



OLEPS

OFFICE OF LAW ENFORCEMENT PROFESSIONAL STANDARDS

Twelfth Aggregate Report of the New Jersey State Police October 2016



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TWELFTH AGGREGATE REPORT OF TRAFFIC ENFORCEMENT OF THE NEW JERSEY STATE POLICE OFFICE OF LAW ENFORCEMENT PROFESSIONAL STANDARDS JULY 1, 2014 TO DECEMBER 31, 2014

Introduction

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

As statutorily mandated, the Aggregate Report discusses motor vehicle stop activities conducted by the State Police. Specifically, the Aggregate Report includes information on the number of stops conducted, the number and type of post-stop activities, details on evidence seized, the number of arrests during stops, the number and type of charges filed from arrests during stops, and the number of wanted individuals apprehended during motor vehicle stops. The report includes detailed discussion and analysis of the data to facilitate understanding of trends. Additionally, the report includes graphical depictions of data and trends. The Aggregate Report includes this information for all stops made by the State Police during the current reporting period, July 1, 2014 to December 31, 2014. Unlike previous reports, this report will analyze data and trends for each troop. Historically, only selected troops were reviewed in the Supplement to the Aggregate.

This report discusses data in the aggregate. Rather than examining any stop individually, stops were only discussed as part of all activity by the State Police. This report analyzes the volume of and the racial/ethnic distributions of stops, dispositions, enforcement activities, and charges. This report does not determine whether the use of any disposition, enforcement, or charge is appropriate. Rather, the volume of these items across racial/ethnic groups is examined to determine whether there is any disproportionality to the use of these enforcements. Thus, this report will only note whether the number of activities involving drivers or individuals of a specific racial/ethnic group were in line with expectations of frequency, not whether troopers acted appropriately when conducting that activity.

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

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

DATA

The data utilized in this report were obtained from the State Police. The State Police maintains several databases containing information on motor vehicle stops. These databases store information from motor vehicle stop reports on drivers and passengers and detail all actions or enforcements that occur during a stop. This report includes data on motor vehicle stops and individuals within these stops for all stops made by the State Police from July 1, 2014 to December 31, 2014.

Stop Level Data

This section utilizes the motor vehicle stop as the unit of analysis. All categorizations in this section refer to the motor vehicle stop rather than the individuals in the motor vehicle stop. Most enforcements or events can, theoretically, occur multiple times within a stop. The data here only indicate that the event happened at least once during a motor vehicle stop rather than the total number of occurrences.

Number of Stops

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

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

Reason for Stops

During a motor vehicle stop, troopers were required to notify the communication center of the reason for the stop. Beginning in January of 2012, State Police policy required a specific statute to be called in whereas, previously, troopers only had to indicate whether the reason was for a moving, non-moving, or other violation. To maintain consistency with previous aggregate reports, all statute-specific reasons for a stop were coded as moving, non-moving, other, or no reason provided, by OLEPS.

- **Moving:** Stops initiated for reasons pertaining to the movement of a vehicle. These reasons include rates of speed, failure to maintain lane, and unsafe lane change, etc.

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

- **Non-Moving:** Stops initiated for reasons not related to the movement of a vehicle. These reasons include those that pertain to vehicle maintenance, such as, seatbelt usage, usage of a handheld cell phone, or the maintenance of lamps, etc.
- **Other:** Stops initiated for another reason. This category includes directed stops and BOLOs.
- **No Reason Provided:** Stops not classified as moving, non-moving or other. This category includes stops for which no statute(s) was listed.

Law Enforcement Procedures

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

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

- **Occupant Vehicle Exit:** The number of motor vehicle stops where an occupant was requested to exit the vehicle.
- **Occupant Frisk:** The number of motor vehicle stops where an occupant was subjected to a protective pat-down or frisk of their person for weapons.
- **Non-Consensual Search²:** The number of motor vehicle stops where an occupant was subjected to a search of their person or vehicle for evidence of a crime or incidental to their arrest.
- **Canine Deployments:** The number of motor vehicle stops where a canine was utilized to perform a sniff test.
- **Deadly Force:** The number of motor vehicle stops where an occupant was subjected to deadly force.
- **Mechanical Force:** The number of motor vehicle stops where an occupant was subjected to mechanical force, such as a baton or chemical or natural irritating agent.
- **Enhanced Mechanical Force:** The number of motor vehicle stops where an occupant was subjected to enhanced mechanical force, such as conducted energy devices and less-lethal ammunition.
- **Physical Force:** The number of motor vehicle stops where an occupant was subjected to physical force.

²This category includes both probable cause searches of a vehicle and probable cause searches of a person. Due to data limitations, OLEPS cannot differentiate these categories and so they were represented as non-consensual searches.

In some instances, troopers may use a combination of the above-mentioned types of force. These combinations will be noted when used.

- **Consent to Search Requested:** The number of motor vehicle stops where consent to search was requested by the trooper.
 - **Consent to Search Denied:** The number of motor vehicle stops where consent to search was requested and denied by an occupant.
 - **Consent to Search Granted:** The number of motor vehicle stops where consent to search was requested and granted by an occupant
 - **Consent to Search Withdrawn:** The number of motor vehicle stops where consent to search was requested, granted, and then withdrawn by an occupant.
- **Arrest:** The number of motor vehicle stops where any individual was taken into custody.
- **Evidence seizures:** The number of motor vehicle stops where evidence was seized during a motor vehicle stop. The types of searches/interactions leading to the seizure are also included.

Data on law enforcement procedures represent the number of *stops* where a given procedure has occurred. There can be, and usually are, multiple law enforcement procedures per stop. Therefore, a given stop may be represented more than once. For example, a stop can have a vehicle exit, a frisk, and a canine deployment. This stop would be counted once in the total, but would be listed in each enforcement category.

Dispositions

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

- **Moving summons:** The number of motor vehicle stops where a summons for a moving violation was issued.
- **Non-moving summons:** The number of motor vehicle stops where a summons for a non-moving violation was issued.
- **Moving warning:** The number of motor vehicle stops where a warning for a moving violation was issued.
- **Non-moving warning:** The number of motor vehicle stops where a warning for a non-moving violation was issued.

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

Individual Level Data

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

Arrests

A single stop can involve multiple arrests, depending on the number of individuals in the vehicle. The total number of motor vehicle stops where an arrest occurred are detailed in the law enforcement procedures section. This section will detail the total number of motorists who were arrested during a motor vehicle stop. Thus, the number of arrests should be at minimum, the same as the number of stops with arrests, but will likely be higher.

Charges

This section details the charges filed against individuals who were arrested during motor vehicle stops in the current reporting period. Since each charge is specific to the circumstances of the crime, there were a large number of different statutes charged for this reporting period. Information on criminal charges is occupant specific rather than stop specific. This means that the data reported indicate the number of individuals who received each charge rather than the number of stops that resulted in criminal charges. Additionally, any individual may receive more than one criminal charge. Thus, the data on criminal charges were best understood as the total number of charges rather than individuals or stops with charges. To make the data more manageable, only the most common charges were discussed:

- **Obstruction:** Obstructing, impairing, or perverting the administration of law or preventing a public servant from performing an official function.
 - This category includes charges pertaining to contempt (outstanding warrants), failure to appear, hindering, and resisting arrest.
- **Driving While Intoxicated:** Operating a motor vehicle while under the influence of alcohol or controlled dangerous substances with a blood alcohol concentration of .08% or higher.
- **Possession:** Possession, use, or being under the influence of any controlled dangerous substance including, but not limited to, marijuana, cocaine, heroin, or prescription drugs (without a prescription).
- **Paraphernalia:** Possessing any item that may be used to ingest, inhale, deliver, pack, repackage, or distribute a controlled dangerous substance.
 - Examples of paraphernalia include: pipes, hypodermic syringes, rolling papers, etc.

- **Weapons:** Possession of any prohibited weapons or devices.
 - Prohibited weapons or devices include handguns (without a permit to carry), sawed off shotguns, metal knuckles, silencers, or body armor penetrating bullets.

- **Other Charges:** The number of motor vehicle occupant(s) that had other criminal charges. These charges include charges pertaining to theft, property destruction, forgery, violence against others, licenses, traffic regulation, and motor vehicles.

Wanted Persons

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

ANALYSIS

Analysis of State Police 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.

In the sections below, both the current volume of activity and trends of activity are depicted. Though trends generally depict at least five reporting periods, caution is warranted as this only reflects 2.5 years of data. The result is that some trends may appear exaggerated.

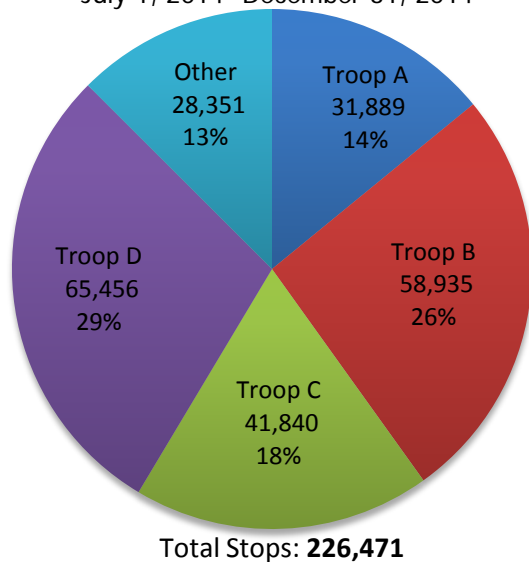
Stop Level Analysis

Number of Stops

From July 1, 2014 to December 31, 2014, the State Police conducted 226,471 motor vehicle stops. Figure One depicts the number and proportion of stops conducted by each Troop. As shown, Troop D conducted the largest proportion of stops in the current reporting period, 29%, followed by Troop B, 26%. Other, non-Troop stations conducted the smallest proportion, 13%.

Figure One: Proportion of Stops by Troop

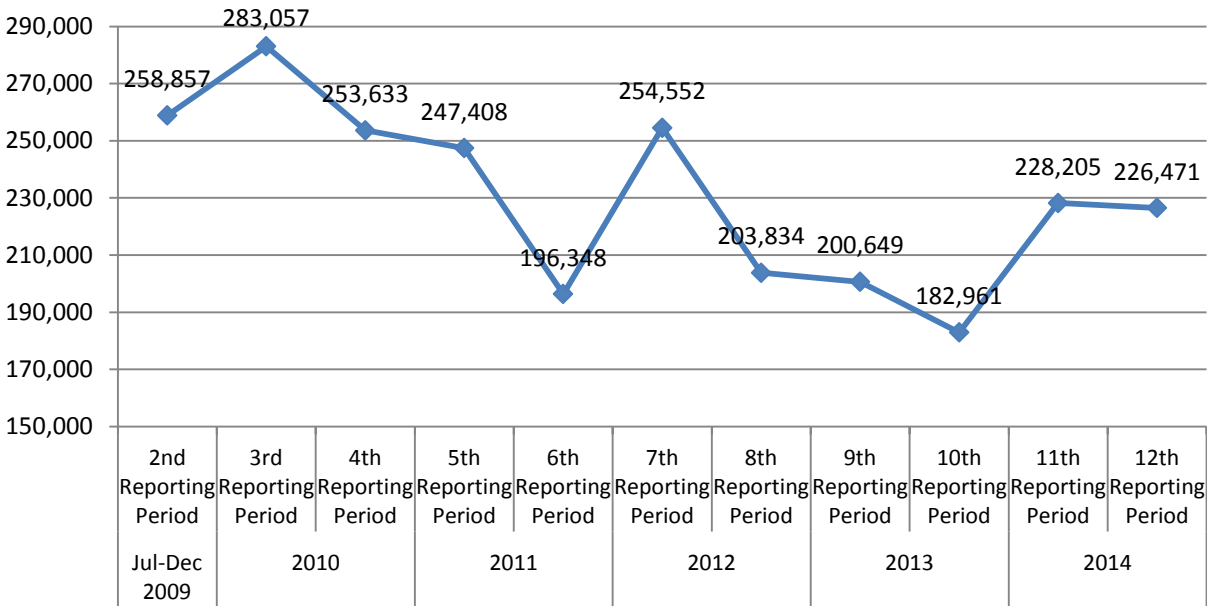
July 1, 2014- December 31, 2014



Compared to the previous reporting period covering January 1, 2014 to June 30, 2014, the total number of stops decreased slightly, by .76%. Historically, there were fewer stops in the second half of the year than the first half of the year, as noted. Though the number of stops in this reporting period was technically a decrease, this decrease is slight compared to changes noted in previous reporting periods. Figure Two depicts the trend of the number of motor vehicle stops for the current and previous ten reporting periods. While the number of stops fluctuates each period, the number of stops for the current and previous reporting period was higher than those noted in 2013 (8th and 9th reporting periods). The difference between the current and previous reporting period was not as large as typically seen between the first and second reporting period of the year. This was likely due to the additional troopers

who graduated from the Academy during the 10th and current reporting periods.

Figure Two: Trends of Motor Vehicle Stops
 July 2009- December 2014



Division wide, there was a .76% decrease in the number of stops conducted in the reporting period, however, this trend varies across troops. As shown in Figure Three, all troops did not experience a decrease in the number of stops reported. Troop D, historically conducts the highest number of motor vehicle stops. In the current reporting period, Troop D conducted 65,456 motor vehicle stops, an 8.77% decrease from the previous period. Troop A also experienced a decrease, 4.92%, from 33,538 to 31,889 stops in the current reporting period. All other Troops reported increases in the number of stops reported- Troop B increased 6.34%, Troop C increased 4.81%, and Other Troops increased 2.81%.

Figure Three: Troop Trends of Motor Vehicle Stops

January 2011- December 2014

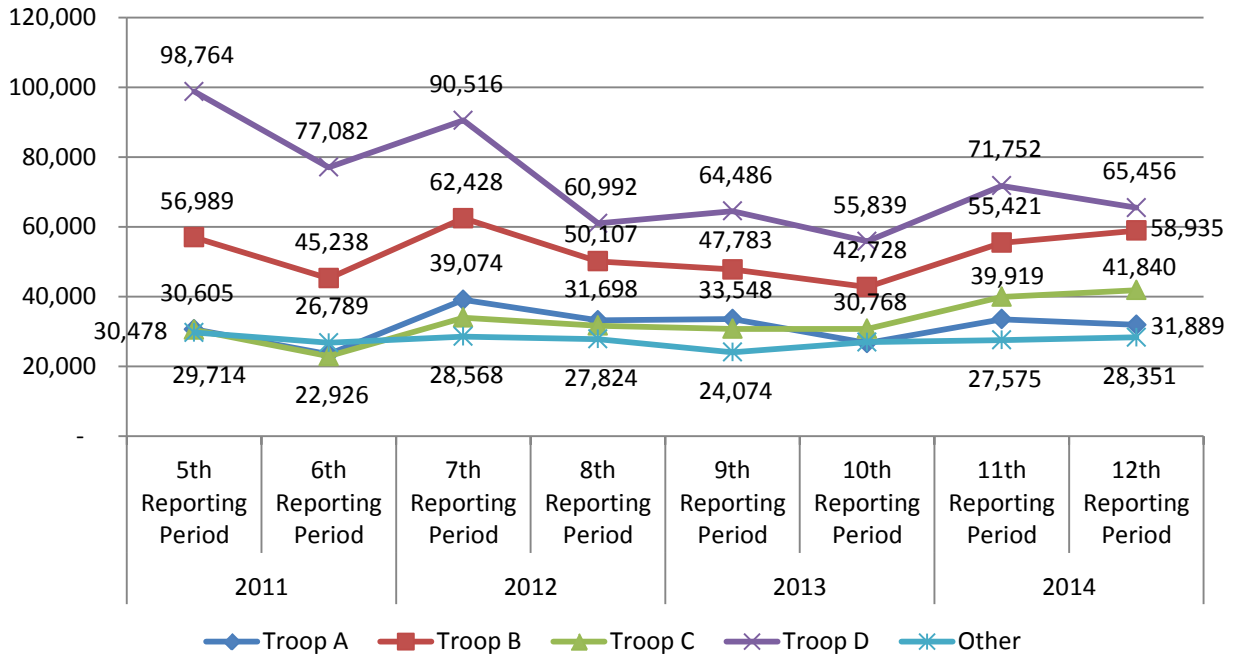
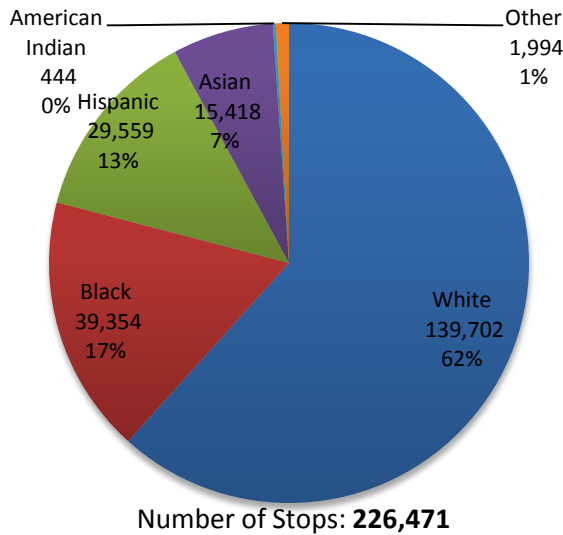


Figure Four: Racial/Ethnic Distribution of Motor Vehicle Stops

July 1, 2014- December 31, 2014



As in previous reporting periods, White drivers made up the largest proportion of all stops in the current reporting period. White drivers were involved in 62% of all stops, Black drivers were involved in 17%, Hispanic drivers were involved in 13%, Asian drivers were involved in 7%, American Indian drivers were involved in 0%, and Other drivers were involved in 1%. Because American Indian and Other drivers made 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.

While overall, 62% of drivers stopped by the State Police in the current reporting period were White, the same proportion is not necessarily found in each Troop. Troops A & C, for example, stopped a greater proportion of White drivers, 64% and 67%, respectively.

Conversely, Troop D and Other Troops stopped a smaller proportion of White drivers, 59% and 60% each. Troop A reported the greatest proportion (not raw number) of Black drivers among their stops, 23%, 7,226 stops. Troop B and Other Troops reported the greatest proportion of Hispanic drivers, 15%, among their stops. Troop D reported the greatest proportion of Asian drivers, 9%, among their stops. Because Troop D had the greatest number of stops in this reporting period, they stopped the greatest number of White, Black, Hispanic, and Asian drivers. Troop B actually stopped the greatest number of American Indian drivers while Other stations stopped the greatest

number of Other drivers in the current reporting period. The racial/ethnic differences noted across troops were likely reflective of the driving populations in each Troop. OLEPS further explores racial/ethnicity based decision making in OLEPS' Oversight Reports.

Figure Five: Troop Racial/Ethnic Distribution of Motor Vehicle Stops

July 1, 2014- December 31, 2014

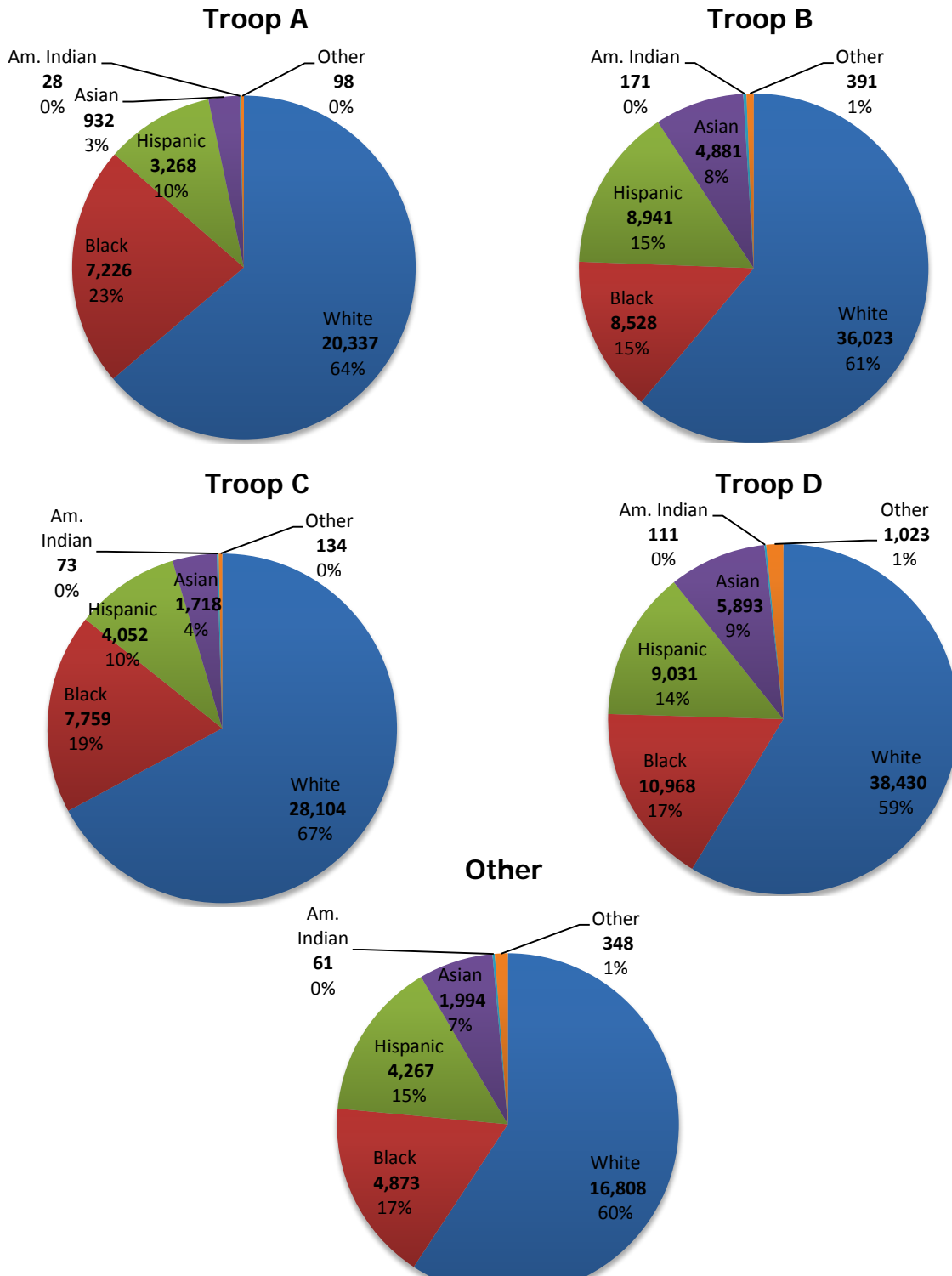
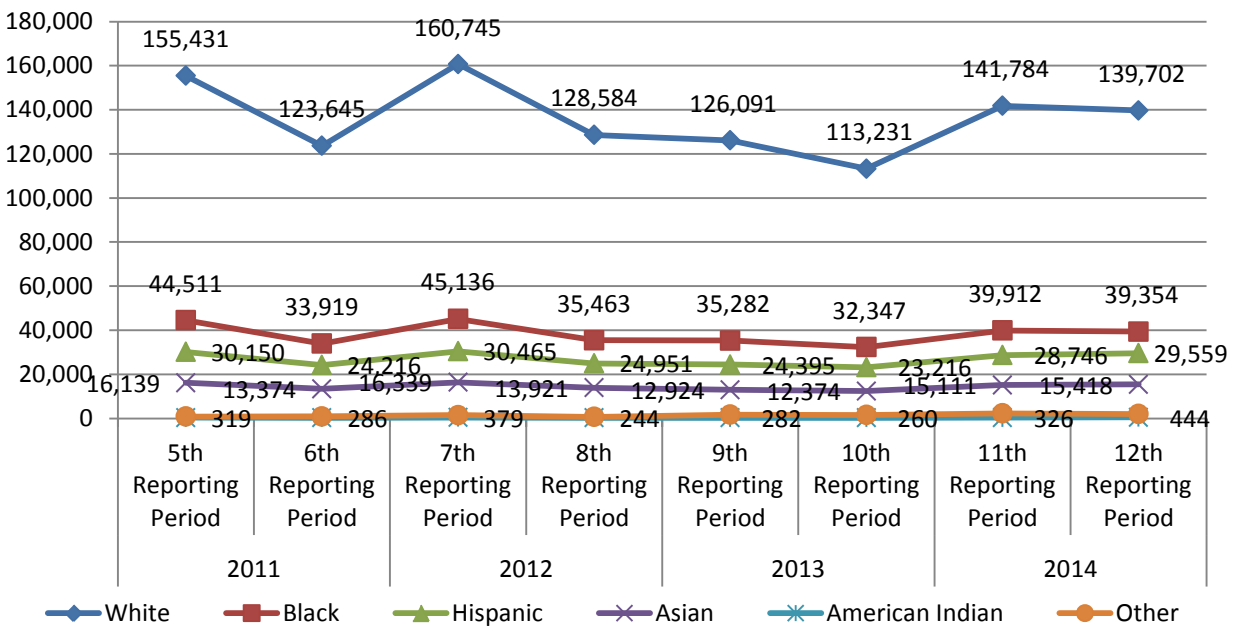


Figure Six graphs the number of stops made of drivers of each racial/ethnic group for the current and seven previous reporting periods. The number of stops for White, Black, and Other drivers decreased while the number of stops of Hispanic, Asian, and American Indian drivers increased in the current reporting period. The extent of these changes also differed for each racial/ethnic group. For White and Black drivers, the decrease was about 1.5% while it was 14% for Other drivers. The increase for Hispanic drivers was about 3%, for Asian drivers it was 2%, and for American Indian drivers it was 36%. As noted in previous Aggregate Reports, despite fluctuations in the number of stops conducted, each racial/ethnic group is still the same general proportion of all stops. This consistency suggests that despite the lack of an officially calculated benchmark,³ this distribution may be the closest to a benchmark of State Police activity currently available.

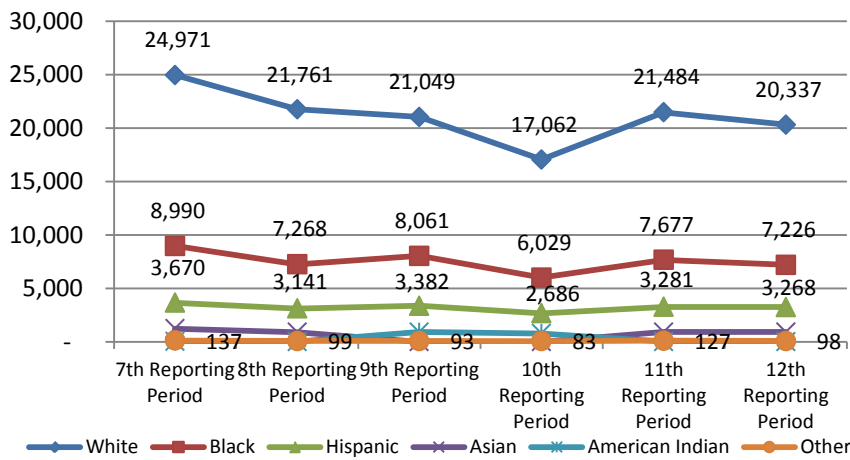
Figure Six: Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
 January 2011- December 2014



Figures Seven A-E depict the trends in the number of stops of each racial/ethnic group across troops. As shown, the trends do differ.

³ A benchmark is a standard or point of reference to which all activities can be compared.

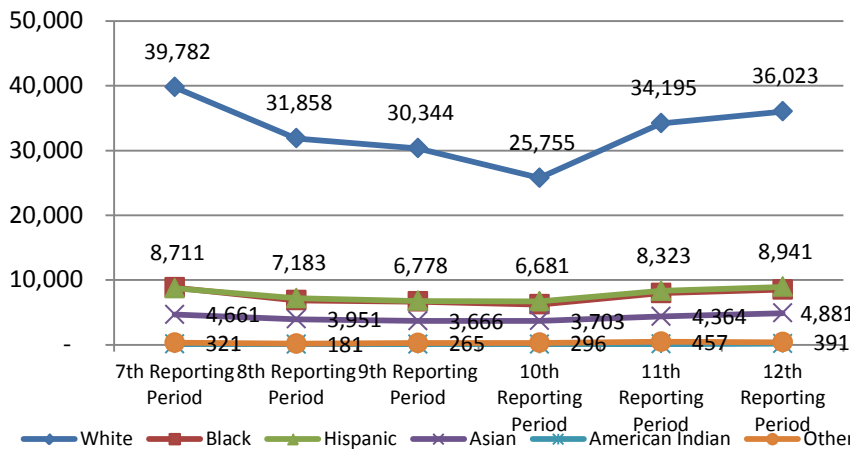
Figure Seven A: Troop A Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
 January 2012- December 2014



In Troop A, there was an overall decrease in the number of stops reported. Correspondingly, White, Black, Hispanic, and Other drivers experienced a decrease in the number of stops conducted. Stops of White drivers decreased 5.3%, stops of Black drivers decreased 5.8%, stops of Hispanic drivers decreased .4%, and the number of stops of other drivers decreased 78%, though this was only a 29 stop decrease.⁴ The number of stops

where the driver was Asian decreased .11% (one stop), and the number of stops with American Indian drivers decreased 22% (eight stops) in Troop A. Regardless of these fluctuations in the number of stops of drivers of each racial/ethnic group, the proportions noted in this reporting period were the same as those in the previous reporting period. Generally, the trend for each racial/ethnic group (Figure Five) is similar to the trend noted for each group in Troop A.

Figure Seven B: Troop B Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
 January 2012- December 2014



There was a 6.34% increase in the total number of stops conducted by Troop B this reporting period. All racial/ethnic groups with the exception of other drivers reported an increase in stops in the current reporting period. Stops of White drivers increased by 5.35%, stops of Black drivers by 6.95%, stops of Hispanic drivers by 7.43%, stops of Asian drivers by 11.85% (517 stops), and stops of American Indian drivers by

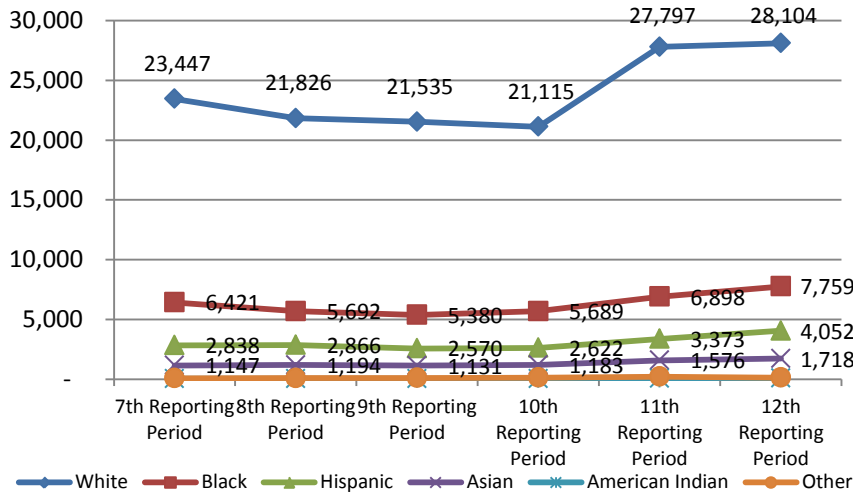
58.33% (63 stops). The number of stops made of Other drivers decreased by 14.44% (66 stops) in the current reporting period. Despite these changes, the proportion of stops made of each racial/ethnic group remained the same as in the previous reporting period. Unlike Troop A, only the

⁴ Generally, the number of stops made in each troop of Asian, American Indian, and Other drivers is considerably smaller than that of White, Black, or Hispanic drivers. For this reason, percentage changes among Asian, American Indian, or Other drivers may seem much larger than those for White, Black, or Hispanic drivers. For this reason, the actual change in the number of stops will be reported for Asian, American Indian, and Other drivers.

trend noted for White drivers is similar to the Division trend noted in Figure Five. Trends of Black and Hispanic drivers do not appear as large as those noted Division-wide.

Figure Seven C: Troop C Trends in Racial/Ethnic Distribution of Motor Vehicle Stops

January 2012- December 2014

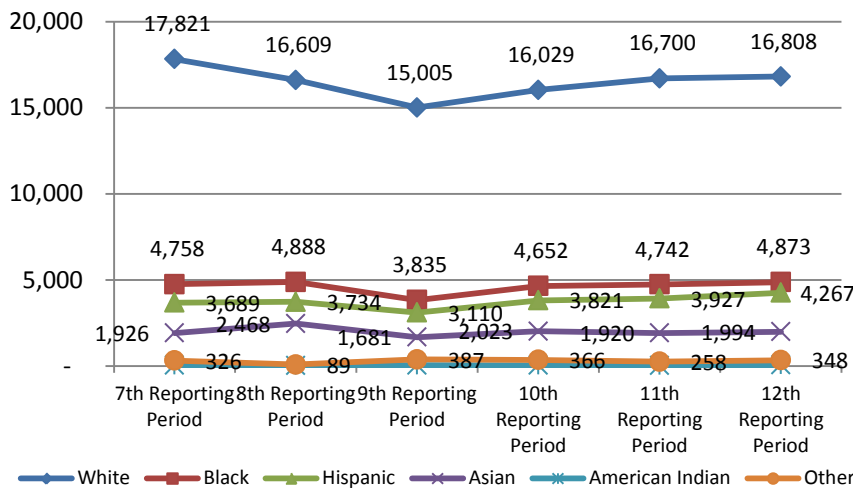


As noted previously, the number of stops conducted by Troop C increased by 4.81% in the current reporting period. White drivers experienced a 1.1% increase while stops of Black drivers increased by 12.48%, and stops of Hispanic drivers increased by 20.13%. Stops of Asian drivers increased by 9.01% (142 stops), and stops of American Indian drivers by 25.86% (15 stops). The number of stops made of Other drivers actually decreased 43.32% (83

stops) in the current reporting period. Despite the notable increases for Black and Hispanic drivers, their proportions (and those of all racial/ethnic groups in Troop C) of all stops remained the same in the current reporting period.

Figure Seven D: Troop D Trends in Racial/Ethnic Distribution of Motor Vehicle Stops

January 2012- December 2014

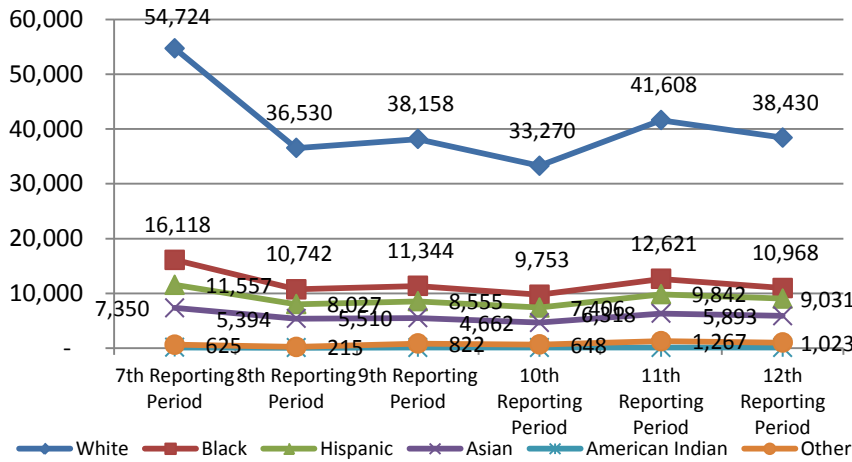


Stops conducted by Troop D decreased by 8.77% in the current reporting period. All racial/ethnic groups experienced a decrease in the number of stops, except American Indian drivers, whose number of stops increased in the current reporting period. The number of Other drivers stopped by Troop D was the largest decrease, 19.26% (244 stops), followed by stops of Black drivers who decreased 13.10%, stops of Hispanic drivers decreased 8.24%, stops of White

drivers decreased 7.64%, and stops of Asian drivers decreased 6.73% (425 stops). The number of stops of American Indian drivers increased 15.63% (15 stops).

Figure Seven E: Other Stations Trends in Racial/Ethnic Distribution of Motor Vehicle Stops

January 2012- December 2014



Stops conducted by stations identified as Other increased 2.81% in the current reporting period. Stops of drivers of all racial/ethnic groups increased. Stops of White drivers increased only .65%, stops of Black drivers increased 2.76%, stops of Hispanic drivers increased 8.66%, stops of Asian drivers increased 3.85% (74 stops), stops of American Indian drivers increased 117.86% (33 stops), and stops of Other drivers

increased 34.88% (90 stops). Despite these notable changes, the proportion of all stops for each racial/ethnic group only changed by one percentage point for any given group. Generally, each racial/ethnic group is the same proportion of all stops in the current period as they were in the previous reporting period.

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 were based on moving violations. The current reporting period also follows this trend; 80.88% of all motor vehicle stops were based on moving violations, 17.73% were based on non-moving violations, and 1.39% were based on other violations.

Table One: Proportion of Stops for Stop Reasons
 July 1, 2014- December 31, 2014

	Stops	Moving Violations	Non-Moving Violations	Other Violations
All Groups	226,471	80.88%	17.73%	1.39%
White	139,702	82.02%	16.77%	1.21%
Black	39,354	76.68%	21.68%	1.65%
Hispanic	29,559	79.18%	19.16%	1.66%
Asian	15,418	90.22%	8.96%	0.82%
American Indian	444	88.29%	11.04%	0.68%
Unknown	1,994	35.11%	55.02%	9.88%

Table One indicates that these proportions were not consistent across racial/ethnic groups. Moving violations were most common for all racial/ethnic groups, but to a varying degree. As shown, roughly 82% of all stops made of White drivers were based on moving violations. Conversely, only about 77%

of all stops made of Black drivers were based on moving violations. Nearly 22% of all stops of Black drivers were based on non-moving violations while only 9% of stops of Asian drivers were based on these violations. Stops for other violations were typically fewer than 2% of all stops made of drivers of each racial/ethnic group, except for drivers of an unknown race/ethnicity. For these drivers, other violations were nearly 10% of all stops.

In Troop A (Table Two), moving violations were 73.75% of all stops, non-moving violations were 24.29%, and other violations were 1.85% of all stops. However, only 68% of stops of Black drivers and 67% of stops of Hispanic drivers were based on moving violations. For both of these groups, non-moving violations were 30% of all stops of these groups made by Troop A. Stops based on other violations were 2.4% of all stops of Hispanic drivers in Troop A and 21.28% of all stops of unknown drivers in Troop A.

Compared to Troop A, a larger proportion of Troop B's stops were based on moving violations, 85%, while non-moving violations were only 13% of Troop B's stops. Across racial/ethnic groups in Troop B, the proportions of stop reasons range from 59% to 91% moving violations, and 8% to 24% for non-moving violations. The only exception to this were stops made of drivers of an unknown race/ethnicity these drivers were frequently about 17% of stops made for other violations in Troop B.

In all stops made by Troop C, moving violations were cited in roughly 62% of all stops. Non-moving violations were cited in 37.32% of all stops made by Troop C. Only 52% of Troop C's stops of Black drivers were based on moving violations, while 46% were based on non-moving violations. For Asian drivers in Troop C, 76% of stops were based on moving violations and 24% were based on non-moving violations.

Among all stops made by Troop D, 89% were based on moving violations, 9.5% were based on non-moving violations, and 1.3% were based on other violations. For White drivers in Troop D, there was a slightly higher proportion of stops based on moving violations, 91%, and only 7.75% based on non-moving violations. For Asian drivers stopped in Troop D, 93% of stops were based on moving violations and 6% were based on non-moving violations.

Finally, for stops made by other non-Troop stations, 89% of stops were based on moving violations, 9.83% were based on non-moving violations, and slightly less than 1% were based on other violations.

Across troops, moving violations were a much higher proportion of stops made of White drivers than noted for other racial/ethnic groups. Similarly, non-moving violations were a much higher proportion of stops for minority drivers across all troops. Consistently, stops for other violations make up a larger proportion of stops of drivers of an unknown race/ethnicity than all other racial/ethnic groups combined.

Table Two: Proportion of Stops for Stop Reasons by Troop

July 1, 2014- December 31, 2014

	Troop A			Troop B			Troop C		
	Moving Violation	Non-Moving Violation	Other	Moving Violation	Non-Moving Violation	Other	Moving Violation	Non-Moving Violation	Other
All Groups	73.75%	24.39%	1.85%	85.17%	13.17%	1.66%	61.63%	37.32%	1.05%
White	76.21%	22.08%	1.72%	85.30%	13.19%	1.52%	64.57%	34.58%	0.86%
Black	68.39%	29.82%	1.79%	83.95%	14.38%	1.68%	52.29%	45.96%	1.75%
Hispanic	67.26%	30.29%	2.45%	83.51%	14.45%	2.04%	53.01%	46.00%	0.99%
Asian	85.84%	12.77%	1.39%	91.35%	7.85%	0.80%	75.96%	23.75%	0.29%
American Indian	71.43%	28.57%	0.00%	90.64%	8.77%	0.58%	78.08%	21.92%	0.00%
Unknown	62.24%	17.35%	20.41%	58.82%	24.55%	16.62%	52.99%	33.58%	13.43%

	Troop D			Other		
	Moving Violation	Non-Moving Violation	Other	Moving Violation	Non-Moving Violation	Other
All Groups	89.14%	9.49%	1.37%	89.28%	9.83%	0.89%
White	91.20%	7.75%	1.04%	90.18%	8.89%	0.93%
Black	88.51%	9.60%	1.89%	88.45%	10.88%	0.68%
Hispanic	86.45%	11.80%	1.75%	88.73%	10.57%	0.70%
Asian	92.91%	6.09%	1.00%	93.83%	5.67%	0.50%
American Indian	90.09%	8.11%	1.80%	98.36%	1.64%	0.00%
Unknown	20.53%	72.63%	6.84%	36.78%	56.32%	6.90%

As shown in Figure Eight, 183,162 motor vehicle stops were conducted based on moving violations. Across reporting periods, moving violations typically account for between 80% and 87% of all motor vehicle stops.

In contrast, non-moving violations typically account for a much smaller proportion of motor vehicle stops. Typically, non-moving violations account for between 11% and 17% of all motor vehicle stops. In the current reporting period, 40,153 stops, or 18% of all stops were made for non-moving violations, a smaller number and proportion than the previous reporting period.

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, 3,156 motor vehicle stops, about 1% of stops, were based on other violations. This number of stops is nearly identical to the previous reporting period.

Overall, the same general pattern of stop reasons remains; the majority of stops were based on moving violations. As noted previously, the overall number of stops conducted in the current reporting period decreased less than 1%. As shown in Figure Seven, the number of stops made for moving violations increased about 2% while those made for non-moving violations decreased nearly 12%. Stops made for other reasons decreased less than 1% in the current reporting period. The fluctuations could easily result from targeted enforcement of laws. For example, if the State Police received a grant that targeted seat belt violations, there might be an increase in non-moving violations. Conversely, if a grant targeting a certain category of stops ended, a decrease in those stops might be noted.

Figure Eight: Trends in Reasons for Motor Vehicle Stops
 July 2009- December 2014

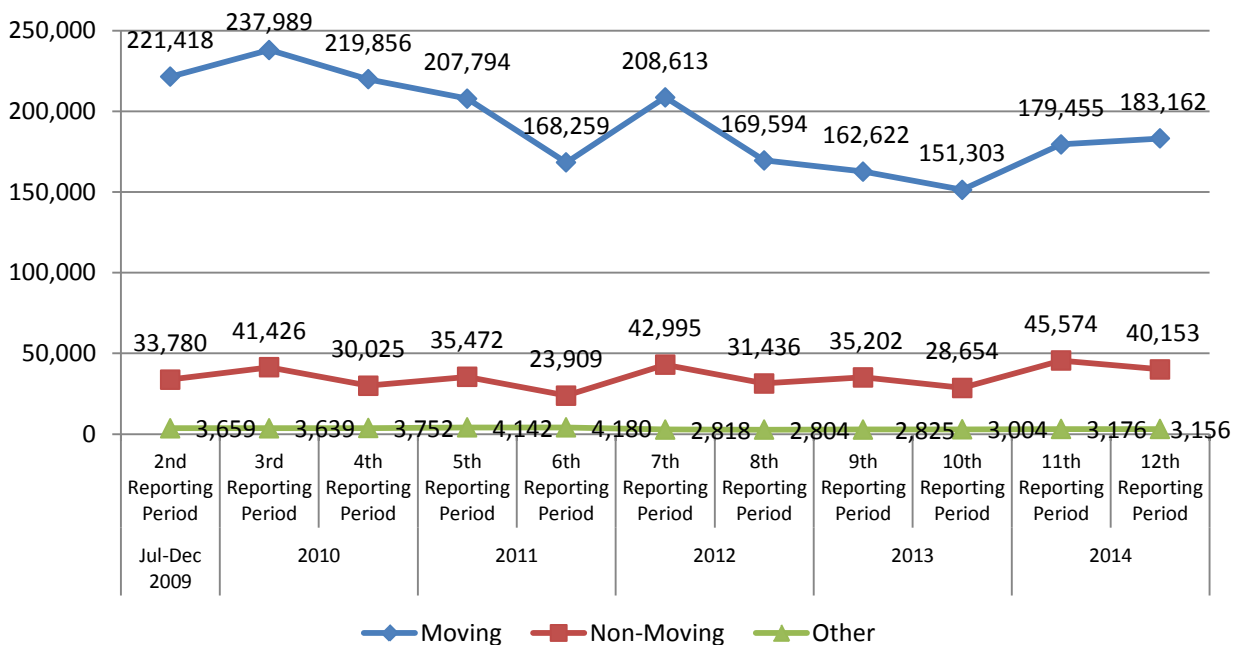
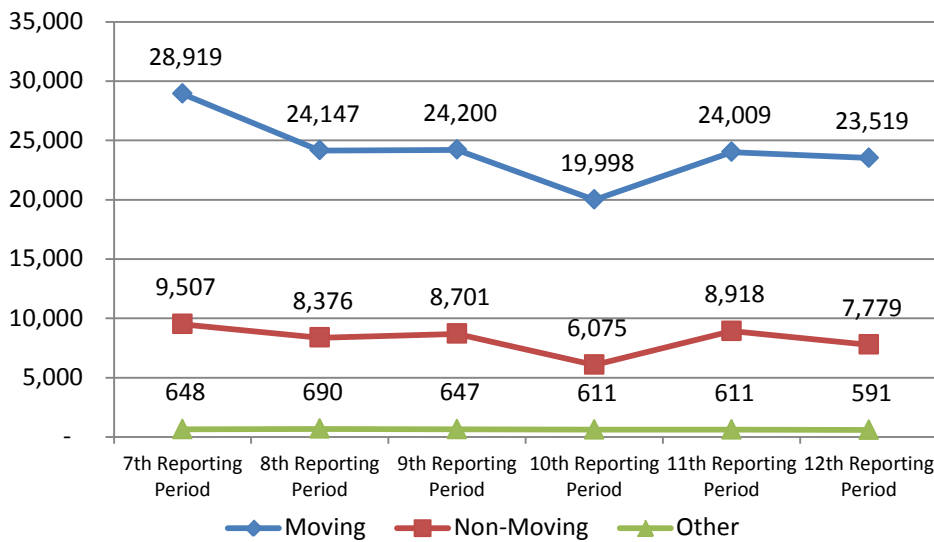


Figure Nine A: Troop A Trends in Motor Vehicle Stop Reasons

January 2012- December 2014

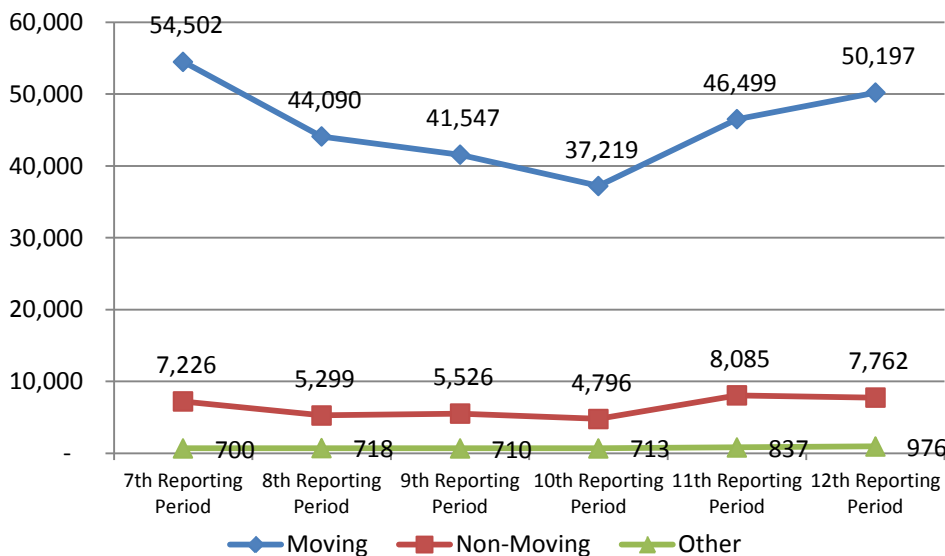


The number of stops conducted by Troop A declined nearly 5% in the current reporting period. As such, the number of stops made for moving, non-moving, or other reasons also declined. Roughly 74% of all stops made by Troop A were based on moving violations, a 2% decrease from the previous reporting period. Twenty-four percent of stops made were based on non-moving violations in the

current reporting period, a nearly 13% decrease in the number of non-moving stops since the previous reporting period. Finally, slightly less than 2% of all stops made by Troop A were made for other reasons, a 3% decrease since the previous reporting period. Though there was a 5% decrease in all stops, the extent of this decrease varied across stop reasons.

Figure Nine B: Troop B Trends in Motor Vehicle Stop Reasons

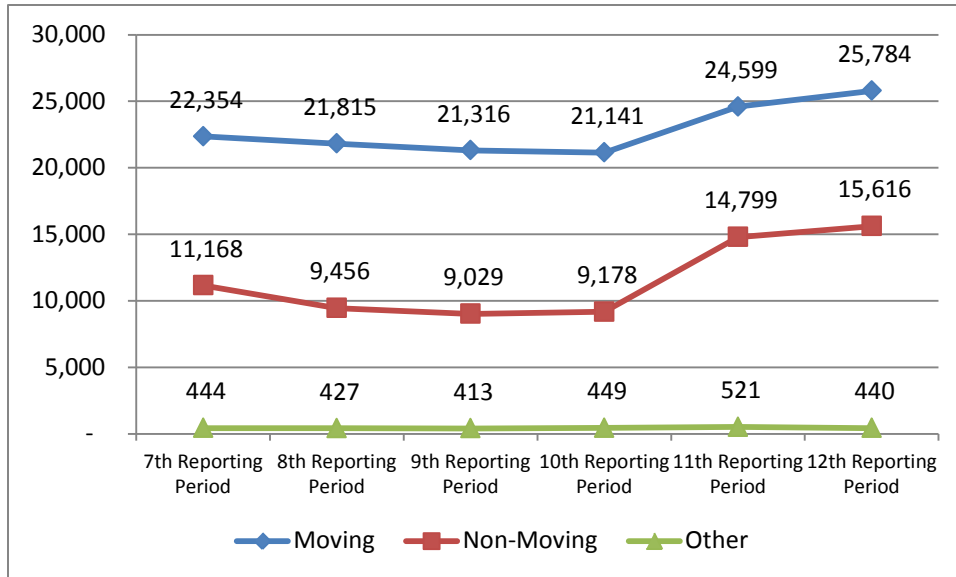
January 2012- December 2014



Unlike Troop A, Troop B experienced a 6% increase in all stops. Thus, the 8% increase of stops made for moving violations depicted in Figure Nine B is not unexpected. In total, moving violations account for 85% of all stops in Troop B. However, there was a slight decrease of 4% in the number of stops made for non-moving violations. Additionally, there was a 17% increase in the

number of stops made for other violations in the current reporting period.

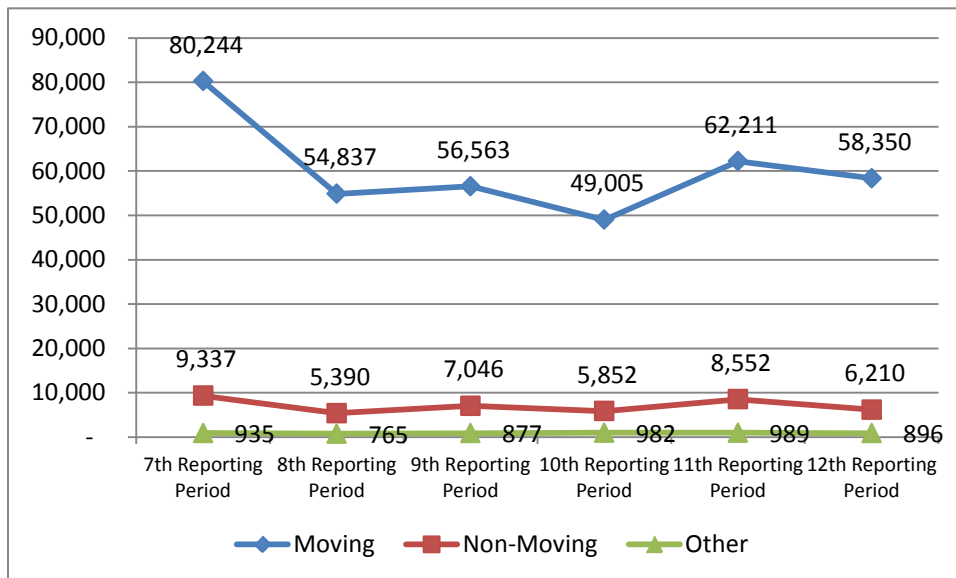
Figure Nine C: Troop C Trends in Motor Vehicle Stop Reasons
 January 2012- December 2014



In Troop C, about 62% of all stops were based on moving violations, 37% were based on non-moving violations, and 1% were based on other reasons in the current reporting period. Troop C experienced an almost 5% increase in the total number of stops, so the number of stops for each reason is expected to increase. Shown in Figure Nine C, Stops made for moving violations increased about 5% and

stops made for non-moving violations increased nearly 6%. Stops made based on other reasons decreased 16% in the current reporting period for Troop C.

Figure Nine D: Troop D Trends in Motor Vehicle Stop Reasons
 January 2012- December 2014

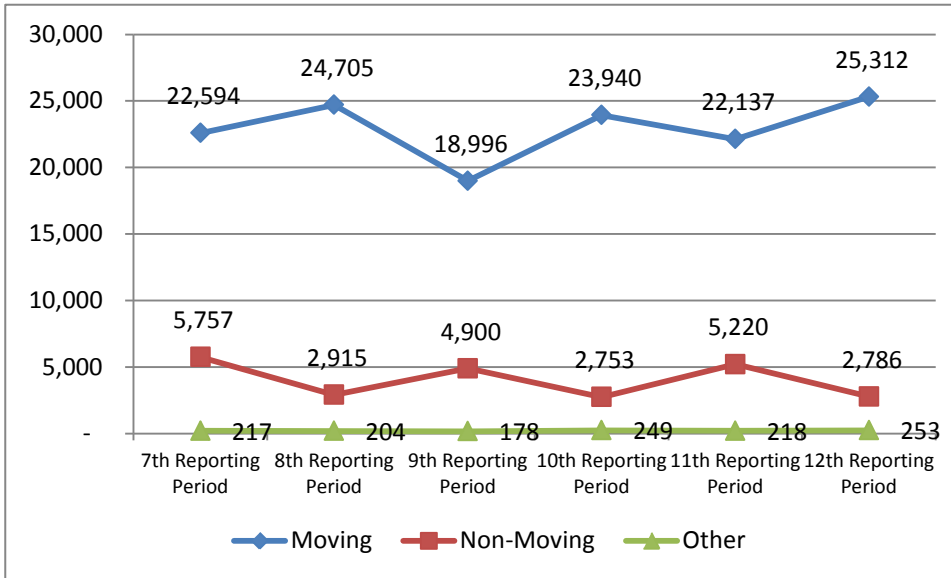


Nearly all of the stops conducted by Troop D were based on moving violations, 89%. Stops made for non-moving violations accounted for only 9% and other violations only 1% of Troop D's stops. Based on the nearly 9% decrease in stops made by Troop D, each stop reason category is also expected to decrease. As shown in Figure Nine D, stops made for moving violations by Troop D

decreased about 6%. Stops for non-moving violations decreased considerably, 27%. Stops made for other violations decreased 9% in Troop D.

Figure Nine E: Troop E Trends in Motor Vehicle Stop Reasons

January 2012- December 2014

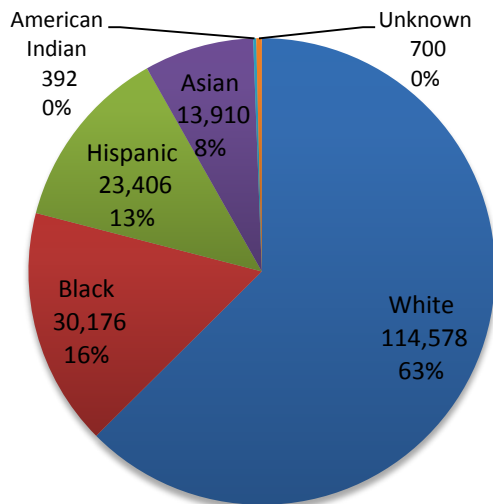


As noted in Troop D, nearly all of the stops conducted by Other non-Troop stations were based on moving violations in the current reporting period, 89%. Stops based on non-moving violations were roughly 10% and other violations were less than 1% of all stops. Stops made by Other non-Troop stations increased nearly 3% in the current reporting period. Similarly, there was an

increase noted in the number of stops made by Other stations for moving violations. Stops made for moving violations increased 14% and stops made for Other reasons increased 16% in Other stations. Conversely, Stops made for non-moving violations decreased 47% for Other stations.

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

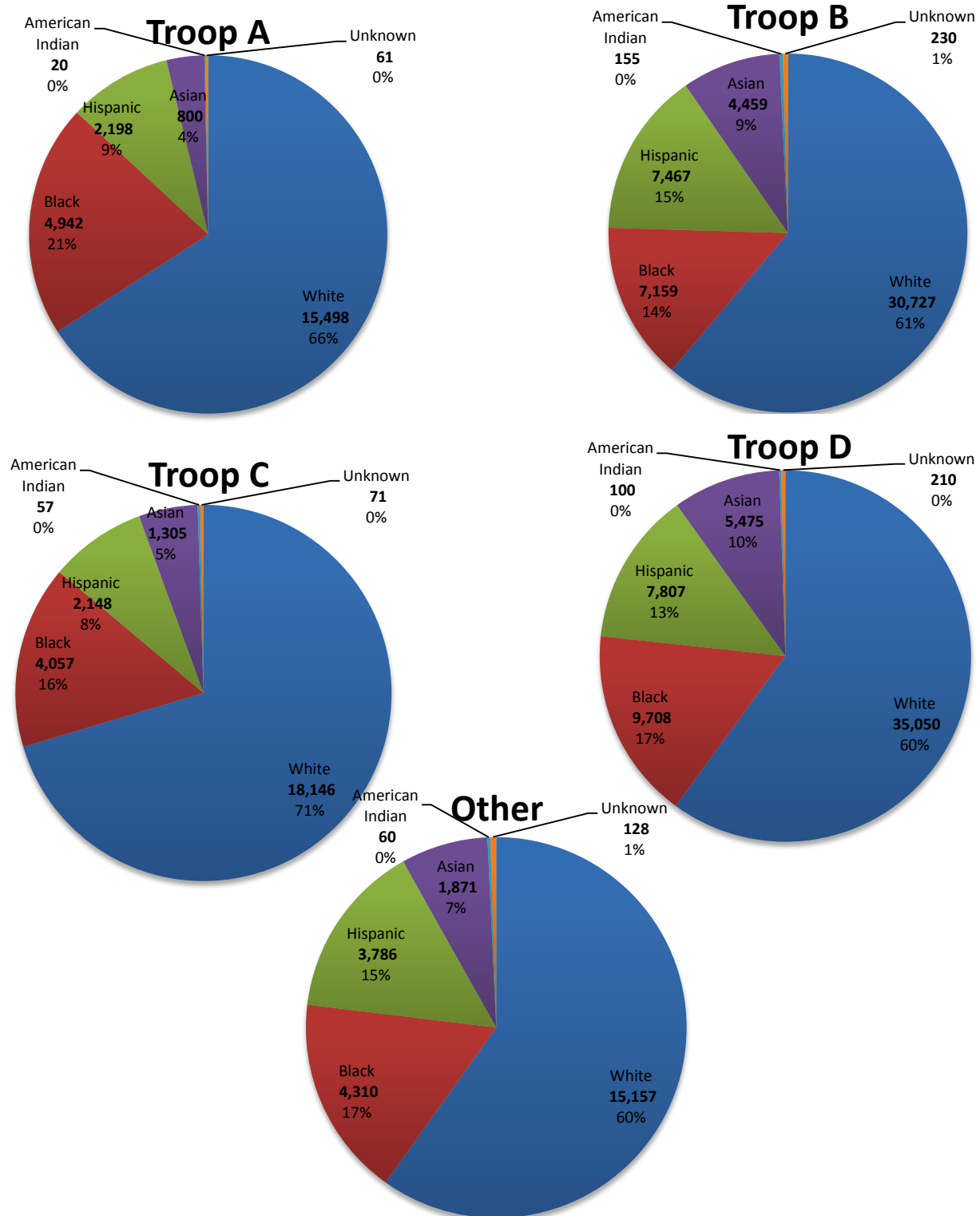
July 1, 2014- December 31, 2014



Total Stops for Moving Violations: **183,162**

Because every stop receives a stop reason, the racial/ethnic distribution of all stops with a reason should be identical to that of all stops. Given this, it is more appropriate to assess the racial/ethnic distribution of each type of motor vehicle stop. The overwhelming majority of motor vehicle stops were based on moving violations, so the racial/ethnic distribution of stops with moving violations was nearly identical to that of all stops. As shown in Figure Ten, 114,578 stops, 63%, with moving violations involved White drivers, 16% or 30,176 involved Black drivers, and 13% or 23,406 involved Hispanic drivers.

Figure Eleven: Troop Racial/Ethnic Distribution of Moving Violation Stops
 July 1, 2014- December 31, 2014

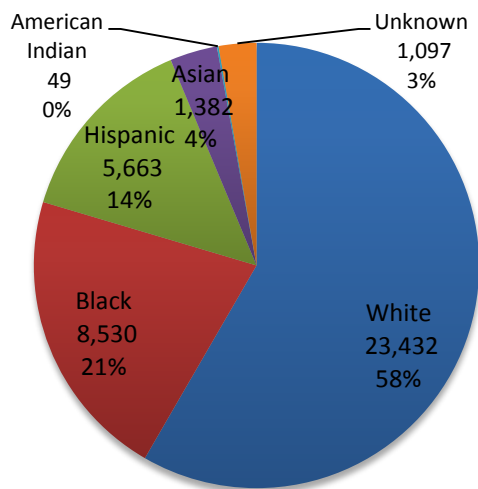


Similar patterns were noted across troops for stops made for moving violations. Troop C stopped the largest proportion of White drivers for moving violations, 71%, and Troop D and Other stations stopped the smallest proportion of White drivers, 60%. Troop A stopped the largest proportion of Black drivers, 21%, and Troop B stopped the smallest proportion, 14%. For Hispanic drivers stopped for moving violations, Troop B and other stations stopped the largest proportion, 15%, and Troop C stopped the smallest proportion, 8%. The highest proportion of Asian drivers was found in stops made by Troop D, 10%, and the smallest proportion was among stops made by Troop A, 4%. These variations in the proportion of stops made for moving violations were similar to those noted among all stops made by each Troop. As noted previously, moving violations were the most frequently cited violations in motor vehicle stops, thus, the racial/ethnic proportions for moving violations and all stops should be similar.

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, 58% or 23,432 stops, though they do not make up as large a proportion as they do for all stops. Black drivers, however, were slightly overrepresented compared to their proportion of all stops. While Black drivers were only 17% of all stops, they were 21% of those made for non-moving violations. Similarly, Hispanic drivers were only 13% of all stops yet 14% of all those made for non-moving violations.

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

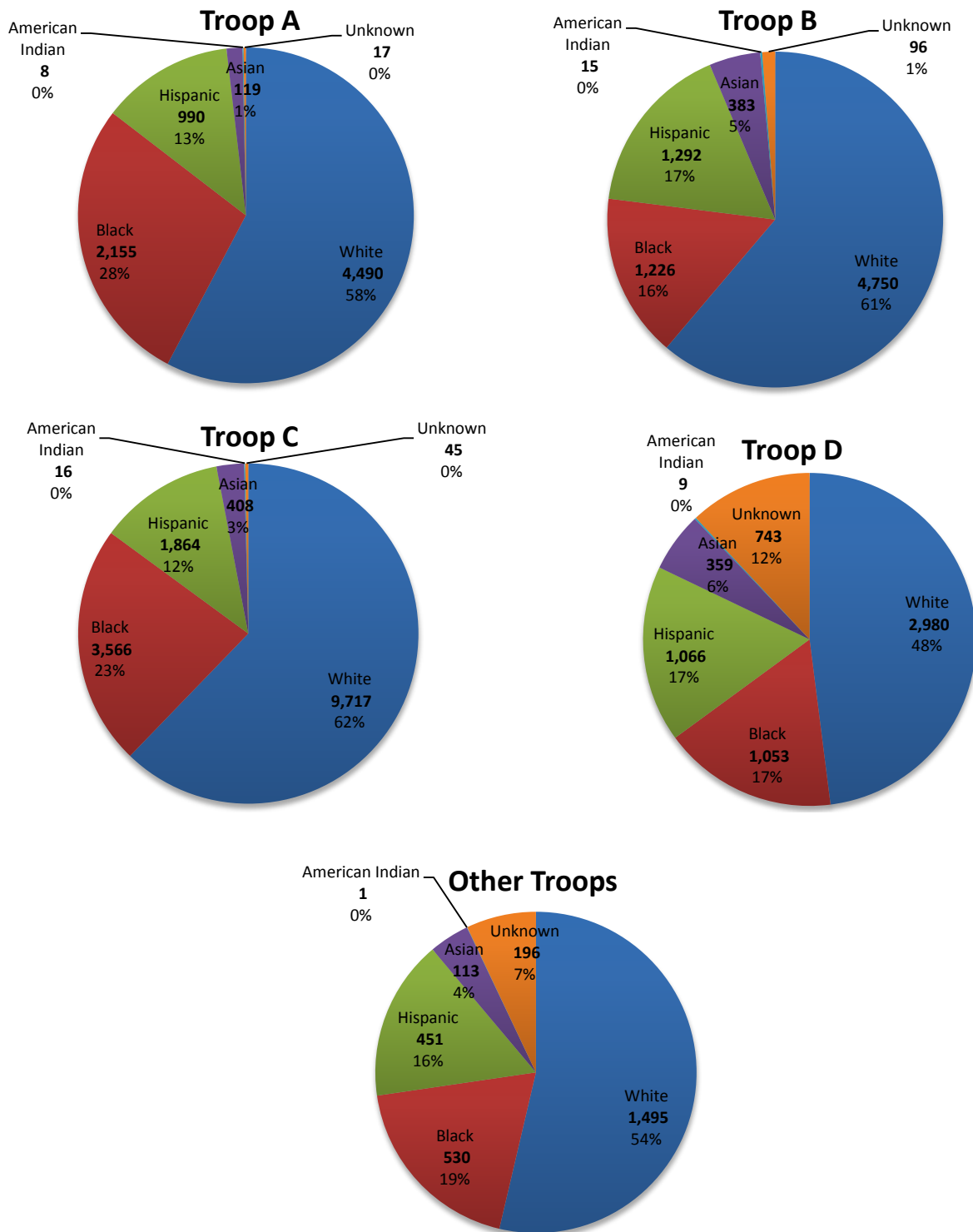
July 1, 2014- December 31, 2014



Total Stops for Non-Moving Violations: **40,153**

Across troops, the racial/ethnic distribution of stops made for non-moving violations varies. In Troop A, White drivers were 58% of all stops with moving violations. However, Black drivers were 28% and Hispanic drivers were 13% of stops made for moving violations in Troop A. In Troop D, White drivers were only 48%, and Black and Hispanic drivers were each 17% of stops made for a non-moving violation. Asian drivers were between 1% and 6% of stops based on non-moving violations. Overall, the general pattern remains the same: the majority of stops made for non-moving violations involve White drivers though Black and Hispanic drivers do make up a higher than expected proportion of these stops.

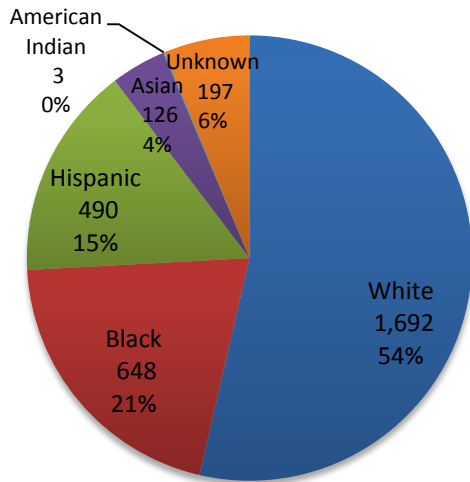
Figure Thirteen: Troop Racial/Ethnic Distribution of Non-Moving Violation Stops
 July 1, 2014- December 31, 2014



Because there were so few stops, roughly 3,100, made for other reasons, the racial/ethnic distribution of these stops is more likely to differ from the overall distribution of stops. Indeed, the distribution does differ. White drivers, while still the majority of stops, were only involved in 1,692 stops, or 54% of stops made for other reasons. Black drivers, however, were involved in 648 stops, or 21% of stops made for other reasons. Hispanic drivers were involved in 490 stops for other reasons, 15% of all stops made for other reasons.

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

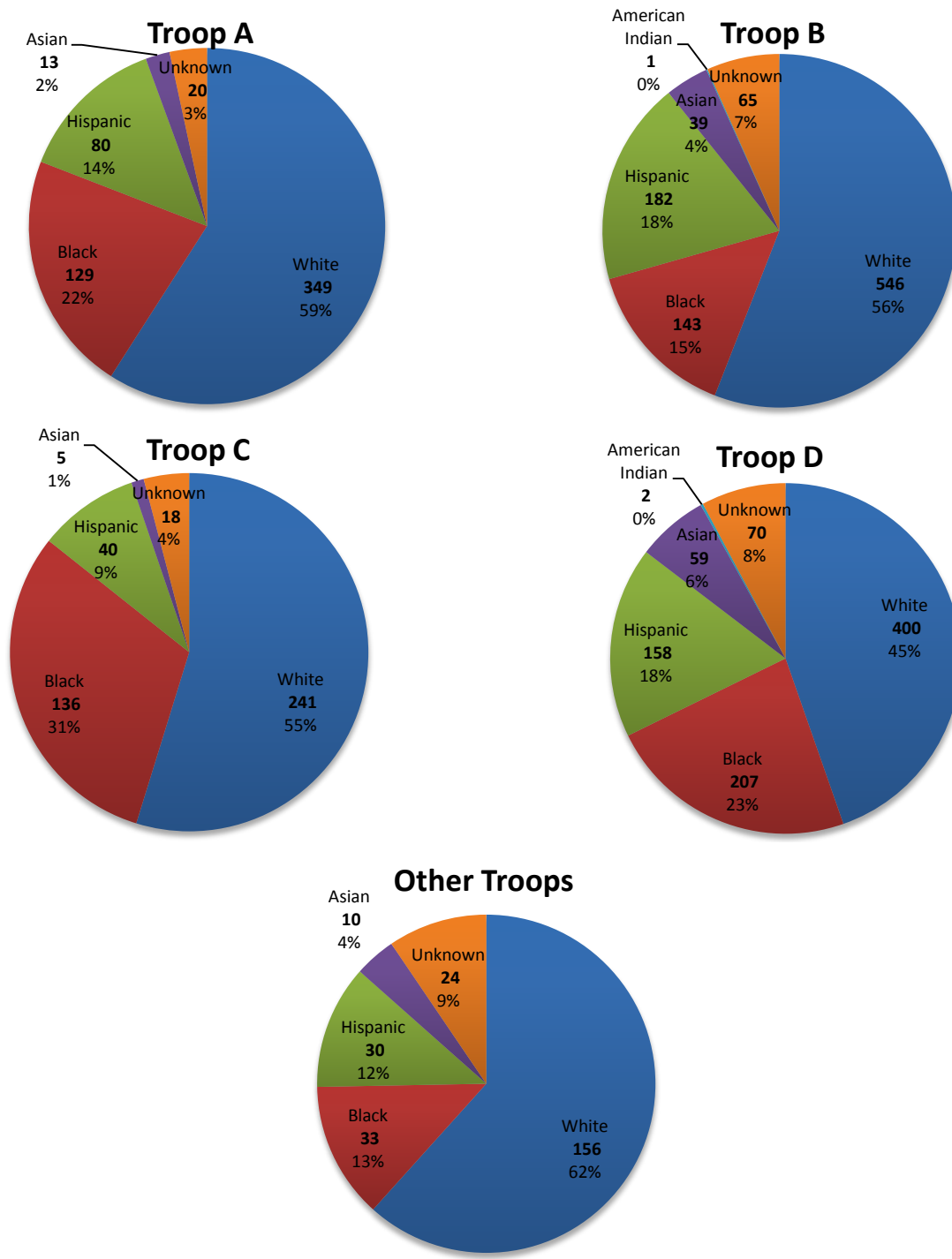
July 1, 2014- December 31, 2014



Total Stops for Other Violations: **3,156**

Across Troops, the racial/ethnic distribution of stops made for Other violations varies. Most noticeably though, this category of violations involves a higher proportion of drivers identified as another, unknown race/ethnicity, ranging from 3% of stops in Troop A to 9% in Other Troops. This is likely the result of incomplete motor vehicle stop information entered into State Police databases. In Troop D, White drivers were only 45% of stops made for other violations while they were 62% of stops made by Other non-troop stations. Black drivers were 31% in Troop C and only 13% of stops made for other violations made by Other non-troop stations. Hispanic drivers vary from 9% in Troop C to 18% in Troop B.

Figure Fifteen: Troop Racial/Ethnic Distribution of Other Violation Stops
 July 1, 2014- December 31, 2014



Stop Statutes

There were 97 statutes cited in the 183,162 stops identified as moving violations. Most commonly, these violations centered on rates of speed. For drivers of all racial/ethnic groups, 39:4-98, Rate of Speed was the most frequently cited moving violation. Table Three lists the five most frequently cited statutes in stops with moving violations. The five statutes listed account for 85.7% of all stops for moving violations involving White drivers, 82.92% of moving stops of Black drivers, 79.33% of moving stops of Hispanic drivers, 81.36% of moving stops of Asian drivers. For all racial/ethnic groups, rate of speed was the most frequently cited violation. However, for drivers identified as Other, stops made for not using a hands-free device were not a top statute. Instead, disregarding Turnpike signs was more common, statute 19:9-1.3C.

Each racial/ethnic group made up a varying proportion of all stops made for each statute. Generally, the distribution is consistent across statutes. Of all stops made based on rate of speed, 67.63% involved White drivers, 14.67% involved Black drivers, 10.55% involved Hispanic drivers, and 6.63% involved Asian drivers. Conversely, of stops made for not using a hands-free device, 54% were White drivers while nearly 22% were Black drivers. Hispanic drivers were about 13% and Asian drivers about 11% of the stops made for this statute.

Table Three: Moving Violation Stop Statutes by Race/Ethnicity

July 1, 2014- December 31, 2014

		White	Black	Hispanic	Asian	American Indian	Other	Total
Rate of Speed	39:4-98	56,208	12,195	8,767	5,509	149	284	83,112
% of Statute		67.63%	14.67%	10.55%	6.63%	0.18%	0.34%	100.00%
Unsafe Lane Change	39:4-88B	15,295	5,470	4,224	2,230	78	127	27,424
% of Statute		55.77%	19.95%	15.40%	8.13%	0.28%	0.46%	100.00%
Turnpike Speed Limit- 65	19:9-1.2A	10,596	2,869	2,190	1,170	35	61	16,921
% of Statute		62.62%	16.96%	12.94%	6.91%	0.21%	0.36%	100.00%
Hands free Device	39:4-97.3	7,828	3,117	1,918	1,555	26	54	14,498
% of Statute		53.99%	21.50%	13.23%	10.73%	0.18%	0.37%	100.00%
Careless Driving	39:4-97	8,266	1,372	1,470	853	27	26	12,014
% of Statute		68.80%	11.42%	12.24%	7.10%	0.22%	0.22%	100.00%
Total		98,195	25,024	18,570	11,317	315	552	153,973
Proportion of all Moving Stops		85.70%	82.92%	79.33%	81.36%	80.36%	78.86%	84.06%

The top moving violation statutes do vary across troops. For Troop A, there were only 41 statutes used in the 23,519 stops conducted in the current reporting period. Though using a much smaller number of statutes, the top statutes were similar to those noted Division-wide. However, the Turnpike speed limit statute is replaced with failure to stop/yield or give right of way. These five statutes account for 95% of stops made for a moving violation conducted by Troop A. The racial/ethnic distributions for each statute vary though rate of speed is the most common statute for each group. White drivers were the largest proportion of each statute, from 57% to 69%. Black drivers were the second largest proportion for each statute, from 20% to 24%. Hispanic drivers were

between 8% and 14% of each statute while Asian drivers were between 2% and 4% of each statute. The top statutes in Table Four A represent between 94% and 95% of all stops for a moving violation of each racial/ethnic group.

Table Four A: Moving Violation Stop Statutes by Race/Ethnicity for Troop A
 July 1, 2014- December 31, 2014

		White	Black	Hispanic	Asian	American Indian	Unknown	Total
Rate of Speed	39:4-98	10,455	3,035	1,206	460	14	44	15,214
<i>% of Statute</i>		68.72%	19.95%	7.93%	3.02%	0.09%	0.29%	100.00%
Unsafe Lane Change	39:4-88B	2,420	1,005	589	187	1	8	4,210
<i>% of Statute</i>		57.48%	23.87%	13.99%	4.44%	0.02%	0.19%	100.00%
Careless Driving	39:4-97	1,151	356	165	78	4	3	1,757
<i>% of Statute</i>		65.51%	20.26%	9.39%	4.44%	0.23%	0.17%	100.00%
Hands free Device	39:4-97.3	511	148	60	23	-	2	744
<i>% of Statute</i>		68.68%	19.89%	8.06%	3.09%	0.00%	0.27%	100.00%
Right of Way	39:3-144	258	99	46	9	-	1	413
<i>% of Statute</i>		62.47%	23.97%	11.14%	2.18%	0.00%	0.24%	100.00%
Total		14,795	4,643	2,066	757	19	58	22,338
<i>Proportion of all Moving Stops</i>		95.46%	93.95%	93.99%	94.63%	95.00%	95.08%	94.98%

In Troop B there were 66 statutes cited in the 50,197 stops made for moving violations. Passing on the left was more frequently used in Troop B than violating the Turnpike speed limit. The top five statutes in Troop B account for 87% of all stops for moving violations in Troop B, a smaller proportion than noted for the Top Five statutes used in Troop A. Nonetheless, rate of speed was the most common statute cited in moving violation stops made by Troop B for all racial/ethnic groups. In Troop B, Black and Hispanic drivers were roughly the same proportion of each top statute, likely the result of population demographics in Troop B's region of the State. White drivers were typically between 52% and 69% of each top statute. Black drivers were between 10% and 18% of each statute, surpassing Hispanic drivers only in stops for passing on the left. Hispanic drivers were between 13% and 19% of all stops. Asian drivers were between 7% and 11% of each statute.

Table Four B: Moving Violation Stop Statutes by Race/Ethnicity for Troop B
 July 1, 2014- December 31, 2014

		White	Black	Hispanic	Asian	American Indian	Unknown	Total
Rate of Speed	39:4-98	16,204	3,405	3,423	2,175	72	126	25,405
% of Statute		63.78%	13.40%	13.47%	8.56%	0.28%	0.50%	100.00%
Unsafe Lane Change	39:4-88B	4,054	1,399	1,411	793	33	44	7,734
% of Statute		52.42%	18.09%	18.24%	10.25%	0.43%	0.57%	100.00%
Hands free Device	39:4-97.3	3,133	459	590	333	12	16	4,543
% of Statute		68.96%	10.10%	12.99%	7.33%	0.26%	0.35%	100.00%
Careless Driving	39:4-97	2,460	604	615	328	9	17	4,033
% of Statute		61.00%	14.98%	15.25%	8.13%	0.22%	0.42%	100.00%
Passing on the Left	39:4-85	954	296	282	190	5	3	1,730
% of Statute		55.14%	17.11%	16.30%	10.98%	0.29%	0.17%	100.00%
Total		26,805	6,163	6,321	3,819	131	206	43,445
Proportion of all Moving Stops		87.24%	86.09%	84.65%	85.65%	84.52%	89.57%	86.55%

Troop C's 25,784 stops were based on 51 unique statutes in the current reporting period. The five most common statutes account for about 90% of all stops made based on moving violations in Troop C. Failure to yield or give right of way was a common statute in Troop C, unlike the Division's common statutes. White drivers were between 66% and 76% of each statute. Black drivers were between 11% and 18% of each statute. Hispanic drivers range from about 7% to 12% of each statute. Asian drivers were between 2% and 6% of each statute. American Indian and Other drivers make up less than 1% of each statute. The most common statute for drivers of all racial/ethnic groups was rate of speed.

Troop D conducted 58,530 motor vehicle stops based on 81 specific moving violations. The top five statutes in stops conducted by Troop D were identical to the most common statutes Division-wide. However, these statutes only account for 80% of Troop D's total moving stops, indicating more variation in stop reasons for Troop D compared to Troops A, B, C, and the entire Division. White drivers were between 53% and 68% of each statute, a smaller proportion than they make up in other troops. Black drivers were between 11% and 22% of each statute while Hispanic drivers were between 11% and 16% of each statute. Asian drivers were roughly 8% to 11% of each statute and American Indian and Other drivers were less than 1% of each statute. The distribution indicates that White drivers were smaller proportions of the top moving violations in Troop D than expected based on the Division distribution.

