Obstruction	67	58	37	--	5	167
<i>% of Total</i>	<i>40.1%</i>	<i>34.7%</i>	<i>22.2%</i>		<i>3.0%</i>	<i>20.8%</i>
Paraphernalia	105	24	25	--	3	157
<i>% of Total</i>	<i>66.9%</i>	<i>15.3%</i>	<i>15.9%</i>		<i>1.9%</i>	<i>19.5%</i>
Possession	135	59	59	--	2	255
<i>% of Total</i>	<i>52.9%</i>	<i>23.1%</i>	<i>23.1%</i>		<i>0.8%</i>	<i>31.7%</i>
Weapons	2	5	--	--	--	7
<i>% of Total</i>	<i>28.6%</i>	<i>71.4%</i>				<i>0.9%</i>
Other	14	7	6	--	2	29
<i>% of Total</i>	<i>48.3%</i>	<i>24.1%</i>	<i>20.7%</i>		<i>6.9%</i>	<i>3.6%</i>
No Charges Filed	11	4	9	--	1	25
<i>% of Total</i>	<i>44.0%</i>	<i>16.0%</i>	<i>36.0%</i>		<i>4.0%</i>	<i>3.1%</i>
Total	434	178	172	0	20	804
<i>% of Total</i>	<i>54.0%</i>	<i>22.1%</i>	<i>21.4%</i>	<i>0.0%</i>	<i>2.5%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	62	57	34	0	4	157
<i>% of Total</i>	<i>39.5%</i>	<i>36.3%</i>	<i>21.7%</i>	<i>0.0%</i>	<i>2.5%</i>	<i>100.0%</i>

E040- Bloomfield

Troop D

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	5,506	1,716	1,350	10	837	22	9,441
<i>% of Total</i>	58.3%	18.2%	14.3%	0.1%	8.9%	0.2%	92.7%
Non-Moving	271	160	135	--	46	2	614
<i>% of Total</i>	44.1%	26.1%	22.0%		7.5%	0.3%	6.0%
Other	46	35	37	--	3	7	128
<i>% of Total</i>	35.9%	27.3%	28.9%		2.3%	5.5%	1.3%
No Reason Provided	1	3	1	--	--	--	5
<i>% of Total</i>	20.0%	60.0%	20.0%				0.0%
Total	5,824	1,914	1,523	10	886	31	10,188
<i>% of Total</i>	57.2%	18.8%	14.9%	0.1%	8.7%	0.3%	100.0%

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

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Vehicle Exits	155	71	56	--	7	289
<i>% of Total</i>	53.6%	24.6%	19.4%		2.4%	55.3%
Occupant Frisks	13	7	7	--	2	29
<i>% of Total</i>	44.8%	24.1%	24.1%		6.9%	5.5%
Non-Consensual Searches	110	51	37	--	5	203
<i>% of Total</i>	54.2%	25.1%	18.2%		2.5%	38.8%
Canine Deployments	1	1	--	--	--	2
<i>% of Total</i>	50.0%	50.0%				0.4%
Arrests	116	58	38		6	218
<i>% of Total</i>	53.2%	26.6%	17.4%	0.0%	2.8%	100.0%
Total	279	130	100	0	14	523
<i>% of Total</i>	53.3%	24.9%	19.1%	0.0%	2.7%	100.0%

