

OLEPS

OFFICE OF LAW ENFORCEMENT PROFESSIONAL STANDARDS

Fifteenth Aggregate Report of Traffic Enforcement Activities of the New Jersey State Police August 2018



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FIFTEENTH AGGREGATE REPORT OF THE NEW JERSEY STATE POLICE OFFICE OF LAW ENFORCEMENT PROFESSIONAL STANDARDS JANUARY 1, 2016 TO JUNE 30, 2016

Introduction

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

As statutorily mandated, the Aggregate Report discusses State Police motor vehicle stop activities. Specifically, the Aggregate Report includes, as indicated in the Act, information on “the number of stops conducted, the reason for motor vehicle stops, enforcement actions, including, but not limited to, summonses, warnings, and arrests, requests for consent to search, consent searches conducted, probable cause searches, and the use of force”. The report also includes information on “the number of criminal charges filed, contraband seizures and wanted persons taken into custody related to motor vehicle stops.” The Aggregate Report includes this information for all stops State Police made during the current reporting period, January 1, 2016 to June 30, 2016. Like previous reports, this report also analyzes data and trends for all troops and stations individually.

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

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

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

Data

OLEPS retrieved the data utilized in this report from State Police databases. The State Police maintains several databases containing information on motor vehicle stops. These databases store information on drivers and passengers, and detail all actions or enforcements that occur during a stop. This report includes data on all events defined as a motor vehicle stop and all individuals within these stops for all stops State Police made from January 1, 2016 to June 30, 2016.

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

State Police databases also house identification of the Troop or station location of a stop. Each motor vehicle stop has a unique alpha-numeric identification, which includes coding for the Troop and station conducting the stop. OLEPS utilizes a routinely updated list of all stations to appropriately identify the Troop location for each station. In the current reporting period, OLEPS endeavored to more appropriately classify stops based on Troop and station. Specifically, a number of stops in a given reporting period result from activity at non-road stations. These units, often referred to as Tactical Patrol Units or various specialty units, are given codes that do not readily indicate the Troop to which they belong. However, each unit is part of a Troop. Thus, in this reporting period, OLEPS categorized each non-road station based on the correct Troop. In previous reporting periods, these stops appeared under Other, non-troop stations to fully differentiate road station activity from non-road station activity. However, this masks the true activity level of each Troop. For example, a stop that a non-road station initiated would have previously been categorized as Other, Non-Troop Station. Now, the same stop is categorized based on that non-road station location, such as Troop D or Troop C. This reclassification had the practical effect of dramatically reducing the volume of activity under Other, non-troop stations. However, the increases at each individual troop were more modest as these activities were spread across each troop.

Stop Level Data

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

Number of Stops

A motor vehicle stop is an instance where a trooper directs a motorist to stop or remain in some location to facilitate interaction between the officer and motorists. Instances where a citizen requested aid from

a trooper or was involved in an accident are not motor vehicle stops,¹ and are not included in this report.

The number of motor vehicle stops in a reporting period is a function of a number of elements, including: operational needs; Division staffing; grant availability; resource allocation, and citizen behavior. 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. For this reason, OLEPS does not depict changes in overall stop volume as a positive or negative trend. Rather, OLEPS only notes the direction and magnitude of the change. OLEPS notes when Troop patterns are divergent from patterns for all other troops or the overall Division-wide trend.

Reason for Stops

During a motor vehicle stop, troopers are required to notify the communication center of the specific statute delineating the reason for the stop. Until January 1, 2012, State Police policy previously only required that troopers indicate whether the stop stemmed from a moving, non-moving, or other violation. To maintain consistency with previous aggregate reports, and facilitate ease of interpretation, OLEPS coded all statute-specific reasons for a stop as moving, non-moving, other, or no reason provided, using the State Police's previously used determinations.

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

OLEPS also analyzes patterns of the most frequently cited statutes in each category of stop reason to determine what changes, if any, have occurred in the frequency of specific stop statutes.

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. Law enforcement procedures include any interaction between troopers and citizens that extend beyond conversation.

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

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

- **Occupant Vehicle Exit:** The number of motor vehicle stops where a trooper directed an occupant to exit the vehicle.
- **Occupant Frisk:** The number of motor vehicle stops where a trooper conducted a protective pat-down or frisk of an occupant's person for weapons.
- **Probable Cause Search²:** The number of motor vehicle stops where a trooper searched an occupant's person or vehicle for evidence of a crime or incidental to his or her arrest.
- **Canine Deployments:** The number of motor vehicle stops where a trooper utilized a canine to perform a sniff test.
- **Physical Force:** The number of motor vehicle stops where a trooper used physical force on an occupant.
- **Mechanical Force:** The number of motor vehicle stops where a trooper used mechanical force on an occupant, such as a baton or chemical or natural irritating agent, etc.,
- **Enhanced Mechanical Force:** The number of motor vehicle stops where a trooper used enhanced mechanical force on an occupant, such as conducted energy devices and less-lethal ammunition.
- **Deadly Force:** The number of motor vehicle stops where a trooper used deadly force on an occupant.

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

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

- **Consent to Search Requested:** The number of motor vehicle stops where a trooper requested consent to search a vehicle, person, and/or belongings.
 - **Consent to Search Denied:** The number of motor vehicle stops where the occupant denied a trooper's consent to search request.
 - **Consent to Search Granted:³** The number of motor vehicle stops where the occupant granted a trooper's consent to search request.
 - **Consent to Search Withdrawn:** The number of motor vehicle stops where the occupant granted and then withdrew his/her permission for a consent search.

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

² In previous reports, this category was labeled "non-consensual search".

³ Prior reports used a category of "consent search vehicle conducted." This category is now known as "consent to search granted."

- **Arrest:** The number of motor vehicle stops where a trooper takes an individual into custody. This does not include *de facto* arrests⁴.

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

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

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

Dispositions

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

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

⁴ A *de facto* arrest occurs when a reasonable person would believe that he/she is not free to leave while in the presence of police.

Individual Level Data

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

Individual Arrests

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

Charges

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

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

-
- These charges include charges pertaining to theft, property destruction, forgery, violence against others, licenses, traffic regulation, and motor vehicles.

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

Wanted Persons

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

Analysis

Analysis of State Police activities and trends⁵ appear here, separated by the unit of analysis- stops or individuals. Data on stops, law enforcement procedures, dispositions, criminal arrests, criminal charges, wanted persons, and evidence seized for the entire Division of State Police and each Troop appear in the sections that follow. Caution in interpretation of data is warranted, as the following depictions, generally, only reflect four years of data, and thus, do not present long term trends. Due to this short duration, differences between reporting periods may appear exaggerated. Because of this, discussion of some trends appears only in text, rather than in a graphical depiction, so as not to misrepresent changes in activity.

Important to note is that in the previous reporting period (July 1, 2015 to December 31, 2015), the New Jersey Supreme Court in State v. Witt, 223 N.J. 409 (2015), hereafter referred to as Witt, overturned State v. Peña-Flores, 198 N.J. 6 (2009), hereafter referred to as Peña-Flores.⁶ Accordingly, the standard set in State v. Alston, 88 N.J. 211 (1981), hereafter referred to as Alston, for warrantless searches of automobiles based on probable cause was reinstated as controlling law in New Jersey. As a result of Witt, the State Police implemented policy and procedural changes. Thus, differences in the volumes of certain law enforcement procedures were expected in the current reporting period (*i.e.*, particularly in stops with consent to search requests and stops with probable cause searches). The impact of Witt on State Police activity is evident within this report, which is the first full reporting period in which State Police operated entirely under new procedures as stipulated in Witt.

⁵Analyses of trends are not possible prior to the Seventh Aggregate Report due to limitations in the structure of the data supplied to OLEPS. The trend of total stop volume is available dating back to OLEPS' First Aggregate Report, but all discussions of trends of post-stop activity are limited to activity since the Seventh Aggregate Report.

⁶ 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 recently overturned by the New Jersey Supreme Court in State v. Witt, 223 N.J. 409 (2015), hereafter referred to as Witt. Decided in September 2015, the Court in Witt held that the exigent circumstances test set forth in Peña-Flores no longer applied. Accordingly, the standard set in State v. Alston, 88 N.J. 211 (1981), hereafter referred to as Alston, for warrantless searches of automobiles based on PC has been reinstated as controlling law in New Jersey. For more information about Peña-Flores, please refer to: <http://www.nj.gov/oag/oleps/pdfs/OLEPS-Report-Effects-of-Pena-Flores-on-Mun-PDs-1015.pdf>

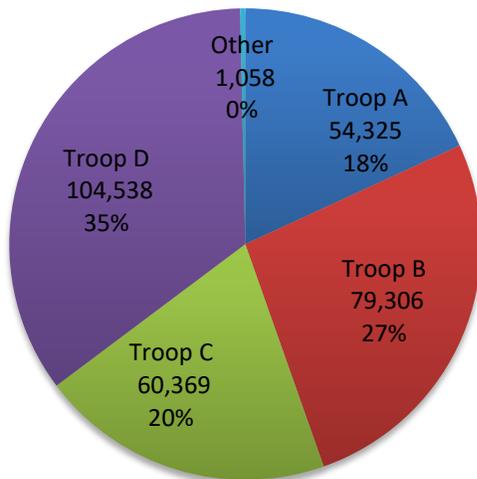
Stop Level Analysis

Number of Stops

From January 1, 2016 to June 30, 2016, the State Police conducted a total of 299,596 motor vehicle stops. Figure One depicts the number and proportion of each Troop's motor vehicle stops conducted in the current reporting period.

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

January 1, 2016 – June 30, 2016



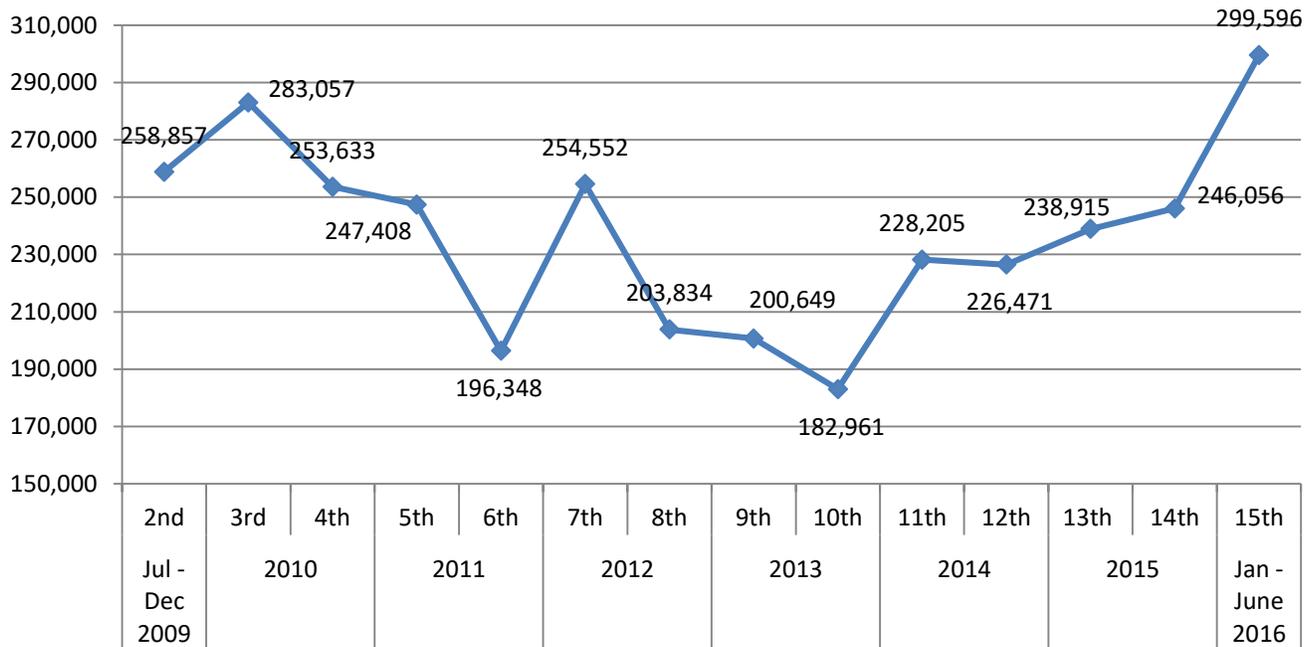
Total Motor Vehicle Stops: **299,596**

As shown in Figure One, Troop D conducted 104,538 stops, 35%, of all motor vehicle stops and the largest proportion of all Troops in the current reporting period. Troop B conducted 79,306 stops, 27%, of all stops in the current reporting period. Troop C conducted 60,369 stops, 20%, and Troop A conducted 54,325 stops, 18%, of all motor vehicle stops. Other, non-Troop stations conducted 1,058 stops, which is less than 1% of all motor vehicle stops and the smallest proportion Division-wide in the current reporting period.

Compared to the previous reporting period, the total number of stops conducted in the current reporting period increased by 53,540 stops, or 22%. Figure Two (see page 11) depicts the trend of the number of motor vehicle stops from the second reporting period through

the current reporting period. Historically, there are more stops during the first half of the year compared to the second half of the year, which could account for the increase from the previous reporting period; however, the increase in the current reporting period is substantial and results in the largest volume of stops across all 14 reporting periods depicted in Figure Two. Previously, the 3rd reporting period held the largest number of stops conducted by the State Police (i.e., 283,057 stops). There has been a steady increase in the number of stops State Police conducted since the 12th reporting period, or the second half of 2014. As noted in the previous report, the increase is a possible effect of State Police's continued recruitment efforts. From October 2013 through the end of this reporting period, the State Police graduated five recruit classes, with an average of 118 recruits per class.

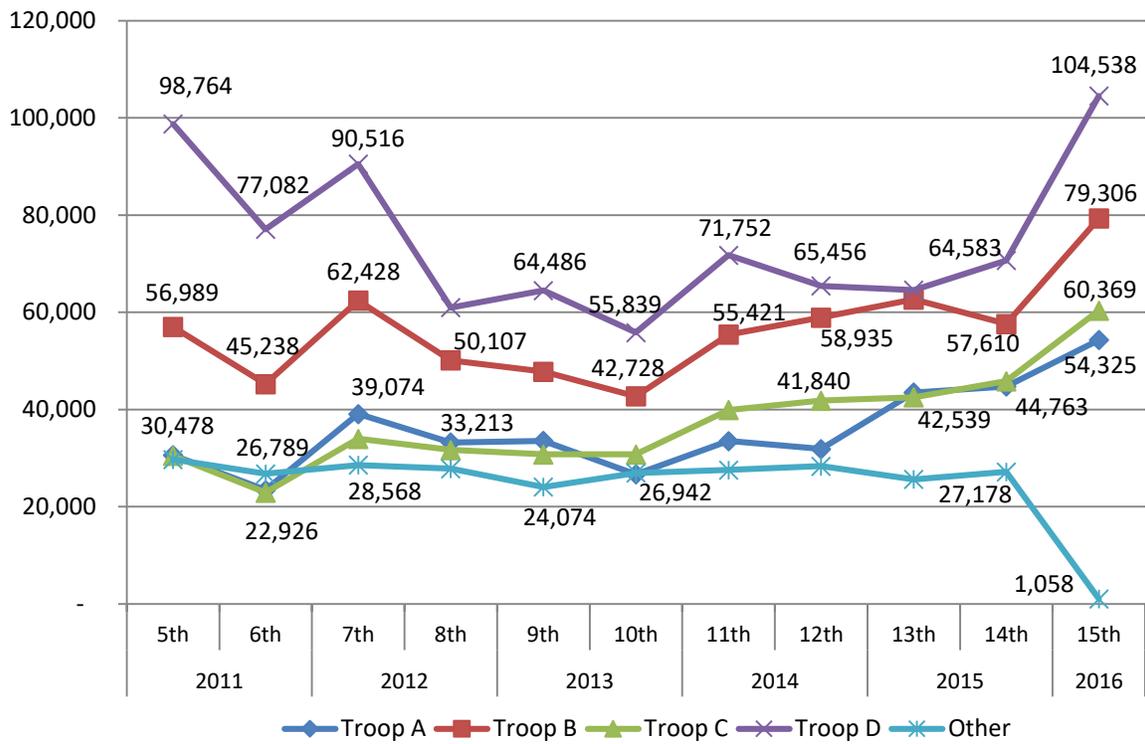
Figure Two: Trend of Motor Vehicle Stops
 July 1, 2009 – June 30, 2016



Division-wide there was a 22% increase in the number of stops conducted in the current reporting period; however, the direction and magnitude of change varied across Troops. As shown in Figure Three, with the exception of Other, non-Troop stations, all Troops increased in the volume of motor vehicle stops conducted since the previous reporting period. The largest increase in both number and proportion occurred for Troop D, which conducted an additional 33,870 motor vehicle stops, or a 48% increase since the previous reporting period. The second largest increase occurred for Troop B, which conducted 21,696 additional stops, a 38% increase. Consistent with Troops D and B, Troop C conducted an additional 14,532 stops, a 32% increase. Troop A conducted 9,562 additional stops, a 21% increase in the current reporting period. Unlike all other Troops, Other, non-Troop stations conducted 26,120 fewer stops, a 96% decrease since the previous reporting period.⁷

⁷ The volume of stops conducted by Other, non-Troop stations appears to decrease considerably in the current reporting period. This is not a true decrease. There are a number of station codes, or "T-codes", that have historically been classified as Other; however, this is a misnomer. These codes, though not belonging to a specific station, technically belong to a Troop. In this reporting period, OLEPS endeavored to more accurately reflect stops by Troop through manual classification of these codes based on information provided by State Police. Thus, the seemingly dramatic decrease in stops conducted by Other, non-Troop stations is actually reflective of an alternative categorization of stops. Stops classified as Other, non-Troop stations are truly those stops made by troopers assigned to units outside of a Troop.

Figure Three: Troop Trends of Motor Vehicle Stops
 January 1, 2011 – June 30, 2016



Historically, Troop D conducts the largest volume of stops in each reporting period; this remains true for the current reporting period. Troop D also had the largest increase in number and percentage of motor vehicle stops for the current reporting period. This trend is unique; in recent reporting periods the number of stops conducted by Troop D decreased in volume, or increased only slightly, as seen in the previous reporting periods. Troop D's stop increase in the current reporting period is partly driven by 22,140 stops that would have been classified as Other, non-Troop stops in previous reporting periods (see footnote 7). Even without these additional stops, however, the volume of stops conducted by Troop D increased to 82,398 stops. In the current reporting period, the difference between the volume of stops of Troop B and Troop D is 25,232 stops. Other, non-Troop stations typically conduct the fewest motor vehicle stops, as seen across the majority of reporting periods in Figure Three. The number of motor vehicle stops Troops A, B, and C conducted generally fluctuates between the totals for Troop D and Other, non-Troop stations each reporting period. Since the 9th reporting period, the volume of stops conducted by Troops A and C have, for the most part, increased steadily.

Figure Three A: Proportional Troop Trends of Motor Vehicle Stops
 January 1, 2011 – June 30, 2016

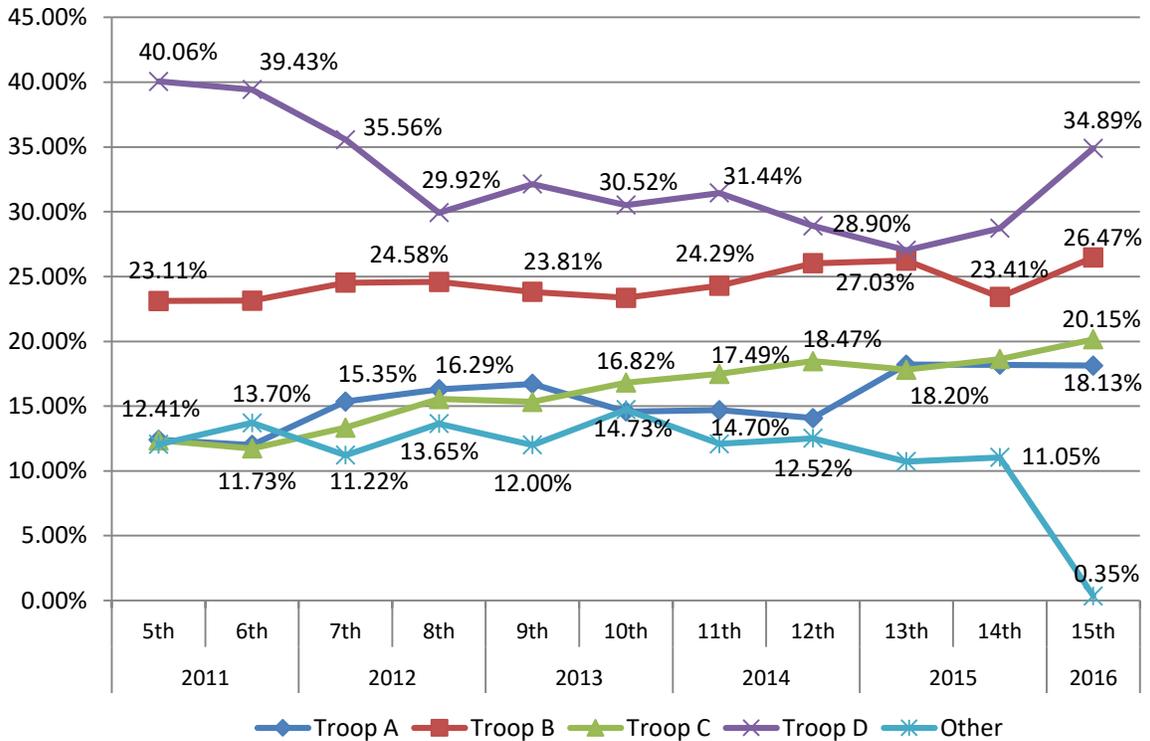
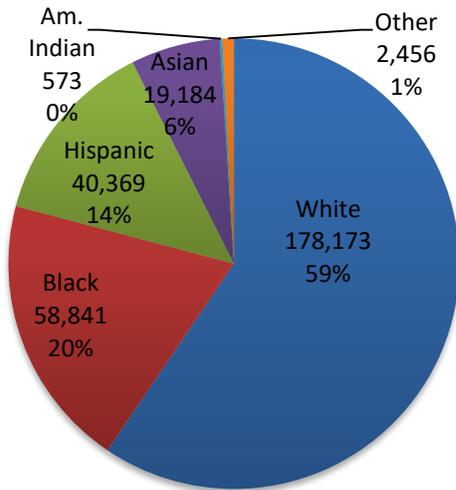


Figure Three A depicts the proportional troop trends of motor vehicle stops from the 5th to the current reporting period. From the 5th reporting period to the current reporting period, there was a roughly five percentage point increase in Troop A’s proportion of stops and a roughly five percentage point decrease in the proportion of Troop D’s stops. The largest change occurred in Troop C’s proportion of stops an eight percentage point increase from the 5th to the current reporting period, while the smallest percentage point change occurred in Troop B’s proportion of stops, a three percentage point increase. From one reporting period to the next, the average percentage point change across all reporting periods is roughly half a percentage point, with the exception of Other, non-Troop stations, where the average is one percentage point. From the previous reporting period to the current reporting period, specifically, there was a three percentage point change or less noted for Troops A, B, and C. For Troop D, the proportion of all stops increased from 29% to 35%, a six percentage point change. As expected, the proportion change for Other, non-Troop stations was a roughly 11 percentage point decrease, which is attributed to the re-categorization of stops in Other, non-Troop stations.

Figure Four: Racial/Ethnic Distribution of Motor Vehicle Stops

January 1, 2016 – June 30, 2016



Number of Stops: **299,596**

As in previous reporting periods, White drivers make up the largest proportion of all stops in the current reporting period. White drivers were involved in 178,173 stops, 59%, of all stops in the current reporting period. Black drivers were involved in 58,841 stops, 20%, of all stops. Hispanic drivers were involved in 40,369 stops, 14%, and Asian drivers were involved in 19,184 stops, 6%, of all stops in the current reporting period. Drivers whose race/ethnicity is "Other" were involved in 2,456 stops, which is 1% of all stops in the current reporting period. American Indian drivers were involved in 573 stops, less than 1% of all stops in the current reporting period. Because American Indian and Other drivers make up such a small proportion of all stops and, thus, all activities, discussion of their activity will not be routine in this report unless their pattern differs dramatically

from this distribution.

While, overall, 59% of drivers the State Police stopped in the current reporting period were White, the proportion of White drivers was not consistent in each Troop (see Figure 5, page 15). Troop C, for example, stopped a larger proportion of White drivers, 65%. Conversely, Other, non-Troop stations stopped smaller proportions of White drivers, 49%. Troop A had an identical percentage for motor vehicle stops of White drivers (59%), while Troops B and D stopped relatively similar percentages, 58% each, compared to the percentage of White drivers stopped by the State Police Division-wide. Other, non-Troop stations stopped the largest proportion of Black drivers among their stops, 31%. Other, non-Troop stations stopped the largest proportion of Hispanic drivers, 17%, in the current reporting period. Troops D and B stopped the largest proportion of Asian drivers, 8%, among their motor vehicle stops in the current reporting period. Troop D stopped the largest number of White, Black, Hispanic, Asian, and Other drivers; likely, the result of the overall large volume of stops Troop D conducted. Troop B stopped the largest number of American Indian drivers in the current reporting period. The racial/ethnic differences across Troops are likely reflective of the driving populations in each Troop; however, as noted previously, this report does not discuss the specific circumstances of stops individually. OLEPS' Oversight Reports further explore race/ethnicity-based decision-making.⁸

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

Figure Five: Troop Racial/Ethnic Distribution of Motor Vehicle Stops
 January 1, 2016 – June 30, 2016

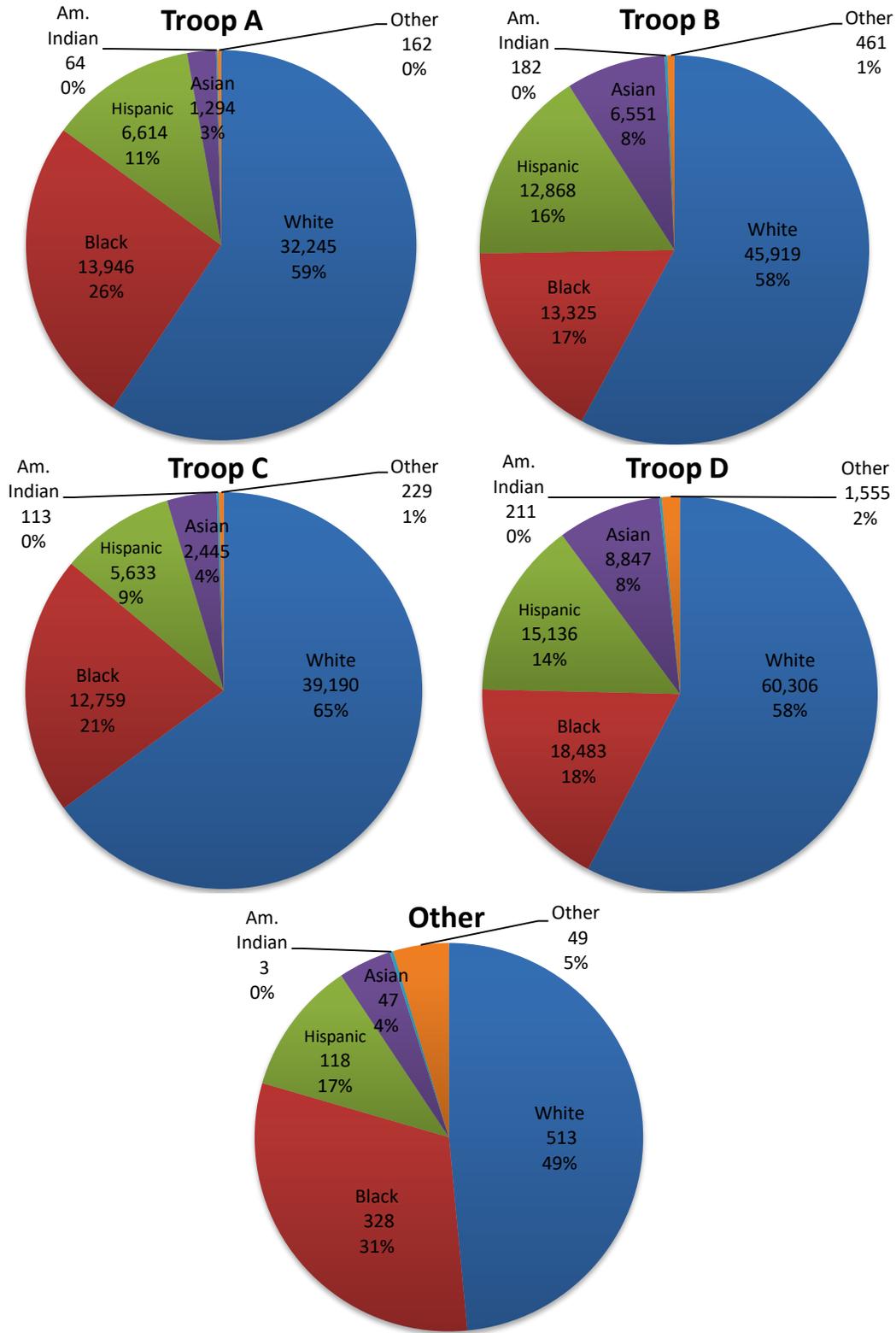


Figure Six: Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
 January 1, 2011 – June 30, 2016

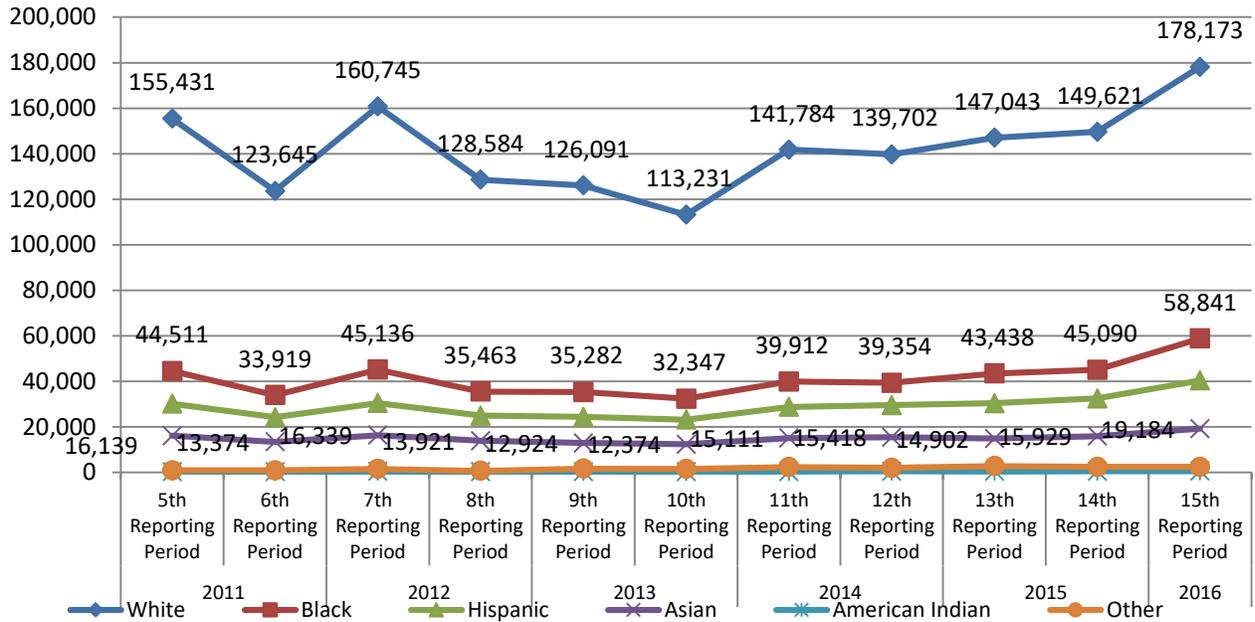


Figure Six graphs the number of motor vehicle stops for drivers of each racial/ethnic group for the current and ten previous reporting periods. The number of stops of all racial/ethnic groups has increased since the previous reporting period. The extent of these changes differed for each racial/ethnic group. For instance, compared to the previous reporting period, White drivers were involved in an additional 28,552 stops, a 19% increase in the current reporting period. Since the previous reporting period, stops of Black drivers increased 31%, with an additional 13,751 stops. Compared to the previous reporting period, Hispanic drivers were involved in an additional 7,862 stops in the current reporting period, a 24% increase. Asian drivers were involved in an additional 3,255 stops, a 22% increase. American Indian drivers were involved in 118 additional stops, a 26% increase since the previous reporting period. Compared to the previous reporting period, drivers identified as Other were involved in a small increase (0.08%), with two additional stops in the current reporting period. OLEPS has requested from State Police explanations for these differential rates of change in stop volumes for each racial/ethnic group. OLEPS has yet to receive an explanation for these differential rates of change.

Figure Six A: Proportional Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
 January 1, 2011 – June 30, 2016

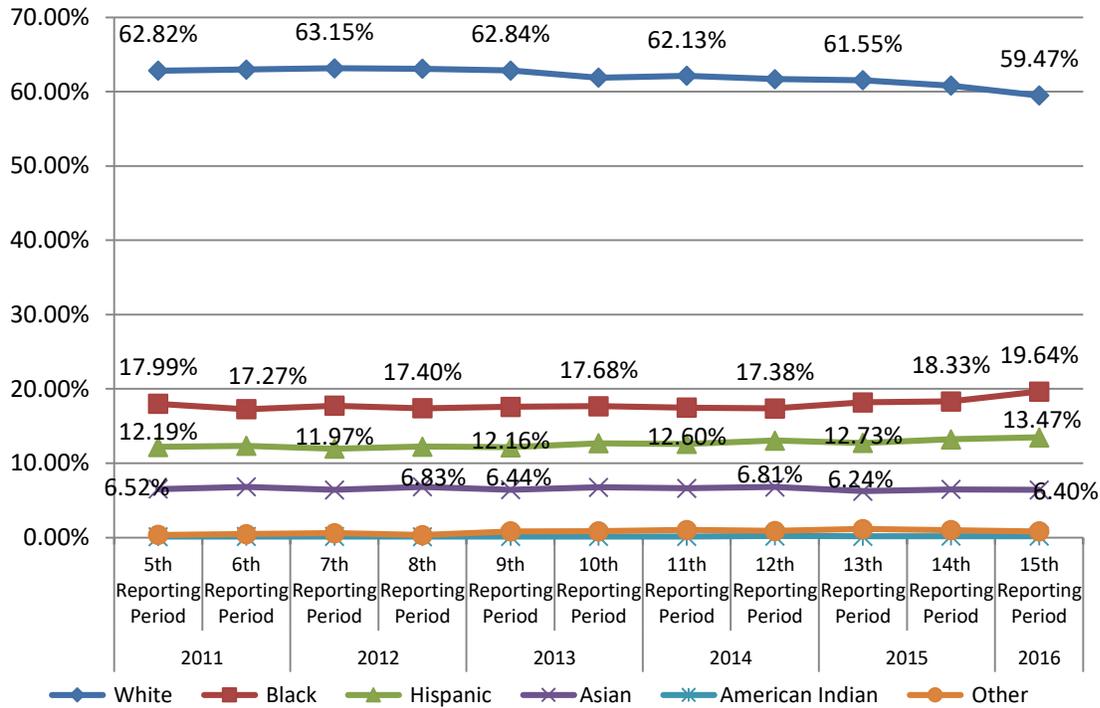


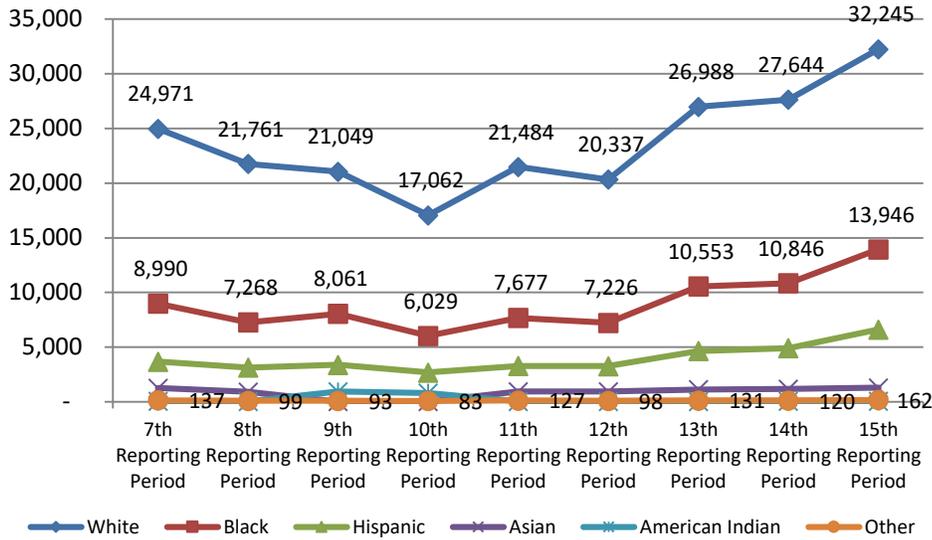
Figure Six A depicts the proportional trends in racial/ethnic distributions of motor vehicle stops from the 5th to the current reporting period. As noted in previous Aggregate Reports, despite fluctuations in the number of stops conducted each reporting period, each racial/ethnic group typically comprises the same general proportion of all stops. There are, however, small differences for this reporting period. Specifically, the proportion of White drivers stopped decreased by two percentage points from 61% to 59%. Simultaneously, the proportion of Black drivers increased two percentage points from 18% to 20%. The proportion of Hispanic and Asian drivers remained identical. From one reporting period to the next, the average percentage point change across all reporting periods is less than half a percentage point. From the previous reporting period to the current reporting period specifically, there was a less than two percentage point change noted for all Troops racial/ethnic groups. Despite these small changes, the consistency suggests that, despite the lack of an officially calculated benchmark,⁹ this distribution may be the closest to a benchmark of State Police activity currently available. OLEPS will continue to examine closely the racial/ethnic proportions of motor vehicle stops in future reporting periods.

Unless proportional changes differ within each Troop, there will not routinely be discussion on proportional trends for each troop. Proportional changes tend to follow the trends of the Division as a whole. Only trends that differ markedly in each troop will be discussed.

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

⁹ A benchmark is a standard or point of reference to which all activities can be compared.

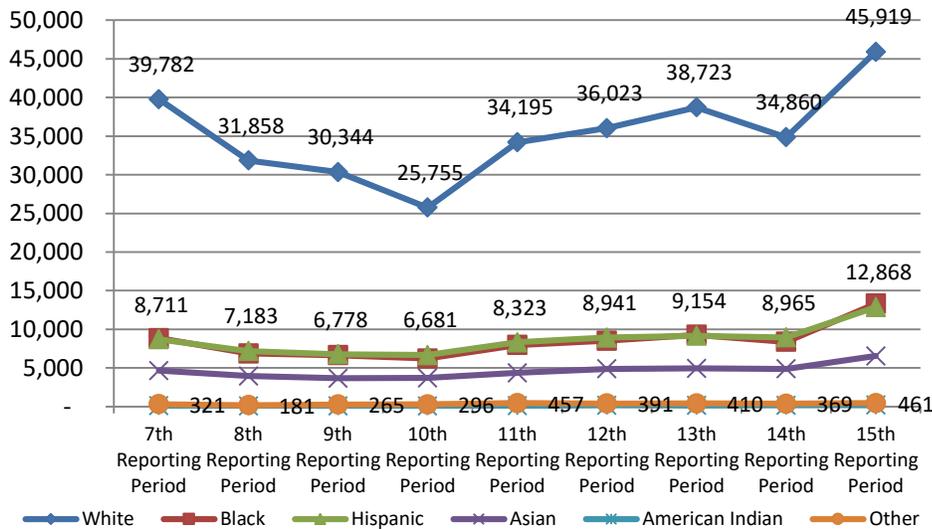
Figure Six B: Troop A Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
 January 2012 – June 2016



In Troop A, there was a 21% increase in the number of stops, or 9,562 additional stops, conducted. There are increases in motor vehicle stops for all racial/ethnic groups in the current reporting period. There were 4,601 additional stops of White drivers, a 17% increase in the current reporting period. Black drivers were involved in an additional 3,100 stops, a 29%

increase. There were 1,697 additional stops of Hispanic drivers, a 35% increase. There were 121 additional stops of Asian drivers, a 10% increase. There was one additional stop of American Indian drivers, a 2% increase. This was the smallest increase among racial/ethnic groups in a given Troop Division-wide. Other drivers were involved in 42 additional stops, a 35% increase. There exists a need for caution in interpretation, particularly for racial/ethnic groups with a typically low volume of activity; given low volumes, small changes in stop activity across reporting periods can yield larger percent changes.

Figure Six C: Troop B Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
 January 2012 – June 2016

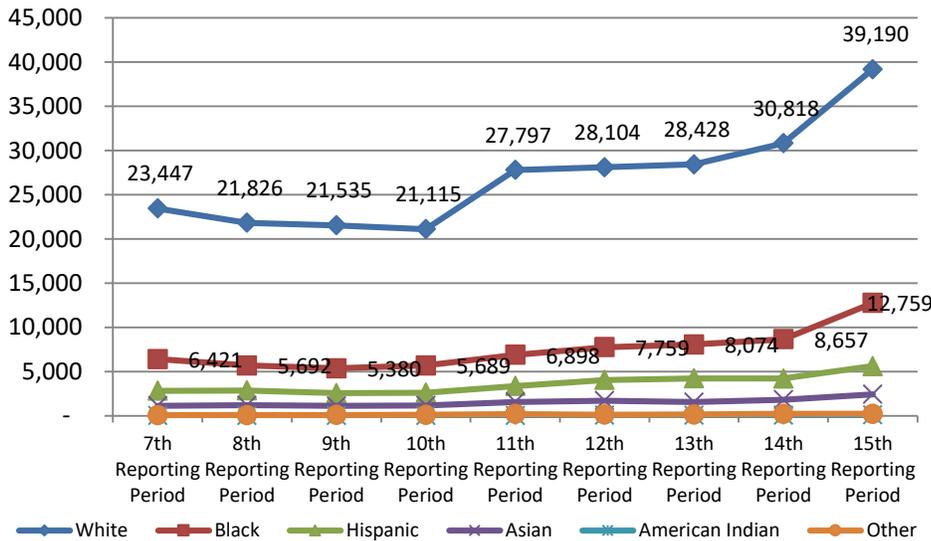


In Troop B, there was a 38% increase, or an additional 21,696 stops conducted in the current reporting period. Correspondingly, there was an increase for each racial/ethnic group in the current reporting period. White drivers were involved in an additional 11,059 stops, a 32% increase. Black drivers were involved in an additional 4,952 stops, a 59% increase. There were

3,903 additional stops of Hispanic drivers, a 44% increase. As seen in Figure Six B, the number of stops of Black and Hispanic drivers is consistently very close. In the current reporting period, the number of stops of Black drivers was slightly larger than that of Hispanic drivers, by a difference of 457 stops,

smaller than the difference in the previous reporting period. In the current reporting period, there were an additional 1,676 stops of Asian drivers, a 34% increase. American Indian drivers were involved in an additional 14 motor vehicle stops, an 8% increase. Other drivers were involved in 92 additional stops, a 25% increase.

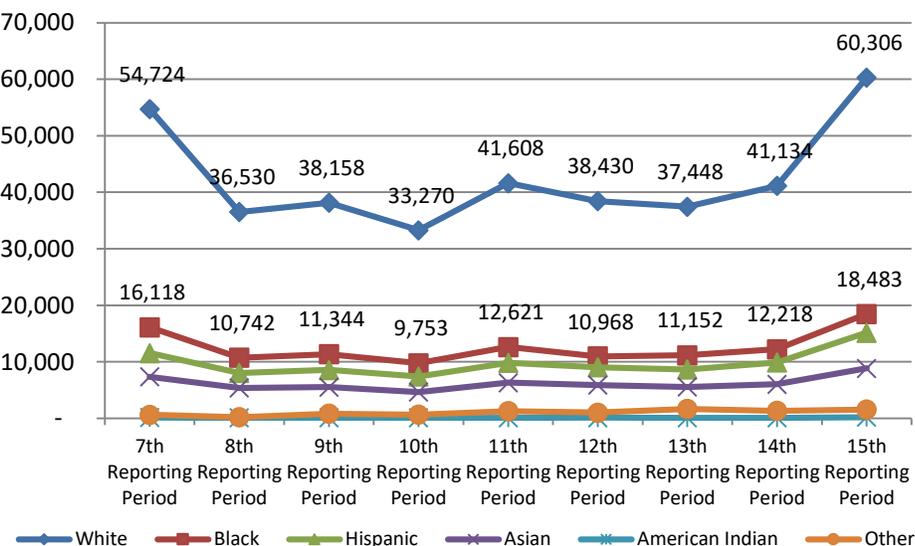
Figure Six D: Troop C Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
 January 2012 – June 2016



The number of stops Troop C conducted increased 32%, or an additional 14,532 motor vehicle stops, in the current reporting period. There were increases in stops for all racial/ethnic groups in the current reporting period in Troop C. White drivers were involved in the majority of Troop C's stops, 8,372 additional stops, a 27% increase. Black drivers were involved in 4,102 additional stops, a 47% increase.

There were 1,408 additional stops of Hispanic drivers, a 33% increase, and 622 additional stops of Asian drivers, a 34% increase. American Indian drivers were involved in 22 additional stops, a 24% increase. Other drivers were involved in the smallest increase for Troop C, with six additional stops, a 3% increase since the previous reporting period. As shown in Figure Six D, with limited exceptions, the number of stops involving each racial/ethnic group has increased nearly every reporting period since the 9th reporting period.

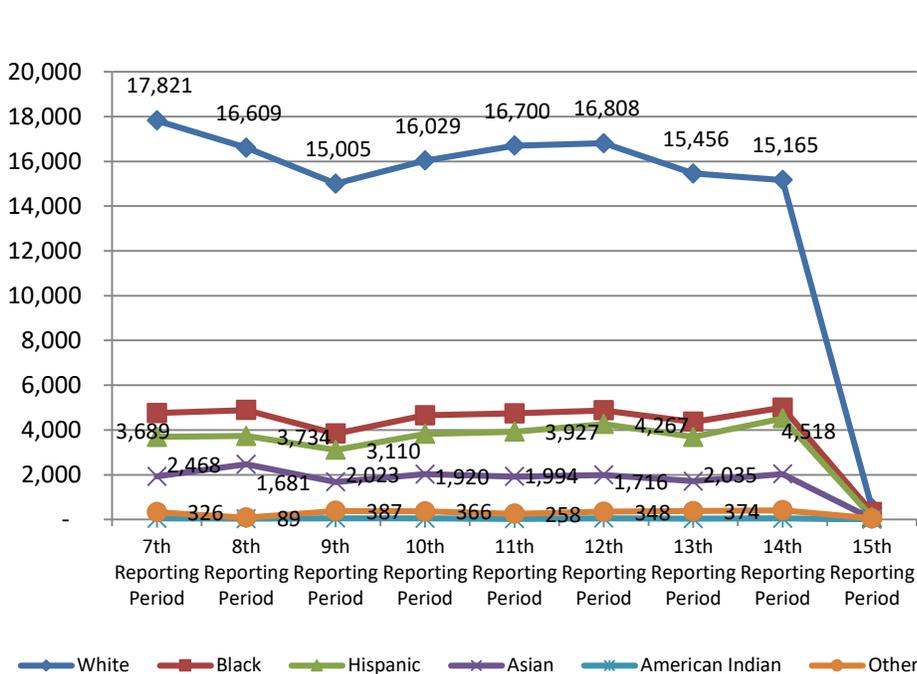
Figure Six E: Troop D Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
 January 2012 – June 2016



Stops Troop D conducted increased by 48%, or 33,870 additional stops, in the current reporting period, which is the largest number and percentage increase in overall stops Division-wide. As noted earlier, roughly 22,000 of the additional stops were those that were previously identified as Other, non-Troop stations. Thus, though there was a

considerable increase in Troop D's stops, roughly 40% of the increase is not the result of an increase in activity but rather the re-categorization of stops. Stops of all racial/ethnic groups in Troop D increased in the current reporting period. The largest increase occurred for White drivers, who were involved in 19,172 additional stops, a 47% increase. This was the largest increase in motor vehicle stops for any racial/ethnic group Division-wide. Black drivers were involved in 6,265 additional stops, a 51% increase in stops in the current reporting period. Hispanic drivers were involved in 5,254 stops, a 53% increase. There were 2,824 additional stops of Asian drivers, a 47% increase. American Indian drivers were involved in 130 additional stops in Troop D, a 160% increase from the previous reporting period. The number of motor vehicle stops for American Indian drivers in Troop D more than doubled two and a half times since the previous reporting period; from 81 stops in the previous period to 211 in the current period. Other drivers were involved in 225 additional stops, a 17% increase.

Figure Six F: Other Stations Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
 January 2012 – June 2016



Stops conducted at stations identified as Other, non-Troop stations decreased 96%, or by 26,120 stops, in the current reporting period. The re-categorization of these stops largely drives the decrease in the number of stops in Other, non-Troop stations. Stops previously classified as Other, non-Troop stations are now more appropriately categorized to reflect the true location of these stops (see page 4). There was a decrease for all racial/ethnic groups in the current reporting

period. Because this is not a true decrease in activity, there is no detailed discussion of the decrease.

Reason for Stops

As in previous reporting periods, moving violations were the basis for the majority of stops conducted, 78%, or 233,569 stops, of all motor vehicle stops (out of 299,596 total motor vehicle stops Division-wide in the current reporting period). Non-moving violations were the basis for 21%, or 62,033 stops, of all motor vehicle stops, and other violations were the basis for 1%, or 3,994 stops, of all motor vehicle stops in the current reporting period. While moving violations have been the most frequently cited reasons for stops, these violations make up a smaller proportion of stops in the current reporting period in comparison to the previous reporting period (80% were moving violations in the previous reporting period compared to 78% in the current reporting period; see Figure Seven A, page 25). The current reporting period also has the smallest number of motor vehicle stops stemming from moving violations since the second reporting period, as indicated in Figure Seven. The proportion of stops made

for non-moving violations was larger in the current reporting period in comparison to the previous reporting period (19% in the previous reporting period compared to 21% here). Stops made for other reasons continue to make up less than 2% of all motor vehicle stops conducted Division-wide, consistent with all prior reporting periods.

Table One: Proportions of Stop Reasons by Race/Ethnicity
 January 1, 2016 – June 30, 2016

	Stops	Moving Violations	Non-Moving Violations	Other Violations
All Groups	299,596	77.96%	20.71%	1.33%
White	178,173	79.04%	19.90%	1.06%
Black	58,841	73.28%	24.98%	1.74%
Hispanic	40,369	77.38%	21.22%	1.40%
Asian	19,184	88.61%	10.59%	0.80%
American Indian	573	85.34%	14.14%	0.52%
Other	2,456	36.52%	48.66%	14.82%

Table One indicates that the proportions of type of violation are not consistent across racial/ethnic groups. Moving violations were the most common stop reason for White, Black, Hispanic, Asian, and American Indian drivers, whereas non-moving violations were the most common stop reason for Other drivers in the current reporting period. As shown, moving violations were the basis of 89% of all stops of Asian drivers, which is roughly 10 percentage points larger than the overall average of moving violations among all racial/ethnic groups. Conversely, moving violations were the stop reason in only 73% of all stops made of Black drivers. In stops of White drivers, roughly, 79% of stops were for moving violations. For Hispanic drivers, moving violations were the basis of approximately 77% of all stops, similar to the proportions noted for all racial/ethnic groups. In sum, there is evident variation in stop reasons across racial/ethnic groups.

Non-moving violations were the most frequent stop reason for Other drivers, cited in 49% of all stops of this racial/ethnic group in the current reporting period. Of all stops of White drivers, non-moving violations were the reason for 20% of stops. For Black drivers, non-moving violations were the basis for 25% of all stops, for Hispanic drivers non-moving violations were the basis of 21% of all stops, and for Asian drivers non-moving violations were the basis of 11% of stops of Asian drivers. The large proportion of stops of Other drivers based on non-moving violations are frequently instances of vehicle abandonment or parking in prohibited areas. In these stops, the driver was not often present.

Stops for other violations were typically fewer than 2% of all stops made of drivers of each racial/ethnic group, except for Other drivers. Other violations accounted for 15% of all stops of Other drivers in the current reporting period.

Table Two indicates the proportions of stop reasons by Troop and racial/ethnic group in the current reporting period. Across Troops, the reasons for stops vary. Stops based on moving violations were the largest proportion of stops in each Troop varying from 48% in Other, non-Troop stations, to roughly 90% in Troop D. Stops made for non-moving violations vary between 9% in Troop D to nearly 39% in Troop C. Within each troop, however, considerable variation exists across racial/ethnic groups.

Table Two: Proportions of Stop Reasons by Troop and Race/Ethnicity
 January 1, 2016 – June 30, 2016

	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	68.09%	30.54%	1.37%	83.26%	15.14%	1.61%	60.18%	38.83%	0.98%
White	71.33%	27.38%	1.29%	83.43%	15.35%	1.22%	62.25%	36.97%	0.79%
Black	61.83%	36.85%	1.32%	81.67%	15.91%	2.42%	53.56%	45.17%	1.27%
Hispanic	62.73%	35.79%	1.48%	81.31%	17.02%	1.67%	55.35%	43.51%	1.14%
Asian	83.23%	15.84%	0.93%	90.43%	8.72%	0.85%	72.19%	27.20%	0.61%
Am. Indian	78.13%	21.88%	0.00%	89.01%	10.44%	0.55%	79.65%	20.35%	0.00%
Other	56.79%	23.46%	19.75%	61.82%	12.36%	25.81%	56.77%	24.02%	19.21%

	Troop D			Other		
	Moving Violation	Non-Moving Violation	Other	Moving Violation	Non-Moving Violation	Other
All Groups	89.65%	9.27%	1.08%	47.54%	27.88%	24.48%
White	90.97%	8.17%	0.86%	51.07%	33.53%	15.40%
Black	90.02%	8.74%	1.24%	42.99%	18.29%	38.72%
Hispanic	88.88%	9.97%	1.15%	45.76%	40.68%	13.56%
Asian	92.71%	6.52%	0.77%	63.83%	29.79%	6.38%
Am. Indian	87.20%	11.85%	0.95%	100.00%	0.00%	0.00%
Other	24.24%	67.07%	8.68%	26.53%	4.08%	69.39%

Across Troops, moving violations were typically a larger proportion of stops made of White, Asian, and American Indian drivers than Black and Hispanic drivers (as seen in Troops A, B, C, and Other, non-Troop stations). Conversely, non-moving violations were typically a larger proportion of stops of Black and Hispanic drivers compared to White and Asian drivers (as seen in Troops A, B, C, and D). Consistently, Other drivers were involved in a larger proportion of stops made for other reasons in comparison to all other racial/ethnic groups Division-wide.

Moving violations were the basis of 68% of Troop A's stops while non-moving violations were only 31% of stops. Similar to the Troop pattern, 71% of stops of White drivers were based on moving violations while non-moving violations were the basis of 27% of all stops. For Black drivers, moving violations were the basis of 62% of stops, while non-moving violations were the basis for 37% of stops. For Hispanic drivers, 63% of motor vehicle stops were for moving violations and 36% were for non-moving violations. In regards to Asian drivers, moving violations were the basis for 83% of stops whereas non-moving violations were the basis for 16%. Stops based on other violations in Troop A were less than 2% of all stops for each racial/ethnic groups with the exception of Other drivers, for which they were 20%.

Compared to Troop A, moving violations were a larger proportion of Troop B's stops, 83%, while non-moving violations were 15% of all stops Troop B conducted. Across racial/ethnic groups in Troop B, the proportions of moving violations range from 62% for Other drivers to 90% for Asian drivers. Proportions for non-moving violations range from 9% for Asian drivers to 17% for Hispanic drivers. Moving violations were the basis of 83% for White drivers, 82% for Black drivers, and 81% for Hispanic drivers. Non-moving violations were the basis of 15% for White drivers, 16% for Black drivers, 17% for Hispanic drivers, and 9% for Asian drivers. Stops based on other violations made up 2% or less for each racial/ethnic groups with the exception of Other drivers; other violations accounted for 26% of all stops of Other drivers in the current reporting period. There is less variation among racial/ethnic groups in the proportions of stops made for each stop reason in Troop B.

In Troop C, moving violations were 60% of all stops, non-moving violations were 39%, and other violations were 0.98% of all stops. Asian drivers were involved in the largest percentage point difference across stop reasons in Troop C. In the current period, moving violations were the basis of 72% of stops of Asian drivers, whereas non-moving violations were the basis of 27% stops of Asian drivers. Conversely, moving violations were 53% and 55% of stops of Black and Hispanic drivers, respectively. While non-moving violations were 39% of all stops in Troop C, they were 45% of stops of Black drivers and 44% of stops of Hispanic drivers. For stops of White drivers, moving violations were the basis of 62% of stops while non-moving violations were the basis of 37% of stops in Troop C.

Among Troop D's stops, moving violations were 90% of all motor vehicle stops, non-moving violations were 9% of all motor vehicle stops, and other violations were 1% of all motor vehicle stops. Troop D conducted the largest proportion of stops based on moving violations Division-wide. In stops of White drivers, moving violations were the basis of 91% and non-moving violations were the basis of 8% of all stops. For Black drivers in Troop D, moving violations were the basis of 90% of all stops and non-moving violations were the basis of only 9% of all stops. Moving violations were the basis of 89% of stops of Hispanic drivers and non-moving violations were the basis of 10% of stops of Hispanic drivers. Moving violations were the reason for 93% of Asian drivers and non-moving violations were only 7% of stops of Asian drivers. With the exception of Other drivers, moving violations consistently made up the largest proportion of stops across all racial/ethnic groups in Troop D. For Other drivers, the majority of stops, 68% were based on non-moving violations.

Among Other, non-Troop stations moving violations were 48% of stops, non-moving violations were 28%, and other violations were 24%. Moving violations were the basis of 51% of stops for White drivers, 43% for Black drivers, 46% for Hispanic drivers, and 64% for Asian drivers. For American Indian drivers, all stops (100%) were for moving violations. Non-moving violations were the basis of 34% of stops of White drivers, 18% of stops of Black drivers, 41% of stops of Hispanic drivers, and 30% of stops of Asian drivers. As previously mentioned, since the number of stops conducted by Other, non-Troop stations is small, the need for caution exists in interpreting proportional outcomes.

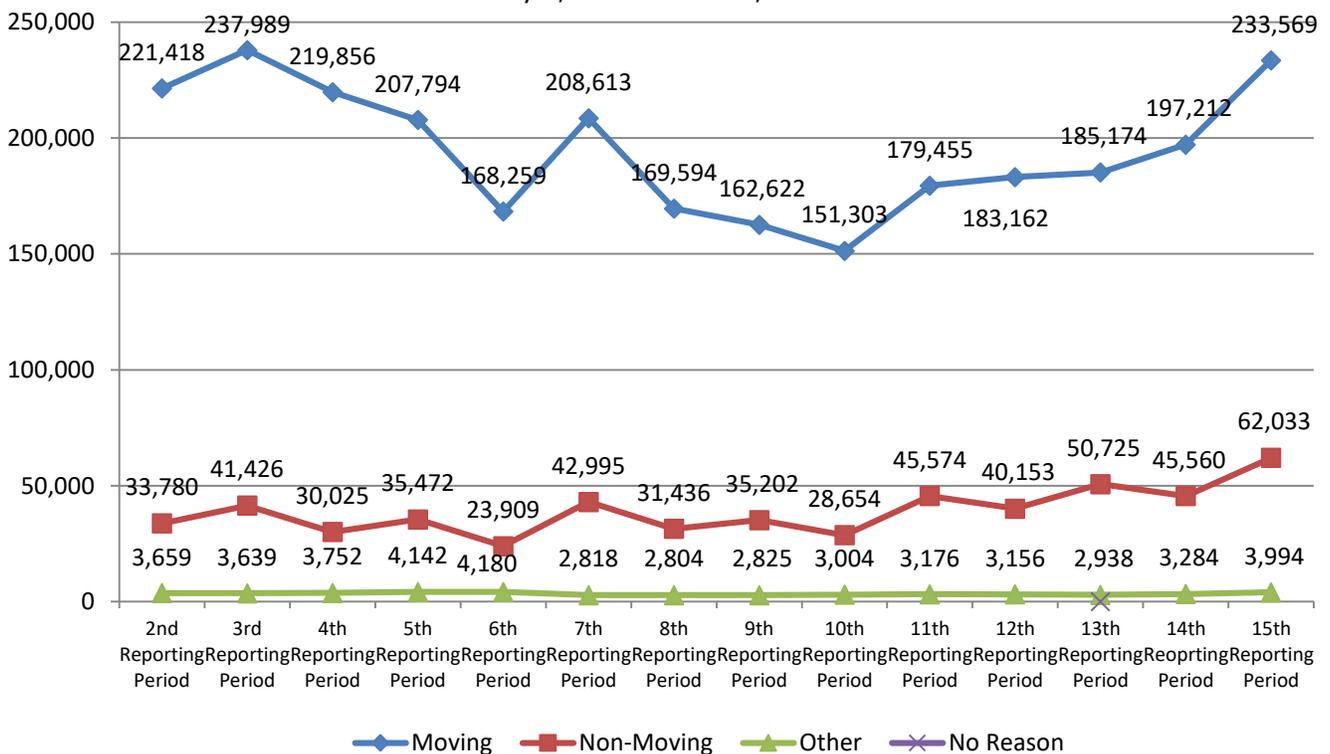
Figure Seven depicts Division-wide trends in stop reasons from the second through the current reporting periods. As shown, in the current reporting period, moving violations were the basis of 233,569 motor vehicle stops, 78%. Historically, moving violations typically accounted for between 78% and 87% of all motor vehicle stops (see Figure Seven A, page 25). The proportion of stops based on moving violations in the current reporting period is generally consistent with proportions in previous reporting periods.

Non-moving violations account for a much smaller proportion of motor vehicle stops. Typically, non-moving violations account for between 12% and 21% of all motor vehicle stops. In the current reporting period, non-moving violations were the basis of 62,033 stops, or 21% of all stops, consistent with historical trends.

While non-moving violations make up a small proportion of all motor vehicle stops, stops made for other violations make up an even smaller proportion. The proportion of stops for other reasons is usually between 1% and 2% of all stops. In the current period, other violations were the basis of 3,994 motor vehicle stops, 1.33% of all stops, consistent with previous reporting periods.

Figure Seven: Trends in Reasons for Motor Vehicle Stops

July 1, 2009 – June 30, 2016



Overall, the same general patterns of stop reasons remain - moving violations are the basis of the majority of stops. As noted previously, the overall number of stops Division-wide increased 22% in the current reporting period. There were 36,357 additional motor vehicle stops based on moving violations, an 18% increase since the previous reporting period. There were 16,473 additional motor vehicle stops based on non-moving violations, a 36% increase in the current reporting period. Additionally, there were 710 additional motor vehicle stops based on other reasons, which is a 22% increase in the current reporting period. The increases among all violation categories are reflective of the increase in overall motor vehicle stops this current reporting period. Fluctuations in stop reasons across reporting periods are likely borne out of enforcement details. For example, a State Police grant focused on seat belt violations might result in an increase in non-moving violations. Conversely, the end of a grant targeting a certain category of stops could potentially cause a decrease in those stops. For this reason, OLEPS does not offer an opinion on the proportion of stops made for moving, non-moving, or other violations. Rather, OLEPS merely presents and compares these numbers and proportions to previous reporting periods.

Figure Seven A: Proportional Trends in Reasons for Motor Vehicle Stops

July 1, 2009 – June 30, 2016

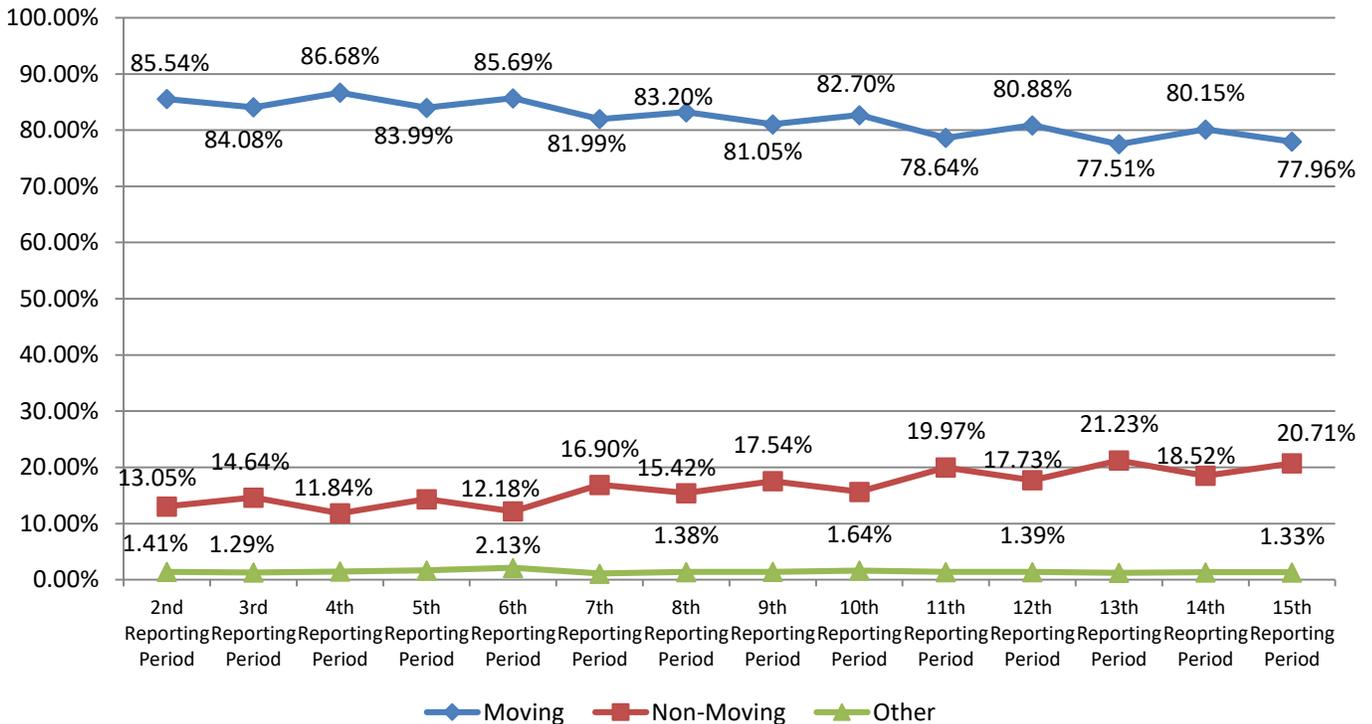
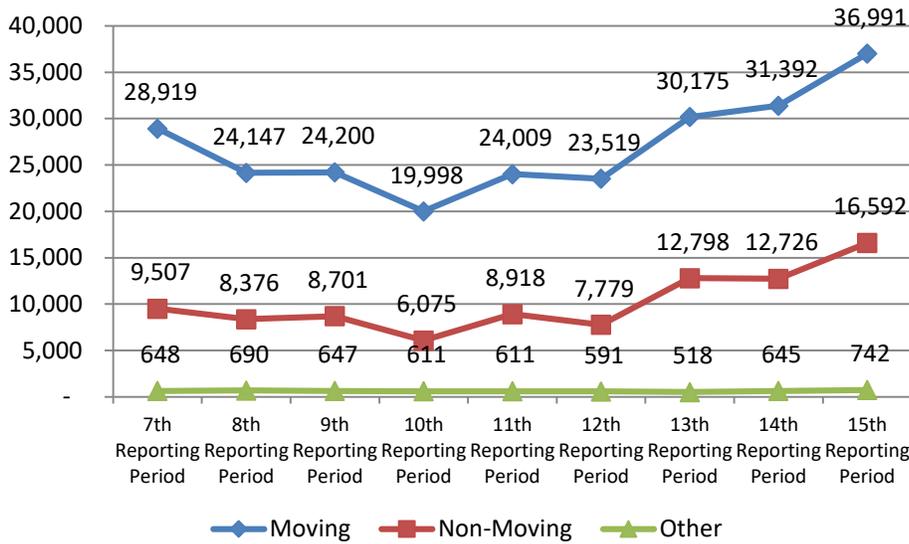


Figure Seven A depicts the proportional trends in reasons of motor vehicle stops from the 2nd to the current reporting period. From the 2nd reporting period to the current reporting period, there was roughly an eight percentage point change for moving and non-moving violations; moving violations decreased while non-moving violations increased. This trend is similar in each individual Troop, where moving violations decreased from the 2nd to the current reporting period and non-moving violations increased. From one reporting period to the next, the average percentage point change across all reporting periods is roughly half a percentage point. From the previous reporting period to the current reporting period, specifically, there was a two percentage point change noted for moving and non-moving violations, and no change for other reasons.

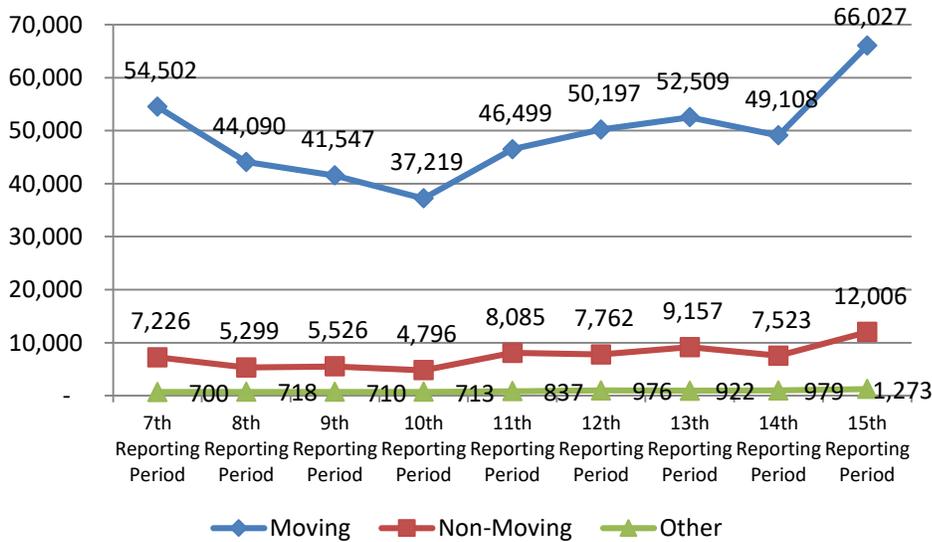
Figure Seven B: Troop A Trends in Motor Vehicle Stop Reasons
 January 2012 – June 2016



The number of overall stops Troop A conducted increased by 21%, or an additional 9,562 stops, in the current reporting period. The number of stops made for moving violations increased by 5,599 stops (18%), and the number of stops made for non-moving violations increased by 3,866 stops (30%) in the current reporting period. There has been a fairly consistent increase in the number of stops made for

moving and non-moving violations in Troop A since the 12th reporting period. Similarly, the number of stops made for other reasons increased by 97 stops (15%) in the current reporting period.

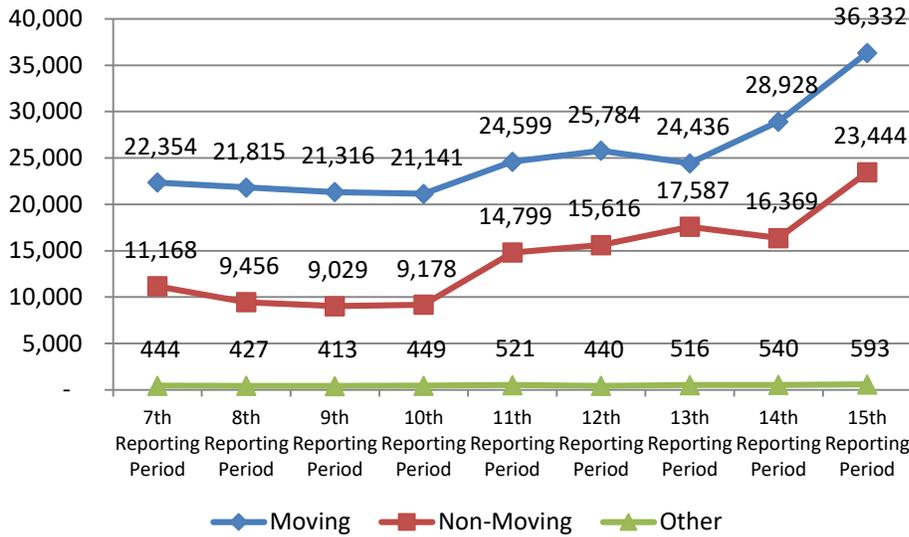
Figure Seven C: Troop B Trends in Motor Vehicle Stop Reasons
 January 2012 – June 2016



The number of motor vehicle stops Troop B conducted increased by 38%, or 21,969 additional stops, in the current reporting period. This is the largest number of stops Troop B conducted since the 7th reporting period. Stops made for moving violations increased by 16,919 stops, a 34% increase in the current reporting period. The number of stops made for non-moving violations increased by 4,483 stops,

or 60%. Stops made for other reasons increased by 294 stops, or 30%, since the previous reporting period.

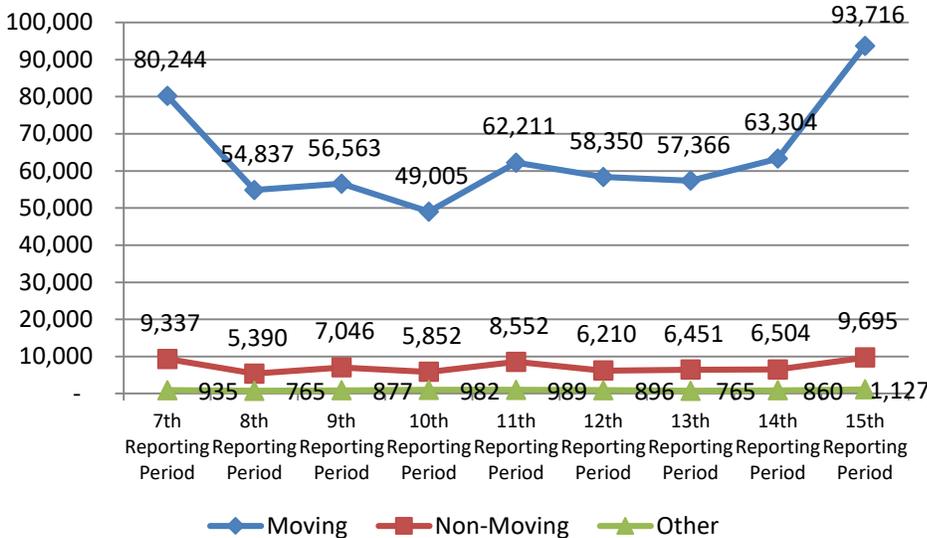
Figure Seven D: Troop C Trends in Motor Vehicle Stop Reasons
 January 2012 – June 2016



The number of motor vehicle stops Troop C conducted increased by 32%, or 14,532 additional stops, in the current reporting period. The number of stops made for moving violations increased by 7,404 stops, a 26% increase. This is the largest number of stops made for moving violations across all reporting periods observed for Troop C. The number of stops made for non-moving violations

increased in the current reporting period by 7,075 stops, or 43%. Similarly, this is the largest number of stops made for non-moving violations across all reporting periods observed for Troop C. Stops made for other reasons increased slightly, by 53 stops, or 10%.

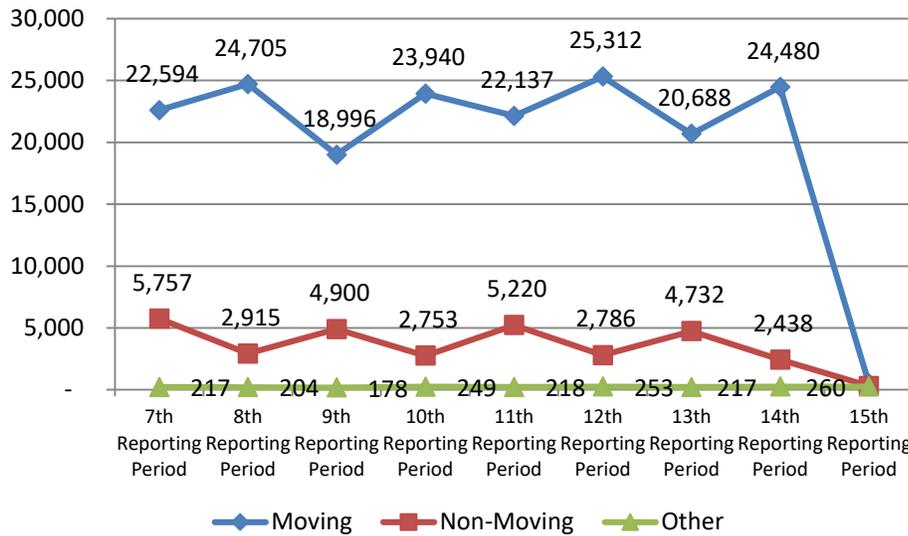
Figure Seven E: Troop D Trends in Motor Vehicle Stop Reasons
 January 2012 – June 2016



There was a 48% increase in Troop D's motor vehicle stops, or an additional 33,870 stops in the current reporting period. Stops made for moving violations increased by 30,412 stops, or 48%. Stops made for non-moving violations increased by 3,191 stops, or 49%. Stops made for other reasons increased by 267 stops, or 31% in the current reporting period. As stated prior, Troop D had the largest increase in motor vehicle stops for the

current reporting period.

Figure Seven F: Troop E Trends in Motor Vehicle Stop Reasons
 January 2012 – June 2016

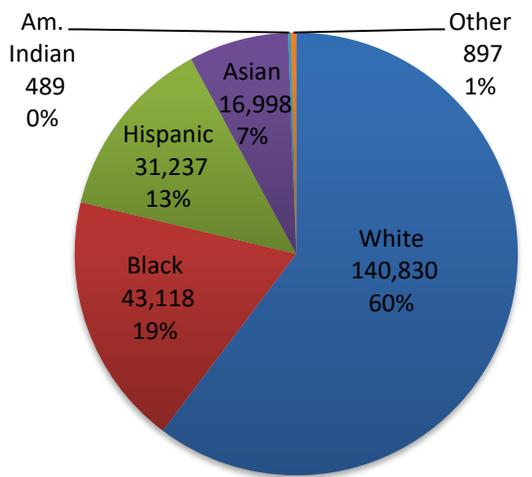


There was a 96% decrease in motor vehicle stops in Other, non-Troop stations conducted since the previous reporting period. As stated previously (see page 4), this substantial decrease was due to the re-categorization of stops previously misidentified as Other, non-Troop stations. This re-categorization method more accurately represents the data. The decreases noted in Figure

Seven F are borne out of this re-categorization and as such, discussion of the decrease would be misleading.

Because every stop receives a stop reason, the racial/ethnic distribution of all stops with a reason should be identical to that of all stops. Given this, it is more appropriate to assess the racial/ethnic distribution of each type of motor vehicle stop.

Figure Eight: Racial/Ethnic Distribution of Stops made for Moving Violations
 January 1, 2016 – June 30, 2016



Total Stops for Moving Violations: 233,569

Moving violations make up the overwhelming majority of motor vehicle stops. As such, the racial/ethnic distribution of stops with moving violations is nearly identical to that of all stops. As shown in Figure Eight, 140,830 stops (60%) made for moving violations involved White drivers, 43,118 (19%) involved Black drivers, 31,237 stops (13%) involved Hispanic drivers, and 16,998 stops (7%) involved Asian drivers. One percent involved drivers of an Other race/ethnicity, and less than one percent involved American Indian drivers. When compared to the racial/ethnic distribution of all motor vehicle stops (see Figure Four, page 14) in the current reporting period, the proportions for White, Black, Hispanic, and Asian drivers differ by one percentage point, and the proportions for American Indian and Other drivers are identical.

Figure Eight A: Proportional Trends of Stops for Moving Violations by Race/Ethnicity
 July 1, 2009 – June 30, 2016

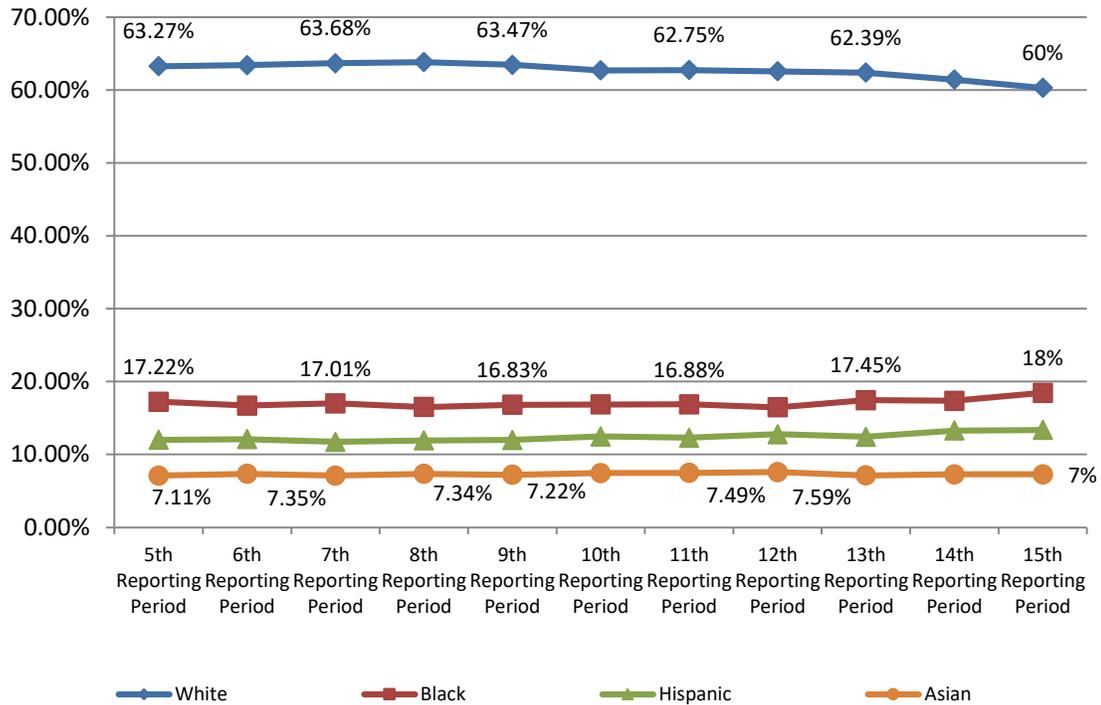
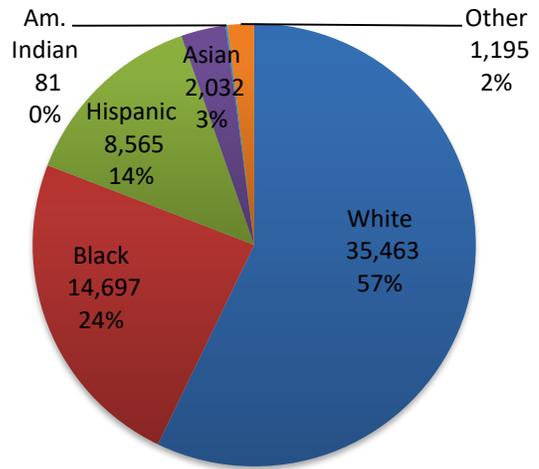


Figure Eight A depicts the proportional trends of stops with moving violations by race/ethnicity from the 5th to the current reporting period. Despite the increases noted for each racial/ethnic group in the current reporting period, the proportions of these trends remained fairly consistent. From the 5th reporting period to the current reporting period, there was roughly a three percentage point change in the proportion of each racial/ethnic group’s stops based on moving violations; there was a decrease for White drivers and an increase for Black, Hispanic, and Asian drivers. From one reporting period to the next, the average percentage point change across all reporting periods is less than half a percentage point.

Figure Nine: Racial/Ethnic Distribution of Stops made for Non-Moving Violations
 January 1, 2016 – June 30, 2016

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 57% of stops made for non-moving violations. Moreover, Black drivers were 24% of all stops made for non-moving violations, Hispanic drivers were 14%, and Asian drivers were 3% of all non-moving violations. Compared to all motor vehicle stops (see Figure Four, page 14), White drivers were 59% of all stops, but 57% of non-moving violations. Black drivers were 20% of all stops, but 24% of non-moving violations. Hispanic drivers were identical in proportion. Asian drivers were 6% of all stops but 3% of stops of non-moving violations. American Indian drivers were less than 1% of all stops and stops made for non-moving violations. Other drivers made up approximately 1% of all stops, but 2% of all stops made for non-moving violations.