Table Four C: Moving Violation Stop Statutes by Race/Ethnicity for Troop C
July 1, 2014- December 31, 2014

		White	Black	Hispanic	Asian	American Indian	Unknown	Total
Rate of Speed	39:4-98	8,950	1,707	794	627	27	25	12,130
% of Statute		73.78%	14.07%	6.55%	5.17%	0.22%	0.21%	100.00%
Unsafe Lane Change	39:4-88B	3,097	838	407	283	8	23	4,656
% of Statute		66.52%	18.00%	8.74%	6.08%	0.17%	0.49%	100.00%
Careless Driving	39:4-97	2,529	705	415	159	7	11	3,826
% of Statute		66.10%	18.43%	10.85%	4.16%	0.18%	0.29%	100.00%
Hands free Device	39:4-97.3	1,604	234	158	89	9	4	2,098
% of Statute		76.45%	11.15%	7.53%	4.24%	0.43%	0.19%	100.00%
Right of Way	39:3-144	407	96	70	12	1	2	588
% of Statute		69.22%	16.33%	11.90%	2.04%	0.17%	0.34%	100.00%
Total		16,587	3,580	1,844	1,170	52	65	23,298
Proportion of all Moving Stops		91.41%	88.24%	85.85%	89.66%	91.23%	91.55%	90.36%

Table Four D: Moving Violation Stop Statutes by Race/Ethnicity for Troop D
July 1, 2014- December 31, 2014

		White	Black	Hispanic	Asian	American Indian	Unknown	Total
Rate of Speed	39:4-98	14,060	2,557	2,221	1,583	29	51	20,501
% of Statute		68.58%	12.47%	10.83%	7.72%	0.14%	0.25%	100.00%
Turnpike Speed Limit- 65	19:9-1.2A	6,233	2,604	1,479	1,286	16	40	11,658
% of Statute		53.47%	22.34%	12.69%	11.03%	0.14%	0.34%	100.00%
Unsafe Lane Change	39:4-88B	3,487	1,359	1,062	619	14	32	6,573
% of Statute		53.05%	20.68%	16.16%	9.42%	0.21%	0.49%	100.00%
Careless Driving	39:4-97	3,059	783	628	434	8	20	4,932
% of Statute		62.02%	15.88%	12.73%	8.80%	0.16%	0.41%	100.00%
Hands-Free	39:4-97.3	2,343	392	501	319	6	2	3,563
% of Statute		65.76%	11.00%	14.06%	8.95%	0.17%	0.06%	100.00%
Total		29,182	7,695	5,891	4,241	73	145	47,227
Proportion of all Moving Stops		83.26%	79.26%	75.46%	77.46%	73.00%	69.05%	80.94%

There were 25,312 stops conducted by Other, non-troop stations based on 64 unique reasons. Table Four E depicts the five most commonly used reasons in these stops, which account for roughly 80% of all moving stops conducted by Other stations. The racial/ethnic proportions of each statute were similar to those of Troop D. White drivers were between 53% and 66% of each statute, Black drivers were between 13% and 20%, Hispanic drivers were between 11% and 17%, Asian drivers were

between 7% and 9% and American Indian and Other drivers were less than 1% of each statute. As noted for Troop D, White drivers made up a smaller proportion of the top statutes than expected in stops made by Other stations.

Table Four E: Moving Violation Stop Statutes by Race/Ethnicity for Other Stations
 July 1, 2014- December 31, 2014

		White	Black	Hispanic	Asian	American Indian	Unknown	Total
Rate of Speed	39:4-98	6,539	1,491	1,123	664	7	38	9,862
<i>% of Statute</i>		66.31%	15.12%	11.39%	6.73%	0.07%	0.39%	100.00%
Unsafe Lane Change	39:4-88B	2,237	869	755	348	22	20	4,251
<i>% of Statute</i>		52.62%	20.44%	17.76%	8.19%	0.52%	0.47%	100.00%
Turnpike Speed Limit- 65	19:9-1.2A	1,566	509	433	265	10	12	2,795
<i>% of Statute</i>		56.03%	18.21%	15.49%	9.48%	0.36%	0.43%	100.00%
Careless Driving	39:4-97	1,397	421	367	171	7	10	2,373
<i>% of Statute</i>		58.87%	17.74%	15.47%	7.21%	0.29%	0.42%	100.00%
Hands-Free	39:4-97.3	675	139	161	89	-	2	1,066
<i>% of Statute</i>		63.32%	13.04%	15.10%	8.35%	0.00%	0.19%	100.00%
Total		12,414	3,429	2,839	1,537	46	82	20,347
<i>Proportion of all Moving Stops</i>		81.90%	79.56%	74.99%	82.15%	76.67%	64.06%	80.38%

Overall, the top moving statutes vary across troops. These variations were likely a reflection of the varying duties and missions across troops. Further, some troops, specifically, A and C, utilized the top five statutes more frequently than other troops like D and Other non-troop stations. Despite these varying levels, the racial/ethnic distributions were similar across troops.

In the 40,153 stops made for non-moving violations Division-wide, 178 statutes were used. Table Five depicts the five most commonly used statutes, which account for roughly 79% of all non-moving stops. These statutes were about 83% of all non-moving stops of White drivers, 78% of non-moving stops of Black drivers, 80% of non-moving stops of Hispanic drivers, 78% of non-moving stops of Asian drivers, 80% of non-moving stops of American Indian drivers, and only about 10% of non-moving stops of Other drivers. Vehicle Inspection was not a top statute for any racial/ethnic group other than White drivers. For Black drivers, vehicle inspection was replaced by driving without a license, 39:3-40. For Hispanic and American Indian drivers, vehicle inspection was replaced by not using windshield wipers as the most common, 39:3-74. For Asian drivers, driving an unregistered vehicle was more common, 39:3-4. For Other drivers, parking where prohibited, 19:9-1.6, and "No Parking", 39:4-183G, replaced registration and plates and vehicle registration. Though vehicle inspection was a top statute only for White drivers, the number of stops of White drivers for this statute is greater than the number of stops of all drivers of statutes that were more common for each racial/ethnic group.

For the top non-moving statutes, each racial/ethnic group made up a varying proportion. Generally though, White drivers were the largest proportion of stops made for each specific statute. The proportion of each statute involving White drivers ranged from about 51% for safety glass to about

75% for vehicle inspection. Black drivers were only 14% of stops for vehicle inspection yet they were 24% of stops made for safety glass. Hispanic drivers were only 9% of vehicle inspection stops and 20% of safety glass stops. Asian drivers were a more consistent proportion of each statute, 2% of vehicle inspection to 4% of safety glass. American Indian and Other drivers were less than 1% of each statute.

Table Five: Top Non-Moving Violation Stop Statutes by Race/Ethnicity

July 1, 2014- December 31, 2014

		White	Black	Hispanic	Asian	American Indian	Other	Total
Maintenance of Lamps	39:3-66	7,095	2,491	1,336	420	19	44	11,405
% of Statute		62.21%	21.84%	11.71%	3.68%	0.17%	0.39%	100.00%
Seatbelts	39:3-76.2F	5,485	1,506	1,095	238	8	15	8,347
% of Statute		65.71%	18.04%	13.12%	2.85%	0.10%	0.18%	100.00%
Safety Glass	39:3-75	3,773	1,792	1,519	288	9	32	7,413
% of Statute		50.90%	24.17%	20.49%	3.89%	0.12%	0.43%	100.00%
Registration & Plates	39:3-33	1,772	652	423	95	3	14	2,959
% of Statute		59.89%	22.03%	14.30%	3.21%	0.10%	0.47%	100.00%
Vehicle Inspection	39:8-1	1,302	250	153	35		3	1,743
% of Statute		74.70%	14.34%	8.78%	2.01%	0.00%	0.17%	100.00%
Total		19,427	6,691	4,526	1,076	39	108	31,867
Proportion of all Non-Moving Stops		82.91%	78.44%	79.92%	77.86%	79.59%	9.85%	79.36%

Table Six A: Top Non-Moving Violation Stop Statutes by Race/Ethnicity Troop A

July 1, 2014- December 31, 2014

		White	Black	Hispanic	Asian	American Indian	Other	Total
Maintenance of Lamps	39:3-66	1,811	807	326	58	5	9	3,016
% of Statute		60.05%	26.76%	10.81%	1.92%	0.17%	0.30%	100.00%
Seatbelts	39:3-76.2F	877	300	144	13	1	1	1,336
% of Statute		65.64%	22.46%	10.78%	0.97%	0.07%	0.07%	100.00%
Safety Glass	39:3-75	587	361	229	16	1	3	1,197
% of Statute		49.04%	30.16%	19.13%	1.34%	0.08%	0.25%	100.00%
Registration & Plates	39:3-33	329	177	69	7	1	1	584
% of Statute		56.34%	30.31%	11.82%	1.20%	0.17%	0.17%	100.00%
Vehicle Inspection	39:8-1	260	103	51	6	-	1	421
% of Statute		61.76%	24.47%	12.11%	1.43%	0.00%	0.24%	100.00%
Total		3,864	1,748	819	100	8	15	6,554
Proportion of all Non-Moving Stops		86.06%	81.11%	82.73%	84.03%	100.00%	88.24%	84.25%

Troop A conducted 7,779 stops based on 38 non-moving statutes. The top statutes in Troop A were identical to those used division-wide. These five statutes represent 84% of all non-moving stops conducted by Troop A in the current reporting period. White drivers were a smaller proportion of non-moving violations, 58%, than moving violations, 65%, in Troop A. The proportion of each non-moving statute that involves White drivers does not deviate considerably. White drivers were between 49% and 67% of each of the most frequently cited non-moving statutes. Black drivers were between 22% and 30% while Hispanic drivers ranged from 11% to 19%. Asian drivers ranged from 1% to 2% and American Indian and Other drivers were less than 1%. Safety glass appears to be cited much more frequently for Black and Hispanic drivers than for White drivers in the current reporting period.

Troop B conducted 7,762 stops based on 75 unique statutes. Troop B used considerably more statutes than Troop A in the same number of non-moving stops. Nonetheless, the most frequently cited statutes in Troop B were very similar to those used in Troop A, with the exception of the statute citing vehicle inspections. Rather, in Troop B, an additional statute was used regarding registration. The five most commonly used statutes account for nearly 82% of all non-moving stops in Troop B. White drivers were 61% of all stops with non-moving violations in Troop B while Black drivers were nearly 16%, and Hispanic drivers were nearly 17%. Among the top statutes, White drivers were between 52% and 72% of each statute. Black drivers were 9% and 18% of each statute while Hispanic drivers were between 12% and about 25% of each statute. Asian drivers range from 4% to 6% and American Indian and Other drivers were less than 1% of each statute. Safety glass is most frequently cited for Black and Hispanic drivers; White drivers were only about 52% of this statute while Hispanic drivers were nearly 25% of drivers who were stopped for this reason.

Table Six B: Top Non-Moving Violation Stop Statutes by Race/Ethnicity Troop B
 July 1, 2014- December 31, 2014

		White	Black	Hispanic	Asian	American Indian	Other	Total
Maintenance of Lamps	39:3-66	1,348	309	249	126	6	9	2,047
<i>% of Statute</i>		65.85%	15.10%	12.16%	6.16%	0.29%	0.44%	100.00%
Seatbelts	39:3-76.2F	1,128	148	219	68	4	8	1,575
<i>% of Statute</i>		71.62%	9.40%	13.90%	4.32%	0.25%	0.51%	100.00%
Safety Glass	39:3-75	811	293	385	65	2	14	1,570
<i>% of Statute</i>		51.66%	18.66%	24.52%	4.14%	0.13%	0.89%	100.00%
Registration & Plates	39:3-33	470	133	119	32	-	5	759
<i>% of Statute</i>		61.92%	17.52%	15.68%	4.22%	0.00%	0.66%	100.00%
Registration	39:3-4	272	54	57	25	-	4	412
<i>% of Statute</i>		66.02%	13.11%	13.83%	6.07%	0.00%	0.97%	100.00%
Total		4,029	937	1,029	316	12	40	6,363
<i>Proportion of all Non-Moving Stops</i>		51.91%	12.07%	13.26%	4.07%	0.15%	0.52%	81.98%

Troop C conducted the highest number of non-moving stops in the current reporting period, 15,616 stops based on 69 non-moving statutes. The most frequently cited statutes were identical to those cited in Troops A and Division-wide. In Troop C, White drivers were between 55% and 79% of the top statutes while Black drivers were between 12% and 25%. Hispanic drivers were between 7% and 16% of each statute in the current reporting period and Asian drivers were between 1% and 3% of

each top statute. Vehicle inspection appears to be most commonly used for White drivers, more so than any other statute used by Troop C.

Table Six C: Top Non-Moving Violation Stop Statutes by Race/Ethnicity Troop C
 July 1, 2014- December 31, 2014

		White	Black	Hispanic	Asian	American Indian	Other	Total
Maintenance of Lamps	39:3-66	2,953	986	470	152	6	19	4,586
<i>% of Statute</i>		64.39%	21.50%	10.25%	3.31%	0.13%	0.41%	100.00%
Safety Glass	39:3-75	1,685	784	507	96	3	9	3,084
<i>% of Statute</i>		54.64%	25.42%	16.44%	3.11%	0.10%	0.29%	100.00%
Seatbelts	39:3-76.2F	1,921	765	347	42	-	2	3,077
<i>% of Statute</i>		62.43%	24.86%	11.28%	1.36%	0.00%	0.06%	100.00%
Registration & Plates	39:3-33	698	226	111	30	1	1	1,067
<i>% of Statute</i>		65.42%	21.18%	10.40%	2.81%	0.09%	0.09%	100.00%
Vehicle Inspection	39:8-1	839	124	72	20	-	2	1,057
<i>% of Statute</i>		79.38%	11.73%	6.81%	1.89%	0.00%	0.19%	100.00%
Total		8,096	2,885	1,507	340	10	33	12,871
<i>Proportion of all Non-Moving Stops</i>		83.32%	80.90%	80.85%	83.33%	62.50%	73.33%	82.42%

Though Troop D conducted the most motor vehicle stops in the current reporting period out of all Troops, it conducted the fewest number of stops based on non-moving violations. In Troop D, there were 6,210 stops based on 70 unique statutes. The most common statutes are depicted in Table Six D and account for nearly 84% of all non-moving stops. The most frequent statutes used in Troop D differ slightly from those used Division-wide; rather than vehicle inspection, parking where prohibited was much more common. White drivers were between 15% and 65% of each statute in the current reporting period while Black drivers were between 10% and 23% of each statute. Hispanic drivers accounted for between 6% and 26% of each statute, Asian drivers were between 3% and nearly 8%, American Indian drivers were less than 1%, and Other drivers were less than 1% of each statute except for parking where prohibited, they were 67% of this statute. Troop D patrols the Turnpike and Parkway, areas in which parking is prohibited outside of designated rest areas. A large portion of patrol involves ensuring that motorists were not inappropriately stopped or parked. The high number of stops citing parking of other drivers indicates that these cars were likely abandoned or unattended on the road.

Table Six D: Top Non-Moving Violation Stop Statutes by Race/Ethnicity Troop D
 July 1, 2014- December 31, 2014

		White	Black	Hispanic	Asian	American Indian	Other	Total
Seatbelts	39:3-76.2F	977	186	251	79	2	4	1,499
<i>% of Statute</i>		65.18%	12.41%	16.74%	5.27%	0.13%	0.27%	100.00%
Safety Glass	39:3-75	583	282	345	100	3	4	1,317
<i>% of Statute</i>		44.27%	21.41%	26.20%	7.59%	0.23%	0.30%	100.00%
Parking where Prohibited	19:9-1.6	151	102	57	35	-	692	1,037
<i>% of Statute</i>		14.56%	9.84%	5.50%	3.38%	0.00%	66.73%	100.00%
Maintenance of Lamps	39:3-66	525	191	150	53	2	4	925
<i>% of Statute</i>		56.76%	20.65%	16.22%	5.73%	0.22%	0.43%	100.00%
Registration & Plates	39:3-33	200	94	92	20	1	5	412
<i>% of Statute</i>		48.54%	22.82%	22.33%	4.85%	0.24%	1.21%	100.00%
Total		2,436	855	895	287	8	709	5,190
<i>Proportion of all Non-Moving Stops</i>		81.74%	81.20%	83.96%	79.94%	88.89%	95.42%	83.57%

Other non-troop stations only conducted 2,786 stops based on 52 unique statutes. The five most commonly cited statutes, indicated in Table Six E, account for 84% of all stops based on non-moving violations, and were identical to Troop D's most frequently cited statutes. White drivers were between 15% and 68% of each statute, Black drivers were between 10% and 29%, Hispanic drivers were between 7% and 23%, Asian drivers were 4% of each statute, American Indian drivers were less than 1% of each, and Other drivers were typically less than 1% of each statute. However, as noted in Troop D, Other drivers were 63% of all stops citing parking where prohibited similar to Troop D. Stops made by Other stations were often specialized patrols targeting specific activities like seatbelts, cell phones, or parking. This may also explain why seatbelt violations were so common for Other stations.

Table Six E: Top Non-Moving Violation Stop Statutes by Race/Ethnicity for Other Stations
 July 1, 2014- December 31, 2014

		White	Black	Hispanic	Asian	American Indian	Other	Total
Seatbelts	39:3-76.2F	582	107	134	36	1	-	860
<i>% of Statute</i>		67.67%	12.44%	15.58%	4.19%	0.12%	0.00%	100.00%
Maintenance of Lamps	39:3-66	458	198	141	31	-	3	831
<i>% of Statute</i>		55.11%	23.83%	16.97%	3.73%	0.00%	0.36%	100.00%
Parking where Prohibited	19:9-1.6	42	28	19	11	-	173	273
<i>% of Statute</i>		15.38%	10.26%	6.96%	4.03%	0.00%	63.37%	100.00%
Safety Glass	39:3-75	107	72	53	11	-	2	245
<i>% of Statute</i>		43.67%	29.39%	21.63%	4.49%	0.00%	0.82%	100.00%
Registration & Plates	39:3-33	75	22	32	6	-	2	137
<i>% of Statute</i>		54.74%	16.06%	23.36%	4.38%	0.00%	1.46%	100.00%
Total		1,264	427	379	95	1	180	2,346
<i>Proportion of all Non-Moving Stops</i>		84.55%	80.57%	84.04%	84.07%	100.00%	91.84%	84.21%

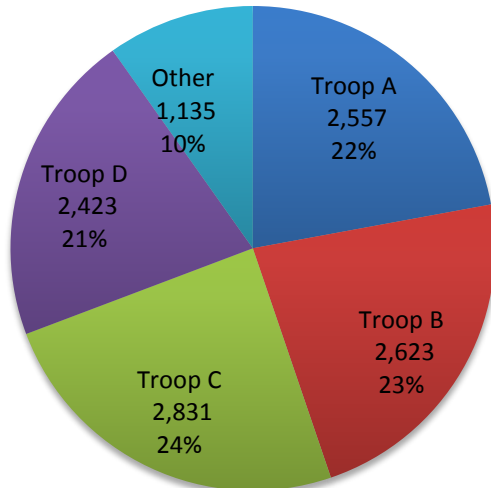
The total number of stops decreased in the current reporting period. However, each Troop and racial/ethnic group experienced varying degrees of change to the number and types of stops made in this reporting period. Though the overall trend was a decrease, some troops experienced increases, especially in certain categories of stops. The proportion of all stops for each Troop and each racial/ethnic group will serve as the comparison for all stops with post-stop activity.

Law Enforcement Procedures

The State Police conducted over 226,000 motor vehicle stops in the current reporting period, but only about 5.11% of these stops involved post-stop activity or law enforcement procedures. In the current reporting period, there were 11,569 motor vehicle stops that resulted in some sort of law enforcement procedure.

Figure Sixteen: Stops with Law Enforcement Procedures by Troop

July 1, 2014- December 31, 2014



Total Stops with Law Enforcement Procedure(s): **11,569**

The number of stops with post-stop activity appears fairly evenly distributed across Troops. Of the 11,569 stops with post-activity, 22% were conducted by Troop A, 23% by Troop B, 24% by Troop C, 21% by Troop D, and 10% by Other non-troop stations. Though this distribution does not appear to disproportionately involve stops by one troop or another, when compared to the proportion of all motor vehicle stops conducted by each troop, some disproportionality is evident. Troop A conducted only 14% of all stops and 22% of stops with post-stop activity. Conversely, Troop D conducted 29% of all stops and only 21% of all stops with post-stop activity. This suggests that stops in Troop A were more likely to involve post-stop activity than those in Troop D. Indeed, 8.02% of all of Troop A's stops resulted in post-stop activity while only 3.7% of Troop D's stops

resulted in post-stop activity. For Troop B, 4.45% of all stops, 6.77% of Troop C's stops, and 4% of all stops conducted by other non-troop stations resulted in post-stop activity.

Figure Seventeen: Stops with Law Enforcement Procedures

January 2011 – December 2014

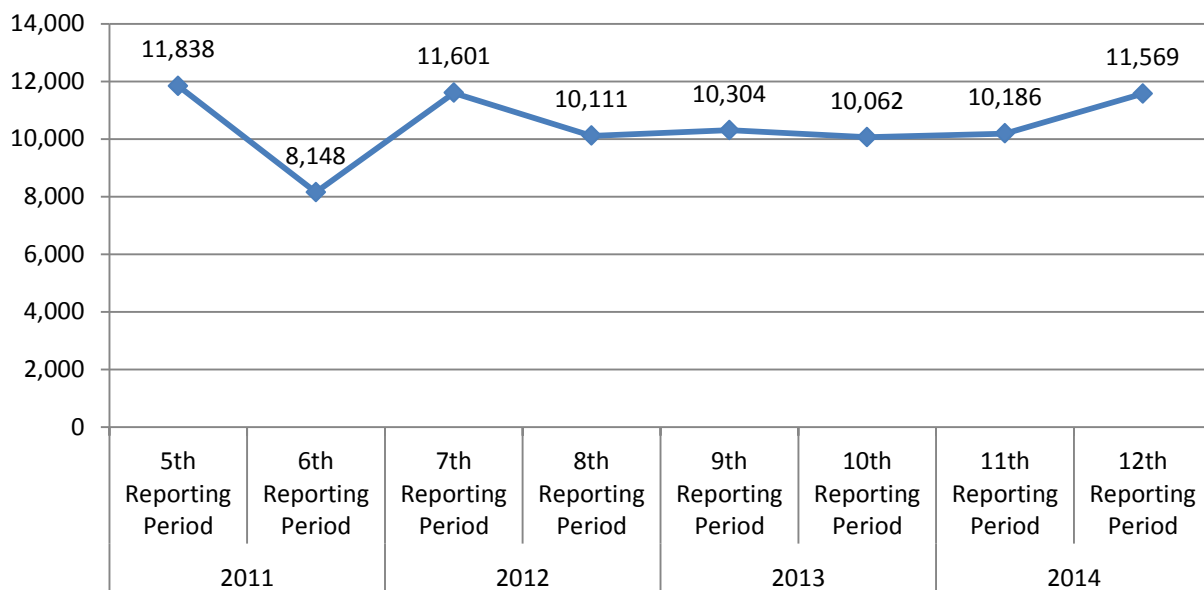


Figure Seventeen depicts the trend of stops with law enforcement procedures for all stops in the current and previous seven reporting periods. The number of stops with law enforcement procedures increased 14% in the current reporting period after consistent numbers for the previous four reporting periods.

The total number of stops with law enforcement procedures increased about 14% in the current reporting period; however, not all troops experienced the same increase. Troop A's increase was only about 6%, the smallest increase of all troops. Troop D actually experienced a nearly 2% decrease in the number of stops with law enforcement procedures. Troop B experienced the largest increase, 25%. Other non-troop stations and Troop C increased 23% in the current reporting period. These changes do not necessarily correspond to the trends in the total number of stops; Troop A and Troop D experienced decreases in the total number of stops while Troops B, C, and Other non-troop stations experienced only slight increases in the total number of stops conducted.

Figure Eighteen: Troop Trend of Stops with Law Enforcement Procedures
 January 2012 – December 2014

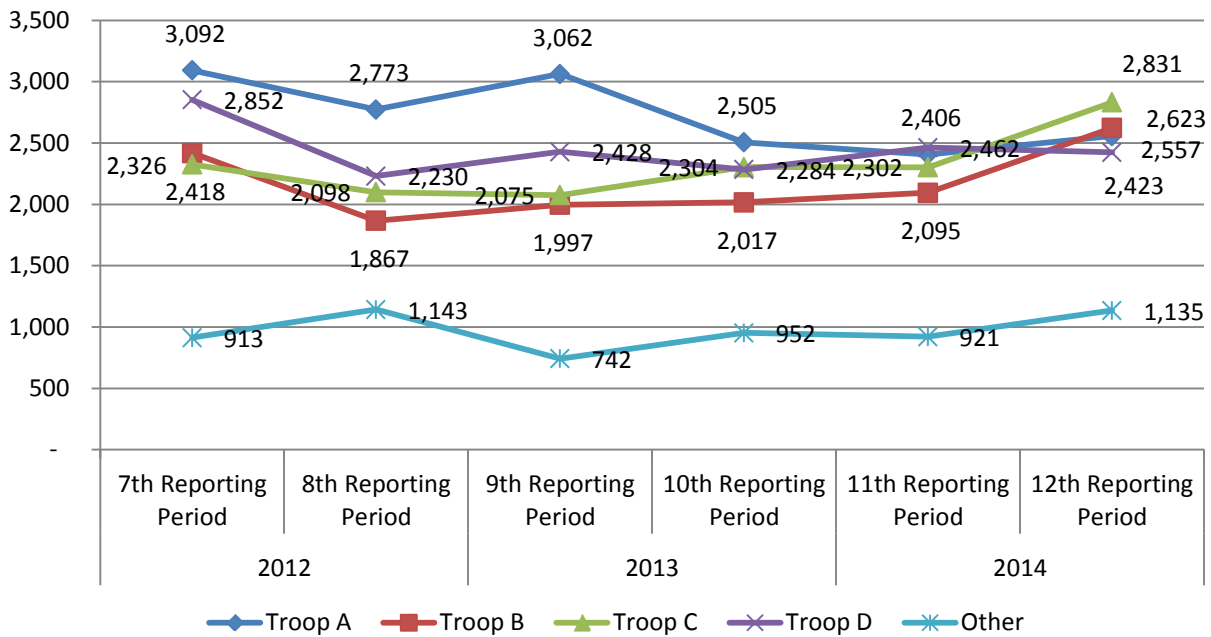
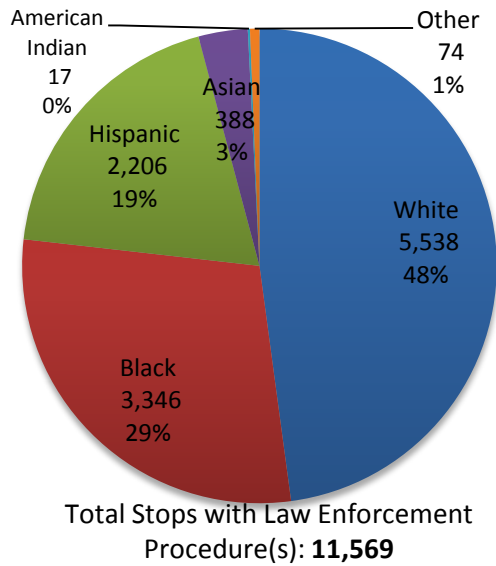


Figure Nineteen: Racial/Ethnic Distribution of Motor Vehicle Stops with Law Enforcement Procedures

July 1, 2014 – December 31, 2014



While White drivers were about 62% of all stops, they were only 48% of stops with post stop activities. Black drivers were overrepresented among stops with post-stop activity; they were 17% of all stops and 29% of stops with post-stop activity. To a lesser extent, Hispanic drivers were also over-represented, 13% of all stops and 19% of stops with post-stop activity. Asian drivers were underrepresented among stops with post-stop activity. They were 7% of all stops and only 3% of stops with post-stop activity. American Indian and Other drivers were a similar proportion of all stops and stops with post-stop activity.

Figure Twenty depicts the racial/ethnic distribution of stops with law enforcement procedures for each Troop in the current reporting period. The proportion of stops with White drivers does not vary all that much across troops, ranging from 45% to 51%. However, there was more fluctuation in the proportion involving Black drivers. In Troop C, Black drivers were 37% of all stops with post-stop interactions while they were only 23% in other non-troop stations and 24% in Troop B. Hispanic drivers were between 15% and 24% of all stops with post-stop interactions. Asian drivers were between 1% and 6% of all stops with post-stop interactions in each troop.

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

July 1, 2014 – December 31, 2014

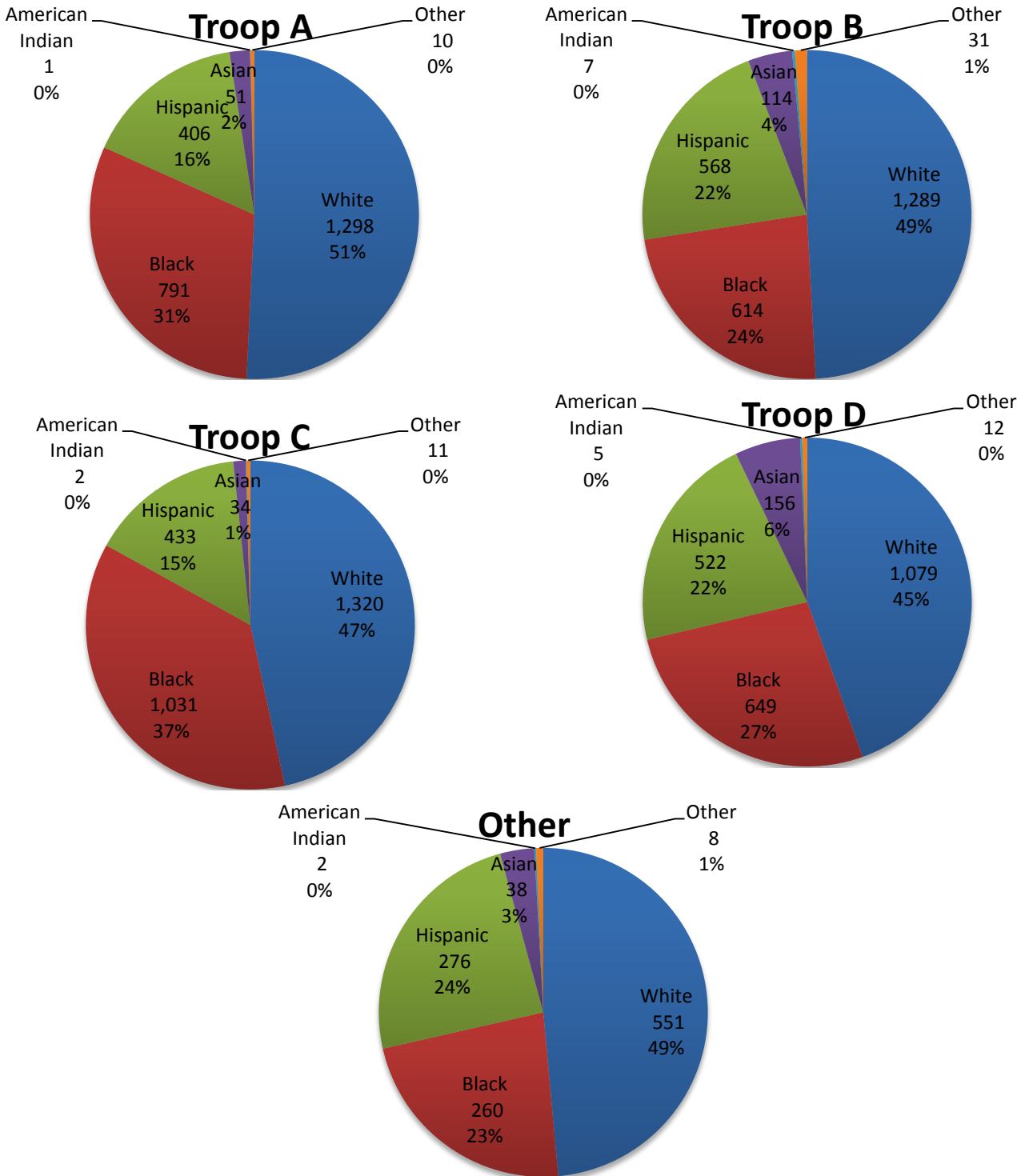
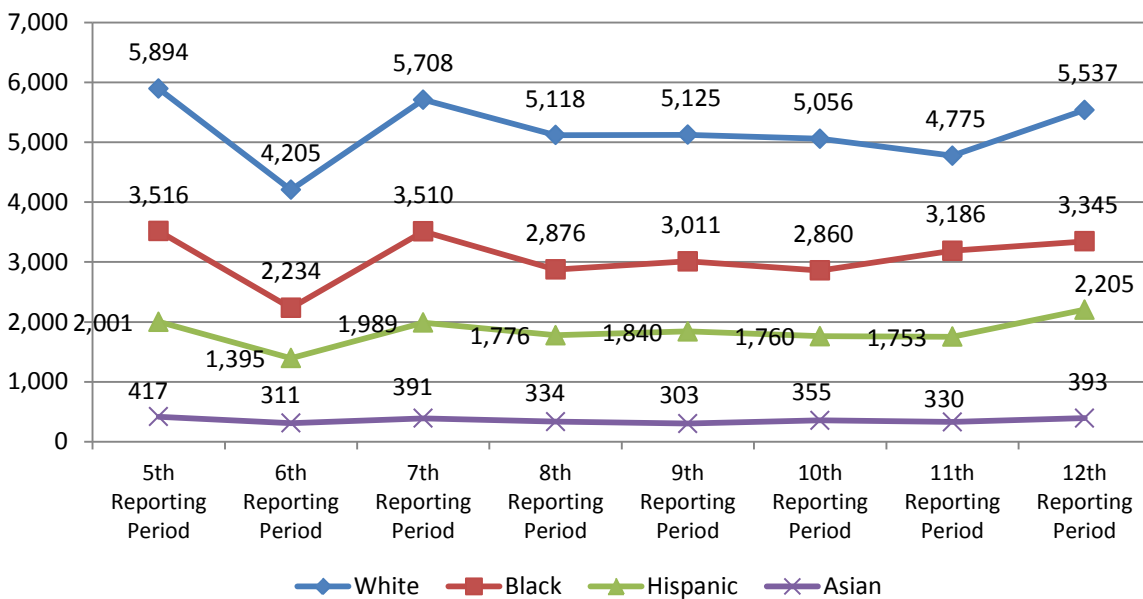


Figure Twenty-One depicts the trend of the racial/ethnic distribution of stops with post-stop activity in the current and previous seven reporting periods. The total number of stops with post-stop activity increased 14% in the current reporting period; similar increases were expected across racial/ethnic groups. As shown in the figure, White and Hispanic drivers appear to have experienced the most dramatic increase. Stops of White drivers with post-stop activity increased about 16% in the current reporting period while stops of Hispanic drivers with post-stop activity increased about 26% in the current reporting period. In total, there were 762 more stops of White drivers with post-stop activity in the current reporting period, while there were 452 more stops of Hispanic drivers with post-stop activity. The number of stops with post-stop activity for Asian drivers increased about 19% in the current period, while Black drivers experienced a roughly 5% increase.

Figure Twenty-One: Trend of Racial/Ethnic Distribution of Stops with Law Enforcement Procedures

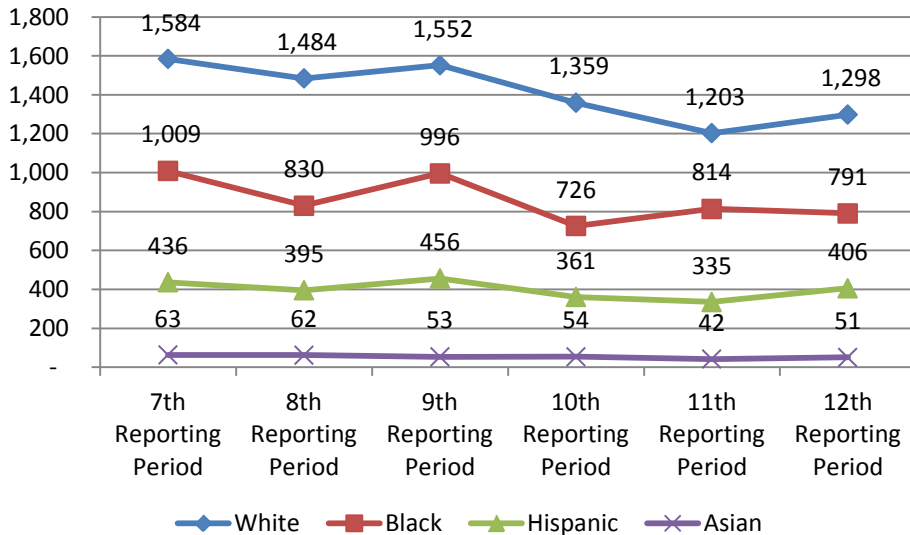
January 2011 – December 2014



Despite the increases in the number of stops resulting in post-stop activity, the proportion of all stops of each racial/ethnic group that resulted in post-stop activity did not dramatically change for any racial/ethnic group. In the previous reporting period, 3% of all stops of White drivers, 8% of all stops of Black drivers, 6% of all stops of Hispanic drivers, and 2% of all stops of Asian drivers resulted in post-stop activity. In the current period, 4% of all stops of White drivers, about 9% of all stops of Black drivers, 7% of all stops of Hispanic drivers, and 3% of all stops of Asian drivers resulted in post-stop activity. Further examination of the changes in stops with post-stop activity involving each racial/ethnic group is needed to determine whether these were Division-wide trends or the result of activity in particular Troops only. Figures Twenty-Two A through Twenty-Two E depict the racial/ethnic trends for each troop.

Figure Twenty-Two A: Troop A Trend of Racial/Ethnic Distribution of Stops with Law Enforcement Procedures

January 2012- December 2014

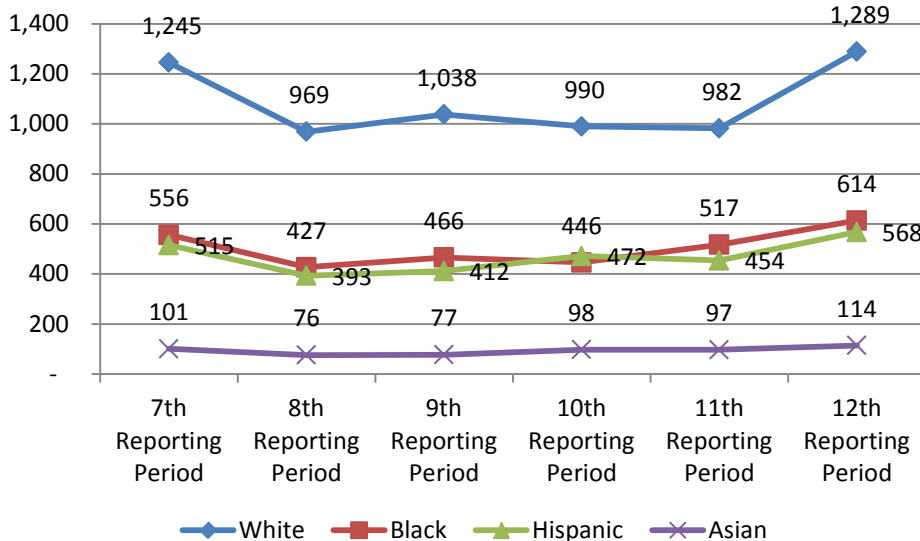


In Troop A, the total number of stops with post-stop activity increased roughly 6%. White drivers experienced a nearly 8% increase, Black drivers experienced a nearly 3% increase, Hispanic and Asian drivers experienced a 21% increase each. Thus, for stops involving post-stop activity in Troop A, there was a disproportionate increase involving Hispanic and Asian drivers. However, the

increase for Hispanic drivers was 71 stops while the increase for Asian drivers was only nine stops. Despite the large increase in the number of stops with post-stop activity for Hispanic drivers, the proportion of all stops of Hispanic drivers did not change that dramatically. In the previous reporting period, 10% of all stops of Hispanic drivers resulted in post-stop activity. In the current reporting period, 12% of all stops of Hispanic drivers resulted in post-stop activity.

Figure Twenty-Two B: Troop B Trend of Racial/Ethnic Distribution of Stops with Law Enforcement Procedures

January 2012- December 2014

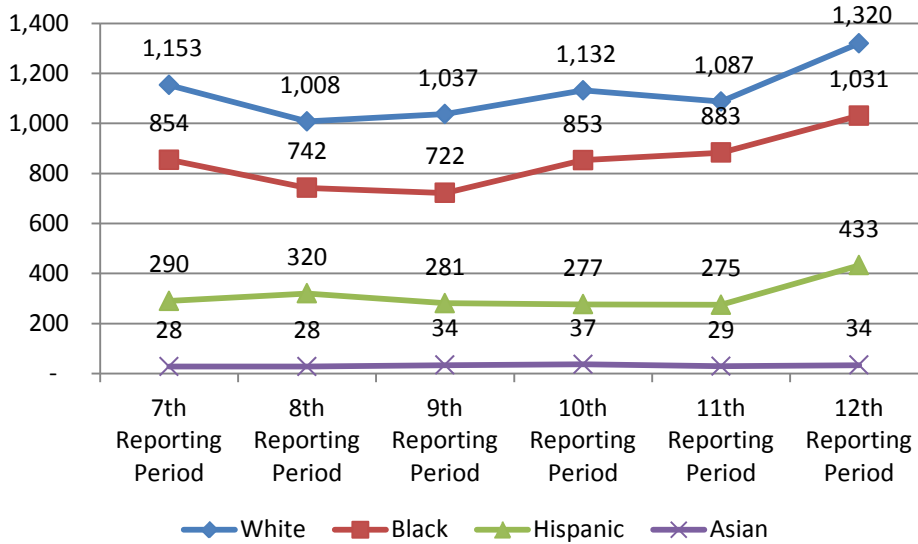


There was a 25% increase in the number of stops with post-stop activity conducted by Troop B. The largest increase was noted for stops involving White drivers, 31%, 307 stops. The increase noted for Hispanic drivers, while large, 25% or 114 stops, was smaller than that noted for White drivers. Post-stop activity stops involving Black drivers increased about 19% and Asian drivers

increased about 18%. In stops made by Troop B, stops of Black drivers were most likely to result in post-stop activity. Just over 7% of all stops of Black drivers resulted in post-stop activity while less than 4% of stops of White drivers resulted in post-stop activity.

Figure Twenty-Two C: Troop C Trend of Racial/Ethnic Distribution of Stops with Law Enforcement Procedures

January 2012- December 2014



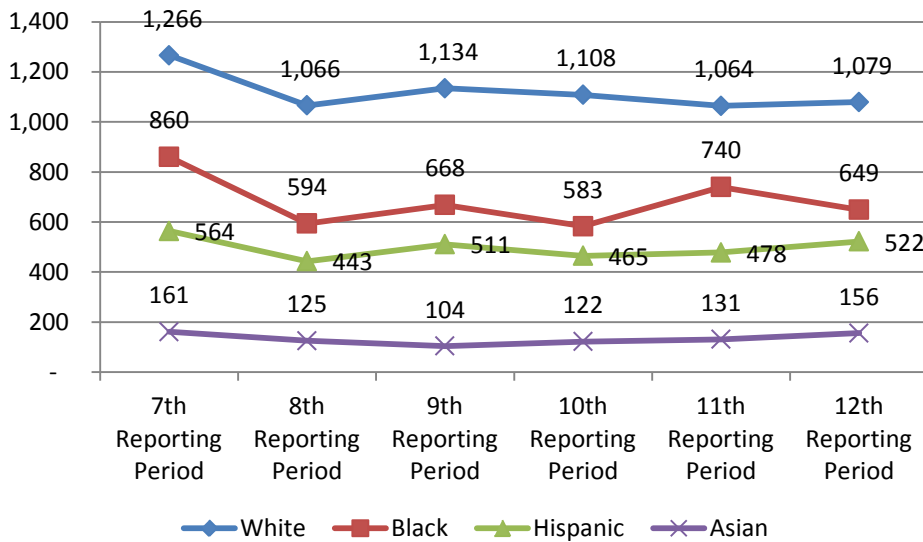
Troop C experienced a 23% increase in stops with post-stop activity in the current reporting period. All racial/ethnic groups experienced an increase. However, the increase noted for Hispanic drivers, 57%, was the largest increase for any racial/ethnic group Division-wide. In the previous reporting period, 8% of all stops of Hispanic drivers resulted in post-stop activity. In

the current period, nearly 11% of all stops of Hispanic drivers resulted in post-stop activity. Troop C also experienced the largest increase in the total number of stops of Hispanic drivers, 20%. Thus, Troop C experienced a large increase of the total number of stops of Hispanic drivers and also an increase in the proportion of all stops that involve post-stop activity.

Further, in the current reporting period, Black drivers experienced the smallest percent increase, 17%, in the number of stops with law enforcement procedures. Though this increase is not nearly as large as the increase noted for Hispanic drivers, it further increases the proportion of stops of Black drivers that involve post-stop activity. In stops conducted by Troop C of Black drivers, 13% resulted in post-stop activity in the current reporting period; the largest proportion for Black drivers in the current or previous reporting period across troops.

Figure Twenty-Two D: Troop D Trend of Racial/Ethnic Distribution of Stops with Law Enforcement Procedures

January 2012- December 2014

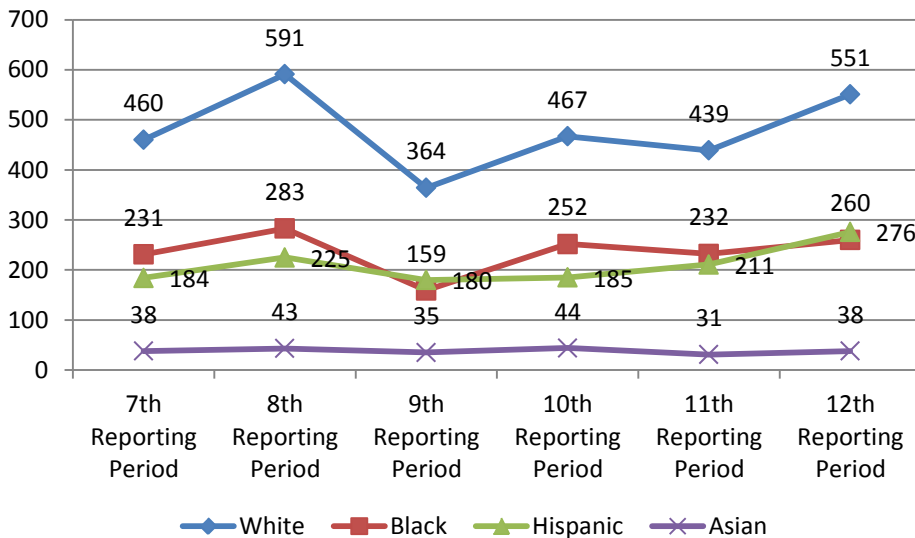


The number of stops with post-stop activity conducted by Troop D increased nearly 2% in the current reporting period. Unlike Troops A, B, and C, the increases noted for each racial/ethnic group were much smaller in Troop D. The largest percent increase was noted for Asian drivers, 19%. Black drivers experienced a 12% decrease in the number of stops with post-stop activity. None

the less, roughly 6% of stops of Black drivers and 6% of stops of Hispanic drivers stopped by Troop D resulted in post-stop activity.

Figure Twenty-Two E: Other stations Trend of Racial/Ethnic Distribution of Stops with Law Enforcement Procedures

January 2012- December 2014



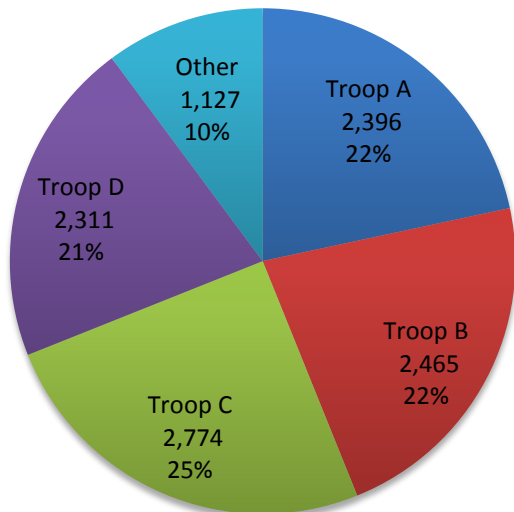
Roughly 4% of all stops conducted by Other non-troop stations resulted in post-stop activity in the current reporting period. However, there was a 23% increase in the number of stops with post-stop activity in the current reporting period. Each racial/ethnic group experienced an increase in the number of stops with post-stop activity. Hispanic drivers experienced the largest increase, nearly 31%,

followed by White drivers who experienced a 26% increase. Of each racial/ethnic group, Hispanic drivers stopped by Other non-troop station troopers had the highest likelihood of receiving post-stop activity. Roughly 6% of all stops of Hispanic drivers by Other troopers resulted in post-stop activity.

Vehicle Exits

Figure Twenty-Three: Troop Distribution of Stops with Vehicle Exits

July 1, 2014 – December 31, 2014

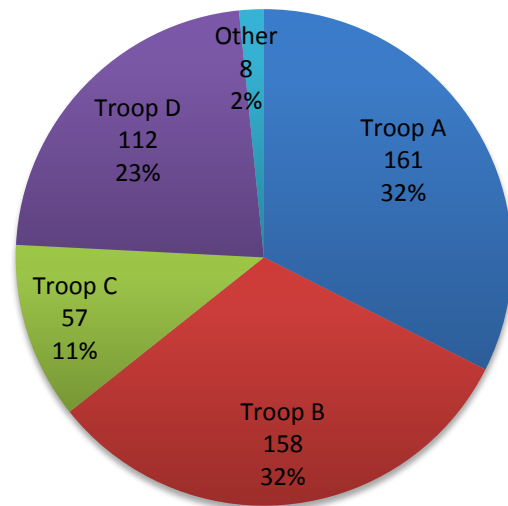


Total Stops with Vehicle Exits: **11,073**

The most frequent post-stop interaction was an occupant vehicle exit. Of the 11,569 stops with post-stop interactions, 11,073 stops (96%) resulted in an occupant vehicle exit, roughly the same proportion as the previous reporting period. Troopers were permitted to ask a driver to exit for any reason, thus, the high frequency of this activity. Because such a high proportion of stops with post-stop activity involve vehicle exits, the troop distribution in Figure Twenty-Three is nearly identical to the troop distribution in Figure Sixteen. The largest proportion of stops with vehicle exits was conducted by Troop C; 25% of all vehicle exits in the current reporting period occurred in Troop C. Other non-troop stations accounted for only 10% of all stops with vehicle exits.

Figure Twenty-Four: Troop Distribution of Stops without Vehicle Exits

July 1, 2014 – December 31, 2014

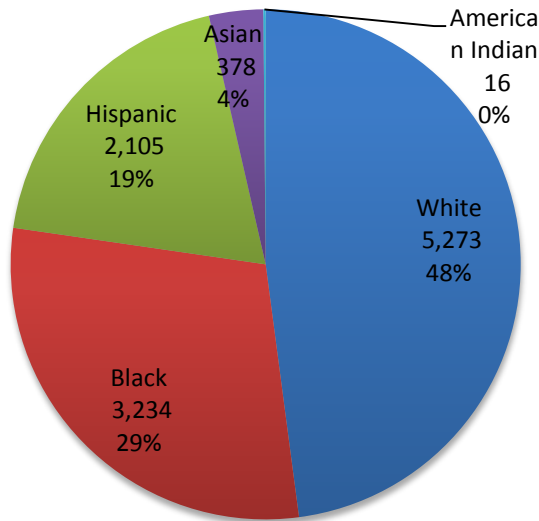


Total Stops without Vehicle Exits: **496**

Analysis of disparity should examine instances when an activity occurs and instances where an activity does not occur. If it was found that a larger proportion of instances where an activity, for example, a vehicle exit, involved a certain racial/ethnic group, further analysis would be warranted. As noted above, the overwhelming majority of stops with post-stop activity did have a vehicle exit. There were only 496 stops with post-stop activity but no vehicle exits. These were likely instances where an individual may have already been out of the car or were reporting errors. The largest proportion of these incidents occurred in Troops A and B. Thirty-two percent of all stops with post-stop activity but no vehicle exit were conducted by Troop A and 32% were conducted by Troop B. Troop C and Other stations represented the smallest proportion of all stops with post-stop activity but no vehicle exit, 11% and 8%, respectively. Though these proportions differ from the proportions of stops with vehicle exits, the differences were not excessive. OLEPS will continue to examine the distribution of these events in future reporting periods.

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

July 1, 2014 – December 31, 2014

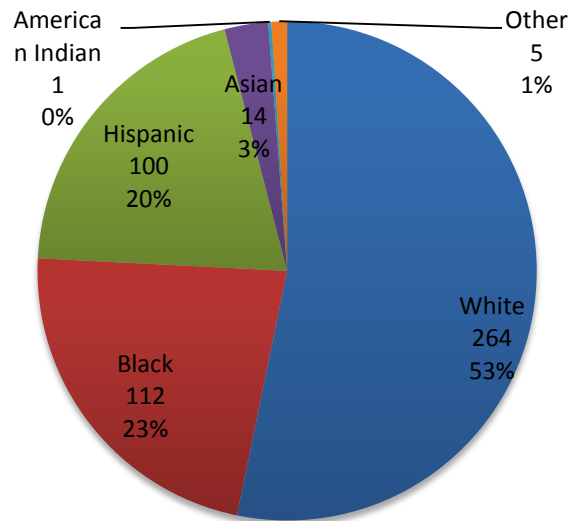


Total Stops with Vehicle Exits: **11,073**

Figure Twenty-Five depicts the racial/ethnic distribution of stops with vehicle exits. The frequency of vehicle exits for White drivers was higher than the frequency for all other racial/ethnic groups. White drivers were involved in 5,273 stops with vehicle exits (48%), Black drivers were involved in 3,234 stops (29%), and Hispanic drivers were involved in 2,105 stops (19%) with vehicle exits. Compared to the overall racial/ethnic distribution of stops, White drivers made up a smaller proportion and Black and Hispanic drivers made 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.

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

July 1, 2014 – December 31, 2014



Total Stops without Vehicle Exits: **496**

Figure Twenty-Six depicts the racial/ethnic distribution of stops with post-stop activity but no vehicle exits. As can be seen, the distribution was similar to the distribution of stops with vehicle exits. Though there were differences noted in the proportions, they were not large and do not present overwhelming evidence that any particular racial/ethnic group was more likely to be asked to exit than not. White drivers were a larger and Black drivers a smaller proportion of stops without an exit than they were stops with an exit.

Across Troops, the racial/ethnic distribution of stops with vehicle exits varies slightly. The distributions depicted in Figure Twenty-Seven were nearly identical to those depicted in Figure Twenty, the racial/ethnic distributions of stops with post-stop activities. Generally, White drivers were the largest proportion of these activities, varying between 45% and 50%, Black drivers were between 23% and 37% of stops with vehicle exits across troops, and Hispanic drivers were between 15% and 25% of all stops with vehicle exits. Asian drivers were typically a much smaller proportion of stops with vehicle exits, between 1% and 7% of all stops with vehicle exits in each troop.

Figure Twenty-Eight depicts the racial/ethnic distribution of stops with post-stop interactions and no vehicle exits for each troop. As shown, White drivers were generally the largest proportion of these stops, between 41% and 75% of all stops without vehicle exits in each troop. Black drivers were typically between 12% and 34% and Hispanic drivers were between 13% and 24% of these stops. While the non-exit stops appear to involve a higher proportion of White drivers than stops with exits for most troops, caution is warranted in drawing conclusions as there were so few stops without exits

compared to stops with exits. Additionally, in over 67% of the stops with exits, there was an arrest made, indicating that other post-stop activity did occur during the stop. OLEPS will continue to examine these racial/ethnic distributions in future reports.

Figure Twenty-Seven: Troop Racial/Ethnic Distribution of Stops with Vehicle Exits
 July 1, 2014 – December 31, 2014

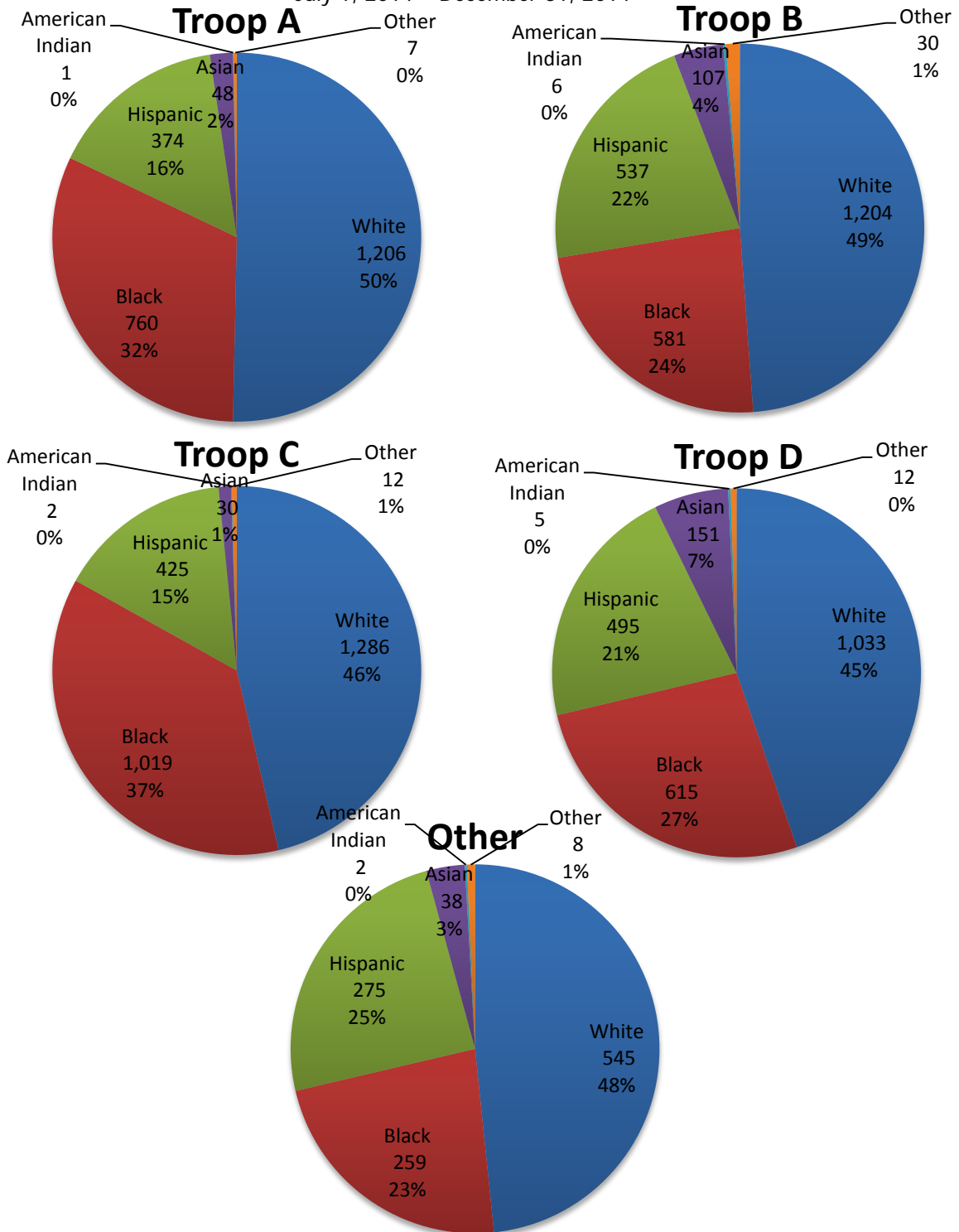


Figure Twenty-Eight: Troop Racial/Ethnic Distribution of Stops without Vehicle Exits
July 1, 2014 – December 31, 2014

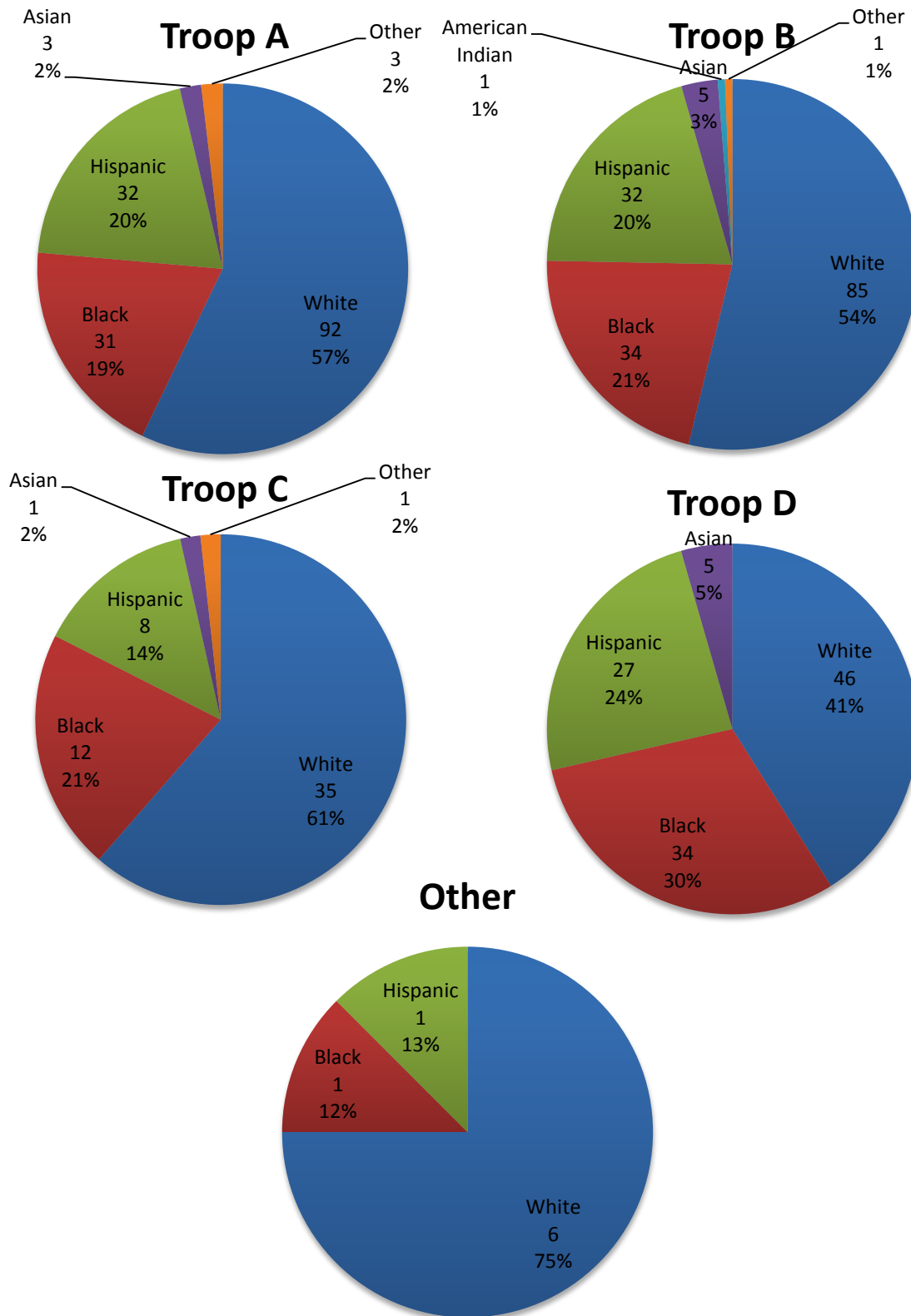
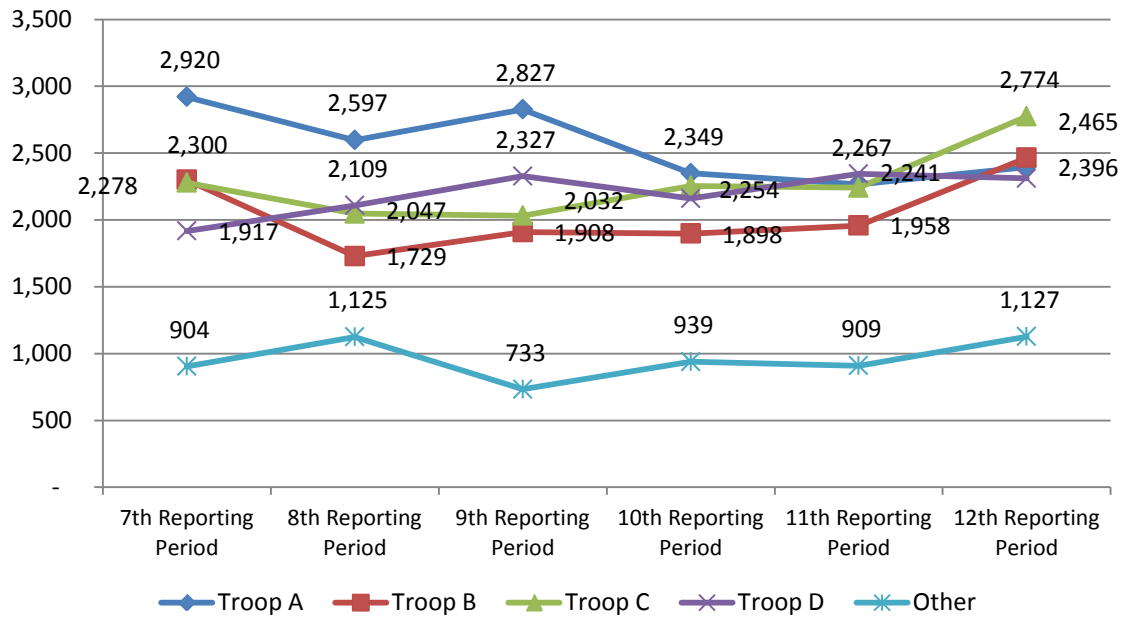
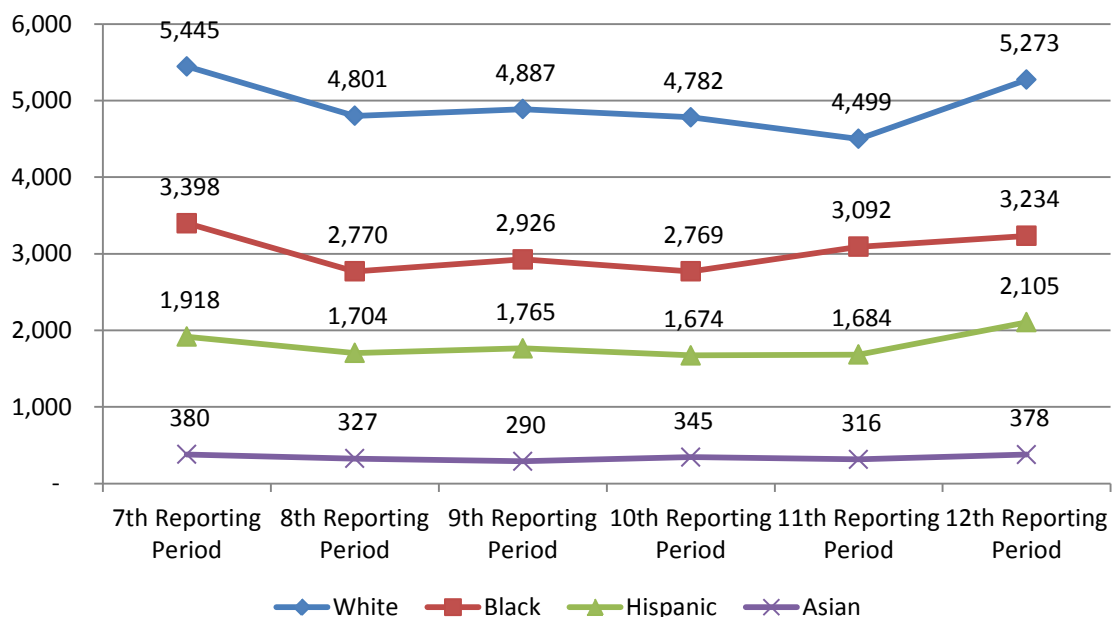


Figure Twenty-Nine: Troop Trend of Motor Vehicle Stops with Vehicle Exits
 January 2012- December 2014



The trend of the number of stops with vehicle exits is depicted in Figure Twenty-Nine. The changes in the number of stops with vehicle exits were nearly identical to the troop changes noted among the number of stops with post-stop interactions. Troop D experienced a slight decrease, about 1%, in the number of stops with vehicle exits. Troop B experienced a nearly 26% increase while Troop C and Other non-troop stations increased nearly 24%. The number of vehicle exits increased in Troop A about 6%.

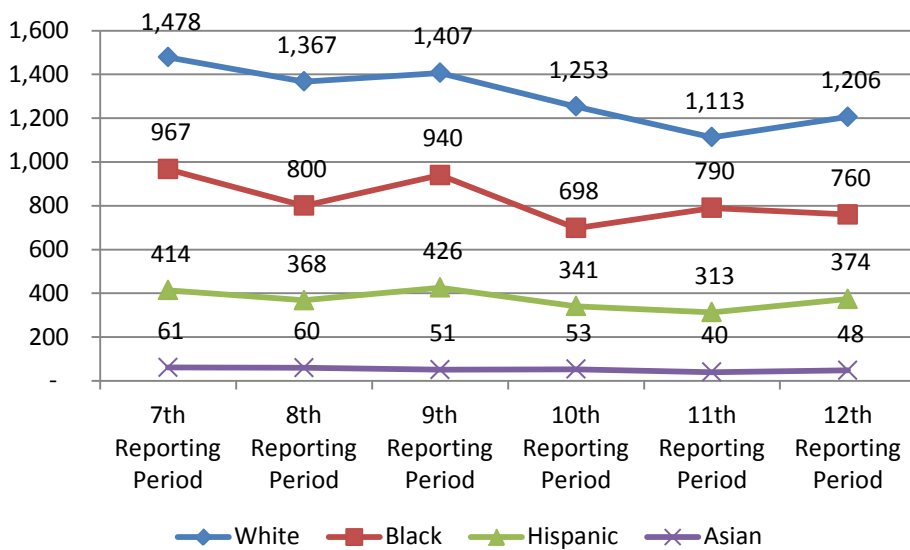
Figure Thirty: Trend of Racial/Ethnic Distribution of Stops with Vehicle Exits
 January 2012- December 2014



Because vehicle exits were 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 all stops with law enforcement procedures. In the current reporting period, there was a 14% increase in the total number of stops with vehicle exits. Hispanic drivers experienced the greatest increase, 25%, followed by Asian drivers who increased 20%. The number of stops with vehicle exits involving White drivers increased 17% while the number of stops with vehicle exits involving Black drivers increased only about 5% in the current reporting period. The trend of the racial/ethnic distribution of vehicle exits matches the trends of law enforcement procedures over time.

Figure Thirty-One A: Troop A Trend of Racial/Ethnic Distribution of Stops with Vehicle Exits

January 2012- December 2014

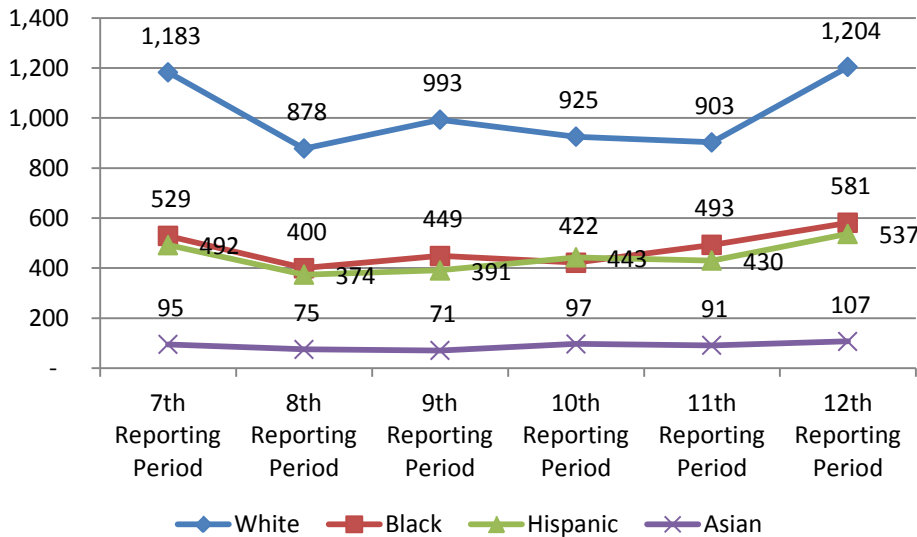


In Troop A, the total number of stops with vehicle exits increased about 6%, similar to the trend noted for all stops with post-stop activity. Since vehicle exits were the most frequently occurring post-stop activity, it is expected that the trend of vehicle exits will match the overall trend of stops with post-stop activity. For each racial/ethnic group in Troop A, the rate of

change in the number of stops with vehicle exits was similar to the rate of change in all stops with post-stop activity. The number of stops of White drivers where an individual was asked to exit the vehicle increased about 8%. Black drivers actually experienced a nearly 4% decrease in the number of stops with vehicle exits in Troop A. Hispanic drivers experienced a 19% increase. Asian drivers were involved in 20% more stops with vehicle exits in the current reporting period. Black drivers had the highest proportion of stops resulting in an exit in Troop A. Ninety-six percent of all stops of Black drivers with post-stop activity resulted in an exit. Conversely only 92% of stops of Hispanic drivers, 93% of stops of White drivers, and 94% of stops of Asian drivers with post stop activity resulted in an exit.

Figure Thirty-One B: Troop B Trend of Racial/Ethnic Distribution of Stops with Vehicle Exits

January 2012- December 2014

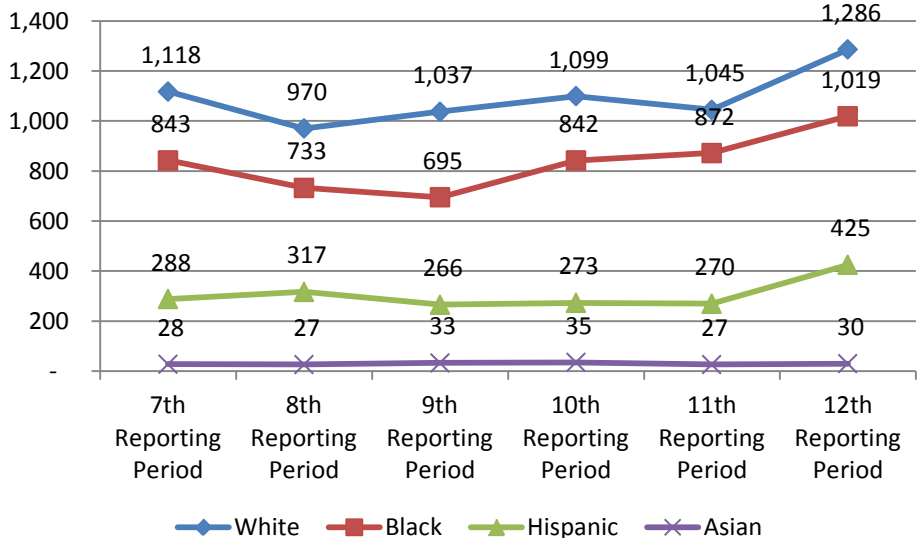


The number of stops with post-stop activity conducted by Troop B increased nearly 26% in the current reporting period. Stops with vehicle exits increased about 25% in the current reporting period. The changes in the number of stops with vehicle exits for each racial/ethnic group were consistent with the changes in the total number of stops with post-stop activity. In stops conducted by Troop

B, stops with vehicle exits increased 33% for White drivers, 18% for Black drivers, 25% for Hispanic drivers, and nearly 18% for Asian drivers. For each racial/ethnic group, between 93% and 95% of stops with post-stop activity resulted in a vehicle exit.

Figure Thirty-One C: Troop C Trend of Racial/Ethnic Distribution of Stops with Vehicle Exits

January 2012- December 2014

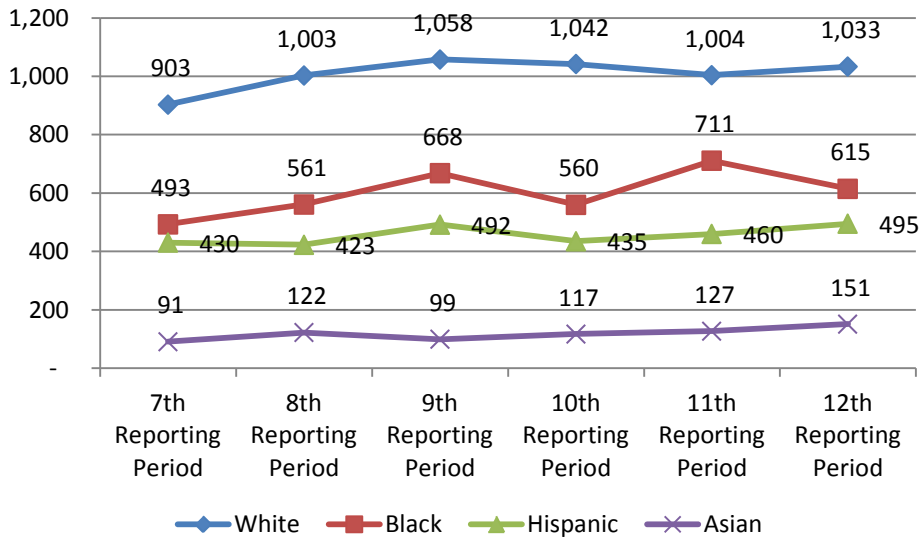


As in Troops A and B, the change in the number of stops with vehicle exits in Troop C was nearly identical to the change in the number of stops with post-stop activity overall, 23% increase, and for each racial/ethnic group. White drivers experienced a 21% increase in the number of stops with vehicle exits, Black drivers experienced a 17% increase, and Hispanic drivers experienced a 57% increase. The

increase for Asian drivers was not as large as the increase in all stops with post-stop activity, 11% compared to 17%. Across racial/ethnic groups, stops conducted by Troop C with post-stop activity were most likely to involve a vehicle exit. White, Black, and Hispanic drivers had a similar likelihood of being asked to exit; about 98% of all stops with post-stop activity resulted in an exit.

Figure Thirty-One D: Troop D Trend of Racial/Ethnic Distribution of Stops with Vehicle Exits

January 2012- December 2014

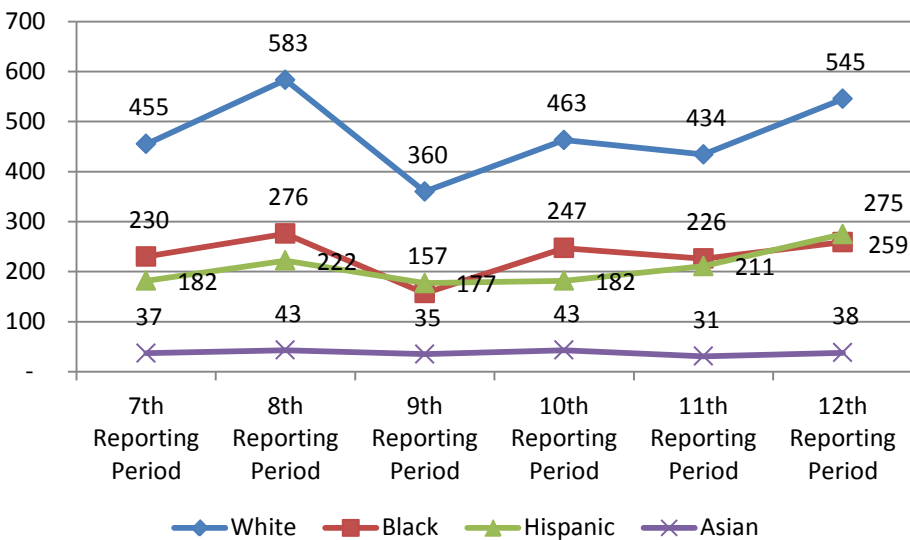


Troop D experienced a slightly more than 1% decrease in the number of stops with vehicle exits, consistent with the 2% decrease in the number of stops with post-stop interactions. However, each racial/ethnic group experienced varying direction and degrees of change in the number of stops with vehicle exits, consistent with the changes in the total number of stops with post-stop activity. White

drivers experienced a nearly 3% increase while Black drivers experienced a nearly 14% decrease in the number of stops with vehicle exits. The number of stops with vehicle exits involving Hispanic drivers increased by nearly 8% and Asian drivers increased 19% in the current reporting period. For all racial/ethnic groups, between 95% and 97% of stops with post-stop activity resulted in a vehicle exit.

Figure Thirty-One E: Other Stations Trend of Racial/Ethnic Distribution of Stops with Vehicle Exits

January 2012- December 2014



For Other non-troop stations, the total number of stops with vehicle exits increased nearly 24% in the current reporting period, consistent with the trend noted for all stops with post-stop activity. All racial/ethnic groups experienced an increase in the number of stops with vehicle exits, though to varying degrees. The largest increase was noted for Hispanic drivers, about 30%, followed by White drivers who experienced a

26% increase, Asian drivers experienced a 23% increase, and Black drivers experienced a 15% increase in the number of stops with vehicle exits. In stops made by other troops, each racial/ethnic

group had the highest likelihood of being asked to exit compared to all other troops, between 99% and 100%.

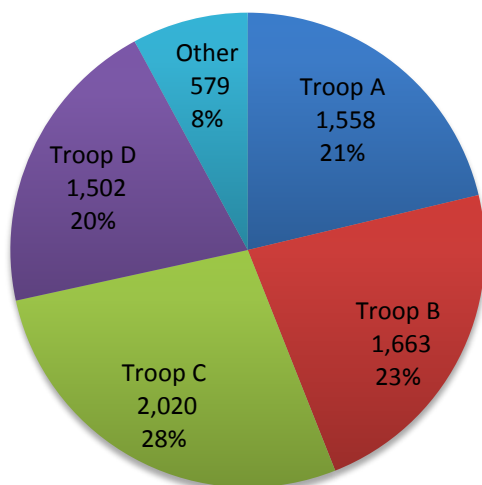
Overall, each troop experienced changes in the number of motor vehicle stops with vehicle exits consistent with the changes noted among all stops with post-stop interactions. This is likely because vehicle exits were overwhelmingly the most common post-stop activity. No racial/ethnic group appeared to have a much higher likelihood of being asked to exit than another group.

