

OLEPS

OFFICE OF LAW ENFORCEMENT PROFESSIONAL STANDARDS

Thirteenth Aggregate Report of Traffic Enforcement Activities of the New Jersey State Police January 2018



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THIRTEENTH AGGREGATE REPORT OF TRAFFIC ENFORCEMENT ACTIVITIES OF THE NEW JERSEY STATE POLICE OFFICE OF LAW ENFORCEMENT PROFESSIONAL STANDARDS JANUARY 1, 2015 TO JUNE 30, 2015

Introduction

Pursuant to the Law Enforcement Professional Standards Act of 2009 ([N.J.S.A. 52:17B-222, et seq.](#)) (the Act), the Office of Law Enforcement Professional Standards (OLEPS) is required to publish biannual reports containing aggregate statistics 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 information on the number of stops conducted, the number and type of post-stop activities, the number of arrests during stops, the number and type of charges filed from arrests during stops, details on evidence seized, and the number of wanted individuals apprehended during motor vehicle stops. The Aggregate Report includes this information for all stops made by the State Police during the current reporting period, January 1, 2015 to June 30, 2015. Like the previous report, this report will also analyze data and trends for all troops 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, enforcement activities, individual arrests, and charges. 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 of these items across racial/ethnic groups to determine whether there 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 previous reports are on the OLEPS website, <http://www.nj.gov/oag/oleps/reports.html>.

Data

OLEPS retrieved the data utilized in this report from the State Police. 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, 2015 to June 30, 2015.

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.

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; and resource allocation. Depending on a trooper's assignment, these elements may shift a trooper's focus to non-motor vehicle stop activities such as crime suppression, violence reduction, calls for service, investigations, or administrative tasks.

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.

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, 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).

Law Enforcement Procedures

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

Troopers 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:

- **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.
- **Non-Consensual Search:** 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.
 - **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:**² 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 their 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:

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

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 plain view seizure, etc.

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

² Prior reports used a category of "consent search vehicle conducted." This category is now known as "consent to search granted."

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 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 classification 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.

Individual Level Data

This section details the volume of individuals involved in arrests, charges, and identified as 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 individuals arrested and each arrest can have multiple charges. For ease of interpretation, this section will use the words "individual" and "motorist" to describe those involved in these events.

Arrests

A single stop can involve multiple arrests, depending on the number of individuals in the vehicle. 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 on only 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, repack, 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

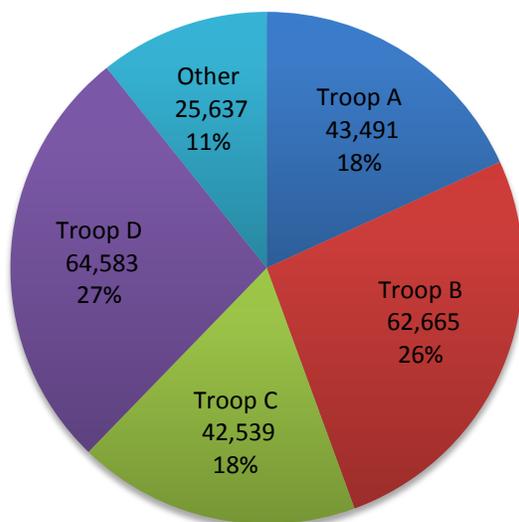
Analysis of State Police activities and trends³ appear here, separated by the unit of analysis- stops or individuals. Data on stops, law enforcement procedures, dispositions, criminal arrests, criminal charges, wanted persons, and evidence seized for the entire Division of State Police and each Troop appear in the sections that follow. Caution in interpretation of data is warranted, as the following depictions, generally, only reflect three years of data, and thus, do not present long term trends. Due to this short duration, differences between reporting periods may be 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.

Stop Level Analysis

Number of Stops

From January 1, 2015 to June 30, 2015, the State Police conducted 238,915 motor vehicle stops. Figure One depicts each Troop's stops in both number and proportion. As shown, Troop D conducted the largest proportion of stops in the current reporting period, 27%, followed by Troop B, 26%. Other, non-Troop stations conducted the smallest proportion, 11%.

Figure One: Proportion of Stops by Troop
January 1, 2015 - June 30, 2015



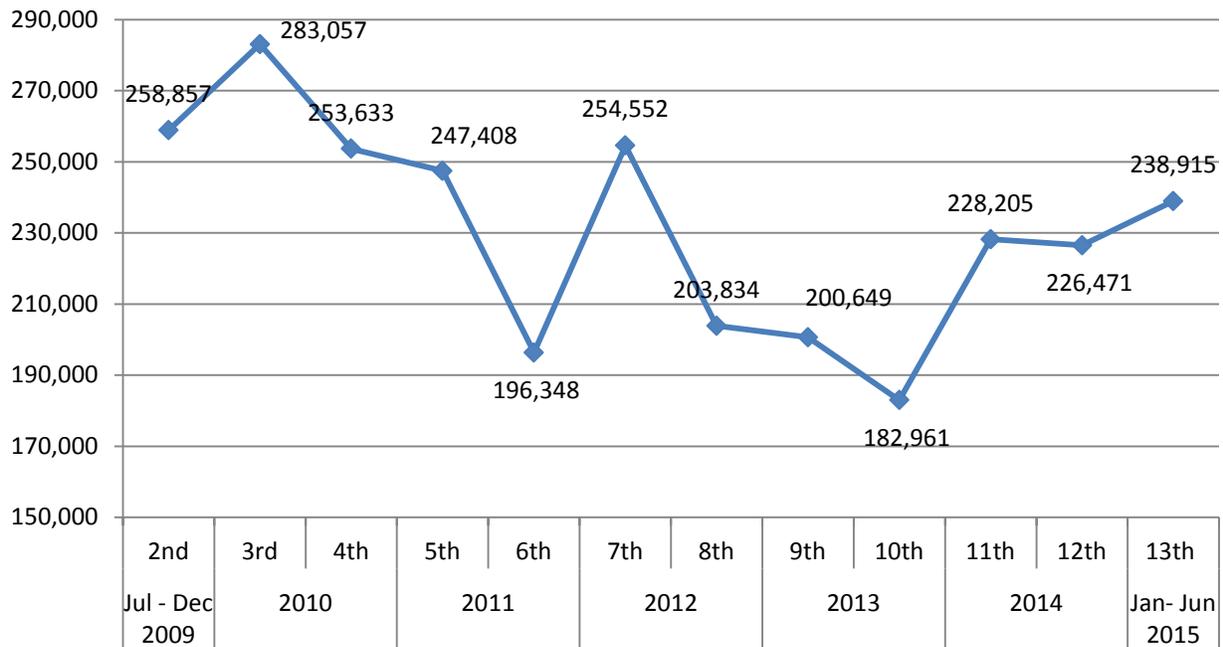
Number of Stops: **238,915**

Compared to the previous reporting period, the total number of stops conducted in the current reporting period increased by 5.5%. Historically, there are fewer stops in the second half of the year than the first half of the year, potentially explaining the fluctuations across reporting periods in Figure Two. Though there was a sizable increase in the number of motor vehicle stops in the current reporting period, this increase is slight compared to changes noted previously. State Police graduated one class from the Academy during the previous and current reporting periods. Thus, the increase in the current reporting period is a potential result of the additional troopers from these classes. Figure Two depicts the trend of the number of motor vehicle stops for the

³Analyses of trends are not generally 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.

current and previous eleven reporting periods. While the number of stops fluctuates each period, the number of stops reported since the 11th reporting period are higher than the number of stops noted in 2013 (9th and 10th reporting periods).

Figure Two: Trends of Motor Vehicle Stops
 July 1, 2009 – June 30, 2015



Division wide, there was a 5.5% increase in the number of stops conducted in the current reporting period, however, the extent of this trend varies across troops. As shown in Figure Three, all troops did not experience an increase in the number of stops reported. Troop D and Other, non-Troop stations experienced a 1% and 10% decrease in the number of stops conducted in the current period, respectively. Despite this decrease, Troop D conducted the most stops, 64,583, followed closely by Troop B, 62,665 stops. Troop A experienced the largest increase in the number of stops, from 31,889 to 43,491 stops, a 36% increase from the previous period. Stops made by Troop B increased 6% and stops made by Troop C increased 2%. Since 2011, Troop D's stops declined fairly steadily. Historically, Troop D conducts an overwhelming majority of all stops in each reporting period. However, Troop D's stops have been declining since the 5th reporting period. In the current period, the difference in Troop B's and Troop D's stops is less than 2,000 stops, while the difference between these Troops was roughly 42,000 stops in the 5th reporting period.

Figure Three: Troop Trends of Motor Vehicle Stops

January 1, 2011- June 30, 2015

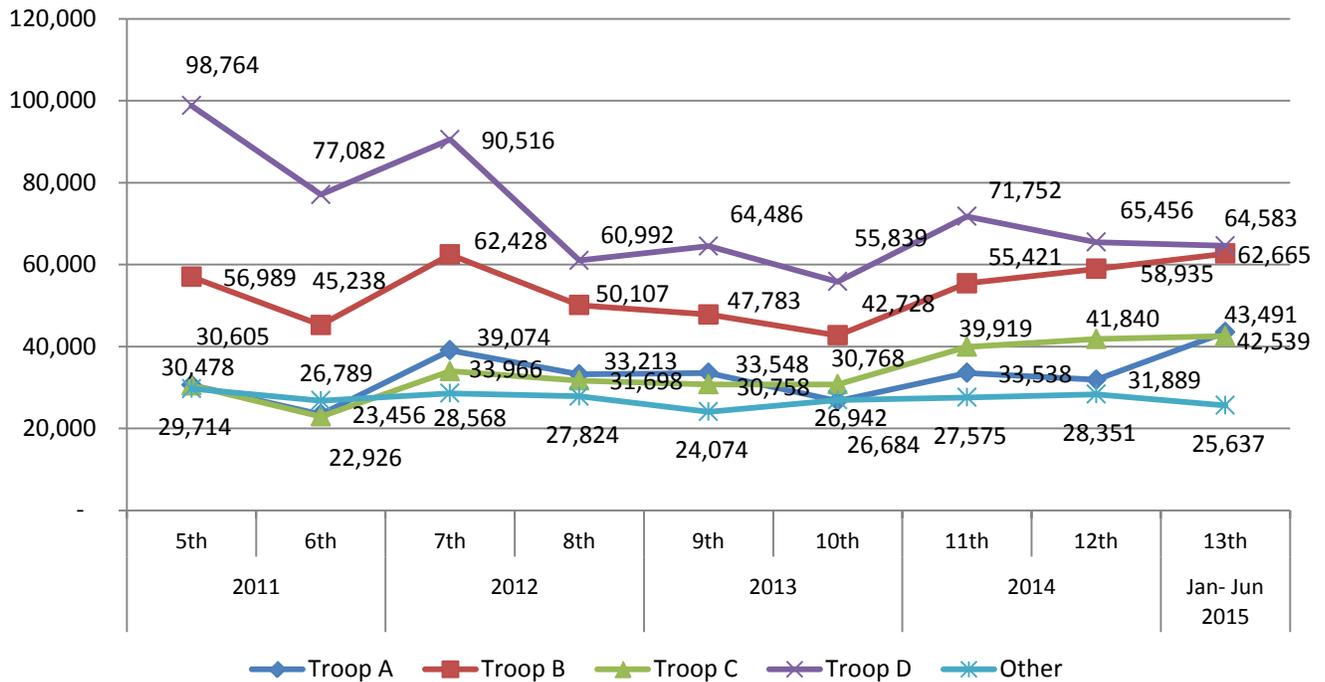
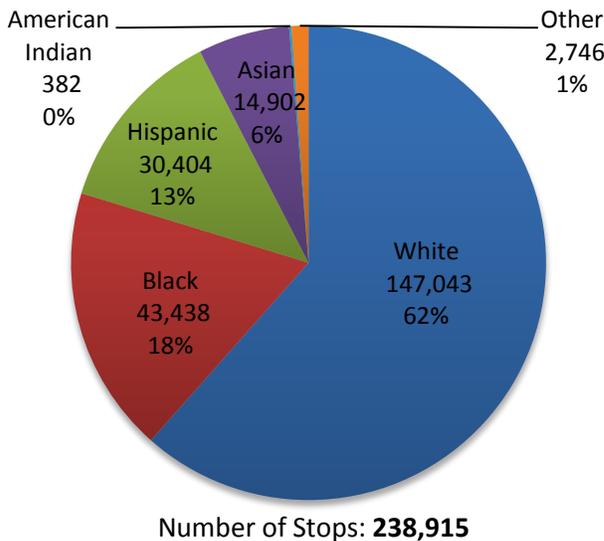


Figure Four: Racial/Ethnic Distribution of Motor Vehicle Stops

January 1, 2015 – June 30, 2015



As in previous reporting periods, White drivers made up the largest proportion of all stops in the current reporting period. White drivers made up 62% of all stops, Black drivers made up 18% of all stops, Hispanic drivers made up 13% of all stops, Asian drivers made up 6% of all stops, American Indian drivers made up less than 1% of all stops, and Other drivers made up 1% of all stops. American Indian and Other drivers were such a small proportion of all stops and, thus, all activities; as such, discussion in this report will not routinely involve these groups, unless their patterns differ dramatically from this distribution.

While overall, White drivers made up 62% of all motor vehicle stops, the proportion of White drivers is not consistent in each Troop. Troop C, for example, stopped a greater proportion of White drivers, 67%. Conversely, Troop D and Other Troops stopped smaller proportions of White drivers, 58% and 60%, respectively. Troop A reported the greatest proportion of Black drivers among their stops, 24%. Troop B and Other, non-Troop stations reported the greatest proportion of Hispanic drivers, 14%, among their stops. Troop D reported the greatest proportion of Asian drivers, 9%, among their stops.

Troop D conducted the greatest number of stops, overall, in this reporting period. They also stopped the greatest number of Black, Asian, and Other drivers. Troop B stopped the greatest number of White, Hispanic, and American Indian drivers in the current reporting period. The racial/ethnic differences noted across Troops are likely reflective of the driving populations in each Troop. OLEPS further explores race/ethnicity-based decision making in OLEPS' Oversight Reports.

Figure Five: Troop Racial/Ethnic Distribution of Motor Vehicle Stops
 January 1, 2015 – June 30, 2015

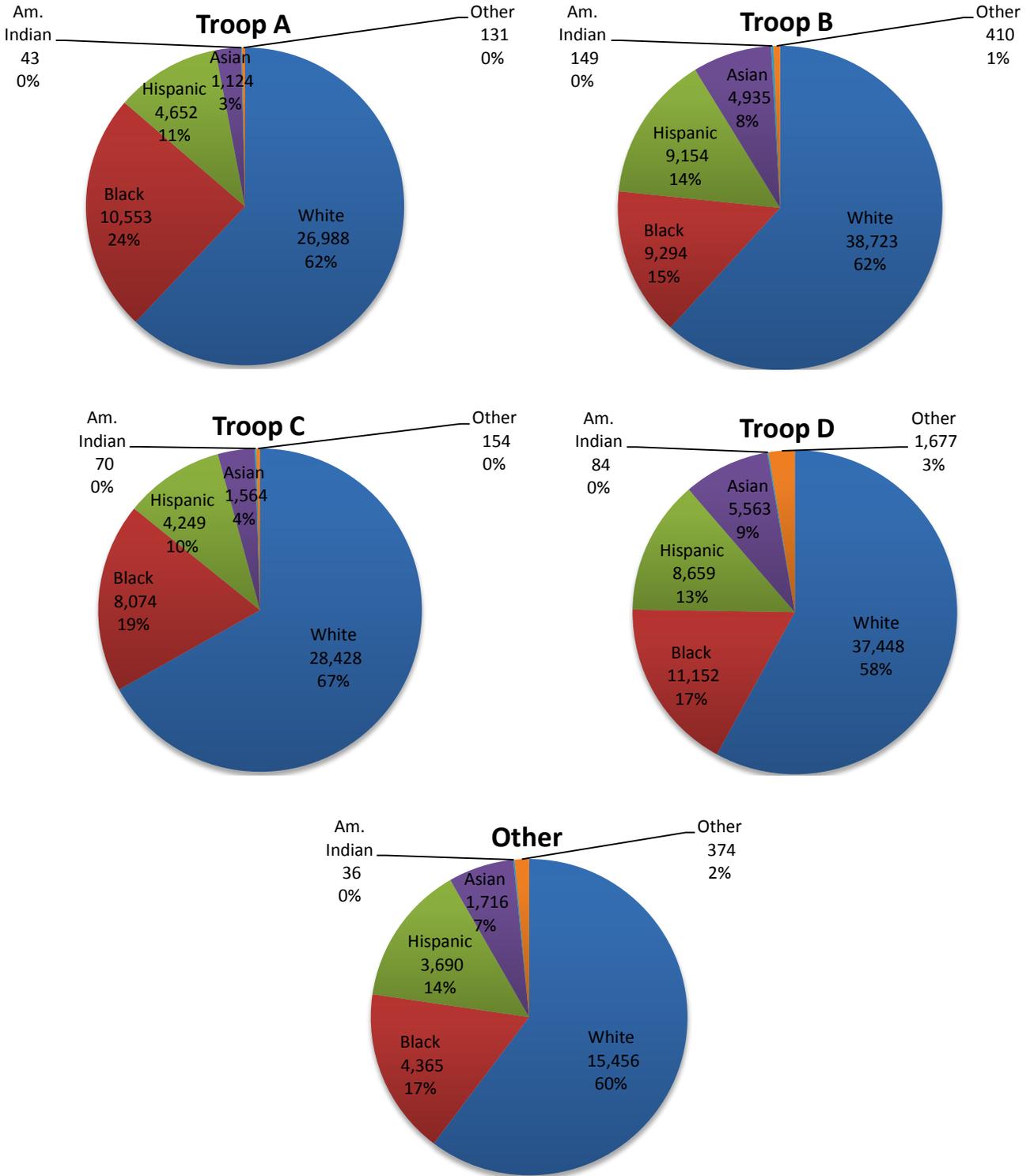
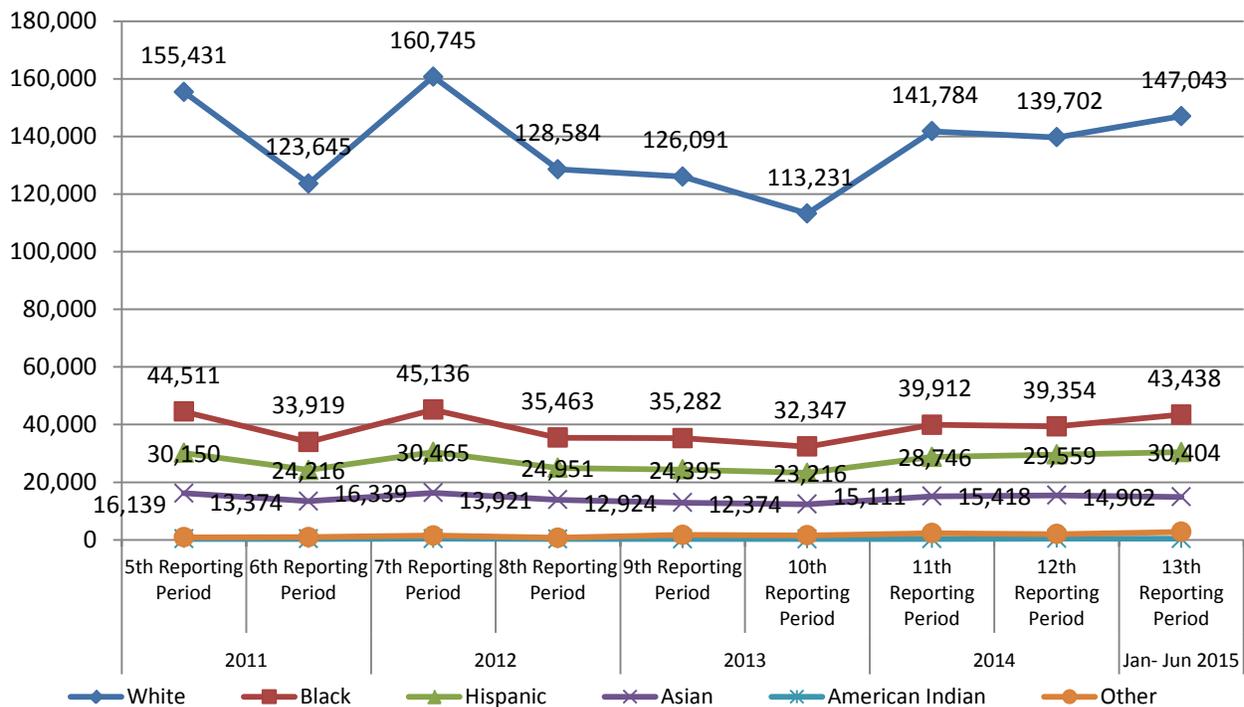


Figure Six graphs the number of stops made of drivers of each racial/ethnic group for the current and eight previous reporting periods for the entire Division. The number of stops of White, Black, Hispanic, and Other drivers increased while the number of stops of Asian and American Indian drivers decreased in the current reporting period. The extent of these changes also differed for each racial/ethnic group. For White drivers, the increase was about 5%, for Black drivers it was 10%, for Hispanic drivers it was 3%, and it was 38% for Other drivers. The decrease for Asian drivers was about 3% and for American Indian drivers it was about 14%. As noted in previous Aggregate Reports, despite fluctuations in the number of stops conducted, each racial/ethnic group still comprises the same general proportion of all stops. This consistency suggests that despite the lack of an officially calculated benchmark⁴, this distribution may be the closest to a benchmark of State Police activity currently available.

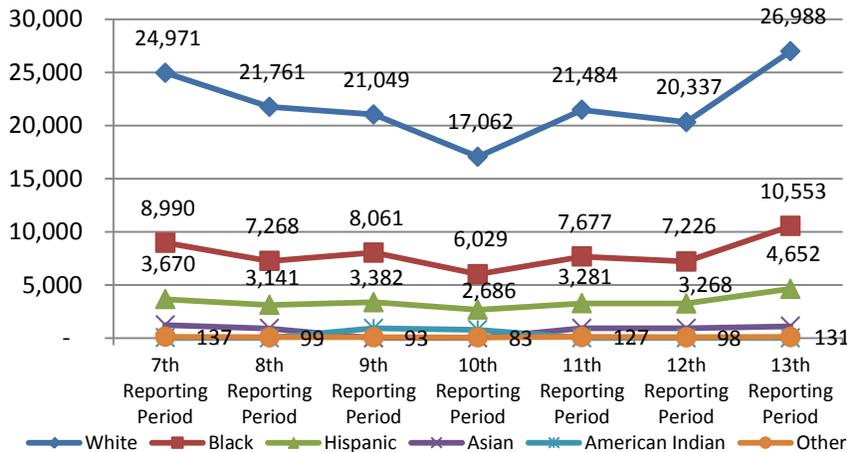
Figure Six: Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
 January 1, 2011- June 30, 2015



⁴ A benchmark is a standard or point of reference to which all activities can be compared.

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

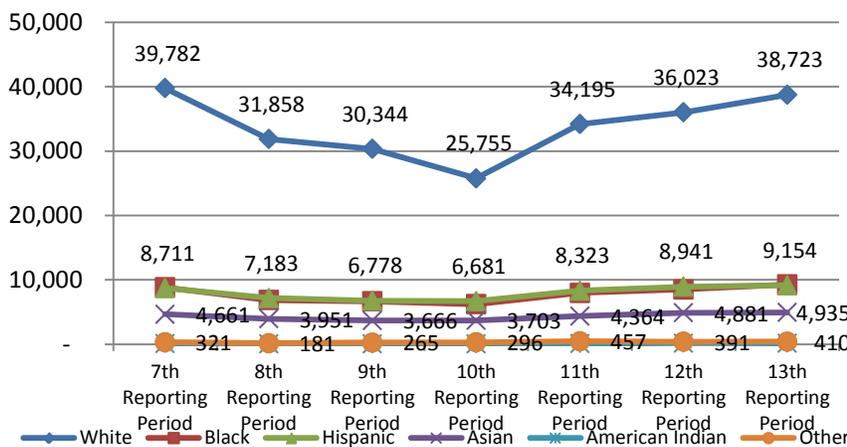
Figure Six A: Troop A Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
 January 2012 – June 2015



In Troop A, the total number of stops increased 36% in the current reporting period. Correspondingly, each racial/ethnic group experienced an increase in the number of stops conducted. Stops of White drivers increased by 33%, stops of Black drivers increased 46%, stops of Hispanic drivers increased 42%, stops of Asian drivers increased 21%, stops of American Indian drivers increased 54%, and stops of other drivers increased 34%.

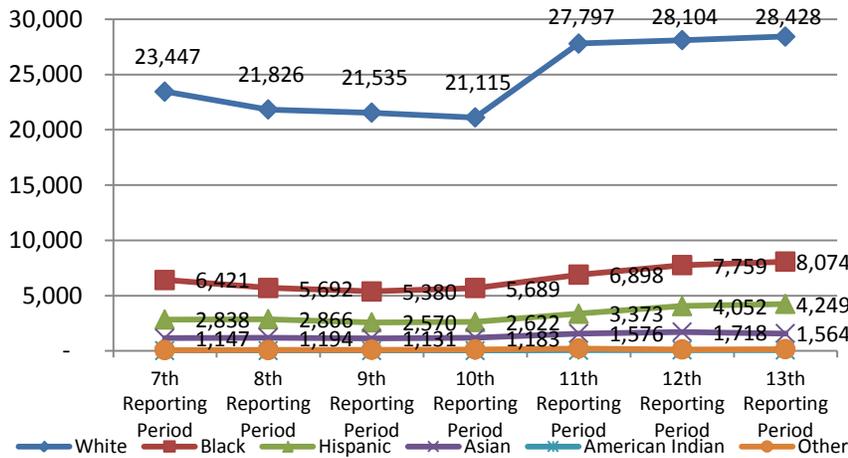
Regardless of these substantial increases in the number of stops of drivers of each racial/ethnic group, the proportions noted in this reporting period are the same as those in the previous reporting period.

Figure Six B: Troop B Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
 January 2012 – June 2015



Troop B's stops increased 6% in the current reporting period. All racial/ethnic groups with the exception of American Indian drivers reported an increase in stops in the current reporting period. White drivers increased by 8%, Black drivers by 9%, Hispanic drivers by 2%, Asian drivers by 1%, and Other drivers by 5%. Stops of American Indian drivers decreased by 13% in the current reporting period. Despite these changes, each racial/ethnic group's proportions remained the same as in the previous reporting period.

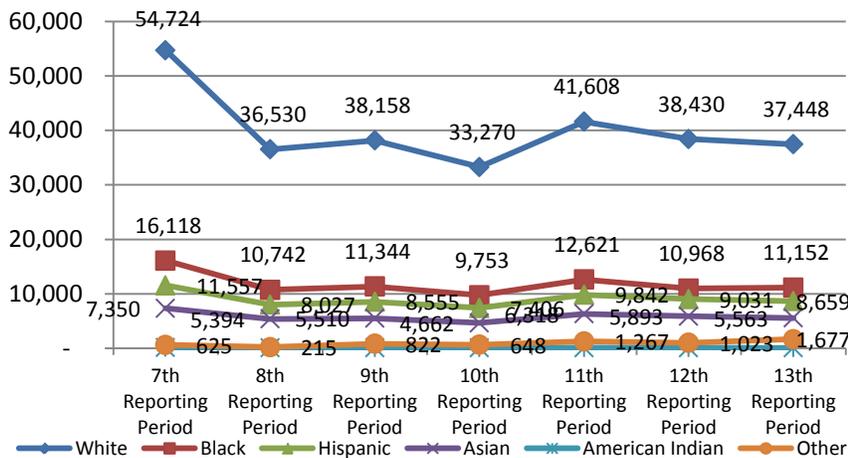
Figure Six C: Troop C Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
 January 2012 – June 2015



In the current reporting period, Troop C's stops increased 2%. White drivers experienced a 1% increase in the volume of stops while Black drivers increased 4%, and Hispanic drivers increased 5%. Stops of Asian drivers decreased 9%. Stops of American Indian drivers decreased 4%. The number of stops made of Other drivers increased 15% in the current reporting period. Despite these changes, the overall proportions

of racial/ethnic groups in Troop C's stops remained the same in the current reporting period.

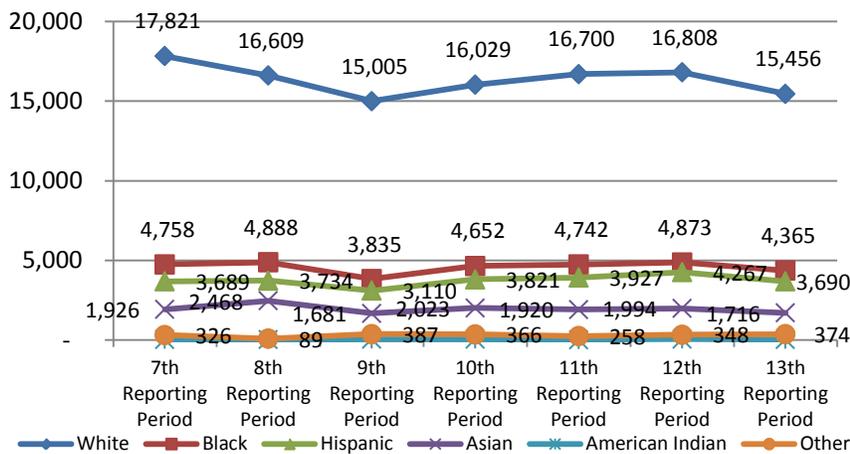
Figure Six D: Troop D Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
 January 2012 – June 2015



In the current reporting period, Troop D's stops decreased 1%. Stops of Black and Other drivers increased while stops of all other racial/ethnic groups decreased in the current reporting period. Black drivers experienced a 2% increase and Other drivers experienced a 64% increase in the number of stops in the current reporting period. White drivers experienced a 3% decrease, Hispanic drivers a 4% decrease, Asian drivers a 6%

decrease, and American Indian drivers a 24% decrease. Despite these changes, each racial/ethnic group's proportion of stops remained the same in the current reporting period.

Figure Six E: Other Stations Trends in Racial/Ethnic Distribution of Motor Vehicle Stops
 January 2012 – June 2015



Other, non-Troop stations' stops decreased 10% in the current reporting period. With the exception of Other drivers, stops of drivers of all racial/ethnic groups decreased. Stops of Other drivers increased 8% in the current period. Stops of White drivers decreased 8%, Black drivers decreased 10%, Hispanic drivers decreased 14%, Asian drivers decreased 14%, and American Indian drivers decreased 41%. Despite these

changes, the proportion of all stops for each racial/ethnic group only changed by one percentage point for any given group. Generally, each racial/ethnic group is the same proportion of all stops in the current period as they were in the previous reporting period.

Reason for Stops

As has been noted in previous reports, moving violations were the basis for the majority of State Police motor vehicle stops. The current reporting period also follows this trend; among all stops conducted in the current reporting period, moving violations were the basis of 78%, non-moving violations were the basis of 21%, and other violations were the basis of 1% of stops. The proportion of stops made for moving violations is a three percentage point decrease while the proportion of stops made for non-moving violations increased nearly four percentage points in the current period. In the current reporting period, while moving violations were the most frequently cited reasons for stops, these violations make up a smaller proportion of stops than in the previous reporting period.

Table One: Proportion of Stops for Stop Reasons
 January 1, 2015 – June 30, 2015

	Stops	Moving Violations	Non-Moving Violations	Other Violations
All Groups	238,915	77.51%	21.23%	1.23%
White	147,043	78.57%	20.36%	1.04%
Black	43,438	74.39%	24.17%	1.42%
Hispanic	30,404	75.65%	22.79%	1.50%
Asian	14,902	88.68%	10.43%	0.81%
American Indian	382	81.94%	17.28%	0.26%
Unknown	2,746	29.02%	63.29%	7.65%

Table One indicates that these proportions are not consistent across racial/ethnic groups. Moving violations were most common for all racial/ethnic groups, but to a varying degree. As shown, moving violations were the basis of roughly 89% of all stops of Asian drivers. Conversely, moving violations were the basis of only 74% of all stops made of Black drivers. Non-moving violations were the basis of 24% of stops of Black drivers, while these violations were the basis of only 10% of stops of Asian drivers. Stops for other violations were typically fewer than 2% of all stops made of drivers of each racial/ethnic group, except for drivers of an unknown race/ethnicity. For these drivers, other violations were the basis of nearly 8% of all stops.

Across Troops, the reasons for stops vary. In Troop A, moving violations were the basis of only about 69% of all stops. In Troop B, moving violations accounted for 84% of all stops, while in Troop C they were only about 57% of all stops. In Troop D moving violations was the basis of 89% of all stops conducted during the current reporting period, and in Other, non-Troop stations they were the basis of 81% of all stops. Further, the trends for each stop reason also vary across Troops.

In Troop A, moving violations were the basis of 69% of all stops, non-moving violations were 29%, and other violations were 1% of all stops. However, moving violations made up only 65% of stops of Black drivers and 61% of stops of Hispanic drivers. For Black drivers, non-moving violation stops were 34% of all stops while they were 37% of stops of Hispanic drivers. Stops based on other violations were 2% of all stops of Hispanic drivers in Troop A and 15% of all stops of unknown drivers in Troop A.

Compared to Troop A, Troop B conducted a larger proportion of stops involving moving violations, 84%, while non-moving violations were only 15% of Troop B's stops. Across racial/ethnic groups in Troop B, the proportions of stop reasons range from 58% to 91% for moving violations, and 8% to 24% for non-moving violations. The only exception to this are stops made of drivers of an unknown race/ethnicity- in Troop B, about 18% of stops cited other violations for drivers of an unknown race/ethnicity.

In all of Troop C's stops, 57% cited moving violations, and 41% cited non-moving violations. Of Troop C's stops of Black drivers, moving violations were the basis of only 50%, while non-moving violations were the basis of 48%. For stops involving Asian drivers in Troop C, moving violations were the basis of 71%, and non-moving violations were the basis of 28% of stops.

Among Troop D's stops, moving violations were the basis of 89%, non-moving violations were 10%, and other violations were the basis of 1% of stops. For White drivers in Troop D, moving violations were a larger proportion of stops, 91%, while non-moving violations were only 8% of stops. For Asian drivers stopped in Troop D, moving violations were a larger proportion still, 93% of stops and non-moving violations were nearly 7% of stops.

Last, for Other, non-Troop stations, moving violations were the basis of 81%, non-moving violations were 19%, and other violations were slightly less than 1% of stops in the current reporting period.

Across Troops, moving violations involved larger proportions of White drivers in comparison to other racial/ethnic groups. Similarly, non-moving violations were a larger proportion of stops for minority drivers across all troops. Consistently, drivers of an unknown race/ethnicity were a larger proportion of other violations in comparison to all other racial/ethnic groups.

Table Two: Proportion of Stops for Stop Reasons by Troop
January 1, 2015 – June 30, 2015

	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	69.38%	29.43%	1.19%	83.79%	14.61%	1.47%	57.44%	41.34%	1.21%
White	72.04%	26.90%	1.06%	83.79%	14.87%	1.25%	60.00%	39.01%	0.98%
Black	64.86%	33.89%	1.25%	83.53%	14.68%	1.66%	50.27%	47.97%	1.76%
Hispanic	61.26%	37.23%	1.50%	81.45%	16.59%	1.77%	48.67%	49.80%	1.53%
Asian	82.38%	16.64%	0.98%	90.88%	7.96%	0.93%	71.42%	27.94%	0.64%
American Indian	76.74%	23.26%	0.00%	82.55%	15.44%	0.67%	75.71%	24.29%	0.00%
Unknown	60.31%	25.19%	14.50%	57.56%	24.15%	18.05%	52.60%	35.06%	12.34%

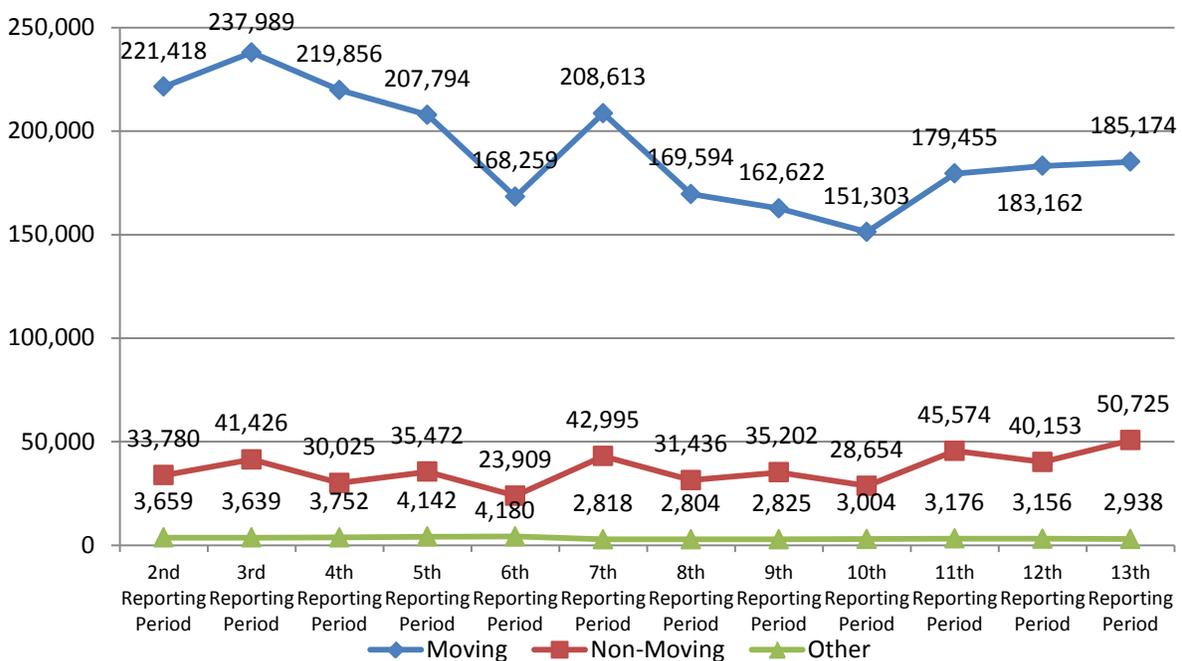
	Troop D			Other		
	Moving Violation	Non-Moving Violation	Other	Moving Violation	Non-Moving Violation	Other
All Groups	88.83%	9.99%	1.18%	80.70%	18.46%	0.85%
White	91.39%	7.61%	1.00%	79.99%	19.29%	0.72%
Black	89.55%	9.00%	1.44%	83.83%	15.58%	0.60%
Hispanic	88.22%	10.45%	1.33%	81.00%	17.83%	1.17%
Asian	92.63%	6.63%	0.74%	89.39%	9.85%	0.76%
American Indian	86.90%	13.10%	0.00%	86.11%	13.89%	0.00%
Unknown	17.23%	78.35%	4.41%	29.95%	63.64%	6.42%

As shown in Figure Seven, 185,174 motor vehicle stops involved moving violations in the current reporting period. Historically, moving violations typically account for between 80% and 87% of all motor vehicle stops. However, moving violations were only 78% of all stops in the current reporting period.

Non-moving violations typically account for a much smaller proportion of motor vehicle stops. Typically, non-moving violations account for between 11% and 17% of all motor vehicle stops. In the current reporting period, 50,725 stops, 21%, involved non-moving violations, the highest number and proportion in all reporting periods in Figure Seven.

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. Other violations made up 2,938 motor vehicle stops, about 1% of stops, in the current reporting period. This number of stops is similar to the previous reporting period.

Figure Seven: Trends in Reasons for Motor Vehicle Stops
 July 1, 2009 – June 30, 2015

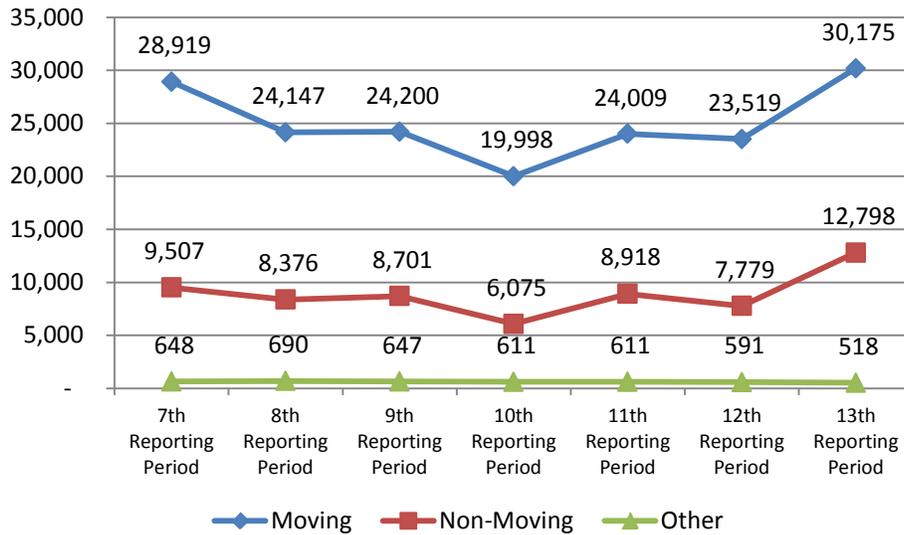


Overall, the same general pattern of stop reasons remains; moving violations make up the majority of stops. As noted previously, the overall number of stops conducted in the current reporting period increased 5.5%. As shown in Figure Seven, there was a 1% increase in stops involving moving violations, while there was a 26% increase in stops involving non-moving violations. Stops made for other reasons decreased nearly 7% in the current reporting period. These fluctuations are likely borne out of enforcement details. For example, if the State Police received a grant that focused on seat belt violations, there might be an increase in non-moving violations. Conversely, if a grant targeting a certain category of stops ended, the potential exists for 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: Troop A Trends in Motor Vehicle Stop Reasons

January 2012 – June 2015

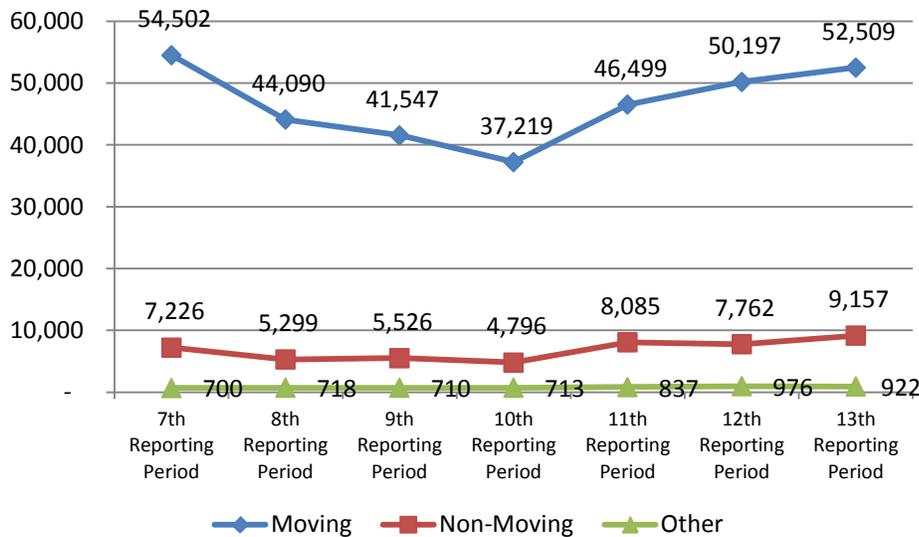


As noted above, Troop A's stops increased 36% in the current reporting period. As such, the number of stops made for moving and non-moving violations also increased. Moving violations were roughly 69%, 30,175, of Troop A's stops, a 28% increase from the previous reporting period. Non-moving violations were 29%, 12,798, of Troop A's stops, a nearly 65% increase since the previous reporting period.

Finally, other reasons were 1%, or 518, of Troop A's stops, a 12% decrease since the previous reporting period.

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

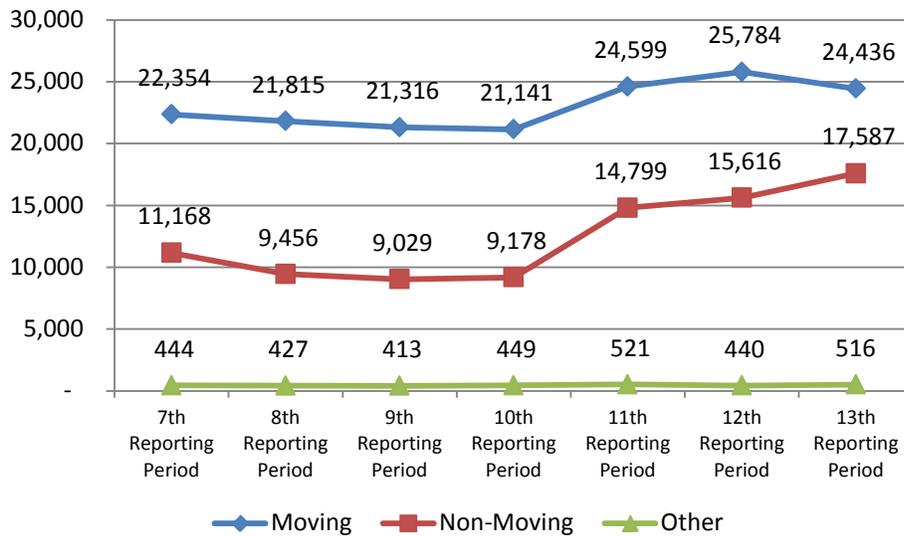
January 2012 – June 2015



Troop B's stops increased 6%, less dramatic than the increase noted in Troop A. Stops made for moving violations, depicted in Figure Seven B, 52,509 stops, increased 5% from the previous reporting period. In total, moving violations accounted for 84% of all stops in Troop B in the current reporting period. The number of stops made for non-moving violations also increased

to 9,157 stops, an 18% increase from the previous reporting period. Additionally, the number of stops made for other violations decreased 6% in the current reporting period.

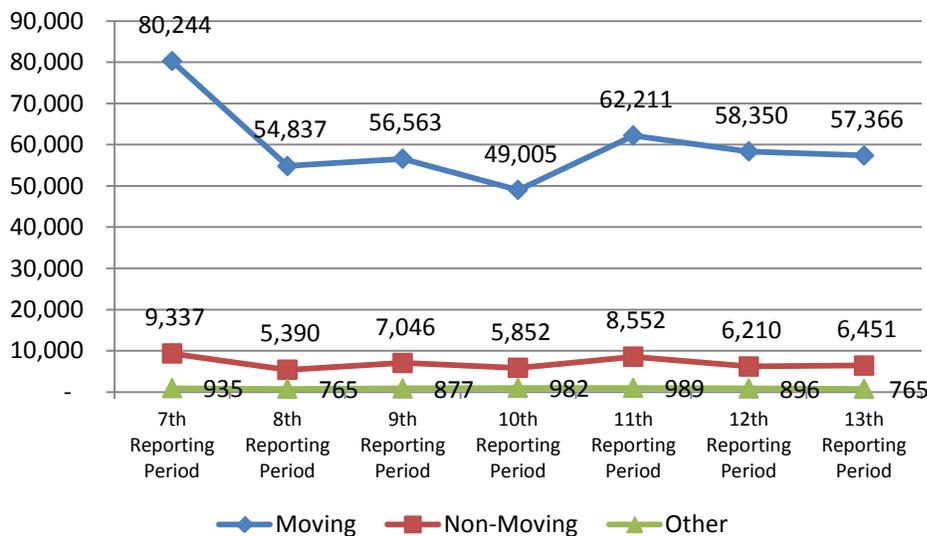
Figure Seven C: Troop C Trends in Motor Vehicle Stop Reasons
 January 2012 – June 2015



In Troop C, moving violations made up 57% of stops, non-moving violations made up 41% of stops, and other reasons made up 1% of stops in the current reporting period. Unlike Troops A and B, Troop C experienced a 5% decrease in the total number of stops made for moving violations in the current reporting period. Shown in Figure Seven C, 24,436 stops involved moving violations. In the

current reporting period, 17,587 stops involved non-moving violations, a nearly 13% increase from the previous period. Five-hundred-sixteen stops involved Other reasons, a 17% increase in the current reporting period. It is important to note that in the current reporting period, Troop C had the smallest difference between stops made for moving and non-moving violations in comparison to all other Troops.