Total Stops for Non-Moving Violations: **62,033**

Figure Nine A: Proportional Trends of Non-Moving Violations by Race
 July 1, 2009 – June 30, 2016

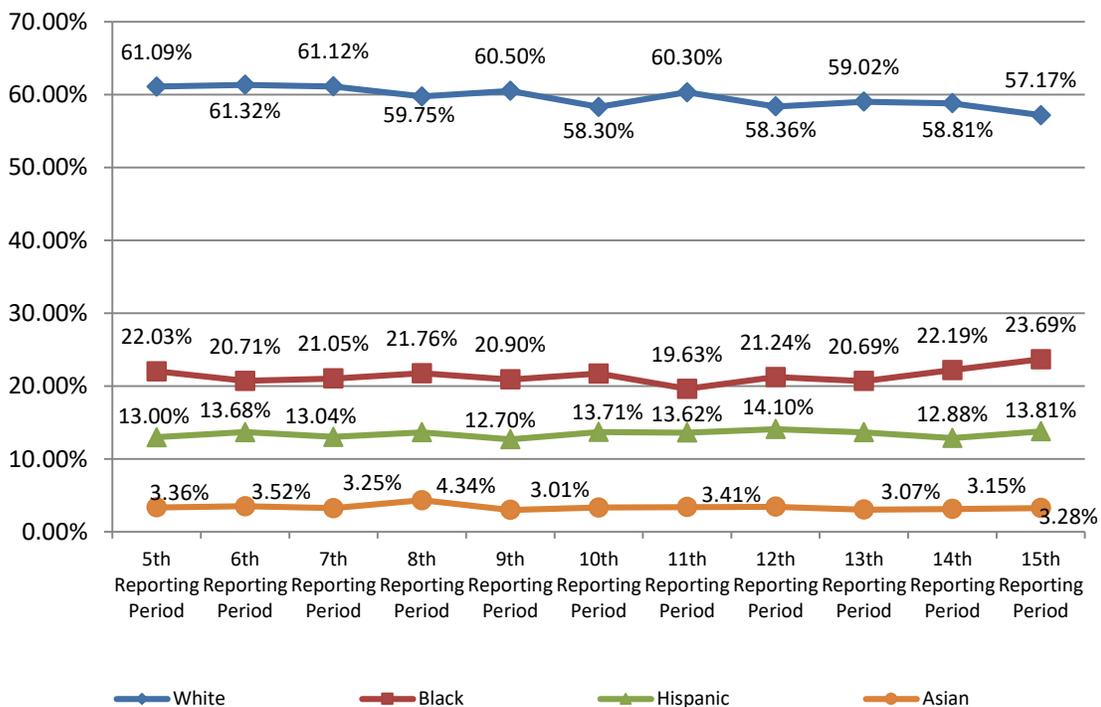
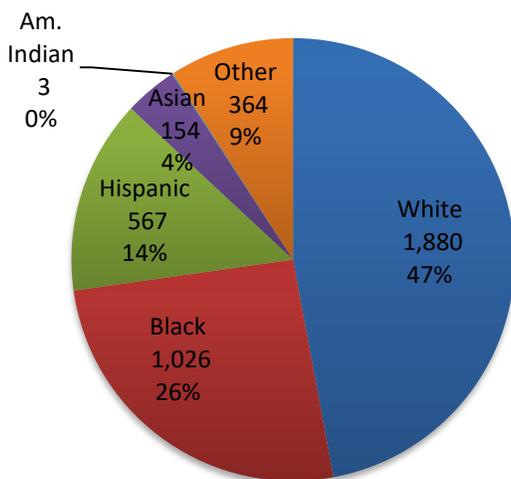


Figure Nine A depicts the proportional trends of stops with moving violations by race/ethnicity from the 5th to the current reporting period. Despite the increases noted for each racial/ethnic group in the

current reporting period, the proportions of these trends remained fairly consistent. From the 5th reporting period to the current reporting period, there was roughly a four percentage point change or less in the proportion of non-moving stops for each racial/ethnic group; there was a decrease for White drivers and an increase for Black, Hispanic, and Asian drivers, similar to the moving violations. The largest proportional change involved White drivers, a four percentage point decrease from the 5th to the current reporting period. From one reporting period to the next, the average percentage point change across all reporting periods is less than half a percentage point.

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

January 1, 2016 – June 30, 2016



Total Stops for Other Violations: 3,994

Because there are so few stops (less than 4,000) made for other reasons, the racial/ethnic distribution of these stops is most likely to differ from the overall distribution of stops. Indeed, these distributions differ considerably. White drivers, while still the majority, were only involved in 1,880 stops, or 47% of stops made for other reasons. Black drivers, however, were involved in 1,026 stops, or 26% of stops made for other reasons. Hispanic drivers were involved in 567 stops made for other reasons, 14%. Asian drivers were involved in 154 motor vehicle stops, 4%. Drivers identified as Other were involved in 364 motor vehicle stops for other reasons, 9%.

Figure Ten A: Proportional Trends of Other Violations by Race
 July 1, 2009 – June 30, 2016

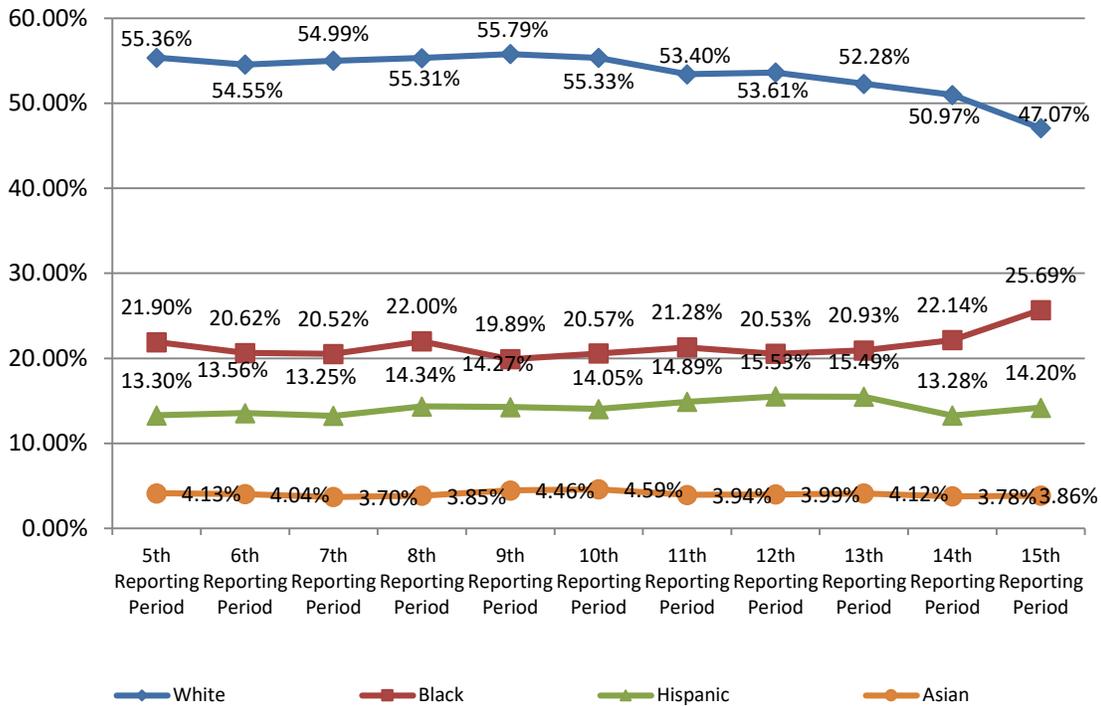


Figure Ten A depicts the proportional trends of stops with moving violations by race/ethnicity from the 5th to the current reporting period. Historically, there are a smaller number of other violations compared to moving and non-moving violations. Thus, the smaller number of other violations are reflective of the larger changes in proportions seen across racial/ethnic groups. From the 5th reporting period to the current reporting period, there was an eight percentage point decrease for White drivers and a four percentage point increase for Black drivers. There was a less than one percentage point change for Hispanic and Asian drivers. However, this was an increase in the proportion for Hispanic drivers and a decrease for Asian drivers. From one reporting period to the next, the average percentage point change across all reporting periods is less than one percentage point. Larger percentage point changes can be seen for White and Black drivers in the current reporting period, with four fewer percentage points for White drivers and four additional percentage points for Black drivers.

Stop Statutes

There were 105 unique statutes cited in the 233,569 stops made for moving violations in the current reporting period. Table Three lists the five most frequently cited statutes in stops with moving violations, which account for roughly 84% of all stops made for moving violations in the current reporting period. As depicted, across all stops N.J.S.A. 39:4-98, Rate of Speed, was the most commonly cited moving statute, followed by N.J.S.A 39:4-88B, Unsafe Lane Change, then N.J.S.A. 39:4-97, Careless Driving, N.J.S.A., 19:9-1.2A, Turnpike Speed Limit- 65, and N.J.S.A. 39:4-97.3, Hands Free Device. These five statutes listed account for approximately 85% of all stops for moving violations involving White drivers, 83% of stops for moving violations of Black drivers, 79% of stops for moving violations of Hispanic drivers, and 81% of stops for moving violations of Asian drivers. This indicates more variation in the moving statutes cited in stops of minority drivers than White drivers. However, for Asian, American Indian, and Other drivers, the top five statutes cited in moving violations differ from those listed in

Table Three. For Asian and American Indian drivers, N.J.S.A. 19:9-1.2A, Turnpike Speed Limit – 65, is more prevalent than N.J.S.A. 39:4-97, Careless Driving. As for Other drivers, N.J.S.A. 39:4-97.3, Hands Free Device is not a frequently cited stop reason. Instead, N.J.S.A. 19:9-1.3C, Disregard of Turnpike Signs, is a frequent citation for Other drivers.

Table Three: Moving Violation Stop Statutes by Race/Ethnicity
 January 1, 2016 – June 30, 2016

		White	Black	Hispanic	Asian	American Indian	Other	Total
Rate of Speed	39:4-98	64,791	15,563	10,700	5,760	167	328	97,309
% of Statute		66.58%	15.99%	11.00%	5.92%	0.17%	0.34%	100.00%
Unsafe Lane Change	39:4-88B	18,067	7,934	5,418	2,604	92	151	34,266
% of Statute		52.73%	23.15%	15.81%	7.60%	0.27%	0.44%	100.00%
Careless Driving	39:4-97	16,112	5,276	3,775	1,961	51	98	27,273
% of Statute		59.08%	19.35%	13.84%	7.19%	0.19%	0.36%	100.00%
Turnpike Speed Limit- 65	19:9-1.2A	11,578	5,088	3,155	2,390	55	75	22,341
% of Statute		51.82%	22.77%	14.12%	10.70%	0.25%	0.34%	100.00%
Hands Free Device	39:4-97.3	9,764	1,866	1,672	994	36	28	14,360
% of Statute		67.99%	12.99%	11.64%	6.92%	0.25%	0.19%	100.00%
Total		120,312	35,727	24,720	13,709	401	680	195,549
Proportion of all Moving Stops		85.43%	82.86%	79.14%	80.65%	82.00%	75.81%	83.72%

Each racial/ethnic group made up a varying proportion of all stops made for each of the top five statutes. Generally, the distribution is consistent across statutes. As indicated above, Rate of Speed was the most frequent statute Division-wide. Of all stops made based on Rate of Speed, 67% involved White drivers, 16% involved Black drivers, 11% involved Hispanic drivers, and 6% involved Asian drivers. Conversely, of all stops made for those not abiding by the 65 m.p.h. speed limit on the Turnpike, a smaller proportion, 52%, were White drivers, whereas a larger proportion, 23%, were Black drivers. Hispanic drivers were 14%, and Asian drivers were 11% of this stop statute. Division-wide, White drivers were the largest proportion stopped for not utilizing a Hands-Free Device, 68%, whereas Black and Hispanic drivers made up smaller proportions of this statute, accounting for 13% and 12% of these stops, respectively. Asian drivers were 7% of stops with this statute in the current reporting period.

Table Three A: Moving Violation Stop Statutes by Race/Ethnicity for Troop A
 January 1, 2016 – June 30, 2016

		White	Black	Hispanic	Asian	American Indian	Other	Total
Rate of Speed	39:4-98	14,508	4,697	2,192	571	31	52	22,051
% of Statute		65.79%	21.30%	9.94%	2.59%	0.14%	0.24%	100.00%
Unsafe Lane Change	39:4-88B	3,554	1,896	1,020	229	5	22	6,726
% of Statute		52.84%	28.19%	15.17%	3.40%	0.07%	0.33%	100.00%
Careless Driving	39:4-97	2,052	893	404	145	7	5	3,506
% of Statute		58.53%	25.47%	11.52%	4.14%	0.20%	0.14%	100.00%
Hands-Free Device	39:4-97.3	961	280	125	36	6	2	1,410
% of Statute		68.16%	19.86%	8.87%	2.55%	0.43%	0.14%	100.00%
Right of Way	39:4-144	477	219	116	12	-	4	828
% of Statute		57.61%	26.45%	14.01%	1.45%	0.00%	0.48%	100.00%
Total		21,552	7,985	3,857	993	49	85	34,521
Proportion of all Moving Stops		93.70%	92.60%	92.96%	92.20%	98.00%	92.39%	93.32%

The top moving violation statutes vary across troops. For Troop A, there were 61 unique statutes used in the 36,991 stops for moving violations conducted in the current reporting period. The top three statutes used by Troop A are the same as those noted Division-wide. However, the fourth most common statute for Troop A was Hands Free Device and the fifth most common statute cited was not listed amongst the five most common Division-wide, N.J.S.A. 39:4-144, Right of Way. The five most common statutes Troop A cited account for roughly 93% of Troop A's stops for moving violations and between 92% and 98% of all stops for a moving violation of each racial/ethnic group. The racial/ethnic distribution for each statute varied but Rate of Speed remains the most common statute for each group in Troop A. White drivers made up the majority of each statute, with proportions ranging from 53% to 68%. Black drivers are the second largest proportion for each statute, with proportions ranging from 20% to 28%. Hispanic drivers made up between 9% and 15% of each statute, while Asian drivers were between 1% and 4% of each statute cited in stops with moving violations in the current reporting period.

Table Three B: Moving Violation Stop Statutes by Race/Ethnicity for Troop B
 January 1, 2016 – June 30, 2016

		White	Black	Hispanic	Asian	American Indian	Other	Total
Rate of Speed	39:4-98	17,099	4,147	3,914	2,361	49	129	27,699
% of Statute		61.73%	14.97%	14.13%	8.52%	0.18%	0.47%	100.00%
Unsafe Lane Change	39:4-88B	5,960	2,518	2,254	1,201	46	54	12,033
% of Statute		49.53%	20.93%	18.73%	9.98%	0.38%	0.45%	100.00%
Careless Driving	39:4-97	4,733	1,459	1,327	709	25	39	8,292
% of Statute		57.08%	17.60%	16.00%	8.55%	0.30%	0.47%	100.00%
Hands-Free Device	39:4-97.3	3,483	523	691	402	15	11	5,125
% of Statute		67.96%	10.20%	13.48%	7.84%	0.29%	0.21%	100.00%
Failure to Keep Right	39:4-88A	1,077	638	656	325	5	13	2,714
% of Statute		39.68%	23.51%	24.17%	11.97%	0.18%	0.48%	100.00%
Total		32,352	9,285	8,842	4,998	140	246	55,863
Proportion of all Moving Stops		84.45%	85.32%	84.51%	84.37%	86.42%	86.32%	84.61%

In Troop B, there were 74 unique statutes cited in the 66,027 stops made for moving violations. The top five statutes in Troop B account for nearly 85% of all stops for moving violations in Troop B, a smaller proportion than that for Troop A. Nonetheless, Rate of Speed was the most common statute cited in moving violation stops Troop B made for all racial/ethnic groups. White drivers were typically between 50% and 68% of each top statute, with the exception of Failure to Keep Right, in which White drivers made up only 40% of all stops with this statute cited. In Troop B, Black and Hispanic drivers were again highly similar in their proportions of each top statute, likely reflective of population demographics in Troop B's region of the State. Black and Hispanic drivers were between 10% and 24% of each statute. Asian drivers were between 8% and 12% of each statute. N.J.S.A., 39:4-88A, Failure to Keep Right, is the fifth most common statute used in Troop B's stops made for moving violations. This statute involves larger proportions of Black, Hispanic, and Asian drivers in comparison to other top statutes. White drivers were only 40% of this statute while Black and Hispanic drivers were roughly 24% each. Asian drivers made up 12% of stops with this statute cited in the current reporting period.

Table Three C: Moving Violation Stop Statutes by Race/Ethnicity for Troop C
 January 1, 2016 – June 30, 2016

		White	Black	Hispanic	Asian	American Indian	Other	Total
Rate of Speed	39:4-98	10,637	2,315	1,027	726	43	44	14,792
% of Statute		71.91%	15.65%	6.94%	4.91%	0.29%	0.30%	100.00%
Unsafe Lane Change	39:4-88B	4,948	1,899	871	454	24	33	8,229
% of Statute		60.13%	23.08%	10.58%	5.52%	0.29%	0.40%	100.00%
Careless Driving	39:4-97	3,591	1,122	502	236	9	25	5,485
% of Statute		65.47%	20.46%	9.15%	4.30%	0.16%	0.46%	100.00%
Hands-Free Device	39:4-97.3	2,267	444	196	114	7	6	3,034
% of Statute		74.72%	14.63%	6.46%	3.76%	0.23%	0.20%	100.00%
Right of Way	39:4-144	639	239	80	49	2	4	1,013
% of Statute		63.08%	23.59%	7.90%	4.84%	0.20%	0.39%	100.00%
Total		22,082	6,019	2,676	1,579	85	112	32,553
Proportion of all Moving Stops		90.52%	88.07%	85.82%	89.46%	94.44%	86.15%	89.60%

Troop C's 36,322 stops for moving violations were based on 53 unique statutes in the current reporting period. The five most common statutes cited account for approximately 90% of all stops made based on moving violations in Troop C. These statutes account for between 86% and 94% of stops made of each racial/ethnic group for moving violations in Troop C. White drivers made up between 60% and 75% of each statute. Black drivers were between 15% and 24% of each statute. Hispanic drivers were between 6% and 11% of each statute. Asian drivers made up between 4% and 6% of each statute. American Indian and Other drivers made up less than 1% of each statute. Similar to Troops A and B, Rate of Speed was the most commonly cited statute for all racial/ethnic groups in Troop C.

Table Three D: Moving Violation Stop Statutes by Race/Ethnicity for Troop D
 January 1, 2016 – June 30, 2016

		White	Black	Hispanic	Asian	American Indian	Other	Total
Rate of Speed	39:4-98	22,407	4,337	3,534	2,083	44	97	32,502
% of Statute		68.94%	13.34%	10.87%	6.41%	0.14%	0.30%	100.00%
Turnpike Speed Limit- 65	19:9-1.2A	11,524	5,066	3,136	2,384	55	70	22,235
% of Statute		51.83%	22.78%	14.10%	10.72%	0.25%	0.31%	100.00%
Careless Driving	39:4-97	5,684	1,754	1,533	867	9	26	9,873
% of Statute		57.57%	17.77%	15.53%	8.78%	0.09%	0.26%	100.00%
Unsafe Lane Change	39:4-88B	3,592	1,618	1,271	718	17	41	7,257
% of Statute		49.50%	22.30%	17.51%	9.89%	0.23%	0.56%	100.00%
Hands-Free Device	39:4-97.3	3,043	615	659	442	8	9	4,776
% of Statute		63.71%	12.88%	13.80%	9.25%	0.17%	0.19%	100.00%
Total		46,250	13,390	10,133	6,494	133	243	76,643
Proportion of all Moving Stops		84.30%	80.48%	75.32%	79.18%	72.28%	64.46%	81.78%

Troop D conducted the largest number of motor vehicle stops based on moving violations in the current reporting period, with 93,716 motor vehicle stops based on 84 specific moving violations. The top five statutes account for roughly 82% of Troop D's total stops made for moving violations, indicating larger variation in stop statutes for Troop D compared to Troops A, B, and C. For each racial/ethnic group, these five statutes made up between 64% and 84% of all stops for moving violations in each racial/ethnic group in Troop D. White drivers made up between 50% and 69% of each statute. Black drivers made up between 13% and 23% of each statute, while Hispanic drivers made up between 11% and 18% of each statute. Asian drivers were between 6% and 11% of each statute. Similar to Troops A, B, and C, American Indian and Other drivers were less than 1% of each statute. The most common statute for White, Hispanic, and Other drivers was Rate of Speed in the current reporting period. The most common statute for Black, Hispanic, and American Indian drivers was Turnpike Speed Limit.

Table Three E: Moving Violation Stop Statutes by Race/Ethnicity for Other Stations
 January 1, 2016 – June 30, 2016

		White	Black	Hispanic	Asian	American Indian	Other	Total
Rate of Speed	39:4-98	140	67	33	19	-	6	265
<i>% of Statute</i>		52.83%	25.28%	12.45%	7.17%	0.00%	2.26%	100.00%
Careless Driving	39:4-97	52	48	9	4	1	3	117
<i>% of Statute</i>		44.44%	41.03%	7.69%	3.42%	0.85%	2.56%	100.00%
Turnpike Speed Limit- 65	19:9-1.2A	15	1	4	2	-	-	22
<i>% of Statute</i>		68.18%	4.55%	18.18%	9.09%	0.00%	0.00%	100.00%
Unsafe Lane Change	39:4-88B	13	3	2	2	-	1	21
<i>% of Statute</i>		61.90%	14.29%	9.52%	9.52%	0.00%	4.76%	100.00%
Hands-Free Device	39:4-97.3	10	4	1	-	-	-	15
<i>% of Statute</i>		66.67%	26.67%	6.67%	0.00%	0.00%	0.00%	100.00%
Total		230	123	49	27	1	10	440
Proportion of all Moving Stops		87.79%	87.23%	90.74%	90.00%	33.33%	76.92%	87.48%

Other, non-Troop stations made 1,058 stops for moving violations based on 21 unique statutes. Table Three E depicts the five most commonly used statutes in these stops, which account for approximately 88% of all stops for moving violations. For each racial/ethnic group, these top statutes account for between 33% and 91% of all of Other, non-Troop stations stops for moving violations. White drivers made up between 44% and 68% of each statute, Black drivers were between 5% and 41%, Hispanic drivers were between 7% and 18%, and Asian drivers were between 0% and 10% of each statute; similar to all other troops, American Indian and Other drivers were less than 1% of each statute. Thus, for Other, non-Troop stations there is greater variation in moving statutes across racial/ethnic groups.

In the 62,033 stops made Division-wide for non-moving violations, there were 181 unique statutes cited. Table Four depicts the five most commonly used statutes among all racial/ethnic groups, which account for roughly 78% of all stops made for non-moving violations. These statutes account for 79% of all non-moving stops of White drivers, 79% of all non-moving stops of Black drivers, 81% of non-moving stops of Hispanic drivers, 80% of non-moving stops of Asian drivers, 83% of non-moving stops of American Indian drivers, and only 11% of non-moving stops of Other drivers. For drivers of all racial/ethnic groups Division-wide, N.J.S.A. 39:3-66, Maintenance of Lamps, was the most frequently cited statute. However, across racial/ethnic groups, there is variation in the frequency of these five most common statutes. For example, the fifth most common statute for White drivers was N.J.S.A. 39:8-1, Vehicle Inspection, rather than N.J.S.A. 39:3-74, Windshield Wipers. For Black drivers, N.J.S.A. 39:3-75, Safety Glass, was the second most common statute and N.J.S.A. 39:3-76.2F, Seatbelts, was the third most common statute. American Indian driver's fourth most common non-moving statute was Windshield Wipers, whereas the fifth most common statute was N.J.S.A. 39:3-33, Registration and Plates. For Hispanic and Other drivers, the top five statutes largely varied from the top five non-moving statutes for all racial/ethnic groups Division-wide.

Table Four: Top Non-Moving Violation Stop Statutes by Race/Ethnicity
 January 1, 2016 – June 30, 2016

		White	Black	Hispanic	Asian	American Indian	Other	Total
Maintenance of Lamps	39:3-66	10,294	4,317	2,134	658	24	51	17,478
% of Statute		58.90%	24.70%	12.21%	3.76%	0.14%	0.29%	100.00%
Seatbelts	39:3-76.2F	8,756	2,273	1,550	387	12	23	13,001
% of Statute		67.35%	17.48%	11.92%	2.98%	0.09%	0.18%	100.00%
Safety Glass	39:3-75	4,294	2,917	1,879	304	21	32	9,447
% of Statute		45.45%	30.88%	19.89%	3.22%	0.22%	0.34%	100.00%
Registration & Plates	39:3-33	2,580	1,149	701	160	5	18	4,613
% of Statute		55.93%	24.91%	15.20%	3.47%	0.11%	0.39%	100.00%
Windshield Wipers	39:3-74	2,234	943	714	121	5	8	4,025
% of Statute		55.50%	23.43%	17.74%	3.01%	0.12%	0.20%	100.00%
Total		28,158	11,599	6,978	1,630	67	132	48,564
Proportion of all Non-Moving Stops		79.40%	78.92%	81.47%	80.22%	82.72%	11.05%	78.29%

For the top five non-moving statutes, each racial/ethnic group made up a varying proportion; however, White drivers continue to make up the largest proportion of stops made for each specific statute. The proportion of each statute involving White drivers ranged from 45% for Safety Glass to 67% for Seatbelts. Black drivers accounted for only 18% of stops for Seatbelts, yet 31% of stops made for Safety Glass. Hispanic drivers were 12% of stops made for Seatbelts and 20% of stops made for Safety Glass. More consistently represented across these top statutes, Asian drivers made up between 3% and 4% of each statute. Similar to their representation in the top statutes cited for moving violations, American Indian and Other drivers accounted for less than 1% of the top five non-moving violation stop statutes in the current reporting period.

Table Four A: Top Non-Moving Violation Stop Statutes by Race/Ethnicity Troop A
 January 1, 2016 – June 30, 2016

		White	Black	Hispanic	Asian	American Indian	Other	Total
Maintenance of Lamps	39:3-66	3,506	1,912	855	115	10	18	6,416
% of Statute		54.64%	29.80%	13.33%	1.79%	0.16%	0.28%	100.00%
Seatbelts	39:3-76.2F	1,446	467	241	19	1	6	2,180
% of Statute		66.33%	21.42%	11.06%	0.87%	0.05%	0.28%	100.00%
Safety Glass	39:3-75	893	775	427	20	1	3	2,119
% of Statute		42.14%	36.57%	20.15%	0.94%	0.05%	0.14%	100.00%
Vehicle Inspection	39:8-1	773	362	165	7	1	1	1,309
% of Statute		59.05%	27.65%	12.61%	0.53%	0.08%	0.08%	100.00%
Registration & Plates	39:3-33	665	428	186	10	-	5	1,294
% of Statute		51.39%	33.08%	14.37%	0.77%	0.00%	0.39%	100.00%
Total		7,283	3,944	1,874	171	13	33	13,318
Proportion of all Non-Moving Stops		82.49%	76.75%	79.17%	83.41%	92.86%	86.84%	80.27%

Troop A conducted 16,592 stops based on 79 unique non-moving statutes. The top three statutes in Troop A are identical to those used Division-wide by both name and order. Unique to Troop A, N.J.S.A., 39:8-1, Vehicle Inspection is among the top statutes cited whereas Registration and Plates is the fourth most common statute Division-wide. These five statutes represent roughly 80% of all non-moving stops Troop A conducted in the current reporting period. For each racial/ethnic group, these statutes account for 77% to 93% of stops made for non-moving violations in Troop A. The proportion of each non-moving statute that involves each racial/ethnic group varied. White drivers were between 42% and 66% of each of the most frequently cited non-moving statutes. Black drivers were between 21% and 37%, while Hispanic drivers were between 13% and 20%. Asian drivers were between less than 1% and 2% of all statutes cited for non-moving violations, and both American Indian and Other drivers were less than 1% of all non-moving statutes cited. In Troop A, the most commonly used statute for all drivers stopped for non-moving violations was N.J.S.A. 39:3-66, Maintenance of Lamps; however, the third most commonly cited statute for White drivers, Safety Glass, was the second most commonly cited statute for Black, Hispanic, and Asian drivers.

Table Four B: Top Non-Moving Violation Stop Statutes by Race/Ethnicity Troop B
 January 1, 2016 – June 30, 2016

		White	Black	Hispanic	Asian	American Indian	Other	Total
Maintenance of Lamps	39:3-66	1,998	569	439	169	2	11	3,188
<i>% of Statute</i>		62.67%	17.85%	13.77%	5.30%	0.06%	0.35%	100.00%
Seatbelts	39:3-76.2F	1,879	316	435	113	-	6	2,749
<i>% of Statute</i>		68.35%	11.50%	15.82%	4.11%	0.00%	0.22%	100.00%
Safety Glass	39:3-75	1,126	451	624	104	14	9	2,328
<i>% of Statute</i>		48.37%	19.37%	26.80%	4.47%	0.60%	0.39%	100.00%
Registration & Plates	39:3-33	627	246	184	49	1	4	1,111
<i>% of Statute</i>		56.44%	22.14%	16.56%	4.41%	0.09%	0.36%	100.00%
Windshield Wipers	39:3-74	433	151	205	37	1	2	829
<i>% of Statute</i>		52.23%	18.21%	24.73%	4.46%	0.12%	0.24%	100.00%
Total		6,063	1,733	1,887	472	18	32	10,205
<i>Proportion of all Non-Moving Stops</i>		86.01%	81.75%	86.16%	82.66%	94.74%	56.14%	85.00%

Troop B conducted 12,006 stops based on 99 unique non-moving statutes. Troop B used a considerably greater variety of statutes than Troop A in a smaller number of stops made for non-moving violations. Nonetheless, the most frequently cited non-moving statutes in Troop B are identical to the top statutes cited Division-wide. The five most commonly used statutes account for 85% of all non-moving stops in Troop B. For each racial/ethnic group, these statutes account for between 56% and 95% of all stops made for non-moving violations, indicating variation across racial/ethnic groups and stop statutes. White drivers were between 48% and 68% of each statute. Black drivers were between 12% and 22% of each statute, while Hispanic drivers were between 14% and 27% of each statute. Asian drivers were between 4% and 5%, and American Indian and Other drivers less than 1% of each statute. Maintenance of Lamps was the most frequently cited statute for White, Black, Asian, and Other drivers, while Safety Glass was the most frequently cited statute for Hispanic and American Indian drivers.

Table Four C: Top Non-Moving Violation Stop Statutes by Race/Ethnicity Troop C
 January 1, 2016 – June 30, 2016

		White	Black	Hispanic	Asian	American Indian	Other	Total
Maintenance of Lamps	39:3-66	3,947	1,493	588	243	3	14	6,288
% of Statute		62.77%	23.74%	9.35%	3.86%	0.05%	0.22%	100.00%
Seatbelts	39:3-76.2F	3,193	1,074	412	78	5	8	4,770
% of Statute		66.94%	22.52%	8.64%	1.64%	0.10%	0.17%	100.00%
Safety Glass	39:3-75	1,793	1,421	558	111	5	14	3,902
% of Statute		45.95%	36.42%	14.30%	2.84%	0.13%	0.36%	100.00%
Windshield Wipers	39:3-74	1,302	413	273	52	1	3	2,044
% of Statute		63.70%	20.21%	13.36%	2.54%	0.05%	0.15%	100.00%
Registration & Plates	39:3-33	990	358	185	46	-	4	1,583
% of Statute		62.54%	22.62%	11.69%	2.91%	0.00%	0.25%	100.00%
Total		11,225	4,759	2,016	530	14	43	18,587
Proportion of all Non-Moving Stops		77.48%	82.58%	82.25%	79.70%	60.87%	78.18%	79.28%

Troop C conducted the largest volume of non-moving stops in the current reporting period, 23,444 stops. There were 69 unique non-moving statutes cited in these stops. The five most frequently used statutes in Troop C are the same as those for Troop B and the Division, however, in a slightly different order of frequency. Motor vehicle stops cited for N.J.S.A. 39:3-74, Windshield Wiper statutes, was the fourth most common among Troop C, whereas motor vehicle stops cited for Registration and Plates was the fifth most common among Troop C in the current reporting period. In the stops made for non-moving violations in Troop C in the current reporting period, roughly 79% of stops used these top statutes. For each racial/ethnic group, these statutes accounted for between 41% and 83% of stops made for non-moving violations. In Troop C, White drivers made up between 46% and 67% of each statute, while Black drivers were between 20% and 36% of each statute. Hispanic drivers were between 9% and 14% of each statute in the current reporting period, and Asian drivers were between 2% and 4% of each top statute. Maintenance of Lamps was the most frequently cited statute for White, Black, Hispanic, and Asian drivers stopped for non-moving violations in Troop C in the current reporting period. Other drivers were involved in stops most frequently for Maintenance of Lamps and Safety Glass while American Indian drivers were involved in stops most frequently for Seatbelts and Safety Glass.

Table Four D: Top Non-Moving Violation Stop Statutes by Race/Ethnicity Troop D
 January 1, 2016 – June 30, 2016

		White	Black	Hispanic	Asian	American Indian	Other	Total
Seatbelts	39:3-76.2F	2,077	388	419	164	6	3	3,057
% of Statute		67.94%	12.69%	13.71%	5.36%	0.20%	0.10%	100.00%
Maintenance of Lamps	39:3-66	839	331	250	131	9	7	1,567
% of Statute		53.54%	21.12%	15.95%	8.36%	0.57%	0.45%	100.00%
Parking Where Prohibited	19:9-1.6	304	157	89	53	1	948	1,552
% of Statute		19.59%	10.12%	5.73%	3.41%	0.06%	61.08%	100.00%
Safety Glass	39:3-75	481	258	269	69	1	5	1,083
% of Statute		44.41%	23.82%	24.84%	6.37%	0.09%	0.46%	100.00%
Registration & Plates	39:3-33	297	113	145	54	4	5	618
% of Statute		48.06%	18.28%	23.46%	8.74%	0.65%	0.81%	100.00%
Total		3,998	1,247	1,172	471	21	968	7,877
Proportion of all Non-Moving Stops		81.16%	77.21%	77.67%	81.63%	84.00%	92.81%	81.25%

Although Troop D conducted the most motor vehicle stops and the largest number of stops based on moving violations in the current reporting period Division-wide, Troop D conducted the second fewest number of stops based on non-moving violations in the current reporting period. Troop D conducted 9,695 stops based on 107 unique non-moving statutes. This was the largest number of unique non-moving statutes Division-wide. The most frequent statutes used in Troop D differed slightly from the top statutes cited Division-wide. Use of Windshield Wipers was not among the top-most cited statutes in the current reporting period for Troop D. Rather, N.J.S.A. 39:4-138, Parking Where Prohibited, ranked third, while Safety Glass was the fourth most common, and Registration and Plates was the fifth most common statute cited in Troop D. Conversely, Seatbelts was the most frequently cited statute for Troop D, whereas Maintenance of Lamps was the most frequently cited statute for all other Troops and the Division as a whole.

The most common statutes for Troop D, depicted in Table Four D, account for roughly 81% of all non-moving stops Troop D conducted in the current reporting period. For each racial/ethnic group, these statutes accounted for between 77% and 93% of stops made for non-moving violations. White drivers were between 20% and 68% of each statute in the current reporting period, while Black drivers were between 11% and 24% of each statute. Hispanic drivers were between 6% and 25% of each statute. Asian drivers were between 3% and 9%, while American Indian drivers were less than 1% of each statute cited in the current reporting period. Other drivers were less than 1% of Maintenance of Lamps, Seatbelts, Safety Glass, and Registration and Plates but 61% of Parking Where Prohibited. Troop D patrols the Turnpike and Parkway where parking is prohibited outside of designated rest areas. A large portion of patrol involves enforcing prohibited stopping or parking. The large frequency of stops citing parking of other drivers indicates that these cars were likely unattended on the road.

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

January 1, 2016 – June 30, 2016

		White	Black	Hispanic	Asian	American Indian	Other	Total
Seatbelts	39:3-76.2F	161	28	43	13	-	-	245
% of Statute		65.71%	11.43%	17.55%	5.31%	0.00%	0.00%	100.00%
Maintenance of Lamps	39:3-66	4	12	2	-	-	1	19
% of Statute		21.05%	63.16%	10.53%	0.00%	0.00%	5.26%	100.00%
Safety Glass	39:3-75	1	12	1	-	-	1	15
% of Statute		6.67%	80.00%	6.67%	0.00%	0.00%	6.67%	100.00%
Registration & Plates	39:3-33	1	4	1	1	-	-	7
% of Statute		14.29%	57.14%	14.29%	14.29%	0.00%	0.00%	100.00%
Parking Where Prohibited	19:9-1.6	1	1	1				3
% of Statute		33.33%	33.33%	33.33%	0.00%	0.00%	0.00%	100.00%
Total		168	57	48	14	-	2	289
Proportion of all Non-Moving Stops		98.25%	95.00%	100.00%	100.00%	0.00%	100.00%	97.97%

Other, non-Troop stations conducted 296 stops for non-moving violations based on 10 unique statutes. The five most commonly cited statutes indicated in Table Four E accounted for roughly 98% of all stops based on non-moving violations and were similar, but not reflective, of the top five statutes Division-wide. For Other, non-Troop stations, Seatbelts were the citation most often used, followed by Maintenance of Lamps, Safety Glass, Registration and Plates, and then Parking Where Prohibited. Across racial/ethnic groups, between 95% and 100% of stops based on non-moving violations cited one of the top five statutes, indicating these top five statutes encompassed the majority of stops of each racial/ethnic group. White drivers were between 7% and 66% of each statute, while Black drivers were between 11% and 80% of each statute. Hispanic drivers were between 7% and 18%, and Asian drivers were between 5% and 14% of each statute. Other drivers were less than 1% of each the top five statutes with the exception of Maintenance of Lamps (5%) and Safety Glass (7%). American Indian drivers, however, were not involved in any Other, non-Troop station stops made for non-moving violations in the current reporting period. Caution in interpretation is encouraged for Other, non-Troop stations as there were a very small number of stops made for non-moving violations, which can exaggerate proportions. Moreover, stops made by Other, non-Troop stations may be part of specialized patrols that target specific activities like seatbelts, cell phones, or parking. Such a specialized focus may explain the patterns noted for Other, non-Troop stations in the current reporting period.

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

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

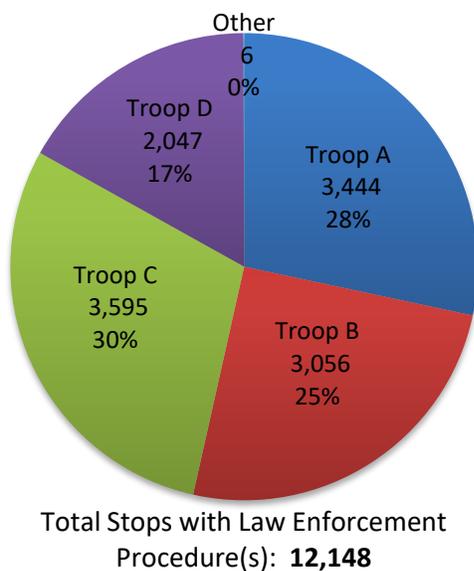
The proportion of all stops for each Troop and each racial/ethnic group will serve as the comparison for all stops with post-stop activity in the current reporting period.

Law Enforcement Procedures

The State Police conducted 299,596 motor vehicle stops in the current reporting period, but only 4% of these stops involved law enforcement procedures or post-stop activity. In the current reporting period, 12,148 motor vehicle stops resulted in some form of post-stop interaction. Similar to the 22% increase in all motor vehicle stops, the total number of stops with law enforcement procedures increased as well; however, the total number of stops with law enforcement procedures increased only slightly, by 907 stops or 8%, in the current reporting period.

Figure Eleven: Stops with Law Enforcement Procedures by Troop

January 1, 2016 – June 30, 2016



As Figure Eleven illustrates, Troop A conducted 28%, Troop B conducted 25%, and Troop C conducted 30% of the 12,148 stops with post-activity. Troop D and Other, non-Troop stations conducted smaller proportions of these stops, 17% and less than 1%, respectively. When compared to the proportion of all motor vehicle stops each Troop conducted (see Figure One, page 10), some disproportionality is evident. Troop A conducted 18% of all stops but 28% of stops involving post-stop activity. Similarly, Troop C conducted 20% of all stops but 30% of stops involving post-stop activity. Troop B conducted relatively similar proportions of all stops (27%) and stops involving post-stop activity (25%). Conversely, Troop D conducted 35% of all stops but only 17% of stops with post-stop activity. This suggests that stops in Troop A and C are more likely to involve post-stop activity than those in Troop D. Indeed,

6% of all of Troops A's and C's stops resulted in post-stop activity, whereas only 2% of Troop D's stops resulted in post-stop activity. For Troop B, 4% of stops resulted in post-stop activity. For Other, non-Troop stations, 0.57% of all stops conducted resulted in post-stop activity in the current reporting period. Thus, when compared to the total number of stops, post-stop activity is not a frequent occurrence.

Figure Twelve: Stops with Law Enforcement Procedures
January 1, 2011 – June 30, 2016

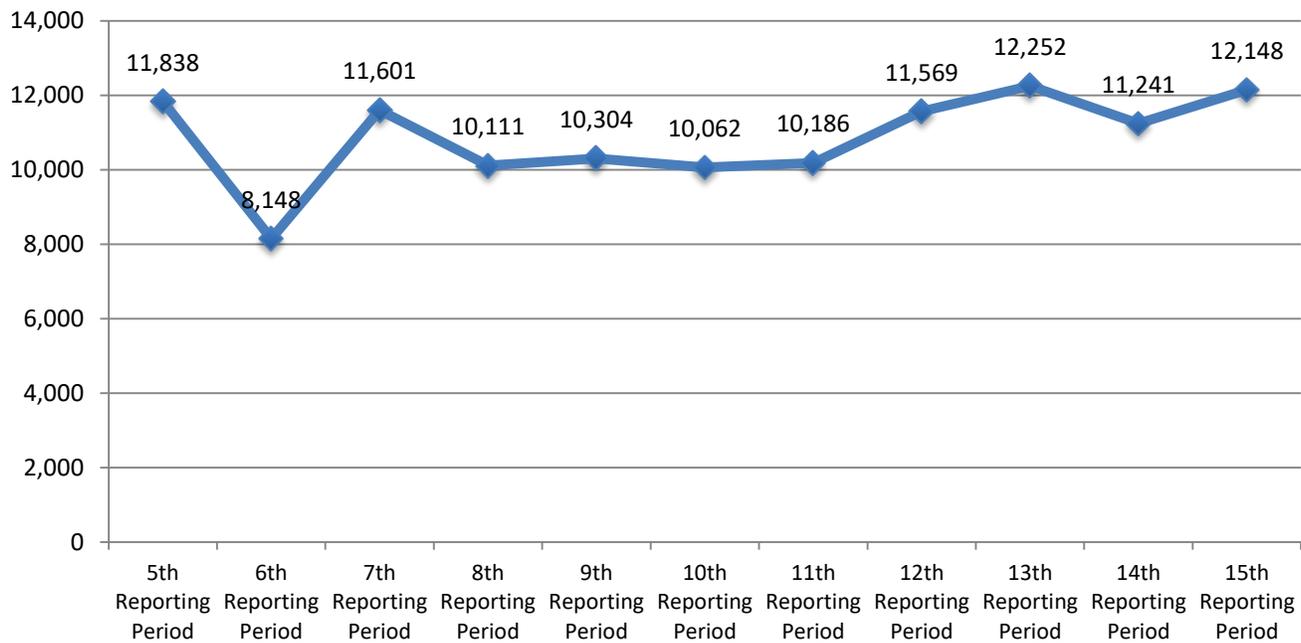
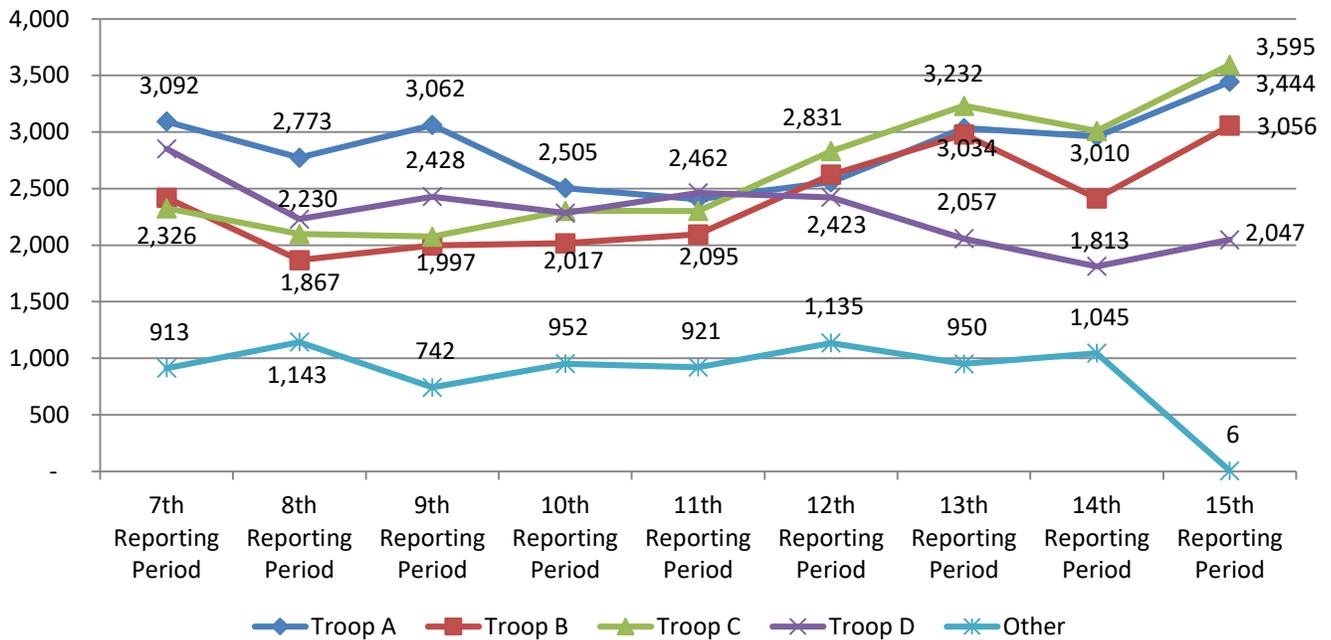


Figure Twelve depicts the trend of the number of stops with law enforcement procedures for all stops in the current and previous ten reporting periods. As indicated, the total number of stops with law enforcement procedures increased by 907 stops, or 8%, in the current reporting period. As seen in Figure Twelve, the total number of motor vehicle stops with post-stop activity had been relatively consistent from the 8th through 11th reporting periods. From the 11th through the 13th reporting periods, the number of stops with post-stop interaction increased. Although there was a decrease in the previous reporting period, stops with post-stop interaction increased again in the current reporting period.

Figure Thirteen: Trends of Motor Vehicle Stops with Law Enforcement Procedures across Troops
 January 1, 2012 – June 30, 2016



As previously mentioned, the total number of stops with post-stop activity increased 8% in the current reporting period. The direction and magnitude of change is similar across all troops, with the exception of Other, non-Troop stations, as Figure Thirteen illustrates. Troop B conducted 643 additional stops with post-stop activity, a 27% increase and the largest increase in stops with post-stop activity exhibited across all troops for the current reporting period. Troop C conducted 585 additional stops with post-stop activity, a 19% increase. Troop A conducted 484 additional stops with post-stop activity, a 16% increase. Troop D conducted 234 additional stops with post-stop activity, a 13% increase, and a smaller change compared to the other troops, in the current reporting period. Unlike all other troops, there was a 99% decrease in stops with post-stop activity for Other, non-Troop stations. Again, this is reflective of the re-categorization of stops previously misidentified as Other, non-Troop stations (see page 4). These changes correspond to the trends in the total number of stops for each troop.

Figure Thirteen A: Proportional Trends of Motor Vehicle Stops with Law Enforcement Procedures across Troops
 January 1, 2012 – June 30, 2016

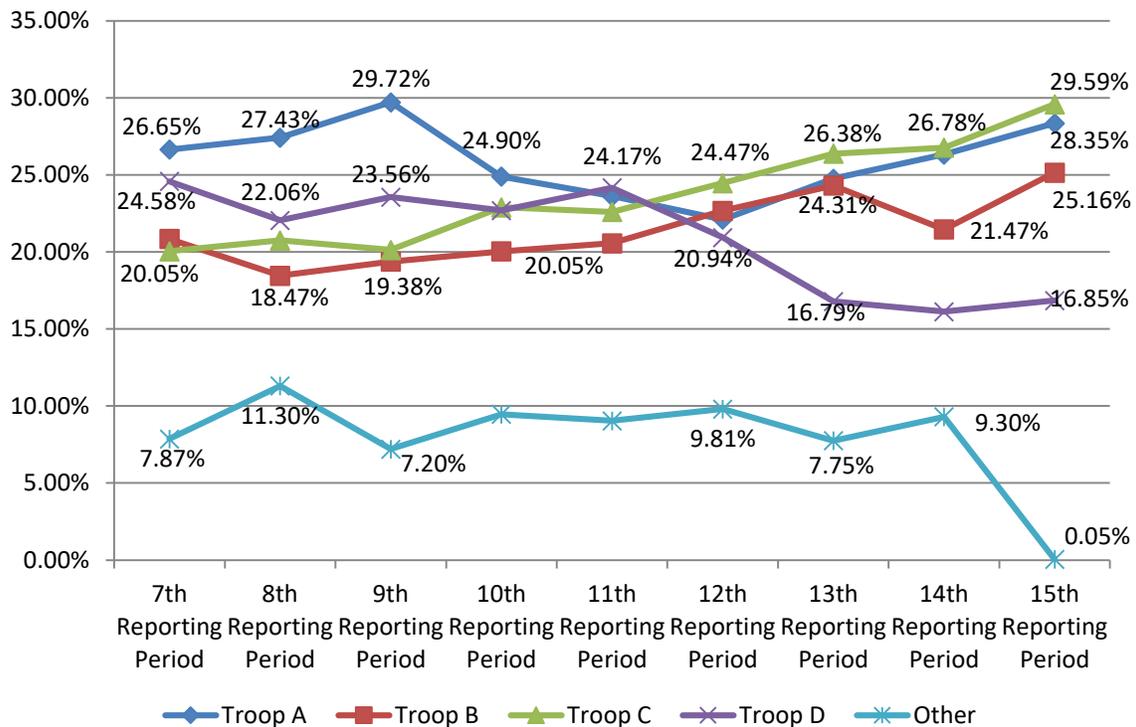


Figure Thirteen A depicts the proportional trends of motor vehicle stops from the 7th to the current reporting period. From the 7th reporting period to the current reporting period, each Troop’s proportion changed. The largest increase occurred in Troop C, 10 percentage points. Troops D and Other, non-Troop stations decreased eight percentage points each. The decrease noted in Other, non-Troop stations is not a true decrease, as previously mentioned (see page 4). The proportions for Troops A and B changed by four percentage point or less since the 7th reporting period. From one reporting period to the next, the average percentage point change across all reporting periods is one percentage point. From the previous reporting period to the current reporting period specifically, there was less than a three percentage point change noted for all Troops, with the exception of Troop B. For Troop B, the proportion of all stops decreased from 21% to 25%, a four percentage point increase.

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

January 1, 2016 – June 30, 2016

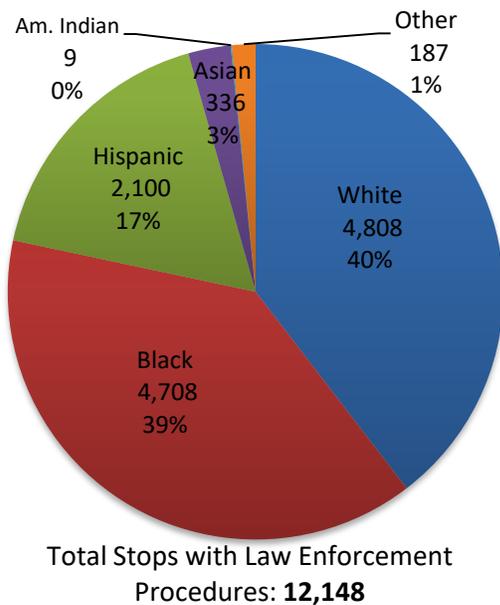


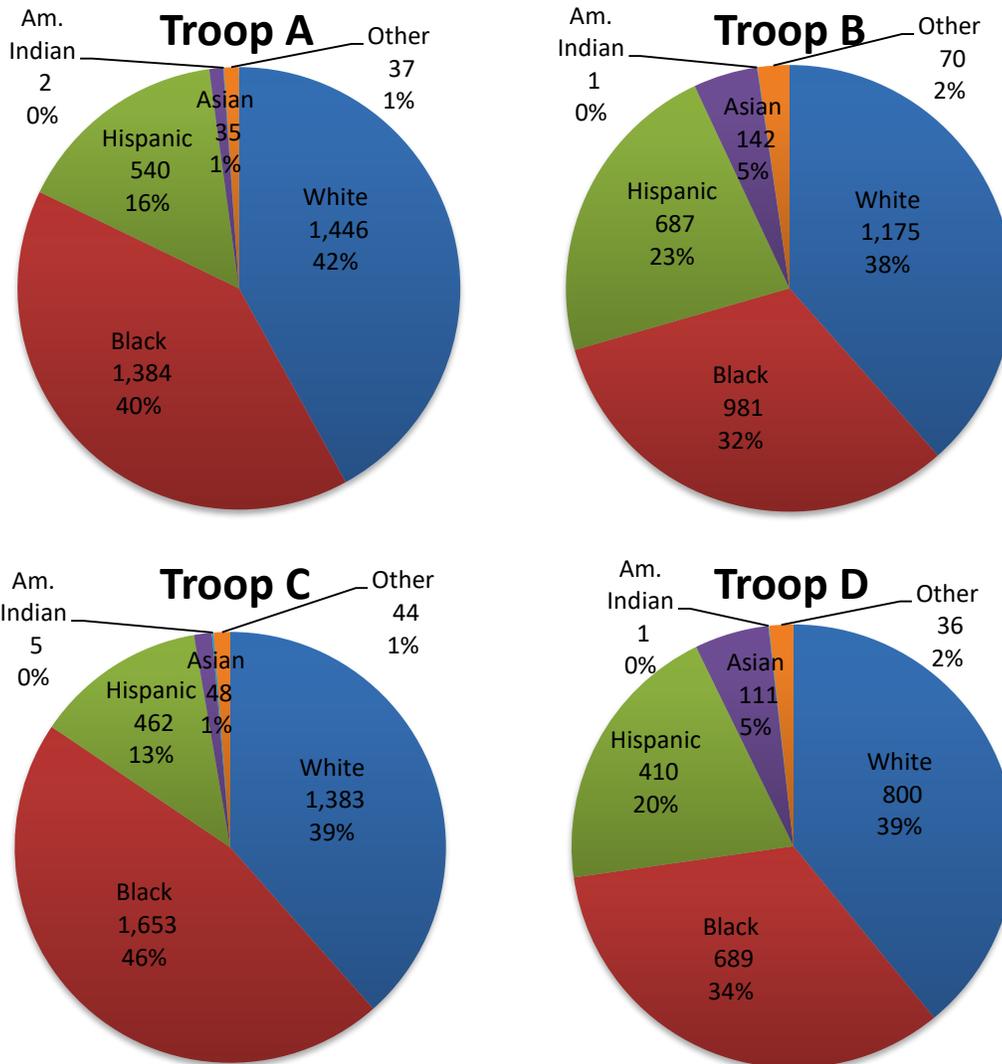
Figure Fourteen depicts the racial/ethnic distribution of stops with law enforcement procedures.¹⁰ While White drivers were involved in 59% of all stops (see Figure Four, page 14), they were involved in only 40% of stops with post-stop activities and thus underrepresented in these stops. Conversely, Black drivers were overrepresented among stops with post-stop activity; they were involved in 20% of all stops but 39% of stops with post-stop activity. To a lesser extent, Hispanic drivers were also overrepresented, making up 14% of all stops and 17% of stops with post-stop activity. Among stops with post-stop activity, Asian drivers were 3%, underrepresented compared to their 6% of all motor vehicle stops. Other drivers were involved in 1% of all stops and stops with post-stop activity. American Indian drivers were involved in less than 1% of both

total stops and stops with post-stop activity.

Figure Fifteen depicts the racial/ethnic distribution of stops with law enforcement procedures for each Troop in the current reporting period. The proportion of stops with post-stop activity of White drivers varied across troops, ranging from 38% to 42%. The proportions involving Black and Hispanic drivers, however, vary more. In Troop B, Black drivers were involved in 32% of stops with post-stop activity, whereas in Troop C, Black drivers were involved in 46% of stops with post-stop activity, greater than the proportion of White drivers in Troop C, 39%. Hispanic drivers were between 13% and 23% of all stops with post-stop interactions. Asian drivers were between 1% and 5% of all stops with post-stop interactions across troops.

¹⁰ For additional information related to overrepresentation and underrepresentation of racial/ethnic groups, see "Charges," "Types of Charges," and "Wanted Persons" in the "Individual Analysis Section" of this report. A trooper's discretion in engaging in post-stop activity may be related to individual criminal history; the likelihood of post-stop activity is related to the suspicion of criminal activity. Thus, the racial/ethnic pattern depicted here may be heavily influenced by individual criminal histories. Caution in interpretation is warranted, however, as racial/ethnic data in the "Stop Level Analysis" section pertain to the driver involved in each stop, whereas racial/ethnic data in the "Individual Level Analysis" section pertain to each individual involved in the law enforcement procedures examined.

Figure Fifteen: Racial/Ethnic Distribution of Motor Vehicle Stops with Law Enforcement Procedures for Each Troop¹¹
 January 1, 2016 – June 30, 2016



¹¹ Other, non-Troop stations only had six stops with post-stop activities in the current reporting period. This extremely low volume can result in substantially different proportions for each racial/ethnic group in comparison to all other troops; thus, the percentages discussed here are reflective of Troops A, B, C, and D only.

Figure Sixteen: Trend of Racial/Ethnic Distribution of Motor Vehicle Stops with Law Enforcement Procedures
 January 1, 2011 – June 30, 2016

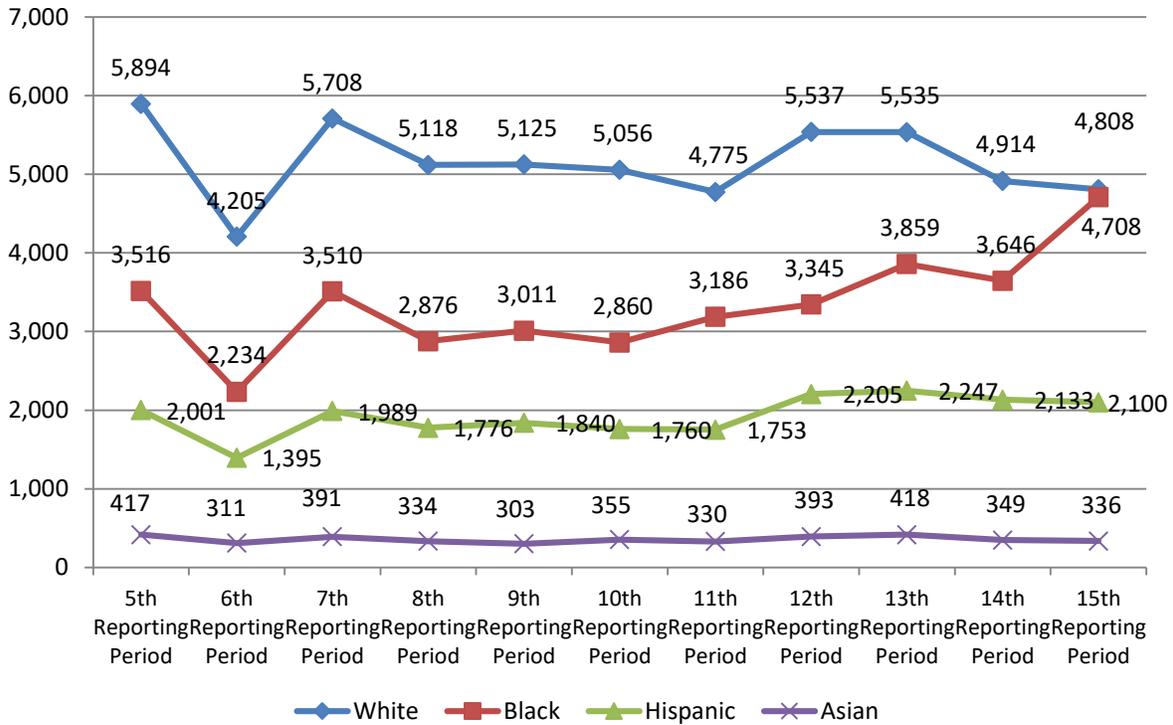


Figure Sixteen depicts the trend of the racial/ethnic distribution of stops with post-stop activity in the current and previous ten reporting periods. As noted previously, the total number of stops with post-stop activity increased by 907 stops, or 8%, in the current reporting period. When examining changes in stops with post-stop activity across racial/ethnic groups, some disproportionality is evident. The largest decrease in the number of stops with post-stop activity occurred for White drivers with 106 fewer stops, a 2% decrease from the previous reporting period. This is a continuation of the decrease in stops of White drivers with post-stop activity noted since the 12th reporting period. Hispanic drivers were involved in 33 fewer stops, a 2% decrease. The number of stops with post-stop activity for Hispanic drivers is relatively consistent throughout reporting periods. Asian drivers were involved in 13 fewer stops, a 4% decrease since the previous reporting period. Similar to Hispanic drivers, the number of Asian drivers with post-stop activity is relatively consistent across all reporting periods. Unlike stops for all other racial/ethnic groups, stops of Black drivers with post-stop activity increased by 1,062 stops, or 29%. This trend is unique; whereas stops with post-stop activity decreased slightly for all other racial/ethnic groups, these stops increased markedly for Black drivers. This is the largest number of stops with post-stop activity involving Black drivers in all reporting periods examined here. Further, the number of such stops for White and Black drivers in the current reporting period is notably close (a difference of exactly 100 stops). To date, OLEPS has not received a response from State Police to inquiries regarding his divergent pattern for Black drivers.

Despite this disproportionality, the percentages of all stops that resulted in post-stop activity changed only slightly, if at all, for each racial/ethnic group in the current reporting period. In the 14th and current reporting periods, 3% of all stops of White drivers, 8% of all stops of Black drivers, and 2% of all stops

of Asian drivers resulted in post-stop activity. Hispanic drivers were the only racial/ethnic group with a slight change in this proportion. In the 14th reporting period, 7% of all stops of Hispanic drivers resulted in post-stop activity whereas 5% in the current reporting period resulted in post-stop activity.

Figure Sixteen A: Proportional Trend of Racial/Ethnic Distribution of Motor Vehicle Stops with Law Enforcement Procedures
 January 1, 2011 – June 30, 2016

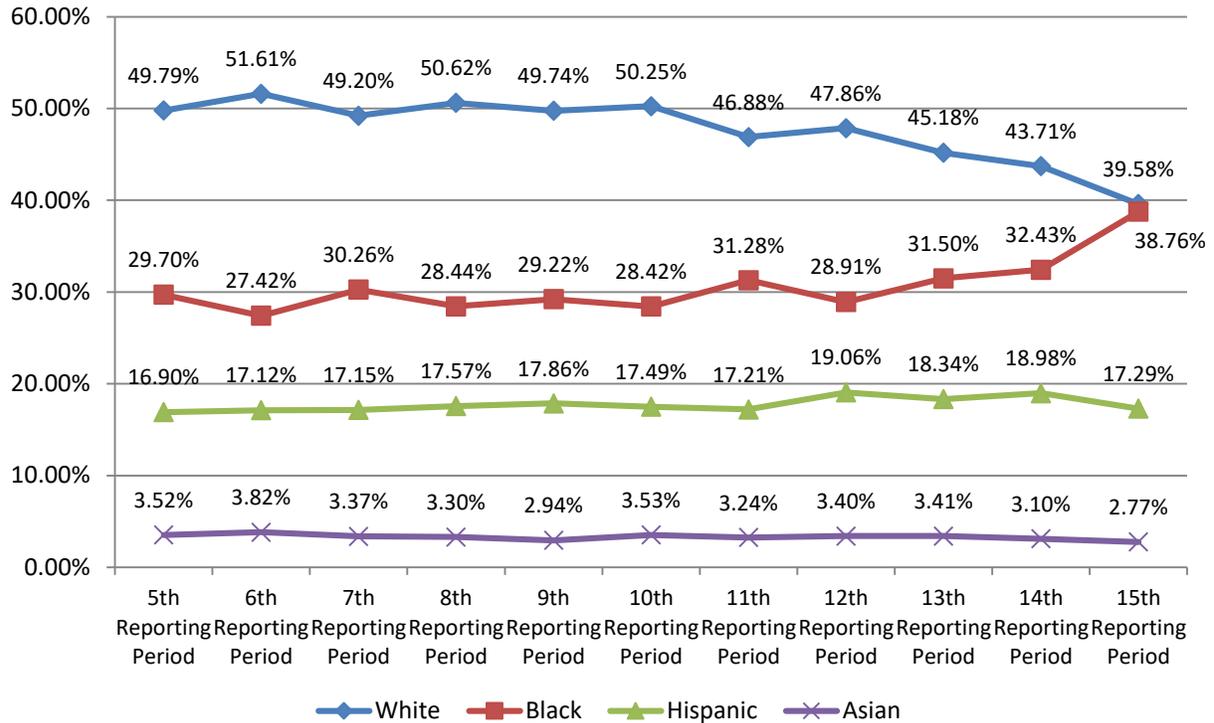


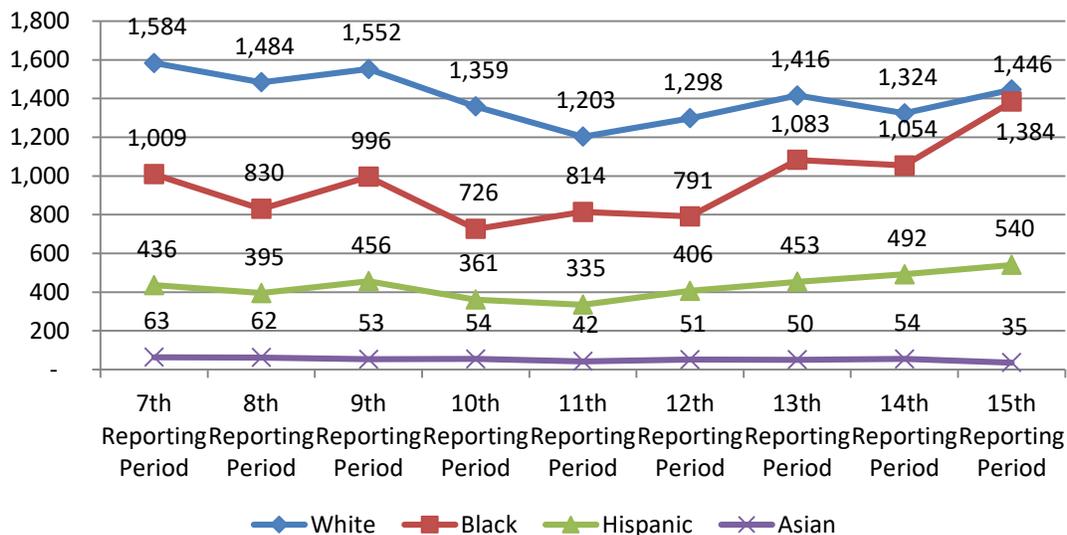
Figure Sixteen A depicts the proportional trends of motor vehicle stops from the 5th to the current reporting period. From the 5th reporting period to the current reporting period, there was a marked proportional change for White and Black drivers. White drivers decreased 10 percentage points since the 5th reporting period and Black drivers increased nine percentage points since the 5th reporting period. Hispanic and Asian drivers each had a change of less than one percentage point over the depicted reporting periods. For Hispanic drivers the change was a slight increase and for Asian drivers, a slight decrease. From one reporting period to the next, the average percentage point change across all reporting periods is one percentage point. From the previous reporting period to the current reporting period specifically, there was a more marked change. There was a six percentage point increase for stops with law enforcement procedures involving Black drivers, from roughly 32% to 39%. While for White drivers there was a four percentage point decrease, from 44% to 40%. There was a two percentage point decrease or less for both Hispanic and Asian drivers from the previous to the current reporting period.

Similar to the discussion on overall motor vehicle stops trends, unless the proportional changes differ from the trend of law enforcement procedures, there will not routinely be a discussion for each specific law enforcement activity or individual troop within that activity. Proportional changes of each law enforcement procedure tend to follow that of all law enforcement procedures as a whole. Only trends that markedly differ will be discussed. This is, however, contingent upon the volume of the specific activity; for example, trends for low volume activity, such as uses of force or consent searches, may

appear more exaggerated because there are fewer than 60 incidents in the current reporting period. This is also contingent on historical markings within troops; for example, Troop D historically has experienced White drivers decreasing and Black drivers increasing at a consistent rate. Multiple factors will be taken into consideration for discussion of markedly different proportional trends. Figures Twenty B-E further depict racial/ethnic group trends in each Troop.

Figure Sixteen B: Trend of Racial/Ethnic Distribution of Motor Vehicle Stops with Law Enforcement Procedures for Troop A

January 2012 – June 2016

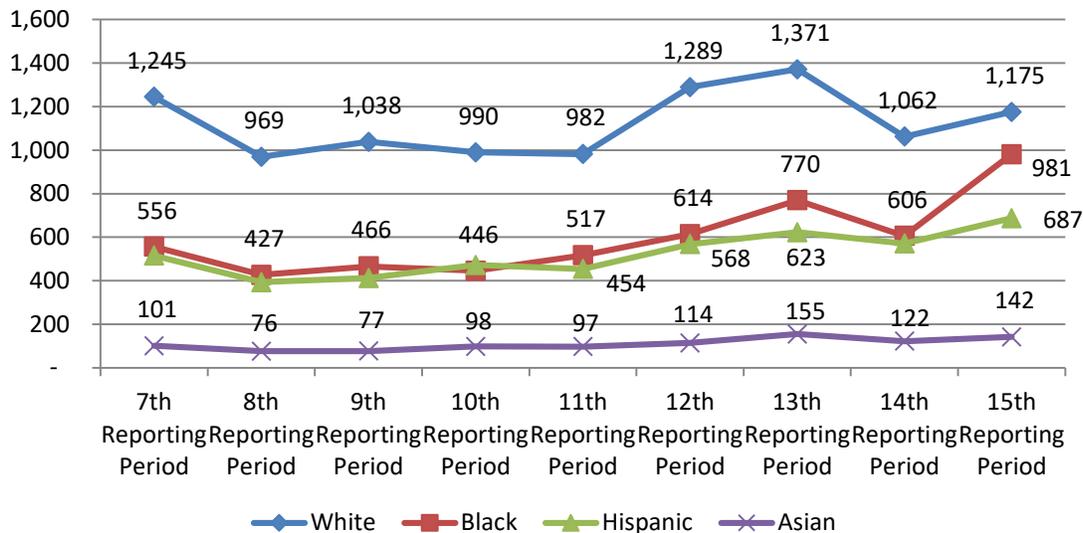


In Troop A, the total number of stops with post-stop activity increased 16% in the current reporting period. There was an increase in stops with post-stop activity for all racial/ethnic

groups, with the exception of Asian drivers. There were 122 additional stops with post-stop activity involving White drivers, a 9% increase. There were 330 additional stops of Black drivers with post-stop activity, a 31% increase, and the largest increase across all racial/ethnic groups in Troop A in the current reporting period. In the current reporting period, the difference in the number of stops with post-stop activity in Troop A between Black and White drivers is notably small (*i.e.*, 62 stops), the smallest difference between these two racial/ethnic groups in all reporting periods examined here. Hispanic drivers were involved in 48 additional stops with post-stop activity, a 10% increase. Dissimilarly, there were 19 fewer stops of Asian drivers with post-stop activity, a 35% decrease.

As previously noted, there was a 21% increase in the total number of stops for Troop A during the current reporting period and increases for all racial/ethnic groups in Troop A. Despite the noted fluctuations in the number of stops with post-stop activity among each racial/ethnic group in Troop A, the proportion of all stops of each racial/ethnic group resulting in post-stop activity remained similar. In the previous reporting period, 5% each of stops of White and stops of Asian drivers and 10% of stops of Black and Hispanic drivers resulted in post-stop activity. In the current reporting period, 4% of stops of White drivers, 10% of stops of Black drivers, 8% of stops of Hispanic drivers, and 3% of stops of Asian drivers resulted in post-stop activity.

Figure Sixteen C: Trend of Racial/Ethnic Distribution of Motor Vehicle Stops with Law Enforcement Procedures for Troop B
 January 2012 – June 2016

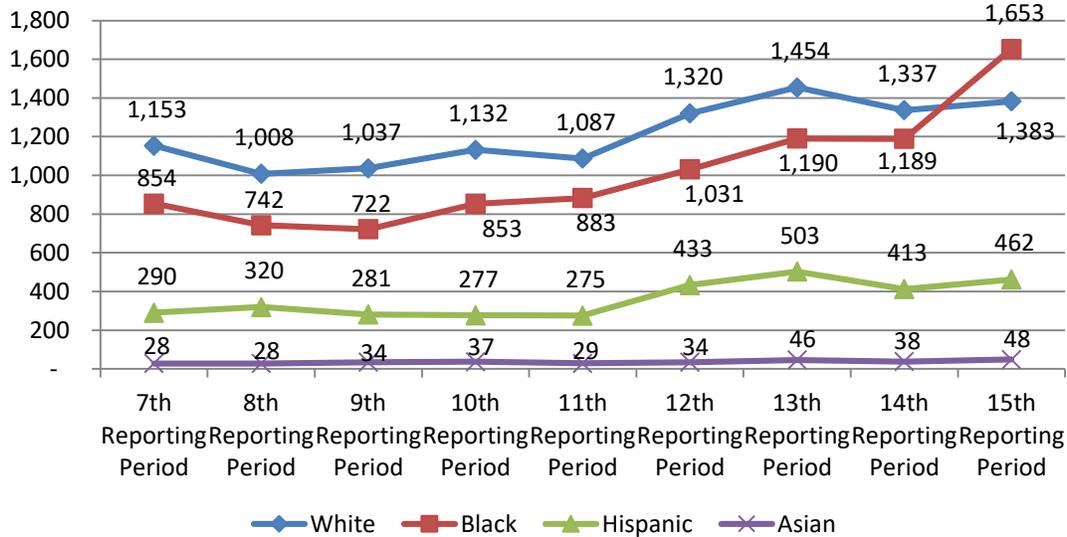


There was a 27% increase in the number of stops with post-stop activity conducted in Troop B since the previous reporting period. From the 11th through 14th reporting periods, there were increases in

the volume of stops with post-stop activity for all racial/ethnic groups, decreases noted for all racial/ethnic groups in the 14th reporting period, and increases in the volume of stops with post-stop activity for all racial/ethnic groups in the current reporting period. Similar to Troop A, the largest increase occurred for Black drivers, who were involved in 375 additional stops with post-stop activity, a 62% increase, resulting in the largest number of stops of Black drivers in all reporting periods depicted here. Hispanic drivers were involved in 116 additional stops, a 20% increase. There were 113 additional stops of White drivers, an 11% increase, and there were 20 additional stops of Asian drivers, a 16% increase.

As previously indicated, there was a 38% increase in the total number of stops for Troop B, and a 27% increase in stops with post-stop activity for Troop B, with an increase in stops with post-stop activity noted across all racial/ethnic groups in Troop B in the current reporting period. When examining the proportions of all stops resulting in post-stop activity for each racial/ethnic group, proportions are similar. In the previous reporting period, 3% of stops of White drivers, 7% of stops of Black drivers, 6% of stops of Hispanic drivers, and 3% of stops of Asian drivers resulted in post-stop activity in Troop B. In the current reporting period, 3% of stops of White drivers, 7% of stops of Black drivers, 5% of stops of Hispanic drivers, and 2% of stops of Asian drivers resulted in post-stop activity in Troop B.

Figure Sixteen D: Trend of Racial/Ethnic Distribution of Motor Vehicle Stops with Law Enforcement Procedures for Troop C
 January 2012 – June 2016

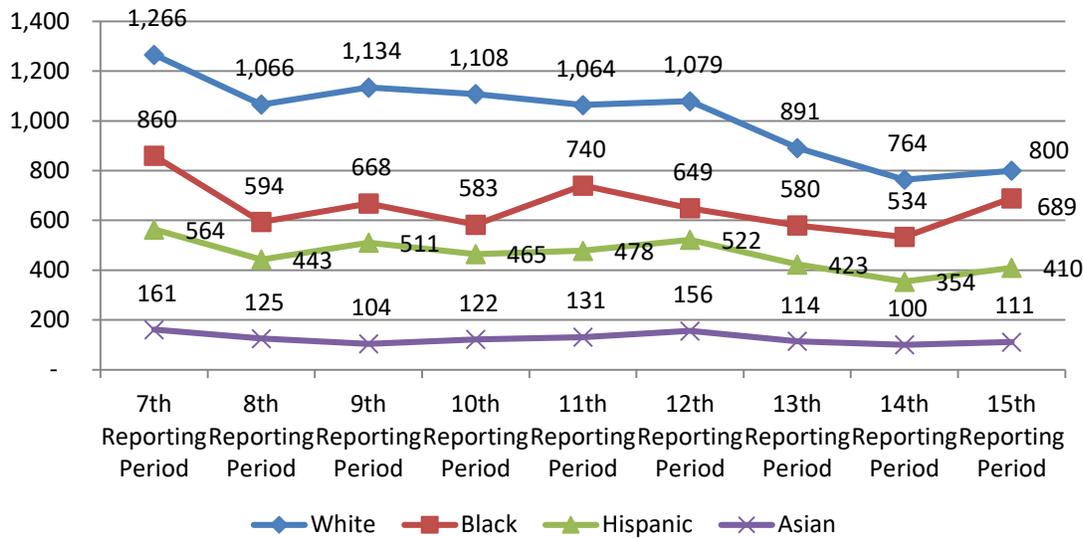


In the current reporting period, there was a 19% increase in stops with post-stop activity in Troop C. From the 11th through 14th reporting periods, there were increases in the volume of stops with

post-stop activity for all racial/ethnic groups, decreases noted for all racial/ethnic groups in the 14th reporting period, and increases in the volume of stops with post-stop activity for all racial/ethnic groups in the current reporting period. In the current reporting period, the number of stops of Black drivers involving post-stop activity increased 39%, with 464 additional stops. There is a difference of 270 stops with post-stop activity between Black and White drivers, with the number of Black drivers uniquely surpassing stops of White drivers in Troop C in the current reporting period. Similar to Troops A and B, the increase in stops with post-stop activity involving Black drivers was the largest across all racial/ethnic groups in Troop C in the current reporting period. Also similar to Troops A and B, for Troop C, the number of stops with post-stop activity involving Black drivers is the largest in all reporting periods examined here. Hispanic drivers were involved in 49 additional stops with post-stop activity, a 12% increase. There were 46 additional stops of White drivers, a 3% increase. Asian drivers were involved in 10 additional stops with post-stop activity, a 26% increase in stops involving post-stop activity in the current reporting period. Although there was a larger percentage change for Asian drivers, the increase in number of stops with post-stop activity was larger for White, Black, and Hispanic drivers.

As previously indicated, there was a 32% increase in the total number of stops for Troop C, and a 19% increase in stops with post-stop activity for Troop C, with an increase in stops with post-stop activity noted across all racial/ethnic groups in Troop C in the current reporting period. Similar to Troop B, when examining the proportions of all stops resulting in post-stop activity for each racial/ethnic group, proportions are similar. In the previous reporting period, 4% of stops of White drivers, 14% of stops of Black drivers, 10% of stops of Hispanic drivers, and 2% of stops of Asian drivers resulted in post-stop activity. In the current reporting period, 4% of stops of White drivers, 13% of stops of Black drivers, 8% of stops of Hispanic drivers, and 2% of stops of Asian drivers resulted in post-stop activity.

Figure Sixteen E: Trend of Racial/Ethnic Distribution of Motor Vehicle Stops with Law Enforcement Procedures for Troop D
 January 2012 – June 2016

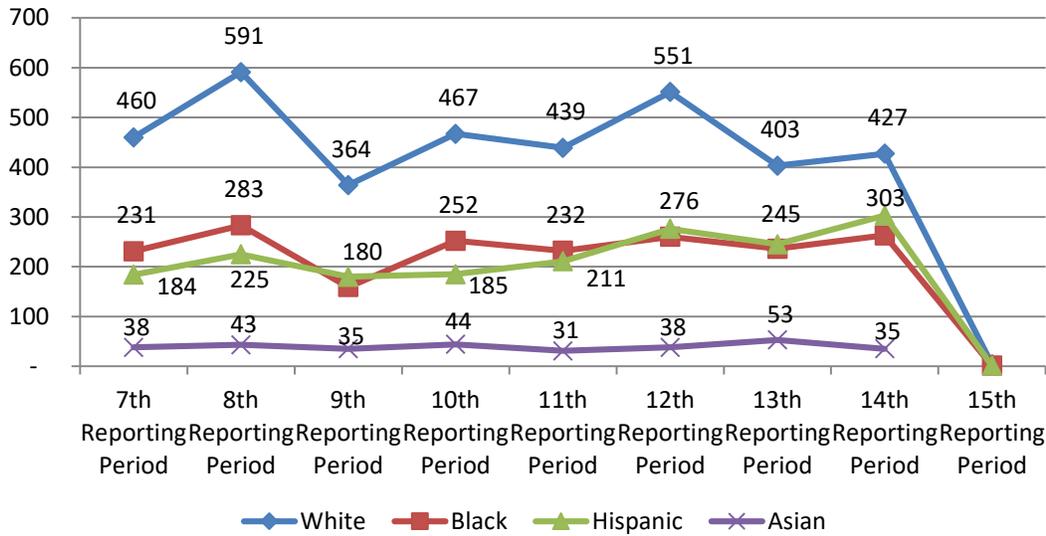


The number of stops with post-stop activity increased 13% in the current reporting period in Troop D. Similar to Troops B and C, all racial/ethnic groups were involved in

more stops involving post-stop activity since the previous reporting period. Black drivers were involved in 155 additional stops, a 29% increase. Similar to all other Troops in the current reporting period, the largest increase in stops with post-stop activity in Troop D involved Black drivers. For Hispanic drivers, there were 56 additional stops, a 16% increase, and for White drivers, there were 36 additional stops, a 5% increase. Asian drivers were involved in 11 additional stops with post-stop activity, an 11% increase.

As previously indicated, there was a 48% increase in the total number of stops for Troop D, and a 13% increase in stops with post-stop activity for Troop D, with an increase in stops with post-stop activity noted across all racial/ethnic groups in Troop D in the current reporting period. When examining the proportions of all stops resulting in post-stop activity across racial/ethnic groups for Troop D, only minor differences are noted. In the previous reporting period, 2% of stops of White drivers, 4% of stops of Black drivers, 4% of stops of Hispanic drivers, and 2% of stops of Asian drivers resulted in post-stop activity. In the current reporting period, 1% of stops of White drivers, 4% of stops of Black drivers, 3% of stops of Hispanic drivers, and 1% of stops of Asian drivers resulted in post-stop activity in the current reporting period.

Figure Sixteen F: Trend of Racial/Ethnic Distribution of Motor Vehicle Stops with Law Enforcement Procedures for Other Stations
 January 2012 – June 2016



Unlike all other troops, the volume of stops with post-stop activity in Other, non-Troop stations decreased 99% since the previous reporting period. There were four stops for White drivers, one stop for Black

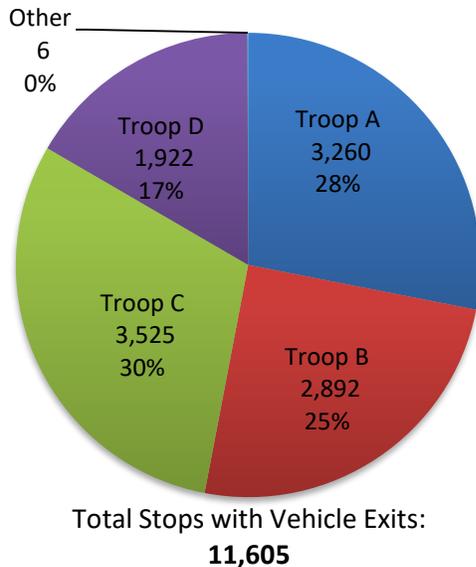
drivers, and one stop for Hispanic drivers that resulted in post-stop activity. As previously mentioned, this dramatic decrease is due to the re-categorization of stops previously misidentified as Other, non-Troop stations (see page 4). As such, a discussion of change in stops with post-stop activity would be misleading and thus, there will be no discussion of post-stop activity within these other stations.

Vehicle Exits

The most frequent post-stop interaction was an occupant vehicle exit. Of the 12,148 stops with post-stop interactions, 11,605 stops (96%) resulted in an occupant vehicle exit. Stops with vehicle exits increased by 856 stops, or 8%, since the previous reporting period. During a motor vehicle stop, troopers may ask a driver to exit for any reason, which may explain the frequency of this activity. However, 92% of stops with vehicle exits resulted in at least one arrest in the current reporting period.

Figure Seventeen: Troop Distribution of Stops with Vehicle Exits

January 1, 2016 – June 30, 2016



Because such a large proportion of stops with post-stop activity involve vehicle exits, the troop distribution in Figure Seventeen is identical to the troop distribution in Figure Eleven (page 45), depicting all stops with post-stop activity. Troop C conducted the largest proportion of stops with vehicle exits; 30% (3,525 stops) of all stops with vehicle exits in the current reporting period occurred in this troop. Other, non-Troop stations conducted the smallest proportion of stops with vehicle exits, which accounted for less than 1% (six stops) of all stops with vehicle exits. Troop A conducted 28% (3,260 stops), Troop B conducted 25% (2,892 stops), and Troop D conducted a smaller proportion, 17% (1,922 stops) of stops, that resulted in an occupant vehicle exit. In the current reporting period, 98% of stops with a post-stop interaction for Troop C resulted in a vehicle exit. For Troops A and B, 95% of stops with post-stop activity resulted in a vehicle exit, whereas this percentage was

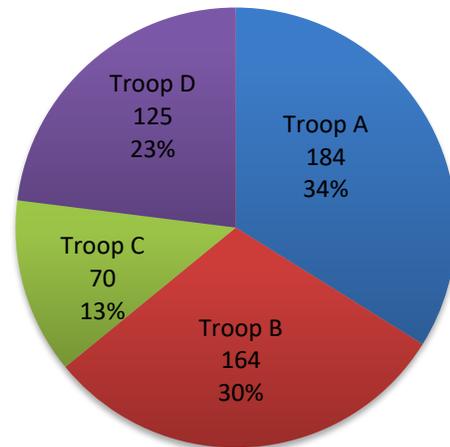
94% for Troop D, and 100% for Other, non-Troop stations.