Non-Consensual Searches

Non-consensual searches were the second most common law enforcement procedure. Of the 11,569 stops with post-stop interactions, 63% or 7,322 stops involved non-consensual searches. The number of stops with non-consensual searches was a nearly 8% increase from the number of stops with non-consensual searches in the previous reporting period, where there were 6,809 stops with non-consensual searches.

Figure Thirty-Two: Troop Distribution of Stops with Non-Consensual Searches

July 1, 2014 – December 31, 2014



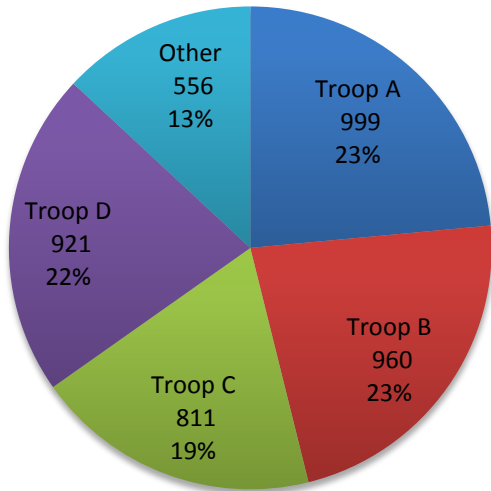
Total Stops with Non-Consensual Searches:
7,322

non-consensual search.

Figure Thirty-Two depicts the distribution of non-consensual searches across troops. Though less than three-quarters of all stops with post-stop interactions involved non-consensual searches, the troop distribution of non-consensual searches is nearly identical to the troop distribution of all stops with post-stop interactions. Troop C conducted a slightly higher proportion of stops with non-consensual searches, 28%, than stops with post-stop interactions, 24%. Further, in stops made by Troop C with a post-stop activity, 71% had a non-consensual search. No other troop had as high a proportion of stops resulting in non-consensual searches. In Troop A 61% resulted in a non-consensual search, in Troop B 63% resulted in a non-consensual search, in Troop D 62% resulted in a non-consensual search, and in Other non-troop stations only 51% of stops with post-stop activity resulted in a

Figure Thirty-Three: Troop Distribution of Stops without Non-Consensual Searches

July 1, 2014 – December 31, 2014

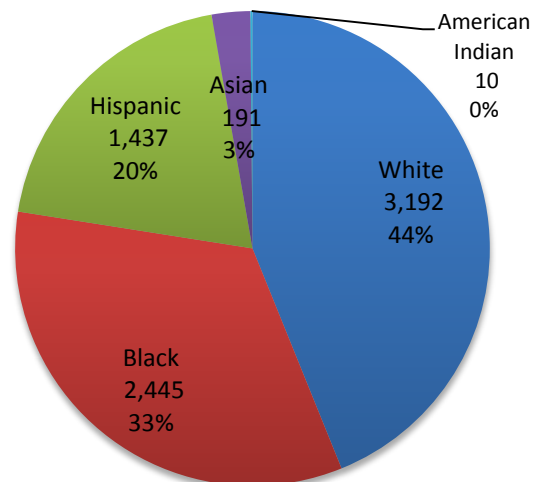


Total Stops without Non-Consensual Searches: **4,247**

In the current reporting period, there were 4,247 stops with post-stop interactions that did not involve non-consensual searches. Though there were many more stops with non-consensual searches than without, it is important to examine the distribution of stops without these searches to determine whether the decision to engage in this activity is more likely in certain troops. Figure Thirty-Three depicts the troop distribution of stops with post-stop interactions without non-consensual searches. With the exception of other stations, Troop C conducted the smallest proportion of stops with post-stop activity that did not involve a non-consensual search.

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

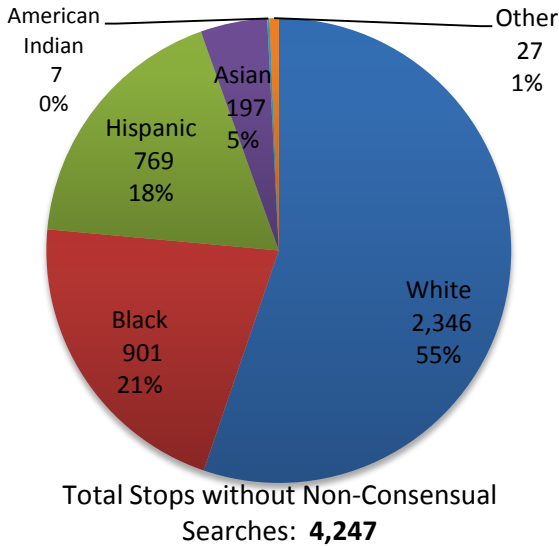
July 1, 2014 – December 31, 2014



Total Stops with Non-Consensual Searches: **7,322**

As shown in Figure Thirty-Four, White drivers were involved in the largest proportion of stops with non-consensual searches. In the current period, White drivers were involved in 3,192 stops, 44%, with non-consensual searches. Black drivers were involved in 2,445 stops, 33%, with non-consensual searches while Hispanic drivers were involved in 1,437 stops, 20% of stops with non-consensual searches. While White drivers were still involved in the highest proportion of stops with non-consensual searches, they were involved in a smaller proportion than their representation in all stops and a similar proportion as those with law enforcement procedures. Black drivers were overrepresented compared to their proportion of all stops, and involved in a slightly larger proportion of stops as those with law enforcement procedures. Hispanic drivers appear overrepresented among stops with non-consensual searches when compared to their proportion of all stops and about the same proportion as stops with law enforcement procedures. Among all stops with post-stop activity, Black drivers had the greatest likelihood of a non-consensual search. Seventy-three percent of stops of Black drivers with post-stop activity involved a non-consensual search. Conversely, only 57.6% of stops of White drivers with post-stop activity involved a non-consensual search.

Figure Thirty-Five: Racial/Ethnic Distribution of Stops without Non-Consensual Searches
July 1, 2014 – December 31, 2014



As noted above, White drivers were slightly under represented and Black and Hispanic drivers were slightly overrepresented among stops with non-consensual searches. The groups overrepresented among these stops should be underrepresented among stops without non-consensual searches and vice versa. Figure Thirty-Five depicts this distribution. As shown, White drivers were overrepresented. They were 55% of all stops without non-consensual searches compared to only 44% of stops with non-consensual searches. Conversely, Black drivers were underrepresented among stops without non-consensual searches, 21%, compared to the 33% of stops with these searches. Hispanic drivers, however, were a nearly identical proportion in stops with and without non-consensual searches, 20% and 18%, respectively.

Across troops, the racial/ethnic distribution of stops with non-consensual searches varies. Generally, White drivers were the largest proportion of these stops. However, their proportion varies between 41% and 48%. For Black drivers, the proportion varies from 27% in Other stations to 42% in Troop C. In Troop C, there were more stops of Black drivers with non-consensual searches than there were of White drivers. In all other Troops, White drivers were the largest proportion of these stops. In stops conducted by Other troops, the proportion of stops with non-consensual searches involving Black and Hispanic drivers was nearly identical. These proportions will continue to be examined in future reporting periods to ensure that these events do not disproportionately involve drivers of certain races.

Figure Thirty-Six: Racial/Ethnic Distribution of with Non-Consensual Searches by Troop

January 1, 2014- December 31, 2014

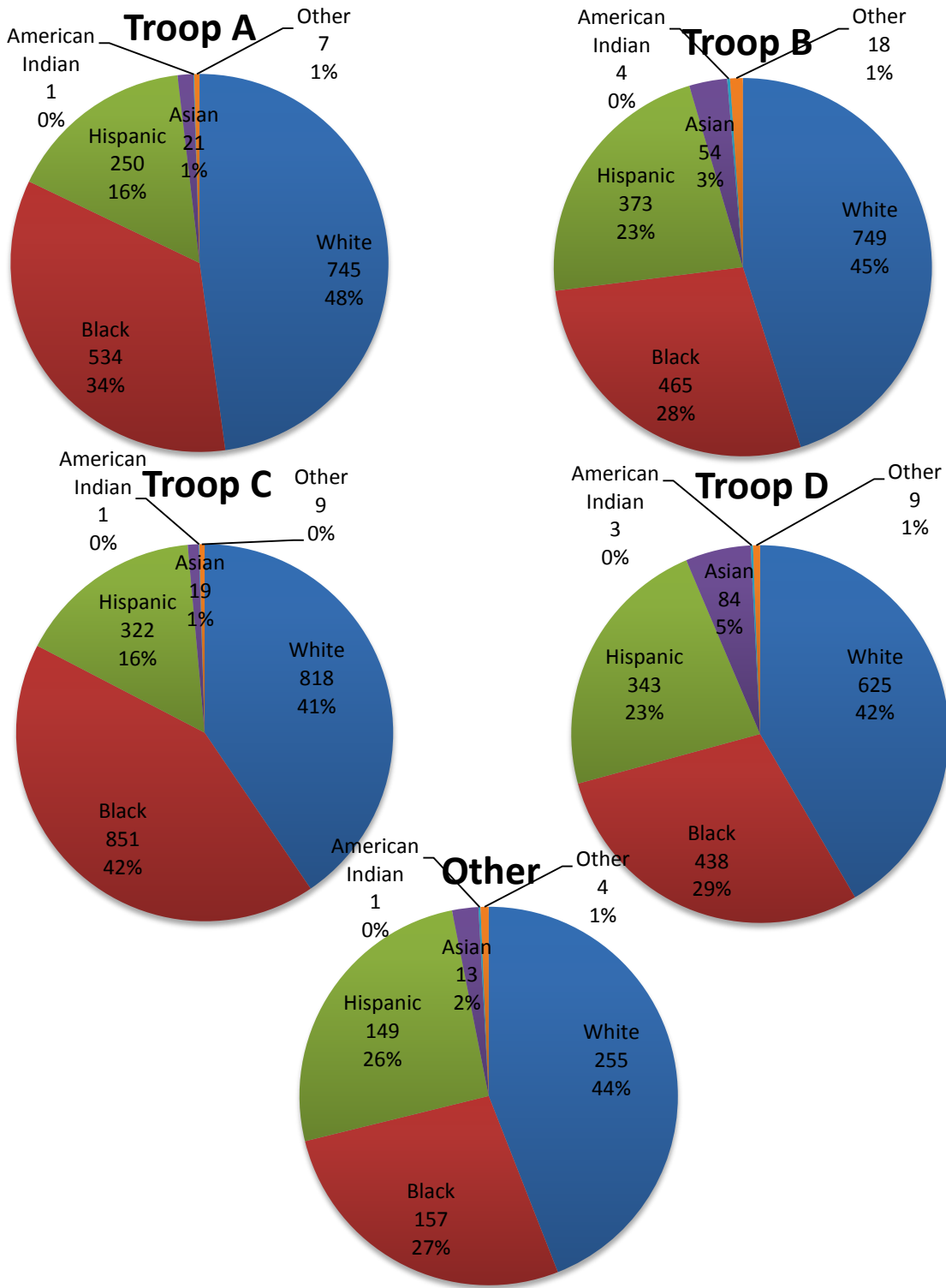
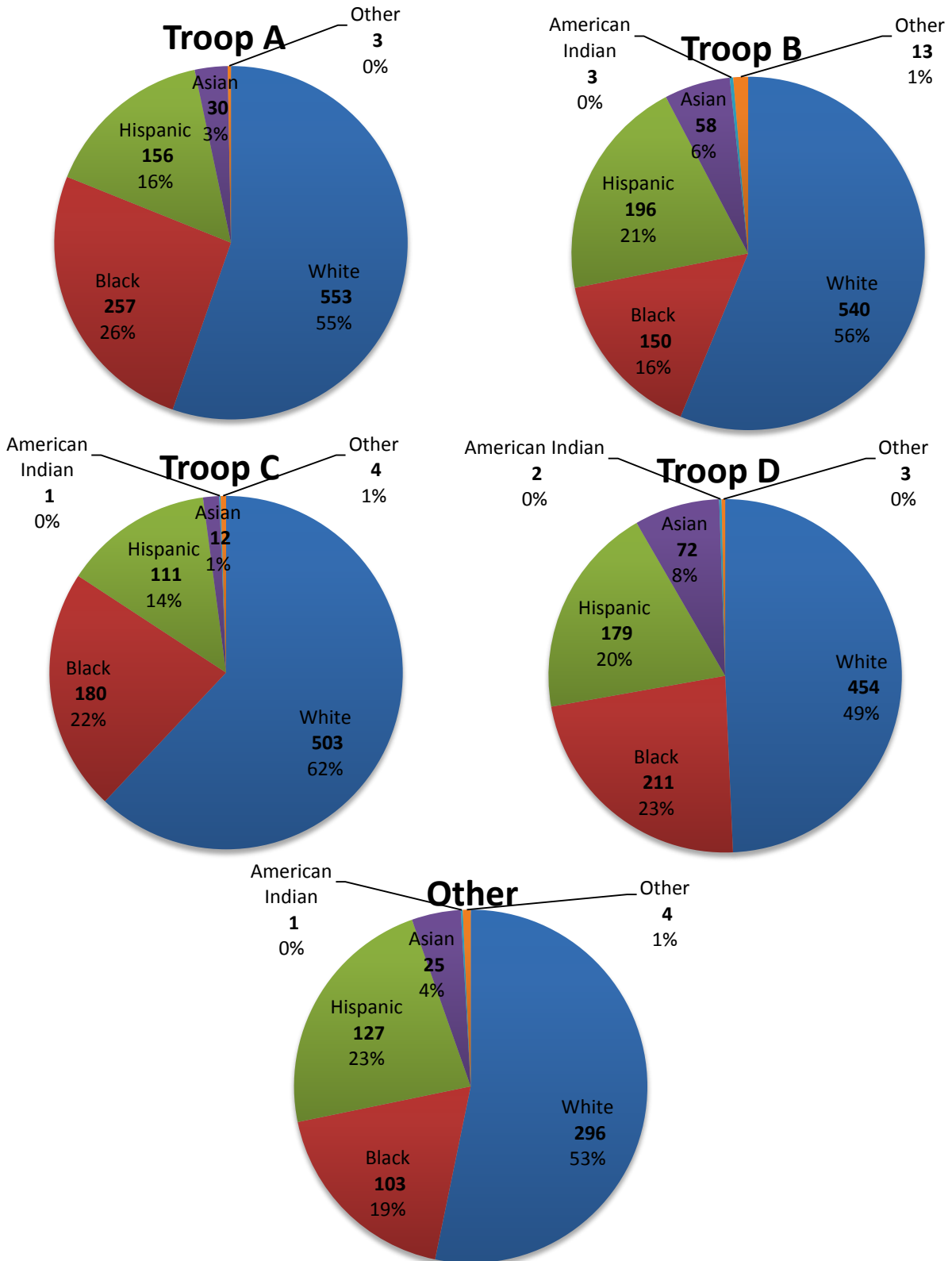


Figure Thirty-Seven: Racial/Ethnic Distribution of Stops without Non-Consensual Searches by Troop

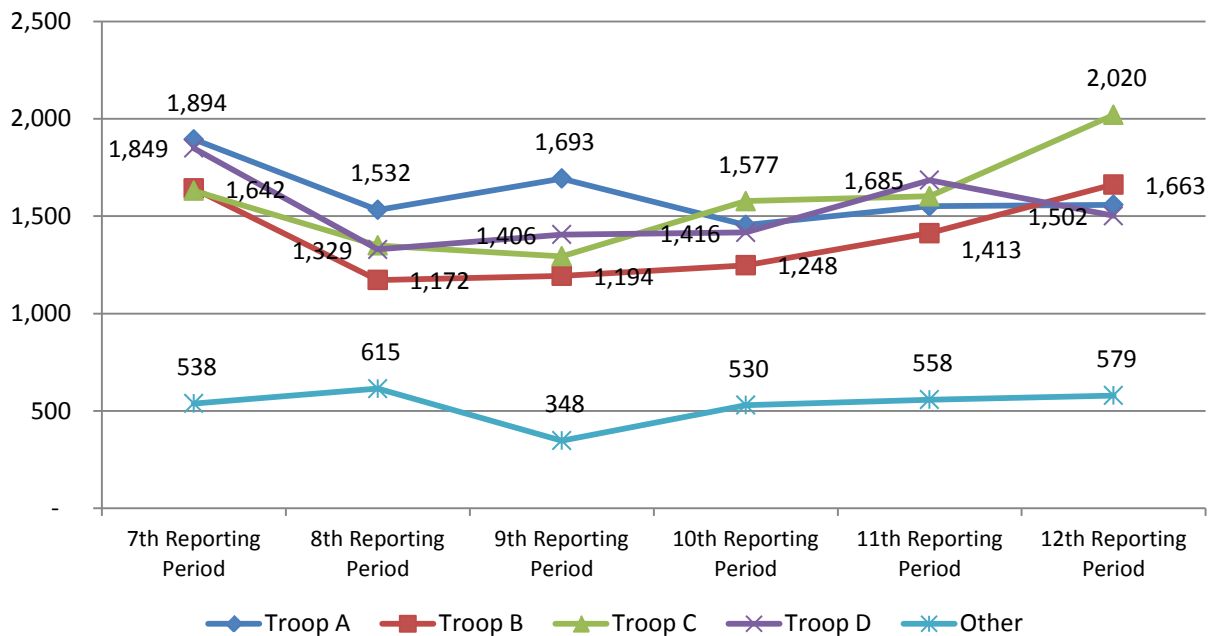
January 1, 2014- December 31, 2014



Among stops without non-consensual searches, White drivers generally made up a larger proportion than they did stops with non-consensual searches for each Troop. As noted above, Black drivers were a slightly larger proportion of stops with non-consensual searches in Troop C than White drivers. Among stops without non-consensual searches, White drivers were a larger proportion, 62%, than Black drivers, 22%. Typically, Black drivers were between 16% and 26% of stops without non-consensual searches, similar to their proportion of stops with these searches for troops other than Troop C. Hispanic drivers were a similar proportion of stops with and without non-consensual searches in each Troop.

Figure Thirty-Eight depicts the trend of the number of motor vehicle stops with non-consensual searches in each Troop. As noted previously, the number of stops with non-consensual searches increased 8% in the current reporting period. The changes noted in the number of stops with non-consensual searches vary across Troops. Troop C experienced the largest increase, 26%, Troop B experienced an 18% increase, Other stations experienced a nearly 4% increase, and Troop A experienced a change of less than 1%. Troop D actually experienced a nearly 11% decrease in the number of stops with non-consensual searches in the current reporting period.

Figure Thirty-Eight: Troop Trend of Stops with Non-Consensual Searches
 January 2012- December 2014



The number of non-consensual searches increased nearly 8% in the current reporting period. Figure Thirty-Nine depicts the trend for each racial/ethnic group for the current and previous five reporting periods. Generally, the trends reflect similar changes; all racial/ethnic groups experienced increases in the total number of stops with non-consensual searches in the current reporting period. Hispanic drivers experienced a nearly 19% increase in the current reporting period while Black drivers experienced a nearly 8% increase. White drivers experienced a 5% increase in the number of these stops and Asian drivers experienced an increase of less than 2%. These increases were not necessarily consistent with the degrees of increase noted among all stops with post-stop activity; Black and Asian drivers experienced a larger increase in the total number of stops with post-stop

activity while White and Hispanic drivers experienced a larger among stops with non-consensual searches in the current reporting period.

Figure Thirty-Nine: Trend of Racial/Ethnic Distribution of Stops with Non-Consensual Searches
 January 2012- December 2014

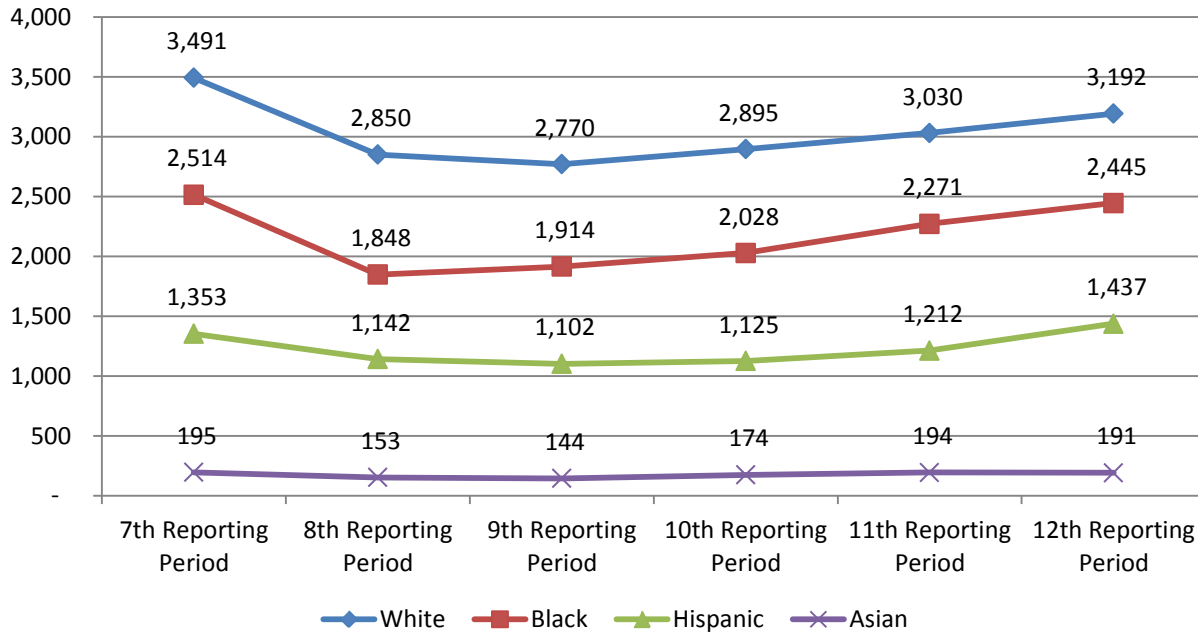
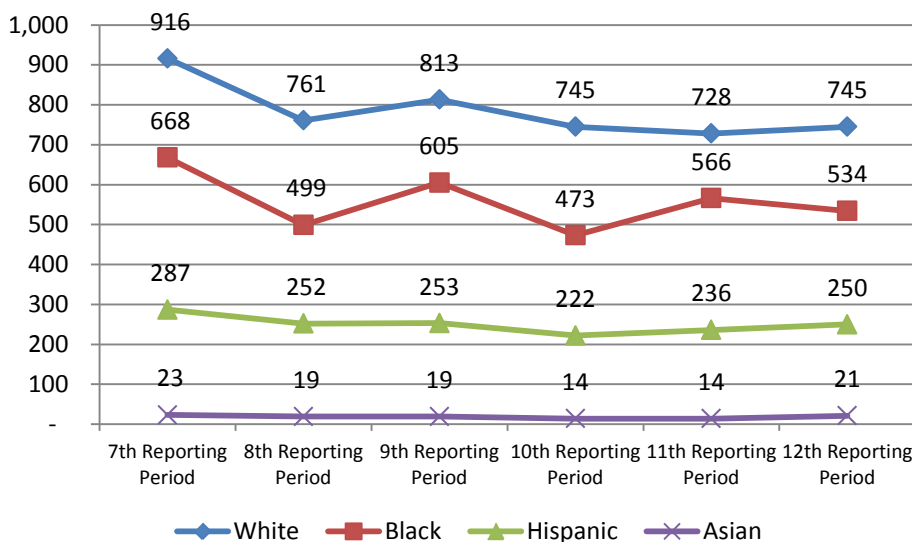


Figure Forty A-E depicts the trends of the racial/ethnic distribution of non-consensual searches in each Troop from the seventh through current reporting periods. Generally, each racial/ethnic group experienced an increase in the number of stops with non-consensual searches in each troop, but there were variations to the degree of this change.

Figure Forty A: Troop A Trend of Racial/Ethnic Distribution of Stops with Non-Consensual Searches
 January 2012- December 2014

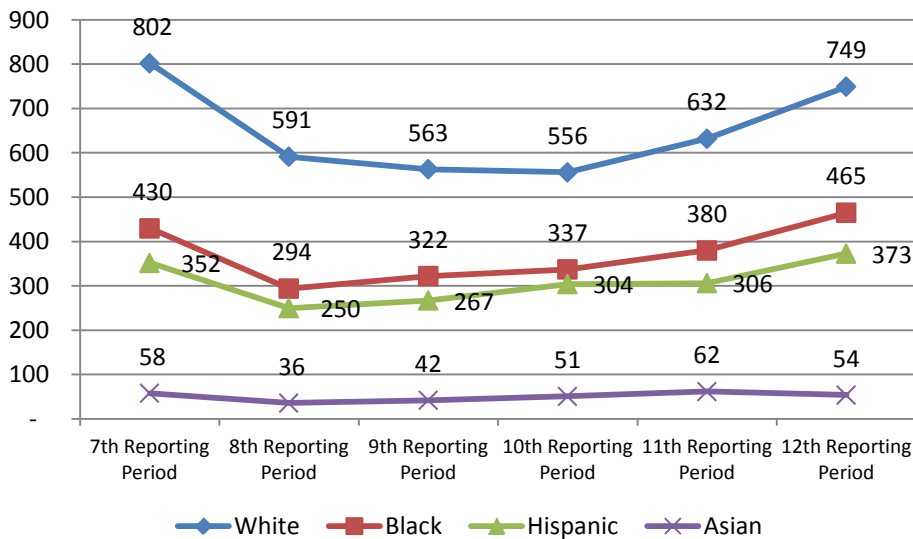


The volume of non-consensual searches in Troop A changed very little from the previous to current reporting period. There was a less than 1% increase in the total number of stops with a non-consensual search in Troop A. In Troop A, Black drivers were the only group to experience a decrease in the number of stops with non-consensual searches, a nearly 6% decrease. The

number of stops with non-consensual searches of White drivers increased 2% while Hispanic drivers increased 6%. Asian drivers experienced a 50% increase in the number of stops with non-consensual searches; however, this proportion is misleading as the increase was only seven additional stops. Of all stops with post-stop activity for each racial/ethnic group, Black drivers had the greatest likelihood of a non-consensual search. Nearly 68% of all stops of Black drivers with post-stop activity resulted in a non-consensual search. For Hispanic drivers, this proportion was 62% while it was only 57% for White drivers, and 41% for Asian drivers.

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

January 2012- December 2014

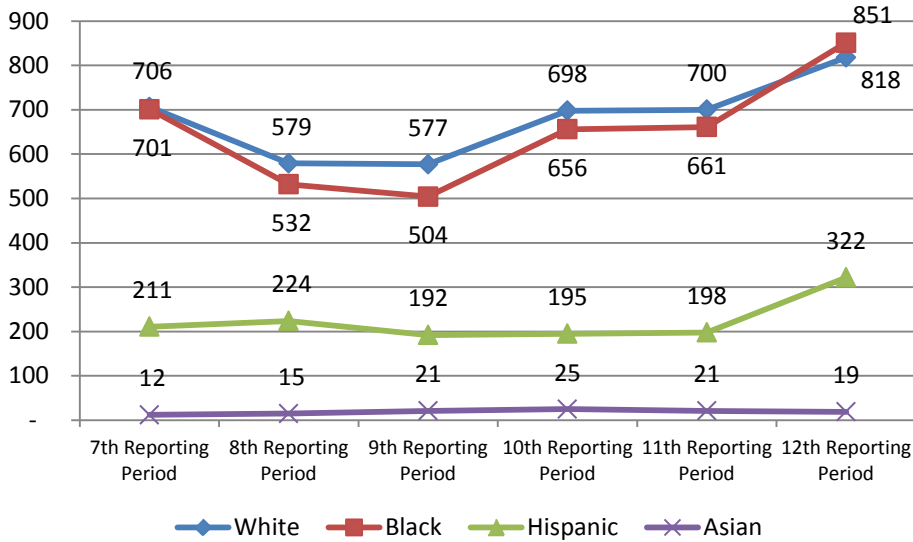


The number of stops with a non-consensual search in Troop B increased nearly 18% in the current reporting period. In Troop B, Asian drivers experienced a roughly 13% decrease while Hispanic and Black drivers experienced a 22% increases in the number of stops with non-consensual searched. White drivers experienced a roughly 19% increase in the number of stops with non-consensual searches.

As noted in Troop A, Black drivers had the highest likelihood of a stop with post-stop activity to involve a non-consensual search. Of all stops of Black drivers with post-stop activity, 76% resulted in a non-consensual search. Stops of Hispanic drivers with post-stop activity resulted in a non-consensual search in 66% of stops while White drivers' stops with post-stop activity resulted in a non-consensual search in 58% of stops. Asian drivers had the lowest likelihood; only 47% of all stops of Asian drivers with post-stop activity resulted in a non-consensual search.

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

January 2012- December 2014

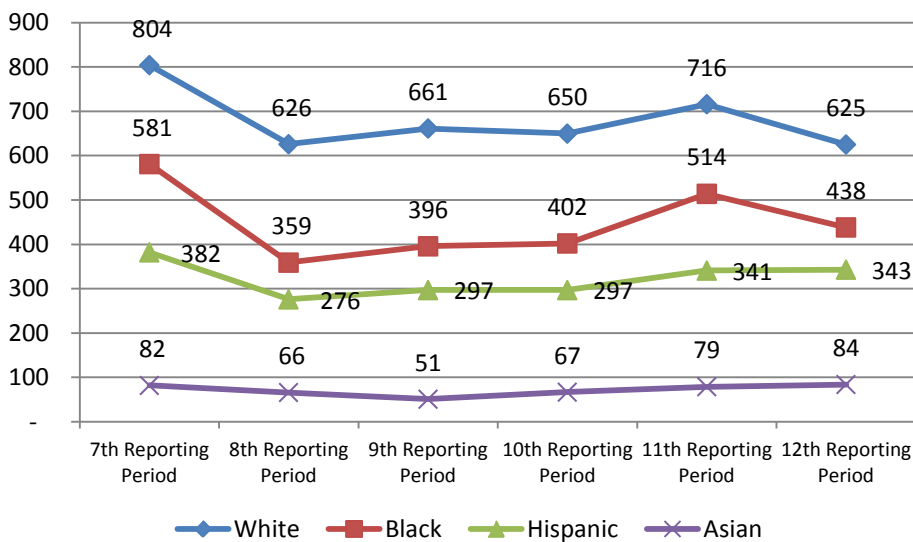


Stops conducted by Troop C with a non-consensual search increased by 26% in the current reporting period. Troop C reported a slight decrease among Asian drivers involved in non-consensual searches while Hispanic drivers experienced a nearly 63% increase. Stops of Black drivers with a non-consensual search increased nearly 29% and stops of White drivers with a non-consensual

searches increased 17% in the current reporting period. Black drivers stopped by Troop C in stops with post-stop activity had the greatest likelihood of receiving a non-consensual search out of all racial/ethnic groups in all troops. Nearly 83% of stops of Black drivers with post-stop activity resulted in non-consensual searches. Hispanic drivers had the second highest likelihood in Troop C; 74% of all stops of Hispanic drivers with post-stop activity resulted in non-consensual searches. For stops of White drivers with post-stop activity in Troop C, 62% resulted in a non-consensual search while only 56% of stops of Asian drivers with post-stop activity involved a non-consensual search.

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

January 2012- December 2014



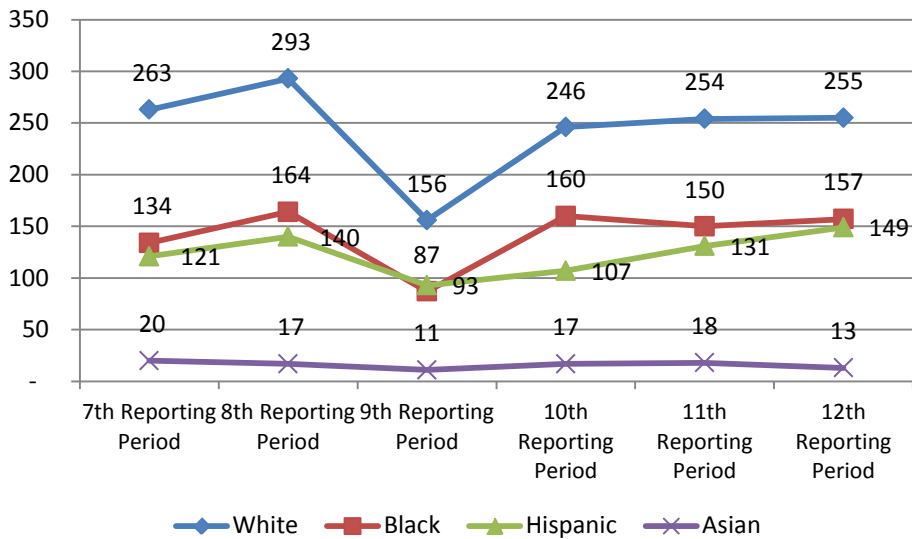
The number of Troop D's stops that involved a non-consensual search decreased nearly 11% in the current reporting period. Among Troop D's stops, White and Black drivers both experienced decreases in the number of stops with non-consensual searches, 13% and 15% respectively. The number of stops of Hispanic drivers with non-consensual searches increased less than 1% in the current reporting

period. Stops of Asian drivers with non-consensual searches increased 6% in the current reporting

period. Across racial/ethnic groups, and as noted in other troops, Black drivers had the greatest likelihood of being in a stop with a non-consensual search. Of the stops of Black drivers with post-stop activity, 67% involved a non-consensual search. The proportion of stops of Hispanic drivers that involved a non-consensual search was not much different, 66%. For White drivers of stops with post-stop activity, 58% of stops involved a non-consensual search while only 54% of stops of Asian drivers with post stop activity involved a non-consensual search.

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

January 2012- December 2014



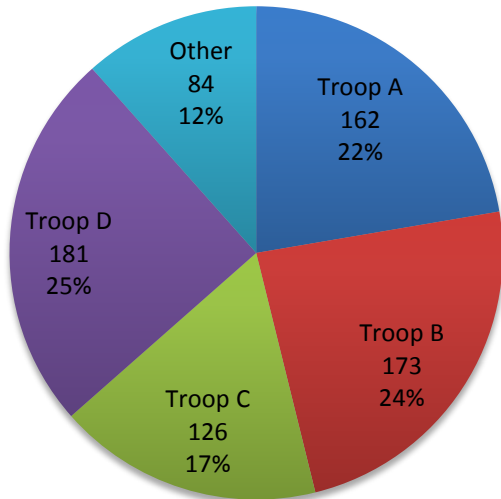
Stops conducted by Other non-troop stations that involved non-consensual searches decreased nearly 4% in the current reporting period. However, the direction and degree of change varied across racial/ethnic groups. Hispanic drivers experienced a nearly 14% increase in the number of stops with non-consensual searches, while White and Black drivers reported only slight increases, less than 1% and 5%, respectively. The

number of stops with non-consensual searches involving Asian drivers decreased nearly 28% in the current reporting period. Of each racial/ethnic group, and as noted in all other troops, Black drivers had the greatest likelihood of being involved in non-consensual searches in stops with post-stop activity. For Black drivers, roughly 60% of all stops with post-stop activity resulted in a non-consensual search. For Hispanic drivers, this proportion was 54% and for White drivers it was only 46%. For Asian drivers, 34% of stops with post-stop activity involved a non-consensual search.

Occupant Frisks

In the current period, there were 726 motor vehicle stops where at least one occupant was frisked, roughly 6% of all stops with a post stop interaction this reporting period. Compared to the previous reporting period, this was a 7% decrease in the number of stops with frisks.

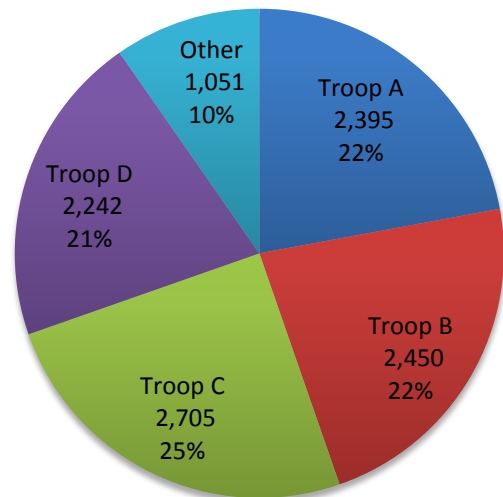
Figure Forty-One: Troop Distribution of Stops with Occupant Frisks
July 1, 2014- December 31, 2014



Total Stops with Frisks: **726**

Figure Forty-one depicts the distribution of stops with frisks across troops. Though only a small proportion of stops with post-stop interactions involved frisks, the troop distribution of frisks is very similar to the troop distribution of all stops with post-stop interactions. Troop C conducted a slightly smaller proportion of stops with frisks, 17%, than stops with post-stop interactions, 24%, while Troop D conducted a larger proportion of stops with frisks, 25%, than stops with post-stop interactions, 21%.

Figure Forty-Two: Troop Distribution of Stops without Occupant Frisks
July 1, 2014- December 31, 2014

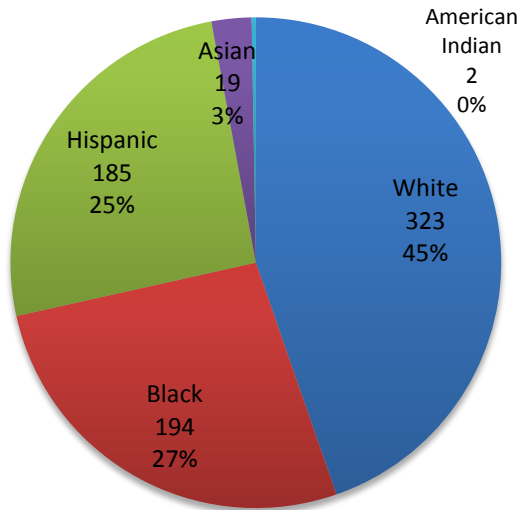


Total Stops without Frisks: **10,843**

Stops involving occupant frisks were only a small proportion of stops with post-stop interactions. The majority of stops with post-stop interactions occurred without an occupant frisk, 10,843. The largest proportion of these incidents occurred in Troop C, 25%. Troop A and B had the next highest proportion, 22%, followed by Troop D, 21%. The distribution of stops with post-stop interactions without an occupant frisk was nearly identical to the distribution for all post-stop interactions.

Figure Forty-Three: Racial/Ethnic Distribution of Stops with Occupant Frisks

July 1, 2014- December 31, 2014



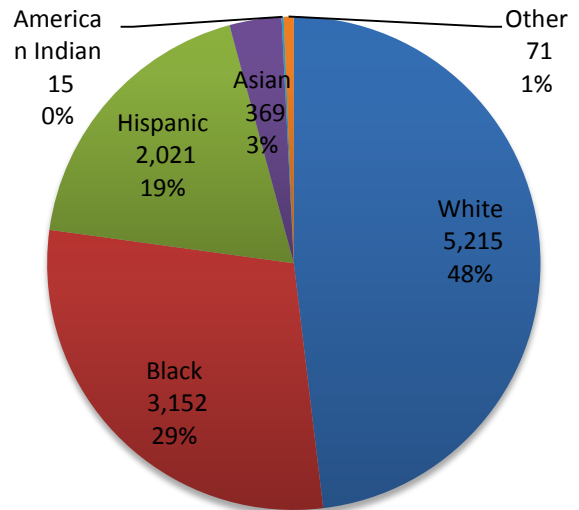
Total Stops with Frisks: **726**

Occupant

Figure Forty-Three depicts the racial/ethnic distribution of stops with occupant frisks. The occurrence of occupant frisks during motor vehicle stops for White drivers was higher than all other racial/ethnic groups. White drivers were involved in 323 stops with occupant frisks (45%), Black drivers were involved in 194 stops (27%), and Hispanic drivers were involved in 185 stops (25%) with occupant frisks. Compared to the overall racial/ethnic distribution of stops, White drivers were a smaller proportion, while Black and Hispanic drivers made up a larger proportion of stops with occupant frisks. When compared to the distribution of stops with post-stop activities, the distribution was more similar. However, Hispanic drivers were still a larger proportion of stops with occupant frisks.

Figure Forty-Four: Racial/Ethnic Distribution of Stops with Post-Stop Activity and no Frisks

July 1, 2014- December 31, 2014



Total Stops without Frisks: **10,843**

Figure Forty-Four depicts the racial/ethnic distribution of stops with post-stop activity but no occupant frisks. Since most post-stop activity involved no occupant frisk, this distribution was identical to the distribution of stops with post-stop activity. Compared to the distribution of stops with post-stop activity with occupant frisks, White and Black drivers made up a smaller proportion of stops, while Hispanic drivers made up a larger proportion of stops without frisks.

Across Troops, the racial/ethnic distribution of stops with occupant frisks varied slightly. The distributions depicted in Figure Forty-Five were similar to those depicted in Figure Forty-Three. White drivers were the largest proportion of these activities, varying between 39% and 55%. Black drivers were between 25% and 30% of stops with occupant frisks across all troops and Hispanic drivers were between 14% and 34% of all stops with occupant frisks. Asian drivers were typically a much smaller proportion of stops with occupant frisks, between 1% and 4% of all stops with occupant frisks in each troop. Troop D had the highest proportion of stops with Hispanic drivers with a frisk, 34%, and the smallest proportion of stops of White drivers with a frisk, 39%. Troop A frisked the highest proportion of Black drivers, 30%.

Figure Forty-Six depicts the racial/ethnic distribution of stops with post-stop interactions and no occupant frisks for each troop. As shown, White drivers were generally the largest proportion of these stops, between 45% and 51% of all stops without occupant frisks in each troop. Black drivers were

typically between 23% and 37% of stops with vehicle exits across troops and Hispanic drivers were between 14% and 24% of these stops. While Troop A had the highest proportion of stops of Black drivers with frisks, they had the second highest proportion of Black drivers without frisks.

Figure Forty-Five: Racial/Ethnic Distribution of Stops with Occupant Frisks by Troop
 July 1, 2014- December 31, 2014

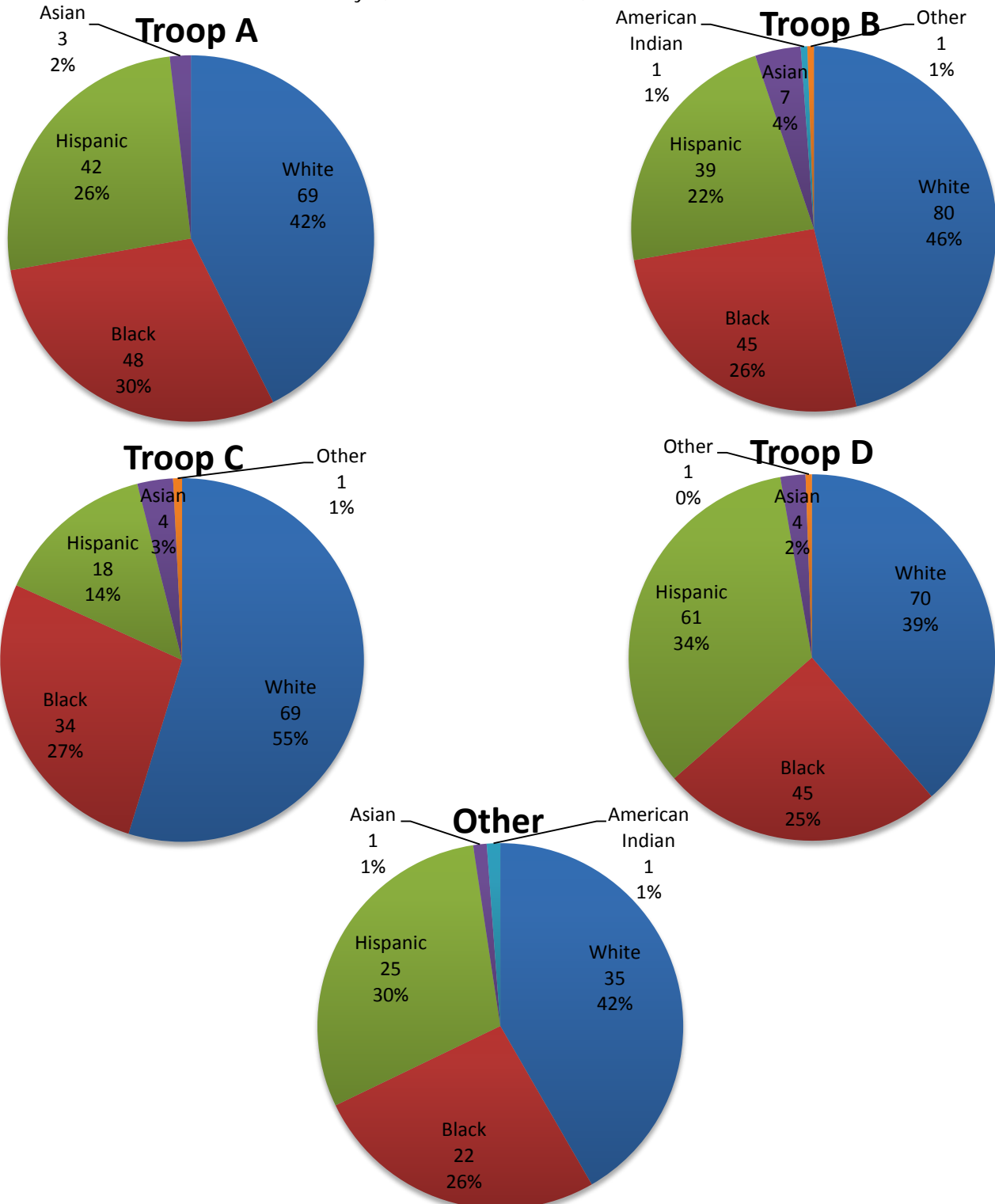


Figure Forty-Six: Racial/Ethnic Distribution of Stops without Occupant Frisks by Troop
 July 1, 2014- December 31, 2014

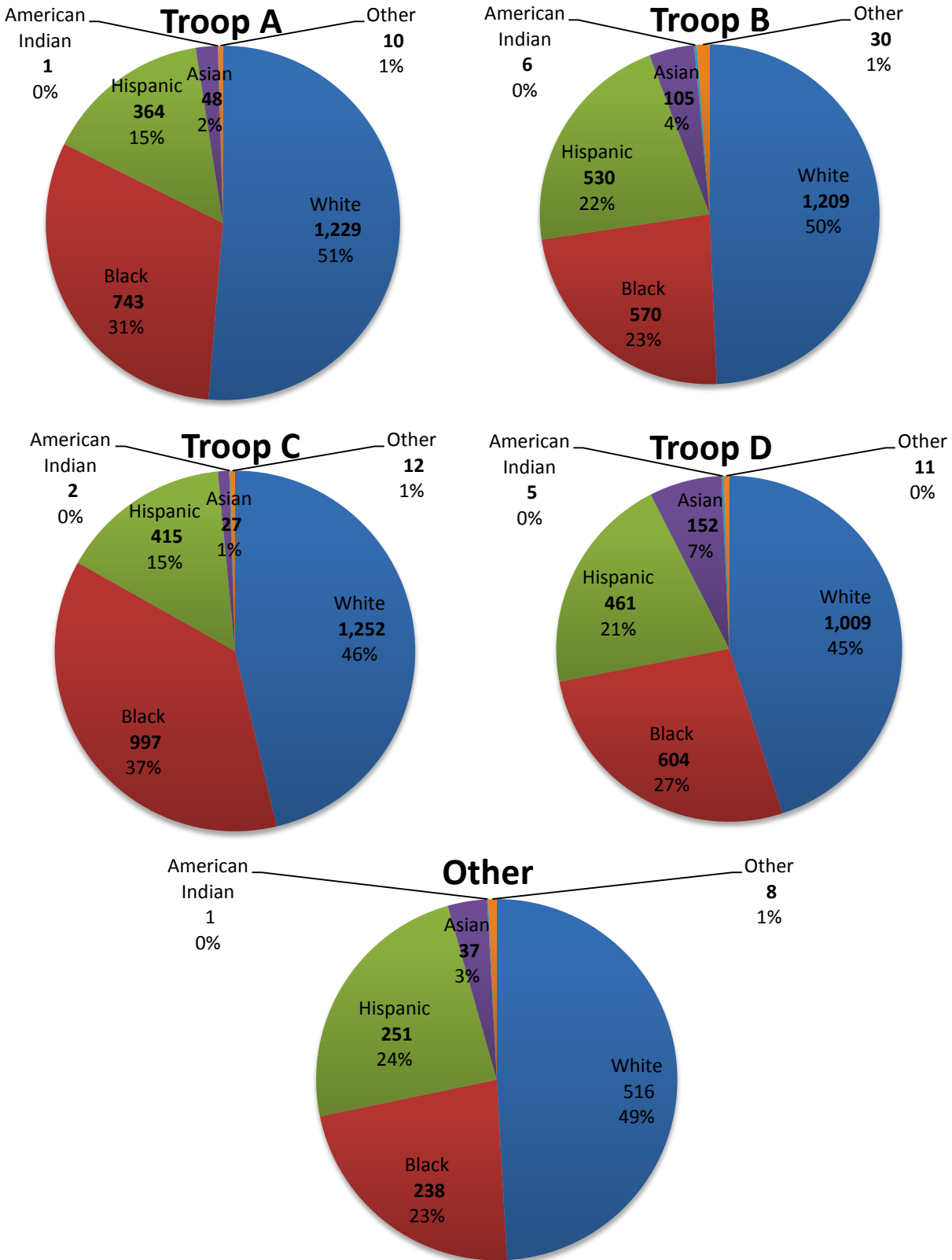


Figure Forty-Seven: Trend of Racial/Ethnic Distribution of Stops with Frisks
 January 2012 – December 2014

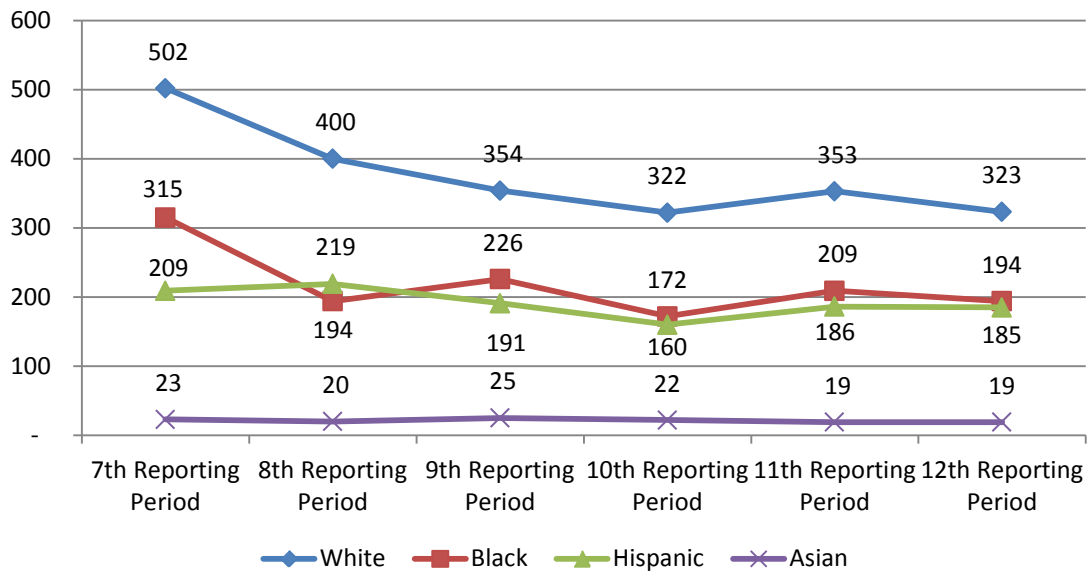
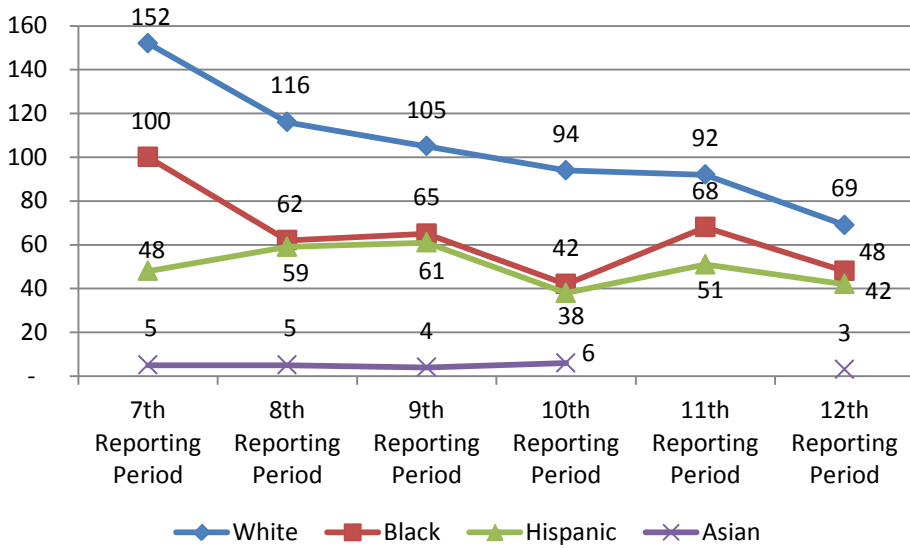


Figure Forty-Seven presents the trend of stops with frisks for each racial/ethnic group for the current and previous five reporting periods. Since the number of stops with post-stop activity increased, the same trend is expected for each specific procedure. Overall, the number of stops with frisks decreased by 7.3% from the previous to current reporting periods. White, Black, and Hispanic drivers experienced a decrease in the number of stops with frisks, though the magnitude varied among groups. The number of stops with frisks involving White drivers decreased by about 8.5% in the current reporting period, the largest decrease among racial/ethnic groups. The number of stops with frisks involving Hispanic drivers decreased by .5% while those involving Black drivers decreased by 7.2%. Asian drivers, on the other hand, experienced no change in the number of stops with frisks.

Figure Forty-Eight A-E depicts the trends of the racial/ethnic distribution of stops with frisks in each Troop from the seventh through current reporting periods. Troops A, C, and D experienced decreases across racial ethnic groups. Troop A experienced the largest decrease of 23%, Troop C had a 14% decrease, while Troop D decreased by 10%. Within Troops C and D, Hispanic drivers were the only racial/ethnic group that experienced an increase from the previous reporting period. Stops with frisks involving Hispanic drivers increased 6% in Troop C and 5% in Troop D. Troop B experienced an increase of 14% for stops with frisks and Other troops also increased by 17%. In Troop A, Black drivers were the only group to experience a decrease in the number of stops with non-consensual searches, a nearly 6% decrease.

Figure Forty-Eight A: Troop A Trends of Racial/Ethnic Distribution of Stops with Frisks

January 2012- December 2014

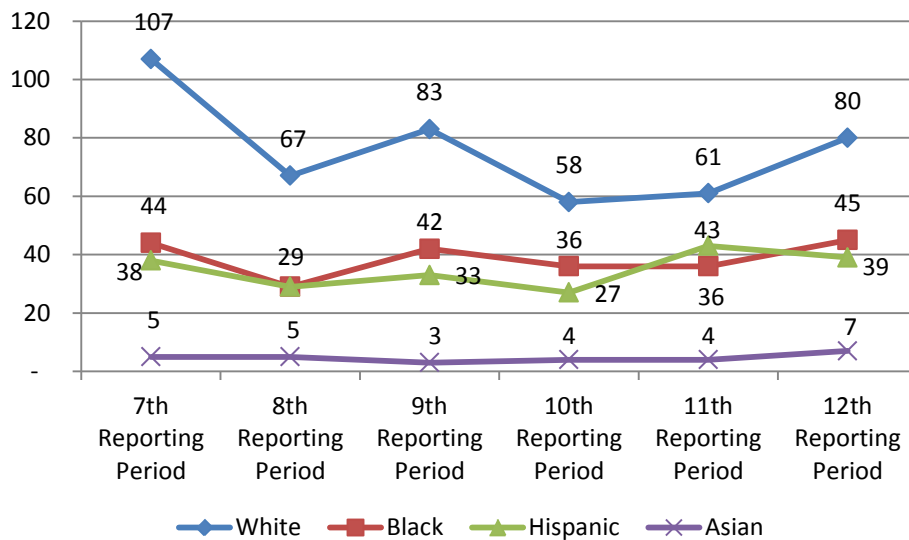


The number of stops in Troop A with frisks decreased 23% in the current reporting period. With the exception of Asian drivers, all racial/ethnic groups experienced a decrease in the number of stops with frisks, though to varying degrees. The largest decrease was noted for Black drivers; there was a 29% decrease in the number of stops with frisks in the current reporting period. White drivers experienced a similar decrease, 25%, while the number of stops of Hispanic drivers with frisks decreased nearly 18%. The increase noted for Asian drivers was an increase from zero stops with frisks to three stops with frisks in the current reporting period. For each racial/ethnic group, Hispanic drivers had the greatest concentration of frisks among stops with post-stop activity. Of all stops of Hispanic drivers with post-stop activity, 10% resulted in a frisk. For Black and Asian drivers, this concentration was only 6% of all stops with post-stop activity while it was 5% for White drivers.

For each racial/ethnic group, Hispanic drivers had the greatest concentration of frisks among stops with post-stop activity. Of all stops of Hispanic drivers with post-stop activity, 10% resulted in a frisk. For Black and Asian drivers, this concentration was only 6% of all stops with post-stop activity while it was 5% for White drivers.

Figure Forty-Eight B: Troop B Trends of Racial/Ethnic Distribution of Stops with Frisks

January 2012- December 2014

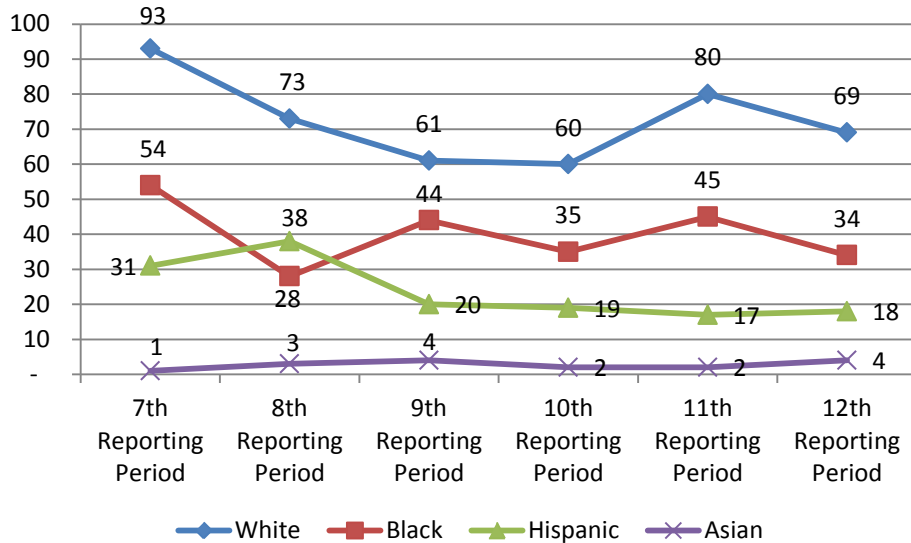


Unlike Troop A, Troop B experienced a nearly 14% increase in the number of stops with frisks in the current reporting period. The largest increase was noted for Asian drivers; there was a 75% increase in the number of stops with frisks in the current reporting period. However, as shown in Figure Forty-Eight B, there were fewer than ten frisks of Asian drivers. The 75% increase was only three stops with frisks. White drivers experienced a 31% increase and Black drivers a 25% increase. Hispanic drivers experienced a 9% decrease in the number of stops with frisks. Among stops with post-stop activity,

White drivers experienced a 31% increase and Black drivers a 25% increase. Hispanic drivers experienced a 9% decrease in the number of stops with frisks. Among stops with post-stop activity,

Black and Hispanic drivers had the concentration of stops with frisks, 7%. Slightly more than 6% of stops of White and Asian drivers with post-stop activity involved frisks.

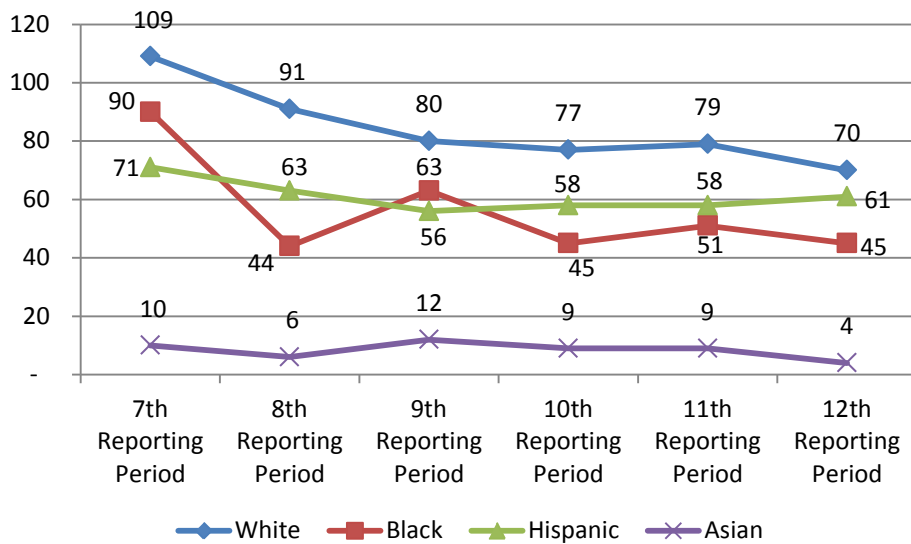
Figure Forty-Eight C: Troop C Trends of Racial/Ethnic Distribution of Stops with Frisks
 January 2012- December 2014



The number of stops with frisks in Troop C decreased roughly 14% in the current reporting period. Stops of White drivers with frisks decreased 14% and stops of Black drivers with frisks decreased 24%. Stops of Hispanic drivers with frisks increased by one stop, 12%, while stops of Asian drivers increased by two stops, 100%. In Troop C, Asian drivers had the highest

concentration of stops with frisks among stops with post-stop activity. Of all their stops with post-stop activity, 12% of stops of Asian drivers involved a frisk. For White drivers this proportion was 5%, for Hispanic drivers it was 4%, and for Black drivers it was 3%. These were some of the lowest proportions of stops with frisks noted in this reporting period.

Figure Forty-Eight D: Troop D Trends of Racial/Ethnic Distribution of Stops with Frisks
 January 2012- December 2014



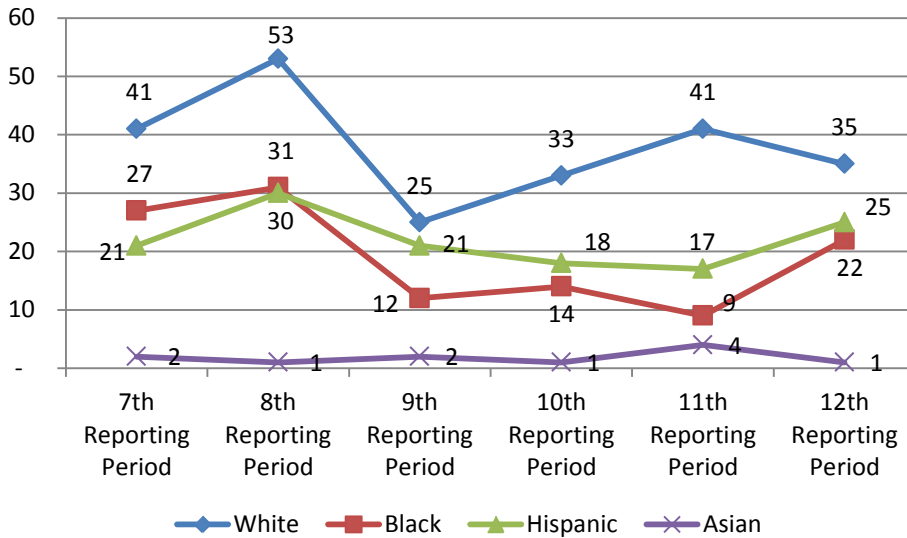
Stops with frisks in Troop D decreased about 10% in the current reporting period. White and Black drivers experienced similar decreases in the number of stops with frisks, 11% and 12%, respectively. Hispanic drivers experienced a 5% increase in the number of stops with frisks. Asian drivers experienced a 56% decrease (five stops) in

the number of stops with frisks. Of all stops with post-stop activity, Hispanic drivers had the highest likelihood of being involved in a frisk. Of stops of Hispanic drivers with post-stop activity, 12%

involved a frisk in Troop D. For Black drivers this proportion was 7% and for White drivers it was 6%. For Asian drivers, only 3% of stops with post-stop activity involved a frisk.

Figure Forty-Eight E: Troop E Trends of Racial/Ethnic Distribution of Stops with Frisks

January 2012- December 2014



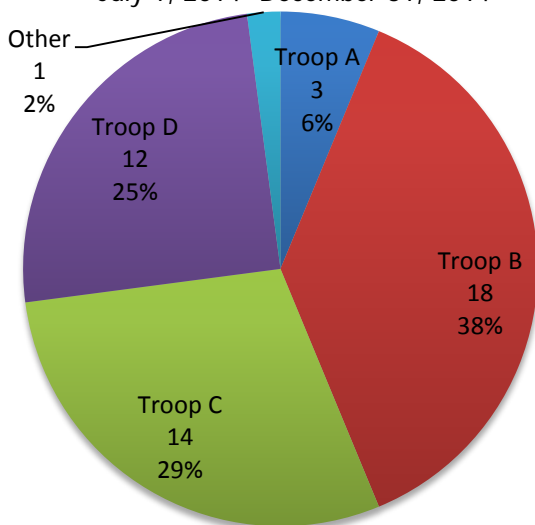
Stops with frisks conducted by Other non-troop stations increased roughly 7% in the current reporting period. Black drivers experienced the largest increase, 144%, while Hispanic drivers experienced a 47% increase in the number of stops with post-stop activity. White drivers experienced a 15% decrease in the number of stops with frisks in other stations for the current reporting period. Asian

drivers also experienced a decrease in the number of stops with frisks, 75%. The percent changes in the number of stops with frisks conducted by other stations appear exaggerated due to the small number of stops with frisks in these stations. Of stops with post-stop activity, Hispanic drivers had the highest concentration of stops with frisks, 9%. For Black drivers, 8% of stops with post-stop activity resulted in a frisk while 6% of stops of White drivers, and 3% of stops of Asian drivers with post-stop activity resulted in frisks.

Canine Deployments

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

July 1, 2014- December 31, 2014

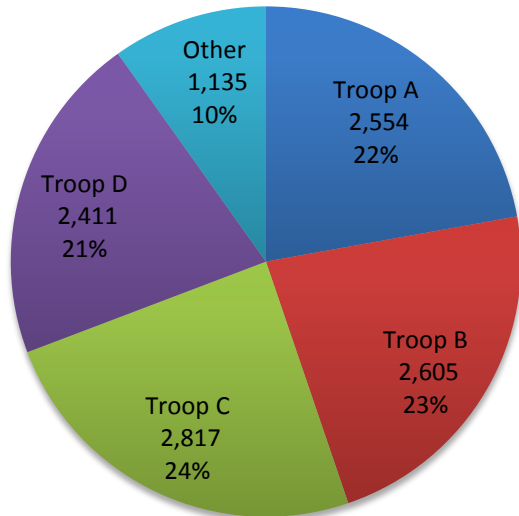


Canine deployments are a relatively infrequent law enforcement procedure. There were 48 stops where a canine was deployed in the current period. The number of canine deployments in the current reporting period was about an 8% decrease (four stops) from the number of deployments in the previous reporting period. The largest proportion of stops with canine deployments was conducted by Troop B, 38%. Troops A and non-Troop stations accounted for only 6% and 2% of stops involving canine deployments, respectively.

Total Stops with Canine Deployments: 48

Figure Fifty: Troop Distribution of Stops without Canine Deployments

July 1, 2014- December 31, 2014



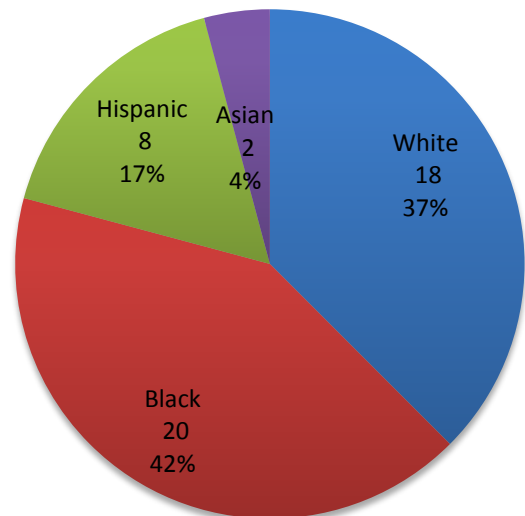
Total Stops without Canine Deployment:
11,522

As noted above, only 48 of 11,569 stops involving law enforcement procedures involved canine deployments. The distribution of stops without canine deployments should be very similar to the distribution of stops involving law enforcement procedures. As seen in Figure Fifty, Troop C had the largest proportion of stops without a canine deployment, followed by Troop B with 23%. Troop A and Troop D made up 22% and 21%, respectively, of all stops without canine deployments. Other stations made up 10% of all stops without canine deployments. The proportions of stops involving post-stop interactions were identical to the proportion of stops without any canine deployments.

Similar to the previous reporting period, Black drivers made up the largest proportion of stops with canine deployments in the current period. There were 20 stops, 42%, with a canine deployment that involved a Black driver. There were 18 stops, 37%, involving White drivers. Hispanic drivers were involved in a much smaller proportion of stops with canine deployments, 8 stops, or 17% of all stops with deployments. For a more detailed analysis of canine deployments, see OLEPS Eleventh Oversight report.⁵

Figure Fifty-One: Racial/Ethnic Distribution of Stops with Canine Deployments

July 1, 2014- December 31, 2014

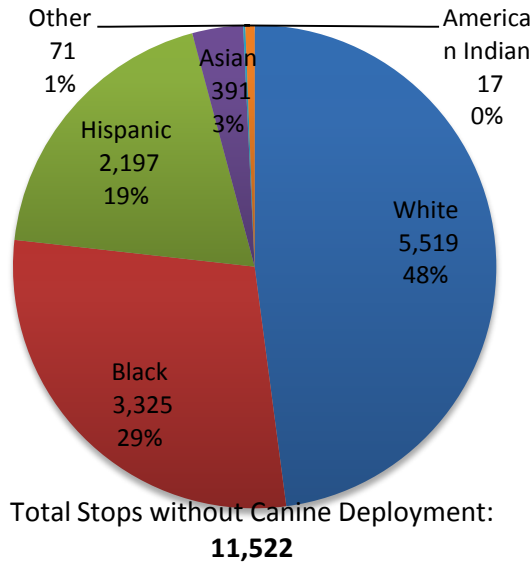


Total Stops with Canine Deployments: **48**

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

Figure Fifty-Two: Racial/Ethnic Distribution of Stops without Canine Deployments

July 1, 2014- December 31, 2014



Since most stops with post-stop interactions do not involve canine deployments, the racial/ethnic distribution of those stops is identical to the distribution of all stops with post-stop interaction. White drivers were the largest proportion of stops without canine deployments, 48%. Black drivers were 29% of stops without canine deployments, followed by 19% of Hispanic drivers, and 3% of Asian drivers.

Across troops, the racial/ethnic distribution of stops with canine deployments varies greatly. This variation among troops is likely due to the low frequency of stops with canine deployments. The distributions shown in Figure Fifty-Three generally show that White drivers were the largest proportion of stops with canine deployments. White drivers were the largest proportion

of drivers involved in stops with canine deployments in Troops A, B, & C, varying between 45% and 67%. Black drivers were the largest proportion for Troop D, with 59%. For the remaining troops, Black drivers varied between 33% and 43%. For troops B, C, and D, Hispanic drivers varied between 7% and 33%. Troop A had no stops with canine deployments involving Hispanic drivers, while Other troops only had one stop with a canine deployment with a Hispanic driver (not shown due to involving only one driver). Although the distribution of stops varied among troops, each troop had very few stops, ranging from one stop in Troop D to 18 stops in Troop B.

Figure Fifty-Four depicts the racial/ethnic distribution of stops with post-stop interactions and without canine deployments for each troop. As shown, White drivers were generally the largest proportion of these stops, between 45% and 51% of all stops without canine deployments in each troop. Black drivers were typically between 23% and 36% and Hispanic drivers were between 15% and 24% of these stops.

Figure Fifty-Three: Racial/Ethnic Distribution of Stops with Canine Deployments by Troop
July 1, 2014- December 31, 2014

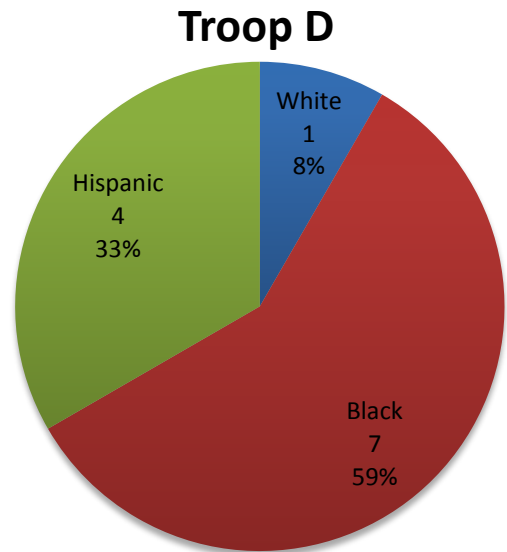
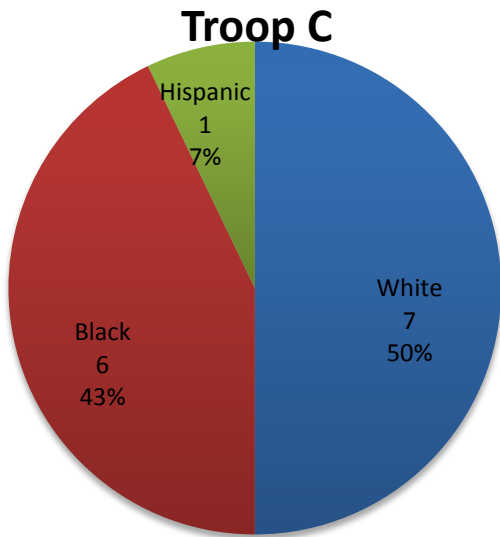
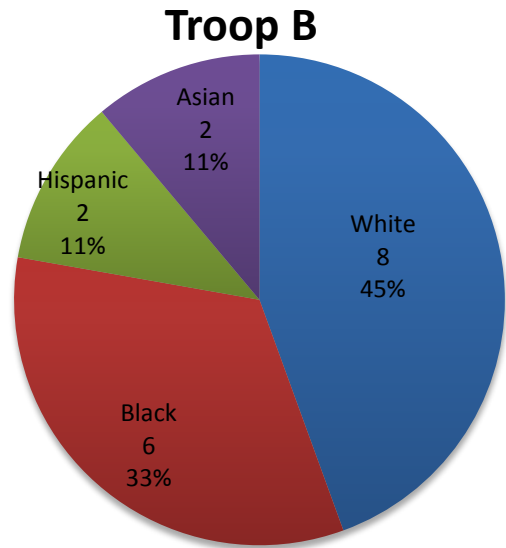
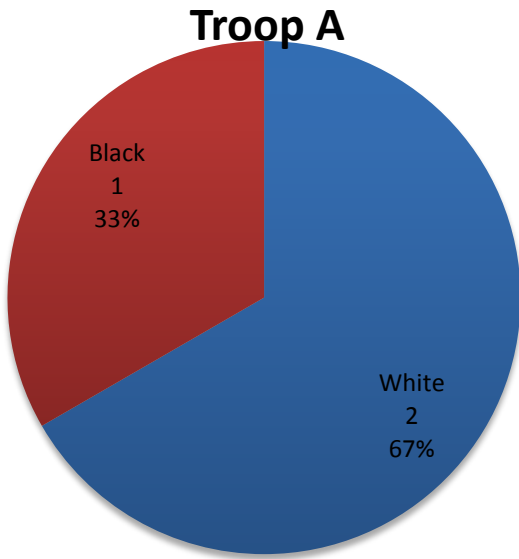


Figure Fifty-Four: Racial/Ethnic Distribution of Stops without Canine Deployments by Troop

July 1, 2014- December 31, 2014

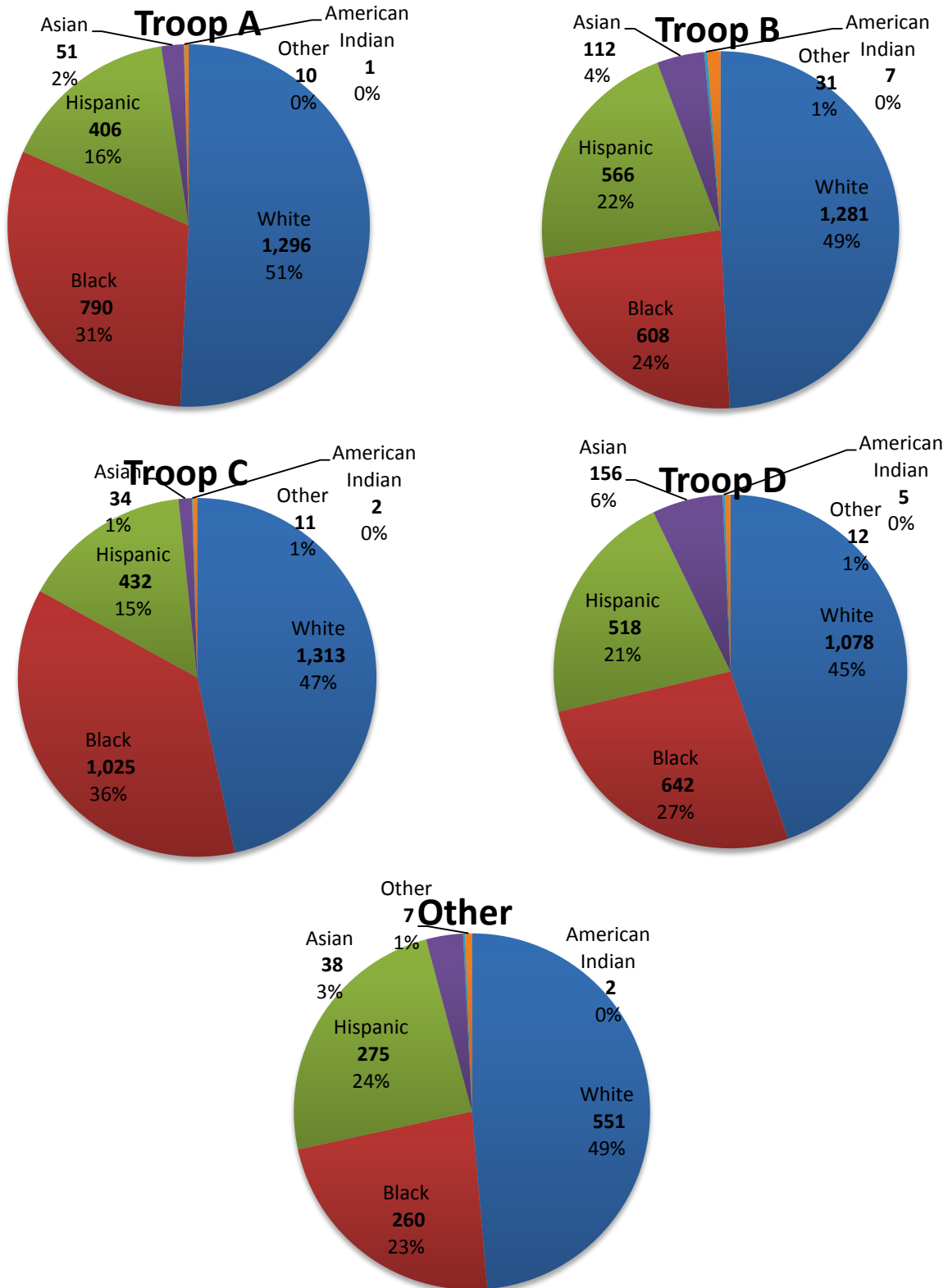


Figure Fifty-Five: Trend of Racial/Ethnic Distribution of Stops with Canine Deployments

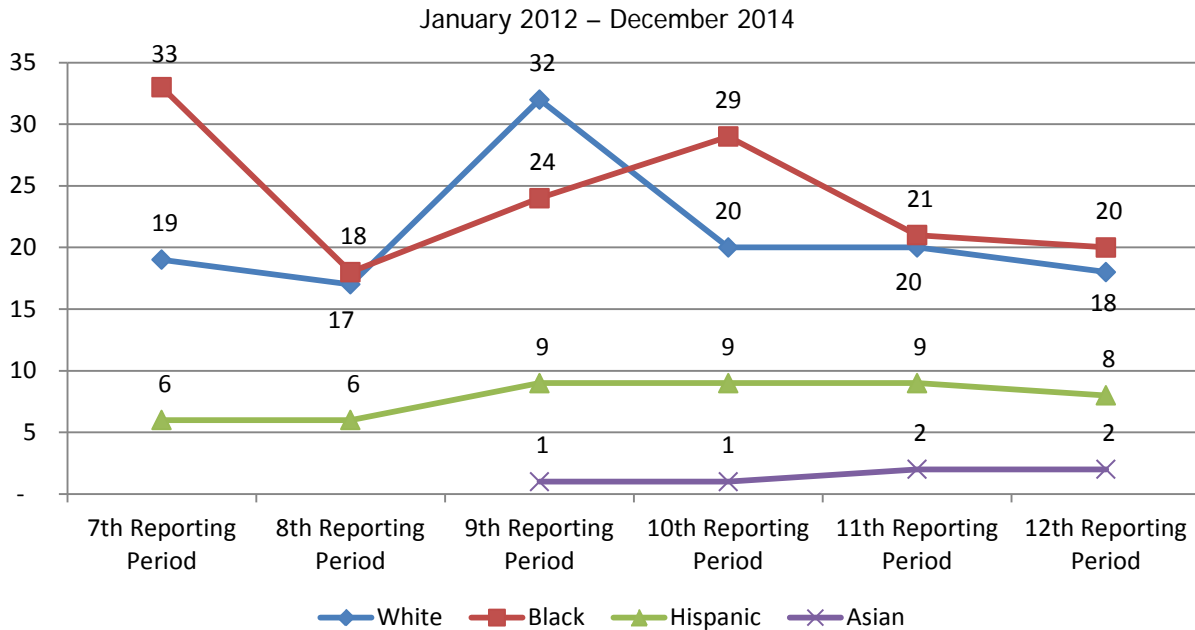
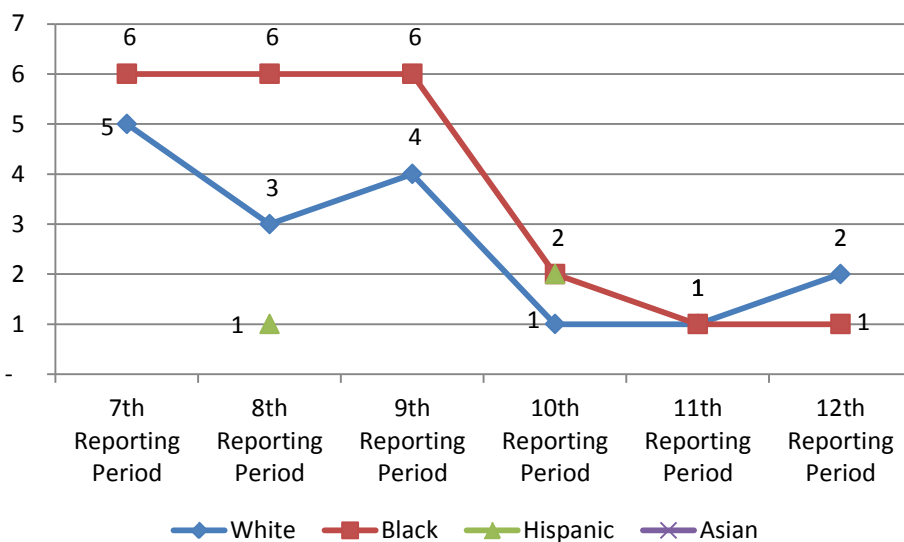


Figure Fifty-Five presents the trend of canine deployments by racial/ethnic group for the current and previous five reporting periods. There was an 8% decrease in the total number of stops with canine deployments in the current reporting period. White, Black, and Hispanic drivers all experienced a decrease in stops involving canine deployments. The number of stops with canine deployments involving White drivers decreased by two stops (10%), while the number involving Black drivers decreased by one stop (5%), and the number involving Hispanic drivers decreased by one stop (11%). Because canine deployments are relatively infrequent events, the total number for each racial/ethnic group may change considerably in each reporting period. As such, OLEPS continues to analyze canine deployments in detail in OLEPS' Oversight Reports.