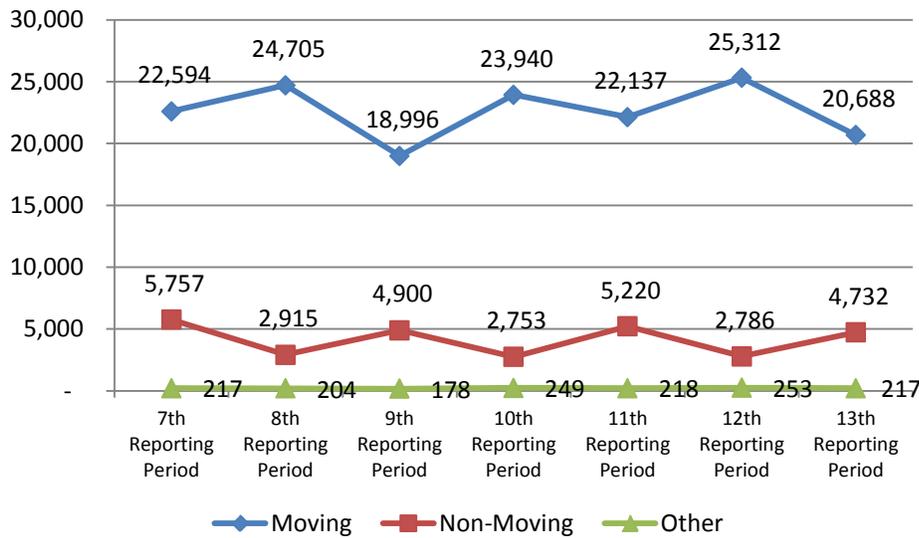
Figure Seven D: Troop D Trends in Motor Vehicle Stop Reasons
 January 2012 – June 2015



Moving violations were the majority of Troop D's stops, 89%, in the current reporting period. Non-moving violations accounted for only 10% and other violations only 1% of Troop D's stops. Based on the slightly more than 1% decrease in Troop D's stops, there is no expectation of a substantial change in each stop reason category. As shown in Figure Seven D, Troop D's stops made for

moving violations decreased 2%. Stops for non-moving violations increased nearly 4%. Stops made for other violations decreased nearly 15% in Troop D.

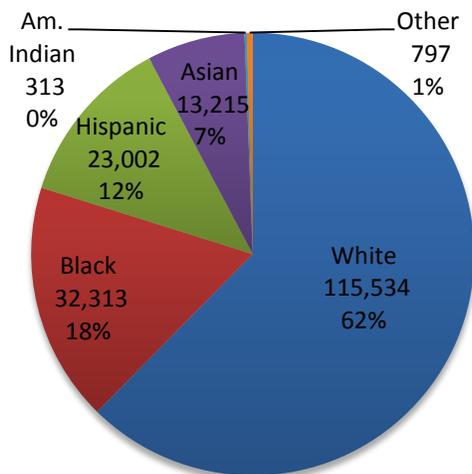
Figure Seven E: Troop E Trends in Motor Vehicle Stop Reasons
 January 2012 – June 2015



Of Other, non-Troop stations' stops, moving violations were nearly 81% in the current reporting period. Non-moving violations were roughly 18% and other violations were less than 1% of all stops. Other, non-Troop stations' stops decreased nearly 10% in the current reporting period. Similarly, there was an 18% decrease noted in the number of stops made for moving violations. Conversely,

stops made for non-moving violations increased 70% for Other, non-Troop stations. Stops made for other reasons decreased 14% in Other, non-Troop stations.

Figure Eight: Racial/Ethnic Distribution of Stops made for Moving Violations
 January 1, 2015 – June 30, 2015

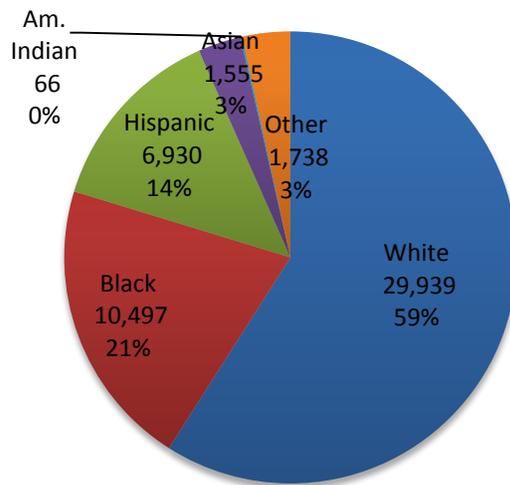


Because every stop receives a stop reason, the racial/ethnic distribution of all stops with a reason should be identical to that of all stops. Given this, it is more appropriate to assess the racial/ethnic distribution of each type of motor vehicle stop. Moving violations were the overwhelming majority of motor vehicle stops, so the racial/ethnic distribution of stops with moving violations is nearly identical to that of all stops. As shown in Figure Eight, 115,534 stops, 62%, with moving violations involved White drivers, 18% or 32,313 involved Black drivers, and 12% or 23,002 involved Hispanic drivers.

Total Stops for Moving Violations: **185,714**

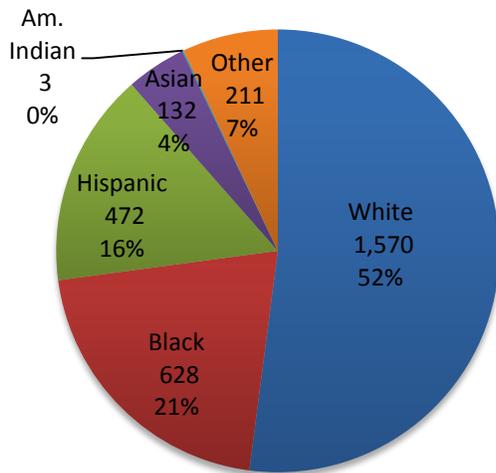
Figure Nine: Racial/Ethnic Distribution of Stops made for Non-Moving Violations
 January 1, 2015 – June 30, 2015

Despite involving a much smaller proportion of drivers, the racial/ethnic distribution of stops made for non-moving violations is similar, albeit slightly different, from the distribution of all stops. White drivers were still involved in the majority of stops made for non-moving violations, 59% or 29,939 stops, though they do not make up as large a proportion as they do for all stops. Black drivers, however, were slightly overrepresented compared to their proportion of all stops. While Black drivers were only 18% of all stops, they were 21% of those made for non-moving violations. Hispanic drivers were only 13% of all stops yet 14% of all those made for non-moving violations.



Total Stops for Non-Moving Violations: **50,725**

Figure Ten: Racial/Ethnic Distribution of Stops made for Other Violations
 January 1, 2015 – June 30, 2015



Total Stops for Other Violations: **3,016**

Because there were so few stops, less than 3,100, made for other reasons, the racial/ethnic distribution of these stops is more likely to differ from the overall distribution of stops. Indeed, the distribution does differ. While still the majority of stops, White drivers were a smaller proportion, 52%, of stops made for other reasons. Black drivers made up 21%, 628 stops; Hispanic drivers made up 16%, 472 stops; and Asian drivers made up 4% or 132 stops made for other violations. Other drivers were 7% of all stops made for other reasons.

Stop Statutes

There were 100 statutes cited in the 185,174 stops identified as moving violations. Most commonly, these violations centered on rates of speed. For drivers of all racial/ethnic groups, N.J.S.A. 39:4-98, Rate of Speed

was the most frequently cited moving violation. Table Three lists the five most frequently cited statutes in stops with moving violations. The five statutes listed account for 86% of all stops for moving violations involving White drivers, 83% of moving stops of Black drivers, 79% of moving stops of Hispanic drivers, and 81% of moving stops of Asian drivers. For all racial/ethnic groups, rate of speed was the most frequently cited violation.

Each racial/ethnic group made up a varying proportion of all stops made for each statute. Generally, the distribution is consistent across statutes. Of all stops made based on rate of speed, 68% involved White drivers, 16% involved Black drivers, 10% involved Hispanic drivers, and 6% involved Asian

drivers. Conversely, the racial/ethnic distribution of stops made for not abiding by the 65 m.p.h. speed limit on the Turnpike, 53% were White drivers, while nearly 22% were Black drivers. Hispanic drivers were about 13%, and Asian drivers were about 11% of the stops made for this statute.

Table Three: Moving Violation Stop Statutes by Race/Ethnicity
 January 1, 2015 – June 30, 2015

		White	Black	Hispanic	Asian	American Indian	Other	Total
Rate of Speed	39:4-98	56,156	12,968	8,549	4,946	115	275	83,009
<i>% of Statute</i>		<i>67.65%</i>	<i>15.62%</i>	<i>10.30%</i>	<i>5.96%</i>	<i>0.14%</i>	<i>0.33%</i>	<i>100.00%</i>
Unsafe Lane Change	39:4-88B	13,370	5,219	3,663	1,824	63	113	24,252
<i>% of Statute</i>		<i>55.13%</i>	<i>21.52%</i>	<i>15.10%</i>	<i>7.52%</i>	<i>0.26%</i>	<i>0.47%</i>	<i>100.00%</i>
Careless Driving	39:4-97	12,384	3,408	2,534	1,366	37	75	19,804
<i>% of Statute</i>		<i>62.53%</i>	<i>17.21%</i>	<i>12.80%</i>	<i>6.90%</i>	<i>0.19%</i>	<i>0.38%</i>	<i>100.00%</i>
Turnpike Speed Limit- 65	19:9-1.2A	8,600	3,639	2,164	1,764	23	75	16,265
<i>% of Statute</i>		<i>52.87%</i>	<i>22.37%</i>	<i>13.30%</i>	<i>10.85%</i>	<i>0.14%</i>	<i>0.46%</i>	<i>100.00%</i>
Hands free Device	39:4-97.3	8,969	1,487	1,344	822	20	36	12,678
<i>% of Statute</i>		<i>70.74%</i>	<i>11.73%</i>	<i>10.60%</i>	<i>6.48%</i>	<i>0.16%</i>	<i>0.28%</i>	<i>100.00%</i>
Total		99,479	26,721	18,254	10,722	258	574	156,008
<i>Proportion of all Moving Stops</i>		<i>86.10%</i>	<i>82.69%</i>	<i>79.36%</i>	<i>81.14%</i>	<i>82.43%</i>	<i>72.02%</i>	<i>84.25%</i>

The top moving violation statutes vary across troops. Troop A used 53 unique statutes cited in 30,175 stops for moving violations in the current reporting period. Though using a much smaller number of statutes, the top statutes are similar to those noted Division-wide. However, the fifth most common statute is failure to use appropriate signals. These five statutes account for about 95% of Troop A's stops for moving violations and between 86% and 95% of all stops for a moving violation of each racial/ethnic group in Troop A. The racial/ethnic distributions for each statute vary; rate of speed remains the most common statute cited for each group. White drivers were the largest proportion of each statute, from 55% to 67%. Black drivers were the second largest proportion for each statute, from 21% to 28%. Hispanic drivers were between 8% and 13% of each statute while Asian drivers were between 2% and 5% of each statute.

Table Three A: Moving Violation Stop Statutes by Race/Ethnicity for Troop A
January 1, 2015 – June 30, 2015

		White	Black	Hispanic	Asian	American Indian	Unknown	Total
Rate of Speed	39:4-98	13,422	4,247	1,682	543	18	49	19,961
<i>% of Statute</i>		67.24%	21.28%	8.43%	2.72%	0.09%	0.25%	100.00%
Unsafe Lane Change	39:4-88B	2,549	1,220	606	208	8	10	4,601
<i>% of Statute</i>		55.40%	26.52%	13.17%	4.52%	0.17%	0.22%	100.00%
Careless Driving	39:4-97	1,531	561	211	84	3	7	2,397
<i>% of Statute</i>		63.87%	23.40%	8.80%	3.50%	0.13%	0.29%	100.00%
Hands-Free Device	39:4-97.3	682	213	101	25	-	1	1,022
<i>% of Statute</i>		66.73%	20.84%	9.88%	2.45%	0.00%	0.10%	100.00%
Appropriate Signals	39:4-126	353	158	48	10	-	1	570
<i>% of Statute</i>		61.93%	27.72%	8.42%	1.75%	0.00%	0.18%	100.00%
Total		18,537	6,399	2,648	870	29	68	28,551
<i>Proportion of all Moving Stops</i>		95.35%	93.48%	92.91%	93.95%	87.88%	86.08%	94.62%

Troop B used 63 statutes in 52,509 stops made for moving violations in the current reporting period. Troop B cited failure to keep right more frequently than violating the Turnpike speed limit. The top five statutes cited by Troop B account for nearly 86% of all stops for moving violations in Troop B, a smaller proportion than noted for the Top Five statutes cited by Troop A. Nonetheless, rate of speed was the most common statute cited in Troop B's stops for moving violation for all racial/ethnic groups. In Troop B, Black and Hispanic drivers are roughly the same proportion of each top statute, likely the result of population demographics in Troop B's region of the State. White drivers are typically between 52% and 69% of each most frequently cited statute, with the exception of failure to keep right where they are only 42% of the stops made under that statute. Black and Hispanic drivers are between roughly 10% and 22% of each most frequent statute. Asian drivers are between 7% and 12% of each most frequent statute. Failure to keep right is the fifth most common statute used in Troop B's stops made for moving violations. This category of stops involve considerably more Black, Hispanic, and Asian drivers than White drivers: white drivers are only 42% of drivers stopped pursuant to this statute, while Black and Hispanic drivers are each 22% and Asian drivers are 12% of those stopped pursuant to this statute.

Table Three B: Moving Violation Stop Statutes by Race/Ethnicity for Troop B
January 1, 2015 – June 30, 2015

		White	Black	Hispanic	Asian	American Indian	Unknown	Total
Rate of Speed	39:4-98	16,372	3,582	3,351	2,159	50	117	25,631
<i>% of Statute</i>		63.88%	13.98%	13.07%	8.42%	0.20%	0.46%	100.00%
Unsafe Lane Change	39:4-88B	3,701	1,379	1,291	699	29	40	7,139
<i>% of Statute</i>		51.84%	19.32%	18.08%	9.79%	0.41%	0.56%	100.00%
Careless Driving	39:4-97	3,260	788	765	456	13	15	5,297
<i>% of Statute</i>		61.54%	14.88%	14.44%	8.61%	0.25%	0.28%	100.00%
Hands-Free Device	39:4-97.3	3,636	490	545	331	9	21	5,032
<i>% of Statute</i>		72.26%	9.74%	10.83%	6.58%	0.18%	0.42%	100.00%
Failure to Keep Right	39:4-88A	828	436	439	236	5	13	1,957
<i>% of Statute</i>		42.31%	22.28%	22.43%	12.06%	0.26%	0.66%	100.00%
Total		27,797	6,675	6,391	3,881	106	206	45,056
<i>Proportion of all Moving Stops</i>		85.67%	85.98%	85.72%	86.53%	86.18%	87.29%	85.81%

Troop C used 56 unique statutes in 24,436 stops for moving violations in the current reporting period. The five most common statutes account for about 90% of all stops made for moving violations in Troop C. These statutes account for between 86% and 92% of stops made of each racial/ethnic group for moving violations in Troop C. Failure to yield or give right of way was a commonly cited statute in Troop C, unlike those noted as common statutes Division-wide. White drivers are between 64% and 78% of each cited statute. Black drivers are between 12% and about 20% of each cited statute. Hispanic drivers range from about 6% to 12% of each cited statute. Asian drivers are between 3% and 5% of each cited statute. American Indian and Other drivers make up less than 1% of stops for each cited statute. The most commonly cited statute for drivers of all racial/ethnic groups is rate of speed.

Troop D conducted 57,366 motor vehicle stops based upon 72 specific moving statutes. Troop D's top five statutes are identical to the most commonly cited statutes Division-wide. However, these statutes only account for 81% of Troop D's total moving stops, indicating more variation in stop reasons cited for Troop D compared to Troops A, B, C, and the entire Division. For each racial/ethnic group, these five statutes make up between 58% and 84% of all stops for moving violations in Troop D. These proportions indicate that variation among the statutes used is greater for minority drivers than White drivers. White drivers are between 52% and 72% of each statute, a smaller proportion than they make up in other troops. Black drivers are between 12% and 23% of each cited statute while Hispanic drivers are between 10% and 15% of each cited statute. Asian drivers are roughly 6% to 11% of each cited statute and American Indian and Other drivers are less than 1% of each cited statute. The most commonly cited statute for White, Hispanic, and American Indian drivers is rate of speed while the Turnpike specific violation appears more frequently for Black, Asian, and Unknown drivers.

Table Three C: Moving Violation Stop Statutes by Race/Ethnicity for Troop C
January 1, 2015 – June 30, 2015

		White	Black	Hispanic	Asian	American Indian	Unknown	Total
Rate of Speed	39:4-98	7,320	1,437	620	477	21	31	9,906
<i>% of Statute</i>		73.89%	14.51%	6.26%	4.82%	0.21%	0.31%	100.00%
Unsafe Lane Change	39:4-88B	3,108	953	515	244	11	24	4,855
<i>% of Statute</i>		64.02%	19.63%	10.61%	5.03%	0.23%	0.49%	100.00%
Careless Driving	39:4-97	2,720	801	416	177	10	11	4,135
<i>% of Statute</i>		65.78%	19.37%	10.06%	4.28%	0.24%	0.27%	100.00%
Hands-Free Device	39:4-97.3	1,862	276	153	91	6	1	2,389
<i>% of Statute</i>		77.94%	11.55%	6.40%	3.81%	0.25%	0.04%	100.00%
Right of Way	39:4-144	512	93	82	19	1	6	713
<i>% of Statute</i>		71.81%	13.04%	11.50%	2.66%	0.14%	0.84%	100.00%
Total		15,522	3,560	1,786	1,008	49	73	21,998
<i>Proportion of all Moving Stops</i>		91.00%	87.71%	86.36%	90.24%	92.45%	90.12%	90.02%

Table Three D: Moving Violation Stop Statutes by Race/Ethnicity for Troop D
January 1, 2015 – June 30, 2015

		White	Black	Hispanic	Asian	American Indian	Unknown	Total
Rate of Speed	39:4-98	13,455	2,418	1,951	1,186	17	44	19,071
<i>% of Statute</i>		70.55%	12.68%	10.23%	6.22%	0.09%	0.23%	100.00%
Turnpike Speed Limit- 65	19:9-1.2A	6,982	3,038	1,797	1,501	14	59	13,391
<i>% of Statute</i>		52.14%	22.69%	13.42%	11.21%	0.10%	0.44%	100.00%
Careless Driving	39:4-97	3,665	926	837	508	8	26	5,970
<i>% of Statute</i>		61.39%	15.51%	14.02%	8.51%	0.13%	0.44%	100.00%
Unsafe Lane Change	39:4-88B	2,506	1,039	714	445	10	25	4,739
<i>% of Statute</i>		52.88%	21.92%	15.07%	9.39%	0.21%	0.53%	100.00%
Hands-Free Device	39:4-97.3	2,248	408	421	322	5	13	3,417
<i>% of Statute</i>		65.79%	11.94%	12.32%	9.42%	0.15%	0.38%	100.00%
Total		28,856	7,829	5,720	3,962	54	167	46,588
<i>Proportion of all Moving Stops</i>		84.31%	78.39%	74.88%	76.89%	73.97%	57.79%	81.21%

Other, non-Troop stations used 66 unique statutes in their 20,688 stops made for moving violations. Table Three E depicts the five most commonly used reasons in these stops, which account for roughly 82% of all of Other, non-Troop stations' stops for moving violations. For each racial/ethnic group, these cited statutes account for between 76% and 84% of all stops made for moving violations by Other, non-Troop stations. White drivers are between 52% and 66% of each cited statute, Black drivers are between 12% and 22%, Hispanic drivers are between 11% and 18%, Asian drivers are between 6% and 9%, and American Indian and Other drivers are less than 1% of each statute.

Table Three E: Moving Violation Stop Statutes by Race/Ethnicity for Other Stations
January 1, 2015 – June 30, 2015

		White	Black	Hispanic	Asian	American Indian	Unknown	Total
Rate of Speed	39:4-98	5,587	1,284	945	581	9	34	8,440
% of Statute		66.20%	15.21%	11.20%	6.88%	0.11%	0.40%	100.00%
Unsafe Lane Change	39:4-88B	1,506	628	537	228	5	14	2,918
% of Statute		51.61%	21.52%	18.40%	7.81%	0.17%	0.48%	100.00%
Turnpike Speed Limit- 65	19:9-1.2A	1,579	588	358	260	9	11	2,805
% of Statute		56.29%	20.96%	12.76%	9.27%	0.32%	0.39%	100.00%
Careless Driving	39:4-97	1,208	332	305	141	3	16	2,005
% of Statute		60.25%	16.56%	15.21%	7.03%	0.15%	0.80%	100.00%
Hands-Free Device	39:4-97.3	541	100	124	53	-	-	818
% of Statute		66.14%	12.22%	15.16%	6.48%	0.00%	0.00%	100.00%
Total		10,421	2,932	2,269	1,263	26	75	16,986
Proportion of all Moving Stops		84.29%	80.13%	75.91%	82.33%	83.87%	66.96%	82.11%

In the 50,725 stops made Division-wide for non-moving violations, there were 168 statutes cited. Table Four depicts the five most commonly used statutes, which account for roughly 78% of all non-moving stops. These statutes are about 82% of all non-moving stops of White drivers, roughly 79% of non-moving stops of Black drivers, 79% of non-moving stops of Hispanic drivers, 79% of non-moving stops of Asian drivers, 83% of non-moving stops of American Indian drivers, and only about 10% of non-moving stops of Other drivers. Vehicle Inspection was a top cited statute for only White and American Indian drivers. For Black, Hispanic, and Asian drivers, obstructed/ill-equipped windshields, N.J.S.A. 39:3-74 replaced vehicle inspection. For Other drivers, parking where prohibited, N.J.S.A. 19:9-1.6, and "No Parking," N.J.S.A. 39:4-183G, replaced registration and plates and vehicle registration. Though vehicle inspection was a top cited statute only for White and American Indian drivers, the number of stops of White drivers for this statute is greater than the number of stops of all drivers of statutes that were more common for each racial/ethnic group.

For the top non-moving statutes, each racial/ethnic group made up a varying proportion. Generally though, White drivers were the largest proportion of stops made for each specific statute. The proportion of each statute involving White drivers ranged from about 51% for safety glass to about 73% for vehicle inspection. Black drivers were only 15% of stops for seatbelts yet they were 26% of

stops made for safety glass. Hispanic drivers were only 9% of vehicle inspection stops and 20% of safety glass stops. Asian drivers were a more consistent proportion of each statute, 2% of vehicle inspection to 3% of maintenance of lamps, seatbelts, and safety glass. American Indian and Other drivers were less than 1% of each statute.

Table Four: Top Non-Moving Violation Stop Statutes by Race/Ethnicity
January 1, 2015 – June 30, 2015

		White	Black	Hispanic	Asian	American Indian	Other	Total
Maintenance of Lamps	39:3-66	8,281	3,064	1,548	457	20	62	13,432
<i>% of Statute</i>		<i>61.65%</i>	<i>22.81%</i>	<i>11.52%</i>	<i>3.40%</i>	<i>0.15%</i>	<i>0.46%</i>	<i>100.00%</i>
Seatbelts	39:3-76.2F	7,641	1,728	1,429	345	19	21	11,183
<i>% of Statute</i>		<i>68.33%</i>	<i>15.45%</i>	<i>12.78%</i>	<i>3.09%</i>	<i>0.17%</i>	<i>0.19%</i>	<i>100.00%</i>
Safety Glass	39:3-75	4,461	2,272	1,720	272	5	44	8,774
<i>% of Statute</i>		<i>50.84%</i>	<i>25.89%</i>	<i>19.60%</i>	<i>3.10%</i>	<i>0.06%</i>	<i>0.50%</i>	<i>100.00%</i>
Registration & Plates	39:3-33	2,181	779	520	103	6	24	3,613
<i>% of Statute</i>		<i>60.37%</i>	<i>21.56%</i>	<i>14.39%</i>	<i>2.85%</i>	<i>0.17%</i>	<i>0.66%</i>	<i>100.00%</i>
Vehicle Inspection	39:8-1	1,877	402	233	44	5	19	2,580
<i>% of Statute</i>		<i>72.75%</i>	<i>15.58%</i>	<i>9.03%</i>	<i>1.71%</i>	<i>0.19%</i>	<i>0.74%</i>	<i>100.00%</i>
Total		24,441	8,245	5,450	1,221	55	170	39,582
<i>Proportion of all Non-Moving Stops</i>		<i>81.64%</i>	<i>78.55%</i>	<i>78.64%</i>	<i>78.52%</i>	<i>83.33%</i>	<i>9.78%</i>	<i>78.03%</i>

Table Four A: Top Non-Moving Violation Stop Statutes by Race/Ethnicity Troop A
January 1, 2015 – June 30, 2015

		White	Black	Hispanic	Asian	American Indian	Other	Total
Maintenance of Lamps	39:3-66	2,728	1,357	520	81	4	13	4,703
<i>% of Statute</i>		<i>58.01%</i>	<i>28.85%</i>	<i>11.06%</i>	<i>1.72%</i>	<i>0.09%</i>	<i>0.28%</i>	<i>100.00%</i>
Safety Glass	39:3-75	1,020	680	370	29	1	9	2,109
<i>% of Statute</i>		<i>48.36%</i>	<i>32.24%</i>	<i>17.54%</i>	<i>1.38%</i>	<i>0.05%</i>	<i>0.43%</i>	<i>100.00%</i>
Seatbelts	39:3-76.2F	1,131	380	227	28	1	3	1,770
<i>% of Statute</i>		<i>63.90%</i>	<i>21.47%</i>	<i>12.82%</i>	<i>1.58%</i>	<i>0.06%</i>	<i>0.17%</i>	<i>100.00%</i>
Registration & Plates	39:3-33	630	317	146	17	-	-	1,110
<i>% of Statute</i>		<i>56.76%</i>	<i>28.56%</i>	<i>13.15%</i>	<i>1.53%</i>	<i>0.00%</i>	<i>0.00%</i>	<i>100.00%</i>
Vehicle Inspection	39:8-1	507	178	114	5	-	-	804
<i>% of Statute</i>		<i>63.06%</i>	<i>22.14%</i>	<i>14.18%</i>	<i>0.62%</i>	<i>0.00%</i>	<i>0.00%</i>	<i>100.00%</i>
Total		6,016	2,912	1,377	160	6	25	10,496
<i>Proportion of all Non-Moving Stops</i>		<i>82.87%</i>	<i>81.43%</i>	<i>79.50%</i>	<i>85.56%</i>	<i>60.00%</i>	<i>75.76%</i>	<i>82.01%</i>

Troop A conducted 12,798 stops based on 73 non-moving statutes. The top statutes cited by Troop A are identical to those used Division-wide. These five statutes represent 82% of all of Troop A's non-moving stops in the current reporting period. For each racial/ethnic group, these statutes account for between 60% and 86% of stops made for non-moving violations in Troop A. The proportion of each non-moving statute that involves White drivers varies. White drivers are between 48% and 64% of each of the most frequently cited non-moving statutes. Black drivers are between 21% and 32% while Hispanic drivers range from 11% to 18%. Asian drivers range from less than 1% to 2% and American Indian and Other drivers are less than 1%. Safety glass appears to be more frequently used for Black and Hispanic drivers than for White drivers in Troop A's stops. However, maintenance of lamps was Troop A's most commonly used statute for all drivers stopped for non-moving violations.

Troop B conducted 9,157 stops based on 90 unique statutes. Troop B cited considerably more statutes than Troop A in the same number of non-moving stops. Nonetheless, the most frequently cited statutes in Troop B are very similar to those used in Troop A, with the exception of the statute citing vehicle inspections. In Troop B, there was an additional statute cited regarding windshield wipers. The five most commonly cited statutes account for nearly 81% of all non-moving stops in Troop B. For each racial/ethnic group, these statutes account for between 42% and 83% of all stops made for non-moving violations. White drivers are 63% of all stops with non-moving violations in Troop B while Black drivers are 15%, and Hispanic drivers are 17%. Among the most frequently cited statutes, White drivers are between 53% and 69% of each cited statute. Black drivers are between 12% and 17% of each statute while Hispanic drivers are between 12% and about 24% of each cited statute. Asian drivers range from 3% to 5% and American Indian and Other drivers are less than 1% of each cited statute. Maintenance of lamps is the most frequently cited statute for White, Black, Asian, and American Indian drivers while Safety Glass is the most frequently cited statute for Hispanic and Other drivers.

Table Four B: Top Non-Moving Violation Stop Statutes by Race/Ethnicity Troop B
January 1, 2015 – June 30, 2015

		White	Black	Hispanic	Asian	American Indian	Other	Total
Maintenance of Lamps	39:3-66	1,559	333	289	104	9	14	2,308
<i>% of Statute</i>		67.55%	14.43%	12.52%	4.51%	0.39%	0.61%	100.00%
Seatbelts	39:3-76.2F	1,329	234	293	61	7	4	1,928
<i>% of Statute</i>		68.93%	12.14%	15.20%	3.16%	0.36%	0.21%	100.00%
Safety Glass	39:3-75	1,008	314	445	81	1	18	1,867
<i>% of Statute</i>		53.99%	16.82%	23.84%	4.34%	0.05%	0.96%	100.00%
Registration & Plates	39:3-33	539	103	134	39	4	4	823
<i>% of Statute</i>		65.49%	12.52%	16.28%	4.74%	0.49%	0.49%	100.00%
Windshield Wipers	39:3-74	242	88	102	19	1	2	454
<i>% of Statute</i>		53.30%	19.38%	22.47%	4.19%	0.22%	0.44%	100.00%
Total		4,677	1,072	1,263	304	22	42	7,380
Proportion of all Non-Moving Stops		81.21%	78.59%	83.15%	77.35%	95.65%	42.42%	80.59%

Troop C conducted the highest number of non-moving stops in the current reporting period, 17,587 stops based on 69 non-moving statutes. The most frequently cited statutes are identical to those

cited in Troops A and Division-wide. Troopers cited these statutes in only 79% of the stops made for non-moving violations in Troop C. For each racial/ethnic group, this proportion varies from 76% to 94%. In Troop C, White drivers were between 51% and 78% of each statute while Black drivers were between 13% and 29%. Hispanic drivers were between 6% and 17% of each statute in the current reporting period and Asian drivers were between 1% and 3% of each top statute. Maintenance of lamps was the most frequently cited statute for all racial/ethnic groups stopped for moving violations in Troop C, except for Hispanic drivers. For Hispanic drivers, safety glass was the most frequently cited statute.

Table Four C: Top Non-Moving Violation Stop Statutes by Race/Ethnicity Troop C
January 1, 2015 – June 30, 2015

		White	Black	Hispanic	Asian	American Indian	Other	Total
Maintenance of Lamps	39:3-66	3,173	1,003	520	152	4	21	4,873
<i>% of Statute</i>		65.11%	20.58%	10.67%	3.12%	0.08%	0.43%	100.00%
Safety Glass	39:3-75	1,757	988	589	90	2	9	3,435
<i>% of Statute</i>		51.15%	28.76%	17.15%	2.62%	0.06%	0.26%	100.00%
Seatbelts	39:3-76.2F	2,038	605	355	45	4	5	3,052
<i>% of Statute</i>		66.78%	19.82%	11.63%	1.47%	0.13%	0.16%	100.00%
Vehicle Inspection	39:8-1	1,124	191	83	31	5	1	1,435
<i>% of Statute</i>		78.33%	13.31%	5.78%	2.16%	0.35%	0.07%	100.00%
Registration & Plates	39:3-33	780	248	124	21	1	5	1,179
<i>% of Statute</i>		66.16%	21.03%	10.52%	1.78%	0.08%	0.42%	100.00%
Total		8,872	3,035	1,671	339	16	41	13,974
<i>Proportion of all Non-Moving Stops</i>		80.00%	78.36%	78.97%	77.57%	94.12%	75.93%	79.46%

Though Troop D conducted the most motor vehicle stops of all Troops in the current reporting period, it conducted the fewest number of stops based on non-moving violations. In Troop D, there were 6,451 stops based on 100 unique statutes. Table Four D depicts the most commonly cited statutes; these account for 84% of all of Troop D's non-moving stops. For each racial/ethnic group, these statutes account for between 81% and 92% of stops made for non-moving violations. The most frequent statutes used in Troop D differed slightly from those used Division-wide; rather than vehicle inspection, parking where prohibited was much more common. White drivers were between 11% and 65% of each statute cited in the current reporting period while Black drivers were between 6% and 23% of each cited statute. Hispanic drivers accounted for between 4% and 24% of each statute, Asian drivers were between 2% and 9%, American Indian drivers were less than 1%, and Other drivers were less than 1% of each statute except for parking where prohibited; Other drivers were 76% of this statute. Troop D patrols the Turnpike and Parkway where there is no parking outside of designated rest areas. A large portion of patrol involves enforcing prohibited stopping or parking. The high frequency of stops citing parking of other drivers indicates that these cars were likely unattended on the road. Stops made for seatbelt violations were most common for White and Asian drivers while stops made for safety glass were most common for Black and Hispanic drivers.

Table Four D: Top Non-Moving Violation Stop Statutes by Race/Ethnicity Troop D
 January 1, 2015 – June 30, 2015

		White	Black	Hispanic	Asian	American Indian	Other	Total
Parking where								
Prohibited	19:9-1.6	171	91	67	36	2	1,179	1,546
% of Statute		11.06%	5.89%	4.33%	2.33%	0.13%	76.26%	100.00%
Seatbelts	39:3-76.2F	938	178	211	113	3	2	1,445
% of Statute		64.91%	12.32%	14.60%	7.82%	0.21%	0.14%	100.00%
Safety Glass	39:3-75	543	248	273	63	1	4	1,132
% of Statute		47.97%	21.91%	24.12%	5.57%	0.09%	0.35%	100.00%
Maintenance of Lamps	39:3-66	539	227	117	89	3	7	982
% of Statute		54.89%	23.12%	11.91%	9.06%	0.31%	0.71%	100.00%
Registration & Plates	39:3-33	160	79	67	21	1	12	340
% of Statute		47.06%	23.24%	19.71%	6.18%	0.29%	3.53%	100.00%
Total		2,351	823	735	322	10	1,204	5,445
Proportion of all Non-Moving Stops		82.55%	81.97%	81.22%	87.26%	90.91%	91.63%	84.41%

Other, non-Troop stations only conducted 4,732 stops based on 57 unique statutes. The five most commonly cited statutes, indicated in Table Four E, accounted for 90% of all stops based on non-moving violations, and were identical to Troop D's most frequently cited statutes. These statutes account for between 80% and 91% of stops based on non-moving violations for each racial/ethnic group. White drivers were between 12% and 74% of each cited statute, Black drivers were between 9% and 25%, Hispanic drivers were between 8% and 30%, Asian drivers were between 3% and 5% of each statute, American Indian drivers were less than 1% of each, and Other drivers were typically less than 1% of each statute. However, as noted in Troop D, Other drivers were 69% of all stops citing parking where prohibited, similar to Troop D. Other, non-Troop stations' stops often involve specialized patrols targeting specific activities like seatbelts, cell phones, or parking. This may explain why seatbelt violations are so common for Other, non-Troop stations.

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

January 1, 2015 – June 30, 2015

		White	Black	Hispanic	Asian	American Indian	Other	Total
Seatbelts	39:3-76.2F	2,205	331	343	98	4	7	2,988
<i>% of Statute</i>		73.80%	11.08%	11.48%	3.28%	0.13%	0.23%	100.00%
Maintenance of Lamps	39:3-66	282	144	102	31	-	7	566
<i>% of Statute</i>		49.82%	25.44%	18.02%	5.48%	0.00%	1.24%	100.00%
Parking where Prohibited	19:9-1.6	35	27	24	8	-	206	300
<i>% of Statute</i>		11.67%	9.00%	8.00%	2.67%	0.00%	68.67%	100.00%
Safety Glass	39:3-75	133	42	43	9	-	4	231
<i>% of Statute</i>		57.58%	18.18%	18.61%	3.90%	0.00%	1.73%	100.00%
Registration & Plates	39:3-33	72	32	49	5	-	3	161
<i>% of Statute</i>		44.72%	19.88%	30.43%	3.11%	0.00%	1.86%	100.00%
Total		2,727	576	561	151	4	227	4,246
<i>Proportion of all Non-Moving Stops</i>		91.45%	84.71%	85.26%	89.35%	80.00%	95.38%	89.73%

Instances in which there was no specific statute cited appear as "Other" stops. Thus, there are no frequently cited statutes to discuss for these stops.

Overall, the total number of stops decreased, but each Troop and racial/ethnic group experienced varying degrees and in some instances, direction, of changes reported 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.

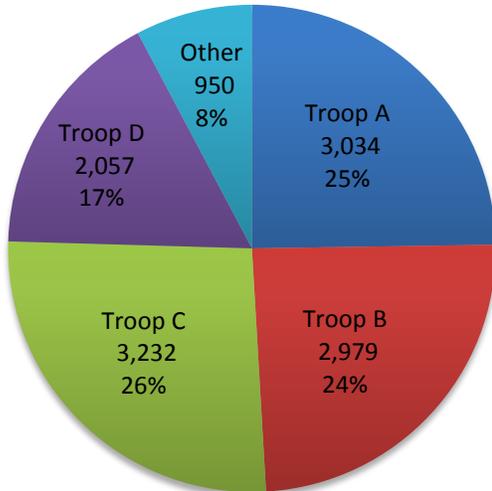
The proportion of all stops for each Troop and each racial/ethnic group will serve as the comparison for all stops with post-stop activity.

Law Enforcement Procedures

The State Police conducted 238,915 motor vehicle stops in the current reporting period, but only 5.1% of these stops involved law enforcement procedures or post-stop activity. In the current reporting period, there were 12,252 motor vehicle stops that resulted in some sort of post-stop activity.

Figure Eleven: Stops with Law Enforcement Procedures by Troop

January 1, 2015 – June 30, 2015



Total Stops with Law Enforcement Procedure(s): **12,252**

As Figure Eleven illustrates, Troops A, B, and C each conducted approximately 25% of the 12,252 stops involving post-stop activity. Troop D and Other, non-Troop stations conducted a smaller proportion of these stops, 17% and 8%, respectively. When compared to each Troop's proportion of motor vehicle stops, some disproportionality is evident. Troop C conducted 18% of all stops but 26% of stops involving post-stop activity. Conversely, Troop D conducted 27% of all stops but only 17% of stops with post-stop activity. This suggests that stops in Troop C are more likely to involve post-stop activity than those in Troop D. Indeed, 8% of all of Troop C's stops resulted in post-stop

activity, while only 3% of Troop D's stops resulted in post-stop activity. Seven percent of Troop A's stops, 5% of Troop B's stops, and 4% of Other, non-Troop stations' stops resulted in post-stop activity.

Figure Twelve: Stops with Law Enforcement Procedures
January 1, 2011 – June 30, 2015

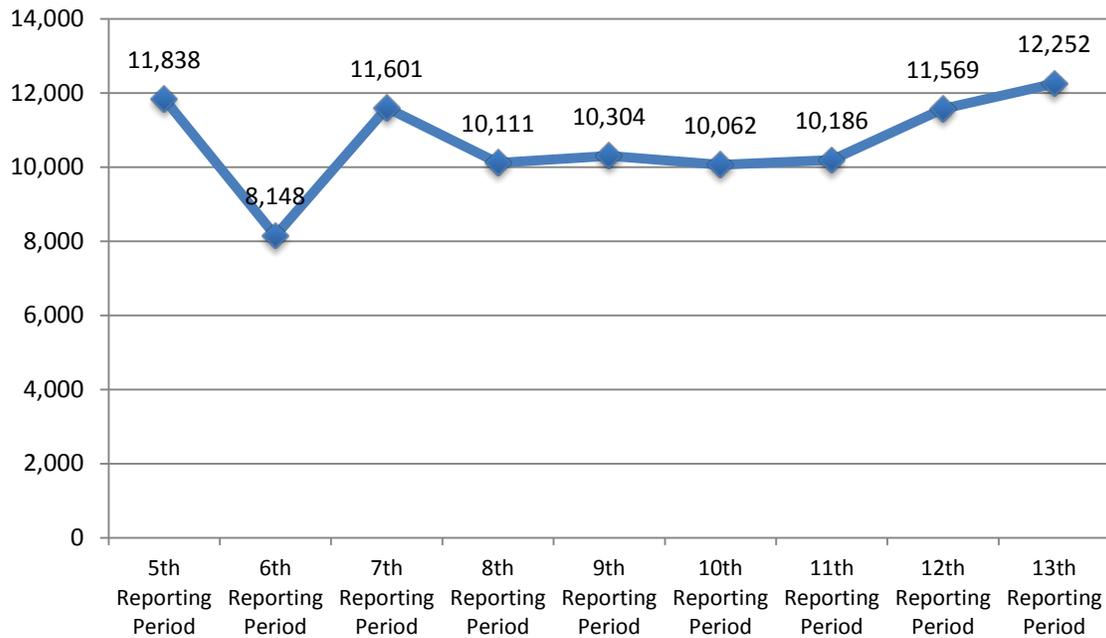


Figure Twelve depicts the trend of stops with law enforcement procedures for all stops in the current and previous eight reporting periods. The total number of stops with law enforcement procedures increased 5.9% in the current reporting period, similar to the 5.5% increase in all motor vehicle stops. As Figure Twelve indicates, the total number of motor vehicle stops with post-stop activity had been relatively consistent from reporting periods eight through eleven. Since the eleventh reporting period, the number of stops with post-stop activity has increased.

Although the total number of stops with post-stop activity increased by approximately 6% in the current reporting period, the direction and magnitude of change was not identical across all troops, as illustrated in Figure Thirteen. Troop A's post-stop activity increased by 19%, the largest increase of all troops. Troop C's post-stop activity increased by 14%, and Troop B's post-stop activity increased by 14% as well. Troop D experienced a 15% decrease in the number of stops with post-stop activity. Other, non-Troop stations experienced a 16% decrease in the number of stops with post-stop activity in the current reporting period. These changes correspond to the trends in the total number of stops for each troop. Troops A, B, and C experienced increases in the total number of stops in the current reporting period, while Troop D and Other, non-Troop stations experienced decreases in the total number of stops conducted in the current reporting period.

Figure Thirteen: Motor Vehicle Stops with Law Enforcement Procedures across Troops
 January 1, 2012 – June 30, 2015

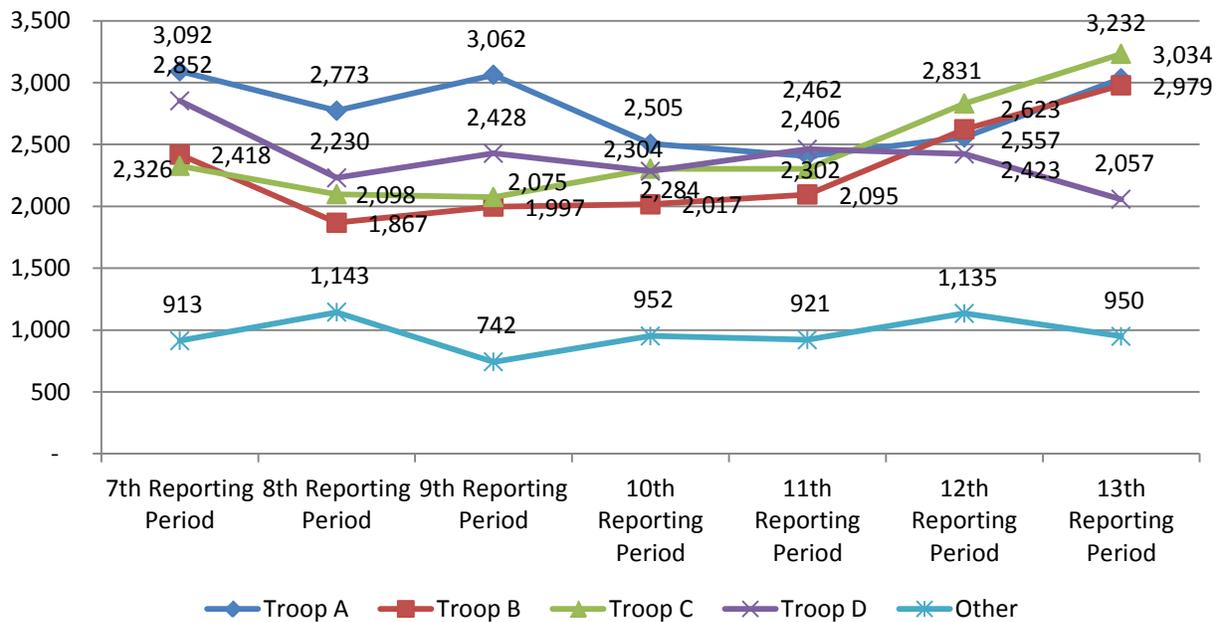


Figure Fourteen: Racial/Ethnic Distribution of Motor Vehicle Stops with Law Enforcement Procedures

January 1, 2015 – June 30, 2015

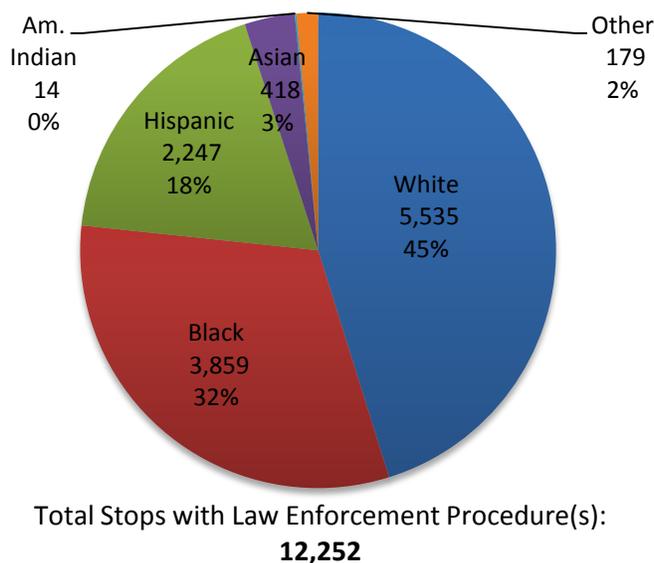


Figure Fourteen depicts the racial/ethnic distribution of stops with law enforcement procedures.⁵ While White drivers were involved in 62% of all stops, they were involved in only 45% of stops with post-stop activities. Black drivers were overrepresented among stops with post-stop activity; they were involved in 18% of all stops but 32% of stops with post-stop activity. To a lesser extent, Hispanic drivers were also overrepresented, making up 13% of all stops and 18% of stops with post-stop activity. Asian drivers were a less than expected proportion of stops with post-stop activity. They were involved in 6% of all stops and 3% of stops with post-stop activity. Other drivers were involved in 1% of all stops and 2% of stops with post-stop

⁵ 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. 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.

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 White drivers varies across troops, ranging from 42% to 47%. The proportions involving Black and Hispanic drivers, however, fluctuate more. In Other, non-Troop stations, Black drivers are involved in 25% of stops with post-stop activity, while in Troop C, Black drivers are involved in 37% of stops with post-stop activity. Hispanic drivers are between 15% and 26% of all stops with post-stop interactions. Asian drivers are between 1% and 6% of all stops with post-stop interactions across troops.