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

Figure Eighteen: Troop Distribution of Stops without Vehicle Exits

January 1, 2016 – June 30, 2016

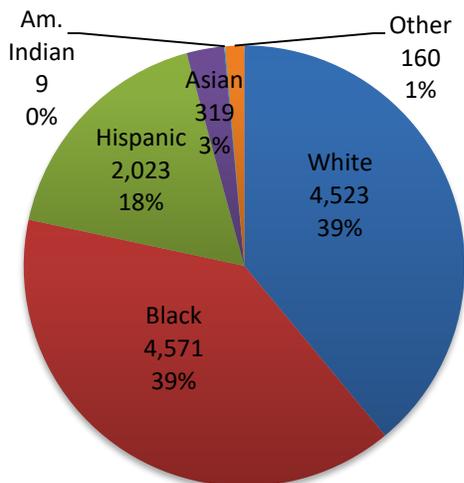
As noted previously, the overwhelming majority of stops with post-stop activity had a vehicle exit. There were only 543 stops, 5%, with post-stop activity without vehicle exits. These were likely instances where an individual may have already been out of the car or they reflect reporting errors. The largest proportion of these incidents occurred in Troop A. Troop A conducted 34% (184) of stops with post-stop activity without vehicle exits. Troop B conducted 30% (164) of all stops with post-stop activity without vehicle exits. Troop D conducted 23% (125) of these stops. Troop C represented the smallest proportion of all stops with post-stop activity without vehicle exits, 13% (70 stops). Other, non-Troop stations had zero stops with post-stop activity without vehicle exits; that is, all stops with post-stop activity in Other, non-Troop stations resulted in an occupant exiting the vehicle. Though these proportions differ from the proportions of stops with vehicle exits, the differences are not substantial. OLEPS will continue to examine the distribution of these events in future reporting periods.



Total Stops with Non-Vehicle Exit Post-Stop Activity: **543**

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

January 1, 2016 – June 30, 2016



Total Stops with Vehicle Exits: **11,605**

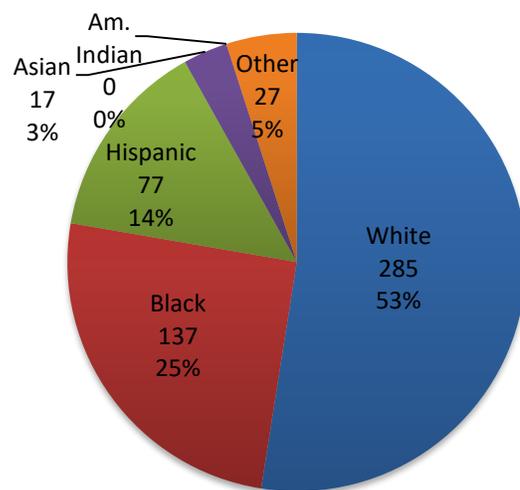
Figure Nineteen depicts the racial/ethnic distribution of stops with vehicle exits. The frequency of vehicle exits for Black drivers is larger than the frequency for all other racial/ethnic groups. Black drivers were involved in 4,571 stops with vehicle exits (39%). Similarly, White drivers were involved in 4,523 stops with vehicle exits (39%). Hispanic drivers were involved in 2,023 stops with vehicle exits (18%), and Asian drivers were involved in 319 stops with vehicle exits (3%). Compared to the overall racial/ethnic distribution of all motor vehicle stops (see Figure Four, page 14), White and Asian drivers make up smaller proportions and Black and Hispanic drivers make up larger proportions of stops with vehicle exits.

Compared to the distribution of stops with law enforcement procedures (see Figure Fourteen, page 49), however, this distribution is nearly identical. Among all stops with post-stop activity, Black drivers had the largest proportion of stops resulting in vehicle exits, 97%. For Hispanic drivers, 96% of stops with post-stop activity resulted in vehicle exits. For White and Asian drivers, 94% and 95%, respectively, of stops with post-stop activity resulted in vehicle exits in the current reporting period.

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

January 1, 2016 – June 30, 2016

Figure Twenty depicts the racial/ethnic distribution of stops with post-stop activity without vehicle exits. This distribution is similar to the distribution of stops with vehicle exits, but certain differences are noted. White drivers make up 39% of stops with vehicle exits but 53% of stops without vehicle exits. Conversely, Black drivers make up 39% of stops with vehicle exits but 25% of stops without vehicle exits. Though differences are noted in these proportions, the volume of stops without vehicle exits is so small that the distribution does not indicate that any particular racial/ethnic group is definitively more likely to be asked to exit than not.

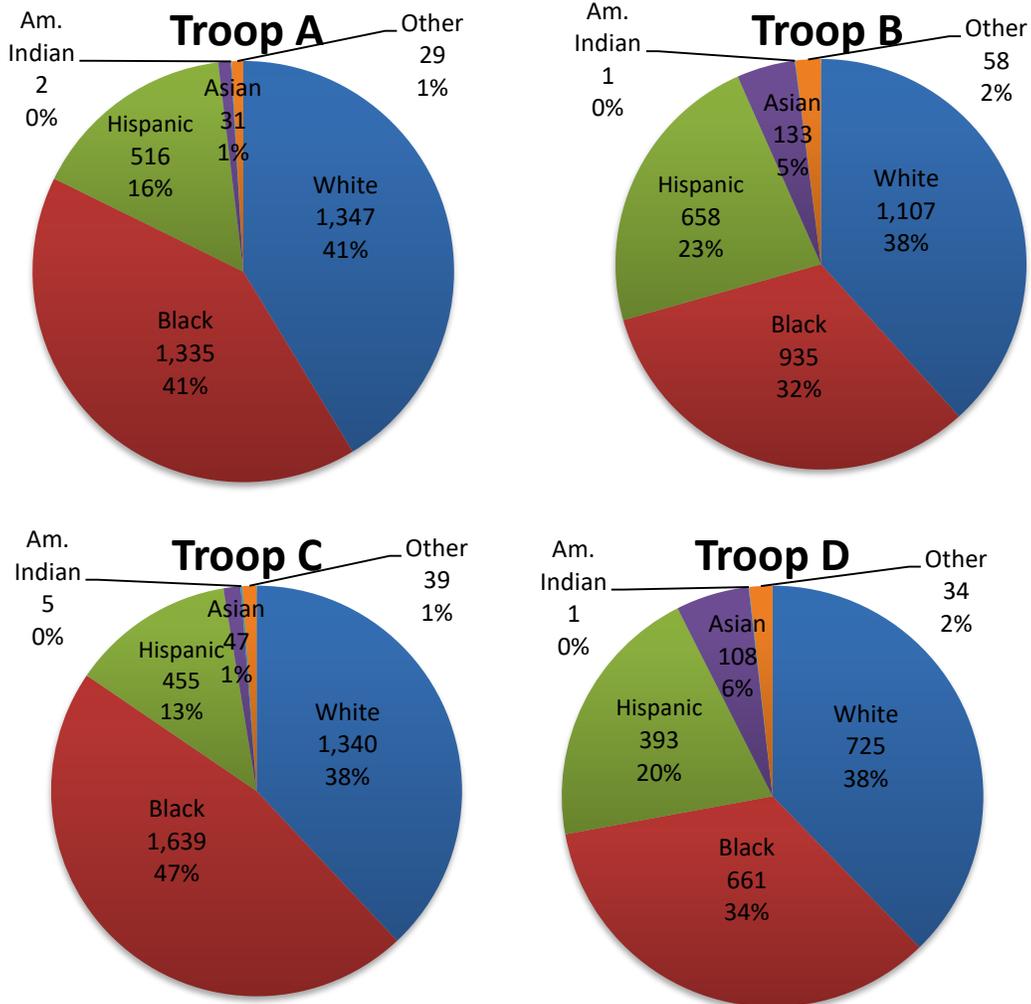


Total Stops with Non-Vehicle Exit Post-Stop Activity: **543**

Figure Twenty-One depicts the racial/ethnic distribution of stops with vehicle exits across troops. The distributions depicted in Figure Twenty-One were nearly identical to those depicted in Figure Fifteen, which indicates the troop racial/ethnic distributions of stops with post-stop activities. Across Troops, the racial/ethnic distribution of stops with vehicle exits varied. Across Troops, Black drivers were between 32% and 47% of stops with vehicle exits. Hispanic drivers were between 13% and 23% of all stops with vehicle exits. Asian drivers were typically a much smaller proportion of stops with vehicle exits, between 1% and 6% of all stops with vehicle exits across troops. White drivers were the largest proportion of these activities in Troops B and D, varying between 38% and 41% across troops. In Troop A, Black and White drivers were equal proportions, 41% of stops with vehicle exits each. In Troop C, Black drivers were the largest proportion of these stops, 47%, compared to White drivers in Troop C, 38%.

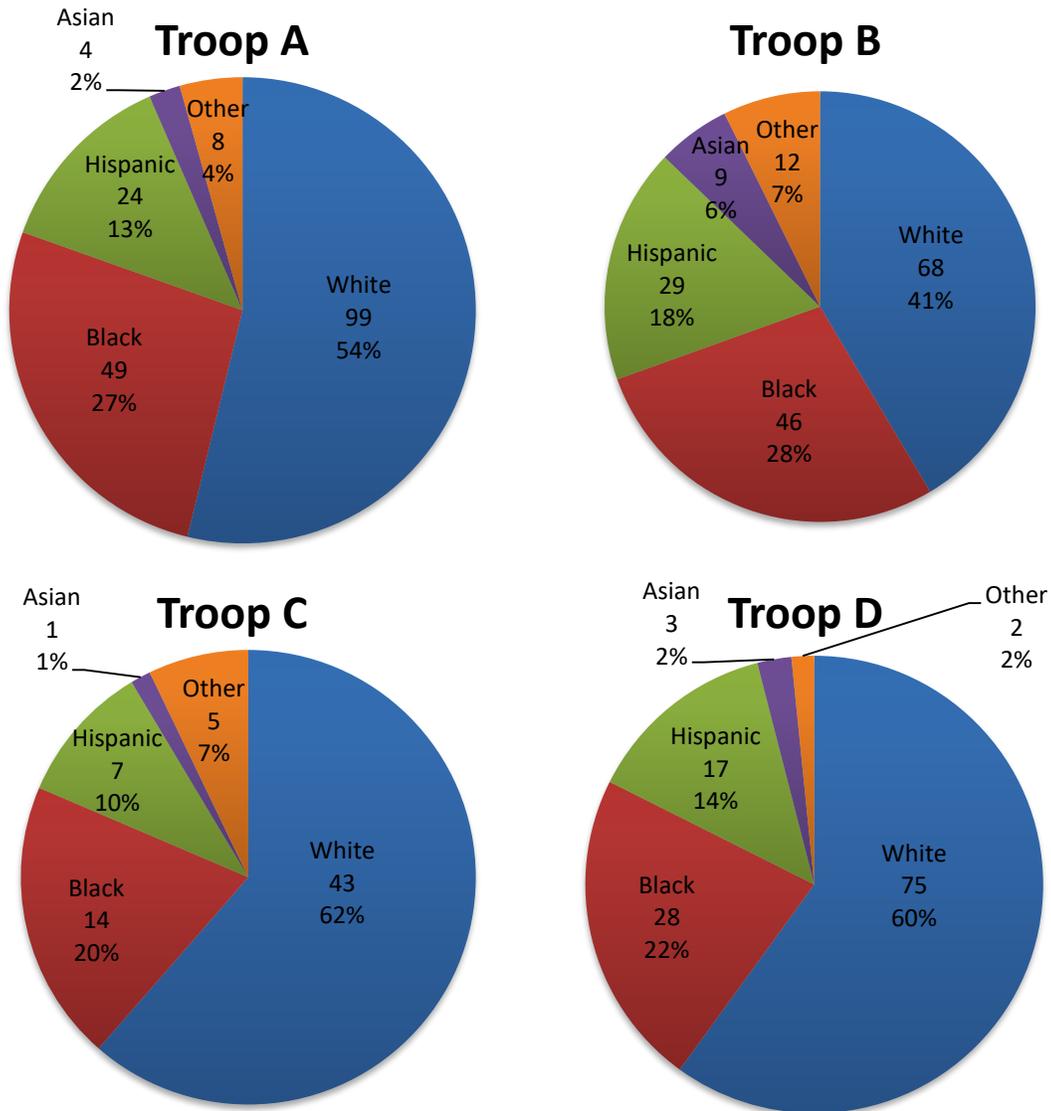
Figure Twenty-Two depicts the racial/ethnic distribution of stops with post-stop interactions without vehicle exits for each troop. As shown, White drivers were typically the largest proportion of these stops, between 41% and 62% of all stops without vehicle exits in each troop. Black drivers were between 20% and 28%, Hispanic drivers were between 10% and 18%, and Asian drivers were between 1% and 6% of these stops. While the non-exit stops appear to involve a larger proportion of White drivers than stops with exits for most troops, the ability to draw conclusions is limited as there were so few stops with no exits compared to stops with exits in each troop. The large proportion of stops without a vehicle exit involving Other drivers may reflect instances where the vehicle was unattended or there was no driver to ask out of the vehicle but post-stop activity occurred likely because there was a vehicle search and/or tow. OLEPS will continue to examine these racial/ethnic distributions in future reports.

Figure Twenty-One: Troop Racial/Ethnic Distribution of Stops with Vehicle Exits¹²
 January 1, 2016 – June 30, 2016



¹² Other, non-Troop stations had only six stops with vehicle exits in the current reporting period. This extremely low volume can result in substantially different proportions for each racial/ethnic group in comparison to all other troops; thus, the percentages discussed here are reflective of Troops A, B, C, and D only.

Figure Twenty-Two: Troop Racial/Ethnic Distribution of Stops without Vehicle Exits¹³
 January 1, 2016 – June 30, 2016



¹³ Since all of the stops conducted by Other, non-Troop stations involved post-stop activity and a vehicle exit, there is no pie chart to display for Other, non-Troops stations in Figure Twenty-Two.

Figure Twenty-Three: Troop Trend of Motor Vehicle Stops with Vehicle Exits
 January 1, 2012 – June 30, 2016

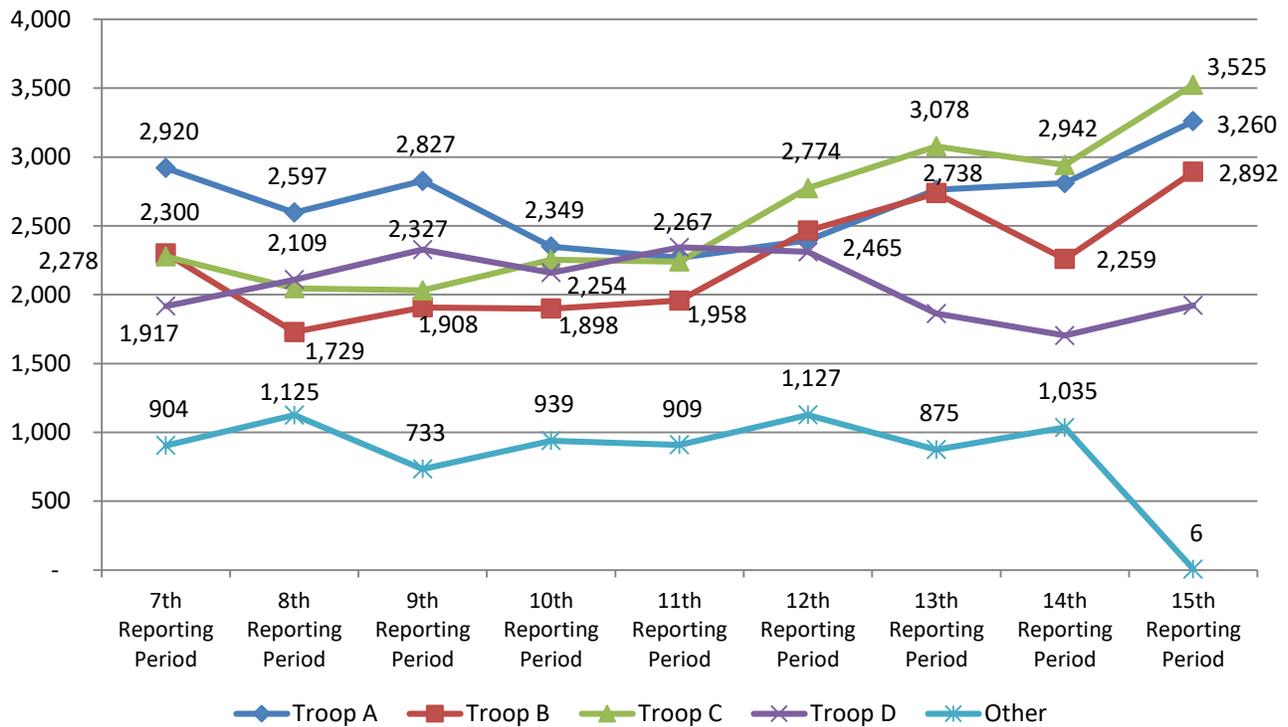
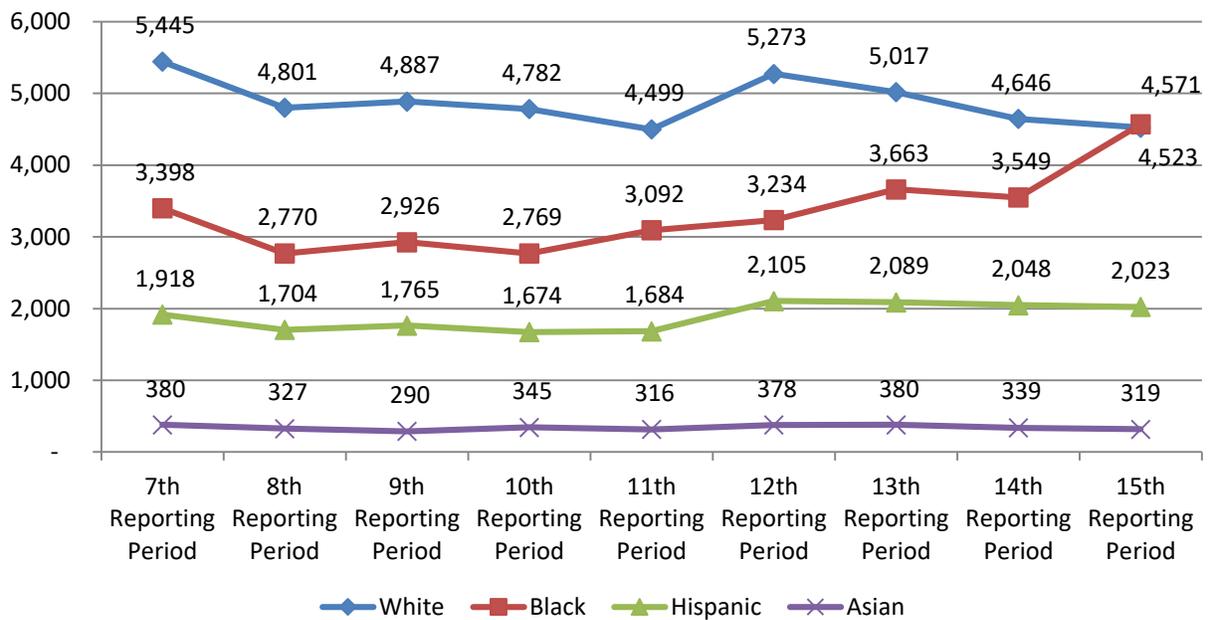


Figure Twenty-Three depicts the troop trend of the number of stops with vehicle exits. Troop B conducted 633 additional stops with vehicle exits, a 28% increase and the largest increase in number of stops with vehicle exits Division-wide for the current reporting period. Troop C conducted 583 additional stops with vehicle exits, a 20% increase. Troop D conducted 219 additional stops with vehicle exits, a 13% increase. Troop A conducted 450 additional stops with vehicle exits, a 16% increase. Dissimilarly, Other, non-Troop stations conducted 1,029 fewer stops with vehicle exits, a 99% decrease in the current reporting period. Again, this notable decrease was due to the re-categorization of stops and thus, not a true decrease (see page 4). Percent changes for each troop in stops with post-stop activity and vehicle exits were highly similar, if not identical, from the previous to the current reporting period.

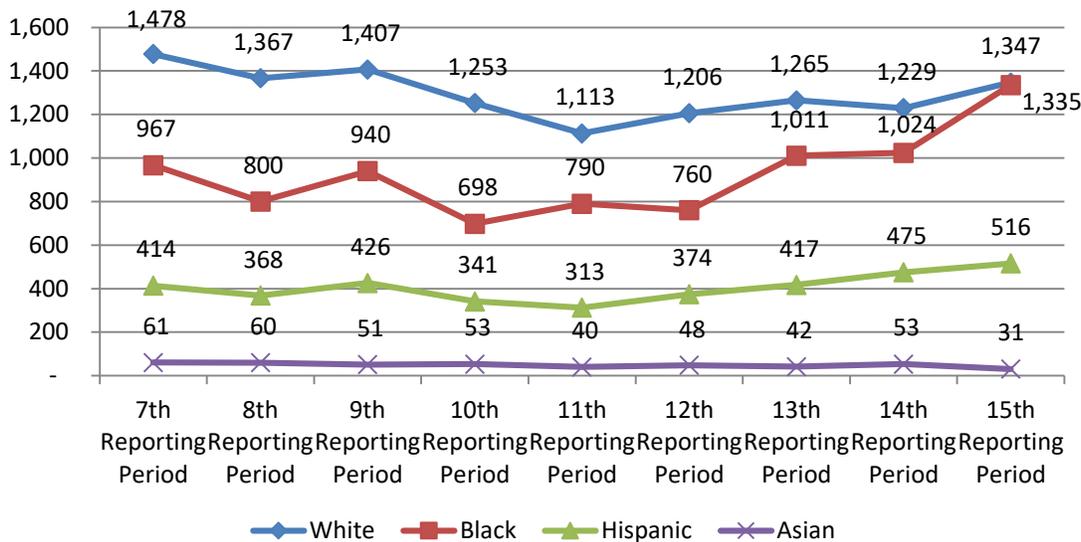
Figure Twenty-Four: Trend of Racial/Ethnic Distribution of Stops with Vehicle Exits
 January 1, 2012 – June 30, 2016



In the current reporting period, there were 856 additional stops with post-stop activity involving vehicle exits, an 8% increase in the current reporting period. Because vehicle exits were the most frequent law enforcement procedure, the extent of change in the racial/ethnic distribution of stops with vehicle exits is similar to that of all stops with law enforcement procedures. In the current reporting period, there were 123 fewer stops with vehicle exits involving White drivers, a 3% decrease. This is consistent with the decrease noted in the number of vehicle exits involving White drivers since the 12th reporting period. For Hispanic drivers there were 25 fewer stops with vehicle exits, a 1% decrease. Asian drivers were involved in 20 fewer stops with vehicle exits, a 6% decrease since the previous reporting period. Unlike all other racial/ethnic groups, for Black drivers, there were 1,022 additional stops with vehicle exits, a 29% increase since the previous reporting period. The number of stops of Black drivers with vehicle exits has increased since the 10th reporting period, with one exception in the previous reporting period. In the current reporting period, the change in stops with vehicle exits for Black drivers is notable. Black drivers were involved in more stops with vehicle exits than White drivers, 4,571 stops for Black drivers and 4,523 stops for White drivers. This is the largest number of stops with vehicle exits for Black drivers in all reporting periods examined here. While changes varied across ethnic/racial groups, the direction and magnitude of changes were mostly consistent with racial/ethnic group changes in post-stop activity.

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

January 2012 – June 2016

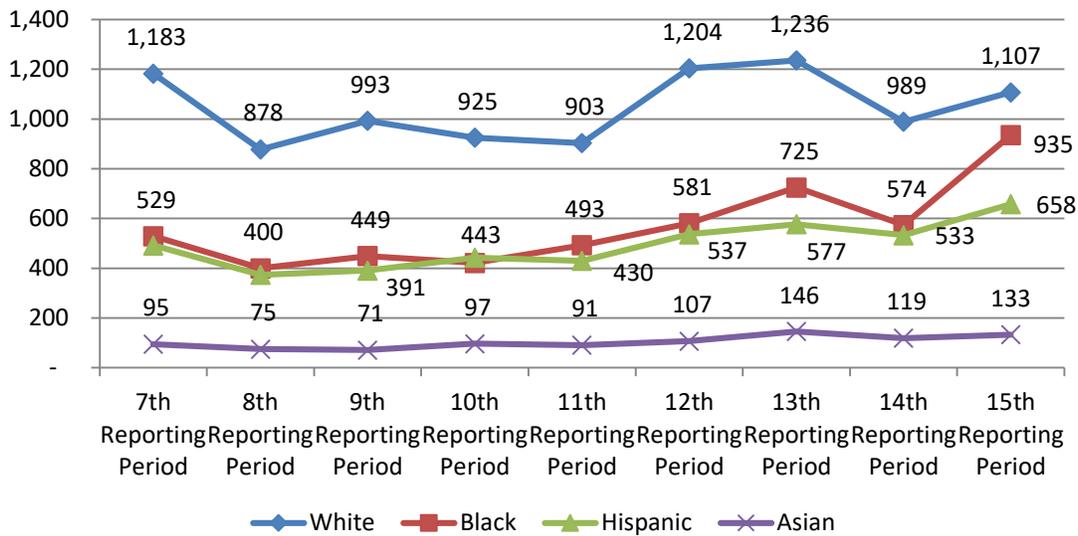


In Troop A, the number of stops with post-stop activity involving vehicle exits increased 16% in the current reporting period, consistent with Troop A's 16% increase in the volume

of stops with post-stop activities. Stops with vehicle exits increased for White, Black, and Hispanic drivers in the current reporting period, whereas, for Asian drivers, such stops decreased. The volume of stops with vehicle exits involving Black drivers increased 30% (311 stops) in the current reporting period. Since the 12th reporting period, the volume of stops of Black drivers with a vehicle exit has increased. Black and White drivers have a similar number of stops with vehicle exits in the current reporting period (1,347 for White drivers and 1,335 for Black drivers). Stops with vehicle exits increased 10% (118 stops) for White drivers and 9% (41 stops) for Hispanic drivers. Conversely, stops with vehicle exits decreased 42% for Asian drivers in the current reporting period. Although the percentage change for Asian drivers is the largest across all racial/ethnic groups, the numeric difference in stops with vehicle exits for Asian drivers is the smallest, a 22-stop difference since the previous reporting period. In Troop A, 93% of stops of White drivers, 96% each of stops of Black and Hispanic drivers, and 89% of stops of Asian drivers with post-stop activity resulted in a vehicle exit in the current reporting period.

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

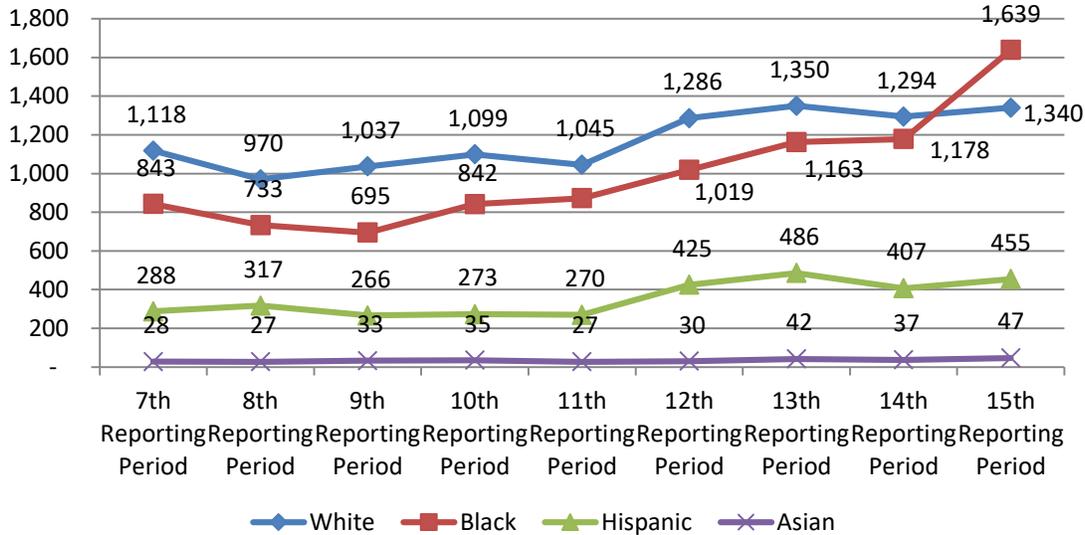
January 2012 – June 2016



The number of stops with vehicle exits in Troop B increased 28% in the current reporting period, similar to the 27% increase in stops with post-stop activity. Similar to trends

observed in stops with post-stop activity, stops with vehicle exits increased for all racial/ethnic groups in the current reporting period. In Troop B, stops with vehicle exits involving Black drivers increased 63% (361 stops). This is the largest number of stops with vehicle exits for Black drivers in Troop B across all reporting periods. Stops with vehicle exits increased 23% (125 stops) for Hispanic drivers. While stops with vehicle exits for Black and Hispanic drivers used to be similar in number in previous reporting periods, there is a remarkable difference in number of stops in the current reporting period for the two racial/ethnic groups (277-stop difference). For both White and Asian drivers, the volume of stops with vehicle exits each increased 12% (118 and 14 stops, respectively). In Troop B, 94% of stops of White and Asian drivers, 95% of stops of Black drivers, and 96% of stops of Hispanic drivers with post-stop activity involved a vehicle exit in the current reporting period.

Figure Twenty-Four C: Trend of Racial/Ethnic Distribution of Stops with Vehicle Exits for Troop C
 January 2012 – June 2016

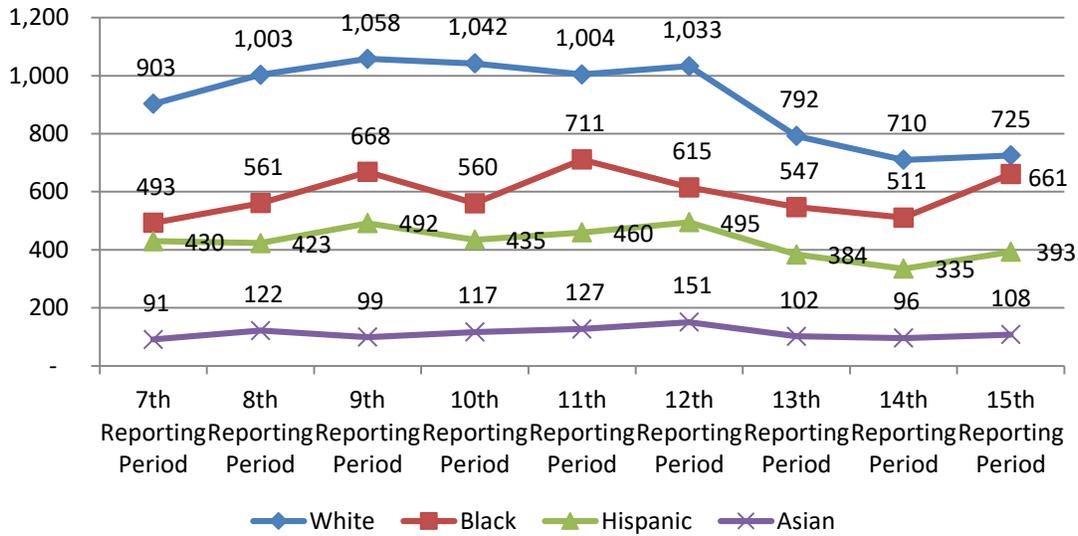


Stops with post-stop activity increased 19% in Troop C while stops with vehicle exits increased by 20% in the current reporting period. Stops with vehicle exits increased in all

racial/ethnic groups. For Black drivers there was a 39% increase (461 additional stops), for Asian drivers there was a 27% increase (10 additional stops), for Hispanic drivers there was a 12% increase (48 additional stops), and for White drivers there was a 4% increase (46 additional stops) in stops with vehicle exits in the current reporting period. Until the current reporting period, White drivers had the largest number of stops with vehicle exits in Troop C. In the current reporting period, Black drivers have the largest frequency of stops among all racial/ethnic groups with vehicle exits (1,369 stops). With a few exceptions, there were increases for all racial/ethnic groups in the number of stops with vehicle exits since the 11th reporting period. However, this reporting period has the largest number of Black drivers experiencing stops with vehicle exits among all depicted reporting periods. In Troop C, 97% of stops of White drivers, 99% of stops of Black drivers, and 98% each of Hispanic and Asian drivers each with post-stop activity resulted in an exit in the current reporting period.

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

January 2012 – June 2016

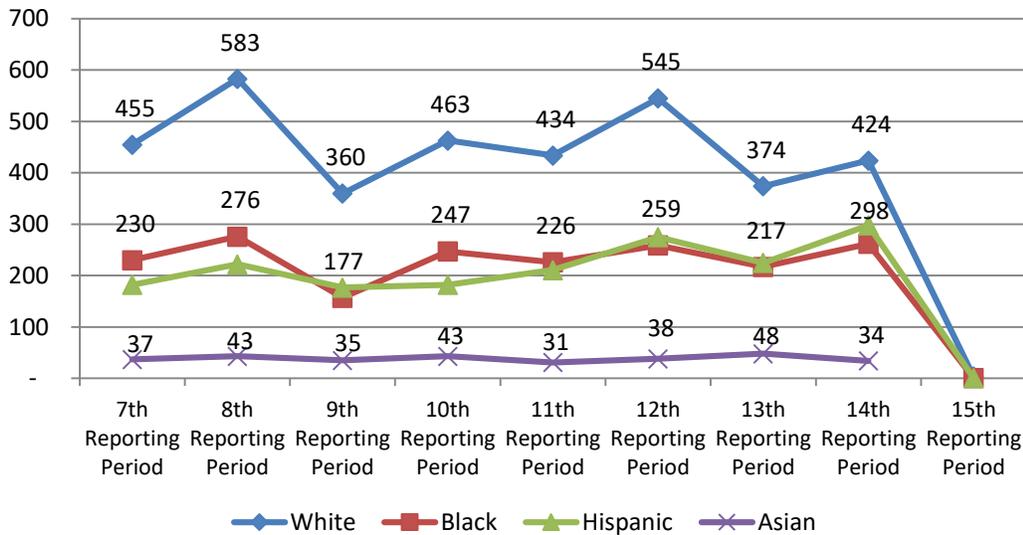


In Troop D, there was a 13% increase in the number of stops with vehicle exits, similar to the increase in stops with post-stop activity in the current reporting period. As indicated in Figure Twenty-Four

D, stops Troop D conducted involving vehicle exits have decreased for each racial/ethnic group since the 12th reporting period. In the current reporting period, however, there was an increase in number of stops with vehicle exits for all racial/ethnic groups. There was a 29% increase (150 additional stops) for Black drivers, a 17% increase (58 additional stops) for Hispanic drivers, a 13% increase (12 additional stops) for Asian drivers, and a 2% increase (15 additional stops) for White drivers in stops with vehicle exits. White and Black drivers have a difference of only 64 stops in the current reporting period, the smallest difference across all depicted reporting periods. In Troop D, 91% of stops of White drivers, 96% of stops of Black and Hispanic drivers, and 97% of stops of Asian drivers with post-stop activity involved a vehicle exit in the current reporting period.

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

January 2012 – June 2016



In Other, non-Troop stations, the number of stops with post-stop activity decreased 99% (1,029 stops), for a total of six stops with vehicle exits. As previously mentioned, this is not a true decrease. In the current reporting period, stops were re-

categorized to reflect the correct Troop in which the stop occurred (see page 3). As such, there will be no discussion on trends for stops with vehicle exits for Other, non-Troop stations.

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

Probable Cause Searches

Probable cause searches were the third most common law enforcement procedure in motor vehicle stops in the current reporting period. Of the 12,148 stops with post-stop interactions, 92% (11,203 stops) involved probable cause searches. Since the number of stops with law enforcement procedures increased in the current reporting period, there is an expectation of the same trend for each specific law enforcement procedure; this is true for probable cause searches. The number of stops with probable cause searches increased in the current reporting period by 3,430 stops, or 44%. This increase is much larger than the 8% increase in stops with post-stop activity and 8% increase in stops with vehicle exits in the current reporting period. The increase in stops with probable cause searches in the current reporting period is also larger in comparison to the increase in the previous reporting period, in which the number of stops with probable cause searches increased by only 6%.

State v. Peña-Flores, 198 N.J. 6 (2009), hereafter referred to as Peña-Flores, was recently overturned by the New Jersey Supreme Court in State v. Witt, 223 N.J. 409 (2015), hereafter referred to as Witt. Decided in September 2015, the Court in Witt held that the exigent circumstances test set forth in Peña-Flores no longer applied. Accordingly, the standard set in State v. Alston, 88 N.J. 211 (1981), hereafter referred to as Alston, for warrantless searches of automobiles based on PC has been reinstated as controlling law in New Jersey. As such, the volume of stops with probable cause searches increased, and, as seen later in this report, the volume of stops with consent searches decreased substantially. The current reporting period is the first full reporting period where Witt was in effect, thus, the increase in number of probable cause searches is reflective of this change.

Figure Twenty-Five: Troop Distribution of Stops with Probable Cause Searches

January 1, 2016 – June 30, 2016

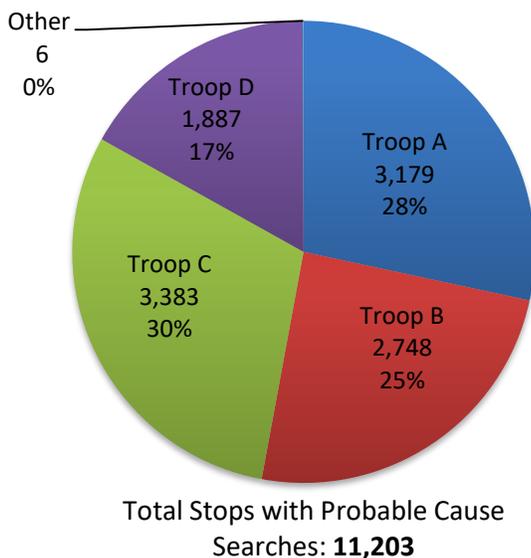
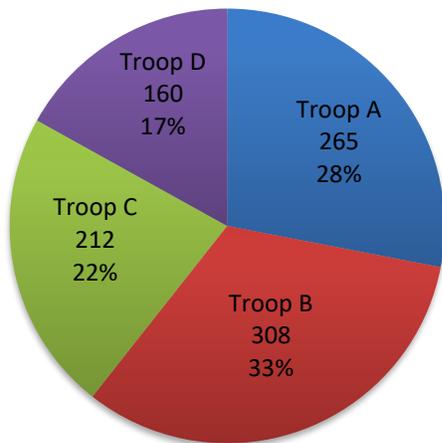


Figure Twenty-Five depicts the distribution of stops with probable cause searches across troops. Since the majority, 92%, of stops with post-stop interactions involved probable cause searches, there is an expectation that the troop distribution of stops with probable cause searches would be nearly identical to the distribution of all stops with post-stop interactions (see Figure Eleven, page 45). All troop proportions for stops with probable cause searches were identical to troop proportions for stops with post-stops interactions. Troop C conducted 30% of stops with probable cause searches (3,383 stops). Troop A conducted 28% of stops with probable cause searches (3,179 stops). Troop B conducted 2,748 stops, or 25%, and Troop D conducted 1,887 stops, or 17%, with probable cause searches. Other, non-Troop stations conducted six stops, less than one percent, of stops with probable cause searches. That

is, all six stops with post-stop interactions in Other, non-Troop stations also involved a probable cause search. Nearly 94% of stops with post-stop interaction resulted in probable cause searches in Troop C. This proportion was 92% for Troops A and D, 90% for Troop B, and 100% for Other, non-Troop stations.

Figure Twenty-Six: Troop Distribution of Stops without Probable Cause Searches

January 1, 2016 – June 30, 2016



Total Stops without Probable Cause Searches: **945**

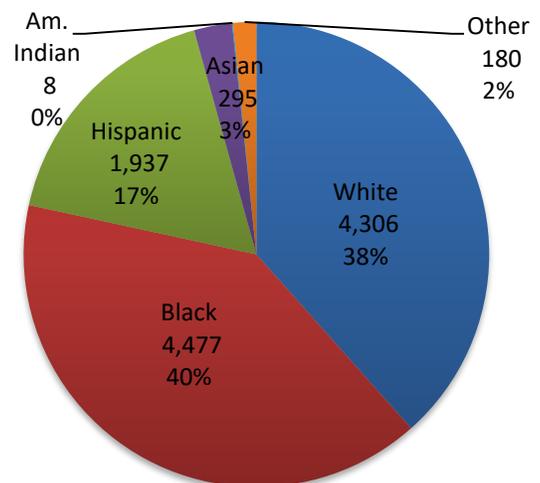
There were 945 stops with post-stop interactions that did not involve probable cause searches in the current reporting period. Though there were more stops involving post-stop interactions with probable cause searches than without, it is important to examine the distribution of stops without these searches to determine whether the decision to engage in this activity is more likely in certain troops. Figure Twenty-Six depicts the troop distribution of stops with post-stop interactions without probable cause searches. This distribution is similar to the troop distribution of stops with post-stop interactions, wherein Troops A, B, and C each conducted roughly a quarter of stops without probable cause searches. The proportions for Troops A and D were identical to their respective proportions of stops involving post-stop interaction and stops with probable cause searches (see Figure Eleven, page 45;

see Figure 25, page 70). Troop B conducted 25% of stops with post-stop interactions and probable cause searches, yet conducted a slightly larger proportion, 33%, of stops that did not involve probable cause searches. Troop C conducted 30% of stops with post-stop interactions and probable cause searches, yet conducted a slightly smaller proportion, 22%, of stops that did not involve probable cause searches. Other, non-Troop stations conducted less than 1% of stops with post-stop interactions and probable cause searches, yet conducted no stops without probable cause searches. Though there were differences in the proportions, they were not large and do not evidence that any particular racial/ethnic group is definitively more likely to be involved probable cause searches than not.

Figure Twenty-Seven: Racial/Ethnic Distribution of Stops with Probable Cause Searches

January 1, 2016 – June 30, 2016

As shown in Figure Twenty-Seven, Black drivers were involved in the largest proportion of stops with probable cause searches, 40% or 4,477 stops. White drivers were involved in 4,306 stops with probable cause searches, 38%. Hispanic drivers were involved in 1,937 stops with probable cause searches, 17%. Asian drivers were involved in 295 stops with probable cause searches, 3%. While Black drivers were involved in the largest proportion of stops with probable cause searches, they were also involved in a larger proportion than their representation in all stops (20%) (see Figure Four, page 14) and a slightly larger proportion than their representation in stops with law enforcement procedures (39%) (see Figure Fourteen, page 49). There was an underrepresentation of White drivers compared to their proportion of all stops (59%). White drivers were also

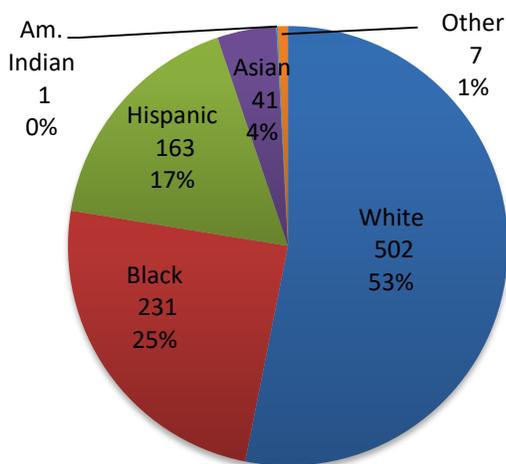


Total Stops with Probable Cause Searches: **11,203**

involved in a slightly smaller proportion of stops with probable cause searches compared to those with law enforcement procedures (40%). Hispanic drivers were slightly overrepresented among stops with probable cause searches when in comparison to their proportion of all stops (14%) but were identical in proportion in stops with law enforcement procedures (17%). There was a slight underrepresentation of Asian drivers among stops with probable cause searches compared to their proportion of all stops (6%); Asian drivers were identical in proportion in stops with post-stop interactions and stops with probable cause searches (3%). Among all stops with post-stop activity, Black drivers had the greatest likelihood of a probable cause search. Ninety-five percent of Black drivers, 92% of Hispanic drivers, 90% of White drivers, and 88% of Asian drivers involved in a stop with post-stop activity were involved in a probable cause search in the current reporting period.

Figure Twenty-Eight: Racial/Ethnic Distribution of Stops without Probable Cause Searches

January 1, 2016 – June 30, 2016



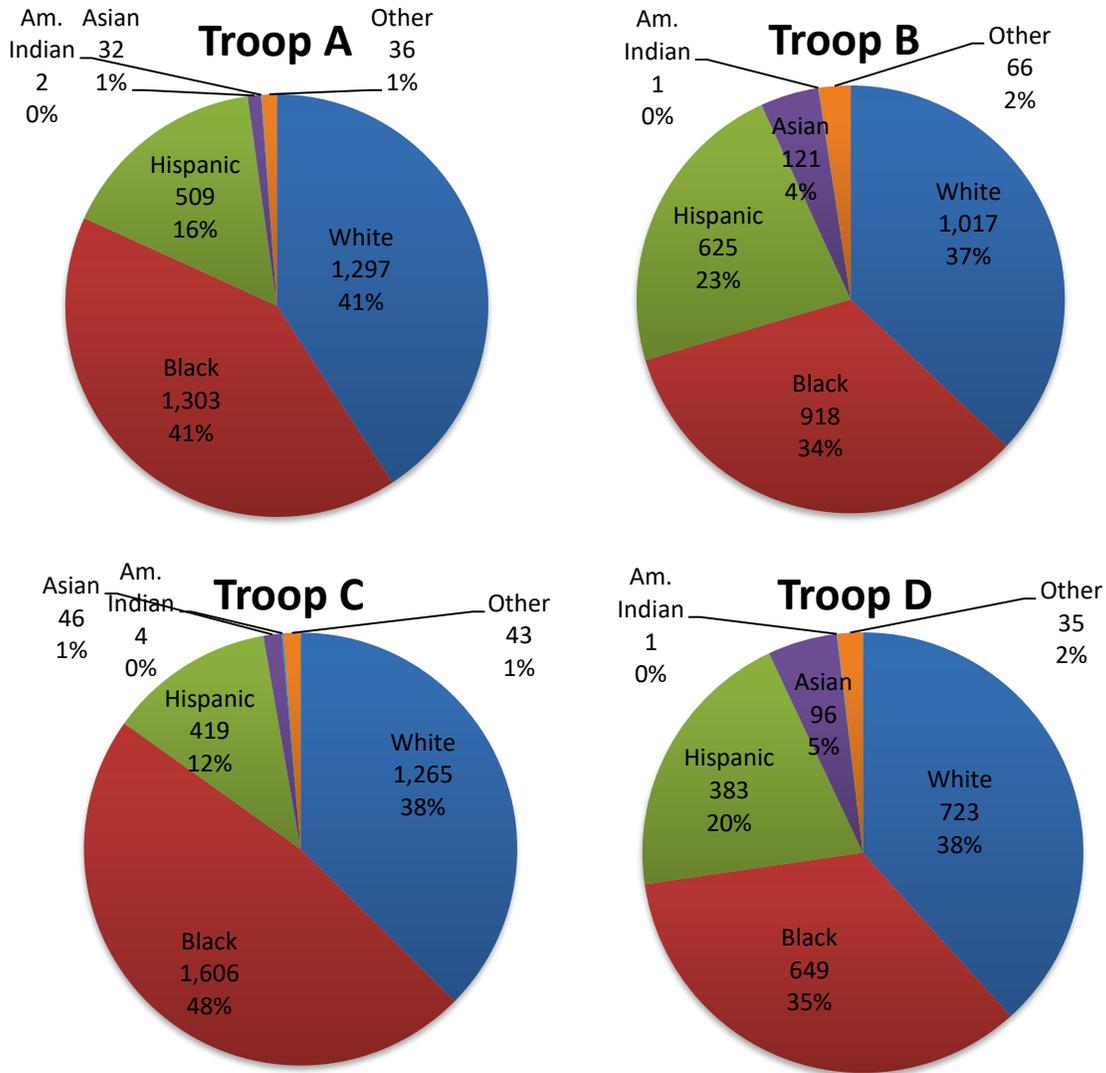
Total Stops without Probable Cause Searches: **945**

There is an expectation that a group overrepresented among stops with probable cause searches will make up a smaller than expected proportion of stops without probable cause searches and vice versa. Figure Twenty-Eight depicts the distribution of stops without probable cause searches. As shown, White drivers were overrepresented. White drivers were 53% of stops without probable cause searches compared to only 38% of stops with probable cause searches. Conversely, Black drivers were a less than expected proportion of stops without probable cause searches, 25% without probable cause searches compared to 40% of stops with these searches. Asian drivers were a slightly larger proportion of stops without probable cause searches, 4%, in comparison to stops with probable cause searches, 3%. Hispanic drivers, however, were identical proportions across stops with and without probable cause searches,

17%.

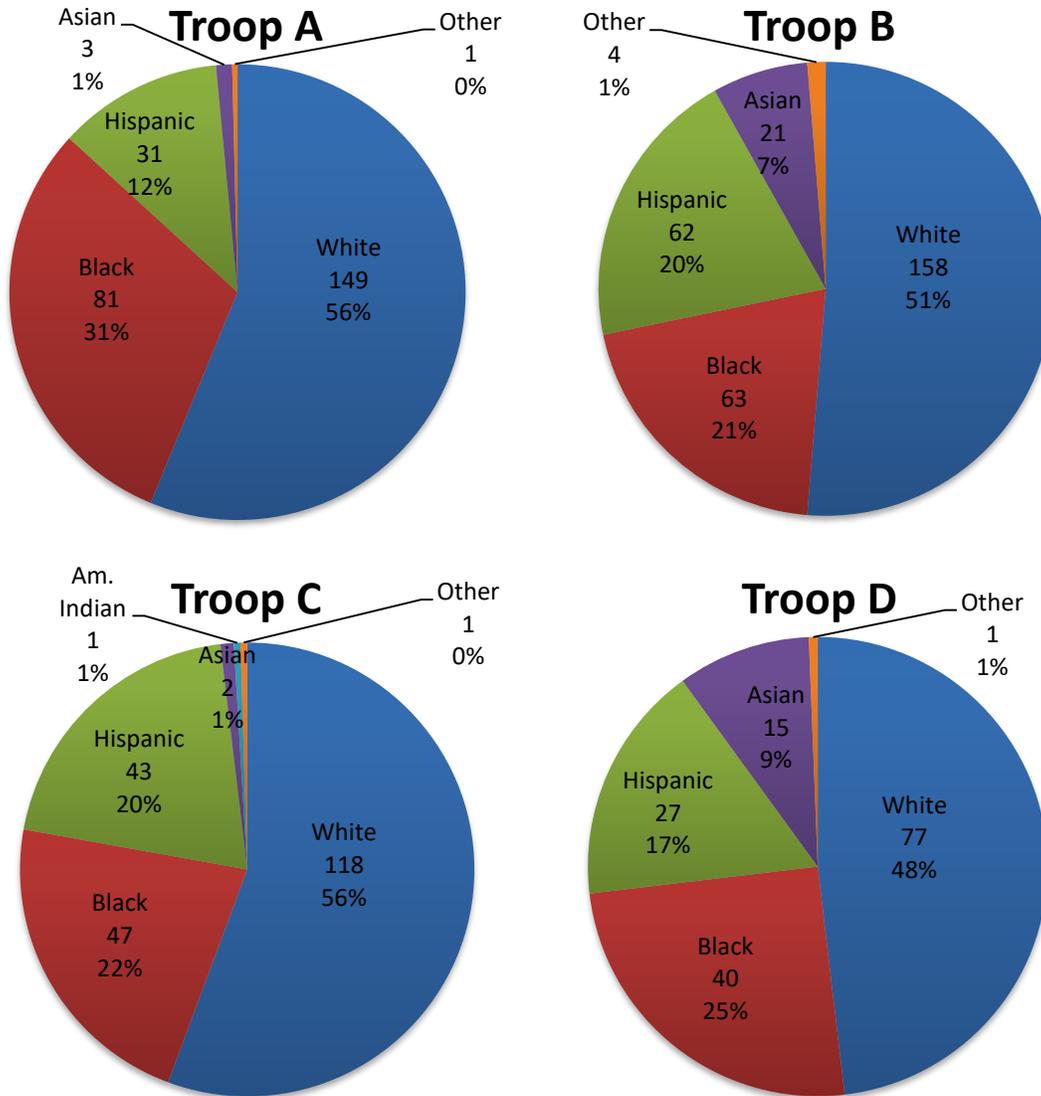
Figure Twenty-Nine indicates that across troops, the racial/ethnic distribution of stops with probable cause searches varied. In Troops A and C, there were more stops of Black drivers with probable cause searches, 1,303 (41%) and 1,606 (48%), respectively, than there were of White drivers, 1,297 (41%) and 1,265 (38%), respectively. In all other troops, White drivers were the largest proportion of these stops. Proportions for White drivers varied from 37% in Troop B to 41% in Troop A. For Black drivers, proportions varied from 34% in Troop B to 48% in Troop C. Proportions for Hispanic drivers varied from 12% in Troop C to 23% in Troop B, and proportions for Asian drivers varied from 1% in Troops A and C to 5% in Troop D. These proportions will continue to be examined in future reporting periods, especially in light of the recent increase in the use of probable cause searches.

Figure Twenty-Nine: Racial/Ethnic Distribution of Stops with Probable Cause Searches by Troop¹⁴
 January 1, 2016 – June 30, 2016



¹⁴ Other, non-Troop stations conducted only six stops with probable cause searches in the current reporting period. As noted in previous sections, this extremely low volume can result in substantially different proportions for each racial/ethnic group in comparison to all other troops; thus, the percentages discussed here are reflective of Troops A, B, C, and D only.

Figure Thirty: Racial/Ethnic Distribution of Stops without Probable Cause Searches by Troop¹⁵
January 1, 2016 – June 30, 2016



¹⁵ Figure Thirty does not include a pie chart for Other, non-Troop stations as there are zero stops without probable cause searches for these stations in the current reporting period.

Figure Thirty depicts the racial/ethnic distribution of stops without probable cause searches by Troop. Among stops without probable cause searches, White drivers make up a larger proportion than they do stops with probable cause searches for each Troop. For White drivers, the proportion of stops without probable cause searches ranged from 48% in Troop D to 56% in Troops A and C. For Black drivers, the proportion of stops without probable cause searches ranged from 21% in Troop B to 31% in Troop A. For Hispanic drivers, the proportion of stops without probable cause searches ranged from 12% in Troop A to 20% in Troops B and C. For Asian drivers, the proportion of stops without consensual searches ranged from 1% in Troops A and C to 9% in Troop D.

Figure Thirty-One: Troop Trend of Stops with Probable Cause Searches
 January 1, 2012 – June 30, 2016

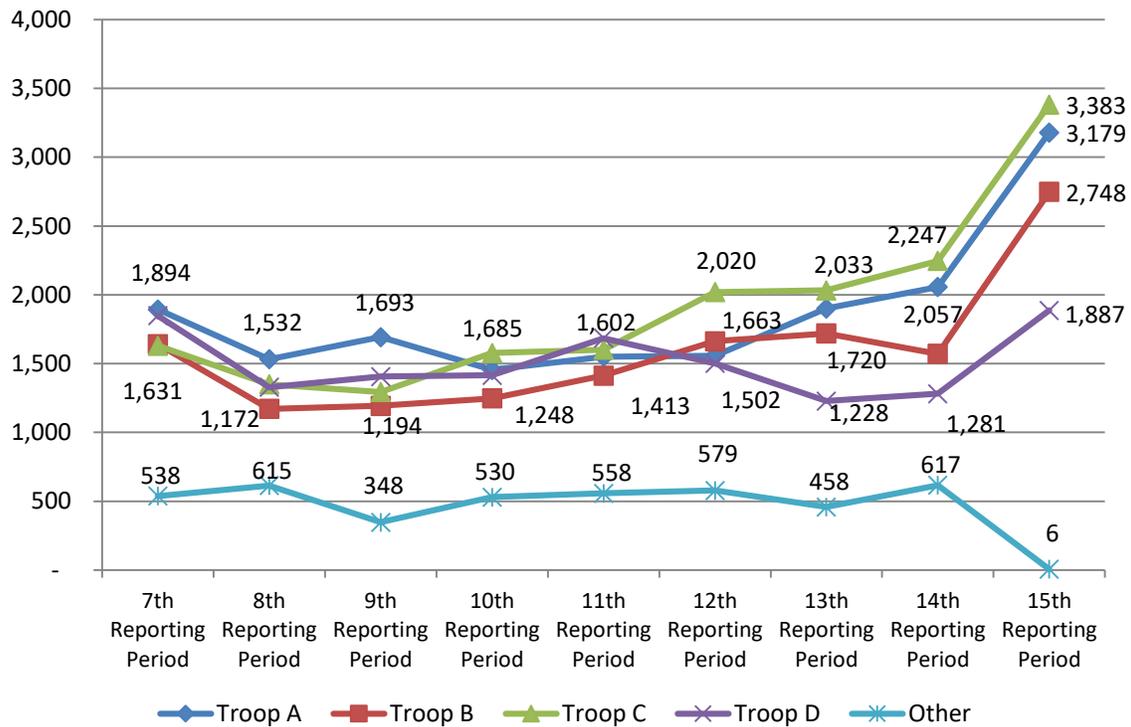
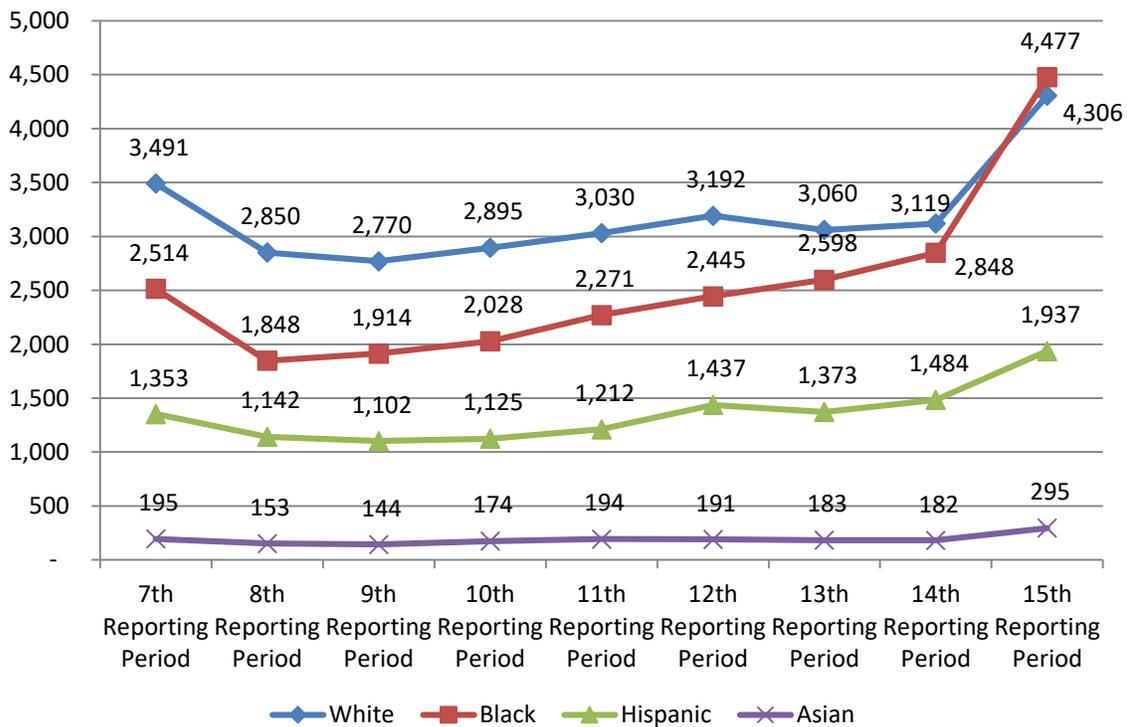


Figure Thirty-One depicts the trend in stops with probable cause searches for each Troop for the current and previous eight reporting periods. The number of stops with probable cause searches increased by 3,430 stops, or 44%, in the current reporting period. As discussed prior, this increase is likely due to the impact of Witt. The changes in the number of stops with probable cause searches, however, vary more widely across Troops. Troop B conducted 1,177 additional stops with probable cause searches, a 75% increase and the largest change exhibited across troops. Troop C conducted 1,136 additional stops, a 51% increase. Troop A conducted 1,122 additional stops, a 55% increase. Troop D conducted 606 additional stops with probable cause searches, a 47% increase in the current reporting period. Dissimilarly, Other, non-Troop stations conducted 611 fewer stops with probable cause searches, a 99% decrease in the current reporting period. Again, this is not a true decrease for Other, non-Troop stations; stops were re-categorized in the current reporting period to more accurately reflect the appropriate troop, thus, impacting the numbers of stops each troop conducted.

Figure Thirty-Two depicts the trend in stops with probable cause searches for each racial/ethnic group for the current and previous eight reporting periods. Black drivers had the largest increase in number of stops with probable cause searches, 1,629 additional stops, a 57% increase. White drivers were involved in 1,187 additional stops, a 38% increase. There was a 31% increase in stops with probable cause searches for Hispanic drivers, 453 additional stops. While the percentage change was largest for Asian drivers (62%), this racial/ethnic group had the smallest increase in number of stops with probable cause searches, 113 additional stops.

Figure Thirty-Two: Trend of Racial/Ethnic Distribution of Stops with Probable Cause Searches

January 1, 2012 – June 30, 2017



As seen in Figure Thirty-Two, the number of stops with probable cause searches involving Black drivers has been increasing steadily since the 8th reporting period. In the current reporting period, the difference between the number of stops with probable cause searches involving White and Black drivers is the smallest in all reporting periods examined, a difference of 171 stops. Historically, White drivers had the largest frequency of stops with probable cause searches; however, in the current reporting period, Black drivers have the largest frequency of stops with probable cause searches. The number of stops with probable cause searches involving Black drivers has been steadily approaching the number of stops with probable cause searches involving White drivers over seven reporting periods. OLEPS will continue to monitor changes in the number of stops with probable cause searches across racial/ethnic groups and further examines a sample of these searches in its Oversight Reports.¹⁶

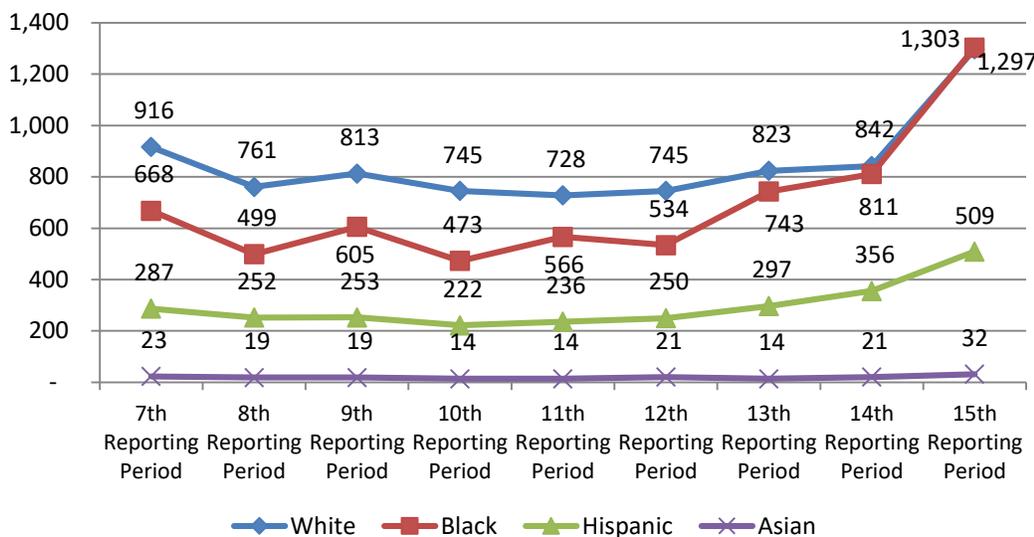
Motor vehicle stops with post-stop activity and with vehicle exits each increased by 8% in the current reporting period. To a larger extent, stops with probable cause searches increased by 44% in the

¹⁶ <http://www.nj.gov/oag/oleps/in-house-monitoring.html>

current reporting period. The trends of stops with probable cause searches across racial/ethnic groups were not consistent with stops with post-stop activity and vehicle exits. For example, whereas stops with post-stop activity and vehicle exits decreased for White, Hispanic, and Asian drivers, stops with probable cause searches increased for all racial/ethnic groups at varying rates.

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

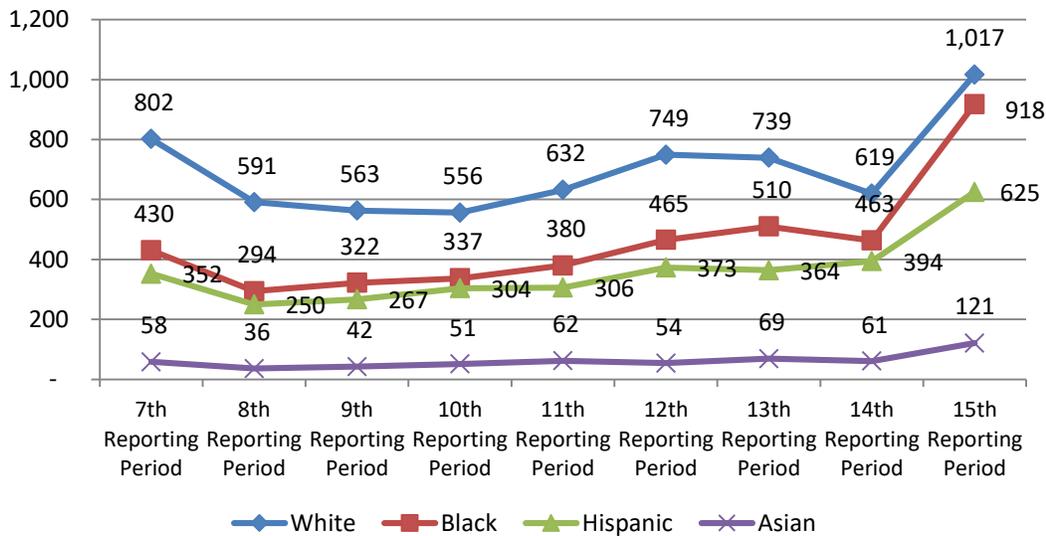
Figure Thirty-Two A: Trend of Racial/Ethnic Distribution of Stops with Probable Cause Searches for Troop A
 January 2012 – June 2016



In Troop A there was a 16% increase in stops with post-stop activity but a 55% increase in stops with probable cause searches in the current reporting period. Stops with probable cause searches increased for all racial/ethnic groups in Troop A. For the most

part, there has been a steady increase in the number of stops with probable cause searches among all racial groups since the 10th reporting period, with a few exceptions. For White drivers there were 455 additional stops, a 54% increase, while for Black drivers there were 492 additional stops, a 61% increase in the current reporting period. This is the smallest difference between White and Black drivers across all reporting periods (six stops). Black drivers were involved in the largest increase of stops with probable cause searches in both number and percentage in Troop A during the current reporting period. Historically, White drivers had the largest frequency of stops with probable cause searches; however, in the current reporting period, Black drivers have the largest frequency of stops with probable cause searches. For Hispanic drivers, there was an increase of 153 stops, 43%. Given the smaller volume of stops involving Asian drivers, the percent change is larger for Asian drivers, a 52% increase in the current reporting period; however, this is only eleven additional stops. Black and Hispanic drivers had the largest likelihood of being involved in a stop with post-stop interaction resulting in a probable cause search. In Troop A, 94% of stops of Black and Hispanic drivers, 91% of stops of Asian drivers, and 90% of stops of White drivers with post-stop activity resulted in probable cause searches in the current reporting period.

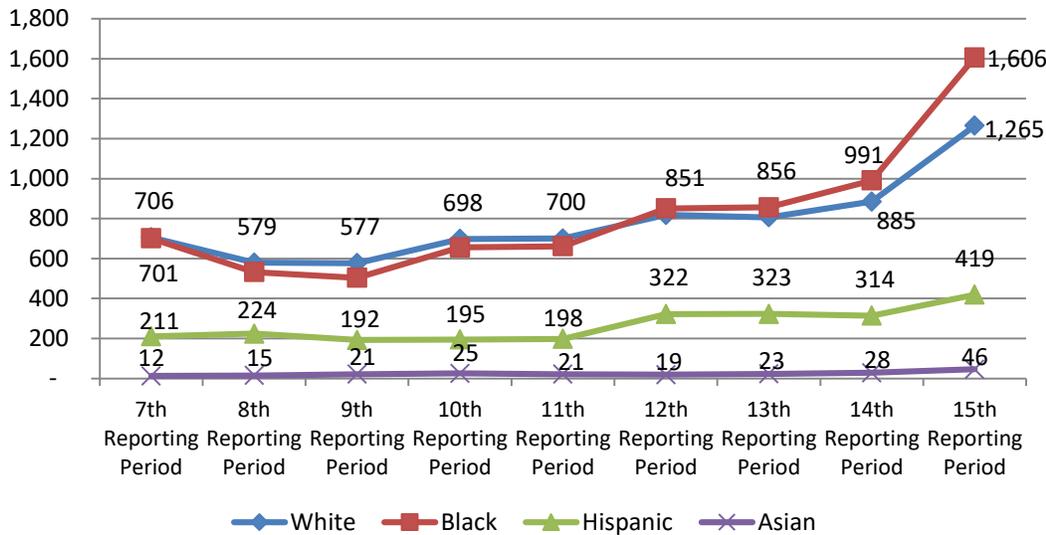
Figure Thirty-Two B: Trend of Racial/Ethnic Distribution of Stops with Probable Searches for Troop B
 January 2012 – June 2016



In Troop B, there was a 27% increase in stops with post-stop interaction and a 75% increase in stops with probable cause searches. Since the previous reporting period, stops with probable cause searches increased for all racial/ethnic groups. Stops of

Black drivers with probable cause searches increased by 455 stops, a 98% increase, nearly double the number of stops from the previous reporting period. For White drivers, there were 398 additional stops, a 64% increase. Historically, White and Black drivers have been relatively close in the number of stops with probable cause searches. The current reporting period shows the smallest difference across all reporting periods between White and Black drivers (99 stops). For Hispanic drivers, there were 231 additional stops, a 59% increase. Similar to Black drivers, there were 60 additional stops with probable cause searches for Asian drivers, a 98% increase, and nearly double the number of stops from the previous reporting period. In Troop B, 94% of all stops with post-stop activity resulted in a probable cause search for Black drivers. Ninety-one percent of stops of Hispanic drivers, 87% of stops of White drivers, and 85% of stops of Asian drivers with post-stop interaction resulted in a probable cause search in Troop B.

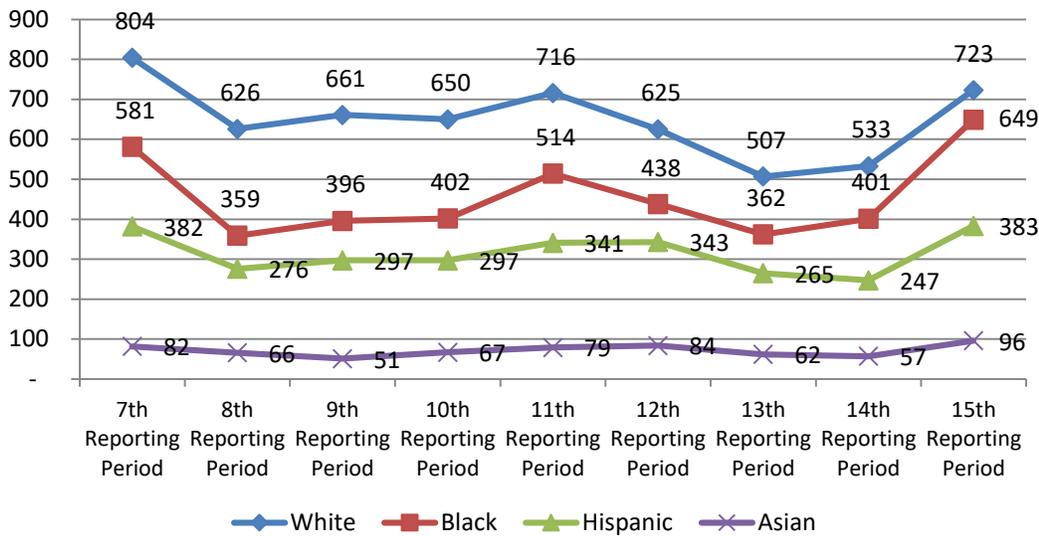
Figure Thirty- Two C: Trend of Racial/Ethnic Distribution of Stops with Probable Cause Searches for Troop C
 January 2012 – June 2016



There was a 19% increase in stops with post-stop activity in Troop C and a 51% increase in stops with probable cause searches in the current reporting period. All racial/ethnic groups in Troop C had, for the most part, an increase in the number of stops with probable

cause searches since the 9th reporting period, with limited exceptions. Similar to Troops A and B, there were increases in the volume of stops with probable cause searches for all racial/ethnic groups in the current reporting period. The largest increase in the number of stops with probable cause searches was for Black drivers. There were 615 additional stops, a 62% increase. White drivers were involved in 380 additional stops, a 43% increase. While White drivers were normally the majority of stops with probable cause searches across troops, in Troop C Black drivers have been the majority since the 12th reporting period. In fact, in the current reporting period, Troop C has the largest difference between Black and White drivers, 341 stops. There was a 64% increase for Asian drivers; however, this was only 18 additional stops since the previous reporting period. Hispanic drivers were involved in 105 additional stops in the current reporting period, a 33% increase. Similar to Troops A and B, Black drivers had the largest likelihood of being involved in a stop with post-stop activity resulting in a probable cause search in Troop C, 97%. Ninety-six percent of stops of Asian drivers and 91% of stops of White and Hispanic drivers involving post-stop activity resulted in a probable cause search in the current reporting period in Troop C.

Figure Thirty- Two D: Trend of Racial/Ethnic Distribution of Stops with Probable Cause Searches for Troop D
 January 2012 – June 2016

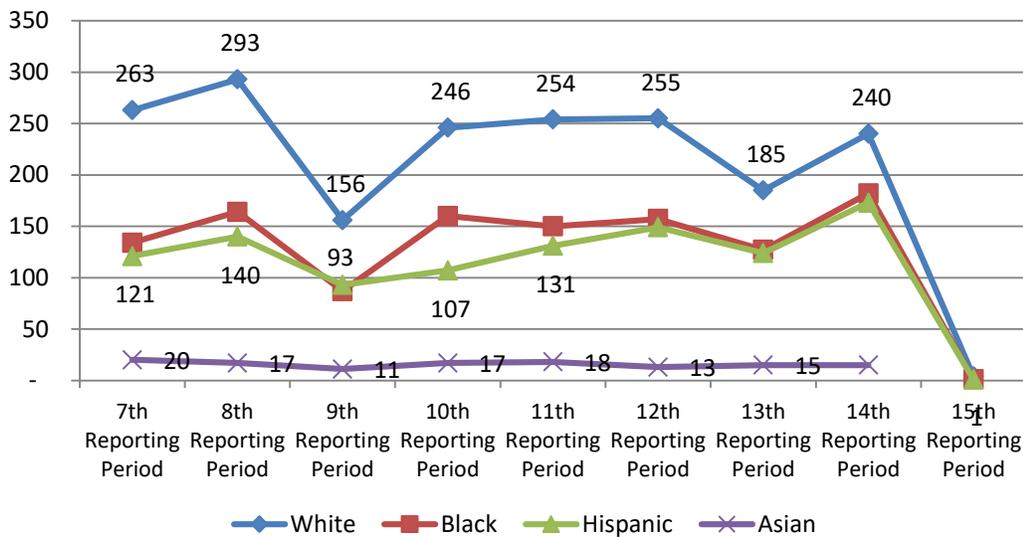


In Troop D there was a 13% increase in stops with post-stop activity, and a 47% increase in stops with probable cause searches in the current reporting period. Consistent with Troops A, B, and C, there was an increase for all racial/ethnic

groups in the number of stops with probable cause searches. Black drivers were involved in 248 additional stops, a 62% increase, and White drivers were involved in an additional 190 stops, a 36% increase in the current reporting period. This is the smallest difference between White and Black drivers, a difference of 74 stops. Hispanic drivers were involved in 136 additional stops, a 55% increase, and Asian drivers had 39 additional stops, a 68% increase. As noted in Troops A, B, and C, Black drivers had the greatest likelihood of being involved in a stop with a probable cause search in Troop D. For Black drivers, 94% of stops with post-stop activity resulted in a probable cause search. For White drivers, this proportion was 90%. For Hispanic drivers, 93%, and for Asian drivers, 87%, of stops with post-stop activity resulted in a probable cause search in the current reporting period.

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

January 2012 – June 2016



Stops with probable cause searches in Other, non-Troop stations changed similarly to post-stop activity. For Other, non-Troop stations there was a 99% decrease in stops with post-stop interaction, and a 99% decrease in stops with probable cause searches in the

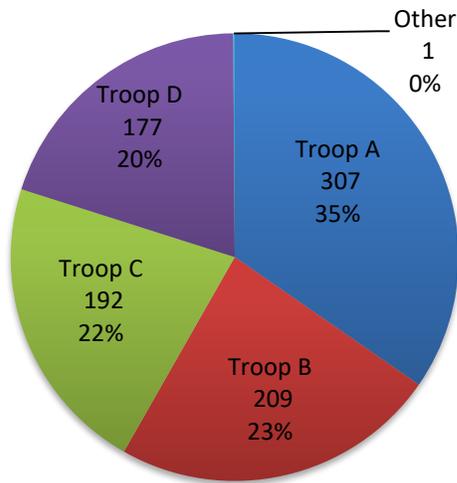
current reporting period. Again, as previously stated, there was a large decrease for Other, non-Troop stations, due to re-categorization of stops among troops. There were six stops with probable cause searches in Other, non-Troop stations. There will be no discussion of trends for stops with nonconsensual searches in Other, non-Troop stations as this is not a true decrease and discussion of such would be misleading.

Occupant Frisks

In comparison to vehicle exits and probable cause searches, occupant frisks in motor vehicle stops were much less frequent. In the current period, there were 886 motor vehicle stops where there was a frisk of at least one occupant, 7% of all stops with post-stop interactions this reporting period. The number of stops with frisks increased by 268 stops, or 43%, since the previous reporting period.

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

January 1, 2016 – June 30, 2016

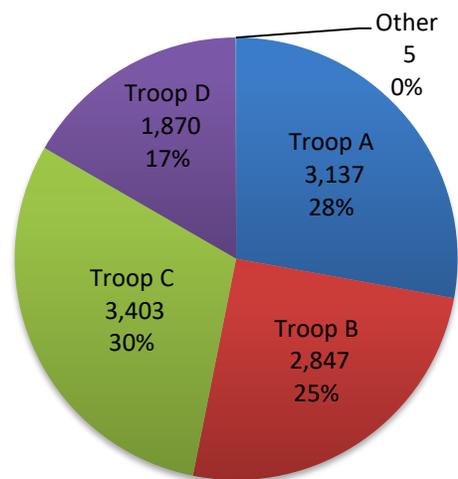


Total Stops with Frisks: **886**

Figure Thirty-Three depicts the distribution of stops with frisks across Troops. Due to the low frequency of stops with frisks, the troop distribution of stops with frisks differs from the troop distribution of all stops with post-stop interactions (see Figure Eleven, page 45). Troop C conducted a smaller proportion of stops with frisks, 22%, than stops with post-stop interactions, 30%. Similarly, Troop B conducted a slightly smaller proportion of stops with frisks, 23%, than stops with post-stop interactions, 25%. Conversely, Troop A conducted a larger proportion of stops with frisks, 35%, than stops with post-stop interactions, 28%. Similarly, Troop D conducted a slightly larger proportion of stops with frisks, 20%, than stops with post-stop interactions, 17%. Other, non-Troop stations conducted an identical proportion of stops with frisks and stops with post-stop interactions, less than 1%.

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

January 1, 2016 – June 30, 2016

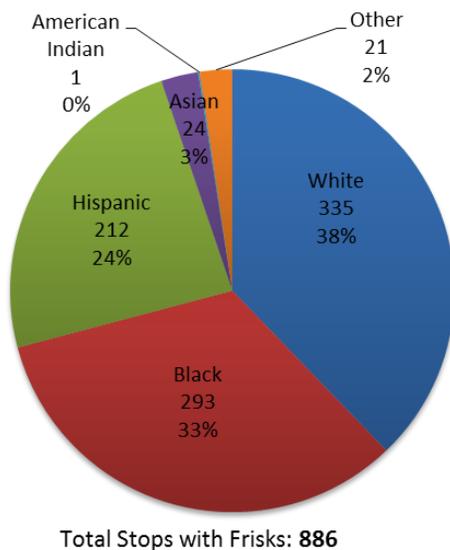


Total Stops without Frisks: **11,262**

The majority of stops with post-stop activity did not involve an occupant frisk. In the current reporting period, there were 11,262 stops with post-stop interactions that did not involve an occupant frisk. As such, this distribution is identical to the troop distribution for stops with post-stop activity. Troop C has the largest proportion, 30%, of stops without occupant frisks, followed by Troop A, which conducted 28%. Troop B conducted 25%, and Troop D conducted 17% of such stops. Other, non-Troop stations conducted less than 1% of stops with post-stop activity not involving occupant frisks in the current reporting period.

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

January 1, 2016 – June 30, 2016

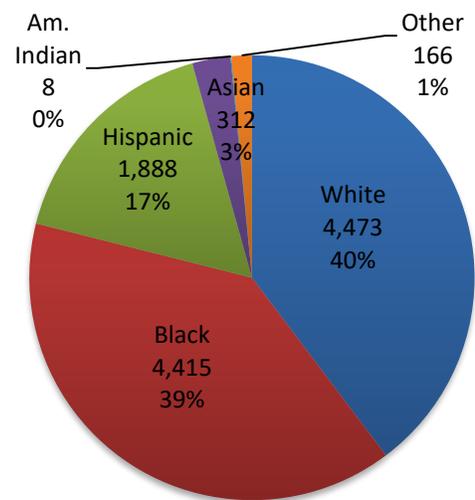


As shown in Figure Thirty-Five, White drivers were involved in the largest proportion of stops with occupant frisks. There were 335 stops, 38%, with a frisk that involved White drivers; 293 stops, 33%, that involved Black drivers; 212 stops, 24%, that involved Hispanic drivers; and 24 stops, 3%, that involved Asian drivers in the current reporting period. In comparison to the racial/ethnic distribution of all stops (see Figure Four, page 14), White and Asian drivers were a smaller than expected proportion (White drivers were 59% of all stops but 38% of stops with frisks, and Asian drivers were 6% of all stops but 3% of stops with frisks). On the other hand, Black and Hispanic drivers were a larger than expected proportion of stops with occupant frisks (Black drivers were 20% of all stops but 33% of stops with frisks, and Hispanic drivers were 14% of all stops but 24% of stops with frisks). In comparison to the

racial/ethnic distribution of stops with post-stop activity (see Figure Fourteen, page 49), White and Black drivers were a less than expected proportion of stops with occupant frisks (White drivers were 40% of stops with post-stop interaction, and Black drivers were 39% of stops with post-stop interaction). Hispanic drivers, however, were still a larger than expected proportion of stops with frisks (17% of stops with post-stop) while Asian drivers were the same proportion of stops with frisks and all stops with post-stop activity (3%).

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

January 1, 2016 – June 30, 2016



Total Stops without Frisks: 11,262

Figure Thirty-Six depicts the racial/ethnic distribution of stops with post-stop activity not involving an occupant frisk. Given that most post-stop activity did not involve an occupant frisk, the expectation is that this distribution would be nearly identical to the distribution of stops with post-stop activity; this is true for the current reporting period. White drivers were involved in 40% of stops without frisks and stops with post-stop activity. Black drivers were involved in 39% of stops without frisks and stops with post-stop activity. Hispanic drivers were involved in 17% of stops without frisks and stops with post-stop activity. Asian drivers were 3% of stops without frisks and stops with post-stop activity.

Figure Thirty-Seven depicts the racial/ethnic distribution of stops with post-stop interactions involving occupant frisks across Troops for the current reporting period. Across Troops, the racial/ethnic distribution of stops with occupant frisks varied slightly. White drivers were the largest proportion these stops in all Troops except for Troop D, where Black drivers were the

largest proportion. The proportions of stops with frisks involving White drivers ranged from 30% in Troop D to 42% in Troop C. The proportions of stops of Black drivers with frisks were between 28% of stops with occupant frisks in Troop B and 36% in Troop D. Hispanic drivers were between 20% of stops with occupant frisks in Troop C and 28% in Troop D. Asian drivers were a much smaller proportion of such stops, with proportions ranging from 1% in Troop A to 6% in Troop B.