Figure Fifty-Six A: Troop A Trend of Racial/Ethnic Distribution of Stops with Canine Deployments

January 2012 – December 2014

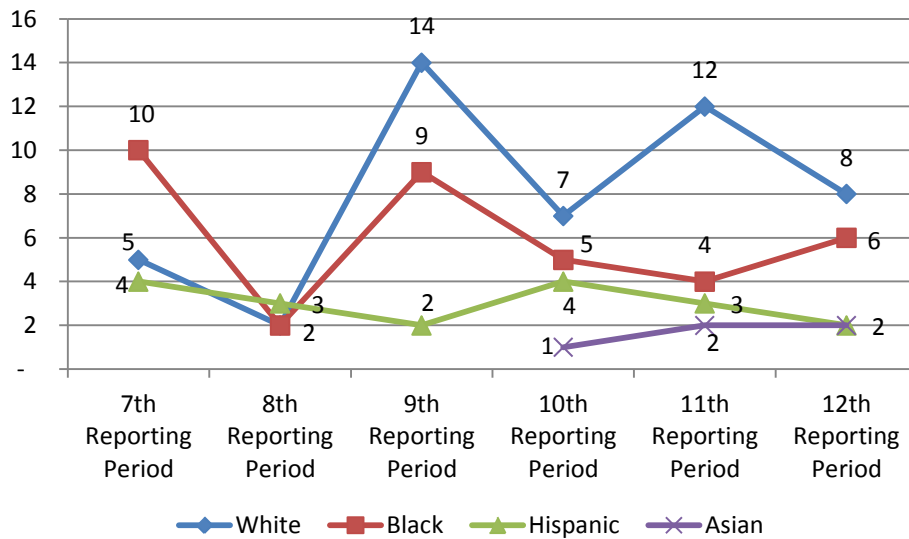


Stops with canine deployments in Troop A were extremely infrequent in the current reporting period. There were only three stops with canine deployments. Two of these stops involved White drivers and one involved a Black driver. Because this activity is so infrequent, discussion of the percent change from the previous reporting period can appear exaggerated. The

number of stops with canine deployments involving White drivers increased one stop in the current reporting period. There was no change for the number of stops involving Black drivers with canine deployments and Hispanic drivers experienced a one stop decrease in the number of stops with canine deployments. In Troop A, no group had a concentration of more than .2%. This means that the proportions of post-stop activity stops that had a canine deployment for each racial/ethnic group were no higher than .2%.

Figure Fifty-Six B: Troop B Trend of Racial/Ethnic Distribution of Stops with Canine Deployments

January 2012 – December 2014

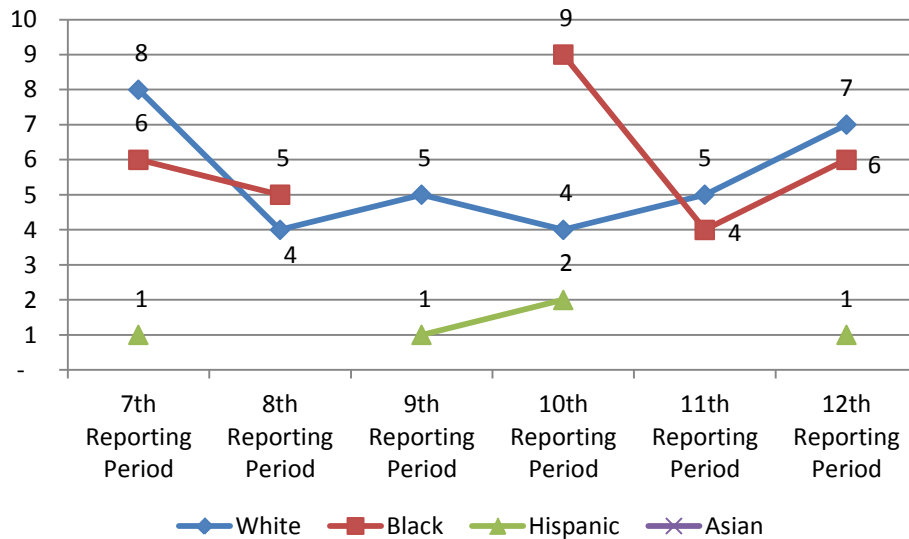


Compared to Troop A, there was a considerably higher number of stops in Troop B with canine deployments, 18. This is a 14% decrease from the 21 stops with deployments in the previous reporting period. White and Hispanic drivers experienced a decrease in the number of stops with canine deployments, a four stop decrease for White drivers and a one stop decrease for Hispanic

drivers. Black drivers experienced a two stop increase in the number of stops with canine deployments and there was no change for Asian drivers. As noted previously, canine deployments were an infrequent activity. As such, the proportions of post-stop activity stops for each racial/ethnic group that involve a canine deployment were small. In Troop B, nearly 2% of stops of Asian drivers with post-stop activity involved a canine deployment while only 1% of stops of White and Black drivers with post-stop activity involved a canine deployment.

Figure Fifty-Six C: Troop C Trend of Racial/Ethnic Distribution of Stops with Canine Deployments

January 2012 – December 2014

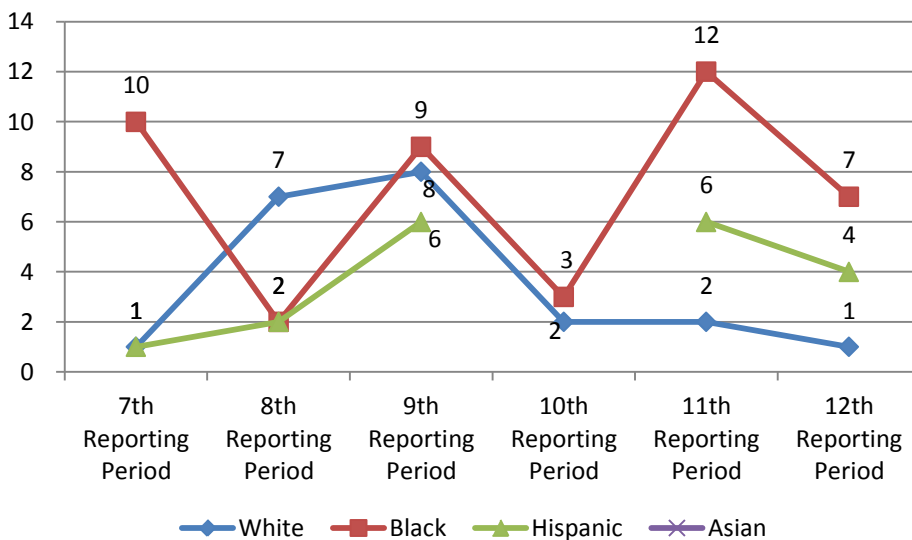


Troop C reported fewer stops with canine deployments than Troop B, 14 stops. However, this was a five stop increase from the previous reporting period. Increases in stops with canine deployments were noted for White, Black, and Hispanic drivers. There was a two stop increase for White and Black drivers and a one stop increase for Hispanic drivers. Despite these increases, the proportions

of post-stop activities that involved a canine deployment for each racial/ethnic group were small. In Troop C, only 1% each of stops of White and Black drivers with post-stop activities involved canine deployments.

Figure Fifty-Six D: Troop D Trend of Racial/Ethnic Distribution of Stops with Canine Deployments

January 2012 – December 2014



Troop D experienced an eight stop decrease in the number of stops with canine deployments in the current reporting period. White, Black, and Hispanic drivers all experienced this decrease. For Black drivers it was five stops, for Hispanic drivers it was two stops, and for White drivers it was one stop. As noted in each troop, the proportions of post-stop activities that involved a canine

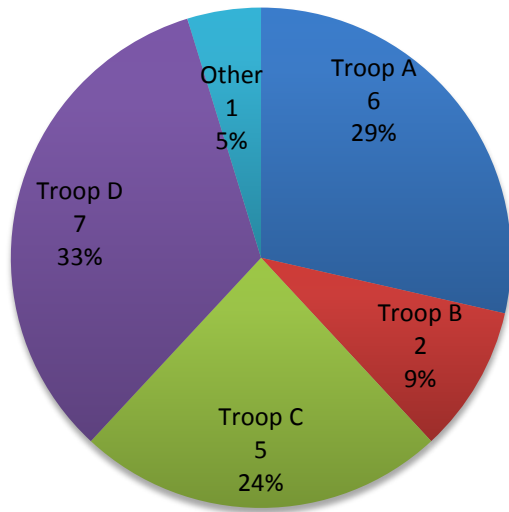
deployment for each racial/ethnic group were small. In Troop D, 1% each of Black and Hispanic drivers with post-stop activity involved canine deployments.

Due to the extreme infrequency of canine deployments in Other non-troop stations, a figure depicting trends is not shown. There was only one stop with a canine deployment in stops conducted by Other non-troop stations in the current reporting period.

Uses of Force

Figure Fifty-Seven: Troop Distribution of Stops with Uses of Force

July 1, 2014- December 31, 2014



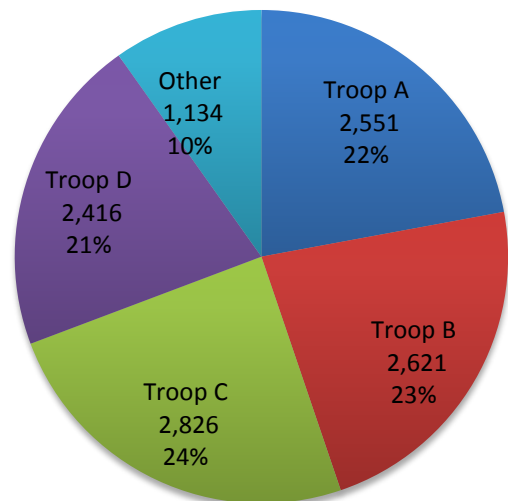
Total Stops with Uses of Force: **21**

In this reporting period, there were 21 stops where force was used, a slight decrease from the previous reporting period where there were 29 uses of force. Force remains an infrequent event during motor vehicle stops. Only 0.2% of stops with a post stop interaction involved a use of force. Physical force was the most frequently utilized form of force. There were 14 stops with uses of force that were classified as physical force. Mechanical force was utilized in four motor vehicle stops and a combination of Mechanical and Physical force was used in three stops. Figure Fifty-Seven depicts the distribution of stops involving uses of force by Troop. The largest proportion of stops with uses of force was conducted by Troop D; 33%. Troop A had the second largest proportion with 29%, followed by Troop C with 24% of stops with uses of force. Troop B made up 9% of stops with uses of force.

Figure Fifty-Eight: Troop Distribution of Stops without Uses of Force

July 1, 2014- December 31, 2014

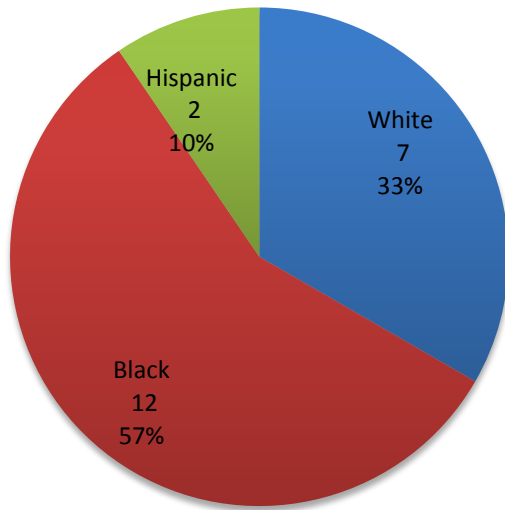
As noted above, most stops with post-stop activity did not involve uses of force. As a result, the Troop distribution of these stops is similar to the distribution of stops involving all post-stop activity. As shown in in Figure Fifty-Eight, Troop C had the largest proportion of stops without uses of force with 24%, followed by Troop B with 23%, Troop A with 22%, and Troop D with 21%. These distributions were identical to those of all stops with post-stop activity.



Total Stops without Use of Force: **11,548**

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

July 1, 2014- December 31, 2014



Total Stops with Uses of Force: **21**

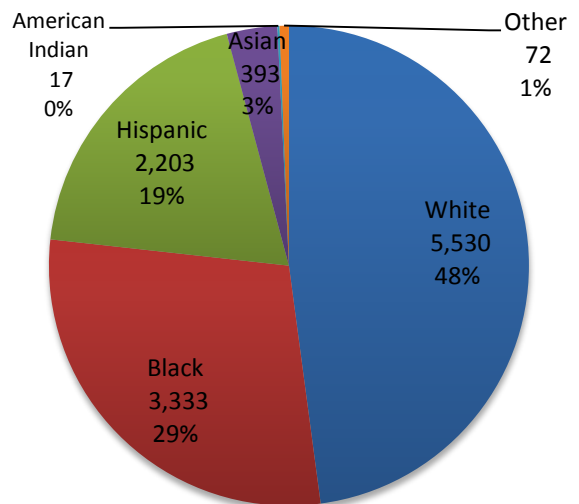
Figure Fifty-Nine depicts the number of stops with uses of force by driver race/ethnicity. Because of the small number of stops with force, the percentages are somewhat misleading. White drivers were involved in 33% of all stops with force while Black drivers were 57%. Hispanic drivers were involved in 10% of all stops with uses of force. However, White drivers were involved in seven stops with force, Black drivers were involved in 12 stops with force, and Hispanic drivers were each involved in two stops with force.

Compared to stops with post-stop activity, the racial/ethnic distribution of stops with uses of force is similar. White drivers involved in stops with force were slightly underrepresented in stops with uses of force. Black drivers made up a larger proportion. There were 57% of stops with uses of force and 29% of stops with

post-stop activity. Similar to the last reporting period, Hispanic drivers were underrepresented among stops with uses of force; they were 10% of stops with uses of force and 19% of stops with post-stop activity.

Figure Sixty: Racial/Ethnic Distribution of Stops without Uses of Force

July 1, 2014- December 31, 2014



Total Stops without Use of Force: **11,548**

Figure Sixty depicts the racial/ethnic distribution of stops with post-stop activity without uses of force. Since there were so few stops involving uses of force, this distribution is expected to be identical to the distribution of stops with law enforcement procedures.

Across Troops, the racial/ethnic distribution for stops with uses of force varied greatly. The distributions depicted in Figure Sixty-One were of Troops A, C, and D. There were only two uses of force in Troop B, both drivers were Black and only one stop involving use of force in Other non-troop stations, the driver was also Black. Black drivers were the largest proportion in most Troops. They made up 60% in Troop C and 57% in Troop D. They were also the only drivers involved in the two stops with uses of force for Troop B and the one stop with force in Other non-troop stations. White drivers were the largest proportion of stops with uses of force for Troop A, 50%. Hispanic drivers were only involved in stops with uses of force in Troop A and Troop D. The proportion varied between 14% and 17%.

Figure Sixty-One: Racial/Ethnic Distribution of Stops with Uses of Force by Troop
July 1, 2014- December 31, 2014

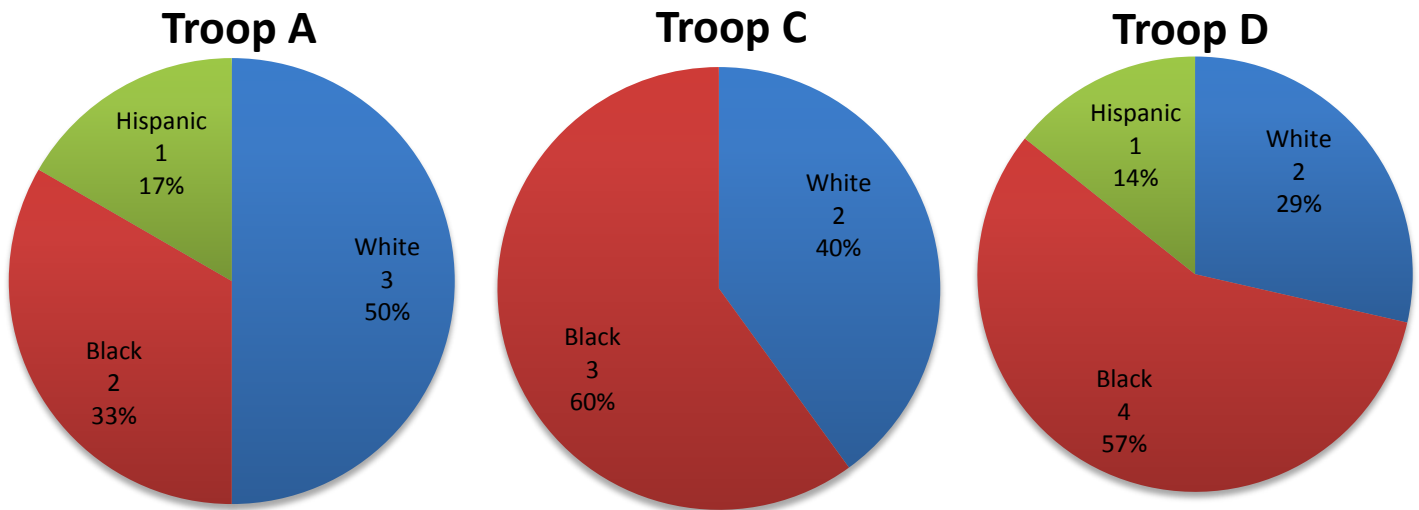
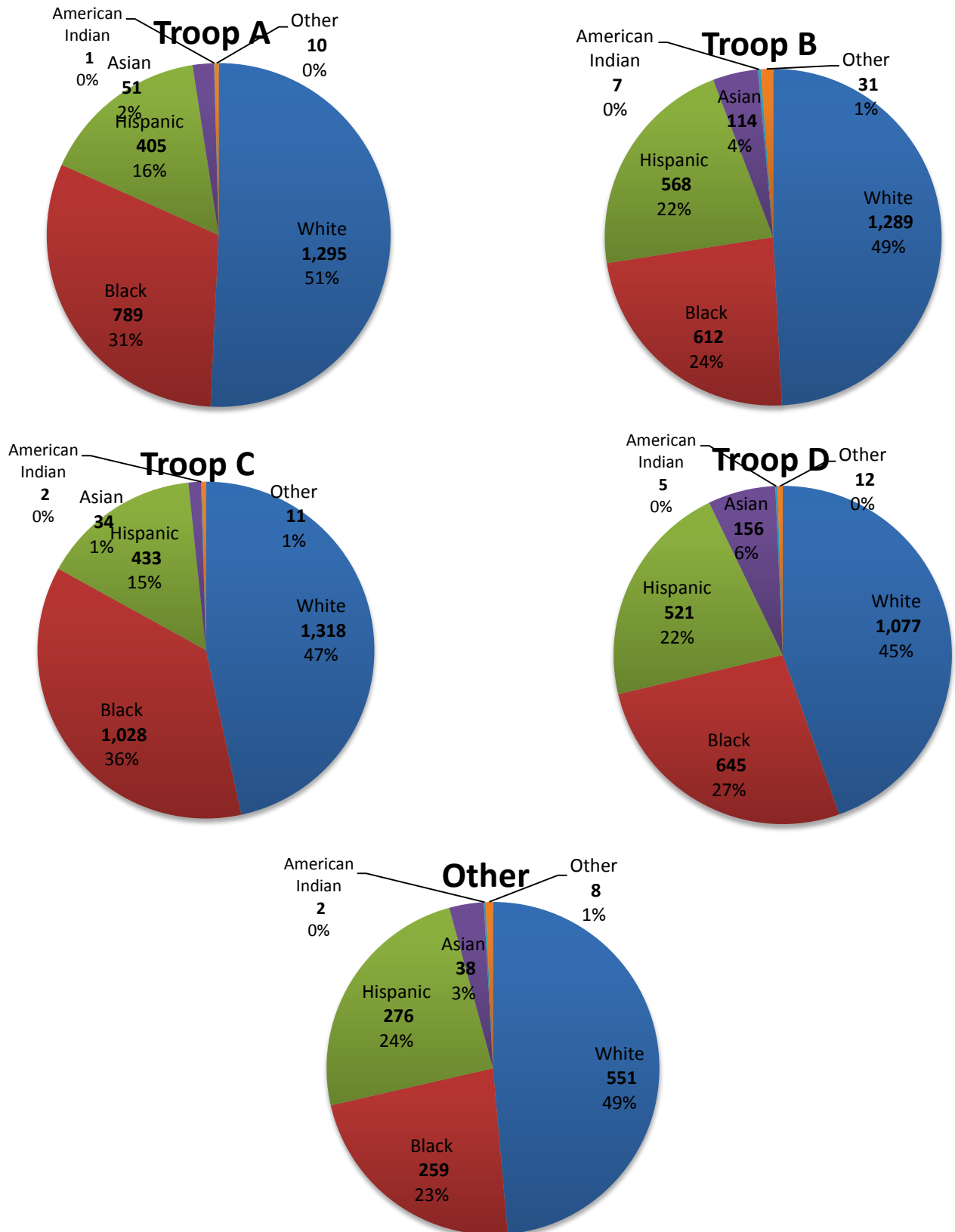


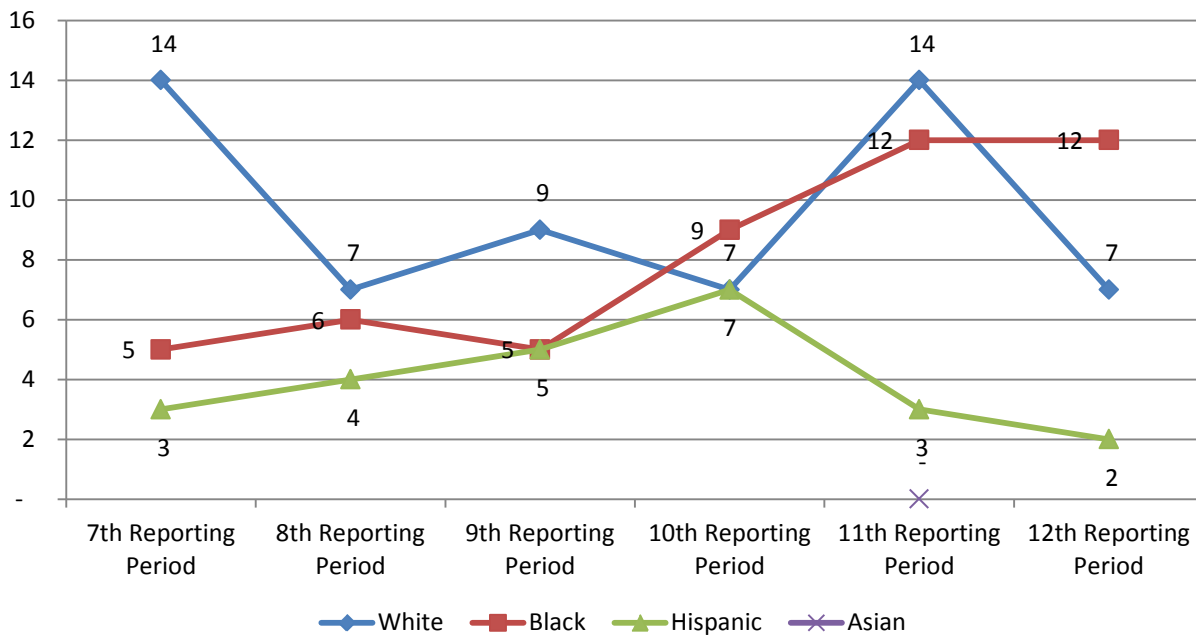
Figure Sixty-Two depicts the racial/ethnic distribution of stops without uses of force. As shown, White drivers were the largest proportion of these stops, between 45% and 51% of all stops without uses of force. Black drivers were typically between 23% and 36% and Hispanic drivers were between 15% and 22% of these stops. Again, because there were so few stops with uses of force, the distribution of stops without force is identical to all stops with post-stop activity.

Figure Sixty-Two: Racial/Ethnic Distribution of Stops without Uses of Force by Troop
 July 1, 2014- December 31, 2014



The total number of stops where force was used decreased eight stops (28%) in the current reporting period. As shown in Figure Sixty-Three, White and Hispanic drivers experienced a decrease in the number of stops with uses of force. For White drivers, there was a seven stop decrease and for Hispanic drivers there was a one stop decrease in the number of stops with uses of force. The number of stops with uses of force involving Black drivers did change and remained at 12 stops. Because force is a relatively rare event, slight changes can seem larger than they actually were when using percentages. The differences in the number of stops with uses of force were typically only one or two stops for each racial/ethnic group. In the current reporting period, the number of stops where White drivers received force decreased by half. For a more detailed analysis of uses of force, see OLEPS' Eleventh Oversight report.⁶

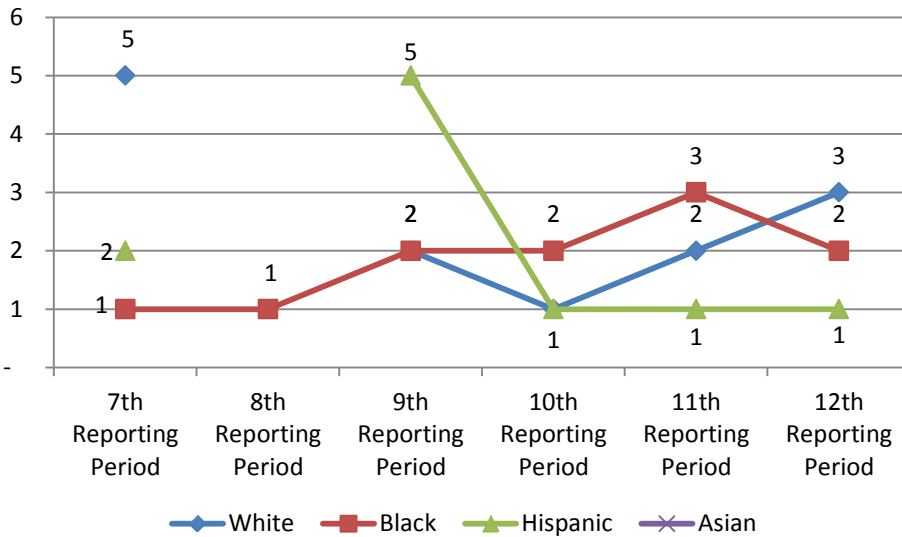
Figure Sixty-Three: Trend of Racial/Ethnic Distribution of Stops with Uses of Force
 January 2012 – December 2014



⁶ <http://www.nj.gov/oag/oleps/in-house-monitoring.html>

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

January 2012 – December 2014

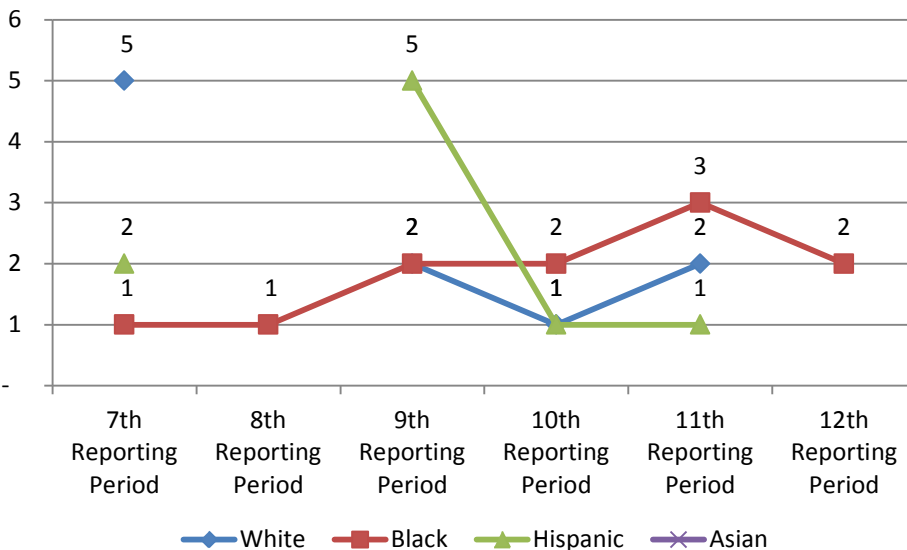


In Troop A, there was no change in the total number of stops with uses of force. However, there were changes noted for White and Black drivers. The number of stops with uses of force involving White drivers increased one stop and the number of stops involving Black drivers decreased one stop. In Troop A, no more than .25% of stops with post-stop activity for any racial/ethnic group

resulted in a use of force.

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

January 2012 – December 2014

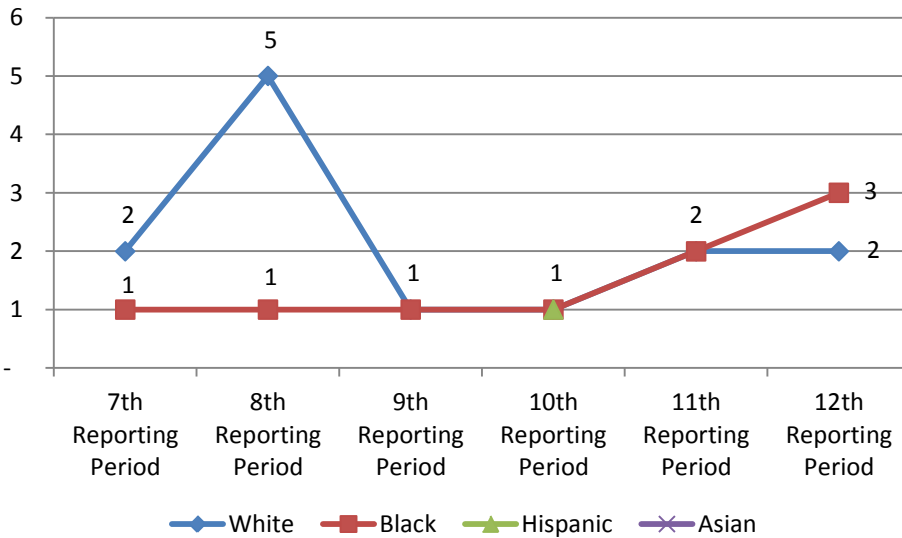


Although the number of stops with post-stop activity conducted by Troop B increased in the current reporting period, the number of stops with uses of force decreased by four stops. There were only two stops with uses of force in the current reporting period. In both of these stops, the driver was Black. Of all stops of Black drivers with post-stop activity, .33% involved a use of force in the current reporting

period.

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

January 2012 – December 2014

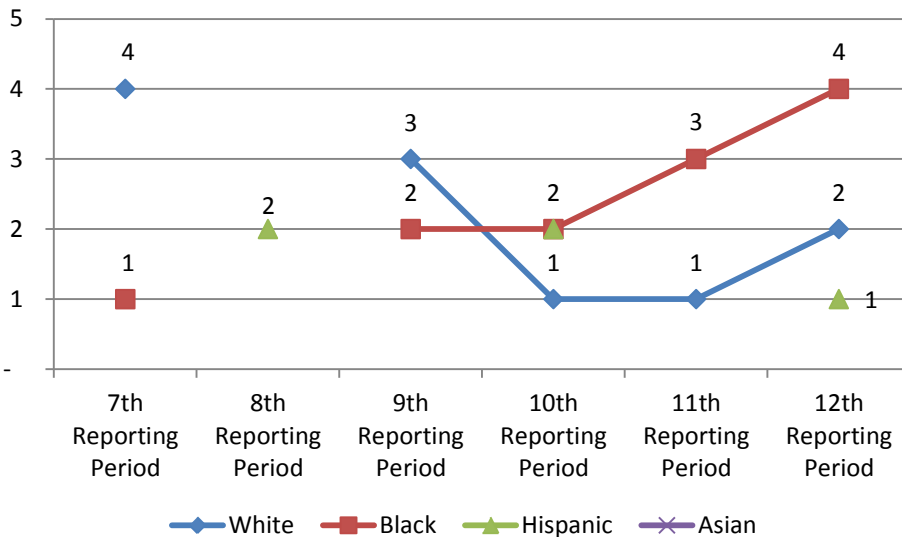


Overall the number of stops with uses of force increased one stop in the current reporting period for Troop C. Like the previous reporting period, White drivers were involved in two stops with uses of force. Black drivers experienced a one stop increase in stops with uses of force. There were no stops with uses of force that involved either Hispanic or Asian drivers. Of all stops with post-stop activity for

White drivers .15% involved a use of force and for Black drivers .29% involved a use of force.

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

January 2012 – December 2014



Similar to Troop C, Troop D experienced an overall increase in stops with uses of force for the current reporting period. The number of stops with uses of force increased from four to seven stops. White, Black, and Hispanic drivers experienced an increase in stops with uses of force. White, Black, Hispanic drivers each experienced a one stop increase in the number of stops with uses of force.

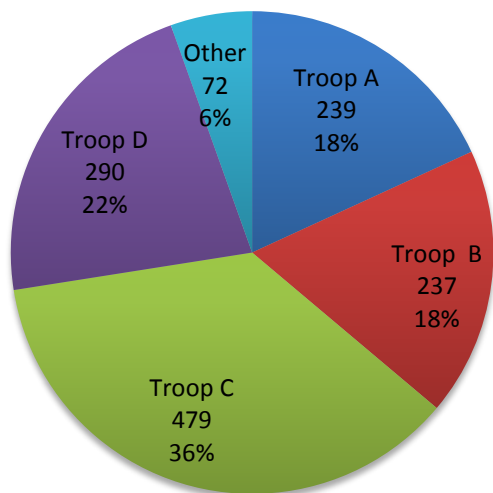
In the previous reporting period, Hispanic drivers were not involved in stops with uses of force. However, Hispanic drivers were involved in one stop with a use of force in the current period. Of stops with post-stop activity, Black drivers had the highest proportion of stops with uses of force, .62%.

Due to the extreme infrequency of uses of force in Other non-troop stations, a figure depicting trends is not shown. There was only one stop with a use of force in stops conducted by Other, non-troop stations in the current reporting period.

Consent to Search

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

July 1, 2014- December 31, 2014



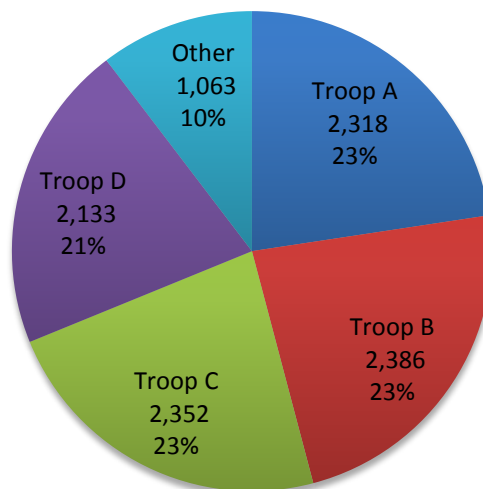
For this period, there were 1,317 stops with consent to search requests, the same as the previous reporting period. Figure Sixty-Five depicts the distribution of stops with consent requests by Troop. Troop C had the largest proportion of these stops with 36%, followed by Troop D with 22%. Both Troop A and B conducted 18% of stops with consent requests in the current reporting period.

Total Stops with Consent Requests: **1,317**

As noted above, the number of stops with consent requests is only a small percentage of all stops with post-stop activity. As a result, the Troop distribution of stops without consent requests should be similar to that of all stops with post-stop interactions. In fact, the distributions were nearly identical, as shown in Figure Sixty-Six. Troop A is slightly overrepresented in stops without consent requests, while Troop C is slightly underrepresented. Other than those two Troops, all other Troop proportions were identical.

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

July 1, 2014- December 31, 2014



Total Stops without Consent Requests:
10,252

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

July 1, 2014- December 31, 2014

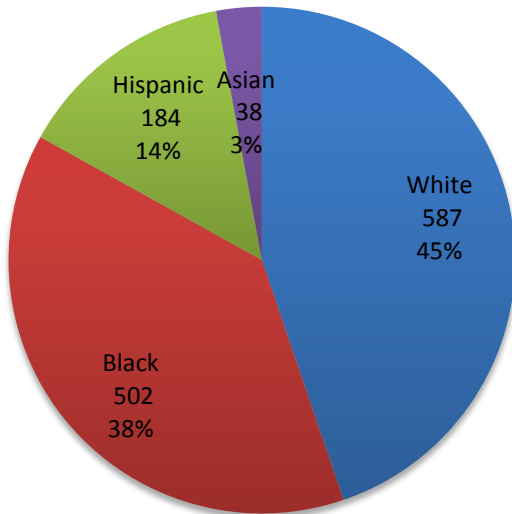


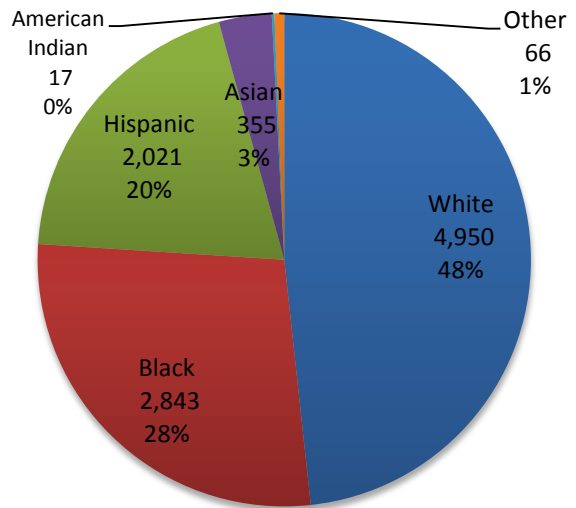
Figure Sixty-Seven depicts the racial/ethnic distribution of stops with consent requests. The frequency of consent requests for White drivers was higher than the frequency for all other racial/ethnic groups. White drivers were involved in 587 stops with consent requests (45%), Black drivers were involved in 502 stops (38%), and Hispanic drivers were involved in 184 stops (14%) with consent requests. Compared to the overall racial/ethnic distribution of stops with post-stop activity, White and Hispanic drivers were slightly underrepresented, while Black drivers were slightly overrepresented.

Total Stops with Consent Requests: **1,317**

Figure Sixty-Eight: Racial/Ethnic Distribution of Stops without Consent Requests

July 1, 2014- December 31, 2014

Figure



Sixty-Eight depicts the racial/ethnic distribution of stops with post-stop activity without consent requests. As can be seen, the distribution is nearly identical to the distribution of all stops with post-stop activity. Although there were minor differences in the proportions, they were not large and do not present overwhelming evidence that any particular racial/ethnic group is more likely to be asked to exit for consent than not.

Total Stops without Consent Requests: **10,252**

Across Troops, the racial/ethnic distribution of stops with consent requests varied. Generally, White drivers were the largest proportion of these activities, varying between 33% and 52%. Black drivers were between 32% and 42% of stops with consent requests across Troops and Hispanic drivers were between 8% and 18% of all stops with consent requests across Troops.

Figure Sixty-Nine depicts the racial/ethnic distribution of stops with post-stop interactions without consent requests for each Troop. As shown, White drivers were the largest proportion of these stops, between 46% and 51% of all stops without consent request. Black drivers were typically between 22% and 36% and Hispanic drivers were between 16% and 25% of these stops. The range in distribution of stops that involved post-stop interactions without consent requests is very similar to those of all stops with post-stop interaction.

Figure Sixty-Nine: Racial/Ethnic Distribution of Stops with Consent Requests by Troop
July 1, 2014- December 31, 2014

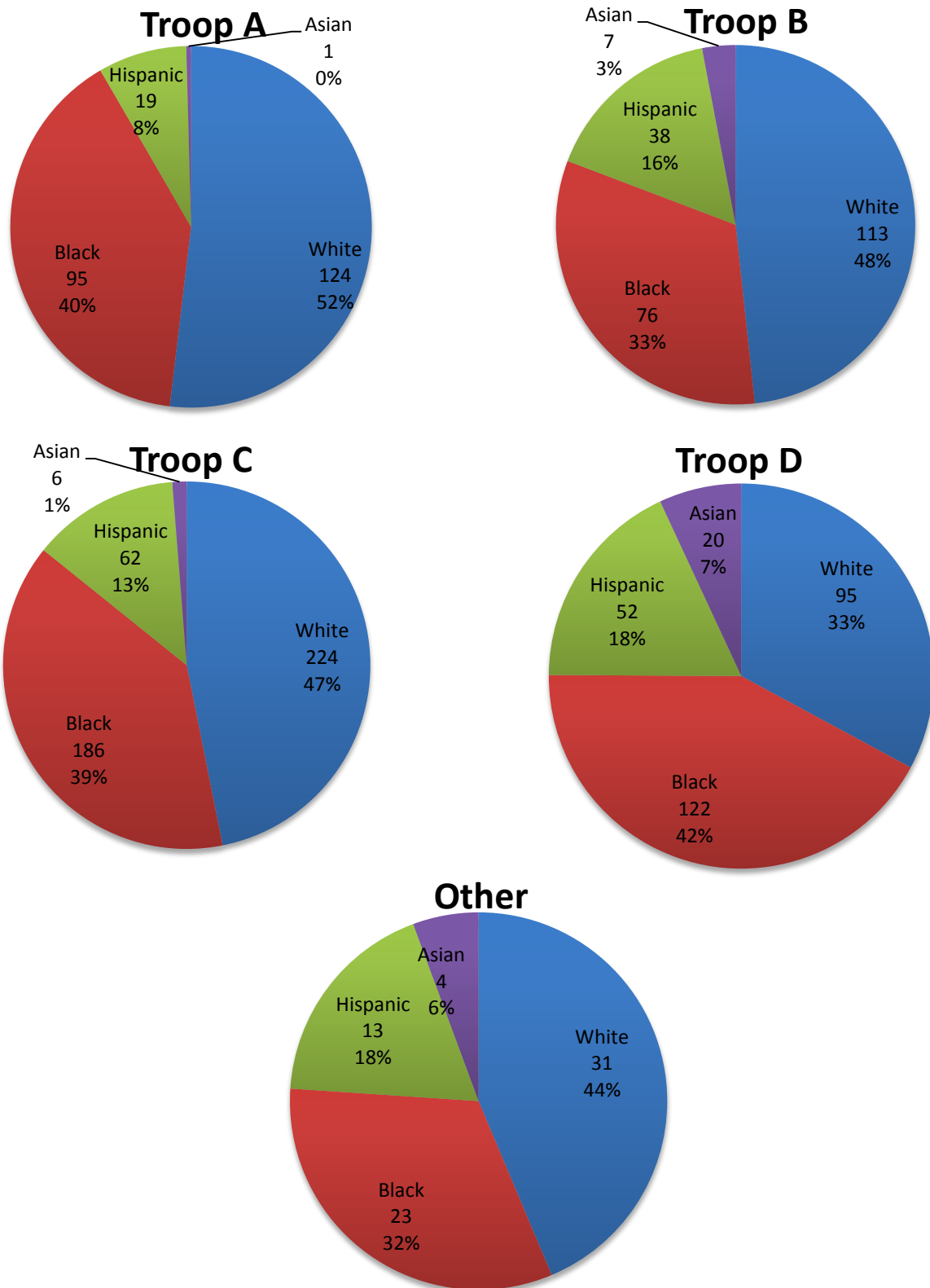


Figure Seventy: Racial/Ethnic Distribution of Stops without Consent Requests by Troop
 July 1, 2014- December 31, 2014

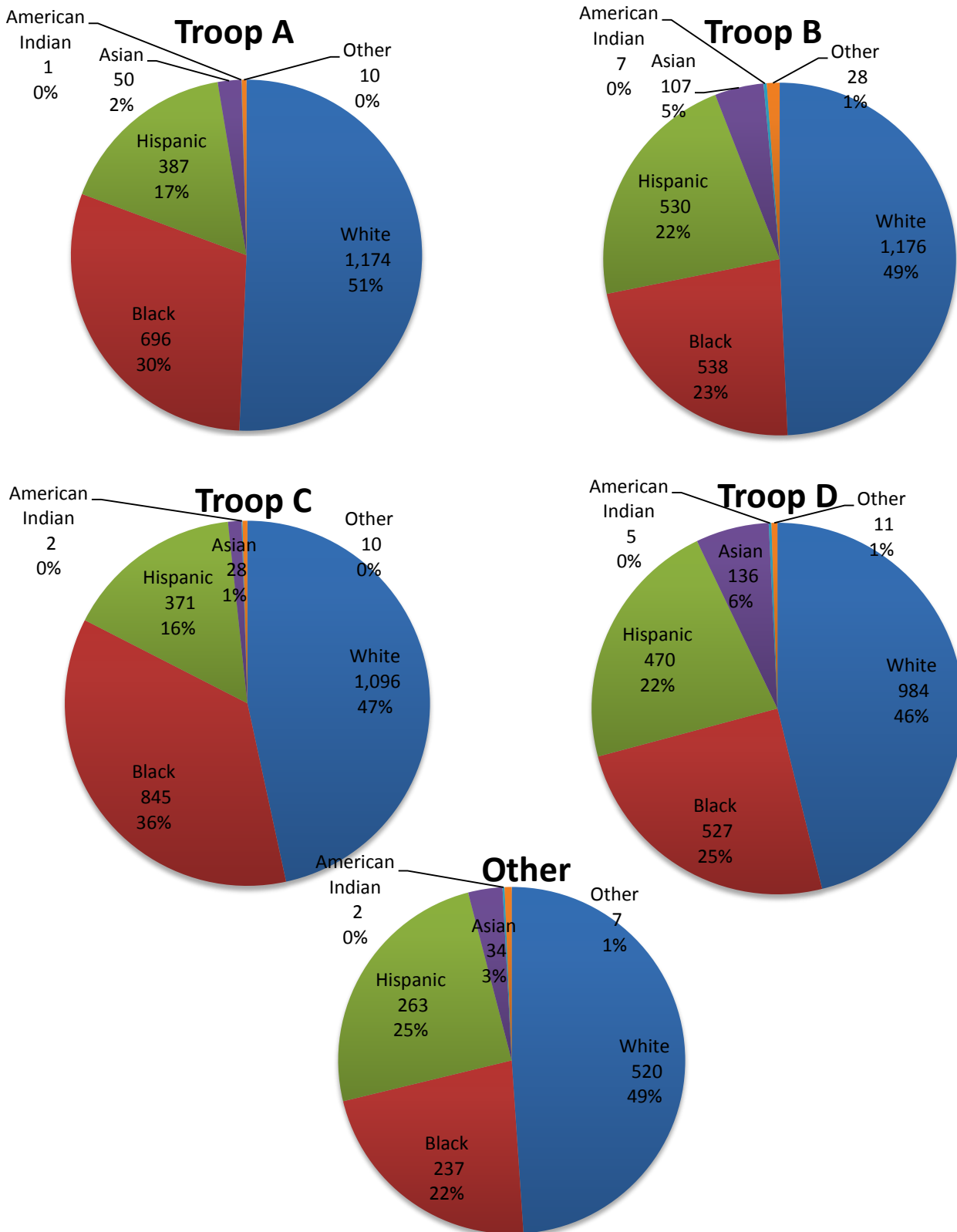
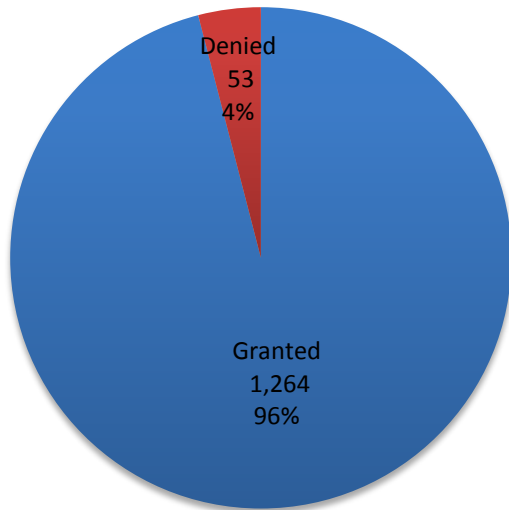


Figure Seventy-One: Outcome of Consent to Search Requests

July 1, 2014- December 31, 2014



Total Stops with Consent Requests: **1,317**

There may be multiple outcomes for a consent request: granted, denied, or withdrawn. Figure Seventy-One presents the distribution of all consent search request outcomes. The majority of stops with consent to search requests involved granted requests; 1,254 (96%) requests were granted and 53 (4%) were denied.

Figure Seventy-Two depicts the multiple outcomes of a consent request by Troop. Granted request made up the largest proportion of stops with consent requests among all Troops, varying between 92% and 98%. Denied consent request were very small proportions of stops with consent request, varying between 2% and 8% of these stops. Troop A reported the highest number and proportion of denied consent requests.

Figure Seventy-Two: Outcome of Consent to Search Requests by Troop
July 1, 2014- December 31, 2014

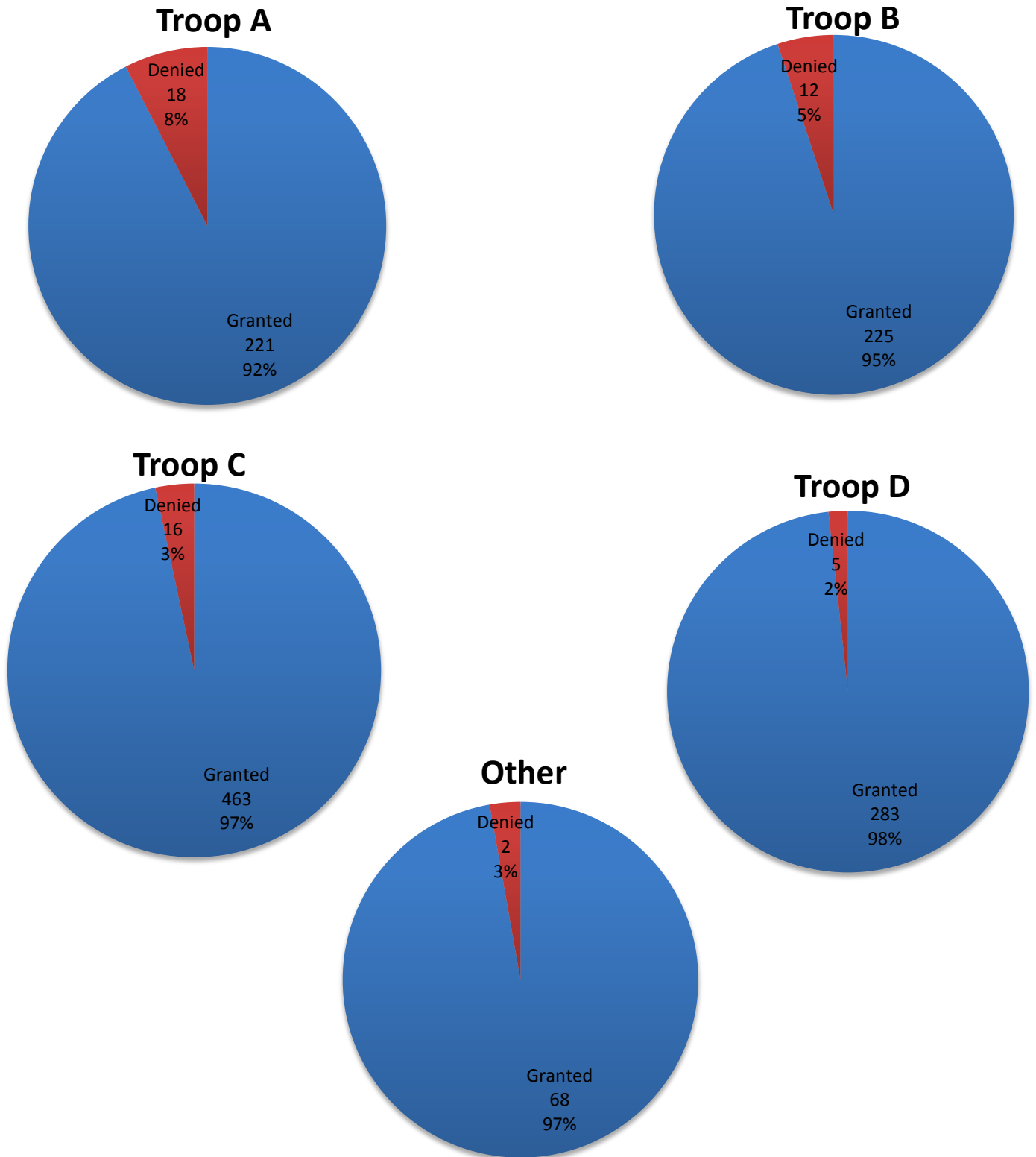
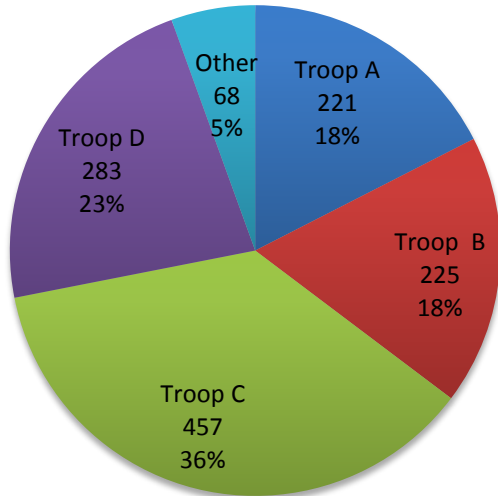


Figure Seventy-Three: Troop Distribution of Stops with Granted Consent Requests

July 1, 2014- December 31, 2014



Of the 1,317 stops involving consent requests, the majority, 95%, were granted with 1,254 stops. Figure Seventy-Three depicts the Troop distribution of stops with granted consent requests. This distribution is nearly identical to that of stops with consent requests, as expected. Troop C had the largest proportion of stops with granted consent requests, with 36%, followed by Troop D with 23%. Troops A and B both conducted 18% of stops with granted consent requests.

Total Stops with Granted Consent Requests:
1,254

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

July 1, 2014- December 31, 2014

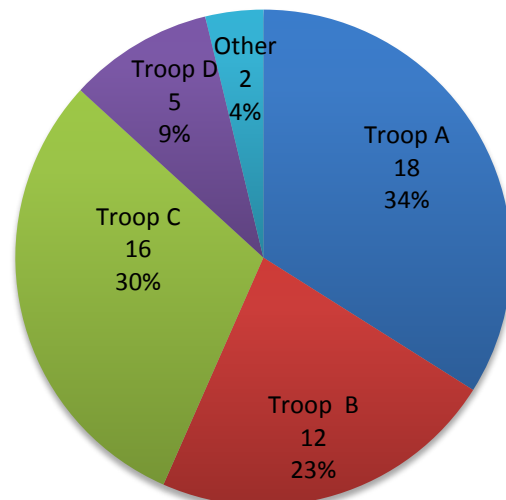
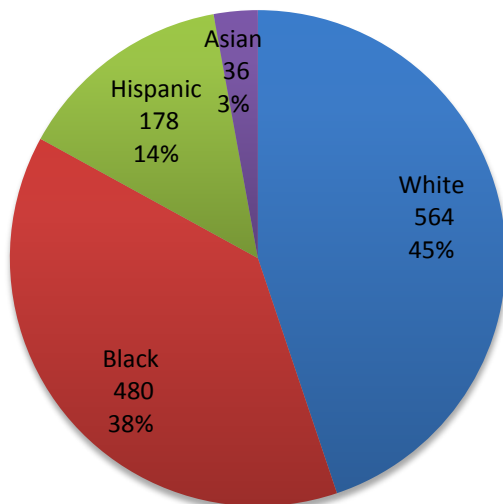


Figure Seventy-Four depicts the distribution of stops with denied consent requests by Troop. These proportions varied from all stops with consent requests and granted consent requests. In this distribution, Troop A had the largest proportion of stops for denied consent requests, with 34%. Troop C had 30% of stops with denied consent requests, followed by Troop B with 23%, Troop D with 9%, and Other stations with 4%.

Total Stops with Denied Consent Requests:
53

Figure Seventy-Five: Racial/Ethnic Distribution of Stops with Granted Consent Searches

July 1, 2014- December 31, 2014



Among the possible outcomes of these requests, the racial/ethnic pattern remains consistent with the pattern of all consent results. White drivers had the highest proportion of both granted (Figure Seventy-Five) and denied consent to search requests (Figure Seventy-Six). Because the majority of consent to search requests were granted, the distribution of granted consent requests is nearly identical to that of all stops with requests. However, the distribution of denied consent to search requests deviates slightly. Specifically, Black drivers were involved in a larger proportion of stops with denied consent requests, 42%, than their proportion of all stops with consent requests, 38%. Additionally, Hispanic drivers were involved in a slightly smaller proportion of stops with denied consent

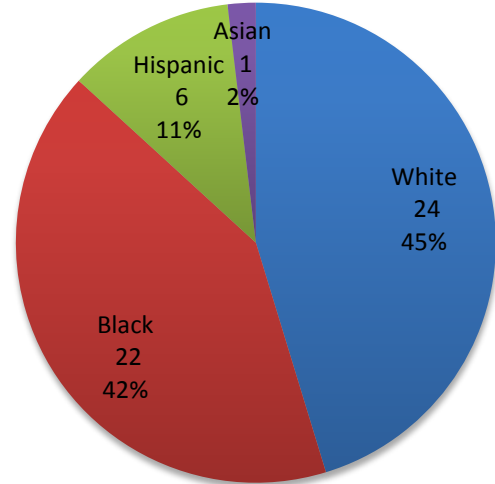
Total Stops with Granted Consent Requests:
1,264

requests, 11%, compared to 14% of all stops with consent requests.

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

July 1, 2014- December 31, 2014

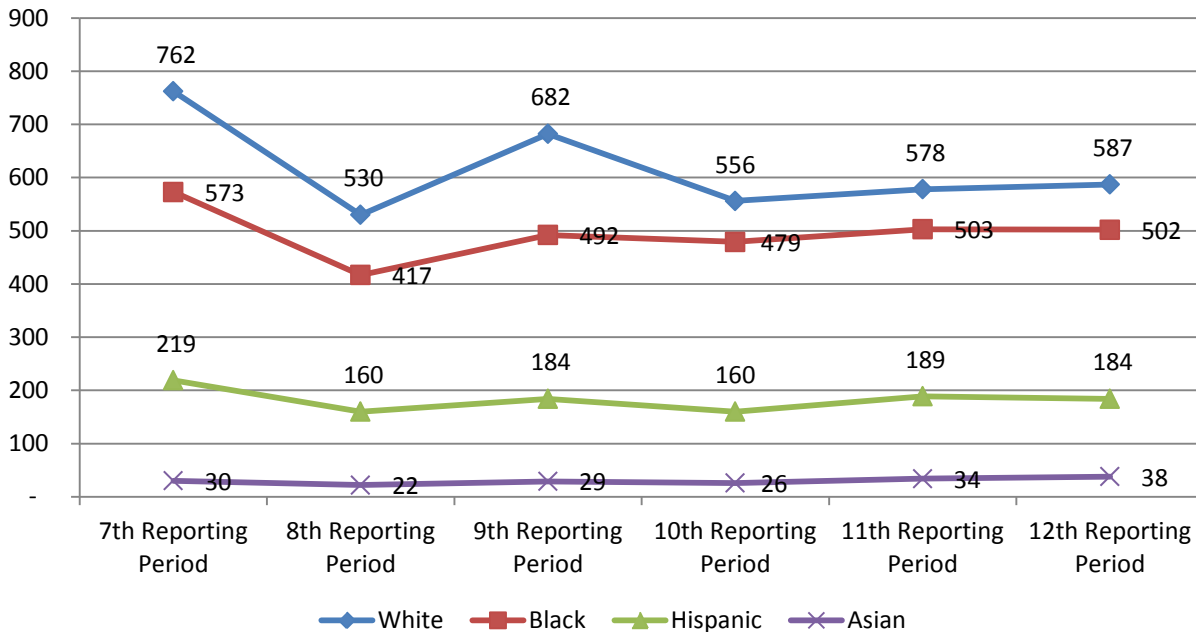
The total number of stops with consent to search requests experienced no change in the current reporting period. This number includes all requests, regardless of the outcome (granted or denied). Figure Seventy-Seven graphs this trend for each racial/ethnic group. The largest change was noted for stops involving Asian drivers where consent was requested. For these stops there was a 12% (four stops) decrease compared to the previous reporting period. White drivers increased by about 2% (nine stops), Black drivers by less than 1% (one stop), and Hispanic drivers by about 3% (five stops).



Total Stops with Denied Consent Requests:
53

Figure Seventy-Seven: Trend of Racial/Ethnic Distribution of Stops with Consent Requests

January 2012 – December 2014

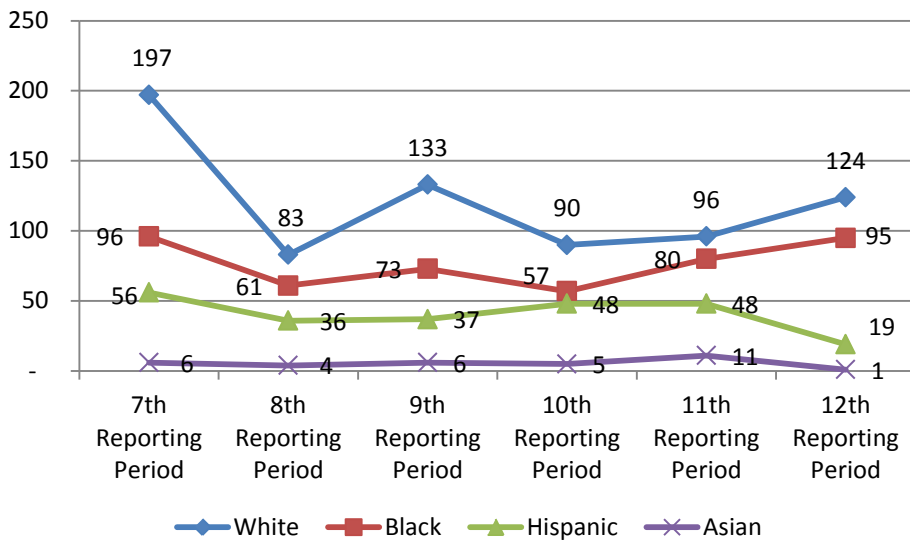


Trends in each category of consent to search request that were granted, denied, or withdrawn were not presented pictorially. However, in the current reporting period, there was a 36% increase in the number of stops with denied consent requests and a 2% decrease in the number of stops with

granted consent requests. For denied consent requests, White, Black, and Hispanic drivers experienced increases while Asian drivers experienced a decrease. Among stops with granted consent requests, White and Asian drivers experienced an increase, while Black and Hispanic drivers experienced decreases.

Figure Seventy-Eight A: Troop A Trend of Racial/Ethnic Distribution of Stops with Consent Requests

January 2012 – December 2014

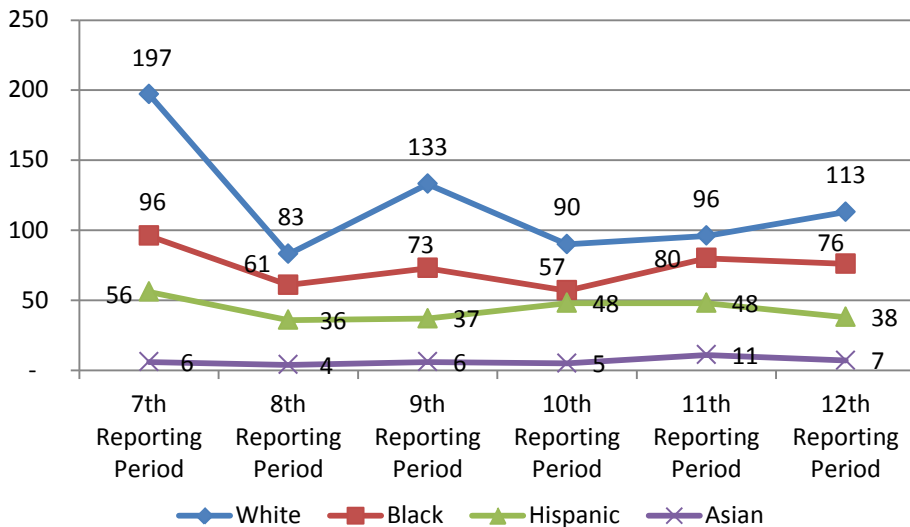


In Troop A, the total number of stops with consent requests remained the same from the previous to the current reporting period, similar to Division-wide trends. However, White and Black drivers experienced increases in the number of stops with consent requests while Hispanic drivers experienced a decrease of 29 stops with consent requests, 60%. Asian

drivers experienced an 11 stop decrease, 91%, in the current reporting period. For Black drivers, 12% of stops with post-stop activity resulted in a consent to search request. For White drivers, this proportion was 10% and for Hispanic drivers it was 5%. Of stops of Asian drivers with post-stop activity, only 2% involved a consent request. In Troop A, Black drivers were involved in the highest proportion of stops with consent requests of all stops with post-stop activity.

Figure Seventy-Eight B: Troop B Trend of Racial/Ethnic Distribution of Stops with Consent Requests

January 2012 – December 2014

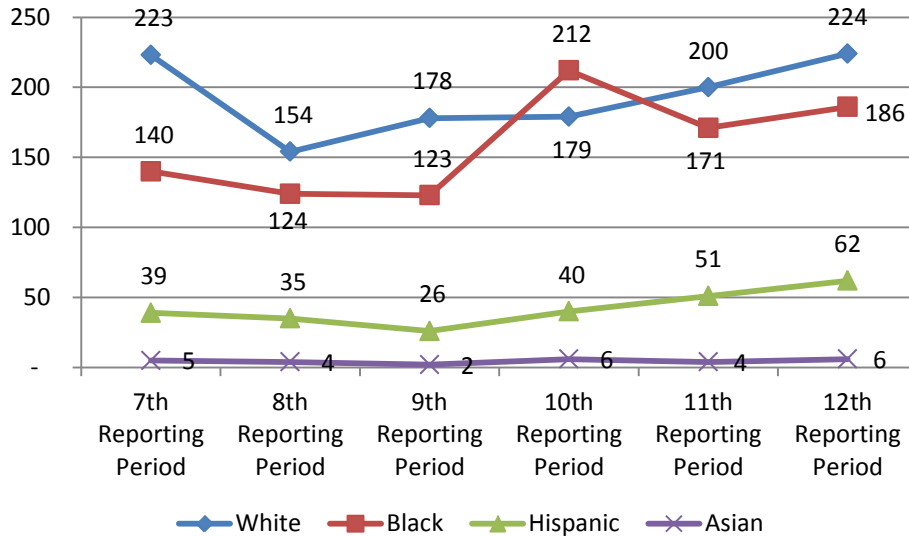


Overall, stops with consent requests in Troop B experienced a slight decrease of 1% in the current reporting period. Black, Hispanic, and Asian drivers experienced decreases in the number of stops with consent requests. For Black drivers the decrease was 5% (four stops), for Hispanic drivers it was 21% (ten stops), for Asian drivers it was 36%

(four stops). Stops of White drivers with consent requests increased 18% this reporting period. As noted in Troop A, Black drivers had the highest concentration of stops with consent requests among their stops with post-stop activity. For Black drivers, 12% of their stops with post-stop activity involved a consent request. For White drivers, 9% of stops with post-stop activity had a consent request. For Hispanic drivers this proportion was 7% and for Asian drivers it was 6%.

Figure Seventy-Eight C: Troop C Trend of Racial/Ethnic Distribution of Stops with Consent Requests

January 2012 – December 2014

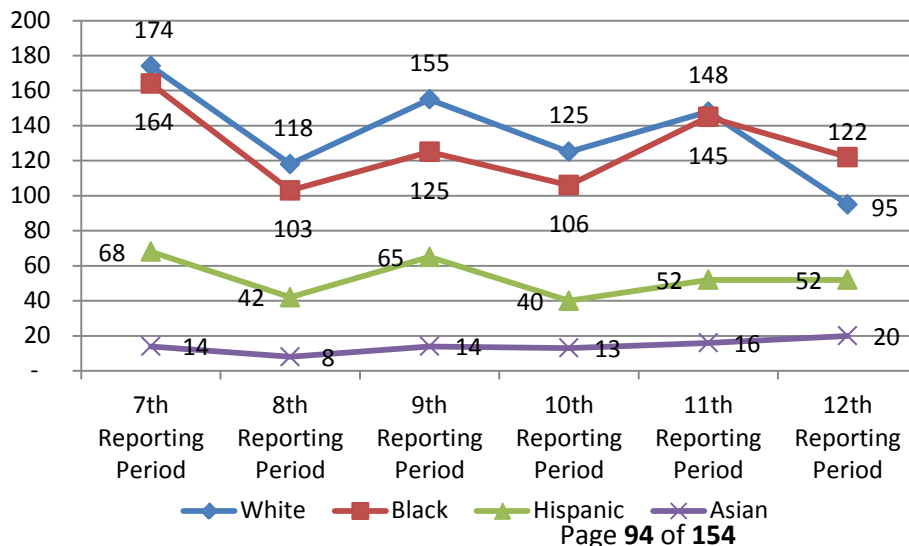


Unlike Troop A and B, Troop C experienced a 12% increase in the number of stops with consent requests. All racial/ethnic groups in Troop C experienced increases this reporting period. Hispanic and Asian drivers experienced the greatest increase in stops with consent requests, 22% (11 stops) and 50% (two stops), respectively. Stops of White drivers with consent requests

increased 12% while stops of Black drivers increased 9%. Black and Asian drivers had the highest concentration of stops with consent requests among stops with post-stop activity. For Black and Asian drivers, 18% of stops with post-stop activity had a consent request. For White drivers, this proportion was 17% and for Hispanic drivers, 14%.

Figure Seventy-Eight D: Troop D Trend of Racial/Ethnic Distribution of Stops with Consent Requests

January 2012 – December 2014

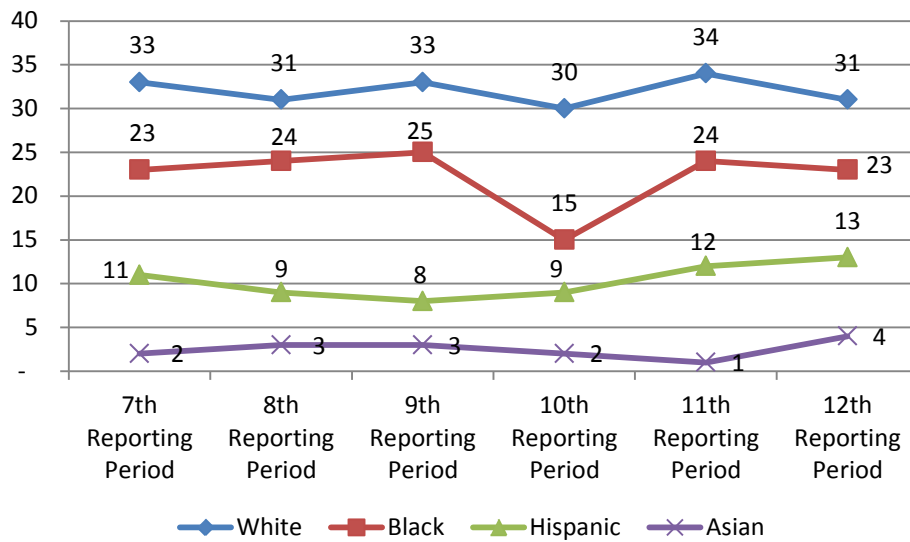


Troop D experienced a 20% decrease in the number of stops with consent requests in the current reporting period. White and Black drivers also experienced decreases, 36% and 16%, respectively. The number of stops with consent requests of Hispanic drivers remained the same as the previous period while Asian drivers experienced a 25% (four

stops) increase in stops with consent requests. Although overall the number of stops with consent requests decreased in Troop D, Asian drivers experienced an increase of four stops, 25%. Hispanic drivers experienced no change in the number of stops with consent requests this reporting period. As noted in every troop thus far, Black drivers had the highest concentration of stops with consent requests among stops with post-stop activities. For Black drivers, 19% of stops with post-stop activities involved a consent request. For Asian drivers this proportion was 13%, 10% for Hispanic drivers, and 9% for White drivers.

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

January 2012 – December 2014



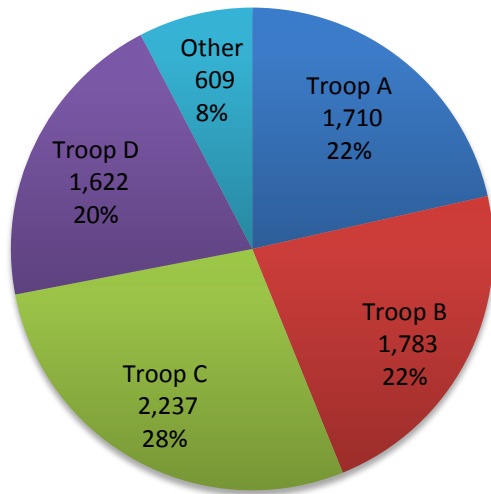
For Other non-troop stations, the total number of stops with consent requests only decreased by one stop, 1%, in the current reporting period. White and Black drivers experienced slight decreases in the number of stops with consent requests, 9% (three stops) and 4% (one stop), respectively. The number of consent requests involving Hispanic drivers increased 8% (one stop) in the

current reporting period. Consent requests in stops with Asian drivers increased 300% (three stops), in the current reporting period. For Other non-troop stations, Asian drivers had the highest likelihood of being asked for consent to search. In 11% of stops of Asian drivers with post-stop activity, a request for consent to search was made. For Black drivers, this proportion was 9%, for White drivers it was 6%, and for Hispanic drivers it was 5%.

Arrests

Figure Seventy-Nine: Troop Distribution of Stops with Arrests

July 1, 2014- December 31, 2014

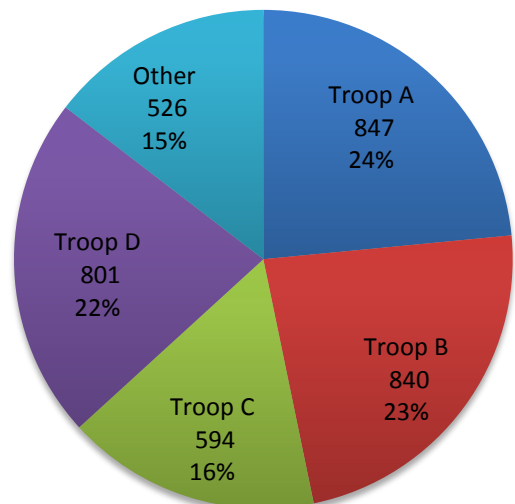


Total Stops with Arrests: **7,961**

In the current reporting period, there were 7,961 motor vehicle stops where at least one person was arrested. In the majority of these stops, only one person was arrested. However, there were 22 stops where five or more individuals were arrested. On average, there were 1.2 arrests per stop. A large majority of stops with post-stop interactions involved arrests. Therefore, the Troop distribution is very similar to that of all stops with post-stop activity. Troop C conducted the largest proportion of stops with 28%, followed by Troops A and B, with 22%. Troop D and Other stations were slightly underrepresented in stops with arrests compared to stops with all post-stop interactions.

Figure Eighty: Troop Distribution of Stops without Arrests

July 1, 2014- December 31, 2014



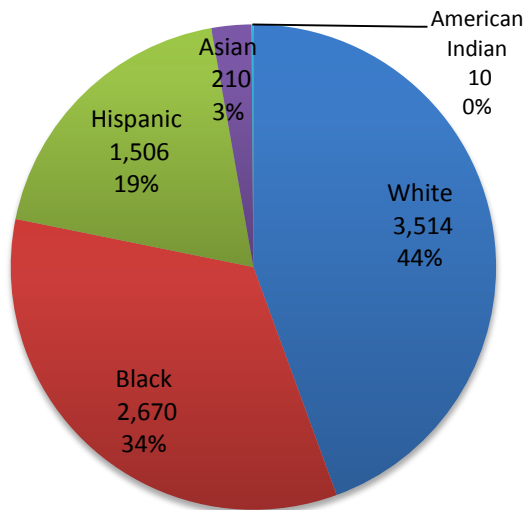
Total Stops without an Arrest: **3,608**

As noted above, the majority of stops with post-stop interactions involved arrests. There were 3,608 stops that did not involve an arrest. The largest proportion of these incidents occurred in Troops A and B. Twenty-four percent of stops without arrests were conducted by Troop A and 23% by Troop B. Troop D was also a large proportion, 22% of stops without arrests. Troops C and Other stations had the smallest proportions of these stops, 16% and 15%, respectively. Comparing Figure Seventy-Nine and Eighty indicates that arrests were most common in Troop C. Troop C conducted the largest proportion of stops with arrests and the second smallest proportion without arrests. Conversely, every other troop experienced a larger proportion of stops without arrests than with arrests, unlike Troop C.

Figure Eighty-One depicts the racial/ethnic distribution of all motor vehicle stops where an arrest was made. Overall, 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. Black drivers were involved in 34% of all stops where an arrest was made while Hispanic drivers were involved in 19% of stops where an arrest was made. Asian drivers were only involved in 3% of all stops with arrests and American Indian drivers were involved in 0%. Compared to the overall racial/ethnic distribution of stops with post-stop interactions, White drivers appear underrepresented while Black drivers appear overrepresented. White drivers were 48% of all stops yet 44% of stops with arrests. Conversely, Black drivers were only 29% of all stops but 34% of all stops with arrests. Hispanic drivers were represented the same proportion, 19%, for both stops with arrests and stops with post-stop interactions.

Figure Eighty-One: Racial/Ethnic Distribution of Stops with Arrests

July 1, 2014- December 31, 2014

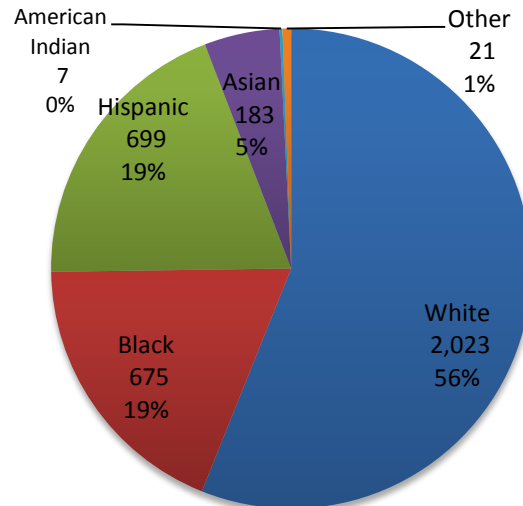


Total Stops with Arrests: **7,961**

Historically, the number of stops with arrests for Black drivers has been disproportionately high compared to other racial/ethnic groups. In the current period, they were still disproportionately high in comparison to their proportion of all stops, but not quite as disproportionate as previous reporting periods. The actual number of and charges for arrests will be discussed in the individual analysis section, exploring this disproportionality.

Figure Eighty-Two: Racial/Ethnic Distribution of Stops without Arrests

July 1, 2014- December 31, 2014



Total Stops without an Arrest: **3,608**

Figure Eighty-Two depicts the racial/ethnic distribution of stops with post-stop activity but no arrests. As can be seen, this distribution differs from the distribution of all stops with post-stop activity and from stops involving arrests. Here, White drivers made up the largest proportion of stops with 56%, overrepresented compared to all stops with post-stop activity. Black and Hispanic drivers both made up 19% of stops without arrests. Black drivers were underrepresented, while Hispanic drivers were the same proportion as stops with post-stop interactions.

Together, Figure Eighty-One and Eighty-Two indicate that Black drivers were more likely to be in a stop with an arrest than one without an arrest. Black drivers were a higher proportion of stops with arrests, 34%, than those without arrests, 19%. All other racial/ethnic groups were a higher proportion of stops without arrests than with an arrest.

Across Troops, the racial/ethnic distribution of stops with arrests varied slightly. White drivers were the largest proportion of these activities, varying between 41% and 48%. Black drivers were between 28% and 42% of stops with arrests and Hispanic drivers were between 16% and 25% of these stops. Asian drivers were typically a much smaller proportion of stops with arrests, between 1% and 6% of all stops with arrests.