Figure Fifteen: Racial/Ethnic Distribution of Motor Vehicle Stops with Law Enforcement Procedures for Each Troop
 January 1, 2015 – June 30, 2015

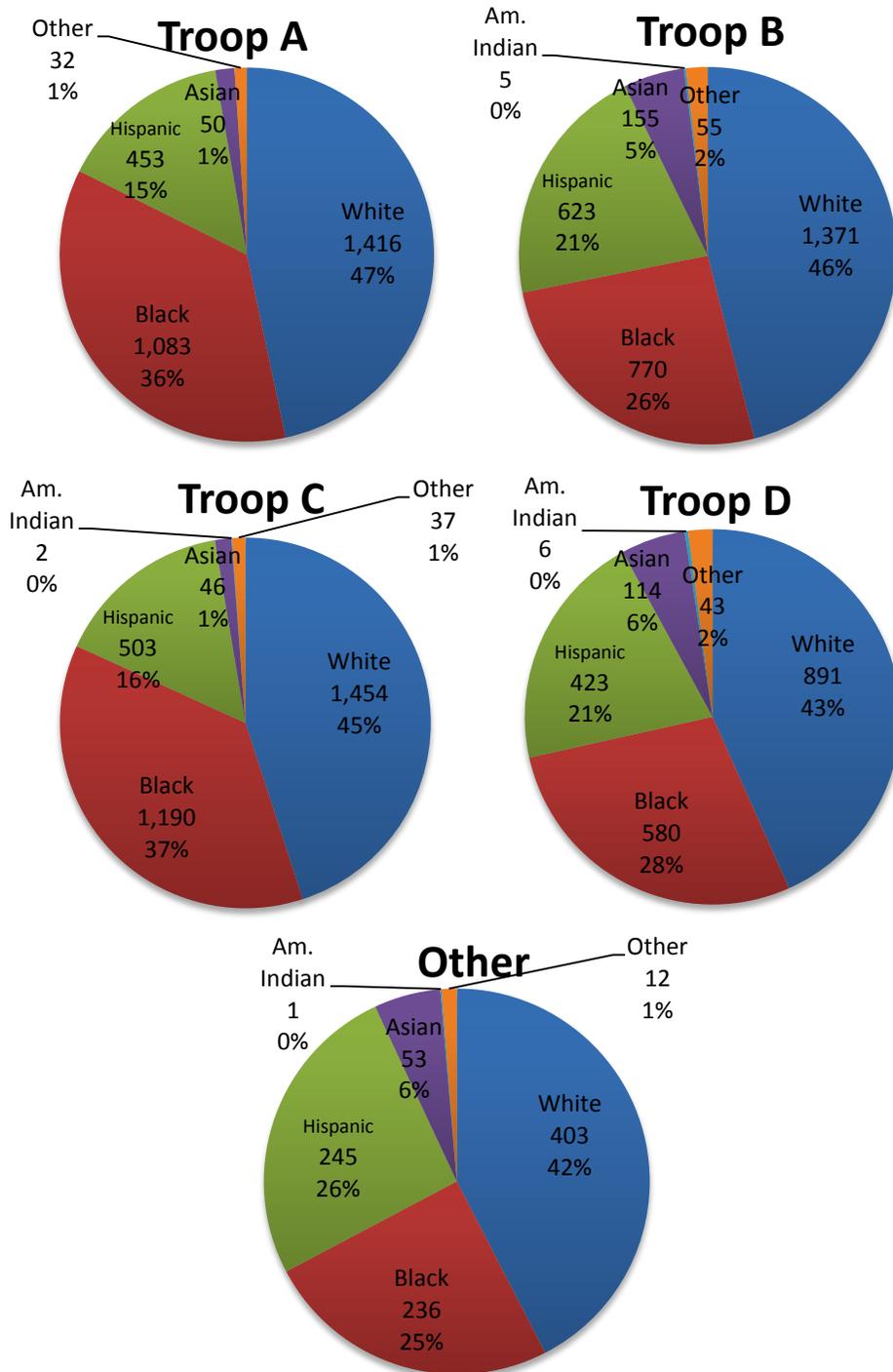


Figure Sixteen: Trend of Racial/Ethnic Distribution of Motor Vehicle Stops with Law Enforcement Procedures
 January 1, 2011 – June 30, 2015

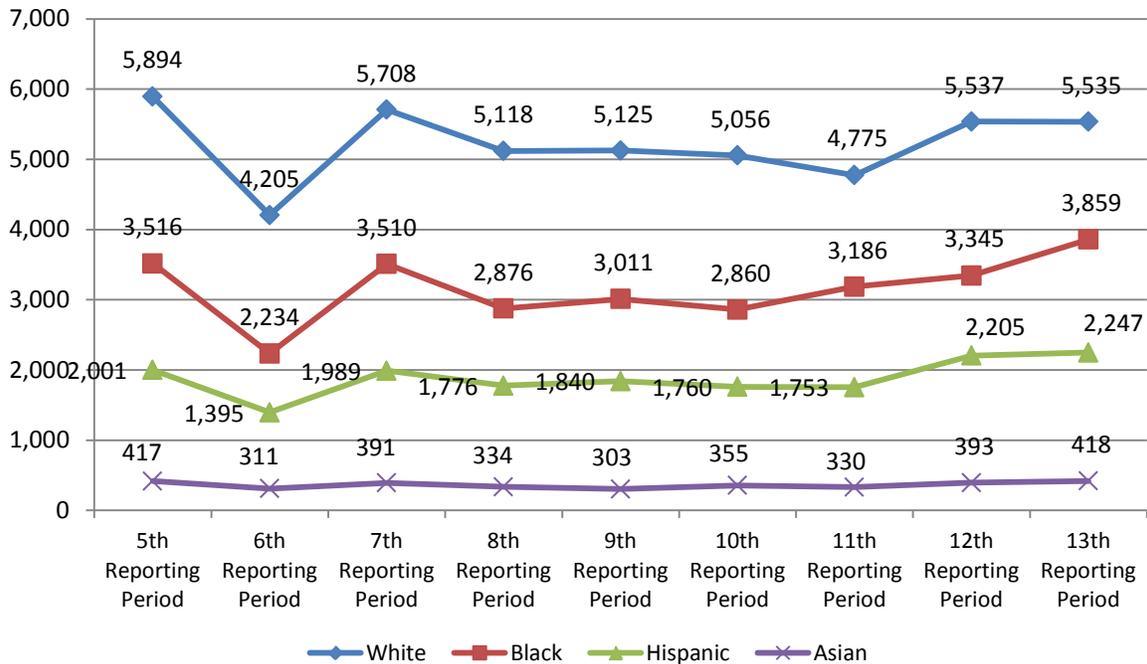
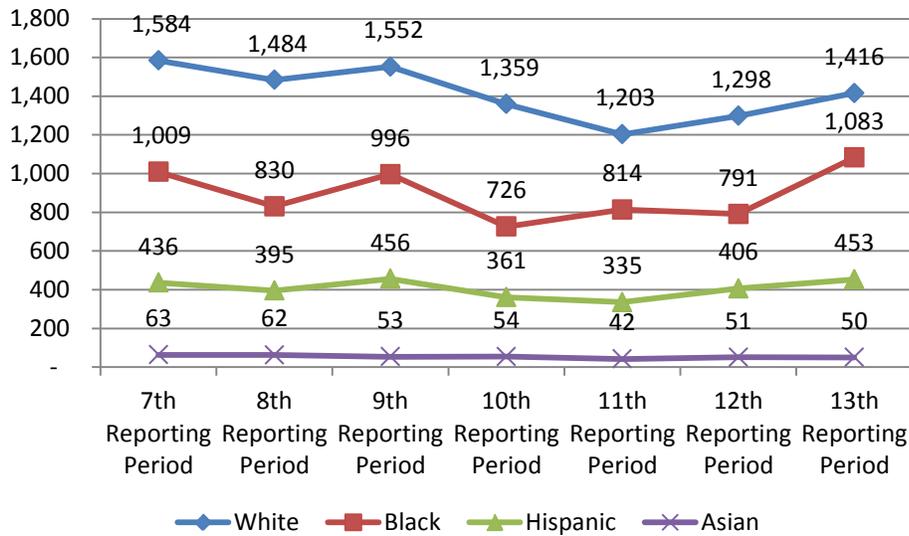


Figure Sixteen depicts the trend of the racial/ethnic distribution of stops with post-stop activity in the current and previous eight reporting periods. As noted previously, the total number of stops with post-stop activity increased by 5.9%, or 683 stops, in the current reporting period. When examining changes in stops with post-stop activity across racial/ethnic groups, some disproportionality is evident. Black drivers experienced the most substantial change in stops with post-stop activity, with 514 more stops, a 15% increase, from the previous reporting period. Stops of Hispanic drivers with post-stop activity increased by 42 stops, a 2% increase, from the previous reporting period. Stops of Asian drivers with post-stop activity increased by 25 stops, a 6% increase from the previous reporting period. White drivers were the only group to experience a decrease in motor vehicle stops with post-stop activity; this decrease was minor, with only two fewer stops, a .04% decrease, compared to the previous reporting period.

Despite this disproportionality, the percentages of all stops of each racial/ethnic group that resulted in post-stop activity did not change for any racial/ethnic group. In both the 12th and current reporting periods, approximately 4% of all stops of White drivers, 9% of all stops of Black drivers, 7% of all stops of Hispanic drivers, and 3% of all stops of Asian drivers resulted in post-stop activity. Figures Sixteen A-E further depict racial/ethnic trends in each Troop.

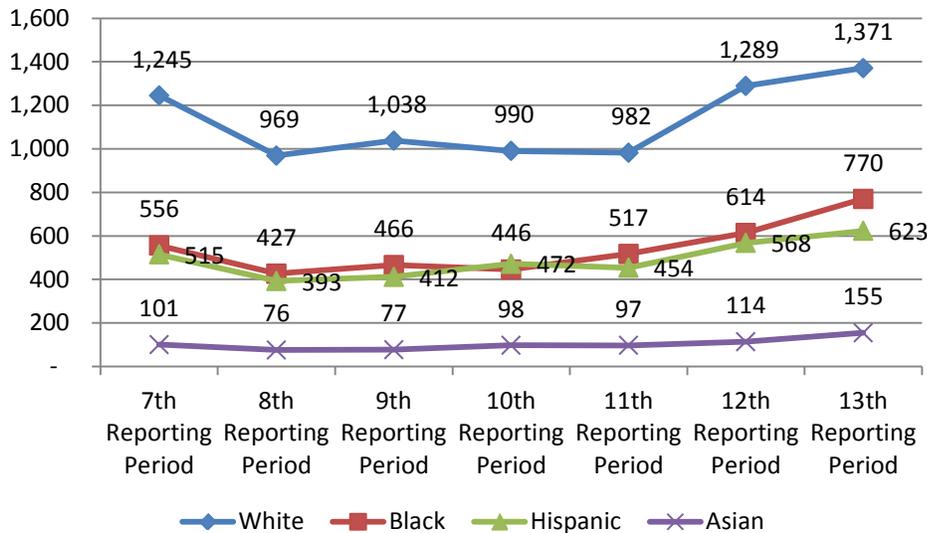
Figure Sixteen A: Trend of Racial/Ethnic Distribution of Motor Vehicle Stops with Law Enforcement Procedures for Troop A
 January 2012 – June 2015



In Troop A, the total number of stops with post-stop activity increased by 19% in the current reporting period. White drivers experienced a 9% increase, Black drivers experienced a 37% increase, and Hispanic drivers experienced a 12% increase in the current reporting period. Asian drivers experienced a 2% decrease, with one fewer stop than the previous reporting period. In

addition to experiencing the largest percentage increase, Black drivers also experienced the largest increase in number of stops with post-stop activity, an increase of 292 stops in the current reporting period. Thus, in Troop A, there was a disproportionate increase in motor vehicle stops with post-stop activity involving Black drivers in the current reporting period. As previously noted, Troop A's total number of stops increased 36%, and Troop A's stops of Black drivers increased 46% in the current reporting period. Despite the large increase in the number of stops with post-stop activity for Black drivers, the proportion of all stops of Black drivers resulting in post-stop activity decreased slightly for Troop A: In the previous reporting period, 11% of all stops of Black drivers resulted in post-stop activity. In the current reporting period, 10% of all of Troop A's stops of Black drivers resulted in post-stop activity. Roughly 5% of stops of White drivers, 10% of stops of Hispanic drivers, and 5% of stops of Asian drivers resulted in post-stop activity for Troop A in the current reporting period.

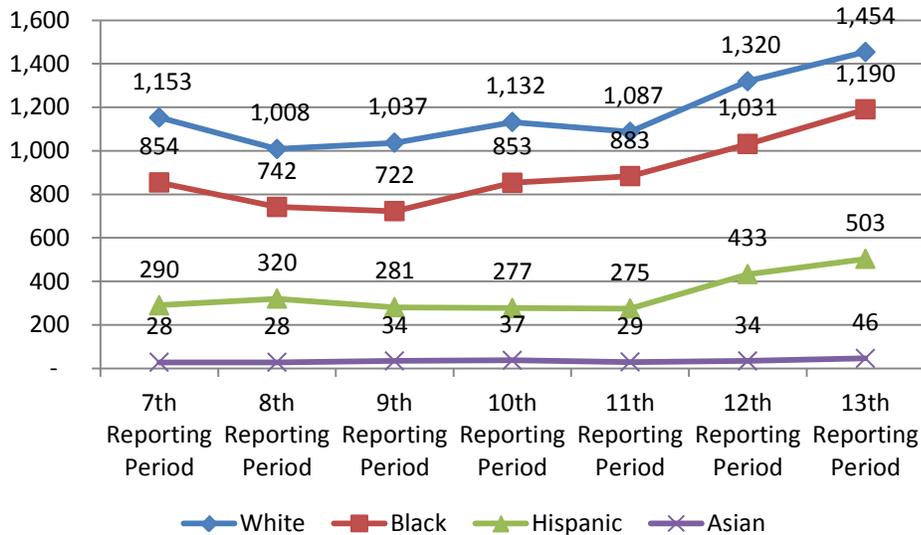
Figure Sixteen B: Trend of Racial/Ethnic Distribution of Motor Vehicle Stops with Law Enforcement Procedures for Troop B
 January 2012 – June 2015



There was a 14% increase in Troop B's stops with post-stop activity in the current reporting period. As a continuation of a trend for Troop B since the eleventh reporting period, all racial/ethnic groups experienced increases in the number of motor vehicle stops involving post-stop activity. White drivers experienced a 6% increase, Black drivers experienced a 25%

increase, Hispanic drivers experienced a 10% increase, and Asian drivers experienced a 36% increase in stops with post-stop activity in Troop B. While there is a large percentage change for Asian drivers, there is typically a low volume of activity involving Asian drivers. Although Asian drivers experienced the largest percentage increase in stops with post-stop activity, they experienced the smallest increase in number of stops, 41, with post-stop activity in the current reporting period. Similar to Troop A, Black drivers experienced the largest increase in number of stops with post-stop activity in Troop B, an increase of 156 stops in this troop in the current reporting period. The proportion of all stops of Black drivers resulting in post-stop activity increased slightly for Troop B: In the previous reporting period, 7% of all stops of Black drivers resulted in post-stop activity. In the current reporting period, 8% of all of Troop B's stops of Black drivers resulted in post-stop activity. Roughly 4% of stops of White drivers, 7% of stops of Hispanic drivers, and 3% of stops of Asian drivers resulted in post-stop activity in the current reporting period.

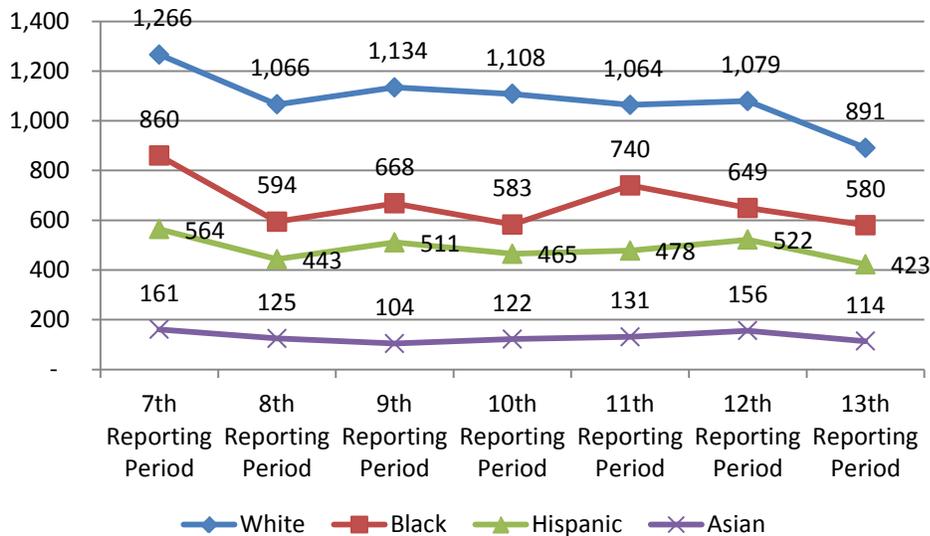
Figure Sixteen C: Trend of Racial/Ethnic Distribution of Motor Vehicle Stops with Law Enforcement Procedures for Troop C
 January 2012 – June 2015



Troop C also experienced a 14% increase in the number of stops with post-stop activity. Since the eleventh reporting period, there were increases in such stops across all racial/ethnic groups in Troop C. It is important to note that in the previous reporting period, there were increases in such stops across all racial/ethnic groups in Troop C. It is important to note that in the previous reporting period, Hispanic drivers experienced the largest increase in stops involving post-stop activity in Troop C and when compared to all

other racial ethnic groups Division-wide, with a 57% increase in such stops. Hispanic drivers were no longer so prominently overrepresented in the current reporting period. Hispanic drivers experienced a 16% increase, White drivers experienced a 10% increase, Black drivers experienced a 15% increase, and Asian drivers experienced a 35% increase in stops involving post-stop activity in the current reporting period. Although Asian drivers experienced the largest percentage increase, the increase in number of stops with post-stop activity is higher in White, Black, and Hispanic drivers. Similar to Troops A and B, Black drivers experienced the largest increase in number of stops with post-stop activity, 159 stops, in Troop C for the current reporting period. The proportion of all stops of Black drivers resulting in post-stop activity increased for Troop C: In the previous reporting period, 13% of all stops of Black drivers resulted in post-stop activity. In the current reporting period, 15% of all of Troop C's stops of Black drivers resulted in post-stop activity. Roughly 5% of stops of White drivers, 12% of stops of Hispanic drivers, and 3% of stops of Asian drivers resulted in post-stop activity in the current reporting period.

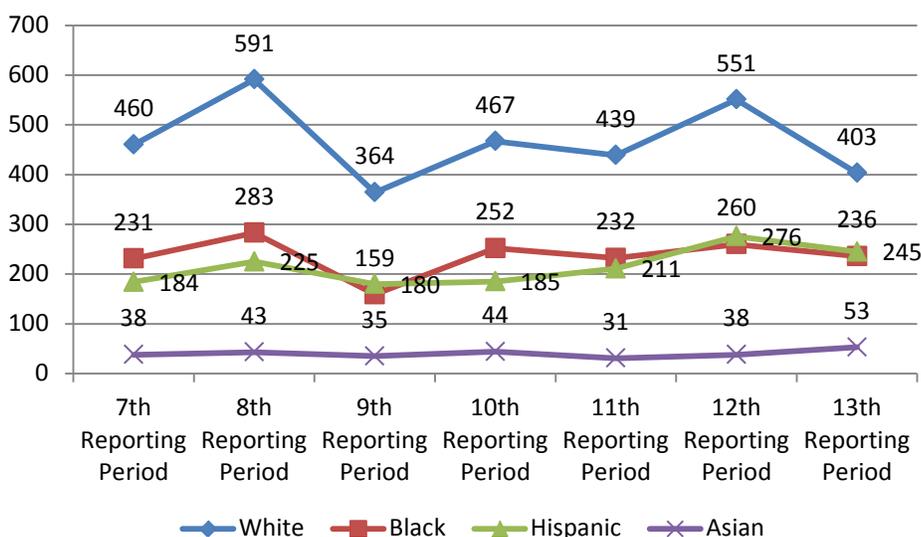
Figure Sixteen D: Trend of Racial/Ethnic Distribution of Motor Vehicle Stops with Law Enforcement Procedures for Troop D
 January 2012 – June 2015



The number of stops with post-stop activity decreased 15% in the current reporting period in Troop D. All racial/ethnic groups experienced fewer stops involving post-stop activity since the last reporting period. White drivers experienced a 17% decrease, Black drivers experienced an 11% decrease, Hispanic drivers experienced a 19% decrease, and Asian drivers

experienced a 27% decrease. Although the largest percentage decrease was for Asian drivers, White drivers experienced the greatest decrease in number of stops with post-stop activity, 188, in Troop D for the current reporting period. Roughly 2% of stops of White drivers, 5% 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 D in the current reporting period.

Figure Sixteen E: Trend of Racial/Ethnic Distribution of Motor Vehicle Stops with Law Enforcement Procedures for Other Stations
 January 2012 – June 2015



Four percent of Other, non-Troop stations' stops resulted in post-stop activity in the current reporting period. Other, non-Troop stations experienced a 16% decrease in the number of stops with post-stop activity since the previous reporting period. White drivers experienced a 27% decrease, Black drivers experienced a 9% decrease, Hispanic drivers experienced an 11% decrease, while Asian

drivers experienced a 40% increase. Although Asian drivers experienced the greatest percentage

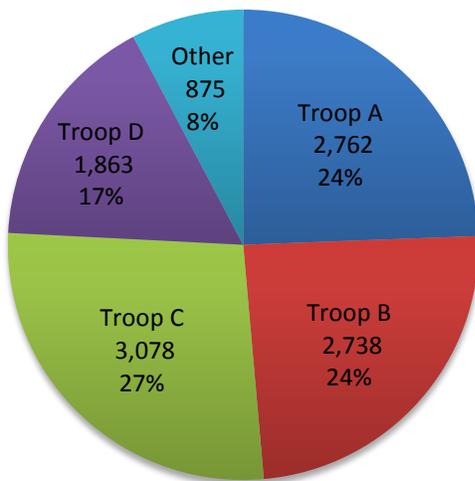
change, Asian drivers experienced an increase of only 15 stops with post-stop activity. White drivers experienced the greatest change in number of stops with post-stop activity in the current reporting period, a decrease of 148 stops with post-stop activity in the current reporting period. In the current reporting period, roughly 3% of stops of White drivers, 5% of stops of Black Drivers, 7% of stops of Hispanic drivers, and 3% of stops of Asian drivers resulted in post-stop activity.

As previously noted, Black drivers experienced a 15% increase in the total number of stops with law enforcement procedures in the current reporting period. As indicated by the figures, a large portion of this involved stops of Black drivers with post-stop activity across Troops A, B, and C.

Vehicle Exits

Figure Seventeen: Troop Distribution of Stops with Vehicle Exits

January 1, 2015 – June 30, 2015



Total Stops with Vehicle Exits:
11,316

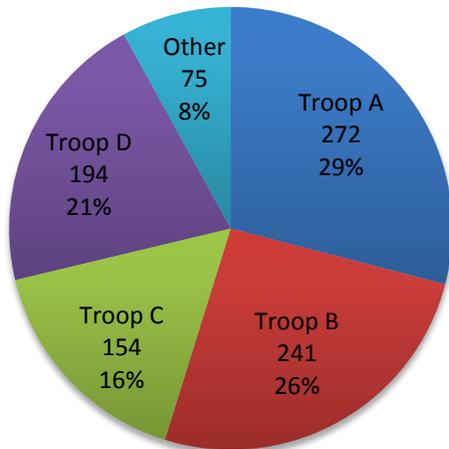
The most frequent post-stop interaction was an occupant vehicle exit. Of the 12,252 stops with post-stop interactions, 11,316 stops (92%) resulted in an occupant vehicle exit. During a motor vehicle stop, troopers may ask a driver to exit for any reason; this helps to explain the high frequency of this activity. Because such a high proportion of stops with post-stop activity involve vehicle exits, the troop distribution in Figure Seventeen is nearly identical to the troop distribution in Figure Eleven. Troop C conducted the largest proportion of stops with vehicle exits, 27%. Other, non-Troop stations conducted the smallest proportion, 8%. Ninety-five percent of stops involving post-stop interactions for Troop C resulted in a vehicle exit in the current reporting period. For both Troop B and Other, non-Troop stations, 92% of stops involving post-stop interactions resulted in a vehicle exit. And for both Troops A and D, 91% of stops involving post-stop interactions resulted in a vehicle exit.

both Troops A and D, 91% of stops involving post-stop interactions resulted in a vehicle exit.

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, State Police may conduct further analysis.

Figure Eighteen: Troop Distribution of Stops without Vehicle Exits

January 1, 2015 – June 30, 2015



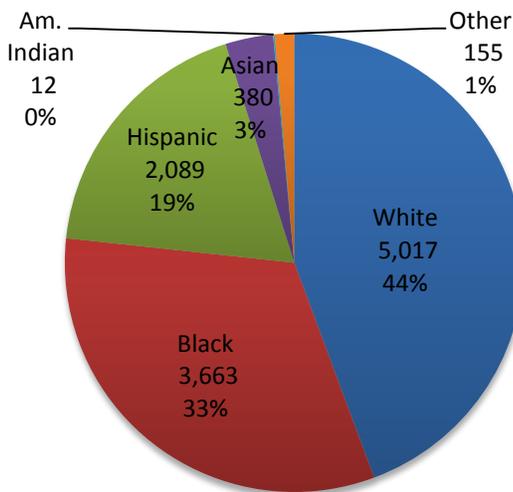
Total Stops with Non-Vehicle Exit Post-Stop Activity: **936**

As noted above, the overwhelming majority of stops with post-stop activity had a vehicle exit. There were only 936 stops with post-stop activity but no vehicle exits. These were likely instances where an individual may have already been out of the car or may reflect reporting errors. The largest proportion of these incidents occurred in Troops A and B. Troop A conducted 29% of all stops with post-stop activity but no vehicle exit, and Troop B conducted 26% of such stops. Troop D conducted 21% of all stops with post-stop activity but no vehicle exit. Troop C and Other, non-Troop stations represented smaller proportions of all stops with post-stop activity but no vehicle exit, 16% and 8%, respectively. 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.

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

January 1, 2015 – June 30, 2015



Total Stops with Vehicle Exits: **11,316**

Figure Nineteen depicts the racial/ethnic distribution of stops with vehicle exits. The frequency of vehicle exits for White drivers is higher than the frequency for all other racial/ethnic groups. White drivers were involved in 5,017 stops with vehicle exits (44%), Black drivers were involved in 3,663 stops (33%), Hispanic drivers were involved in 2,089 stops (19%), and Asian drivers were involved in 380 stops with vehicle exits (3%). Compared to the overall racial/ethnic distribution of all motor vehicle stops, White drivers make up a smaller proportion and Black and Hispanic drivers make up larger proportions of stops with vehicle exits. Compared to the distribution of stops with law enforcement procedures, however, this distribution is nearly identical. Among all stops with post-stop activity, Black drivers had the highest proportion of

stops resulting in vehicle exits, 95%. For Hispanic drivers, 93% of stops with post-stop activity resulted in vehicle exits. For both White and Asian drivers, 91% of stops with post-stop activity resulted in vehicle exits.

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

January 1, 2015 – June 30, 2015

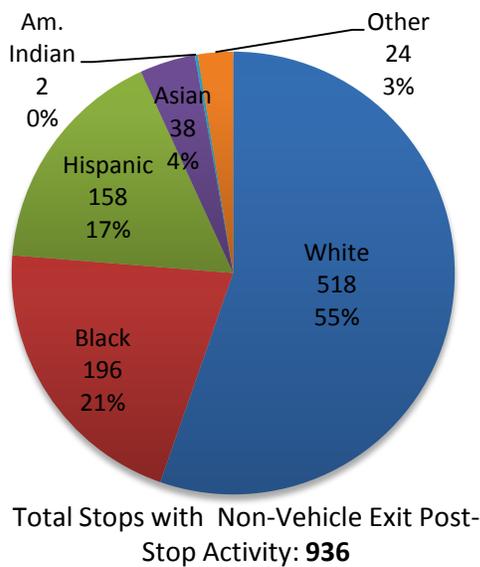


Figure Twenty depicts the racial/ethnic distribution of stops with post-stop activity but no vehicle exits. This distribution is similar to the distribution of stops with vehicle exits, but there are differences noted. White drivers make up 44% of stops with vehicle exits and 55% of stops without vehicle exits. Conversely, Black drivers make up 33% of stops with vehicle exits and 21% of stops without vehicle exits. Though differences are noted in the proportions, they are not large and do not present overwhelming evidence that any particular racial/ethnic group is more likely to be asked to exit than not.

Figure Twenty-One depicts the racial/ethnic distribution of stops with vehicle exits across troops. The distributions depicted in Figure Twenty-One are

nearly identical to those depicted in Figure Eleven, which indicates the troop racial/ethnic distributions of stops with post-stop activities. Across Troops, the racial/ethnic distribution of stops with vehicle exits varies slightly. Generally, White drivers were the largest proportion of these activities, varying between 43% and 46%. Black drivers were between 25% and 38% of stops with vehicle exits across troops, and Hispanic drivers were between 15% a 26% of all stops with vehicle exits. Asian drivers were typically a much smaller proportion of stops with vehicle exits, between 1% and 5% of all stops with vehicle exits across troops.

Figure Twenty-Two depicts the racial/ethnic distribution of stops with post-stop interactions and no vehicle exits for each troop. As shown, White drivers were generally the largest proportion of these stops, between 38% and 67% of all stops without vehicle exits in each troop. Black drivers were between 17% and 26%, and Hispanic drivers were between 11% and 27% of these stops. While the non-exit stops appear to involve a higher proportion of White drivers than stops with exits for most troops, the ability to draw conclusions is limited as there are so few stops with no exits compared to stops with exits in each troop. Additionally, in over 74% of the stops with exits, there was an arrest made, indicating that other post-stop activity did occur during the stop. OLEPS will continue to examine these racial/ethnic distributions in future reports.

Figure Twenty-One: Troop Racial/Ethnic Distribution of Stops with Vehicle Exits
 January 1, 2015 – June 30, 2015

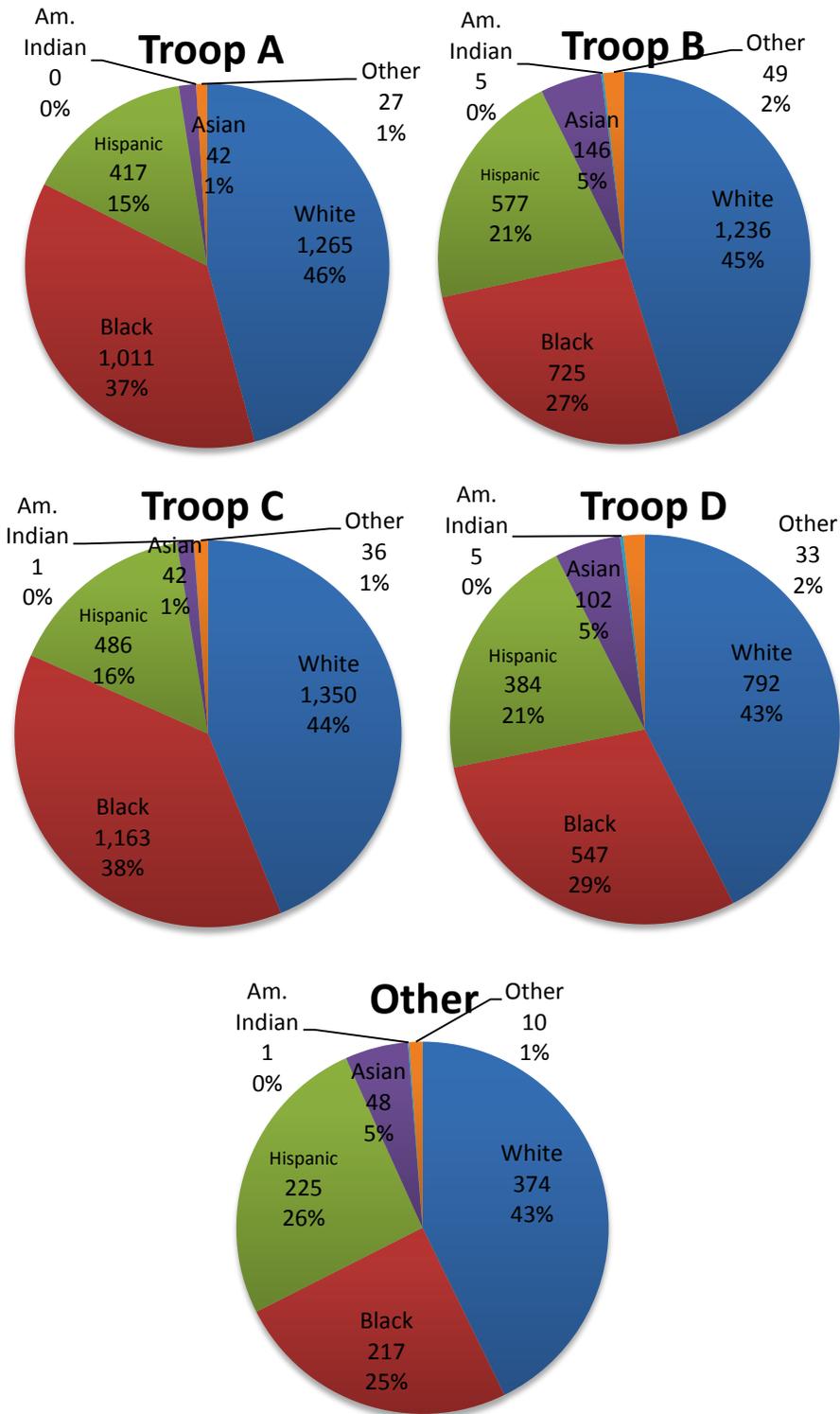


Figure Twenty-Two: Troop Racial/Ethnic Distribution of Stops without Vehicle Exits
 January 1, 2015 – June 30, 2015

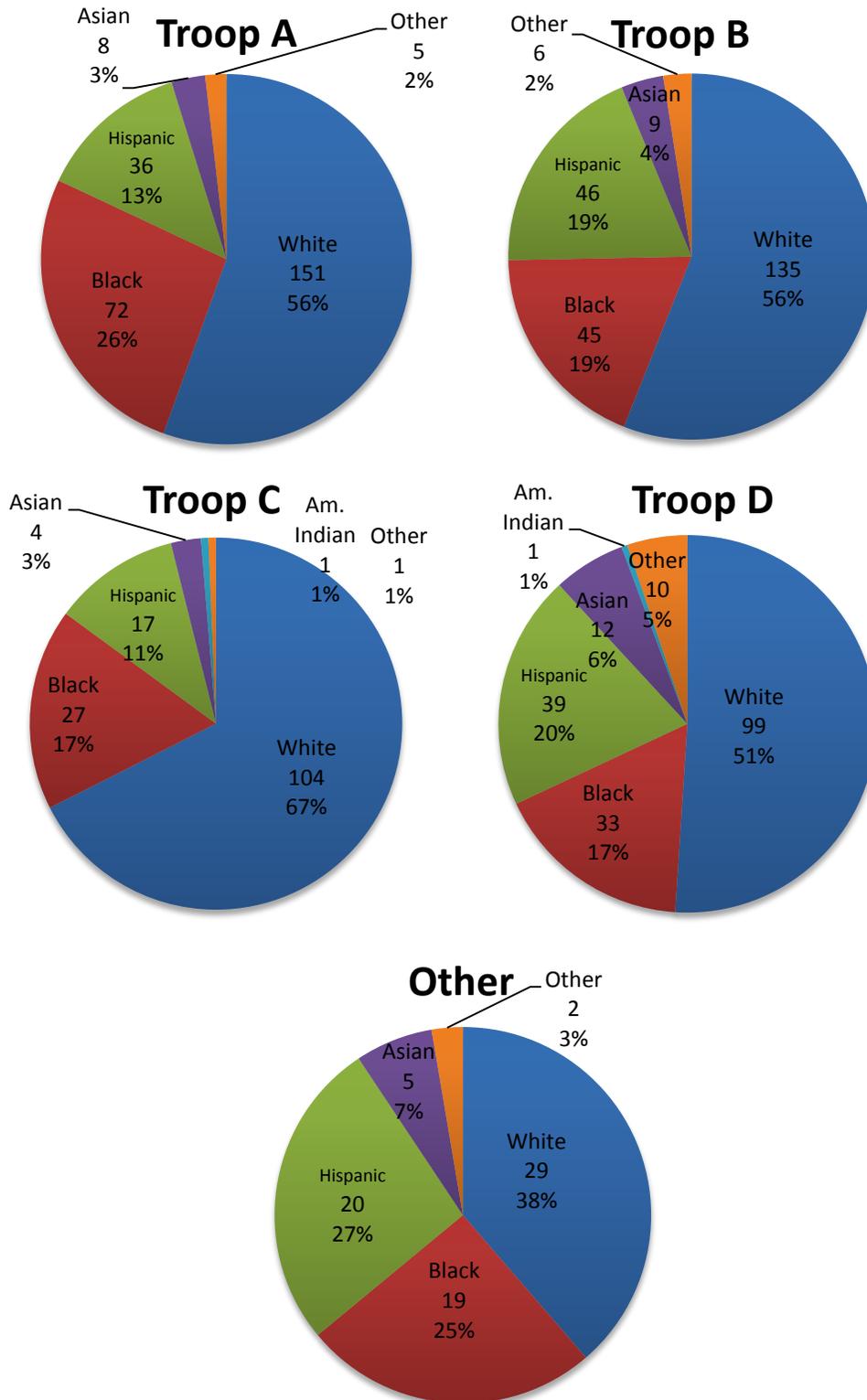


Figure Twenty-Three: Troop Trend of Motor Vehicle Stops with Vehicle Exits
 January 1, 2012 – June 30, 2015

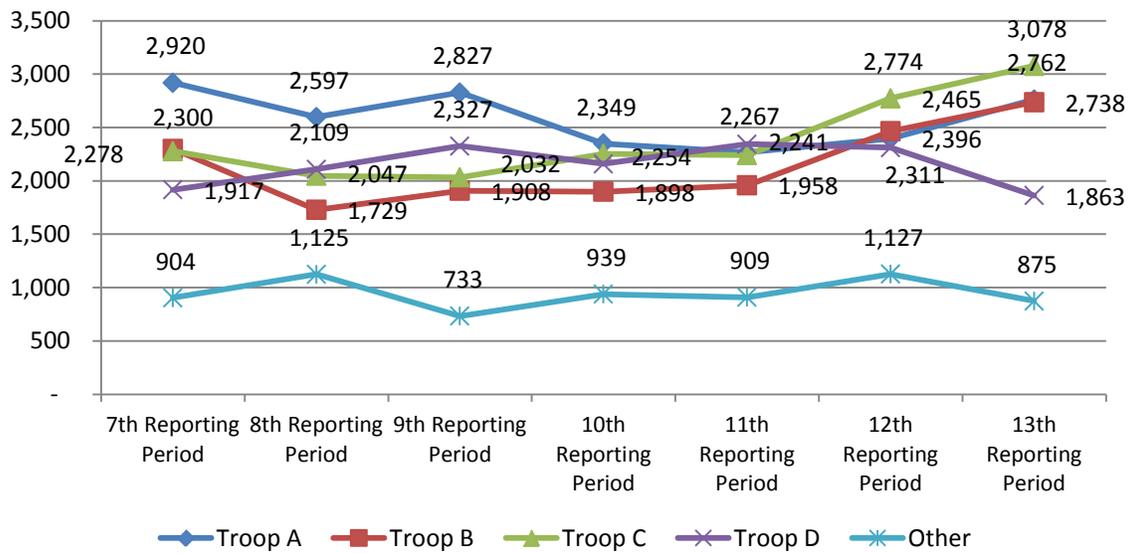
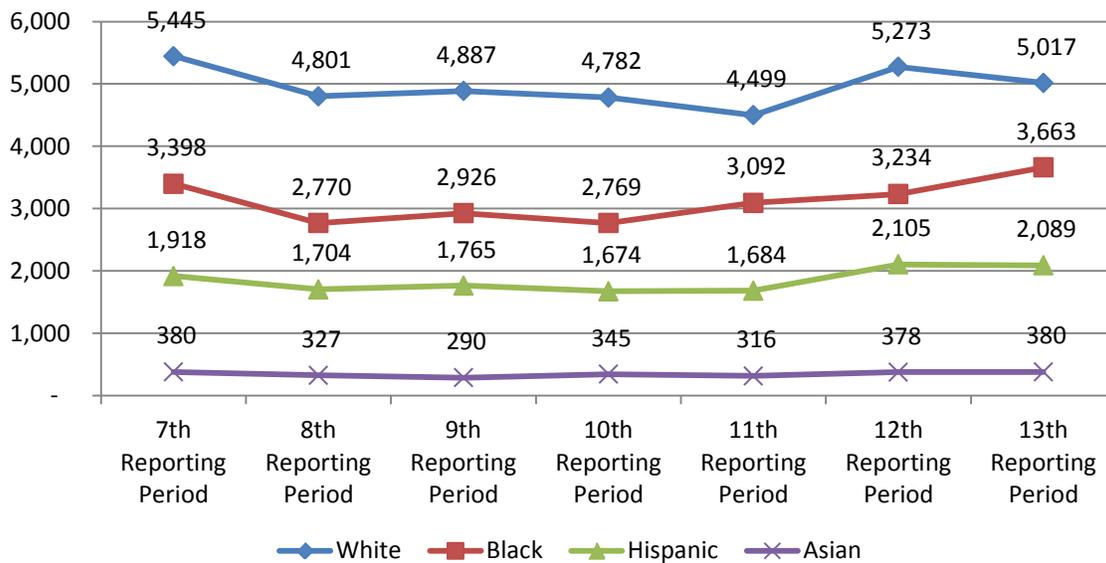


Figure Twenty-Three depicts the Troop trend of the number of stops with vehicle exits. The changes in the number of stops with vehicle exits are similar to the troop changes noted among the number of stops with post-stop interactions. Troop A experienced a 15% increase, and both Troops B and C experienced an 11% increase in motor vehicle stops with vehicle exits. Troop D experienced a 19% decrease, and Other, non-Troop stations experienced a 22% decrease in the number of stops with vehicle exits in the current reporting period.

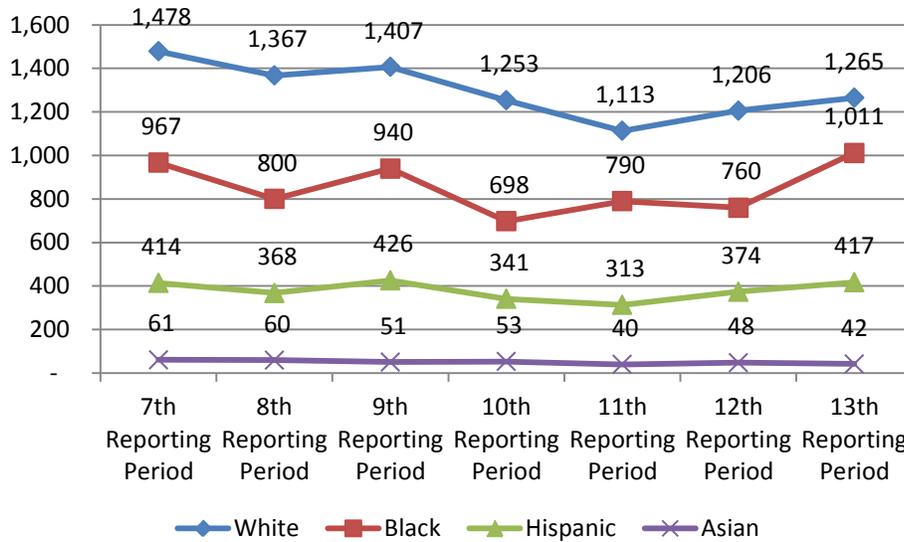
Figure Twenty-Four: Trend of Racial/Ethnic Distribution of Stops with Vehicle Exits
 January 1, 2012 – June 30, 2015



In the current reporting period there was a 2% increase in the total number of stops with vehicle exits. Because vehicle exits were the most frequent law enforcement procedure, the magnitude of change in the racial/ethnic distribution of stops with vehicle exits is similar to that of all stops with law enforcement procedures. Black drivers experienced a 13% increase, or 429 more stops, with vehicle exits in the current reporting period. White drivers experienced roughly a 5% decrease, or 256 fewer stops with vehicle exits in the current reporting period. After more marked increases in stops with vehicle exits in the previous reporting period, both Hispanic and Asian drivers experienced only slight changes in stops with vehicle exits in the current reporting period; Hispanic drivers experienced a 0.8% decrease, 16 fewer stops, and Asian drivers experienced a 0.5% increase, two additional stops with vehicle exits in the current reporting period.

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

January 2012 – June 2015

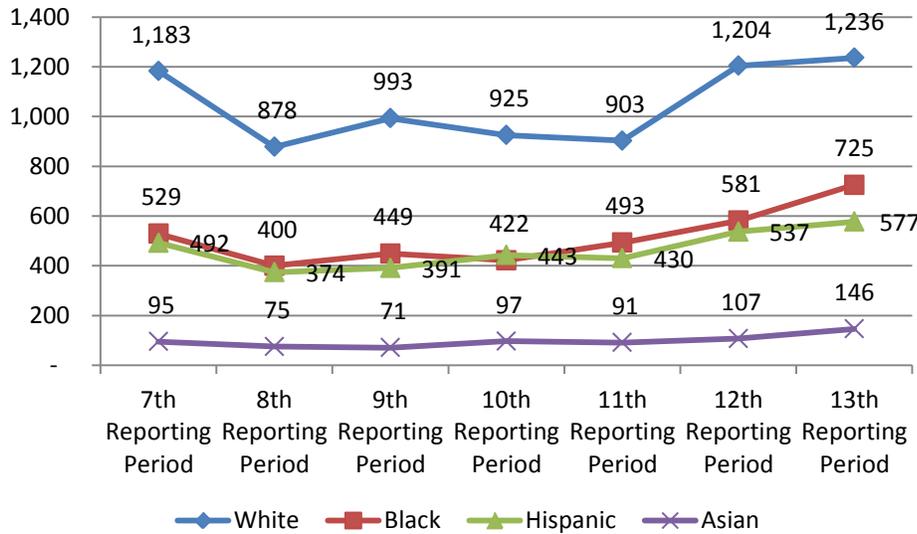


In Troop A, the number of stops with post-stop activity increased nearly 19% in the current reporting period. Similar to the trend in stops with post-stop activity, the number of stops with vehicle exits increased 15%. Since vehicle exits were the most frequently occurring post-stop activity, there is an expectation that the racial/ethnic distribution of exits will be very similar to the overall

trend of stops with post-stop activity. Indeed, for each racial/ethnic group, the rate of change in the number of stops with vehicle exits is similar to the rate of change in all stops with post-stop activity. There was a 5% increase in stops with vehicle exits for White drivers. Black drivers experienced a 33% increase in the number of stops with vehicle exits, Hispanic drivers experienced nearly a 12% increase, and Asian drivers experienced 13% fewer stops with vehicle exits in the current reporting period. In Troop A, 93% of stops of Black drivers, 92% of stops of Hispanic drivers, 89% of stops of White drivers, and 84% of stops of Asian drivers with post-stop activity involved an 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 2015

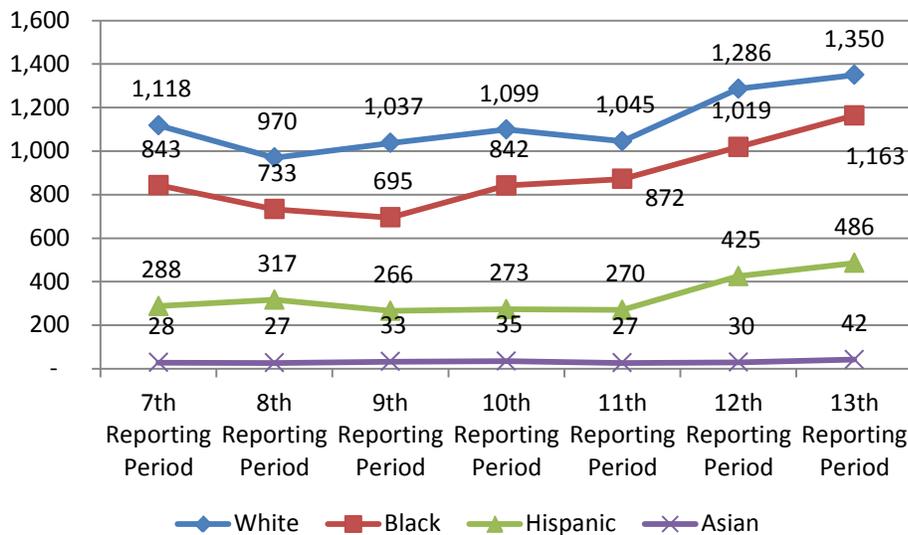


Troop B's stops with post-stop activity increased 14% in the current reporting period, and Troop B's stops with vehicle exits increased 11% in the current reporting period. The trends across racial/ethnic groups for stops with vehicle exits are consistent with trends noted for stops with post-stop activity. In Troop B, stops with vehicle exits increased 3% for White drivers, 25% for Black

drivers, 8% for Hispanic drivers, and 37% for Asian drivers. Ninety-four percent of stops of Black drivers, 94% of stops of Asian drivers, 93% of stops of Hispanic drivers, and 90% of stops of White 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 2015



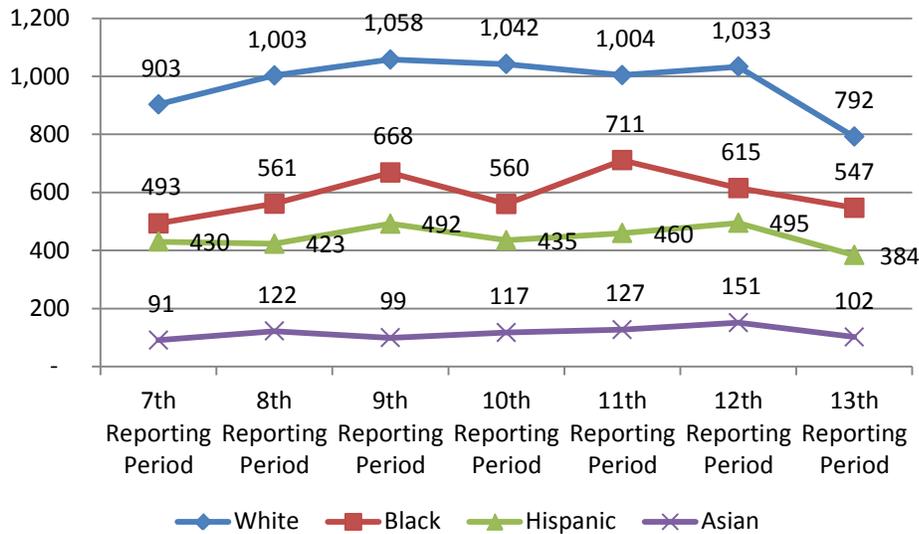
As in Troops A and B, the trends noted for Troop C in stops with post-stop activity are similar to those seen in stops with vehicle exits. Troop C experienced a 14% increase in stops with post-stop activity and an 11% increase in stops with vehicle exits. Just as all racial/ethnic groups experienced an increase in stops with post-stop activity in Troop C, all racial/ethnic groups experienced more stops

involving vehicle exits in the current reporting period. White drivers experienced a 5% increase in the number of stops with vehicle exits, Black drivers experienced a 14% increase, Hispanic drivers experienced a 14% increase, and Asian drivers experience a 40% increase in stops involving vehicle

exits. As previously mentioned, it is important to take into account the smaller volume of activity involving Asian drivers when comparing percent changes in stops involving Asian drivers over time. Nonetheless, in Troop C, 98% of stops of Black drivers, 97% of stops of Hispanic drivers, 93% of stops of White drivers, and 91% of stops of Asian drivers with post-stop activity involved a vehicle 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 2015

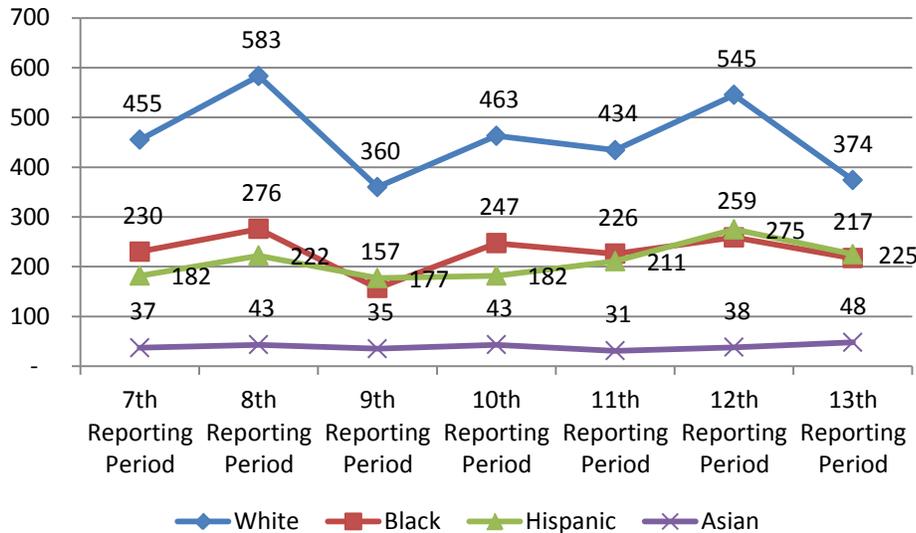


Troop D experienced a 15% decrease in the number of stops with post-stop activity and a 19% decrease in stops involving a vehicle exit in the current reporting period. Just as all racial/ethnic groups experienced a decrease in stops with post-stop activity in Troop D, all racial/ethnic groups also experienced fewer stops involving vehicle exits in the current reporting period. White drivers

experienced a 23% decrease, Black drivers experienced an 11% decrease, Hispanic drivers experienced a 22% decrease, and Asian drivers experienced a 33% decrease in the number of stops with vehicle exits. In Troop D, 94% of stops of Black drivers, 91% of stops of Hispanic drivers, 90% of stops of Asian drivers, and 89% of stops of White 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 2015



In Other, non-Troop stations, the number of stops with post-stop activity decreased by 16%, and the number of stops with vehicle exits decreased as well, by 22%. Trends observed in stops with vehicle exits are consistent with trends observed in stops with post-stop activity for Other, non-Troop stations. White drivers experienced the most pronounced decline, a 31% decrease, in the

number of stops with vehicle exits. Hispanic drivers experienced an 18% decrease, Black drivers experienced a 16% decrease, and Asian drivers experienced a 26% increase in the number of stops with vehicle exits in the current reporting period. In Other, non-Troop stations, 93% of stops of White drivers, 92% of stops of Black drivers, 92% of stops of Hispanic drivers, and 91% of stops of Asian drivers with post-stop activity involved a vehicle exit in the current reporting period.