Figure Thirty-Seven: Racial/Ethnic Distribution of Stops with Occupant Frisks by Troop¹⁷
 January 1, 2016 – June 30, 2016

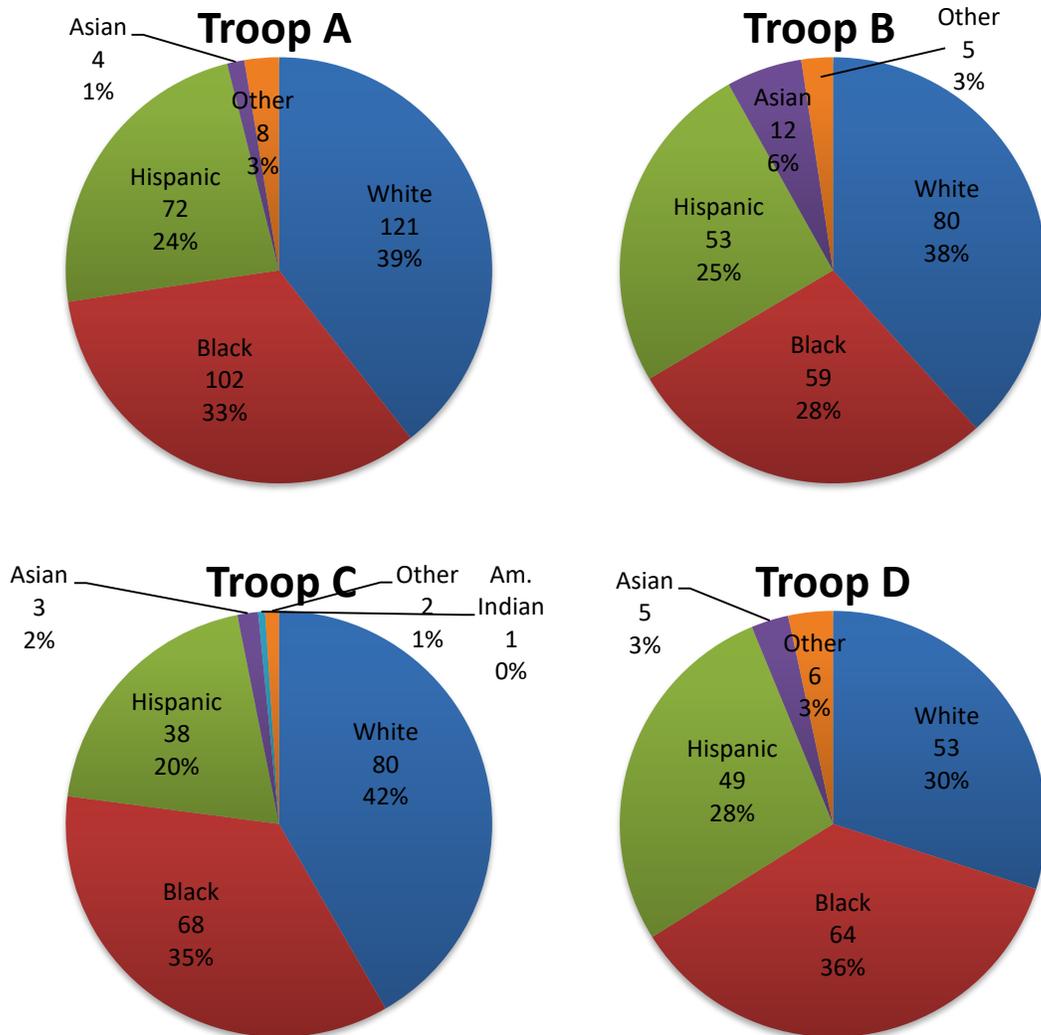
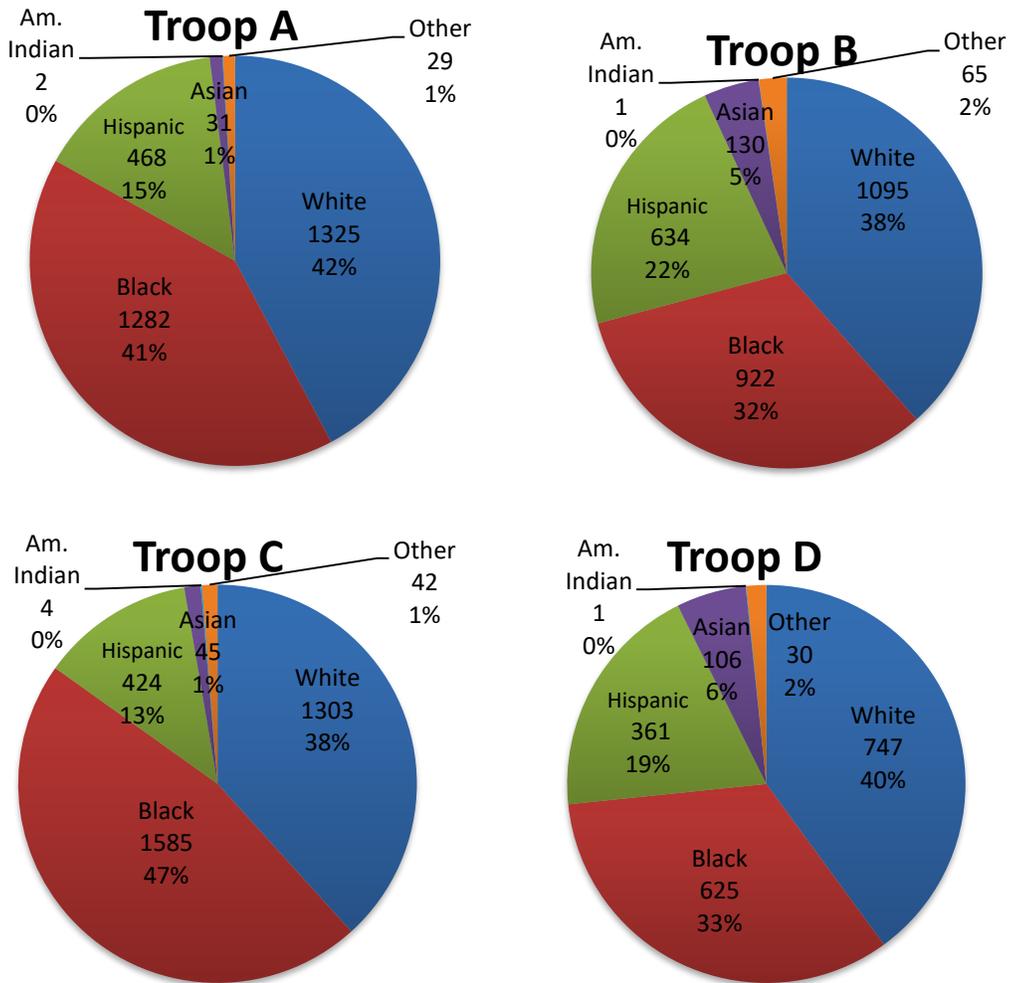


Figure Thirty-Eight depicts the racial/ethnic distribution of stops with post-stop interactions without occupant frisks across troops for the current reporting period. White drivers were the largest proportion of these stops, with the exception of Troop C. Stops without occupant frisks for White drivers were between 38% in Troops B and C and 42% in Troop A. Black drivers had a larger variation and were

¹⁷ Figure Thirty-Seven and the discussion of trends for occupant frisks only includes Troops A, B, C, and D. Other, non-Troop stations only conducted one stop with an occupant frisk, and this stop was of a White driver. Given this low volume, there is no pie chart for Other, non-Troop stations for this post-stop interaction.

between 32% in Troop B and 47% in Troop C. Hispanic drivers were between 13% in Troop C and 22% in Troop B. Asian drivers were between 1% in Troops A and C and 6% in Troop D.

Figure Thirty-Eight: Racial/Ethnic Distribution of Stops without Occupant Frisks by Troop¹⁸
 January 1, 2016 – June 30, 2016



¹⁸ Other, non-Troop stations had a low volume of stops with post-stop activity not involving frisks in the current reporting period, five stops. Three of these stops involved a White driver, one involved a Black driver, and one involved a Hispanic driver. Given this low volume, there is no pie chart for Other, non-Troop stations for this post-stop interaction.

Figure Thirty-Nine: Troop Trend of Stops with Frisks
 January 1, 2012 – June 30, 2016

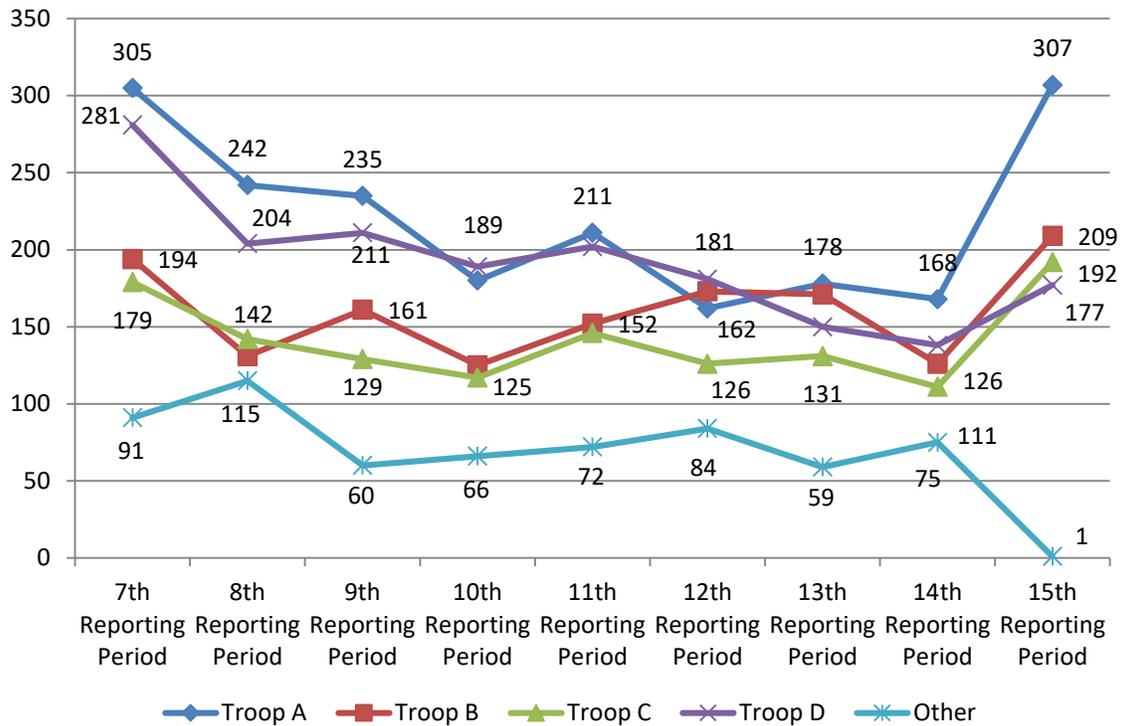


Figure Thirty-Nine depicts the trend in stops with frisks for each Troop from the seventh to the current reporting period. There were increases in the number of stops with frisks in Troops A, B, C, and D, while there was a decrease in Other, non-Troop stations. This is opposite of what occurred in the previous reporting period, when there were decreases in Troops A, B, C, and D, and an increase in Other, non-Troop stations. Troop A had the largest percentage change and increase in number of stops with frisks, an 83% increase, or 139 additional stops with frisks this reporting period. This is the largest number of stops with occupant frisks for Troop A and all other troops across all observed reporting periods. Troop B had a 66% increase, or 83 additional stops with frisks in the current reporting period. Troop C had a 73% increase, or 81 additional stops with frisks. Troop D had a 28% increase, or 39 additional stops with frisks. Historically, Troop D's volume of stops with frisks has been high; however, in the current reporting period, Troop D has the fourth largest number of stops with occupant frisks, behind Troops A, B, and C. Other, non-Troop stations had the only decrease, 99%, or 74 fewer stops with frisks in the current reporting period. Again, this is not a true decrease due to the re-categorization of stops in the current reporting period. These changes among troops were consistent with the direction of change observed in stops with post-stop activity for each troop in the current reporting period. The magnitude of change, however, is greater in stops with frisks across each troop in comparison to each troop's stops with post-stop activity. This is particularly true for Troop A, which, as previously indicated, had a notable increase in stops with frisks in the current reporting period.

Figure Forty: Trend of Racial/Ethnic Distribution of Stops with Frisks
 January 1, 2012 – June 30, 2016

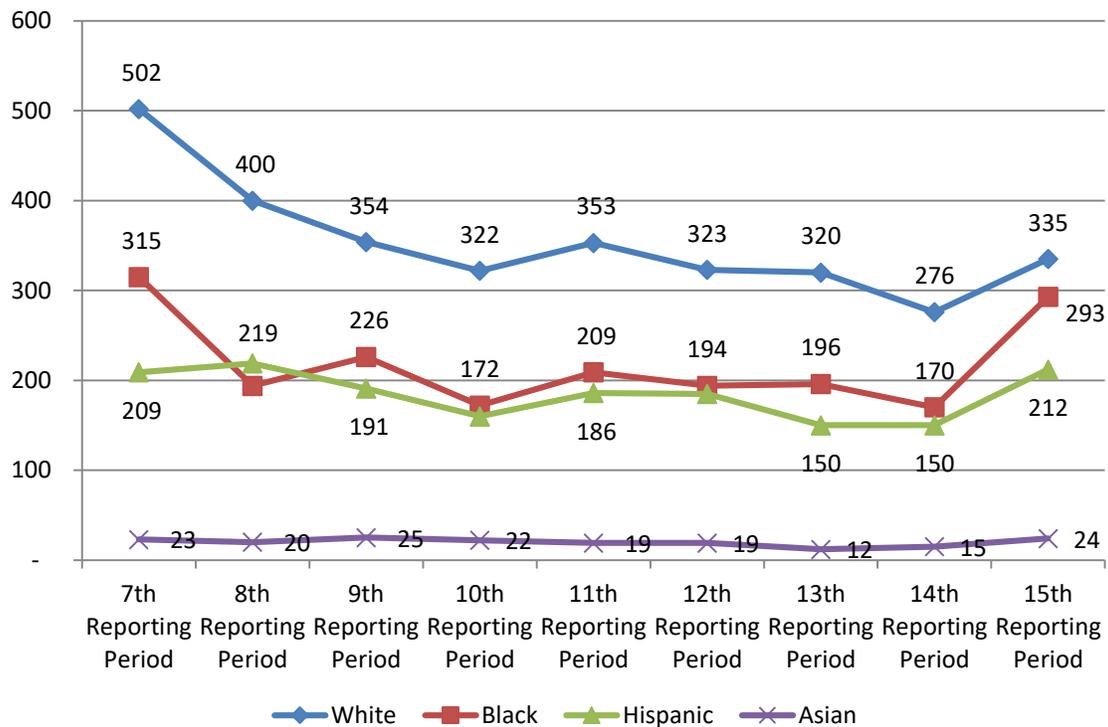
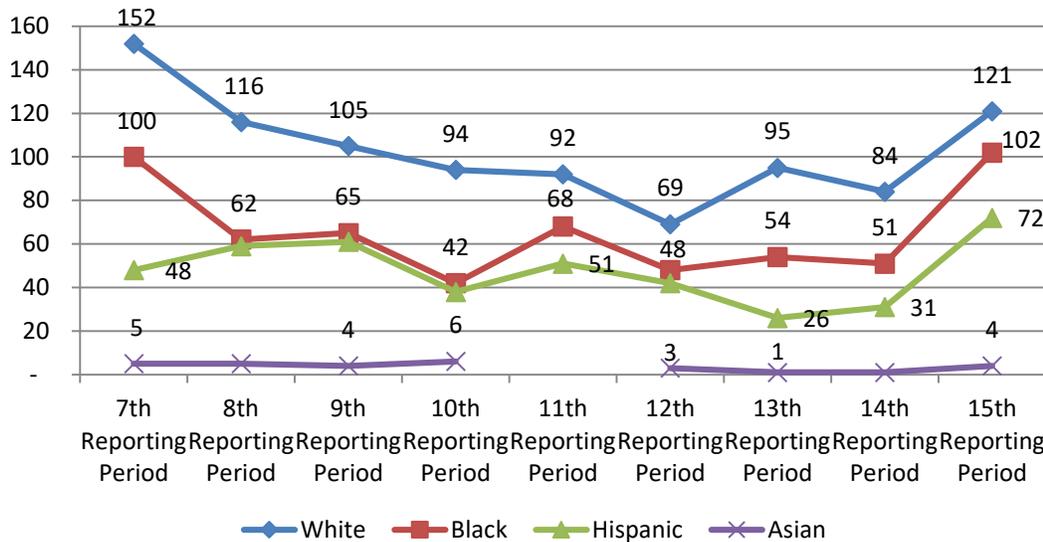


Figure Forty presents the trends of stops with frisks for each racial/ethnic group for the current and previous eight reporting periods. Since the number of stops with post-stop activity increased for each racial/ethnic group, there is an expectation of the same trend for each specific procedure. All racial/ethnic groups increased in the number of stops with occupant frisks in the current reporting period. Asian drivers were involved in the second largest proportional increase, 60%, but only had nine additional stops with frisks since the previous reporting period. For White drivers there were 59 additional stops, a 21% increase. White and Black drivers have a similar frequency of stops with occupant frisks in the current reporting period, a 42-stop difference. This is the smallest difference between the two racial/ethnic groups across all depicted reporting periods. Black drivers were involved in the largest increase in both number and proportion; there were 123 additional stops, a 72% increase. For Hispanic drivers there were 62 additional stops, a 41% increase. Historically, Black and Hispanic drivers were close in the number of stops with occupant frisks; however, in the current reporting period, Black and Hispanic drivers had a difference of 81 stops, the second largest difference, just behind the 7th reporting period, where there was a 106-stop difference. As seen in Figure Forty, stops with frisks have generally decreased across racial/ethnic groups since the 11th reporting period and began to increase again in the current reporting period.

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

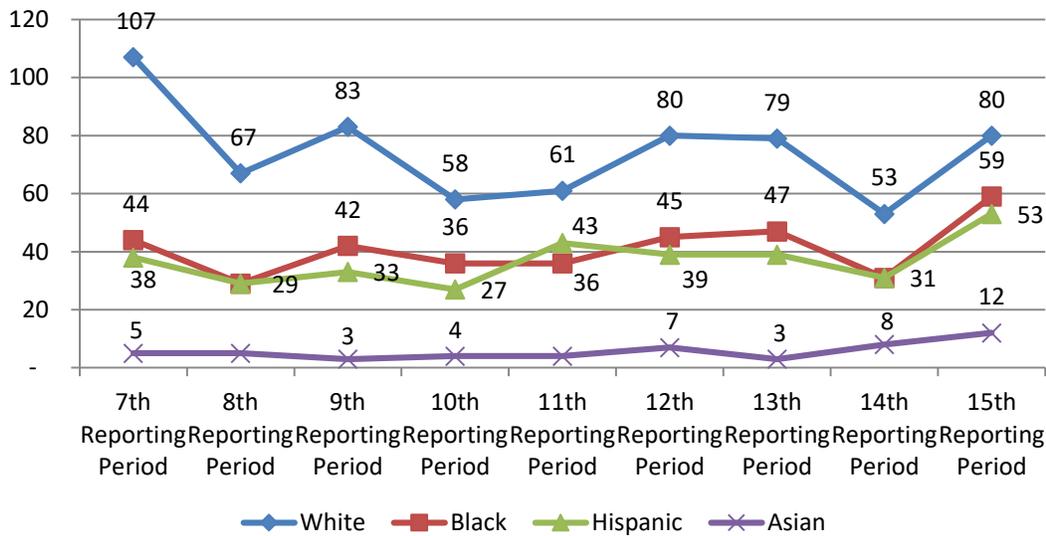
Figure Forty A: Trend of Racial/Ethnic Distribution of Stops with Frisks for Troop A
 January 2012 – June 2016



Troop A's motor vehicle stops with frisks increased by 83% (139 additional stops) in the current reporting period. In Troop A, there were increases in the number of stops with frisks for all racial/ethnic groups. Black

drivers were involved in 51 additional stops, a 100% increase, and the largest numeric increase among all racial/ethnic groups in Troop A. Hispanic drivers were involved in a larger proportional increase, 132%, but were involved in only 41 additional stops with frisks. White drivers had 37 additional stops, a 44% increase, and Asian drivers were involved in only three additional stops with a frisk, but a 300% increase in the current reporting period. Of all stops with post-stop activity Troop A conducted, 8% resulted in frisks for White drivers, 13% resulted in frisks for Hispanic drivers, 7% resulted in frisks for Black drivers, and 11% resulted in frisks for Asian drivers. Unlike other law enforcement procedures in Troop A, the likelihood of Hispanic and Asian drivers' stops with post-stop activity resulting in occupant frisks were larger in comparison to other racial/ethnic groups.

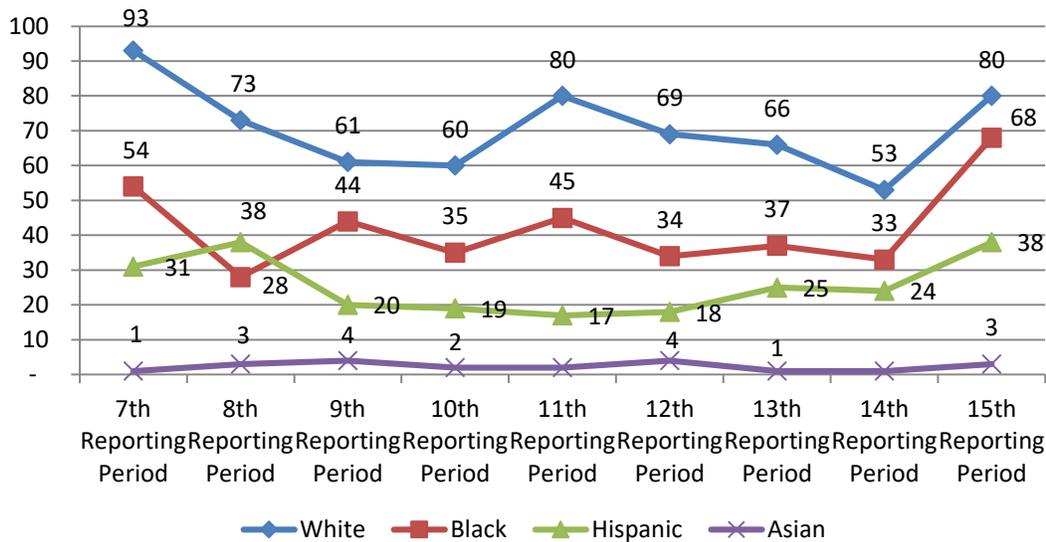
Figure Forty B: Trend of Racial/Ethnic Distribution of Stops with Frisks for Troop B
 January 2012 – June 2016



Troop B had a 66% increase in motor vehicle stops with frisks (83 additional stops) in the current reporting period. Stops with frisks increased for all racial/ethnic groups, and most groups were involved in a relatively similar

numerical increase in stops. White drivers were involved in 27 additional stops with frisks, a 51% increase. Black drivers were involved in 28 additional stops with frisks, a 90% increase. Hispanic drivers were involved in 22 additional stops with frisks, a 71% increase. Historically, Black and Hispanic drivers had similar frequencies of stops with occupant frisks; in the current reporting period, Black and Hispanic drivers had the smallest difference, with the exception of times that Black and Hispanic drivers had the same number of stops with occupant frisks. There was a difference of six stops with a frisk between Black and Hispanic drivers in the current reporting period. This small difference also occurred in the 7th and 12th reporting periods. Asian drivers, with a typically small volume of activity, were involved in four additional stops with frisks, a 50% increase in the current reporting period. Although Asian drivers exhibited a large percent change, they had the smallest change in the number of stops with frisks in comparison to all other racial/ethnic groups in the current reporting period. Of all stops with post-stop activity, 8% resulted in frisks for Hispanic and Asian drivers in the current reporting period. This proportion was 7% for White drivers and 6% for Black drivers.

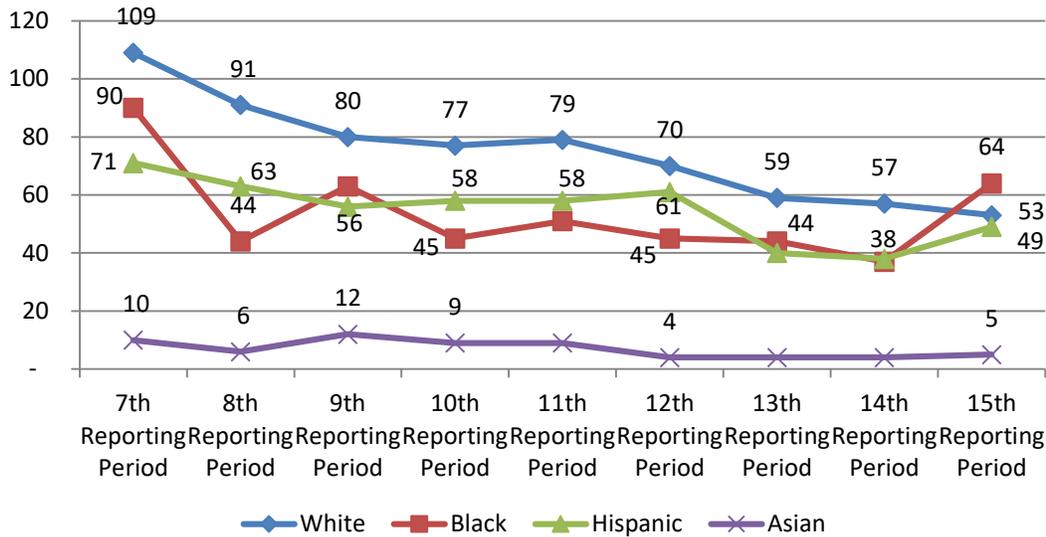
Figure Forty C: Trend of Racial/Ethnic Distribution of Stops with Frisks for Troop C
 January 2012 – June 2016



Stops with frisks also increased for Troop C, by 73%, or 81 additional stops, since the previous reporting period. There were increases in stops with frisks Troop C conducted for all racial/ethnic groups in the current

reporting period. Asian drivers were involved in only two additional stops with a frisk in the current reporting period, a 200% increase. Given the typically low volume of activity involving Asian drivers, particularly when examined within each Troop, there exists a need for caution in interpretation of percent changes for Asian drivers. Hispanic drivers were involved in 14 additional stops, a 58% increase. The largest increase in the number of stops with frisks involving Black drivers is in the current reporting period, 35 additional stops with frisks, a 106% increase. White drivers were involved in 27 additional stops with frisks, a 51% increase. Historically, Black drivers with occupant frisks were closer in number to Hispanic drivers for Troop C; however, in the current reporting period, Black and White drivers had the smallest difference in number, 12 stops, across all depicted reporting periods. Of all stops with post-stop activity, 8% resulted in a frisk for Hispanic drivers. This proportion was 6% for White and Asian drivers, and 4% for Black drivers. Similar to previous reporting periods, the proportions of stops with post-stop activity resulting in an occupant frisk were some of the smallest across all troops in the current reporting period.

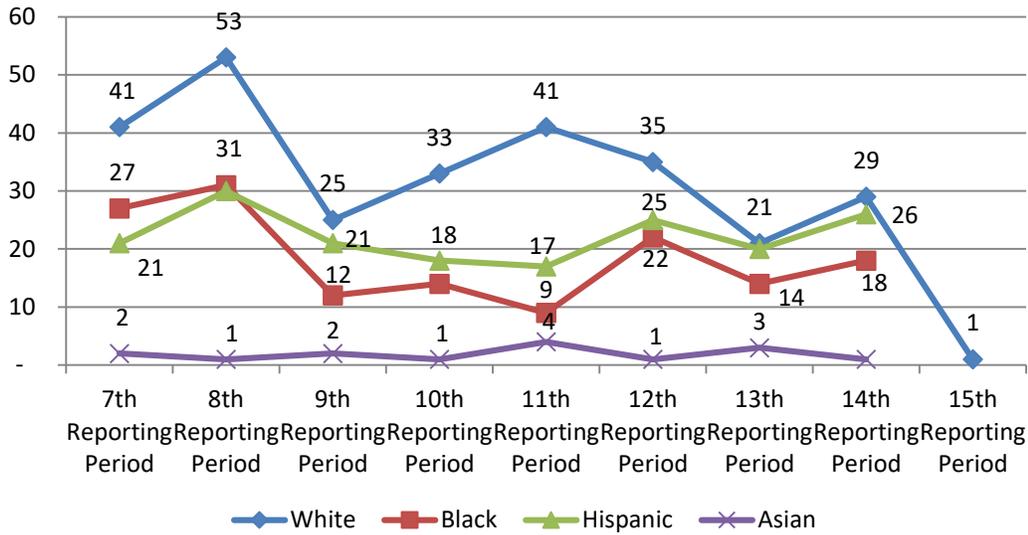
Figure Forty D: Trend of Racial/Ethnic Distribution of Stops with Frisks for Troop D
 January 2012 – June 2016



Similar to Troops A, B, and C, Troop D conducted an additional 28% of stops with frisks in the current reporting period. There were increases in the volume of stops with frisks for Black, Hispanic, and Asian drivers,

whereas there was a decrease for White drivers. Hispanic drivers were involved in 11 additional stops with frisks, a 29% increase. Asian drivers were involved in a minimal increase in number of stops with occupant frisks, a 25% increase or one additional stop. Black drivers were involved in the largest increase in both number and percent, with 27 additional stops with frisks, a 73% increase. Conversely, White drivers were involved in a 7% decrease in stops, or four fewer stops with occupant frisks in the current reporting period. Historically, White drivers were the majority of stops with occupant frisks in Troop D; however, in the current reporting period, Black drivers were the majority of stops. This is the second largest number of stops of Black drivers across all depicted reporting periods. White and Hispanic drivers are now noticeably closer in the number of stops observed; the current reporting period shows the smallest difference between White and Hispanic drivers, a four-stop difference. The current reporting period has the smallest number of stops with occupant frisks for White drivers across all depicted reporting periods. Of all stops with post-stop activity, 12% resulted in frisks for Hispanic drivers, 9% resulted in frisks for Black drivers, 7% resulted in frisks for White drivers, and 5% resulted in frisks for Asian drivers. Thus, similar to Troop C, in Troop D, Hispanic drivers had the greatest likelihood of being involved in a stop with post-stop activity that resulted in a frisk in the current reporting period.

Figure Forty E: Trend of Racial/Ethnic Distribution of Stops with Frisks for Other Stations
 January 2012 – June 2016



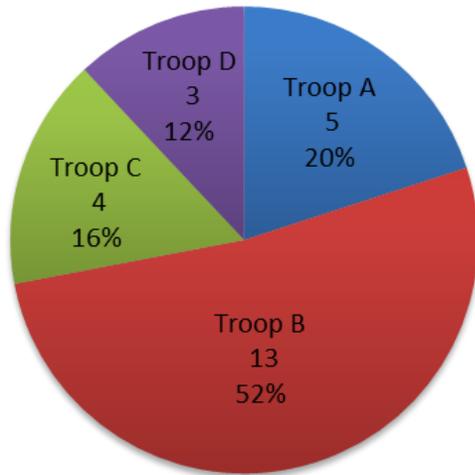
Unlike all other troops, stops with frisks decreased by 99% for Other, non-Troop stations in the current reporting period. There was a decrease for all racial/ethnic groups in the number of stops with frisks; in fact, there was

only one stop with an occupant frisk for Other, non-Troop stations in the current reporting period. This one stop involved a White driver. As previously mentioned, this is not a true decrease, as there was a re-categorization of stops in the current reporting period. Thus, there will be no detailed discussion of the trend of stops with occupant frisks.

Canine Deployments

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

January 1, 2016 – June 30, 2016



Total Stops with Canine Deployments: 25

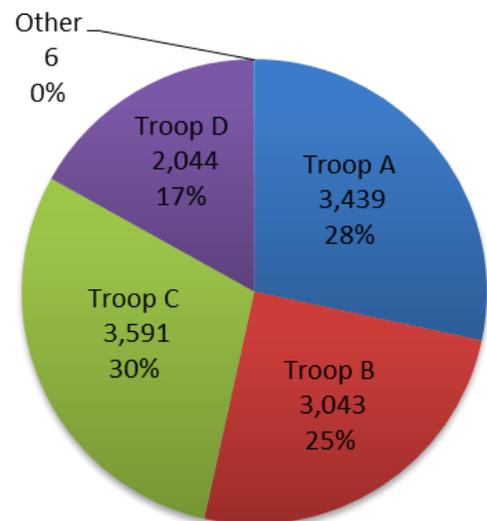
Canine deployments are, historically, a relatively infrequent law enforcement procedure. In total, there were 25 stops with canine deployments in the current reporting period. There were 13 additional stops with canine deployments, a 108% increase, since the previous reporting period. It is important to note, however, that any percentage increase may seem exaggerated due to the small volume of stops with canine deployments. Figure Forty-One depicts the distribution of stops with canine deployments across troops. Given the infrequency of this law enforcement procedure, this distribution is dissimilar to that of stops with post-stop interactions (see Figure Eleven, page 45). Troop B conducted the most stops with canine deployments in the current reporting period, 13 stops, or 52%. Troop A conducted five stops, making up 20% of stops involving canine deployments. Troop C conducted four stops, accounting for 16% of stops with canine deployments. Troop D conducted three stops with

canine deployments, accounting for 12% of all stops with canine deployments in the current reporting period. Other, non-Troop stations did not conduct any stops with canine deployments in the current reporting period.

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

January 1, 2016 – June 30, 2016

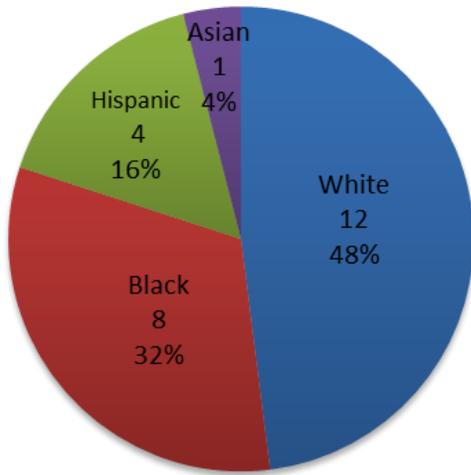
Since there were so few canine deployments in the current reporting period, there is an expectation that the troop distribution of stops without canine deployments is similar, if not identical, to the troop distribution of stops involving all law enforcement procedures. As seen in Figure Forty-Two, Troop A conducted 28%, Troop B conducted 25%, Troop C conducted 30%, Troop D conducted 17%, and Other, non-Troop stations conducted less than 1% of stops with post-stop interactions not involving canine deployments. As expected, the troop distribution for stops without canine deployments is identical to the troop distribution of stops involving law enforcement procedures.



Total Stops without Canine Deployments: 12,123

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

January 1, 2016 – June 30, 2016



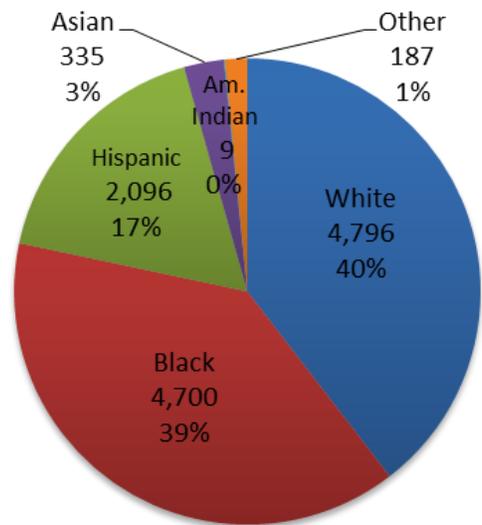
Total Stops with Canine Deployments: 25

Unlike the previous reporting period, in the current reporting period, White drivers make up the majority of stops involving canine deployments. Twelve stops with canine deployments, 48%, involved White drivers. Black drivers were involved in eight stops with canine deployments, 32%, in the current reporting period. Hispanic drivers were involved in four stops with canine deployments, 16%. Unlike the previous reporting period where Asian drivers were involved in no stops with canine deployments, Asian drivers were involved in one stop, or 4%, in the current reporting period. For a more detailed analysis of canine deployments, see OLEPS' Oversight Reports.¹⁹

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

July 1, 2015 – December 31, 2015

Given the infrequency of canine deployments in motor vehicle stops, there is an expectation that the racial/ethnic distribution for stops without canine deployments is similar, if not identical, to the distribution of stops with law enforcement procedures (see Figure Fourteen, page 49). As Figure Forty-Four illustrates, White drivers make up 40%, Black drivers make up 39%, Hispanic drivers make up 17%, and Asian drivers make up 3% of stops without canine deployments. Indeed, the distribution of stops without canine deployments is identical to the distribution of stops with post-stop activity.



Total Stops without Canine Deployments: 12,123

Figure Forty-Five depicts the racial/ethnic distribution of stops with canine deployments for each troop. Since the frequency of canine deployments is so small, there is wide variation in racial/ethnic representation across troops. White drivers were involved in stops with canine deployments in all troops, with the exception of Troop D. White drivers were a small proportion of these stops in Troop A, 20%, but the majority of these stops were in Troops B and C (62% and 75%, respectively). Black drivers were involved in stops with canine deployments in all troops with the exception of Troop C. Black drivers were the majority of such stops in Troops A and D (80% and 67%) respectively. Black

¹⁹ <http://www.nj.gov/oag/oleps/in-house-monitoring.html>

drivers' proportions ranged from 15% in Troop B to 80% in Troop A. Hispanic drivers were involved in stops with canine deployments in Troops B, C, and D, with proportions ranging from 15% in Troop B to 33% in Troop D. Troop B was the only troop to conduct a stop with a canine deployment involving an Asian driver, one stop, or 8%.

Figure Forty-Five: Racial/Ethnic Distribution of Stops with Canine Deployments by Troop
January 1, 2016 – June 30, 2016

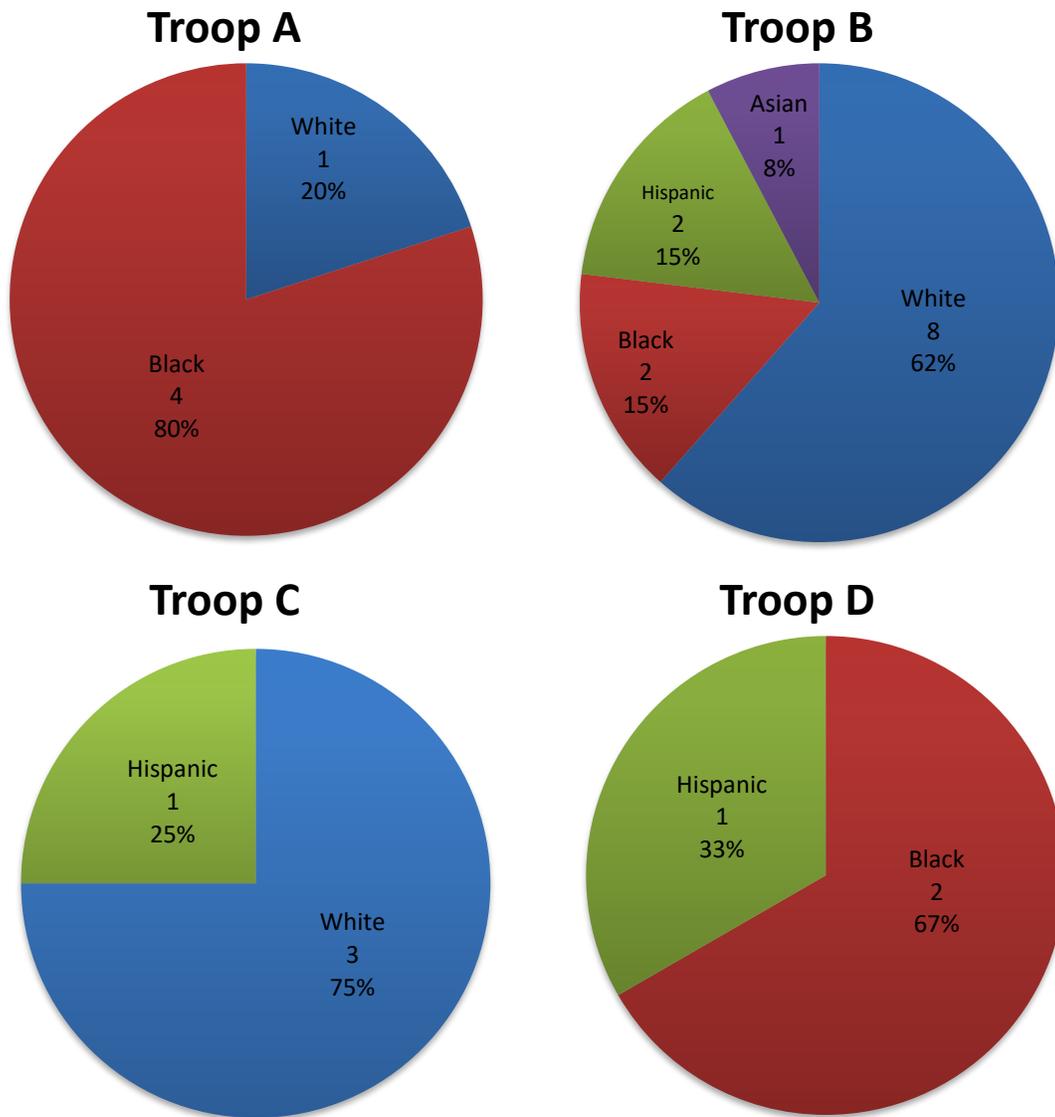
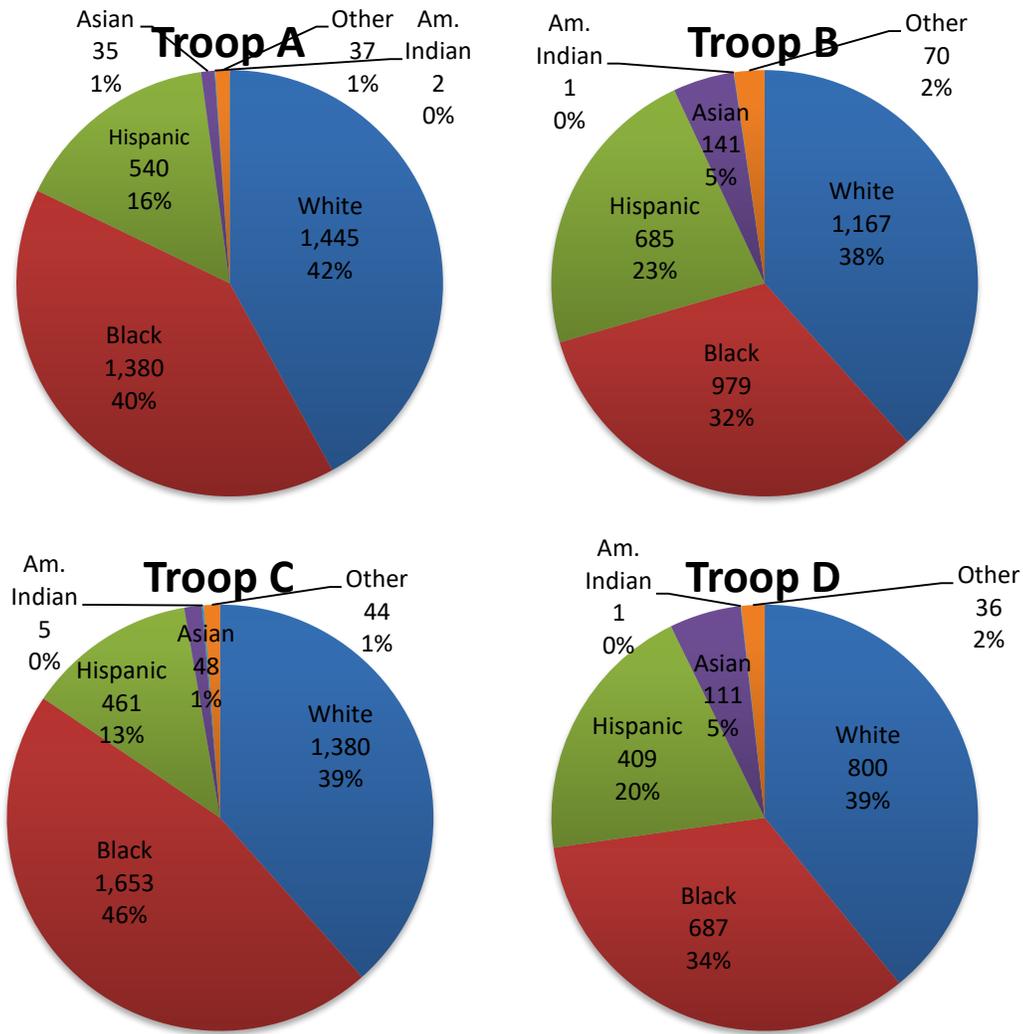


Figure Forty-Six depicts the racial/ethnic distribution of stops with post-stop activity without canine deployments for each troop. White drivers were, for the most part, the largest proportion of stops without canine deployments, between 38% in Troop B and 42% in Troop A. Black drivers were between 32% in Troop B and 46% in Troop C. Black drivers were the majority of stops without canine deployments for Troop C. Hispanic drivers were between 13% in Troop C and 23% in Troop B. Asian drivers were between 1% in Troops A and C and 5% in Troops B and D.

Figure Forty-Six: Racial/Ethnic Distribution of Stops without Canine Deployments by Troop²⁰

January 1, 2016 – June 30, 2016



²⁰ These proportions include Troops A, B, C, and D. Other, non-Troop stations only had six stops without canine deployments. Due to the extremely low number, the percentages may seem exaggerated and thus, are not included in this discussion.

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

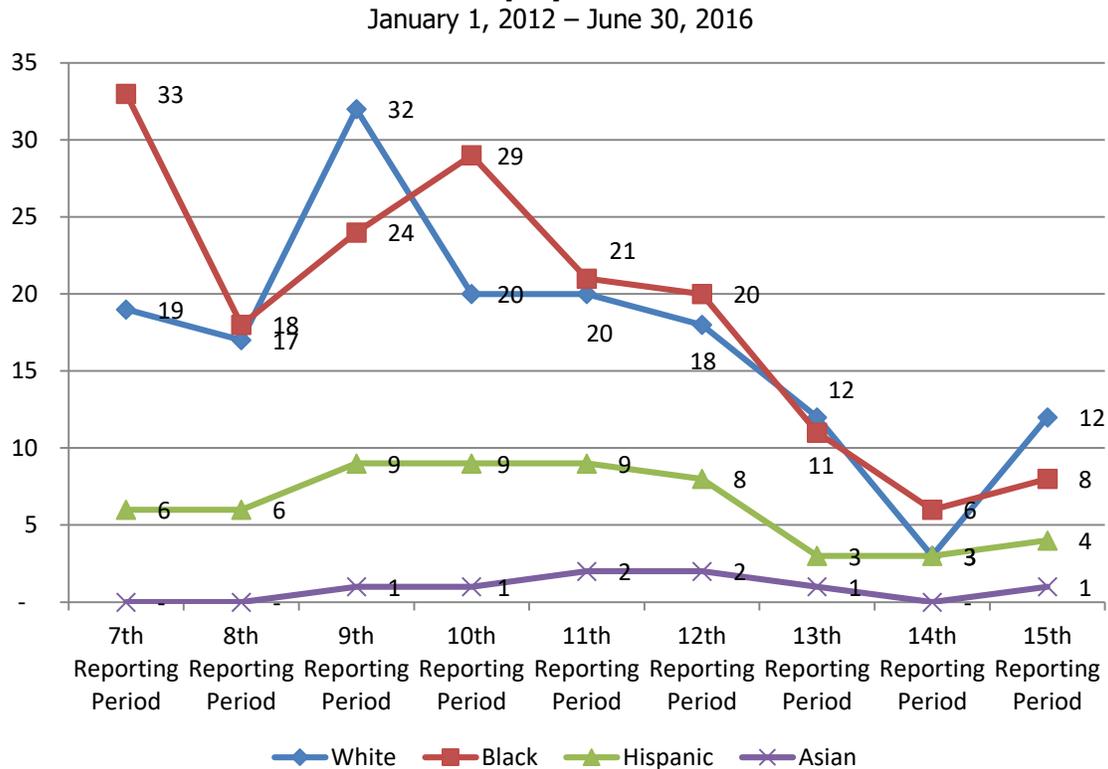
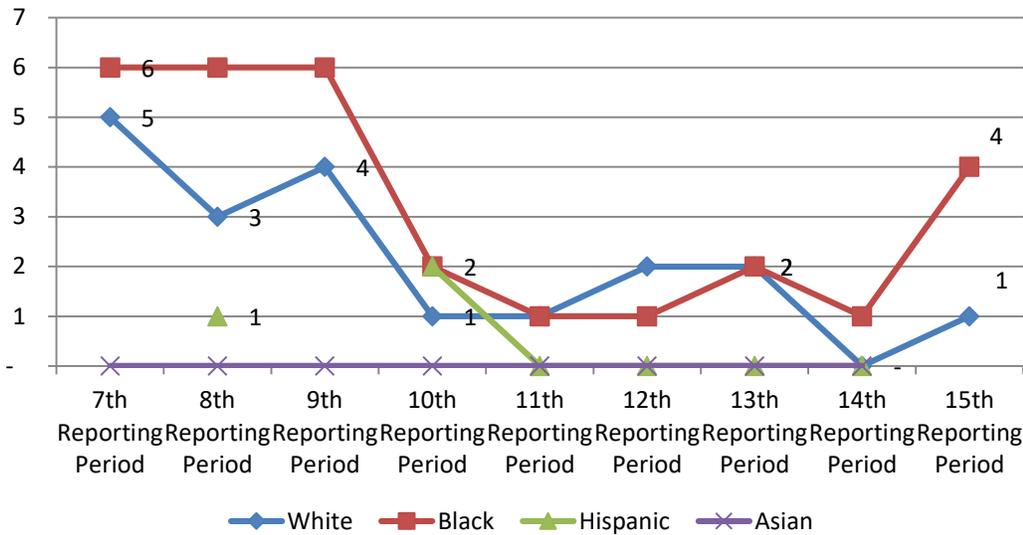


Figure Forty-Seven presents the trend of stops with canine deployments by racial/ethnic group for the current and previous eight reporting periods. In the current period, there were 25 stops in total with canine deployments, a 108% increase in such stops since the previous reporting period. Given this overall increase in stops with canine deployments, there is an expectation that such stops will increase across racial/ethnic groups. Indeed, in the current reporting period, there were increases for all racial/ethnic groups. Black drivers were involved in two additional stops with canine deployments, six stops in the previous period and eight in the current. Asian drivers had a one stop increase from zero stops in the previous reporting period to one stop in the current reporting period. Hispanic drivers were involved in one additional stop with a canine deployment, increasing from three stops in the previous period to four stops in the current period. White drivers were involved in 12 stops with canine deployments, a nine stops increase and the largest increase across all racial/ethnic groups in the current reporting period. Because canine deployments are relatively infrequent events, the total number of stops with this law enforcement procedure for each racial/ethnic group may vary considerably across reporting periods. As such, OLEPS continues to analyze canine deployments in detail in OLEPS' Oversight Reports.

Figures Forty-Seven A-E depicts the trends of stops with canine deployments for each racial/ethnic group for the seventh through current reporting periods. There were increases in the number of stops involving this procedure in the current reporting period for most racial/ethnic groups in each troop; however, there were some differences. Because this procedure is so infrequent, discussion of the percent change from the previous reporting period can appear exaggerated. Thus, discussion focuses on the number of stops with canine deployments and/or the numeric changes rather than percent changes in the number of stops with canine deployments.

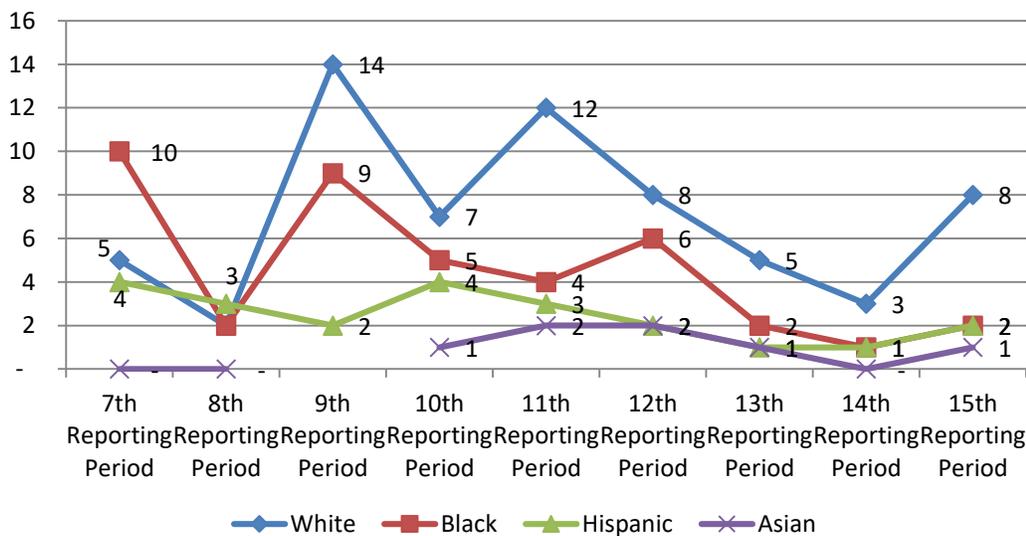
Figure Forty-Seven A: Trend of Racial/Ethnic Distribution of Stops with Canine Deployments for Troop A
 January 2012 – June 2016



In the current reporting period, Troop A conducted five stops with canine deployments, four additional stops since the previous reporting period. In the previous reporting period, all stops with canine deployments involved Black drivers. Whereas,

in the current reporting period, the five stops with canine deployments involved four Black drivers and one White driver. There was an increase of one additional stop of a White driver and three additional stops of Black drivers since the previous reporting period. In Troop A, the proportion of stops with post-stop activity involving canine deployments was 0.07% for White drivers and 0.29% for Black drivers in the current reporting period.

Figure Forty-Seven B: Trend of Racial/Ethnic Distribution of Stops with Canine Deployments for Troop B
 January 2012 – June 2016

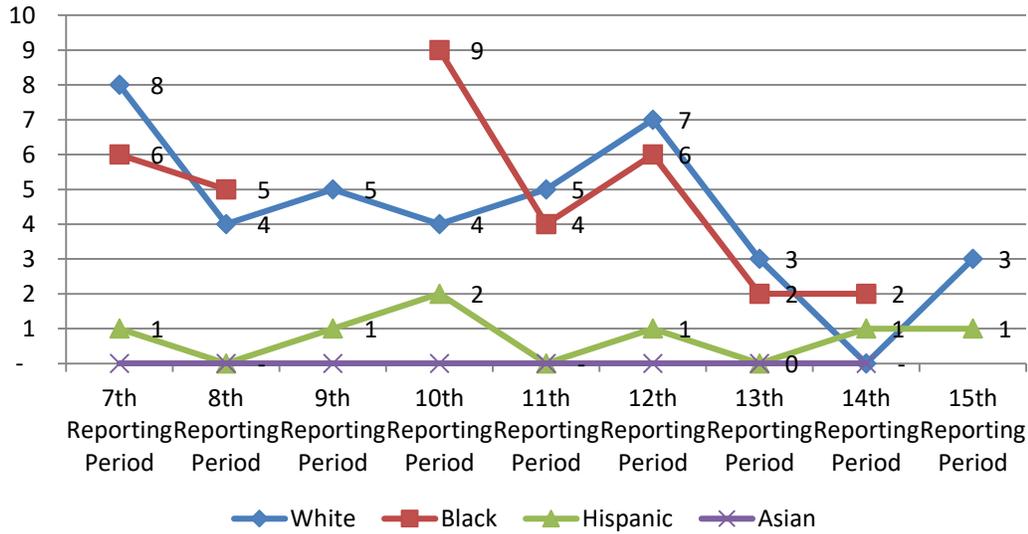


Similar to previous reporting periods, Troop B had the largest volume of stops with canine deployments across all troops in the current reporting period. Troop B conducted 13 stops with canine deployments in the current reporting period, eight additional

stops since the previous reporting period. There was a five-stop increase in the number of stops of White drivers with canine deployments. There was a one-stop increase each in the number of stops of

Black, Hispanic, and Asian drivers with canine deployments in the current reporting period. In Troop B, 0.68% of stops of White drivers, 0.20% of stops of Black drivers, 0.29% of stops of Hispanic drivers, and 0.70% of stops of Asian drivers involving post-stop activity resulted in canine deployments.

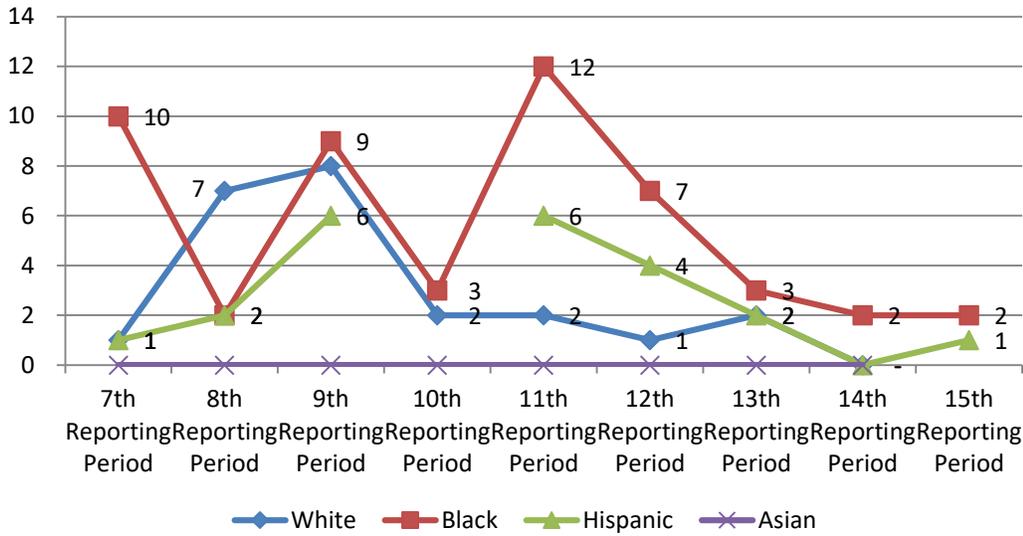
Figure Forty-Seven C: Trend of Racial/Ethnic Distribution of Stops with Canine Deployments for Troop C
 January 2012 – June 2016



Troop C conducted four stops with canine deployments in the current reporting period, one more than the previous reporting period. The volume of stops with canine deployments involving White drivers increased to three stops in the current period from zero

stops in the previous reporting period. Black drivers were involved in zero stops with canine deployments in the current reporting period, a two-stop decrease. Hispanic drivers were involved in one stop with a canine deployment in the current reporting period, the same number of such stops as in the previous reporting period. Consistent with the previous eight reporting periods, Asian drivers were not involved in any stops with canine deployments in the current reporting period. In Troop C, the proportions of stops with post-stop activity resulting in canine deployments were 0.22% for both White and Hispanic drivers in the current reporting period.

Figure Forty-Seven D: Trend of Racial/Ethnic Distribution of Stops with Canine Deployments for Troop D
 January 2012 – June 2016



Troop D conducted three stops with canine deployments in the current reporting period, one additional stop since the previous reporting period. There was no change in the number of stops of Black drivers with canine deployments; there were two stops of Black

drivers that involved canine deployments in the current reporting period. Hispanic drivers were involved in one stop with a canine deployment in the current reporting period; this is a one-stop increase from the previous reporting period. Consistent with the previous reporting period, White and Asian drivers were not involved in any stops with canine deployments in the current reporting period. In Troop D, the proportion of stops with post-stop activity involving canine deployments was 0.29% for Black drivers and 0.24% for Hispanic drivers in the current reporting period.

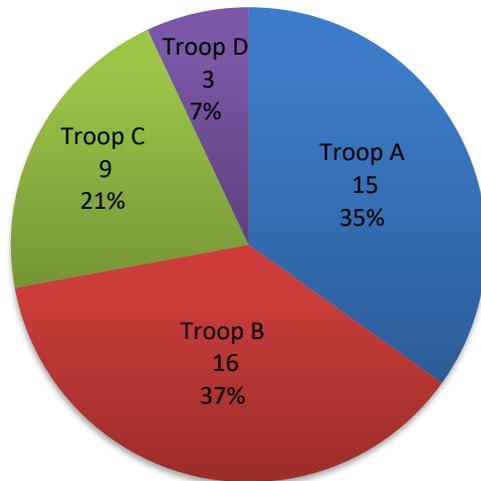
There were no canine deployments in Other, non-Troop stations in the current reporting period. Historically, there is an extreme infrequency of canine deployments among Other, non-Troop stations; thus, there is no figure depicting trends in the current reporting period and across time for Other, non-Troop stations.

Uses of Force

In the current reporting period, there were 43 stops with uses of force. This was an increase of six stops, 16%, from the previous reporting period. Despite this increase, force remains an infrequent event during motor vehicle stops. Only 0.35% of stops with a post-stop interaction involved uses of force in the current reporting period.

Figure Forty-Eight: Troop Distribution of Stops with Uses of Force

January 1, 2016 – June 30, 2016



Total Stops with Uses of Force: 43

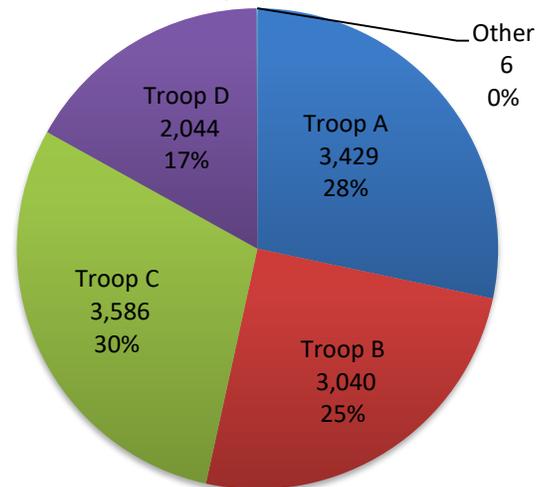
Figure Forty-Eight depicts the distribution of stops involving uses of force by troop. Troop B conducted the largest proportion of stops involving uses of force, 37%, or 16 stops, in the current reporting period. Troop A conducted 15 stops involving uses of force, 35%. Troop C conducted nine stops involving uses of force, 21%. Troop D conducted three stops involving uses of force, 7%. Other, non-Troop stations conducted zero stops involving uses of force in the current reporting period. Given the smaller volume of these stops, this distribution is dissimilar to that of stops with post-stop interaction (see Figure Eleven, page 45). Troops A and B are overrepresented in stops involving force versus stops with post-stop activity (35% compared to 28% for Troop A and 37% compared to 25% for Troop B). Conversely, there is underrepresentation for Troops C, D, and Other, non-Troop stations. Troop C conducted 21% of stops

with uses of force, but 30% of all stops with post-stop interactions. Troop D conducted 7% of stops with uses of force, but 17% of stops with post-stop interactions. Other, non-Troop stations had a small difference. Other, non-Troop stations conducted 0 stops (0%) with uses of force but less than 1% (6 stops) of all stops with post-stop interactions. Consistent with previous reporting periods, physical force was the most frequently utilized form of force in the current reporting period; physical force occurred in 41 of the 43 stops. In three of such stops, both physical and mechanical force occurred. There were 38 stops where only physical force occurred and two stops where only mechanical force occurred. There were no stops where enhanced mechanical or deadly force were used in the current reporting period.

Most stops with post-stop activity did not involve uses of force. As a result, the Troop distribution of stops without uses of force is identical to the distribution of stops involving post-stop interactions. As shown in Figure Forty-Nine, Troop A conducted 28% of stops with post-stop activity not involving uses of force. Troop B conducted 25%, Troop C conducted 30%, Troop D conducted 17%, and Other, non-Troop stations conducted less than 1% of stops with post-stop activity not involving uses of force in the current reporting period.

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

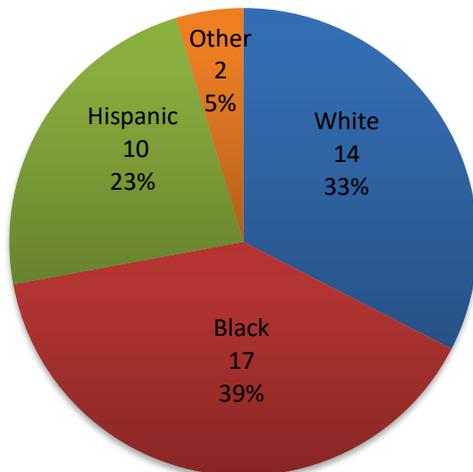
January 1, 2016 – June 30, 2016



Total Stops without Uses of Force:
12,105

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

January 1, 2016 – June 30, 2016



Total Stops with Uses of Force: **43**

Figure Fifty depicts the number of stops with uses of force by driver race/ethnicity in the current reporting period. Black drivers were involved in 17 stops, 39%, with uses of force in the current reporting period. White drivers were involved in 14 stops, 33%; and Hispanic drivers were involved in 10 stops, 23%, with uses of force. Similar to the previous reporting period, drivers of a race/ethnicity categorized as "Other" were involved in two stops involving uses of force, 5%, in the current reporting period. Compared to stops with post-stop interaction, this racial/ethnic distribution is not identical but is similar (see Figure Fourteen, page 49). Black drivers were an expected proportion, making up 39% of stops with uses of force and the same percentage for stops with post-stop interaction. White drivers were a less than expected proportion, making up 33% of stops

with uses of force and 40% of stops with post-stop interaction. Conversely, Hispanic drivers were a larger than expected proportion, making up 23% of stops with uses of force and 17% of stops with post-stop interaction. Other drivers were a larger than expected proportion as well, making up 5% of stops with uses of force and 1% of stops with post-stop interaction. Consistent with previous reporting periods there were no stops of Asian drivers that involved uses of force in the current reporting period.

Figure Fifty-One: Racial/Ethnic Distribution of Stops without Uses of Force
January 1, 2016 – June 30, 2016

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

As depicted in Figure Fifty-Two, the racial/ethnic distribution of stops with uses of force across Troops A, B, C, and D varied widely. Black drivers were the majority of stops with uses of force for Troop A, 53%, and Troop C, 56%. Hispanic drivers were the majority of such stops for Troop B, 44%. There was an even representation of White, Hispanic, and Other drivers for Troop D, each accounting for one-third, 33.33%, of stops involving uses of force. Proportions of White drivers varied across troops, ranging from 25% in Troop B to 40% in Troop A. Proportions of Black drivers varied across Troops A, B, and C, ranging from 25% in Troop B to 56% in Troop C. Proportions of Hispanic drivers varied across all Troops, ranging from 7% in Troop A to 44% in Troop B. Proportions of Other drivers varied in Troops B and D, making up 6% in Troop B and 33.33% in Troop D (though these troops conducted one stop with force each).

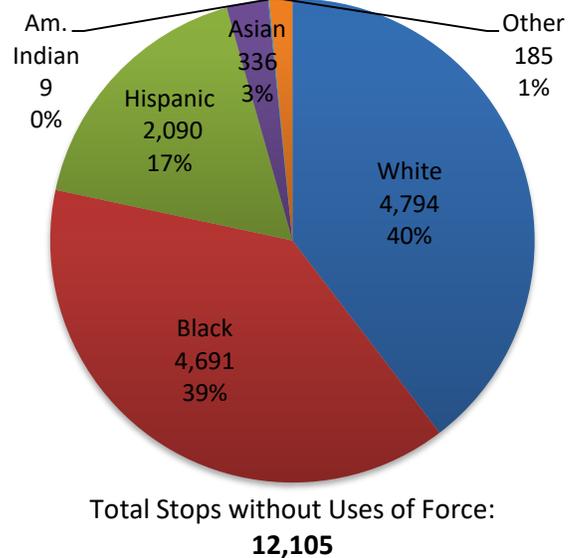
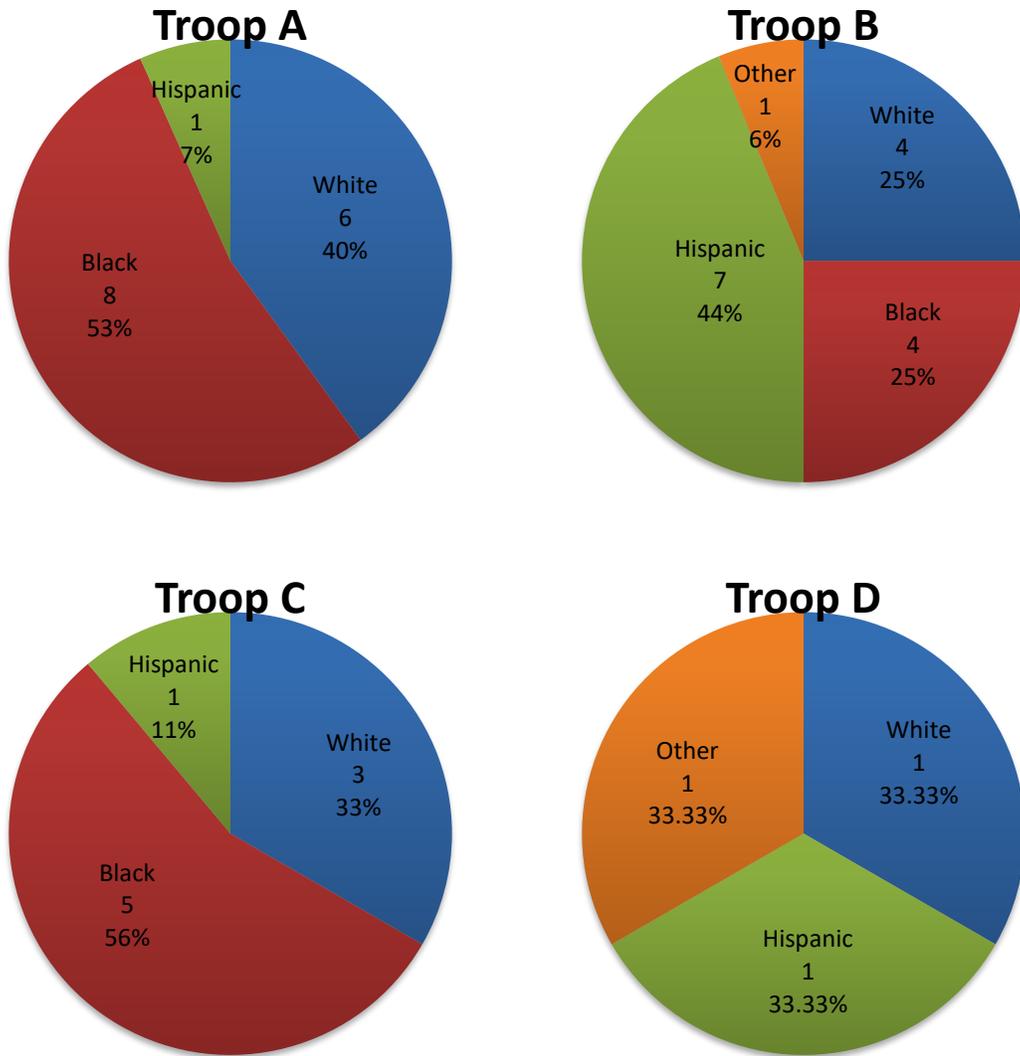
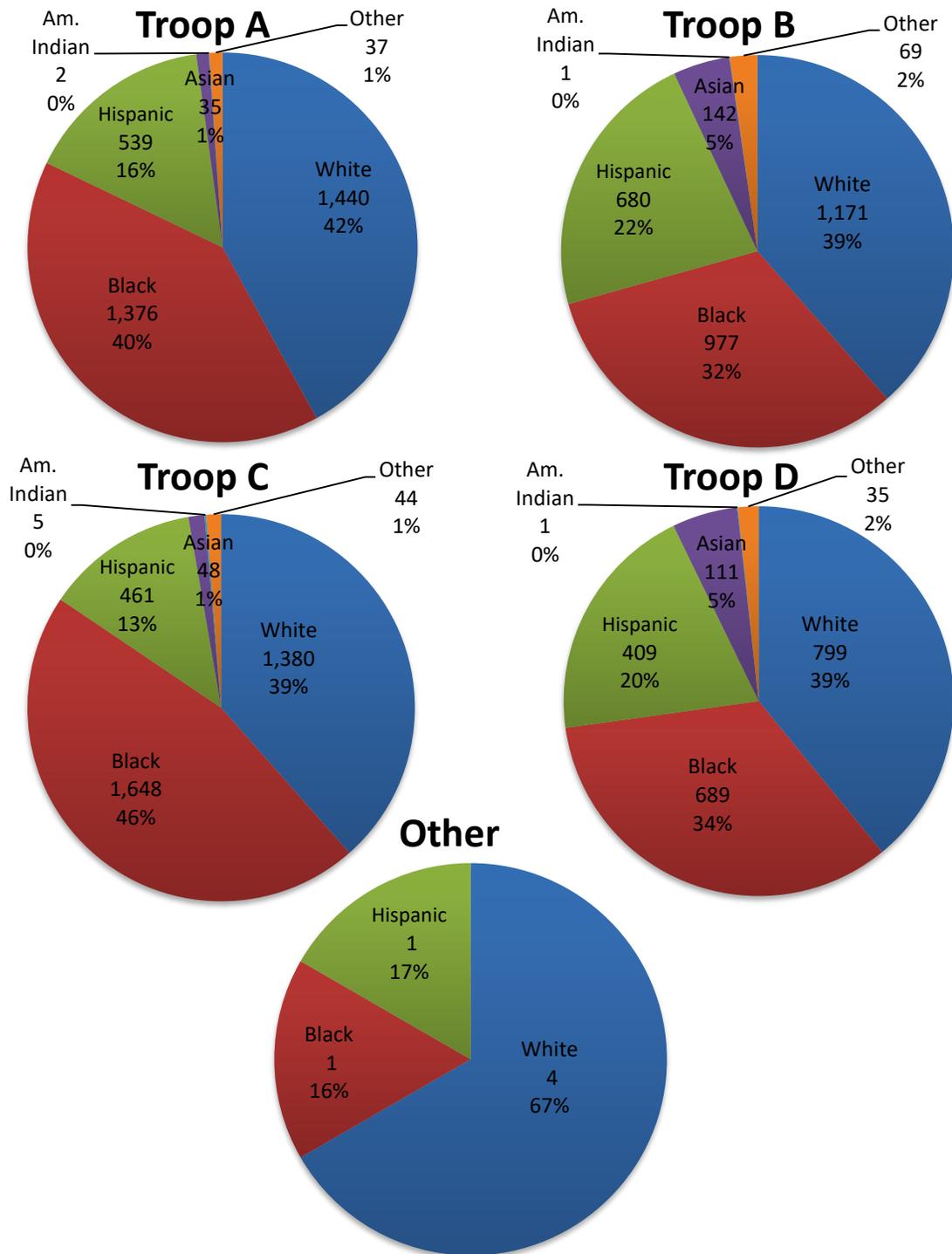


Figure Fifty-Two: Racial/Ethnic Distribution of Stops with Uses of Force by Troop²¹
January 1, 2016 – June 30, 2016



²¹ There were zero stops with uses of force for Other, non-Troop stations, and thus, there is no pie chart to depict or stops to include in this discussion.

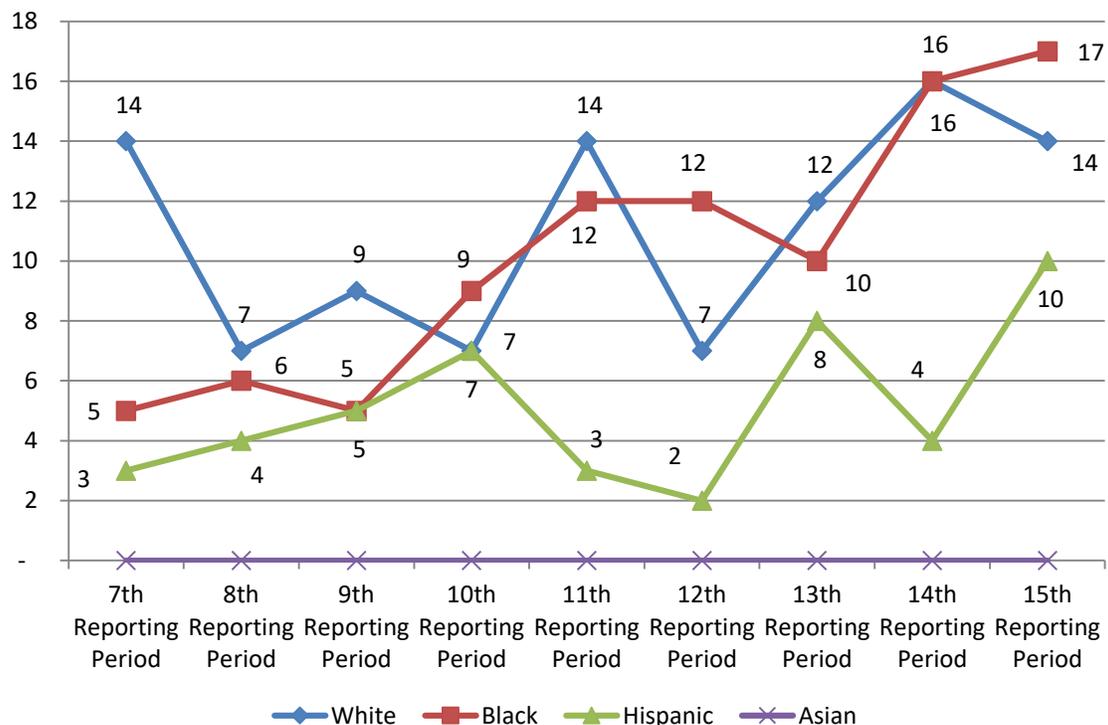
Figure Fifty-Three: Racial/Ethnic Distribution of Stops without Uses of Force by Troop²²
 January 1, 2016 – June 30, 2016



²² Again, Other, non-Troop stations had a low volume of stops with post-stop activity not involving uses of force in the current reporting period. This extremely low volume can result in substantially different proportions for each racial/ethnic group in comparison to all other troops; thus, the percentages discussed here are reflective of Troops A, B, C, and D.

Figure Fifty-Three depicts the racial/ethnic distributions of stops without uses of force by troop, which are nearly identical to the distribution of all stops with post-stop interactions. There is only a small difference in Troop B, where White drivers were 38% of post-stop interactions, but 39% of stops with post-stop activity not involving uses of force. Similarly, there was only a one-percentage point difference for Hispanic drivers in Troop B, where this group was 23% of stops with post-stop interactions and 22% of stops with post-stop activity not involving uses of force. White drivers were the majority of stops in most troops, with one exception in Troop C, where the majority of stops were of Black drivers. Proportions for White drivers ranged from 39% in Troops B, C, and D to 42% in Troop A. Proportions of Black drivers ranged from 32% in Troop B to 46% in Troop C. Proportions of Hispanic drivers ranged from 13% in Troop C to 22% in Troop B. Proportions of Asian drivers ranged from 1% in Troops A and C to 5% in Troops B and D.

Figure Fifty-Four: Trend of Racial/Ethnic Distribution of Stops with Uses of Force
 January 1, 2012 – June 30, 2016



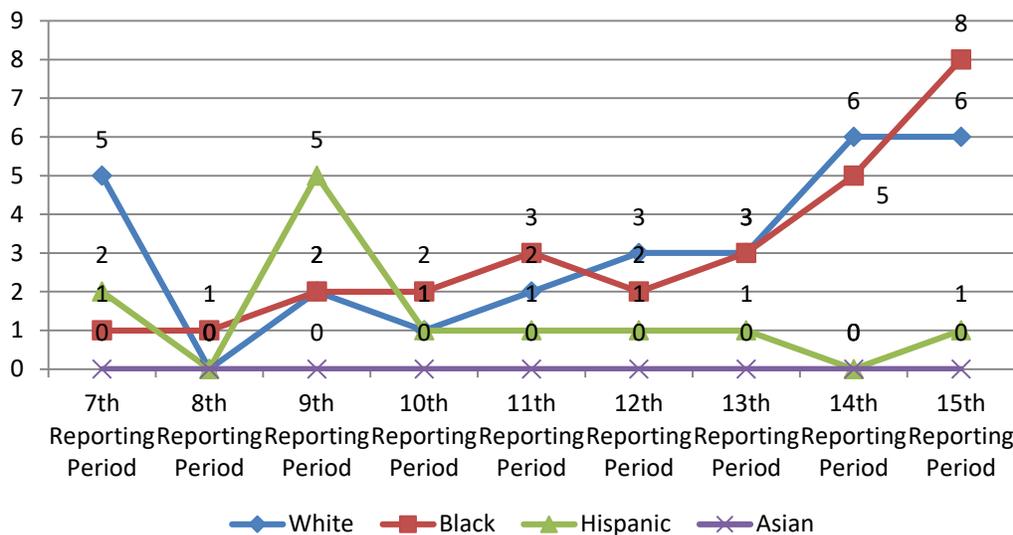
The total number of stops where force was used increased by six stops (16%) in the current reporting period. This was a smaller increase, in both number and proportion, compared to the previous reporting period where there were seven additional stops, or a 23% increase. As shown in Figure Fifty-Four, the volume of stops with uses of force increased for Black and Hispanic drivers, while such stops decreased for White drivers in the current reporting period. Stops of Hispanic drivers involving uses of force increased by six stops in the current reporting period. Stops of Black drivers involving uses of force increased by one stop in the current reporting period. Inconsistent with the previous two reporting periods, Black drivers are now the majority of stops with uses of force in the current reporting period. Stops of White drivers involving uses of force

decreased by two stops in the current reporting period. Generally, there are small fluctuations in the total number of stops involving uses of force and the volume for each racial/ethnic group.

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

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

January 2012 – June 2016

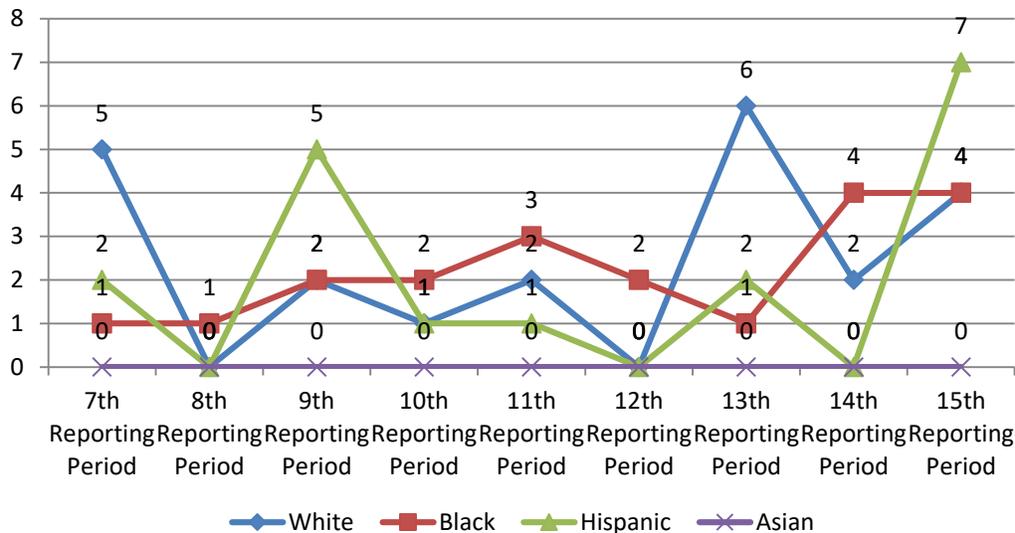


In Troop A, the number of stops with uses of force increased by four, totaling 15 stops in the current reporting period. This is consistent with the previous reporting period, where the

number of stops with uses of forces increased by four stops as well. White drivers were involved in the same number of stops (six stops), and Black drivers were involved in three additional stops (for eight total stops) with uses of force in the current reporting period. Unlike the previous reporting period, there was one stop with a use of force involving Hispanic drivers and thus, an increase of one stop for this racial/ethnic group. Of all stops with post-stop activity, 0.58% of stops of Black drivers resulted in uses of force, 0.41% of stops of White drivers, and 0.19% of stops of Hispanic drivers resulted in uses of force in Troop A in the current reporting period.

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

January 2012 – June 2016

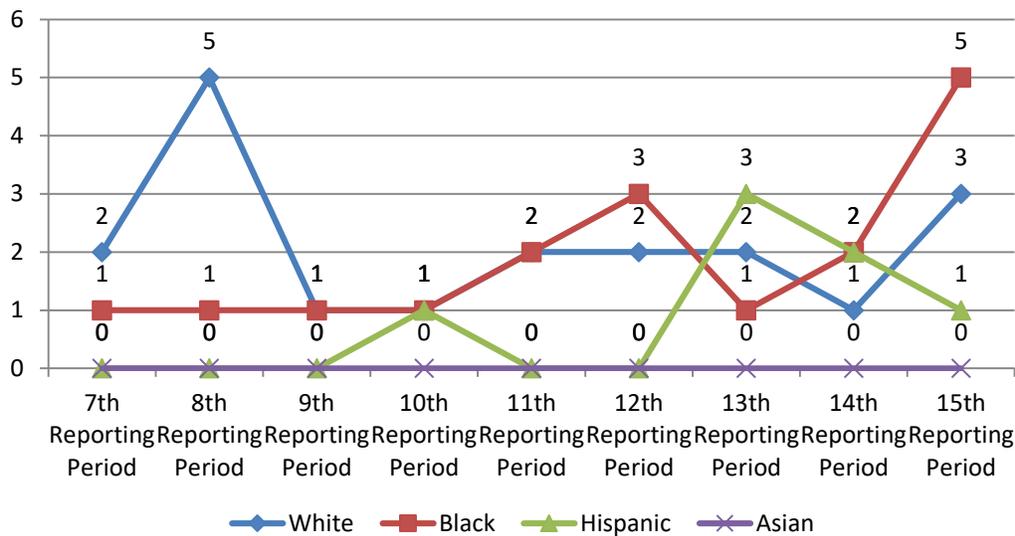


In the current reporting period, Troop B conducted 16 total stops involving uses of force; this was an increase of 10 stops from the previous reporting

period. This was the largest increase in stops with uses of force across all troops Division-wide. White drivers were involved in two additional stops, totaling four stops involving uses of force in the current reporting period. Similarly, Black drivers were involved in four stops with uses of force, the same volume as the previous reporting period. Hispanic drivers were involved in seven additional stops with uses of force in the current reporting period, with seven stops in total for Hispanic drivers. This was the largest increase in the number of stops for any racial/ethnic group in Troop B and Division-wide. Hispanic drivers are the majority of stops involving force in Troop B in the current reporting period. This is the largest number of stops for Hispanic drivers and any other racial/ethnic group across all reporting periods for Troop B depicted here. Though not depicted, Other drivers were involved in one stop with a use of force in Troop B in the current reporting period. Of all stops with post-stop activity, 0.34% of stops of White drivers involved uses of force, 0.41% of stops of Black drivers involved uses of force, 1.02% of Hispanic drivers, and 1.43% of Other drivers involved uses of force in the current reporting period in Troop B.