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

July 1, 2012 - December 31, 2012

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

E040- Bloomfield

Troop D

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

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Denied	2	2	2	--	--	6
<i>% of Total</i>	33.3%	33.3%	33.3%			20.0%
Granted	7	11	5	--	1	24
<i>% of Total</i>	29.2%	45.8%	20.8%		4.2%	80.0%
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Requests	9	13	7	--	1	30
<i>% of Total</i>	30.0%	43.3%	23.3%		3.3%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	2,160	684	539	4	444	5	3,836
<i>% of Total</i>	56.3%	17.8%	14.1%	0.1%	11.6%	0.1%	37.7%
Moving Warning	1,715	519	396	2	204	3	2,839
<i>% of Total</i>	60.4%	18.3%	13.9%	0.1%	7.2%	0.1%	27.9%
Non-Moving Summons	477	192	169	1	77	2	918
<i>% of Total</i>	52.0%	20.9%	18.4%	0.1%	8.4%	0.2%	9.0%
Non-Moving Warning	101	60	47	--	21	1	230
<i>% of Total</i>	43.9%	26.1%	20.4%		9.1%	0.4%	2.3%
Mixed	244	155	132	1	38	2	572
<i>% of Total</i>	42.7%	27.1%	23.1%	0.2%	6.6%	0.3%	5.6%
Other	1,127	304	240	2	102	18	1,793
<i>% of Total</i>	62.9%	17.0%	13.4%	0.1%	5.7%	1.0%	17.6%
Total	5,824	1,914	1,523	10	886	31	10,188
<i>% of Total</i>	57.2%	18.8%	14.9%	0.1%	8.7%	0.3%	100.0%

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

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	11	8	1	0	0	20
<i>% of Total</i>	55.0%	40.0%	5.0%	0.0%	0.0%	100.0%

E040- Bloomfield

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	122	77	41	--	7	247
<i>Total</i>	<i>49.4%</i>	<i>31.2%</i>	<i>16.6%</i>	<i>0.0%</i>	<i>2.8%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
DWI	53	13	7	--	--	73
<i>% of Total</i>	<i>72.6%</i>	<i>17.8%</i>	<i>9.6%</i>			<i>23.0%</i>
Obstruction	56	50	23	--	7	136
<i>% of Total</i>	<i>41.2%</i>	<i>36.8%</i>	<i>16.9%</i>		<i>5.1%</i>	<i>42.9%</i>
Paraphernalia	15	6	--	--	--	21
<i>% of Total</i>	<i>71.4%</i>	<i>28.6%</i>				<i>6.6%</i>
Possession	31	24	2	--	--	57
<i>% of Total</i>	<i>54.4%</i>	<i>42.1%</i>	<i>3.5%</i>			<i>18.0%</i>
Weapons	5	1	--	--	--	6
<i>% of Total</i>	<i>83.3%</i>	<i>16.7%</i>				<i>1.9%</i>
Other	4	4	4	--	--	12
<i>% of Total</i>	<i>33.3%</i>	<i>33.3%</i>	<i>33.3%</i>			<i>3.8%</i>
No Charges Filed	3	2	7	--	--	12
<i>% of Total</i>	<i>25.0%</i>	<i>16.7%</i>	<i>58.3%</i>			<i>3.8%</i>
Total	167	100	43	0	7	317
<i>% of Total</i>	<i>52.7%</i>	<i>31.5%</i>	<i>13.6%</i>	<i>0.0%</i>	<i>2.2%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	46	41	20	0	7	114
<i>% of Total</i>	<i>40.4%</i>	<i>36.0%</i>	<i>17.5%</i>	<i>0.0%</i>	<i>6.1%</i>	<i>100.0%</i>

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Troop D

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	4,668	627	495	332	3	33	6,158
<i>% of Total</i>	75.8%	10.2%	8.0%	5.4%	0.0%	0.5%	83.3%
Non-Moving	730	151	148	57	1	8	1,095
<i>% of Total</i>	66.7%	13.8%	13.5%	5.2%	0.1%	0.7%	14.8%
Other	72	28	19	7	--	7	133
<i>% of Total</i>	54.1%	21.1%	14.3%	5.3%		5.3%	1.8%
No Reason Provided	4	--	1	--	--	--	5
<i>% of Total</i>	80.0%		20.0%				0.1%
Total	5,474	806	663	396	4	48	7,391
<i>% of Total</i>	74.1%	10.9%	9.0%	5.4%	0.1%	0.6%	100.0%