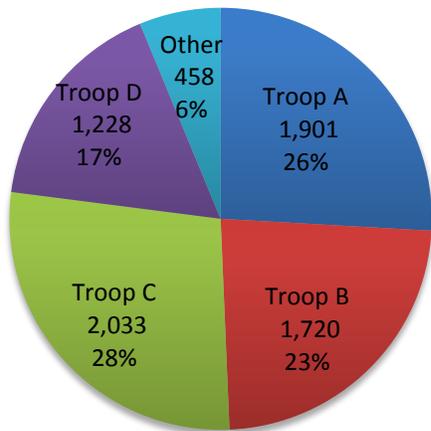
Overall, each troop experienced changes in the number of motor vehicle stops with vehicle exits consistent with the changes noted among all stops with post-stop interactions. This is likely because vehicle exits are overwhelmingly the most common post-stop activity. No racial/ethnic group appeared to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

Non-Consensual Searches

Non-consensual searches are the second most common law enforcement procedure. Of the 12,252 stops with post-stop interactions, 60% or 7,340 stops involved non-consensual searches. The number of stops with non-consensual searches is similar to that of the previous reporting period; there were only 18 more stops, a 0.25% increase, in non-consensual searches in the current reporting period.

Figure Twenty-Five: Troop Distribution of Stops with Non-Consensual Searches

January 1, 2015 – June 30, 2015



Total Stops with Non-Consensual Searches: **7,340**

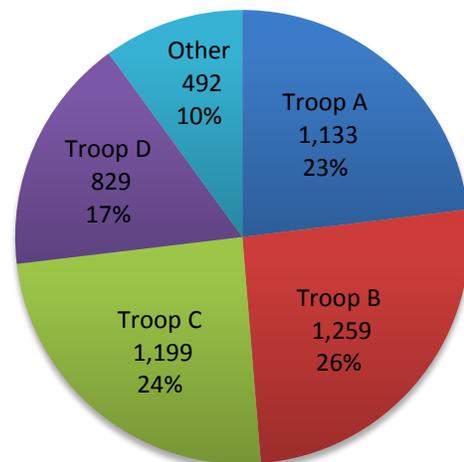
Figure Twenty-Five depicts the distribution of stops with non-consensual searches across troops. Though only 60% of all stops with post-stop interactions involved non-consensual searches, the troop distribution of non-consensual searches is nearly identical to the troop distribution of all stops with post-stop interactions. Troop C conducted a slightly higher proportion of stops with non-consensual searches, 28%, than stops with post-stop interactions, 26%; and Other, non-Troop stations conducted a slightly lower proportion of stops with non-consensual searches, 6%, than stops with post-stop interactions, 8%. Sixty-three percent of stops with post-stop interaction resulted in non-consensual searches in both Troops A and C. Sixty percent of stops with post-stop activity resulted in non-consensual searches for Troop D. For Troop B, 58% of stops with post-stop interactions

resulted in nonconsensual searches. Only 48% of stops with post-stop interactions resulted in non-consensual searches in Other, non-Troop stations in the current reporting period.

Figure Twenty-Six: Troop Distribution of Stops without Non-Consensual Searches

January 1, 2015 – June 30, 2015

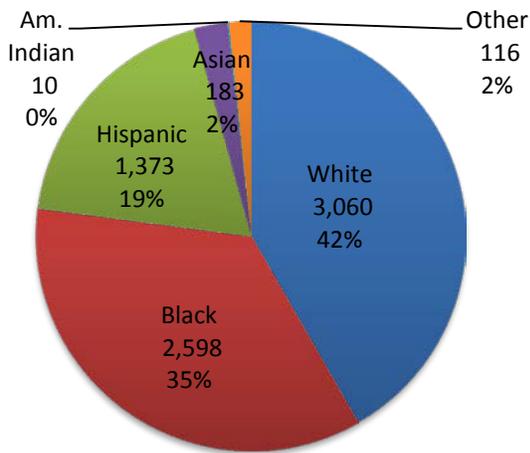
In the current reporting period there were 4,912 stops with post-stop interactions that did not involve non-consensual searches. Though there were more stops with non-consensual searches than without, it is important to examine the distribution of stops without these searches to determine whether the decision to engage in this activity is more likely in certain troops. Figure Twenty-Six depicts the troop distribution of stops with post-stop interactions without non-consensual searches. This distribution is similar to the troop distribution of stops with post-stop interactions, wherein Troops A, B, and C each conducted approximately a quarter of stops without non-consensual searches. The proportion for Troop D is identical to that of stops involving post-stop interaction. Other, non-Troop stations conducted a slightly larger proportion, 10% of these stops.



Total Stops without Non-Consensual Searches: **4,912**

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

January 1, 2015 – June 30, 2015



Total Stops with Non-Consensual Searches:
7,340

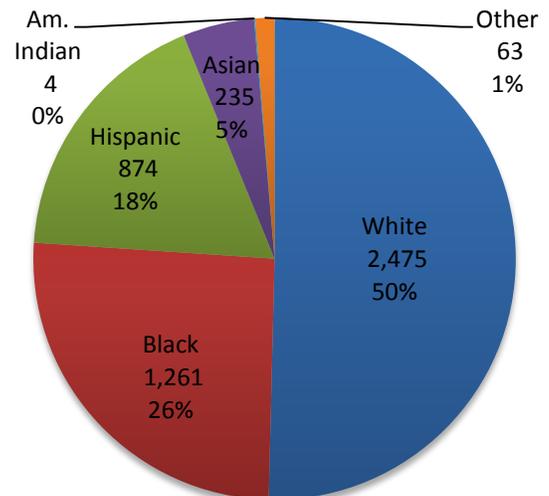
As shown in Figure Twenty-Seven, White drivers were involved in the largest proportion of stops with non-consensual searches. White drivers were involved in 3,060 stops (42%) with non-consensual searches. Black drivers were involved in 2,598 stops, (35%) with non-consensual searches. Hispanic drivers were involved in 1,373 stops (19%) with non-consensual searches. And Asian drivers were involved in 183 stops (2%) with non-consensual searches. While White drivers were still involved in the highest proportion of stops with non-consensual searches, they were involved in a smaller proportion than their representation in all stops and a slightly smaller proportion than their representation in stops with law enforcement procedures. Black drivers were overrepresented compared to their proportion

of all stops and involved in a slightly larger proportion of stops compared to those with law enforcement procedures. Hispanic drivers are overrepresented among stops with non-consensual searches when compared to their proportion of all stops and nearly the same proportion as stops with law enforcement procedures. Among all stops with post-stop activity, Black drivers had the greatest likelihood of a non-consensual search. Sixty-seven percent of Black drivers, 61% of Hispanic drivers, 55% of White drivers, and 44% of Asian drivers involved in a stop with post-stop activity experienced a non-consensual search in the current reporting period.

Figure Twenty-Eight: Racial/Ethnic Distribution of Stops without Non-Consensual Searches

January 1, 2015 – June 30, 2015

As noted previously, White drivers are a less than expected proportion and Black and Hispanic drivers are a greater than expected proportion of stops with non-consensual searches. There is an expectation that groups overrepresented among these stops will make up a smaller than expected proportion of stops without non-consensual searches and vice versa. Figure Twenty-Eight depicts this distribution. As shown, White drivers are overrepresented. They are 50% of all stops without non-consensual searches compared to only 42% of stops with non-consensual searches. Conversely, Black drivers are a less than expected proportion of stops without non-consensual searches, 26%, compared to the 36% of stops with these searches. Asian drivers are a slightly higher proportion of stops without non-consensual searches, 5%, in comparison to stops with non-consensual searches, 2%. Hispanic drivers, however, are similar proportions across stops with and



Total Stops without Non-Consensual Searches: **4,912**

without non-consensual searches, 19% and 18%, respectively.

Figure Twenty-Nine indicates that across troops, the racial/ethnic distribution of stops with non-consensual searches varies. In Troop C, there were more stops of Black drivers with non-consensual searches (42%), than there were of White drivers (40%), however, in all other troops, White drivers were the largest proportion of these stops. Proportions for White drivers varied from 40% to 43%. For Black drivers, proportions varied from 28% in Other, non-Troop stations to 42% in Troop C. In Other, non-Troop stations, the proportions of stops with non-consensual searches involving Black and Hispanic drivers were nearly identical, 28% and 27%, respectively. These proportions will continue to be examined in future reporting periods to ensure that stops with non-consensual searches do not disproportionately involve drivers of certain races.

Figure Twenty-Nine: Racial/Ethnic Distribution of Stops with Non-Consensual Searches by Troop

January 1, 2015 – June 30, 2015

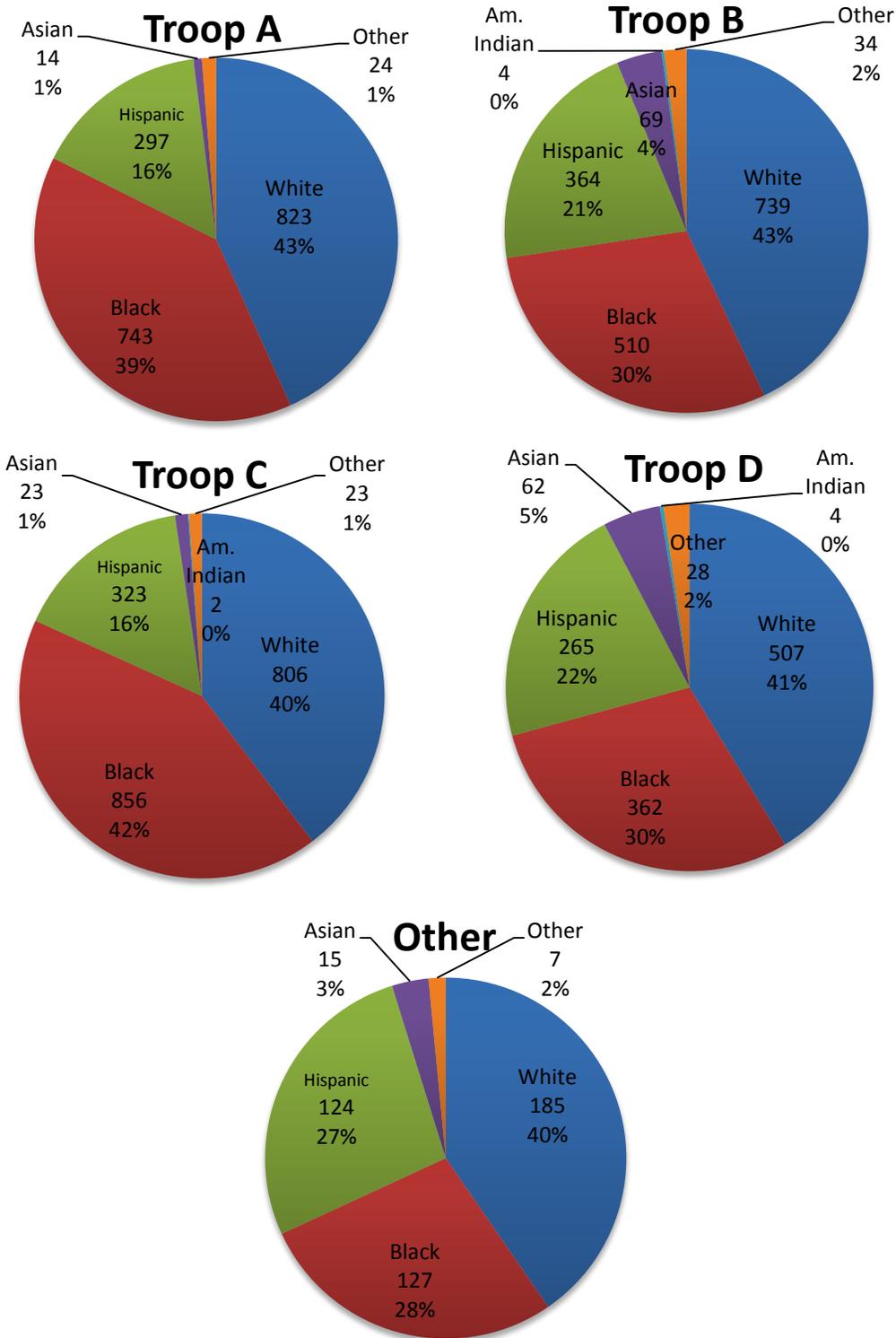


Figure Thirty: Racial/Ethnic Distribution of Stops without Non-Consensual Searches by Troop
 January 1, 2015 – June 30, 2015

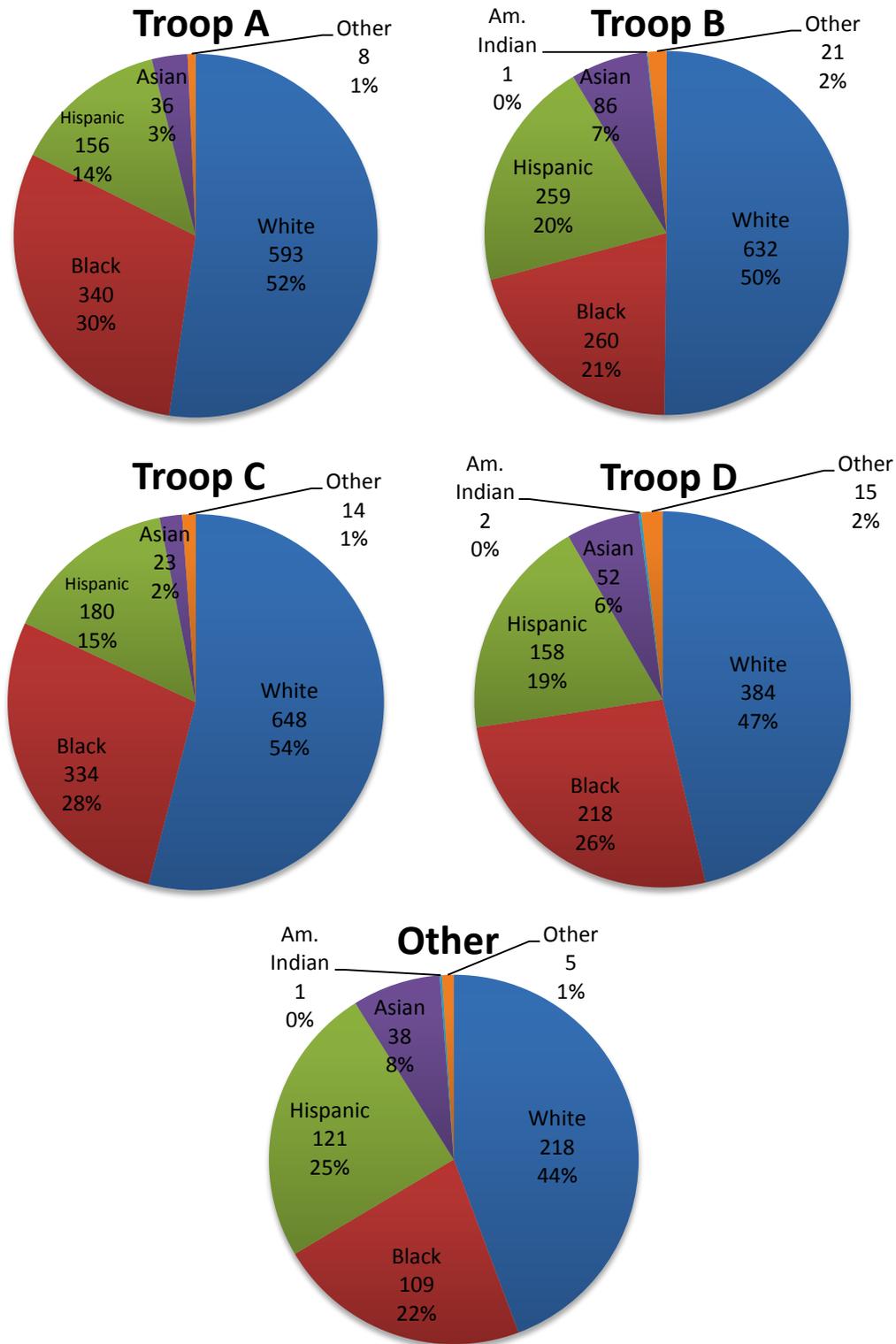


Figure Thirty depicts the racial/ethnic distribution of stops without non-consensual searches by Troop. Among stops without non-consensual searches, White drivers generally make up a larger proportion than they do stops with non-consensual searches for each Troop. For White drivers, the proportion of stops without non-consensual searches ranged from 44% to 54%. As noted previously, Black drivers were a slightly larger proportion of stops with non-consensual searches in Troop C than White drivers. Among stops without non-consensual searches in Troop C, White drivers were a larger proportion, 54%, than Black drivers, 28%. For Black drivers, the proportion of stops without non-consensual searches ranged from 21% to 30%. For Hispanic drivers, the proportion of stops without non-consensual searches ranged from 14% to 25%; further, Hispanic drivers are similar proportions across stops with and without non-consensual searches in each Troop.

Figure Thirty-One depicts the trend in stops with non-consensual searches for each Troop for the current and previous six reporting periods. As noted previously, the number of stops with non-consensual searches increased only slightly, by less than one percent, in the current reporting period. The changes noted in the number of stops with non-consensual searches, however, vary more widely across Troops. Troop A experienced the largest increase, 22%, whereas Other, non-Troop stations experienced the largest decrease, nearly 21%, in the current reporting period. Troop D experienced an 18% decrease in stops with non-consensual searches. Slight increases were exhibited otherwise, wherein Troop B's stops with non-consensual searches increased by 3%, and Troop C's increased less than 1%.

Figure Thirty-One: Troop Trend of Stops with Non-Consensual Searches
 January 1, 2012 – June 30, 2015

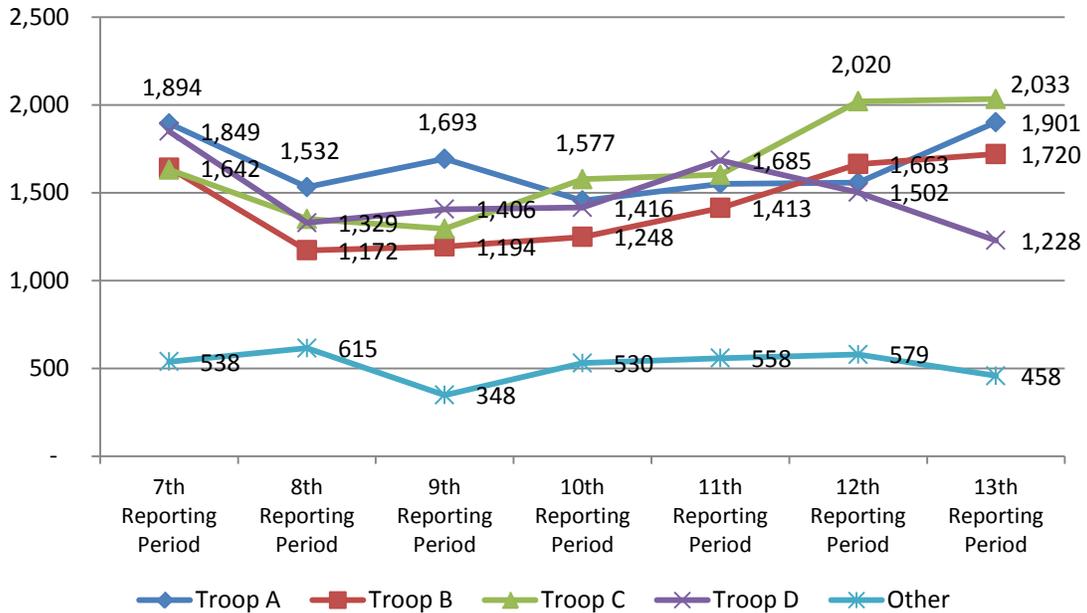
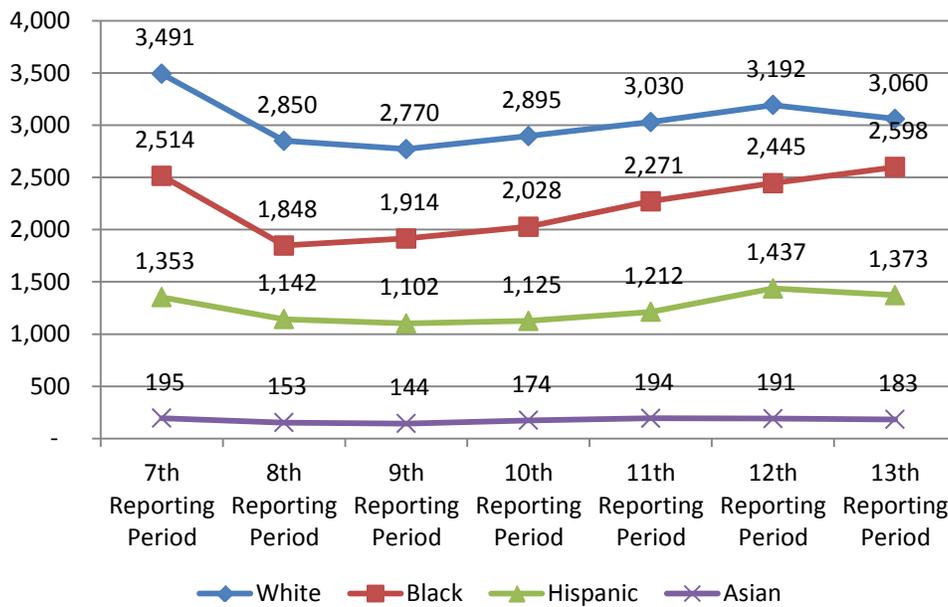


Figure Thirty-Two depicts the trend in stops with non-consensual searches for each racial/ethnic group for the current and previous six reporting periods. Black drivers were the only racial/ethnic group to experience an increase in stops with non-consensual searches, experiencing 153 more stops, a 6% increase, in the current reporting period. White, Hispanic, and Asian drivers all experienced approximately 4% decreases in stops with non-consensual searches in the current reporting period.

with 132, 64, and eight less stops, respectively. These trends are relatively consistent with the changes for racial/ethnic groups when compared to stops with post-stop activity or vehicle exits, with some exceptions. For example, Black, Hispanic, and Asian drivers experienced increases in stops with post-stop activity, and Black and Asian drivers experienced increases in stops involving a vehicle exit in the current reporting period. Across stops with post-stop activity, vehicle exits, and non-consensual searches, Black drivers consistently experienced increases, and more marked increases, when compared to stops with White, Hispanic, and Asian drivers in the current reporting period.

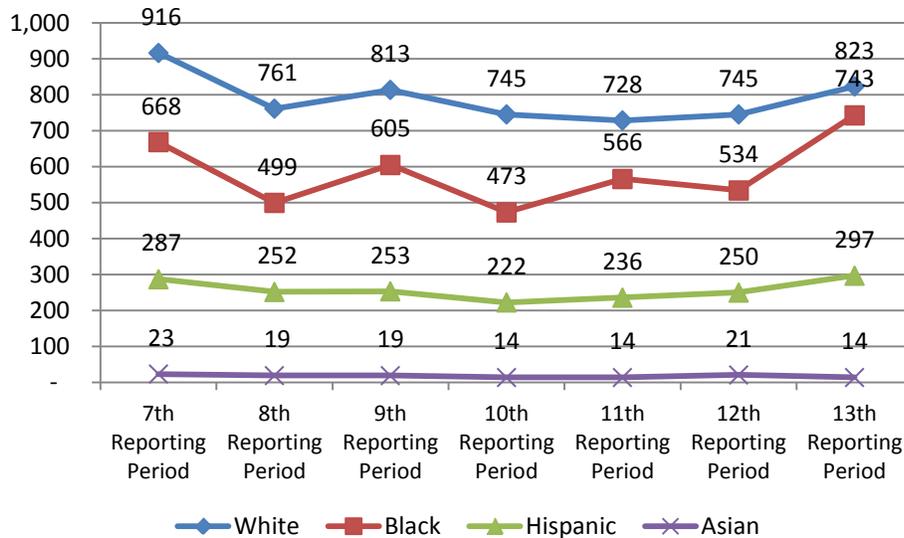
Figure Thirty-Two: Trend of Racial/Ethnic Distribution of Stops with Non-Consensual Searches

January 1, 2012 – June 30, 2015



Figures Thirty-Two A-E depict the trends of the racial/ethnic distribution of non-consensual searches in each Troop from the 7th through current reporting periods. Generally, each Troop experienced trends similar to those demonstrated in post-stop activity, however some differences are noted.

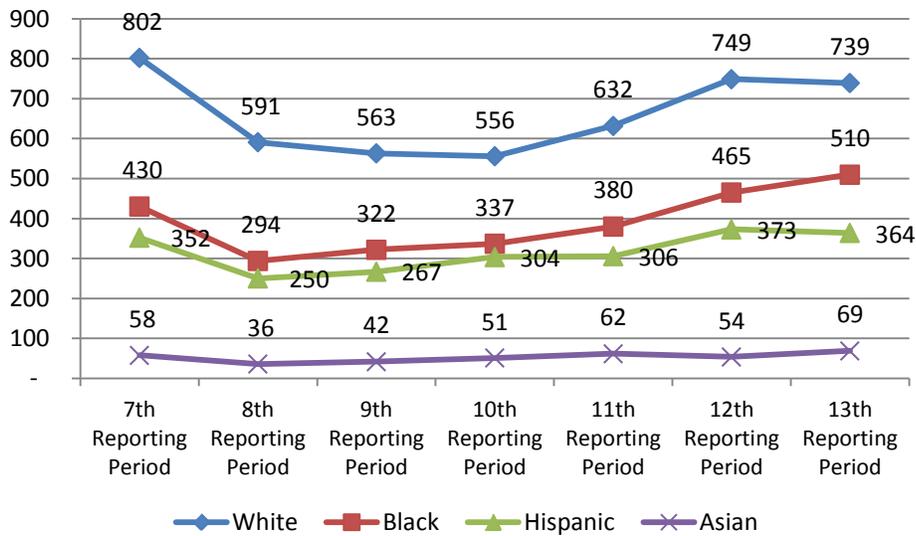
Figure Thirty-Two A: Trend of Racial/Ethnic Distribution of Stops with Non-Consensual Searches for Troop A
 January 2012 – June 2015



Similar to post-stop activity, the magnitude of change in stops with non-consensual searches is the largest for Troop A compared to all other troops. Troop A experienced a 22% increase in stops involving non-consensual searches in the current reporting period. Trends across each racial/ethnic group are consistent with those demonstrated for post-stop activity in Troop. There are increases noted

for White, Black, and Hispanic drivers, and a decrease for Asian drivers. Black drivers experienced a 39% increase, or 209 more stops with non-consensual searches in the current reporting period. Hispanic drivers experienced a 19% increase, or 47 more stops with non-consensual searches, and White drivers experienced an 11% increase, or 78 more stops with non-consensual searches in the current reporting period. Asian drivers experienced a 33% decrease, or seven fewer stops with non-consensual searches. Sixty-nine percent of stops of Black drivers involving post-stop activity resulted in a non-consensual search. Sixty-six percent of stops of Hispanic drivers, 58% of stops of White drivers, and 28% of stops of Asian drivers involving post-stop activity resulted in a non-consensual search in the current reporting period.

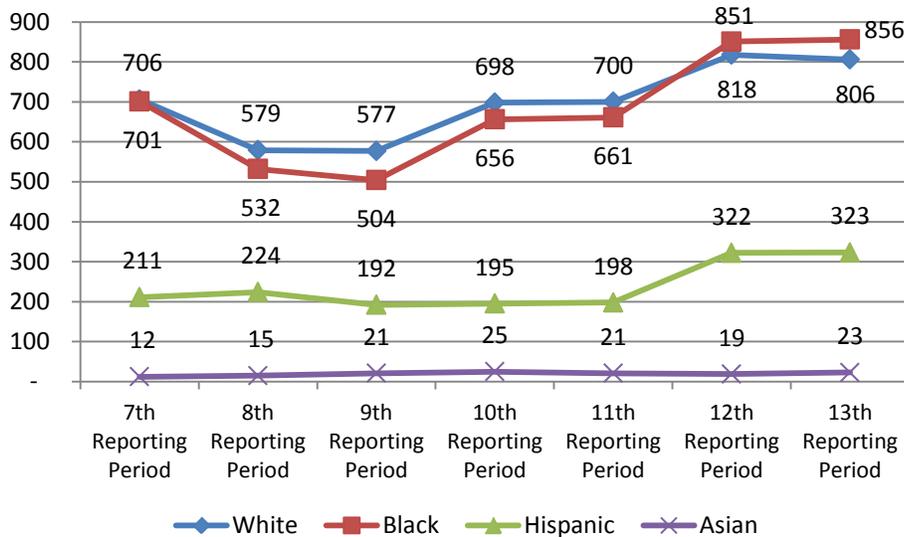
Figure Thirty-Two B: Trend of Racial/Ethnic Distribution of Stops with Non-Consensual Searches for Troop B
 January 2012 – June 2015



Whereas stops with post-stop activity increased 14% for Troop B, there was a 3% increase in stops with non-consensual searches for Troop B in the current reporting period. Unlike racial/ethnic trends for Troop B in stops with post-stop activity, White and Hispanic drivers experienced decreases in stops with non-consensual searches, with Hispanic drivers experiencing a 2% decrease, or nine fewer

stops, and White drivers experiencing a 1% decrease, or 10 fewer stops. Similar to trends in stops with post-stop activity for Troop B, Black and Asian drivers exhibited increases in stops with non-consensual searches. Black drivers experienced a 10% increase, or 45 more stops with non-consensual searches in the current reporting period. Asian drivers experienced a 28% increase, or 15 more stops with non-consensual searches, in the current reporting period. Of all stops of Black drivers involving post-stop activity, 66% resulted in a non-consensual search. Fifty-eight percent of Hispanic drivers, 54% of White drivers, and 45% of Asian drivers experienced stops with post-stop activity that resulted in a non-consensual search.

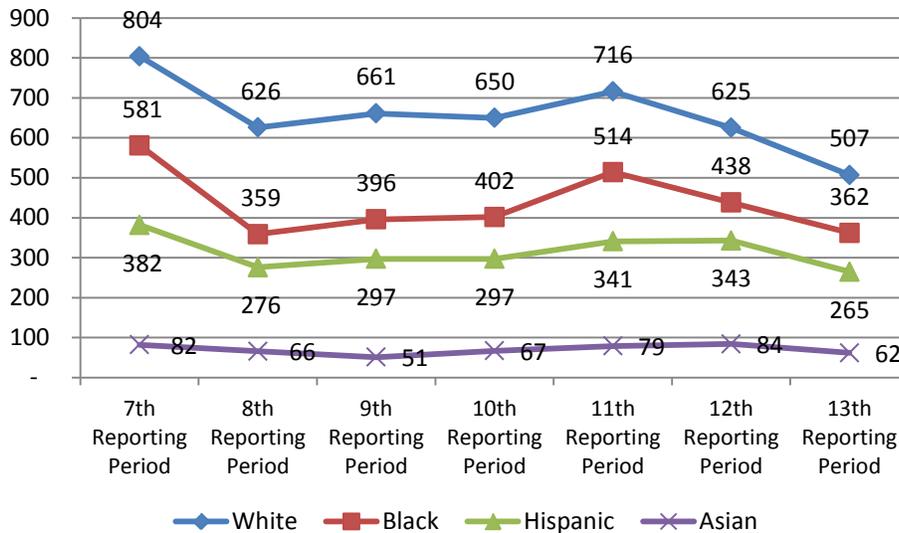
Figure Thirty-Two C: Trend of Racial/Ethnic Distribution of Stops with Non-Consensual Searches for Troop C
 January 2012 – June 2015



Although Troop C experienced a 14% increase in stops with post-stop activity, the volume of stops with non-consensual searches changed very little for Troop C both overall and in relation to each racial/ethnic group in the current reporting period. Stops with non-consensual searches increased less than 1% for Troop C in the current reporting period. White drivers were the only

racial/ethnic group to experience a decrease, less than 2%, or 12 fewer stops involving a non-consensual search in the current reporting period. Black and Hispanic drivers both experienced increases of less than 1%, with five more stops and one more stop involving non-consensual searches, respectively. Asian drivers experienced four more stops, or a 21% increase in stops involving non-consensual searches in the current reporting period. As noted for Troops A and B, for Troop C, Black drivers have the highest likelihood, 72%, of experiencing a stop with post-stop activity resulting in a non-consensual search. Sixty-four percent of Hispanic drivers, 55% of White drivers, and 50% of Asian drivers experienced stops with post-stop activity resulting in a non-consensual search in the current reporting period.

Figure Thirty-Two D: Trend of Racial/Ethnic Distribution of Stops with Non-Consensual Searches for Troop D
 January 2012 – June 2015

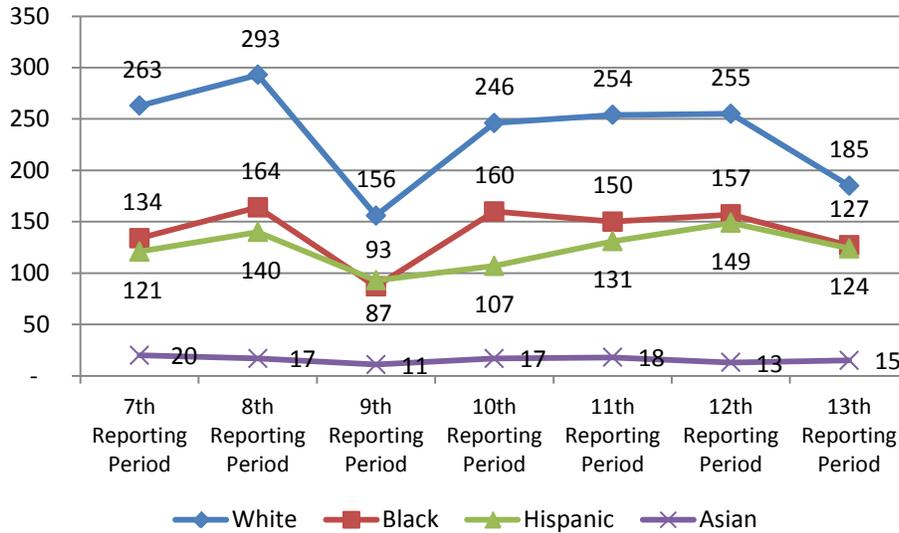


Similar to the trend exhibited in post-stop activity, Troop D experienced a decrease in non-consensual searches overall and for each racial/ethnic group. Stops with non-consensual searches in Troop D decreased 18% in the current reporting period. White drivers experienced a 19% decrease, or 118 fewer stops with non-consensual searches; Black drivers experienced a 17% decrease, or 76 fewer stops with non-consensual searches; Hispanic drivers experienced a 23% decrease, or 78 fewer stops with non-consensual searches; and Asian drivers experienced a 26% decrease, or 22 fewer stops with non-consensual searches in the current reporting period. In Troop D, 63% of stops of Hispanic drivers, 62% of stops of Black drivers, 57% of stops of White drivers, and 54% of stops of Asian drivers involving post-stop activity also resulted in a non-consensual search in the current reporting period.

White drivers experienced a 19% decrease, or 118 fewer stops with non-consensual searches; Black drivers experienced a 17% decrease, or 76 fewer stops with non-consensual searches; Hispanic drivers experienced a 23% decrease, or 78 fewer stops with non-consensual searches; and Asian drivers experienced a 26% decrease, or 22 fewer stops with non-consensual searches in the current reporting period. In Troop D, 63% of stops of Hispanic drivers, 62% of stops of Black drivers, 57% of stops of White drivers, and 54% of stops of Asian drivers involving post-stop activity also resulted in a non-consensual search in the current reporting period.

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

January 2012 – June 2015



Similar to the trend observed for stops with post-stop activity, stops involving non-consensual searches decreased by nearly 21% for Other, non-Troop stations in the current reporting period. White, Black, and Hispanic drivers experienced decreases in stops with non-consensual searches and Asian drivers experienced an increase in the current reporting period, trends also observed in stops with

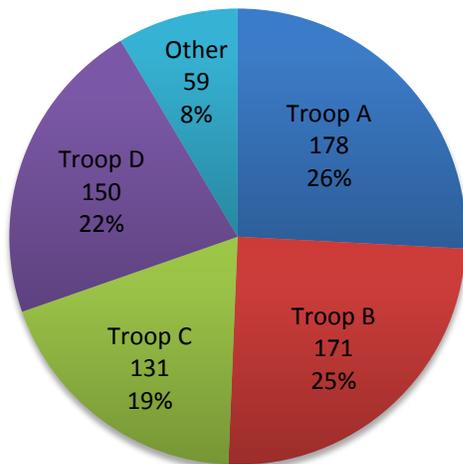
post-stop activity. White drivers experienced the largest decrease in stops with non-consensual searches, a 28% decrease, or 70 fewer stops with non-consensual searches in the current reporting period. Black drivers experienced a 19% decrease, or 30 fewer stops, and Hispanic drivers experienced a 17% decrease, or 25 fewer stops with non-consensual searches. Asian drivers experienced a 15% increase, or two more stops with non-consensual searches in the current reporting period. Fifty-four percent of stops of Black drivers, 51% of stops of Hispanic drivers, 46% of stops of White drivers, and 28% of stops of Asian drivers with post-stop activity resulted in a non-consensual search.

Occupant Frisks

In the current period, there were 689 motor vehicle stops where at least one occupant received a frisk, 5.6% of all stops with post-stop interactions this reporting period. The number of stops with frisks decreased 5% since the previous reporting period.

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

January 1, 2015 – June 30, 2015

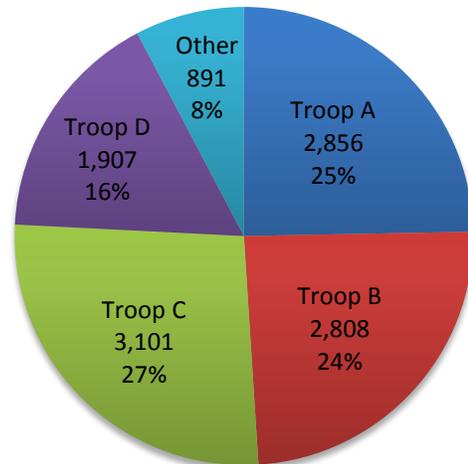


Total Stops with Frisks: **689**

Figure Thirty-Three depicts the distribution of stops with frisks across Troops. Though only a small proportion of stops with post-stop interactions involved frisks, the troop distribution of frisks is similar to the troop distribution of all stops with post-stop interactions. Troop C conducted a smaller proportion of stops with frisks, 19%, than stops with post-stop interactions 26%. Troop D conducted a slightly larger proportion of stops with frisks, 22%, than stops with post-stop interactions, 17%. Other, non-Troop stations' proportion is identical to its proportion for stops with post-stop activity.

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

January 1, 2015 – June 30, 2015

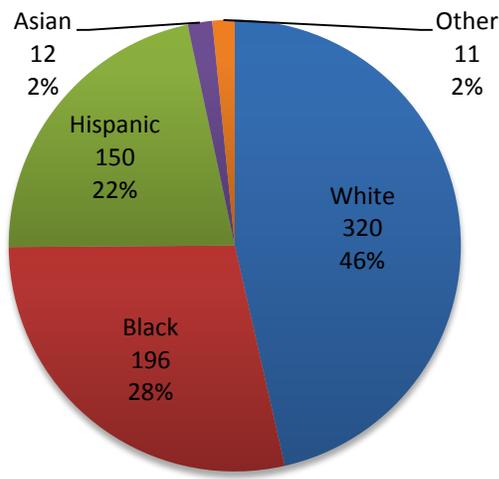


Total Stops without Frisks: **11,563**

The majority of stops with post-stop activity did not involve an occupant frisk. In the current reporting period there were 11,563 stops with post-stop interactions that did not involve an occupant frisk. As such, this distribution is nearly identical to the troop distribution for stops with post-stop activity. Troop C has the largest proportion, 27%, of stops without occupant frisks, followed by Troop A, which conducted 25% of such stops. Troop B conducted 24%, Troop D conducted 16%, and Other, non-Troop stations conducted 8% of stops without occupant frisks.

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

January 1, 2015 – June 30, 2015



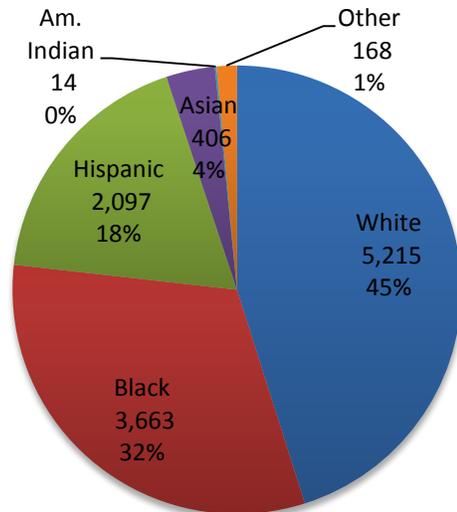
Total Stops with Frisks: **689**

As shown in Figure Thirty-Five, White drivers were involved in the largest proportion of stops with occupant frisks. There were 320 stops, 46%, with a frisk that involved White drivers, 196 stops, 28%, that involved Black drivers, and 150 stops, 22%, that involved Hispanic drivers. In comparison to the racial/ethnic distribution of all stops, White drivers were a less than expected proportion, whereas Black and Hispanic drivers were a greater than expected proportion of stops with occupant frisks. In comparison to the racial/ethnic distribution of stops with post-stop activity, Black drivers are a less than expected proportion of stops with occupant frisks. Hispanic drivers, however, were still a greater than expected proportion, and White drivers were an expected proportion.

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

January 1, 2015 – June 30, 2015

Figure Thirty-Six depicts the racial ethnic distribution of stops with post-stop activity but no occupant frisk. Given that most post-stop activity did not involve an occupant frisk, this distribution was nearly identical to the distribution of stops with post-stop activity. Compared to the distribution of stops involving occupant frisks, White drivers are similar, whereas Black drivers are a slightly larger proportion, and Hispanic drivers are a smaller proportion of stops without occupant frisks.



Total Stops without Frisks: **11,563**

Figure Thirty-Seven depicts the racial/ethnic distribution of stops with post-stop interactions with 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 consistently the majority of these stops, with proportions ranging from 35% to 53%. Black drivers were between 24% and 30% of stops, and Hispanic drivers were between 15% to 34% of stops with occupant frisks across all Troops. Asian drivers were a much smaller proportion of such stops, with proportions ranging from 1% to 5% across troops in the current reporting period. Troop A had the highest proportions of stops of White drivers with a frisk, 53%, and Black drivers with a frisk, 30%. Other, non-Troop stations had the highest proportion of stops of Hispanic drivers with a frisk, 34%.