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

January 2012 – June 2016

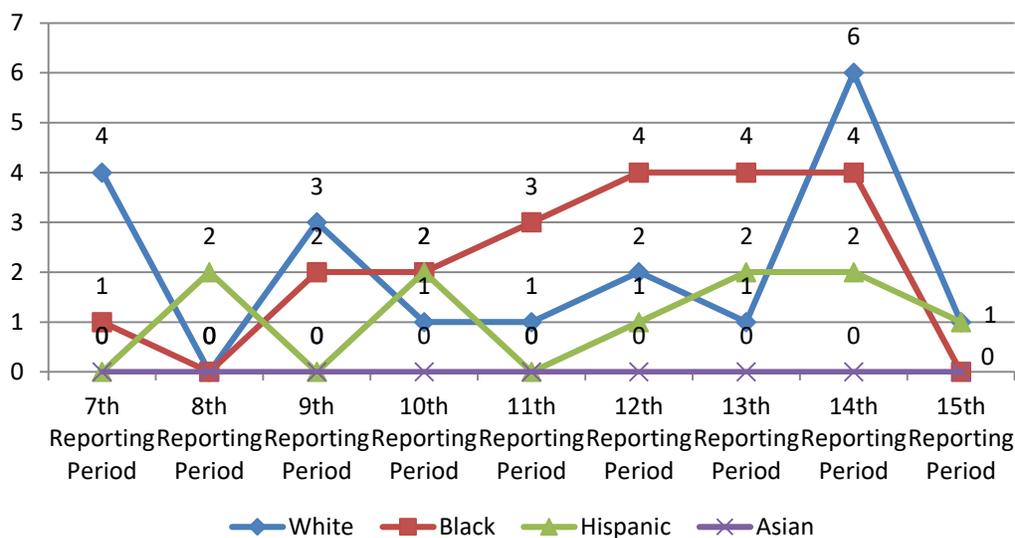


There were nine stops with uses of force in the current reporting period in Troop C, a four-stop increase since the previous reporting period. Black drivers were the majority of stops with

uses of force for Troop B in the current reporting period. Black drivers were involved in five stops with uses of force, a three-stop increase. White drivers were involved in three stops with uses of force, a two-stop increase from the previous reporting period. Dissimilarly, Hispanic drivers were involved in one less stop with a use of force since the previous reporting period, or one stop total. Of all stops with post-stop activity in Troop C, White and Hispanic drivers had the smallest proportion of stops involving uses of force, 0.22%. Of all stops with post-stop activity, 0.30% of stops of Black drivers involved uses of force in the current reporting period in Troop C.

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

January 2012 – June 2016



Troop D conducted 10 fewer stops involving uses of force in the current reporting period, totaling three stops with uses of force. This is the largest decrease in the number

of stops with uses of force across all troops. Consistently, there was a decrease for all racial/ethnic groups in these stops. White drivers were involved in five fewer stops with uses of force resulting in one stop total. This was the largest decrease among all racial/ethnic groups in Troop D and across all troops Division-wide for the current reporting period. Hispanic drivers were involved in one stop, a decrease of one stop with a use of force since the previous reporting period. Though not depicted, Other drivers were involved in one stop with a use of force. There was a four-stop decrease for Black drivers, resulting in zero stops with uses of force in the current reporting period. Of all stops with post-stop activity, 2.78% of Other drivers, 0.24% of stops of Hispanic drivers, and 0.13% of stops of White drivers resulted in uses of force in Troop D.

Other, non-Troop stations conducted zero stops with uses of force in the current reporting period. Due to extreme infrequency of stops involving uses of force in Other, non-Troop stations, there is not a figure depicting trends.

Thus, Troops A, B, and C primarily drive the increase in the total number of stops involving uses of force in the current reporting period. Troops A and C conducted four additional stops involving uses of force and Troop B conducted 10 additional stops involving uses of force since the previous reporting period. This is in contrast to Troops D and Other, non-Troop stations, which conducted fewer stops involving uses of force in the current reporting period, with 10 fewer stops and two fewer stops, respectively. Across all racial/ethnic groups, Hispanic drivers were involved in the largest increase; there were six additional stops with uses of force for this group. There was a minimal difference for White, Black, and Other drivers, with two less stops for White drivers and one additional stop for Black and Other drivers each. For a more detailed racial/ethnic analysis of stops involving uses of force, see OLEPS' Fourteenth Oversight report.²³

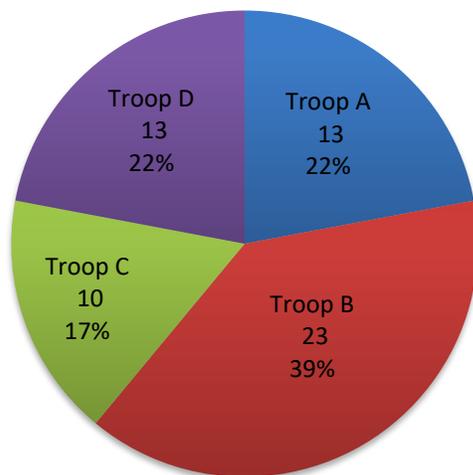
²³ <http://www.nj.gov/oag/oleps/in-house-monitoring.html>

Consent to Search

As previously indicated, after the Supreme Court’s decision in Witt, troopers were permitted to search vehicles or persons based on probable cause without the need to request consent to search. Just as the number of stops with probable cause searches was expected to increase in the current reporting period (as was the case), the volume of stops with consent searches was expected to decrease in the current reporting period. In the current reporting period, there were only 59 stops with consent to search requests. This is 498 fewer stops, a decrease of 89%, since the previous reporting period. Out of all stops with post-stop activity, 0.49% involved consent to search requests.

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

January 1, 2016 – June 30, 2016

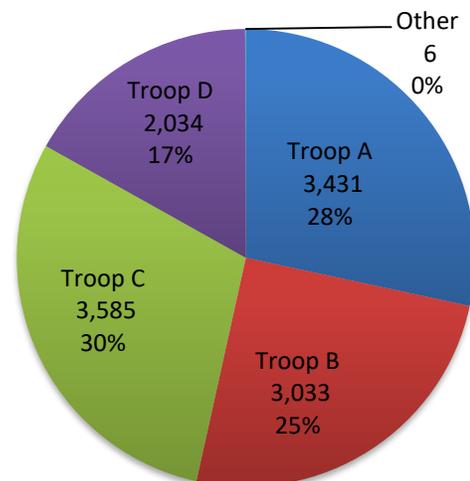


Total Stops with Consent Requests:
59

Figure Fifty-Five illustrates the troop distribution of stops with consent to search requests. Troop B conducted the largest proportion, 39%, or 23 stops, with consent to search requests. Troops A and D conducted the second largest proportions, 22%, or 13 stops, with consent to search requests each. Troop C conducted 17%, or 10 stops, with consent to search requests. Other, non-Troop stations did not conduct any stops with consent to search requests in the current reporting period.

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

January 1, 2016 – June 30, 2016



Total Stops without Consent Requests: **12,089**

Since the number of stops with consent to search requests is small, the troop distribution of stops without consent to search requests should be similar, if not identical, to the troop distribution of stops with post-stop activity (see Figure Eleven, page 45). Indeed, the proportions of stops without consent to search requests for Troops A, B, C, D, and Other, non-Troop stations are identical to the troop distribution of stops with post-stop activity. Troop C conducted 30% of stops without consent to search requests. Troop A conducted 28%, Troop B conducted 25%, Troop D conducted 17% and Other, non-Troop stations conducted less than 1% of stops without consent to search requests.

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

January 1, 2016 – June 30, 2016

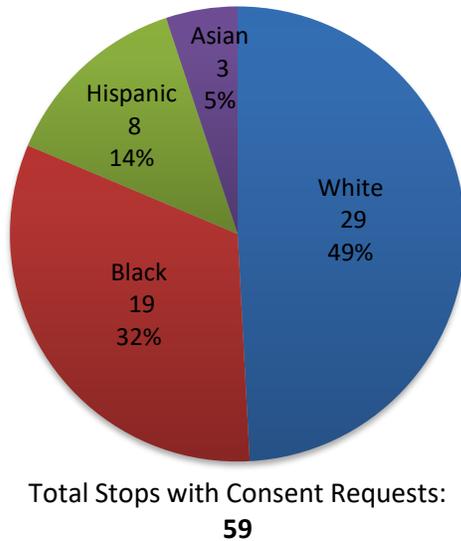


Figure Fifty-Seven depicts the racial/ethnic distribution of stops with consent to search requests. White drivers were involved in 49%, or 29 stops with consent to search requests, and were overrepresented compared to 40% of stops with post-stop interactions (see Figure Fourteen, page 49). Asian drivers were slightly overrepresented and were involved in 5%, or three stops, with consent to search requests (compared to 3% of stops with post-stop interactions). Conversely, there was an underrepresentation of Black drivers, where these drivers were involved in 32%, or 19 stops, with consent to search requests compared to 39% of stops with post-stop interactions). Hispanic drivers were involved in fewer stops with consent to search requests, and thus, underrepresented, 14%, or eight stops (compared to 17% of stops with post-stop

interactions).

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

January 1, 2016 – June 30, 2016

Figure Fifty-Eight depicts the racial/ethnic distribution of stops without consent to search requests. White and Black drivers were involved in 39% each, Hispanic drivers were involved in 17%, and Asian drivers were involved in 3% of stops without consent to search requests. This distribution is similar to the racial/ethnic distribution of stops with post-stop activity. White drivers were slightly underrepresented compared to stops with post-stop activity (40%) and Other drivers were slightly overrepresented compared to stops with post-stop activity in the current reporting period (1%).

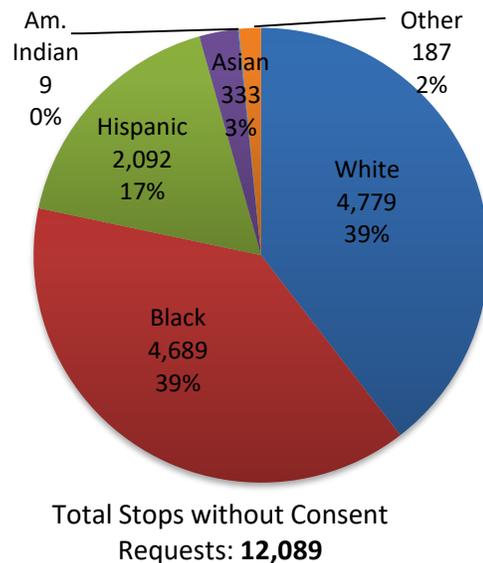
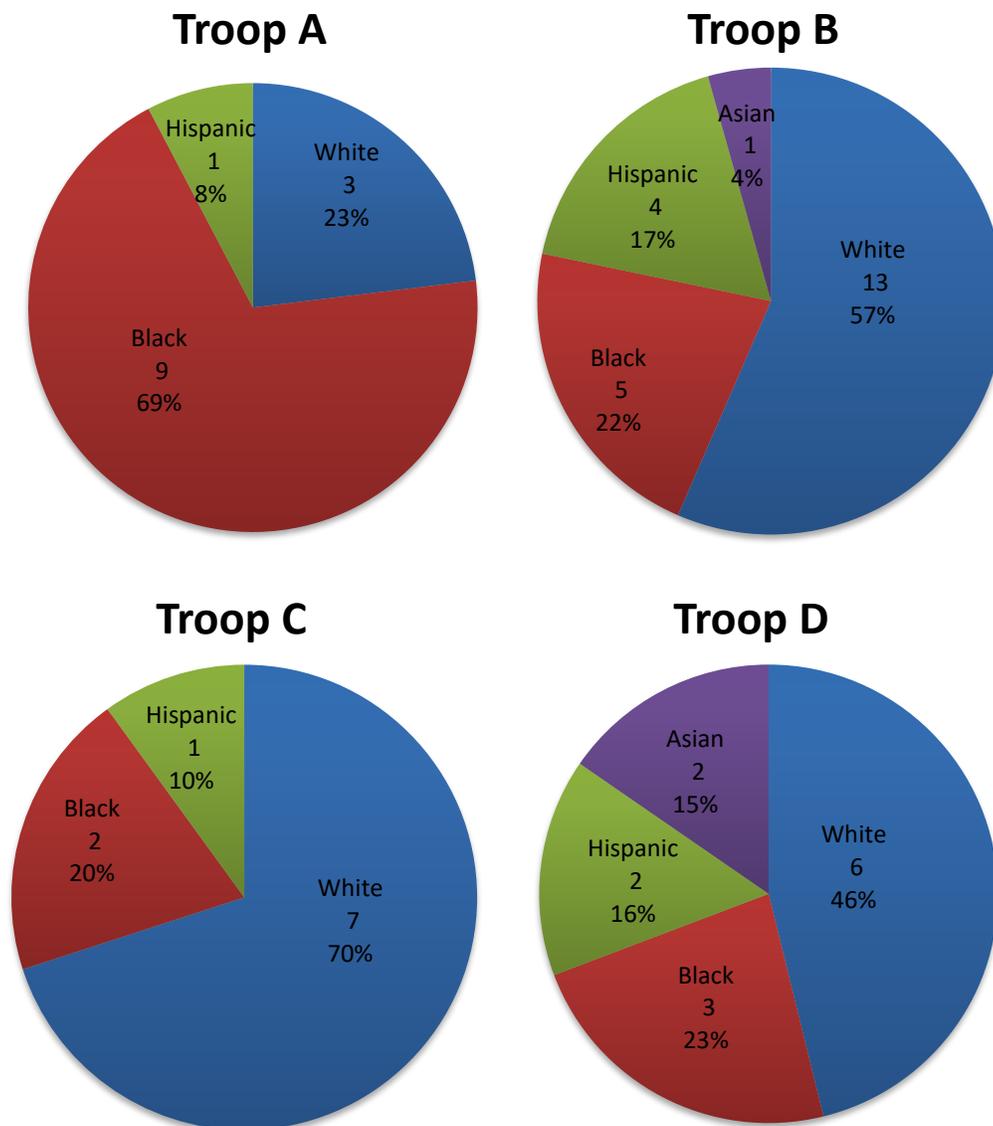


Figure Fifty-Nine depicts the racial/ethnic distribution of stops with consent to search requests for each troop. Across troops, the racial/ethnic distribution of stops with consent to search requests varied. White drivers were between 23% of stops involving consent to search requests in Troop A and 70% of these stops in Troop C. White drivers were the majority of stops with consent to search requests in Troops B, C, and D, whereas Black drivers were the majority of these stops in Troop A. Black drivers were between 20% of these stops in Troop C and 69%

in Troop A. There were fewer stops with consent to search requests involving Hispanic and Asian drivers. Proportions of such stops for Hispanic drivers ranged from 8% in Troop A to 17% in Troop B, and proportions for Asian drivers ranged from 4% in Troop B to 15% in Troop D.²⁴

Figure Fifty-Nine: Racial/Ethnic Distribution of Stops with Consent Requests by Troop²⁵

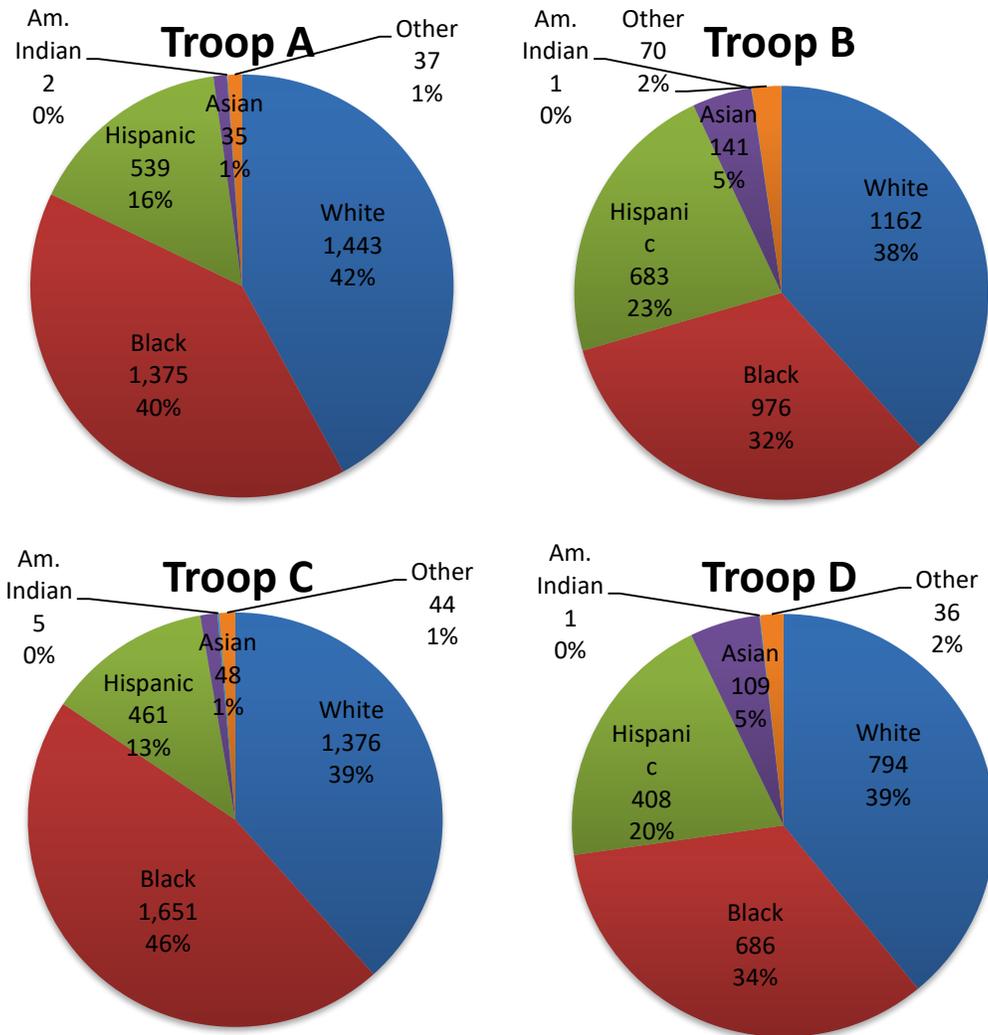
January 1, 2016 – June 30, 2016



²⁴ Only Troops B and D conducted stops with consent to search requests that involved Asian drivers.

²⁵ Troops A, B, C, and D are the only troops depicted in Figure Fifty-Three for the racial/ethnic distribution of stops with consent to search requests for each troop, as there were zero stops with consent to search requests for Other, non-Troop stations in the current reporting period.

Figure Sixty: Racial/Ethnic Distribution of Stops without Consent Requests by Troop²⁶
 January 1, 2016 – June 30, 2016

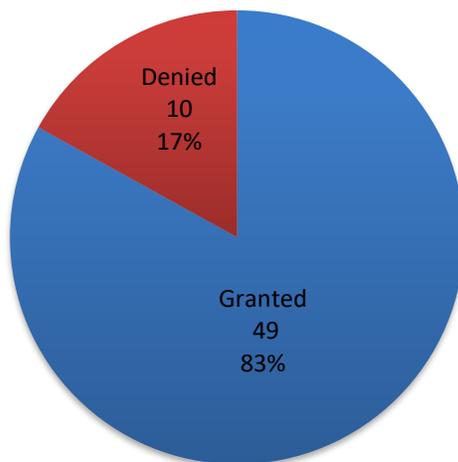


²⁶ Consistent with previous sections in this report, this discussion only includes Troops A, B, C, and D, as inclusion of Other, non-Troop stations might be misleading due to the small number of stops in this troop; smaller frequencies can yield larger percentages, which may seem exaggerated.

Figure Sixty depicts the racial/ethnic distribution of stops with post-stop activity not involving consent to search requests by Troop. White drivers were consistently the majority of these stops, with one exception in Troop C. Proportions for White drivers ranged from 38% in Troop B to 42% in Troop A. Black drivers were the majority of these stops in Troop C, with proportions ranging between 32% in Troop B to 46% in Troop C. Proportions for Hispanic drivers were between 13% in Troop C and 23% in Troop B, and Asian drivers were between 1% in Troops A and C and 5% in Troops B and D. These distributions and the ranges for each racial/ethnic group are identical to the troop distributions for all stops with post-stop activity.

Figure Sixty-One: Outcome of Consent to Search Requests

January 1, 2016 – June 30, 2016

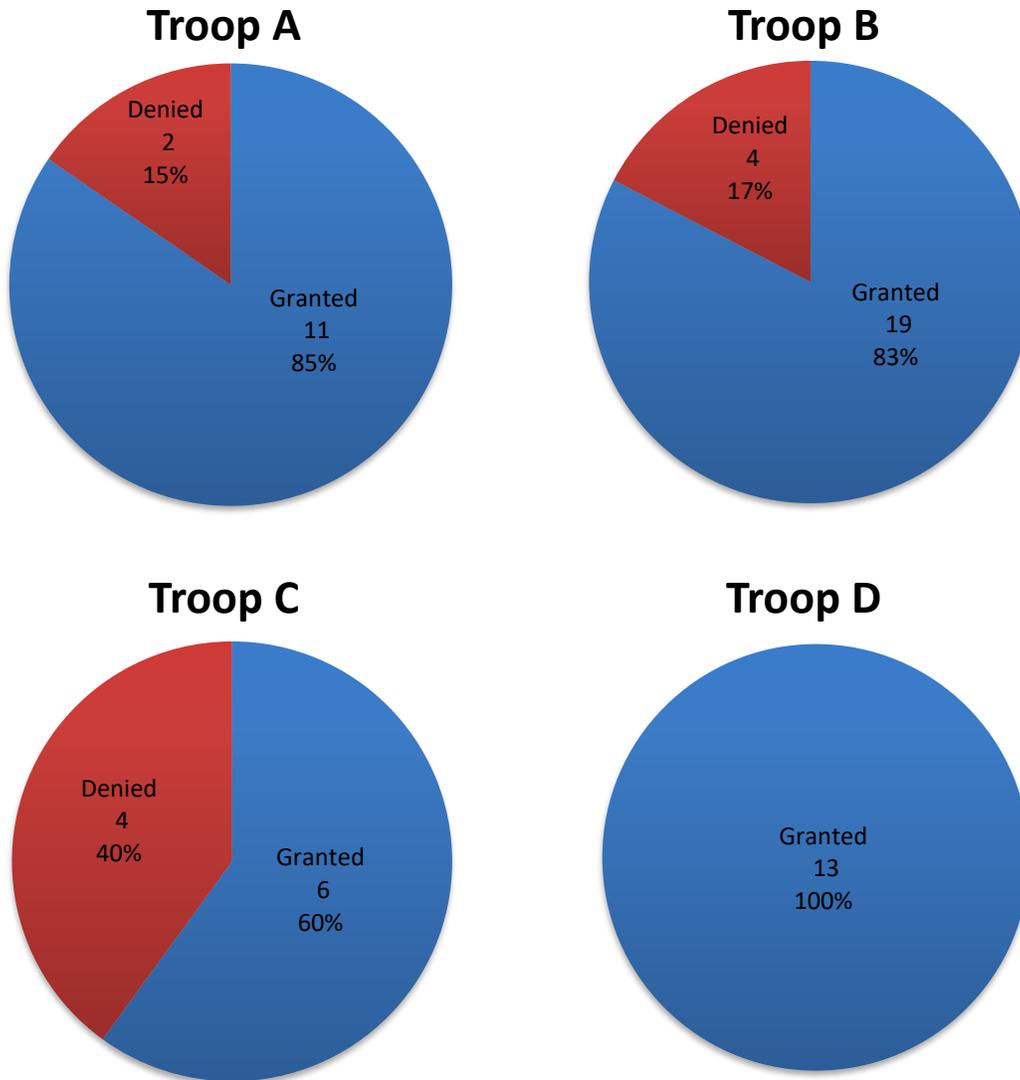


Total Stops with Consent Searches:
59

There may be multiple outcomes for a consent request: granted, denied, or withdrawn. Figure Sixty-One presents the distribution of all consent to search request outcomes in the current reporting period. The majority of stops with consent to search requests involved granted requests; 49, or 83% of consent to search requests were granted. Ten stops, 17%, involved consent to search requests that the driver/occupant denied. There were no stops in the current reporting period in which a consent to search request was granted and then withdrawn.

Figure Sixty-Two depicts the outcomes of consent to search requests by Troop. Granted consent to search requests made up the largest proportion of such stops. Across Troops, stops with granted consent to search requests varied between 60% in Troop C to 100% in Troop D. All 13 consent requests in Troop D were granted. Troop B had the largest number (19) of stops with granted consent to search requests. Stops with denied consent to search requests were much less frequent. Across Troops, stops with denied consent to search requests varied between 15% in Troop A to 40% in Troop C. Troops B and C had the largest number (4) of stops with denied consent to search requests, while Troop C had the largest proportion (40%).

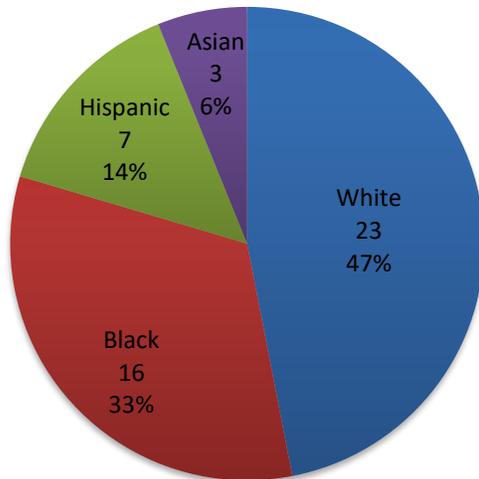
Figure Sixty-Two: Outcome of Consent to Search Requests by Troop²⁷
January 1, 2016 – June 30, 2016



²⁷ Figure Sixty-Two and the subsequent discussion involves Troops A, B, C, and D. There are zero stops with consent to search requests for Other, non-Troop stations. Therefore, there are no granted or denied requests discussions for this troop.

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

January 1, 2016 – June 30, 2016



Total Stops with Granted Consent Requests: **49**

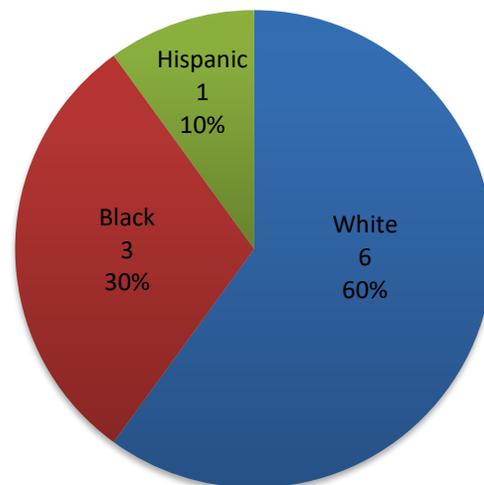
Figure Sixty-Three depicts the racial/ethnic distribution of stops with granted consent to search requests. Given that the majority of consent to search requests resulted in the driver/occupant granting consent, this racial/ethnic distribution is similar to that of all stops with consent to search requests (see Figure Fifty-Seven, page 112). White drivers made up the largest proportion of such stops, 47% (23 stops), followed by Black drivers, 33% (16 stops). Hispanic drivers made up 14% of stops (seven) with granted consent to search requests, which is an identical proportion compared to stops with consent to search requests. Asian drivers made up 6% (three stops) of such stops. There was an underrepresentation of White drivers; White drivers made up 47% of stops

with granted consent to search requests but 49% of stops with consent to search requests. There was a slight overrepresentation of Black drivers, as this racial/ethnic group made up 33% of such granted stops but 32% of stops with consent to search requests. Similarly, Asian drivers were also slightly overrepresented, as Asian drivers made up 6% of stops with granted consent to search requests, but 5% of stops with consent to search requests.

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

January 1, 2016 – June 30, 2016

Figure Sixty-Four presents the racial/ethnic distribution of stops where the driver/occupant denied a consent to search request. This distribution differs from the racial/ethnic distribution of stops with granted consent to search requests and all stops involving consent to search requests. White drivers were involved in a slightly larger proportion of stops with denied consent to search requests, 60% (six stops), than their proportion of all stops with consent to search requests, 49% and granted consent requests, 47%. Black drivers were involved in a slightly smaller proportion of stops with denied consent to search requests, 30% (three stops), than their proportion of all stops with consent to search requests, 32%, and stops with granted consent requests, 33%.



Total Stops with Denied Consent Requests: **10**

Similar to Black drivers, Hispanic drivers were involved in a smaller proportion, 10%, of stops with denied consent to search requests, than all stops with such requests and stops with granted consent requests, 14%. Asian drivers were not involved in any stops with denied consent requests; thus, there is an underrepresentation in comparison to their proportions in all stops involving consent requests, 5%, and stops with granted consent requests, 6%.

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

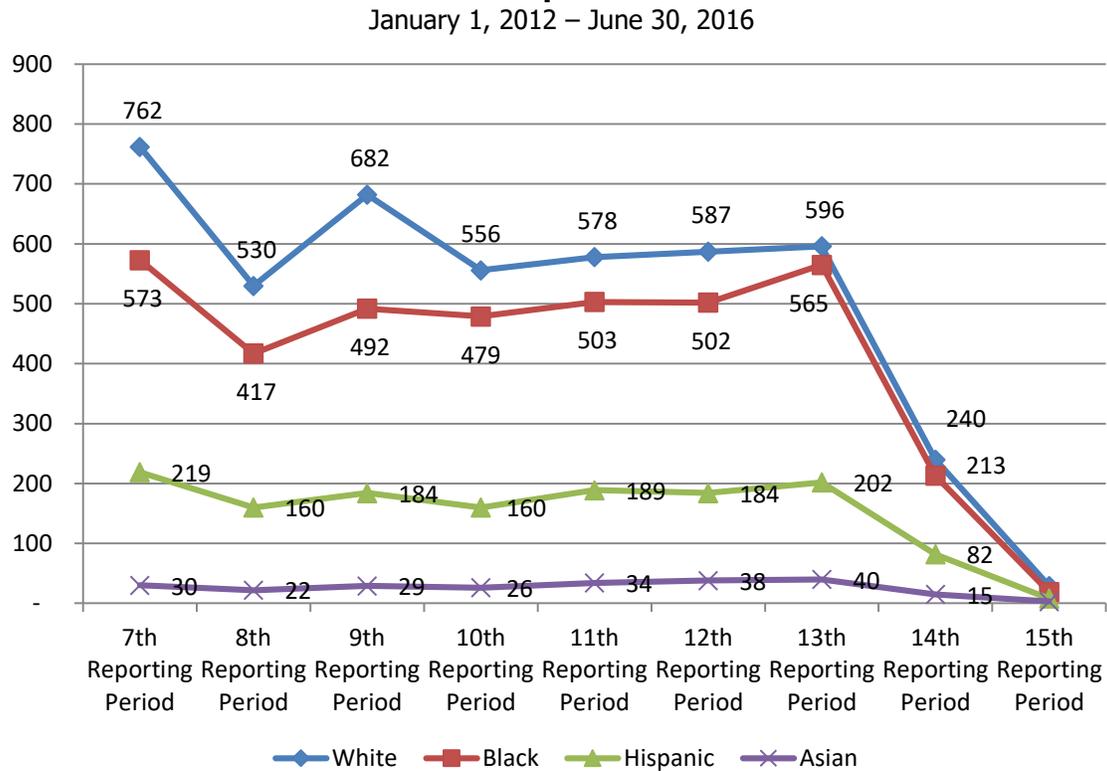


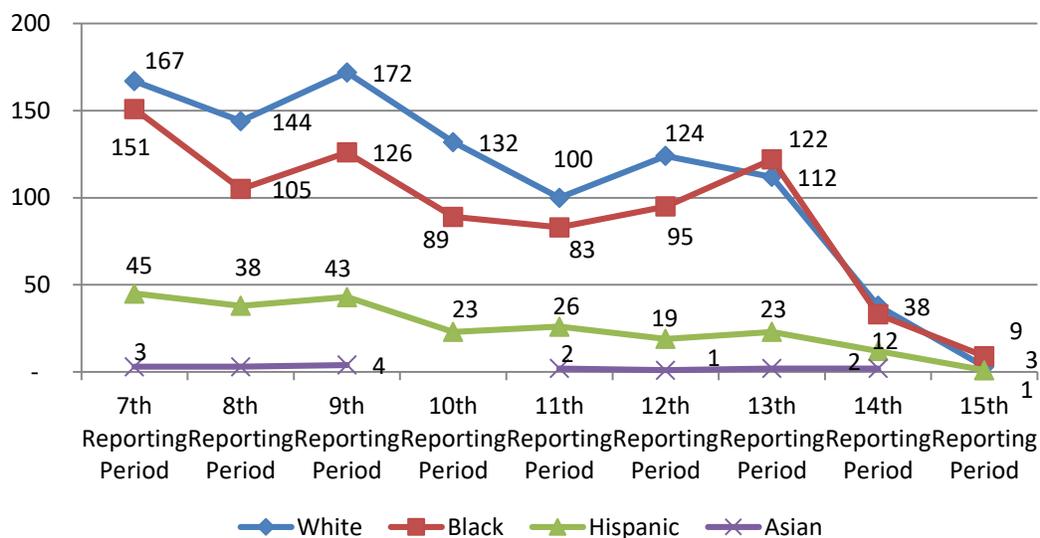
Figure Sixty-Five depicts trends in the racial/ethnic distribution of all stops involving consent to search requests. There were 498 fewer stops with consent to search requests in the current reporting period, an 89% decrease. White drivers were involved in 211 fewer stops with consent to search requests, an 88% decrease, and the largest numeric decrease of any racial/ethnic group in the current reporting period. Black drivers were involved in 194 fewer stops with consent to search requests, a 91% decrease. There were 74 fewer stops with consent to search requests involving Hispanic drivers, a 90% decrease. There were 12 fewer stops with consent to search requests involving Asian drivers, an 80% decrease. Expectedly, there were fewer stops involving consent to search requests for all racial/ethnic groups in the current reporting period. Changes for each racial/ethnic group were similar— a decrease of roughly 90%, with the exception of Asian drivers – since the previous reporting period.

There is no graphical depiction of trends in each outcome of consent to search requests, *i.e.*, granted, denied, and withdrawn. In the current reporting period, however, there was a 91% decrease in stops with granted consent to search requests (477 fewer stops) and a 68% decrease in stops with denied consent to search requests (21 fewer stops). Decreases for all racial/ethnic groups ranged from 54% to 100% across both outcome categories. As indicated previously, there

were no stops involving consent to search request outcomes of granted/withdrawn in the current reporting. Again, the large decrease in stops with consent to search requests is likely due to the Supreme Court’s decision in Witt. As indicated previously, the Court in Witt held that the exigent circumstances set forth in Pena-Flores no longer applied. Accordingly, the standard set in Alston for warrantless searches of automobiles based in probable cause has been reinstated as controlling law in New Jersey. This is the first full reporting period after the Court issued its decision in Witt. While stops involving consent to search requests decreased dramatically as a result of the Court’s decision in Witt, conversely the number of probable cause searches (not requiring consent) increased (see [Probable Cause Searches](#)).

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

January 2012 – January 2016



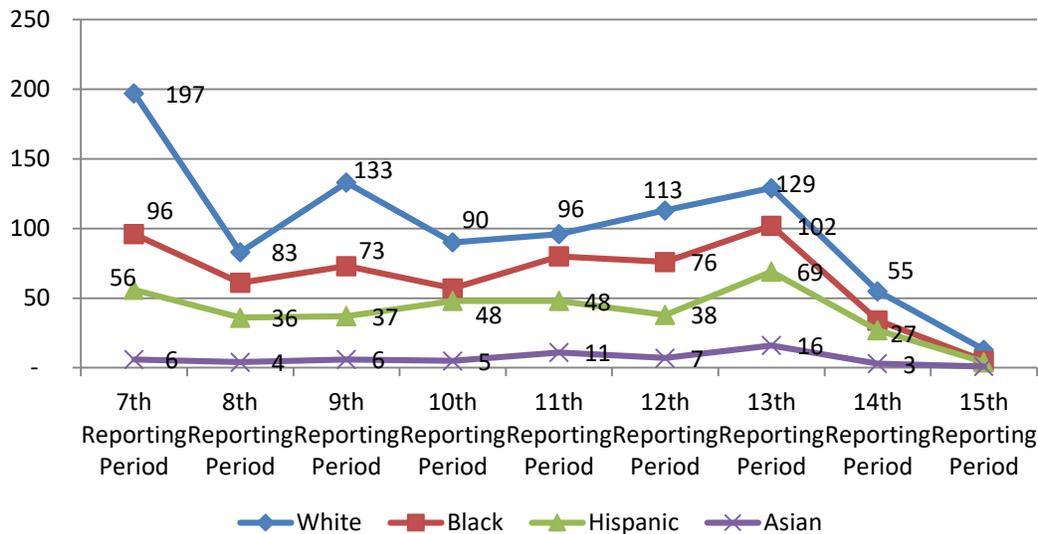
In Troop A, stops involving consent to search requests decreased 85% (73 stops) in the current reporting period. There were 35 fewer stops of White drivers with

consent to search requests and there were 24 fewer stops of Black drivers involved in such stops.²⁸ Consistent with the previous reporting period, Hispanic drivers were involved in 11 fewer stops with consent to search requests. Asian drivers were involved in two fewer stops involving consent to search requests, with zero stops in the current reporting period. When examining proportions of stops involving post-stop activity resulting in consent to search requests, Black drivers had the largest concentration in Troop A, 0.65%. For White drivers in Troop A, 0.21% of stops with post-stop activity resulted in a consent to search request, and for Hispanic drivers, this proportion was 0.19% in the current reporting period.

²⁸ Consistent with the previous two sections (“Canine Deployments” and “Uses of Force”) the discussion of each troop will only include numerical differences for each racial/ethnic group. Since the number of such stops is small, discussion of percentage changes would be misleading.

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

January 2012 – June 2016

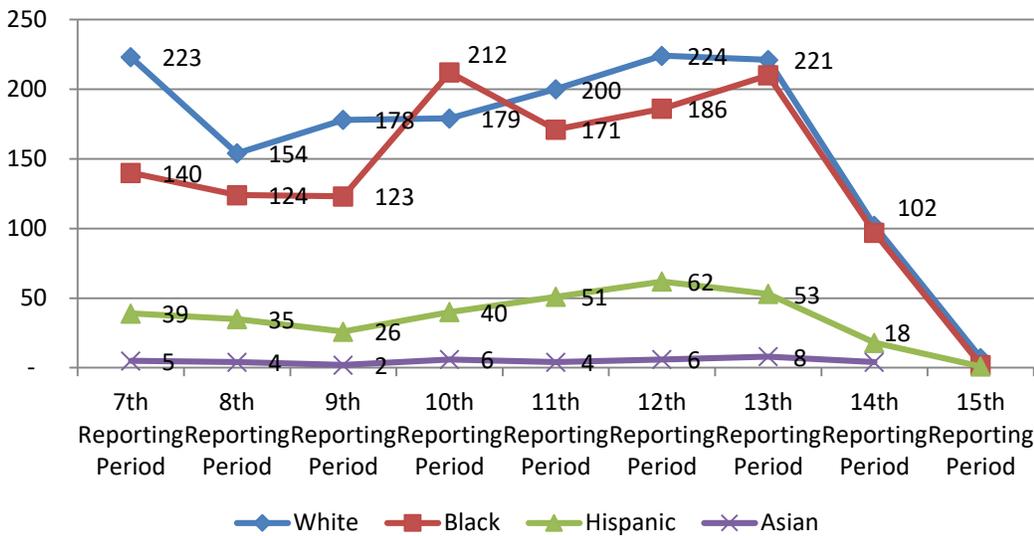


There was an 81% decrease in stops involving consent to search requests for Troop B in the current reporting period (98 fewer stops). Similar to Troop A, there were

decreases in such stops for all racial/ethnic groups in Troop B in the current reporting period. White drivers were involved in 42 fewer stops with consent to search requests. Black drivers were involved in 29 fewer stops with consent to search requests. There were 23 fewer stops of Hispanic drivers and there were two fewer stops of Asian drivers involving consent to search requests. For White drivers in Troop B, 1.11% of stops involving post-stop interaction(s) resulted in consent to search requests. For Asian drivers, 0.70% of stops involving post-stop interaction resulted in consent to search requests. For Hispanic drivers, this proportion was 0.58%, and for Black drivers, this proportion was 0.51%. Thus in Troop B, Black drivers had the smallest concentration and White drivers had the largest concentration of stops involving consent to search requests in their stops with post-stop activity in the current reporting period.

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

January 2012 – June 2016

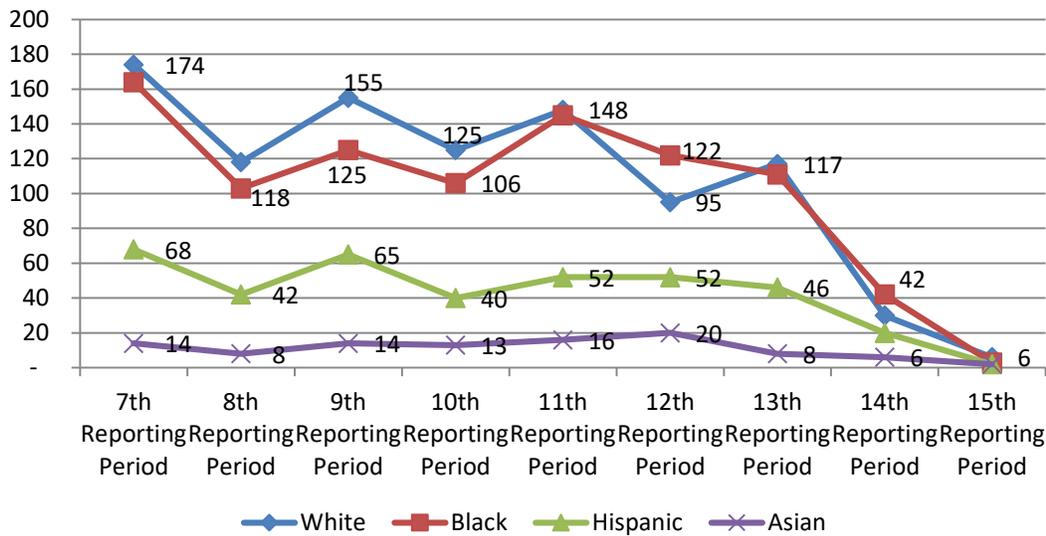


In the current reporting period, there was a 96% decrease in Troop C's stops involving consent to search requests (211 fewer stops). This is the largest decrease in both number and proportion across all troops. Similar to Troops A and B, there were decreases for all racial/ethnic

groups. There were 95 fewer stops each for White and Black drivers involving consent to search requests. Hispanic drivers were involved in 17 fewer stops with consent to search requests. Consistent with the previous reporting period, Asian drivers were involved in four fewer stops with consent requests; thus, there were zero stops with Asian drivers involving consent to search requests in the current reporting period. Of all stops with post-stop activity, 0.51% resulted in consent to search requests for White drivers. This proportion was 0.22% for Hispanic drivers and 0.12% for Black drivers. Similar to Troop B, in the current reporting period, White drivers in Troop C had the largest concentration and Black drivers had the smallest concentration of stops with post-stop activity resulting in consent to search requests in comparison to all racial/ethnic groups in Troop C.

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

January 2012 – June 2016



The number of Troop D’s stops involving consent to search requests decreased 87% in the current reporting period (89 stops). Similar to Troops A, B, and C, there were decreases in stops for all racial/ethnic groups in Troop D. There were

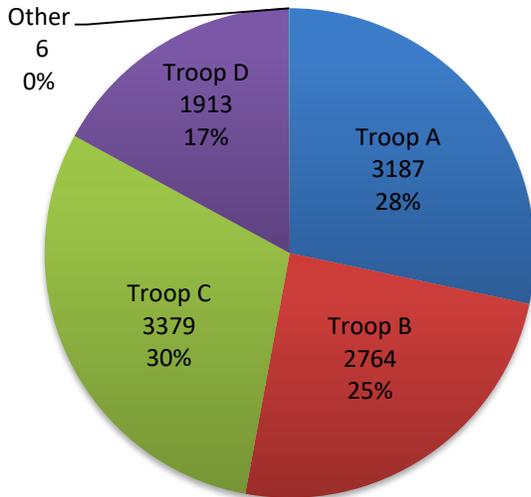
24 fewer stops of White drivers with consent to search requests. Black drivers were involved in 39 fewer stops with consent to search requests. There were 18 fewer stops of Hispanic drivers and four fewer stops of Asian drivers with consent to search requests. For White drivers, 0.75% of stops with post-stop activity resulted in a consent to search request. For Asian drivers, this proportion was 1.80% and for Hispanic drivers this proportion was 0.49%. Black drivers had the smallest proportion of stops with post-stop activity resulting in consent to search requests, 0.44%. Thus in Troop D, Black drivers had the smallest proportion and Asian drivers had the largest proportion of such stops.

Other, non-Troop stations did not conduct any stops with post-stop activity resulting in consent to search requests in the current reporting period. As previously mentioned, stops were re-categorized to accurately reflect the appropriate troop in which stops occurred. Due to this and the extreme infrequency of stops involving consent to search requests in Other, non-Troop stations, there is no figure or discussion of these trends.

Arrests

Figure Sixty-Six: Troop Distribution of Stops with Arrests

January 1, 2016 – June 30, 2016



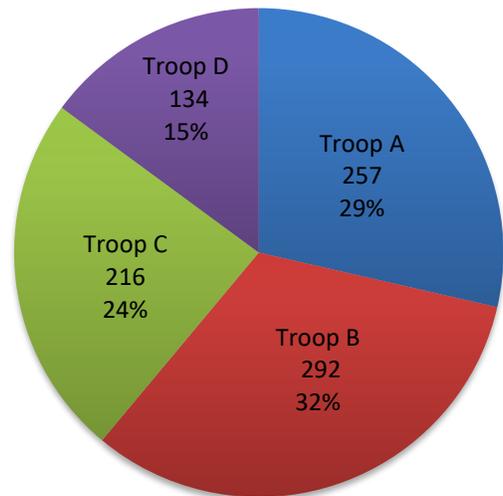
Total Stops with Arrests: **11,249**

Arrests were the second most common law enforcement procedure in the current reporting period. In the current reporting period, there were 11,249 stops with at least one individual arrested. The majority of stops involved the arrest of one person. There were, however, 33 stops with five or more individuals arrested in the current reporting period. Of the 12,148 stops with post-stop interaction, 93% of stops resulted in an arrest. Thus, as can be expected, the troop distribution for stops with arrests is identical to that of stops with post-stop activity (see Figure Eleven, page 45). Troop C conducted the largest proportion of stops with arrests, 30%. Troop A conducted 28% of stops with arrests, and Troop B conducted 25% of such stops. Troop D conducted 17% of stops with arrests, and Other, non-Troop stations conducted less than 1% of stops with arrests in the current reporting period.

Figure Sixty-Seven: Troop Distribution of Stops without Arrests

January 1, 2016 – June 30, 2016

In the current reporting period, there were 899 stops with post-stop activity that did not involve an arrest. Troop B conducted 32% of stops without arrests, the largest proportion in comparison to all other troops. Troop A conducted 29% of such stops, followed by Troop C, with 24%. Troop D conducted 15% of stops without arrests, and Other, non-Troop stations conducted zero stops, or 0%, of such stops in the current reporting period. When comparing Figures Sixty-Six and Sixty-Seven, Troop C conducted the largest proportion of stops with arrests (30%), but the third largest proportion of stops without arrests (24%). Conversely, Troops A and B conducted larger proportions of stops without arrests than stops with arrests. Troop D and Other, non-Troop stations conducted smaller proportions of stops without arrests than stops with arrests.



Total Stops without Arrests: **899**

Figure Sixty-Eight: Racial/Ethnic Distribution of Stops with Arrests

January 1, 2016 – June 30, 2016

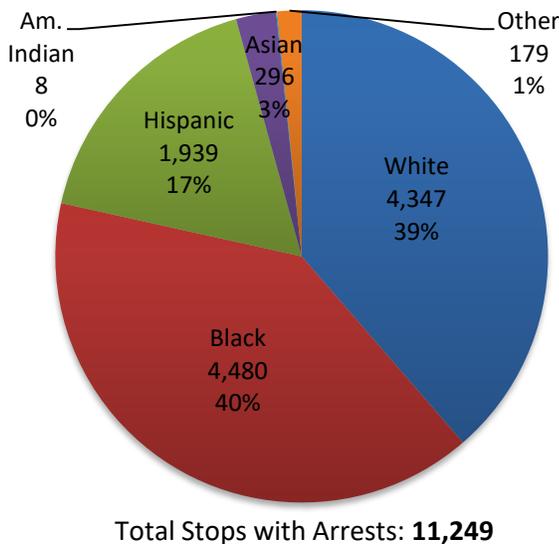
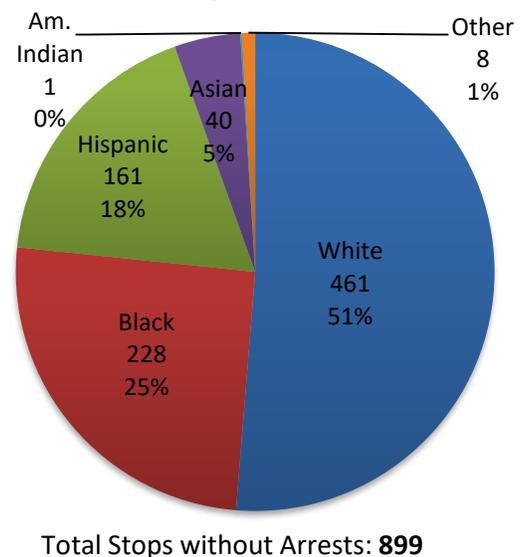


Figure Sixty-Eight depicts the racial/ethnic distribution of stops involving an arrest of at least one individual. Black drivers were involved in the largest proportion, 40%, of stops with arrests. White drivers were involved in slightly less, 39%. Hispanic drivers were involved in 17%, and Asian drivers were involved in 3% of stops with arrests. Compared to the racial/ethnic distribution of stops with post-stop activity (see Figure Fourteen, page 49), White drivers were involved in 40% of stops with post-stop interactions, but 39% of stops with arrests, indicating slight underrepresentation in stops with arrests. Black drivers were involved in 39% of stops with post-stop interactions, but 40% of stops with arrests, indicating slight overrepresentation in stops with arrests. Both Hispanic and Asian drivers were represented identically in stops with post-stop activity and stops with arrests.

Figure Sixty-Nine: Racial/Ethnic Distribution of Stops without Arrests

January 1, 2016 – June 30, 2016

Figure Sixty-Nine depicts the racial/ethnic distribution of stops with post-stop activity but without any arrests. White drivers make up the largest proportion of this distribution, 51%, indicating overrepresentation in stops without arrests in comparison to their proportions for stops with arrests (39%) and stops with post-stop activity (40%). Black drivers make up 25% of stops without arrests, indicating underrepresentation in stops without arrests in comparison to their proportions for stops with arrests (40%) and stops with post-stop activity (39%). Hispanic and Asian drivers are slightly overrepresented in stops without arrests, as Hispanic drivers were 17% and Asian drivers were 3% of stops with post-stop activity stops and arrests, respectively, compared to 18% and 5% of stops without arrests, respectively.

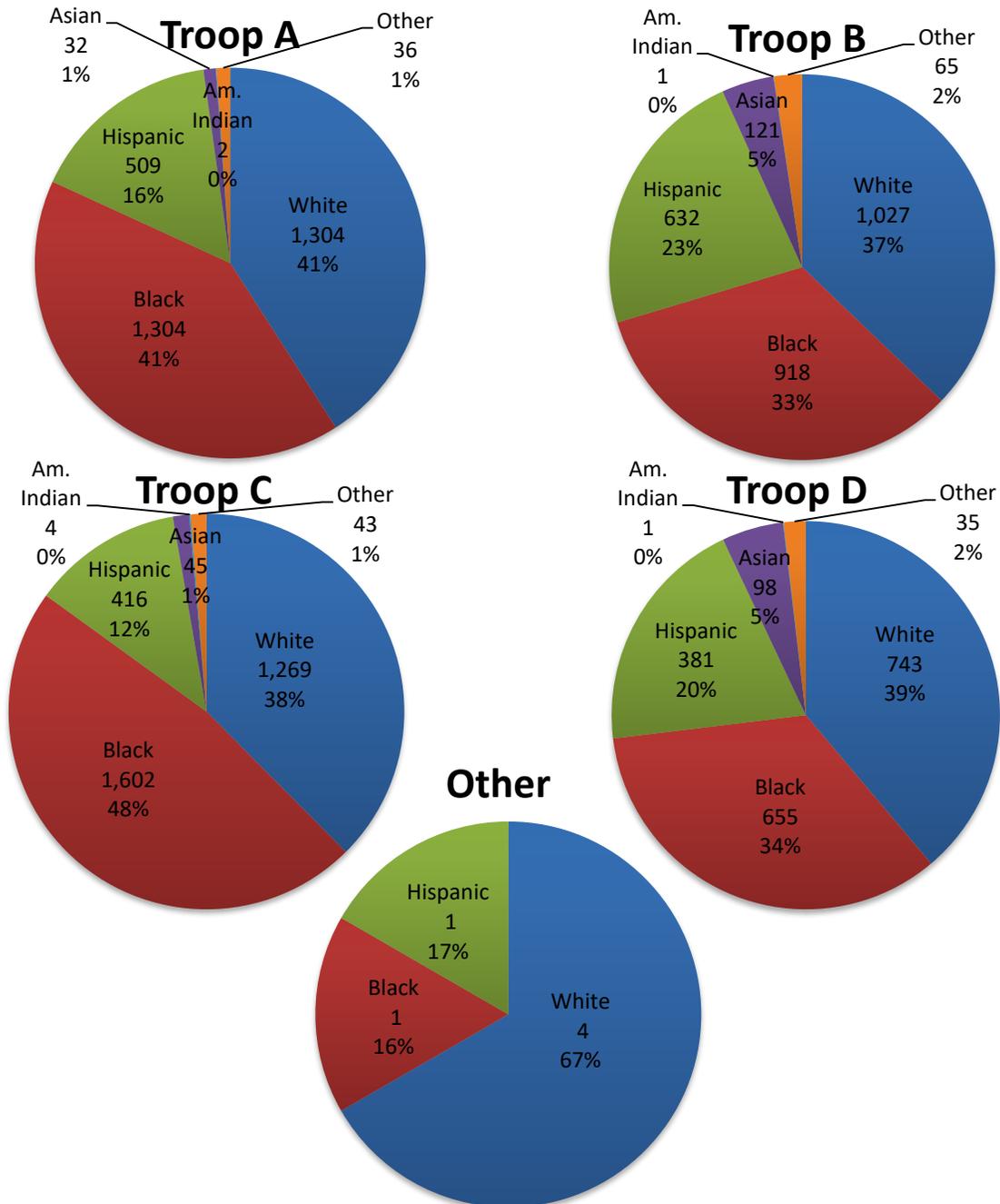


Taken together, Figures Sixty-Eight and Sixty-Nine indicate that Black drivers were more likely to be in a stop with an arrest than a stop without an arrest. Black drivers were a larger proportion of stops with arrests, 40%, than those without arrests, 25%. Conversely, White, Hispanic, and Asian drivers were a larger proportion of stops without arrests than with arrests in the current reporting period.

Figure Seventy depicts the racial/ethnic distribution of stops with arrests across troops. There is little variation across troops noted for White drivers. In the current reporting period, White drivers in stops with arrests ranged from 37% in Troop B to 41% in Troop A. White drivers were the majority of stops with arrests for Troops B (37%) and D (39%). Troop A had an even representation of both White and

Black drivers, 41%. Proportions for Black drivers ranged from 33% in Troop B to 48% in Troop C. Black drivers were the majority of stops with arrests for Troop C. Proportions for Hispanic drivers ranged from 12% in Troop C to 23% in Troop B, and proportions of Asian drivers ranged from 1% in Troops A and C to 5% in Troops B and D.

Figure Seventy: Racial/Ethnic Distribution of Stops with Arrests by Troop²⁹
 January 1, 2016 – June 30, 2016



²⁹ As with previous sections, this discussion only includes Troops A, B, C, and D. Other, non-Troop stations conducted only six stops with post-stop activity and stops with arrests; low frequencies can yield larger percentages that seem exaggerated. Thus, Other, non-Troop stations is not included in the discussion.

Figure Seventy-One: Racial/Ethnic Distribution of Stops without Arrests by Troop³⁰
 January 1, 2016 – June 30, 2016

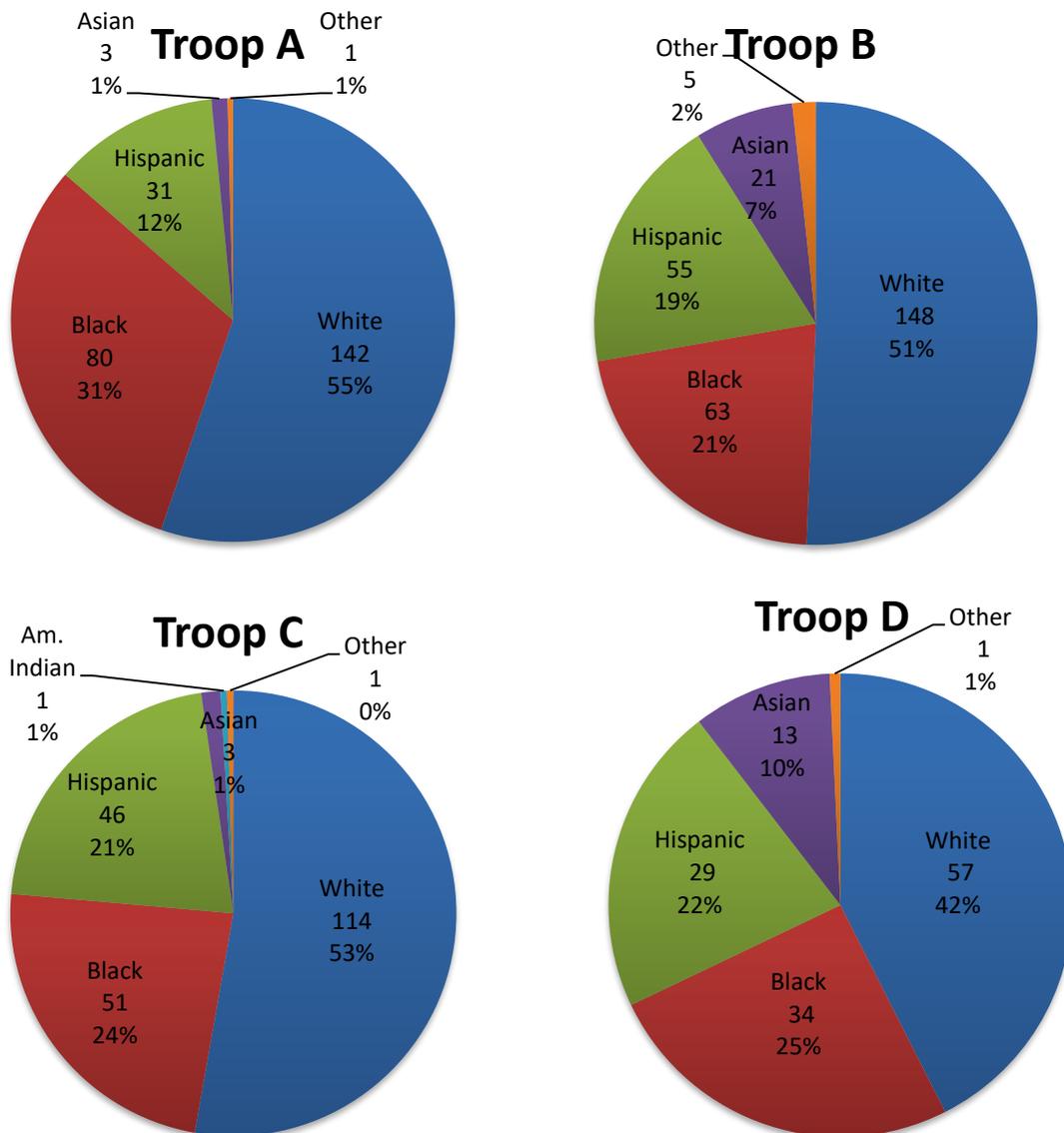
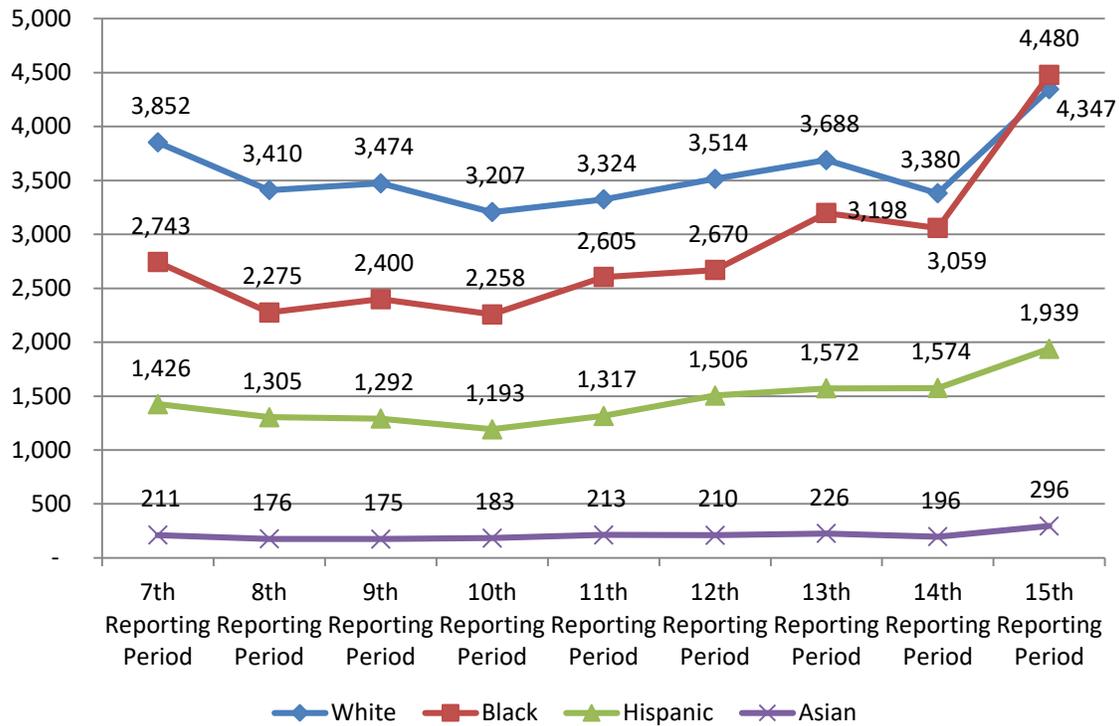


Figure Seventy-One depicts the racial/ethnic distribution of stops without arrests across Troops A, B, C, and D. White drivers were consistently the majority, ranging from 42% of stops without arrests in Troop D to 55% of these stops in Troop A. Black drivers were involved in 21% in Troop B to 31% in Troop A. Hispanic drivers were between 12% in Troop A and 22% in Troop D, and Asian drivers were between 1% of stops without arrests in Troops A, and C, and 10% of these stops in Troop D.

Figures Seventy and Seventy-One indicate that White drivers were involved in a larger proportion of stops without arrests than stops with arrests in each Troop of stops with post-stop activity. An inverse pattern appears for Black drivers, as they were involved in a larger proportion of stops with arrests than stops without arrests in each Troop.

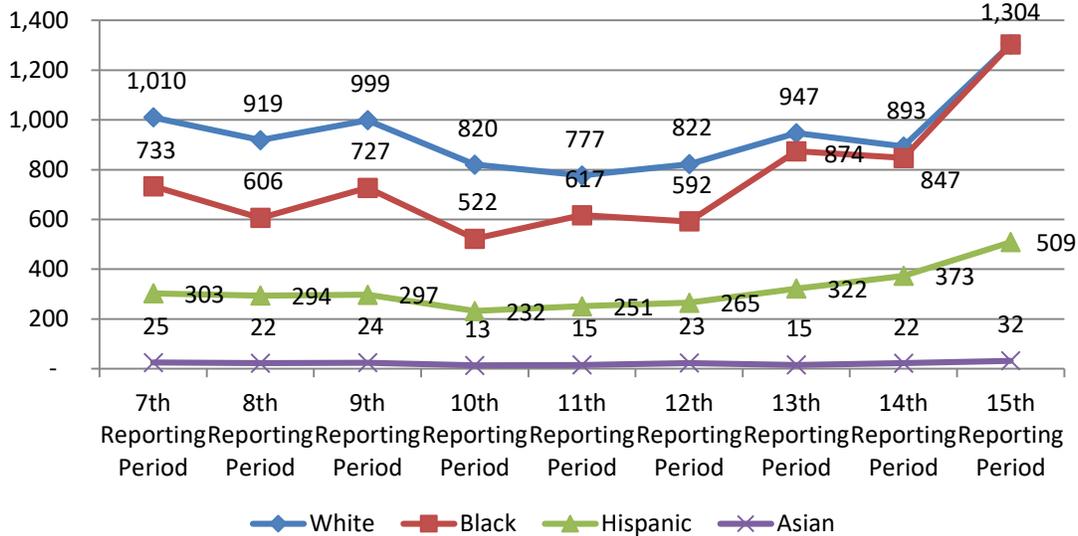
³⁰ There were zero stops without arrests for Other, non-Troop stations; thus, there is no pie chart to represent the stops.

Figure Seventy-Two: Trend of Racial/Ethnic Distribution of Stops with Arrests
 January 1, 2012 – June 30, 2016



In the previous reporting period, there were 11,249 stops with arrests; thus, there were 2,891 additional stops with arrests, a 35% increase, in the current reporting period. As seen in Figure Seventy-Two, there were increases in the number of stops with arrests for all racial/ethnic groups since the previous reporting period. This is inconsistent with the previous reporting period where there were decreases in stops with arrests for White, Black, and Asian drivers. In the current reporting period, Asian drivers were involved in 100 additional stops with arrests, a 51% increase. Despite the large percentage increase, Asian drivers had the smallest increase in number across all racial/ethnic groups. Hispanic drivers were involved in 365 additional stops with arrests, a 23% increase from the previous reporting period. There were 967 additional stops with arrests involving White drivers, a 29% increase from the previous reporting period. There were 1,421 additional stops with arrests involving Black drivers, a 46% increase from the previous reporting period and the largest numeric increase across all racial/ethnic groups. Historically, White drivers were the majority of stops with arrests; however, in the current reporting period, Black drivers were the majority for the first time in all reporting periods examined here. Black drivers surpassed White drivers in stops with arrests, being involved in 133 more stops than White drivers in the current reporting period. Further analysis into arrests is discussed in the Individual Level Analysis section of this report (see: [Individual Level Analysis](#), pages 153-182).

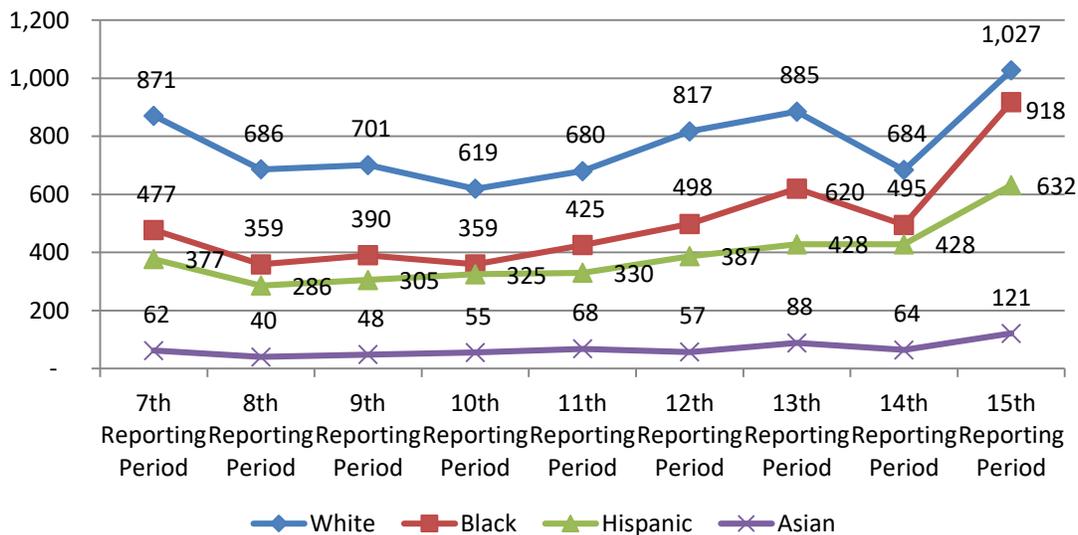
Figure Seventy- Two A: Troop A Trend of Racial/Ethnic Distribution of Stops with Arrests
 January 2012 – June 2016



For Troop A, stops with arrests increased 47%, by 1,022 stops, since the previous reporting period. There were 136 additional stops with arrests involving Hispanic drivers, a 36% increase.

There were 10 additional stops with arrests involving Asian drivers, a 45% increase. Black drivers were involved in 457 additional stops with arrests, a 54% increase and the largest increase in both number and percentage across all racial/ethnic groups in Troop A. Similarly, White drivers were involved in 411 additional stops with arrests, a 46% increase. Historically, White drivers were the majority of stops with arrests in Troop A; however, Black and White drivers had identical frequencies of stops with arrests in the current reporting period, 1,304 stops. The probability of stops with post-stop activity resulting in at least one arrest varied across racial/ethnic groups; 94% resulted in an arrest for Black and Hispanic drivers, 90% resulted in an arrest for White drivers, and 91% resulted in an arrest for Asian drivers.

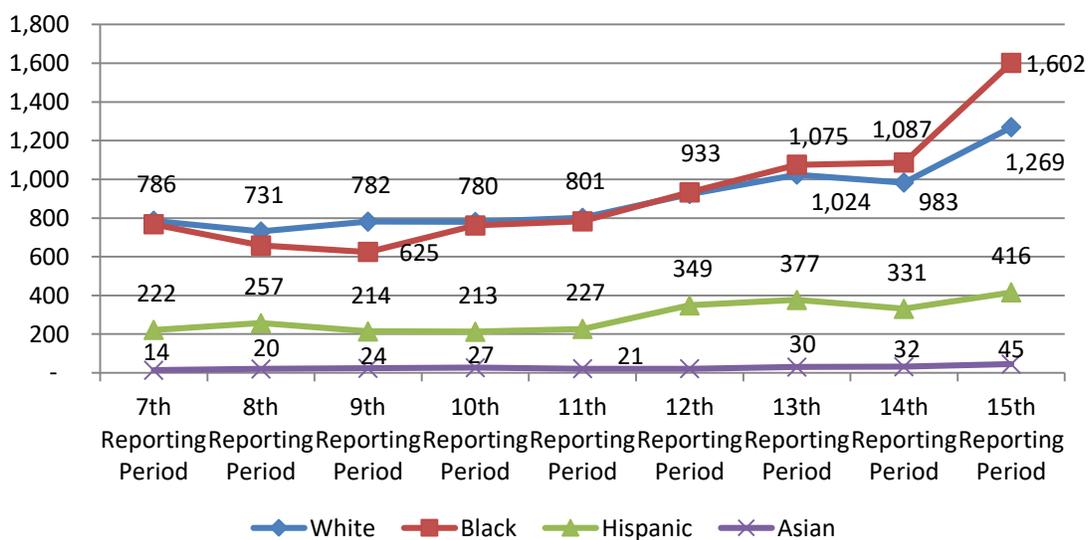
Figure Seventy- Two: Troop B Trend of Racial/Ethnic Distribution of Stops with Arrests
 January 2012 – June 2016



Stops with arrests increased by 62%, or 1,056 stops, for Troop B in the current reporting period. This was the largest increase in the number of stops with arrests across all troops in the current

reporting period. This considerable increase, outpaces the 27% increase in all stops with post-stop activity, but is likely related to the 75% increase in stops with a probable cause search. In Troop B, there was an increase in the number of stops with arrests for all racial/ethnic groups. Asian drivers were involved in the smallest numeric increase in stops with arrests, 57 additional stops, an 89% increase. There were 343 additional stops with arrests involving White drivers, a 50% increase. There were 423 additional stops with arrests involving Black drivers, an 85% increase. Hispanic drivers were involved in 204 additional stops with arrests, a 48% increase. Historically, Black and Hispanic drivers were relatively similar in the frequency of stops with arrests; however, in the current reporting period, Black and White drivers are closer in frequency of stops with arrests compared to Hispanic drivers. White and Black drivers have the smallest difference across all depicted reporting periods, 109 stops, in the current reporting period. Black and Hispanic drivers have the largest difference across all depicted reporting periods, 286 stops, in the current reporting period. For White drivers, 87% of stops with post-stop activity resulted in an arrest. For Black drivers, 94% of stops with post-stop activity resulted in an arrest. For Hispanic drivers, this proportion was 92%, and for Asian drivers, this proportion was 85%.

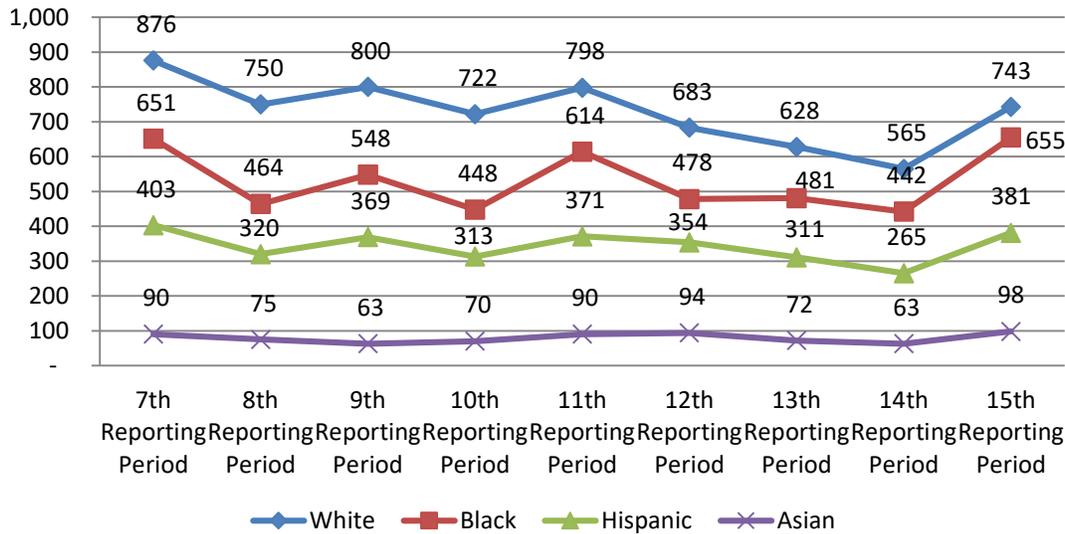
Figure Seventy- Two C: Troop C Trend of Racial/Ethnic Distribution of Stops with Arrests
 January 2012 – June 2016



Stops with arrests increased by 37%, 917 stops, for Troop C in the current reporting period. Similar to Troops A and B, there was an increase in the number of stops with arrests for all racial/ethnic

groups in the current reporting period in Troop C. Asian drivers were involved in the smallest increase, 13 additional stops, or 41%. Hispanic drivers were involved in 85 additional stops with arrests, a 26% increase. White drivers were involved in 286 additional stops with arrests, a 29% increase. There were 515 additional stops with arrests involving Black drivers, a 47% increase. It is important to note that Black drivers were involved in more stops with arrests in comparison to White drivers again this reporting period, a continuation of this unique difference noted in Troop C since the 12th reporting period. Additionally, Black and White drivers have the largest difference in frequency of stops with arrests across all depicted reporting periods, or 333 stops. Of stops with post-stop activity, 97% resulted in an arrest for Black drivers, 94% resulted in an arrest for Asian drivers, 92% resulted in an arrest for White drivers, and 90% resulted in an arrest for Hispanic drivers.

Figure Seventy- Two D: Troop D Trend of Racial/Ethnic Distribution of Stops with Arrests
 January 2012 – June 2016



For Troop D, there was a 38% increase, or 531 stops, in stops with arrests since the previous reporting period. Troop D had the smallest numeric increase in stops with arrests. Consistent

with Troops A, B, and C, there was an increase in stops with arrests noted for all racial/ethnic groups in the current reporting period for Troop D. There were 178 additional stops with arrests involving White drivers, a 32% increase. Black drivers were involved in 213 additional stops, a 48% increase. There were 116 additional stops with arrests involving Hispanic drivers, a 44% increase. Asian drivers were involved in 35 additional stops with arrests a 56% increase. When examining the likelihood of stops with post-stop activity resulting in an arrest, 95% resulted in an arrest for Black drivers, 93% resulted in an arrest for White and Hispanic drivers, and 88% resulted in an arrest for Asian drivers.

As previously noted in other sections of this report involving post-stop interactions, Other, non-Troop stations only conducted six stops with arrests in the current reporting period. As previously mentioned, stops were re-categorized to accurately reflect the appropriate troop in which stops occurred. Due to this and the extreme infrequency of stops involving arrests in Other, non-Troop stations, there is no figure depicting trends or discussion.

As noted in previous aggregate reports, White drivers were typically the largest proportion of all stops with post-stop activities, 40%. Black drivers in the current reporting period account for 39% of stops involving post-stop activities. When examining racial/ethnic group involvement in post-stop activities, Black drivers have a higher likelihood of being engaged in various forms of post-stop law enforcement activities. This disproportionality was evident among stops with arrests, where, for example, in Troop C, approximately 97% of stops of Black drivers with post-stop activity resulted in an arrest. This suggests a level of disproportionality; however, the data evaluated here provide an articulable reason(s) for this disproportionality. An assessment of the appropriateness of law enforcement procedures, not assessed in this report, appears, in limited instances, in OLEPS' Oversight Reports.³¹ This report provides analysis of the individuals arrested later in this report (see Individual Level Analysis, pages 159-191), which may provide some insight into the reasons for arrests.

³¹ <http://www.nj.gov/oag/oleps/in-house-monitoring.html>

Evidence Seizures

The seizure of evidence during a motor vehicle stop is a relatively infrequent law enforcement procedure. Of the 12,148 stops involving post-stop interaction, 2,606 stops, or 21%, resulted in an evidence seizure in the current reporting period, notably larger than the proportion for the previous reporting period, 9.21%. There were 1,571 additional stops involving evidence seizures in the current reporting period, a 152% increase. Seizure of evidence can occur in conjunction with a variety of activities, including frisks, probable cause searches, consent requests, executions of search warrants, plain view seizures, or a request for the retrieval of property. While the increase in stops with evidence seizures is disproportionate compared to the increase in proportion of all motor vehicle post-stop activity, this notable increase can be expected, given the Court's holding in Witt. That is, post-Witt, stops with probable cause searches increased, and as such, the number of stops with evidence seizures could increase given the increased frequency of searches (see [Probable Cause Searches](#) for more information regarding Witt).

Each motor vehicle stop can involve one or more seizures of evidence. In the current reporting period, 157 of the 2,606 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 2,764 searches/seizures that led to an evidence seizure in the current reporting period. At most, a single stop included three different types of searches/seizures that resulted in evidence; however, this only occurred in one stop. The majority of stops with seizures involved only one type of search/seizure.

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

January 1, 2016 – June 30, 2016

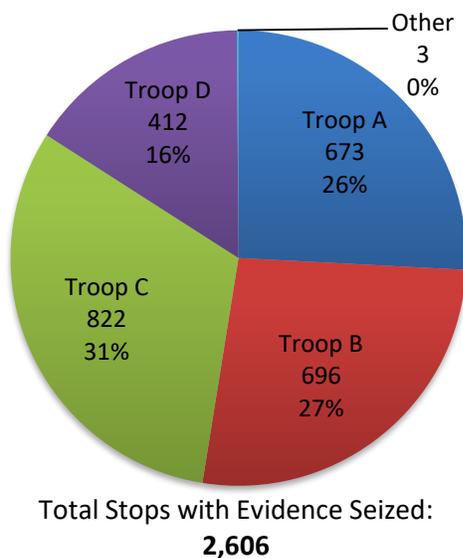


Figure Seventy-Three depicts the Troop distribution of stops with evidence seizures. Despite the low frequency of stops with evidence seized, this distribution is highly similar to the troop distribution for stops with post-stop activity (see Figure Eleven, page 45). Troop C conducted 822 stops with an evidence seizure, the largest proportion of all troops, 31%. This was only a slight overrepresentation, as Troop C conducted 30% of stops with post-stop activity. Troop B conducted 696 stops with an evidence seizure, 27%, and the second largest proportion of all troops. This was also a slight overrepresentation, as Troop B conducted 25% of stops with post-stop activity. Troop A conducted 673 stops with an evidence seizure, 26%, a slight underrepresentation in comparison to this troop's proportion of stops with post-stop activity (28%). Troop D conducted 412 stops with an evidence seizure, 16%,

a slight underrepresentation compared to this troop's proportion of stops with post-stop activity (17%). Other, non-Troop stations conducted three stops with an evidence seizure, the smallest proportion of all troops, less than 1%, an identical proportion compared to stops with post-stop activity.

Figure Seventy-Four: Troop Distribution of Stops without Evidence Seizures
 January 1, 2016 – June 30, 2016

Figure Seventy-Four depicts the Troop distribution of stops with post-stop interactions without evidence seizures. As expected given the large number of stops without evidence seizures, the distribution is highly similar to the distribution of stops with post-stop activities. Troop A conducted 2,771 stops, 29%, of stops involving post-stop activity without evidence seizures, a slight overrepresentation compared to this troop's stops with post-stop activity (28%). Troop C conducted 2,773 stops, 29%, a slight underrepresentation compared to this troop's stops with post-stop activity (30%). Troop B conducted 2,360 stops, 25%, Troop D conducted 1,635 stops, 17%, and Other, non-Troop stations conducted three stops, less than 1% of stops without evidence seizures. The proportions of Troops B, D, and Other, non-Troop stations were identical to their respective proportions of stops with post-stop activity.

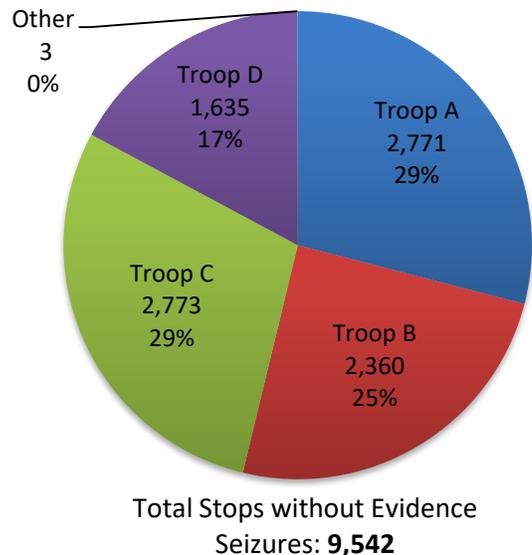


Figure Seventy-Five: Racial/Ethnic Distribution of Stops with Evidence Seizures
 January 1, 2016 – June 30, 2016

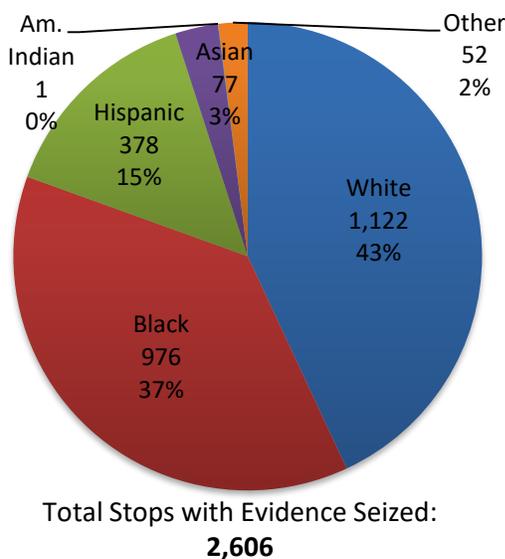


Figure Seventy-Five depicts the racial/ethnic distribution of stops with evidence seizures. White drivers were involved in 1,122 stops, 43%, with an evidence seizure. Black drivers were involved in 976 stops, 37%. Hispanic drivers were involved in 378 stops, 15%, and Asian drivers were involved in 77 stops, 3%, with an evidence seizure in the current reporting period. Compared to stops with post-stop activity in the current reporting period (see Figure Fourteen, page 49), White drivers are a larger than expected proportion of stops with evidence seizures than stops with post-stop activity, (40%). Conversely, there was a slight underrepresentation of Black drivers among stops with evidence seized (37%) compared to their proportion of stops with post-stop activity (39%). Similarly, there was a slight underrepresentation of Hispanic drivers compared to their proportion of stops with post-stop activity, (17%).

Asian drivers were an expected proportion of stops with evidence seized, 3%, identical to their proportion of stops with post-stop activity.

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

January 1, 2016 – June 30, 2016

Figure Seventy-Six depicts the racial/ethnic distribution of stops with post-stop activity not involving evidence seizures. White drivers made up 3,686 stops, 39%. Similarly, Black drivers made up 3,732 stops, 39%. Hispanic drivers made up 1,722 stops, 18%, and Asian drivers make up 259 stops, 3%, of this distribution. Given that evidence seizures are less common, there is an expectation that this distribution would be similar to that of the racial/ethnic distribution of stops involving post-stop activity. This, indeed, is the case, as proportions for these two distributions are highly similar, if not identical. There is a slight underrepresentation of White drivers (compared to 40%) and a slight overrepresentation of Hispanic drivers (compared to 17%). Black and Asian drivers are identical proportions.