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

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Vehicle Exits	165	118	92	1	29	405
<i>% of Total</i>	40.7%	29.1%	22.7%	0.2%	7.2%	40.1%
Occupant Frisks	13	15	8	--	--	36
<i>% of Total</i>	36.1%	41.7%	22.2%			3.6%
Non-Consensual Searches	--	7	93	56	113	269
<i>% of Total</i>		2.6%	34.6%	20.8%	42.0%	26.6%
Canine Deployments	1	4	2	--	--	7
<i>% of Total</i>	14.3%	57.1%	28.6%			0.7%
Arrests	114	104	59		17	294
<i>% of Total</i>	38.8%	35.4%	20.1%	0.0%	5.8%	29.1%
Total	293	248	254	57	159	1,011
<i>% of Total</i>	29.0%	24.5%	25.1%	5.6%	15.7%	100.0%

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

July 1, 2012 - December 31, 2012

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

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Troop D

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

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Denied	2	2	2	--	--	6
<i>% of Total</i>	33.3%	33.3%	33.3%			12.2%
Granted	18	19	5	--	--	42
<i>% of Total</i>	42.9%	45.2%	11.9%			85.7%
Withdrawn	--	--	1	--	--	1
<i>% of Total</i>			100.0%			2.0%
Total Requests	20	21	8	--	--	49
<i>% of Total</i>	40.8%	42.9%	16.3%			100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,346	174	171	2	142	3	1,838
<i>% of Total</i>	73.2%	9.5%	9.3%	0.1%	7.7%	0.2%	24.9%
Moving Warning	1,413	160	106	1	55	8	1,743
<i>% of Total</i>	81.1%	9.2%	6.1%	0.1%	3.2%	0.5%	23.6%
Non-Moving Summons	486	98	105	1	43	5	738
<i>% of Total</i>	65.9%	13.3%	14.2%	0.1%	5.8%	0.7%	10.0%
Non-Moving Warning	256	59	49	--	21	1	386
<i>% of Total</i>	66.3%	15.3%	12.7%		5.4%	0.3%	5.2%
Mixed	568	118	102	--	56	1	845
<i>% of Total</i>	67.2%	14.0%	12.1%		6.6%	0.1%	11.4%
Other	1,405	197	130	--	79	30	1,841
<i>% of Total</i>	76.3%	10.7%	7.1%		4.3%	1.6%	24.9%
Total	5,474	806	663	4	396	48	7,391
<i>% of Total</i>	74.1%	10.9%	9.0%	0.1%	5.4%	0.6%	100.0%

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

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	6	2	1	0	0	9
<i>% of Total</i>	66.7%	22.2%	11.1%	0.0%	0.0%	100.0%

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Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	125	131	65	--	18	339
<i>Total</i>	<i>36.9%</i>	<i>38.6%</i>	<i>19.2%</i>	<i>0.0%</i>	<i>5.3%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
DWI	66	31	30	--	8	135
<i>% of Total</i>	<i>48.9%</i>	<i>23.0%</i>	<i>22.2%</i>		<i>5.9%</i>	<i>31.9%</i>
Obstruction	32	67	26	--	8	133
<i>% of Total</i>	<i>24.1%</i>	<i>50.4%</i>	<i>19.5%</i>		<i>6.0%</i>	<i>31.4%</i>
Paraphernalia	21	3	6	--	--	30
<i>% of Total</i>	<i>70.0%</i>	<i>10.0%</i>	<i>20.0%</i>			<i>7.1%</i>
Possession	30	16	9	--	--	55
<i>% of Total</i>	<i>54.5%</i>	<i>29.1%</i>	<i>16.4%</i>			<i>13.0%</i>
Weapons	1	8	--	--	--	9
<i>% of Total</i>	<i>11.1%</i>	<i>88.9%</i>				<i>2.1%</i>
Other	4	11	1	--	1	17
<i>% of Total</i>	<i>23.5%</i>	<i>64.7%</i>	<i>5.9%</i>		<i>5.9%</i>	<i>4.0%</i>
No Charges Filed	15	24	4	--	1	44
<i>% of Total</i>	<i>34.1%</i>	<i>54.5%</i>	<i>9.1%</i>		<i>2.3%</i>	<i>10.4%</i>
Total	169	160	76	0	18	423
<i>% of Total</i>	<i>40.0%</i>	<i>37.8%</i>	<i>18.0%</i>	<i>0.0%</i>	<i>4.3%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	27	62	22	0	8	119
<i>% of Total</i>	<i>22.7%</i>	<i>52.1%</i>	<i>18.5%</i>	<i>0.0%</i>	<i>6.7%</i>	<i>100.0%</i>