Figure Thirty-Seven: Racial/Ethnic Distribution of Stops with Occupant Frisks by Troop
January 1, 2015 – June 30, 2015

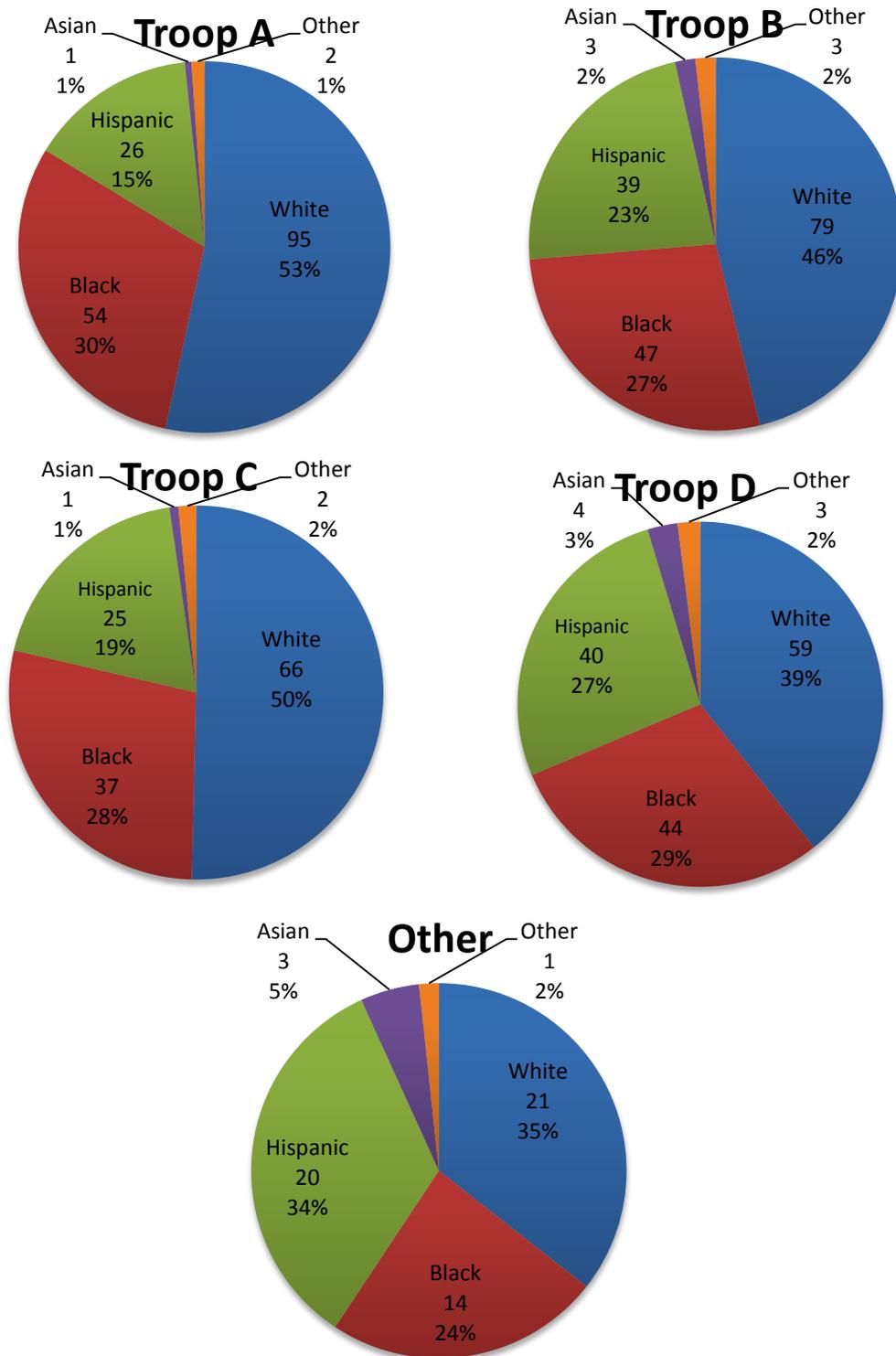


Figure Thirty-Eight: Racial/Ethnic Distribution of Stops without Occupant Frisks by Troop
 January 1, 2015 – June 30, 2015

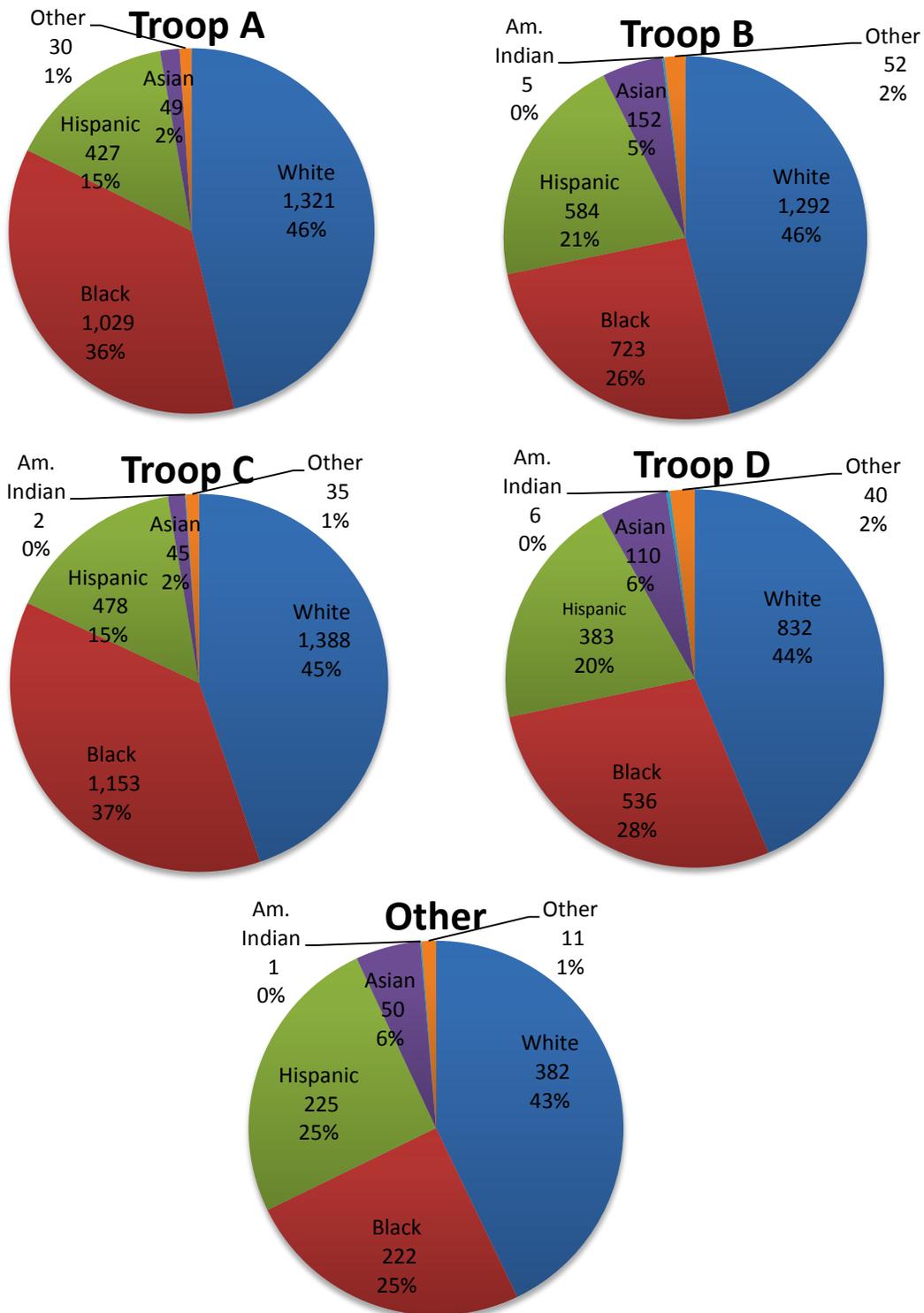


Figure Thirty-Eight depicts the racial/ethnic distribution of stops with post-stop interactions but no occupant frisk across troops for the current reporting period. Similar to stops with occupant frisks, White drivers were the largest proportion of these stops, between 43% and 46% across troops. Black drivers were between 25% and 37% of stops, and Hispanic drivers were between 15% to 25% of stops without occupant frisks across all troops. Asian drivers were between 2% and 6% of stops without occupant frisks across troops.

Figure Thirty-Nine: Trend of Racial/Ethnic Distribution of Stops with Frisks
 January 1, 2012 – June 30, 2015

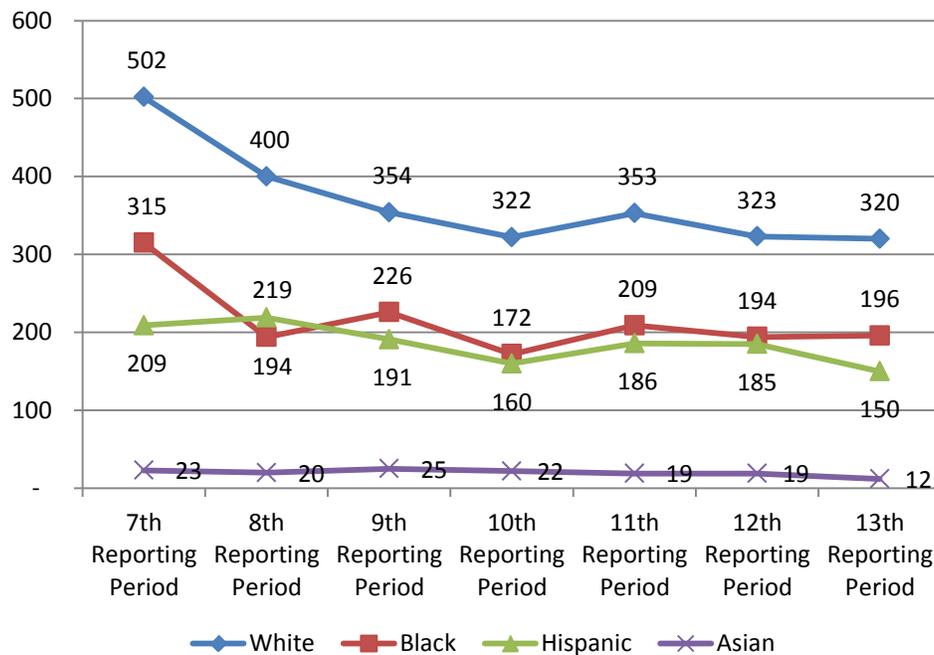
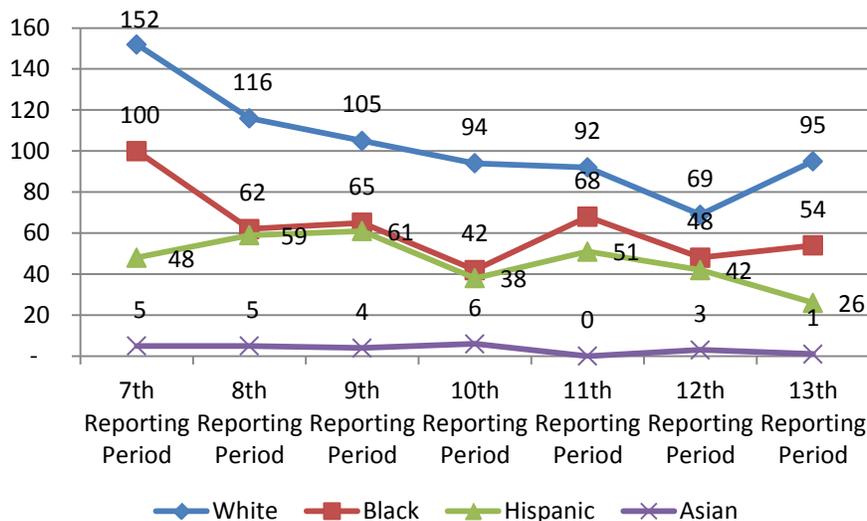


Figure Thirty-Nine presents the trend of stops with frisks for each racial/ethnic group for the current and previous six reporting periods. Since the number of stops with law enforcement procedures increased, there is an expectation of a similar trend for each specific law enforcement procedure. As previously noted, the number of stops with frisks, in fact, decreased by 37 stops, 5% from the previous reporting period. White, Hispanic, and Asian drivers experienced a decrease in the number of stops with frisks, though the magnitude varied among groups. White drivers experienced three fewer stops, a 1% decrease; Hispanic drivers experienced 35 fewer stops, a near 19% decrease; and Asian drivers experienced seven fewer stops, a 37% decrease in stops with frisks in the current reporting period. Black drivers were the only racial/ethnic group to exhibit an increase in stops involving a frisk, however, the increase was slight, with two additional stops, or a 1% increase since the previous reporting period. As seen in Figure Thirty-Nine, stops with frisks have generally decreased across racial/ethnic groups since the eleventh reporting period. Further, all racial/ethnic groups have experienced fewer stops with frisks when compared to the seventh reporting period.

Figures Thirty-Nine A-E depict the trends of the racial/ethnic distributions of stops with frisks in each troop from the seventh through the current reporting period. Other, non-Troop stations experienced the largest percentage change with a 30% decrease, or 25 fewer stops with frisks this reporting period. Troop D experienced the largest decrease in number of stops with frisks, conducting 31 fewer stops involving frisks, a 17% decrease in the current reporting period. Troop A had the greatest increase in stops with frisks, both in percentage and number, with 16 more frisks, a 10% increase, since the last reporting period.

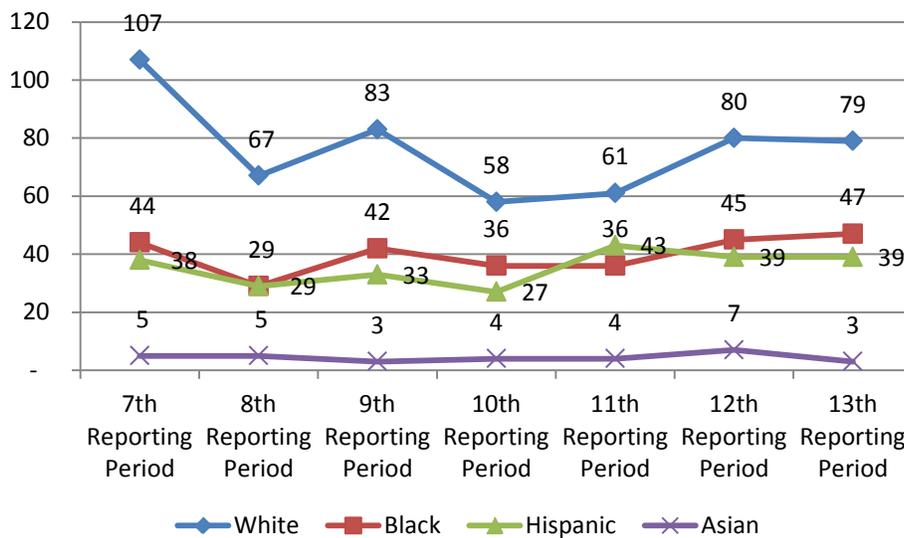
Figure Thirty-Nine A: Trend of Racial/Ethnic Distribution of Stops with Frisks for Troop A
 January 2012 – June 2015



As previously noted, the number of stops with frisks increased 10% for Troop A in the current reporting period. Whereas White and Black drivers experienced increases in stops with frisks, Hispanic and Asian drivers experienced decreases in such stops in this reporting period. White drivers experienced 26 more stops with frisks, a 38% increase in the current reporting period. Black drivers experienced six more stops, a 13% increase,

in such stops. Hispanic drivers experienced 16 fewer stops with frisks, a 38% decrease, and Asian drivers experienced two less stops, a 67% decrease. It is important to note throughout this section examining trends in racial/ethnic distributions in stops with frisks across troops that certain racial/ethnic groups, particularly Asian drivers, have a much lower volume of activity generally, and thus a slight fluctuation of one or more stops could yield a large impact on the percentage change. Nonetheless, for White drivers, 7% of stops with post-stop activity resulted in an occupant frisk in Troop A this reporting period. Six percent of Hispanic drivers, 5% of Black drivers, and 2% of Asian drivers experienced stops with post-stop activity resulting in an occupant frisk in the current reporting period.

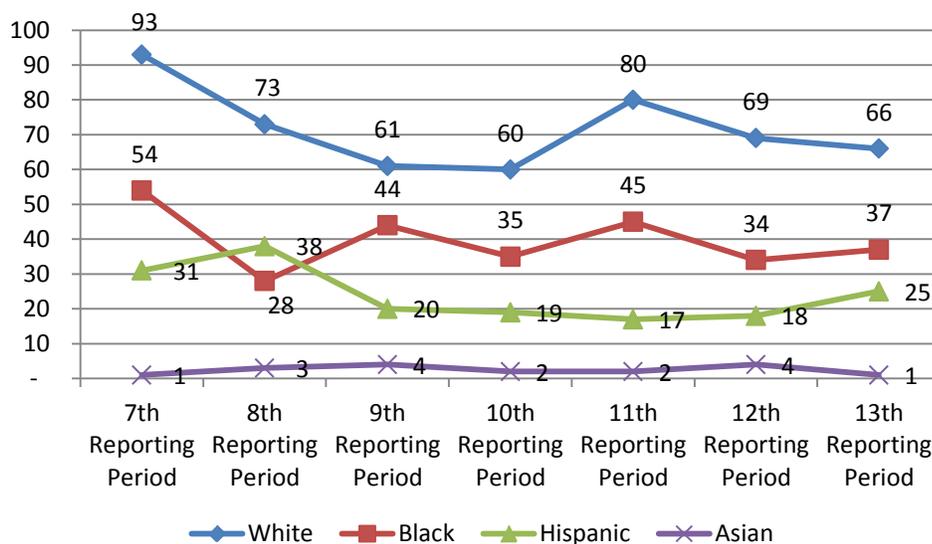
Figure Thirty-Nine B: Trend of Racial/Ethnic Distribution of Stops with Frisks for Troop B
 January 2012 – June 2015



Troop B experienced a slight decrease, 1%, in stops with frisks. Changes in stops with frisks across all racial ethnic groups are either slight or non-existent in the current reporting period. Hispanic drivers had no change in stops with frisks this reporting period. White drivers had one less stop with a frisk, a 1% decrease, and Black drivers had two more stops with frisks, a 4% increase in the current reporting period. Asian drivers experienced a 57% decrease, or four fewer stops in the current reporting period. Six percent of stops of White, Black, and Hispanic drivers with post-stop activity involved frisks, and 2% of stops of Asian drivers with post-stop activity involved frisks in the current reporting period.

Asian drivers experienced a 57% decrease, or four fewer stops in the current reporting period. Six percent of stops of White, Black, and Hispanic drivers with post-stop activity involved frisks, and 2% of stops of Asian drivers with post-stop activity involved frisks in the current reporting period.

Figure Thirty-Nine C: Trend of Racial/Ethnic Distribution of Stops with Frisks for Troop C
 January 2012 – June 2015

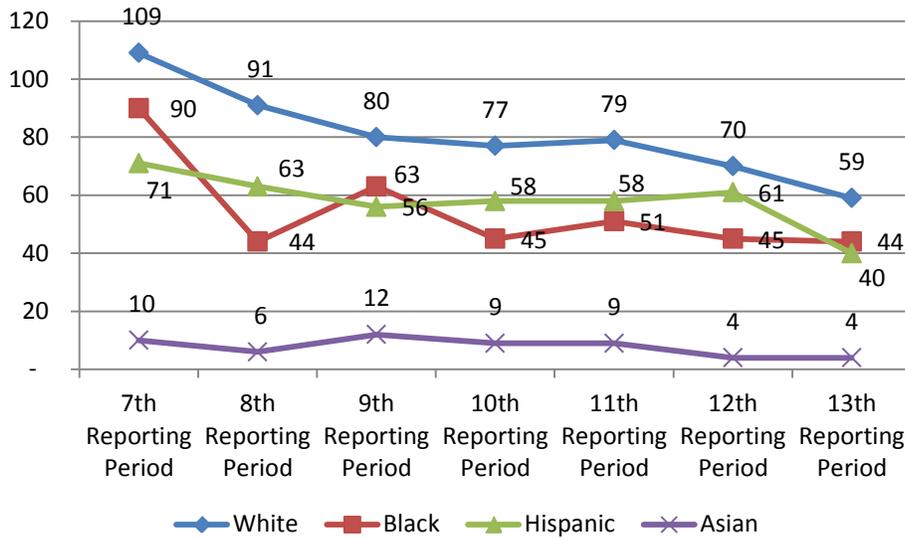


Stops with frisks increased by 4% for Troop C in the current reporting period. Hispanic drivers experienced seven more stops with occupant frisks, a 39% increase in the current reporting period. Black drivers experienced three more, a 9% increase, in such stops. In Troop C, White and Asian drivers experienced decreases in such stops. White drivers experienced three fewer, a 4% decrease, in stops with occupant frisks. Asian drivers experienced three fewer, a 75% decrease in stops with frisks in the current reporting period. Five percent of stops of White and Hispanic drivers involving post-stop activity resulted in occupant frisks. Black and Asian drivers experienced lower proportions of stops with post-stop activity resulting in an

White drivers experienced three fewer, a 4% decrease, in stops with occupant frisks. Asian drivers experienced three fewer, a 75% decrease in stops with frisks in the current reporting period. Five percent of stops of White and Hispanic drivers involving post-stop activity resulted in occupant frisks. Black and Asian drivers experienced lower proportions of stops with post-stop activity resulting in an

occupant frisk, 3% and 2%, respectively. The proportions of stops with post-stop activity resulting in an occupant frisk were some of the lowest across all troops in the current reporting period.

Figure Thirty-Nine D: Trend of Racial/Ethnic Distribution of Stops with Frisks for Troop D
 January 2012 – June 2015

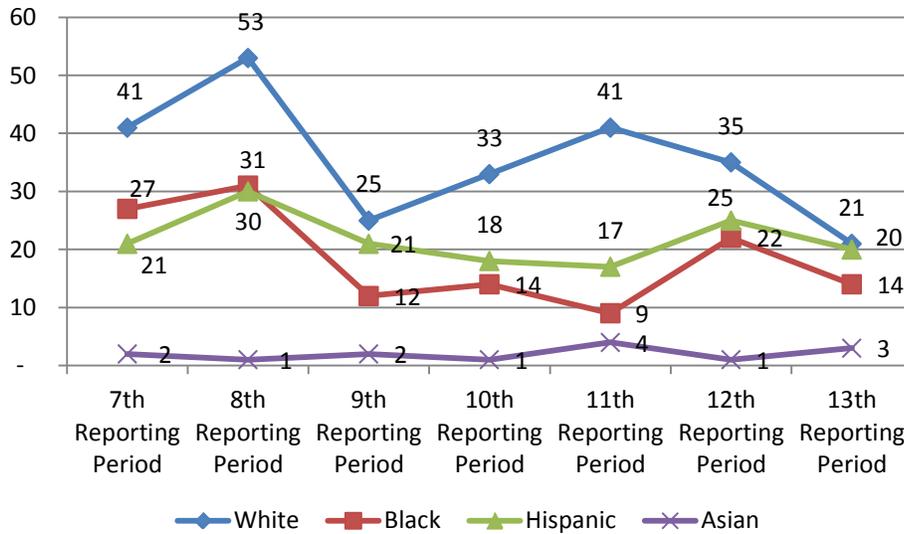


The number of stops with frisks decreased 17% for Troop D in the current reporting period. White, Black, and Hispanic drivers experienced decreases in stops with occupant frisks, and Asian drivers experienced no change in such stops since the previous reporting period. White drivers experienced 11 fewer stops, a 16% decrease in stops with frisks in the current reporting period. Black drivers experienced one less frisk, a 2% decrease in such stops. Hispanic drivers experienced a more marked decline, 21 fewer stops, a 34% decrease in stops with occupant frisks in the current reporting period. Of stops of Hispanic drivers with post-stop activity, 10% involved an occupant frisk in Troop D. This proportion was 8% for Black drivers, 7% for White drivers, and 4% for Asian drivers.

Although the number of stops with frisks decreased for Troop D, the proportions of stops with post-stop activity resulting in an occupant frisk in Troop D for White, Black, and Hispanic drivers are among the highest proportions across all troops in the current reporting period.

Figure Thirty-Nine E: Trend of Racial/Ethnic Distribution of Stops with Frisks for Other Stations

January 2012 – June 2015



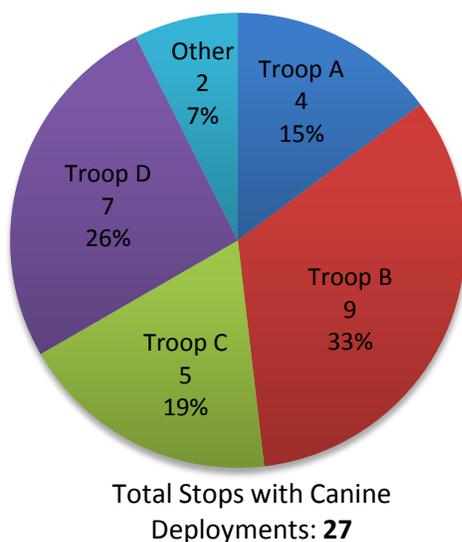
As previously noted, Other, non-Troop stations experienced a 30% decrease in stops with frisks in the current reporting period. White, Black, and Hispanic drivers experienced fewer stops with occupant frisks in the current reporting period, whereas Asian drivers experienced an increase in such stops. White drivers experienced 14 fewer stops, a 40% decrease in stops with occupant frisks in the

current reporting period. Black drivers experienced eight fewer stops with frisks, a 36% decrease, and Hispanic drivers experienced five less stops, a 20% decrease in such stops. Asian drivers experienced two more stops involving occupant frisks in the current reporting period. Of all of Other, non-Troop stations' stops with post-stop activity, 8% of stops of Hispanic drivers, 6% of stops of Asian and Black drivers, and 5% of stops of White drivers involved a frisk.

Canine Deployments

Figure Forty: Troop Distribution of Stops with Canine Deployments

January 1, 2015 – June 30, 2015

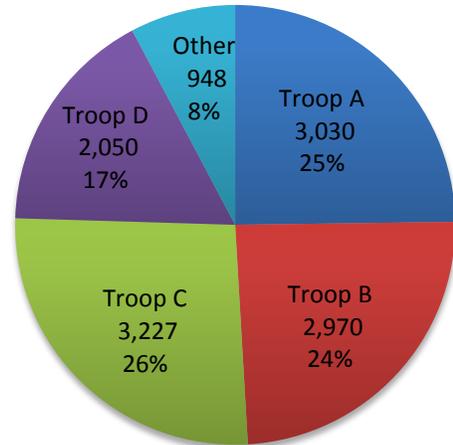


Canine deployments are historically a relatively infrequent law enforcement procedure. In total, there were 27 stops where a trooper used a canine in the current period. There were 21 fewer stops with canine deployments since the previous reporting period, a 44% decrease. Figure Forty depicts the distribution of stops with canine deployments across troops. Troop B conducted the largest proportion, 33%, of stops involving canine deployments in the current reporting period. Troop D conducted 26%, and Troop C conducted 19% of stops involving canine deployments in the current reporting period. Troops A and Other, non-Troop stations conducted smaller proportions of stops with canine deployments, 15% and 7%, respectively.

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

January 1, 2015 – June 30, 2015

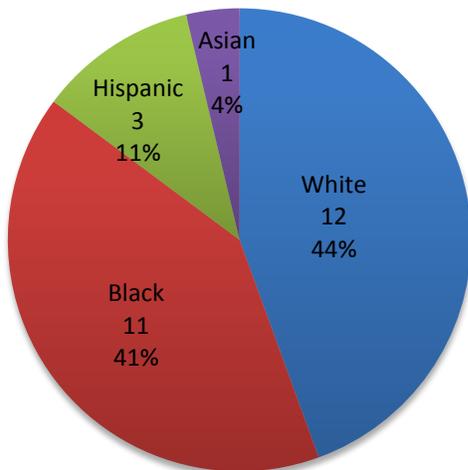
Since there were so few canine deployments in the current reporting period, there is an expectation that the troop distribution of stops without canine deployments will be similar, if not identical, to the troop distribution of stops with law enforcement procedures. As seen in Figure Forty-One, Troop A conducted 25%, Troop B conducted 24%, Troop C conducted 26%, Troop D conducted 17%, and Other, non-Troop stations conducted 8% 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: **12,225**

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

January 1, 2015 – June 30, 2015



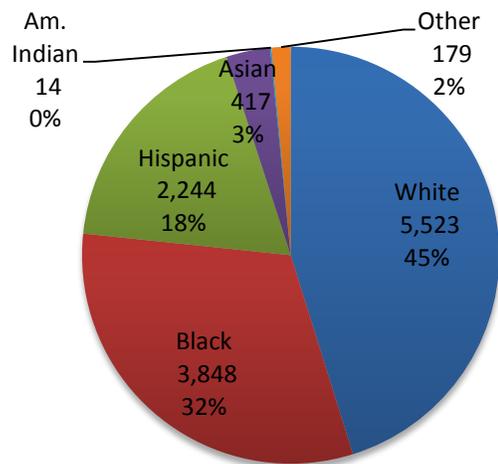
Total Stops with Canine Deployments: **27**

Unlike previous reporting periods, White drivers make up the majority of stops involving canine deployments in the current reporting period. Forty-four percent, or 12 stops with canine deployments, involved White drivers. Forty-one percent, or 11 stops with canine deployments, involved Black drivers. Eleven percent, or three stops with canine deployments involved Hispanic drivers, and 4%, only one stop with a canine deployment, involved an Asian driver. For a more detailed analysis of canine deployments, see OLEPS Twelfth Oversight Report.⁶

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

Figure Forty-Three: Racial/Ethnic Distribution of Stops without Canine Deployments
January 1, 2015 – June 30, 2015

Given the infrequency of canine deployments in motor vehicle stops, there is an expectation that the racial/ethnic distribution of stops without canine deployments will be highly similar, if not identical, to the distribution of stops with law enforcement procedures. As Figure Forty-Three illustrates, White drivers make up 45%, Black drivers make up 32%, Hispanic drivers make up 18%, and Asian drivers make up 3% of the stops without canine deployments. Indeed, these distributions are identical.



Total Stops without Canine Deployment: **12,225**

Figure Forty-Four depicts the racial/ethnic distribution of stops with a canine deployment for each troop. Since the frequency of canine deployments is so low, there is wide variation in racial/ethnic representation across troops. White drivers were the majority of such stops in Troop B. White and Black drivers were equal proportions in Troop A, and Black drivers were the majority of such stops for Troop D and Other, non-Troop stations. White drivers were represented across Troops A, B, C, and D; and their proportions of stops with canine deployments ranged from 28% to 60%. Other, non-Troop stations had conducted two stops with canine deployments; both of these stops involved Black drivers. The proportions of Black drivers involved in such stops ranged from 22% to 100%. Hispanic drivers were only Troops B and D, and their representation ranged from 11% to 29% of stops with canine deployments. Asian drivers were involved in stops with canine deployments only in Troop B. One Asian driver was involved in a stop with a canine deployment in the current reporting period, and this accounted for 11% of such stops for Troop B.

Figure Forty-Four: Racial/Ethnic Distribution of Stops with Canine Deployments by Troop
January 1, 2015 – June 30, 2015

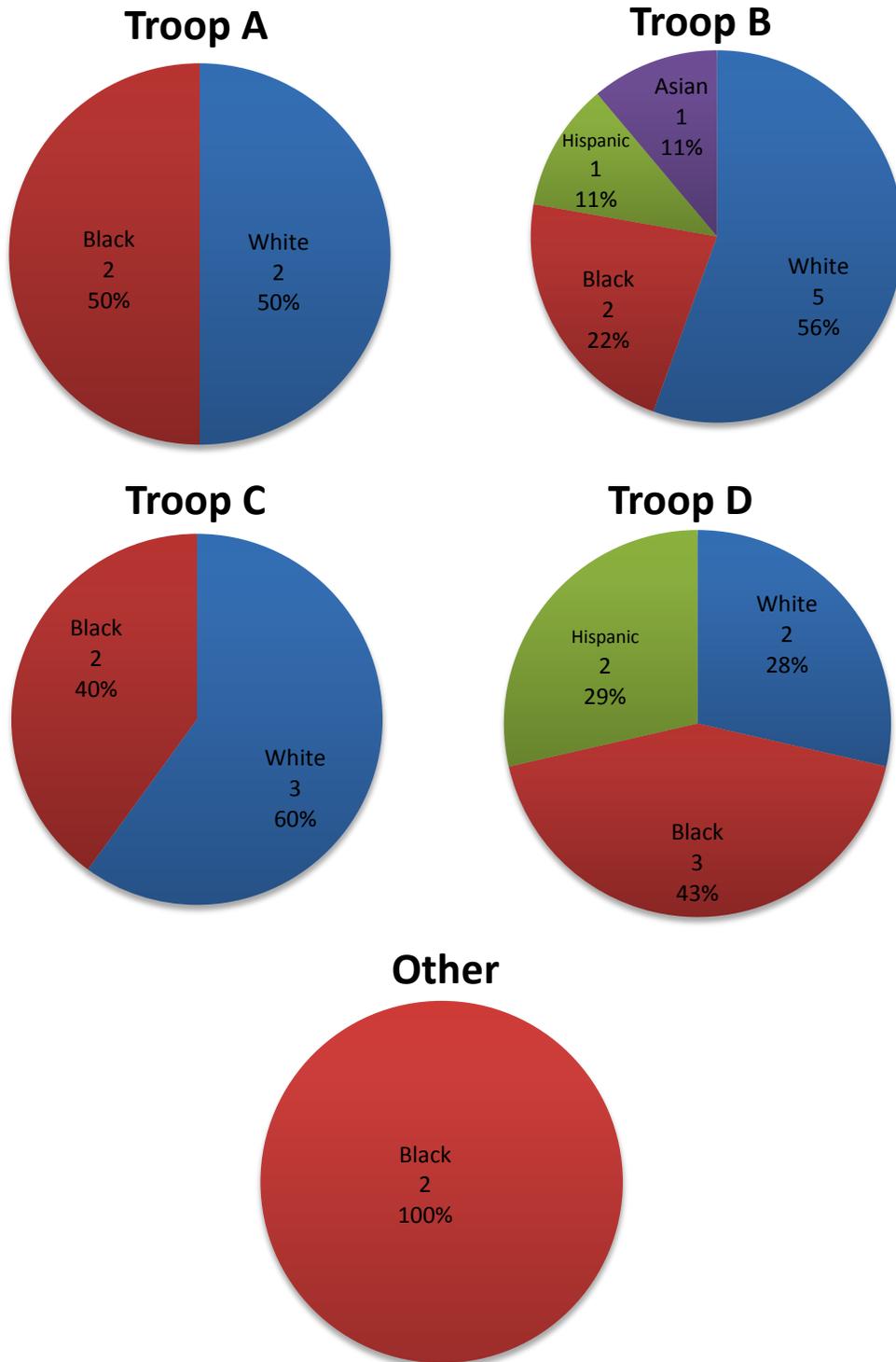


Figure Forty-Five: Racial/Ethnic Distribution of Stops without Canine Deployments by Troop
 January 1, 2015 – June 30, 2015

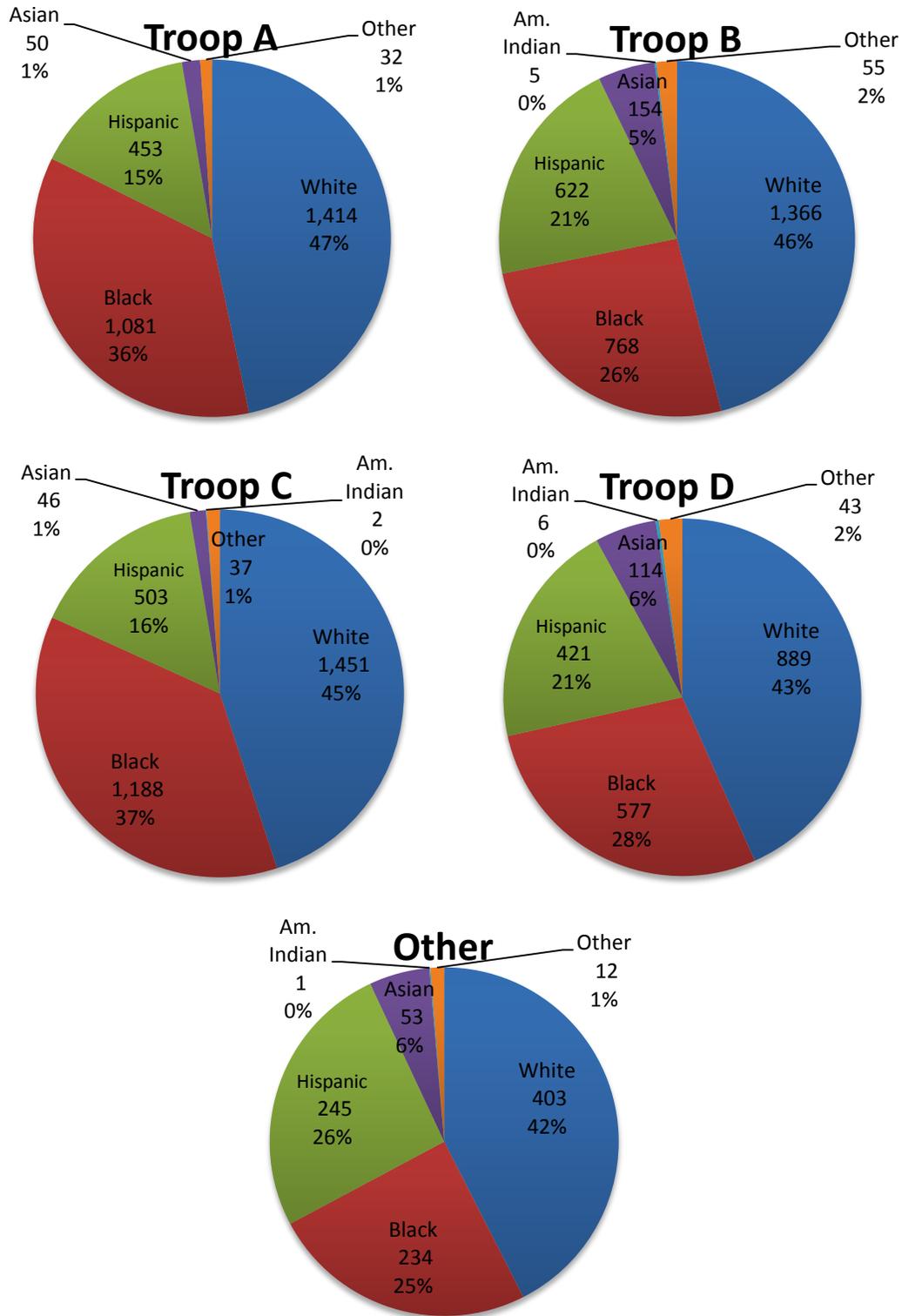


Figure Forty-Five depicts the racial/ethnic distribution of stops with post-stop activity but without canine deployments for each troop. White drivers were consistently the largest proportion of stops without canine deployments, between 42% and 47%. Black drivers were between 25% and 37%, Hispanic drivers were between 15% and 26%, and Asian drivers were between 1% and 6%.

Figure Forty-Six: Trend of Racial/Ethnic Distribution of Stops with Canine Deployments
 January 1, 2012 – June 30, 2015

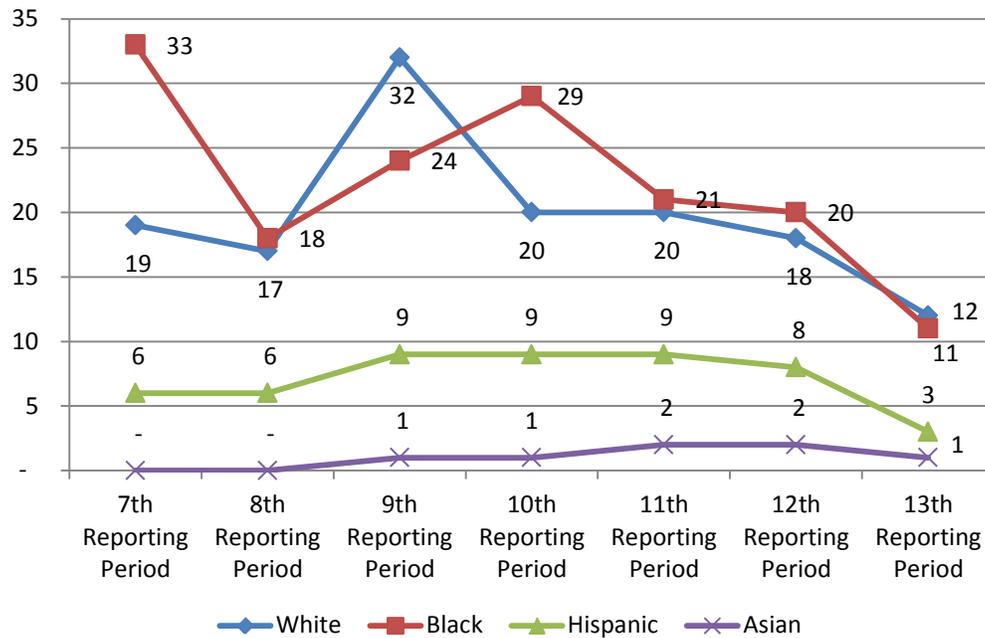
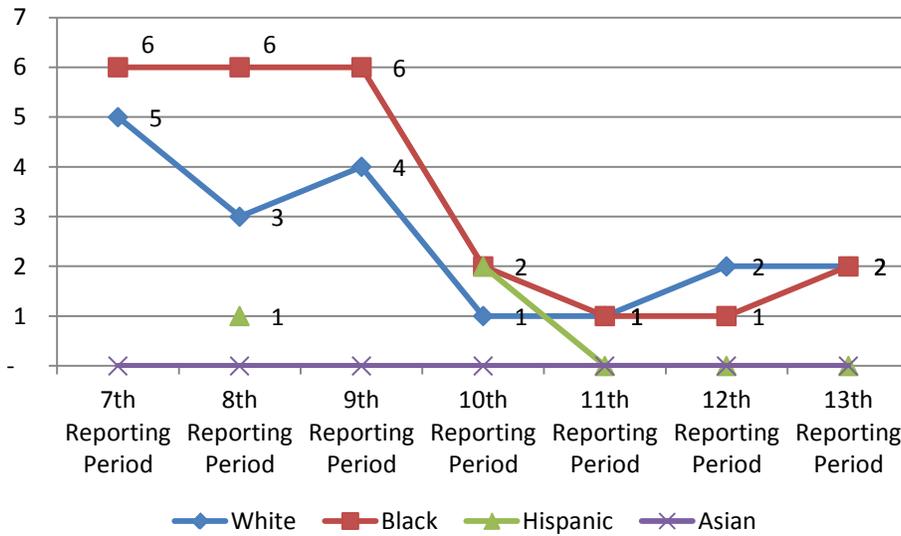


Figure Forty-Six presents the trend of canine deployments by racial/ethnic group for the current and previous six reporting periods. As noted previously, there were 27 stops in total with canine deployments, and this was a near 44% decrease in such stops since the previous reporting period. In the current reporting period, there was a marked decrease in stops with canine deployments across all racial/ethnic groups. The number of stops with canine deployments decreased six stops, a 33% decrease, for White drivers. Black drivers experienced a decrease of nine stops, a 45% decrease, in the current reporting period. Hispanic drivers experienced five fewer stops with canine deployments, a 63% decrease. And Asian drivers experienced a decrease in stops with canine deployments by one stop, a 50% decrease, in the current reporting period. Because canine deployments are relatively infrequent events, the total number 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-Six A-E depict the trends of stops with canine deployments for each racial/ethnic group for the seventh through current reporting periods. Most racial/ethnic groups in each troop experienced decreases in the number of stops involving this procedure in the current reporting period; however, some differences are noted.

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

January 2012 – June 2015

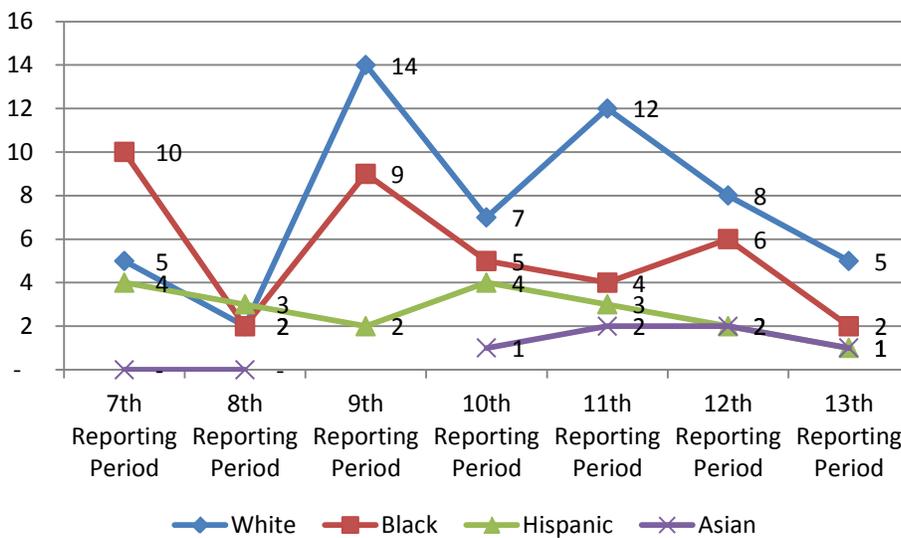


Troop A conducted a total of four stops with canine deployments in the current reporting period. Two stops involved White drivers, and two stops involved Black drivers. Because this procedure is so infrequent, discussion of the percent change from the previous reporting period can appear exaggerated. The number of stops involving canine deployments stayed the same for White drivers and

increased by one stop for Black drivers. Hispanic and Asian drivers did not experience any stops with canine deployments in the current reporting period. In Troop A, the proportions of post-stop activity involving a canine deployment was less than 0.2% for both White and Black drivers in the current reporting period.

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

January 2012 – June 2015



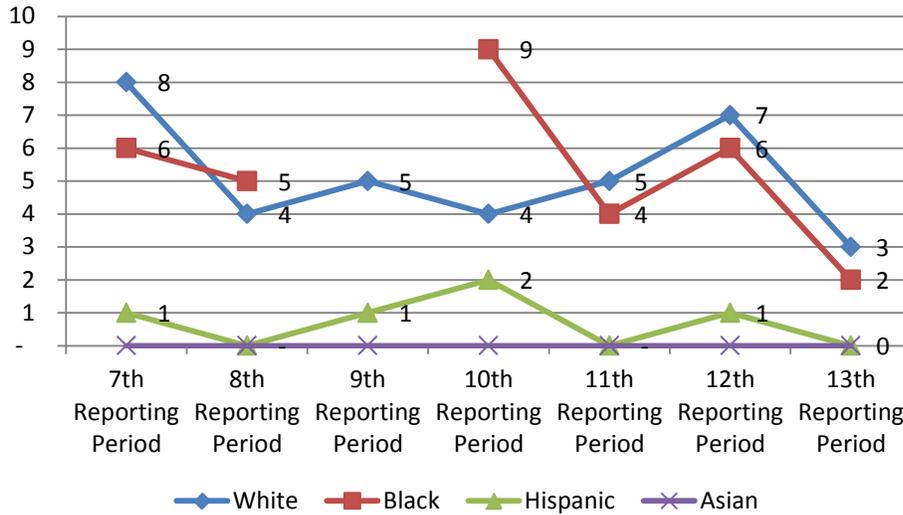
Troop B had the highest number of stops with canine deployments across all troops, conducting a total of nine stops in the current reporting period. Five stops involved White drivers, and two stops involved Black drivers. Both Hispanic and Asian drivers experienced one stop with a canine deployment each. All racial/ethnic groups experienced decreases in such stops in the current

reporting period. White drivers experienced three fewer stops, Black drivers experienced four fewer stops, and both Hispanic and Asian drivers experienced one less stop each. In Troop B, less than 1%

of stops of White, Black, Hispanic, and Asian drivers involving post-stop activity resulted in canine deployments.

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

January 2012 – June 2015

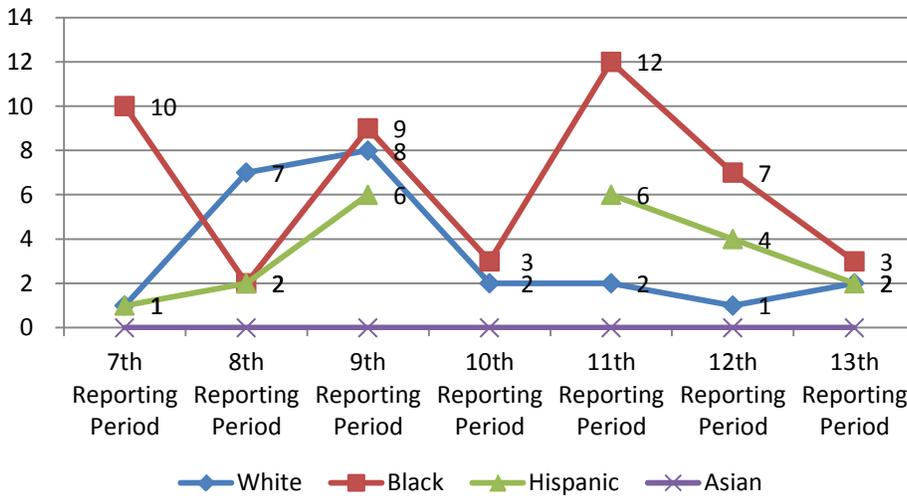


Troop C conducted five stops with canine deployments in the current reporting period. There are decreases in stops with canine deployments noted White, Black, and Hispanic drivers. Both White and Black drivers experienced four fewer stops with canine deployments in the current reporting period. Hispanic drivers experienced a decrease of one stop, resulting in no

stops with a canine deployment in the current reporting period. Consistent with previous reporting periods, Asian drivers did not experience 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 less than 0.3% for both Black and White drivers in the current reporting period.