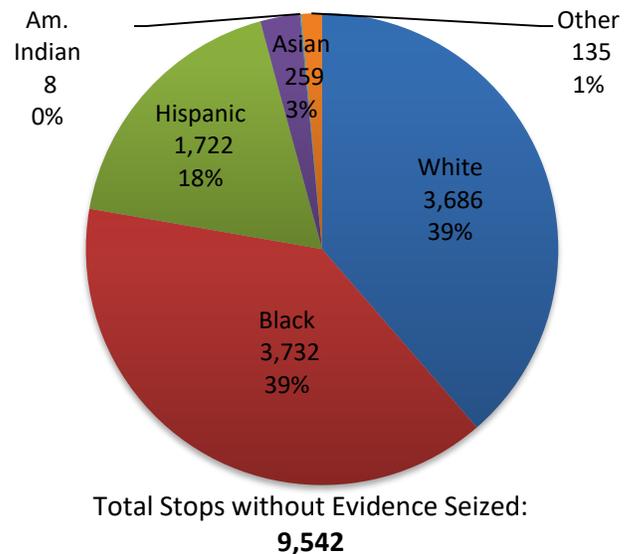
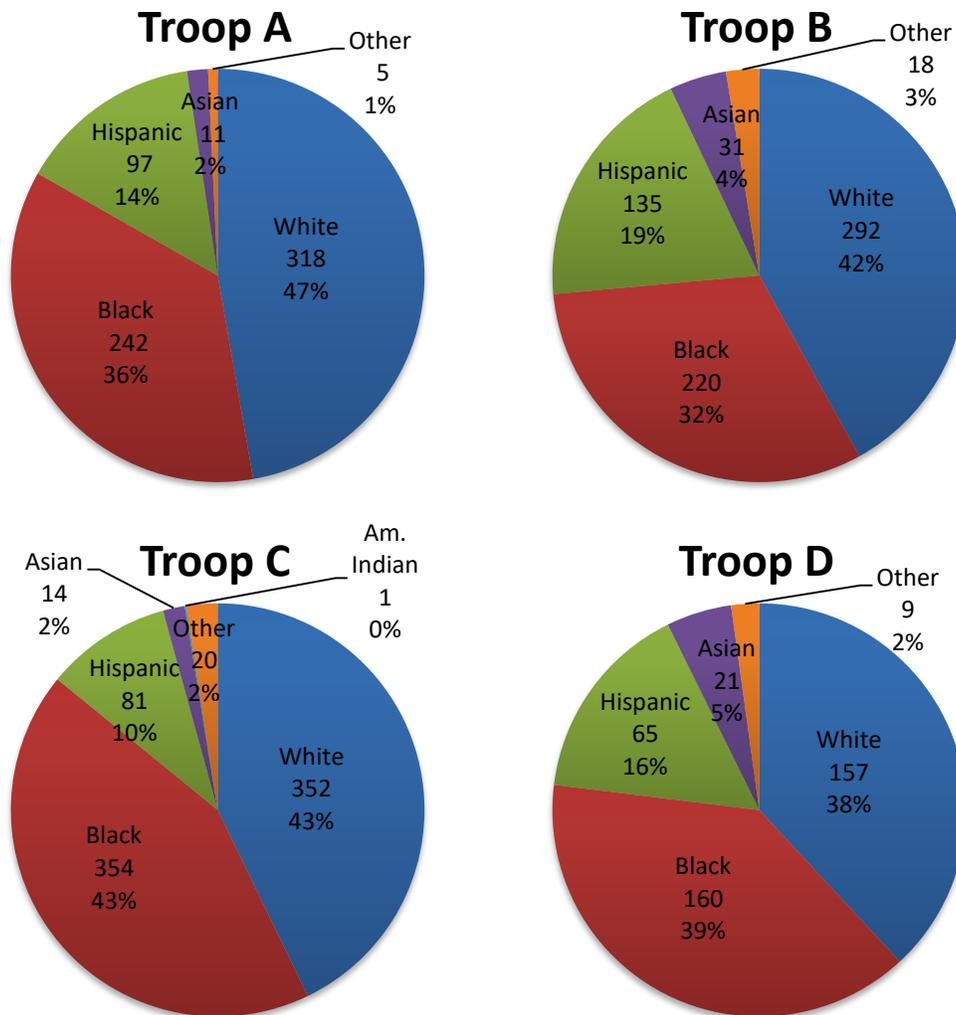


Figure Seventy-Seven depicts the racial/ethnic distribution of stops with evidence seized across Troops. White drivers were the largest proportion of these activities for Troops A and B. White drivers were between 38% in Troop D and 47% in Troop A. Both White and Black drivers were identical proportions for Troop C, whereas Black drivers were the largest proportion of these activities for Troop D. Black drivers were between 32% in Troop B and 43% in Troop C, while Hispanic drivers were between 10% in Troop C and 19% in Troop B. Asian drivers were between 2% in Troops A and C and 5% in Troop D in the current reporting period.

Figure Seventy-Seven: Racial/Ethnic Distribution of Stops with Evidence Seizures by Troop³²
 January 1, 2016 – June 30, 2016



³² Consistent with the previous sections of this report, discussion of Figure Seventy-Seven and Figure Seventy-Eight only includes Troops A, B, C, and D; inclusion of Other, non-Troop stations would be misleading due to the extreme infrequency of these stops in that troop. There were three stops with an evidence seizure, all involving a White driver, in Other, non-Troop Stations.

Figure Seventy-Eight: Racial/Ethnic Distribution of Stops without Evidence Seizures by Troop
 January 1, 2016 – June 30, 2016

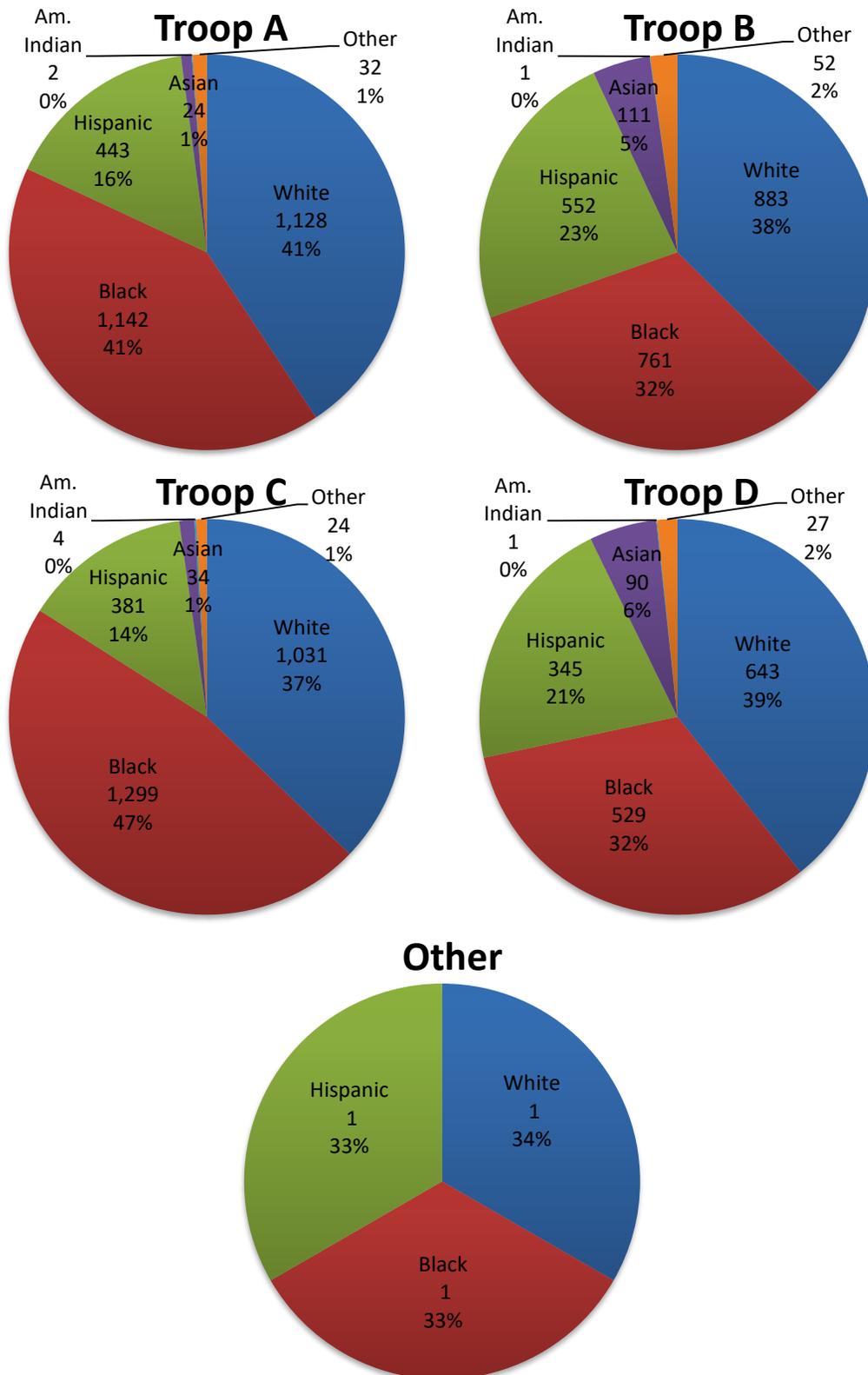
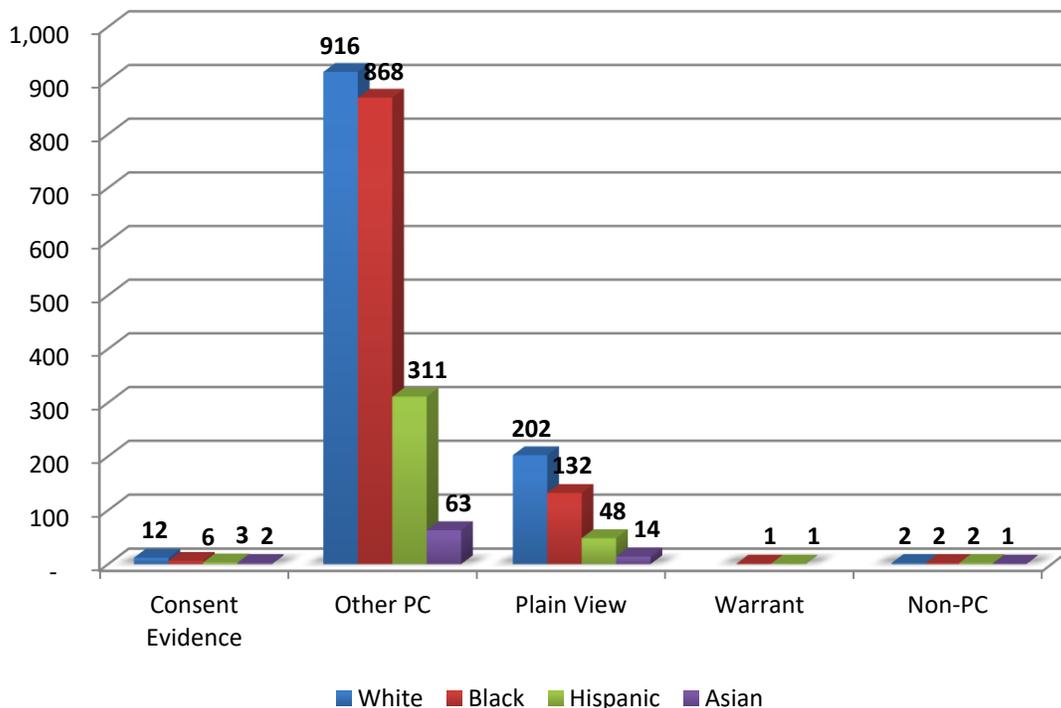


Figure Eighty depicts the racial/ethnic distribution of stops with post-stop activity without evidence seizures by Troop. Given the infrequency of evidence seizure as a procedure, these distributions are highly similar to the distributions of stops with post-stop activity by Troop. White drivers are consistently the largest proportion of stops with post-stop activity but no evidence seizures, ranging from 37% in Troop C to 41% in Troop A. Black drivers were between 32% in Troops B and D and 47% in Troop C. Hispanic drivers were between 14% in Troop C and 23% in Troop B. Asian drivers were consistently the smallest proportion of stops with post-stop activity without evidence seized, between 1% in Troops A and C and 6% in Troop D.

Figure Seventy-Nine depicts the type of search/seizures that resulted in evidence for each racial/ethnic group in the current reporting period. Previously, the majority of evidence seized in motor vehicle stops resulted from consent searches. In the previous and current reporting period, this was no longer the case. Consent searches in the current reporting period were the third most common reason cited resulting in the seizure of evidence. In total, there were 23 stops involving evidence seizures resulting from consent searches in the current reporting period, a 69% decrease since the previous reporting period. Given the Court’s decision Witt, there is an expectation that the volume of stops with evidence seized resulting from consent searches would decrease. Of these stops with evidence seizures resulting from consent searches, 52% involved White drivers, 26% involved Black drivers, 13% involved Hispanic drivers, and 9% involved Asian drivers.

Figure Seventy-Nine: Types of Evidence Seized
 January 1, 2016 – June 30, 2016



Consistent with the previous reporting period, “Other PC” was the most common search leading to an evidence seizure in motor vehicle stops in the current reporting period. These activities include all PC-based searches/seizures other than plain view seizures. Probable cause searches including vehicle frisks, proof of ownership, secure vehicle, retrieval of property, or public exigency searches fall under

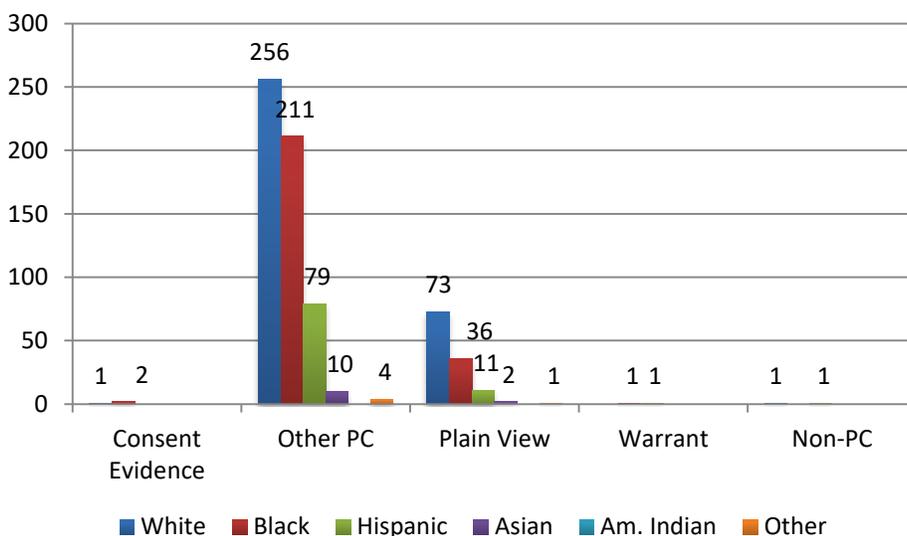
this category. In total, there were 2,197 stops with searches/seizures classified as "Other PC" in the current reporting period. There were 1,399 additional stops with searches/seizures classified as "Other PC", a 175% increase since the previous reporting period. The shift in policing procedures following the Court's decision in Witt likely led to both the decrease in stops with evidence seizures resulting from consent searches and the marked increase in stops with evidence seizures resulting from reasons classified as "Other PC". Of these stops with Other PC searches/seizures, White drivers were 42%, Black drivers were 40%, Hispanic drivers were 14%, and Asian drivers were 3% in the current reporting period.

Seizures from evidence in plain view were the second most frequently cited reason in stops with seizures in the current reporting period. There were 411 stops involving seizures resulting from evidence in plain view, with 127 additional stops, or a 45% increase from the previous reporting period. Of these stops with seizures, 49% involved White drivers, 32% involved Black drivers, 12% involved Hispanic drivers, and 3% involved Asian drivers.

Stops with searches/seizures resulting from a search warrant were much less frequent; this type of search/seizure was the only type to decrease in the current reporting period. In the current reporting period, there were only two stops with searches/seizures resulting from a warrant, 15 fewer stops from the previous reporting period. One stop involved a Black driver and the other stop involved a Hispanic driver.

In the current reporting period, there were seven stops with searches/seizures classified as Non-PC, four additional stops from the previous reporting period. Two stops involved White, Black, and Hispanic drivers each (29%), while one stop involved an Asian driver (14%).

Figure Seventy-Nine A: Troop A Types of Evidence Seizures
 January 1, 2016 – June 30, 2016



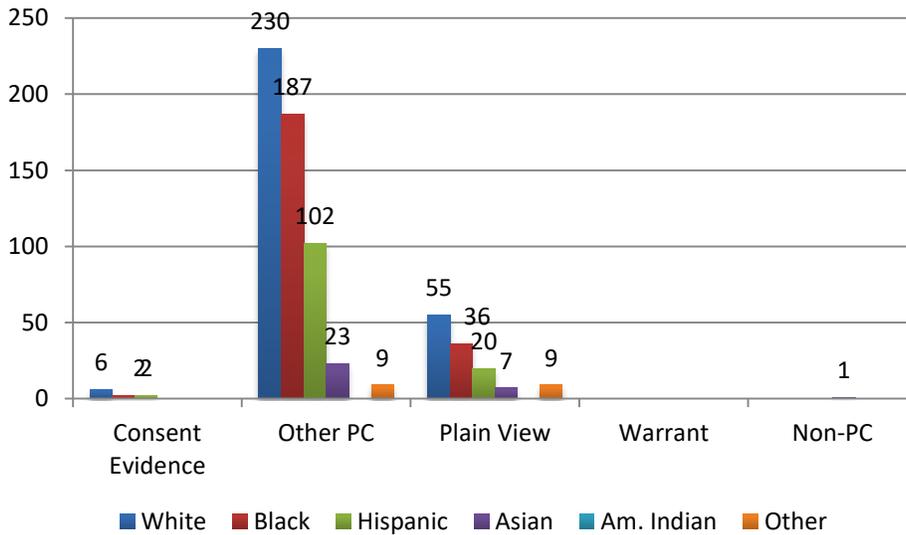
Troop A conducted 673 stops with evidence seized in the current reporting period. The majority, 560, were the result of reasons classified as Other PC. Of these searches, 46% involved White drivers, 38% involved Black drivers, 14% involved Hispanic drivers, and 2% involved Asian drivers. The second most common reason cited for evidence seizure was plain view. There were 123 stops with evidence seized in plain

view in Troop A. Of these stops with searches/seizures, 60% involved White drivers, 29% involved Black drivers, 9% involved Hispanic drivers, and 2% involved Asian drivers. Seizure of evidence from consent searches occurred in only three of Troop A's stops in the current reporting period. Of these seizures, one-third involved White drivers and two-thirds involved Black drivers. There were no stops

with evidence seizures resulting from consent searches involving Hispanic or Asian drivers in the current reporting period in Troop A. Searches/seizures resulting from a warrant occurred in only two stops. Similarly, there were two stops with searches/seizures classified as non-PC in Troop A this reporting period.

Figure Seventy-Nine B: Troop B Types of Evidence Seizures

January 1, 2016 – June 30, 2016

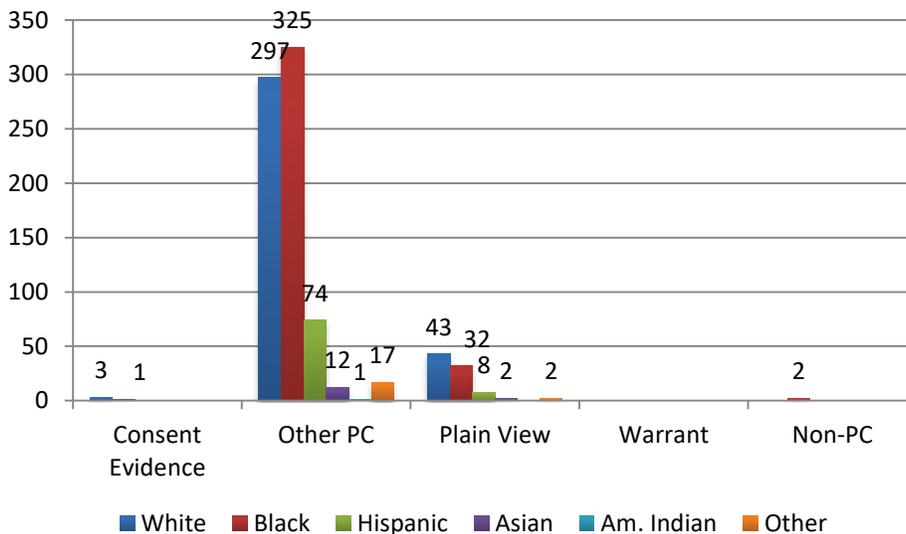


In Troop B, there were 696 stops with evidence seizures executed in the current reporting period. There were 551 stops with evidence seizures that were the result of reasons cited as Other PC; this was the most common reason cited in stops with evidence seizures in Troop B in the current reporting period. Of these stops, 42% involved White drivers, 34% involved Black drivers, 19% involved Hispanic drivers,

and 4% involved Asian drivers. There were 127 stops with evidence seized in plain view. Of these stops, 43% involved White drivers, 28% involved Black drivers, 16% involved Hispanic drivers, and 6% involved Asian drivers in the current reporting period. Troop B conducted 10 stops with seizures that resulted from consent searches. Of these stops with seizures, 60% involved White drivers, and 20% involved Black and Hispanic drivers each. There were zero stops with searches/seizures stemming from a warrant. In Troop B, there was only one stop involving a search/seizure classified as non-PC in the current reporting period.

Figure Seventy-Nine C: Troop C Types of Evidence Seizures

January 1, 2016 – June 30, 2016

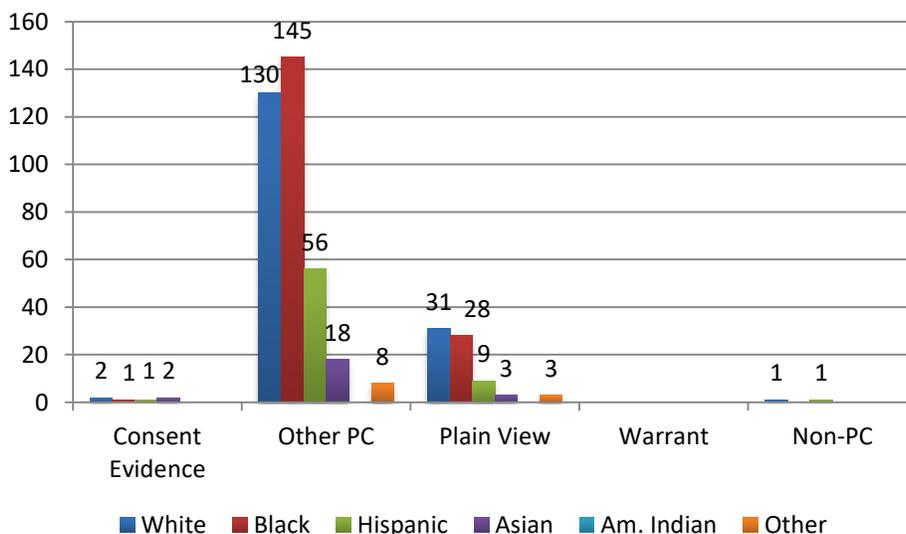


Troop C conducted 822 stops with evidence seized in the current reporting period. This was the largest number of stops with evidence seized across all troops. Other PC was also the most common reason cited for evidence seizures in motor vehicle stops Troop C conducted. There were 726 stops with evidence seized from reasons cited as Other PC in Troop C in the current reporting period. Of these searches, 41% were of White

drivers, 45% were of Black drivers, 10% were of Hispanic drivers, and 2% were of Asian drivers. There were 87 stops with evidence seized in plain view. Of these, 49% involved White drivers, 37% involved Black drivers, 9% involved Hispanic drivers, and 2% involved Asian drivers. There were four stops with seizures resulting from consent searches in the current reporting period. Of these stops, 75% involved White drivers and 25% involved Black drivers. There were zero stops with evidence seizures resulting from a warrant, and two stops with evidence seizures classified as non-PC in the current reporting period.

Figure Seventy-Nine D: Troop D Types of Evidence Seizures

January 1, 2016 – June 30, 2016



In Troop D, there were 412 stops with evidence seizures in the current reporting period. Consistent with Troops A, B, and C, the majority of Troop D's stops with evidence seizures occurred due to reasons cited as Other PC. There were 357 stops with evidence seized from reasons cited as Other PC in Troop D in the current reporting period. Of these stops, 36% involved White drivers, 41% involved

Black drivers, 16% involved Hispanic drivers, and 5% involved Asian drivers. There were 74 stops with evidence seized in plain view. Of these, 42% involved White drivers, 38% involved Black drivers, 12%

involved Hispanic drivers, and 4% involved Asian drivers. Six stops involving evidence seizures resulted from consent searches in Troop D in the current reporting period. Of these stops, 33% involved White and Asian drivers each, and 17% involved Black and Hispanic drivers each. Similar to Troops B and C, there were zero stops with a search/seizure resulting from a warrant in Troop D in the current reporting period. Similar to Troops A and C, there were two stops with searches/seizures resulting from reasons classified as non-PC in the current reporting period for Troop D.

Other, non-Troop stations only conducted six stops with post-stop activity in the current reporting period, with three of those stops resulting in evidence seized. The classification of all three of those seizures was Other PC and all involved a White driver. Due to the extreme infrequency of stops with evidence seized in Other, non-Troop stations, there is no figure depicting types of evidence seizure.

Figure Eighty: Trend of Racial/Ethnic Distribution of Stops with Evidence Seizures
 January 1, 2012 – June 30, 2016

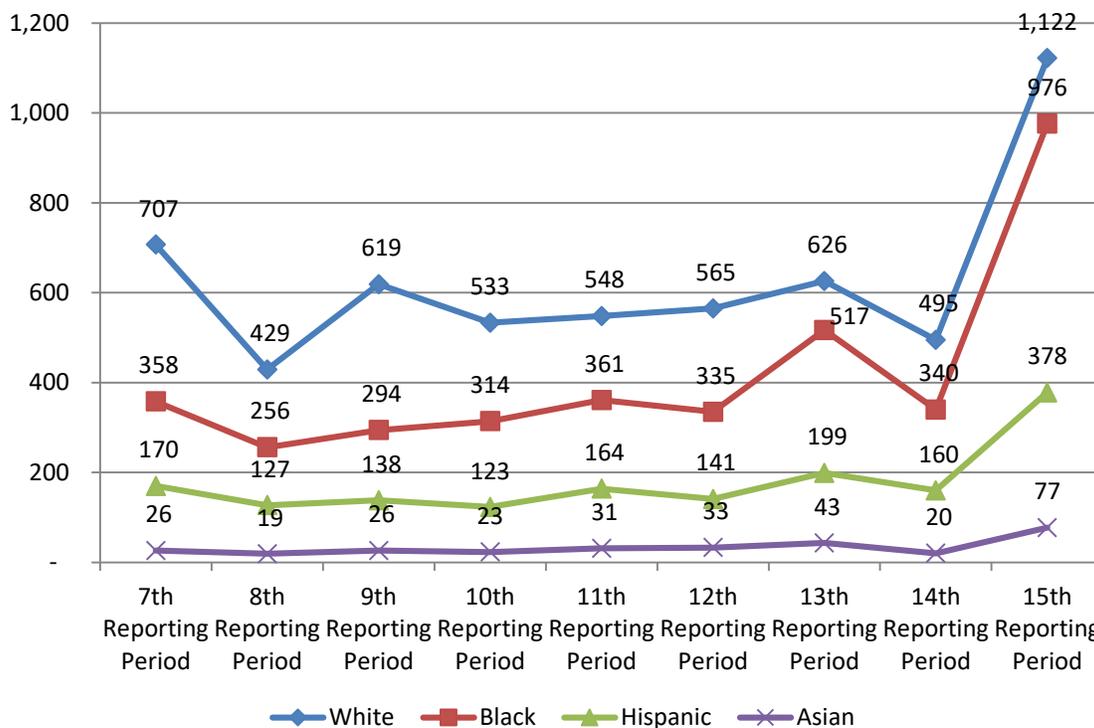
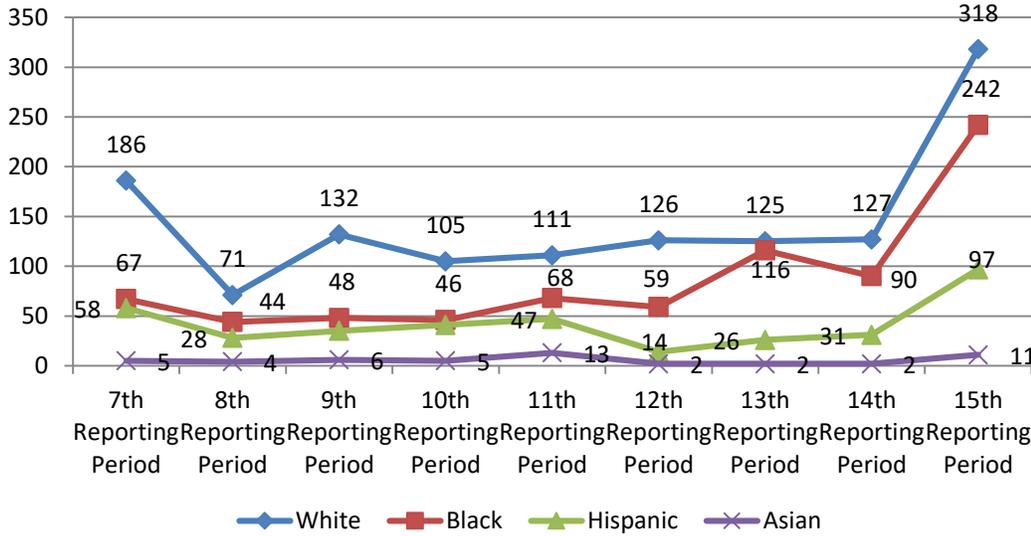


Figure Eighty depicts the trend of motor vehicle stops with evidence seized by racial/ethnic group. As previously mentioned, there were 1,571 additional stops involving evidence seizures in the current reporting period, a 152% increase. As expected, all racial/ethnic groups were involved in additional stops with evidence seizures in the current reporting period. This is inconsistent with the previous reporting period, where there was a notable decrease for all racial/ethnic groups. There were 627 additional stops of White drivers involving the seizure of evidence, a 127% increase since the previous reporting period. Black drivers were involved in 636 additional stops involving evidence seizures, a 187% increase in the current reporting period. Hispanic drivers were involved in 218 additional stops with evidence seizures, a 136% increase. There were 57 additional stops of Asian drivers involving the seizure of evidence, a 285% increase since the previous reporting period. As seen in Figure Eighty, all racial/ethnic groups were involved in the largest volume of stops with evidence seized among all reporting periods depicted here.

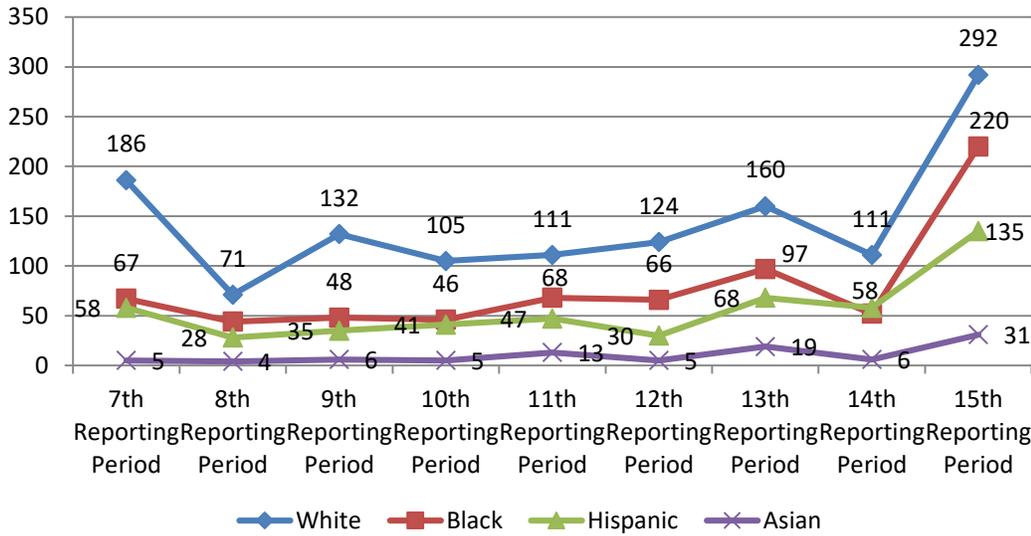
Figure Eighty A: Troop A Racial/Ethnic Distribution of Stops with Evidence Seizures
 January 2012 – June 2016



Troop A conducted 420 additional stops with evidence seizures, a 166% increase since the previous reporting period. In total, Troop A conducted 673 stops with evidence seizures. In Troop A, the direction of change across all racial/ethnic

groups was the same; the magnitude, however, varied across racial/ethnic groups. Black drivers were involved in 152 additional stops, a 169% increase in the current reporting period. White drivers were involved in 191 additional stops, a 150% increase. Historically, Hispanic and Asian drivers were similar in number of stops with evidence seizures; however, this trend changes in the current reporting period, in which there was the largest difference between Hispanic and Asian drivers, 86 stops. More specifically, there were 66 additional stops of Hispanic drivers, a 213% increase in the current reporting period. For Asian drivers, there was a small increase, nine additional stops with evidence seizures, a 450% increase in stops with evidence seizures. Despite the large percentage increase, Asian drivers were involved in the smallest numeric increase in stops with evidence seizures. As mentioned, even slight fluctuations in small frequencies can yield larger percentage changes. This was the first increase in stops of Asian drivers with evidence seizures since the twelfth reporting period.

Figure Eighty B: Troop B Racial/Ethnic Distribution of Stops with Evidence Seizures
 January 2012 – June 2016

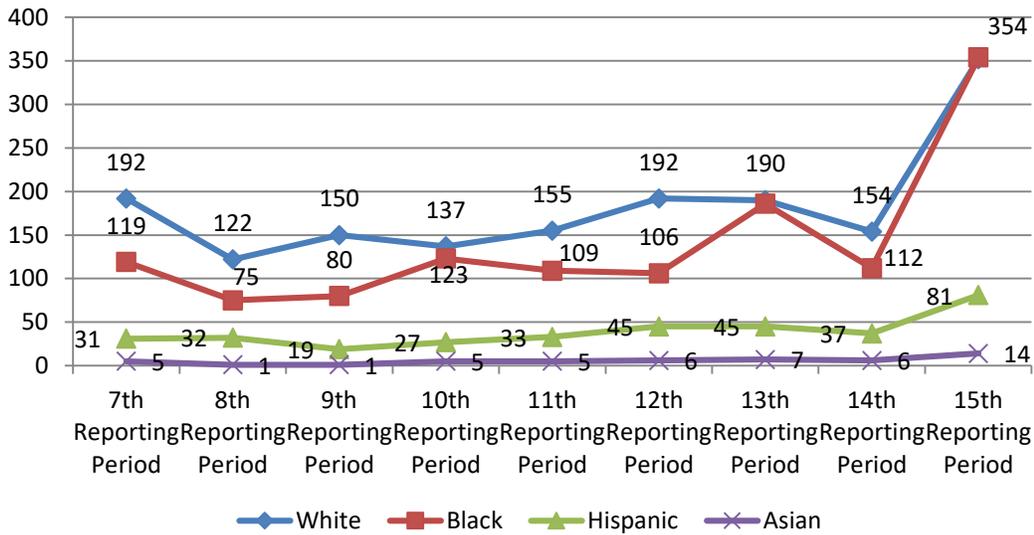


Troop B conducted 464 additional stops with evidence seizures, a 200% increase since the previous reporting period, and a total of 696 stops with evidence seizures in the current reporting period. For White drivers, there were 181 additional stops

with evidence seizures, a 163% increase. Historically, Black and Hispanic drivers were similar in frequencies for stops with evidence seized; however, the current reporting period marks the largest difference between these two racial/ethnic groups of the reporting periods shown, 85 stops. More specifically, there were 168 additional stops with evidence seizures involving Black drivers, a 323% increase. Hispanic drivers were involved in 77 additional stops with evidence seizures, a 133% increase. Similarly, Hispanic and Asian drivers also used to be similar in frequency for such stops; however, in the current reporting period, Hispanic drivers had a notable increase in the number of stops with evidence seizures, and thus, the largest difference between these two racial/ethnic groups, 189 stops, is depicted in the current reporting period. Asian drivers were involved in 25 additional stops with evidence seizures, a 417% increase since the previous reporting period. Again, caution in interpretation of percent changes for Asian drivers is warranted, given the low volume of activity within troops for this racial/ethnic group.

Figure Eighty C: Troop C Racial/Ethnic Distribution of Stops with Evidence Seizures

January 2012 – June 2016

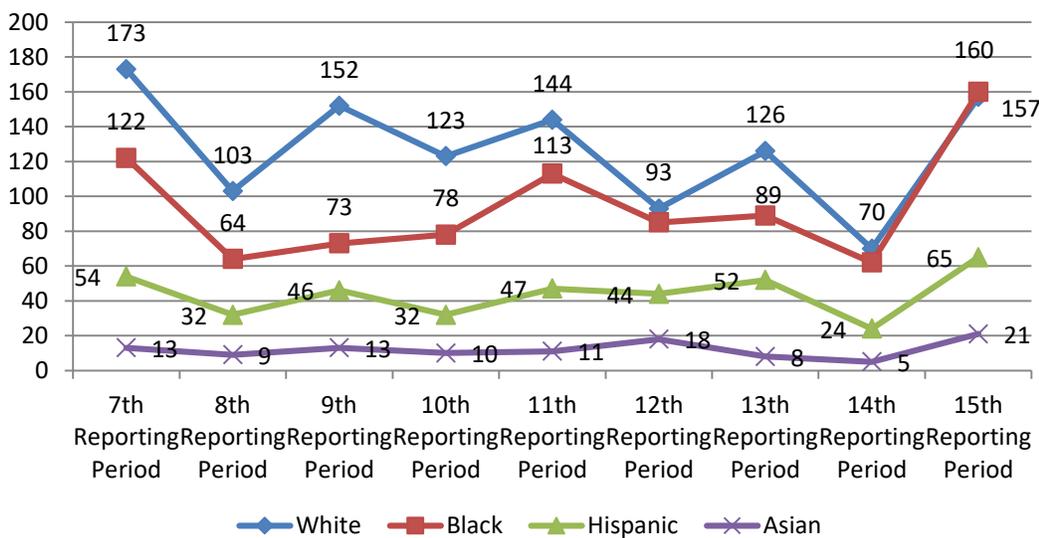


Similar to Troops A and B, Troop C also conducted additional stops with evidence seized in the current reporting period. Troop C conducted 508 additional stops with evidence seized, a 162% increase since the previous reporting period. In total, Troop C conducted 822

stops with evidence seized in the current reporting period. There were additional stops with evidence seizures for all racial/ethnic groups in Troop C in the current reporting period; however, the magnitude of change varied. Hispanic drivers were involved in 44 additional stops with evidence seizures, a 119% increase. Asian drivers were involved in eight additional stops involving the seizure of evidence, a 133% increase. Historically, White drivers were the majority of drivers in Troop C who were involved in motor vehicle stops with evidence seizures; however, in the current reporting period, Black drivers are the majority. The largest increase in such stops in both number and proportion occurred for Black drivers who were involved in 242 additional stops with evidence seizures, a 216% increase since the previous reporting period. There were 198 additional stops with evidence seizures involving White drivers, a 129% increase.

Figure Eighty D: Troop D Racial/Ethnic Distribution of Stops with Evidence Seizures

January 2012 – June 2016



Troop D seized evidence in 412 stops, 244 additional stops and a 145% increase, in the current reporting period. Troop D had the smallest increase in stops with seized evidence in both number and proportion across all troops Division-wide. As expected, there

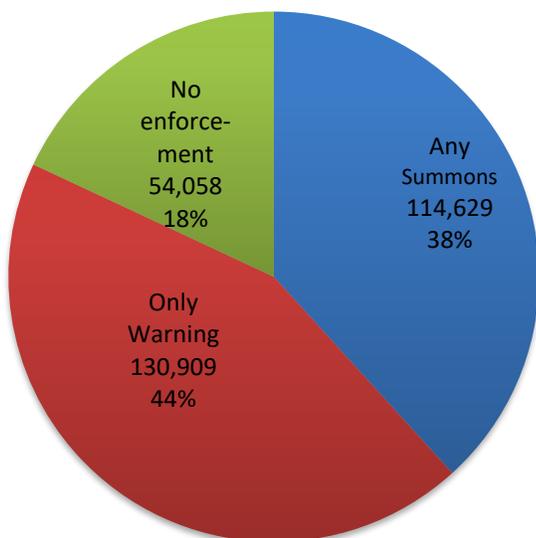
were smaller numeric increases in stops for each racial/ethnic group in Troop D compared to the other troops discussed. Caution is warranted when interpreting percentage changes among smaller frequencies, as small difference in frequencies can yield larger percentage changes. There were 16 additional stops with evidence seizures involving Asian drivers, a 320% increase in Troop D's stops involving evidence seizures in the current reporting period. There were 41 additional stops with evidence seizures involving Hispanic drivers, a 171% increase. Similar to Troop C, historically, White drivers were of the majority of stops with evidence seizures in Troop D; however, this is not true for the current reporting period. Black drivers have surpassed the number of stops with seized evidence involving White drivers and are now the majority. White drivers were involved in 87 additional stops with evidence seizures, a 124% increase. Black drivers were involved in 98 additional stops with evidence seizures, a 158% increase.

As discussed previously, Other, non-Troop stations only had three stops with evidence seizures out of the six total stops with post-stop activity. The three stops with evidence seizures all involved a White driver. Due to the re-categorization of stops and the infrequency of this event for Other, non-Troop stations in the current reporting period, there is no visual depiction or discussion of these trends.

Dispositions

Figure Eighty-One: Dispositions of All Stops

January 1, 2016 – June 30, 2016



For each stop State Police made, there is a disposition issued – a warning, summons, some combination of warning(s) and/or summons(es), or no enforcement. Figure Eighty-One depicts the frequency with which stops result in the issuance of any summons(es), only warning(s), or no enforcement. In the current reporting period, 44% of all stops resulted in the issuance of only warnings while 38% resulted in any summons(es). The outcome of no enforcement occurred in 18% of stops conducted in the current reporting period. There is an expectation that this distribution is similar across troops and racial/ethnic groups.

Across troops, the proportion of stops resulting in each of these outcomes differs. Troop B had the largest proportion of stops resulting in only warnings, 58.64%, while Other, non-Troop stations had the smallest proportion, 5.10%. Other, non-Troop stations had the largest proportion of no enforcement in stops, 57.37%, while Troop A had smallest proportion, 14.08%. Troop D had the largest proportion of stops resulting in any summons, 50.51%, while Troop B had the smallest proportion, 24.69%.

Figure Eighty-One A: Proportional Trend for Dispositions of All Stops

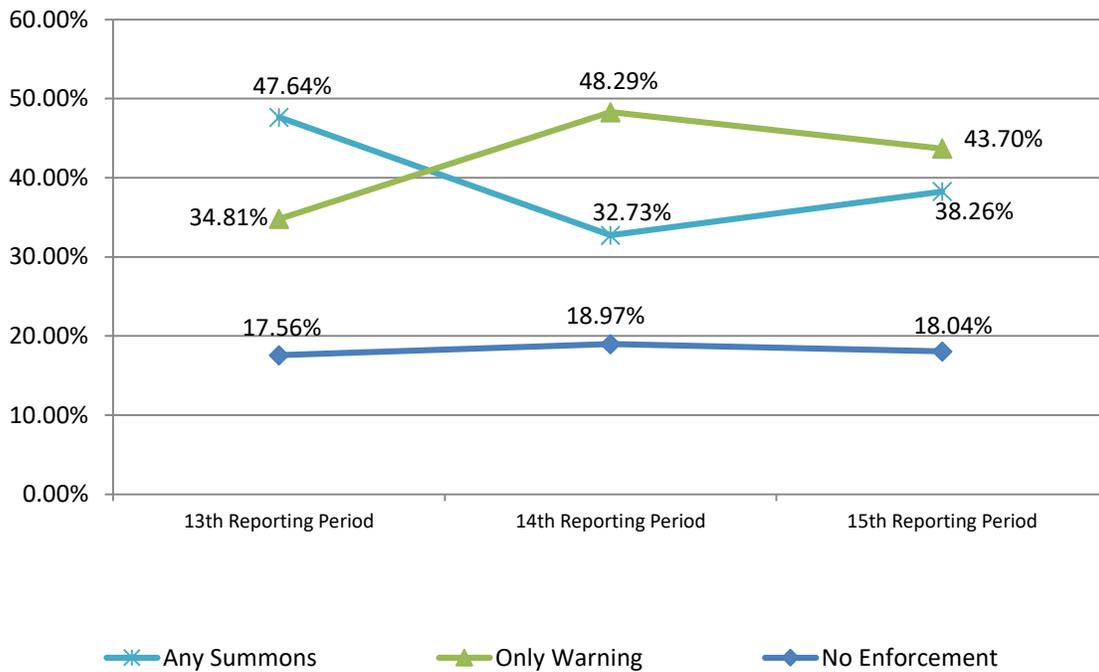


Figure Eighty-One A depicts the proportional trends for dispositions of all stops from the 13th reporting period. Due to available data, dispositions of all stops for any summons, only warnings, and no enforcement was only available since the 13th reporting period. There is so variation in proportions for any summons and only warnings across reporting periods, while no enforcement remains relatively consistent. From the 13th to the current reporting period, any summons decreased nine percentage points while only warnings increased nine percentage points. On average, there is a three percentage point change across each reporting period for any summons and only warnings. There was a six percentage point change for any summons from the 14th to the current reporting period, and a five percentage point change for only warnings. No enforcement remained relatively identical.

Table Five: Troop Distribution of Stop Dispositions

January 1, 2016 – June 30, 2016

	Any Summons	Only Warnings	No Enforcement
Troop A	35.39%	50.54%	14.08%
Troop B	24.69%	58.64%	16.67%
Troop C	37.48%	41.65%	20.87%
Troop D	50.51%	30.37%	19.12%
Other	37.52%	5.10%	57.37%

For each racial/ethnic group, the proportion of stops resulting in any summons, only warning(s), or no enforcement varied. Stops of Asian drivers resulted in no enforcement in 11.77% of stops while stops of Other drivers resulted in no enforcement in 37.46% of stops. Stops of Other drivers resulted in any

summons in 52.73% of stops, while stops of White drivers resulted in any summons in only 34.77% of stops. The proportion of stops resulting in only warnings was largest for White drivers; 45.97% of all stops of White drivers resulted in only warnings while only 9.91% of stops of Other drivers resulted in only warnings. Overall, White and Black drivers had the greatest likelihood of receiving a warning, while Hispanic, Asian, American Indian, and Other drivers had the greatest likelihood of receiving a summons.

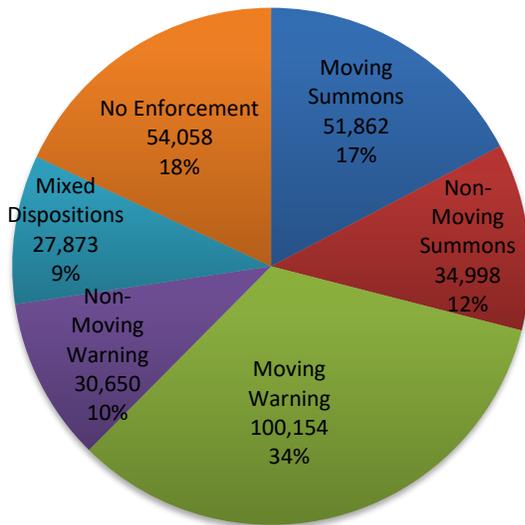
Table Six: Racial/Ethnic Distribution of Stop Dispositions
 January 1, 2016 – June 30, 2016

	Any Summons	Only Warnings	No Enforcement
White	34.77%	45.97%	19.26%
Black	41.06%	41.56%	17.38%
Hispanic	44.58%	39.95%	15.47%
Asian	46.80%	41.43%	11.77%
American Indian	42.23%	41.19%	16.58%
Other	52.73%	9.81%	37.46%

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

Figure Eighty-Two: Dispositions of All Stops

January 1, 2016 – January 30, 2016



As shown in Figure Eighty-Two, and similar to previous reporting periods, warnings issued for moving violations were the most common disposition issued in 100,154 stops (34%). No enforcement was the second most likely disposition; 54,058 stops (18%) resulted in no enforcement. As for summons, 51,862 stops (17%) resulted in a moving summons only and 34,998 stops (12%) resulted in a non-moving summons only. In 30,650 stops (10%) a non-moving warning only was issued. Finally, 27,873 stops (9%) resulted in a combination, or mix, of warnings and/or summonses (dispositions), and (34%) in the current reporting period. Historically, summonses for moving violations have been the second most commonly issued disposition; however, in the previous and current reporting period, no enforcement was the second most common disposition (18%) and moving summonses

were the third most common (17%) disposition type in the current reporting period. Non-moving summons (12%) and mixed dispositions (9%) were the least frequent disposition categories in the current reporting period.

Figure Eighty-Three depicts the dispositions issued across all Troops. Moving warnings, the most common disposition in Troops A, B, and C, varied in proportion across all troops, from 4% in Other, non-Troop stations to 49% in Troop B in the current reporting period. Moving summons varied from 9% in Troop A to 29% in Troop D. No enforcement ranged from 14% in Troop A to 57% in Other, non-Troop stations. Mixed dispositions ranged from 3% in Other, non-Troop stations to 14% in Troop A. Proportions of stops resulting in non-moving warnings were also quite infrequent, ranging from 1% in Other, non-Troop stations to 18% in Troop C. Lastly, non-moving summons ranged from 5% in Troop B to 23% in Other, non-Troop stations.

Figure Eighty-Three: Dispositions of All Stops by Troop
 January 1, 2016 – June 30, 2016

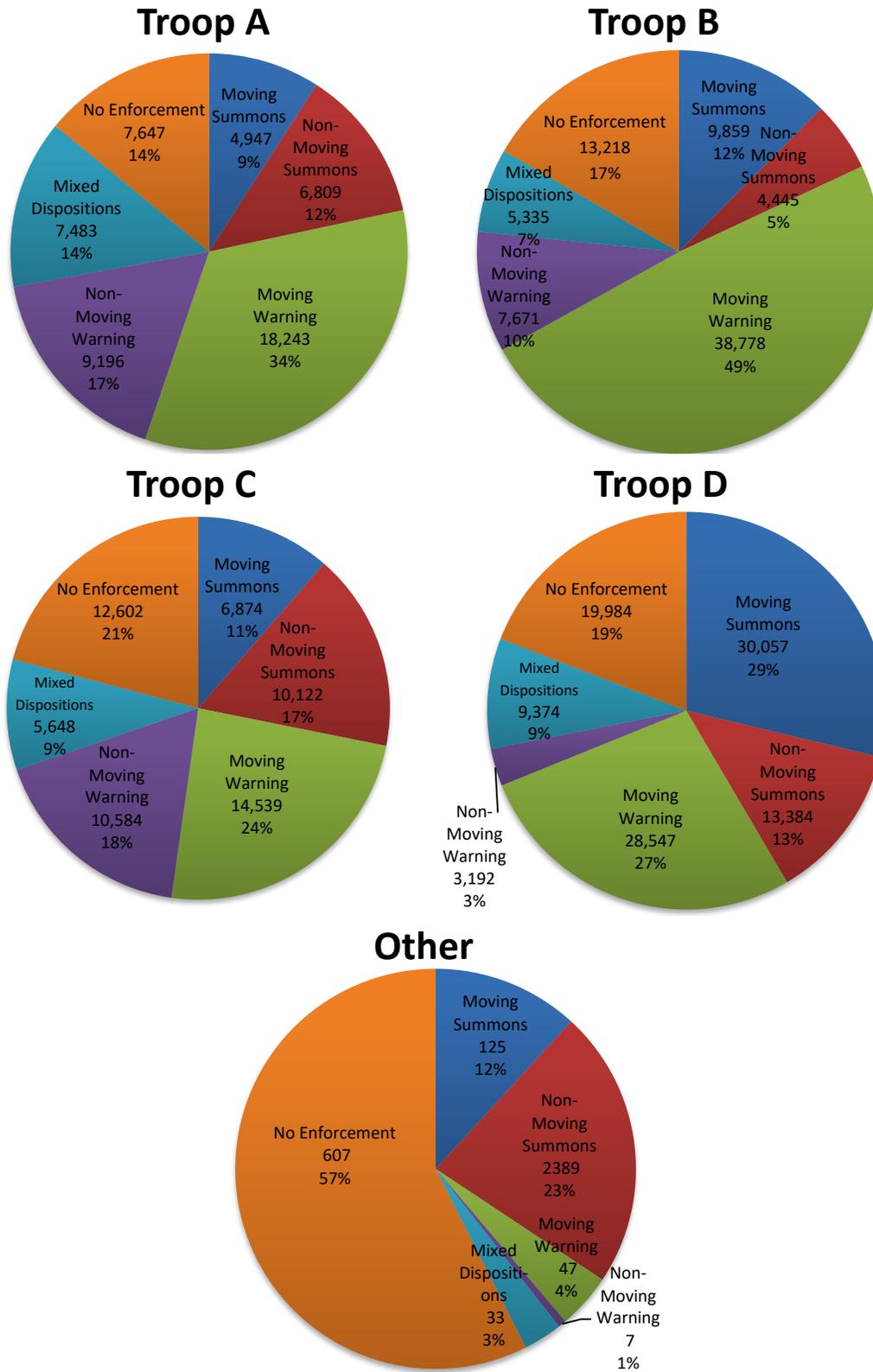
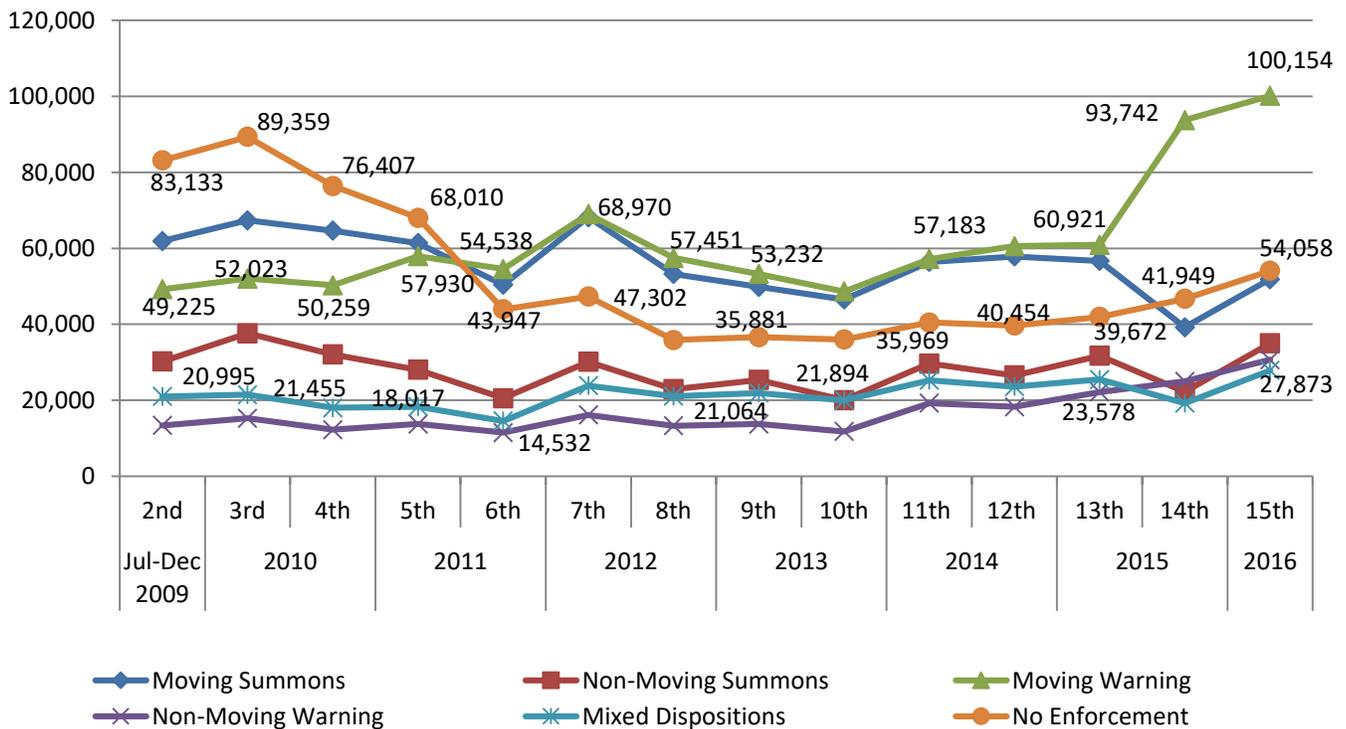


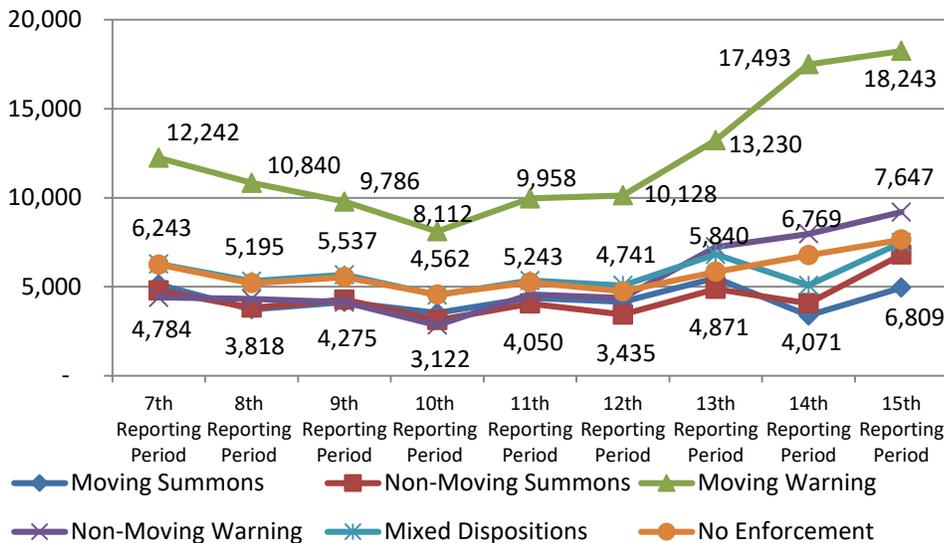
Figure Eighty-Four depicts the number of stops resulting in each disposition for the current and past thirteen reporting periods. As noted previously, there were 53,540 additional motor vehicle stops, a 22% increase since the previous reporting period. The direction of change for each disposition is consistent while the magnitude of change in the current reporting period varied more. The largest change in frequency is for stops with non-moving summons, which increased by 12,784 stops, or 58% in the current reporting period. Stops resulting in moving summons increased by 12,639 stops, or 32%. There were 8,657 additional stops with mixed dispositions, a 45% increase in the current reporting period. The number of stops that resulted in no enforcement increased 7,370 stops, a 16% increase. Stops resulting in moving warnings increased 6,412 stops, a 7% increase. Lastly, stops with non-moving warnings increased by 5,677 stops, 23%, and the smallest increase in frequency occurred for this disposition. Consistent with the increase in overall number of stops and stops with post-stop activity, all dispositions increased in frequency in the current reporting period; all dispositions increased in frequency despite the marked decrease noted in the previous reporting period among most dispositions.

Figure Eighty-Four: Trends of Dispositions
 July 1, 2009 – June 30, 2016



From 2012 to 2015, the State Police attempted to reduce the number of stops with no enforcements. In the current reporting period, however, no enforcement became second most common disposition. Historically, the number of stops resulting in warnings and summonses for moving violations had generally increased, surpassing no enforcements in the sixth reporting period. While these two disposition categories had historically been frequent, they had been the most common outcome for motor vehicle stops from the sixth through the thirteenth reporting periods. In the previous and current reporting period, however, stops with no enforcement increased to the second most common disposition category, reaching levels similar to those observed in the seventh reporting period. While moving warnings remain the most frequent category, moving summonses are the third most frequent category.

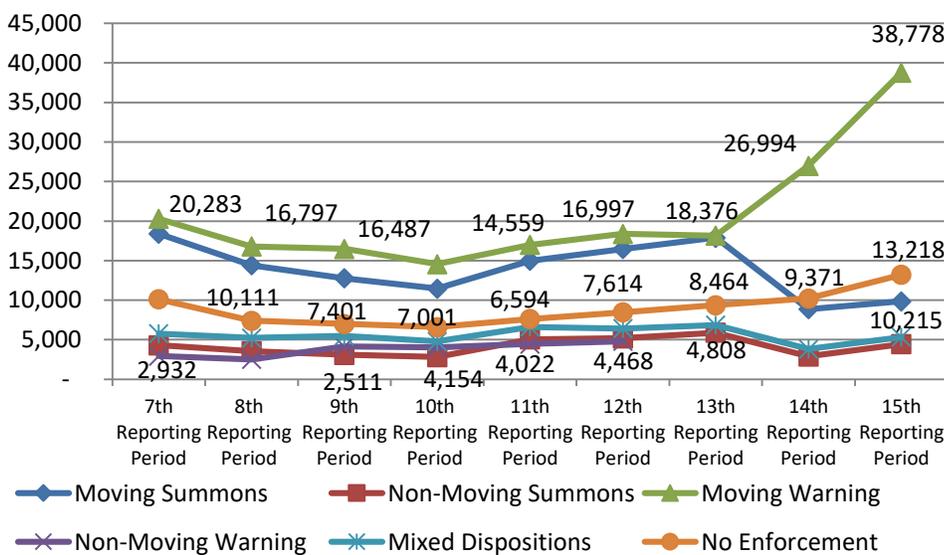
Figure Eighty-Four A: Troop A Trends of Dispositions
 January 2012 – January 2016



Troop A conducted an additional 9,562 motor vehicle stops, a 3% increase in the current reporting period. Changes in Troop A are similar to those noted for the Division as a whole, in that stops increased for all dispositions in the current reporting period. Stops with non-moving summonses increased most, by 2,738 stops, or 67%. Stops resulting in mixed dispositions increased by 2,399 stops,

a 47% increase in the current reporting period. Stops resulting in moving summonses increased by 1,566 stops, or 46%, since the previous reporting period. Stops with non-moving warnings increased by 1,231 stops, 15% and stops with no enforcement increased by 878 stops, 13%. Though the smallest increase occurred in the frequency of moving warnings, 750 additional stops or a 4% increase, this disposition remains the most frequently used in Troop A.

Figure Eighty-Four B: Troop B Trends of Dispositions
 January 2012 – January 2016



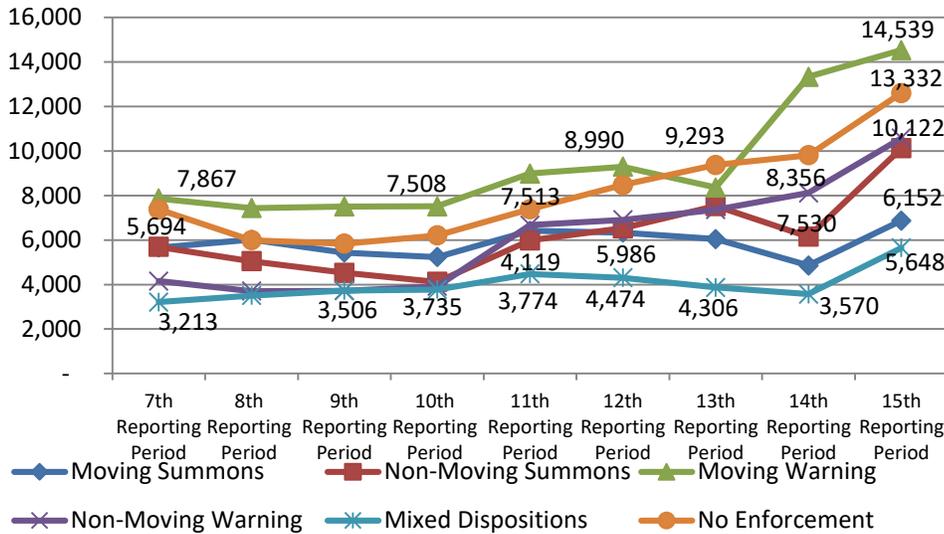
Troop B conducted 21,696 additional stops, a 38% increase since the previous reporting period. Changes in dispositions since the previous reporting period in Troop B are also consistent with the trend observed for the Division as a whole. In Troop B, there was an increase for all dispositions in the current reporting period. Stops resulting in moving warnings increased 11,784 stops, a 44% increase, and reached the largest number of stops for this disposition across all reporting periods depicted in this report. Stops resulting in no enforcement increased by 3,003 stops, or 38%. Non-moving warnings increased by 2,863 stops, or 60%. Stops resulting in non-moving summons and mixed

dispositions in the current reporting period. Stops resulting in moving summonses increased by 1,566 stops, or 46%, since the previous reporting period. Stops with non-moving warnings increased by 1,231 stops, 15% and stops with no enforcement increased by 878 stops, 13%. Though the smallest increase occurred in the frequency of moving warnings, 750 additional stops or a 4% increase, this disposition remains the most frequently used in Troop A.

dispositions had a similar increase, 1,549 stops or a 54% increase, and 1,513 stops or a 40% increase, respectively. Moving summons increased the least, by 984 stops, or 11% in the current reporting period.

Figure Eighty-Four C: Troop C Trends of Dispositions

January 2012 – January 2016

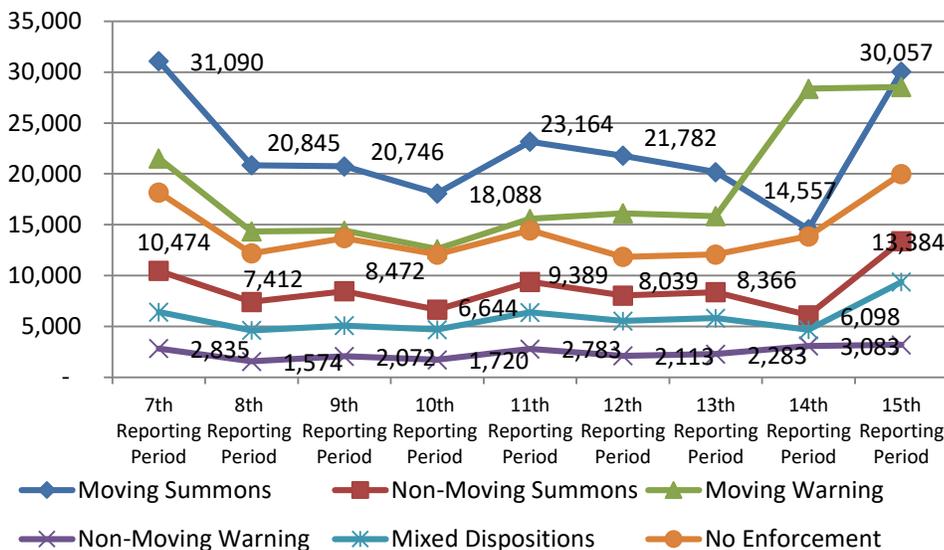


Troop C conducted 14,532 additional motor vehicle stops, a 32% increase since the previous reporting period. Similar to Troops A and B, there was an increase in the frequency of all dispositions. Stops resulting in non-moving summons increased 3,970 stops, a 65% increase in the current reporting period. Troop C's stops resulting in non-moving warnings increased by 2,466 stops, a 30%

increase in the current reporting period. Non-moving warnings and non-moving summons were similar in number this reporting period, with only a 462-stop difference. Stops resulting in no enforcement increased 2,789 stops, a 28% increase. Stops for moving summons and mixed dispositions had similar numerical increases, 2,022 stops, or 42% and 2,078 stops, or 58%, respectively. Stops resulting in moving warnings increased 1,207 stops, a 9% increase.

Figure Eighty-Four D: Troop D Trends of Dispositions

January 2012 – June 2016

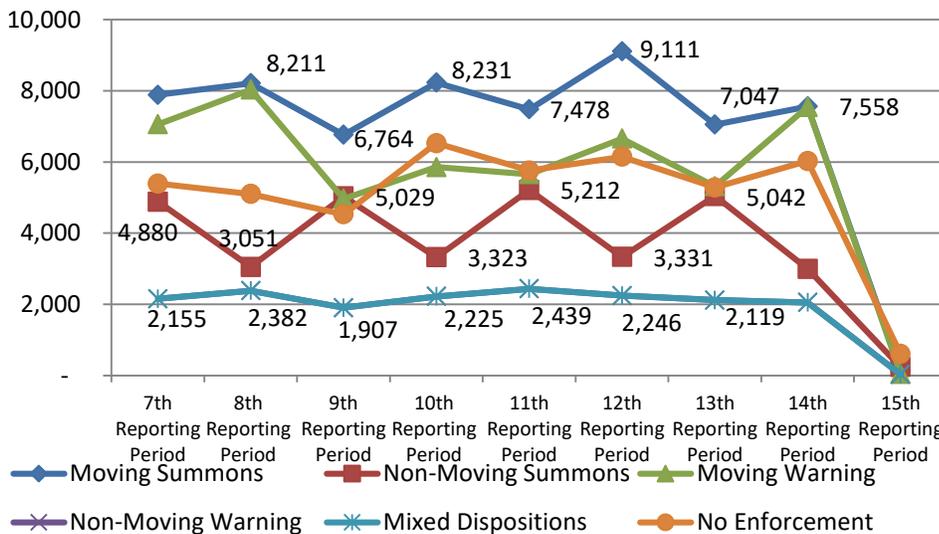


Troop D conducted 33,870 additional stops, a 48% increase, and the largest increase in both number and proportion Division-wide, in the current reporting period. Similar to Troops A, B, and C, changes in disposition categories for stops Troop D conducted are consistent with changes observed in for the Division overall. Stops Troop D conducted resulting in moving summons increased most

markedly in number in Troop D, an increase of 15,500 stops, a 106% increase since the previous reporting period. However, moving warnings were used in an additional 170 stops in the current

reporting period, a 0.60% increase. Historically, moving summons were the largest number of stops conducted in Troop D. After a dramatic decrease in the previous reporting period, the number of stops resulting in moving summons were once again the most frequent outcome. Stops resulting in non-moving summons increased 7,286 stops, 119%, in the current reporting period. Stops resulting in no enforcement increased 6,117 stops, or 44% in the current reporting period. Stops resulting in mixed dispositions increased 4,688 stops, a 100% increase. Stops resulting in non-moving warnings increased the least, by 109 stops, or 4% since the previous reporting period.

Figure Eighty-Four E: Other Stations Trends of Dispositions
 January 2012 – June 2016

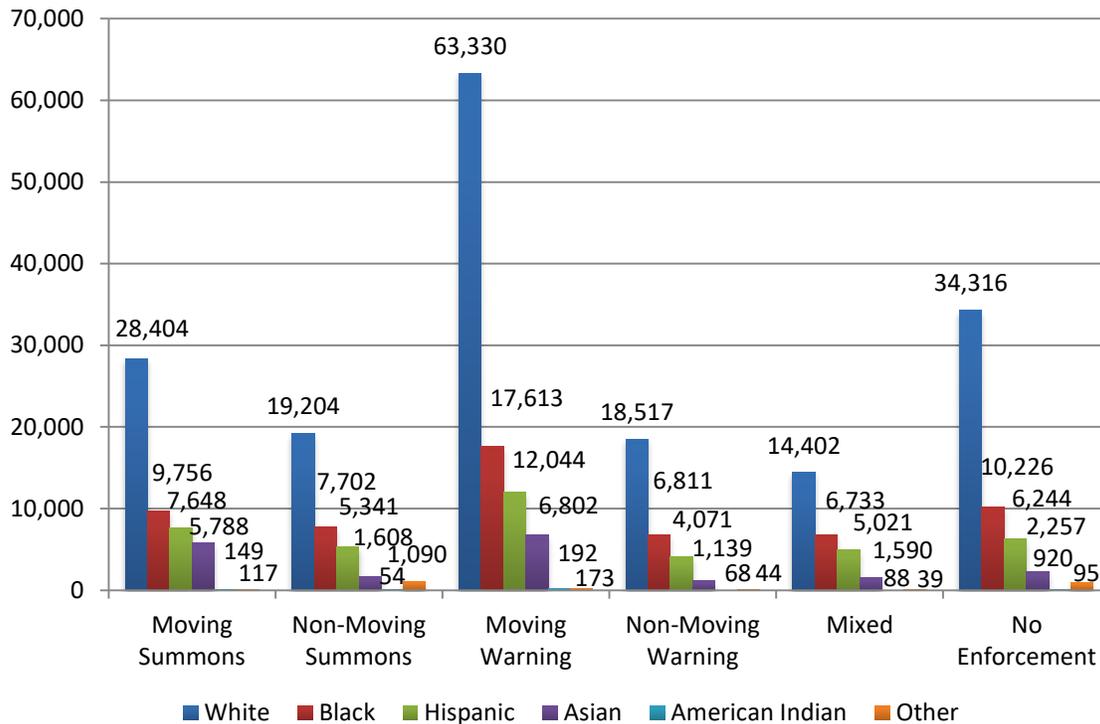


Other, non-Troop stations conducted 26,120 fewer stops in the current reporting period, a 96% decrease. As mentioned throughout this report, this marked decrease is due to the re-categorization of stops. No enforcement was the most frequent disposition, cited in 607 stops. There were 238 stops resulting in non-moving summons, 125 stops resulting in a moving summons, and 47

stops resulting in moving warnings. Mixed dispositions and non-moving warnings were cited in the fewest number of stops, 33 and seven stops, respectively.

Figure Eighty-Five: Racial/Ethnic Distribution of Dispositions

January 1, 2016 – June 30, 2016



In the previous reporting period, moving warnings were the most frequent outcome for stops of all drivers, with the exception of Other drivers who more frequently received a non-moving summons. Similar to previous reporting periods, White drivers remain the largest proportion of each disposition type, ranging between 52% and 63% of each disposition. Black drivers were between 18% and 24% of all dispositions; Hispanic drivers were between 12% and 18%; and Asian drivers were between 4% and 11% of all dispositions. American Indian drivers were less than 1% of all dispositions, whereas Other drivers were between less than 1% and 3% of all dispositions.

Similar to the previous reporting periods, the most common outcome across stops was a moving warning. In the current reporting period, there were 100,154 stops resulting in moving warnings, 33% of all stops. In this category, 63,330 stops (63%) involved White drivers, 17,163 stops (18%) involved Black drivers, 12,044 stops (12%) involved Hispanic drivers, and 6,802 stops (7%) involved Asian drivers. This is similar to the overall racial/ethnic distribution of all stops (i.e., wherein 59% of all stops involved White drivers, 20% involved Black drivers, 14% involved Hispanic drivers, and 6% involved Asian drivers). White drivers, however, are slightly overrepresented and Black, Hispanic, and Asian drivers are slightly underrepresented in stops resulting in moving warnings.

No enforcement was the second most common disposition in the current reporting period. There were 54,058 stops resulting in no enforcement, making up 18% of all stops in the current reporting period. In this category, there were 34,316 stops (63%) involving White drivers, 10,226 stops (19%) involving Black drivers, 6,244 stops (12%) involving Hispanic drivers, and 2,257 stops (4%) involving Asian drivers. White drivers are slightly overrepresented in stops resulting in no enforcement, and Black, Hispanic, and Asian drivers are a slightly less than expected proportion of stops resulting in no enforcement in the current reporting period.

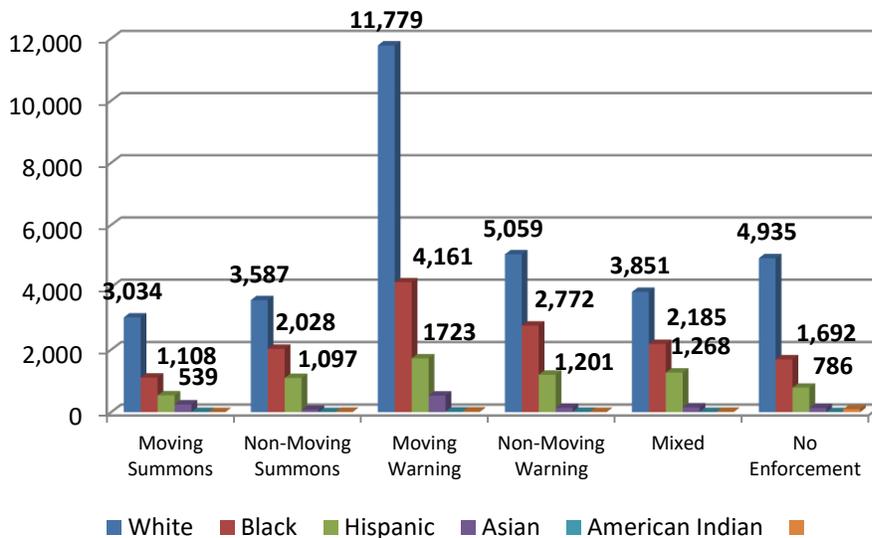
Moving summons was the third most common disposition category in the current reporting period. There were 51,862 stops resulting in moving summonses, making up 17% of all stops in the current reporting period. In this category, 28,404 stops (55%) involved White drivers, 9,756 stops (19%) involved Black drivers, 7,648 stops (15%) involved Hispanic drivers, and 5,788 stops (11%) involved Asian drivers. Thus, White and Black drivers are a slightly less than expected proportions and Hispanic and Asian drivers are slightly larger than expected proportions of stops resulting in moving summonses in the current reporting period based on each racial/ethnic group's overall proportion of motor vehicle stops.

Non-moving summons was the fourth most common disposition category in the current reporting period. There were 34,999 stops resulting in non-moving warnings, which was 12% of all stops in the current reporting period. Non-moving warnings was the fifth most common disposition category in the current reporting period. There were 30,650 stops resulting in this disposition, which was 10% of all dispositions issued. Last, mixed dispositions were the least common disposition category in the current reporting period. There were 27,873 stops that resulted in mixed dispositions; accounting for 9% of all dispositions issued in the current reporting period.

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

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

January 1, 2016 – June 30, 2016

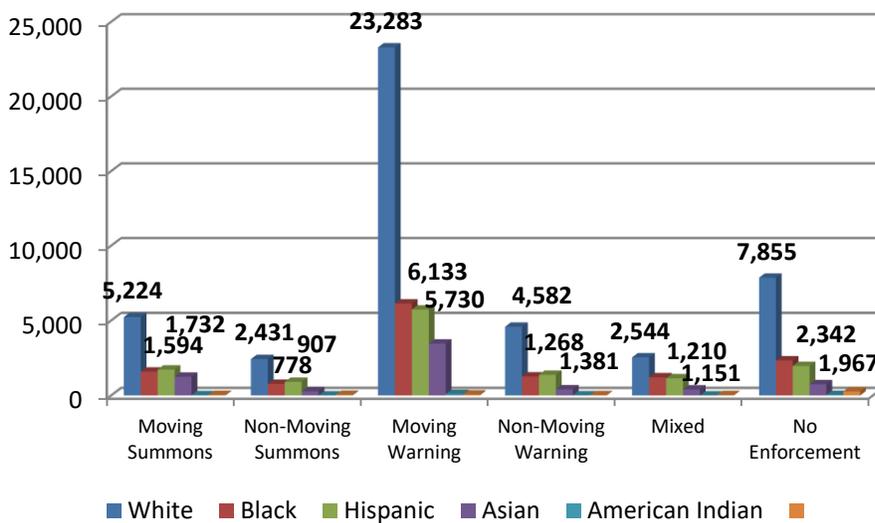


Moving warnings were the most common disposition cited in Troop A, cited in 34% of all stops in the current reporting period. Further, moving warnings were the most common disposition type across all racial/ethnic groups, with the exception of Other drivers. For Other drivers, no enforcement was the most common disposition type, consistent with the previous reporting period. Across all disposition categories, White drivers

were the largest proportion of stops resulting in each disposition, between 51% and 65% of stops. Black drivers were between 22% and 30%, Hispanic drivers were between 9% and 17%, and Asian drivers were between 1% and 5% of stops with each disposition type. In Troop A, White drivers were the overwhelming majority of drivers who received moving warnings and no enforcement (65% each).

Figure Eighty-Five B: Troop B Racial/Ethnic Distribution of Dispositions

January 1, 2016 – June 30, 2016

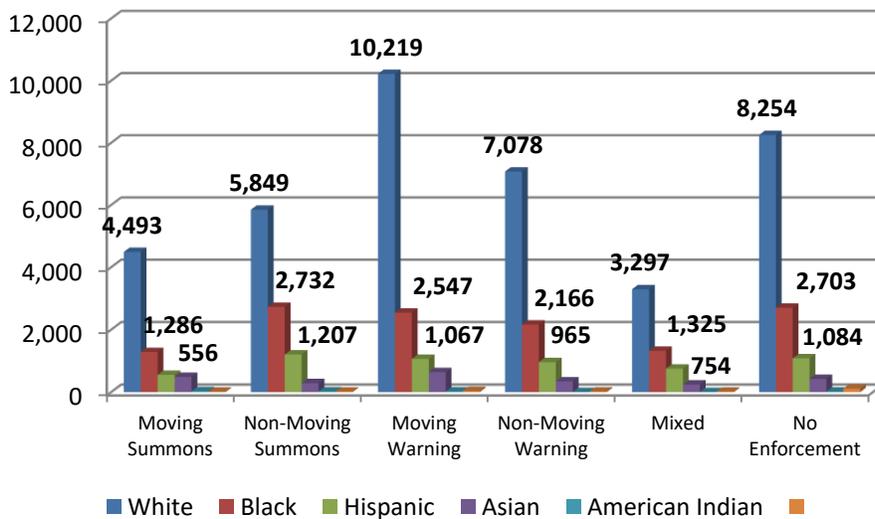


Moving warnings were also the most common disposition category for Troop B, issued in 49% of all Troop B stops in the current reporting period. This disposition type was the most common across all racial/ethnic groups; with the exception of Other drivers, where the most common disposition type was no enforcement. White drivers were the greatest proportion of stops with each disposition, between 48% and 60%, Black drivers were between 16% and 23%, Hispanic drivers were between 15% and 22%, and Asian drivers were between 5% and 13% of stops with each disposition category.

and 60%, Black drivers were between 16% and 23%, Hispanic drivers were between 15% and 22%, and Asian drivers were between 5% and 13% of stops with each disposition category.

Figure Eighty-Five C: Troop C Racial/Ethnic Distribution of Dispositions

January 1, 2016 – June 30, 2016

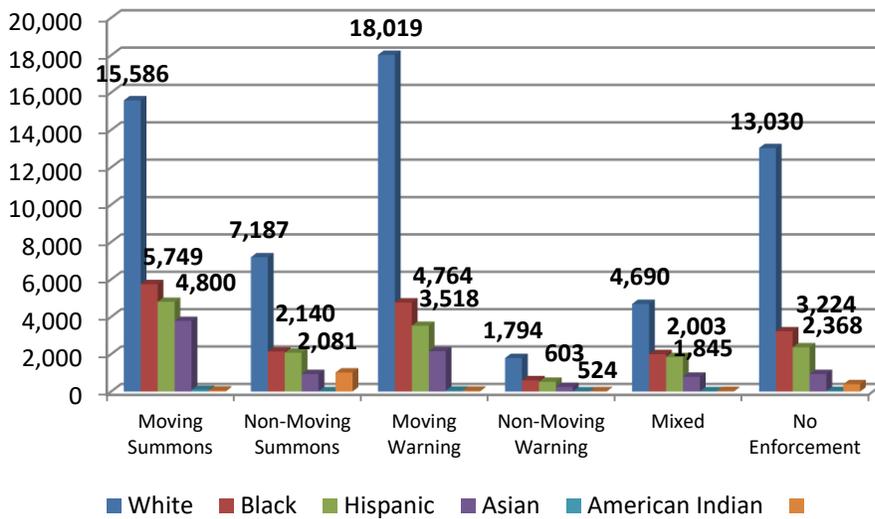


Similar to Troops A and B, the most common disposition type was moving warning, issued in 24% of all stops. This disposition type was most common for White, Asian, and Other drivers. The most common disposition for Black and Hispanic drivers was non-moving summons, whereas the most common disposition for American Indian drivers was a moving summons. Across all disposition categories,

White drivers were the largest proportion of each, ranging between 58% and 70% of stops with each disposition category. Black drivers were between 18% and 27%, Hispanic drivers were between 7% and 13%, and Asian drivers were between 3% and 7% of each disposition category in the current reporting period.

Figure Eighty-Five D: Troop D Racial/Ethnic Distribution of Dispositions

January 1, 2016 – June 30, 2016

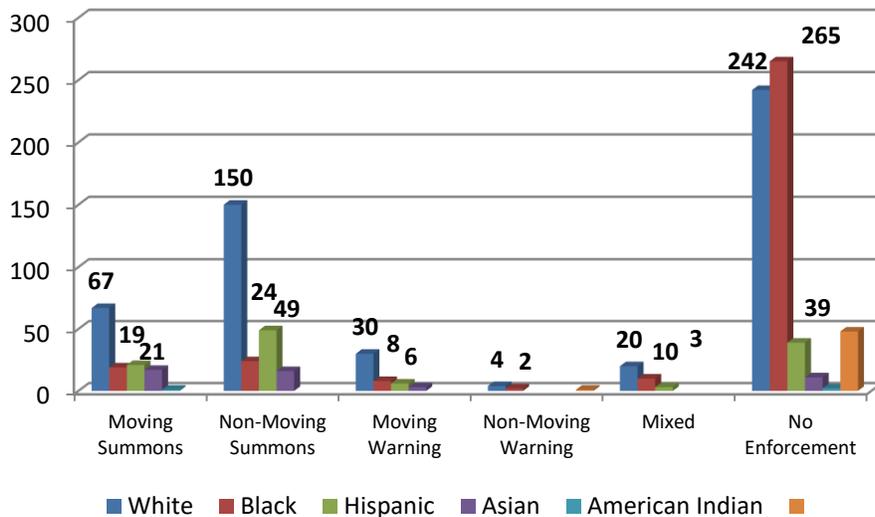


Dissimilar to Troops A, B, and C, moving summons was the most commonly cited disposition, issued in 29% of all stops. This disposition was most common for all racial/ethnic groups with the exception of White and Other drivers; moving warnings were the most common disposition for White drivers and non-moving summons was the most common for Other drivers. White drivers were the largest

proportion of stops of each disposition in Troop D, ranging from 50% to 65%. Black drivers were between 16% and 21%. Hispanic drivers were between 12% and 20% and Asian drivers were between 5% and 13%.