Other Stations

Troop D

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

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Denied	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Granted	5	1	--	--	1	7
<i>% of Total</i>	<i>71.4%</i>	<i>14.3%</i>			<i>14.3%</i>	<i>100.0%</i>
Withdrawn	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Total Requests	5	1	--	--	1	7
<i>% of Total</i>	<i>71.4%</i>	<i>14.3%</i>			<i>14.3%</i>	<i>100.0%</i>

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	2,001	635	520	9	400	5	3,570
<i>% of Total</i>	<i>56.1%</i>	<i>17.8%</i>	<i>14.6%</i>	<i>0.3%</i>	<i>11.2%</i>	<i>0.1%</i>	<i>34.5%</i>
Moving Warning	1,474	248	217	--	103	--	2,042
<i>% of Total</i>	<i>72.2%</i>	<i>12.1%</i>	<i>10.6%</i>		<i>5.0%</i>		<i>19.7%</i>
Non-Moving Summons	1,130	303	318	1	205	3	1,960
<i>% of Total</i>	<i>57.7%</i>	<i>15.5%</i>	<i>16.2%</i>	<i>0.1%</i>	<i>10.5%</i>	<i>0.2%</i>	<i>19.0%</i>
Non-Moving Warning	110	31	25	--	5	1	172
<i>% of Total</i>	<i>64.0%</i>	<i>18.0%</i>	<i>14.5%</i>		<i>2.9%</i>	<i>0.6%</i>	<i>1.7%</i>
Mixed	400	138	149	4	47	1	739
<i>% of Total</i>	<i>54.1%</i>	<i>18.7%</i>	<i>20.2%</i>	<i>0.5%</i>	<i>6.4%</i>	<i>0.1%</i>	<i>7.1%</i>
Other	1,310	263	197	6	71	11	1,858
<i>% of Total</i>	<i>70.5%</i>	<i>14.2%</i>	<i>10.6%</i>	<i>0.3%</i>	<i>3.8%</i>	<i>0.6%</i>	<i>18.0%</i>
Total	6,425	1,618	1,426	20	831	21	10,341
<i>% of Total</i>	<i>62.1%</i>	<i>15.6%</i>	<i>13.8%</i>	<i>0.2%</i>	<i>8.0%</i>	<i>0.2%</i>	<i>100.0%</i>

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

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Stops with Seizures	2	1	0	0	1	4
<i>% of Total</i>	<i>50.0%</i>	<i>25.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>25.0%</i>	<i>100.0%</i>

Other Stations

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	22	12	9	--	1	44
	<i>50.0%</i>	<i>27.3%</i>	<i>20.5%</i>	<i>0.0%</i>	<i>2.3%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
DWI	5	--	--	--	--	5
<i>% of Total</i>	<i>100.0%</i>					<i>9.1%</i>
Obstruction	12	9	8	--	--	29
<i>% of Total</i>	<i>41.4%</i>	<i>31.0%</i>	<i>27.6%</i>			<i>52.7%</i>
Paraphernalia	5	1	--	--	1	7
<i>% of Total</i>	<i>71.4%</i>	<i>14.3%</i>			<i>14.3%</i>	<i>12.7%</i>
Possession	6	3	--	--	1	10
<i>% of Total</i>	<i>60.0%</i>	<i>30.0%</i>			<i>10.0%</i>	<i>18.2%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	--	1	3	--	--	4
<i>% of Total</i>		<i>25.0%</i>	<i>75.0%</i>			<i>7.3%</i>
No Charges Filed	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Total	28	14	11	0	2	55
<i>% of Total</i>	<i>50.9%</i>	<i>25.5%</i>	<i>20.0%</i>	<i>0.0%</i>	<i>3.6%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2012 - December 31, 2012

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	11	9	5	0	0	25
<i>% of Total</i>	<i>44.0%</i>	<i>36.0%</i>	<i>20.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>