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

January 2012 – June 2015



Troop D conducted seven stops with canine deployments in the current reporting period. The number of stops involving canine deployments decreased for Black and Hispanic drivers and increased for White drivers in the current reporting period. Black drivers experienced three stops involving canine deployments, a four-stop decrease from the previous reporting

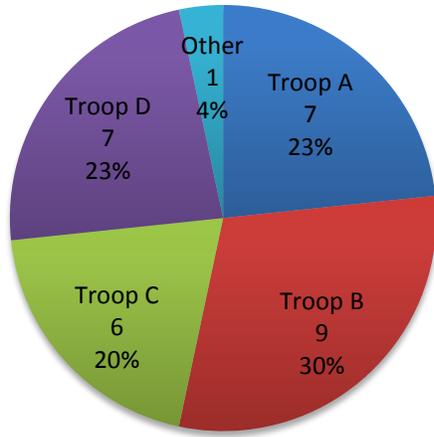
period. Hispanic drivers experienced two stops with canine deployments, a decrease of two stops since the previous reporting period. White drivers experienced two stops with canine deployments, an increase of one additional stop since the previous reporting period. Consistent with previous reporting periods, Asian drivers did not experience any stops with canine deployments in the current reporting period. The proportions of stops with post-stop activity resulting in canine deployments were less than 1% for White, Black, and Hispanic drivers.

For Other, non-Troop stations, there were only two stops with canine deployments in the current reporting period. Due to the extreme infrequency of canine deployments in Other, non-Troop stations, there is no figure depicting trends shown.

Uses of Force

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

January 1, 2015 – June 30, 2015



Total Stops with Uses of Force: **30**

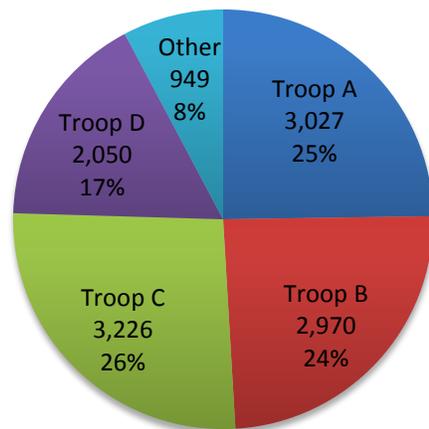
In this reporting period, there were 30 stops with at least one use of force. This is an increase from the previous reporting period, in which there were 21 stops involving uses of force. Force remains an infrequent event during motor vehicle stops. Only 0.25% of stops with a post-stop interaction involved a use of force. Figure Forty-Seven depicts the distribution of each troop's stops involving use of force. Troop B had the largest proportion of stops with use of force, conducting 30% of such stops in the current reporting period. Troops A and D both conducted 23%, Troop C conducted 20%, and Other, non-Troop stations conducted the smallest proportion, 4% of such stops. Physical force was the most frequently utilized form of force in the current reporting period. There were 24 stops with uses of force classified as Physical force. There were

four stops with a combination of Mechanical and Physical force used. Physical and Enhanced Mechanical were used in one stop.

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

January 1, 2015 – June 30, 2015

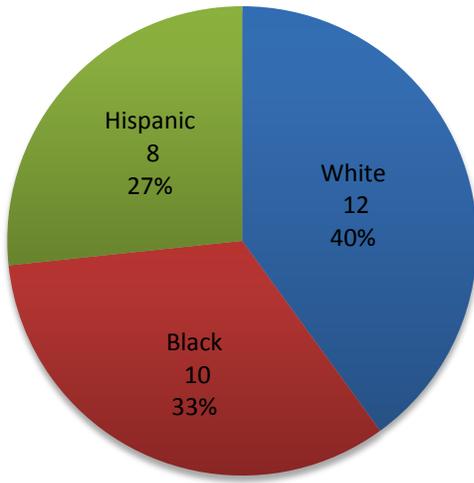
As previously noted, most stops with post-stop activity did not involve uses of force. As a result, the Troop distribution of stops without uses of force is identical to the distribution of stops involving law enforcement procedures. As shown in Figure Forty-Eight, Troop A conducted 25% of stops with post-stop activity not involving uses of force. Troop B conducted 24%, Troop C conducted 26%, Troop D conducted 17%, and Other, non-Troop stations conducted 8% of stops with post-stop activity not involving uses of force in the current reporting period.



Total Stops without Uses of Force: **12,222**

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

January 1, 2015 – June 30, 2015



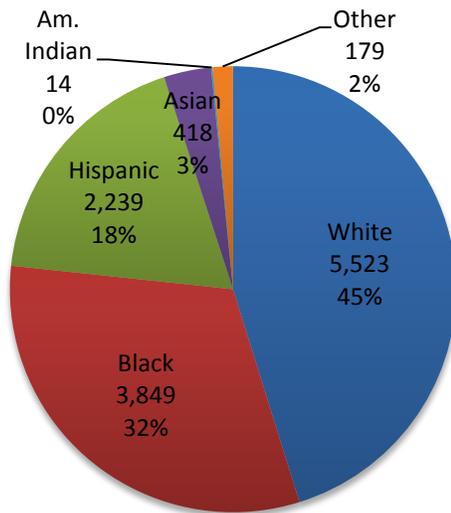
Total Stops with Uses of Force: **30**

Figure Forty-Nine depicts the number of stops with uses of force by driver race/ethnicity in the current reporting period. White drivers were involved in a total of 12 stops involving force, Black drivers were involved in 10 stops with force, and Hispanic drivers were involved in eight stops involving uses of force. Compared to stops with post-stop activity, the racial/ethnic distribution is similar. White drivers are a slightly less than expected proportion, making up 45% of stops with post-stop activity and 40% of stops with uses of force. Black drivers were an expected proportion, making up 32% of stops with post-stop activity and 33% of stops with force. Hispanic drivers were overrepresented, making up 18% of stops with post-stop activity and 27% of stops with force.

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

January 1, 2015 – June 30, 2015

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



Total Stops without Uses of Force: **12,222**

As depicted in Figure Fifty-One, the racial/ethnic distribution of stops with uses of force across Troops A, B, C, and D varies widely. White drivers were the majority of stops with uses of force for Troop B, Black drivers were the majority of such stops for Troop D, and Hispanic drivers were the majority of such stops for Troop C. In Troop A, Black and White drivers were evenly represented both making up 43% of stops involving uses of force. Proportions of White drivers involved in stops with uses of force ranged from 14% to 67%. Proportions of Black drivers involved in such stops ranged from 11% to 57%. Proportions of Hispanic drivers ranged from 14% to 50%. There are no stops of Asian drivers involving uses of force across troops in the current reporting period. There was only one stop involving force for Other, non-Troop stations, and this driver was Black (not shown given only one driver involved).

Figure Fifty-One: Racial/Ethnic Distribution of Stops with Uses of Force by Troop
January 1, 2015 – June 30, 2015

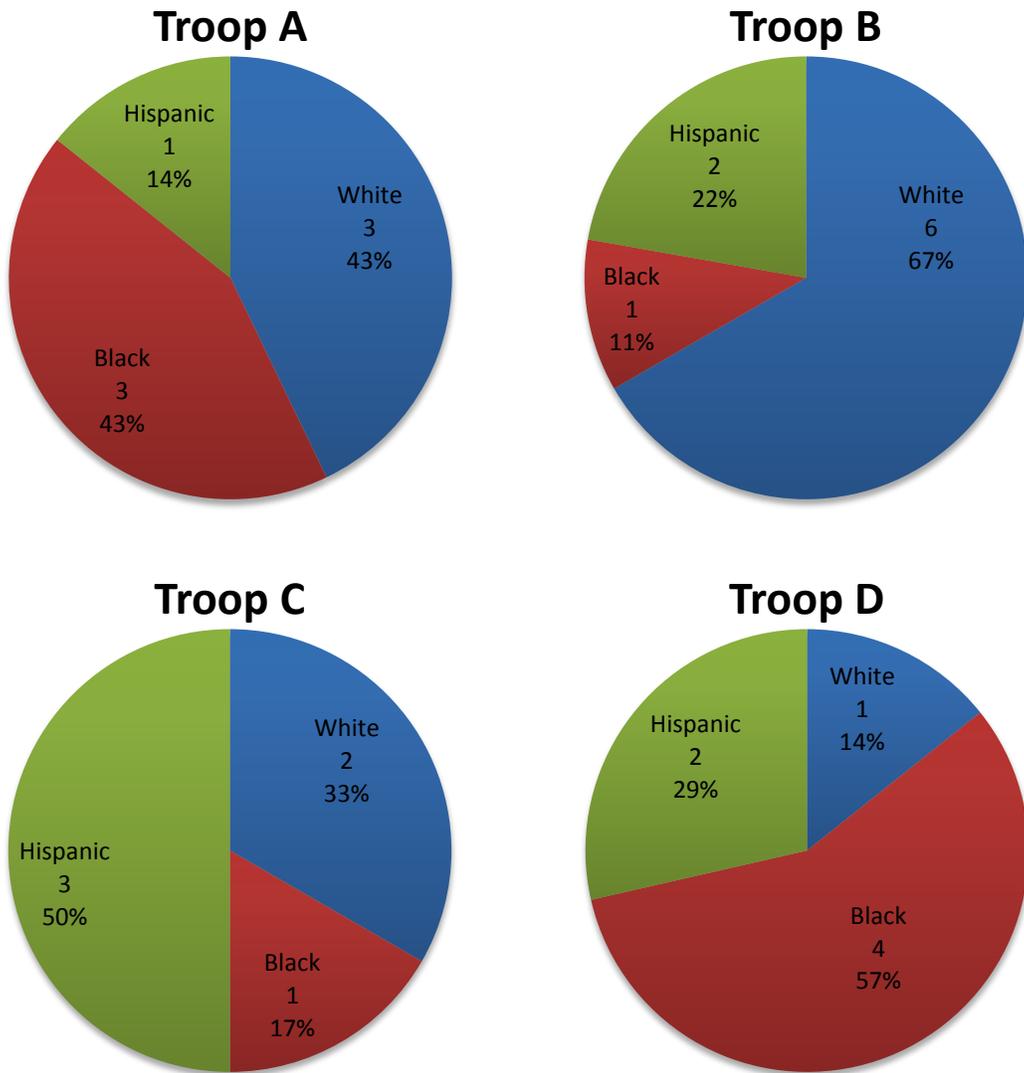


Figure Fifty-Two: Racial/Ethnic Distribution of Stops without Uses of Force by Troop
 January 1, 2015 – June 30, 2015

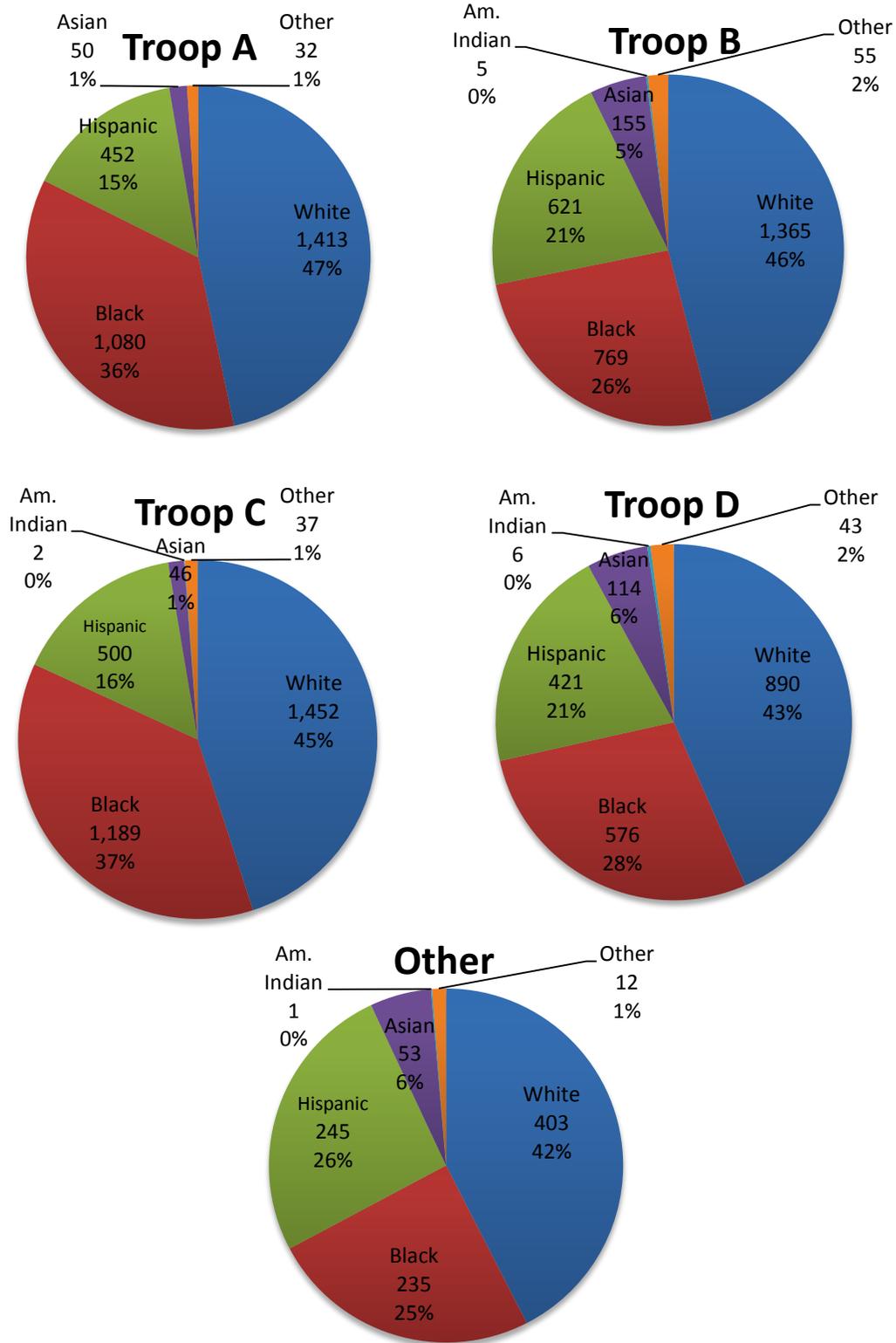
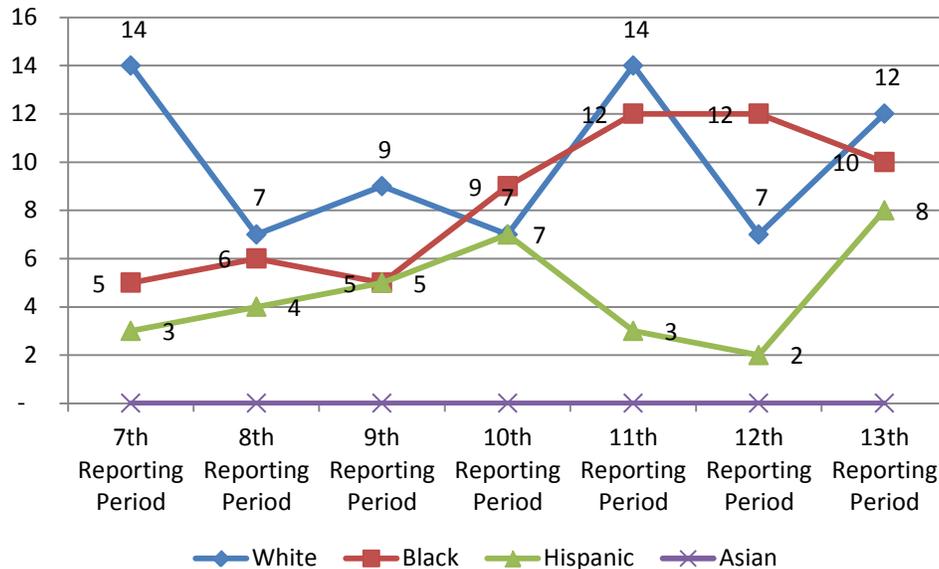


Figure Fifty-Two depicts the racial/ethnic distribution of stops without uses of force. White drivers were the majority of these stops, with proportions ranging from 42% to 47%. Proportions of Black drivers ranged from 25% to 37%. Proportions of Hispanic drivers ranged from 15% to 26%. Proportions of Asian drivers ranged from 1% to 6%. Similar to other police procedures that were very infrequent, the distribution for stops not involving uses of force are highly similar to the distribution of stops with post-stop activity.

Figure Fifty-Three: Trend of Racial/Ethnic Distribution of Stops with Uses of Force
 January 1, 2012 – June 30, 2015



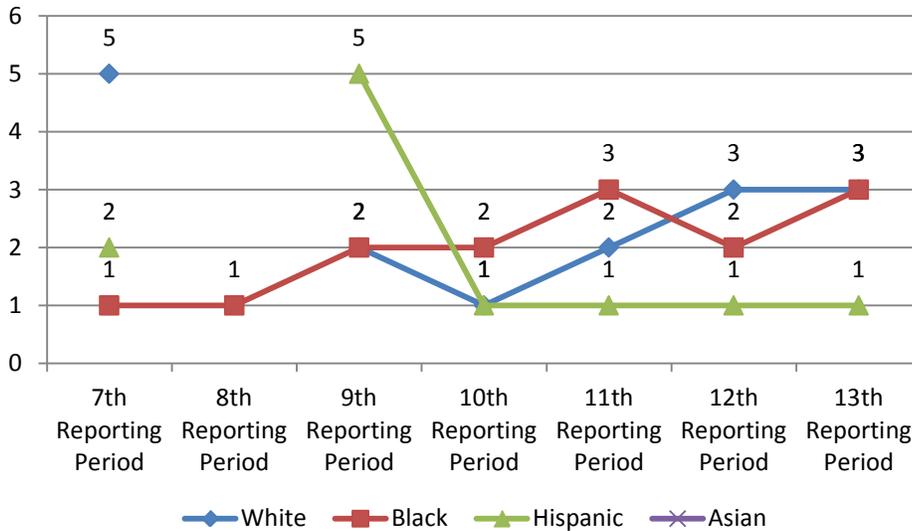
The total number of stops where force was used increased by nine stops (43%) in the current reporting period. As shown in Figure Fifty-Three, White and Hispanic drivers experienced an increase in the number of stops with uses of force, whereas Black drivers experienced a decrease in stops involving uses of force in the current reporting period. Stops involving force decreased by two stops for Black drivers in the current reporting period, however, stops involving uses of force increased by five stops for White drivers and six stops for Hispanic drivers. Generally, there are small fluctuations in the total number of stops involving uses of force and for stops involving force as observed for each racial/ethnic group. For a more detailed analysis of uses of force, see OLEPS' Twelfth Oversight report.⁷

Figures Fifty-Three A-D present the trend of racial/ethnic distribution of stops with uses of force across Troops A, B, C, and D from the seventh through current reporting periods. Due to low counts of stops involving uses of force in the current reporting period and historically, there are no trends depicted graphically for Other, non-Troop stations.

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

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

January 2012 – June 2015

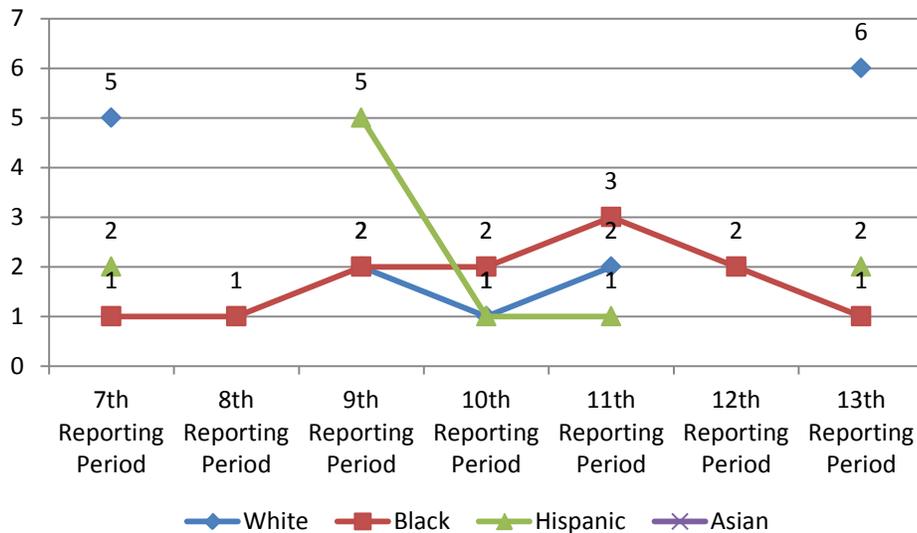


In Troop A, the number of stops with uses of force increased by one stop to seven stops in total for the current reporting period. White drivers had no change since the last reporting period. Black drivers had a one-stop increase to three stops with uses of force in the current reporting period. Hispanic drivers had no change in stops involving uses of force, remaining at one stop with force since the 10th reporting period. Of all stops with post-stop

activity, 0.28% of stops of Black drivers resulted in uses of force, 0.22% of stops of Hispanic drivers resulted in uses of force, and 0.21% of stops of White drivers resulted in uses of force in Troop A in the current reporting period.

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

January 2012 – June 2015

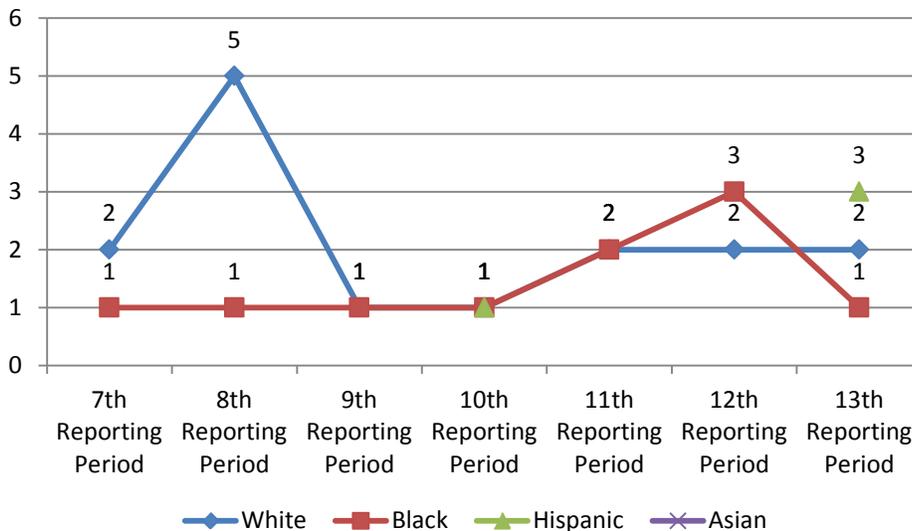


Troop B conducted seven more stops with uses of force than the previous reporting period, totaling nine stops with uses of force in the current reporting period. This is the highest number of such stops across all troops. Although White drivers did not experience any stops with uses of force in the previous reporting period, they experienced the majority of such stops, six, in the current reporting period.

Black drivers experienced a decrease in such stops, from two stops in the previous reporting period to one stop with use of force in the current reporting period. Similar to White drivers, Hispanic drivers did not experience stops involving uses of force in the previous reporting period, however in the current reporting period, Hispanic drivers experienced two stops with uses of force. Of all stops with post-stop activity, 0.44% of stops of White drivers involved uses of force, 0.32% of stops of Hispanic drivers involved uses of force and 0.13% of stops of Black drivers involved uses of force in the current reporting period in Troop B.

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

January 2012 – June 2015

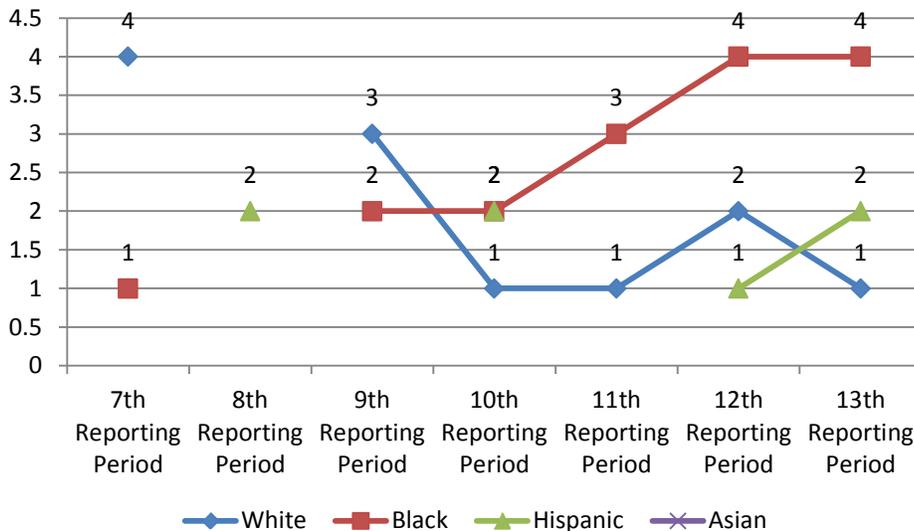


Troop C conducted six stops with uses of force in the current reporting period, an increase of one such stop since the previous reporting period. White drivers experienced two stops with uses of force, the same number of stops since the 11th reporting period. Black drivers experienced one stop with use of force, a two-stop decrease since the previous reporting period. After two reporting periods of non-

involvement, Hispanic drivers experienced three stops with uses of force in the current reporting period. Of all stops with post-stop activity, Black drivers had the lowest proportion of stops involving uses of force, 0.08%. This is the lowest probability of any racial/ethnic group in Troop C and across all troops. Hispanic drivers had the highest proportion of stops involving uses of force in Troop C, 0.60%. Of all stops with post-stop activity, 0.14% of stops of White drivers involved uses of force in the current reporting period in Troop C.

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

January 2012 – June 2015



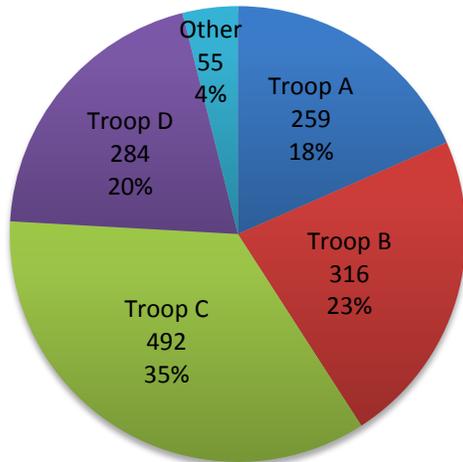
There was no change in the number of stops with uses of force for Troop D in the current reporting period. Troop D again conducted a total of seven stops with uses of force in the current reporting period. White drivers experienced a one-stop decrease, from two stops with uses of force in the previous reporting period to one such stop in the current reporting period. Black drivers experienced the opposite trend, a one-stop increase,

from one stop with use of force in the previous reporting period to two such stops in the current reporting period. Black drivers experienced four stops with uses of force, the same number of stops as the previous reporting period. Of all stops with post-stop activity, 0.11% of stops of White drivers resulted in uses of force, and 0.47% of stops of Hispanic drivers resulted in uses of force in Troop D. Black drivers had the highest probability of being involved in a stop with post-stop activity resulting in uses of force, 0.69%. This is the highest probability of any racial/ethnic group in Troop D and across all troops.

Consent to Search

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

January 1, 2015 – June 30, 2015



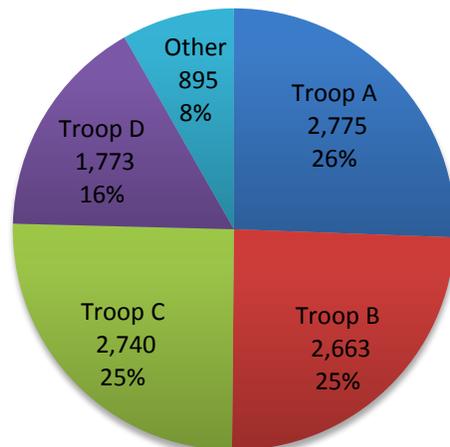
Total Stops with Consent Requests: **1,406**

In the current reporting period, there were 1,406 stops with consent to search requests. This is an increase of 7%, or 89 stops, since the previous reporting period. Out of all stops with post-stop activity, 12% were stops during which consent to search requests occurred. Figure Fifty-Four illustrates the troop distribution of stops with consent requests. Troop C conducted the largest proportion, 35%, or 492 stops with consent to search requests. Troop B conducted the second largest proportion, 23%, or 316 stops with consent requests. Troop D conducted 20%, or 284 stops with consent requests. Troop A conducted 18%, or 259 stops with consent requests. Other, non-Troop stations conducted a much smaller proportion, 4%, or 55 stops with consent to search requests.

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

January 1, 2015 – June 30, 2015

Since the number of stops with consent to search requests is relatively low, the troop distribution of stops without consent requests should be similar to the troop distribution of stops with post-stop activity. Indeed, the proportions of stops without consent requests for Troops A, B, C, and D are within one percentage point of their respective proportions for stops with post-stop activity. Troops A and B are slightly overrepresented in stops without consent requests, whereas Troops C and D are slightly underrepresented in stops without consent requests. The proportions of stops without consent requests in comparison to stops with post-stop activity for Other, non-Troop stations are identical.



Total Stops without Consent Requests: **10,846**

Figure Fifty-Six: Racial/Ethnic Distribution of Stops with Consent Requests
 January 1, 2015 – June 30, 2015

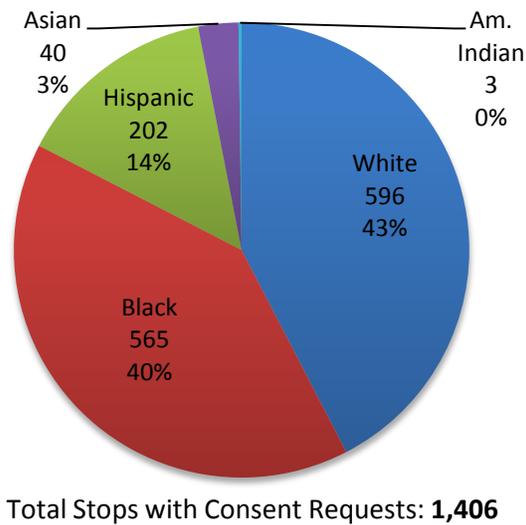


Figure Fifty-Six depicts the racial/ethnic distribution of stops with consent to search requests. White and Black drivers were an almost equal proportion, with White drivers involved in 43%, or 596 stops with consent requests and Black drivers involved in 40%, or 565 stops with consent requests. Hispanic drivers experienced fewer stops with consent requests, 14%, or 202 stops. Asian drivers experienced only 3% or 40 stops with consent requests. In comparison to the racial/ethnic distribution of stops with post-stop activity, White and Hispanic drivers were a slightly less than expected proportion, whereas Black drivers were overrepresented. Asian drivers were the same proportion of these two distributions.

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

January 1, 2015 – June 30, 2015

Figure Fifty-Seven depicts the racial/ethnic distribution of stops without consent to search requests. This distribution is similar to the racial/ethnic distribution of stops with post-stop activity. White and Hispanic drivers are slightly overrepresented in stops without consent to search requests, whereas Black drivers are a slightly less than expected proportion of stops without consent requests. Although there are some differences in proportions across distributions, the differences are not large, and do not present substantial evidence that any particular racial/ethnic group is more likely to experience a consent to search request.

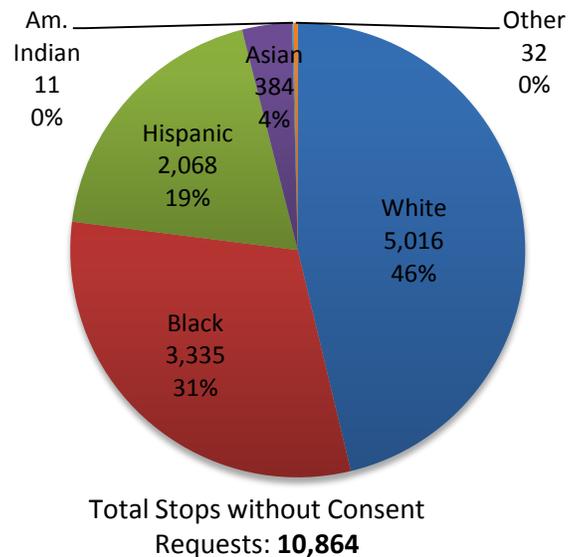


Figure Fifty-Eight depicts the racial/ethnic distribution of stops with consent requests. Across troops, the racial/ethnic distribution of stops with consent requests varied. White drivers experienced between 31% and 45% of stops involving consent requests across all troops. White drivers were the majority of stops with consent requests in Troops B, C, and D. Black drivers experienced between 32% and 47% of such stops across all troops. Black drivers were the majority of stops with consent requests in Troop A and Other, non-Troop stations. Hispanic and Asian drivers experienced fewer stops with consent requests. Proportions of such stops for Hispanic drivers ranged from 9% to 22%, and proportions for Asian drivers ranged from 1% to 11%.

Figure Fifty-Eight: Racial/Ethnic Distribution of Stops with Consent Requests by Troop
January 1, 2015 – June 30, 2015

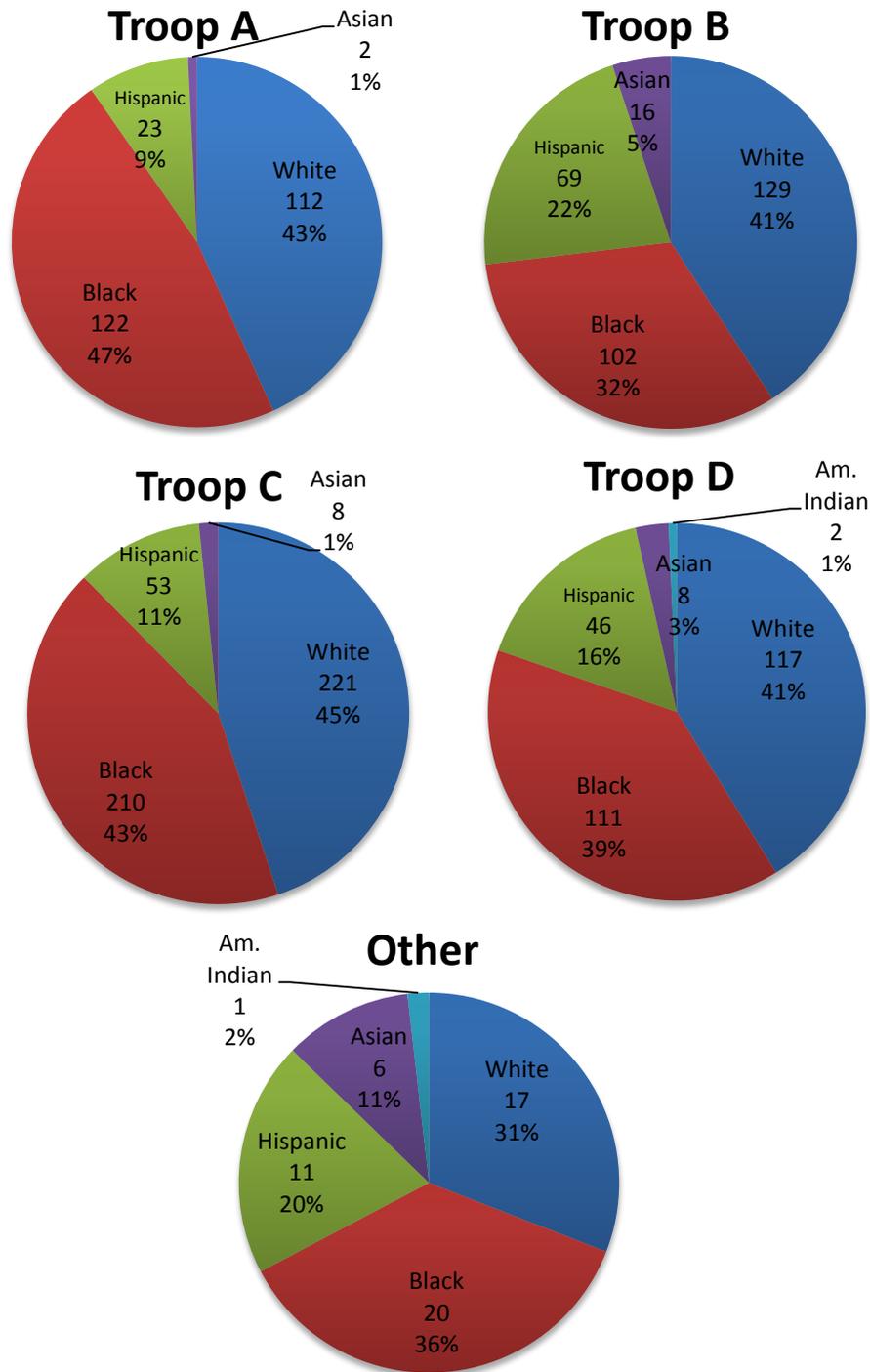


Figure Fifty-Nine: Racial/Ethnic Distribution of Stops without Consent Requests by Troop
 January 1, 2015 – June 30, 2015

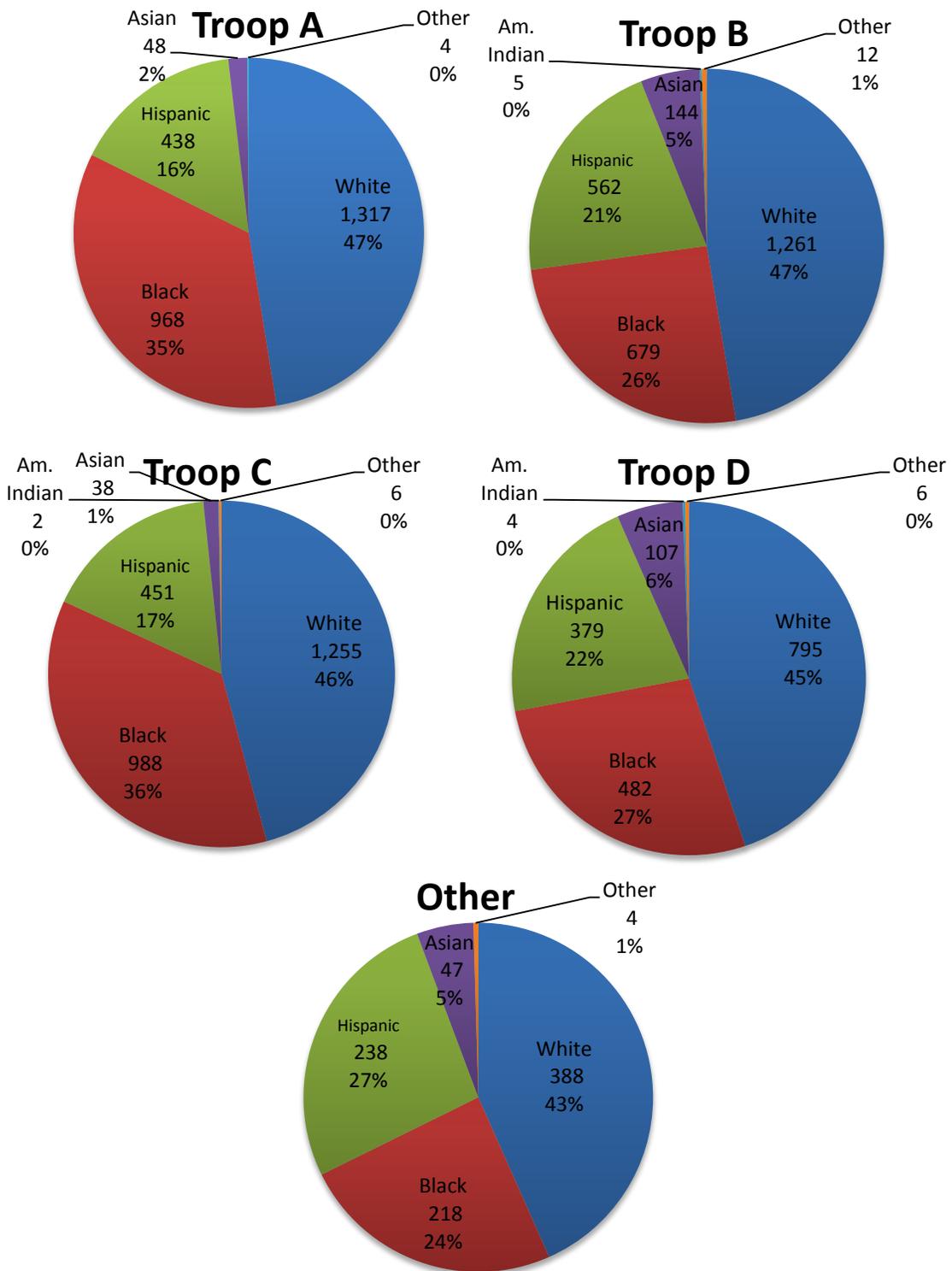
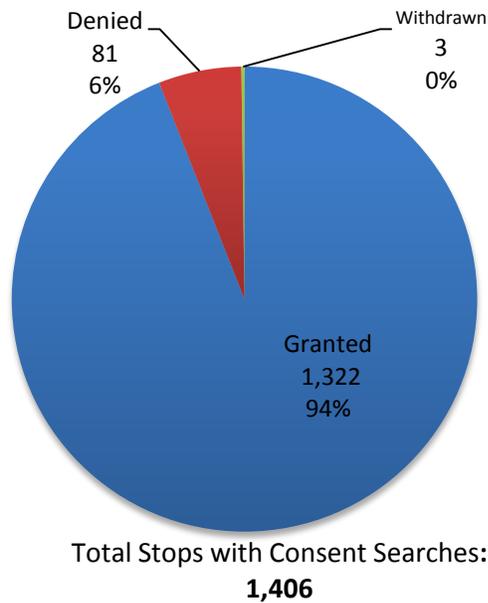


Figure Fifty-Nine depicts the racial/ethnic distribution of stops with post-stop activity not involving consent requests by Troop. White drivers were consistently the majority of these stops, with

proportions ranging from 43% to 47%. Black drivers experienced between 24% and 36% of such stops. Proportions for Hispanic drivers were between 16% and 27%, and Asian drivers were between 1% and 6% of stops involving post-stop activity without involvement of consent to search requests. These distributions and the ranges for each racial/ethnic group are very similar to the troop distributions for all stops with post-stop activity.

Figure Sixty: Outcome of Consent to Search Requests

January 1, 2015 – June 30, 2015



There may be multiple outcomes for a consent request: granted, denied, or withdrawn. Figure Sixty presents the distribution of all consent to search request outcomes. The majority of stops with consent to search requests involved granted requests; 1,322 stops, or 94%, involved granted consent to search requests. Eighty-one stops, 6%, involved denied consent to search requests. Three stops, less than 1%, involved consent to search requests granted then withdrawn.

Figure Sixty-One depicts the multiple outcomes of a consent request by Troop. Granted consent requests made up the largest proportion of stops with consent requests. Across Troops, granted consent requests varied between 90% and 96%. Troop C had the largest number and proportion of granted consent requests. Denied consent requests were much less frequent. Across Troops, denied consent requests varied between 4% and 9%.

Troop A had the highest number of denied consent requests.

Figure Sixty-One: Outcome of Consent to Search Requests by Troop
January 1, 2015 – June 30, 2015

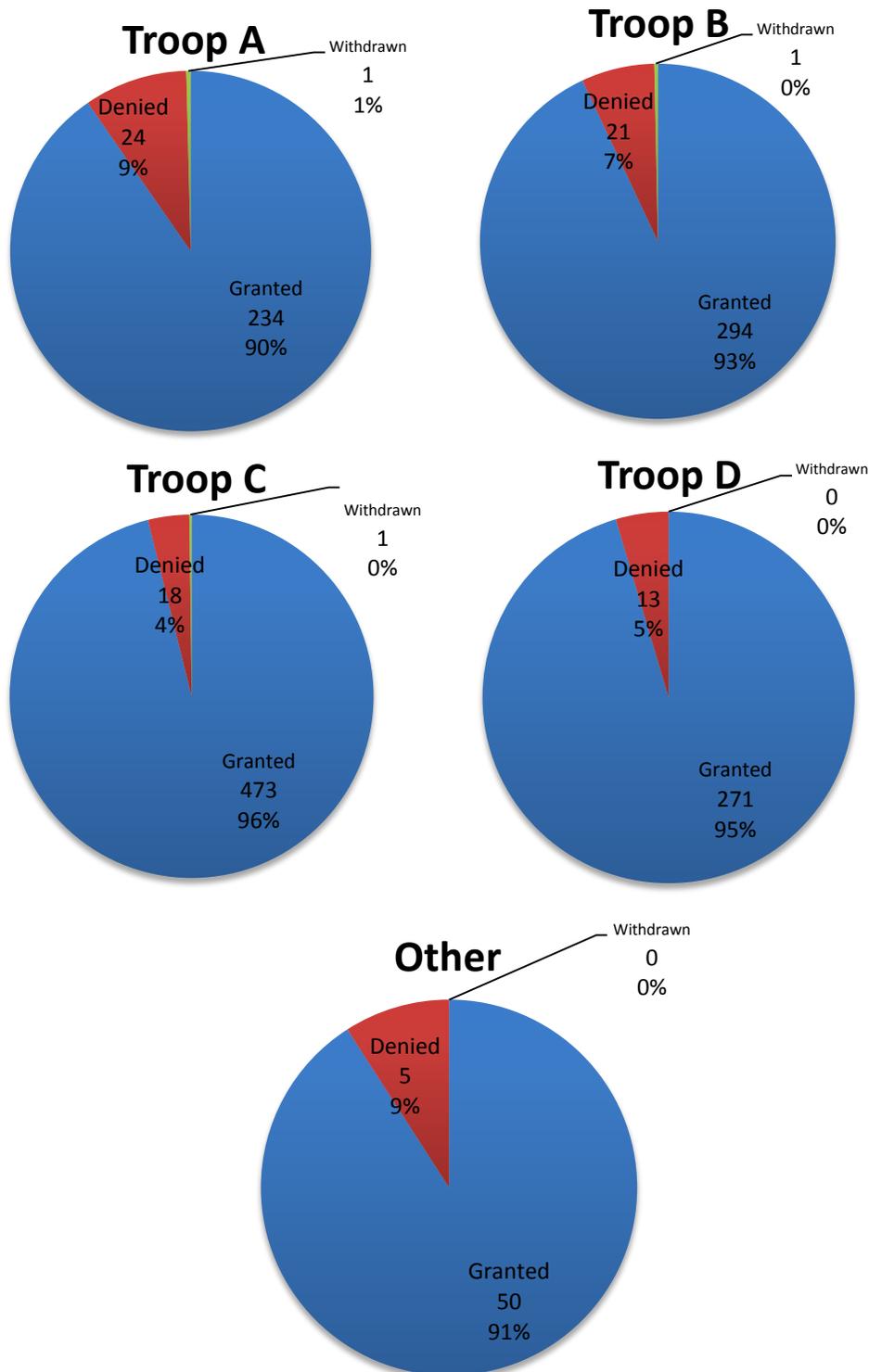
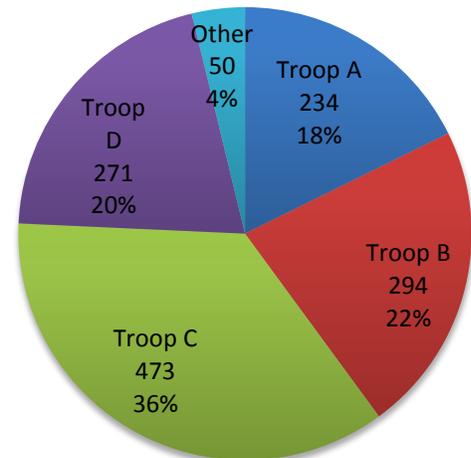


Figure Sixty-Two: Troop Distribution of Stops with Granted Consent Requests

January 1, 2015 – June 30, 2015

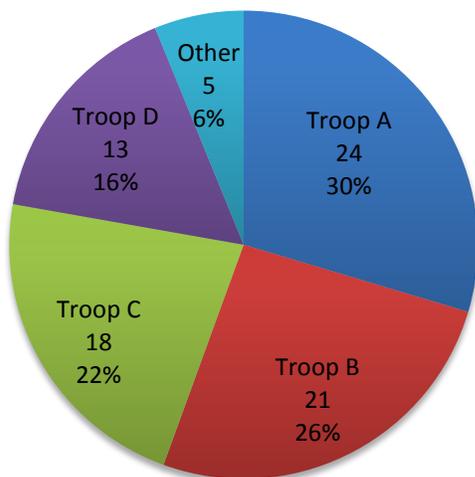
Of the 1,406 stops involving consent to search requests, 1,322 stops, or 94%, involved granted consent requests. Figure Sixty-Two depicts the Troop distribution of stops with granted consent requests. Troop C had the largest proportion of stops with granted consent requests, 36%, followed by Troop B with 22%. Twenty percent of stops with granted consent requests occurred in Troop D, and 18% occurred in Troop A. Four percent of stops with granted consent requests occurred in Other, non-Troop stations in the current reporting period.