Figure Eighty-Five E: Other Stations Racial/Ethnic Distribution of Dispositions

January 1, 2016 – June 30, 2016



Unlike all other Troops, in Other, non-Troop stations, the most frequently cited disposition type was no enforcement, with the exception of Hispanic and Asian drivers. No enforcement occurred in 57% of all stops in Other, non-Troop stations. Non-moving summons were the most common dispositions for Hispanic drivers, and moving summons were most common for Asian drivers. In Other, non-Troop

stations, White drivers were the largest proportion of each disposition category. White drivers were between 40% and 64%, Black drivers were between 10% and 43%, Hispanic drivers were between 0% and 21%, and Asian drivers were between 0% and 14% of stops with each disposition type in the current reporting period.

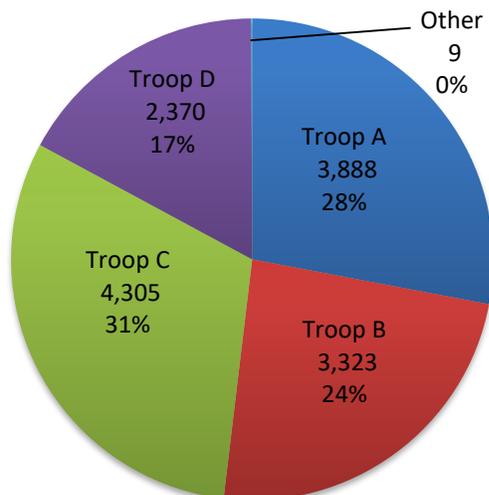
Individual Level Analysis

Individuals Arrested

While there were 11,249 motor vehicle stops with an arrest in the current reporting period, there were 13,895 actual arrests in the current reporting period. That is, there were 13,895 individuals arrested during motor vehicle stops in the current reporting period, a 40% increase since the previous reporting period. This increase is similar to the increase in stops with arrests in the current reporting period (35%). There were, on average, 1.2 arrests per motor vehicle stop, similar to the previous reporting period. In the current reporting period, two stops had as many as seven arrests.

Figure Eighty-Six: Troop Distribution of All Arrests

January 1, 2016 – June 30, 2016

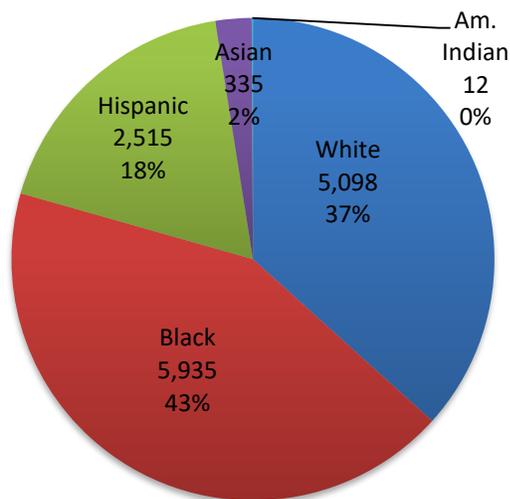


Total Individual Arrests: **13,895**

Figure Eighty-Six depicts the Troop distribution of all arrests. This distribution should be similar to the Troop distribution of stops with arrests ([see](#) Figure Sixty-Six, page 123), given that each stop consisted of slightly more than one arrest per stop. In fact, the Troop distribution is nearly identical to that of stops with arrests. Troop C conducted the largest proportion of all arrests, 31%, followed by Troop A, which conducted 28%. Troop B conducted 24%, Troop D conducted 17%, and Other, non-Troop stations conducted less than 1% of all arrests in the current reporting period. Troops B and C each had a one-percentage point difference compared to the distribution of stops with arrests (25% and 30%, respectively).

Figure Eighty-Seven: Racial/Ethnic Distribution of Individuals Arrested³³

January 1, 2016 – June 30, 2016



Total Arrests: **13,895**

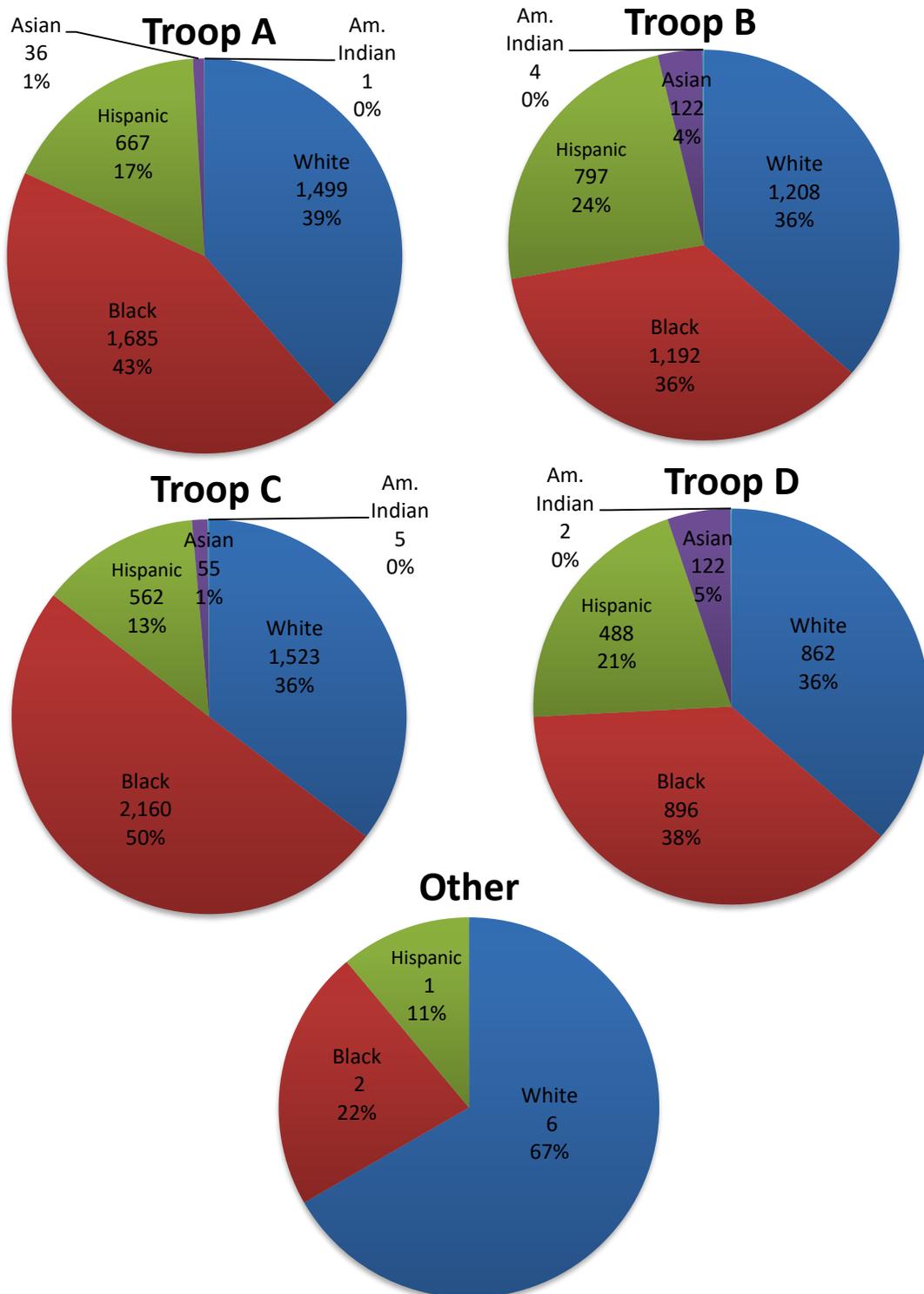
Figure Eighty-Seven depicts the racial/ethnic distribution of all individuals arrested during motor vehicle stops in the current reporting period. Black individuals made up the largest proportion of all arrests, 43%. In 37% of all arrests, the individual arrested was White. In 18% of arrests, the individual was Hispanic; and in 2% of arrests, the individual was Asian. Less than 1% of all individuals arrested were American Indian. This distribution is similar to the racial/ethnic distribution of stops with arrests (see Figure Sixty-Eight, page 124), with some exceptions, in that White drivers made up 39% of stops with arrests, Black drivers made up 40% of stops with arrests, Hispanic drivers made up 17% of stops with arrests, and Asian drivers made up 3% of stops with arrests.

Of the 13,895 arrests made in the current reporting period, 10,048 arrests were of the driver of the vehicle. The remaining 3,847 arrests were of passengers. Thus, the distribution of stops with arrests, based on the driver's race/ethnicity, is similar to the distribution of all arrests. However, Black individuals were slightly overrepresented; whereas 43% of Black individuals were arrested only 40% of stops with arrests involved Black drivers. The proportions of White, Hispanic, and Asian individuals arrested were all within a two-percentage points of the respective proportions of stops with arrests.

Depicted in Figure Eighty-Eight, the racial/ethnic distribution of all arrests in the current reporting period varied across Troops. Black individuals were the largest proportion of those arrested in Troops A, C, and D. Across all troops, Black individuals were between 36% in Troop B and 50% in Troop C of all individuals arrested. Black and White individuals were equally the largest proportion of those arrested in Troop B, 36%. Across all troops, White individuals were between 36% in Troops B, C, and D and 39% in Troop A of those arrested. Hispanic individuals represented between 13% in Troop C and 24% in Troop B of all arrests. Asian individuals were a much smaller proportion of arrests, between 1% in Troops A and C, and 5% in Troop D of all arrests in the current reporting period.

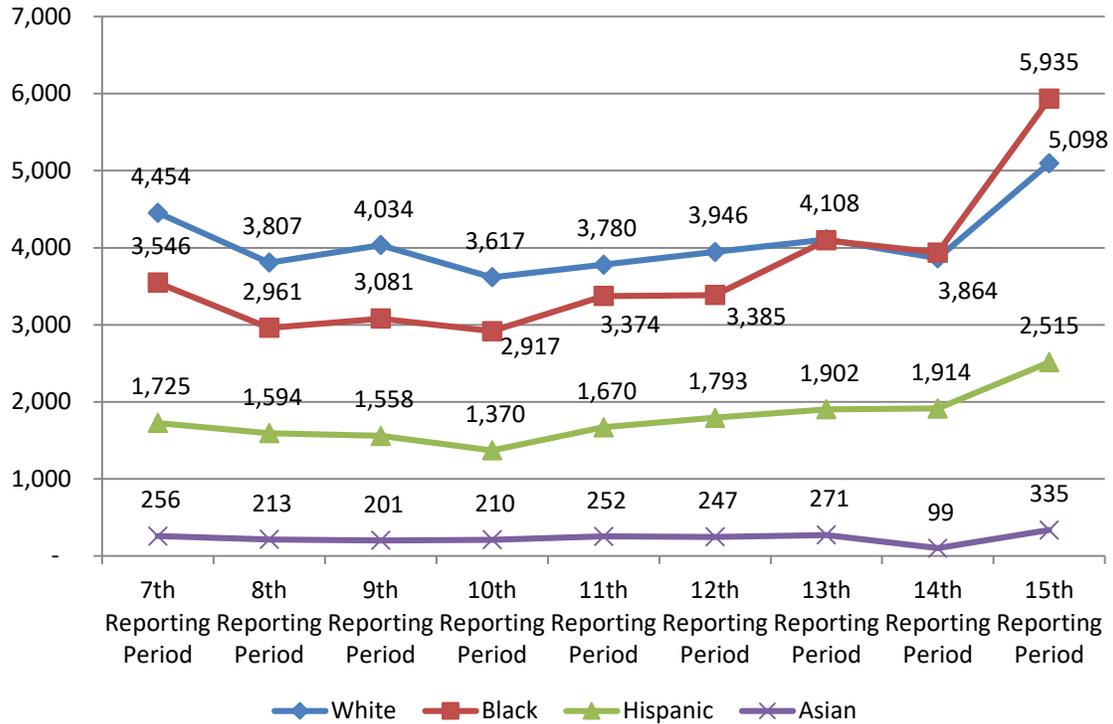
³³ The discussion of stops with arrests focuses on the race of the driver, whereas this section discusses the race of each individual arrested.

Figure Eighty-Eight: Racial/Ethnic Distribution of Individuals Arrested by Troop³⁴
 January 1, 2016 – June 30, 2016



³⁴ This discussion only includes Troops A, B, C, and D; whereas Other, non-Troop stations only had nine individuals arrested in the current reporting period. Inclusion of Other, non-Troop stations in this discussion would be misleading.

Figure Eighty-Nine: Trend of Racial/Ethnic Distribution of Individuals Arrested
 January 1, 2012 – June 30, 2016



As previously noted, the number of individuals arrested increased by 40% in the current reporting period. As depicted in Figure Eighty-Nine, while the direction of change is similar, the magnitude of change in arrest volume varied across racial/ethnic groups. After a decrease in the previous reporting period, the number of Black individuals arrested in the current reporting period increased by 1,997, or 51%. Black individuals arrested remained the majority of those arrested in the current reporting period. The number of White individuals arrested increased as well, by 1,234, or 32%. The number of Hispanic individuals arrested increased by 601, or 31%. The number of Asian individuals arrested increased the least in number, by 236, or 238%, in the current reporting period.

In the 13th and previous reporting period, the volume of arrests of both White and Black individuals was notably close. In the current reporting period, the rate of increase in the number of Black individuals arrested outpaced that of White individuals resulting in 837 more arrests of Black than White individuals. In the current reporting period, Black individuals were involved in the largest numerical increase in arrest volume, 1,997 arrests, from the previous reporting period. Further examination of arrests appears in OLEPS' Oversight Reports. However, examination of the charges filed following arrests may explain possible reasons for the disproportionality noted in the racial/ethnic distribution of individuals arrested (see: Charges, pages 167-184).

Figure Eighty-Nine A: Proportional Trend of Racial/Ethnic Distribution of Individuals Arrested
 January 1, 2012 – June 30, 2016

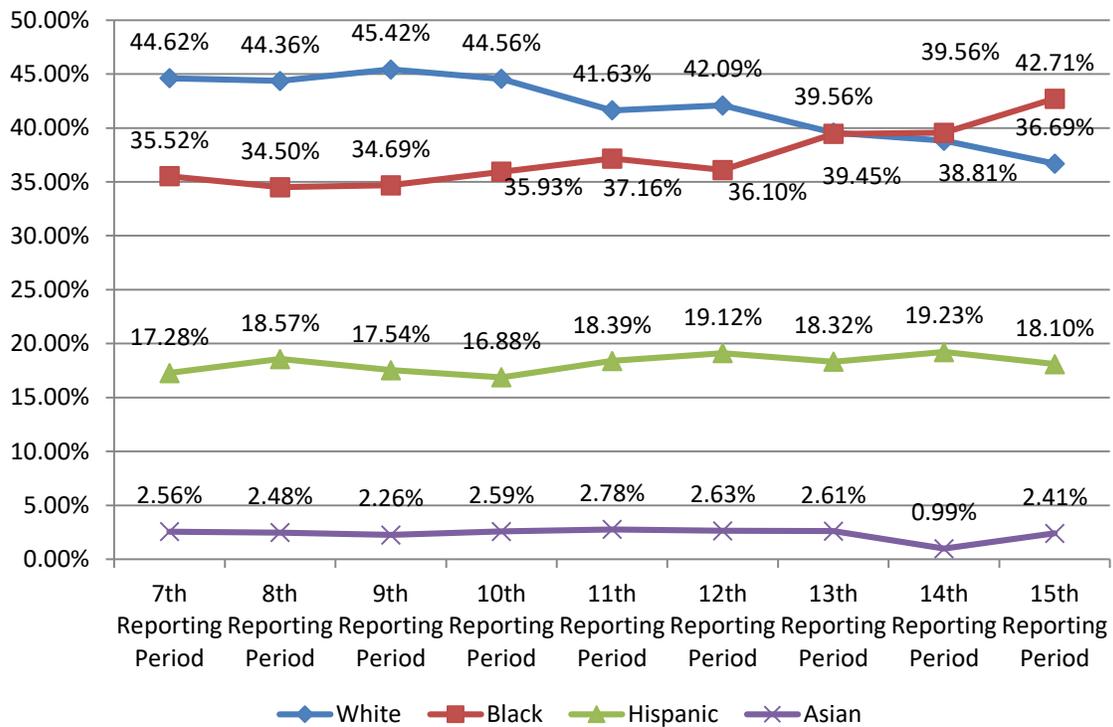
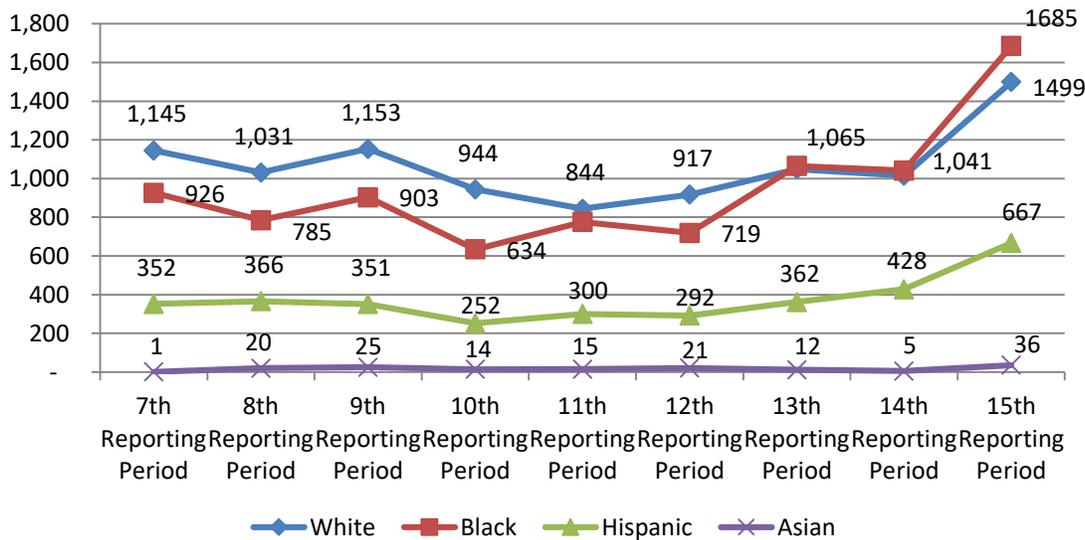


Figure Eighty-Nine A depicts the proportional trends of racial/ethnic distributions of individuals arrested from the 7th to the current reporting period. White and Black drivers experienced a marked proportional change. White drivers decreased seven percentage points since the 7th reporting period and Black drivers increased seven percentage points. Historically, White drivers were the largest proportion of individuals arrested; however, in the previous reporting period, Black drivers were the majority, which is consistent in the current reporting period. Hispanic and Asian drivers each had a change of less than one percentage point over the depicted reporting periods, with Hispanic drivers experiencing a slight increase and Asian drivers experiencing a slight decrease. From one reporting period to the next, the average percentage point change across all reporting periods is one percentage point for White and Black drivers. There is no average change for Hispanic and Asian drivers. All racial/ethnic groups experienced a three percentage point change or less from the previous to the current reporting period.

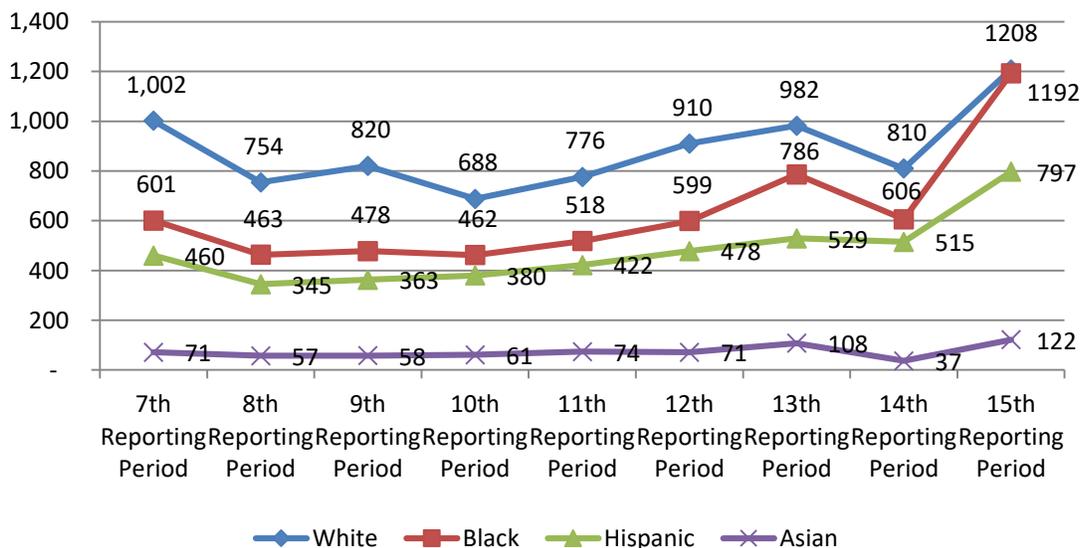
Figure Eighty-Nine B: Troop A Trend of Racial/Ethnic Distribution of Individuals Arrested
 January 2012 – June 2016



The number of individuals arrested in Troop A increased by 1,386, or 55%, in the current reporting period. This was the largest numerical increase in arrests of individuals Division-wide.

A trend dating back to the 13th reporting period, the number of Black individuals arrested continued to exceed the number of White individuals arrested. Troop A made 1,499 arrests of White individuals, and 1,685 arrests of Black individuals in the current reporting period. Arrests of all racial/ethnic groups increased in the current reporting period. There were 484 additional arrests of White individuals, a 48% increase since the previous reporting period. After a decrease in the previous reporting period, arrests of Black individuals increased more markedly, by 644, or 62%, in the current reporting period. There were 239 additional arrests of Hispanic individuals, a 56% increase, and the largest number of Hispanic individuals arrested across all depicted reporting periods. There were 31 additional arrests of Asian individuals in Troop A, a 620% increase. Caution is warranted when interpreting this proportional increase, as small numbers can yield larger proportional differences.

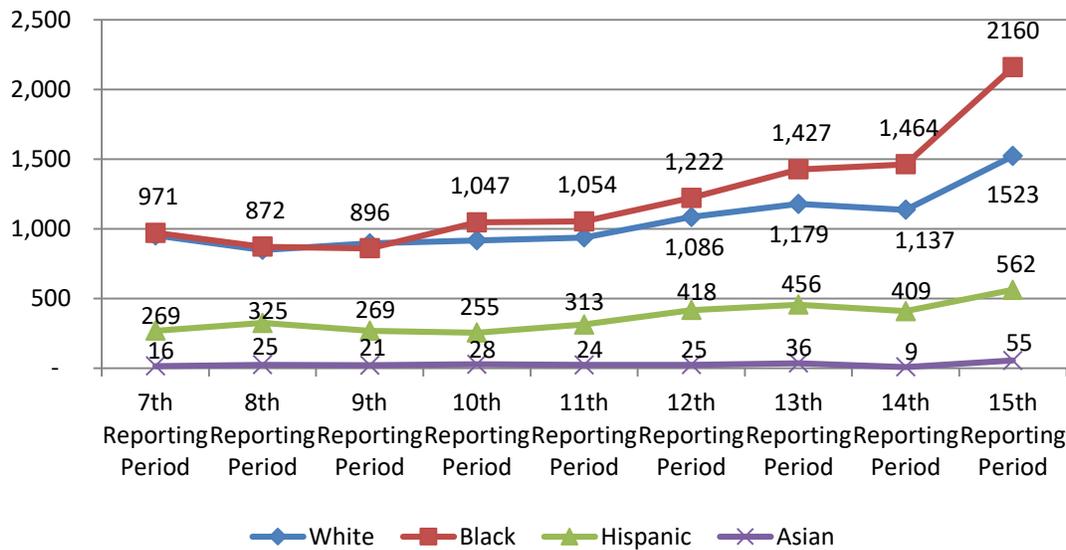
Figure Eighty-Nine C: Troop B Trend of Racial/Ethnic Distribution of Individuals Arrested
 January 2012 – June 2016



For Troop B, the number of individuals arrested increased by 1,313, or 65% since the previous reporting period. In Troop B, there were increases in the number of individuals arrested for all

racial/ethnic groups in the current reporting period. The number of arrests of White individuals increased by 398, or 49%. There were 586 additional arrests of Black individuals, a 97% increase. The number of White and Black individuals is similar and the smallest difference between the two groups for the reporting periods depicted, a 16-stop difference. Unlike Troops A, C, and D, White individuals were still the majority of those arrested in Troop B. There were 282 additional arrests of Hispanic individuals in the current reporting period, a 55% increase. There were 85 additional arrests of Asian individuals, a 230% increase.

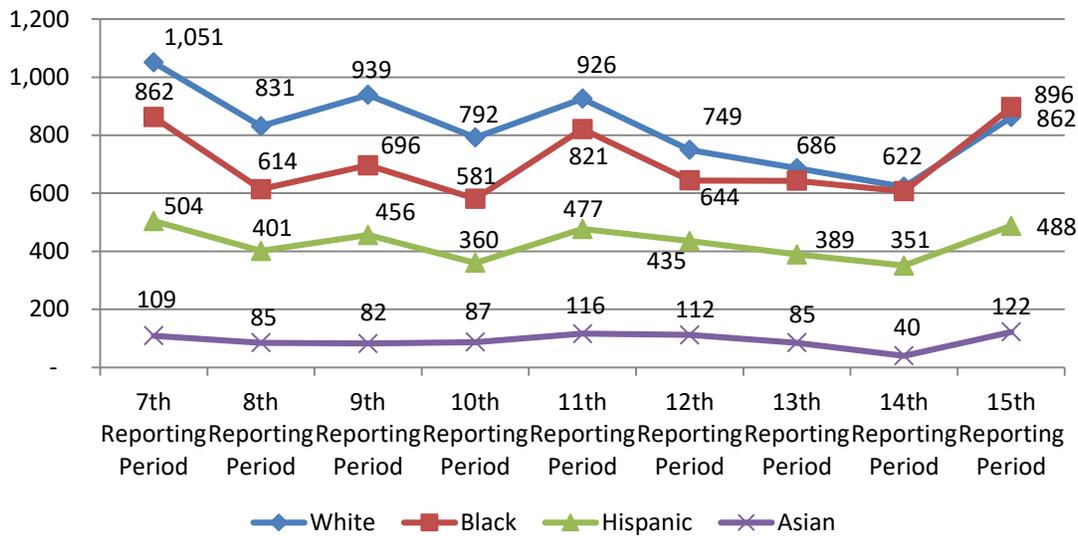
Figure Eighty-Nine D: Troop C Trend of Racial/Ethnic Distribution of Individuals Arrested
 January 2012 – June 2016



For Troop C, the number of individuals arrested increased by 1,254, or 41%, in the current reporting period. Arrests for all racial/ethnic groups increased in the current reporting period as well. Black

individuals had the largest numerical increase, remaining the largest proportion of those arrested, and continuing an upward trend since the tenth reporting period. Arrests of Black individuals increased by 696, or 48%. Arrests of White individuals increased by 386, or 34%. Historically, Black and White individuals were similar in number of individuals arrested in Troop C; however, in the current reporting period, the rate of increase for Black individuals arrested was far greater than that for White individuals arrested, resulting in 637 more arrests of Black than White individuals. There were 153 additional arrests of Hispanic individuals, a 37% increase and there were 45 additional arrests of Asian individuals, a 511% increase in the current reporting period.

Figure Eighty-Nine E: Troop D Trend of Racial/Ethnic Distribution of Individuals Arrested
 January 2012 – June 2016



Arrests for Troop D increased by 707 arrests, or 43%, in the current reporting period. Similar to Troops A, B, and C, arrests for all racial/ethnic groups increased. The number of White individuals arrested

increased by 240, or 39% and the number of arrests of Black individuals increased by 289, or 48%. Similar to Troops A and C, Black individuals are the majority of those arrested in stops by Troop D. Arrests of Hispanic individuals increased by 137, or 39% and arrests of Asian individuals increased by 82, or 205%.

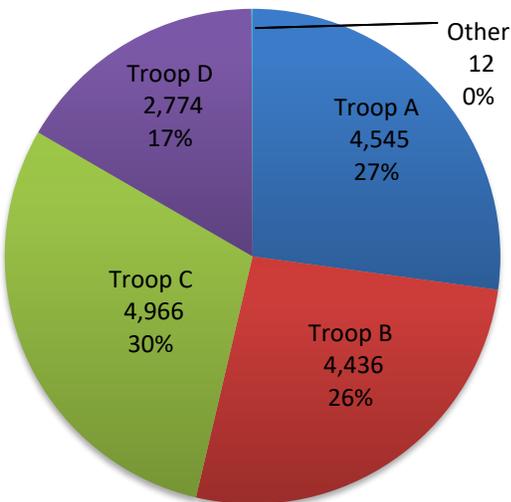
There was a decrease of 720 arrests for Other, non-Troop stations. While inconsistent with the increase in Troops A, B, C, and D, this trend is consistent with the overall pattern of activity noted for Other, non-Troop stations resulting from a re-categorization of the data. In the current reporting period there were nine arrests total for this station. Six of these arrests were of White individuals, two were of Black individuals, and one was of a Hispanic individual. Due to this small number of arrests, there is no depiction for the trend of arrests.

Charges

Each arrest has the potential to result in the issuance of one or multiple charges. In the current period, there were 13,895 individuals arrested and 16,733 charges filed. On average, each arrest resulted in 1.2 charges filed; however, 23 arrests had as many as seven charges filed.

Figure Ninety: Troop Distribution of Charges

January 1, 2016 – June 30, 2016

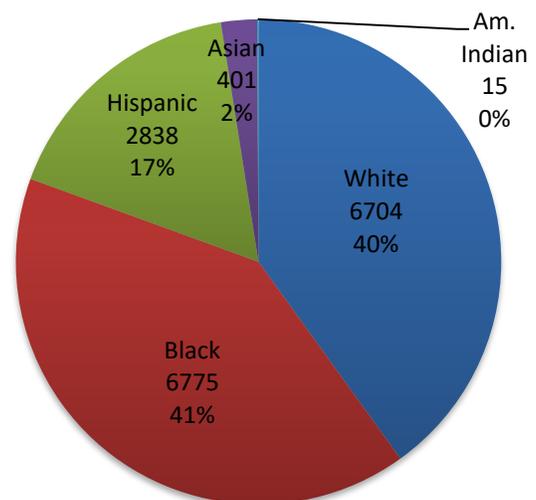


Total Charges: **16,733**

Figure Ninety-Two depicts the Troop distribution of charges filed in the current reporting period. This distribution is nearly identical to the Troop distribution of all arrests. Troop C was the largest proportion of all charges filed in the current reporting period, 30%. Troop A was the second largest proportion, 27%, followed by Troop B with 26%. Troop D as a smaller proportion, 17%, and Other, non-Troop stations were the smallest proportion, less than 1% of all charges filed in the current reporting period. The difference in proportions between individual arrests (see Figure Eighty-Six, page 157) and charge volume across Troops A, B, and C was only one to two percentage-points. Troop D and Other, non-Troop stations were identical proportions.

Figure Ninety-One: Racial/Ethnic Distribution of Charges

January 1, 2016 – June 30, 2016

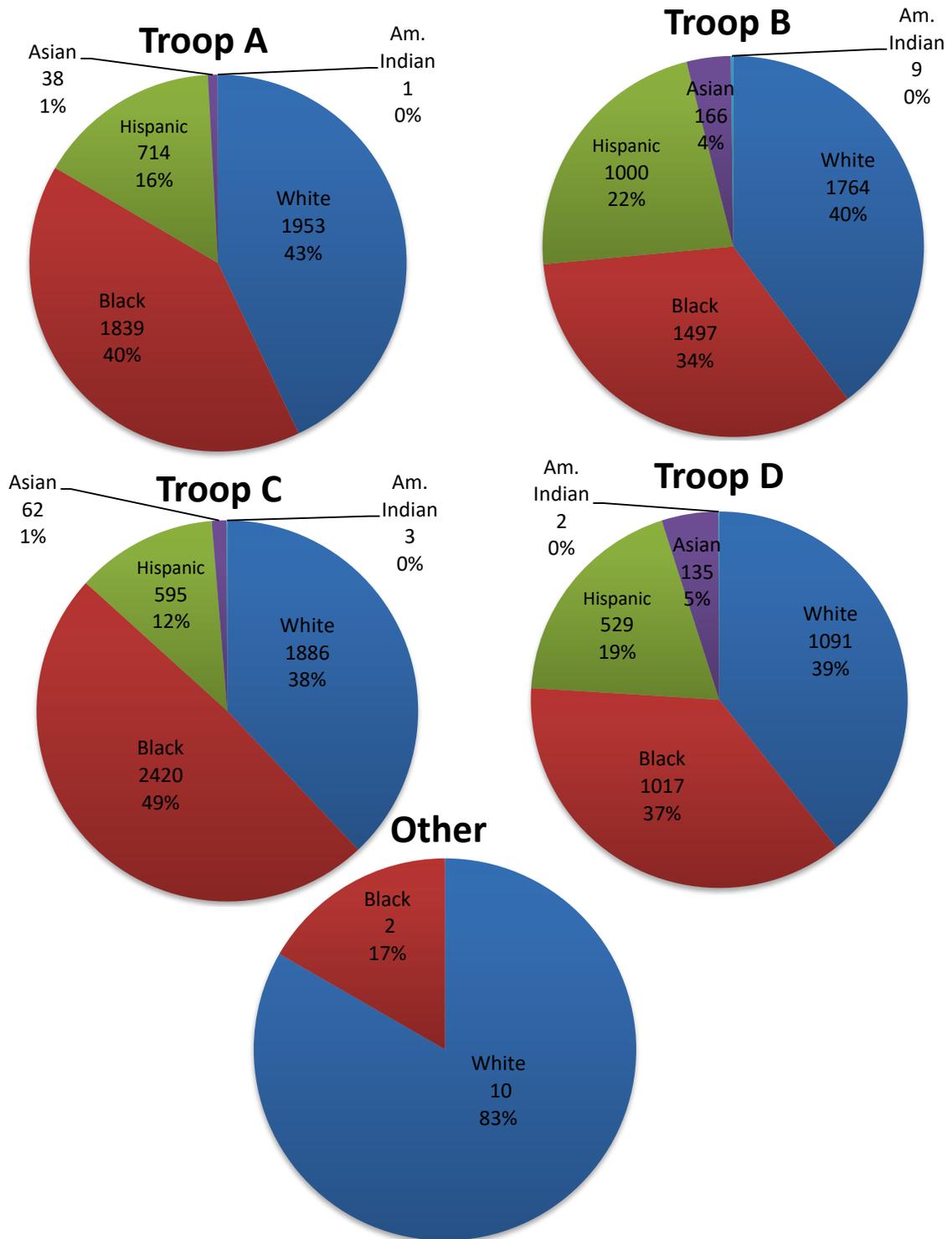


Total Charges: **16,733**

Figure Ninety-One depicts the racial/ethnic distribution for all charges filed in the current reporting period. Forty percent of all charges filed involved White individuals and 41% of all charges filed involved Black individuals. Seventeen percent of all charges filed involved Hispanic individuals, and 2% of all charges filed involved Asian individuals in the current reporting period. In comparison to the distribution of individuals arrested, proportions are similar. White individuals, however, make up a slightly larger proportion of charges filed in comparison to those arrested (37%); conversely, Black individuals make up a slightly smaller proportion of charges filed in comparison to their representation in those arrested (43%). Similarly, Hispanic individuals make up a slightly smaller proportion of charges filed as well compared to those arrested (18%).

Though on average, there were 1.2 charges filed per arrest in the current reporting period, this average varied across racial/ethnic groups. For White individuals, there were an average of 1.32 charges filed per arrest. For Black individuals, this average was 1.14 and for Hispanic individuals it was 1.13 charges per arrest. For Asian individuals, the average was 1.2 charges per arrest. Thus, it appears that White individuals are given more charges than drivers of other racial/ethnic groups.

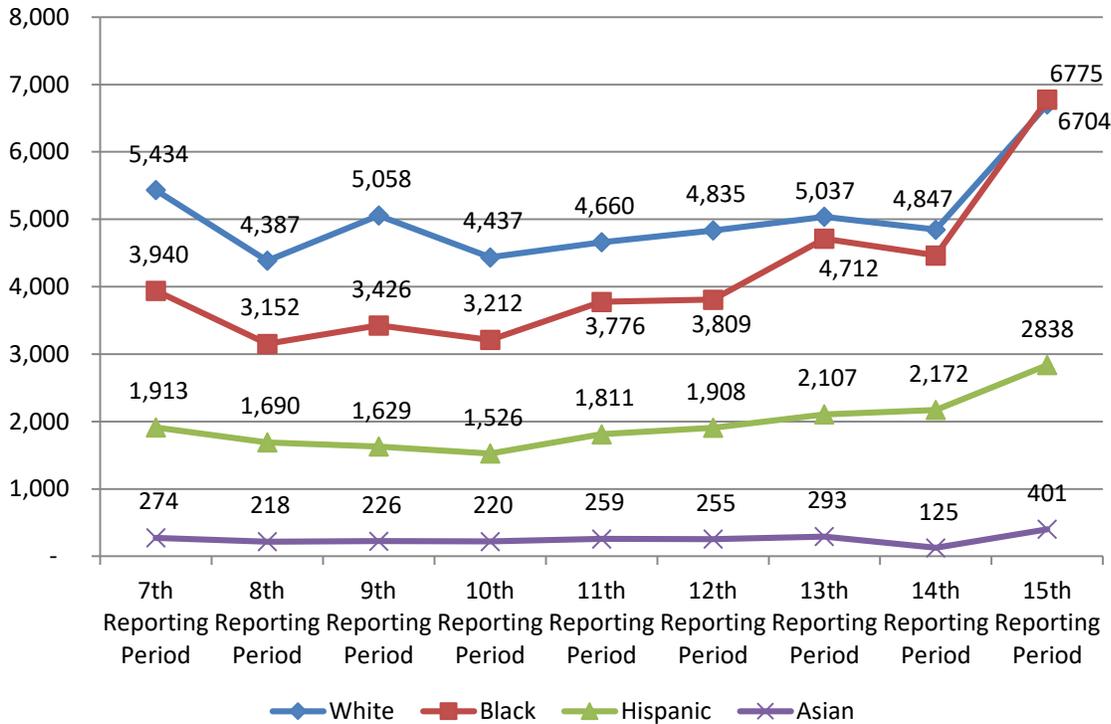
Figure Ninety-Two: Racial/Ethnic Distribution of Charges by Troop³⁵
 January 1, 2016 – June 30, 2016



³⁵ This discussion only includes Troops A, B, C, and D; there were noticeably fewer charges for Other, non-Troop stations, a total of twelve in the current reporting period. Inclusion of Other, non-Troop stations would be misleading.

The racial/ethnic distribution of charges filed varied across Troops. Across all Troops, White individuals were between 38% in Troop C and 43% in Troop A of those with charges filed. Black individuals were between 34% in Troop B and 49% in Troop C of those with charges filed. Hispanic individuals were between 12% in Troop C and 22% in Troop B, and Asian individuals, typically a much smaller proportion of those charged, were between less than 1% in Troops A and C, and 5% in Troop D in the current reporting period.

Figure Ninety-Three: Trend of Racial/Ethnic Distribution of Charges
 January 1, 2012 – June 30, 2016



As previously indicated, the number of individuals arrested increased by 40% in the current reporting period. Similarly, the number of charges filed increased as well, by 42% in the current reporting period. As shown in Figure Ninety-Three, the direction of change was similar across racial/ethnic groups but the magnitude of change in charges filed varied for each group. Consistent with individual arrests, Black individuals with charges filed were the majority in the current reporting period. The current reporting period has the smallest difference between these White and Black individuals charged, a difference of 71 charges. The number of charges filed for White individuals increased by 1,857, or 38% in the current reporting period. There were 2,311 additional charges for Black individuals, a 52% increase. The number of charges filed for Hispanic individuals increased by 666, or 31%, and the number of charges filed for Asian individuals increased by 276 charges, or 220%, in the current reporting period.

Figure Ninety-Three A: Proportional Trend of Racial/Ethnic Distribution of Charges
 January 1, 2012 – June 30, 2016

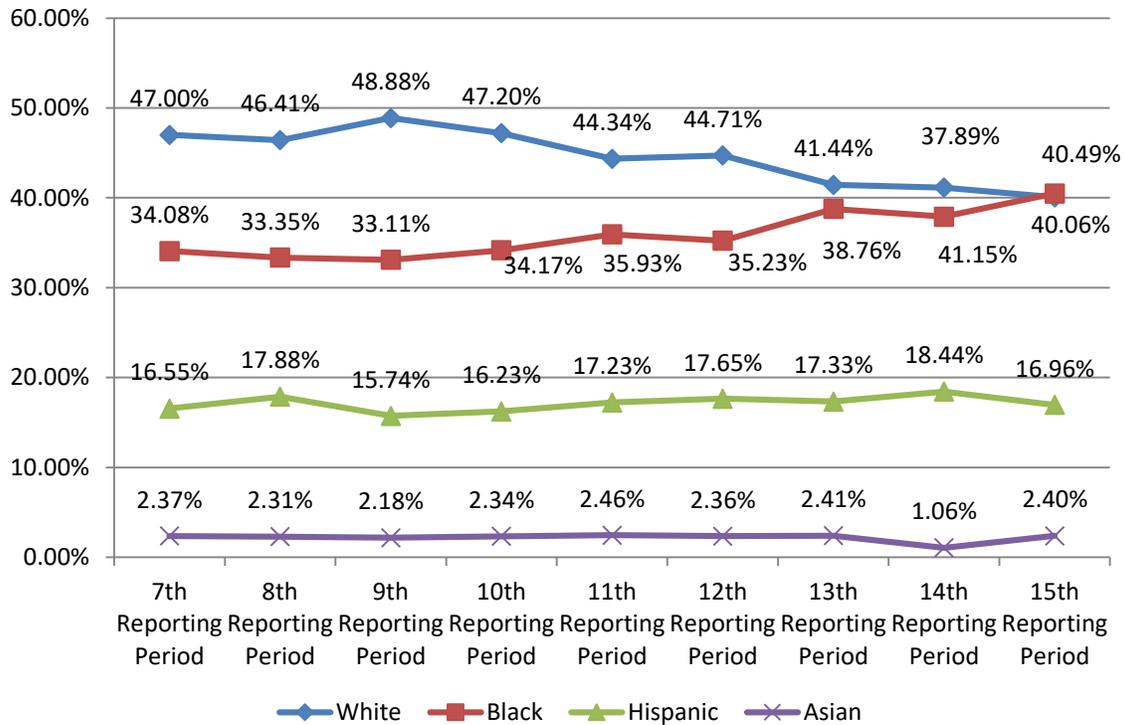
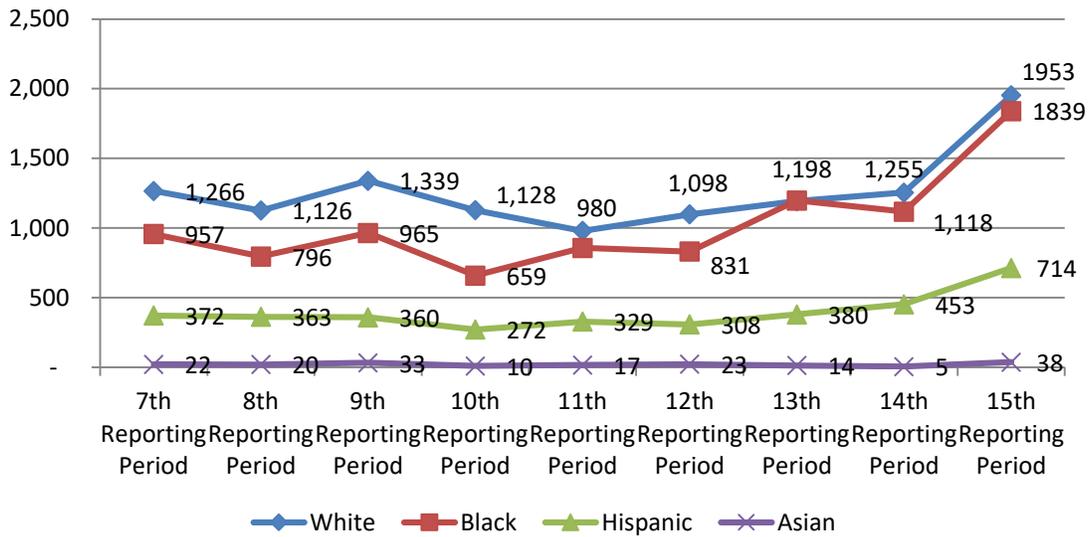


Figure Ninety-Three A depicts the proportional trends for racial/ethnic distributions of individual charges from the 7th to the current reporting period. Similar to individuals arrested, White and Black drivers experienced a marked proportional change. White drivers decreased eight percentage points since the 7th reporting period and Black drivers increased seven percentage points. Historically, White drivers were the largest proportion of individuals arrested; however, in the current reporting period, Black drivers are the majority, with less than half a percentage point difference. Hispanic and Asian drivers each had an increase of less than one percentage point. From one reporting period to the next, the average percentage point change across all reporting periods is one percentage point for White and Black drivers. There is no average change for Hispanic and Asian drivers. All racial/ethnic groups experienced a three percentage point change or less from the previous to the current reporting period.

Figure Ninety-Three B: Troop A Trend of Racial/Ethnic Distribution of Charges

January 2012 – June 2016

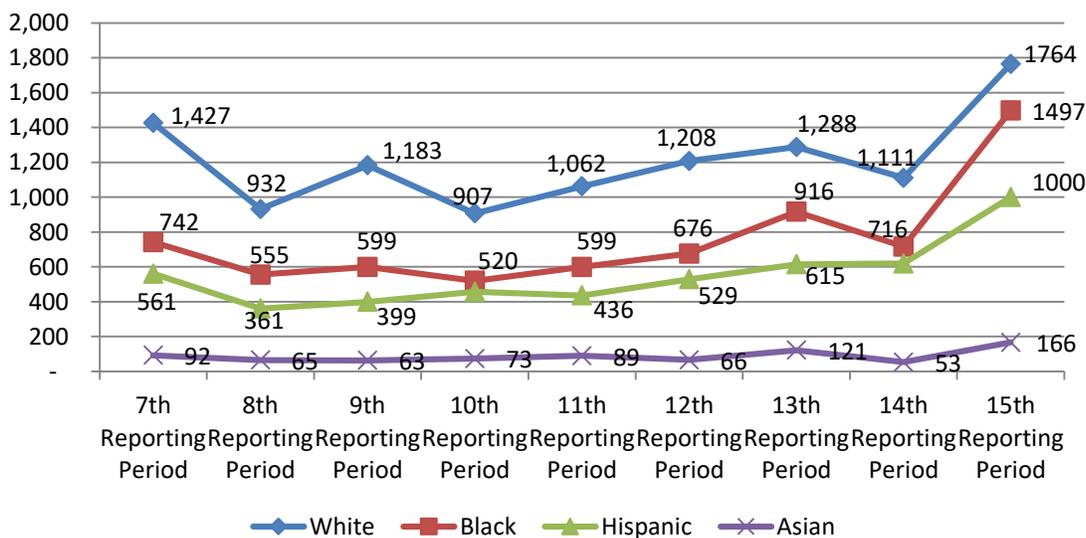


For Troop A, the total number of charges filed increased 60% in the current reporting period. On average, each arrest resulted in 1.17 charges filed in the current reporting period for Troop A. For

White individuals this average was 1.3, while for Black individuals it was 1.09, for Hispanic individuals it was 1.07, and for Asian individuals it was 1.06 charges per arrest. Charges for all racial/ethnic groups increased in the current reporting period. The largest numeric increase occurred for Black individuals, with 721 additional charges filed, a 64% increase. There were 698 additional charges filed involving White individuals, a 56% increase. There were 261 additional charges filed involving Hispanic individuals, a 58% increase; and Asian individuals were involved in 33 additional charges filed, a 660% increase in the current reporting period. There is a need for caution in interpretation of percent changes for Asian individuals, given the typically low volume of charges filed for Asian individuals, particularly in Troop A.

Figure Ninety-Three C: Troop B Trend of Racial/Ethnic Distribution of Charges

January 2012 – June 2016



There was a 74% increase in charges filed for Troop B in the current reporting period. On average, each arrest resulted in 1.33 charges filed. This is the largest average number of charges filed

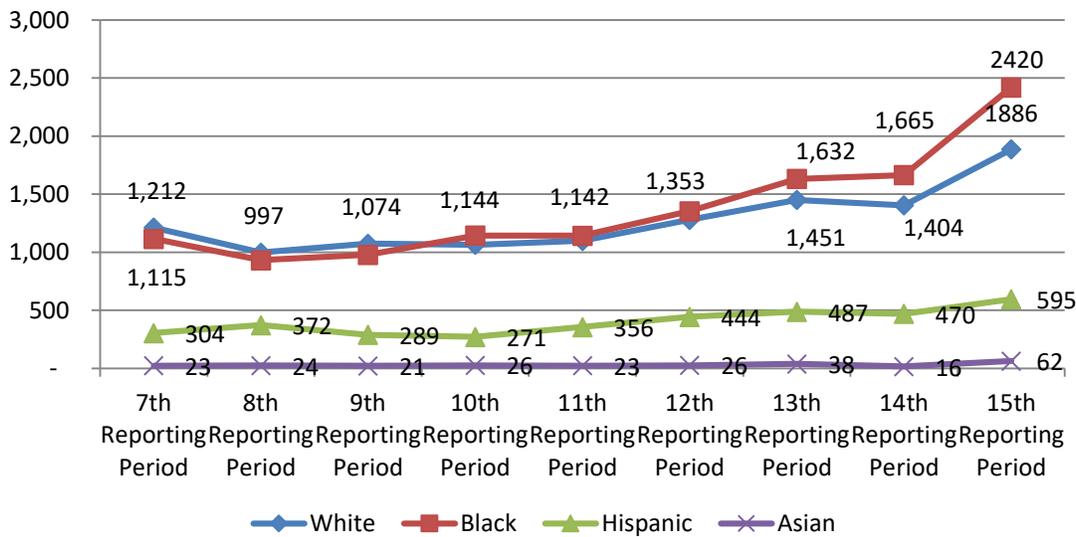
per arrest across all Troops. For White individuals in Troop B, there was an average of 1.46 charges

per arrest. For Black and Hispanic individuals, this average was smaller, 1.26 and 1.25 charges per arrest, respectively. Asian individuals arrested in stops made by Troop B received an average of 1.36 charges per arrest. White individuals were involved in 653 additional charges filed, a 59% increase since the previous reporting period. Black individuals were involved in 781 additional charges filed, a 109% increase. There were 381 additional charges filed for Hispanic individuals, a 62% increase. Historically, Black and Hispanic individuals were similar in number of charges in Troop B; however, in the current reporting period, there is a 497-charge difference, the largest difference noted among depicted reporting periods. Furthermore, Asian individuals were involved in 113 additional charges filed, a 213% increase since the previous reporting period.

Figure Ninety-Three D: Troop C Trend of Racial/Ethnic Distribution of Charges

January 2012 – June 2016

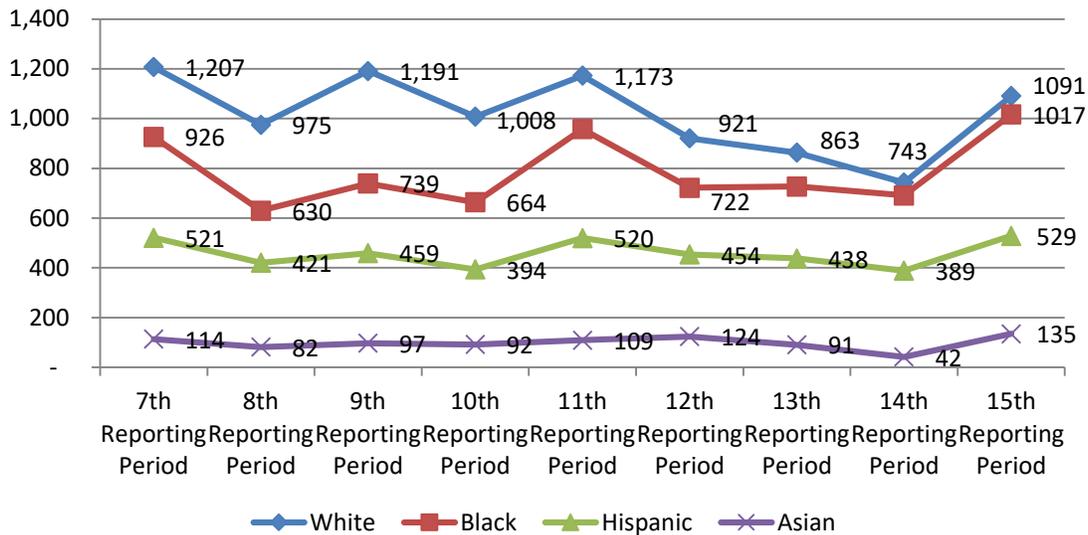
For Troop C, charges filed increased by 38% in the current reporting period. On average, each arrest



resulted in 1.15 charges filed for Troop C in the current reporting period, which is the smallest average of charges across all troops. For White individuals arrested in Troop C stops, there were an

average of 1.24 charges filed per arrest while for Black individuals this average was 1.12 charges per arrest. Hispanic individuals were given an average of 1.06 charges per arrest while Asian individuals received 1.13 charges per arrest. There were 482 additional charges filed involving White individuals, a 34% increase. There were 755 additional charges filed for Black individuals, a 45% increase. Similar to the number of individuals arrested in Troop C, the number of charges filed continues to be largest for Black individuals arrested in Troop C in the current reporting period. This is inconsistent with the other Troops, where White individuals were the majority of those with charges filed. Historically, White and Black individuals had a similar number of charges in Troop C; however, in the current reporting period, there is the largest difference between these two groups for the reporting periods depicted, a 534-stop difference. Hispanic individuals were involved in 125 additional charges filed, a 27% increase and Asian individuals were involved in a smaller increase, 46 charges filed, or 288%.

Figure Ninety-Three E: Troop D Trend of Racial/Ethnic Distribution of Charges
 January 2012 – June 2016



Inconsistent with the 11th through 14th reporting periods where there were decreases in the number of charges filed for Troop D, there was an increase in the number of charges filed in the current reporting period;

charges filed increased by 44%. There was an average of 1.17 charges filed per arrest for Troop D in the current reporting period, which is identical to the average number of charges filed per arrest for Troop A. White individuals in Troop D received an average of 1.27 charges per arrest, Black individuals received an average of 1.14 charges per arrest, Hispanic individuals received an average of 1.08 charges per arrest, and Asian individuals received an average of 1.11 charges per arrest. There were increases in the volume of charges filed for all racial/ethnic groups. There were 348 additional charges filed for White individuals, a 47% increase. Similar to Troops A and B, White individuals were the majority of individuals with charges filed for Troop D. There were 326 additional charges filed for Black individuals, a 47% increase. Hispanic and Asian individuals were involved in smaller increases, 140 and 93 additional charges each, resulting in increases of 36% and 221%, respectively.

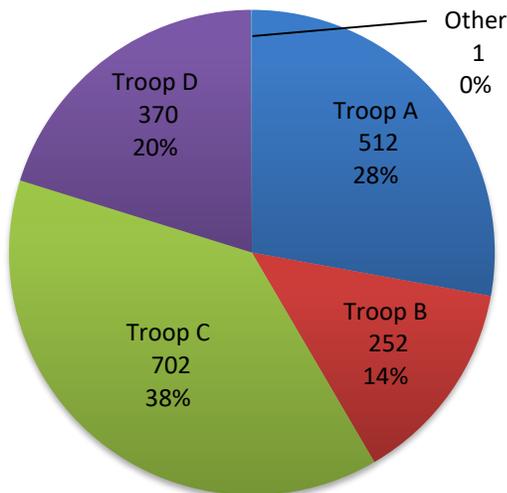
Other, non-Troop stations was the only station to decrease (99%) in the number of charges filed, consistent with all other activities for stops and individuals noted in this report. Again, this decrease was due to the re-categorization of stops into appropriate stations (see page 4). There were 12 charges filed in Other, non-Troop stations in the current reporting period; 10 of those were White individuals and two of those were Black individuals.

Arrests without Charges

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

Figure Ninety-Four: Troop Distribution of Arrests without Charges

January 1, 2016 – June 30, 2016



Arrests with No Charges: **1,837**

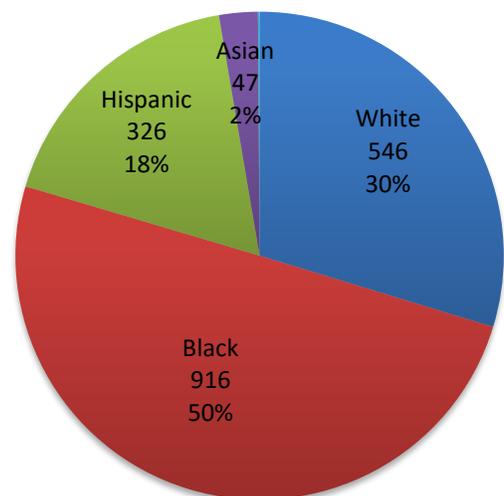
Figure Ninety-Four depicts the distribution of arrests without charges. In the current reporting period, 1,837 arrests resulted in no charges filed. The Troop and racial/ethnic distribution of those not charged should ideally be identical to the racial/ethnic distribution of those arrested and charged (see Figure Ninety, page 165). If the distributions differ, further analysis is required to determine what specifically causes these differences. Troop C had the largest proportion of arrests without charges, 38%. This troop is overrepresented in arrests without charges in comparison to its proportion of individuals arrested and charged (30%), which is an eight-percentage point difference. Troop D is also overrepresented to a lesser extent, making up 20% of arrests without charges, but 17% of individuals arrested and charged. Conversely, there is a noticeable underrepresentation for Troop B in arrests without

charges in the current reporting period. Troop B made up 26% of individuals arrested and charged, but 14% of individuals arrested without charges. This is a 12-percentage point difference. Troop A and Other, non-Troop stations were nearly identical proportions. Troop A made up 27% of individuals arrested and charged, but 28% of individuals arrested and not charged, a slight underrepresentation. Other, non-Troop stations made up less than 1% of arrests with charges filed and arrests with without filed.

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

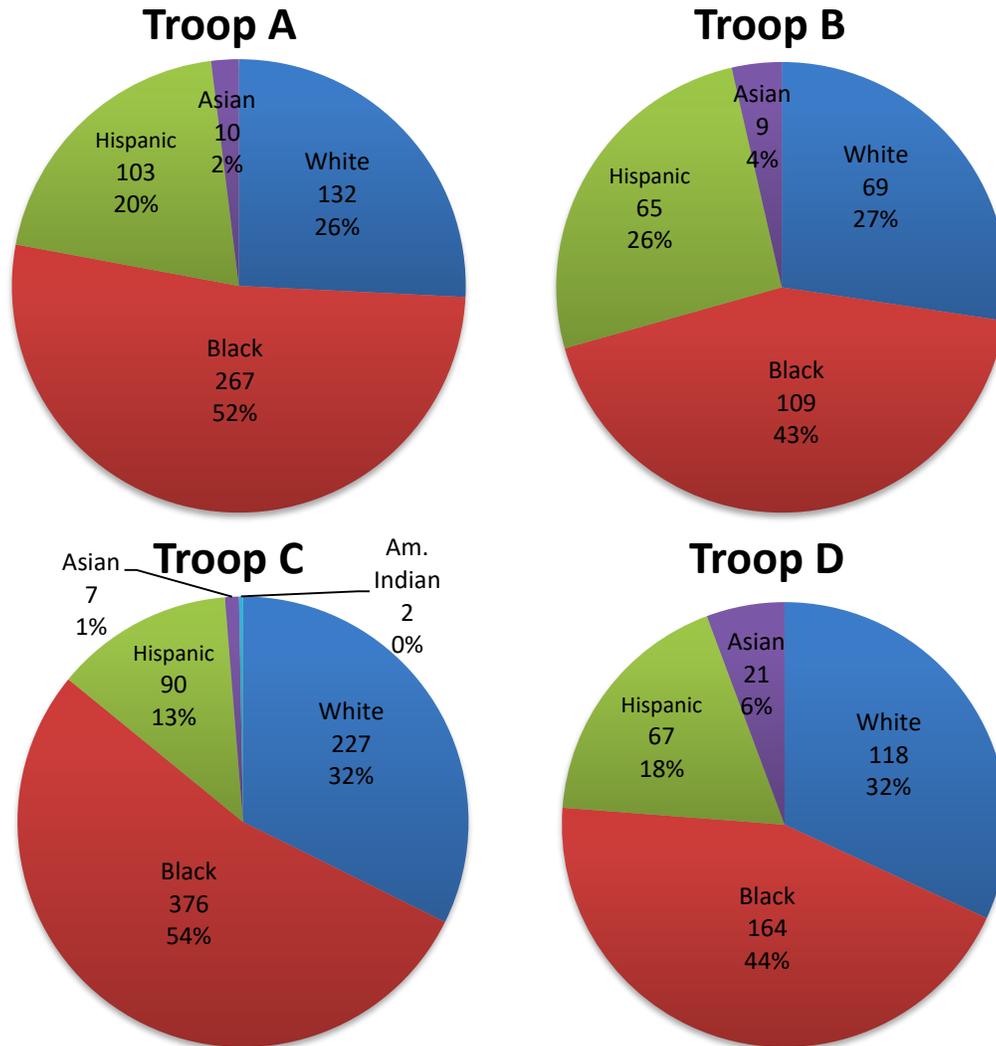
January 1, 2016 – June 30, 2016

Figure Ninety-Five depicts the racial/ethnic distribution of arrests without charges. As with the Troop distribution, the racial/ethnic distribution of arrests without charges should be similar, if not identical, to the racial/ethnic distribution of those arrested with charges filed (see Figure Ninety-One, page 165). In comparing these distributions, Black individuals are markedly overrepresented and Hispanic individuals are slightly overrepresented among those arrested and not charged. Conversely, there is a slight underrepresentation of White individuals with arrests without charges. Black individuals made up 50% of arrests without charges, but 41% of arrests with charges filed, a nine-percentage point difference. Hispanic individuals made up 18% of arrests without charges, but 17% of arrests with charges filed. White individuals made up 30% of arrests without charges, but 40% of arrests with charges filed, a noticeable 10-percentage point difference. Asian individuals appear rather evenly represented, 2% of arrests with charges and arrests without charges.



Total Arrests with No Charges: **1,837**

Figure Ninety-Six: Troop Racial/Ethnic Distribution of Arrests without Charges³⁶
 January 1, 2016 – June 30, 2016



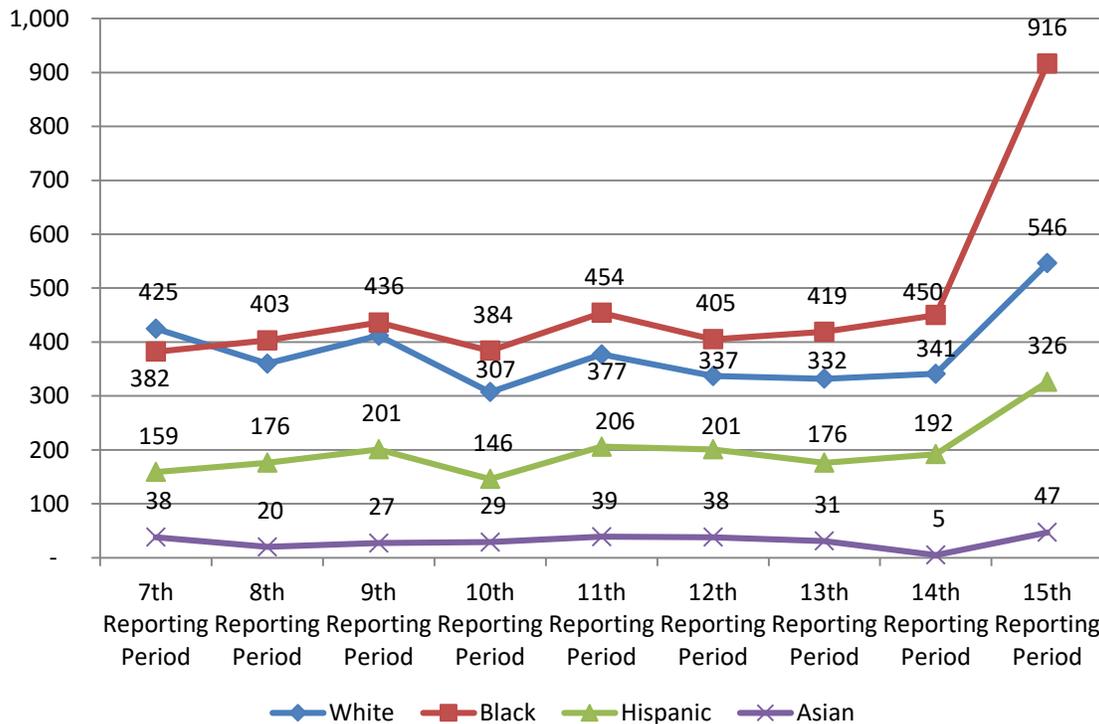
The racial/ethnic distribution of arrests without charges varied across Troops. Black individuals were consistently a disproportionately large number of individuals arrested without charges in the current reporting period across all troops. Black individuals were the largest proportion of arrests without charges in Troops A, B, C, and D, with proportions varying between 43% in Troop B to 54% in Troop C. Across Troops, White individuals were between 26% in Troop A and 32% in Troops C and D of arrests without charges filed. Hispanic individuals were between 13% in Troop C and 26% in Troop B of arrests without charges filed in the current reporting period. In Other, non-Troop stations, there was only one arrest with no charge of a Hispanic individual. Asian individuals were between 1% of arrests without charge in Troop C and 6% in Troop D.

Consistent with increases in arrest volume, the number of arrests without charges increased by 826, or 82%, in the current reporting period. As shown in Figure Ninety-Seven, changes across each racial/ethnic group are similar in direction but vary in magnitude. For Black individuals, the number of

³⁶ This discussion only includes Troop A, B, C, and D, as there was only one arrest without charges for Other, non-Troop stations. The one individual was Hispanic.

arrests without charges increased by 466, or 104% since the previous reporting period. This is the largest number of Black individuals with arrests without charges across all reporting periods depicted, and the largest difference between Black and White individuals (difference of 370 arrests without charges), which were historically similar in number. Arrests without charges for White individuals increased by 205, or 60%. For Hispanic individuals, arrests without charges increased by 134, or 70%. Arrests without charges for Asian individuals increased the smallest, by 42, or 840%, in the current reporting period. To date, OLEPS has not received any explanation from State Police regarding the increase in the volume of arrests without charges across racial/ethnic groups.

Figure Ninety-Seven: Trend of Racial/Ethnic Distribution of Arrests without Charges
 January 1, 2012 – June 2016



In the previous section, the average volume of charges per arrest was discussed. Analysis indicated that White individuals, on average, receive more charges per arrest than Black, Hispanic, or Asian individuals. This pattern was noted across Troops. Given the considerable volume of arrests without charges involving Black individuals, the pattern of average charges discussed may be skewed. Indeed, in arrests where charges were filed, the average number of charges filed is larger. Overall, if an arrest resulted in charges filed, there were an average of 1.44 charges filed per arrest. For White individuals this average was 1.52, for Black individuals it was 1.40, for Hispanic individuals it was 1.35 charges, and for Asian individuals it was 1.45 charges per arrest. This confirms the earlier conclusion that White individuals are charged with more charges per arrest than all other racial/ethnic groups.

Figure Ninety-Seven A: Proportional Trend of Racial/Ethnic Distribution of Arrests without Charges
 January 1, 2012 – June 2016

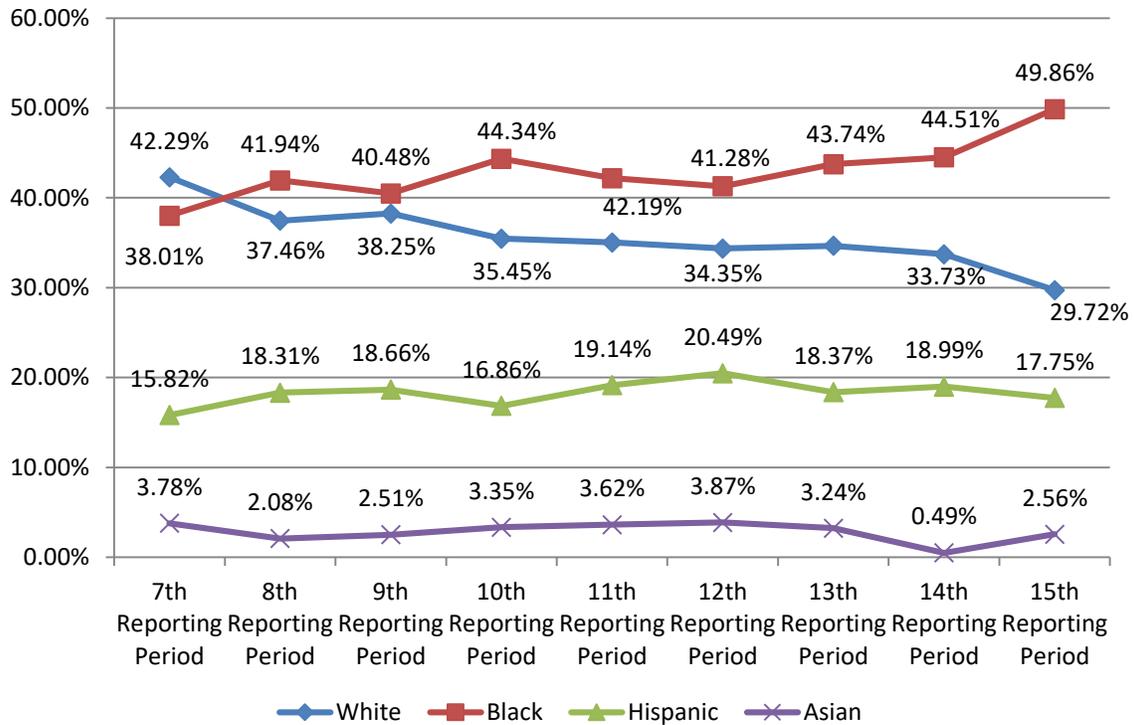


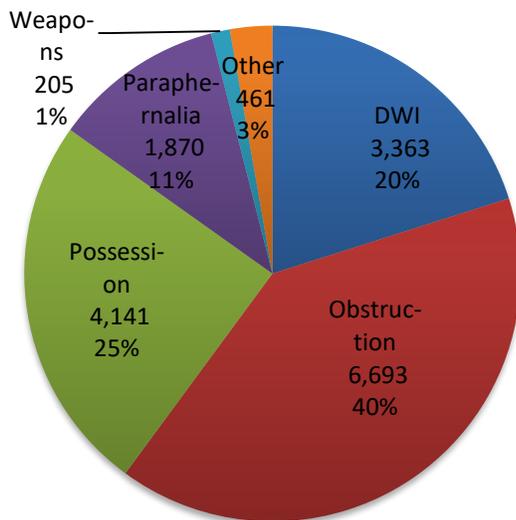
Figure Ninety-Seven A depicts the proportional trends of racial/ethnic distributions of individual arrests without charges from the 7th to the current reporting period. White and Black drivers experienced a marked proportional change. White drivers decreased 13 percentage points since the 7th reporting period and Black drivers increased 12 percentage points. White drivers experienced a relatively consistent decrease in proportion while Black drivers experienced a relatively consistent increase in proportion across all depicted reporting periods. This is a larger proportional change compared to individual arrests and charges. Hispanic and Asian drivers each had a change of less than two percentage points over the depicted reporting periods, with Hispanic drivers experiencing a slight increase and Asian drivers experiencing a slight decrease. From one reporting period to the next, the average percentage point change across all reporting periods is one and a half percentage point for White and Black drivers. There is no average change for Hispanic and Asian drivers. From the 14th to the current reporting period, White drivers experienced a four percentage point decrease, while Black drivers experienced a five percentage point increase. Hispanic and Asian drivers experienced less than a two percentage point change from the previous to the current reporting period.

Types of Charges

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

Figure Ninety-Eight: Types of Charges Filed

January 1, 2016 – June 30, 2016



Total Charges: **16,733**

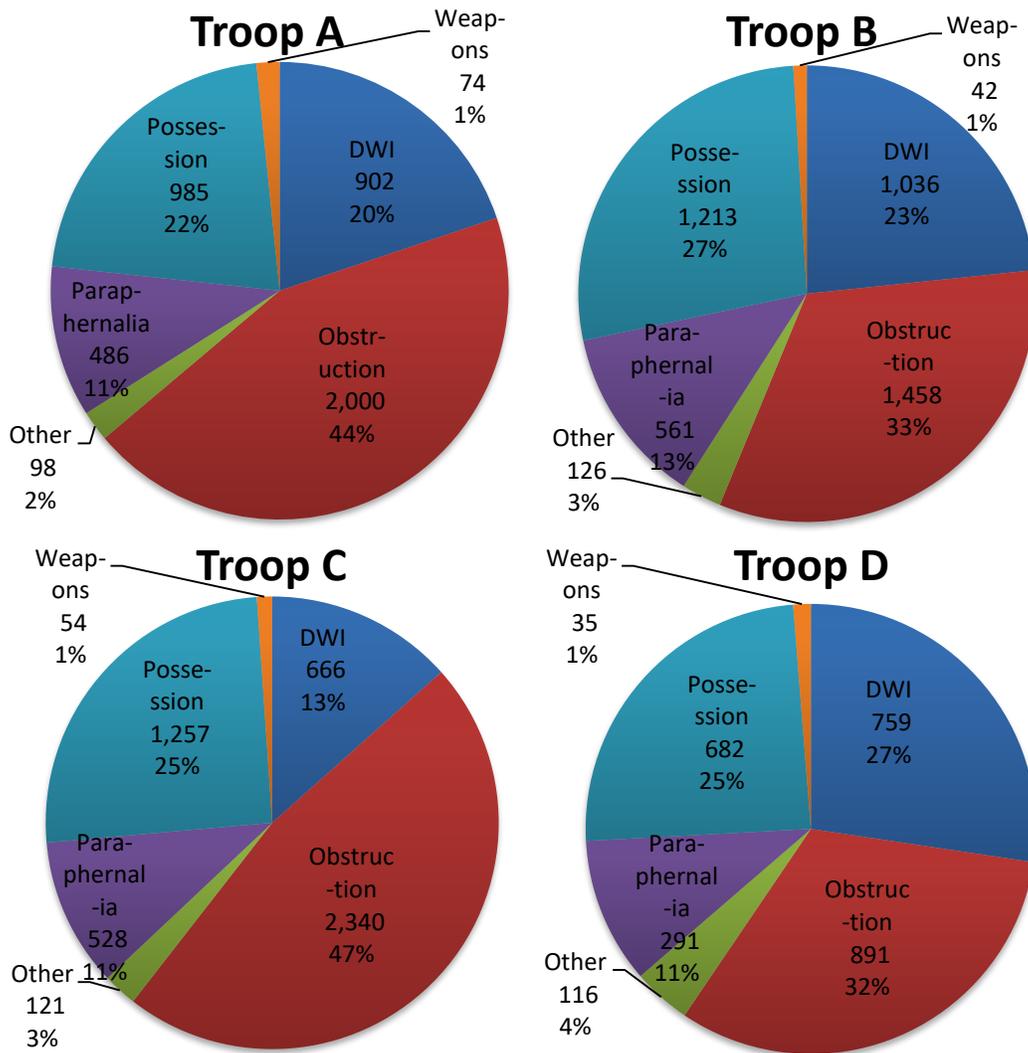
There were 16,733 charges filed, a 42% increase since the previous reporting period. The most commonly cited charge in the current reporting period pertained to obstruction. Charges categorized as obstruction were 40% of all charges filed in the current reporting period. This category includes charges such as resisting arrest, hindering apprehension, and contempt. Contempt is the charge listed when an arrest occurs based on an outstanding warrant. For the current reporting period, contempt was the most frequently cited obstruction charge, cited in 88% of all obstruction charges in the current reporting period. From this information, it appears that outstanding warrants were the basis of a large proportion of arrests made during motor vehicle stops (see: Wanted Persons, pages 185-191).

As noted in previous reports, there were a number of individuals charged in reference to drugs and alcohol. These charge categories, including DWI, Possession, and Paraphernalia, were slightly more than half of all charges filed. Charges for possession of a controlled dangerous substance, or being under the influence of such a substance were 25% of all charges filed, while charges for possession of drug paraphernalia were 11% of all charges filed. Marijuana was the most frequently cited drug in possession charges, cited in 63% of all possession charges. Charges for driving while intoxicated (DWI) were 20% of all charges filed. Weapons charges were infrequent and cited in 1% of all charges filed. Other charges included a variety of both criminal and traffic violations cited in the current reporting period. These charges were 3% of all charges filed. The two most commonly cited Other charges were Assault and Disorderly Conduct.

Across all Troops, the distribution of the types of charges filed varied. Obstruction was typically the largest proportion of charges filed for the current reporting period, except in Other, non-Troop stations, in which obstruction, possession, and paraphernalia were equally distributed. Obstruction charges were between 32% in Troop D to 47% in Troop C. DWI charges were between 13% in Troop C to 27% in Troop D. Possession charges varied from 22% in Troop A to 27% in Troop B. Paraphernalia charges ranged from 11% in Troops A, C, and D to 13% in Troop B.

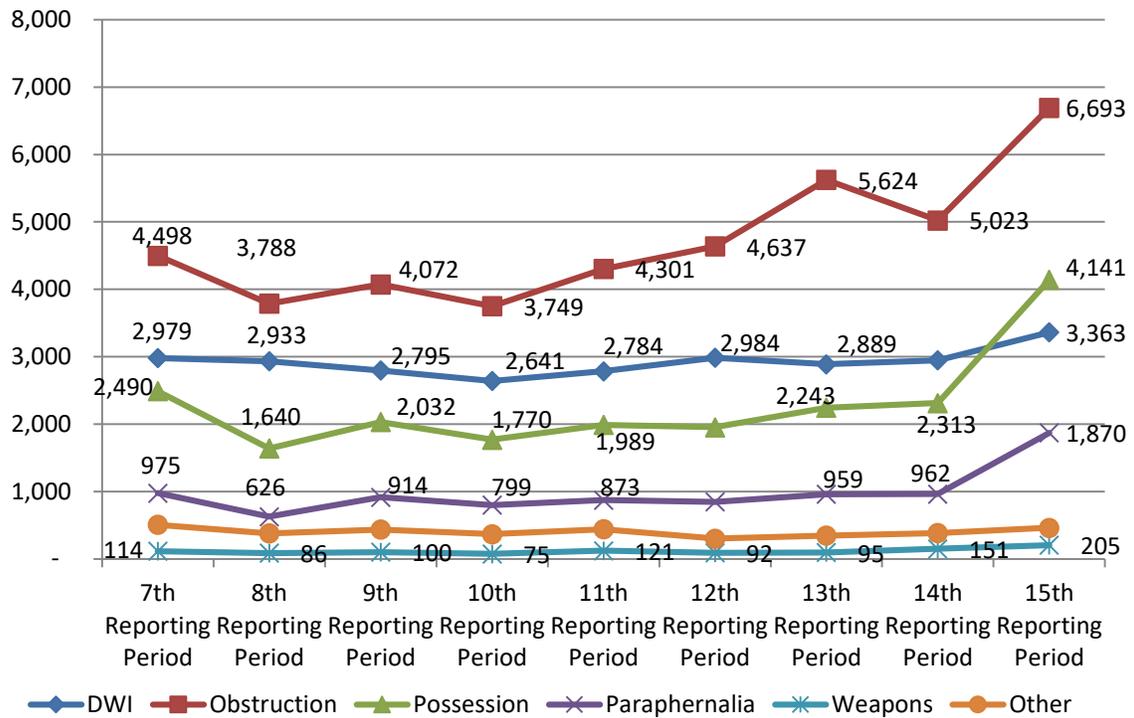
Figure Ninety-Nine: Types of Charges Filed by Troop³⁷

January 1, 2016 – June 30, 2016



³⁷ Other, non-Troop stations are not included in this discussion as there are only 12 charges filed; inclusion of Other, non-Troop stations would be misleading. There were four charges each filed for possession, obstruction, and paraphernalia for Other, non-Troop stations.

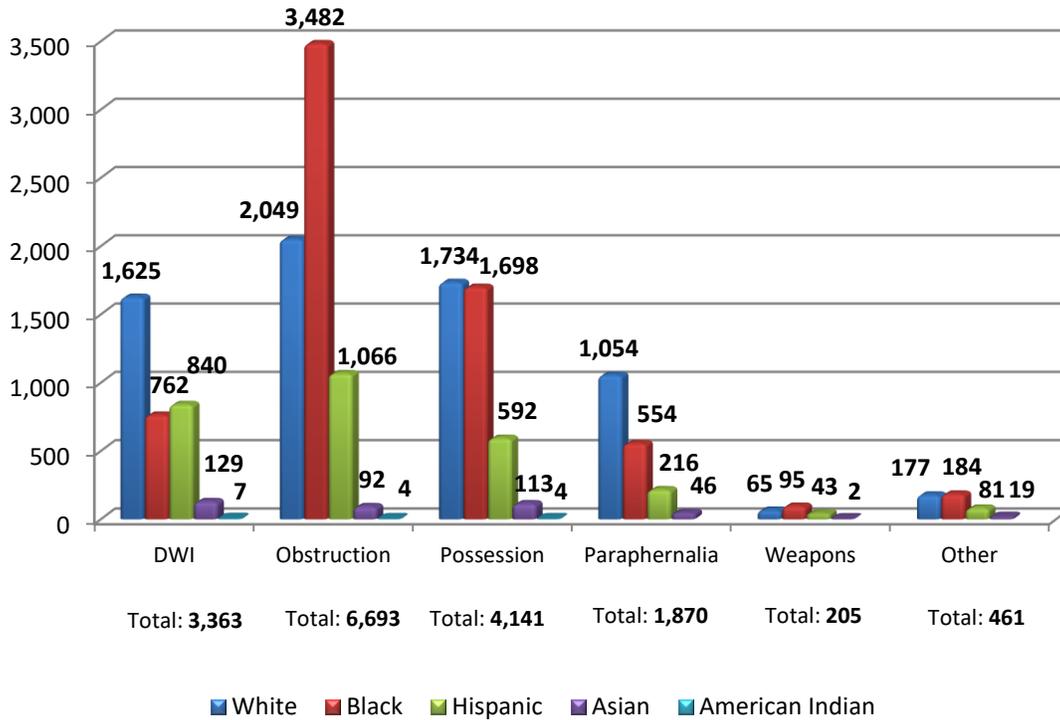
Figure One-Hundred: Trend of Types of Charges Filed
 January 1, 2012 – June 30, 2016



As previously noted, the total number of charges filed increased 42% in the current reporting period. Figure One-Hundred depicts trends in types of charges filed across reporting periods. As shown, the magnitude of change varied across charge types. Obstruction charges increased by 1,670, or 33%, remaining the most common charge type. Possession charges increased markedly, 1,828, or 79%, since the previous reporting period, and became the second most common charge type in the current reporting period; historically, DWI was the second most common charge type. DWI charges increased slightly, 415 or 14%, since the previous reporting period. Changes in paraphernalia charges increased by 908, or 94%. There were 54 additional weapons charges in the current reporting period, a 36% increase. Other charges increased by 78, or 20%.

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

Figure One Hundred-One: Racial/Ethnic Distribution for Types of Charges Filed
 January 1, 2016 – June 30, 2016



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

Diverging from the pattern noted for all individuals charged, White individuals were involved in 1,625 DWI charges (48%), Black individuals were involved in 762 (23%), and Hispanic individuals were involved in 840 (25%). Asian individuals were involved in 129 (4%) possession charges. American Indian individuals were involved in only seven DWI charges (less than 1%).

In 1,734 possession charges (42%), the individual charged was White, in 1,698 instances (41%) the individual charged was Black, and in 592 instances (14%) the individual charged was Hispanic. In 113 instances (3%), the individual charged was Asian. In four instances (less than 1%), the individual charged was American Indian. Thus, there were more White individuals charged with DWI than other racial/ethnic groups.

Similarly, for paraphernalia charges, White individuals were involved in 1,054 (56%), Black individuals were involved in 554 (30%), and Hispanic individuals were involved in 216 (12%) charges. Asian individuals were involved in 46 (2%) paraphernalia charges. There were no American Indian individuals involved in paraphernalia charges.

Consistent with the racial/ethnic distribution for all charges, obstruction charges were most common for Black individuals. In the current reporting period, there were 3,482 obstruction charges (52%) for Black individuals, whereas 2,049 obstruction charges (31%) cited were for White individuals. Hispanic individuals were involved in 1,066 obstruction charges (16%). In 92 charges (1%), the individual

involved was Asian. American Indian individuals were involved in four obstruction charges in the current reporting period (less than 1%).