Figure Eighty-Four depicts the racial/ethnic distribution of stops with post-stop interactions without arrests. As shown, White drivers were the largest proportion of these stops, between 50% and 67%. Black drivers were typically between 14% and 24% and Hispanic drivers were between 14% and 24% of these stops. Although White drivers were slightly overrepresented, caution is warranted in drawing any conclusions as there were so few stops without arrests for most troops to compare. As

noted Division-wide, in each troop, Black drivers were a larger proportion of stops with arrests than without arrests. Conversely White drivers were a larger proportion of stops without arrests than they were with arrests in each troop.

Figure Eighty-Three: Racial/Ethnic Distribution of Stops with Arrests by Troop

July 1, 2014- December 31, 2014

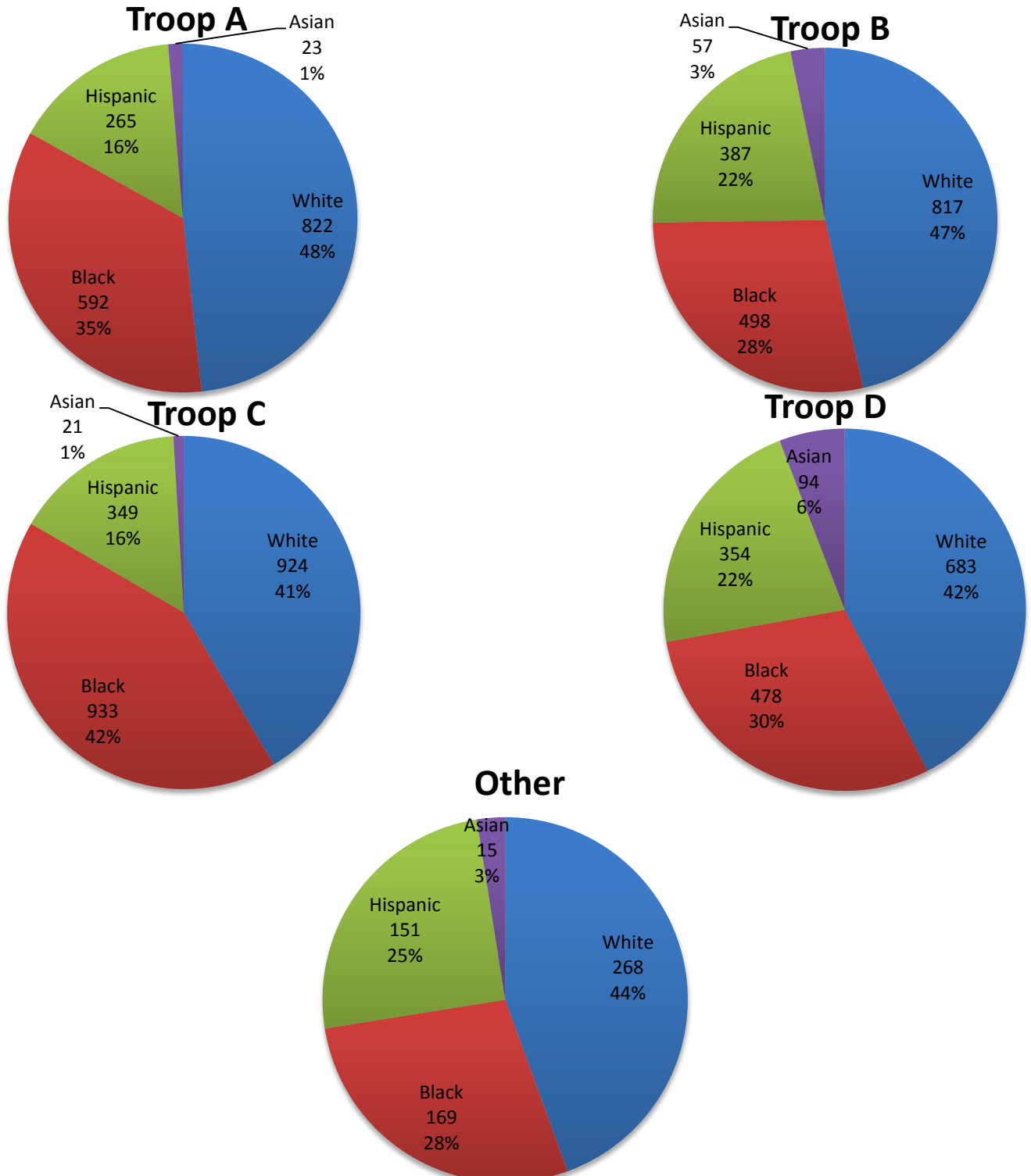


Figure Eighty-Four: Racial/Ethnic Distribution of Stops without Arrests by Troop
 July 1, 2014- December 31, 2014

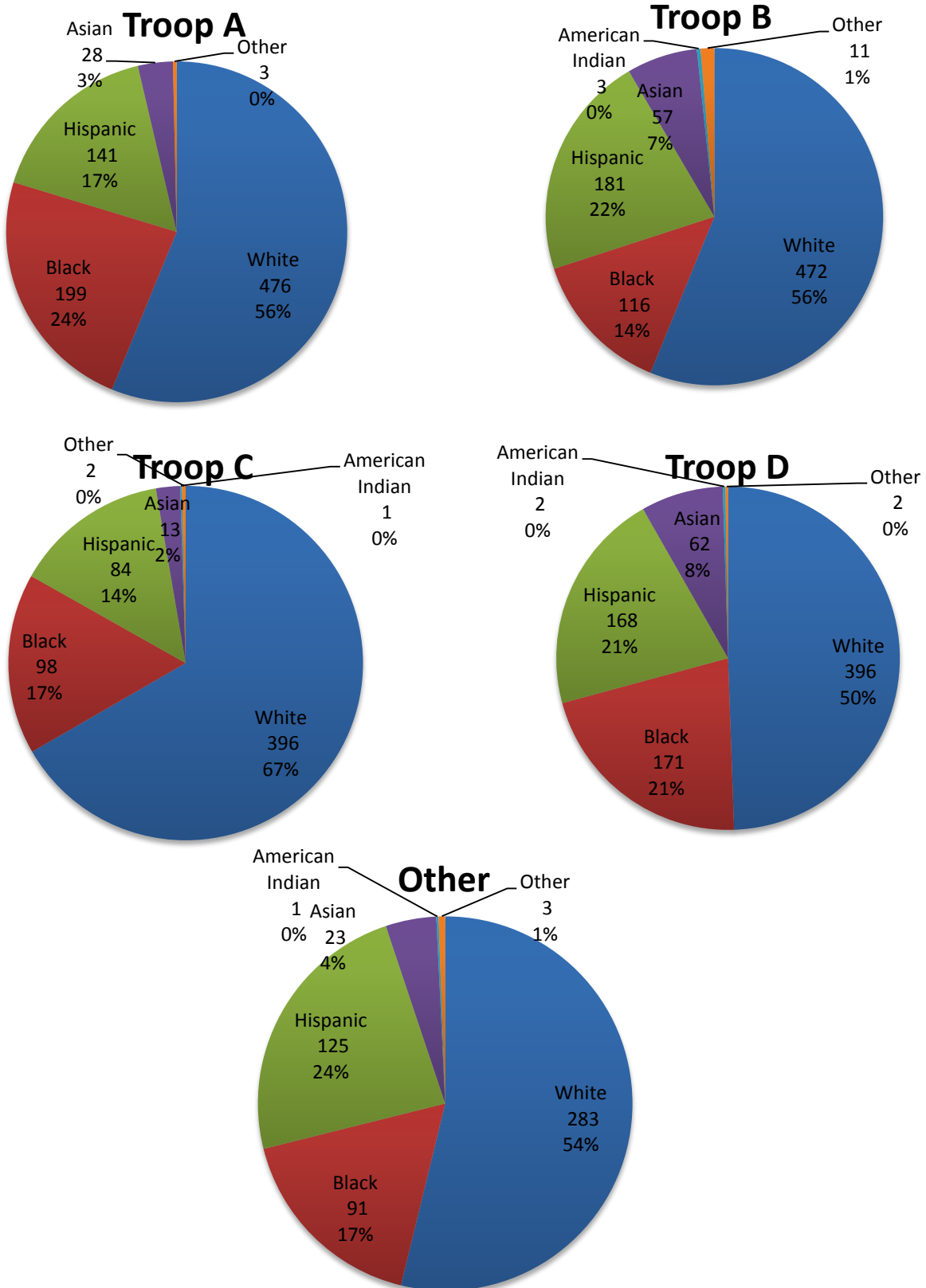
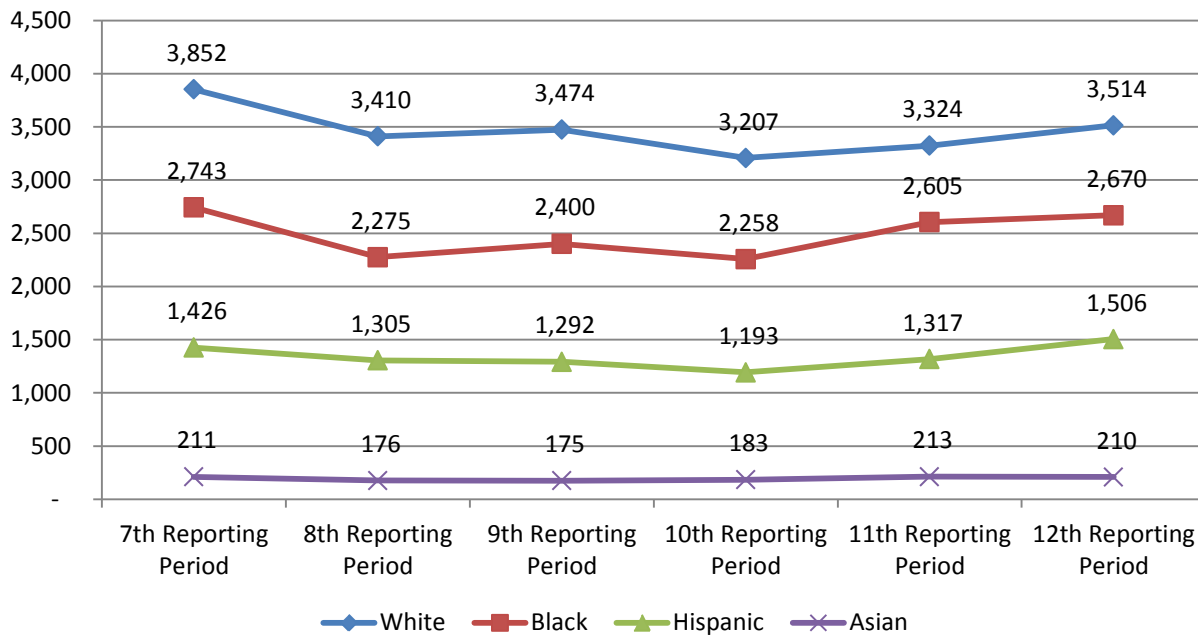


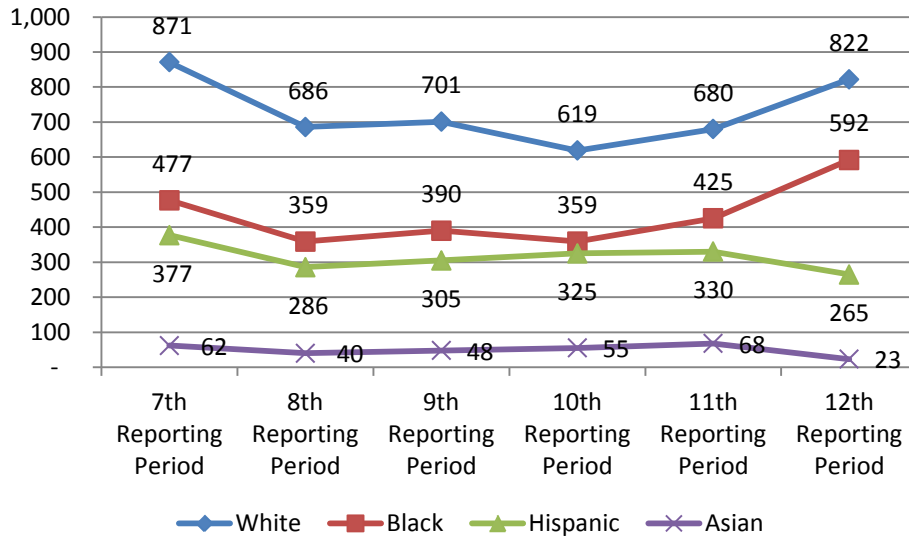
Figure Eighty-Five: Trend of Racial/Ethnic Distribution of Stops with Arrests
 January 2012 – December 2014



The total number of stops where an individual was arrested increased about 5% in the current reporting period. Hispanic drivers experienced the largest increase; the number of stops with a Hispanic driver where an individual was arrested increased by about 14% (189 stops) in the current reporting period. White drivers increased similarly, a 6% increase, 190 stops, from the previous reporting period. Asian drivers actually experienced about a 1% decrease in the number of stops with arrests, but due to the small number of stops of Asian drivers, this involved a decrease in only three stops with an arrest.

Figure Eighty-Six A: Troop A Trend of Racial/Ethnic Distribution of Stops with Arrests

January 2012 – December 2014

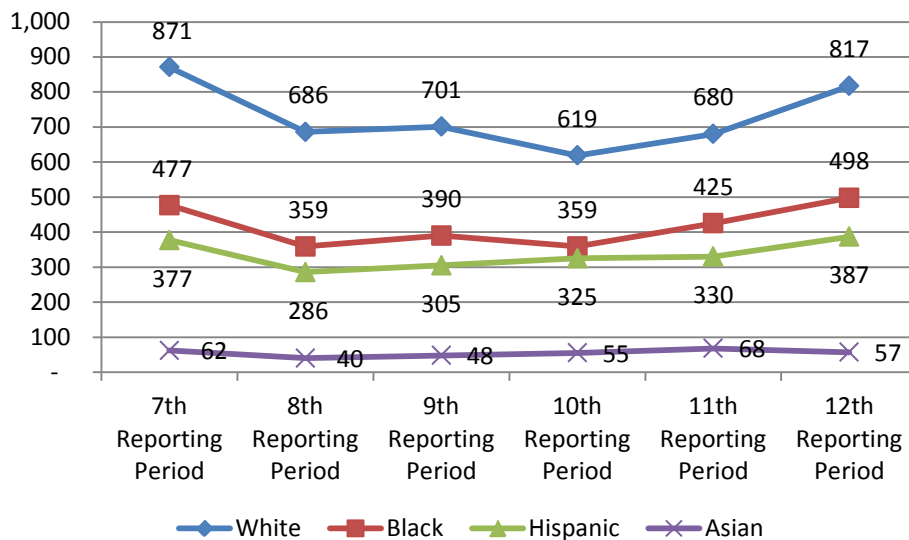


In Troop A, the total number of stops with an arrest increased 11% in the current reporting period. Black drivers had the largest increase, 39%, followed by White drivers with 21%. Hispanic and Asian drivers both experienced decreases in stops with arrests this reporting period. Stops of Hispanic drivers with arrests decreased 20% and stops of Asian drivers decreased 66%, 45 stops.

The concentration of stops with arrests among all stops with post-stop activity is much higher than that noted in the previously discussed activities. However, Black drivers still had the highest concentration of arrests. Of all stops with post-stop activity with a Black driver, 75% resulted in an arrest. For Hispanic drivers this proportion was 65%, for White drivers it was 63%, and for Asian drivers it was only 45%.

Figure Eighty-Six B: Troop B Trend of Racial/Ethnic Distribution of Stops with Arrests

January 2012 – December 2014

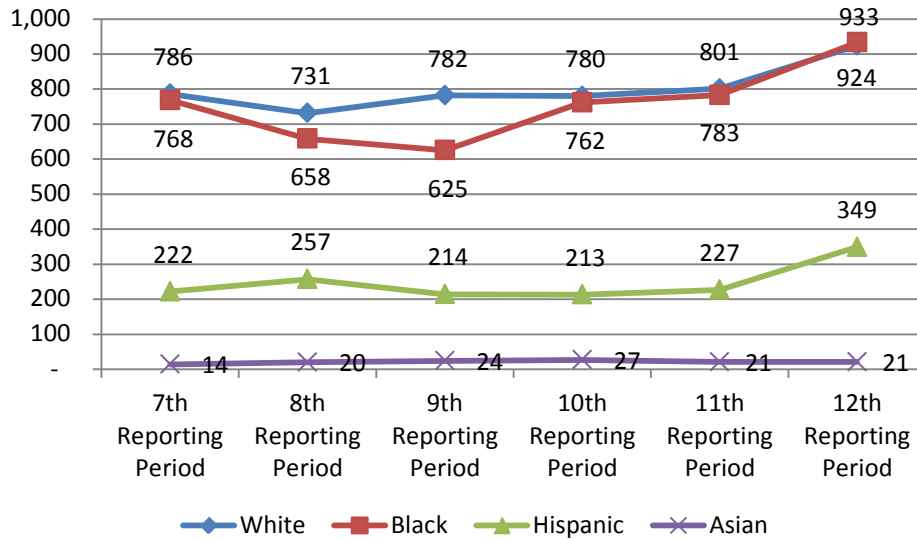


Overall, stops with arrests increased 16% in Troop B. With the exception of Asian drivers, each racial/ethnic group experienced an increase in the number of stops with arrests. Stops of White drivers with arrests increased 20%, while stops of both Black and Hispanic drivers increased 17%. Stops of Asian drivers with arrests decreased 16% in the current reporting period.

As noted in Troop A, the proportions of stops with post-stop activity that result in arrests were higher than other activities. Again, Black drivers had the highest proportion; 81% of all stops with post-stop activity where the driver was Black resulted in an arrest. For Hispanic drivers this proportion was 68%, for White drivers it was 63%, and for Asian drivers it was 50%.

Figure Eighty-Six C: Troop C Trend of Racial/Ethnic Distribution of Stops with Arrests

January 2012 – December 2014

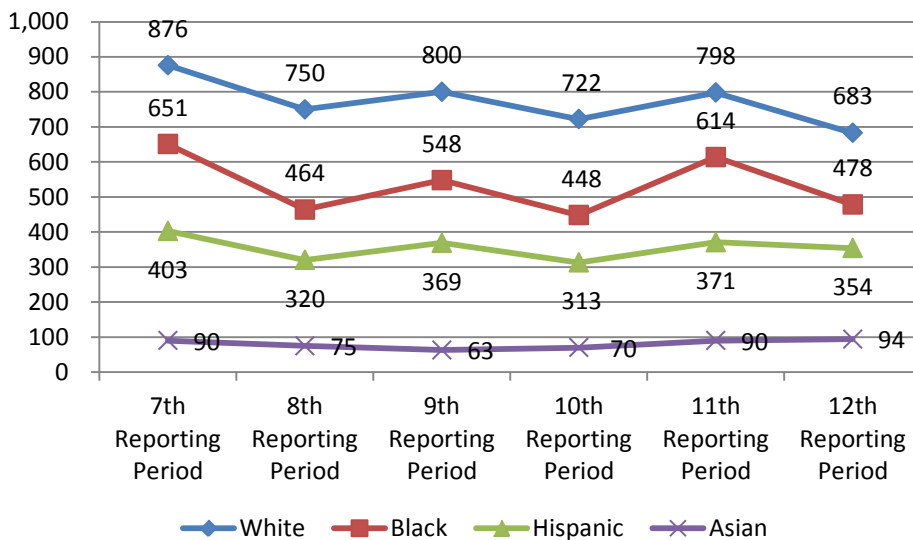


Similar to Troops A and B, the number of stops with arrests in Troop C increased 21%. All racial ethnic groups experienced an increase this reporting period, with the exception of Asian drivers who experienced no change in the number of stops with arrests. Hispanic drivers had the largest increase in stops with arrests, increasing 122 stops or 54%. Black drivers experienced a

19% increase in these stops and White drivers experienced a 15% increase in stops with arrests. As noted in stops conducted by Troops A and B, Black drivers had the highest concentration of arrests in stops with post-stop activity. Of all stops of Black drivers with post-stop activity, 90% resulted in an arrest in Troop C. For Hispanic drivers this proportion was 81% and for White drivers it was 70%. Asian drivers were arrested in 62% of stops with post-stop activity in Troop C.

Figure Eighty-Six D: Troop D Trend of Racial/Ethnic Distribution of Stops with Arrests

January 2012 – December 2014

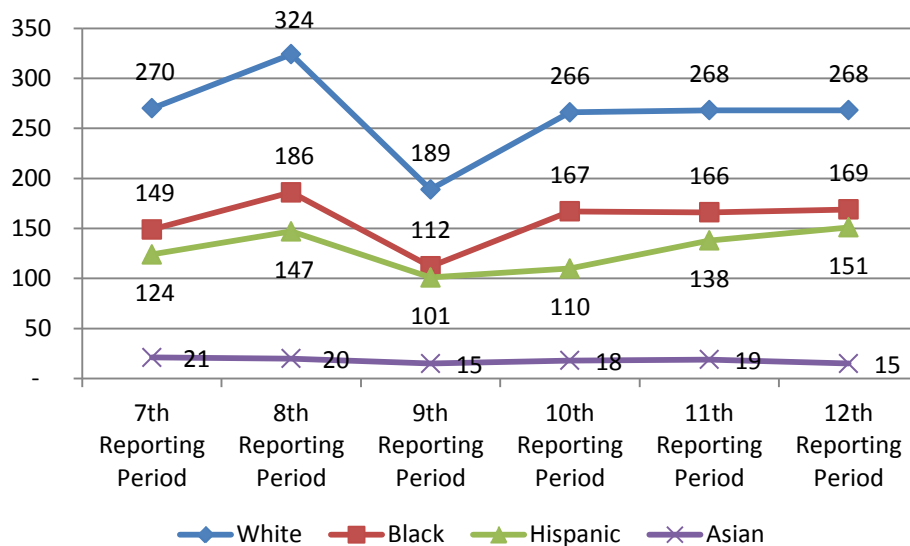


Unlike the other Troops, the number of stops with arrests in Troop D decreased 15% in the current reporting period. The number of stops of White, Black, and Hispanic drivers with arrests decreased. Stops of Black drivers with arrests decreased 22%, stops of White drivers with arrests decreased 14%, and stops of Hispanic drivers with arrests decreased 5%. Stops of Asian drivers

with an arrest increased 4% (four stops). Again, Black drivers were most likely to be arrested when involved in a stop with post-stop activity. Of stops of Black drivers with post-stop activity, 74% resulted in an arrest. For Hispanic drivers this proportion was 68%. For White drivers 63% of stops with post-stop activity involved an arrest and for Asian drivers, only 60%.

Figure Eighty-Five E: Other Stations Trend of Racial/Ethnic Distribution of Stops with Arrests

January 2012 – December 2014



For Other non-troop stations, the total number of stops with arrests increased slightly, 2%, in the current reporting period. The number of stops with arrests of White drivers did not change. Stops of Black drivers increased 2%, three stops. However, stops of Hispanic drivers with arrests increased 9%. Stops of Asian drivers with arrests decreased 21% in the current reporting period.

The concentration of arrests in stops of each racial/ethnic group with post-stop activity was not as high as those noted in other troops. Nonetheless, in 65% of stops of Black drivers with post-stop activity an arrest was made. For Hispanic drivers this proportion is 55%, for White drivers the proportion is 49%, and for Asian drivers the proportion is 39%.

As noted in previous aggregate reports, White drivers were typically the largest proportion of all post-stop activities. Black drivers were roughly 29% of all stops with law enforcement procedures utilized in the current reporting period. Further, in most categories of activity, Black drivers had a disproportionately high likelihood of receiving these activities if the stop involved any post-stop activity. This disproportionality was greatest among stops with arrests, where in some instances, more than 90% of stops of Black drivers with post-stop activity resulted in an arrest. 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.⁷ 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 had at least one arrest, it is possible that the disproportionality seen among all law enforcement procedures stems from this. Analysis of individuals arrested appears later in this report.

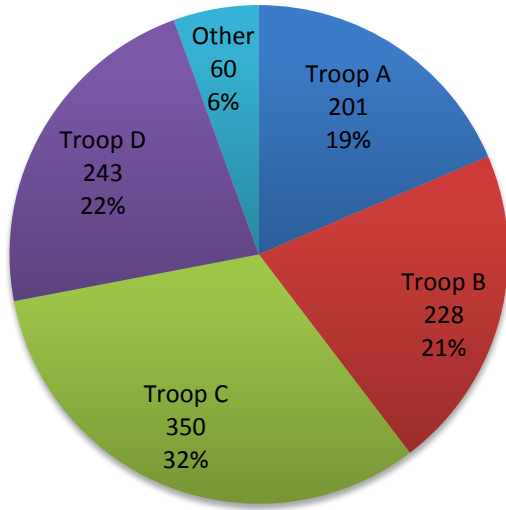
Evidence Seizures

The seizure of evidence during a motor vehicle stop is a relatively rare occurrence, occurring in only 1,082 motor vehicle stops. Evidence may have been seized in conjunction with a variety of activities including: frisks, non-consensual searches, consent requests, execution of a search warrant, plain view seizures, or even a request for the retrieval of property.

⁷ <http://www.nj.gov/oag/oleps/in-house-monitoring.html>

Figure Eighty-Seven: Troop Distribution of Stops with Evidence Seizures

July 1, 2014- December 31, 2014

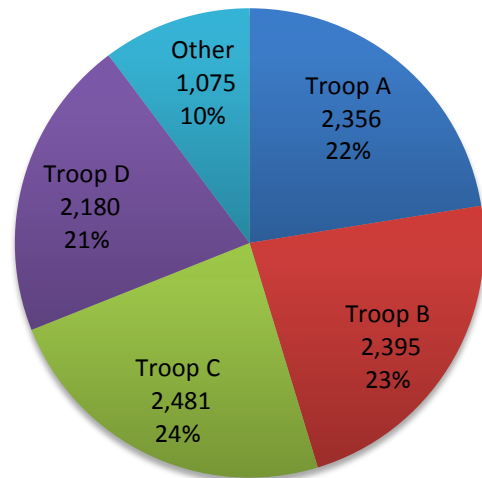


Total Stops with Evidence Seized: **1,082**

Figure Eighty-Seven depicts the Troop distribution of stops with evidence seizures. The largest proportion of stops with evidence seizures was conducted by Troop C; 32% of these stops. Troop D accounted for 22% of stops with evidence seizures, Troop B accounted for 21%, and Troop A conducted 19% of these stops.

Figure Eighty-Eight: Troop Distribution of Stops without Evidence Seizures

July 1, 2014- December 31, 2014

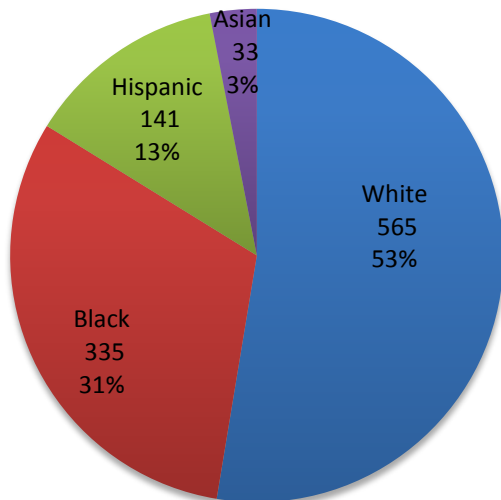


Total Stops without Evidence Seizures:
10,487

The Troop distribution for stops without evidence seizures is identical to that of all stops with post-stop interactions. This is expected since the larger proportion of post-stop interaction stops did not include evidence seizures. However, Troop C made up a much larger proportion of stops with evidence than they do without evidence.

Figure Eighty-Nine: Racial/Ethnic Distribution of Stops with Evidence Seizures

July 1, 2014- December 31, 2014



Total Stops with Evidence Seized: **1,082**

Figure Eighty-Nine depicts the racial/ethnic distribution of stops with evidence seizures. In 53% of all stops with evidence seized, the driver was White. In 31% of stops the driver was Black, and in 13% of stops the driver was Hispanic. Compared to the overall distribution of motor vehicle stops, Black drivers were overrepresented. While only 17% of all stops, Black drivers were involved in 31% of stops with evidence seizures. The distribution of stops with evidence seizures is more similar to the distribution of stops with law enforcement procedures.

Each motor vehicle stop can involve one or more seizures of evidence. In the current reporting period, 229 of the 1,082 stops with seizures had evidence seized as the result of more than one type of activity. For example, a trooper may observe contraband in

plain view and also conduct a consent search that produces evidence. Thus, there were actually, 1,311 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.

Figure Ninety: Racial/Ethnic Distribution of Stops without Evidence Seizures

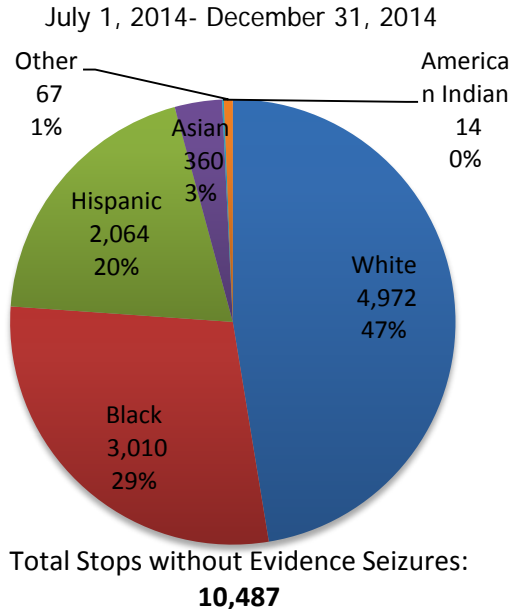


Figure Ninety depicts the racial/ethnic distribution of stops with post-stop activity but no evidence seizures. As can be seen, this figure is similar to the distribution of stops with post-stop interactions. White drivers were the largest proportions of these stops with 47%. Black drivers were 29% of this distribution of stops without evidence seizures and Hispanic drivers were 20%. Asian drivers were expectedly a smaller proportion of these stops, with 3% of stops without evidence seizures. Unlike patterns noted in stops without post-stop activity, both White and Black drivers were a larger proportion of stops than without evidence seizures.

Across Troops, the racial/ethnic distribution of stops with evidence seizures varies. Figure Ninety-One depicts the racial/ethnic distribution of stops with evidence seizures by Troop. Generally, White drivers were the largest proportion of these activities, varying between 38% and 63% of stops. Black drivers were between 29% and 35% of all stops with evidence seizures and Hispanic drivers varied between 7% and 18%. Asian drivers varied between 1% and 3% of all the stops with evidence seizures.

Figure Ninety-Two depicts the racial/ethnic distribution of stops with post-stop interactions without evidence seizures by Troop. These distributions were very similar to the distributions of all stops involving post-stop interactions. As shown, White drivers were generally the largest proportion, varying between 45% and 50% of these stops. Black drivers were between 22% and 37% of stops without evidence seizures and Hispanic drivers varied between 16% and 25% of stops. Again, Asian drivers were typically a smaller proportion of stops without evidence seizures and varied between 1% and 6% of these stops.

Figure Ninety-One: Racial/Ethnic Distribution of Stops with Evidence Seizures by Troop
July 1, 2014- December 31, 2014

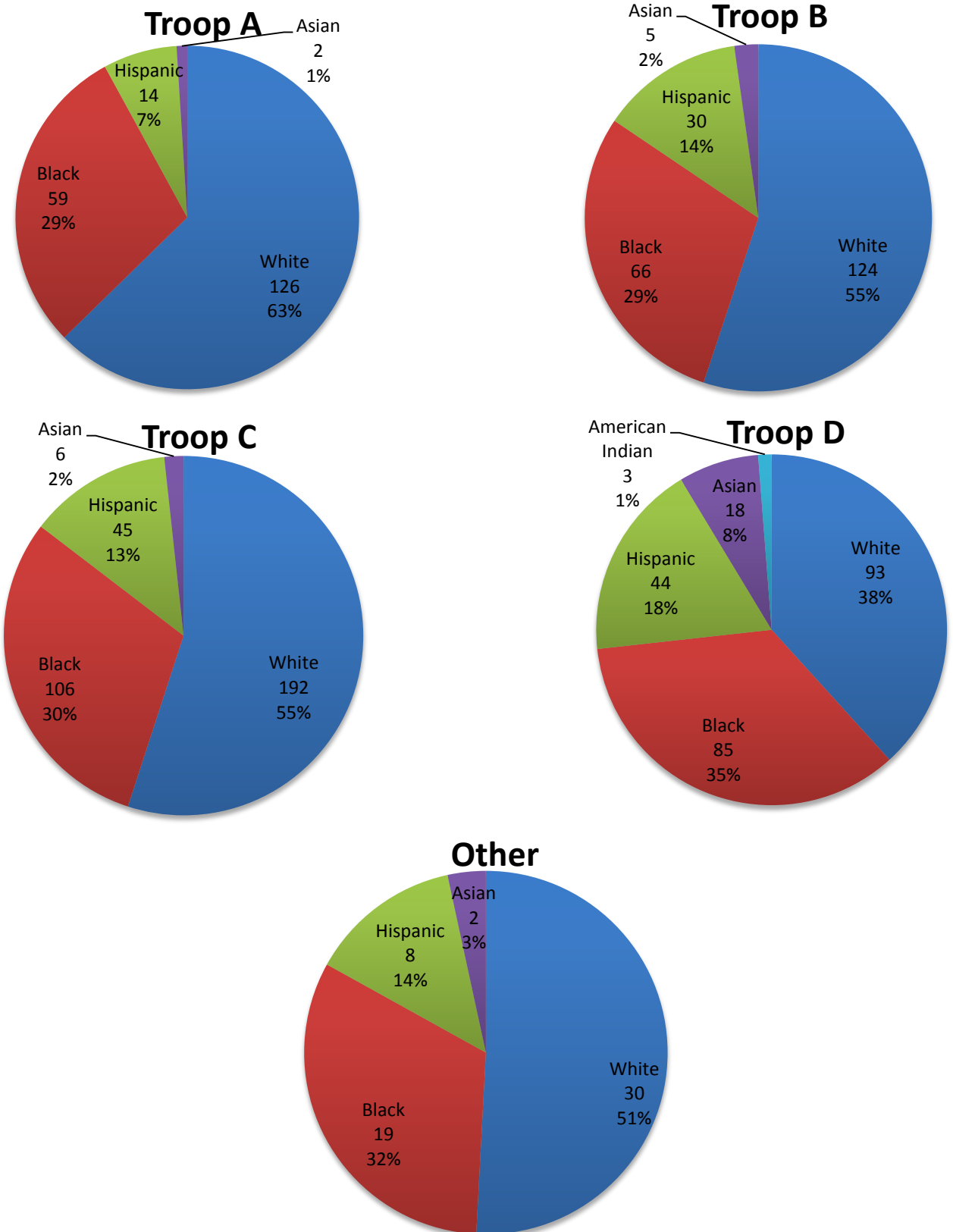
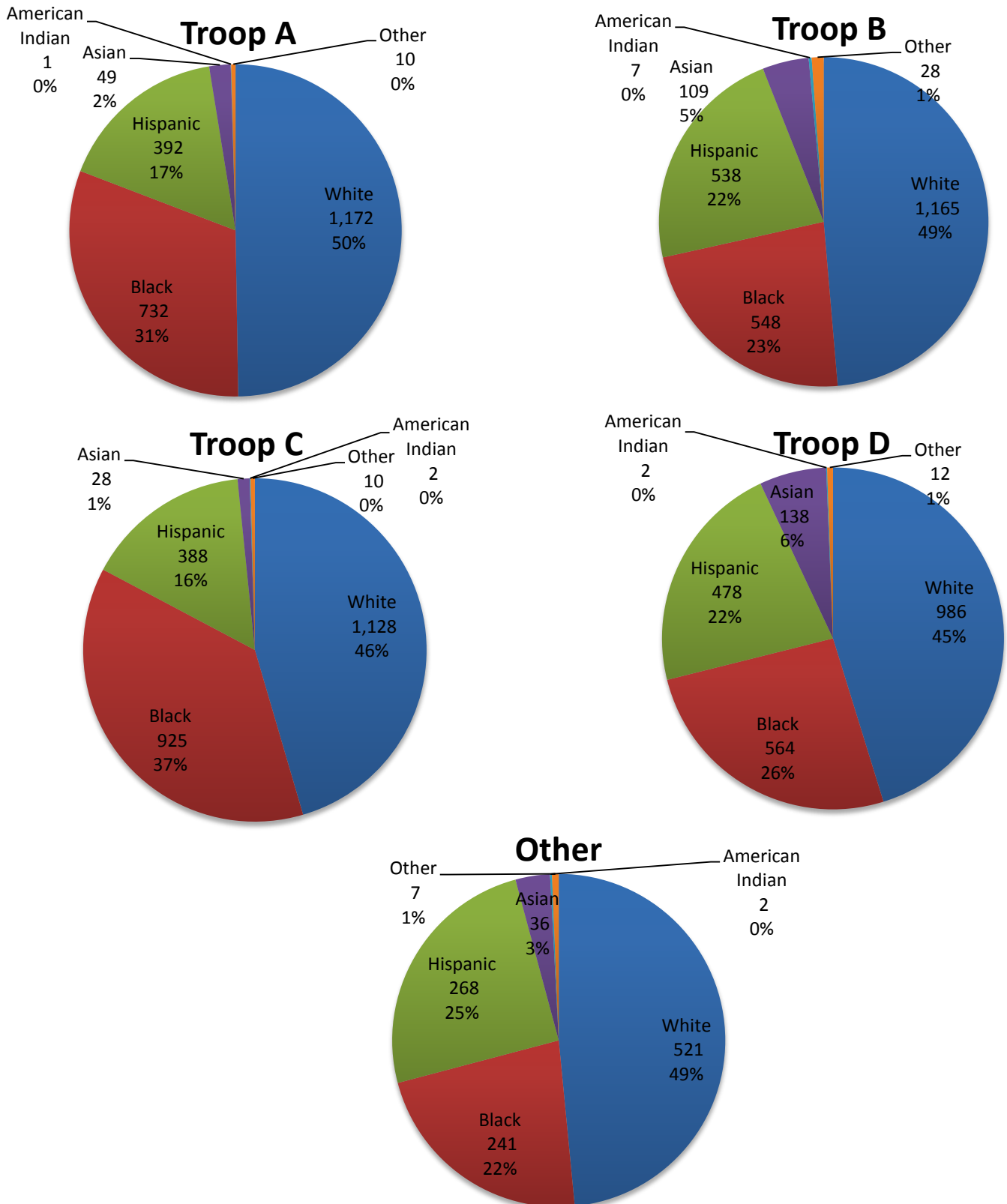


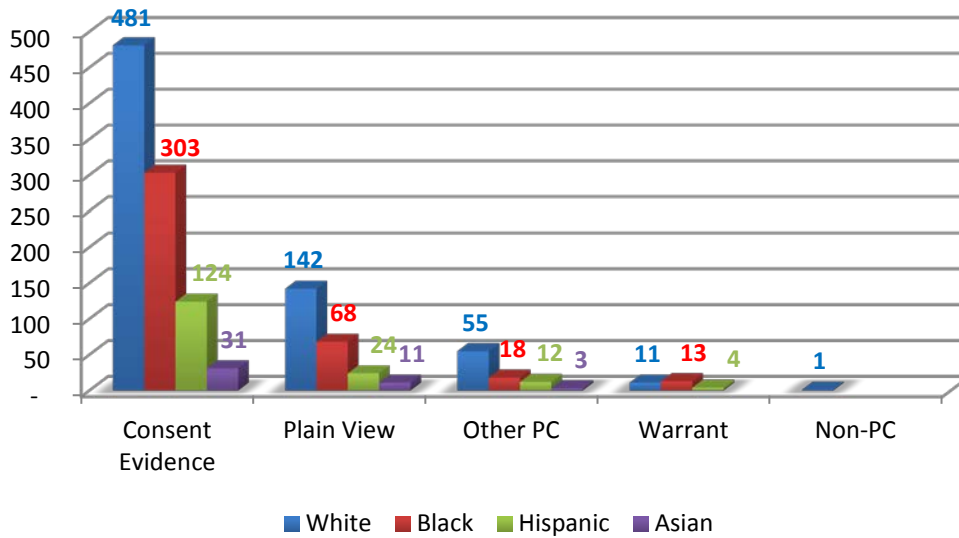
Figure Ninety-Two: Racial/Ethnic Distribution of Stops without Evidence Seizures by Troop

July 1, 2014- December 31, 2014



While the exact evidence seized is unknown, it is known how the evidence was obtained. Figure Ninety-Three depicts the type of search/seizures that resulted in evidence for each racial/ethnic group. The majority of the 1,311 evidence seizures resulted from consent searches. In total, there were 945 evidence seizures as the result of a consent search. Of these consent search seizures, 51% involved White drivers, 32% involved Black drivers, 13% involved Hispanic drivers, and 3% involved Asian drivers.

Figure Ninety-Three: Types of Evidence Seizures
 July 1, 2014- December 31, 2014



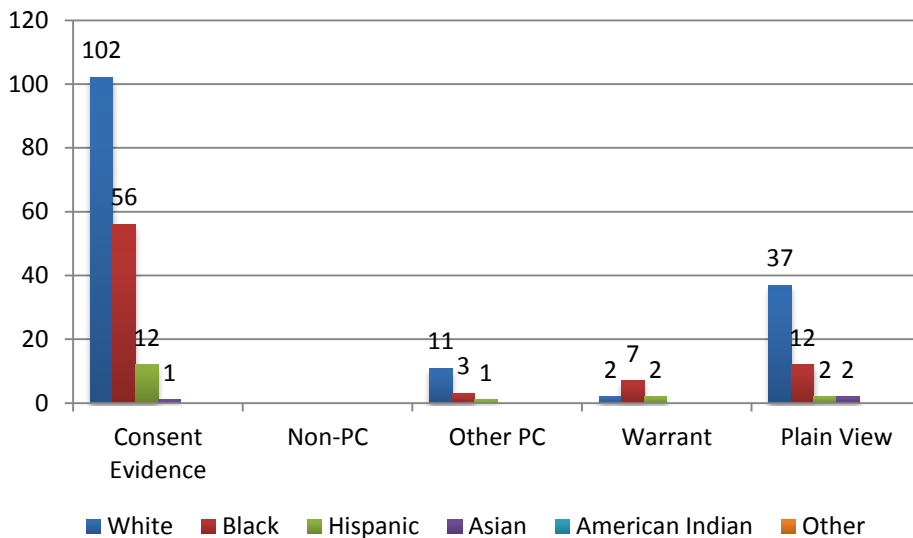
Like the previous reporting period, the second most frequent searches/seizures were those considered plain view. In 249 seizures, the reason provided indicated that controlled dangerous substances (CDS), controlled dangerous weapons (CDW), or open containers were in plain view and subsequently seized. Of these seizures, 57% involved White drivers, 27% involved Black drivers, 10% involved Hispanic drivers, and 4% involved Asian 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. Vehicle frisks, proof of ownership, secure vehicle, retrieval of property, or public exigency searches fall under this category. There were 88 searches/seizures classified as Other PC. Again, the majority, 63%, involved White drivers, while 20% involved Black drivers, 14% involved Hispanic drivers, and 3% involved Asian drivers.

Searches/seizures classified as Non-PC or as the result of a search warrant were rare. These two categories accounted for less than 30 seizures in the current reporting period.

Figure Ninety-Four A: Troop A Types of Evidence Seizures

July 1, 2014- December 31, 2014

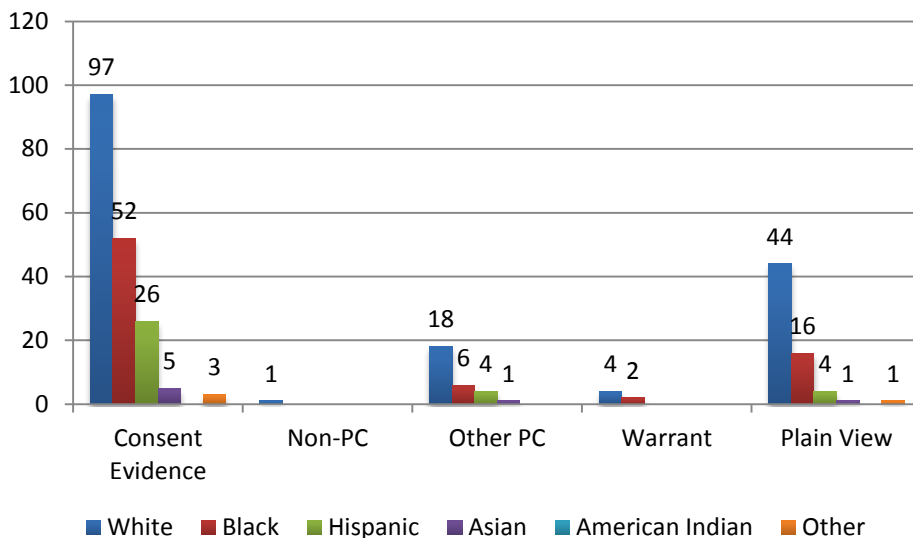


In Troop A, the majority of the 250 evidence seizures resulted from consent searches. In total there were 171 evidence seizures as a result of a consent search. Of these searches, 60% involved White drivers, 33% involved Black drivers, 7% involved Hispanic drivers, and 1% involved Asian drivers. There were 53 plain view evidence seizures in Troop A. Of these evidence seizures, White drivers were

involved in 70%, Black drivers were involved in 23%, and Hispanic and Asian drivers were each involved in 4% of stops with plain view evidence seizures. Searches/seizures classified as "other PC" and the results of a search warrant were rare. These two categories accounted for less than 30 seizures in the current reporting period. There were no searches/seizures classified as non-PC in Troop A this reporting period.

Figure Ninety-Four B: Troop B Types of Evidence Seizures

July 1, 2014- December 31, 2014



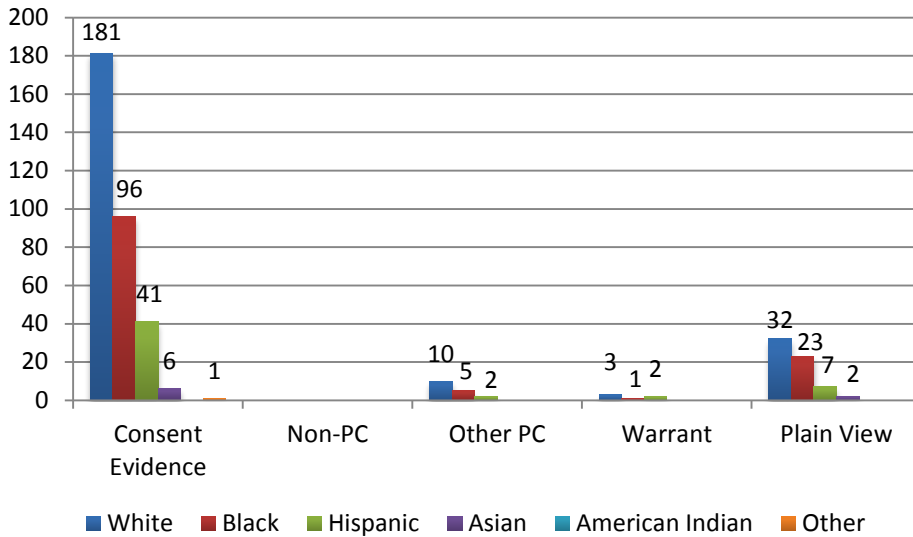
There were a total of 285 evidence seizures for Troop B. Again the majority, 183 seizures, resulted from consent searches. Of these consent searches, 53% involved White drivers, 28% involved Black drivers, 14% involved Hispanic drivers, and 3% involved Asian drivers. Plain view searches resulted in 66 evidence seizures. Of these, 67% involved White drivers, 24% involved Black

drivers, 6% involved Hispanic drivers, and 2% involved Asian drivers. The third most common type of evidence seizure was "other PC", 29 evidence seizures. Of these seizures classified as "other PC", 62% involved White drivers, 21% involved Black drivers, 14% involved Hispanic drivers, and 3%

involved Asian drivers. Searches/seizures classified as non-PC or as a result of a search warrant were rare; these two categories accounted for only seven seizures in the current reporting period in Troop B.

Figure Ninety-Four C: Troop C Types of Evidence Seizures

July 1, 2014- December 31, 2014

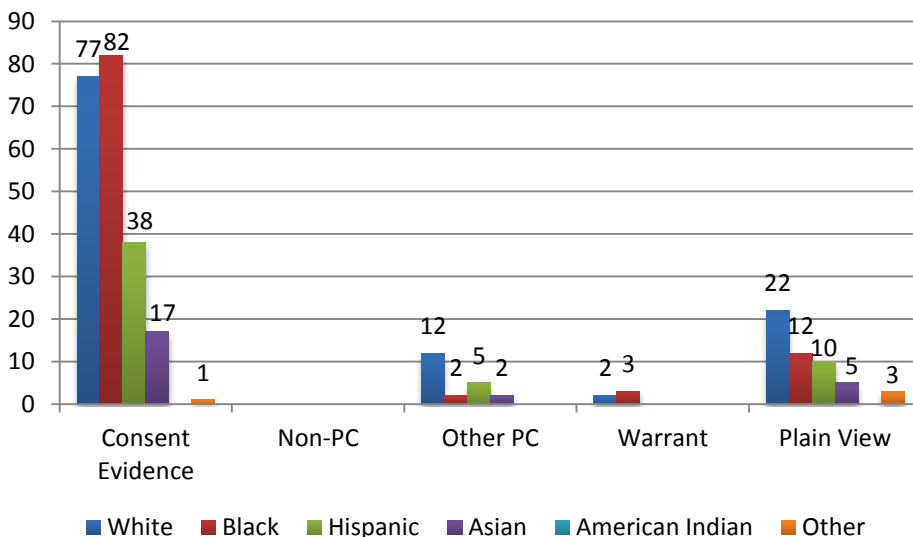


In Troop C there were 412 evidence seizures in the current reporting period, the largest number of all Troops. As with the other Troops, consent requests resulted in the most evidence seizures, 325 seizures for Troop C. Of these seizures, 56% involved White drivers, 30% involved Black drivers, 13% involved Hispanic drivers, and 2% involved Asian drivers. Sixty-four seizures resulted from

plain view. Of these, 50% involved White drivers, 36% involved Black drivers, 11% involved Hispanic drivers, and 3% involved Asian drivers. Searches/seizures classified as "other PC" and the results of a search warrant were rare. These two categories accounted for only 23 seizures in the current reporting period. Like Troop A, searches/seizures classified as non-PC did not occur in Troop C this reporting period.

Figure Ninety-Four D: Troop D Types of Evidence Seizures

July 1, 2014- December 31, 2014

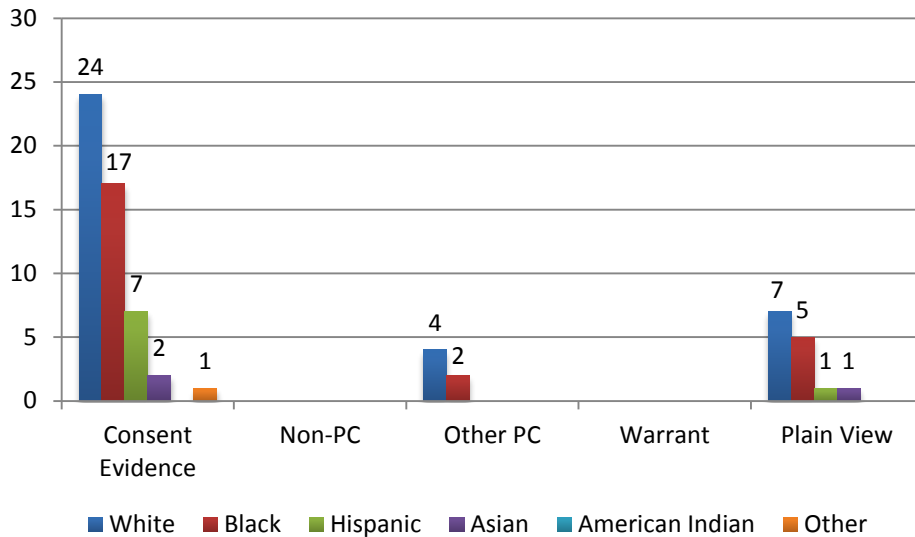


The majority of the 293 evidence seizures in Troop D resulted from consent requests. Of these seizures Black drivers were the majority, involved in 38% of seizures. White drivers were involved in 36% of consent requests with evidence seizure, followed by 18% of Hispanic drivers, and 8% of Asian drivers. There were 52 evidence seizures in Troop D that resulted from plain view. Of these,

42% involved White drivers, 23% involved Black drivers, 19% involved Hispanic drivers, and 10% involved Asian drivers. Searches/seizures classified as "Other PC" or a result of a warrant accounted for 26 evidence seizures in the current reporting period. As was the case for Troop A and C, searches/seizures classified as Non-PC did not occur in Troop D this reporting period.

Figure Ninety-Four E: Other Stations Types of Evidence Seizures

July 1, 2014- December 31, 2014



For Other non-troop stations, there were a total of 71 evidence seizures. As with other Troops, evidence seizures as a result of consent requests was the most common, resulting in 51 seizures in Other stations. Of these seizures, 47% involved White drivers, 33% involved Black drivers, 14% involved Hispanic drivers, and 4% involved Asian drivers. Evidence seizures as a result of plain view were

14 seizures; 50% involving White drivers, 36% involving Black drivers, and 7% involving Hispanic and Asian drivers each. Searches/seizures classified as "other PC" only resulted in six seizures; four involved White drivers and two involved Black drivers. As was the case for Troop A, C, and D, searches/seizures classified as non-PC did not occur in Other stations this reporting period.

Figure Ninety-Five depicts the trend of motor vehicle stops with evidence seized by racial/ethnic group. Overall, there was about a 3% decrease in the number of stops where evidence was seized. This decrease was largest for Hispanic drivers; the number of stops with Hispanic drivers where evidence was seized decreased 14% in the current period. For Black drivers the decrease was about 7%. White and Asian drivers actually experienced increases in the number of stops with evidence seizures; stops of White drivers increased 3% and stops of Asian drivers increased 6%.

Figure Ninety-Five: Trend of Racial/Ethnic Distribution of Stops with Evidence Seizures
 January 2012 – December 2014

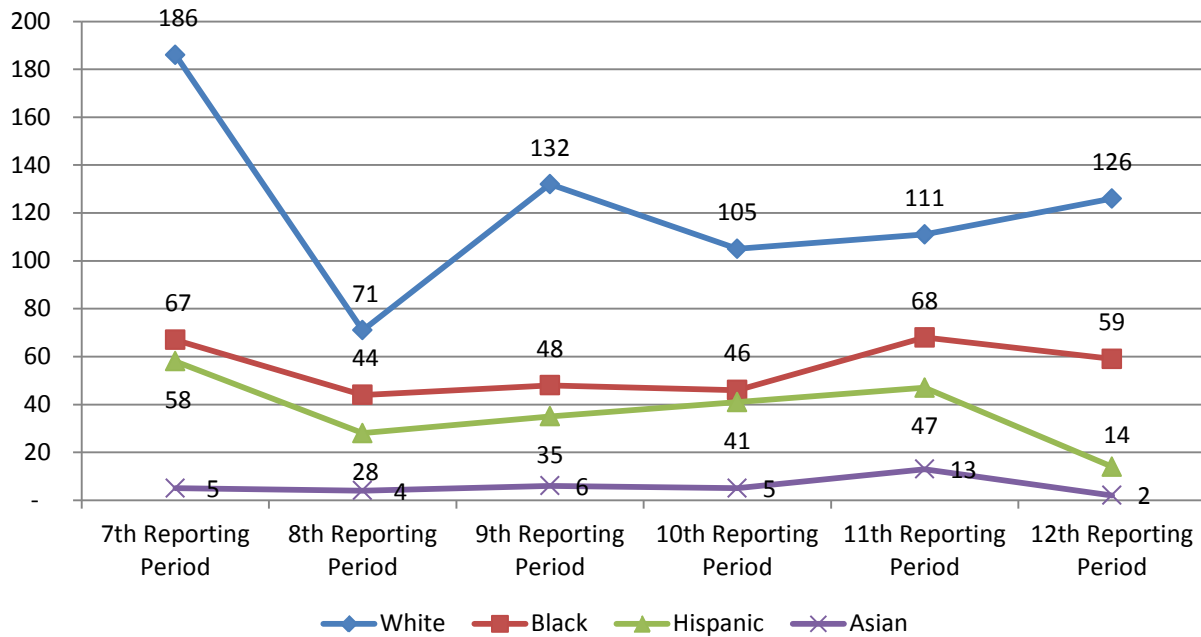
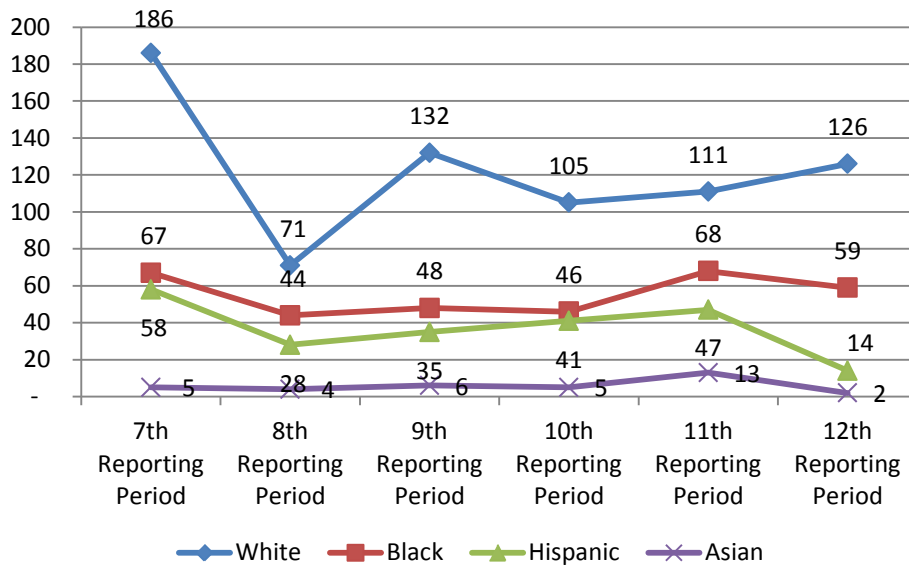


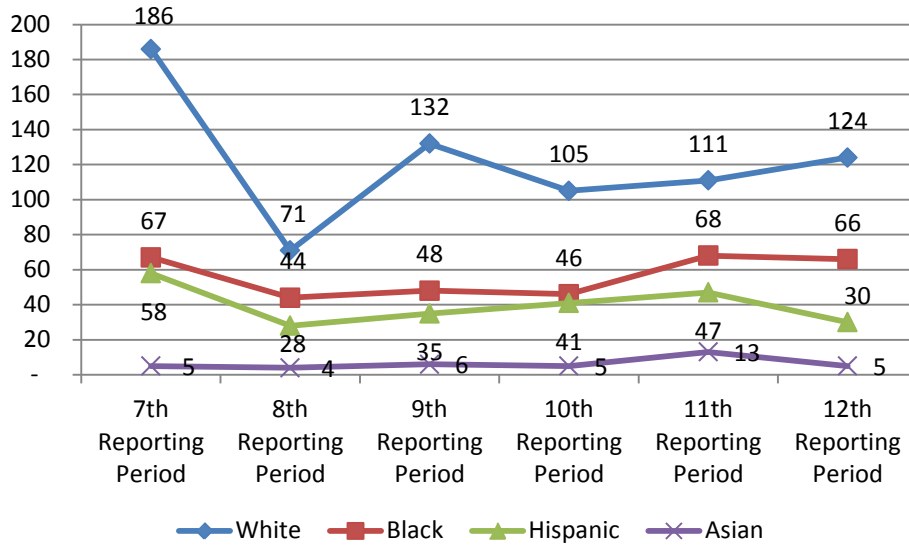
Figure Ninety-Six A: Troop A Trend of Racial/Ethnic Distribution of Stops with Evidence Seizures
 January 2012 – December 2014



Troop A experienced an overall decrease in stops with evidence seizures, 17%, greater than the decrease noted Division-wide. Asian drivers experienced the largest decrease, 85% or 11 stops. Hispanic drivers experienced a 70% decrease, followed by Black drivers with a 13% decrease. White drivers in Troop A experienced a 14% increase in the number of stops with evidence seizures in the current reporting period.

Figure Ninety-Six B: Trend of Racial/Ethnic Distribution of Stops with Evidence Seizures for Troop B

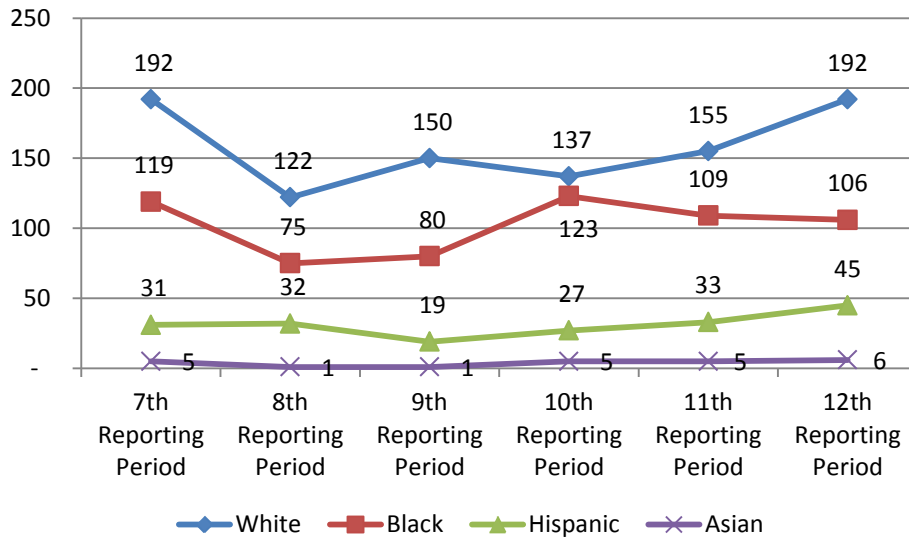
January 2012 – December 2014



In Troop B, there was a 6% decrease in stops with evidence seized overall. Black, Hispanic, and Asian drivers all experienced a decrease. Black drivers decreased 3%, Hispanic drivers decreased 36% and Asian drivers decreased 62% in the current reporting period. Similar to Troop A, White drivers in Troop B experienced a 12% increase in stops with evidence seizures for the current reporting period.

Figure Ninety-Six C: Troop C Trend of Racial/Ethnic Distribution of Stops with Evidence Seizures

January 2012 – December 2014

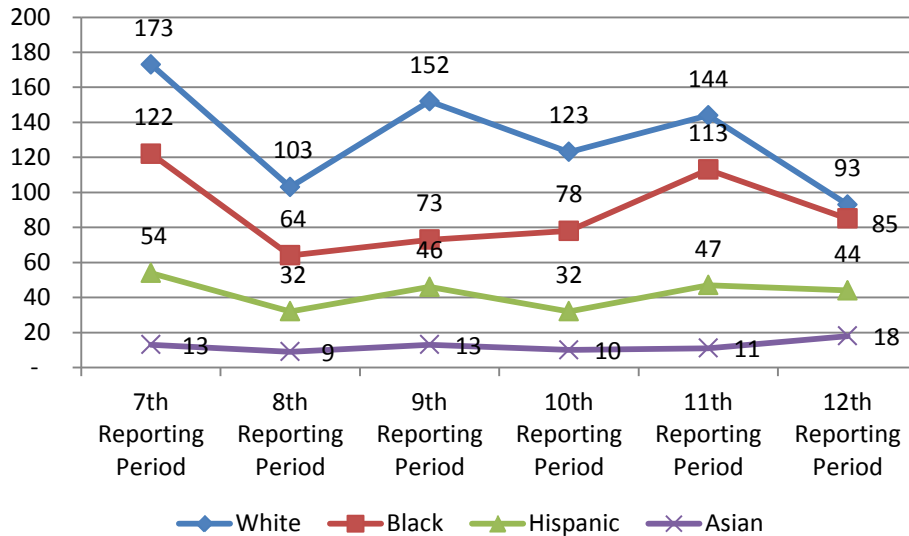


While all other Troops experienced decreases in the number of stops with evidence seizures, Troop C experienced a 15% increase. Hispanic drivers experienced the largest increase, 36%. White drivers experienced a 24% increase in the number of stops with evidence seizures. Stops of Asian drivers with evidence seizures increased 20% in the current reporting period. In Troop C, Black drivers

were the only racial ethnic group that experienced a decrease, 3%.

Figure Ninety-Six D: Trend of Racial/Ethnic Distribution of Stops with Evidence Seizures for Troop D

January 2012 – December 2014

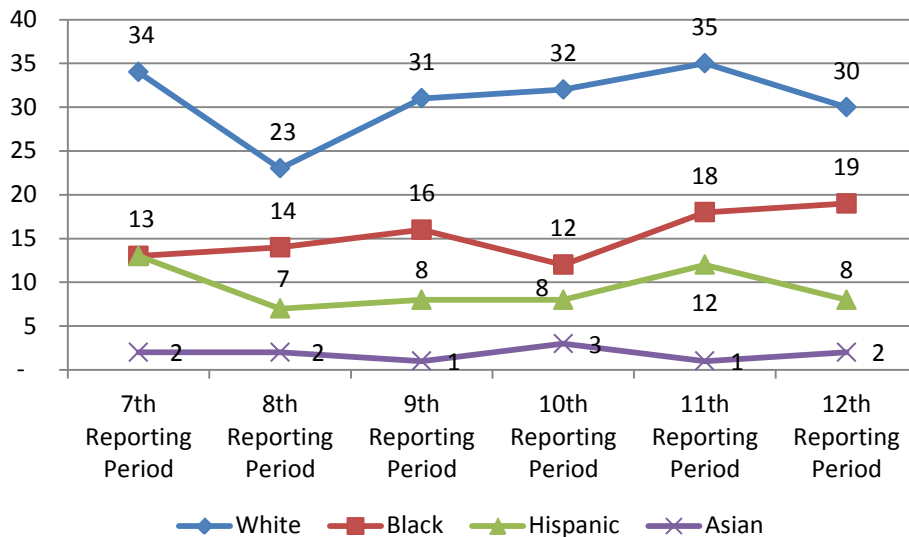


Similar to Troop A and B, Troop D experienced an overall decrease in stops that resulted in evidence seizures. Stops with evidence seizures decreased 24% in the current reporting period. The racial/ethnic group that experienced the largest decrease was White drivers, 35%. Stops with evidence seizures involving Black drivers decreased 25% and Hispanic drivers decreased 6% in these

stops. Asian drivers were the only group that experienced an increase, 64%. However, this 64% increase was only seven stops.

Figure Ninety-Six E: Trend of Racial/Ethnic Distribution of Stops with Evidence Seizures for Other Stations

January 2012 – December 2014



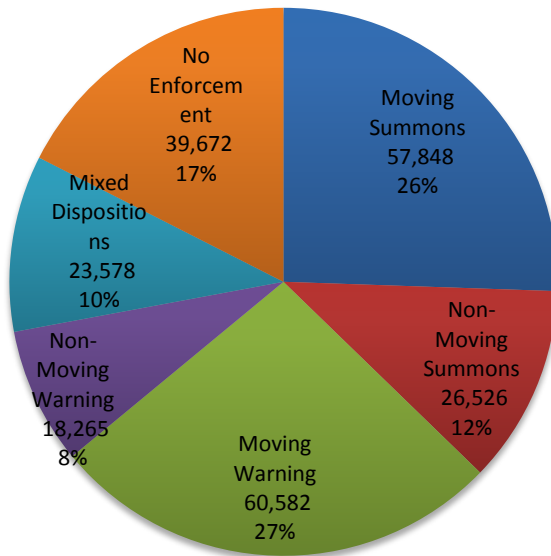
For Other non-troop stations, the total number of stops resulting in evidence seizures decreased 12%. However, only White and Hispanic drivers experienced decreases. White drivers decreased 14% in stops with evidence seizures, while Hispanic drivers decreased 33% in these stops. Black drivers experienced a 6% increase in stops involving evidence seizures. Asian

drivers increased one stop in the current reporting period.

Dispositions

Figure Ninety-Seven: Dispositions of All Stops

July 1, 2014- December 31, 2014



For each stop made by the State Police, a disposition is issued. As depicted in Figure Ninety-Seven, 84,374 stops (38%) resulted in some kind of summons, 78,847 stops (35%) resulted in a warning, 23,578 stops (10%) resulted in some combination of warnings and/or summons, and 39,672 stops (17%) resulted in no enforcement. As in previous reporting periods, the most common dispositions were summonses and warnings issued for moving violations. Each of these categories made up just over 25% of all dispositions issued during this reporting period. Dispositions based on non-moving violations were less common; there were 26,526 summonses for non-moving violations and 18,265 warnings for non-moving violations issued during motor vehicle stops made during this reporting period.

Figure Ninety-Eight depicts the dispositions for each Troop. Across Troops, the distributions of dispositions vary. Moving warnings were the largest proportion of dispositions for most Troops, except Other stations, varying between 22% and 32% of all motor vehicle stops. The largest proportions of dispositions for Other stations were moving summons, 32%. In both troop A and D, moving warnings were the most frequently used disposition, 32% in both troops. All other remaining disposition categories were between 11% and 16% of stops. In Troop B, the second largest proportion of dispositions was moving summons, 28%. In Troop C, the second largest proportion of dispositions was no enforcement, consisting of 20% of all motor vehicle stops. In 20% of all motor vehicle stops conducted by Troop C, there was no enforcement. Moving warnings and no enforcement were also large proportions of dispositions in Other stations, varying between 22% and 23% of all motor vehicle stops in Other non-Troop stations.

Figure Ninety-Eight: Dispositions of All Stops by Troop
 July 1, 2014- December 31, 2014

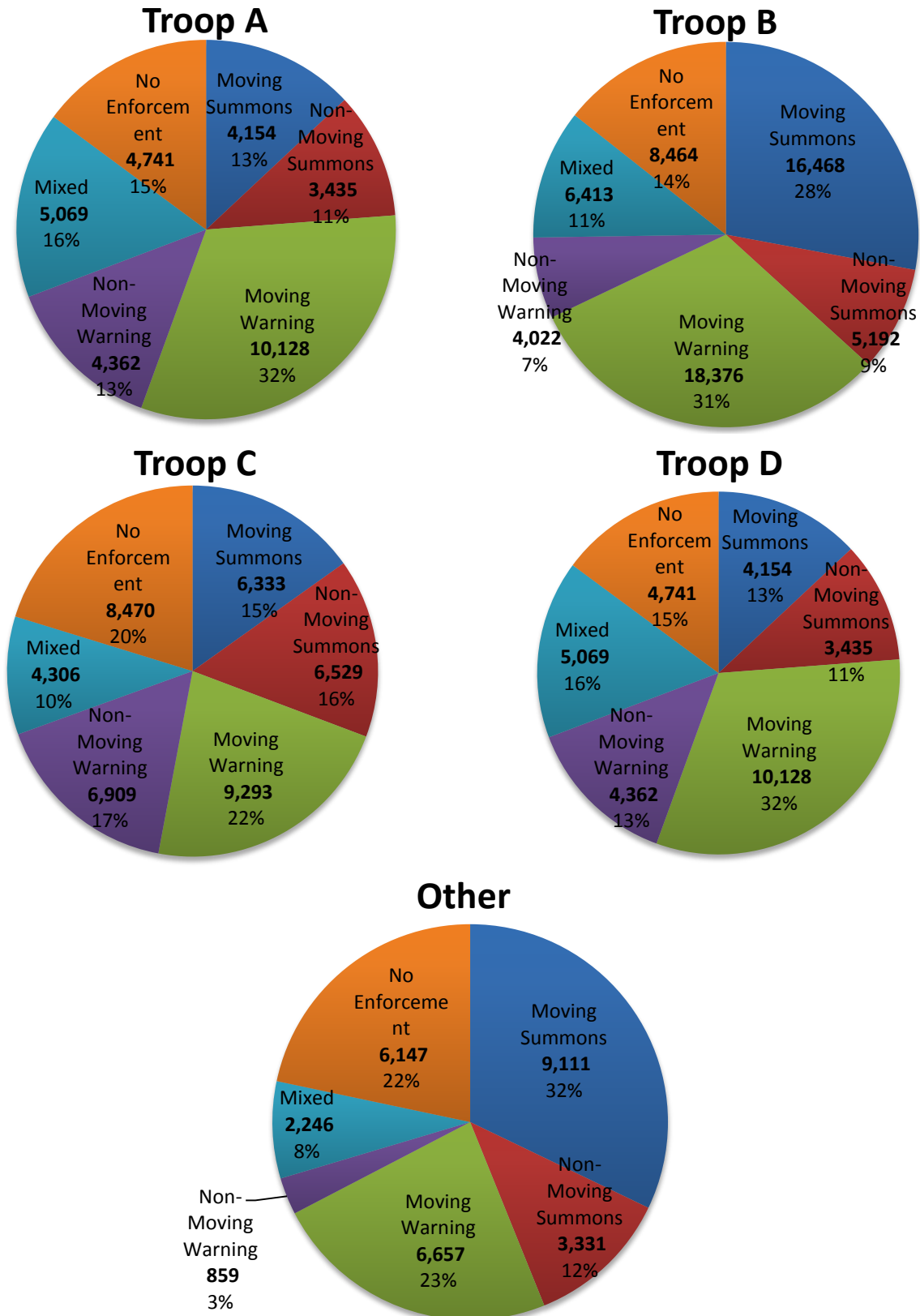
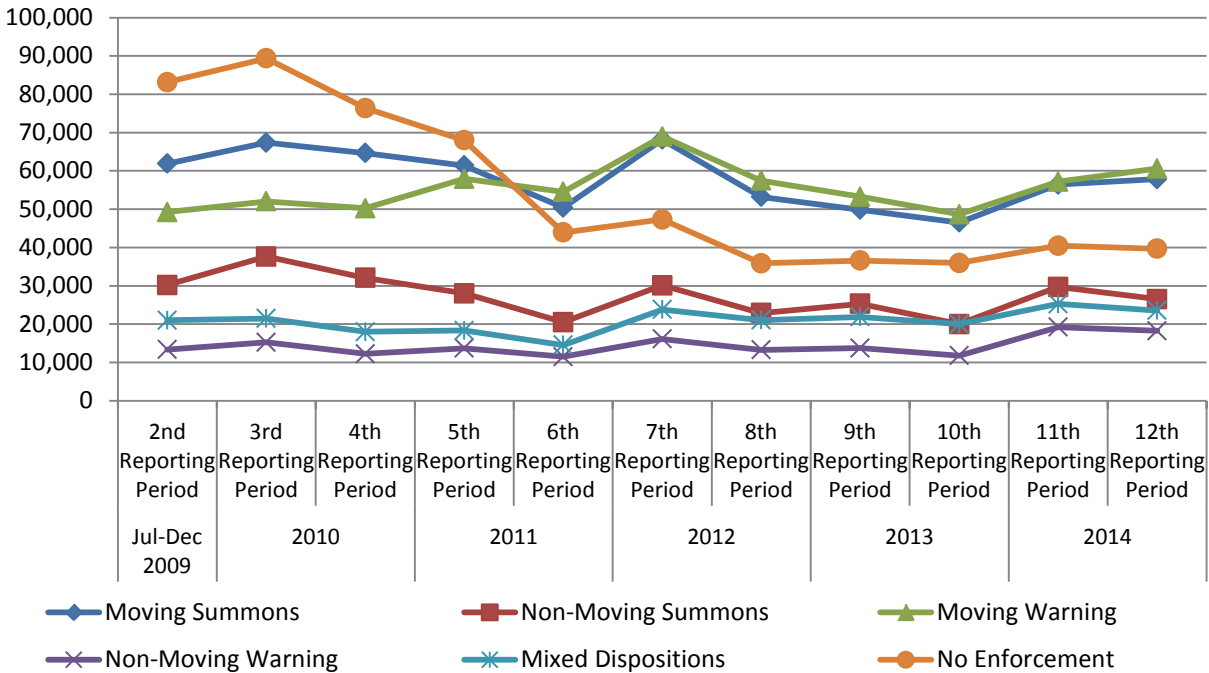


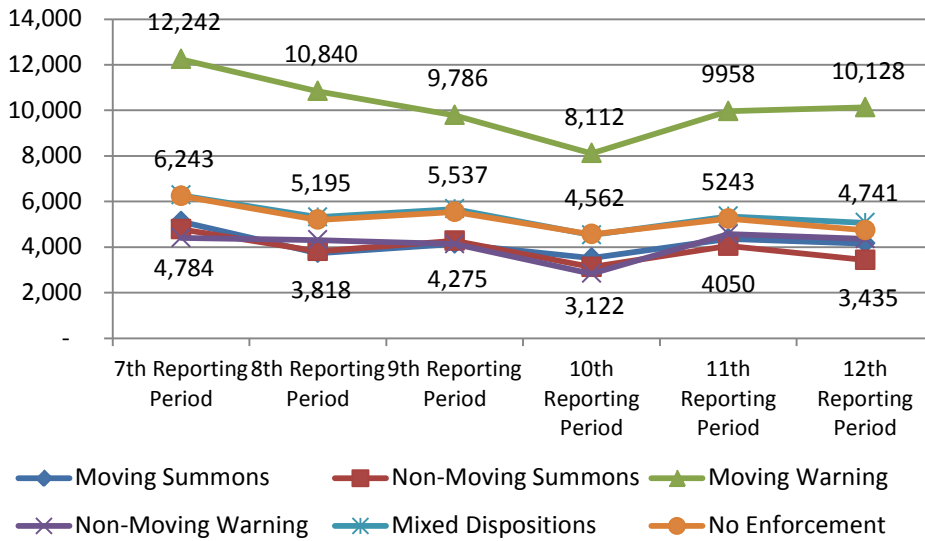
Figure Ninety-Nine graphs the number of stops resulting in each disposition for the current and past ten reporting periods. Because the number of motor vehicle stops conducted in the current reporting period is lower than the previous reporting period, there were decreases in most categories of disposition. The magnitude of this decrease was fairly consistent; the largest decrease was for non-moving summonses which decreased by about 11%, while no enforcement decreased by only 2%. The number of moving summons and moving warnings issued increased in the current reporting period. Moving summons increased about 3% while moving warnings increased 6%.

Figure Ninety-Nine: Trends of Dispositions
 July 2009 – December 2014



Since the State Police began its attempts to reduce the number of stops with no enforcements, the number of stops resulting in warnings and summonses for moving violations has increased, surpassing no enforcements in the sixth reporting period. While these two disposition categories have historically been frequent, in this reporting period they are the most frequent outcomes for motor vehicle stops.

July 2009 – December 2014

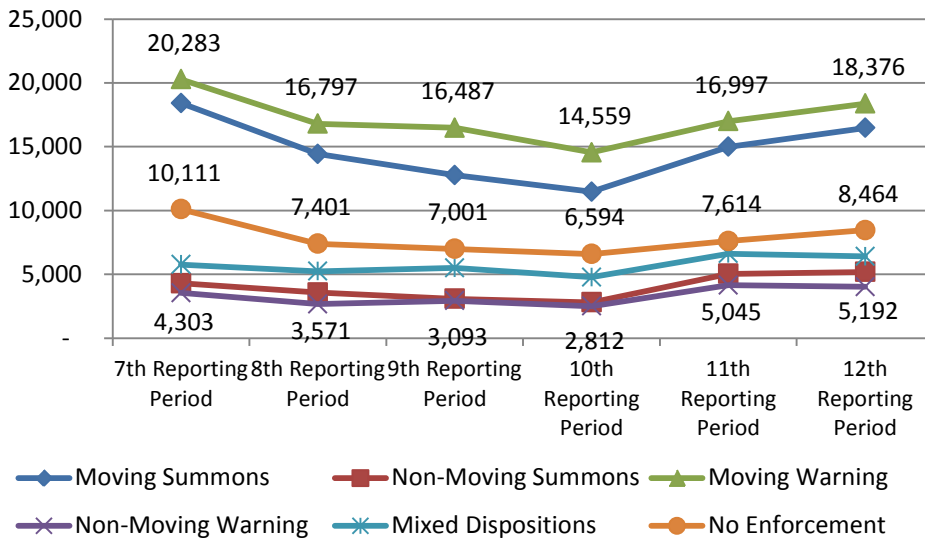


Because the number of stops made by Troop A decreased 5%, so too did the number of dispositions issued. All types of dispositions in the current reporting period experienced decreases except moving warning outcomes, which increased 2%. The extent of the decrease varied. The number of stops resulting in a non-moving summons decreased 15%, while moving summonses, non-moving warnings, and mixed dispositions each decreased 5%. The number of stops resulting in no enforcement decreased 10% in the current reporting period.

warnings, and mixed dispositions each decreased 5%. The number of stops resulting in no enforcement decreased 10% in the current reporting period.

Figure One-Hundred B: Troop B Trends of Dispositions

July 2009 – December 2014

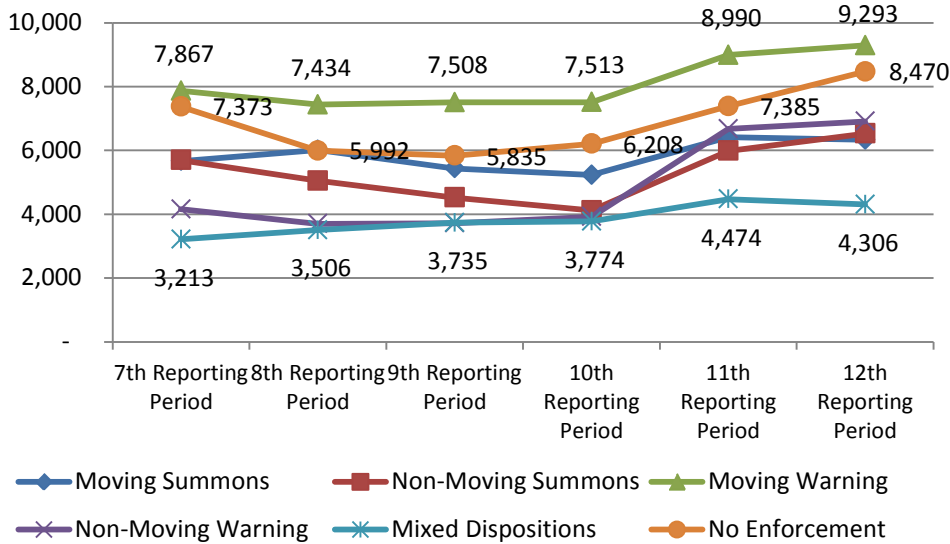


Unlike overall trends and those in Troop A, Troop B experienced a 6% increase in the number of stops and thus, the number of dispositions. The largest increases were for moving summonses and no enforcement in Troop B. Outcomes of moving summonses increased 10%, while no enforcements increased 11%. Stops resulting in non-moving summonses increased 3% and moving

warnings increased by 8% in the current reporting period.