Total Stops with Granted Consent Requests: **1,322**

Figure Sixty-Three: Troop Distribution of Stops with Denied Consent Requests

January 1, 2015 – June 30, 2015



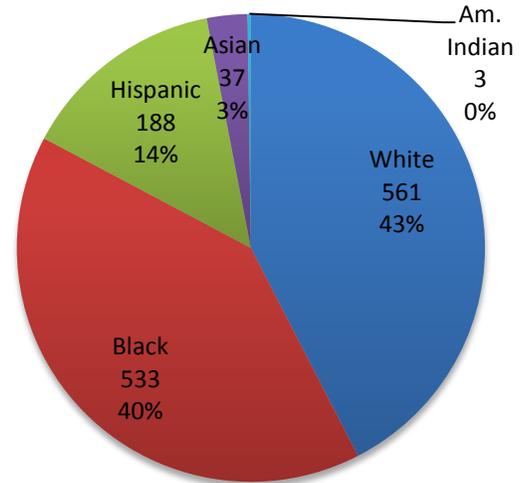
Total Stops with Denied Consent Requests: **81**

Figure Sixty-Three depicts the distribution of stops with denied consent requests by Troop. This distribution differs from the distribution of granted consent requests and all stops involving consent to search requests. Troop A had the largest proportion of stops involving denied consent requests, 30%, followed by Troop B, with 26%. Twenty-two percent of stops involving denied consent requests occurred in Troop C, and 16% of such stops occurred in Troop D. Six percent of stops with denied consent requests occurred in Other, non-Troop stations in the current reporting period.

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

January 1, 2015 – June 30, 2015

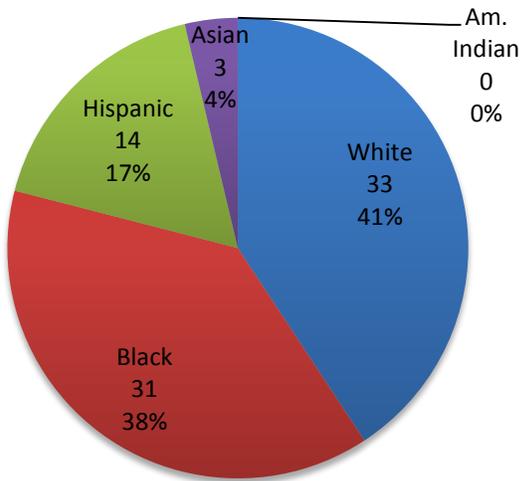
Figure Sixty-Four depicts the racial/ethnic distribution of stops with granted consent requests. The majority of consent to search stops involved granted consent requests, and thus the distribution of granted consent requests is nearly identical to that of all stops with consent requests. White drivers made up the largest proportion of stops with granted consent requests, 43%, followed by Black drivers, with 40%. Hispanic drivers made up 14% of stops with granted consent requests, and Asian drivers made up 3% of such stops.



Total Stops with Granted Consent Requests: **1,322**

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

January 1, 2015 – June 30, 2015



Total Stops with Denied Consent Requests: **81**

Figure

Sixty-Five presents the racial/ethnic distribution of stops with denied consent requests. This distribution differs slightly from the racial/ethnic distribution of stops with granted consent requests and all stops involving consent requests. White drivers are involved in a slightly smaller proportion of stops with denied consent requests, 41%, than their proportion of all stops with consent requests, 43%. Black drivers are also involved in a smaller proportion of stops with denied consent requests, 38%, than their proportion of all stops with consent requests, 40%. Unlike White and Black drivers, Hispanic drivers are involved in a larger proportion, 17%, of stops with denied consent requests, than all stops with consent requests, 14%.

Figure Sixty-Six: Trend of Racial/Ethnic Distribution of Stops with Consent Requests
 January 1, 2012 – June 30, 2015

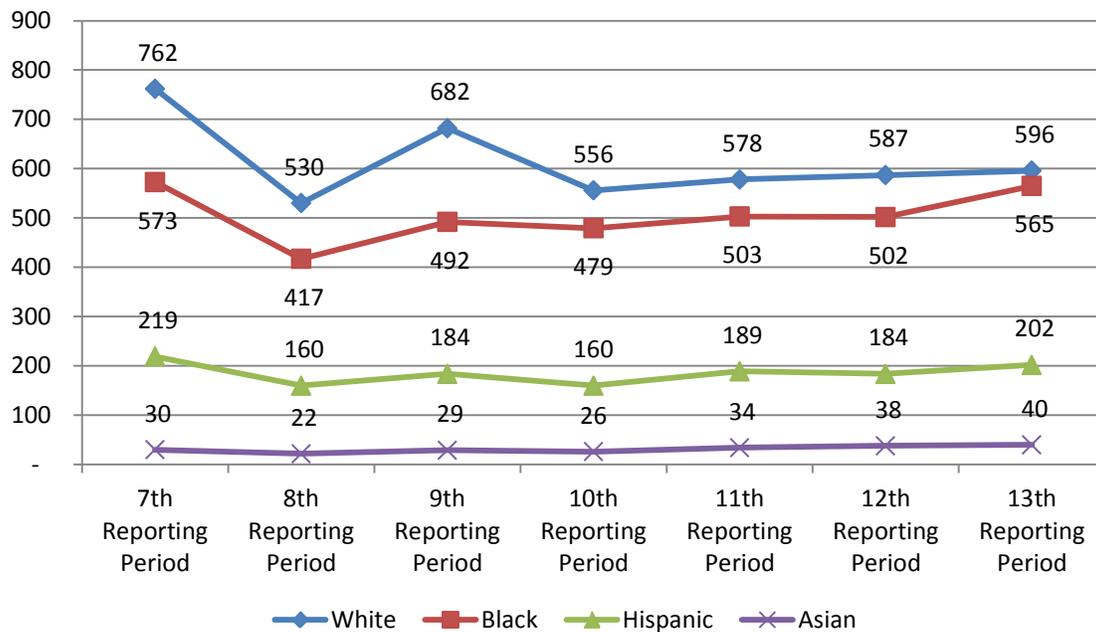
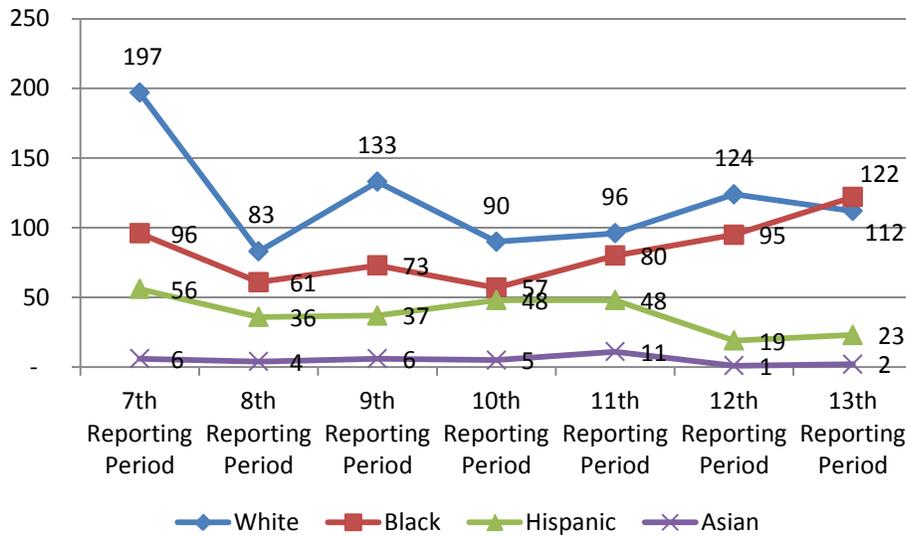


Figure Sixty-Six depicts trends in the racial/ethnic distribution of all stops involving consent requests. All racial/ethnic groups experienced increases in the number of stops involving consent requests in the current reporting period. There was a 2% increase in such stops for White drivers, a 13% increase for Black drivers, a 10% increase for Hispanic drivers, and a 5% increase for Asian drivers.

As previously indicated, the number of all stops involving consent to search requests increased by 7% in the current reporting period. Trends in each outcome of consent requests, *i.e.*, granted, denied, and withdrawn were not presented graphically. In the current reporting period, however, there was a 5% increase in stops with requests granted (68 additional stops) and a 53% increase in stops with requests denied (28 additional stops). As noted, there were only three stops involving a consent request outcome of granted/withdrawn in the current reporting period, and there were no stops involving this outcome in the previous two reporting periods.

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

January 2012 – June 2015

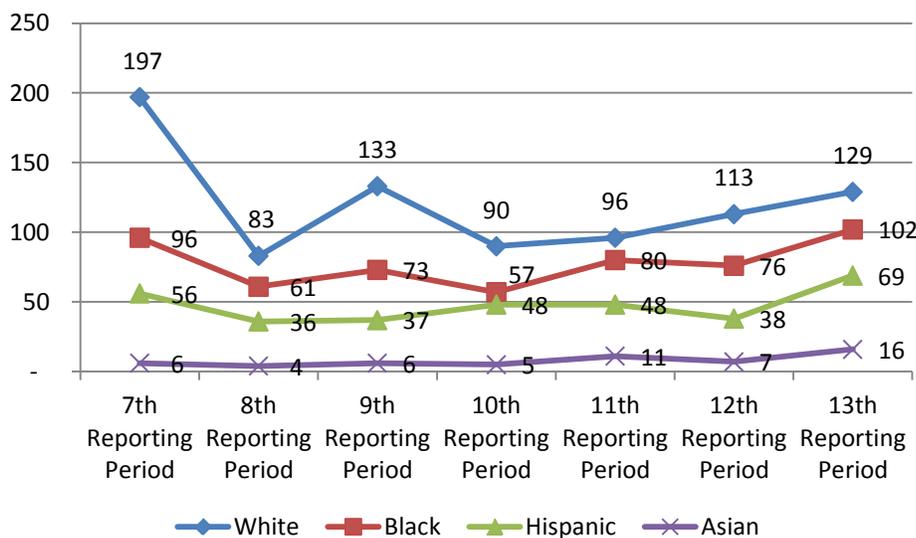


In Troop A, stops involving consent requests increased 8% in the current reporting period. Stops involving White drivers decreased by 12 stops, or 10%. Stops involving Black drivers increased 27 stops, 28%, in the current reporting period. Stops of Hispanic drivers increased by four stops, or 21%. Stops involving Asian drivers increased from one stop in the previous reporting period

to two stops in the current reporting period. For White drivers in Troop A, 8% of stops with post-stop activity resulted in a consent to search request. For Black drivers, this proportion was 11%, and for Hispanic drivers, this proportion was 5%. For Asian drivers, 4% of stops with post-stop interaction resulted in a consent to search request. Similar to the previous reporting period, Black drivers were involved in the highest proportion of stops with consent requests of all stops with post-stop interaction.

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

January 2012 – June 2015



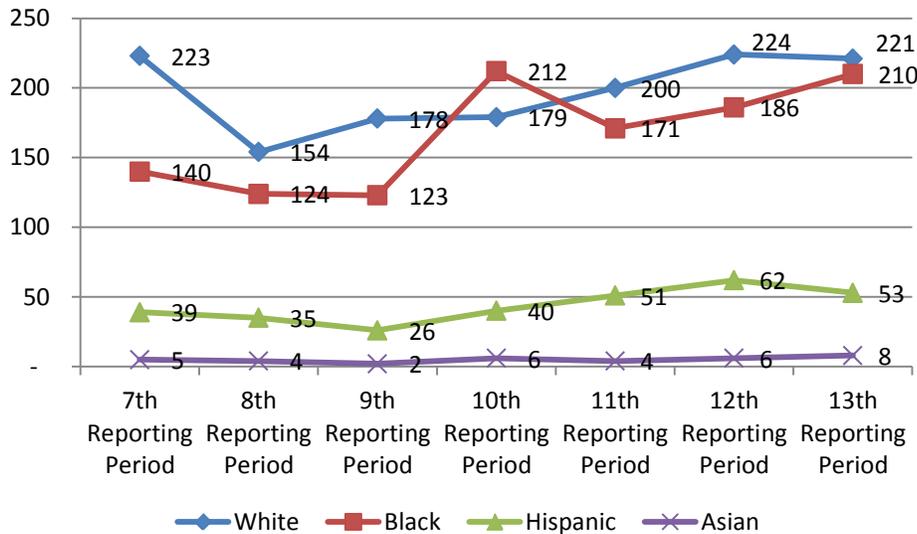
There was a 33% increase in stops involving consent to search requests for Troop B in the current reporting period. All racial/ethnic groups experienced increases in such stops in the current reporting period. Stops involving White drivers increased the smallest proportion, 14% (16 stops). Stops of Black drivers involving consent to search requests increased 34%, or 26 stops. Hispanic drivers experienced an 81% increase, or 31 additional stops. Stops of Asian drivers increased from

drivers experienced an 81% increase, or 31 additional stops. Stops of Asian drivers increased from

seven stops to 16 stops, a nine-stop difference. For White drivers in Troop B, 9% of stops with post-stop activity resulted in a consent to search request. For Black drivers, 13% of stops involving post-stop interaction resulted in consent requests. For Hispanic drivers, 11% of stops involving post-stop interaction resulted in consent requests, and for Asian drivers, this proportion was 10%. Though differences in proportions are slight in Troop B, Black drivers had the highest concentration of stops involving consent requests in their stops with post-stop activity.

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

January 2012 – June 2015

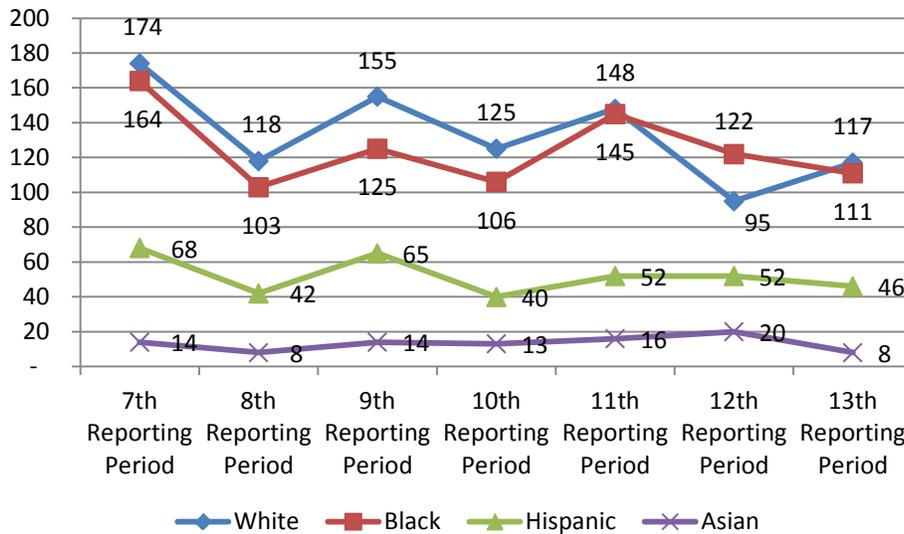


In the current reporting period, Troop C experienced a 3% increase in stops involving consent to search requests. Stops of Black and Asian drivers increased, whereas stops of White and Hispanic drivers decreased since the previous reporting period. Stops involving White drivers decreased 1%, or three stops. Stops of Hispanic drivers decreased by nine stops, or 15%. Stops with

consent requests for Black drivers increased by 24 stops, or 13% in the current reporting period. Stops of Asian drivers increased 33%, or two additional stops since the previous reporting period. For White drivers, 15% of stops involving post-stop activity also involved a consent request. For Asian drivers, this proportion was 17%, and for Black drivers, this proportion was 18%. For Hispanic drivers, 11% of stops involving post-stop activity also involved a consent to search request.

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

January 2012 – June 2015

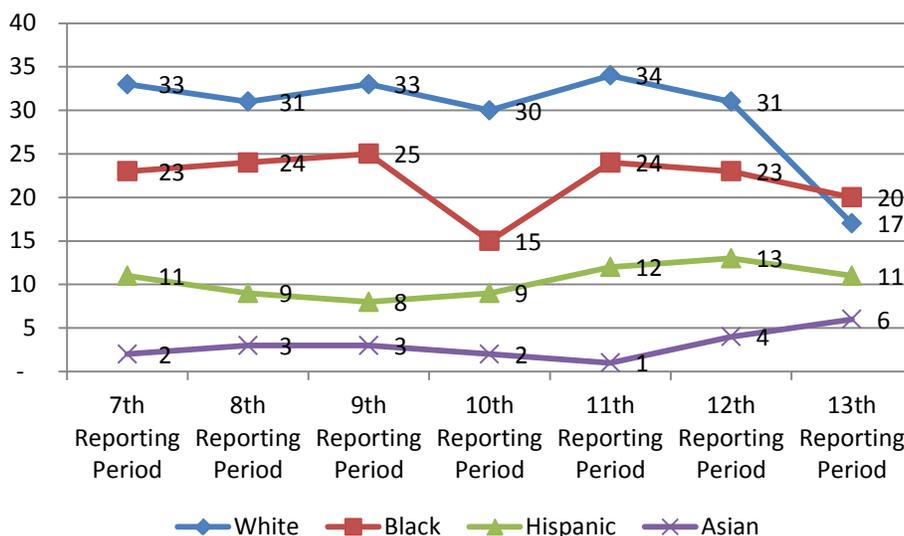


Unlike Troops A, B, and C, Troop D experienced a 2% decrease in stops with consent requests since the previous reporting period. Stops of Black, Hispanic, and Asian drivers with consent requests decreased, whereas stops of White drivers with consent requests increased in the current reporting period. Stops of White drivers with consent requests increased by 22 stops, or 23%. Stops of Black drivers with consent requests decreased by 11 stops, or 9%. Stops involving Hispanic drivers with consent requests decreased by six stops, or 12%. Stops of Asian drivers with consent requests decreased by 12 stops, or 60%. Black drivers had the highest concentration of stops with consent requests among stops with post-stop activity in Troop D. For Black drivers, 19% of stops with post-stop activity resulted in a consent request. For White drivers, this proportion was 13%. For Hispanic drivers, this proportion was 11%. At 7% this proportion was lowest for Asian drivers in Troop D in the current reporting period.

Stops of Black drivers with consent requests decreased by 11 stops, or 9%. Stops involving Hispanic drivers with consent requests decreased by six stops, or 12%. Stops of Asian drivers with consent requests decreased by 12 stops, or 60%. Black drivers had the highest concentration of stops with consent requests among stops with post-stop activity in Troop D. For Black drivers, 19% of stops with post-stop activity resulted in a consent request. For White drivers, this proportion was 13%. For Hispanic drivers, this proportion was 11%. At 7% this proportion was lowest for Asian drivers in Troop D in the current reporting period.

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

January 2012 – June 2015



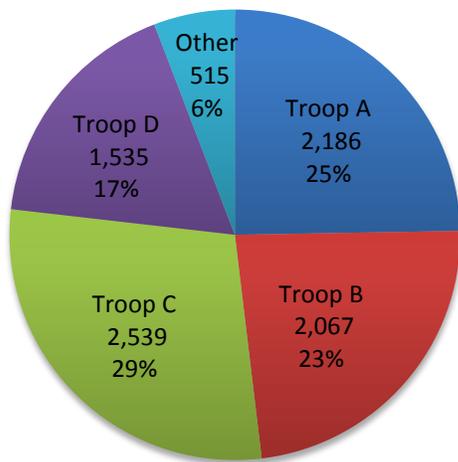
The number of stops with consent requests in Other, non-Troop stations decreased 24% in the current reporting period. White, Black, and Hispanic drivers experienced decreases in such stops, whereas Asian drivers experienced a slight increase in stops with consent requests since the previous reporting period. Stops of White drivers decreased most markedly, by 14 stops, or 45%. Stops of Black drivers decreased

by three stops, or 13%. Stops of Hispanic drivers decreased by two stops, or 15%. Stops of Asian drivers with consent requests increased two stops, or 50%, in the current reporting period. When examining proportions of stops involving post-stop activity resulting in consent requests, Asian drivers had the highest concentration in the current reporting period, 11%. For White drivers, 4% of stops with post-stop activity resulted in consent requests. For Black drivers, this proportion was 9%, and for Hispanic drivers, this proportion was 11%.

Arrests

Figure Sixty-Seven: Troop Distribution of Stops with Arrests

January 1, 2015 – June 30, 2015



Total Stops with Arrests: **8,842**

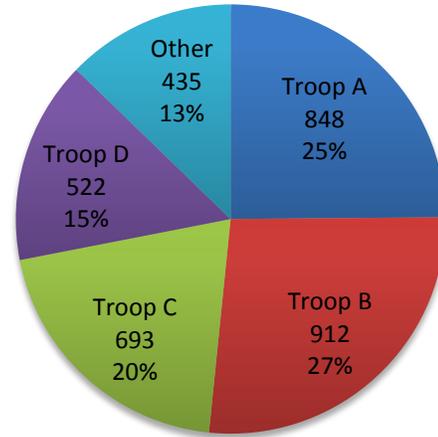
In the current reporting period, there were 8,842 stops during which there was at least one individual arrested. The majority of stops involved the arrest of one person; there were, however, 31 stops in which five or more individuals arrested in the current reporting period. Of the 12,252 stops with post-stop interaction, 72% of stops resulted in an arrest. Thus, as can be expected, the troop distribution for arrests is similar to that of stops with post-stop activity. Troop C conducted the largest proportion of stops with arrests, 29%. Troop A conducted 25% of stops with arrests, and Troop B conducted 23% of such stops. Troop D conducted 17% of stops with arrests, and Other, non-Troop stations conducted 6% of stops with arrests in the current reporting period. In comparison to stops with post-stop activity, Troop

C was slightly overrepresented, and Other, non-Troop stations, slightly underrepresented.

Figure Sixty-Eight: Troop Distribution of Stops without Arrests

January 1, 2015 – June 30, 2015

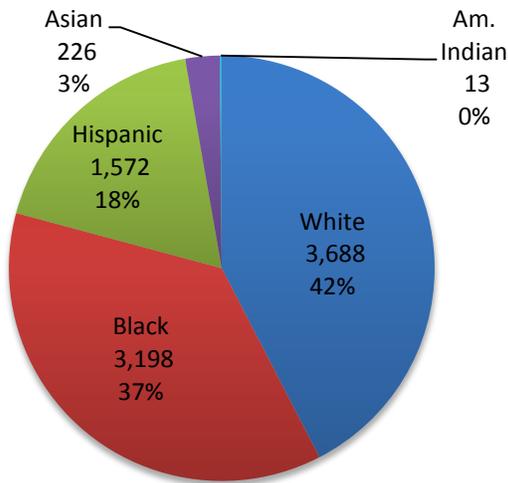
There were 3,410 stops with post-stop activity that did not involve an arrest in the current reporting period. Troop B conducted 27% of such stops, the largest proportion in comparison to all other troops. Troop A conducted 25% of such stops, followed by Troop C, with 20%. Troop D conducted 15% of stops without arrests, and Other, non-Troop stations conducted 13% of such stops in the current reporting period. As shown in Figures Sixty-Eight and Sixty-Seven, Troop C conducted the highest proportion of stops with arrests. However, Troop C conducted a smaller proportion of stops without arrests compared to Troops A and B. Troop A had an equal proportion, 25%, of stops with and without arrests.



Total Stops without an Arrest: **3,410**

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

January 1, 2015 – June 30, 2015



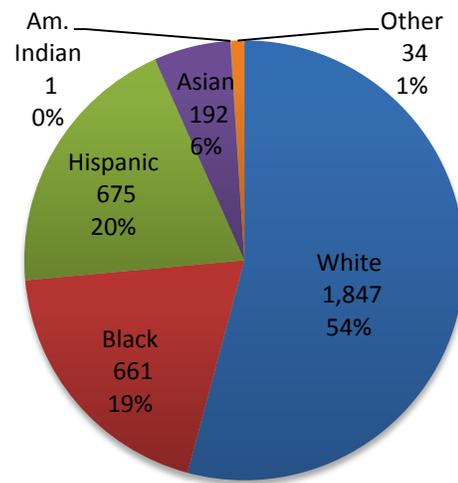
Total Stops with Arrests: **8,842**

Figure Sixty-Nine depicts the racial/ethnic distribution of stops involving an arrest of at least one individual. White drivers were involved in the largest proportion, 42%, of stops with arrests. Black drivers were involved in slightly less, 37%. Hispanic drivers were involved in 18%, and Asian drivers were involved in only 3% of such stops. Compared to the racial/ethnic distribution of stops with post-stop activity, White drivers were involved in 45% of stops with post-stop interactions, but 42% of stops with arrests, indicating slight underrepresentation in stops with arrests. Black drivers were involved in 32% of stops with post-stop interactions, but 37% of stops with arrests, indicating slight overrepresentation in stops with arrests. Both Hispanic and Asian drivers were represented equally in stops with post-stop activity and stops with arrests.

Figure Seventy: Racial/Ethnic Distribution of Stops without Arrests

January 1, 2015 – June 30, 2015

Figure Seventy depicts the racial/ethnic distribution of stops with post-stop activity but without any arrest. White drivers make up the largest proportion of this distribution, 54%, indicating overrepresentation in stops without arrests in comparison to their proportions for stops with arrests and stops with post-stop activity. Black drivers make up 19% of stops without arrests, indicating underrepresentation in stops without arrests in comparison to stops with arrests and stops with post-stop activity. Hispanic and Asian drivers are slightly overrepresented in stops without arrests, as Hispanic drivers were 18% and Asian drivers were 3% of stops with post-stop activity, but 20% and 6% of stops without arrests, respectively.



Total Stops without an Arrest: **3,410**

Taken together, Figures Sixty-Nine and Seventy 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 higher proportion of stops with arrests, 37%, than those without arrests, 19%. All other racial/ethnic groups were a higher proportion of stops without arrests than with an arrest.

Figure Seventy-One depicts the racial/ethnic distribution of stops with arrests across troops. White drivers were involved in 40% to 43% of stops with arrests. White drivers were the majority of stops with arrests across troops except in Troop C, wherein White drivers made up 40%, but Black drivers made up 43% of stops with arrests. Black drivers were 29% to 43% of stops with arrests across all troops. Hispanic drivers experienced 15% to 26% of such stops, and Asian drivers were 1% to 5% of stops with arrests across troops.

Figure Seventy-One: Racial/Ethnic Distribution of Stops with Arrests by Troop
 January 1, 2015 – June 30, 2015

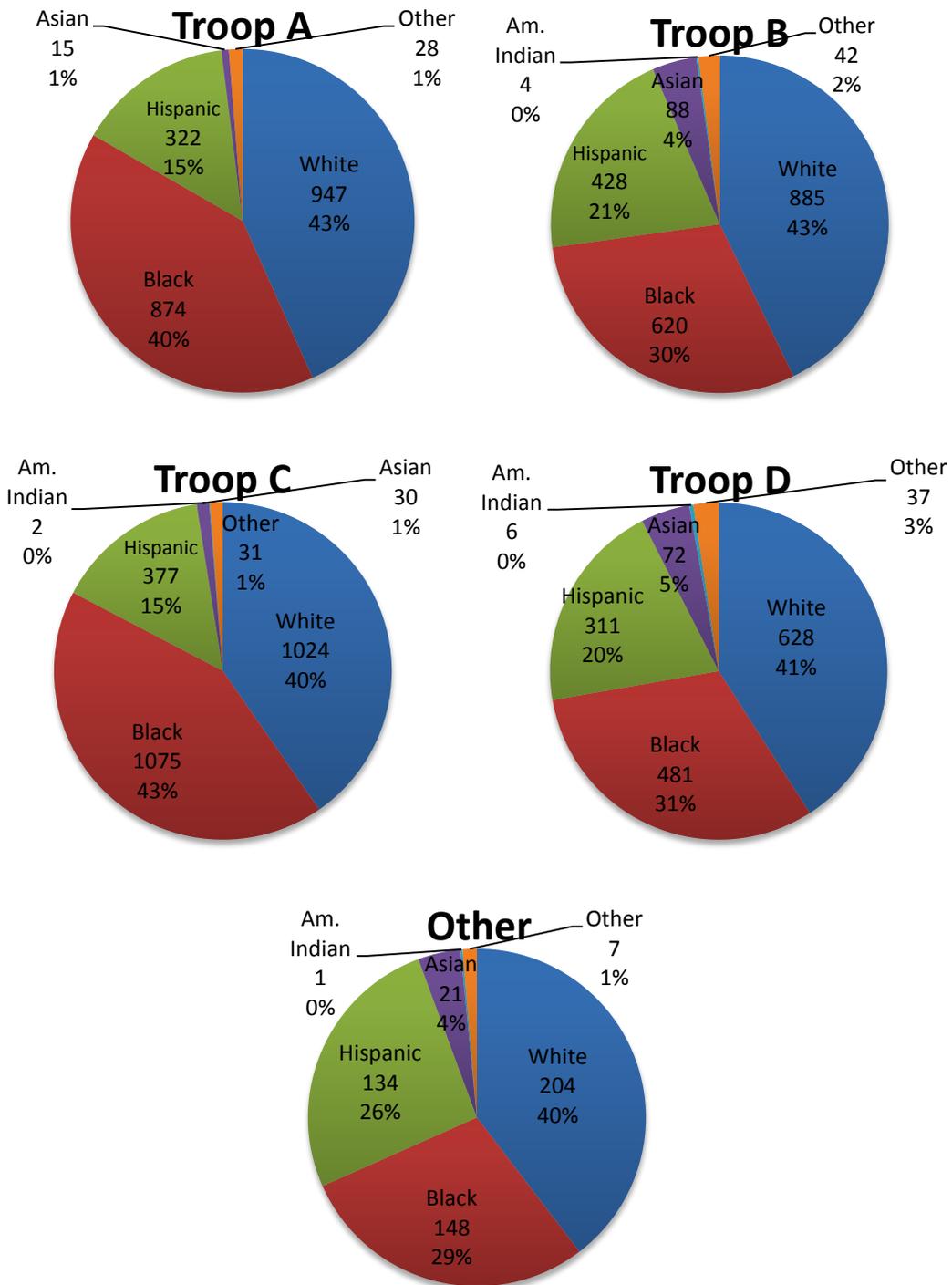


Figure Seventy-Two: Racial/Ethnic Distribution of Stops without Arrests by Troop
 January 1, 2015 – June 30, 2015

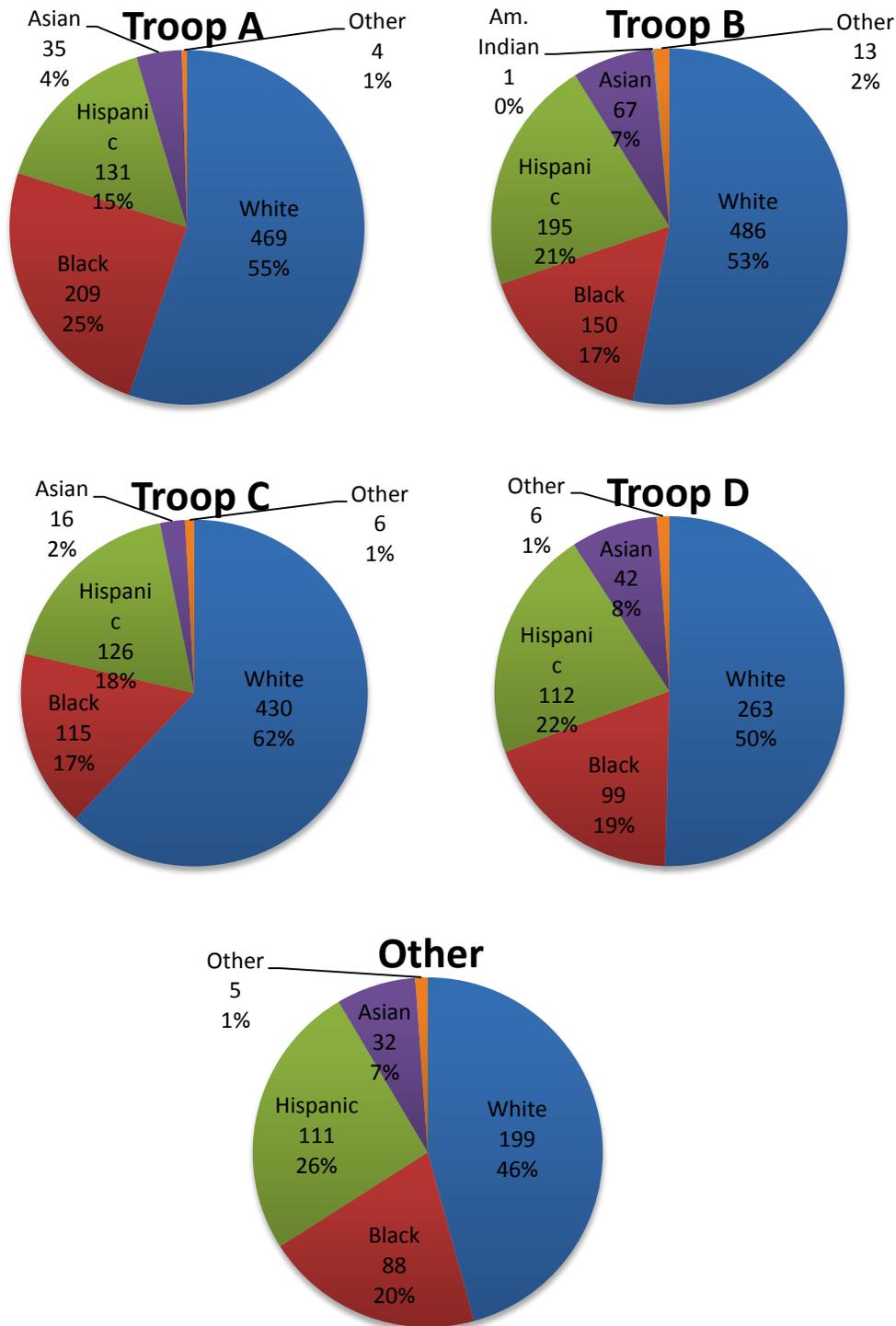
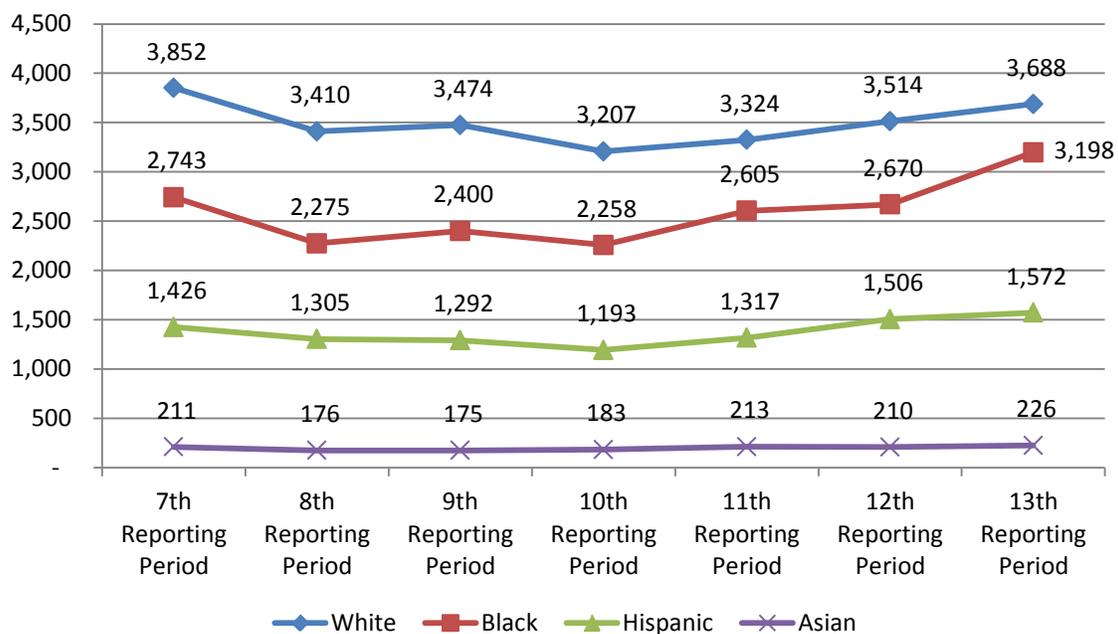


Figure Seventy-Two depicts the racial/ethnic distribution of stops without arrests across all troops. White drivers were consistently the majority, represented in 46% to 62% of stops without arrests across troops. Black drivers were involved in 17% to 25% of stops without arrests. Hispanic drivers were involved in 15% to 26% of stops without arrests, and Asian drivers were 2% to 8% of stops without arrests.

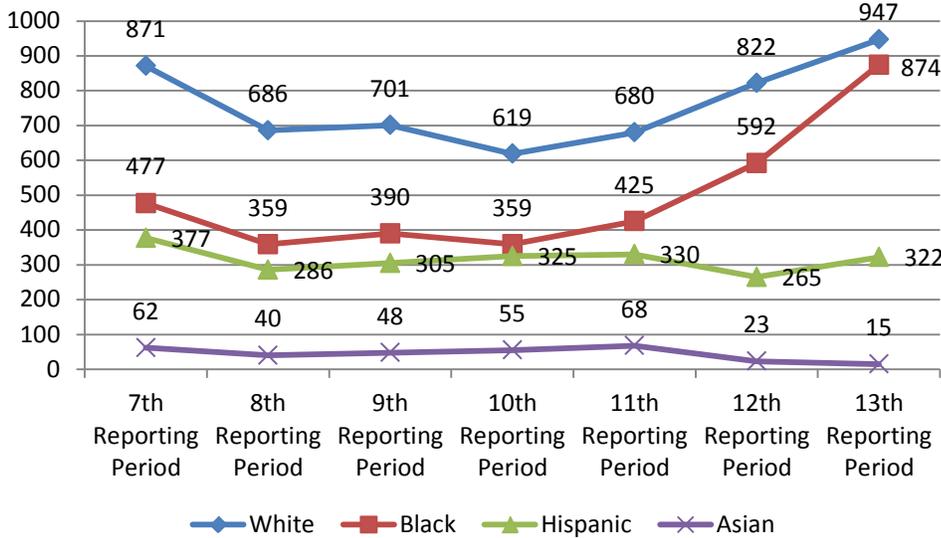
Across Figures Seventy-One and Seventy-Two, White drivers were a larger proportion of stops without arrests than stops with arrests. An inverse pattern appears for Black drivers, as they were involved in a larger proportion of stops with arrests than stops without arrests.

Figure Seventy-Three: Trend of Racial/Ethnic Distribution of Stops with Arrests
 January 1, 2012 – June 30, 2015



In the previous reporting period, there were a total of 7,961 stops with arrests, thus there were 881 additional stops with arrests, an 11% increase, in the current reporting period. As seen in Figure Seventy-Three, all racial/ethnic groups experienced increases in these stops, however, the magnitude of change differs across groups. White drivers experienced 174 more stops with arrests, a 5% increase from the previous reporting period. Black drivers experienced 528 more stops with arrests, a 20% increase from the previous reporting period. Hispanic drivers experienced 66 additional stops with arrests, a 4% increase from the previous reporting period. And Asian drivers experienced 16 additional stops, an 8% increase from the previous reporting period.

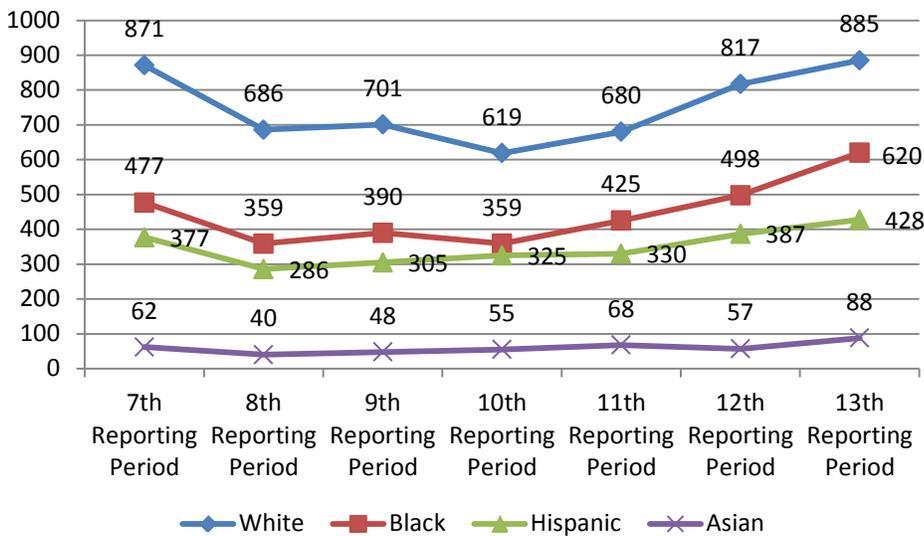
Figure Seventy-Three A: Troop A Trend of Racial/Ethnic Distribution of Stops with Arrests
 January 2012 – June 2015



For Troop A, stops with arrests increased by 28% since the previous reporting period. Black drivers experienced the most marked increase in number of stops with arrests across all racial/ethnic groups and all troops in the current reporting period in Troop A. Black drivers experienced 282 additional stops, a 48% increase in stops with arrests in the current reporting period. White

drivers experienced 125 additional stops, a 15% increase from the previous reporting period. Hispanic drivers experienced 57 more stops, a 22% increase. And Asian drivers experienced eight fewer stops, a 35% decrease in stops with arrests in the current reporting period. When examining the probability of stops with post-stop activity resulting in at least one arrest, 81% resulted in an arrest for Black drivers, 67% resulted in an arrest for White drivers, 71% resulted in an arrest for Hispanic drivers, and 30% resulted in an arrest for Asian drivers.

Figure Seventy-Three B: Troop B Trend of Racial/Ethnic Distribution of Stops with Arrests
 January 2012 – June 2015

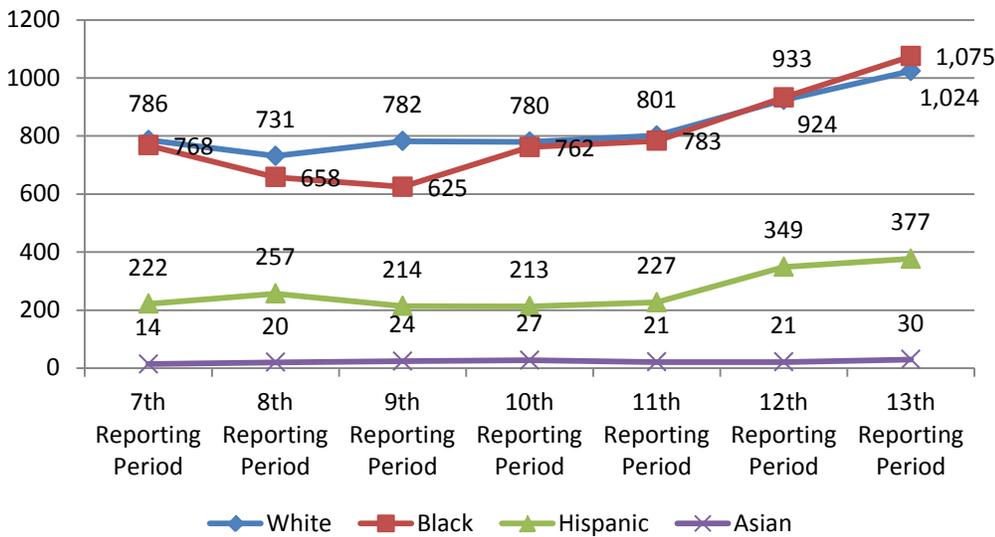


Stops with arrests increased by 16% for Troop B in the current reporting period. In Troop B, all racial/ethnic groups experienced increases in stops with arrests since the previous reporting period. White drivers experienced 68 additional stops, an 8% increase in the current reporting period. Black drivers experienced 122 additional stops, a 25% increase in the current reporting period. Hispanic

drivers experienced 41 more stops, an 11% increase in stops with arrests. And Asian drivers experienced 31 additional stops with arrests, a 54% increase, in the current reporting period. For

White drivers, 65% of stops with post-stop activity resulted in an arrest. For Black drivers, similar to Troop A, 81% of stops with post-stop activity resulted in an arrest. For Hispanic drivers, 69% of stops with post-stop activity resulted in an arrest. And for Asian drivers, 57% of stops with post-stop activity resulted in an arrest.

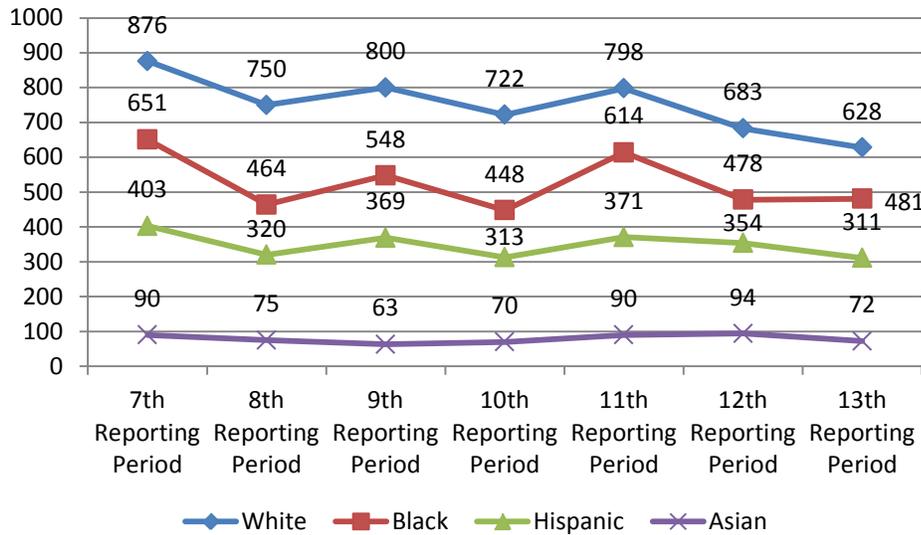
Figure Seventy-Three C: Troop C Trend of Racial/Ethnic Distribution of Stops with Arrests
 January 2012 – June 2015



Stops with arrests increased by 14% for Troop C in the current reporting period. Similar to Troop B, all racial/ethnic groups experienced increases in stops with arrests. Stops with arrests for White drivers increased by 100 stops, an 11% increase in the current reporting period. Stops of

Black drivers increased by 142 stops, a 15% increase. Stops of Hispanic drivers increased by 28 stops, an 8% increase, and stops of Asian drivers increased by nine stops, a 43% increase in stops with arrests. Of stops with post-stop activity, 70% resulted in an arrest for White drivers, 90% resulted in an arrest for Black drivers, 75% resulted in an arrest for Hispanic drivers, and 65% resulted in an arrest for Asian drivers.

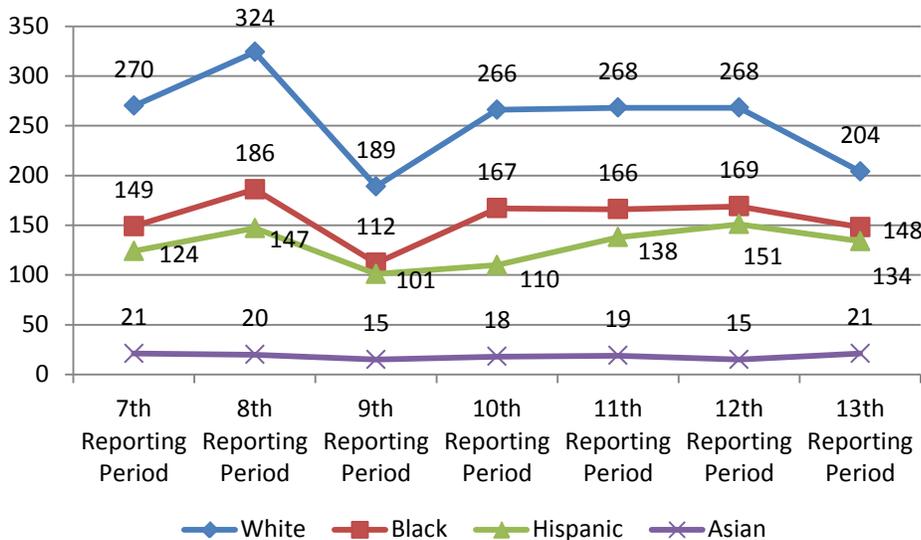
Figure Seventy-Three D: Troop D Trend of Racial/Ethnic Distribution of Stops with Arrests
 January 2012 – June 2015



In contrast to Troops A, B, and C, stops with arrests decreased for Troop D; there was a 5% decrease in such stops since the previous reporting period. In Troop D, all racial/ethnic groups experienced decreases in stops with arrests, with the exception of Black drivers. White drivers experienced 55 fewer stops with arrests, an 8% decrease in the current reporting period.

Black drivers experienced three additional stops, a 0.63% increase in stops with arrests. Hispanic drivers experienced 43 fewer stops, a 12% decrease. And Asian drivers experienced 22 fewer stops, a 23% decrease in stops with arrests in the current reporting period. When examining the likelihood of stops with post-stop activity resulting in an arrest, 71% resulted in an arrest for White drivers, 83% resulted in an arrest for Black drivers, 74% resulted in an arrest for Hispanic drivers, and 63% resulted in an arrest for Asian drivers.