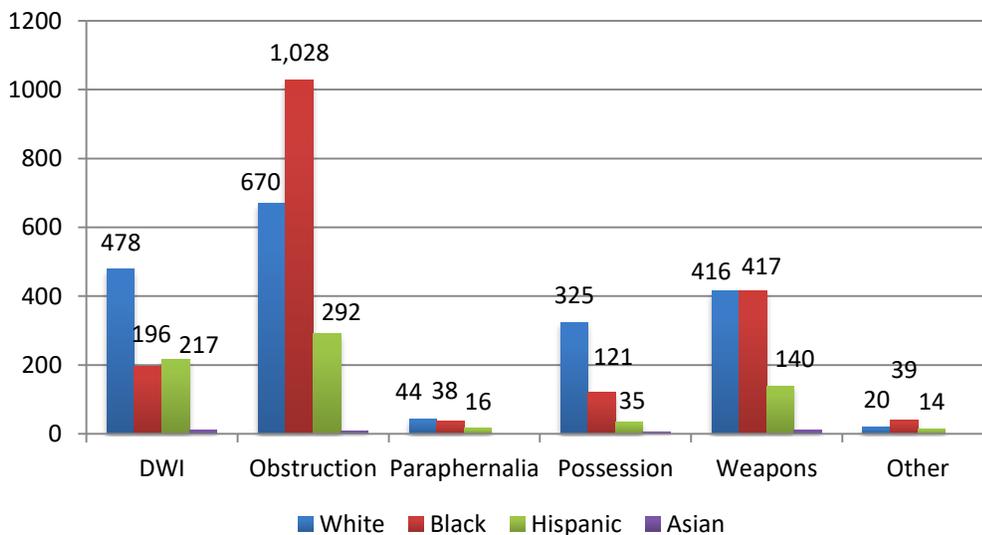
The racial/ethnic distribution of other charges was representative of all charges as well. Black individuals were of the majority, 184 other charges, or 40%. White individuals were involved in 177 (38%), Hispanic individuals were involved in 81 (18%), and Asian individuals were involved in 19 (4%) involving other charges. No other charges were issued for American Indian individuals.

The number of weapons charges was the smallest in comparison to all other charge categories in the current reporting period. Weapons charges were most common for Black individuals. Black individuals were involved in 95 (46%), White individuals were involved in 65 (32%), and Hispanic individuals were involved in 43 (21%). Asian individuals were involved in two (less than 1%) charges involving weapons. There were no American Indian individuals involved in weapons charges in the current reporting period.

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

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

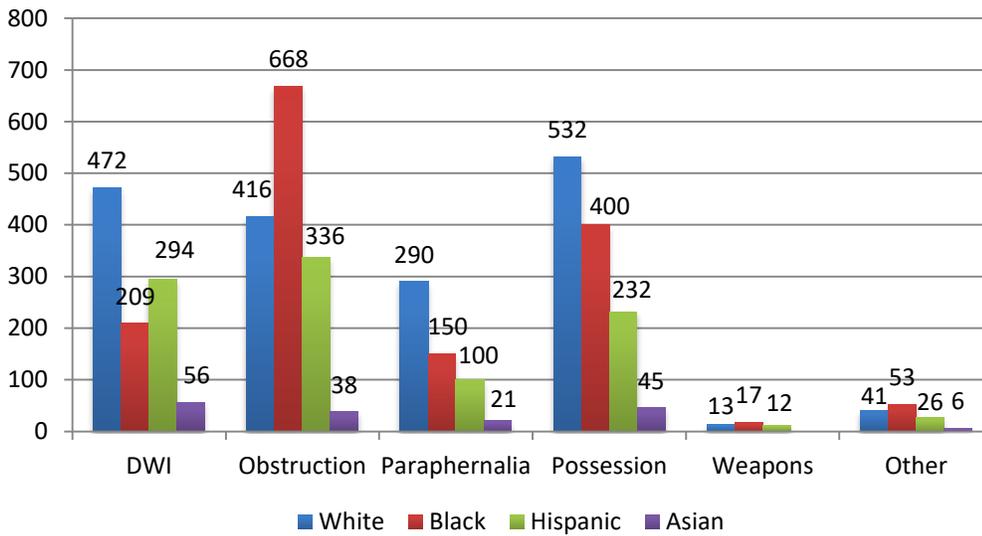
January 1, 2016 – June 30, 2016



The racial/ethnic distribution for each type of charge filed in Troop A differed somewhat from the pattern noted Division-wide; however, the majority of each racial/ethnic group for each type of charge remained identical. White individuals were the largest proportion of DWI (53%), paraphernalia

(45%), and possession (67%) charges. Similar to the overall pattern, Black individuals were the largest proportions of obstruction, (51%), weapons (42%), and other charges (53%). It is important to note, however, White and Black individuals were nearly identical in weapons charges, 416 and 417 charges filed, respectively. Hispanic individuals made up 24% of DWI charges, more than Black individuals. Hispanic individuals also made up 15% of obstruction charges and 19% of weapons charges. Asian individuals made up roughly 1% or less of all charge types.

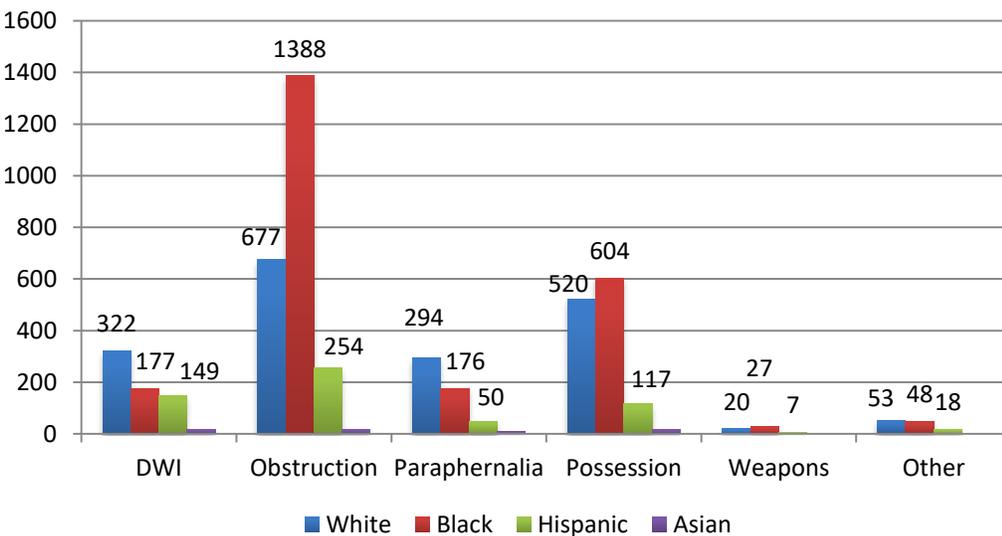
Figure One- Hundred-One B: Troop B Racial/Ethnic Distribution for Types of Charges Filed
 January 1, 2016 – June 30, 2016



Troop B's racial/ethnic distribution for each type of charge follows the pattern noted Division-wide. In Troop B, Black individuals made up the largest proportion of obstruction (46%), weapons (40%), and other charges (42%), whereas White individuals made up the largest proportion of DWI

(46%), paraphernalia (52%), and possession charges (44%). Hispanic individuals made up 28% of DWI charges, and similar to Troop A, had a larger proportion and number of DWI charges than Black individuals. Hispanic individuals also made up 23% of obstruction, and 19% of possession charges. Asian individuals made up 5% of DWI charges, 4% of possession charges, and 3% of obstruction charges.

Figure One- Hundred-One C: Troop C Racial/Ethnic Distribution for Types of Charges Filed
 January 1, 2016 – June 30, 2016

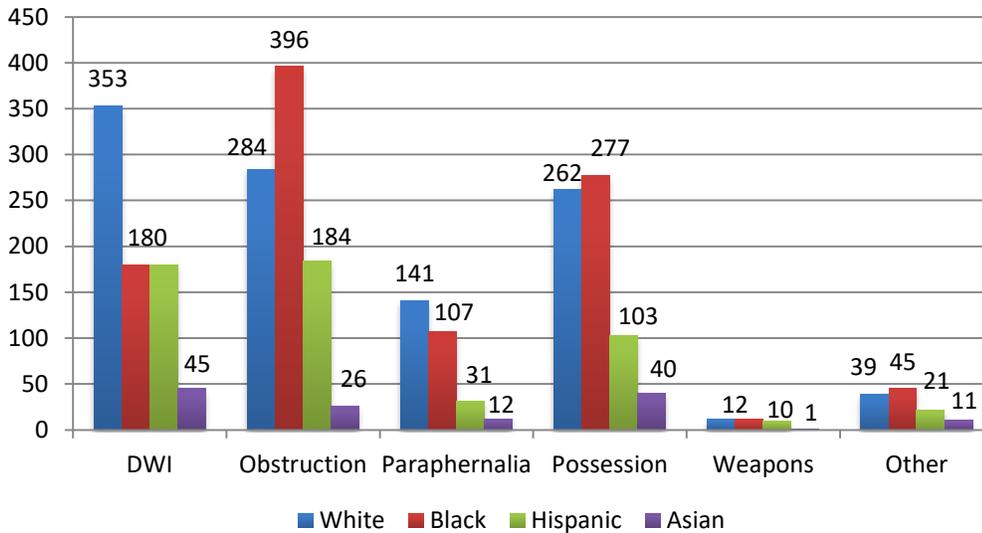


In Troop C, White individuals were the largest proportion of DWI (48%), paraphernalia (56%), and other charges (44%), which deviates from the pattern Division-wide. Black individuals were the largest proportion of obstruction (59%), possession (48%), and

weapons (50%) charges. Hispanic individuals were 22% of DWI charges, 11% of obstruction, and 9% of possession charges. Asian individuals received zero weapons charges; however, Asian individuals made up less than 2% of all other types of charges.

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

January 1, 2016 – June 30, 2016



The racial/ethnic distribution for each type of charge filed in Troop D also differed from the pattern noted Division-wide. White individuals made up the majority of DWI (47%) and paraphernalia (48%) charges. There was an even representation of White and Black individuals in the number and proportion of

weapons offenses, 34%. Black individuals were the majority of obstruction (44%), possession (41%), and other charges (39%). There was an even representation of Black and Hispanic individuals in the number and proportion for DWI offenses, 24%. Hispanic individuals made up 21% of obstruction charges and 15% of possession charges. Asian individuals made up 6% of DWI and possession charges each, 4% of paraphernalia charges, and 3% of both obstruction and weapons charges.

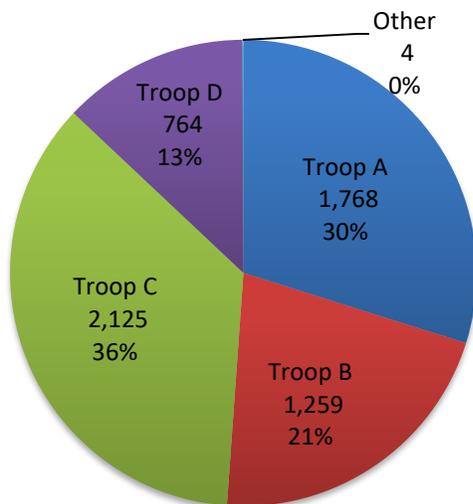
Other, non-Troop stations had 12 total charges; thus, a visual representation would be misleading. Other, non-Troop stations had four DWI, paraphernalia, and possession charges each, an even representation (33.33%). For DWI charges, there were two charges for White and Black individuals each. For paraphernalia and possession charges, there were four White individuals each.

Wanted Persons

During interactions with motorists, State Police check to determine if individuals in the vehicle have outstanding warrants. If an individual does have any outstanding warrants, a trooper arrests the individual. In the current reporting period, there were 5,920 arrests of wanted persons.

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

January 1, 2016 – June 30, 2016

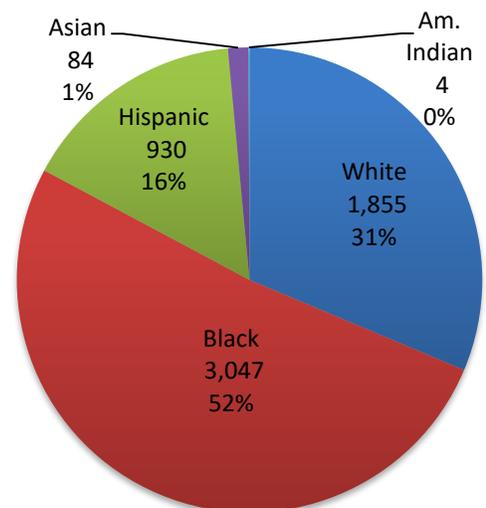


Total Wanted Persons: 5,920

Figure One Hundred-Two depicts the distribution of arrests of wanted persons for each Troop. Troop C had the largest proportion, 36%, followed by Troop A, 30%, and Troop B, 21%. Troop D had a smaller proportion, 13%, and Other, non-Troop stations made the smallest proportion, less than 1%, of arrests of wanted persons during motor vehicle stops in the current reporting period. Though not identical, this distribution is comparable to the troop distribution of all arrests (see Figure Eighty-Six, page 157). As indicated previously, individuals with outstanding warrants make up a large proportion of all arrests and charges filed; these charges appear as obstruction.

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

January 1, 2016 – June 30, 2016



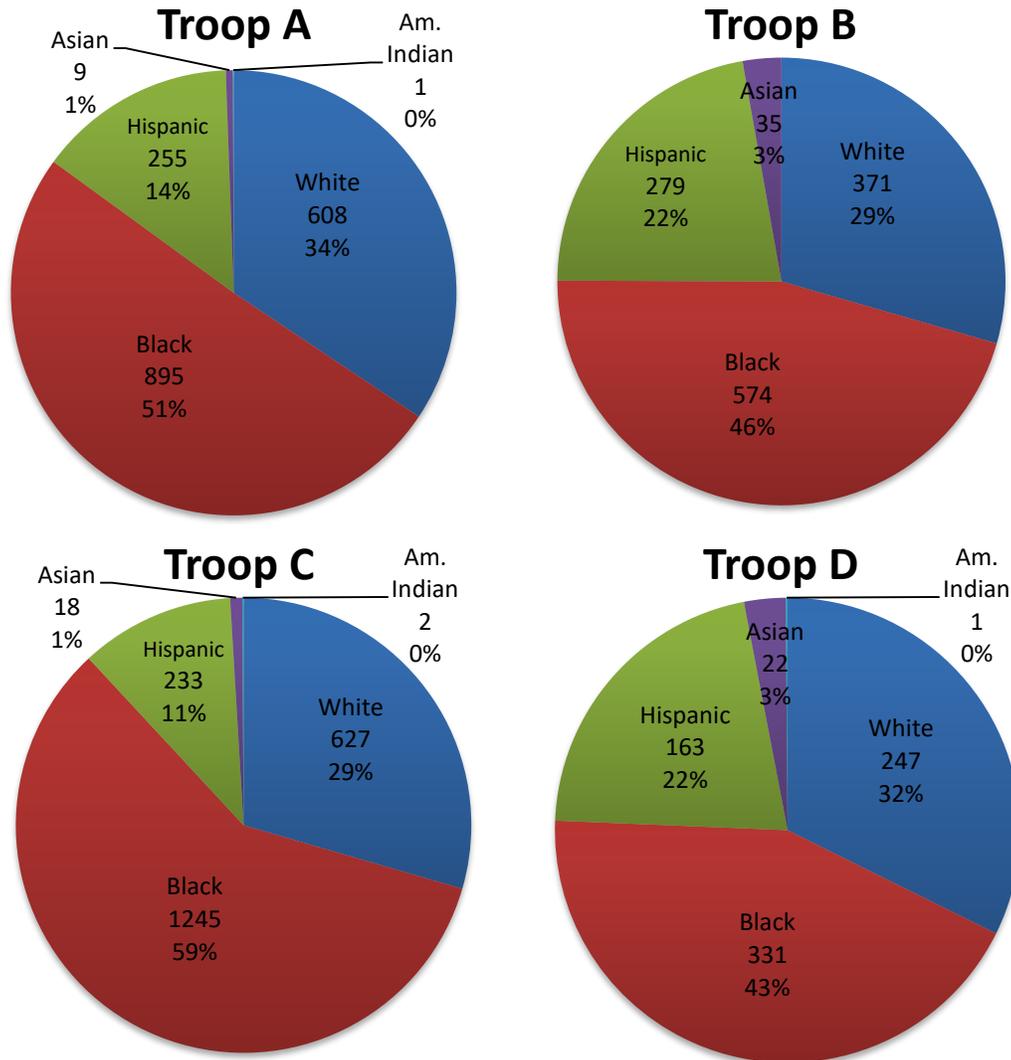
Total Wanted Persons: 5,920

As

previously indicated, Black individuals were the largest proportion of those charged with obstruction. Thus, there is an expectation that Black individuals were the largest proportion of all wanted persons. Consistent with previous reporting periods, Black individuals were the largest proportion of wanted persons, 52%, in the current reporting period. White individuals were 31%, Hispanic individuals were 16%, Asian individuals were 1% and American Indian individuals were less than 1% of those identified as wanted persons.

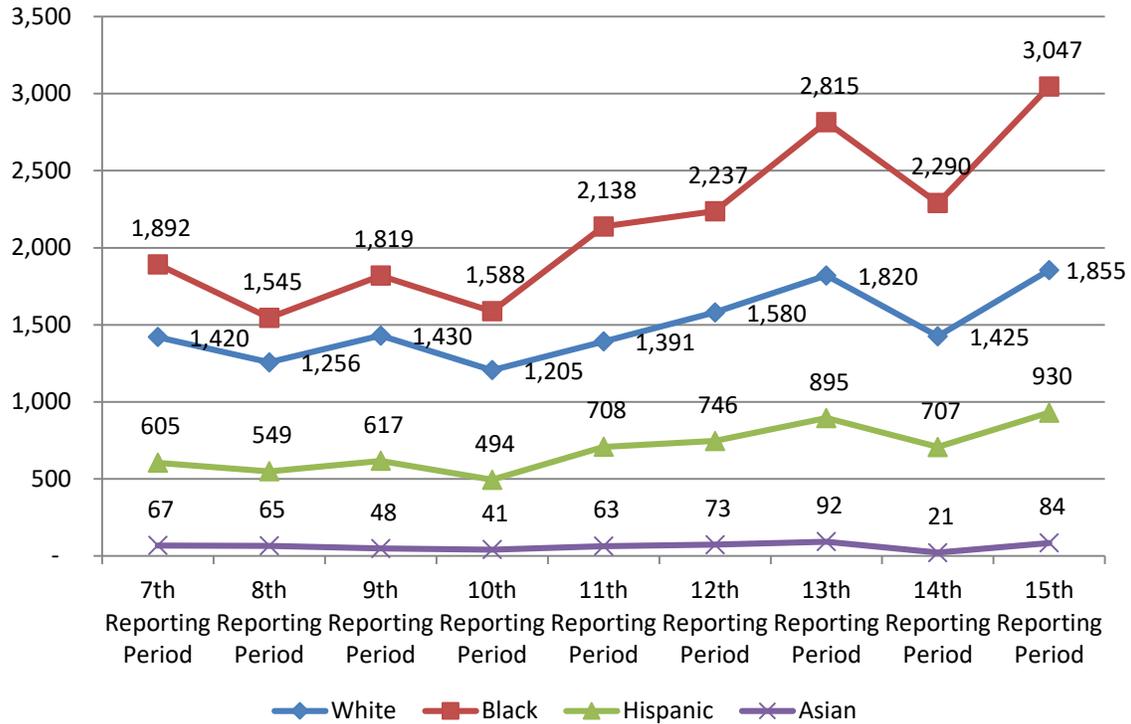
Across Troops, there is variation in the racial/ethnic distribution of individuals arrested based on warrants. Black individuals were the largest proportion of wanted persons arrested, ranging between 43% in Troop D and 59% in Troop C of these arrests across troops. White individuals were between 29% in Troops B and C and 34% in Troop A. Hispanic individuals were between 11% in Troop C and 22% in Troops B and D. Asian individuals, typically a smaller proportion of arrests of wanted persons, were between 1% in Troops A, C, and D and 3% in Troop B in the current reporting period.

Figure One Hundred-Four: Racial/Ethnic Distribution of Wanted Persons³⁸
 January 1, 2016 – June 30, 2016



³⁸ Consistent with the previous sections of this report, Other, non-Troop stations is not included in this discussion due to the small number of total wanted persons. There were four wanted persons in Other, non-Troop station; two individuals were White and two individuals were Black, making for an even representation of both racial/ethnic groups (50%).

Figure One Hundred-Five: Racial/Ethnic Distribution of Wanted Persons
 January 1, 2012 – June 30, 2016



The total number of arrests of wanted persons increased by 1,438 arrests, or 32%, since the previous reporting period. Inconsistent with the previous reporting period where there was a decrease in number of all racial/ethnic groups, there were increases across all racial/ethnic groups in the current reporting period. There were 757 additional Black individuals identified as wanted persons, a 33% increase. There were 430 additional wanted persons who were White, a 30% increase and 223 additional wanted persons who were Hispanic, a 32% increase. There was only a slight numeric increase for Asian individuals, 63 additional wanted persons, a 300% increase. Again, there should be caution with interpreting smaller numbers, as percentage increases can seem exaggerated. Consistent with previous reporting periods, Black individuals remain the largest proportion of those identified as wanted persons. In the current reporting period, Black individuals had the largest number of wanted persons across all depicted reporting periods.

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

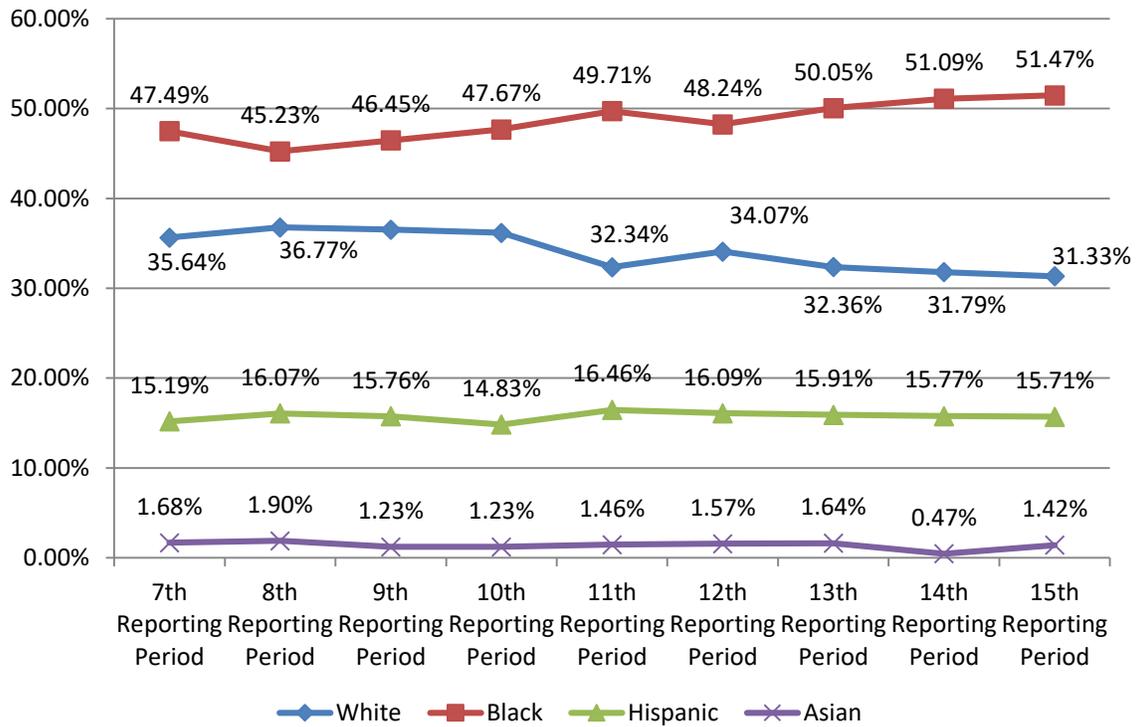
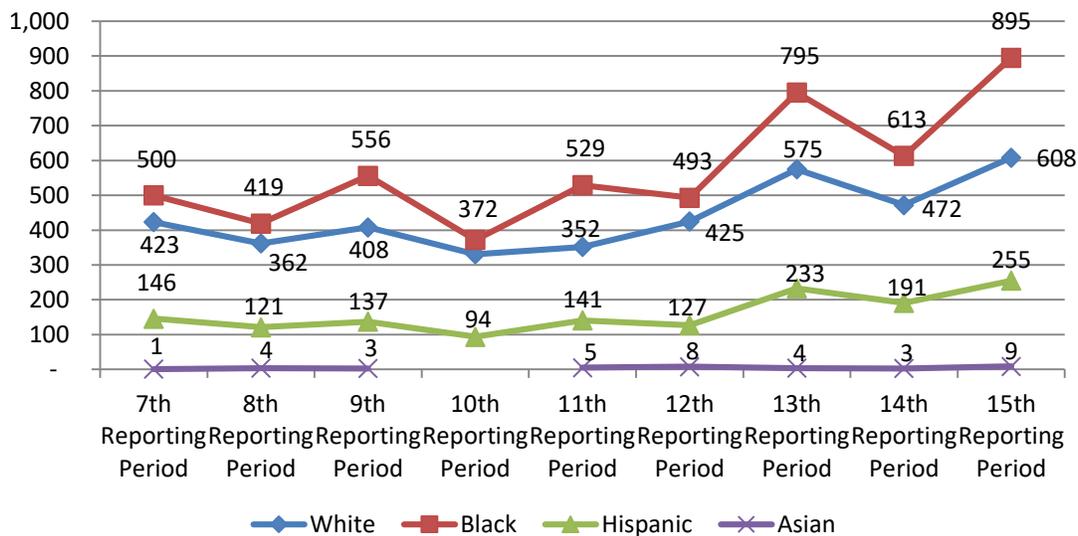


Figure One Hundred-Five A depicts the proportional trends of the racial/ethnic distributions of wanted persons from the 7th to the current reporting period. From the 7th to the current reporting period, there were slight changes across racial/ethnic groups. White drivers experienced a four percentage point decrease while Black drivers experienced a four percentage point decrease. Hispanic and Asian drivers experienced less than one percentage point change. The proportions of each racial/ethnic group were relatively consistent across all reporting periods depicted. From one reporting period to the next, there is an average one half percentage point change; this is consistent with all racial/ethnic groups from the 14th to the current reporting period. Each racial/ethnic group experienced less than a half of a percentage point change.

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

January 2012 – June 2016

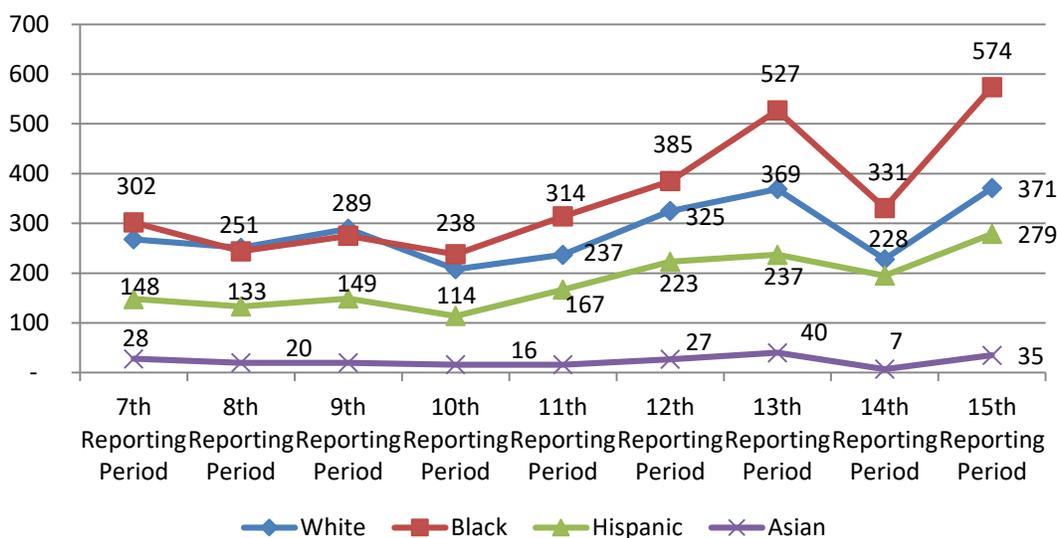


The number of arrests of wanted persons in the current reporting period increased by 486, 38%, in Troop A. Consistent with the Division as a whole, there were increases for all

racial/ethnic groups. There were 282 additional Black individuals arrested as wanted persons, a 46% increase. There were 136 additional wanted persons who were White, a 29% increase and 64 additional wanted persons who were Hispanic, a 34% increase. In the current reporting period, there were six additional Asian individuals arrested as a wanted person, a 200% increase.

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

January 2012 – June 2016

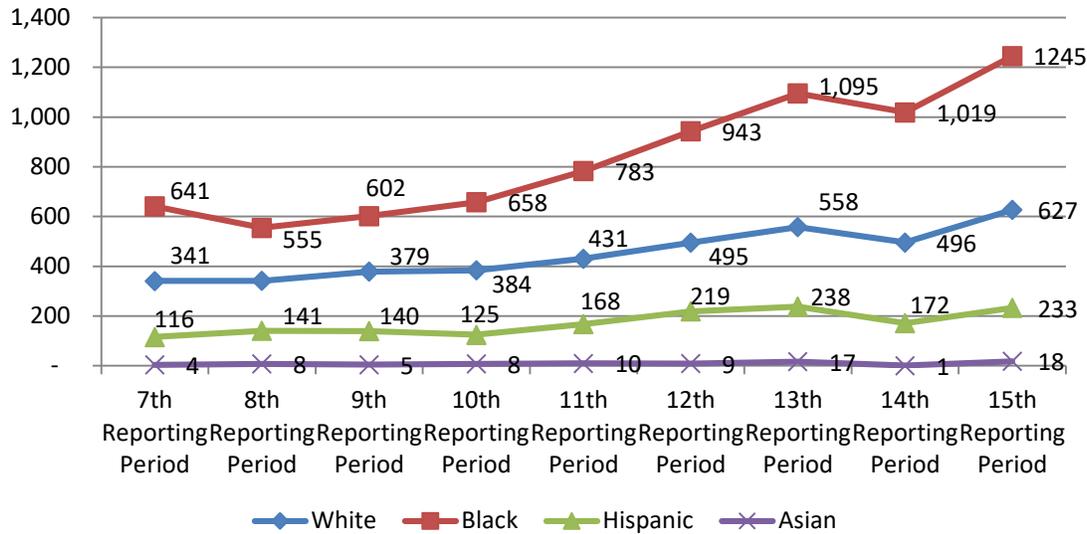


Troop B made 484 additional arrests of wanted persons, a 62% increase in the current reporting period. The number of Black individuals increased 243, or 73%, in the current reporting period. The number of

White individuals identified as wanted persons increased by 143, or 63%. The number of wanted persons who were Hispanic increased by 84, or 43% and Asian individuals identified as wanted persons increased by 28, or 400% in the current reporting period.

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

January 2012 – June 2016

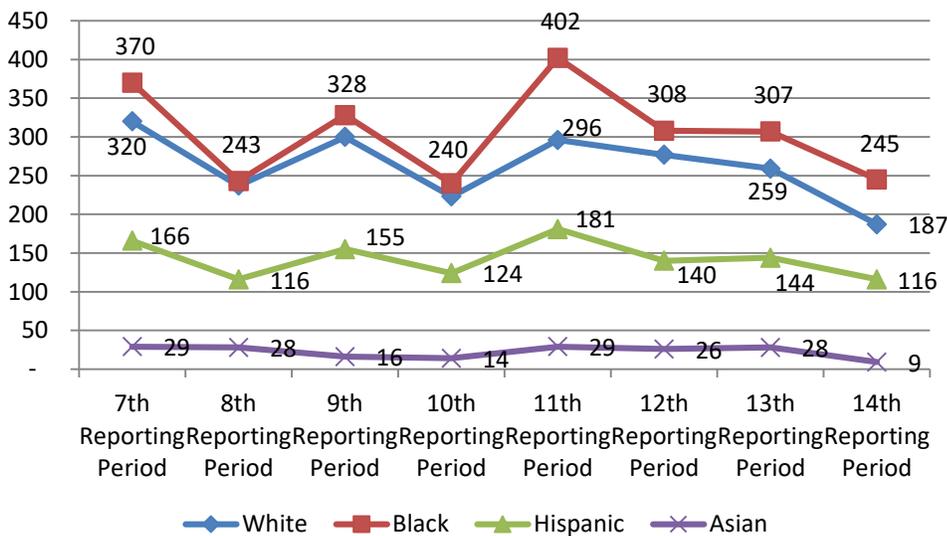


The number of wanted persons in Troop C increased by 428, or 25%, in the current reporting period. Consistent with Troops A and B, and Division-wide, there were increases in the number of wanted

persons across all racial/ethnic groups in Troop C. The number of wanted persons who were Black increased by 226, or 22%. This is the largest number of Black individuals identified as wanted persons across all reporting periods depicted, and the largest difference between Black and White individuals, 618 wanted persons. The number of White individuals identified as wanted persons increased by 131, or 26%. There were 61 additional wanted persons who were Hispanic, a 35% increase. The number of Asian individuals identified as wanted persons increased by 17 in the current reporting period, a large numerical and proportional increase since the previous reporting period.

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

January 2012 – June 2016



Similar to Troops A, B, and C, the number of arrests of wanted persons increased for Troop D, but only by 196, or 35%, in the current reporting period. This is the smallest increase Division-wide. The number of wanted persons who were Black increased by 86, 35%. The number of wanted persons who were White increased by 60, 32%. The number of Hispanic individuals identified as

wanted persons increased by 47, a 41% increase. The number of Asian individuals identified as wanted persons increased by 13, or 144% in the current reporting period.

As mentioned throughout this report, there was a re-categorization of motor vehicle stops in the current reporting period to more accurately reflect stops in appropriate troops. Thus, the individuals in these stops vary across troops as well. Other, non-Troop stations had four individuals identified as wanted persons. Two of these individuals were White and two of these individuals were Black.

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

Summary

This report details the volume of motor vehicle stop-related activity between January 1, 2016 to June 30, 2016. The data indicate a 22% increase in the total number of stops reported from the previous reporting period and that White drivers continue to be involved in the majority (59%) of interactions between motorists and the State Police. Data in this reporting period indicate that the proportions of White drivers who were stopped, involved in post-stop interactions, were involved in consent to search requests, were frisked, had a canine deployment, or who had evidence seized were larger than the corresponding proportions of Black, Hispanic, Asian, American Indian, and Other drivers in each of these observed law enforcement categories in the current reporting period.

As noted throughout this report, the proportions of Black drivers involved in specific post-stop activities were high. Black drivers were involved in 39% of stops with post-stop activities, but only 20% of all motor vehicle stops. Black drivers made up the majority of stops involving vehicle exits, probable cause searches, use of force, and charges filed in the current reporting period. The volumes of stops involving uses of force, however, were low. Thus, the current racial/ethnic distributions observed have the potential to change more substantially in future reporting periods. Nonetheless, Black individuals also made up the largest proportion of those arrested and those arrested without charges in the current reporting period. Black drivers also continue to make up the largest proportion of wanted persons. Specifically, Black drivers were 50% of those arrested and not charged and 52% of all wanted persons. As noted in previous reporting periods and in this report, Black drivers were more likely to have outstanding warrants. Thus, the trooper has no discretion and must arrest the individual, which may be related to the larger proportion of Black individuals arrested or Black drivers who were arrested and searched.

Hispanic drivers were involved in 17% of all stops with post-stop interactions. Yet, they were involved in only 14% of all motor vehicle stops. Despite these smaller proportions of Hispanic drivers, this racial/ethnic group was involved in 23% of stops with uses of force and 24% of stops with frisks. As noted in previous reporting periods, Hispanic individuals remain a high proportion of those charged with DWI, 25%.

In general, in this report, patterns observed Division-wide were generally consistent across Troops. Compared to previous reporting periods, there are variations noted for certain Troops across particular law enforcement procedures. Historically, White drivers were the largest proportion of stops and of each activity across Troops; however, in the current reporting period, Black drivers were the largest proportion for some noted activities across Troops as noted above. Stop reasons were consistent across Troops; moving warnings remain the most common to varying degrees. Consistent with the previous reporting period, there was a more marked increase in warnings as an outcome for moving violations noted in the current reporting period across all Troops. Each Troop conducts a roughly similar proportion of each type of post-stop activity in the current reporting period. There are some exceptions noted, however, especially among rare activities like uses of force and canine deployments.

The Court's decision in Witt had a clear impact on motor vehicle stop data in the current reporting period. This is the first full reporting period after the Court's decision in Witt. As expected, stops involving probable cause searches increased by 44%, noticeably larger than the 6% increase in stops with probable cause searches and the 8% increase in all post-stop activities in the current reporting period. Also, as expected, stops involving consent to search requests decreased markedly, 90%, in the current reporting period.

Though there was a considerable increase in the volume of probable cause searches, this increase was not consistent across racial/ethnic groups. Black drivers were involved in the largest number and percentage increase of probable cause searches. State Police should conduct further analysis into this trend and continuing disproportionality.

OLEPS remains committed to continuing the progress in producing these data and to further promulgate biased free policing.

A010-Metro South

Troop A

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied		1					1
<i>% of Total</i>		100.0%					100.0%
Granted	2	2	1				5
<i>% of Total</i>	40.0%	40.0%	20.0%				100.0%
Withdrawn							0
<i>% of Total</i>							0.0%
Total Requests	2	3	1	-	-	-	6
<i>% of Total</i>	33.3%	50.0%	16.7%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	101	120	56	1	5	1	284
<i>% of Total</i>	35.6%	42.3%	19.7%	0.4%	1.8%	0.4%	4.0%
Moving Warning	847	690	294	1	39	4	1,875
<i>% of Total</i>	45.2%	36.8%	15.7%	0.1%	2.1%	0.2%	26.3%
Non-Moving Summons	205	393	249		6	3	856
<i>% of Total</i>	23.9%	45.9%	29.1%		0.7%	0.4%	12.0%
Non-Moving Warning	793	870	333	4	14	3	2,017
<i>% of Total</i>	39.3%	43.1%	16.5%	0.2%	0.7%	0.1%	28.3%
Mixed	296	387	285		11	1	980
<i>% of Total</i>	30.2%	39.5%	29.1%		1.1%	0.1%	13.7%
No Enforcement	544	378	181		5	15	1,123
<i>% of Total</i>	48.4%	33.7%	16.1%		0.4%	1.3%	15.7%
Total	2,786	2,838	1,398	6	80	27	7,135
<i>% of Total</i>	39.0%	39.8%	19.6%	0.1%	1.1%	0.4%	100.0%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	36	54	24	-	-	1	115
<i>% of Total</i>	31.3%	47.0%	20.9%	0.0%	0.0%	0.9%	100.0%

A010-Metro South

Troop A

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

January 1, 2016 - June 30, 2016

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	288	28	20		5		341
<i>% of Total</i>	84.5%	8.2%	5.9%		1.5%		6.1%
Moving Warning	1,936	231	120	2	23	10	2,322
<i>% of Total</i>	83.4%	9.9%	5.2%	0.1%	1.0%	0.4%	41.8%
Non-Moving Summons	558	92	57		5	1	713
<i>% of Total</i>	78.3%	12.9%	8.0%		0.7%	0.1%	12.8%
Non-Moving Warning	763	147	75		1		986
<i>% of Total</i>	77.4%	14.9%	7.6%		0.1%		17.8%
Mixed	275	73	43		2	1	394
<i>% of Total</i>	69.8%	18.5%	10.9%		0.5%	0.3%	7.1%
No Enforcement	652	81	41		9	10	793
<i>% of Total</i>	82.2%	10.2%	5.2%		1.1%	1.3%	14.3%
Total	4,472	652	356	2	45	22	5,549
<i>% of Total</i>	80.6%	11.7%	6.4%	0.0%	0.8%	0.4%	100.0%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	37	8	3	-	-	1	49
<i>% of Total</i>	75.5%	16.3%	6.1%	0.0%	0.0%	2.0%	100.0%

A010-Metro South

Troop A

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

January 1, 2016 - June 30, 2016

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	181	81	52	2	16	1	333
<i>% of Total</i>	54.4%	24.3%	15.6%	0.6%	4.8%	0.3%	5.2%
Moving Warning	1,308	412	237	7	54	3	2,021
<i>% of Total</i>	64.7%	20.4%	11.7%	0.3%	2.7%	0.1%	31.3%
Non-Moving Summons	318	182	144	1	6	1	652
<i>% of Total</i>	48.8%	27.9%	22.1%	0.2%	0.9%	0.2%	10.1%
Non-Moving Warning	1,004	423	303	7	31	2	1,770
<i>% of Total</i>	56.7%	23.9%	17.1%	0.4%	1.8%	0.1%	27.4%
Mixed	531	229	165	2	25	4	956
<i>% of Total</i>	55.5%	24.0%	17.3%	0.2%	2.6%	0.4%	14.8%
No Enforcement	509	128	72		13	11	733
<i>% of Total</i>	69.4%	17.5%	9.8%		1.8%	1.5%	11.3%
Total	3,851	1,455	973	19	145	22	6,465
<i>% of Total</i>	59.6%	22.5%	15.1%	0.3%	2.2%	0.3%	100.0%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	28	23	14	-	-	1	66
<i>% of Total</i>	42.4%	34.8%	21.2%	0.0%	0.0%	1.5%	100.0%

A010-Metro South

Troop A

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

January 1, 2016 - June 30, 2016

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	234	52	33		6		325
<i>% of Total</i>	72.0%	16.0%	10.2%		1.8%		5.1%
Moving Warning	1,397	386	186	1	20	2	1,992
<i>% of Total</i>	70.1%	19.4%	9.3%	0.1%	1.0%	0.1%	31.1%
Non-Moving Summons	532	284	158	1	1	2	978
<i>% of Total</i>	54.4%	29.0%	16.2%	0.1%	0.1%	0.2%	5.1%
Non-Moving Warning	871	330	142		8	2	1,353
<i>% of Total</i>	64.4%	24.4%	10.5%		0.6%	0.1%	21.1%
Mixed	601	259	133		10	3	1,006
<i>% of Total</i>	59.7%	25.7%	13.2%		1.0%	0.3%	15.7%
No Enforcement	537	139	72		2	7	757
<i>% of Total</i>	70.9%	18.4%	9.5%		0.3%	0.9%	11.8%
Total	4,172	1,450	724	2	47	16	6,411
<i>% of Total</i>	65.1%	22.6%	11.3%	0.0%	0.7%	0.2%	100.0%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	48	41	17	-	-	-	106
<i>% of Total</i>	45.3%	38.7%	16.0%	0.0%	0.0%	0.0%	100.0%

A010-Metro South

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2016 - June 30, 2016

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

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic American Indian	Asian	Total
DWI	48	18	7		73
<i>% of Total</i>	65.8%	24.7%	9.6%		9.2%
Obstruction	108	175	40		323
<i>% of Total</i>	33.4%	54.2%	12.4%		40.7%
Paraphernalia	43	22	10		75
<i>% of Total</i>	57.3%	29.3%	13.3%		9.5%
Possession	77	89	30		196
<i>% of Total</i>	39.3%	45.4%	15.3%		24.7%
Weapons	9	16	5		30
<i>% of Total</i>	30.0%	53.3%	16.7%		3.8%
Other	6	11	2		19
<i>% of Total</i>	31.6%	57.9%	10.5%		2.4%
No Charges Filed	15	48	13	1	77
<i>% of Total</i>	19.5%	62.3%	16.9%	1.3%	9.7%
Total	306	379	107	1	793
<i>% of Total</i>	38.6%	47.8%	13.5%	0.0%	100.0%

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2016 - June 30, 2016

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

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied		1					1
<i>% of Total</i>		100.0%					100.0%
Granted		3					3
<i>% of Total</i>		100.0%					100.0%
Withdrawn							-
<i>% of Total</i>							0.0%
Total Requests	-	4	-	-	-	-	4
<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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	211	112	40		24		387
<i>% of Total</i>	54.5%	28.9%	10.3%		6.2%		7.0%
Moving Warning	1,265	503	120	1	44		1,933
<i>% of Total</i>	65.4%	26.0%	6.2%	0.1%	2.3%		34.7%
Non-Moving Summons	417	298	98		9	1	823
<i>% of Total</i>	50.7%	36.2%	11.9%		1.1%	0.1%	14.8%
Non-Moving Warning	565	317	62		16		960
<i>% of Total</i>	58.9%	33.0%	6.5%		1.7%		17.3%
Mixed	408	247	114		15	2	786
<i>% of Total</i>	51.9%	31.4%	14.5%		1.9%	0.3%	14.1%
No Enforcement	439	169	46		11	11	676
<i>% of Total</i>	64.9%	25.0%	6.8%		1.6%	1.6%	12.1%
Total	3,305	1,646	480	1	119	14	5,565
<i>% of Total</i>	59.4%	29.6%	8.6%	0.0%	2.1%	0.3%	100.0%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	17	22	5	-	1	-	45
<i>% of Total</i>	37.8%	48.9%	11.1%	0.0%	2.2%	0.0%	100.0%

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

January 1, 2016 - June 30, 2016

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	902	317	150	2	96	3	1,470
<i>% of Total</i>	61.4%	21.6%	10.2%	0.1%	6.5%	0.2%	15.2%
Moving Warning	2,373	748	318	3	175	3	3,620
<i>% of Total</i>	65.6%	20.7%	8.8%	0.1%	4.8%	0.1%	37.5%
Non-Moving Summons	408	196	95	1	29	1	730
<i>% of Total</i>	55.9%	26.8%	13.0%	0.1%	4.0%	0.1%	7.6%
Non-Moving Warning	410	221	101	1	39	2	774
<i>% of Total</i>	53.0%	28.6%	13.0%	0.1%	5.0%	0.3%	8.0%
Mixed	803	414	190	3	47	1	1,458
<i>% of Total</i>	55.1%	28.4%	13.0%	0.2%	3.2%	0.1%	15.1%
No Enforcement	1,080	305	145	1	42	21	1,594
<i>% of Total</i>	67.8%	19.1%	9.1%	0.1%	2.6%	1.3%	16.5%
Total	5,976	2,201	999	11	428	31	9,646
<i>% of Total</i>	62.0%	22.8%	10.4%	0.1%	4.4%	0.3%	100.0%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	39	37	8	-	6	-	90
<i>% of Total</i>	43.3%	41.1%	8.9%	0.0%	6.7%	0.0%	100.0%

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Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2014 - June 30, 2014

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

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic American Indian	Asian	Total
DWI	104	43	43	4	194
<i>% of Total</i>	53.6%	22.2%	22.2%	2.1%	24.2%
Obstruction	82	148	32	5	267
<i>% of Total</i>	30.7%	55.4%	12.0%	1.9%	33.3%
Paraphernalia	25	30	2	3	60
<i>% of Total</i>	41.7%	50.0%	3.3%	5.0%	7.5%
Possession	56	69	12	8	145
<i>% of Total</i>	38.6%	47.6%	8.3%	5.5%	18.1%
Weapons	5	1			6
<i>% of Total</i>	83.3%	16.7%			0.7%
Other	4	6	2		12
<i>% of Total</i>	33.3%	50.0%	16.7%		1.5%
No Charges Filed	26	57	26	8	117
<i>% of Total</i>	22.2%	48.7%	22.2%	6.8%	14.6%
Total	302	354	117	28	801
<i>% of Total</i>	37.7%	44.2%	14.6%	0.0%	3.5%

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2016 - June 30, 2016

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

A010-Metro South

Troop A

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

January 1, 2016 - June 30, 2016

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	790	308	129	3	73		1,303
<i>% of Total</i>	60.6%	23.6%	9.9%	0.2%	5.6%		15.8%
Moving Warning	1,803	790	287	6	130		3,016
<i>% of Total</i>	59.8%	26.2%	9.5%	0.2%	4.3%		36.5%
Non-Moving Summons	457	270	120	1	14	1	863
<i>% of Total</i>	53.0%	31.3%	13.9%	0.1%	1.6%	0.1%	10.4%
Non-Moving Warning	367	250	84		24	1	726
<i>% of Total</i>	50.6%	34.4%	11.6%		3.3%	0.1%	8.8%
Mixed	614	391	173	2	30	3	1,213
<i>% of Total</i>	50.6%	32.2%	14.3%	0.2%	2.5%	0.2%	14.7%
No Enforcement	678	312	93	2	40	13	1,138
<i>% of Total</i>	59.6%	27.4%	8.2%	0.2%	3.5%	1.1%	13.8%
Total	4,709	2,321	886	14	311	18	8,259
<i>% of Total</i>	57.0%	28.1%	10.7%	0.2%	3.8%	0.2%	100.0%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	97	32	16	-	3	2	150
<i>% of Total</i>	64.7%	21.3%	10.7%	0.0%	2.0%	1.3%	100.0%

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Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2016 - June 30, 2016

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

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic American Indian	Asian	Total	
DWI	104	43	43	4	194	
<i>% of Total</i>	53.6%	22.2%	22.2%	2.1%	24.2%	
Obstruction	82	148	32	5	267	
<i>% of Total</i>	30.7%	55.4%	12.0%	1.9%	33.3%	
Paraphernalia	25	30	2	3	60	
<i>% of Total</i>	41.7%	50.0%	3.3%	5.0%	7.5%	
Possession	56	69	12	8	145	
<i>% of Total</i>	38.6%	47.6%	8.3%	5.5%	18.1%	
Weapons	5	1			6	
<i>% of Total</i>	83.3%	16.7%			0.7%	
Other	4	6	2		12	
<i>% of Total</i>	33.3%	50.0%	16.7%		1.5%	
No Charges Filed	26	57	26	8	117	
<i>% of Total</i>	22.2%	48.7%	22.2%	6.8%	14.6%	
Total	302	354	117	28	801	
<i>% of Total</i>	37.7%	44.2%	14.6%	0.0%	3.5%	100.0%

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2016 - June 30, 2016

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

A010-Metro South

Troop A

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

January 1, 2016 - June 30, 2016

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	324	89	56	2	26		497
<i>% of Total</i>	65.2%	17.9%	11.3%	0.4%	5.2%		9.6%
Moving Warning	825	390	158	3	48	1	1,425
<i>% of Total</i>	57.9%	27.4%	11.1%	0.2%	3.4%	0.1%	27.4%
Non-Moving Summons	685	312	174	1	10	2	1,184
<i>% of Total</i>	57.9%	26.4%	14.7%	0.1%	0.8%	0.2%	22.8%
Non-Moving Warning	280	211	99		8	1	599
<i>% of Total</i>	46.7%	35.2%	16.5%		1.3%	0.2%	11.5%
Mixed	320	185	164	2	15		686
<i>% of Total</i>	46.6%	27.0%	23.9%	0.3%	2.2%		13.2%
No Enforcement	483	178	130	1	12	7	811
<i>% of Total</i>	59.6%	21.9%	16.0%	0.1%	1.5%	0.9%	15.6%
Total	2,917	1,365	781	9	119	11	5,202
<i>% of Total</i>	56.1%	26.2%	15.0%	0.2%	2.3%	0.2%	100.0%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	16	25	10	-	1	-	52
<i>% of Total</i>	30.8%	48.1%	19.2%	0.0%	1.9%	0.0%	100.0%

A010-Metro South

Troop A

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic American Indian	Asian	Other	Total
Moving		1			1	2
<i>% of Total</i>		50.0%			50.0%	18.2%
Non-Moving						-
<i>% of Total</i>						0.0%
No Reason Provided	2	3	2		2	9
<i>% of Total</i>	22.2%	33.3%	22.2%		22.2%	81.8%
Total	2	4	2	-	-	3
<i>% of Total</i>	18.2%	36.4%	18.2%	0.0%	0.0%	27.3%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic American Indian	Asian	Other	Total
Vehicle Exits						-
<i>% of Total</i>						0.0%
Occupant Frisks						-
<i>% of Total</i>						0.0%
Non-Consensual Searches						-
<i>% of Total</i>						0.0%
Canine Deployments						-
<i>% of Total</i>						0.0%
Arrests						-
<i>% of Total</i>						0.0%
Total	-	-	-	-	-	-
<i>% of Total</i>	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

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

January 1, 2016 - June 30, 2016

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

A010-Metro South

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2016 - June 30, 2016

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

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2016 - June 30, 2016

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

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2016 - June 30, 2016

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

B020-Hope

Troop B

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

January 1, 2016 - June 30, 2016

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Other	Total
Moving Summons	636	264	228	3	168	8	1,307
<i>% of Total</i>	48.7%	20.2%	17.4%	0.2%	12.9%	0.6%	18.0%
Moving Warning	2,222	592	496	3	273	8	3,594
<i>% of Total</i>	61.8%	16.5%	13.8%	0.1%	7.6%	0.2%	49.4%
Non-Moving Summons	220	76	70		24	4	394
<i>% of Total</i>	55.8%	19.3%	17.8%		6.1%	1.0%	5.4%
Non-Moving Warning	363	130	89		26	4	612
<i>% of Total</i>	59.3%	21.2%	14.5%		4.2%	0.7%	8.4%
Mixed	290	165	120		48	5	628
<i>% of Total</i>	46.2%	26.3%	19.1%		7.6%	0.8%	8.6%
No Enforcement	457	128	99	1	39	10	734
<i>% of Total</i>	62.3%	17.4%	13.5%	0.1%	5.3%	1.4%	10.1%
Total	4,188	1,355	1,102	7	578	39	7,269
<i>% of Total</i>	57.6%	18.6%	15.2%	0.1%	8.0%	0.5%	100.0%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Other	Total
Total Stops with Seizures	35	46	13	-	5	1	100
<i>% of Total</i>	35.0%	46.0%	13.0%	0.0%	5.0%	1.0%	100.0%

B050-Sussex

Troop B

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

January 1, 2016 - June 30, 2016

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	296	15	24		21	1	357
<i>% of Total</i>	82.9%	4.2%	6.7%		5.9%	0.3%	5.8%
Moving Warning	2,518	107	157	5	71	4	2,862
<i>% of Total</i>	88.0%	3.7%	5.5%	0.2%	2.5%	0.1%	46.7%
Non-Moving Summons	180	15	14		4		213
<i>% of Total</i>	84.5%	7.0%	6.6%		1.9%		3.5%
Non-Moving Warning	1,033	50	65		17	5	1,170
<i>% of Total</i>	88.3%	4.3%	5.6%		1.5%	0.4%	19.1%
Mixed	359	26	25		11	1	422
<i>% of Total</i>	85.1%	6.2%	5.9%		2.6%	0.2%	6.9%
No Enforcement	957	43	60	1	15	29	1,105
<i>% of Total</i>	86.6%	3.9%	5.4%	0.1%	1.4%	2.6%	18.0%
Total	5,343	256	345	6	139	40	6,129
<i>% of Total</i>	87.2%	4.2%	5.6%	0.1%	2.3%	0.7%	100.0%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	32	8	4	-	1	-	45
<i>% of Total</i>	71.1%	17.8%	8.9%	0.0%	2.2%	0.0%	100.0%

B060-Totowa

Troop B

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Other	Total
Denied							-
<i>% of Total</i>							0.0%
Granted	4	2					6
<i>% of Total</i>	66.7%	33.3%					100.0%
Withdrawn							-
<i>% of Total</i>							0.0%
Total Requests	4	2	-	-	-	-	6
<i>% of Total</i>	66.7%	33.3%	0.0%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Other	Total
Moving Summons	616	261	391	6	200	12	1,486
<i>% of Total</i>	41.5%	17.6%	26.3%	0.4%	13.5%	0.8%	12.2%
Moving Warning	2,825	1,185	1,367	10	619	14	6,020
<i>% of Total</i>	46.9%	19.7%	22.7%	0.2%	10.3%	0.2%	49.4%
Non-Moving Summons	151	134	220		33	3	541
<i>% of Total</i>	27.9%	24.8%	40.7%		6.1%	0.6%	4.4%
Non-Moving Warning	406	271	363	2	86		1,128
<i>% of Total</i>	36.0%	24.0%	32.2%	0.2%	7.6%		9.3%
Mixed	263	248	284	1	62	5	863
<i>% of Total</i>	30.5%	28.7%	32.9%	0.1%	7.2%	0.6%	7.1%
No Enforcement	1,095	354	510	13	135	41	2,148
<i>% of Total</i>	51.0%	16.5%	23.7%	0.6%	6.3%	1.9%	17.6%
Total	5,356	2,453	3,135	32	1,135	75	12,186
<i>% of Total</i>	44.0%	20.1%	25.7%	0.3%	9.3%	0.6%	100.0%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Other	Total
Total Stops with Seizures	45	39	38	-	6	4	132
<i>% of Total</i>	34.1%	29.5%	28.8%	0.0%	4.5%	3.0%	100.0%

B080-Netcong

Troop B

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

January 1, 2016 - June 30, 2016

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,303	259	353	6	264	4	2,189
<i>% of Total</i>	59.5%	11.8%	16.1%	0.3%	12.1%	0.2%	14.5%
Moving Warning	4,538	982	984	43	494	14	7,055
<i>% of Total</i>	64.3%	13.9%	13.9%	0.6%	7.0%	0.2%	46.8%
Non-Moving Summons	478	145	197	3	68	5	896
<i>% of Total</i>	53.3%	16.2%	22.0%	0.3%	7.6%	0.6%	5.9%
Non-Moving Warning	811	212	301	14	69	1	1,408
<i>% of Total</i>	57.6%	15.1%	21.4%	1.0%	4.9%	0.1%	9.3%
Mixed	569	191	219	1	103	6	1,089
<i>% of Total</i>	52.2%	17.5%	20.1%	0.1%	9.5%	0.6%	7.2%
No Enforcement	1,527	349	386	5	134	46	2,447
<i>% of Total</i>	62.4%	14.3%	15.8%	0.2%	5.5%	1.9%	16.2%
Total	9,226	2,138	2,440	72	1,132	76	15,084
<i>% of Total</i>	61.2%	14.2%	16.2%	0.5%	7.5%	0.5%	100.0%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	81	35	26	-	7	5	154
<i>% of Total</i>	52.6%	22.7%	16.9%	0.0%	4.5%	3.2%	100.0%

B110-Perryville

Troop B

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Other	Total
Denied							-
<i>% of Total</i>							0.0%
Granted	3	1	1		1		6
<i>% of Total</i>	50.0%	16.7%	16.7%		16.7%		100.0%
Withdrawn							-
<i>% of Total</i>							0.0%
Total Requests	3	1	1	-	1	-	6
<i>% of Total</i>	50.0%	16.7%	16.7%	0.0%	16.7%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Other	Total
Moving Summons	1,012	404	330	2	265	5	2,018
<i>% of Total</i>	50.1%	20.0%	16.4%	0.1%	13.1%	0.2%	21.1%
Moving Warning	2,225	720	528	13	371	10	3,867
<i>% of Total</i>	57.5%	18.6%	13.7%	0.3%	9.6%	0.3%	40.4%
Non-Moving Summons	379	146	127	1	42	9	704
<i>% of Total</i>	53.8%	20.7%	18.0%	0.1%	6.0%	1.3%	7.4%
Non-Moving Warning	422	150	119		39	2	732
<i>% of Total</i>	57.7%	20.5%	16.3%		5.3%	0.3%	7.6%
Mixed	385	222	195	1	44		847
<i>% of Total</i>	45.5%	26.2%	23.0%	0.1%	5.2%		8.8%
No Enforcement	878	240	185	3	70	27	1,403
<i>% of Total</i>	62.6%	17.1%	13.2%	0.2%	5.0%	1.9%	14.7%
Total	5,301	1,882	1,484	20	831	53	9,571
<i>% of Total</i>	55.4%	19.7%	15.5%	0.2%	8.7%	0.6%	100.0%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Other	Total
Total Stops with Seizures	26	27	11	-	3	1	68
<i>% of Total</i>	38.2%	39.7%	16.2%	0.0%	4.4%	1.5%	100.0%

B130-Somerville

Troop B

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

January 1, 2016 - June 30, 2016

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	356	183	149	3	129	6	826
<i>% of Total</i>	43.1%	22.2%	18.0%	0.4%	15.6%	0.7%	5.9%
Moving Warning	4,056	1,688	1,264	12	1,015	13	8,048
<i>% of Total</i>	50.4%	21.0%	15.7%	0.1%	12.6%	0.2%	58.0%
Non-Moving Summons	143	133	85		38	4	403
<i>% of Total</i>	35.5%	33.0%	21.1%		9.4%	1.0%	2.9%
Non-Moving Warning	537	289	279		108	3	1,216
<i>% of Total</i>	44.2%	23.8%	22.9%		8.9%	0.2%	8.8%
Mixed	231	225	166	1	75	5	703
<i>% of Total</i>	32.9%	32.0%	23.6%	0.1%	10.7%	0.7%	5.1%
No Enforcement	1,388	588	418	10	239	47	2,690
<i>% of Total</i>	51.6%	21.9%	15.5%	0.4%	8.9%	1.7%	19.4%
Total	6,711	3,106	2,361	26	1,604	78	13,886
<i>% of Total</i>	48.3%	22.4%	17.0%	0.2%	11.6%	0.6%	100.0%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	40	45	32	-	8	5	130
<i>% of Total</i>	30.8%	34.6%	24.6%	0.0%	6.2%	3.8%	100.0%

B150-Washington

Troop B

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

January 1, 2016 - June 30, 2016

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Other	Total
Moving Summons	297	42	29	1	16	1	386
<i>% of Total</i>	76.9%	10.9%	7.5%	0.3%	4.1%	0.3%	7.0%
Moving Warning	2,304	227	177	3	86	3	2,800
<i>% of Total</i>	82.3%	8.1%	6.3%	0.1%	3.1%	0.1%	51.0%
Non-Moving Summons	278	30	24	1	9	1	343
<i>% of Total</i>	81.0%	8.7%	7.0%	0.3%	2.6%	0.3%	6.3%
Non-Moving Warning	773	65	57		21	2	918
<i>% of Total</i>	84.2%	7.1%	6.2%		2.3%	0.2%	16.7%
Mixed	213	41	34	1	10	2	301
<i>% of Total</i>	70.8%	13.6%	11.3%	0.3%	3.3%	0.7%	5.5%
No Enforcement	631	44	36	1	18	9	739
<i>% of Total</i>	85.4%	6.0%	4.9%	0.1%	2.4%	1.2%	13.5%
Total	4,496	449	357	7	160	18	5,487
<i>% of Total</i>	81.9%	8.2%	6.5%	0.1%	2.9%	0.3%	100.0%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Other	Total
Total Stops with Seizures	20	7	5	-	1	-	33
<i>% of Total</i>	60.6%	21.2%	15.2%		3.0%		100.0%

Other Stations

Troop B

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

January 1, 2016 - June 30, 2016

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	708	166	228		187	1	1,290
<i>% of Total</i>	54.9%	12.9%	17.7%		14.5%	0.1%	13.3%
Moving Warning	2,595	632	757	8	536	4	4,532
<i>% of Total</i>	57.3%	13.9%	16.7%	0.2%	11.8%	0.1%	46.8%
Non-Moving Summons	602	99	170		65	15	951
<i>% of Total</i>	63.3%	10.4%	17.9%		6.8%	1.6%	9.8%
Non-Moving Warning	237	101	108		40	1	487
<i>% of Total</i>	48.7%	20.7%	22.2%		8.2%	0.2%	5.0%
Mixed	234	92	108		46	2	482
<i>% of Total</i>	48.5%	19.1%	22.4%		9.5%	0.4%	5.0%
No Enforcement	920	592	271	4	98	56	1,941
<i>% of Total</i>	47.4%	30.5%	14.0%	0.2%	5.0%	2.9%	20.0%
Total	5,296	1,682	1,642	12	972	79	9,683
<i>% of Total</i>	54.7%	17.4%	17.0%	0.1%	10.0%	0.8%	100.0%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	13	13	6	-	-	2	34
<i>% of Total</i>	38.2%	38.2%	17.6%	0.0%	0.0%	5.9%	100.0%

C020-Bordentown

Troop C

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Other	Total
Denied			1				1
<i>% of Total</i>			100.0%				100.0%
Granted	1	2					3
<i>% of Total</i>	33.3%	66.7%					100.0%
Withdrawn							-
<i>% of Total</i>							0.0%
Total Requests	1	2	1	-	-	-	4
<i>% of Total</i>	25.0%	50.0%	25.0%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Other	Total
Moving Summons	845	530	155	11	141	5	1,687
<i>% of Total</i>	50.1%	31.4%	9.2%	0.7%	8.4%	0.3%	14.1%
Moving Warning	1,167	901	210	12	133	8	2,431
<i>% of Total</i>	48.0%	37.1%	8.6%	0.5%	5.5%	0.3%	20.3%
Non-Moving Summons	1,008	980	308	16	78	5	2,395
<i>% of Total</i>	42.1%	40.9%	12.9%	0.7%	3.3%	0.2%	20.0%
Non-Moving Warning	698	711	167	3	70	4	1,653
<i>% of Total</i>	42.2%	43.0%	10.1%	0.2%	4.2%	0.2%	13.8%
Mixed	369	422	156	6	51	5	1,009
<i>% of Total</i>	36.6%	41.8%	15.5%	0.6%	5.1%	0.5%	8.4%
No Enforcement	1,380	981	272	8	129	27	2,797
<i>% of Total</i>	49.3%	35.1%	9.7%	0.3%	4.6%	1.0%	23.4%
Total	5,467	4,525	1,268	56	602	54	11,972
<i>% of Total</i>	45.7%	37.8%	10.6%	0.5%	5.0%	0.5%	100.0%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Other	Total
Total Stops with Seizures	75	120	23	1	4	3	226
<i>% of Total</i>	33.2%	53.1%	10.2%	0.4%	1.8%	1.3%	100.0%

C040-Kingwood

Troop C

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

January 1, 2016 - June 30, 2016

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Other	Total
Moving Summons	726	54	41	3	80	4	908
<i>% of Total</i>	80.0%	5.9%	4.5%	0.3%	8.8%	0.4%	8.8%
Moving Warning	2,317	167	162	5	126	4	2,781
<i>% of Total</i>	83.3%	6.0%	5.8%	0.2%	4.5%	0.1%	26.8%
Non-Moving Summons	924	95	106	1	56	5	1,187
<i>% of Total</i>	77.8%	8.0%	8.9%	0.1%	4.7%	0.4%	11.5%
Non-Moving Warning	2,075	201	168	2	98	4	2,548
<i>% of Total</i>	81.4%	7.9%	6.6%	0.1%	3.8%	0.2%	24.6%
Mixed	856	98	77	1	66	1	1,099
<i>% of Total</i>	77.9%	8.9%	7.0%	0.1%	6.0%	0.1%	10.6%
No Enforcement	1,561	110	77	6	63	22	1,839
<i>% of Total</i>	84.9%	6.0%	4.2%	0.3%	3.4%	1.2%	17.7%
Total	8,459	725	631	18	489	40	10,362
<i>% of Total</i>	81.6%	7.0%	6.1%	0.2%	4.7%	0.4%	100.0%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Other	Total
Total Stops with Seizures	52	28	4	-	4	4	92
<i>% of Total</i>	56.5%	30.4%	4.3%	0.0%	4.3%	4.3%	100.0%

C060-Hamilton

Troop C

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

January 1, 2016 - June 30, 2016

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Other	Total
Moving Summons	1,329	438	191	11	161	4	2,134
<i>% of Total</i>	62.3%	20.5%	9.0%	0.5%	7.5%	0.2%	14.0%
Moving Warning	2,373	745	337	1	168	10	3,634
<i>% of Total</i>	65.3%	20.5%	9.3%	0.0%	4.6%	0.3%	23.9%
Non-Moving Summons	1,370	761	424	3	89	3	2,650
<i>% of Total</i>	51.7%	28.7%	16.0%	0.1%	3.4%	0.1%	17.4%
Non-Moving Warning	1,386	652	321	1	80	8	2,448
<i>% of Total</i>	56.6%	26.6%	13.1%	0.0%	3.3%	0.3%	16.1%
Mixed	568	405	252		51	7	1,283
<i>% of Total</i>	44.3%	31.6%	19.6%		4.0%	0.5%	8.4%
No Enforcement	1,933	635	364	3	108	29	3,072
<i>% of Total</i>	62.9%	20.7%	11.8%	0.1%	3.5%	0.9%	20.2%
Total	8,959	3,636	1,889	19	657	61	15,221
<i>% of Total</i>	58.86%	23.89%	12.41%	0.12%	4.32%	0.40%	100.00%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Other	Total
Total Stops with Seizures	45	63	20	-	2	4	134
<i>% of Total</i>	33.6%	47.0%	14.9%	0.0%	1.5%	3.0%	100.0%

C080-Red Lion

Troop C

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

January 1, 2016 - June 30, 2016

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	754	97	61	2	43	2	959
<i>% of Total</i>	<i>78.6%</i>	<i>10.1%</i>	<i>6.4%</i>	<i>0.2%</i>	<i>4.5%</i>	<i>0.2%</i>	<i>10.5%</i>
Moving Warning	2,234	336	134	2	81	13	2,800
<i>% of Total</i>	<i>79.79%</i>	<i>12.00%</i>	<i>4.79%</i>	<i>0.07%</i>	<i>2.89%</i>	<i>0.46%</i>	<i>30.64%</i>
Non-Moving Summons	871	161	84	1	28	3	1,148
<i>% of Total</i>	<i>75.9%</i>	<i>14.0%</i>	<i>7.3%</i>	<i>0.1%</i>	<i>2.4%</i>	<i>0.3%</i>	<i>12.6%</i>
Non-Moving Warning	1,049	220	90		39	3	1,401
<i>% of Total</i>	<i>74.9%</i>	<i>15.7%</i>	<i>6.4%</i>		<i>2.8%</i>	<i>0.2%</i>	<i>15.3%</i>
Mixed	585	117	74		22	3	801
<i>% of Total</i>	<i>73.0%</i>	<i>14.6%</i>	<i>9.2%</i>		<i>2.7%</i>	<i>0.4%</i>	<i>8.8%</i>
No Enforcement	1,525	303	129	1	56	16	2,030
<i>% of Total</i>	<i>75.1%</i>	<i>14.9%</i>	<i>6.4%</i>	<i>0.0%</i>	<i>2.8%</i>	<i>0.8%</i>	<i>22.2%</i>
Total	7,018	1,234	572	6	269	40	9,139
<i>% of Total</i>	<i>76.8%</i>	<i>13.5%</i>	<i>6.3%</i>	<i>0.1%</i>	<i>2.9%</i>	<i>0.4%</i>	<i>100.0%</i>

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	78	24	5	-	1	6	114
<i>% of Total</i>	<i>68.4%</i>	<i>21.1%</i>	<i>4.4%</i>	<i>0.0%</i>	<i>0.9%</i>	<i>5.3%</i>	<i>100.0%</i>

C120-Tuckerton

Troop C

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

January 1, 2016 - June 30, 2016

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	570	71	72	1	46	2	762
<i>% of Total</i>	74.8%	9.3%	9.4%	0.1%	6.0%	0.3%	9.1%
Moving Warning	1,683	132	112	3	79	3	2,012
<i>% of Total</i>	83.6%	6.6%	5.6%	0.1%	3.9%	0.1%	24.0%
Non-Moving Summons	942	125	124	1	27	2	1,221
<i>% of Total</i>	77.1%	10.2%	10.2%	0.1%	2.2%	0.2%	14.6%
Non-Moving Warning	1,707	170	161		52	3	2,093
<i>% of Total</i>	81.6%	8.1%	7.7%		2.5%	0.1%	25.0%
Mixed	759	92	104		41	2	998
<i>% of Total</i>	76.1%	9.2%	10.4%		4.1%	0.2%	11.9%
No Enforcement	1,099	100	63	2	32	5	1,301
<i>% of Total</i>	84.5%	7.7%	4.8%	0.2%	2.5%	0.4%	15.5%
Total	6,760	690	636	7	277	17	8,387
<i>% of Total</i>	80.6%	8.2%	7.6%	0.1%	3.3%	0.2%	100.0%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	65	27	17	-	3	3	115
<i>% of Total</i>	56.5%	23.5%	14.8%	0.0%	2.6%	2.6%	100.0%

C120-Tuckerton

Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2016 - June 30, 2016

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

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic American Indian	Asian	Total	
DWI	50	5	10	3	68	
<i>% of Total</i>	73.5%	7.4%	14.7%	4.4%	9.5%	
Obstruction	149	78	28	2	257	
<i>% of Total</i>	58.0%	30.4%	10.9%	0.8%	35.8%	
Paraphernalia	65	12	16	5	98	
<i>% of Total</i>	66.3%	12.2%	16.3%	5.1%	13.7%	
Possession	96	66	24	6	192	
<i>% of Total</i>	50.0%	34.4%	12.5%	3.1%	26.8%	
Weapons		3			3	
<i>% of Total</i>		100.0%			0.4%	
Other	5		2	2	9	
<i>% of Total</i>	55.6%		22.2%	22.2%	1.3%	
No Charges Filed	34	32	23	1	90	
<i>% of Total</i>	37.8%	35.6%	25.6%	1.1%	12.6%	
Total	399	196	103	-	19	717
<i>% of Total</i>	55.6%	27.3%	14.4%	0.0%	2.6%	100.0%

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2016 - June 30, 2016

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

Other Stations

Troop C

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

January 1, 2016 - June 30, 2016

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Other	Total
Moving Summons	269	96	36	3	20		424
<i>% of Total</i>	63.4%	22.6%	8.5%	0.7%	4.7%		8.0%
Moving Warning	445	266	112		57	1	881
<i>% of Total</i>	50.5%	30.2%	12.7%		6.5%	0.1%	16.7%
Non-Moving Summons	734	610	161	2	13	1	1,521
<i>% of Total</i>	48.3%	40.1%	10.6%	0.1%	0.9%	0.1%	28.8%
Non-Moving Warning	163	212	58		8		441
<i>% of Total</i>	37.0%	48.1%	13.2%		1.8%		8.3%
Mixed	160	191	91		15	1	458
<i>% of Total</i>	34.9%	41.7%	19.9%		3.3%	0.2%	8.7%
No Enforcement	756	574	179	2	38	14	1,563
<i>% of Total</i>	48.4%	36.7%	11.5%	0.1%	2.4%	0.9%	29.6%
Total	2,527	1,949	637	7	151	17	5,288
<i>% of Total</i>	47.8%	36.9%	12.0%	0.1%	2.9%	0.3%	100.0%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Other	Total
Total Stops with Seizures	37	92	12	-	-	-	141
<i>% of Total</i>	26.2%	65.2%	8.5%	0.0%	0.0%	0.0%	100.0%

Other Stations

Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Total
Total Persons Arrested	119	597	89	1	7	813
<i>% of Total</i>	<i>14.6%</i>	<i>73.4%</i>	<i>10.9%</i>	<i>0.1%</i>	<i>0.9%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Total
DWI	30	21	34	1	2	88
<i>% of Total</i>	<i>34.1%</i>	<i>23.9%</i>	<i>38.6%</i>	<i>1.1%</i>	<i>2.3%</i>	<i>8.1%</i>
Obstruction	45	403	38		5	491
<i>% of Total</i>	<i>9.2%</i>	<i>82.1%</i>	<i>7.7%</i>		<i>1.0%</i>	<i>45.0%</i>
Paraphernalia	34	39	6			79
<i>% of Total</i>	<i>43.0%</i>	<i>49.4%</i>	<i>7.6%</i>			<i>7.2%</i>
Possession	44	188	19			251
<i>% of Total</i>	<i>17.5%</i>	<i>74.9%</i>	<i>7.6%</i>			<i>23.0%</i>
Weapons		8	1			9
<i>% of Total</i>		<i>88.9%</i>	<i>11.1%</i>			<i>0.8%</i>
Other	7	12	2			21
<i>% of Total</i>	<i>33.3%</i>	<i>57.1%</i>	<i>9.5%</i>			<i>1.9%</i>
No Charges Filed	21	122	8			151
<i>% of Total</i>	<i>13.9%</i>	<i>80.8%</i>	<i>5.3%</i>			<i>13.9%</i>
Total	181	793	108	1	7	1,090
<i>% of Total</i>	<i>16.6%</i>	<i>72.8%</i>	<i>9.9%</i>	<i>0.1%</i>	<i>0.6%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Total
Total Wanted Persons	37	347	32	-	5	421
<i>% of Total</i>	<i>8.8%</i>	<i>82.4%</i>	<i>7.6%</i>	<i>0.0%</i>	<i>1.2%</i>	<i>100.0%</i>

D010-Cranbury

Troop D

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

January 1, 2016 - June 30, 2016

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Other	Total
Moving Summons	1,270	665	500	8	465	5	2,913
<i>% of Total</i>	43.6%	22.8%	17.2%	0.3%	16.0%	0.2%	29.0%
Moving Warning	1,073	508	321	3	213	2	2,120
<i>% of Total</i>	50.6%	24.0%	15.1%	0.1%	10.0%	0.1%	21.1%
Non-Moving Summons	559	310	229	2	130	67	1,297
<i>% of Total</i>	43.1%	23.9%	17.7%	0.2%	10.0%	5.2%	12.9%
Non-Moving Warning	151	95	85	1	34	3	369
<i>% of Total</i>	40.9%	25.7%	23.0%	0.3%	9.2%	0.8%	3.7%
Mixed	565	334	266	4	145	3	1,317
<i>% of Total</i>	42.9%	25.4%	20.2%	0.3%	11.0%	0.2%	13.1%
No Enforcement	1,038	457	332	7	141	64	2,039
<i>% of Total</i>	50.9%	22.4%	16.3%	0.3%	6.9%	3.1%	20.3%
Total	4,656	2,369	1,733	25	1,128	144	10,055
<i>% of Total</i>	46.3%	23.6%	17.2%	0.2%	11.2%	1.4%	100.0%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Other	Total
Total Stops with Seizures	16	29	10	-	4	1	60
<i>% of Total</i>	26.7%	48.3%	16.7%	0.0%	6.7%	1.7%	100.0%

D020-Moorestown

Troop D

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

January 1, 2016 - June 30, 2016

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Other	Total
Moving Summons	1,537	987	557	21	616	4	3,722
<i>% of Total</i>	41.3%	26.5%	15.0%	0.6%	16.6%	0.1%	30.5%
Moving Warning	1,576	824	345	6	254	6	3,011
<i>% of Total</i>	52.3%	27.4%	11.5%	0.2%	8.4%	0.2%	24.6%
Non-Moving Summons	490	296	165	5	101	49	1,106
<i>% of Total</i>	44.3%	26.8%	14.9%	0.5%	9.1%	4.4%	9.1%
Non-Moving Warning	248	111	63	2	32	2	458
<i>% of Total</i>	54.1%	24.2%	13.8%	0.4%	7.0%	0.4%	3.7%
Mixed	678	477	326	8	192	4	1,685
<i>% of Total</i>	40.2%	28.3%	19.3%	0.5%	11.4%	0.2%	13.8%
No Enforcement	1,160	579	275	5	171	46	2,236
<i>% of Total</i>	51.9%	25.9%	12.3%	0.2%	7.6%	2.1%	18.3%
Total	5,689	3,274	1,731	47	1,366	111	12,218
<i>% of Total</i>	46.6%	26.8%	14.2%	0.4%	11.2%	0.9%	100.0%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Other	Total
Total Stops with Seizures	32	69	18	-	6	1	126
<i>% of Total</i>	25.4%	54.8%	14.3%	0.0%	4.8%	0.8%	100.0%

D030-Newark

Troop D

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

January 1, 2016 - June 30, 2016

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Other	Total
Moving Summons	1,283	515	659	10	496	8	2,971
<i>% of Total</i>	43.2%	17.3%	22.2%	0.3%	16.7%	0.3%	23.8%
Moving Warning	2,482	709	939	19	562	11	4,722
<i>% of Total</i>	52.6%	15.0%	19.9%	0.4%	11.9%	0.2%	37.8%
Non-Moving Summons	399	181	277	2	149	509	1,517
<i>% of Total</i>	26.3%	11.9%	18.3%	0.1%	9.8%	33.6%	12.1%
Non-Moving Warning	228	101	137	1	76	3	546
<i>% of Total</i>	41.8%	18.5%	25.1%	0.2%	13.9%	0.5%	4.4%
Mixed	316	149	254	1	92	7	819
<i>% of Total</i>	38.6%	18.2%	31.0%	0.1%	11.2%	0.9%	6.6%
No Enforcement	989	341	404	1	124	65	1,924
<i>% of Total</i>	51.4%	17.7%	21.0%	0.1%	6.4%	3.4%	15.4%
Total	5,697	1,996	2,670	34	1,499	603	12,499
<i>% of Total</i>	45.6%	16.0%	21.4%	0.3%	12.0%	4.8%	100.0%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Other	Total
Total Stops with Seizures	21	13	3	-	2	1	40
<i>% of Total</i>	52.5%	32.5%	7.5%	0.0%	5.0%	2.5%	100.0%

E030-Bass River

Troop D

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

January 1, 2016 - June 30, 2016

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic American Indian	Asian	Other	Total	
Moving Summons	1,352	295	194	5	148	6	2,000
<i>% of Total</i>	67.6%	14.8%	9.7%	0.3%	7.4%	0.3%	17.8%
Moving Warning	3,347	378	227	5	148	7	4,112
<i>% of Total</i>	81.4%	9.2%	5.5%	0.1%	3.6%	0.2%	36.7%
Non-Moving Summons	835	119	112	1	52		1,119
<i>% of Total</i>	74.6%	10.6%	10.0%	0.1%	4.6%		10.0%
Non-Moving Warning	421	53	33	2	14	2	525
<i>% of Total</i>	80.2%	10.1%	6.3%	0.4%	2.7%	0.4%	4.7%
Mixed	944	176	161	1	65	3	1,350
<i>% of Total</i>	69.9%	13.0%	11.9%	0.1%	4.8%	0.2%	12.0%
No Enforcement	1,724	197	107		51	20	2,099
<i>% of Total</i>	82.1%	9.4%	5.1%		2.4%	1.0%	18.7%
Total	8,623	1,218	834	14	478	38	11,205
<i>% of Total</i>	77.0%	10.9%	7.4%	0.1%	4.3%	0.3%	100.0%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic American Indian	Asian	Other	Total	
Total Stops with Seizures	22	12	6	-	-	2	42
<i>% of Total</i>	52.4%	28.6%	14.3%	0.0%	0.0%	4.8%	100.0%

E030-Bass River

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2016 - June 30, 2016

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

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2016 - June 30, 2016

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

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2016 - June 30, 2016

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

E040-Bloomfield

Troop D

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

January 1, 2016 - June 30, 2016

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,362	601	378		322	7	2,670
<i>% of Total</i>	51.0%	22.5%	14.2%		12.1%	0.3%	24.0%
Moving Warning	2,594	1,024	643	5	416	4	4,686
<i>% of Total</i>	55.4%	21.9%	13.7%	0.1%	8.9%	0.1%	42.2%
Non-Moving Summons	408	164	167		86	2	827
<i>% of Total</i>	49.3%	19.8%	20.2%		10.4%	0.2%	7.4%
Non-Moving Warning	221	125	106	1	39	3	495
<i>% of Total</i>	44.6%	25.3%	21.4%	0.2%	7.9%	0.6%	4.5%
Mixed	242	203	124		50	2	621
<i>% of Total</i>	39.0%	32.7%	20.0%		8.1%	0.3%	5.6%
No Enforcement	1,015	406	261	5	87	39	1,813
<i>% of Total</i>	56.0%	22.4%	14.4%	0.3%	4.8%	2.2%	16.3%
Total	5,842	2,523	1,679	11	1,000	57	11,112
<i>% of Total</i>	52.6%	22.7%	15.1%	0.1%	9.0%	0.5%	100.0%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	20	9	7	-	2	1	39
<i>% of Total</i>	51.3%	23.1%	17.9%	0.0%	5.1%	2.6%	100.0%

E050-Holmdel

Troop D

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

January 1, 2016 - June 30, 2016

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	2,172	343	364	14	284	6	3,183
<i>% of Total</i>	68.2%	10.8%	11.4%	0.4%	8.9%	0.2%	25.2%
Moving Warning	2,204	318	301	5	175	5	3,008
<i>% of Total</i>	73.3%	10.6%	10.0%	0.2%	5.8%	0.2%	23.8%
Non-Moving Summons	1,074	157	176	1	56	14	1,478
<i>% of Total</i>	72.7%	10.6%	11.9%	0.1%	3.8%	0.9%	11.7%
Non-Moving Warning	188	40	35	1	21	1	286
<i>% of Total</i>	65.7%	14.0%	12.2%	0.3%	7.3%	0.3%	2.3%
Mixed	696	176	200		61	1	1,134
<i>% of Total</i>	61.4%	15.5%	17.6%		5.4%	0.1%	9.0%
No Enforcement	2,657	351	338	2	132	47	3,527
<i>% of Total</i>	75.3%	10.0%	9.6%	0.1%	3.7%	1.3%	28.0%
Total	8,991	1,385	1,414	23	729	74	12,616
<i>% of Total</i>	71.3%	11.0%	11.2%	0.2%	5.8%	0.6%	100.0%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	24	15	8	-	4	1	52
<i>% of Total</i>	46.2%	28.8%	15.4%	0.0%	7.7%	1.9%	100.0%

Other Stations

Troop D

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

January 1, 2016 - June 30, 2016

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Other	Total
Moving Summons	6,610	2,343	2,148	28	1,448	21	12,598
<i>% of Total</i>	52.5%	18.6%	17.1%	0.2%	11.5%	0.2%	36.2%
Moving Warning	4,743	1,003	742	5	389	6	6,888
<i>% of Total</i>	68.9%	14.6%	10.8%	0.1%	5.6%	0.1%	19.8%
Non-Moving Summons	3,422	913	955	9	364	377	6,040
<i>% of Total</i>	56.7%	15.1%	15.8%	0.1%	6.0%	6.2%	17.3%
Non-Moving Warning	337	78	65	2	29	2	513
<i>% of Total</i>	65.7%	15.2%	12.7%	0.4%	5.7%	0.4%	1.5%
Mixed	1,249	488	514	4	185	8	2,448
<i>% of Total</i>	51.0%	19.9%	21.0%	0.2%	7.6%	0.3%	7.0%
No Enforcement	4,447	893	651	9	232	114	6,346
<i>% of Total</i>	70.1%	14.1%	10.3%	0.1%	3.7%	1.8%	18.2%
Total	20,808	5,718	5,075	57	2,647	528	34,833
<i>% of Total</i>	59.7%	16.4%	14.6%	0.2%	7.6%	1.5%	100.0%

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

January 1, 2016 - June 30, 2016

	White	Black	Hispanic	American	Asian	Other	Total
Total Stops with Seizures	22	13	13	-	3	2	53
<i>% of Total</i>	41.5%	24.5%	24.5%		5.7%	3.8%	100.0%