Figure One-Hundred C: Troop C Trends of Dispositions

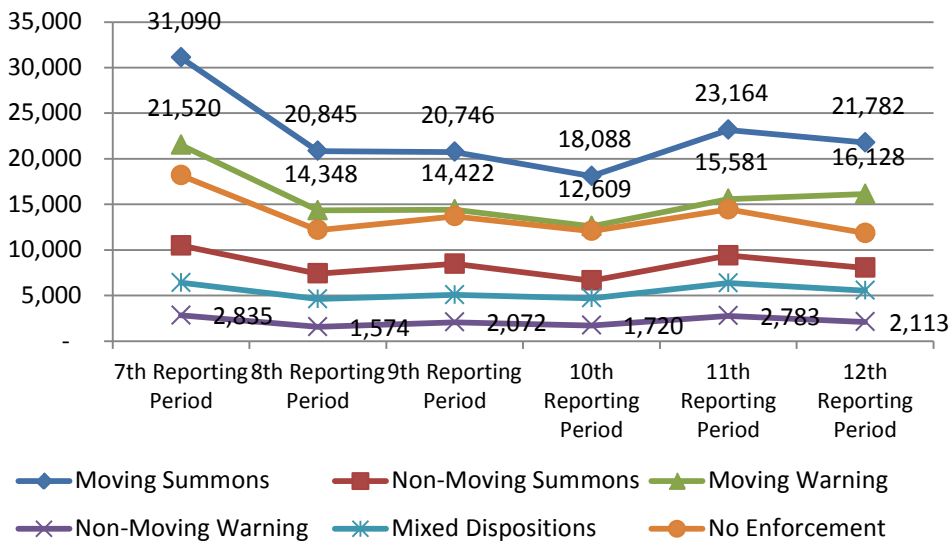
July 2009 – December 2014



Troop C also experienced a slight increase in stops and dispositions, 5%. The largest increases were for stops resulting in no enforcement, 15%. Non-moving summonses increased 9% in Troop C. Non-moving warnings increased 4% and moving warnings increased 3% in the current reporting period. Stops resulting in a moving summons and mixed dispositions decreased 1% and 4% respectively for Troop C.

Figure One-Hundred D: Troop D Trends of Dispositions

July 2009 – December 2014

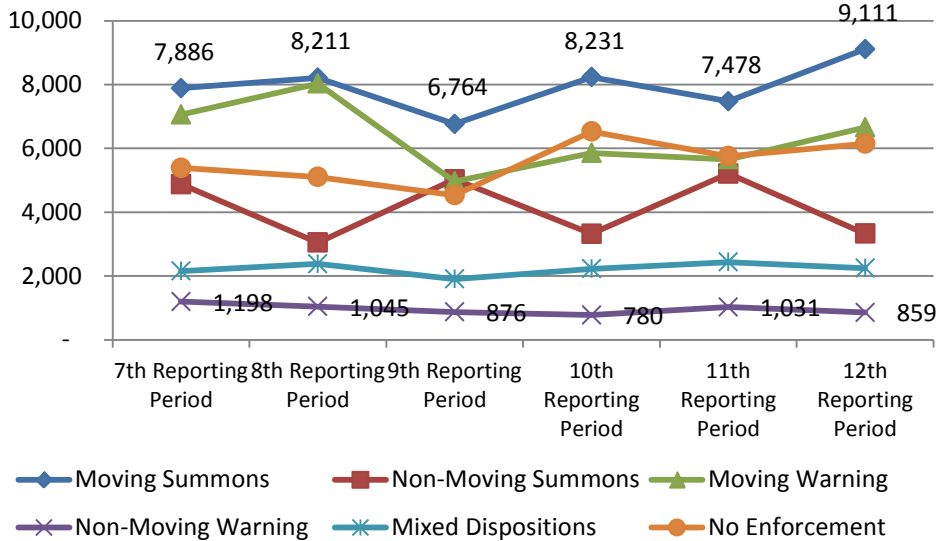


Similar to Troop A, Troop D experienced a 9% decrease in stops and dispositions for the current reporting period. In Troop D, the largest decrease occurred for non-moving warnings, 24%, followed by 18% for no enforcements. Non-Moving summonses decreased 14%, moving summonses decreased 6%, and mixed-dispositions decreased 13% in the current reporting period. The number of stops resulting in a moving warning increased 4% in the current reporting period.

The number of stops resulting in a moving warning increased 4% in the current reporting period.

Figure One-Hundred E: Other Station Trends of Dispositions

July 2009 – December 2014

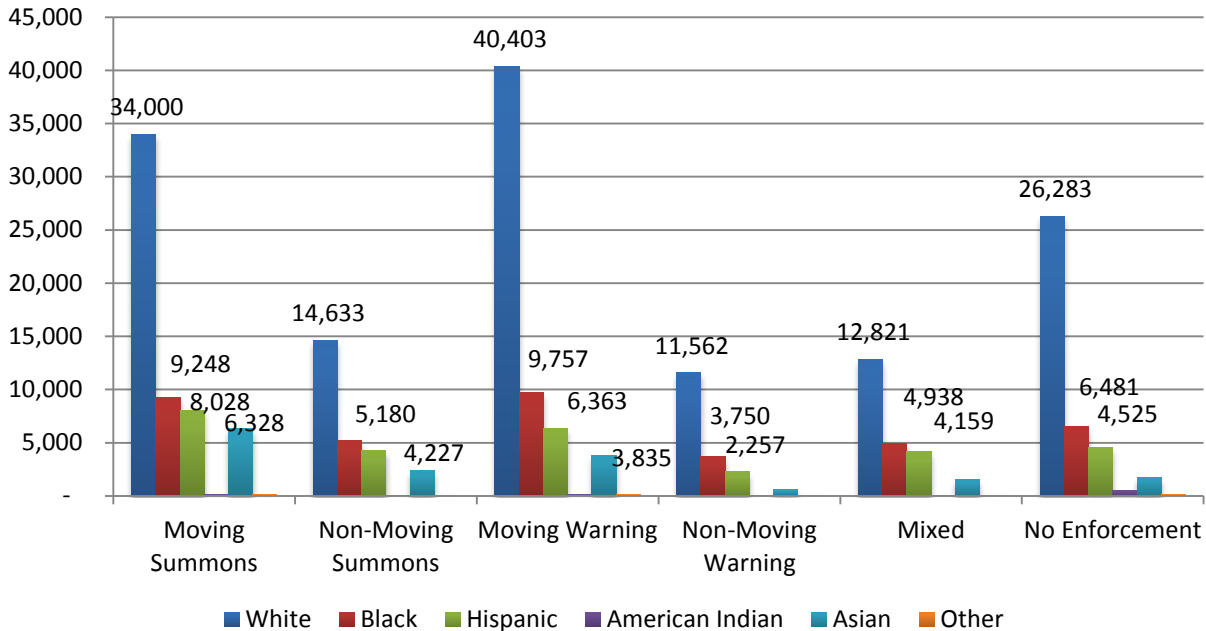


The number of stops and dispositions made by Other stations increased 3% in the current reporting period. However, the direction and magnitude of change for each outcome varied considerably. Moving summonses experienced the largest increase, 22%. Stops resulting in moving warnings increased 18%. Outcomes involving non-moving summonses, non-moving warnings, and mixed dispositions all decreased in Other stations. Non-moving summonses decreased 36%, non-moving warnings decreased 17%, and mixed dispositions decreased 8%.

Non-moving summonses decreased 36%, non-moving warnings decreased 17%, and mixed dispositions decreased 8%.

Figure One-Hundred-One: Racial/Ethnic Distribution of Dispositions

July 1, 2014- December 31, 2014



Moving summonses were the most frequent outcome for Black, Hispanic, Asian, and Other drivers but moving warnings were most common for White and American Indian drivers. Across disposition categories, White drivers continue to make up the largest proportion of each disposition type. The overall pattern remains that between 55% and 67% of all dispositions involved White drivers and

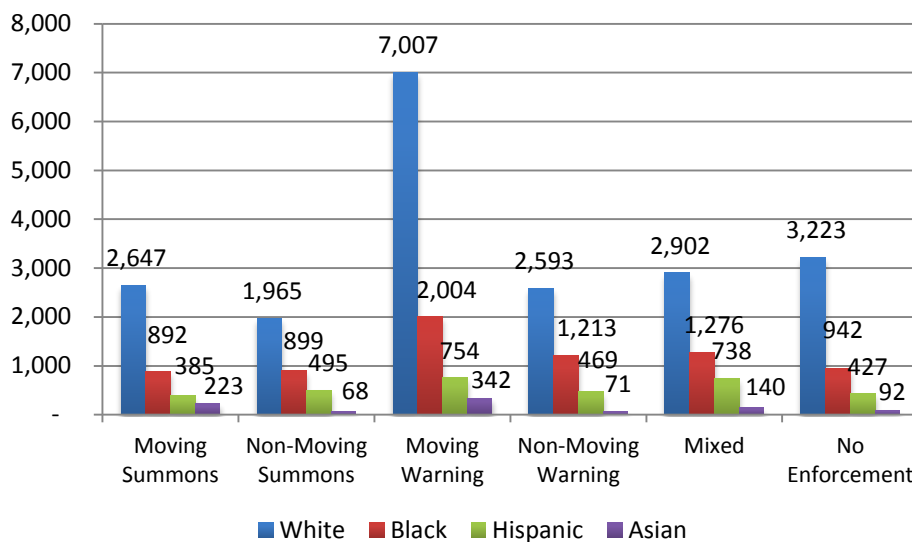
between 16% and 21% of all dispositions involved Black drivers. Because State Police is required to record a disposition for all motor vehicle stops, the racial/ethnic distribution of all stops with dispositions should be nearly identical to the racial/ethnic distribution of all stops.

The most common outcome across stops was moving warnings. There were 60,582 stops (27%) that resulted in a moving warning. Of these stops, there were 40,403 stops (67%) that involved White drivers, 9,757 stops (16%) that involved Black drivers, and 6,363 (11%) that involved Hispanic drivers. This is very similar to the overall pattern of the racial/ethnic distribution of all stops, where the majority of stops involved White drivers. However, White and Black drivers were slightly underrepresented and Hispanic drivers, slightly overrepresented among moving warnings.

The second most common outcome for stops were moving summonses, which were cited in 57,848 stops (26%). There were 34,000 stops (59%) with moving summonses that involved White drivers, 9,248 stops (16%) that involved Black drivers, and 8,028 stops (14%) that involved Hispanic drivers. This is also similar to the overall racial/ethnic distribution of all stops, albeit slightly underrepresented for Black drivers and Hispanic drivers and slightly overrepresented for White drivers.

Unlike the distribution for law enforcement procedures, the racial/ethnic distribution for each disposition category is consistent with the overall racial/ethnic distribution of motor vehicle stops. White drivers receive roughly 61% of all categories of dispositions, while Black drivers were closer to 18%, and Hispanic drivers were about 14%. Thus, the distribution of disposition types roughly matches that of all stops.

Figure One-Hundred-Two A: Troop A Racial/Ethnic Distribution of Dispositions
 July 1, 2014- December 31, 2014

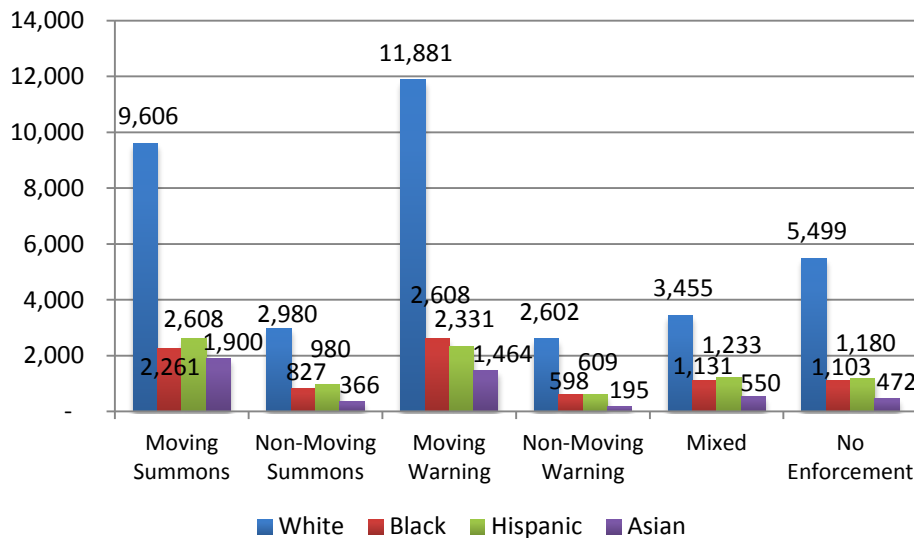


For Troop A, moving warnings were the most common disposition type across all racial/ethnic groups, except Other drivers. Across disposition categories, White drivers were the largest proportion of each disposition type. White drivers ranged between 57% and 69% of the different disposition types, Black drivers were between 20% and 28%, and Hispanic drivers were between 7% and 15% of

each disposition type. In Troop A, White drivers were the overwhelming majority of drivers who received moving warnings, 69%, and no enforcements, 68%.

Figure One-Hundred-Two B: Troop B Racial/Ethnic Distribution of Dispositions

July 1, 2014- December 31, 2014

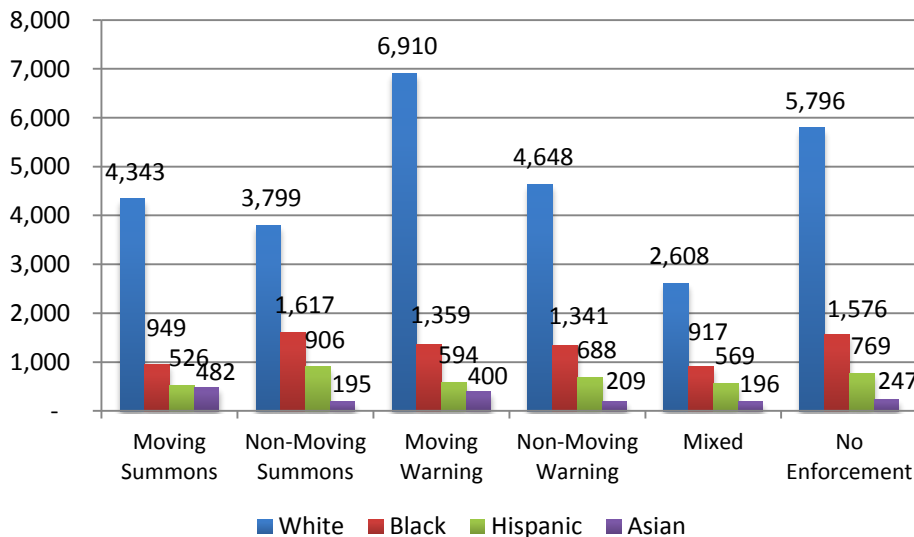


Similar to Troop A, moving warnings were the most common disposition for Troop B. However, moving warnings were only the most common dispositions for White and Black drivers. Moving summonses were the most frequent dispositions for Hispanic, Asian, and American Indian drivers. Again, White drivers were the greatest proportion of each disposition, ranging from 54% to 65%,

followed by Black and Hispanic drivers who both varied between 13% and 19% of each disposition.

Figure One-Hundred-Two C: Troop C Racial/Ethnic Distribution of Dispositions

July 1, 2014- December 31, 2014

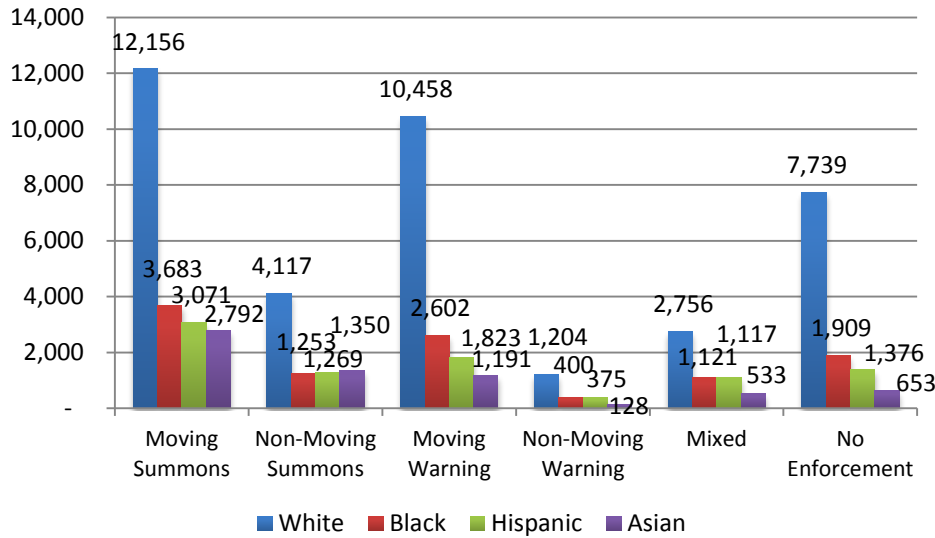


Overall in Troop C, moving warnings were the most frequent disposition. However, this was not the case for each racial/ethnic group within Troop C. The most common outcome for White drivers in motor vehicle stops were moving warnings, 25%. For Black and Hispanic drivers, the most common outcome was a non-moving summons, cited in 21% of stops of Black drivers and 22% of stops for Hispanic drivers. A

moving summons was cited in 28% of stops with Asian drivers. Across all disposition types, White drivers were again the largest proportion for each disposition category, ranging between 58% and 74%. Black drivers ranged from 15% to 25%, and Hispanic drivers were between 6% and 14% of each disposition.

Figure One-Hundred-Two D: Troop D Racial/Ethnic Distribution of Dispositions

July 1, 2014- December 31, 2014

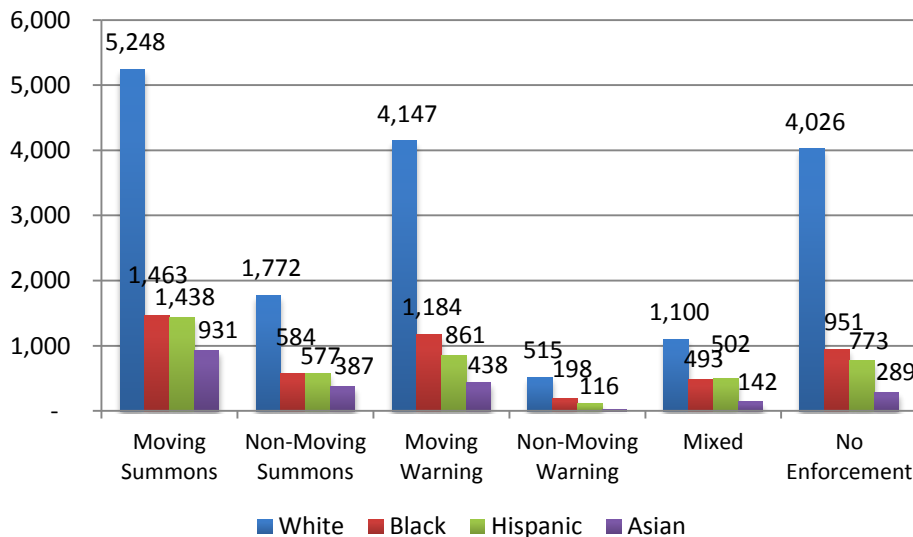


Moving summonses were the most frequently cited disposition for almost all racial/ethnic groups in the current reporting period. The only exception to this was Other drivers, for whom no enforcement was the most frequent disposition. For each disposition, White drivers were between 50% and 65% of drivers receiving that outcome. Black drivers were between 16% and 20%, Hispanic drivers were 11% to

20%, and Asian drivers were between 6% and 17% of each disposition.

Figure One-Hundred-Two E: Other Stations Racial/Ethnic Distribution of Dispositions

July 1, 2014- December 31, 20114



In stops made by Other stations, the most frequently cited disposition was a moving summons. This is true for all racial/ethnic groups, except for Other drivers. For Other drivers, moving summonses were most frequent. As with all other Troops, White drivers were the largest proportion of each disposition, varying between 49% and 65%. Black drivers ranged between 15% and 23%

of all disposition categories, Hispanic drivers were between 13% and 22%, and Asian drivers were between 3% and 12% of each disposition.

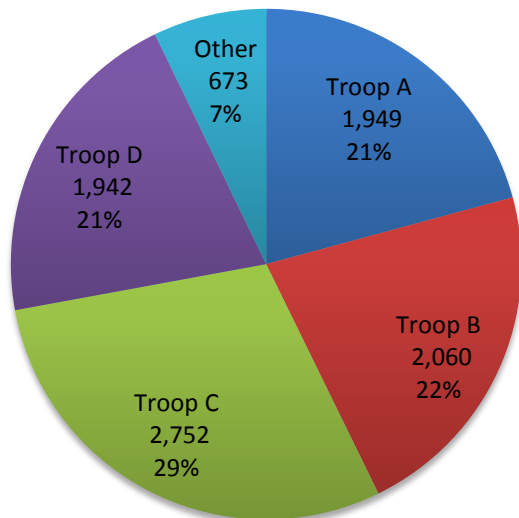
Individual Level Analysis

Arrests

While there were 7,961 motor vehicle stops where an arrest was made, there were 9,376 actual arrests made in the current reporting period. That is, there were 9,376 individuals arrested during motor vehicle stops in the current reporting period. On average, there were 1.2 arrests per motor vehicle stop. Three stops had as many as six arrests each.

Figure One-Hundred-Three: Troop Distribution of All Arrests

July 1, 2014- December 31, 2014

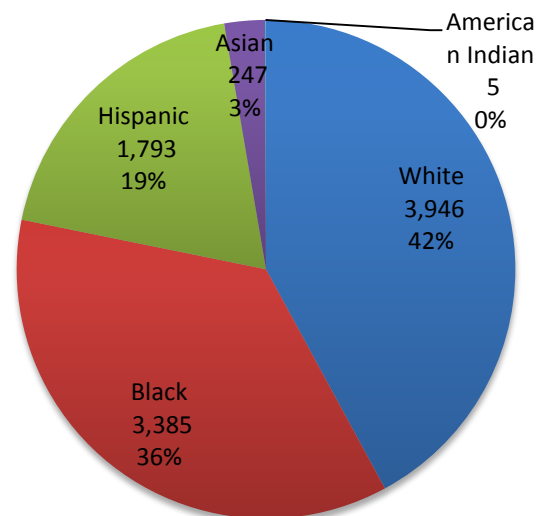


Total Arrests: **9,376**

Because each stop averaged just a little more than one arrest, the Troop distribution of the individuals who were arrested should be similar to the Troop distribution of stops with arrests (Figure Seventy-Eight). In fact, the Troop distribution of all arrests is nearly identical to that of stops with arrests. Troop C conducted the largest proportion of arrests, 29%, similar to the proportion of stops with arrests (Figure Seventy-Nine). All other Troop distributions for all arrests were either identical or were only a one percentage point difference from stops with arrests.

Figure One-Hundred-Four: Racial/Ethnic Distribution of All Arrests

July 1, 2014- December 31, 2014



Total Arrests: **9,376**

Figure One-Hundred-Four depicts the racial/ethnic distribution of all arrests, and is similar to the distribution of stops with arrests, but not identical. As found for stops with arrests, White individuals made up the largest proportion of all arrests. In 42% of all arrests made during the reporting period, the individual was White. In 36% of all arrests, the individual arrested was Black while in 19% of all arrests, the individual arrested was Hispanic. Finally, Asian individuals were involved in 3% of all arrests while American Indians were involved in 0%. These proportions were similar to those from the previous reporting period.

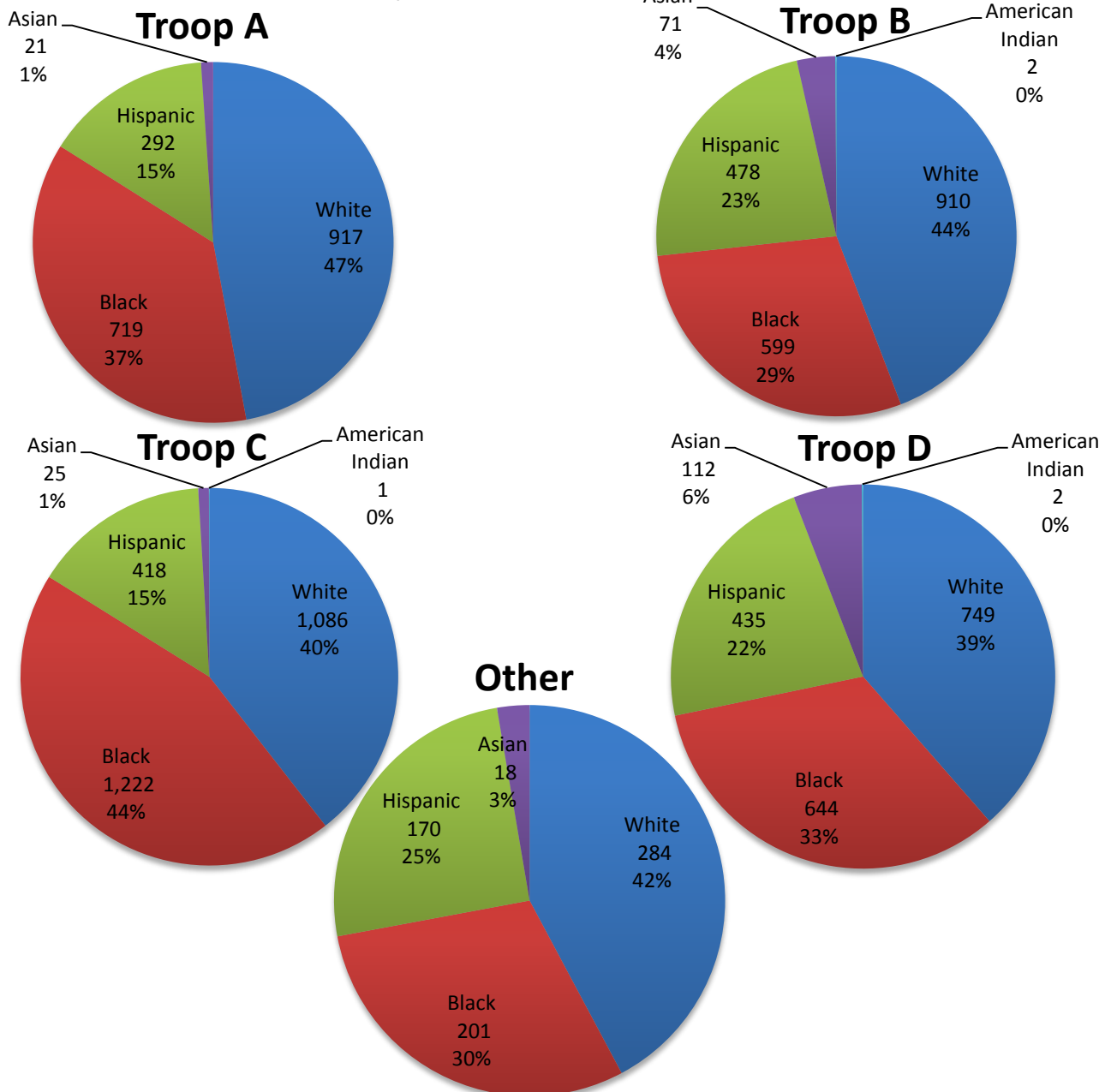
Of the 9,376 arrests made in the current reporting period, 7,058 arrests were of the driver of a vehicle. The remaining 2,318 arrests were of passengers. Thus, the distribution of stops with arrests, which is based on the driver's race/ethnicity, is similar to

the distribution of all arrests because drivers made up the largest proportion of those who were arrested.

Across Troops, the racial/ethnic distribution of all arrests in the current reporting period varies. As was the case for the racial/ethnic distribution of all arrests, by Troop the distributions were similar to those of stops with arrests by Troop. White individuals were the largest proportion of all arrests, varying between 39% and 47% of individuals. Black individuals were between 29% and 44% of individuals arrested in each Troop and Hispanic individuals were between 15% and 25%. Asian individuals again were a much smaller proportion of all arrests, between 1% and 6% of all arrests in the current reporting period.

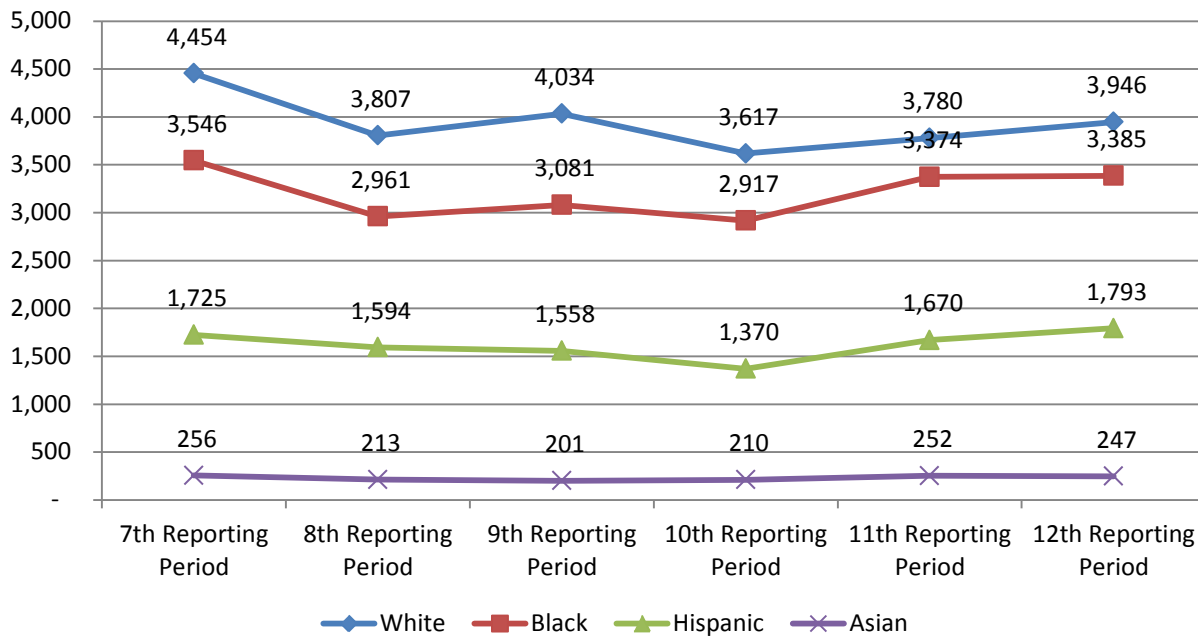
Figure One-Hundred-Five: Racial/Ethnic Distribution of All Arrests by Troop

July 1, 2014- December 31, 2014



Overall, the number of persons arrested increased about 3% from the previous reporting period. This increase is slightly less than the increase in number of stops with arrests, 5%. There was a 7% increase in the number of Hispanic individuals who were arrested in the current reporting period, the largest increase this reporting period. Black individuals experienced little change, a less than 1% increase while the number of White individuals arrested increased about 4%. There was also a 2% increase in the number of Asian individuals arrested, but due to the small number of Asian individuals in stops, this involved only an additional five arrests.

Figure One-Hundred-Six: Trend of Racial/Ethnic Distribution of Individuals Arrested
 January 2012 – December 2014

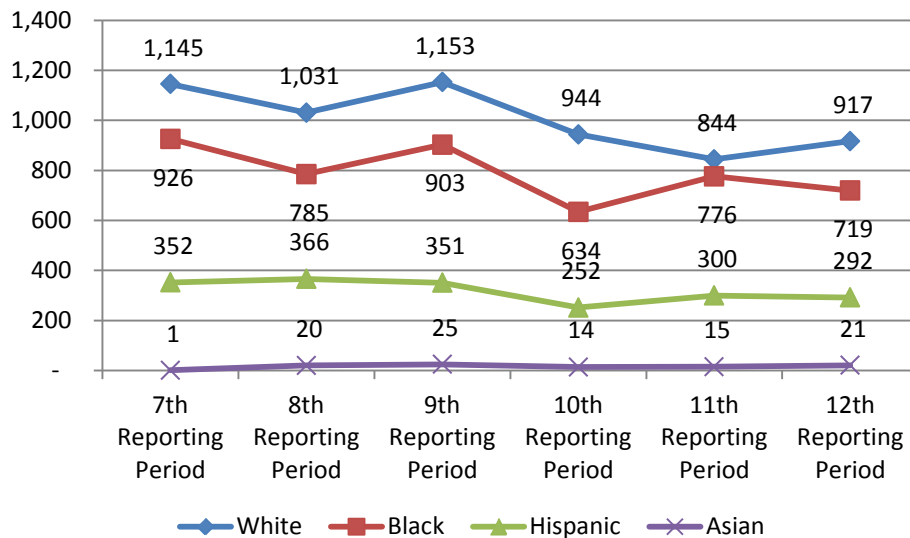


Similar to the distribution of stops with arrests, Black individuals made up a large proportion of all individuals arrested. Whether troopers had appropriate probable cause to arrest is not explored in this report but is in OLEPS' Oversight Report.⁸ Examination of the charges filed following arrests may help elucidate possible reasons for this disproportionality in the racial/ethnic distribution of those arrested.

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

Figure One-Hundred-Seven A: Troop A Trend of Racial/Ethnic Distribution of Individuals Arrested

January 2012 – December 2014

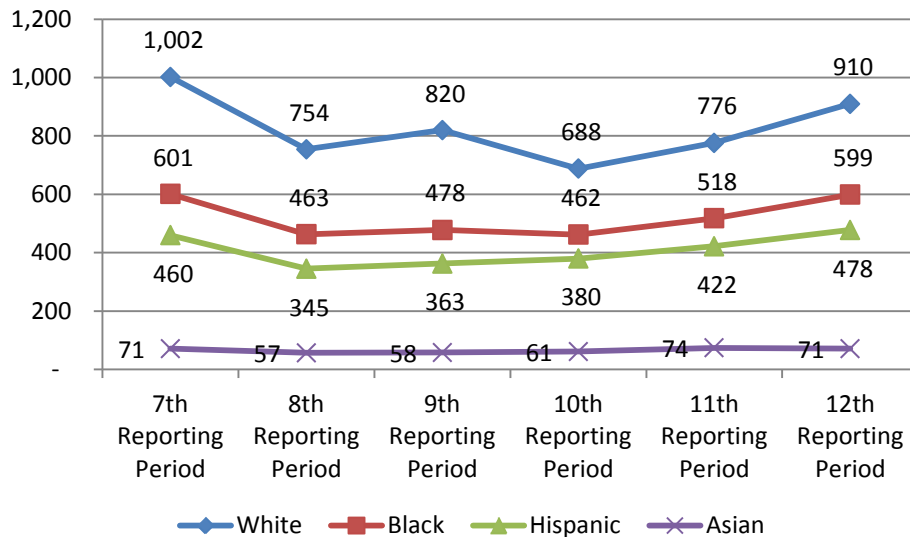


The number of individual arrested in Troop A increased 1% in the current reporting period. White and Asian individuals experienced increases in the number of individuals arrested. The number of White individuals arrested increased 9% and the number of Asian individuals arrested increased 40% (six arrests). The number of Black and Hispanic individuals arrested in

Troop A decreased in the current reporting period. The number of Black individuals arrested decreased 7% and the number of Hispanic individuals arrested decreased 3%.

Figure One-Hundred-Seven B: Troop B Trend of Racial/Ethnic Distribution of Individuals Arrested

January 2012 – December 2014

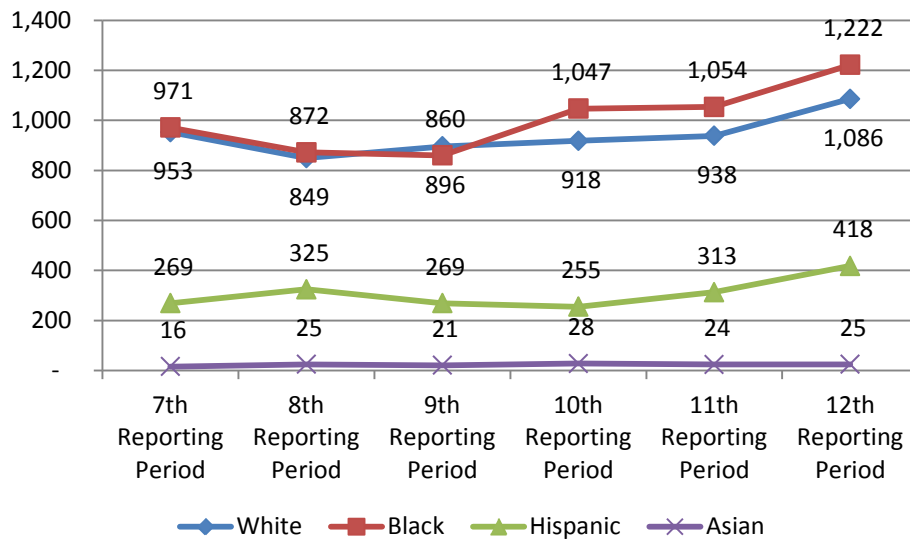


In Troop B, there was a 15% increase in the number of individuals who were arrested. White individuals had the largest increase, 17%. The number of Black individuals who were arrested increased 16%. Hispanic individuals also experienced an increase in the number of individuals arrested, 13%. The number of Asian individuals arrested decreased 4% (three

arrests) in the current reporting period. Compared to stops with arrests, the proportions in increases for stops of all racial/ethnic groups was very similar to those for all individuals of all racial/ethnic groups.

Figure One-Hundred-Seven C: Troop C Trend of Racial/Ethnic Distribution of Individuals Arrested

January 2012 – December 2014

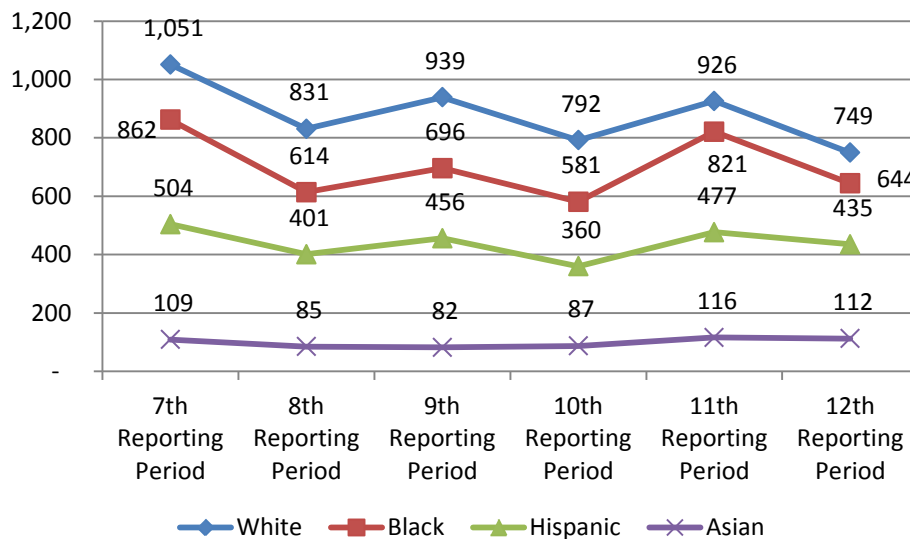


In Troop C, similar to the trend of stops with arrests, there was an 18% increase in the number of individuals arrested. This was the largest increase of individuals arrested in the current reporting period. Each racial/ethnic group in Troop C experienced an increase in the number of individuals arrested. Hispanic individuals experienced the largest increase, 35%. White and Black individuals each experienced 16% increases and the number of Asian individuals arrested increased 4%.

experienced 16% increases and the number of Asian individuals arrested increased 4%.

Figure One-Hundred-Seven D: Troop D Trend of Racial/Ethnic Distribution of Individuals Arrested

January 2012 – December 2014

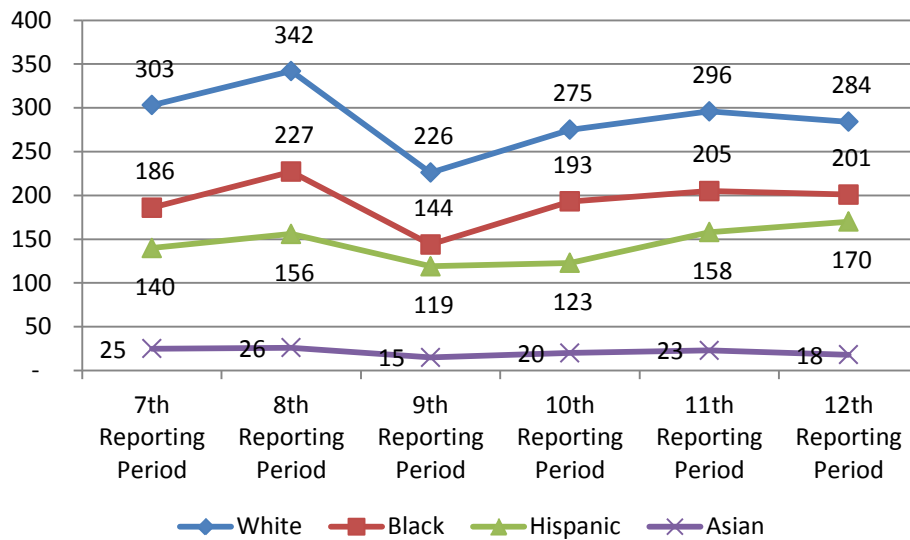


Unlike the trends noted for other Troops, the number of individuals arrested in Troop D decreased 17% in the current reporting period. The number of Black individuals arrested decreased 22%, the largest change across racial/ethnic groups. White individuals also experienced a large decrease, 19%, in the number of individuals arrested. For Hispanic individuals, the number of

individuals arrested decreased 9%. The number of Asian individuals arrested decreased 3% in the current reporting period.

Figure One-Hundred-Seven E: Other Stations Trend of Racial/Ethnic Distribution of Individuals Arrested

January 2012 – December 2014



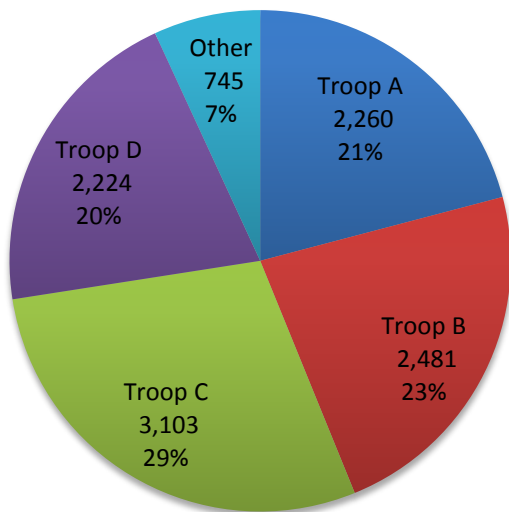
For Other non-Troop stations, the total number of individuals arrested decreased 1% in the current reporting period. White, Black, and Asian individuals all experienced decreases in the number of individual arrests. White individuals experienced a 4% decrease in arrests, Black individuals experienced a 2% decrease, and Asian individuals experienced a decrease of 22% (five arrests). Hispanic

individuals were the only group to experience an increase in the number of individuals arrested for the current reporting period, 8%.

Charges

Figure One-Hundred-Eight: Troop Distribution of Charges

July 1, 2014- December 31, 2014

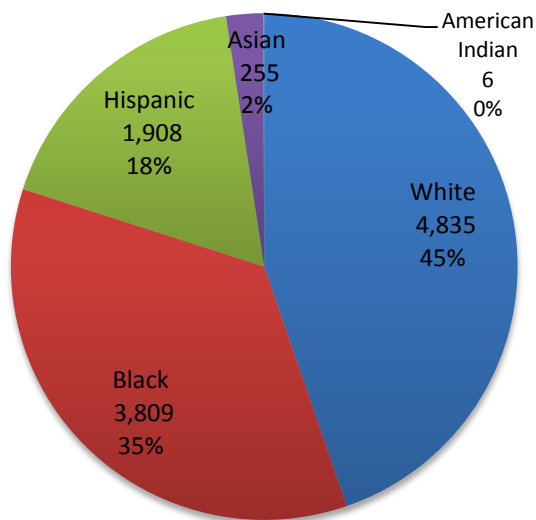


Total Charges: **10,813**

For each arrest, an individual can be charged with one or multiple charges. For the current period, while there were 9,376 arrests, there were actually 10,813 charges filed. On average, each arrest resulted in 1.15 charges filed. However, several arrests had as many as seven charges filed. Figure One Hundred and Eight depicts the Troop distribution of individuals arrested with charges filed. This distribution is similar to the distribution of all arrests. Like individuals arrested, Troop C had the largest proportion of charges in the current reporting period, 29%. Troop B followed with 23% of charges, Troop A had 21%, and Troop D had 20% of charges this reporting period.

Figure One-Hundred-Nine: Racial/Ethnic Distribution of Charges

July 1, 2014- December 31, 2014

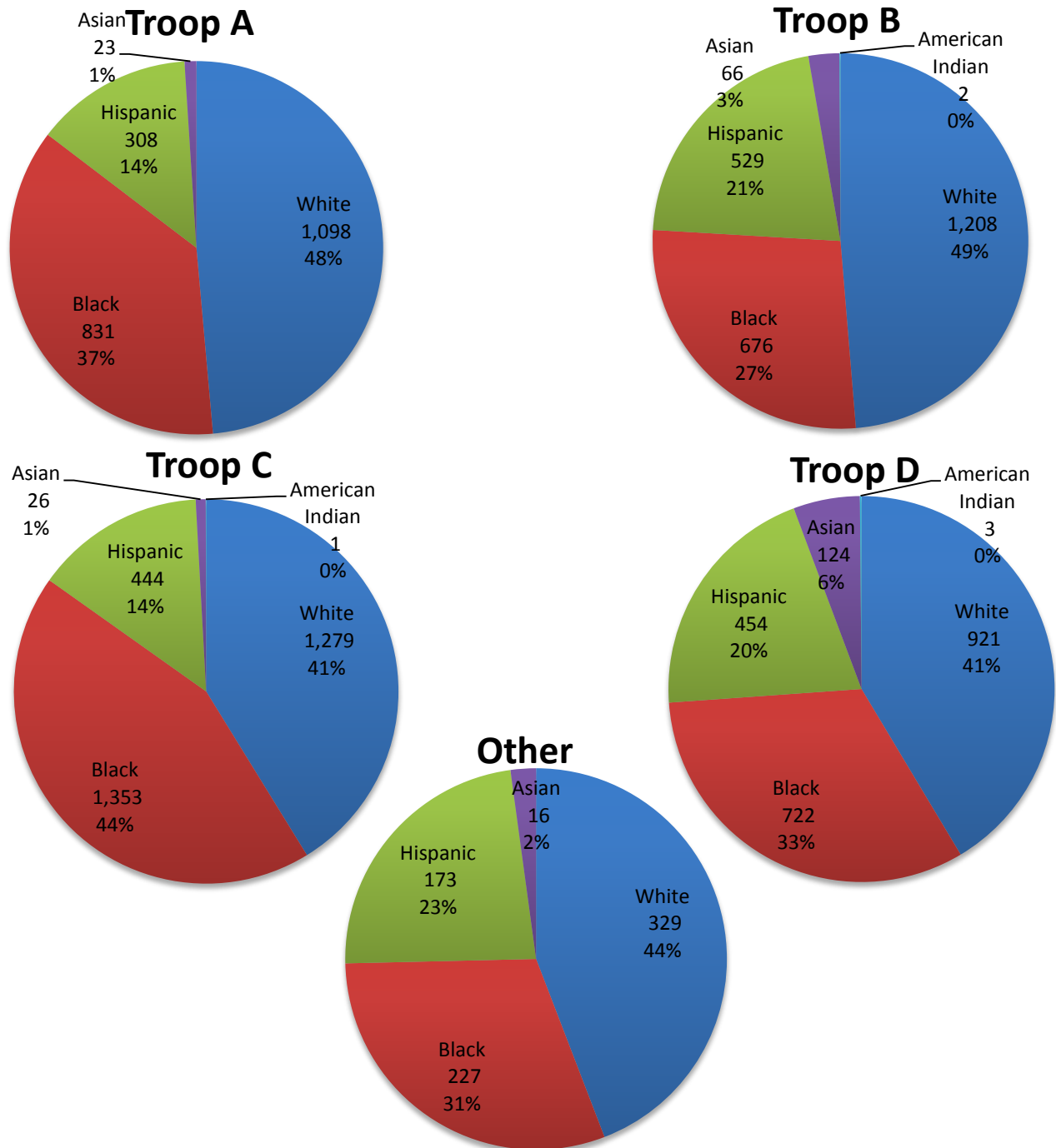


Total Charges: **10,813**

The racial/ethnic distribution of those arrested and that had charges filed is presented in Figure One-Hundred-Nine 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 35% of all charges, Hispanic individuals were involved in 18% of all charges filed, and Asian individuals were involved in 2% of charges filed. Compared to the distribution of those individuals who were arrested, the proportions were similar. However, White individuals made up a slightly larger proportion of those charged than arrested while Black and Hispanic individuals made up slightly smaller proportions of those charged.

The racial/ethnic distribution of individuals arrested with charges filed varied across all Troops. White individuals were the largest proportion of these charges, varying between 41% and 49% across Troops. Black individuals were between 27% and 44% of the number of individuals with charges and Hispanic individuals were between 14% and 23% of those charged. Asian individuals were typically a much smaller proportion of those charged, between 1% and 6%.

Figure One-Hundred-Ten: Racial/Ethnic Distribution of Charges by Troop
July 1, 2014- December 31, 2014



As the number of individuals arrested increased by about 3%, so did the number of charges filed. As shown in Figure One-Hundred-Eleven, with the exception of Asian individuals, each racial/ethnic group experienced an increase in the number of charges filed. However, the magnitude of this increase varied. Hispanic individuals experienced the largest increase, about 5% in the current reporting period. White individuals increased about 4% in the number of charges filed, and Black individuals increased slightly less than 1%. Asian individuals experienced a decrease of about 2% (four charges) in the current reporting period.

Figure One-Hundred-Eleven: Trend of Racial/Ethnic Distribution of Charges
 January 2012 – December 2014

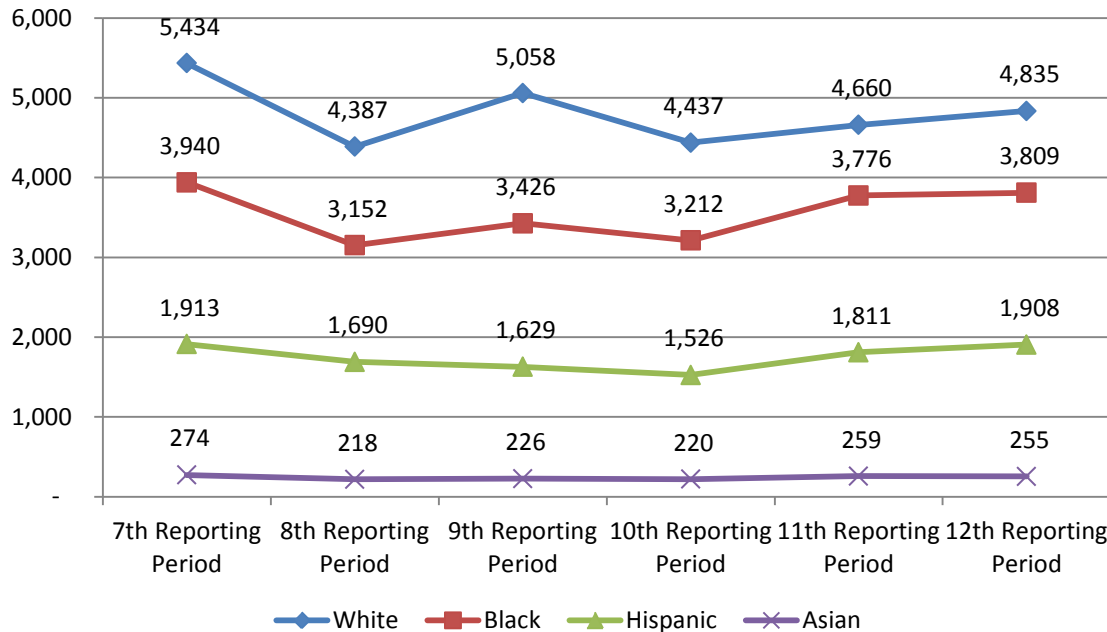
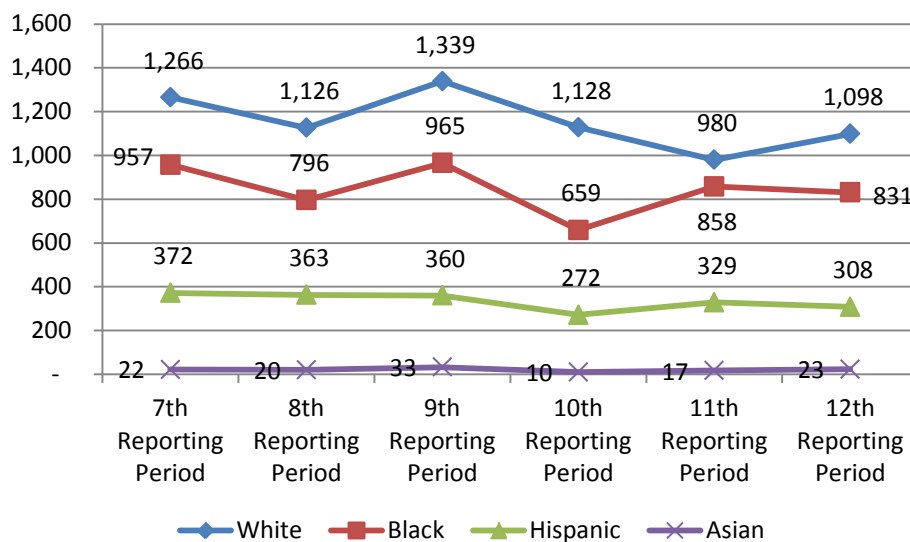


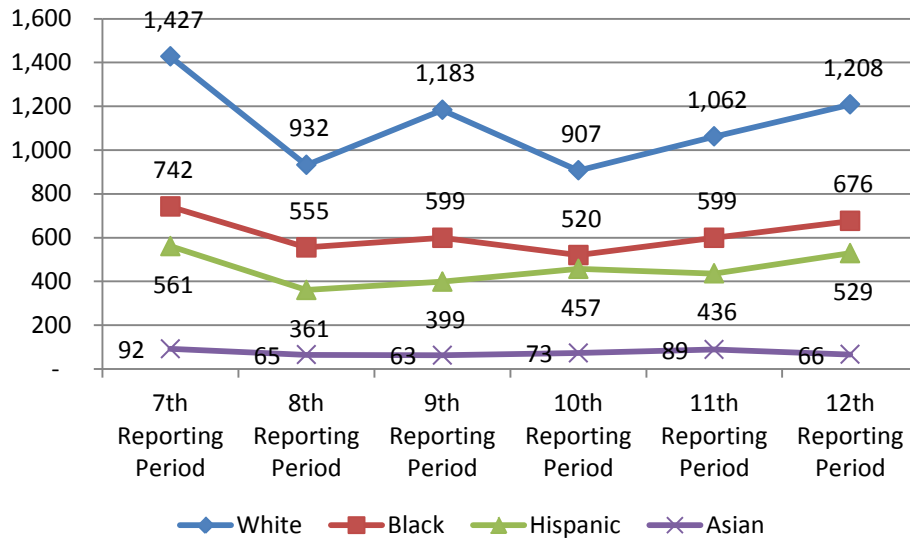
Figure One-Hundred-Twelve A: Troop A Trend of Racial/Ethnic Distribution of Charges
 January 2012 – December 2014



In Troop A, the total number of charges filed increased 3% in the current reporting period. Charges filed for White and Asian individuals also increased. The number of charges for White individuals increased 12% and increased 35% for Asian individuals. Black and Hispanic individuals experienced decreases in the number of charges filed in Troop A. In the current reporting period, Black individuals

decreased 3%, while the number of Hispanic individuals charged decreased 6%.

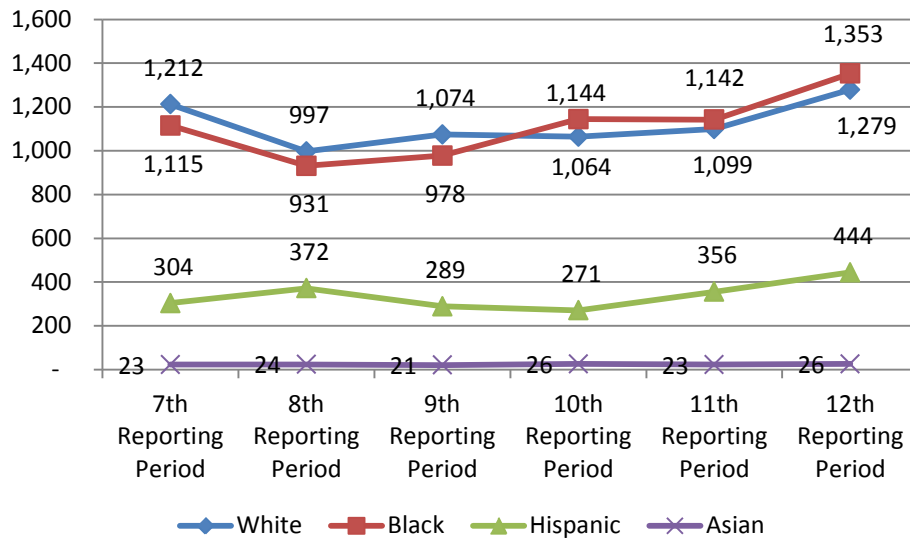
Figure One-Hundred-Twelve B: Troop B Trend of Racial/Ethnic Distribution of Charges
 January 2012 – December 2014



Similar to Troop A, Troop B experienced an overall increase in the number of charges filed for the current reporting period. However, the increase in Troop B was much larger, 13%. Most racial/ethnic groups experienced increases in charges filed for the current reporting period. Hispanic individuals experienced the largest increase, 21% in charges filed, followed by White individuals with 14%, and Black

individuals with 13%. Asian individuals experienced a 26% decrease in charges filed.

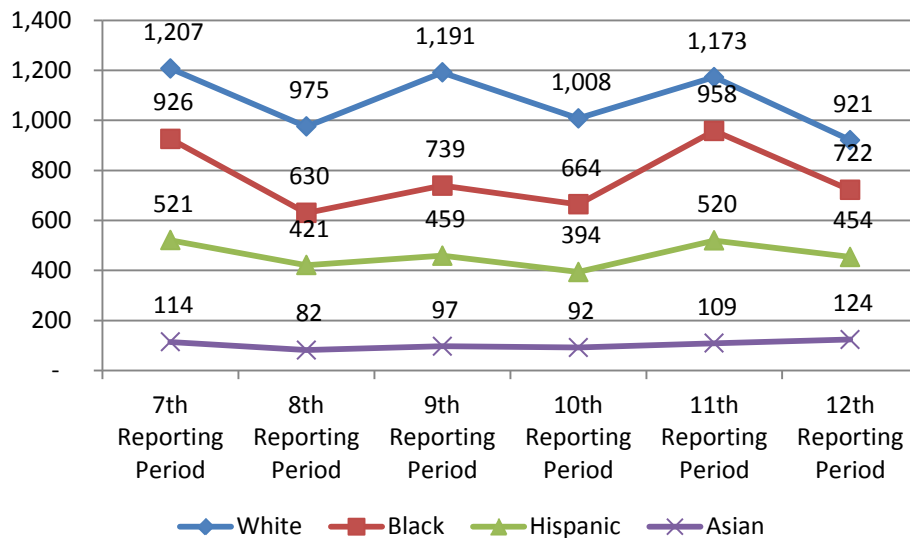
Figure One-Hundred-Twelve C: Troop C Trend of Racial/Ethnic Distribution of Charges
 January 2012 – December 2014



Compared to other Troops, Troop C had the largest increase in charges filed, 18%. All racial/ethnic groups experienced increases in the number of charges filed, but to varying degrees. Hispanic individuals had the largest increase, 25%, in charges filed for the current reporting period, followed by Black individuals, 18%. The number of charges filed for White individuals increased 16%. Asian

individuals also experienced an increase, 13%, for the current reporting period.

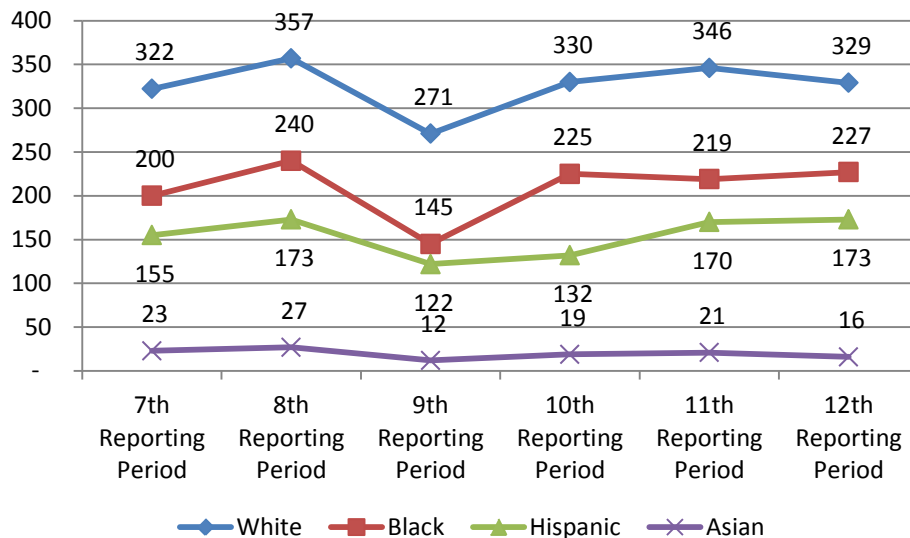
Figure One-Hundred-Twelve D: Troop D Trend of Racial/Ethnic Distribution of Charges
 January 2012 – December 2014



Although Troops A, B, and C experienced increases in the number of charges filed in the current reporting period, Troop D experienced an 18% decrease in the number of charges filed. Except for Asian individuals, all racial/ethnic groups experienced decreases in charges filed. Charges filed for Black individuals decreased the most, 25% in the current reporting period. Charges filed for

White individuals decreased 21% and for Hispanic individuals decreased 13%. The number of charges filed for Asian individuals increased 14%.

Figure One-Hundred-Twelve E: Other Stations Trend of Racial/Ethnic Distribution of Charges
 January 2012 – December 2014



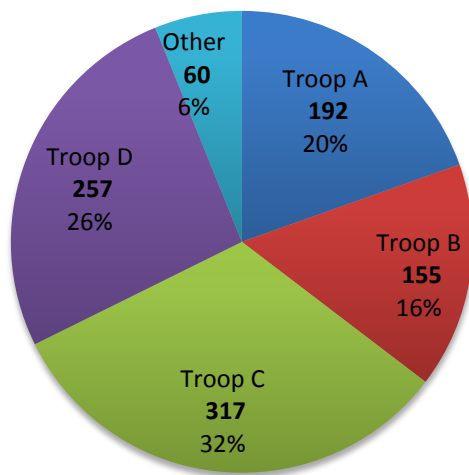
For Other non-troop stations, the total number of charges filed decreased slightly, 1%, in the current reporting period. White individuals experienced a 5% decrease in the number of charges filed and Asian individuals experienced a 24% decrease (five charges). Charges filed for Black individuals increased 4% while Hispanic individuals increased 2%.

Arrests without Charges

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).⁹ Following this ruling, State Police policy required immediate arrest when a trooper had probable cause in the form of the odor of marijuana. In these instances, an individual was placed under arrest immediately when the odor of either raw or burnt marijuana was 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 provided 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.

Figure One-Hundred-Thirteen: Troop Distribution of Arrests without Charges

July 1, 2014- December 31, 2014



Total Arrests with No Charges: **981**

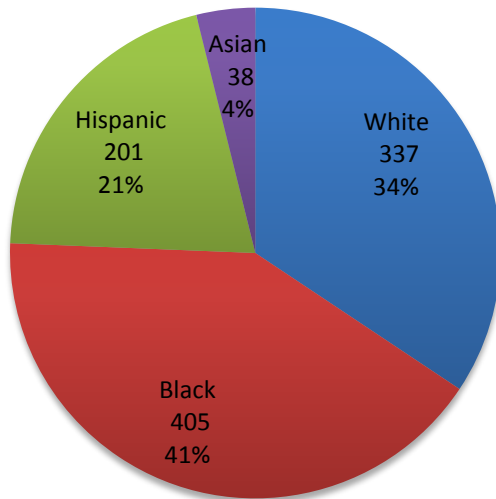
In the current reporting period, there were 981 arrests where an individual was not ultimately charged with any specific statute. The Troop and racial/ethnic distribution of those not charged should, ideally, be identical to the racial/ethnic distribution of those charged. If the distributions differ, further analysis is required to determine what specifically causes these differences. Figure One-Hundred-Thirteen depicts the Troop distribution of arrests with no charges. This distribution was similar to the distribution of individuals charged, with a few differences. Troop C was the largest proportion of arrests with no charges, 32%, as it was of all individuals charged, 29%. However, Troop C was slightly overrepresented in arrests with no charges. Troop B was 16% of all individual arrests with no charges and 23% of those with charges filed. Troop D was 26% of arrests with no charges and 20% of all

charges and was also overrepresented in arrests with no charges.

⁹ 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. Peña-Flores was overturned on September 24, 2015 in State v. Witt, 219 N.J. 624 (2015), hereafter referred to as Witt. However, all activity discussed in this report occurred prior to the Court's ruling in Witt.

Figure One-Hundred-Fourteen: Racial/Ethnic Distribution of Arrests without Charges

July 1, 2014- December 31, 2014



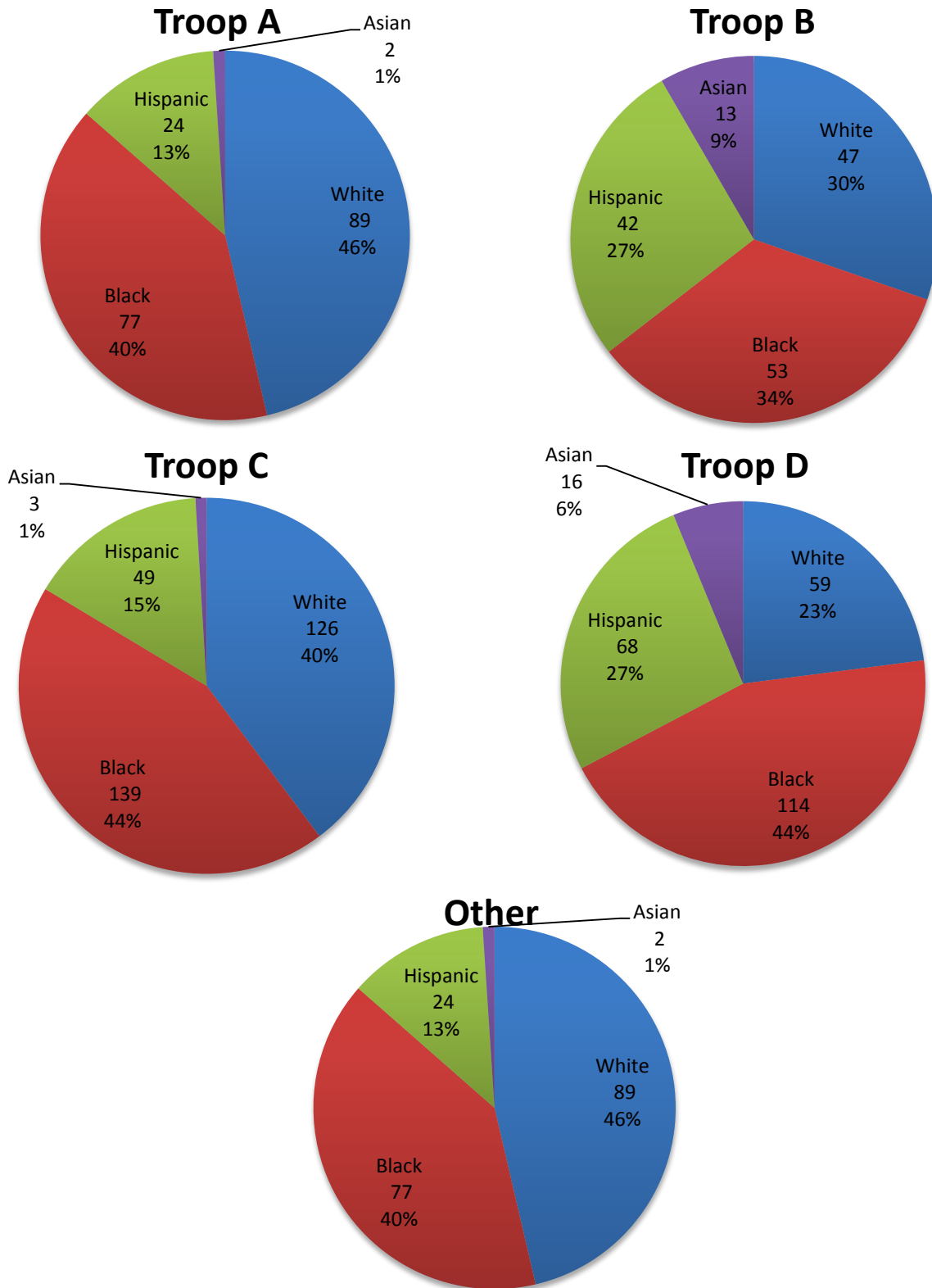
Total Arrests with No Charges: **981**

Along with Troop distribution, the racial/ethnic distribution of arrests with no charges should be similar to the racial/ethnic distribution of all charged filed in the current reporting period. In Figure One-Hundred-Fourteen, Black individuals had the largest proportion of individuals arrested with no charges filed, 41%. However, they were only 35% of individuals for whom charges were filed. White individuals had the second largest proportion, 34%, of arrests with no charges. Compared to those with charges filed, 45%, White individuals were underrepresented among those without charges. Hispanic individuals were 21% of those arrested without charges and 18% of those arrested with charges. Asian individuals were 4% of those arrested without charges and 2% of those arrested with charges. Compared to the distribution of charges filed, Black and Hispanic individuals were

overrepresented and White individuals underrepresented among arrests with no charges.

Across Troops the racial/ethnic distribution of arrests without charges varied. Generally Black individuals were the largest proportion of arrests without charges, varying between 34% and 44%. Troop A and Other stations were the only Troops where White individuals were the largest proportion of arrests without charges. White individuals were between 23% and 46% of arrests without charges. Hispanic individuals varied from 13% to 27% of individuals arrested without charges filed in the Troops. Black individuals were consistently a disproportionate number of individuals arrested without charges. State Police has indicated that these arrests were the result of State Police policies developed in accordance with Peña-Flores. Given this explanation, OLEPS anticipates a dramatic decrease in the number of arrests without charges following the Witt decision in September 2015.

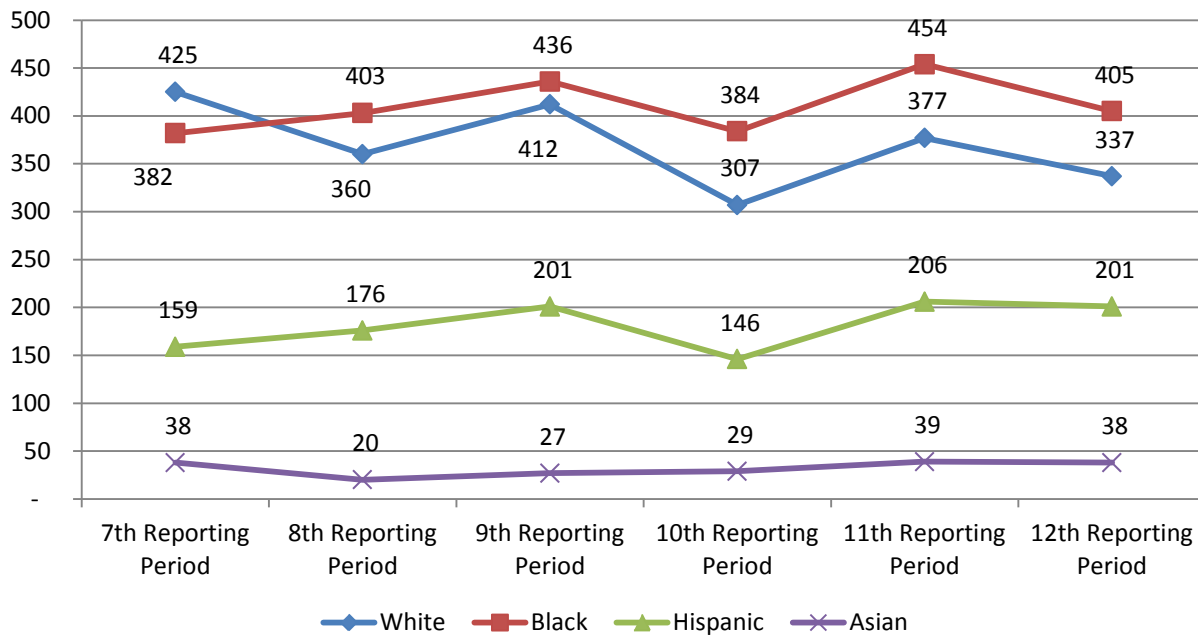
Figure One-Hundred-Fifteen: Troop Racial/Ethnic Distribution of Arrests without Charges
July 1, 2014- December 31, 2014



While the number of individuals arrested and the number of charges filed increased, the number of arrests without charges decreased 9% in the current reporting period. As shown in Figure One-Hundred-Sixteen, each racial/ethnic group was involved in a decreasing number of arrests without charges. For White and Black individuals, the number of arrests without charges decreased about 11% each. For Hispanic individuals, the number of arrests without charges decreased about 2%. The number of Asian individuals arrested without charges decreased 3% (one arrest).

Figure One-Hundred-Sixteen: Trend of Racial/Ethnic Distribution of Arrests without Charges

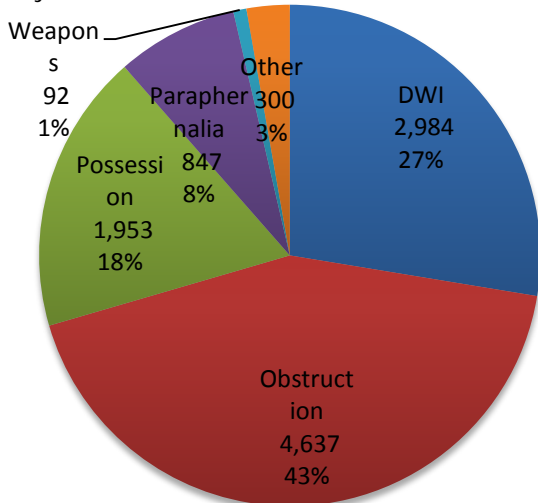
January 2012 – December 2014



Types of Charges

Figure One-Hundred-Seventeen: Types of Charges Filed

July 1, 2014- December 31, 2014



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

For the current reporting period, the most commonly cited charges pertained to obstruction; 43% of all charges filed were categorized as obstruction. This category includes such charges as resisting arrest,

hindering apprehension, and contempt. Contempt is the charge listed when an individual is arrested based on an outstanding warrant. For the current period, contempt was the most frequently cited obstruction charge. Contempt was the specific charge cited in 89% of all obstruction charges in the current reporting period. From this information, it can be inferred that a large proportion of arrests made during motor vehicle stops in the current reporting period were based on outstanding warrants.

As noted in previous reports, 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 18% 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 60% of all possession charges. Charges for driving while intoxicated (DWI) were 27% of all charges filed. Weapons charges were often infrequent and cited in 1% of all charges filed. Other charges included a variety of both criminal and traffic violations that were cited in the current reporting period. These charges were 3% of all charges filed. The most commonly cited Other charges were theft and forgery.

Across all Troops, the distribution of the types of charges filed varied. Obstruction was generally the largest proportion of charges filed for the current reporting period, except in Other, non-Troop stations. Obstruction charges ranged from 28% to 54% of all charges. Possession charges varied from 14% to 19% of all charges. DWI charges ranged from 17% in Troop C to 51% in Other, non-Troop stations. Among Troops, paraphernalia charges ranged from 5% to 9%. Thus, the most frequently cited charges were used to varying degrees in each Troop.

Figure One-Hundred-Eighteen: Types of Charges Filed by Troop
 July 1, 2014- December 31, 2014

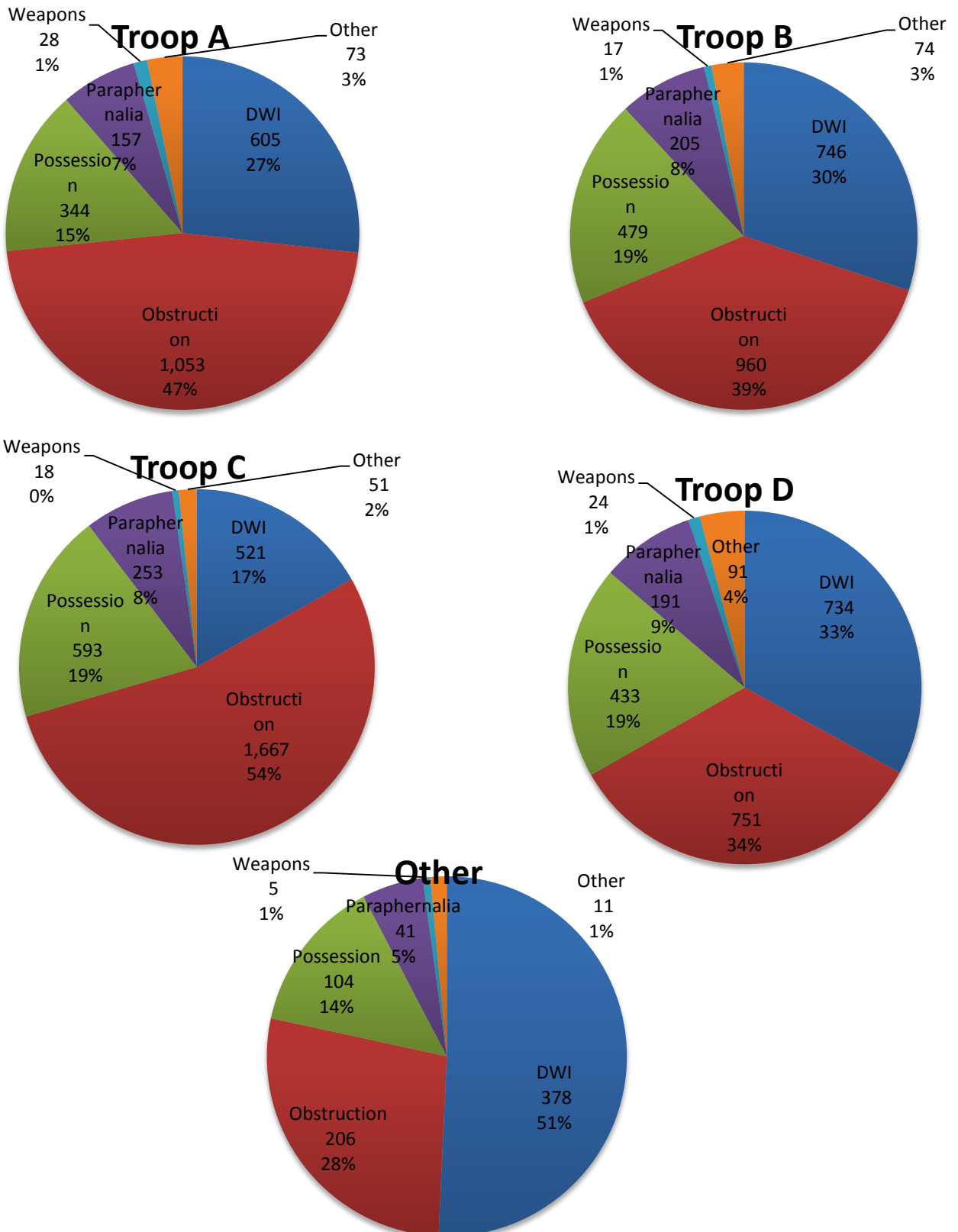
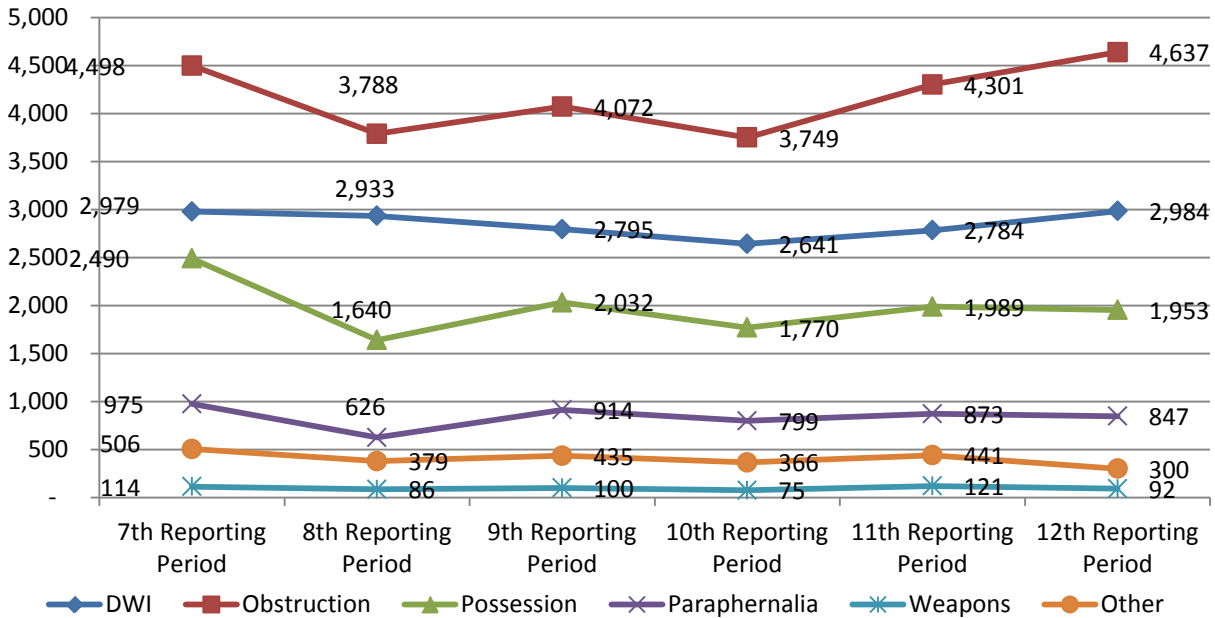


Figure One-Hundred-Nineteen: Trend of Types of Charges Filed
 January 2012 – December 2014



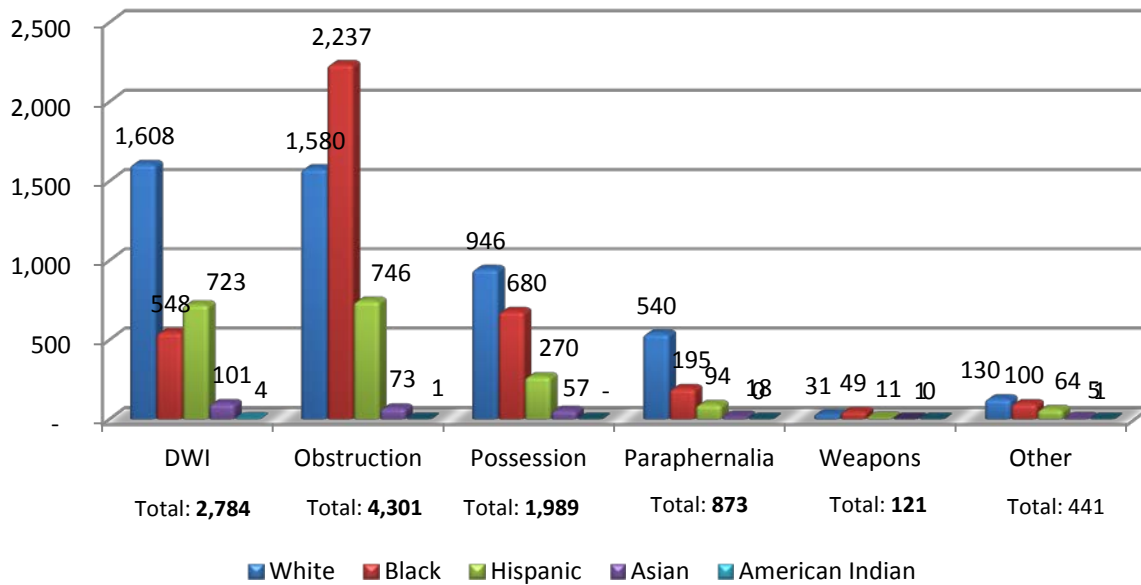
The total number of charges filed in the current reporting period increased about 3%, as noted previously. Figure One-Hundred-Nineteen illustrates this increase across charge categories. As shown, the magnitude of the change varied across charge types. For example, the number of charges for Paraphernalia decreased about 3%. Weapons charges decreased 24%, DWI charges increased 7%, and possession charges decreased 2%. Obstruction charges increased about 8% in the current reporting period.

Since an individual can be charged with multiple charges, the racial/ethnic distribution of each charge category is explored in Figure One-Hundred-Twenty. The distribution of all charges in Figure One-Hundred-Nine indicated that White motorists made 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.

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 1,608 (54%) DWI charges the individual charged was White, in 548 (18%) instances the individual charged was Black, in 723 (24%) the individual charged was Hispanic, in 101 (3%) the individual charged was Asian, and in four instances the individual charged was American Indian. Thus, there were more White individuals charged with DWI than other racial/ethnic groups. However, there were more Hispanic individuals charged with DWI than Black individuals, contradictory to the distribution of all charged individuals. DWI was the most frequently cited charge for all White and Asian individuals.

Obstruction charges, the most frequent category of charges, also do not follow the expected pattern. Rather than White individuals making up the largest proportion, Black individuals were those who most frequently received obstruction charges. In the current period, 2,237 (48%) obstruction charges were cited for Black individuals while only 1,580 (34%) cited White individuals. Hispanic individuals were involved in 16% and Asian individuals were involved in 2% of all obstruction charges.

Figure One-Hundred-Twenty: Racial/Ethnic Distribution for Types of Charges Filed
 July 1, 2014- December 31, 2014



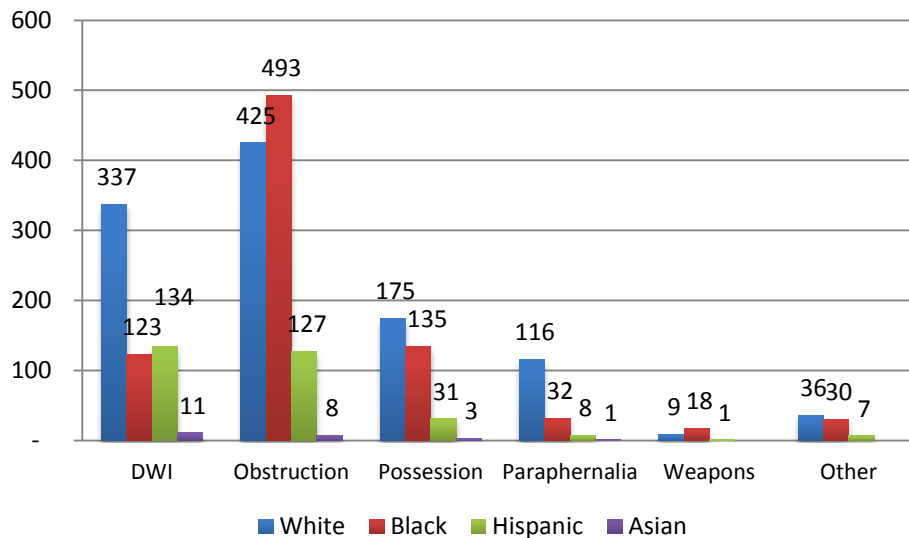
White individuals were the largest proportion of those charged with paraphernalia or possession of controlled dangerous substances. White motorists were charged in 946 (48%) charges of possession, Black motorists were charged in 680 (34%), Hispanic motorists were charged in 270 (14%), and Asian individuals were charged in 57 (3%) possession charges. Paraphernalia charges were similarly distributed. White individuals were cited in 540 (64%) paraphernalia charges while Black motorists were charged in 195 (23%), Hispanic individuals were charged in 94 (11%), and Asian individuals were charged in 18 (2%) paraphernalia charges.

Weapons charges were more common for Black than White individuals. Black individuals were involved in 49 (53%), White individuals were involved in 31 (34%), Hispanic individuals in 11 (12%), and Asian individuals in one (1%) instance(s) where weapons charges were filed. This same pattern is noted for other charges. White individuals were involved in 130 (43%) instances of other charges while Black motorists were cited in 100 (33%) instances. Hispanic motorists were involved in 64 (21%) and Asian individuals five (2%) instances with other charges.

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

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

July 1, 2014- December 31, 2014

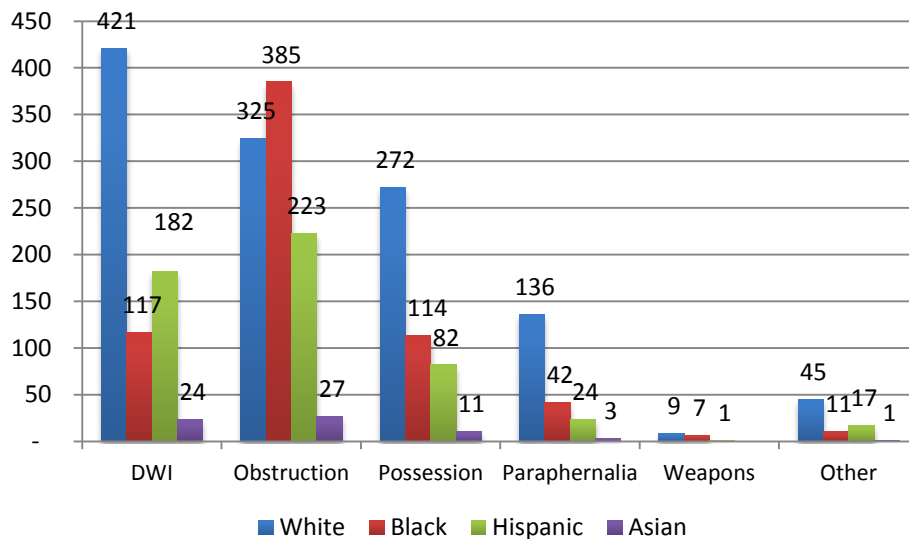


Troop A's racial/ethnic distribution for each type of charge filed matches the pattern noted Division-wide. White individuals were the largest proportion of charges in all categories, with the exception of obstruction and weapons charges. Black individuals were the largest proportion of charges for obstruction charges, 47%, and those charged for weapons, 64%. For DWI charges, Hispanic

individuals were the second largest proportion of charges, 22%, while Black individuals were only 20% of those charged with DWI.

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

July 1, 2014- December 31, 2014

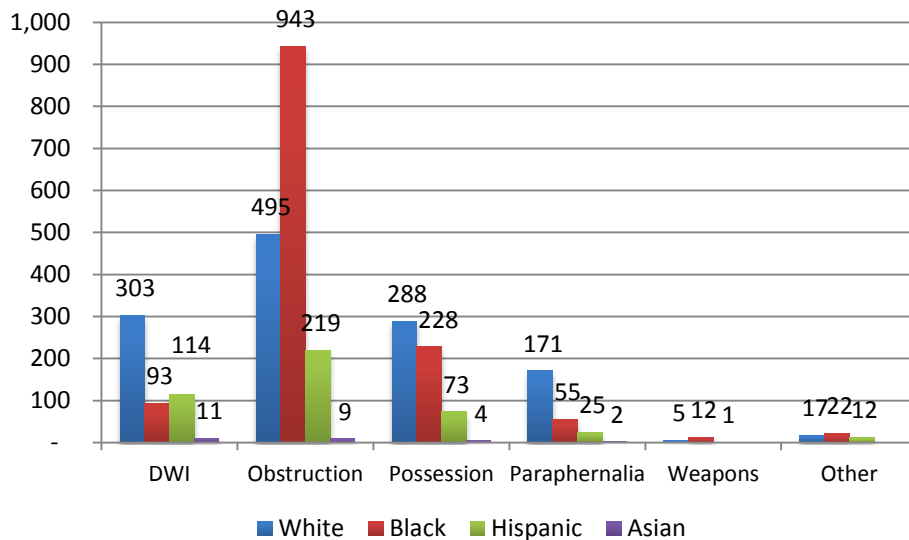


In Troop B, White individuals were the largest proportion of each charge category except obstruction charges. Black individuals were the largest proportion of those charged with obstruction, 40%. Typically, Black individuals were the second largest proportion of each charge category, except for DWI and Other charges. Hispanic individuals were 24% of DWI charges and 23% of

all other charges in the current reporting period, while Black individuals were 16% and 15% of these categories, respectively.

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

July 1, 2014- December 31, 2014

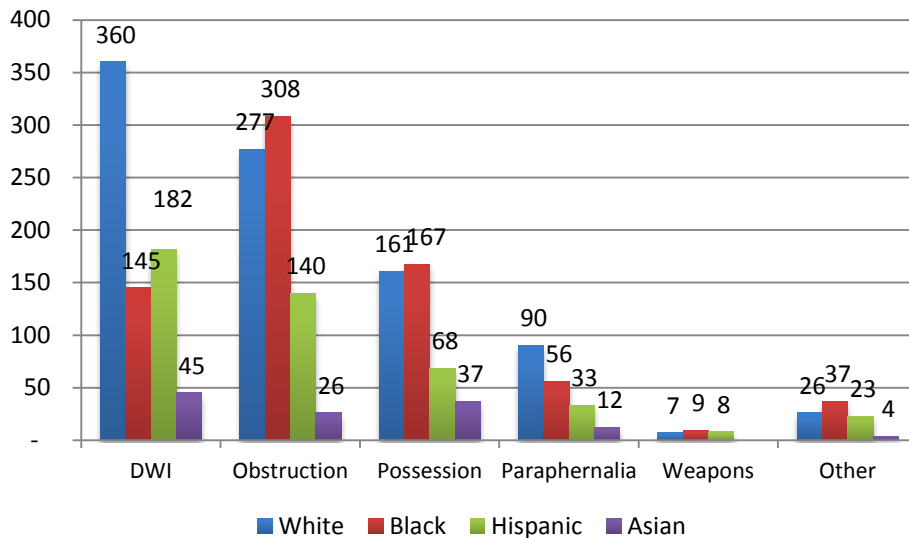


In Troop C, White individuals were the largest proportion of DWI (58%), Possession (49%), and Paraphernalia (68%) charges. Black individuals were the largest proportion of Obstruction (57%), Weapons (67%), and Other Charges (43%). Further, Hispanic individuals, as noted elsewhere, were a larger proportion of DWI (22%) charges than Black individuals. Thus, the

racial/ethnic distribution of charges in Troop C is more varied than in Troops A and B.

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

July 1, 2014- December 31, 2014

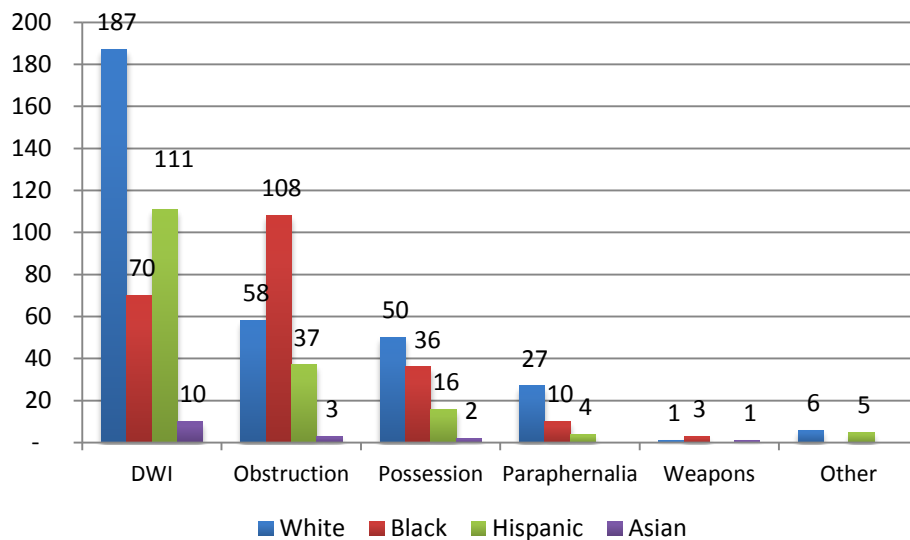


As in Troop C, White individuals were not the largest proportion of each charge. White individuals were the largest proportion of charges for DWI (49%) and Paraphernalia (47%) only. Black individuals in Troop D were the largest proportion of those charged with obstruction (41%), Possession (39%), Weapons (38%), and Other charges (41%). Hispanic individuals were the

second largest proportion of charges for DWI (25%) and Weapons charges (33%). Thus, in Troop D, Black individuals were a larger proportion of each charge than expected. Compared to other troops, Black individuals in Troop D were a larger proportion of all individuals charged (Figure One-Hundred-Fifteen), but this proportion is not dramatically different than that noted for other troops.

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

July 1, 2014- December 31, 2014



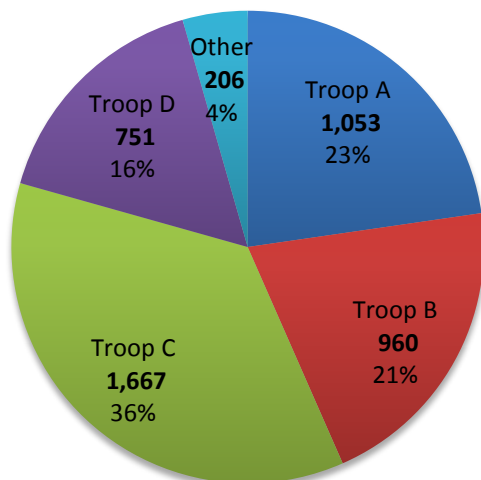
The racial/ethnic distribution of charges in Other non-troop stations more closely matches the Division-wide trend than Troops C and D. White individuals were the largest proportion of all charge categories except Obstruction and Weapons charges. Black individuals were 52% of Obstruction charges and 60% of Weapons charges in other stations. Typically, Hispanic individuals were not the top or second

largest proportion of each charge, with the exception of DWI, Weapons, and Other charges. Hispanic individuals were 29% of DWI charges, 45% of Other charges, and both Hispanic and White individuals were 20% of Weapons charges.

Wanted Persons

Figure One-Hundred-Twenty-Two: Troop Distribution of Wanted Persons

July 1, 2014- December 31, 2014

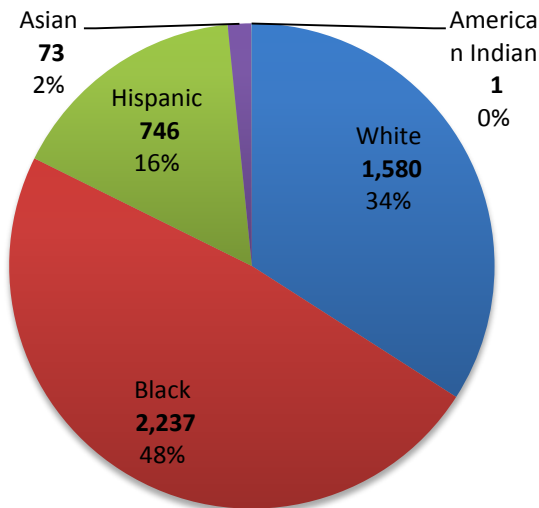


Total Wanted Persons: **4,637**

During interactions with motorists, State Police ensures that individuals in the vehicle do not have outstanding warrants. If the individual does have any outstanding warrants, they can be arrested. In the current reporting period, 4,637 arrests 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. These charges were frequently categorized as obstruction. The distribution of arrests of wanted person for each Troop is similar to the Troop distribution for all arrests. Troop C had the largest proportion of wanted persons arrested, 36%, and 23% of arrests of wanted persons occurred in Troop A. Troop B arrested 21% of all wanted persons and Troop D arrested 16%.

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

July 1, 2014- December 31, 2014

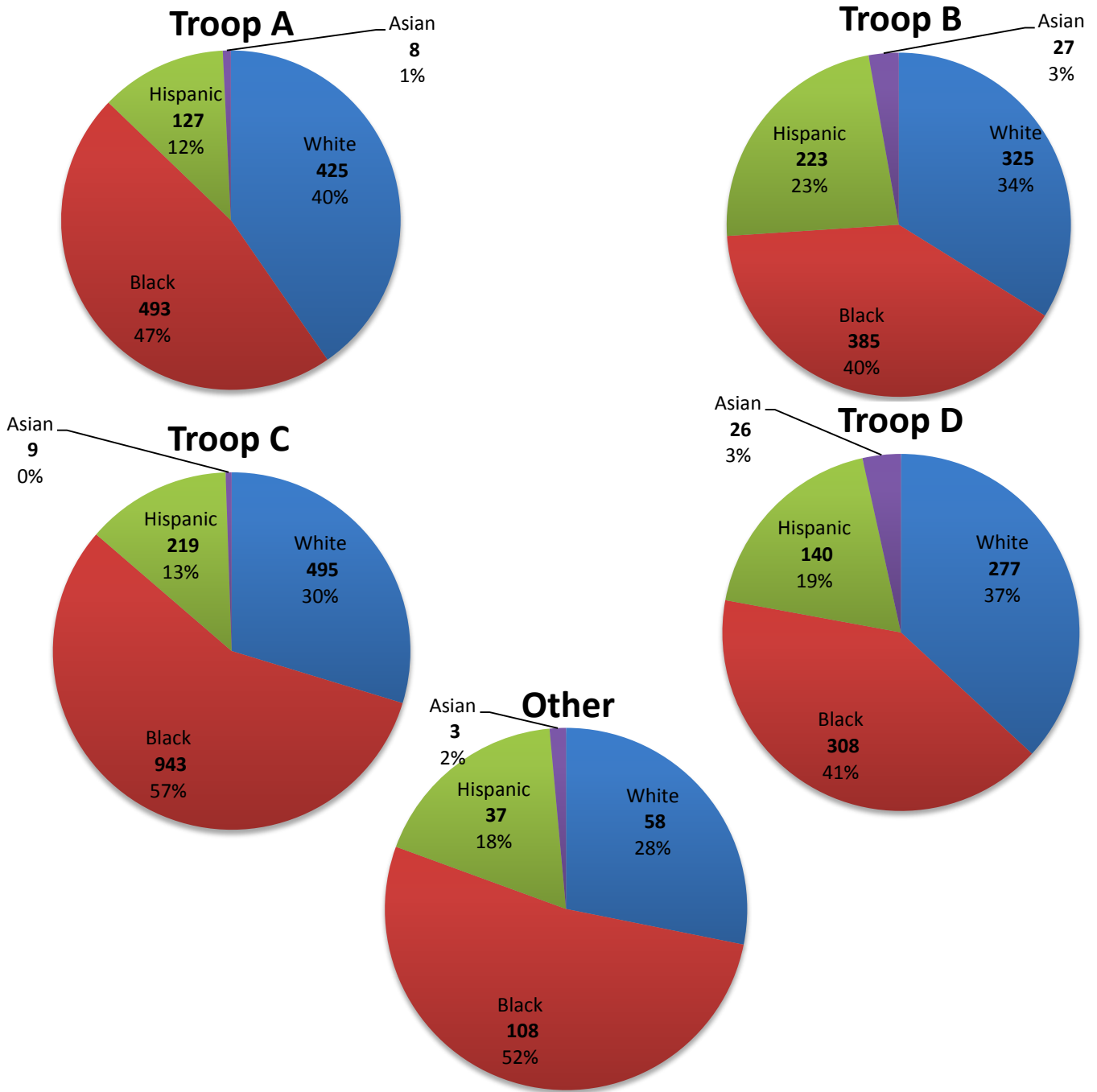


Total Wanted Persons: **4,637**

Black individuals were the largest proportion of those charged with obstruction. Thus, it would be expected that Black individuals would also be the largest proportion of all wanted persons. Indeed, Black individuals made up 48% of all wanted persons while White individuals were only 34%, Hispanic individuals were 16% and Asian individuals were 2% of those identified as wanted persons. Because contempt, the charge cited for outstanding warrants, is the most frequent charge in the obstruction category, that racial/ethnic distribution is nearly identical to that of wanted persons.

Across Troops, the racial/ethnic distribution of individuals arrested based on warrants varied in the current reporting period. Black individuals were the largest proportion of wanted persons that were arrested, but this proportion ranging from 40% to 57% of these arrests across troops. White individuals were 28% to 40% of arrests of wanted persons and Hispanic individuals were 12% to 23% of these arrests. Asian individuals, typically the smaller proportion of arrests of wanted persons, were 1% to 3% of these arrests.

Figure One-Hundred-Twenty-Four: Troop Racial/Ethnic Distribution of Wanted Persons
July 1, 2014- December 31, 2014



While the total number of wanted persons increased by about 8% in the current reporting period, the extent of increase differed for each racial/ethnic group. The number of Asian individuals who were identified as wanted persons increased by about 16% in the current reporting period, while the number of wanted White individuals increased by 14%. The number of Hispanic and Black individuals identified as wanted persons each increased 5%. Overall, Black individuals remain the largest proportion of those identified as wanted persons.

Figure One-Hundred-Twenty-Five: Trend of Racial/Ethnic Distribution of Wanted Persons
 January 2012 – December 2014

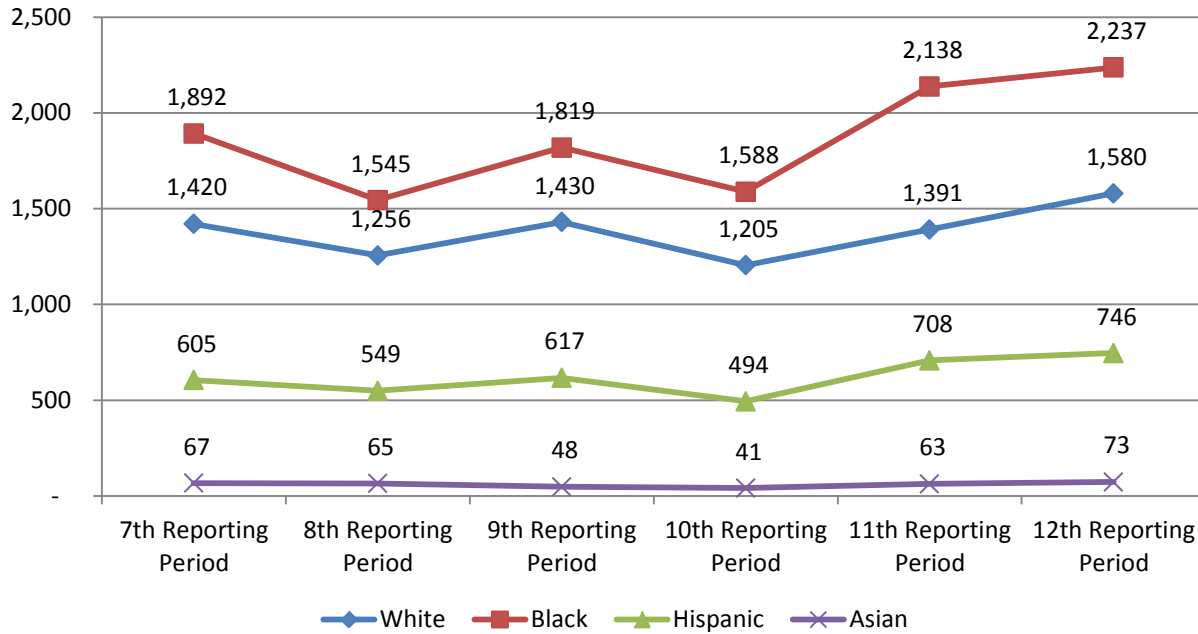
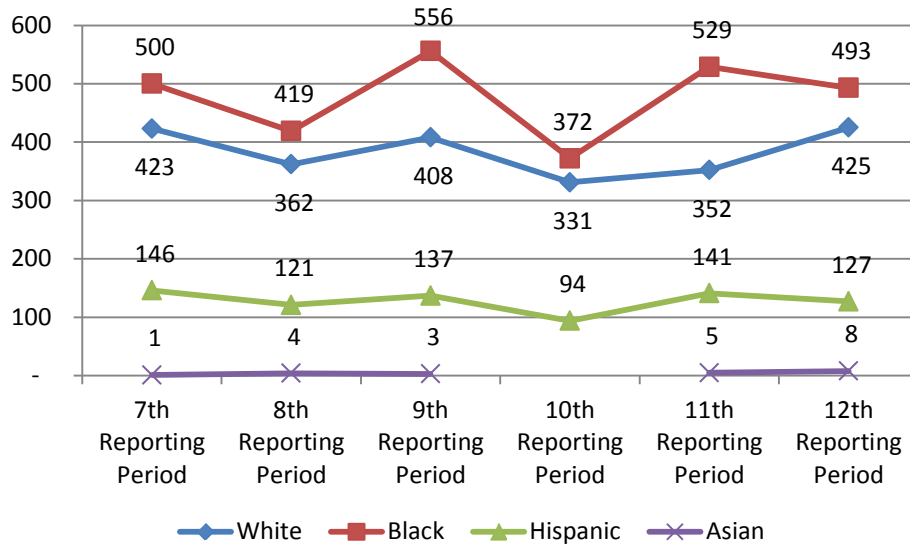


Figure One-Hundred-Twenty-Six A: Troop A Trend of Racial/Ethnic Distribution of Wanted Persons

January 2012 – December 2014

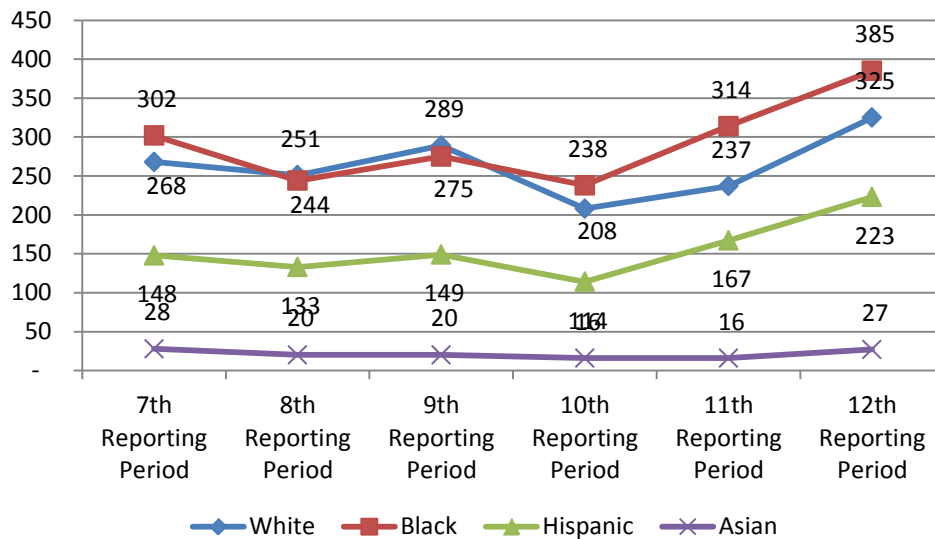


In Troop A, there was a 3% increase in the number of arrests of wanted persons in the current reporting period. However, not all racial/ethnic groups experienced this increase. The number of wanted persons who were White increased 21% and those who were Asian increased 60% (three persons). The number of wanted persons who were Black decreased 7% and those who were Hispanic

decreased 10%.

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

January 2012 – December 2014

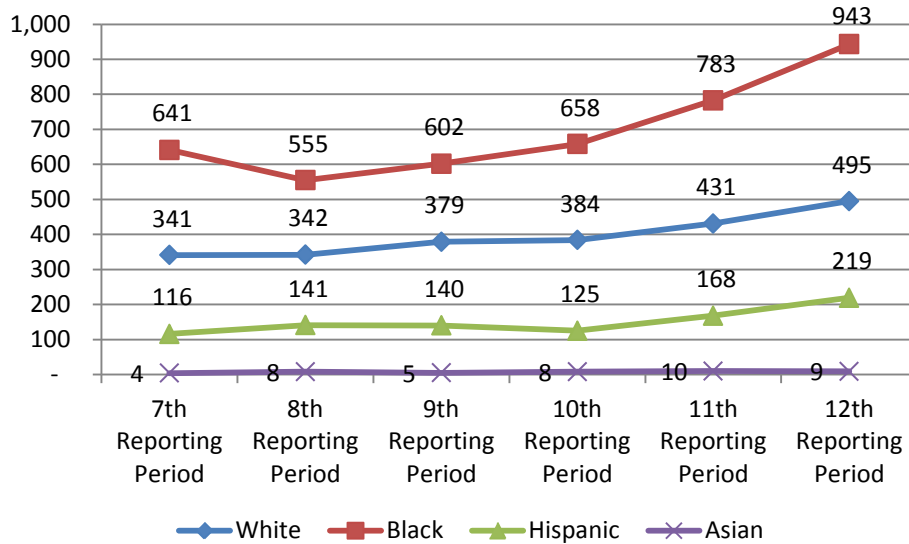


The number of wanted persons in Troop B increased 31% in the current reporting period. Each racial/ethnic group experienced a sizeable increase in the number of wanted persons. This increase was the largest for wanted persons who were Asian; this increase was 69%. The number of wanted individuals who were White increased 37%, those who were

Hispanic increased 34%, and those who were Black increased 23%. Despite these increases, Black individuals remain the largest proportion of those identified as wanted in Troop B.

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

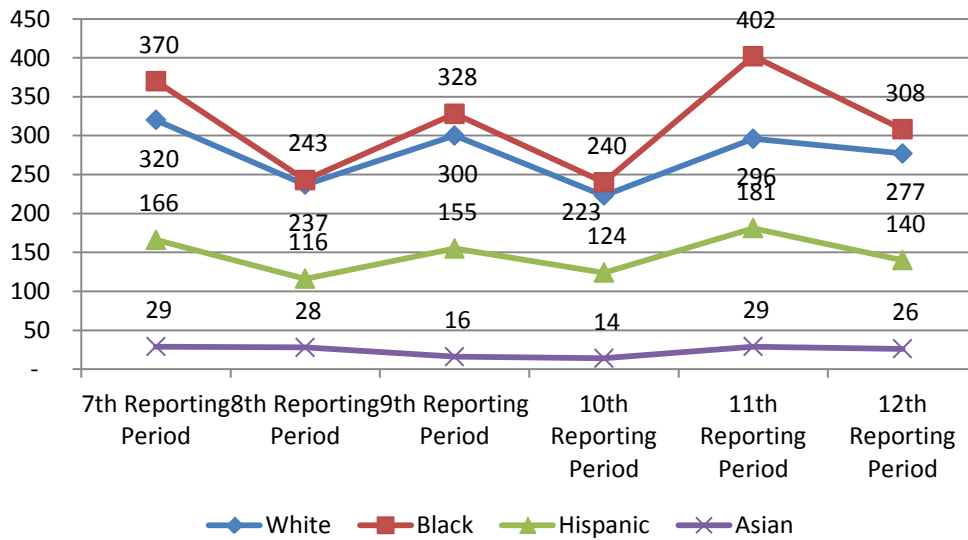
January 2012 – December 2014



The number of wanted persons in Troop C increased 20% in the current reporting period. The number of wanted persons who were Hispanic increased the most, 30%. The number of Black individuals identified as wanted persons increased 20% while those identified as White increased 15%. The number of Asian individuals who were identified as wanted decreased by one person.

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

January 2012 – December 2014

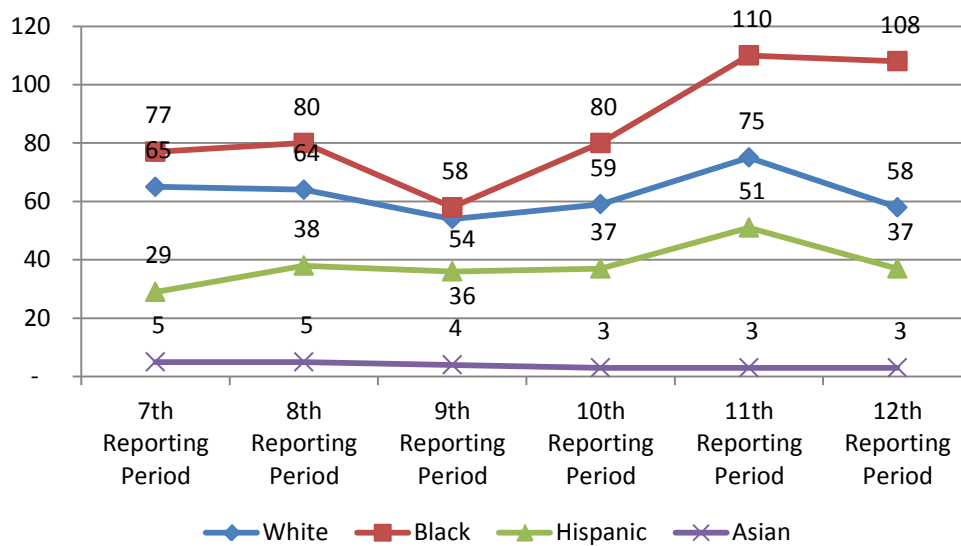


Unlike Troops A, B, and C, the number of wanted persons in Troop D decreased 17% in the current reporting period. The number of wanted persons of each racial/ethnic group in Troop D also decreased. The number of both Black and Hispanic individuals who were wanted persons decreased 23%. The number of wanted

persons who were Asian decreased 10% (three persons). The number of wanted persons who were White decreased 6%.

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

January 2012 – December 2014



The number of wanted persons in Other non-Troop stations decreased 14% in the current reporting period. The number of Hispanic individuals identified as wanted persons decreased 27% while those identified as White decreased 23%. Black individuals identified as wanted persons decreased slightly, 2%. There was no

change in the number of Asian individuals who were identified as wanted persons.

Overall, the individuals with whom the State Police interacted during motor vehicle stops were slightly more likely to be minorities than not in the current reporting period. These minorities were likely arrested and likely charged with obstruction for an outstanding warrant. However, minorities, Black individuals in particular, also tend to be a large proportion of those who were arrested and not charged. OLEPS continues to monitor these trends and request potential explanations from State Police.

Summary

This report details the volume of trooper stop related activity for the July 1, 2014 to December 31, 2014 reporting period. The data indicate a slight decrease in the total number of stops reported from the previous reporting period and that White drivers continue to be involved in the majority of interactions between motorists and the State Police. These data indicate that the percentage of White drivers who were stopped, who were the recipients of law enforcement procedures, who were arrested, who had charges filed against them, and who had evidence seized is higher than the corresponding percentages of Black drivers, Hispanic drivers, and all other racial/ethnic categories.

Black drivers were generally 30% of all categories of post-stop activities but typically involved in less than 20% of all stops. Black drivers were only 27% of stops with frisks and 42% of stops with canine deployments. However, as noted throughout the report, the proportion of Black drivers involved in specific post-stop activities out of their total stops with post-stop activity is high. Thus, despite being involved in only 30% of stops with post-stop activity, Black drivers had a higher likelihood of being involved in stops with exits, frisks, consent and non-consent searches, and arrests than White drivers. As noted in previous reporting periods and in this report, Black drivers were more likely to have outstanding warrants. Because these drivers do have outstanding warrants, there may be reasonable articulable suspicion to conduct post-stop activity based on their criminal history. Specifically, Black drivers were 48% of those wanted persons and 41% those who were arrested and not charged.

Hispanic drivers were involved in only 19% of all stops with post-stop interactions yet were only 13% of all stops. Hispanic drivers were only 10% of stops with uses of force but 25% of all stops with frisks. Further, out of all stops with post-stop activity, Hispanic drivers had a higher likelihood than White or Black drivers of being involved in a stop with a frisk. As noted in previous reporting periods, Hispanic individuals remain a high proportion of those who were charged with DUI.

These patterns are generally consistent across Troops. Though variations are noted across Troops, generally White drivers remain the largest proportion of stops and of each activity across troops. As a necessary function of variations in driving populations, small differences are noted among the racial/ethnic distributions across troops. Stop reasons are consistent across troop; moving violations remain most common to varying degrees. Further, each Troop conducts a roughly similar proportion of each type of post-stop activity in the current reporting period. Some exceptions are noted, especially among rare activities like uses of force and canine deployments.

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

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

APPENDIX ONE
Previously Published Aggregate Reports

Report	Publication Date	Reporting Period
First Semiannual Public Report of Aggregate Data	June 27, 2000	January 1, 2000- April 30, 2000
Second Semiannual Public Report of Aggregate Data	January 10, 2001	May 1, 2000- October 31, 2000
Third Semiannual Public Report of Aggregate Data	July 17, 2001	November 1, 2000- April 30, 2001
Fourth Semiannual Public Report of Aggregate Data	January 28, 2002	May 1, 2001- October 31, 2001
Fifth Semiannual Public Report of Aggregate Data	June 27, 2002	November 1, 2002- April 30, 2002
Sixth Semiannual Public Report of Aggregate Data	December 27, 2002	May 1, 2002- October 31, 2002
Seventh Semiannual Public Report of Aggregate Data	June 27, 2003	November 1, 2002- April 30, 2003
Eighth Semiannual Public Report of Aggregate Data	December 24, 2003	May 1, 2003- October 31, 2003
Ninth Semiannual Public Report of Aggregate Data	June 25, 2004	November 1, 2003- April 30, 2004
Tenth Semiannual Public Report of Aggregate Data	December 28, 2004	May 1, 2004- October 31, 2004
Eleventh Semiannual Public Report of Aggregate Data	June 28, 2005	November 1, 2004- April 30, 2005
Twelfth Semiannual Public Report of Aggregate Data	December 28, 2005	May 1, 2005- October 31, 2005
Thirteenth Semiannual Public Report of Aggregate Data	June 28, 2006	November 1, 2005- April 30, 2006
Fourteenth Semiannual Public Report of Aggregate Data	December 28, 2006	May 1, 2006- October 31, 2006
Fifteenth Semiannual Public Report of Aggregate Data	June 28, 2007	November 1, 2006- April 30, 2007
Sixteenth Semiannual Public Report of Aggregate Data	January 14, 2008	May 1, 2007- October 31, 2007
Seventeenth Semiannual Public Report of Aggregate Data	July 25, 2008	November 1, 2007- April 30, 2008
Eighteenth Semiannual Public Report of Aggregate Data	January 23, 2009	May 1, 2008- October 31, 2008
Nineteenth Semiannual Public Report of Aggregate Data	August 12, 2009	November 1, 2008- April 30, 2009
First Public Report of Aggregate Data ¹⁰	April 2010	May 1, 2009- June 30, 2009
Second Public Report of Aggregate Data	December 2010	July 1, 2009-December 31, 2009
Third Public Report of Aggregate Data	July 2011	January 1, 2010-June 30, 2010
Fourth Public Report of Aggregate Data	August 2011	July 1, 2010-December 31, 2010
Fifth Public Report of Aggregate Data	January 2012	January 1, 2011-June 30, 2011
Sixth Public Report of Aggregate Data	March 2012	July 1, 2011-December 31, 2011
Seventh Public Report of Aggregate Data	December 2013	January 1, 2012-June 30, 2012

¹⁰ All aggregate reports published after the first report in April 2010 were published by OLEPS.

Report	Publication Date	Reporting Period
Eighth Public Report of Aggregate Data	December 2013	July 1, 2012- December 31, 2012
Ninth Public Report of Aggregate Data	October 2014	January 1, 2013- June 30, 2013
Tenth Public Report of Aggregate Data	May 2015	July 1, 2013 – December 31, 2013
Eleventh Public Report of Aggregate Data	September 2015	January 1, 2014- June 30, 2014

A010-Metro South

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	0	0	1	0	0	1
<i>% of Total</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

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

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	0	0	1	0	0	1
<i>% of Total</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

A040-Bridgeton

Troop A

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	--	4	--	--	--	--	4
<i>% of Total</i>		100.0%					16.0%
Granted	5	12	3	--	--	--	20
<i>% of Total</i>	25.0%	60.0%	15.0%				80.0%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	5	17	3	0	0	0	25
<i>% of Total</i>	20.0%	68.0%	12.0%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	40	29	14	--	--	--	83
<i>% of Total</i>	48.2%	34.9%	16.9%				3.6%
Moving Warning	257	202	71	1	8	--	539
<i>% of Total</i>	47.7%	37.5%	13.2%	0.2%	1.5%		23.1%
Non-Moving Summons	81	122	101	--	--	--	304
<i>% of Total</i>	26.6%	40.1%	33.2%				13.0%
Non-Moving Warning	236	291	101	1	6	2	637
<i>% of Total</i>	37.0%	45.7%	15.9%	0.2%	0.9%	0.3%	27.2%
Mixed	84	136	138	--	4	--	362
<i>% of Total</i>	23.2%	37.6%	38.1%		1.1%		15.5%
No Enforcement	185	137	80	--	3	8	413
<i>% of Total</i>	44.8%	33.2%	19.4%		0.7%	1.9%	17.7%
Total	883	917	505	2	21	10	2,338
<i>% of Total</i>	37.8%	39.2%	21.6%	0.1%	0.9%	0.4%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	9	12	2	0	0	0	23
<i>% of Total</i>	39.1%	52.2%	8.7%	0.0%	0.0%	0.0%	100.0%

A040-Bridgeton

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	49	116	71	0	2	238
<i>% of Total</i>	<i>20.6%</i>	<i>48.7%</i>	<i>29.8%</i>	<i>0.0%</i>	<i>0.8%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	23	10	44	2	--	79
<i>% of Total</i>	<i>29.1%</i>	<i>12.7%</i>	<i>55.7%</i>	<i>2.5%</i>		<i>27.2%</i>
Obstruction	17	79	25	--	--	121
<i>% of Total</i>	<i>14.0%</i>	<i>65.3%</i>	<i>20.7%</i>			<i>41.7%</i>
Paraphernalia	4	7	--	--	--	11
<i>% of Total</i>	<i>36.4%</i>	<i>63.6%</i>				<i>3.8%</i>
Possession	8	31	2	--	--	41
<i>% of Total</i>	<i>19.5%</i>	<i>75.6%</i>	<i>4.9%</i>			<i>14.1%</i>
Weapons	--	3	--	--	--	3
<i>% of Total</i>		<i>100.0%</i>				<i>1.0%</i>
Other	10	4	--	--	--	14
<i>% of Total</i>	<i>71.4%</i>	<i>28.6%</i>				<i>4.8%</i>
No Charges Filed	1	14	6	--	--	21
<i>% of Total</i>	<i>4.8%</i>	<i>66.7%</i>	<i>28.6%</i>			<i>7.2%</i>
Total	63	148	77	2	0	290
<i>% of Total</i>	<i>21.7%</i>	<i>51.0%</i>	<i>26.6%</i>	<i>0.7%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	17	79	25	0	0	121
<i>% of Total</i>	<i>14.0%</i>	<i>65.3%</i>	<i>20.7%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

A050-Woodbine

Troop A

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	2	1	1	--	--	--	4
<i>% of Total</i>	50.0%	25.0%	25.0%				11.8%
Granted	23	7	--	--	--	--	30
<i>% of Total</i>	76.7%	23.3%					88.2%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	25	8	1	0	0	0	34
<i>% of Total</i>	73.5%	23.5%	2.9%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	175	24	11	--	1	--	211
<i>% of Total</i>	82.9%	11.4%	5.2%		0.5%		5.8%
Moving Warning	1,287	125	61	1	13	8	1,495
<i>% of Total</i>	86.1%	8.4%	4.1%	0.1%	0.9%	0.5%	40.8%
Non-Moving Summons	303	51	37	--	4	--	395
<i>% of Total</i>	76.7%	12.9%	9.4%		1.0%		10.8%
Non-Moving Warning	429	85	29	3	2	4	552
<i>% of Total</i>	77.7%	15.4%	5.3%	0.5%	0.4%	0.7%	15.1%
Mixed	353	65	43	1	3	2	467
<i>% of Total</i>	75.6%	13.9%	9.2%	0.2%	0.6%	0.4%	12.8%
No Enforcement	467	37	23	--	3	11	541
<i>% of Total</i>	86.3%	6.8%	4.3%		0.6%	2.0%	14.8%
Total	3,014	387	204	5	26	25	3,661
<i>% of Total</i>	82.3%	10.6%	5.6%	0.1%	0.7%	0.7%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	25	4	1	0	0	0	30
<i>% of Total</i>	83.3%	13.3%	3.3%	0.0%	0.0%	0.0%	100.0%

A050-Woodbine

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	143	43	13	0	0	199
<i>% of Total</i>	<i>71.9%</i>	<i>21.6%</i>	<i>6.5%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	53	4	4	--	--	61
<i>% of Total</i>	<i>86.9%</i>	<i>6.6%</i>	<i>6.6%</i>			<i>21.2%</i>
Obstruction	50	22	6	--	--	78
<i>% of Total</i>	<i>64.1%</i>	<i>28.2%</i>	<i>7.7%</i>			<i>27.1%</i>
Paraphernalia	27	5	1	--	--	33
<i>% of Total</i>	<i>81.8%</i>	<i>15.2%</i>	<i>3.0%</i>			<i>11.5%</i>
Possession	44	15	4	--	--	63
<i>% of Total</i>	<i>69.8%</i>	<i>23.8%</i>	<i>6.3%</i>			<i>21.9%</i>
Weapons	6	2	--	--	--	8
<i>% of Total</i>	<i>75.0%</i>	<i>25.0%</i>				<i>2.8%</i>
Other	8	10	1	--	--	19
<i>% of Total</i>	<i>42.1%</i>	<i>52.6%</i>	<i>5.3%</i>			<i>6.6%</i>
No Charges Filed	18	7	1	--	--	26
<i>% of Total</i>	<i>69.2%</i>	<i>26.9%</i>	<i>3.8%</i>			<i>9.0%</i>
Total	206	65	17	0	0	288
<i>% of Total</i>	<i>71.5%</i>	<i>22.6%</i>	<i>5.9%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	50	22	6	0	0	78
<i>% of Total</i>	<i>64.1%</i>	<i>28.2%</i>	<i>7.7%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

A090-Buena Vista

Troop A

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	--	--	1	--	--	--	1
<i>% of Total</i>			100.0%				2.6%
Granted	17	15	5	--	--	--	37
<i>% of Total</i>	45.9%	40.5%	13.5%				97.4%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	17	15	6	0	0	0	38
<i>% of Total</i>	44.7%	39.5%	15.8%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	77	33	24	--	5	--	139
<i>% of Total</i>	55.4%	23.7%	17.3%		3.6%		4.1%
Moving Warning	704	216	108	3	41	3	1,075
<i>% of Total</i>	65.5%	20.1%	10.0%	0.3%	3.8%	0.3%	31.4%
Non-Moving Summons	211	82	83	1	2	--	379
<i>% of Total</i>	55.7%	21.6%	21.9%	0.3%	0.5%		11.1%
Non-Moving Warning	457	166	119	1	11	3	757
<i>% of Total</i>	60.4%	21.9%	15.7%	0.1%	1.5%	0.4%	22.1%
Mixed	346	99	76	1	16	--	538
<i>% of Total</i>	64.3%	18.4%	14.1%	0.2%	3.0%		15.7%
No Enforcement	392	72	59	1	8	3	535
<i>% of Total</i>	73.3%	13.5%	11.0%	0.2%	1.5%	0.6%	15.6%
Total	2,187	668	469	7	83	9	3,423
<i>% of Total</i>	63.9%	19.5%	13.7%	0.2%	2.4%	0.3%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	15	7	3	0	0	0	25
<i>% of Total</i>	60.0%	28.0%	12.0%	0.0%	0.0%	0.0%	100.0%

A090-Buena Vista

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	104	64	41	0	0	209
<i>% of Total</i>	<i>49.8%</i>	<i>30.6%</i>	<i>19.6%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	24	5	9	--	--	38
<i>% of Total</i>	<i>63.2%</i>	<i>13.2%</i>	<i>23.7%</i>			<i>15.4%</i>
Obstruction	54	37	24	--	--	115
<i>% of Total</i>	<i>47.0%</i>	<i>32.2%</i>	<i>20.9%</i>			<i>46.7%</i>
Paraphernalia	7	5	2	--	--	14
<i>% of Total</i>	<i>50.0%</i>	<i>35.7%</i>	<i>14.3%</i>			<i>5.7%</i>
Possession	19	14	8	--	--	41
<i>% of Total</i>	<i>46.3%</i>	<i>34.1%</i>	<i>19.5%</i>			<i>16.7%</i>
Weapons	1	--	--	--	--	1
<i>% of Total</i>	<i>100.0%</i>					<i>0.4%</i>
Other	2	--	1	--	--	3
<i>% of Total</i>	<i>66.7%</i>		<i>33.3%</i>			<i>1.2%</i>
No Charges Filed	17	13	4	--	--	34
<i>% of Total</i>	<i>50.0%</i>	<i>38.2%</i>	<i>11.8%</i>			<i>13.8%</i>
Total	124	74	48	0	0	246
<i>% of Total</i>	<i>50.4%</i>	<i>30.1%</i>	<i>19.5%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	54	37	24	0	0	115
<i>% of Total</i>	<i>47.0%</i>	<i>32.2%</i>	<i>20.9%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

A100-Port Norris

Troop A

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	1,541	404	242	--	42	4	2,233
<i>% of Total</i>	69.0%	18.1%	10.8%		1.9%	0.2%	70.9%
Non-Moving	557	209	93	--	4	1	864
<i>% of Total</i>	64.5%	24.2%	10.8%		0.5%	0.1%	27.4%
No Reason Provided	32	8	9	--	--	2	51
<i>% of Total</i>	62.7%	15.7%	17.6%			3.9%	1.6%
Total	2,130	621	344	0	46	7	3,148
<i>% of Total</i>	67.7%	19.7%	10.9%	0.0%	1.5%	0.2%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	125	64	45	--	3	--	237
<i>% of Total</i>	52.7%	27.0%	19.0%		1.3%		93.3%
Occupant Frisks	5	2	4	--	--	--	11
<i>% of Total</i>	45.5%	18.2%	36.4%				4.3%
Non-Consensual Searches	89	52	32	--	--	--	173
<i>% of Total</i>	51.4%	30.1%	18.5%				68.1%
Canine Deployments	1	--	--	--	--	--	1
<i>% of Total</i>	100.0%						0.4%
Arrests	133	67	51	--	3	--	254
<i>% of Total</i>	52.4%	26.4%	20.1%		1.2%		100.0%
Total	133	67	51	0	3	0	254
<i>% of Total</i>	52.4%	26.4%	20.1%	0.0%	1.2%	0.0%	100.0%

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

July 1, 2014 - December 31, 2014

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

A100-Port Norris

Troop A

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	1	2	--	--	--	--	3
<i>% of Total</i>	33.3%	66.7%					16.7%
Granted	8	5	2	--	--	--	15
<i>% of Total</i>	53.3%	33.3%	13.3%				83.3%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	9	7	2	0	0	0	18
<i>% of Total</i>	50.0%	38.9%	11.1%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	264	56	48	--	10	--	378
<i>% of Total</i>	69.8%	14.8%	12.7%		2.6%		12.0%
Moving Warning	717	171	76	--	15	--	979
<i>% of Total</i>	73.2%	17.5%	7.8%		1.5%		31.1%
Non-Moving Summons	206	86	49	--	2	1	344
<i>% of Total</i>	59.9%	25.0%	14.2%		0.6%	0.3%	10.9%
Non-Moving Warning	294	114	33	--	4	--	445
<i>% of Total</i>	66.1%	25.6%	7.4%		0.9%		14.1%
Mixed	251	108	86	--	9	1	455
<i>% of Total</i>	55.2%	23.7%	18.9%		2.0%	0.2%	14.5%
No Enforcement	398	86	52	--	6	5	547
<i>% of Total</i>	72.8%	15.7%	9.5%		1.1%	0.9%	17.4%
Total	2,130	621	344	0	46	7	3,148
<i>% of Total</i>	67.7%	19.7%	10.9%	0.0%	1.5%	0.2%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	6	3	2	0	0	0	11
<i>% of Total</i>	54.5%	27.3%	18.2%	0.0%	0.0%	0.0%	100.0%

A100-Port Norris

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	98	67	36	0	0	201
<i>% of Total</i>	<i>48.8%</i>	<i>33.3%</i>	<i>17.9%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	35	9	15	--	--	59
<i>% of Total</i>	<i>59.3%</i>	<i>15.3%</i>	<i>25.4%</i>			<i>25.1%</i>
Obstruction	52	56	17	--	--	125
<i>% of Total</i>	<i>41.6%</i>	<i>44.8%</i>	<i>13.6%</i>			<i>53.2%</i>
Paraphernalia	6	2	2	--	--	10
<i>% of Total</i>	<i>60.0%</i>	<i>20.0%</i>	<i>20.0%</i>			<i>4.3%</i>
Possession	6	5	3	--	--	14
<i>% of Total</i>	<i>42.9%</i>	<i>35.7%</i>	<i>21.4%</i>			<i>6.0%</i>
Weapons	--	2	1	--	--	3
<i>% of Total</i>		<i>66.7%</i>	<i>33.3%</i>			<i>1.3%</i>
Other	6	--	1	--	--	7
<i>% of Total</i>	<i>85.7%</i>		<i>14.3%</i>			<i>3.0%</i>
No Charges Filed	8	7	2	--	--	17
<i>% of Total</i>	<i>47.1%</i>	<i>41.2%</i>	<i>11.8%</i>			<i>7.2%</i>
Total	113	81	41	0	0	235
<i>% of Total</i>	<i>48.1%</i>	<i>34.5%</i>	<i>17.4%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	52	56	17	0	0	125
<i>% of Total</i>	<i>41.6%</i>	<i>44.8%</i>	<i>13.6%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

A140-Woodstown

Troop A

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	1,443	619	206	1	58	6	2,333
<i>% of Total</i>	61.9%	26.5%	8.8%	0.0%	2.5%	0.3%	65.0%
Non-Moving	696	399	86	1	15	4	1,201
<i>% of Total</i>	58.0%	33.2%	7.2%	0.0%	1.2%	0.3%	33.5%
No Reason Provided	30	11	10	--	--	2	53
<i>% of Total</i>	56.6%	20.8%	18.9%			3.8%	1.5%
Total	2,169	1,029	302	2	73	12	3,587
<i>% of Total</i>	60.5%	28.7%	8.4%	0.1%	2.0%	0.3%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	104	75	23	--	1	1	204
<i>% of Total</i>	51.0%	36.8%	11.3%		0.5%	0.5%	91.1%
Occupant Frisks	7	6	2	--	--	--	15
<i>% of Total</i>	46.7%	40.0%	13.3%				6.7%
Non-Consensual Searches	51	58	13	--	--	--	122
<i>% of Total</i>	41.8%	47.5%	10.7%				54.5%
Canine Deployments	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Arrests	118	78	26	--	1	1	224
<i>% of Total</i>	52.7%	34.8%	11.6%		0.4%	0.4%	100.0%
Total	118	78	26	0	1	1	224
<i>% of Total</i>	52.7%	34.8%	11.6%	0.0%	0.4%	0.4%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Deadly	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Mechanical	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Physical	1	1	--	--	--	2
<i>% of Total</i>	50.0%	50.0%				66.7%
Physical & Mechanical	--	--	1	--	--	1
<i>% of Total</i>			100.0%			33.3%
Total Force	1	1	1	0	0	3
<i>% of Total</i>	33.3%	33.3%	33.3%	0.0%	0.0%	100.0%

A140-Woodstown

Troop A

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	1	--	1	--	--	--	2
<i>% of Total</i>	50.0%		50.0%				6.7%
Granted	15	12	1	--	--	--	28
<i>% of Total</i>	53.6%	42.9%	3.6%				93.3%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	16	12	2	0	0	0	30
<i>% of Total</i>	53.3%	40.0%	6.7%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	227	113	28	--	16	1	385
<i>% of Total</i>	59.0%	29.4%	7.3%		4.2%	0.3%	10.7%
Moving Warning	716	269	73	--	29	1	1,088
<i>% of Total</i>	65.8%	24.7%	6.7%		2.7%	0.1%	30.3%
Non-Moving Summons	178	131	41	1	4	--	355
<i>% of Total</i>	50.1%	36.9%	11.5%	0.3%	1.1%		9.9%
Non-Moving Warning	449	227	47	--	9	2	734
<i>% of Total</i>	61.2%	30.9%	6.4%		1.2%	0.3%	20.5%
Mixed	304	179	85	1	9	2	580
<i>% of Total</i>	52.4%	30.9%	14.7%	0.2%	1.6%	0.3%	16.2%
No Enforcement	295	110	28	--	6	6	445
<i>% of Total</i>	66.3%	24.7%	6.3%		1.3%	1.3%	12.4%
Total	2,169	1,029	302	2	73	12	3,587
<i>% of Total</i>	60.5%	28.7%	8.4%	0.1%	2.0%	0.3%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	16	8	1	0	0	0	25
<i>% of Total</i>	64.0%	32.0%	4.0%	0.0%	0.0%	0.0%	100.0%

A140-Woodstown

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	71	79	13	0	0	163
<i>% of Total</i>	<i>43.6%</i>	<i>48.5%</i>	<i>8.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	27	13	7	--	--	47
<i>% of Total</i>	<i>57.4%</i>	<i>27.7%</i>	<i>14.9%</i>			<i>22.7%</i>
Obstruction	29	60	5	--	--	94
<i>% of Total</i>	<i>30.9%</i>	<i>63.8%</i>	<i>5.3%</i>			<i>45.4%</i>
Paraphernalia	14	3	--	--	--	17
<i>% of Total</i>	<i>82.4%</i>	<i>17.6%</i>				<i>8.2%</i>
Possession	17	10	--	--	--	27
<i>% of Total</i>	<i>63.0%</i>	<i>37.0%</i>				<i>13.0%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	2	1	--	--	--	3
<i>% of Total</i>	<i>66.7%</i>	<i>33.3%</i>				<i>1.4%</i>
No Charges Filed	8	10	1	--	--	19
<i>% of Total</i>	<i>42.1%</i>	<i>52.6%</i>	<i>5.3%</i>			<i>9.2%</i>
Total	97	97	13	0	0	207
<i>% of Total</i>	<i>46.9%</i>	<i>46.9%</i>	<i>6.3%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	29	60	5	0	0	94
<i>% of Total</i>	<i>30.9%</i>	<i>63.8%</i>	<i>5.3%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

A160-Atlantic City

Troop A

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	4,561	1,201	531	3	346	9	6,651
<i>% of Total</i>	68.6%	18.1%	8.0%	0.0%	5.2%	0.1%	89.6%
Non-Moving	364	151	73	1	31	1	621
<i>% of Total</i>	58.6%	24.3%	11.8%	0.2%	5.0%	0.2%	8.4%
No Reason Provided	80	39	17	--	7	4	147
<i>% of Total</i>	54.4%	26.5%	11.6%		4.8%	2.7%	2.0%
Total	5,005	1,391	621	4	384	14	7,419
<i>% of Total</i>	67.5%	18.7%	8.4%	0.1%	5.2%	0.2%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	275	153	82	1	23	--	534
<i>% of Total</i>	51.5%	28.7%	15.4%	0.2%	4.3%		95.9%
Occupant Frisks	21	16	11	--	2	--	50
<i>% of Total</i>	42.0%	32.0%	22.0%		4.0%		9.0%
Non-Consensual Searches	136	92	38	1	6	--	273
<i>% of Total</i>	49.8%	33.7%	13.9%	0.4%	2.2%		49.0%
Canine Deployments	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Arrests	286	161	85	1	24	--	557
<i>% of Total</i>	51.3%	28.9%	15.3%	0.2%	4.3%		100.0%
Total	286	161	85	1	24	0	557
<i>% of Total</i>	51.3%	28.9%	15.3%	0.2%	4.3%	0.0%	100.0%

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

July 1, 2014 - December 31, 2014

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

A160-Atlantic City

Troop A

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	1	--	--	--	--	--	1
<i>% of Total</i>	100.0%						2.4%
Granted	20	17	3	--	1	--	41
<i>% of Total</i>	48.8%	41.5%	7.3%		2.4%		97.6%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	21	17	3	0	1	0	42
<i>% of Total</i>	50.0%	40.5%	7.1%	0.0%	2.4%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,042	278	129	--	105	2	1,556
<i>% of Total</i>	67.0%	17.9%	8.3%		6.7%	0.1%	21.0%
Moving Warning	1,852	419	189	1	140	--	2,601
<i>% of Total</i>	71.2%	16.1%	7.3%	0.0%	5.4%		35.1%
Non-Moving Summons	339	123	47	--	25	1	535
<i>% of Total</i>	63.4%	23.0%	8.8%		4.7%	0.2%	7.2%
Non-Moving Warning	209	89	45	1	22	--	366
<i>% of Total</i>	57.1%	24.3%	12.3%	0.3%	6.0%		4.9%
Mixed	873	326	154	1	59	2	1,415
<i>% of Total</i>	61.7%	23.0%	10.9%	0.1%	4.2%	0.1%	19.1%
No Enforcement	690	156	57	1	33	9	946
<i>% of Total</i>	72.9%	16.5%	6.0%	0.1%	3.5%	1.0%	12.8%
Total	5,005	1,391	621	4	384	14	7,419
<i>% of Total</i>	67.5%	18.7%	8.4%	0.1%	5.2%	0.2%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	17	11	3	0	1	0	32
<i>% of Total</i>	53.1%	34.4%	9.4%	0.0%	3.1%	0.0%	100.0%

A160-Atlantic City

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	156	131	49	0	7	343
<i>% of Total</i>	<i>45.5%</i>	<i>38.2%</i>	<i>14.3%</i>	<i>0.0%</i>	<i>2.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	81	33	23	4	--	141
<i>% of Total</i>	<i>57.4%</i>	<i>23.4%</i>	<i>16.3%</i>	<i>2.8%</i>		<i>30.6%</i>
Obstruction	63	86	20	2	--	171
<i>% of Total</i>	<i>36.8%</i>	<i>50.3%</i>	<i>11.7%</i>	<i>1.2%</i>		<i>37.1%</i>
Paraphernalia	15	5	2	1	--	23
<i>% of Total</i>	<i>65.2%</i>	<i>21.7%</i>	<i>8.7%</i>	<i>4.3%</i>		<i>5.0%</i>
Possession	24	30	6	1	--	61
<i>% of Total</i>	<i>39.3%</i>	<i>49.2%</i>	<i>9.8%</i>	<i>1.6%</i>		<i>13.2%</i>
Weapons	1	9	--	--	--	10
<i>% of Total</i>	<i>10.0%</i>	<i>90.0%</i>				<i>2.2%</i>
Other	3	13	3	--	--	19
<i>% of Total</i>	<i>15.8%</i>	<i>68.4%</i>	<i>15.8%</i>			<i>4.1%</i>
No Charges Filed	17	12	6	1	--	36
<i>% of Total</i>	<i>47.2%</i>	<i>33.3%</i>	<i>16.7%</i>	<i>2.8%</i>		<i>7.8%</i>
Total	204	188	60	9	0	461
<i>% of Total</i>	<i>44.3%</i>	<i>40.8%</i>	<i>13.0%</i>	<i>2.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	63	86	20	0	2	171
<i>% of Total</i>	<i>36.8%</i>	<i>50.3%</i>	<i>11.7%</i>	<i>0.0%</i>	<i>1.2%</i>	<i>100.0%</i>

A310-Bellmawr

Troop A

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	1	1	--	--	--	--	2
<i>% of Total</i>	50.0%	50.0%					4.1%
Granted	30	15	2	--	--	--	47
<i>% of Total</i>	63.8%	31.9%	4.3%				95.9%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	31	16	2	0	0	0	49
<i>% of Total</i>	63.3%	32.7%	4.1%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	761	355	126	--	81	4	1,327
<i>% of Total</i>	57.3%	26.8%	9.5%		6.1%	0.3%	18.4%
Moving Warning	1,316	579	153	2	92	3	2,145
<i>% of Total</i>	61.4%	27.0%	7.1%	0.1%	4.3%	0.1%	29.7%
Non-Moving Summons	541	270	118	3	30	1	963
<i>% of Total</i>	56.2%	28.0%	12.3%	0.3%	3.1%	0.1%	13.3%
Non-Moving Warning	320	171	67	--	14	--	572
<i>% of Total</i>	55.9%	29.9%	11.7%		2.4%		7.9%
Mixed	580	334	138	1	38	1	1,092
<i>% of Total</i>	53.1%	30.6%	12.6%	0.1%	3.5%	0.1%	15.1%
No Enforcement	669	305	103	2	27	9	1,115
<i>% of Total</i>	60.0%	27.4%	9.2%	0.2%	2.4%	0.8%	15.5%
Total	4,187	2,014	705	8	282	18	7,214
<i>% of Total</i>	58.0%	27.9%	9.8%	0.1%	3.9%	0.2%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	38	12	2	0	1	0	53
<i>% of Total</i>	71.7%	22.6%	3.8%	0.0%	1.9%	0.0%	100.0%

A310-Bellmawr

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	281	207	65	0	12	565
<i>% of Total</i>	<i>49.7%</i>	<i>36.6%</i>	<i>11.5%</i>	<i>0.0%</i>	<i>2.1%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	89	49	32	5	--	175
<i>% of Total</i>	<i>50.9%</i>	<i>28.0%</i>	<i>18.3%</i>	<i>2.9%</i>		<i>25.4%</i>
Obstruction	149	141	26	6	--	322
<i>% of Total</i>	<i>46.3%</i>	<i>43.8%</i>	<i>8.1%</i>	<i>1.9%</i>		<i>46.7%</i>
Paraphernalia	43	4	1	--	--	48
<i>% of Total</i>	<i>89.6%</i>	<i>8.3%</i>	<i>2.1%</i>			<i>7.0%</i>
Possession	57	27	8	2	--	94
<i>% of Total</i>	<i>60.6%</i>	<i>28.7%</i>	<i>8.5%</i>	<i>2.1%</i>		<i>13.6%</i>
Weapons	1	2	--	--	--	3
<i>% of Total</i>	<i>33.3%</i>	<i>66.7%</i>				<i>0.4%</i>
Other	5	2	1	--	--	8
<i>% of Total</i>	<i>62.5%</i>	<i>25.0%</i>	<i>12.5%</i>			<i>1.2%</i>
No Charges Filed	20	14	4	1	--	39
<i>% of Total</i>	<i>51.3%</i>	<i>35.9%</i>	<i>10.3%</i>	<i>2.6%</i>		<i>5.7%</i>
Total	364	239	72	14	0	689
<i>% of Total</i>	<i>52.8%</i>	<i>34.7%</i>	<i>10.4%</i>	<i>2.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	149	141	26	0	6	322
<i>% of Total</i>	<i>46.3%</i>	<i>43.8%</i>	<i>8.1%</i>	<i>0.0%</i>	<i>1.9%</i>	<i>100.0%</i>

Other Stations

Troop A

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

July 1, 2014 - December 31, 2014

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	60	3	5	--	4	--	72
<i>% of Total</i>	83.3%	4.2%	6.9%		5.6%		6.7%
Moving Warning	154	22	23	--	2	--	201
<i>% of Total</i>	76.6%	10.9%	11.4%		1.0%		18.7%
Non-Moving Summons	106	34	19	--	1	--	160
<i>% of Total</i>	66.3%	21.3%	11.9%		0.6%		14.9%
Non-Moving Warning	199	70	28	--	2	--	299
<i>% of Total</i>	66.6%	23.4%	9.4%		0.7%		27.9%
Mixed	110	29	18	--	2	--	159
<i>% of Total</i>	69.2%	18.2%	11.3%		1.3%		14.8%
No Enforcement	123	32	21	--	4	2	182
<i>% of Total</i>	67.6%	17.6%	11.5%		2.2%	1.1%	17.0%
Total	752	190	114	0	15	2	1,073
<i>% of Total</i>	70.1%	17.7%	10.6%	0.0%	1.4%	0.2%	100.0%

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

July 1, 2014 - December 31, 2014

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

Other Stations

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	15	12	3	0	0	30
<i>% of Total</i>	<i>50.0%</i>	<i>40.0%</i>	<i>10.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	5	--	--	--	--	5
<i>% of Total</i>	<i>100.0%</i>					<i>14.3%</i>
Obstruction	11	12	3	--	--	26
<i>% of Total</i>	<i>42.3%</i>	<i>46.2%</i>	<i>11.5%</i>			<i>74.3%</i>
Paraphernalia	--	1	--	--	--	1
<i>% of Total</i>		<i>100.0%</i>				<i>2.9%</i>
Possession	--	3	--	--	--	3
<i>% of Total</i>		<i>100.0%</i>				<i>8.6%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
No Charges Filed	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Total	16	16	3	0	0	35
<i>% of Total</i>	<i>45.7%</i>	<i>45.7%</i>	<i>8.6%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	11	12	3	0	0	26
<i>% of Total</i>	<i>42.3%</i>	<i>46.2%</i>	<i>11.5%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

B020-Hope

Troop B

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	2	2	--	--	--	--	4
<i>% of Total</i>	50.0%	50.0%					9.5%
Granted	17	17	3	--	1	--	38
<i>% of Total</i>	44.7%	44.7%	7.9%		2.6%		90.5%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	19	19	3	0	1	0	42
<i>% of Total</i>	45.2%	45.2%	7.1%	0.0%	2.4%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	932	248	227	4	165	3	1,579
<i>% of Total</i>	59.0%	15.7%	14.4%	0.3%	10.4%	0.2%	25.7%
Moving Warning	1,303	330	275	4	165	3	2,080
<i>% of Total</i>	62.6%	15.9%	13.2%	0.2%	7.9%	0.1%	33.9%
Non-Moving Summons	328	69	77	1	29	1	505
<i>% of Total</i>	65.0%	13.7%	15.2%	0.2%	5.7%	0.2%	8.2%
Non-Moving Warning	409	66	83	1	24	--	583
<i>% of Total</i>	70.2%	11.3%	14.2%	0.2%	4.1%		9.5%
Mixed	299	105	111	1	48	1	565
<i>% of Total</i>	52.9%	18.6%	19.6%	0.2%	8.5%	0.2%	9.2%
No Enforcement	564	108	80	5	46	18	821
<i>% of Total</i>	68.7%	13.2%	9.7%	0.6%	5.6%	2.2%	13.4%
Total	3,835	926	853	16	477	26	6,133
<i>% of Total</i>	62.5%	15.1%	13.9%	0.3%	7.8%	0.4%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	17	13	3	0	0	0	33
<i>% of Total</i>	51.5%	39.4%	9.1%	0.0%	0.0%	0.0%	100.0%

B020-Hope

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	124	78	52	0	8	262
<i>% of Total</i>	<i>47.3%</i>	<i>29.8%</i>	<i>19.8%</i>	<i>0.0%</i>	<i>3.1%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	45	10	16	4	--	75
<i>% of Total</i>	<i>60.0%</i>	<i>13.3%</i>	<i>21.3%</i>	<i>5.3%</i>		<i>19.3%</i>
Obstruction	48	39	30	2	--	119
<i>% of Total</i>	<i>40.3%</i>	<i>32.8%</i>	<i>25.2%</i>	<i>1.7%</i>		<i>30.6%</i>
Paraphernalia	27	12	4	1	--	44
<i>% of Total</i>	<i>61.4%</i>	<i>27.3%</i>	<i>9.1%</i>	<i>2.3%</i>		<i>11.3%</i>
Possession	53	27	8	3	--	91
<i>% of Total</i>	<i>58.2%</i>	<i>29.7%</i>	<i>8.8%</i>	<i>3.3%</i>		<i>23.4%</i>
Weapons	1	--	--	--	--	1
<i>% of Total</i>	<i>100.0%</i>					<i>0.3%</i>
Other	21	4	--	1	--	26
<i>% of Total</i>	<i>80.8%</i>	<i>15.4%</i>		<i>3.8%</i>		<i>6.7%</i>
No Charges Filed	10	16	6	1	--	33
<i>% of Total</i>	<i>30.3%</i>	<i>48.5%</i>	<i>18.2%</i>	<i>3.0%</i>		<i>8.5%</i>
Total	205	108	64	12	0	389
<i>% of Total</i>	<i>52.7%</i>	<i>27.8%</i>	<i>16.5%</i>	<i>3.1%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	48	39	30	0	2	119
<i>% of Total</i>	<i>40.3%</i>	<i>32.8%</i>	<i>25.2%</i>	<i>0.0%</i>	<i>1.7%</i>	<i>100.0%</i>

B050-Sussex

Troop B

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	2	--	--	--	--	--	2
<i>% of Total</i>	100.0%						12.5%
Granted	10	--	2	--	--	2	14
<i>% of Total</i>	71.4%		14.3%			14.3%	87.5%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	12	0	2	0	0	2	16
<i>% of Total</i>	75.0%	0.0%	12.5%	0.0%	0.0%	12.5%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	554	20	44	--	24	1	643
<i>% of Total</i>	86.2%	3.1%	6.8%		3.7%	0.2%	14.3%
Moving Warning	1,370	53	78	1	28	9	1,539
<i>% of Total</i>	89.0%	3.4%	5.1%	0.1%	1.8%	0.6%	34.2%
Non-Moving Summons	293	9	22	--	3	--	327
<i>% of Total</i>	89.6%	2.8%	6.7%		0.9%		7.3%
Non-Moving Warning	577	23	24	1	14	5	644
<i>% of Total</i>	89.6%	3.6%	3.7%	0.2%	2.2%	0.8%	14.3%
Mixed	420	12	34	--	8	4	478
<i>% of Total</i>	87.9%	2.5%	7.1%		1.7%	0.8%	10.6%
No Enforcement	780	26	24	4	6	23	863
<i>% of Total</i>	90.4%	3.0%	2.8%	0.5%	0.7%	2.7%	19.2%
Total	3,994	143	226	6	83	42	4,494
<i>% of Total</i>	88.9%	3.2%	5.0%	0.1%	1.8%	0.9%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	14	0	1	0	0	2	17
<i>% of Total</i>	82.4%	0.0%	5.9%	0.0%	0.0%	11.8%	100.0%

B050-Sussex

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	121	4	7	0	0	132
<i>% of Total</i>	<i>91.7%</i>	<i>3.0%</i>	<i>5.3%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	62	--	3	--	--	65
<i>% of Total</i>	<i>95.4%</i>		<i>4.6%</i>			<i>39.4%</i>
Obstruction	33	2	1	--	--	36
<i>% of Total</i>	<i>91.7%</i>	<i>5.6%</i>	<i>2.8%</i>			<i>21.8%</i>
Paraphernalia	8	--	--	--	--	8
<i>% of Total</i>	<i>100.0%</i>					<i>4.8%</i>
Possession	34	1	2	--	--	37
<i>% of Total</i>	<i>91.9%</i>	<i>2.7%</i>	<i>5.4%</i>			<i>22.4%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	9	--	--	--	--	9
<i>% of Total</i>	<i>100.0%</i>					<i>5.5%</i>
No Charges Filed	8	1	1	--	--	10
<i>% of Total</i>	<i>80.0%</i>	<i>10.0%</i>	<i>10.0%</i>			<i>6.1%</i>
Total	154	4	7	0	0	165
<i>% of Total</i>	<i>93.3%</i>	<i>2.4%</i>	<i>4.2%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	33	2	1	0	0	36
<i>% of Total</i>	<i>91.7%</i>	<i>5.6%</i>	<i>2.8%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

B060-Totowa

Troop B

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	1	--	--	--	--	--	1
<i>% of Total</i>	100.0%						2.2%
Granted	19	15	7	--	2	1	44
<i>% of Total</i>	43.2%	34.1%	15.9%		4.5%	2.3%	97.8%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	20	15	7	0	2	1	45
<i>% of Total</i>	44.4%	33.3%	15.6%	0.0%	4.4%	2.2%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,404	480	627	9	343	9	2,872
<i>% of Total</i>	48.9%	16.7%	21.8%	0.3%	11.9%	0.3%	25.8%
Moving Warning	1,598	568	595	7	320	11	3,099
<i>% of Total</i>	51.6%	18.3%	19.2%	0.2%	10.3%	0.4%	27.9%
Non-Moving Summons	454	266	386	6	77	6	1,195
<i>% of Total</i>	38.0%	22.3%	32.3%	0.5%	6.4%	0.5%	10.8%
Non-Moving Warning	253	177	182	--	37	5	654
<i>% of Total</i>	38.7%	27.1%	27.8%		5.7%	0.8%	5.9%
Mixed	550	297	378	6	134	4	1,369
<i>% of Total</i>	40.2%	21.7%	27.6%	0.4%	9.8%	0.3%	12.3%
No Enforcement	985	297	481	6	123	33	1,925
<i>% of Total</i>	51.2%	15.4%	25.0%	0.3%	6.4%	1.7%	17.3%
Total	5,244	2,085	2,649	34	1,034	68	11,114
<i>% of Total</i>	47.2%	18.8%	23.8%	0.3%	9.3%	0.6%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	31	20	9	0	1	1	62
<i>% of Total</i>	50.0%	32.3%	14.5%	0.0%	1.6%	1.6%	100.0%

B060-Totowa

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	192	163	175	2	17	549
<i>% of Total</i>	<i>35.0%</i>	<i>29.7%</i>	<i>31.9%</i>	<i>0.4%</i>	<i>3.1%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	94	31	63	5	2	195
<i>% of Total</i>	<i>48.2%</i>	<i>15.9%</i>	<i>32.3%</i>	<i>2.6%</i>	<i>1.0%</i>	<i>27.3%</i>
Obstruction	69	121	104	11	--	305
<i>% of Total</i>	<i>22.6%</i>	<i>39.7%</i>	<i>34.1%</i>	<i>3.6%</i>		<i>42.8%</i>
Paraphernalia	37	7	8	--	--	52
<i>% of Total</i>	<i>71.2%</i>	<i>13.5%</i>	<i>15.4%</i>			<i>7.3%</i>
Possession	66	26	29	--	--	121
<i>% of Total</i>	<i>54.5%</i>	<i>21.5%</i>	<i>24.0%</i>			<i>17.0%</i>
Weapons	1	1	1	--	--	3
<i>% of Total</i>	<i>33.3%</i>	<i>33.3%</i>	<i>33.3%</i>			<i>0.4%</i>
Other	8	1	2	--	--	11
<i>% of Total</i>	<i>72.7%</i>	<i>9.1%</i>	<i>18.2%</i>			<i>1.5%</i>
No Charges Filed	10	8	6	2	--	26
<i>% of Total</i>	<i>38.5%</i>	<i>30.8%</i>	<i>23.1%</i>	<i>7.7%</i>		<i>3.6%</i>
Total	285	195	213	18	2	713
<i>% of Total</i>	<i>40.0%</i>	<i>27.3%</i>	<i>29.9%</i>	<i>2.5%</i>	<i>0.3%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	69	121	104	0	11	305
<i>% of Total</i>	<i>22.6%</i>	<i>39.7%</i>	<i>34.1%</i>	<i>0.0%</i>	<i>3.6%</i>	<i>100.0%</i>

B080-Netcong

Troop B

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	6,964	1,151	1,426	42	927	50	10,560
<i>% of Total</i>	65.9%	10.9%	13.5%	0.4%	8.8%	0.5%	90.4%
Non-Moving	567	139	196	1	56	7	966
<i>% of Total</i>	58.7%	14.4%	20.3%	0.1%	5.8%	0.7%	8.3%
No Reason Provided	92	16	27	1	6	17	159
<i>% of Total</i>	57.9%	10.1%	17.0%	0.6%	3.8%	10.7%	1.4%
Total	7,623	1,306	1,649	44	989	74	11,685
<i>% of Total</i>	65.2%	11.2%	14.1%	0.4%	8.5%	0.6%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	244	70	79	1	21	5	420
<i>% of Total</i>	58.1%	16.7%	18.8%	0.2%	5.0%	1.2%	96.1%
Occupant Frisks	22	7	5	--	--	--	34
<i>% of Total</i>	64.7%	20.6%	14.7%				7.8%
Non-Consensual Searches	155	59	54	--	10	1	279
<i>% of Total</i>	55.6%	21.1%	19.4%		3.6%	0.4%	63.8%
Canine Deployments	2	--	--	--	--	--	2
<i>% of Total</i>	100.0%						0.5%
Arrests	253	73	83	1	21	6	437
<i>% of Total</i>	57.9%	16.7%	19.0%	0.2%	4.8%	1.4%	100.0%
Total	253	73	83	1	21	6	437
<i>% of Total</i>	57.9%	16.7%	19.0%	0.2%	4.8%	1.4%	100.0%

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

July 1, 2014 - December 31, 2014

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

B080-Netcong

Troop B

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	--	1	--	--	--	--	1
<i>% of Total</i>		100.0%					2.8%
Granted	19	9	7	--	--	--	35
<i>% of Total</i>	54.3%	25.7%	20.0%				97.2%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	19	10	7	0	0	0	36
<i>% of Total</i>	52.8%	27.8%	19.4%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	2,585	407	569	17	437	9	4,024
<i>% of Total</i>	64.2%	10.1%	14.1%	0.4%	10.9%	0.2%	34.4%
Moving Warning	2,480	392	396	17	249	13	3,547
<i>% of Total</i>	69.9%	11.1%	11.2%	0.5%	7.0%	0.4%	30.4%
Non-Moving Summons	571	119	166	2	66	3	927
<i>% of Total</i>	61.6%	12.8%	17.9%	0.2%	7.1%	0.3%	7.9%
Non-Moving Warning	336	71	104	--	33	4	548
<i>% of Total</i>	61.3%	13.0%	19.0%		6.0%	0.7%	4.7%
Mixed	666	171	223	4	119	3	1,186
<i>% of Total</i>	56.2%	14.4%	18.8%	0.3%	10.0%	0.3%	10.1%
No Enforcement	985	146	191	4	85	42	1,453
<i>% of Total</i>	67.8%	10.0%	13.1%	0.3%	5.8%	2.9%	12.4%
Total	7,623	1,306	1,649	44	989	74	11,685
<i>% of Total</i>	65.2%	11.2%	14.1%	0.4%	8.5%	0.6%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	25	9	7	0	0	0	41
<i>% of Total</i>	61.0%	22.0%	17.1%	0.0%	0.0%	0.0%	100.0%

B080-Netcong

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	182	77	69	0	12	340
<i>% of Total</i>	<i>53.5%</i>	<i>22.6%</i>	<i>20.3%</i>	<i>0.0%</i>	<i>3.5%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	88	23	38	6	--	155
<i>% of Total</i>	<i>56.8%</i>	<i>14.8%</i>	<i>24.5%</i>	<i>3.9%</i>		<i>33.8%</i>
Obstruction	66	43	28	5	--	142
<i>% of Total</i>	<i>46.5%</i>	<i>30.3%</i>	<i>19.7%</i>	<i>3.5%</i>		<i>31.0%</i>
Paraphernalia	25	11	3	--	--	39
<i>% of Total</i>	<i>64.1%</i>	<i>28.2%</i>	<i>7.7%</i>			<i>8.5%</i>
Possession	49	19	15	--	--	83
<i>% of Total</i>	<i>59.0%</i>	<i>22.9%</i>	<i>18.1%</i>			<i>18.1%</i>
Weapons	5	--	--	--	--	5
<i>% of Total</i>	<i>100.0%</i>					<i>1.1%</i>
Other	5	2	11	--	--	18
<i>% of Total</i>	<i>27.8%</i>	<i>11.1%</i>	<i>61.1%</i>			<i>3.9%</i>
No Charges Filed	8	4	3	1	--	16
<i>% of Total</i>	<i>50.0%</i>	<i>25.0%</i>	<i>18.8%</i>	<i>6.3%</i>		<i>3.5%</i>
Total	246	102	98	12	0	458
<i>% of Total</i>	<i>53.7%</i>	<i>22.3%</i>	<i>21.4%</i>	<i>2.6%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	66	43	28	0	5	142
<i>% of Total</i>	<i>46.5%</i>	<i>30.3%</i>	<i>19.7%</i>	<i>0.0%</i>	<i>3.5%</i>	<i>100.0%</i>

B110-Perryville

Troop B

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	--	1	--	--	--	--	1
<i>% of Total</i>		100.0%					2.9%
Granted	16	8	7	--	3	--	34
<i>% of Total</i>	47.1%	23.5%	20.6%		8.8%		97.1%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	16	9	7	0	3	0	35
<i>% of Total</i>	45.7%	25.7%	20.0%	0.0%	8.6%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,626	445	548	15	382	11	3,027
<i>% of Total</i>	53.7%	14.7%	18.1%	0.5%	12.6%	0.4%	33.0%
Moving Warning	1,693	423	326	6	195	8	2,651
<i>% of Total</i>	63.9%	16.0%	12.3%	0.2%	7.4%	0.3%	28.9%
Non-Moving Summons	419	116	121	4	51	49	760
<i>% of Total</i>	55.1%	15.3%	15.9%	0.5%	6.7%	6.4%	8.3%
Non-Moving Warning	317	66	59	--	25	2	469
<i>% of Total</i>	67.6%	14.1%	12.6%		5.3%	0.4%	5.1%
Mixed	514	205	216	3	94	7	1,039
<i>% of Total</i>	49.5%	19.7%	20.8%	0.3%	9.0%	0.7%	11.3%
No Enforcement	795	189	161	5	65	21	1,236
<i>% of Total</i>	64.3%	15.3%	13.0%	0.4%	5.3%	1.7%	13.5%
Total	5,364	1,444	1,431	33	812	98	9,182
<i>% of Total</i>	58.4%	15.7%	15.6%	0.4%	8.8%	1.1%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	17	6	3	0	3	0	29
<i>% of Total</i>	58.6%	20.7%	10.3%	0.0%	10.3%	0.0%	100.0%

B110-Perryville

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	102	88	67	0	16	273
<i>% of Total</i>	<i>37.4%</i>	<i>32.2%</i>	<i>24.5%</i>	<i>0.0%</i>	<i>5.9%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	31	16	14	2	--	63
<i>% of Total</i>	<i>49.2%</i>	<i>25.4%</i>	<i>22.2%</i>	<i>3.2%</i>		<i>19.8%</i>
Obstruction	43	60	27	2	--	132
<i>% of Total</i>	<i>32.6%</i>	<i>45.5%</i>	<i>20.5%</i>	<i>1.5%</i>		<i>41.5%</i>
Paraphernalia	14	4	3	1	--	22
<i>% of Total</i>	<i>63.6%</i>	<i>18.2%</i>	<i>13.6%</i>	<i>4.5%</i>		<i>6.9%</i>
Possession	32	13	14	5	--	64
<i>% of Total</i>	<i>50.0%</i>	<i>20.3%</i>	<i>21.9%</i>	<i>7.8%</i>		<i>20.1%</i>
Weapons	1	--	--	--	--	1
<i>% of Total</i>	<i>100.0%</i>					<i>0.3%</i>
Other	2	1	2	--	--	5
<i>% of Total</i>	<i>40.0%</i>	<i>20.0%</i>	<i>40.0%</i>			<i>1.6%</i>
No Charges Filed	6	6	12	7	--	31
<i>% of Total</i>	<i>19.4%</i>	<i>19.4%</i>	<i>38.7%</i>	<i>22.6%</i>		<i>9.7%</i>
Total	129	100	72	17	0	318
<i>% of Total</i>	<i>40.6%</i>	<i>31.4%</i>	<i>22.6%</i>	<i>5.3%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	43	60	27	0	2	132
<i>% of Total</i>	<i>32.6%</i>	<i>45.5%</i>	<i>20.5%</i>	<i>0.0%</i>	<i>1.5%</i>	<i>100.0%</i>

B130-Somerville

Troop B

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	4,893	1,903	1,441	29	1,083	31	9,380
<i>% of Total</i>	52.2%	20.3%	15.4%	0.3%	11.5%	0.3%	87.5%
Non-Moving	532	300	221	4	107	9	1,173
<i>% of Total</i>	45.4%	25.6%	18.8%	0.3%	9.1%	0.8%	10.9%
No Reason Provided	84	36	27	--	10	12	169
<i>% of Total</i>	49.7%	21.3%	16.0%		5.9%	7.1%	1.6%
Total	5,509	2,239	1,689	33	1,200	52	10,722
<i>% of Total</i>	51.4%	20.9%	15.8%	0.3%	11.2%	0.5%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	231	180	103	1	21	3	539
<i>% of Total</i>	42.9%	33.4%	19.1%	0.2%	3.9%	0.6%	95.1%
Occupant Frisks	12	16	11	--	3	1	43
<i>% of Total</i>	27.9%	37.2%	25.6%		7.0%	2.3%	7.6%
Non-Consensual Searches	122	134	73	1	11	3	344
<i>% of Total</i>	35.5%	39.0%	21.2%	0.3%	3.2%	0.9%	60.7%
Canine Deployments	4	2	--	--	--	--	6
<i>% of Total</i>	66.7%	33.3%					1.1%
Arrests	239	192	111	1	21	3	567
<i>% of Total</i>	42.2%	33.9%	19.6%	0.2%	3.7%	0.5%	100.0%
Total	239	192	111	1	21	3	567
<i>% of Total</i>	42.2%	33.9%	19.6%	0.2%	3.7%	0.5%	100.0%

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

July 1, 2014 - December 31, 2014

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

B130-Somerville

Troop B

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	2	1	--	--	--	--	3
<i>% of Total</i>	66.7%	33.3%					5.3%
Granted	21	21	11	--	1	--	54
<i>% of Total</i>	38.9%	38.9%	20.4%		1.9%		94.7%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	23	22	11	0	1	0	57
<i>% of Total</i>	40.4%	38.6%	19.3%	0.0%	1.8%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,678	602	501	7	483	6	3,277
<i>% of Total</i>	51.2%	18.4%	15.3%	0.2%	14.7%	0.2%	30.6%
Moving Warning	1,749	691	488	3	375	5	3,311
<i>% of Total</i>	52.8%	20.9%	14.7%	0.1%	11.3%	0.2%	30.9%
Non-Moving Summons	451	216	173	3	82	6	931
<i>% of Total</i>	48.4%	23.2%	18.6%	0.3%	8.8%	0.6%	8.7%
Non-Moving Warning	243	156	114	1	38	--	552
<i>% of Total</i>	44.0%	28.3%	20.7%	0.2%	6.9%		5.1%
Mixed	491	277	208	3	109	3	1,091
<i>% of Total</i>	45.0%	25.4%	19.1%	0.3%	10.0%	0.3%	10.2%
No Enforcement	897	297	205	16	113	32	1,560
<i>% of Total</i>	57.5%	19.0%	13.1%	1.0%	7.2%	2.1%	14.5%
Total	5,509	2,239	1,689	33	1,200	52	10,722
<i>% of Total</i>	51.4%	20.9%	15.8%	0.3%	11.2%	0.5%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	18	18	7	0	1	0	44
<i>% of Total</i>	40.9%	40.9%	15.9%	0.0%	2.3%	0.0%	100.0%

B130-Somerville

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	137	177	101	0	17	432
<i>% of Total</i>	<i>31.7%</i>	<i>41.0%</i>	<i>23.4%</i>	<i>0.0%</i>	<i>3.9%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	74	37	46	7	--	164
<i>% of Total</i>	<i>45.1%</i>	<i>22.6%</i>	<i>28.0%</i>	<i>4.3%</i>		<i>32.0%</i>
Obstruction	40	108	28	6	--	182
<i>% of Total</i>	<i>22.0%</i>	<i>59.3%</i>	<i>15.4%</i>	<i>3.3%</i>		<i>35.5%</i>
Paraphernalia	23	8	6	1	--	38
<i>% of Total</i>	<i>60.5%</i>	<i>21.1%</i>	<i>15.8%</i>	<i>2.6%</i>		<i>7.4%</i>
Possession	33	28	14	3	--	78
<i>% of Total</i>	<i>42.3%</i>	<i>35.9%</i>	<i>17.9%</i>	<i>3.8%</i>		<i>15.2%</i>
Weapons	1	6	--	--	--	7
<i>% of Total</i>	<i>14.3%</i>	<i>85.7%</i>				<i>1.4%</i>
Other	--	3	2	--	--	5
<i>% of Total</i>		<i>60.0%</i>	<i>40.0%</i>			<i>1.0%</i>
No Charges Filed	5	18	14	2	--	39
<i>% of Total</i>	<i>12.8%</i>	<i>46.2%</i>	<i>35.9%</i>	<i>5.1%</i>		<i>7.6%</i>
Total	176	208	110	19	0	513
<i>% of Total</i>	<i>34.3%</i>	<i>40.5%</i>	<i>21.4%</i>	<i>3.7%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	40	108	28	0	6	182
<i>% of Total</i>	<i>22.0%</i>	<i>59.3%</i>	<i>15.4%</i>	<i>0.0%</i>	<i>3.3%</i>	<i>100.0%</i>

B150-Washington

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	50	10	4	0	1	65
<i>% of Total</i>	<i>76.9%</i>	<i>15.4%</i>	<i>6.2%</i>	<i>0.0%</i>	<i>1.5%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	26	--	2	--	--	28
<i>% of Total</i>	<i>92.9%</i>		<i>7.1%</i>			<i>38.4%</i>
Obstruction	25	10	2	1	--	38
<i>% of Total</i>	<i>65.8%</i>	<i>26.3%</i>	<i>5.3%</i>	<i>2.6%</i>		<i>52.1%</i>
Paraphernalia	2	--	--	--	--	2
<i>% of Total</i>	<i>100.0%</i>					<i>2.7%</i>
Possession	5	--	--	--	--	5
<i>% of Total</i>	<i>100.0%</i>					<i>6.8%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
No Charges Filed	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Total	58	10	4	1	0	73
<i>% of Total</i>	<i>79.5%</i>	<i>13.7%</i>	<i>5.5%</i>	<i>1.4%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	25	10	2	0	1	38
<i>% of Total</i>	<i>65.8%</i>	<i>26.3%</i>	<i>5.3%</i>	<i>0.0%</i>	<i>2.6%</i>	<i>100.0%</i>

Other Stations

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	2	2	3	0	0	7
<i>% of Total</i>	<i>28.6%</i>	<i>28.6%</i>	<i>42.9%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	1	--	--	--	--	1
<i>% of Total</i>	<i>100.0%</i>					<i>14.3%</i>
Obstruction	1	2	3	--	--	6
<i>% of Total</i>	<i>16.7%</i>	<i>33.3%</i>	<i>50.0%</i>			<i>85.7%</i>
Paraphernalia	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Possession	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
No Charges Filed	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Total	2	2	3	0	0	7
<i>% of Total</i>	<i>28.6%</i>	<i>28.6%</i>	<i>42.9%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

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

C020-Bordentown

Troop C

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	1	1	1	--	--	--	3
<i>% of Total</i>	33.3%	33.3%	33.3%				3.1%
Granted	28	48	15	--	3	--	94
<i>% of Total</i>	29.8%	51.1%	16.0%		3.2%		96.9%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	29	49	16	0	3	0	97
<i>% of Total</i>	29.9%	50.5%	16.5%	0.0%	3.1%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	719	403	140	10	112	2	1,386
<i>% of Total</i>	51.9%	29.1%	10.1%	0.7%	8.1%	0.1%	19.2%
Moving Warning	700	412	114	2	85	2	1,315
<i>% of Total</i>	53.2%	31.3%	8.7%	0.2%	6.5%	0.2%	18.2%
Non-Moving Summons	483	393	165	3	47	2	1,093
<i>% of Total</i>	44.2%	36.0%	15.1%	0.3%	4.3%	0.2%	15.1%
Non-Moving Warning	312	275	84	3	30	--	704
<i>% of Total</i>	44.3%	39.1%	11.9%	0.4%	4.3%		9.7%
Mixed	452	364	189	3	65	1	1,074
<i>% of Total</i>	42.1%	33.9%	17.6%	0.3%	6.1%	0.1%	14.8%
No Enforcement	898	502	186	5	62	11	1,664
<i>% of Total</i>	54.0%	30.2%	11.2%	0.3%	3.7%	0.7%	23.0%
Total	3,564	2,349	878	26	401	18	7,236
<i>% of Total</i>	49.3%	32.5%	12.1%	0.4%	5.5%	0.2%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	24	34	13	0	3	0	74
<i>% of Total</i>	32.4%	45.9%	17.6%	0.0%	4.1%	0.0%	100.0%

C020-Bordentown

Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	179	287	115	0	6	587
<i>% of Total</i>	<i>30.5%</i>	<i>48.9%</i>	<i>19.6%</i>	<i>0.0%</i>	<i>1.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	55	36	48	2	--	141
<i>% of Total</i>	<i>39.0%</i>	<i>25.5%</i>	<i>34.0%</i>	<i>1.4%</i>		<i>19.8%</i>
Obstruction	84	197	47	3	--	331
<i>% of Total</i>	<i>25.4%</i>	<i>59.5%</i>	<i>14.2%</i>	<i>0.9%</i>		<i>46.4%</i>
Paraphernalia	26	20	12	--	--	58
<i>% of Total</i>	<i>44.8%</i>	<i>34.5%</i>	<i>20.7%</i>			<i>8.1%</i>
Possession	39	60	20	1	--	120
<i>% of Total</i>	<i>32.5%</i>	<i>50.0%</i>	<i>16.7%</i>	<i>0.8%</i>		<i>16.8%</i>
Weapons	--	2	1	--	--	3
<i>% of Total</i>		<i>66.7%</i>	<i>33.3%</i>			<i>0.4%</i>
Other	--	9	--	--	--	9
<i>% of Total</i>		<i>100.0%</i>				<i>1.3%</i>
No Charges Filed	21	24	6	--	--	51
<i>% of Total</i>	<i>41.2%</i>	<i>47.1%</i>	<i>11.8%</i>			<i>7.2%</i>
Total	225	348	134	6	0	713
<i>% of Total</i>	<i>31.6%</i>	<i>48.8%</i>	<i>18.8%</i>	<i>0.8%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	84	197	47	0	3	331
<i>% of Total</i>	<i>25.4%</i>	<i>59.5%</i>	<i>14.2%</i>	<i>0.0%</i>	<i>0.9%</i>	<i>100.0%</i>

C040-Kingwood

Troop C

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	1	--	--	--	--	--	1
<i>% of Total</i>	100.0%						6.7%
Granted	11	2	--	--	1	--	14
<i>% of Total</i>	78.6%	14.3%			7.1%		93.3%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	12	2	0	0	1	0	15
<i>% of Total</i>	80.0%	13.3%	0.0%	0.0%	6.7%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	933	54	54	5	124	5	1,175
<i>% of Total</i>	79.4%	4.6%	4.6%	0.4%	10.6%	0.4%	18.2%
Moving Warning	1,549	112	69	5	94	3	1,832
<i>% of Total</i>	84.6%	6.1%	3.8%	0.3%	5.1%	0.2%	28.4%
Non-Moving Summons	583	37	45	--	38	2	705
<i>% of Total</i>	82.7%	5.2%	6.4%		5.4%	0.3%	10.9%
Non-Moving Warning	823	75	75	1	34	4	1,012
<i>% of Total</i>	81.3%	7.4%	7.4%	0.1%	3.4%	0.4%	15.7%
Mixed	572	36	42	2	49	2	703
<i>% of Total</i>	81.4%	5.1%	6.0%	0.3%	7.0%	0.3%	10.9%
No Enforcement	901	44	47	2	32	3	1,029
<i>% of Total</i>	87.6%	4.3%	4.6%	0.2%	3.1%	0.3%	15.9%
Total	5,361	358	332	15	371	19	6,456
<i>% of Total</i>	83.0%	5.5%	5.1%	0.2%	5.7%	0.3%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	9	1	0	0	1	0	11
<i>% of Total</i>	81.8%	9.1%	0.0%	0.0%	9.1%	0.0%	100.0%

C040-Kingwood

Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	66	19	13	0	2	100
<i>% of Total</i>	<i>66.0%</i>	<i>19.0%</i>	<i>13.0%</i>	<i>0.0%</i>	<i>2.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	24	2	3	1	--	30
<i>% of Total</i>	<i>80.0%</i>	<i>6.7%</i>	<i>10.0%</i>	<i>3.3%</i>		<i>27.3%</i>
Obstruction	27	13	11	--	--	51
<i>% of Total</i>	<i>52.9%</i>	<i>25.5%</i>	<i>21.6%</i>			<i>46.4%</i>
Paraphernalia	2	1	--	1	--	4
<i>% of Total</i>	<i>50.0%</i>	<i>25.0%</i>		<i>25.0%</i>		<i>3.6%</i>
Possession	12	3	--	1	--	16
<i>% of Total</i>	<i>75.0%</i>	<i>18.8%</i>		<i>6.3%</i>		<i>14.5%</i>
Weapons	1	--	--	--	--	1
<i>% of Total</i>	<i>100.0%</i>					<i>0.9%</i>
Other	--	--	1	--	--	1
<i>% of Total</i>			<i>100.0%</i>			<i>0.9%</i>
No Charges Filed	5	1	--	1	--	7
<i>% of Total</i>	<i>71.4%</i>	<i>14.3%</i>		<i>14.3%</i>		<i>6.4%</i>
Total	71	20	15	4	0	110
<i>% of Total</i>	<i>64.5%</i>	<i>18.2%</i>	<i>13.6%</i>	<i>3.6%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	27	13	11	0	0	51
<i>% of Total</i>	<i>52.9%</i>	<i>25.5%</i>	<i>21.6%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

C060-Hamilton

Troop C

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	5,541	1,390	834	12	444	27	8,248
<i>% of Total</i>	67.2%	16.9%	10.1%	0.1%	5.4%	0.3%	61.6%
Non-Moving	2,561	1,419	839	3	153	13	4,988
<i>% of Total</i>	51.3%	28.4%	16.8%	0.0%	3.1%	0.3%	37.2%
No Reason Provided	71	61	20	--	3	4	159
<i>% of Total</i>	44.7%	38.4%	12.6%		1.9%	2.5%	1.2%
Total	8,173	2,870	1,693	15	600	44	13,395
<i>% of Total</i>	61.0%	21.4%	12.6%	0.1%	4.5%	0.3%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	279	350	165	1	7	4	806
<i>% of Total</i>	34.6%	43.4%	20.5%	0.1%	0.9%	0.5%	98.4%
Occupant Frisks	18	11	9	--	1	--	39
<i>% of Total</i>	46.2%	28.2%	23.1%		2.6%		4.8%
Non-Consensual Searches	181	301	137	1	4	3	627
<i>% of Total</i>	28.9%	48.0%	21.9%	0.2%	0.6%	0.5%	76.6%
Canine Deployments	55	53	21	--	--	--	129
<i>% of Total</i>	42.6%	41.1%	16.3%				15.8%
Arrests	287	352	168	1	7	4	819
<i>% of Total</i>	35.0%	43.0%	20.5%	0.1%	0.9%	0.5%	100.0%
Total	287	352	168	1	7	4	819
<i>% of Total</i>	35.0%	43.0%	20.5%	0.1%	0.9%	0.5%	100.0%

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

July 1, 2014 - December 31, 2014

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

C060-Hamilton

Troop C

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	--	1	--	--	--	--	1
<i>% of Total</i>		100.0%					0.8%
Granted	54	53	21	--	--	--	128
<i>% of Total</i>	42.2%	41.4%	16.4%				99.2%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	54	54	21	0	0	0	129
<i>% of Total</i>	41.9%	41.9%	16.3%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,506	339	217	5	173	1	2,241
<i>% of Total</i>	67.2%	15.1%	9.7%	0.2%	7.7%	0.0%	16.7%
Moving Warning	2,080	498	254	5	142	6	2,985
<i>% of Total</i>	69.7%	16.7%	8.5%	0.2%	4.8%	0.2%	22.3%
Non-Moving Summons	1,114	627	419	--	79	4	2,243
<i>% of Total</i>	49.7%	28.0%	18.7%		3.5%	0.2%	16.7%
Non-Moving Warning	1,096	551	305	3	77	3	2,035
<i>% of Total</i>	53.9%	27.1%	15.0%	0.1%	3.8%	0.1%	15.2%
Mixed	584	274	184	2	51	1	1,096
<i>% of Total</i>	53.3%	25.0%	16.8%	0.2%	4.7%	0.1%	8.2%
No Enforcement	1,793	581	314	--	78	29	2,795
<i>% of Total</i>	64.2%	20.8%	11.2%		2.8%	1.0%	20.9%
Total	8,173	2,870	1,693	15	600	44	13,395
<i>% of Total</i>	61.0%	21.4%	12.6%	0.1%	4.5%	0.3%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	47	29	15	0	0	0	91
<i>% of Total</i>	51.6%	31.9%	16.5%	0.0%	0.0%	0.0%	100.0%

C060-Hamilton

Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	241	418	169	0	6	834
<i>% of Total</i>	<i>28.9%</i>	<i>50.1%</i>	<i>20.3%</i>	<i>0.0%</i>	<i>0.7%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	61	26	48	3	--	138
<i>% of Total</i>	<i>44.2%</i>	<i>18.8%</i>	<i>34.8%</i>	<i>2.2%</i>		<i>14.3%</i>
Obstruction	103	323	88	3	--	517
<i>% of Total</i>	<i>19.9%</i>	<i>62.5%</i>	<i>17.0%</i>	<i>0.6%</i>		<i>53.7%</i>
Paraphernalia	32	9	3	--	--	44
<i>% of Total</i>	<i>72.7%</i>	<i>20.5%</i>	<i>6.8%</i>			<i>4.6%</i>
Possession	53	54	22	--	--	129
<i>% of Total</i>	<i>41.1%</i>	<i>41.9%</i>	<i>17.1%</i>			<i>13.4%</i>
Weapons	2	4	--	--	--	6
<i>% of Total</i>	<i>33.3%</i>	<i>66.7%</i>				<i>0.6%</i>
Other	3	2	3	--	--	8
<i>% of Total</i>	<i>37.5%</i>	<i>25.0%</i>	<i>37.5%</i>			<i>0.8%</i>
No Charges Filed	42	55	23	--	--	120
<i>% of Total</i>	<i>35.0%</i>	<i>45.8%</i>	<i>19.2%</i>			<i>12.5%</i>
Total	296	473	187	6	0	962
<i>% of Total</i>	<i>30.8%</i>	<i>49.2%</i>	<i>19.4%</i>	<i>0.6%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	103	323	88	0	3	517
<i>% of Total</i>	<i>19.9%</i>	<i>62.5%</i>	<i>17.0%</i>	<i>0.0%</i>	<i>0.6%</i>	<i>100.0%</i>

C080-Red Lion

Troop C

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	2,847	473	234	4	89	15	3,662
<i>% of Total</i>	77.7%	12.9%	6.4%	0.1%	2.4%	0.4%	63.4%
Non-Moving	1,496	343	165	2	29	9	2,044
<i>% of Total</i>	73.2%	16.8%	8.1%	0.1%	1.4%	0.4%	35.4%
No Reason Provided	53	8	3	--	--	5	69
<i>% of Total</i>	76.8%	11.6%	4.3%			7.2%	1.2%
Total	4,396	824	402	6	118	29	5,775
<i>% of Total</i>	76.1%	14.3%	7.0%	0.1%	2.0%	0.5%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	345	85	39	--	--	4	473
<i>% of Total</i>	72.9%	18.0%	8.2%			0.8%	96.9%
Occupant Frisks	13	5	1	--	--	1	20
<i>% of Total</i>	65.0%	25.0%	5.0%			5.0%	4.1%
Non-Consensual Searches	212	62	29	--	--	3	306
<i>% of Total</i>	69.3%	20.3%	9.5%			1.0%	62.7%
Canine Deployments	73	19	9	--	--	1	102
<i>% of Total</i>	71.6%	18.6%	8.8%			1.0%	20.9%
Arrests	357	85	42	--	--	4	488
<i>% of Total</i>	73.2%	17.4%	8.6%			0.8%	100.0%
Total	357	85	42	0	0	4	488
<i>% of Total</i>	73.2%	17.4%	8.6%	0.0%	0.0%	0.8%	100.0%

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

July 1, 2014 - December 31, 2014

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

C080-Red Lion

Troop C

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	4	--	--	--	--	--	4
<i>% of Total</i>	100.0%						3.9%
Granted	70	19	9	--	--	1	99
<i>% of Total</i>	70.7%	19.2%	9.1%			1.0%	96.1%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	74	19	9	0	0	1	103
<i>% of Total</i>	71.8%	18.4%	8.7%	0.0%	0.0%	1.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	522	76	47	1	18	3	667
<i>% of Total</i>	78.3%	11.4%	7.0%	0.1%	2.7%	0.4%	11.5%
Moving Warning	1,136	199	78	1	27	3	1,444
<i>% of Total</i>	78.7%	13.8%	5.4%	0.1%	1.9%	0.2%	25.0%
Non-Moving Summons	609	100	73	1	5	1	789
<i>% of Total</i>	77.2%	12.7%	9.3%	0.1%	0.6%	0.1%	13.7%
Non-Moving Warning	666	180	61	1	20	3	931
<i>% of Total</i>	71.5%	19.3%	6.6%	0.1%	2.1%	0.3%	16.1%
Mixed	354	82	52	1	11	2	502
<i>% of Total</i>	70.5%	16.3%	10.4%	0.2%	2.2%	0.4%	8.7%
No Enforcement	1,109	187	91	1	37	17	1,442
<i>% of Total</i>	76.9%	13.0%	6.3%	0.1%	2.6%	1.2%	25.0%
Total	4,396	824	402	6	118	29	5,775
<i>% of Total</i>	76.1%	14.3%	7.0%	0.1%	2.0%	0.5%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	64	10	7	0	0	1	82
<i>% of Total</i>	78.0%	12.2%	8.5%	0.0%	0.0%	1.2%	100.0%

C080-Red Lion

Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	302	99	45	0	4	450
<i>% of Total</i>	<i>67.1%</i>	<i>22.0%</i>	<i>10.0%</i>	<i>0.0%</i>	<i>0.9%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	90	11	9	--	--	110
<i>% of Total</i>	<i>81.8%</i>	<i>10.0%</i>	<i>8.2%</i>			<i>18.3%</i>
Obstruction	127	67	23	2	--	219
<i>% of Total</i>	<i>58.0%</i>	<i>30.6%</i>	<i>10.5%</i>	<i>0.9%</i>		<i>36.4%</i>
Paraphernalia	51	8	5	1	--	65
<i>% of Total</i>	<i>78.5%</i>	<i>12.3%</i>	<i>7.7%</i>	<i>1.5%</i>		<i>10.8%</i>
Possession	93	28	11	1	--	133
<i>% of Total</i>	<i>69.9%</i>	<i>21.1%</i>	<i>8.3%</i>	<i>0.8%</i>		<i>22.1%</i>
Weapons	2	--	--	--	--	2
<i>% of Total</i>	<i>100.0%</i>					<i>0.3%</i>
Other	7	4	7	--	--	18
<i>% of Total</i>	<i>38.9%</i>	<i>22.2%</i>	<i>38.9%</i>			<i>3.0%</i>
No Charges Filed	35	13	5	1	--	54
<i>% of Total</i>	<i>64.8%</i>	<i>24.1%</i>	<i>9.3%</i>	<i>1.9%</i>		<i>9.0%</i>
Total	405	131	60	5	0	601
<i>% of Total</i>	<i>67.4%</i>	<i>21.8%</i>	<i>10.0%</i>	<i>0.8%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	127	67	23	0	2	219
<i>% of Total</i>	<i>58.0%</i>	<i>30.6%</i>	<i>10.5%</i>	<i>0.0%</i>	<i>0.9%</i>	<i>100.0%</i>

C120-Tuckerton

Troop C

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	3	--	1	--	--	--	4
<i>% of Total</i>	75.0%		25.0%				8.9%
Granted	31	7	2	--	1	--	41
<i>% of Total</i>	75.6%	17.1%	4.9%		2.4%		91.1%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	34	7	3	0	1	0	45
<i>% of Total</i>	75.6%	15.6%	6.7%	0.0%	2.2%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	582	44	53	1	47	2	729
<i>% of Total</i>	79.8%	6.0%	7.3%	0.1%	6.4%	0.3%	10.7%
Moving Warning	1,319	74	58	1	47	1	1,500
<i>% of Total</i>	87.9%	4.9%	3.9%	0.1%	3.1%	0.1%	21.9%
Non-Moving Summons	857	68	84	--	17	--	1,026
<i>% of Total</i>	83.5%	6.6%	8.2%		1.7%		15.0%
Non-Moving Warning	1,655	104	121	2	43	4	1,929
<i>% of Total</i>	85.8%	5.4%	6.3%	0.1%	2.2%	0.2%	28.2%
Mixed	568	58	64	2	17	--	709
<i>% of Total</i>	80.1%	8.2%	9.0%	0.3%	2.4%		10.4%
No Enforcement	832	47	42	4	15	8	948
<i>% of Total</i>	87.8%	5.0%	4.4%	0.4%	1.6%	0.8%	13.9%
Total	5,813	395	422	10	186	15	6,841
<i>% of Total</i>	85.0%	5.8%	6.2%	0.1%	2.7%	0.2%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	31	3	3	0	1	0	38
<i>% of Total</i>	81.6%	7.9%	7.9%	0.0%	2.6%	0.0%	100.0%

C120-Tuckerton

Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	191	43	20	0	7	261
<i>% of Total</i>	<i>73.2%</i>	<i>16.5%</i>	<i>7.7%</i>	<i>0.0%</i>	<i>2.7%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	56	2	3	5	--	66
<i>% of Total</i>	<i>84.8%</i>	<i>3.0%</i>	<i>4.5%</i>	<i>7.6%</i>		<i>19.6%</i>
Obstruction	90	30	14	1	--	135
<i>% of Total</i>	<i>66.7%</i>	<i>22.2%</i>	<i>10.4%</i>	<i>0.7%</i>		<i>40.1%</i>
Paraphernalia	25	4	1	--	--	30
<i>% of Total</i>	<i>83.3%</i>	<i>13.3%</i>	<i>3.3%</i>			<i>8.9%</i>
Possession	58	7	4	1	--	70
<i>% of Total</i>	<i>82.9%</i>	<i>10.0%</i>	<i>5.7%</i>	<i>1.4%</i>		<i>20.8%</i>
Weapons	--	3	--	--	--	3
<i>% of Total</i>		<i>100.0%</i>				<i>0.9%</i>
Other	4	3	1	--	--	8
<i>% of Total</i>	<i>50.0%</i>	<i>37.5%</i>	<i>12.5%</i>			<i>2.4%</i>
No Charges Filed	15	8	1	1	--	25
<i>% of Total</i>	<i>60.0%</i>	<i>32.0%</i>	<i>4.0%</i>	<i>4.0%</i>		<i>7.4%</i>
Total	248	57	24	8	0	337
<i>% of Total</i>	<i>73.6%</i>	<i>16.9%</i>	<i>7.1%</i>	<i>2.4%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	90	30	14	0	1	135
<i>% of Total</i>	<i>66.7%</i>	<i>22.2%</i>	<i>10.4%</i>	<i>0.0%</i>	<i>0.7%</i>	<i>100.0%</i>

Other Stations

Troop C

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	457	220	114	--	28	5	824
<i>% of Total</i>	55.5%	26.7%	13.8%		3.4%	0.6%	38.6%
Non-Moving	334	723	210	1	14	3	1,285
<i>% of Total</i>	26.0%	56.3%	16.3%	0.1%	1.1%	0.2%	60.1%
No Reason Provided	6	20	1	--	--	1	28
<i>% of Total</i>	21.4%	71.4%	3.6%			3.6%	1.3%
Total	797	963	325	1	42	9	2,137
<i>% of Total</i>	37.3%	45.1%	15.2%	0.0%	2.0%	0.4%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	119	281	58	--	2	1	461
<i>% of Total</i>	25.8%	61.0%	12.6%		0.4%	0.2%	98.7%
Occupant Frisks	5	8	2	--	--	--	15
<i>% of Total</i>	33.3%	53.3%	13.3%				3.2%
Non-Consensual Searches	72	249	41	--	1	--	363
<i>% of Total</i>	19.8%	68.6%	11.3%		0.3%		77.7%
Canine Deployments	20	43	12	--	--	--	75
<i>% of Total</i>	26.7%	57.3%	16.0%				16.1%
Arrests	120	286	58	--	2	1	467
<i>% of Total</i>	25.7%	61.2%	12.4%		0.4%	0.2%	100.0%
Total	120	286	58	0	2	1	467
<i>% of Total</i>	25.7%	61.2%	12.4%	0.0%	0.4%	0.2%	100.0%

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

July 1, 2014 - December 31, 2014

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

Other Stations

Troop C

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	--	3	--	--	--	--	3
<i>% of Total</i>		100.0%					3.3%
Granted	22	52	13	--	--	--	87
<i>% of Total</i>	25.3%	59.8%	14.9%				96.7%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	22	55	13	0	0	0	90
<i>% of Total</i>	24.4%	61.1%	14.4%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	81	33	15	--	6	--	135
<i>% of Total</i>	60.0%	24.4%	11.1%		4.4%		6.3%
Moving Warning	126	64	21	--	5	1	217
<i>% of Total</i>	58.1%	29.5%	9.7%		2.3%	0.5%	10.2%
Non-Moving Summons	153	392	120	1	5	2	673
<i>% of Total</i>	22.7%	58.2%	17.8%	0.1%	0.7%	0.3%	31.5%
Non-Moving Warning	96	156	42	--	4	--	298
<i>% of Total</i>	32.2%	52.3%	14.1%		1.3%		13.9%
Mixed	78	103	38	--	3	--	222
<i>% of Total</i>	35.1%	46.4%	17.1%		1.4%		10.4%
No Enforcement	263	215	89	--	19	6	592
<i>% of Total</i>	44.4%	36.3%	15.0%		3.2%	1.0%	27.7%
Total	797	963	325	1	42	9	2,137
<i>% of Total</i>	37.3%	45.1%	15.2%	0.0%	2.0%	0.4%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	18	29	7	0	0	0	54
<i>% of Total</i>	33.3%	53.7%	13.0%	0.0%	0.0%	0.0%	100.0%

Other Stations

Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	107	356	56	1	0	520
<i>% of Total</i>	<i>20.6%</i>	<i>68.5%</i>	<i>10.8%</i>	<i>0.2%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	17	16	3	--	--	36
<i>% of Total</i>	<i>47.2%</i>	<i>44.4%</i>	<i>8.3%</i>			<i>5.2%</i>
Obstruction	64	313	36	--	1	414
<i>% of Total</i>	<i>15.5%</i>	<i>75.6%</i>	<i>8.7%</i>		<i>0.2%</i>	<i>59.4%</i>
Paraphernalia	35	13	4	--	--	52
<i>% of Total</i>	<i>67.3%</i>	<i>25.0%</i>	<i>7.7%</i>			<i>7.5%</i>
Possession	33	76	16	--	--	125
<i>% of Total</i>	<i>26.4%</i>	<i>60.8%</i>	<i>12.8%</i>			<i>17.9%</i>
Weapons	--	3	--	--	--	3
<i>% of Total</i>		<i>100.0%</i>				<i>0.4%</i>
Other	3	4	--	--	--	7
<i>% of Total</i>	<i>42.9%</i>	<i>57.1%</i>				<i>1.0%</i>
No Charges Filed	8	38	14	--	--	60
<i>% of Total</i>	<i>13.3%</i>	<i>63.3%</i>	<i>23.3%</i>			<i>8.6%</i>
Total	160	463	73	0	1	697
<i>% of Total</i>	<i>23.0%</i>	<i>66.4%</i>	<i>10.5%</i>	<i>0.0%</i>	<i>0.1%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	64	313	36	1	0	414
<i>% of Total</i>	<i>15.5%</i>	<i>75.6%</i>	<i>8.7%</i>	<i>0.2%</i>	<i>0.0%</i>	<i>100.0%</i>

D010-Cranbury

Troop D

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	3,956	1,764	1,291	14	1,009	32	8,066
<i>% of Total</i>	49.0%	21.9%	16.0%	0.2%	12.5%	0.4%	87.4%
Non-Moving	392	250	207	2	102	50	1,003
<i>% of Total</i>	39.1%	24.9%	20.6%	0.2%	10.2%	5.0%	10.9%
No Reason Provided	51	46	31	1	10	18	157
<i>% of Total</i>	32.5%	29.3%	19.7%	0.6%	6.4%	11.5%	1.7%
Total	4,399	2,060	1,529	17	1,121	100	9,226
<i>% of Total</i>	47.7%	22.3%	16.6%	0.2%	12.2%	1.1%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	146	139	119	2	34	3	443
<i>% of Total</i>	33.0%	31.4%	26.9%	0.5%	7.7%	0.7%	96.7%
Occupant Frisks	9	10	18	--	2	1	40
<i>% of Total</i>	22.5%	25.0%	45.0%		5.0%	2.5%	8.7%
Non-Consensual Searches	73	95	67	2	16	2	255
<i>% of Total</i>	28.6%	37.3%	26.3%	0.8%	6.3%	0.8%	55.7%
Canine Deployments	16	34	14	--	5	--	69
<i>% of Total</i>	23.2%	49.3%	20.3%		7.2%		15.1%
Arrests	148	149	121	2	35	3	458
<i>% of Total</i>	32.3%	32.5%	26.4%	0.4%	7.6%	0.7%	100.0%
Total	148	149	121	2	35	3	458
<i>% of Total</i>	32.3%	32.5%	26.4%	0.4%	7.6%	0.7%	100.0%

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

July 1, 2014 - December 31, 2014

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

D010-Cranbury

Troop D

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	--	1	--	--	--	--	1
<i>% of Total</i>		100.0%					1.4%
Granted	16	35	13	--	5	--	69
<i>% of Total</i>	23.2%	50.7%	18.8%		7.2%		98.6%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	16	36	13	0	5	0	70
<i>% of Total</i>	22.9%	51.4%	18.6%	0.0%	7.1%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,582	733	537	8	556	8	3,424
<i>% of Total</i>	46.2%	21.4%	15.7%	0.2%	16.2%	0.2%	37.1%
Moving Warning	1,126	442	291	1	212	5	2,077
<i>% of Total</i>	54.2%	21.3%	14.0%	0.0%	10.2%	0.2%	22.5%
Non-Moving Summons	409	253	193	2	115	49	1,021
<i>% of Total</i>	40.1%	24.8%	18.9%	0.2%	11.3%	4.8%	11.1%
Non-Moving Warning	130	71	69	--	29	--	299
<i>% of Total</i>	43.5%	23.7%	23.1%		9.7%		3.2%
Mixed	255	185	198	--	102	3	743
<i>% of Total</i>	34.3%	24.9%	26.6%		13.7%	0.4%	8.1%
No Enforcement	897	376	241	6	107	35	1,662
<i>% of Total</i>	54.0%	22.6%	14.5%	0.4%	6.4%	2.1%	18.0%
Total	4,399	2,060	1,529	17	1,121	100	9,226
<i>% of Total</i>	47.7%	22.3%	16.6%	0.2%	12.2%	1.1%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	13	25	9	0	5	0	52
<i>% of Total</i>	25.0%	48.1%	17.3%	0.0%	9.6%	0.0%	100.0%

D010-Cranbury

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	88	156	88	0	24	356
<i>% of Total</i>	<i>24.7%</i>	<i>43.8%</i>	<i>24.7%</i>	<i>0.0%</i>	<i>6.7%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	54	34	46	12	--	146
<i>% of Total</i>	<i>37.0%</i>	<i>23.3%</i>	<i>31.5%</i>	<i>8.2%</i>		<i>31.1%</i>
Obstruction	18	64	22	5	--	109
<i>% of Total</i>	<i>16.5%</i>	<i>58.7%</i>	<i>20.2%</i>	<i>4.6%</i>		<i>23.2%</i>
Paraphernalia	15	18	10	1	--	44
<i>% of Total</i>	<i>34.1%</i>	<i>40.9%</i>	<i>22.7%</i>	<i>2.3%</i>		<i>9.4%</i>
Possession	18	48	11	10	--	87
<i>% of Total</i>	<i>20.7%</i>	<i>55.2%</i>	<i>12.6%</i>	<i>11.5%</i>		<i>18.6%</i>
Weapons	2	4	--	--	--	6
<i>% of Total</i>	<i>33.3%</i>	<i>66.7%</i>				<i>1.3%</i>
Other	2	8	3	1	--	14
<i>% of Total</i>	<i>14.3%</i>	<i>57.1%</i>	<i>21.4%</i>	<i>7.1%</i>		<i>3.0%</i>
No Charges Filed	9	36	15	3	--	63
<i>% of Total</i>	<i>14.3%</i>	<i>57.1%</i>	<i>23.8%</i>	<i>4.8%</i>		<i>13.4%</i>
Total	118	212	107	32	0	469
<i>% of Total</i>	<i>25.2%</i>	<i>45.2%</i>	<i>22.8%</i>	<i>6.8%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	18	64	22	0	5	109
<i>% of Total</i>	<i>16.5%</i>	<i>58.7%</i>	<i>20.2%</i>	<i>0.0%</i>	<i>4.6%</i>	<i>100.0%</i>

D020-Moorestown

Troop D

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	4,218	2,090	999	6	951	29	8,293
<i>% of Total</i>	50.9%	25.2%	12.0%	0.1%	11.5%	0.3%	88.9%
Non-Moving	442	229	159	--	63	14	907
<i>% of Total</i>	48.7%	25.2%	17.5%		6.9%	1.5%	9.7%
No Reason Provided	44	43	22	1	9	6	125
<i>% of Total</i>	35.2%	34.4%	17.6%	0.8%	7.2%	4.8%	1.3%
Total	4,704	2,362	1,180	7	1,023	49	9,325
<i>% of Total</i>	50.4%	25.3%	12.7%	0.1%	11.0%	0.5%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	113	145	79	--	26	--	363
<i>% of Total</i>	31.1%	39.9%	21.8%		7.2%		98.1%
Occupant Frisks	2	13	11	--	--	--	26
<i>% of Total</i>	7.7%	50.0%	42.3%				7.0%
Non-Consensual Searches	60	101	54	--	15	--	230
<i>% of Total</i>	26.1%	43.9%	23.5%		6.5%		62.2%
Canine Deployments	23	51	19	--	7	--	100
<i>% of Total</i>	23.0%	51.0%	19.0%		7.0%		27.0%
Arrests	115	148	81	--	26	--	370
<i>% of Total</i>	31.1%	40.0%	21.9%		7.0%		100.0%
Total	115	148	81	0	26	0	370
<i>% of Total</i>	31.1%	40.0%	21.9%	0.0%	7.0%	0.0%	100.0%

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

July 1, 2014 - December 31, 2014

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

D020-Moorestown

Troop D

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	1	1	--	--	1	--	3
<i>% of Total</i>	33.3%	33.3%			33.3%		2.9%
Granted	23	51	20	--	6	--	100
<i>% of Total</i>	23.0%	51.0%	20.0%		6.0%		97.1%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	24	52	20	0	7	0	103
<i>% of Total</i>	23.3%	50.5%	19.4%	0.0%	6.8%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,479	772	354	--	466	1	3,072
<i>% of Total</i>	48.1%	25.1%	11.5%		15.2%	0.0%	32.9%
Moving Warning	1,261	599	240	2	190	3	2,295
<i>% of Total</i>	54.9%	26.1%	10.5%	0.1%	8.3%	0.1%	24.6%
Non-Moving Summons	586	258	171	--	110	19	1,144
<i>% of Total</i>	51.2%	22.6%	14.9%		9.6%	1.7%	12.3%
Non-Moving Warning	148	84	57	--	17	1	307
<i>% of Total</i>	48.2%	27.4%	18.6%		5.5%	0.3%	3.3%
Mixed	460	269	218	2	134	3	1,086
<i>% of Total</i>	42.4%	24.8%	20.1%	0.2%	12.3%	0.3%	11.6%
No Enforcement	770	380	140	3	106	22	1,421
<i>% of Total</i>	54.2%	26.7%	9.9%	0.2%	7.5%	1.5%	15.2%
Total	4,704	2,362	1,180	7	1,023	49	9,325
<i>% of Total</i>	50.4%	25.3%	12.7%	0.1%	11.0%	0.5%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	19	37	14	0	6	0	76
<i>% of Total</i>	25.0%	48.7%	18.4%	0.0%	7.9%	0.0%	100.0%

D020-Moorestown

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	92	185	90	0	24	391
<i>% of Total</i>	<i>23.5%</i>	<i>47.3%</i>	<i>23.0%</i>	<i>0.0%</i>	<i>6.1%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	21	17	21	4	--	63
<i>% of Total</i>	<i>33.3%</i>	<i>27.0%</i>	<i>33.3%</i>	<i>6.3%</i>		<i>12.1%</i>
Obstruction	39	81	20	4	--	144
<i>% of Total</i>	<i>27.1%</i>	<i>56.3%</i>	<i>13.9%</i>	<i>2.8%</i>		<i>27.7%</i>
Paraphernalia	16	20	9	5	--	50
<i>% of Total</i>	<i>32.0%</i>	<i>40.0%</i>	<i>18.0%</i>	<i>10.0%</i>		<i>9.6%</i>
Possession	31	67	25	14	--	137
<i>% of Total</i>	<i>22.6%</i>	<i>48.9%</i>	<i>18.2%</i>	<i>10.2%</i>		<i>26.3%</i>
Weapons	2	1	--	--	--	3
<i>% of Total</i>	<i>66.7%</i>	<i>33.3%</i>				<i>0.6%</i>
Other	5	12	6	2	--	25
<i>% of Total</i>	<i>20.0%</i>	<i>48.0%</i>	<i>24.0%</i>	<i>8.0%</i>		<i>4.8%</i>
No Charges Filed	14	50	30	4	--	98
<i>% of Total</i>	<i>14.3%</i>	<i>51.0%</i>	<i>30.6%</i>	<i>4.1%</i>		<i>18.8%</i>
Total	128	248	111	33	0	520
<i>% of Total</i>	<i>24.6%</i>	<i>47.7%</i>	<i>21.3%</i>	<i>6.3%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	39	81	20	0	4	144
<i>% of Total</i>	<i>27.1%</i>	<i>56.3%</i>	<i>13.9%</i>	<i>0.0%</i>	<i>2.8%</i>	<i>100.0%</i>

D030-Newark

Troop D

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	4,600	1,378	1,848	37	1,091	47	9,001
<i>% of Total</i>	51.1%	15.3%	20.5%	0.4%	12.1%	0.5%	88.0%
Non-Moving	295	154	248	4	57	321	1,079
<i>% of Total</i>	27.3%	14.3%	23.0%	0.4%	5.3%	29.7%	10.5%
No Reason Provided	52	30	44	--	15	12	153
<i>% of Total</i>	34.0%	19.6%	28.8%		9.8%	7.8%	1.5%
Total	4,947	1,562	2,140	41	1,163	380	10,233
<i>% of Total</i>	48.3%	15.3%	20.9%	0.4%	11.4%	3.7%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	132	72	100	1	35	1	341
<i>% of Total</i>	38.7%	21.1%	29.3%	0.3%	10.3%	0.3%	95.8%
Occupant Frisks	15	8	14	--	1	--	38
<i>% of Total</i>	39.5%	21.1%	36.8%		2.6%		10.7%
Non-Consensual Searches	84	50	73	--	22	1	230
<i>% of Total</i>	36.5%	21.7%	31.7%		9.6%	0.4%	64.6%
Canine Deployments	6	6	10	--	1	--	23
<i>% of Total</i>	26.1%	26.1%	43.5%		4.3%		6.5%
Arrests	135	76	108	1	35	1	356
<i>% of Total</i>	37.9%	21.3%	30.3%	0.3%	9.8%	0.3%	100.0%
Total	135	76	108	1	35	1	356
<i>% of Total</i>	37.9%	21.3%	30.3%	0.3%	9.8%	0.3%	100.0%

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

July 1, 2014 - December 31, 2014

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

D030-Newark

Troop D

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	--	--	1	--	--	--	1
<i>% of Total</i>			100.0%				4.5%
Granted	5	6	9	--	1	--	21
<i>% of Total</i>	23.8%	28.6%	42.9%		4.8%		95.5%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	5	6	10	0	1	0	22
<i>% of Total</i>	22.7%	27.3%	45.5%	0.0%	4.5%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,848	546	768	20	555	9	3,746
<i>% of Total</i>	49.3%	14.6%	20.5%	0.5%	14.8%	0.2%	36.6%
Moving Warning	1,344	370	459	5	248	15	2,441
<i>% of Total</i>	55.1%	15.2%	18.8%	0.2%	10.2%	0.6%	23.9%
Non-Moving Summons	495	183	321	5	135	316	1,455
<i>% of Total</i>	34.0%	12.6%	22.1%	0.3%	9.3%	21.7%	14.2%
Non-Moving Warning	143	80	105	1	29	4	362
<i>% of Total</i>	39.5%	22.1%	29.0%	0.3%	8.0%	1.1%	3.5%
Mixed	393	149	212	2	97	4	857
<i>% of Total</i>	45.9%	17.4%	24.7%	0.2%	11.3%	0.5%	8.4%
No Enforcement	724	234	275	8	99	32	1,372
<i>% of Total</i>	52.8%	17.1%	20.0%	0.6%	7.2%	2.3%	13.4%
Total	4,947	1,562	2,140	41	1,163	380	10,233
<i>% of Total</i>	48.3%	15.3%	20.9%	0.4%	11.4%	3.7%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	8	5	9	0	1	0	23
<i>% of Total</i>	34.8%	21.7%	39.1%	0.0%	4.3%	0.0%	100.0%

D030-Newark

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	88	58	83	1	22	252
<i>% of Total</i>	<i>34.9%</i>	<i>23.0%</i>	<i>32.9%</i>	<i>0.4%</i>	<i>8.7%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	50	22	40	11	1	124
<i>% of Total</i>	<i>40.3%</i>	<i>17.7%</i>	<i>32.3%</i>	<i>8.9%</i>	<i>0.8%</i>	<i>39.4%</i>
Obstruction	28	28	26	8	--	90
<i>% of Total</i>	<i>31.1%</i>	<i>31.1%</i>	<i>28.9%</i>	<i>8.9%</i>		<i>28.6%</i>
Paraphernalia	6	7	8	1	--	22
<i>% of Total</i>	<i>27.3%</i>	<i>31.8%</i>	<i>36.4%</i>	<i>4.5%</i>		<i>7.0%</i>
Possession	10	13	17	2	--	42
<i>% of Total</i>	<i>23.8%</i>	<i>31.0%</i>	<i>40.5%</i>	<i>4.8%</i>		<i>13.3%</i>
Weapons	3	--	2	--	--	5
<i>% of Total</i>	<i>60.0%</i>		<i>40.0%</i>			<i>1.6%</i>
Other	9	2	8	--	--	19
<i>% of Total</i>	<i>47.4%</i>	<i>10.5%</i>	<i>42.1%</i>			<i>6.0%</i>
No Charges Filed	3	5	4	1	--	13
<i>% of Total</i>	<i>23.1%</i>	<i>38.5%</i>	<i>30.8%</i>	<i>7.7%</i>		<i>4.1%</i>
Total	109	77	105	23	1	315
<i>% of Total</i>	<i>34.6%</i>	<i>24.4%</i>	<i>33.3%</i>	<i>7.3%</i>	<i>0.3%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	28	28	26	0	8	90
<i>% of Total</i>	<i>31.1%</i>	<i>31.1%</i>	<i>28.9%</i>	<i>0.0%</i>	<i>8.9%</i>	<i>100.0%</i>

E030-Bass River

Troop D

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Granted	14	5	2	--	3	1	25
<i>% of Total</i>	<i>56.0%</i>	<i>20.0%</i>	<i>8.0%</i>		<i>12.0%</i>	<i>4.0%</i>	<i>100.0%</i>
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Total Requests	14	5	2	0	3	1	25
<i>% of Total</i>	<i>56.0%</i>	<i>20.0%</i>	<i>8.0%</i>	<i>0.0%</i>	<i>12.0%</i>	<i>4.0%</i>	<i>100.0%</i>

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,658	185	173	2	186	--	2,204
<i>% of Total</i>	<i>75.2%</i>	<i>8.4%</i>	<i>7.8%</i>	<i>0.1%</i>	<i>8.4%</i>		<i>28.4%</i>
Moving Warning	1,713	164	116	1	99	1	2,094
<i>% of Total</i>	<i>81.8%</i>	<i>7.8%</i>	<i>5.5%</i>	<i>0.0%</i>	<i>4.7%</i>	<i>0.0%</i>	<i>27.0%</i>
Non-Moving Summons	704	62	57	--	30	1	854
<i>% of Total</i>	<i>82.4%</i>	<i>7.3%</i>	<i>6.7%</i>		<i>3.5%</i>	<i>0.1%</i>	<i>11.0%</i>
Non-Moving Warning	225	27	30	1	9	--	292
<i>% of Total</i>	<i>77.1%</i>	<i>9.2%</i>	<i>10.3%</i>	<i>0.3%</i>	<i>3.1%</i>		<i>3.8%</i>
Mixed	545	96	102	1	38	2	784
<i>% of Total</i>	<i>69.5%</i>	<i>12.2%</i>	<i>13.0%</i>	<i>0.1%</i>	<i>4.8%</i>	<i>0.3%</i>	<i>10.1%</i>
No Enforcement	1,254	124	87	1	55	12	1,533
<i>% of Total</i>	<i>81.8%</i>	<i>8.1%</i>	<i>5.7%</i>	<i>0.1%</i>	<i>3.6%</i>	<i>0.8%</i>	<i>19.8%</i>
Total	6,099	658	565	6	417	16	7,761
<i>% of Total</i>	<i>78.6%</i>	<i>8.5%</i>	<i>7.3%</i>	<i>0.1%</i>	<i>5.4%</i>	<i>0.2%</i>	<i>100.0%</i>

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	13	1	2	0	3	1	20
<i>% of Total</i>	<i>65.0%</i>	<i>5.0%</i>	<i>10.0%</i>	<i>0.0%</i>	<i>15.0%</i>	<i>5.0%</i>	<i>100.0%</i>

E030-Bass River

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	125	36	22	1	10	194
<i>% of Total</i>	<i>64.4%</i>	<i>18.6%</i>	<i>11.3%</i>	<i>0.5%</i>	<i>5.2%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	58	9	6	2	1	76
<i>% of Total</i>	<i>76.3%</i>	<i>11.8%</i>	<i>7.9%</i>	<i>2.6%</i>	<i>1.3%</i>	<i>30.6%</i>
Obstruction	58	23	11	2	--	94
<i>% of Total</i>	<i>61.7%</i>	<i>24.5%</i>	<i>11.7%</i>	<i>2.1%</i>		<i>37.9%</i>
Paraphernalia	17	--	--	--	--	17
<i>% of Total</i>	<i>100.0%</i>					<i>6.9%</i>
Possession	23	7	1	2	--	33
<i>% of Total</i>	<i>69.7%</i>	<i>21.2%</i>	<i>3.0%</i>	<i>6.1%</i>		<i>13.3%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	2	8	--	--	1	11
<i>% of Total</i>	<i>18.2%</i>	<i>72.7%</i>			<i>9.1%</i>	<i>4.4%</i>
No Charges Filed	6	2	4	5	--	17
<i>% of Total</i>	<i>35.3%</i>	<i>11.8%</i>	<i>23.5%</i>	<i>29.4%</i>		<i>6.9%</i>
Total	164	49	22	11	2	248
<i>% of Total</i>	<i>66.1%</i>	<i>19.8%</i>	<i>8.9%</i>	<i>4.4%</i>	<i>0.8%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	58	23	11	0	2	94
<i>% of Total</i>	<i>61.7%</i>	<i>24.5%</i>	<i>11.7%</i>	<i>0.0%</i>	<i>2.1%</i>	<i>100.0%</i>

E040-Bloomfield

Troop D

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	5,836	1,907	1,353	21	912	31	10,060
<i>% of Total</i>	58.0%	19.0%	13.4%	0.2%	9.1%	0.3%	93.9%
Non-Moving	224	135	100	--	21	7	487
<i>% of Total</i>	46.0%	27.7%	20.5%		4.3%	1.4%	4.5%
No Reason Provided	63	50	27	--	14	9	163
<i>% of Total</i>	38.7%	30.7%	16.6%		8.6%	5.5%	1.5%
Total	6,123	2,092	1,480	21	947	47	10,710
<i>% of Total</i>	57.2%	19.5%	13.8%	0.2%	8.8%	0.4%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	133	108	75	--	17	4	337
<i>% of Total</i>	39.5%	32.0%	22.3%		5.0%	1.2%	92.3%
Occupant Frisks	7	5	2	--	--	--	14
<i>% of Total</i>	50.0%	35.7%	14.3%				3.8%
Non-Consensual Searches	77	84	57	--	13	4	235
<i>% of Total</i>	32.8%	35.7%	24.3%		5.5%	1.7%	64.4%
Canine Deployments	6	5	1	--	2	--	14
<i>% of Total</i>	42.9%	35.7%	7.1%		14.3%		3.8%
Arrests	141	117	84	--	19	4	365
<i>% of Total</i>	38.6%	32.1%	23.0%		5.2%	1.1%	100.0%
Total	141	117	84	0	19	4	365
<i>% of Total</i>	38.6%	32.1%	23.0%	0.0%	5.2%	1.1%	100.0%

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

July 1, 2014 - December 31, 2014

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

E040-Bloomfield

Troop D

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Granted	6	5	1	--	2	--	14
<i>% of Total</i>	<i>42.9%</i>	<i>35.7%</i>	<i>7.1%</i>		<i>14.3%</i>		<i>100.0%</i>
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Total Requests	6	5	1	0	2	0	14
<i>% of Total</i>	<i>42.9%</i>	<i>35.7%</i>	<i>7.1%</i>	<i>0.0%</i>	<i>14.3%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,944	675	514	9	446	8	3,596
<i>% of Total</i>	<i>54.1%</i>	<i>18.8%</i>	<i>14.3%</i>	<i>0.3%</i>	<i>12.4%</i>	<i>0.2%</i>	<i>33.6%</i>
Moving Warning	2,140	603	360	9	230	3	3,345
<i>% of Total</i>	<i>64.0%</i>	<i>18.0%</i>	<i>10.8%</i>	<i>0.3%</i>	<i>6.9%</i>	<i>0.1%</i>	<i>31.2%</i>
Non-Moving Summons	565	202	183	1	104	4	1,059
<i>% of Total</i>	<i>53.4%</i>	<i>19.1%</i>	<i>17.3%</i>	<i>0.1%</i>	<i>9.8%</i>	<i>0.4%</i>	<i>9.9%</i>
Non-Moving Warning	115	54	33	--	10	--	212
<i>% of Total</i>	<i>54.2%</i>	<i>25.5%</i>	<i>15.6%</i>		<i>4.7%</i>		<i>2.0%</i>
Mixed	272	185	125	--	56	3	641
<i>% of Total</i>	<i>42.4%</i>	<i>28.9%</i>	<i>19.5%</i>		<i>8.7%</i>	<i>0.5%</i>	<i>6.0%</i>
No Enforcement	1,087	373	265	2	101	29	1,857
<i>% of Total</i>	<i>58.5%</i>	<i>20.1%</i>	<i>14.3%</i>	<i>0.1%</i>	<i>5.4%</i>	<i>1.6%</i>	<i>17.3%</i>
Total	6,123	2,092	1,480	21	947	47	10,710
<i>% of Total</i>	<i>57.2%</i>	<i>19.5%</i>	<i>13.8%</i>	<i>0.2%</i>	<i>8.8%</i>	<i>0.4%</i>	<i>100.0%</i>

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	10	3	2	0	1	1	17
<i>% of Total</i>	<i>58.8%</i>	<i>17.6%</i>	<i>11.8%</i>	<i>0.0%</i>	<i>5.9%</i>	<i>5.9%</i>	<i>100.0%</i>

E040-Bloomfield

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	100	89	56	0	14	259
<i>% of Total</i>	<i>38.6%</i>	<i>34.4%</i>	<i>21.6%</i>	<i>0.0%</i>	<i>5.4%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	58	45	37	7	--	147
<i>% of Total</i>	<i>39.5%</i>	<i>30.6%</i>	<i>25.2%</i>	<i>4.8%</i>		<i>45.7%</i>
Obstruction	29	38	14	2	--	83
<i>% of Total</i>	<i>34.9%</i>	<i>45.8%</i>	<i>16.9%</i>	<i>2.4%</i>		<i>25.8%</i>
Paraphernalia	17	2	--	2	--	21
<i>% of Total</i>	<i>81.0%</i>	<i>9.5%</i>		<i>9.5%</i>		<i>6.5%</i>
Possession	28	9	4	2	--	43
<i>% of Total</i>	<i>65.1%</i>	<i>20.9%</i>	<i>9.3%</i>	<i>4.7%</i>		<i>13.4%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	4	4	5	1	--	14
<i>% of Total</i>	<i>28.6%</i>	<i>28.6%</i>	<i>35.7%</i>	<i>7.1%</i>		<i>4.3%</i>
No Charges Filed	3	6	2	3	--	14
<i>% of Total</i>	<i>21.4%</i>	<i>42.9%</i>	<i>14.3%</i>	<i>21.4%</i>		<i>4.3%</i>
Total	139	104	62	17	0	322
<i>% of Total</i>	<i>43.2%</i>	<i>32.3%</i>	<i>19.3%</i>	<i>5.3%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	29	38	14	0	2	83
<i>% of Total</i>	<i>34.9%</i>	<i>45.8%</i>	<i>16.9%</i>	<i>0.0%</i>	<i>2.4%</i>	<i>100.0%</i>

E050-Holmdel

Troop D

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	6,982	1,014	934	14	557	41	9,542
<i>% of Total</i>	73.2%	10.6%	9.8%	0.1%	5.8%	0.4%	88.2%
Non-Moving	750	135	160	1	58	3	1,107
<i>% of Total</i>	67.8%	12.2%	14.5%	0.1%	5.2%	0.3%	10.2%
No Reason Provided	111	17	21	--	5	17	171
<i>% of Total</i>	64.9%	9.9%	12.3%		2.9%	9.9%	1.6%
Total	7,843	1,166	1,115	15	620	61	10,820
<i>% of Total</i>	72.5%	10.8%	10.3%	0.1%	5.7%	0.6%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	320	98	79	1	21	3	522
<i>% of Total</i>	61.3%	18.8%	15.1%	0.2%	4.0%	0.6%	96.1%
Occupant Frisks	29	7	11	--	--	--	47
<i>% of Total</i>	61.7%	14.9%	23.4%				8.7%
Non-Consensual Searches	205	67	58	--	11	2	343
<i>% of Total</i>	59.8%	19.5%	16.9%		3.2%	0.6%	63.2%
Canine Deployments	25	15	6	--	2	--	48
<i>% of Total</i>	52.1%	31.3%	12.5%		4.2%		8.8%
Arrests	330	103	84	1	22	3	543
<i>% of Total</i>	60.8%	19.0%	15.5%	0.2%	4.1%	0.6%	100.0%
Total	330	103	84	1	22	3	543
<i>% of Total</i>	60.8%	19.0%	15.5%	0.2%	4.1%	0.6%	100.0%

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

July 1, 2014 - December 31, 2014

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

E050-Holmdel

Troop D

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Granted	25	15	6	--	2	--	48
<i>% of Total</i>	<i>52.1%</i>	<i>31.3%</i>	<i>12.5%</i>		<i>4.2%</i>		<i>100.0%</i>
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Total Requests	25	15	6	0	2	0	48
<i>% of Total</i>	<i>52.1%</i>	<i>31.3%</i>	<i>12.5%</i>	<i>0.0%</i>	<i>4.2%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,804	248	252	5	221	6	2,536
<i>% of Total</i>	<i>71.1%</i>	<i>9.8%</i>	<i>9.9%</i>	<i>0.2%</i>	<i>8.7%</i>	<i>0.2%</i>	<i>23.4%</i>
Moving Warning	2,182	304	257	3	148	6	2,900
<i>% of Total</i>	<i>75.2%</i>	<i>10.5%</i>	<i>8.9%</i>	<i>0.1%</i>	<i>5.1%</i>	<i>0.2%</i>	<i>26.8%</i>
Non-Moving Summons	739	131	140	1	66	12	1,089
<i>% of Total</i>	<i>67.9%</i>	<i>12.0%</i>	<i>12.9%</i>	<i>0.1%</i>	<i>6.1%</i>	<i>1.1%</i>	<i>10.1%</i>
Non-Moving Warning	348	69	62	2	25	3	509
<i>% of Total</i>	<i>68.4%</i>	<i>13.6%</i>	<i>12.2%</i>	<i>0.4%</i>	<i>4.9%</i>	<i>0.6%</i>	<i>4.7%</i>
Mixed	564	136	165	2	51	1	919
<i>% of Total</i>	<i>61.4%</i>	<i>14.8%</i>	<i>18.0%</i>	<i>0.2%</i>	<i>5.5%</i>	<i>0.1%</i>	<i>8.5%</i>
No Enforcement	2,206	278	239	2	109	33	2,867
<i>% of Total</i>	<i>76.9%</i>	<i>9.7%</i>	<i>8.3%</i>	<i>0.1%</i>	<i>3.8%</i>	<i>1.2%</i>	<i>26.5%</i>
Total	7,843	1,166	1,115	15	620	61	10,820
<i>% of Total</i>	<i>72.5%</i>	<i>10.8%</i>	<i>10.3%</i>	<i>0.1%</i>	<i>5.7%</i>	<i>0.6%</i>	<i>100.0%</i>

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	23	12	8	0	2	1	46
<i>% of Total</i>	<i>50.0%</i>	<i>26.1%</i>	<i>17.4%</i>	<i>0.0%</i>	<i>4.3%</i>	<i>2.2%</i>	<i>100.0%</i>

E050-Holmdel

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	229	104	80	0	15	428
<i>% of Total</i>	<i>53.5%</i>	<i>24.3%</i>	<i>18.7%</i>	<i>0.0%</i>	<i>3.5%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	116	17	29	8	--	170
<i>% of Total</i>	<i>68.2%</i>	<i>10.0%</i>	<i>17.1%</i>	<i>4.7%</i>		<i>31.7%</i>
Obstruction	90	61	34	5	--	190
<i>% of Total</i>	<i>47.4%</i>	<i>32.1%</i>	<i>17.9%</i>	<i>2.6%</i>		<i>35.4%</i>
Paraphernalia	16	8	6	3	--	33
<i>% of Total</i>	<i>48.5%</i>	<i>24.2%</i>	<i>18.2%</i>	<i>9.1%</i>		<i>6.2%</i>
Possession	43	22	10	3	--	78
<i>% of Total</i>	<i>55.1%</i>	<i>28.2%</i>	<i>12.8%</i>	<i>3.8%</i>		<i>14.6%</i>
Weapons	--	4	6	--	--	10
<i>% of Total</i>		<i>40.0%</i>	<i>60.0%</i>			<i>1.9%</i>
Other	4	3	1	--	--	8
<i>% of Total</i>	<i>50.0%</i>	<i>37.5%</i>	<i>12.5%</i>			<i>1.5%</i>
No Charges Filed	21	14	12	--	--	47
<i>% of Total</i>	<i>44.7%</i>	<i>29.8%</i>	<i>25.5%</i>			<i>8.8%</i>
Total	290	129	98	19	0	536
<i>% of Total</i>	<i>54.1%</i>	<i>24.1%</i>	<i>18.3%</i>	<i>3.5%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	90	61	34	0	5	190
<i>% of Total</i>	<i>47.4%</i>	<i>32.1%</i>	<i>17.9%</i>	<i>0.0%</i>	<i>2.6%</i>	<i>100.0%</i>

Other Stations

Troop D

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	3,997	969	892	3	563	19	6,443
<i>% of Total</i>	62.0%	15.0%	13.8%	0.0%	8.7%	0.3%	87.3%
Non-Moving	307	93	125	1	37	347	910
<i>% of Total</i>	33.7%	10.2%	13.7%	0.1%	4.1%	38.1%	12.3%
No Reason Provided	11	6	5	--	2	4	28
<i>% of Total</i>	39.3%	21.4%	17.9%		7.1%	14.3%	0.4%
Total	4,315	1,068	1,022	4	602	370	7,381
<i>% of Total</i>	58.5%	14.5%	13.8%	0.1%	8.2%	5.0%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	28	18	14	--	3	--	63
<i>% of Total</i>	44.4%	28.6%	22.2%		4.8%		98.4%
Occupant Frisks	--	1	--	--	--	--	1
<i>% of Total</i>		100.0%					1.6%
Non-Consensual Searches	20	15	14	--	2	--	51
<i>% of Total</i>	39.2%	29.4%	27.5%		3.9%		79.7%
Canine Deployments	5	2	--	--	--	--	7
<i>% of Total</i>	71.4%	28.6%					10.9%
Arrests	29	18	14	--	3	--	64
<i>% of Total</i>	45.3%	28.1%	21.9%		4.7%		100.0%
Total	29	18	14	0	3	0	64
<i>% of Total</i>	45.3%	28.1%	21.9%	0.0%	4.7%	0.0%	100.0%

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

July 1, 2014 - December 31, 2014

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

Other Stations

Troop D

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Granted	5	3	--	--	--	--	8
<i>% of Total</i>	<i>62.5%</i>	<i>37.5%</i>					<i>100.0%</i>
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Total Requests	5	3	0	0	0	0	8
<i>% of Total</i>	<i>62.5%</i>	<i>37.5%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,841	524	473	2	361	3	3,204
<i>% of Total</i>	<i>57.5%</i>	<i>16.4%</i>	<i>14.8%</i>	<i>0.1%</i>	<i>11.3%</i>	<i>0.1%</i>	<i>43.4%</i>
Moving Warning	692	120	100	--	64	--	976
<i>% of Total</i>	<i>70.9%</i>	<i>12.3%</i>	<i>10.2%</i>		<i>6.6%</i>		<i>13.2%</i>
Non-Moving Summons	619	164	204	1	83	346	1,417
<i>% of Total</i>	<i>43.7%</i>	<i>11.6%</i>	<i>14.4%</i>	<i>0.1%</i>	<i>5.9%</i>	<i>24.4%</i>	<i>19.2%</i>
Non-Moving Warning	95	15	19	--	3	--	132
<i>% of Total</i>	<i>72.0%</i>	<i>11.4%</i>	<i>14.4%</i>		<i>2.3%</i>		<i>1.8%</i>
Mixed	267	101	97	--	47	2	514
<i>% of Total</i>	<i>51.9%</i>	<i>19.6%</i>	<i>18.9%</i>		<i>9.1%</i>	<i>0.4%</i>	<i>7.0%</i>
No Enforcement	801	144	129	1	44	19	1,138
<i>% of Total</i>	<i>70.4%</i>	<i>12.7%</i>	<i>11.3%</i>	<i>0.1%</i>	<i>3.9%</i>	<i>1.7%</i>	<i>15.4%</i>
Total	4,315	1,068	1,022	4	602	370	7,381
<i>% of Total</i>	<i>58.5%</i>	<i>14.5%</i>	<i>13.8%</i>	<i>0.1%</i>	<i>8.2%</i>	<i>5.0%</i>	<i>100.0%</i>

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	7	2	0	0	0	0	9
<i>% of Total</i>	<i>77.8%</i>	<i>22.2%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Other Stations

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	27	16	16	0	3	62
<i>% of Total</i>	43.5%	25.8%	25.8%	0.0%	4.8%	100.0%

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	3	1	3	1	--	8
<i>% of Total</i>	37.5%	12.5%	37.5%	12.5%		11.3%
Obstruction	15	13	13	--	--	41
<i>% of Total</i>	36.6%	31.7%	31.7%			57.7%
Paraphernalia	3	1	--	--	--	4
<i>% of Total</i>	75.0%	25.0%				5.6%
Possession	8	1	--	4	--	13
<i>% of Total</i>	61.5%	7.7%		30.8%		18.3%
Weapons	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Other	--	--	--	--	--	0
<i>% of Total</i>						0.0%
No Charges Filed	3	1	1	--	--	5
<i>% of Total</i>	60.0%	20.0%	20.0%			7.0%
Total	32	17	17	5	0	71
<i>% of Total</i>	45.1%	23.9%	23.9%	7.0%	0.0%	100.0%

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	15	13	13	0	0	41
<i>% of Total</i>	36.6%	31.7%	31.7%	0.0%	0.0%	100.0%

All Other Stations

Table One: Reason for Stop by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	15,157	4,310	3,786	60	1,871	128	25,312
<i>% of Total</i>	59.9%	17.0%	15.0%	0.2%	7.4%	0.5%	89.3%
Non-Moving	1,495	530	451	1	113	196	2,786
<i>% of Total</i>	53.7%	19.0%	16.2%	0.0%	4.1%	7.0%	9.8%
No Reason Provided	156	33	30	--	10	24	253
<i>% of Total</i>	61.7%	13.0%	11.9%		4.0%	9.5%	0.9%
Total	16,808	4,873	4,267	61	1,994	348	28,351
<i>% of Total</i>	59.3%	17.2%	15.1%	0.2%	7.0%	1.2%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	545	259	275	2	38	8	1,127
<i>% of Total</i>	48.4%	23.0%	24.4%	0.2%	3.4%	0.7%	99.3%
Occupant Frisks	35	22	25	1	1	--	84
<i>% of Total</i>	41.7%	26.2%	29.8%	1.2%	1.2%		7.4%
Non-Consensual Searches	255	157	149	1	13	4	579
<i>% of Total</i>	44.0%	27.1%	25.7%	0.2%	2.2%	0.7%	51.0%
Canine Deployments	19	14	5	--	4	1	43
<i>% of Total</i>	44.2%	32.6%	11.6%		9.3%	2.3%	3.8%
Arrests	551	260	276	2	38	8	1,135
<i>% of Total</i>	48.5%	22.9%	24.3%	0.2%	3.3%	0.7%	100.0%
Total	551	260	276	2	38	8	1,135
<i>% of Total</i>	48.5%	22.9%	24.3%	0.2%	3.3%	0.7%	100.0%

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

July 1, 2014 - December 31, 2014

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

All Other Stations

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	1	1	--	--	--	--	2
<i>% of Total</i>	50.0%	50.0%					2.8%
Granted	30	22	13	--	4	1	70
<i>% of Total</i>	42.9%	31.4%	18.6%		5.7%	1.4%	97.2%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	31	23	13	0	4	1	72
<i>% of Total</i>	43.1%	31.9%	18.1%	0.0%	5.6%	1.4%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	5,248	1,463	1,438	22	928	12	9,111
<i>% of Total</i>	57.6%	16.1%	15.8%	0.2%	10.2%	0.1%	32.1%
Moving Warning	4,147	1,184	861	13	437	15	6,657
<i>% of Total</i>	62.3%	17.8%	12.9%	0.2%	6.6%	0.2%	23.5%
Non-Moving Summons	1,772	584	577	5	194	199	3,331
<i>% of Total</i>	53.2%	17.5%	17.3%	0.2%	5.8%	6.0%	11.7%
Non-Moving Warning	515	198	116	--	29	1	859
<i>% of Total</i>	60.0%	23.1%	13.5%		3.4%	0.1%	3.0%
Mixed	1,100	493	502	4	138	9	2,246
<i>% of Total</i>	49.0%	22.0%	22.4%	0.2%	6.1%	0.4%	7.9%
No Enforcement	4,026	951	773	17	268	112	6,147
<i>% of Total</i>	65.5%	15.5%	12.6%	0.3%	4.4%	1.8%	21.7%
Total	16,808	4,873	4,267	61	1,994	348	28,351
<i>% of Total</i>	59.3%	17.2%	15.1%	0.2%	7.0%	1.2%	100.0%

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

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	30	19	8	0	2	1	60
<i>% of Total</i>	50.0%	31.7%	13.3%	0.0%	3.3%	1.7%	100.0%

All Other Stations

Table Seven: Persons Arrested by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	284	201	170	0	18	673
<i>% of Total</i>	<i>42.2%</i>	<i>29.9%</i>	<i>25.3%</i>	<i>0.0%</i>	<i>2.7%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
DWI	187	70	111	10	--	378
<i>% of Total</i>	<i>49.5%</i>	<i>18.5%</i>	<i>29.4%</i>	<i>2.6%</i>		<i>47.0%</i>
Obstruction	58	108	37	3	--	206
<i>% of Total</i>	<i>28.2%</i>	<i>52.4%</i>	<i>18.0%</i>	<i>1.5%</i>		<i>25.6%</i>
Paraphernalia	27	10	4	--	--	41
<i>% of Total</i>	<i>65.9%</i>	<i>24.4%</i>	<i>9.8%</i>			<i>5.1%</i>
Possession	50	36	16	2	--	104
<i>% of Total</i>	<i>48.1%</i>	<i>34.6%</i>	<i>15.4%</i>	<i>1.9%</i>		<i>12.9%</i>
Weapons	1	3	--	1	--	5
<i>% of Total</i>	<i>20.0%</i>	<i>60.0%</i>		<i>20.0%</i>		<i>0.6%</i>
Other	6	--	5	--	--	11
<i>% of Total</i>	<i>54.5%</i>		<i>45.5%</i>			<i>1.4%</i>
No Charges Filed	16	22	18	4	--	60
<i>% of Total</i>	<i>26.7%</i>	<i>36.7%</i>	<i>30.0%</i>	<i>6.7%</i>		<i>7.5%</i>
Total	345	249	191	20	0	805
<i>% of Total</i>	<i>42.9%</i>	<i>30.9%</i>	<i>23.7%</i>	<i>2.5%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

July 1, 2014 - December 31, 2014

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	58	108	37	0	3	206
<i>% of Total</i>	<i>28.2%</i>	<i>52.4%</i>	<i>18.0%</i>	<i>0.0%</i>	<i>1.5%</i>	<i>100.0%</i>