Figure Seventy-Three E: Other Stations Trend of Racial/Ethnic Distribution of Stops with Arrests
 January 2012 – June 2015



Similar to Troop D, Other, non-Troop stations conducted fewer stops with arrests, experiencing a 15% decrease in such stops since the previous reporting period. White drivers experienced 64 fewer stops, a 24% decrease in stops with arrests in the current reporting period. Black drivers experienced 21 fewer stops with arrests, a 12% decrease. Hispanic drivers experienced 17 fewer stops, an 11%

decrease in stops with arrests. And Asian drivers experienced six additional stops, a 40% increase in stops with arrests in the current reporting period. Of all stops with post-stop activity, 51% resulted in

an arrest for White drivers, 63% resulted in an arrest for Black drivers, 55% resulted in an arrest for Hispanic drivers, and 40% resulted in an arrest for Asian drivers.

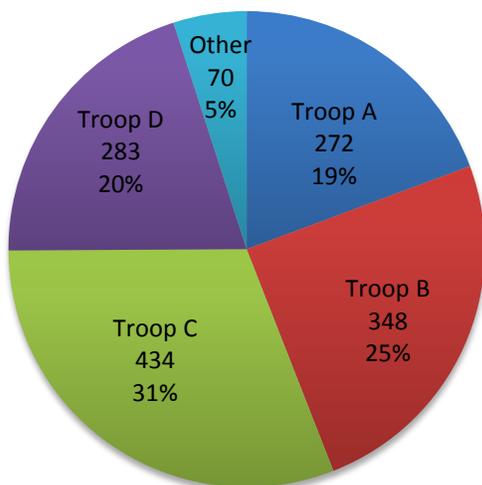
As noted in previous aggregate reports, White drivers were typically the largest proportion of all stops with post-stop activities, 45%. Black drivers in the current reporting period account for 32% of stops involving post-stop interaction. When examining racial/ethnic group involvement in post-stop 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 in certain instances, approximately 90% of stops of Black drivers with post-stop activity resulted in an arrest. This suggests a level of disproportionality; however, the data evaluated here do 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.⁸ This report provides analysis of the individuals arrested later in this report (see [Individual Level Analysis](#)), which may provide some insight into the reasons for arrests.

Evidence Seizures

The seizure of evidence during a motor vehicle stop is a relatively rare law enforcement procedure. Of the 12,252 stops involving post-stop interaction, 11.5% resulted in an evidence seizure. In the current reporting period, there were only 1,407 stops during which an evidence seizure occurred, however, this is a 30% increase in stops with evidence seized since the previous reporting period. Seizure of evidence occurs in conjunction with a variety of activities, including: frisks, non-consensual searches, consent requests, executions of search warrants, plain view seizures, or a request for the retrieval of property.

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

January 1, 2015 – June 30, 2015



Total Stops with Evidence Seized: **1,407**

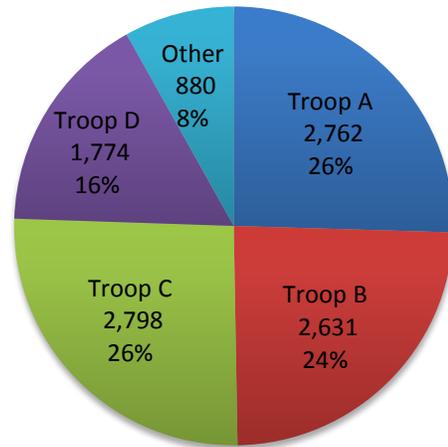
Figure Seventy-Four depicts the Troop distribution of stops with evidence seizures. Troop C conducted the largest proportion of stops with evidence seizures, 31%. Troop B conducted 25%, Troop D conducted 20%, Troop A conducted 19%, and Other, non-Troop stations conducted the smallest proportion, 5%, of stops with evidence seizures.

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

Figure Seventy-Five: Troop Distribution of Stops without Evidence Seizures

January 1, 2015 – June 30, 2015

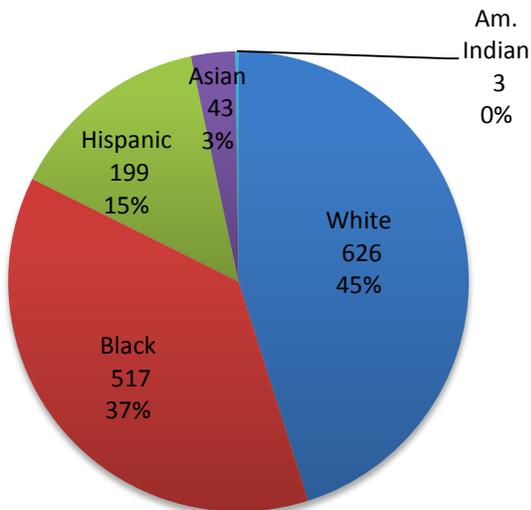
Figure Seventy-Five depicts stops with post-stop interactions not involving the seizure of evidence. As can be expected given the smaller number of stops with seizures, this distribution is nearly identical to the distribution of stops with post-stop activities. Similar to the previous reporting period, Troop C made up a much larger proportion of stops with evidence than without evidence.



Total Stops without Evidence Seized:
10,845

Figure Seventy-Six: Racial/Ethnic Distribution of Stops with Evidence Seizures

January 1, 2015 – June 30, 2015



Total Stops with Evidence Seized: **1,407**

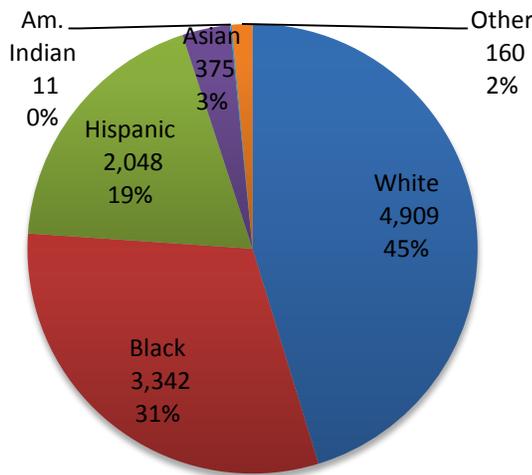
Figure Seventy-Six depicts the racial/ethnic distribution of stops with evidence seizures. White drivers account for 45%, Black drivers account for 37%, Hispanic drivers account for 15%, and Asian drivers account for 3% of stops with evidence seizures. Compared to all motor vehicle stops in the current reporting period, White drivers are a less than expected proportion of this distribution, as they were 62% of all stops, but only 45% of stops with evidence seized. Black drivers were overrepresented as they were 18% of all stops, but 37% of stops with evidence seized. Hispanic drivers are a nearly even proportion, making up 13% of all stops and 15% of stops with evidence seized. Proportions for each racial

ethnic group are much more similar when comparing the distribution of stops with seizures to the distribution for stops with post-stop activity. Whereas White drivers are equal proportions of stops with post-stop activity and stops with evidence seizures, Black drivers were 32% of stops with post-stop activity, and 37% of stops with evidence seizures, indicating slight overrepresentation in stops with evidence seizures. Hispanic drivers, however, were 18% of stops with post-stop activity and 15% of stops involving evidence seizures, indicating slight underrepresentation in stops with evidence seizures.

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

January 1, 2015 – June 30, 2015

Figure Seventy-Seven depicts the racial/ethnic distribution of stops with post-stop activity not involving evidence seizure. White drivers make up 45%, Black drivers make up 31%, Hispanic drivers make up 19%, and Asian drivers make up 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.



Total Stops without Evidence Seized:
10,845

As seen in Figure Seventy-Eight, a more substantial degree of variation exists when examining the racial/ethnic distribution of stops with evidence seized across troops. Throughout most troops, White drivers were the majority of these stops, with the exception of Other, non-Troop stations, wherein White drivers were 36% and Black drivers were 42% of stops with evidence seizures. Across all troops, White drivers were between 36% to 46% of stops, Black drivers were between 28% and 43% of stops, Hispanic drivers were between 9% and 20% of stops, and Asian drivers were between 1% and 10% of stops with evidence seizures. White and Black drivers were nearly equal proportions in Troop C, whereas White drivers were 44% of stops and Black drivers were 43% of stops with evidence seizures.

Figure Seventy-Nine depicts the racial/ethnic distribution of stops with post-stop activity not involving evidence seizures by Troop. Given the infrequency of evidence seizure as a procedure, there is an expectation that these distributions will be highly similar to the distributions of stops with post-stop activity by troop. Indeed, this is the case, as proportions for each racial/ethnic group across each troop are comparable, if not equivalent. White drivers are consistently the largest proportion, ranging from 43% to 47%. Black drivers were between 24% and 36%, Hispanic drivers were between 15% and 27%, and Asian drivers were consistently the smallest proportion of stops with post-stop activity without evidence seizures, between 2% and 6%.

Figure Seventy-Eight: Racial/Ethnic Distribution of Stops with Evidence Seizures by Troop
 January 1, 2015 – June 30, 2015

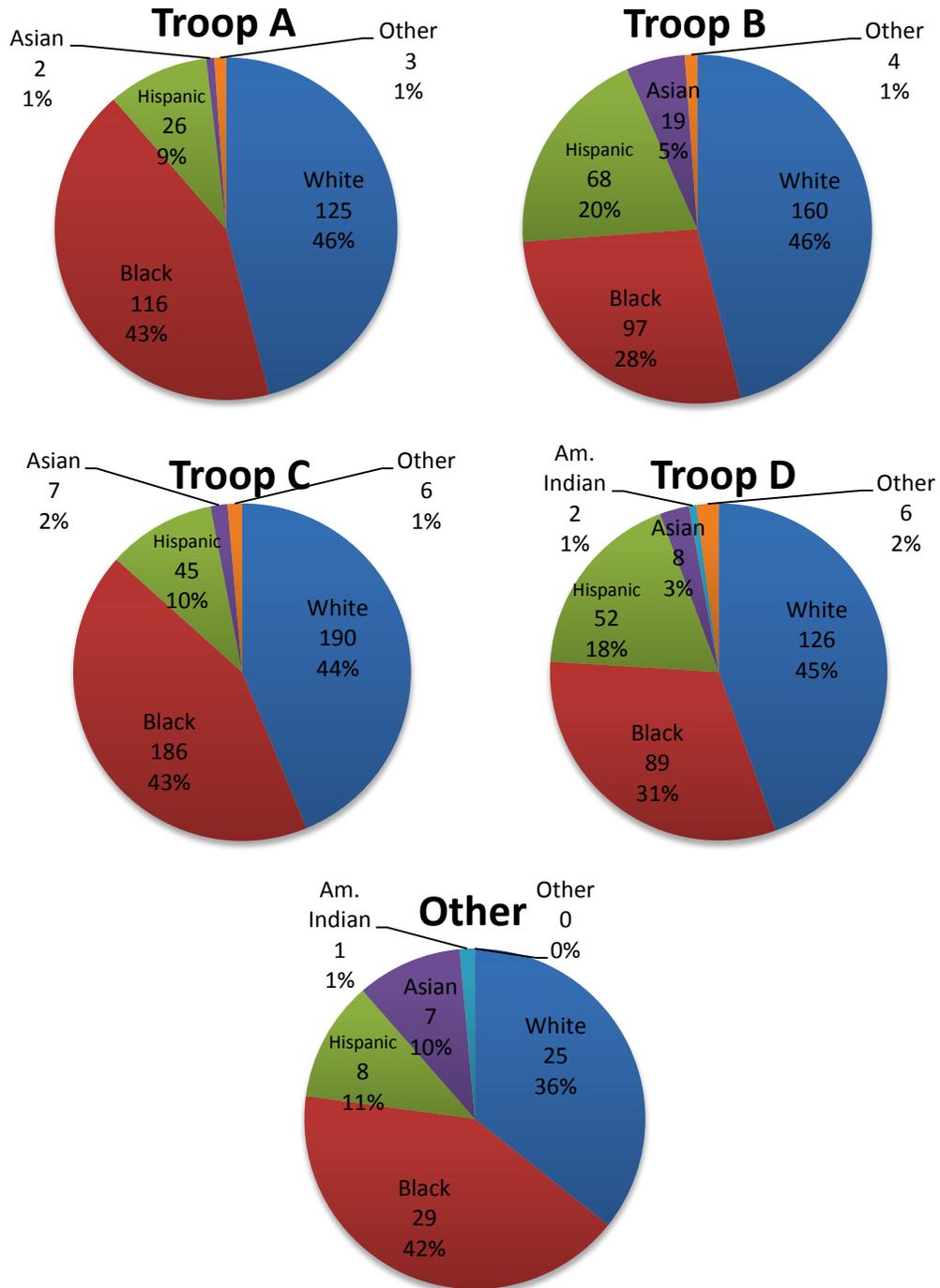


Figure Seventy-Nine: Racial/Ethnic Distribution of Stops without Evidence Seizures by Troop
 January 1, 2015 – June 30, 2015

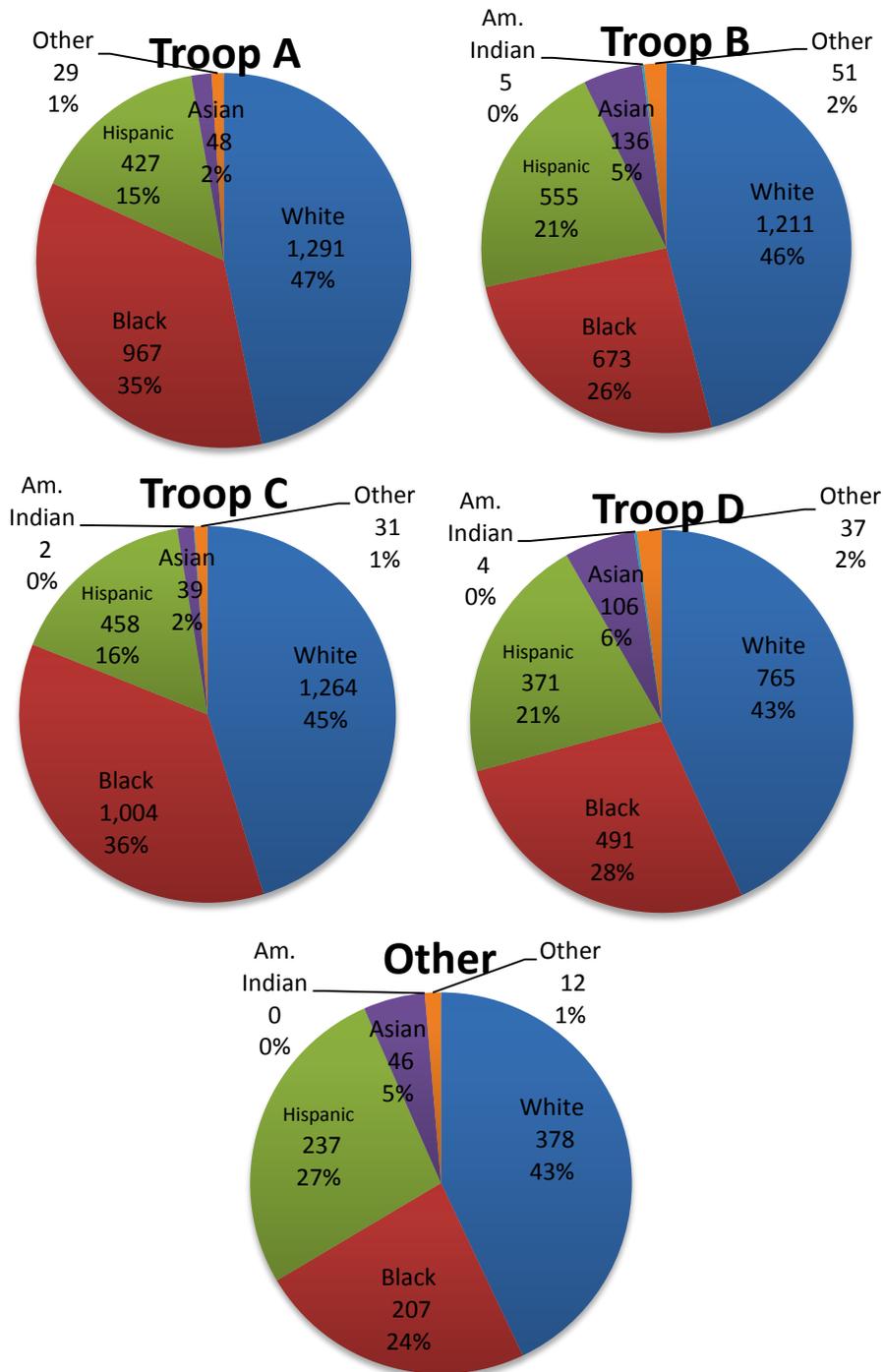
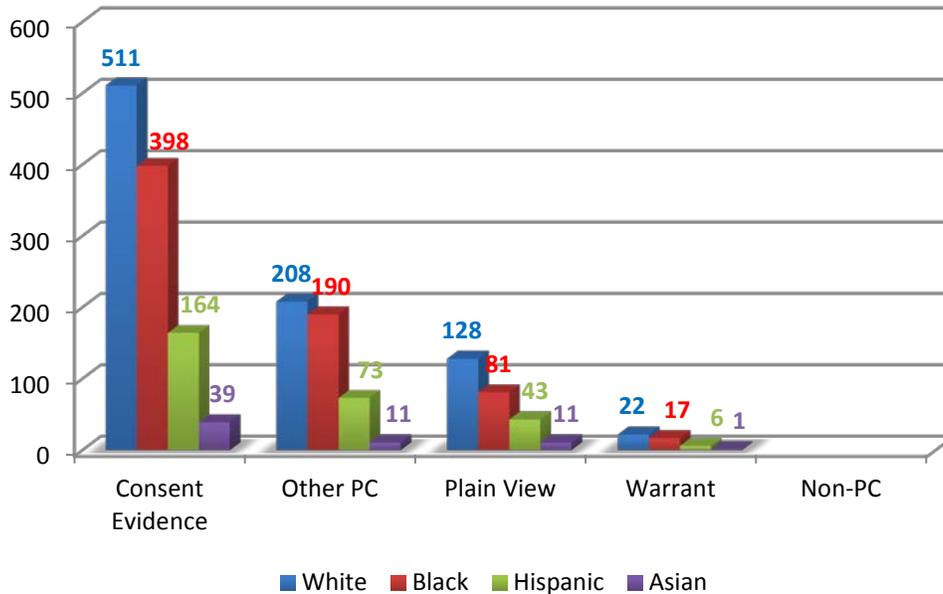


Figure Eighty depicts the type of search/seizures that resulted in evidence for each racial/ethnic group. The majority of evidence seizures resulted from consent searches. In total, there were 1,130 evidence seizures as a result of consent searches. Of these consent searches, 45% involved White drivers, 35% involved Black drivers, 15% involved Hispanic drivers, and 3% involved Asian drivers.

Figure Eighty: Types of Evidence Seized
January 1, 2015 – June 30, 2015



“Other PC” was the second most common search leading to an evidence seizure. These activities include all probable cause (PC) based searches/seizures other than plan view seizures. Vehicle frisks, proof of ownership, secure vehicle, retrieval of property, or public exigency searches fall under this category. There were 490 searches/seizures classified as “Other PC” in the current reporting period. Of these stops with searches/seizures, White drivers were 43%, Black drivers were 39%, Hispanic drivers were 15%, and Asian drivers were 2%.

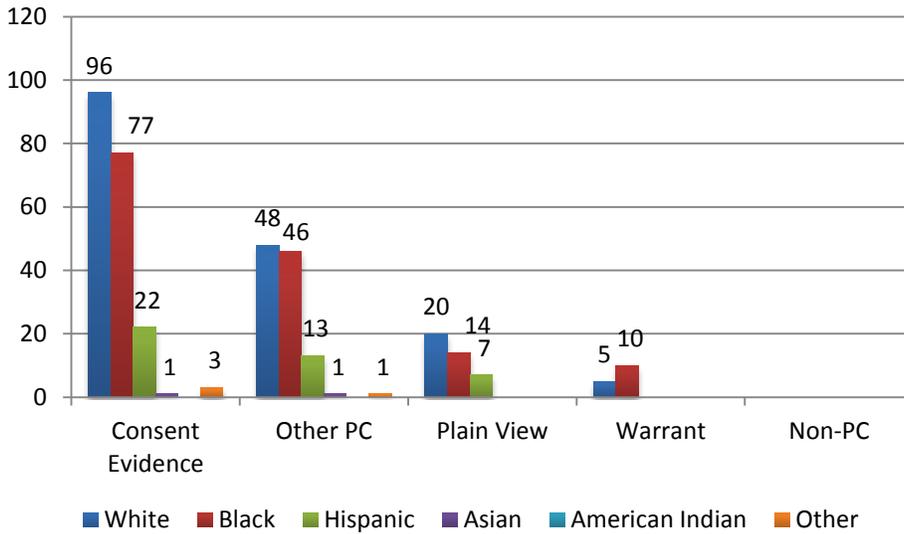
The third most common searches/seizures were those classified as plain view. Of these seizures, 48% involved White drivers, 30% involved Black drivers, 16% involved Hispanic drivers, and 4% involved Asian drivers.

Searches/seizures as the result of a search warrant were much less frequent. There were 47 searches/seizures resulting from a warrant. Forty-seven percent of stops involved White drivers, 36% involved Black drivers, 13% involved Hispanic drivers, and 2% involved Asian drivers.

There were no stops with searches/seizures in the current reporting period classified as Non-PC.

Figure Eighty A: Troop A Types of Evidence Seizures

January 1, 2015 – June 30, 2015

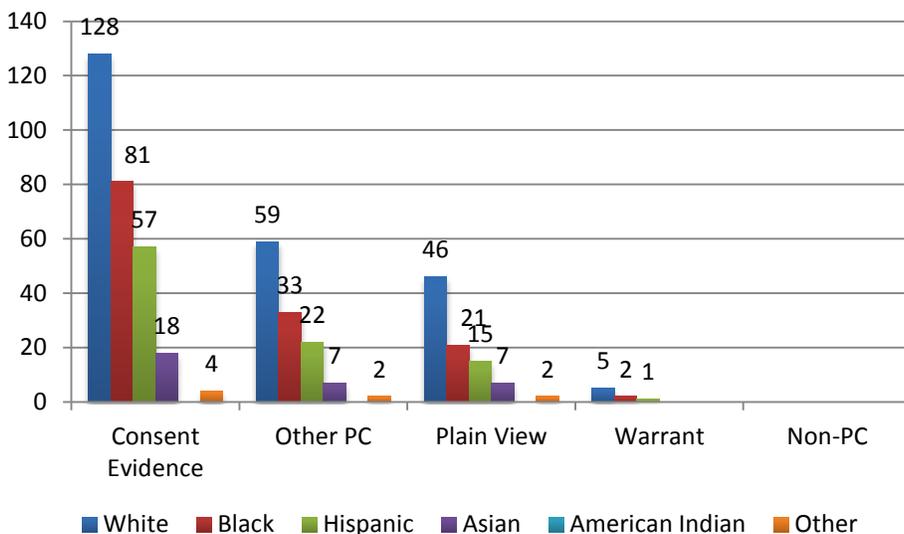


Troop A conducted a total of 364 stops with evidence seizures in the current reporting period. The majority, 199, were the result of a consent search. Of these searches, 48% involved White drivers, 39% involved Black drivers, 11% involved Hispanic drivers, and 1% involved Asian drivers. The second most common evidence seizure was the result of Other PC. There were a total of 109

searches/seizures which resulted from reasons cited as Other PC in Troop A. Of these searches/seizures, 44% involved White drivers, 42% involved Black drivers, 12% involved Hispanic drivers, and 1% involved Asian drivers. Seizure of evidence in plain view accounted for 41 instances of seizures in Troop A in the current reporting period. Of these seizures, 49% involved White drivers, 34% involved Black drivers and 17% involved Hispanic drivers; there were not any Asian drivers involved in stops with this type of evidence seizure. Searches/seizures resulting from a warrant occurred in only 15 instances, and there were no searches/seizures classified as non-PC in Troop A this reporting period.

Figure Eighty B: Troop B Types of Evidence Seizures

January 1, 2015 – June 30, 2015



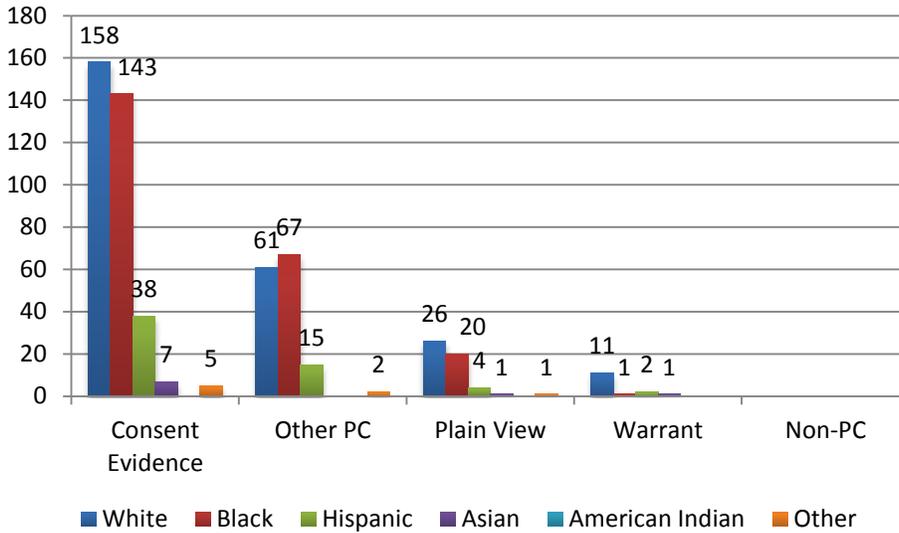
Troop B conducted 510 stops with evidence seizures in the current reporting period. There were 288 evidence seizures that were the result of a consent search. Of these searches, 44% involved White drivers, 28% involved Black drivers, 20% involved Hispanic drivers, and 6% involved Asian drivers. There were 123 evidence seizures classified as Other PC. Of these searches, 48% involved

White drivers, 27% involved Black drivers, 18% involved Hispanic drivers, and 6% involved Asian drivers. Troop B conducted 91 seizures as the result of plain view. Of these seizures, 51% involved

White drivers, 23% involved Black drivers, 16% involved Hispanic drivers, and 8% involved Asian drivers. There were only eight searches/seizures stemming from a warrant. In Troop B, there were no searches/seizures classified as non-PC in the current reporting period.

Figure Eighty C: Troop C Types of Evidence Seizures

January 1, 2015 – June 30, 2015

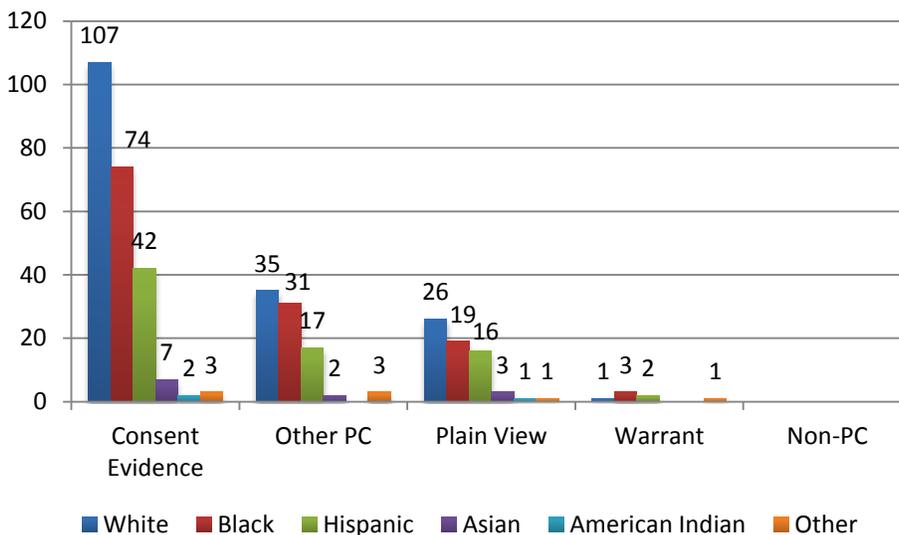


Troop C performed 563 stops with evidence seizures in the current reporting period, the largest number of evidence seizures across all troops. There were 351 evidence seizures resulting from consent searches. Of these searches, 45% were of White drivers, 41% were of Black drivers, 11% were of Hispanic drivers, and 2% were of Asian drivers. There were 145 evidence

searches/seizures resulting from Other PC. Of these, 42% involved White drivers, 46% involved Black drivers, and 10% involved Hispanic drivers. Asian drivers were not involved in this type of evidence seizure. There were only 15 searches/seizures resulting from a warrant. Similar to Troops A and B, there were not any searches/seizures resulting from reasons classified as non-PC in the current reporting period for Troop C.

Figure Eighty D: Troop D Types of Evidence Seizures

January 1, 2015 – June 30, 2015

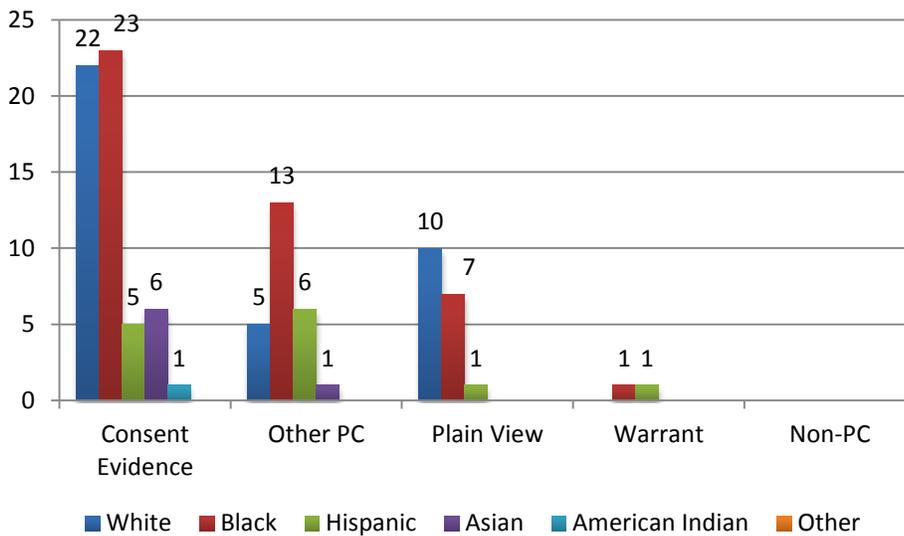


Troop D conducted a total of 396 stops with evidence seizures in the current reporting period. As for all previous troops, the majority of searches/seizures were the result of consent searches. There were 235 searches/seizures resulting from consent searches in Troop D in the current reporting period. Of these, 46% involved White drivers, 32% involved Black drivers, 18% involved Hispanic drivers, and 3% involved

Asian drivers. There were 88 searches/seizures for reasons classified as Other PC. Of these cases, 40% involved White drivers, 35% involved Black drivers, 19% involved Hispanic drivers, and 2% involved Asian drivers. Seizure of evidence in plain view accounted for 66 instances of seizures in the current reporting period. Of these seizures, 39% involved White drivers, 29% involved Black drivers, 24% involved Hispanic drivers, and 5% involved Asian drivers. There were only seven searches/seizures resulting from a warrant. Similar to Troops A, B, and C, there were not any searches/seizures resulting from reasons classified as non-PC in the current reporting period for Troop D.

Figure Eighty E: Other Stations Types of Evidence Seizures

January 1, 2015 – June 30, 2015



Other, non-Troop stations performed the lowest number of stops with evidence seizures, 102, in the current reporting period. Similar to all other troops, the majority of evidence seizures resulted from consent requests. For Other, non-Troop stations, there were 57 seizures resulting from consent requests. Of these, 39% were of White drivers, 40% were of Black drivers, 9% were of

Hispanic drivers, and 11% were of Asian drivers. Evidence seizures resulting from reasons classified as Other PC occurred in 25 seizures. Of these, 20% involved White drivers, 52% involved Black drivers, 24% involved Hispanic drivers, and 4% involved Asian drivers. Other, non-Troop stations conducted 18 plain view seizures. Of these, 56% involved White drivers, 39% involved Black drivers, and 6% involved Hispanic drivers. No Asian drivers were involved in plain view evidence seizures in Other, non-Troop stations in the current reporting period. There were only two searches/seizures resulting from a warrant in Other, non-Troop stations. Similar to all other troops, there were not any searches/seizures resulting from reasons classified as non-PC in the current reporting period for Other, non-Troop stations in this reporting period.

Figure Eighty-One depicts the trend of motor vehicle stops with evidence seized by racial/ethnic group. As previously mentioned, there was a 30% increase in the number of stops with evidence seizures. Although all racial/ethnic groups experienced an increase in such stops, the magnitude of change differed across groups. Black drivers experienced the largest increase, 182 additional stops, a 54% increase in stops with evidence seizures since the previous reporting period. Hispanic drivers experienced 58 additional stops, a 41% increase in such stops. White drivers experienced 61 additional stops, an 11% increase in stops with evidence seizures. And Asian drivers experienced 10 additional stops, a 30% increase in stops with evidence seizures since the previous reporting period.

Figure Eighty-One: Trend of Racial/Ethnic Distribution of Stops with Evidence Seizures
 January 1, 2012 – June 30, 2015

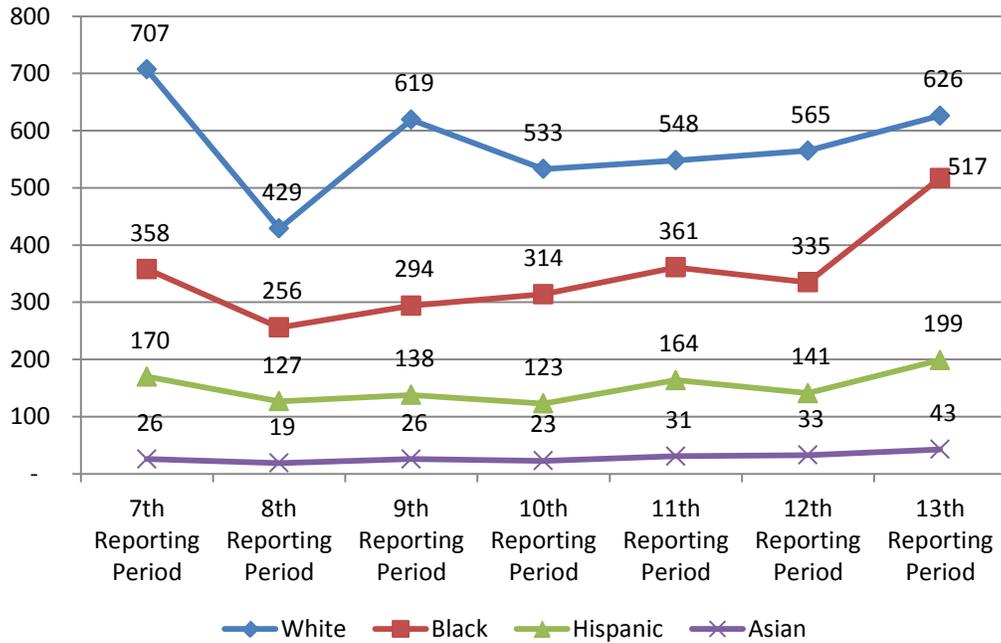
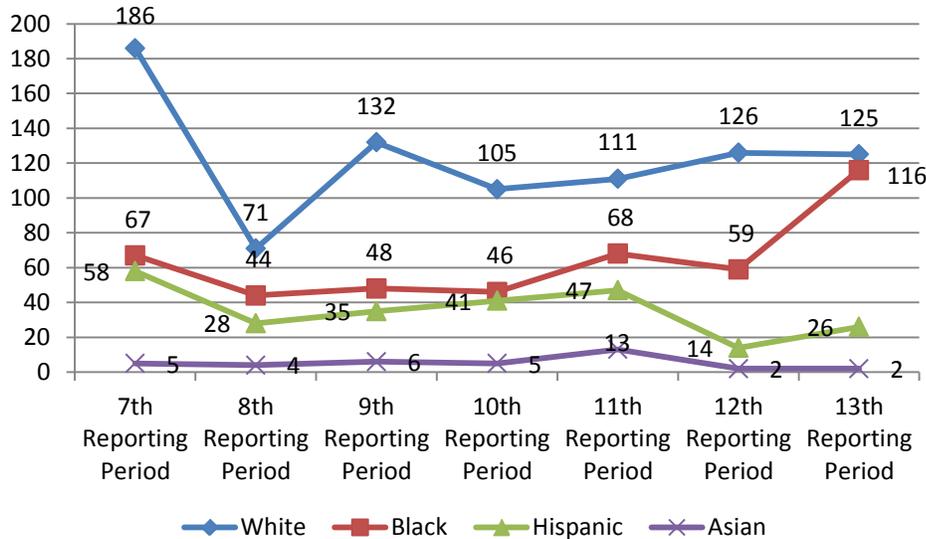


Figure Eighty-One A: Troop A Racial/Ethnic Distribution of Stops with Evidence Seizures
 January 2012 – June 2015

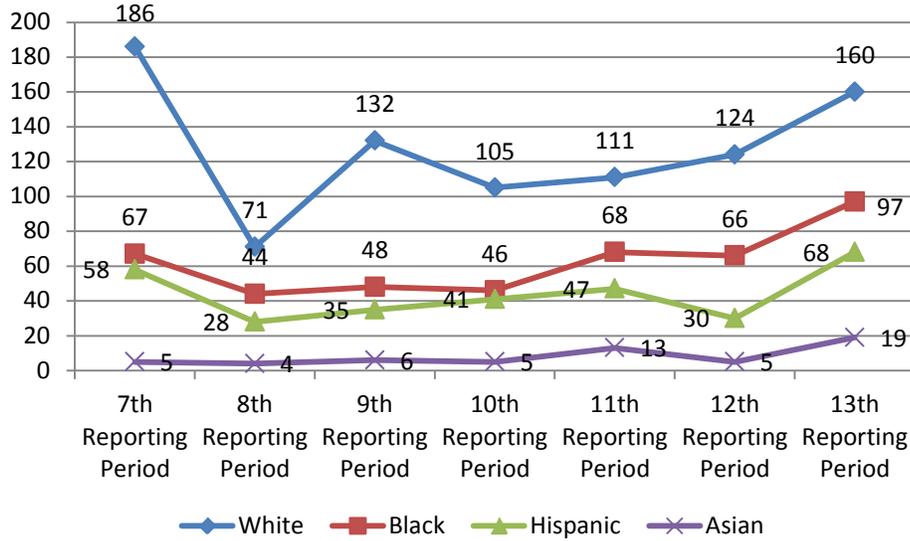


Troop A conducted 272 stops with evidence seizures, a 35% increase since the previous reporting period. Black drivers experienced the largest increase in such stops in both number and proportion in Troop A, with 57 additional stops, a 97% increase in stops with evidence seizures. Hispanic drivers experienced 12 additional stops, an 86% increase since the previous reporting period. White drivers

experienced one less stop, and Asian drivers experienced no change, with only two stops with evidence seizures in the current reporting period.

Figure Eighty-One B: Troop B Racial/Ethnic Distribution of Stops with Evidence Seizures

January 2012 – June 2015

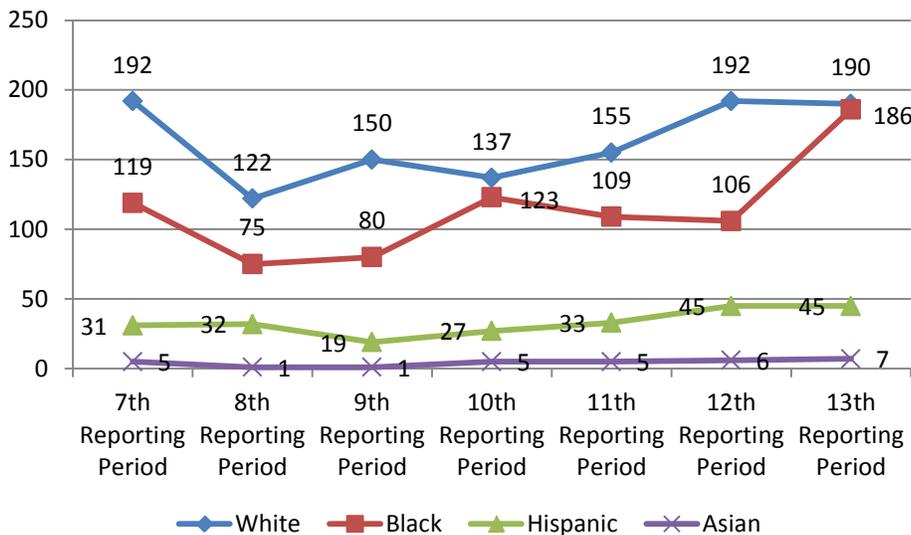


In Troop B, there were 348 stops involving the seizure of evidence, a 53% increase since the previous reporting period. All racial/ethnic groups experienced increases in Troop B. White drivers experienced 36 additional stops, a 29% increase in such stops in the current reporting period. Black drivers experienced 31 additional stops, a 47% increase, in such stops. Hispanic drivers

experienced 38 additional stops, a 127% increase, and Asian drivers experienced 14 additional stops, a 280% increase. Caution in interpretation of these proportion changes is warranted, however, given the small number of stops, particularly involving Asian drivers.

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

January 2012 – June 2015

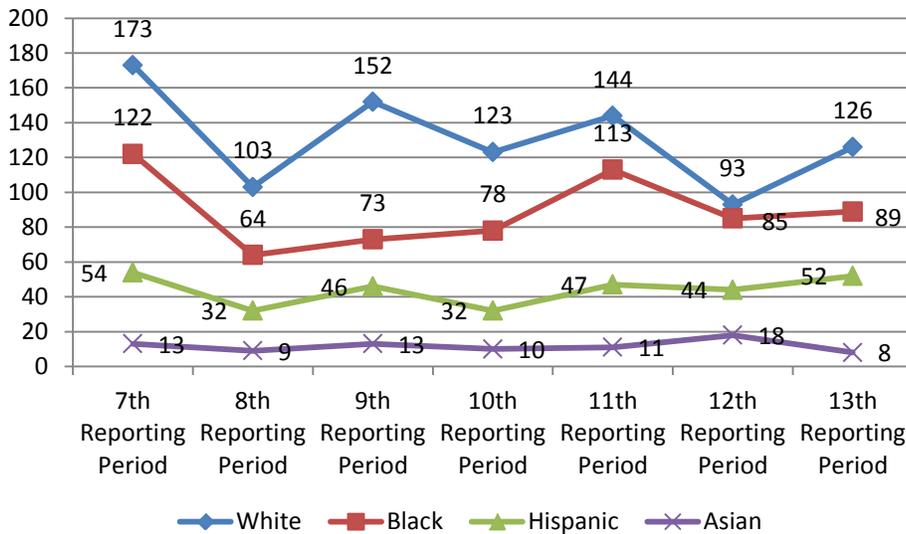


Similar to Troops A and B, Troop C also experienced an increase in stops with evidence seized. Troop C conducted 434 stops with evidence seized, a 24% increase since the previous reporting period. Black drivers experienced the largest increase in such stops both in number and proportion, whereas all other racial/ethnic groups experienced rather negligible changes in the current reporting period. Black drivers experienced

80 additional stops, a 76% increase in stops involving evidence seizure since the previous reporting period. White drivers experienced two fewer stops, Hispanic drivers experienced no change, and Asian drivers experienced one additional stop since the previous reporting period.

Figure Eighty-One D: Troop D Racial/Ethnic Distribution of Stops with Evidence Seizures
 January 2012 – June 2015

Troop D also experienced an increase in stops with evidence seizures, conducting 283 of such stops, a 17% increase since the previous reporting period.

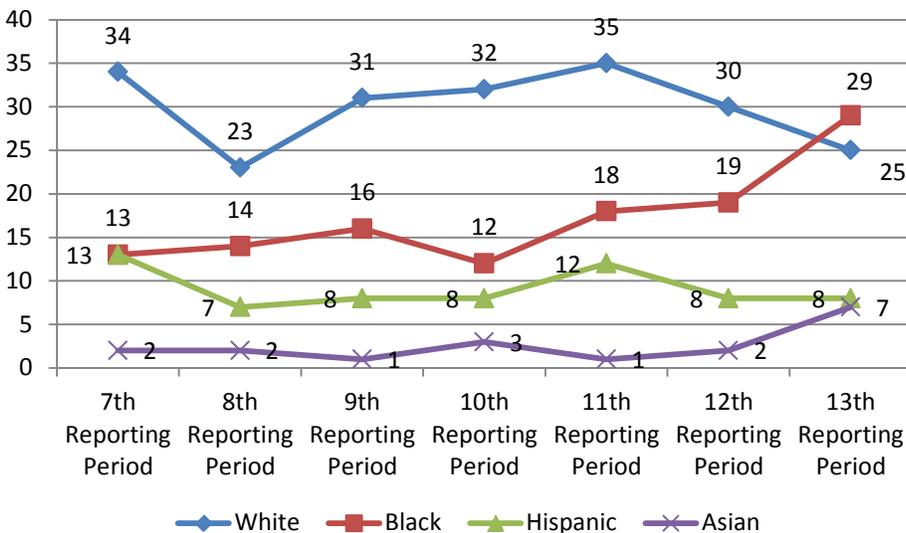


White drivers had the most marked increase in these stops in Troop D, as they experienced 33 additional stops, a 36% increase since the previous reporting period. Hispanic drivers experienced eight additional stops, an 18% increase since the previous reporting period. Unlike Troops A, B, and C, in Troop D, Black drivers experienced a negligible

increase in stops with evidence seized, four additional stops, a 5% increase in the current reporting period. Asian drivers experienced 10 fewer stops, a 56% decrease in stops with evidence seized since the previous reporting period.

Figure Eighty-One E: Other Stations Racial/Ethnic Distribution of Stops with Evidence Seizures
 January 2012 – June 2015

Other, non-Troop stations had the fewest stops with evidenced seized, conducting 70 such stops in the current reporting period; however, like all other troops, the number of stops with evidence seized increased for Other, non-Troop stations since the previous reporting period.



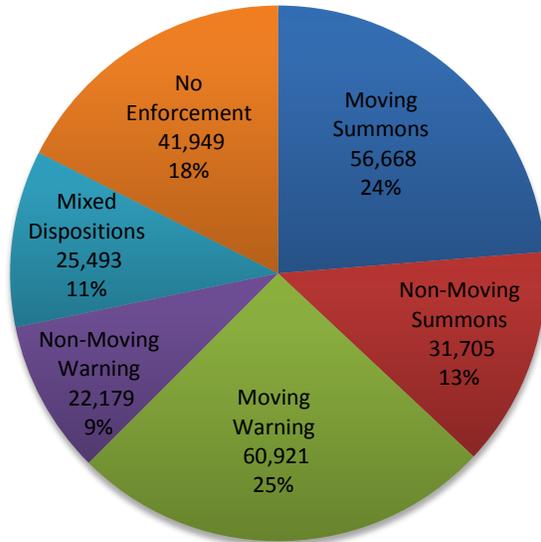
Black drivers experienced 10 additional stops, a 53% increase since the previous reporting period. White drivers experienced five fewer stops with evidence seized, a 17% decrease. Similar to Troop C, Hispanic drivers

experienced no change in such stops since the previous reporting period. Asian drivers experienced five additional stops with evidence seized in the current reporting period.

Dispositions

Figure Eighty-Two: Dispositions of All Stops

January 1, 2015 – June 30, 2015



State Police issue a disposition for every motor vehicle stop. As shown in Figure Eighty-Two, of the 238,915 motor vehicle stops in the current reporting period, 88,373 stops (37%) resulted in a summons, 83,100 stops (35%) resulted in a warning, 25,493 stops (11%) resulted in a combination of warnings and/or summons, and 41,949 stops (18%) resulted in no enforcement. Similar to previous reporting periods, summonses and warnings issued for moving violations were the most commonly issued dispositions. Dispositions issued for non-moving violations were less common. There were 31,705 summonses and 22,179 warnings for non-moving violations in the current reporting period.

Figure Eighty-Three depicts the dispositions across all Troops. Moving warnings, most common in Troop A, varied in proportion, from 20% to 30% across all troops. Troop C's most common disposition was no enforcement, which varied across all troops from 13% to 22%. Moving summons, the most common disposition for Troop D and Other, non-Troop stations, varied in proportion across troops from 13% to 31%. Proportions for non-moving summons ranged from 9% to 20%. Mixed dispositions ranged from 8% to 16% across all troops. Non-moving warnings, the disposition with the lowest representation in Troops B, D, and Other, non-Troop stations, ranged in proportion across troops from 3% to 17%.

Figure Eighty-Three: Dispositions of All Stops by Troop
 January 1, 2015 – June 30, 2015

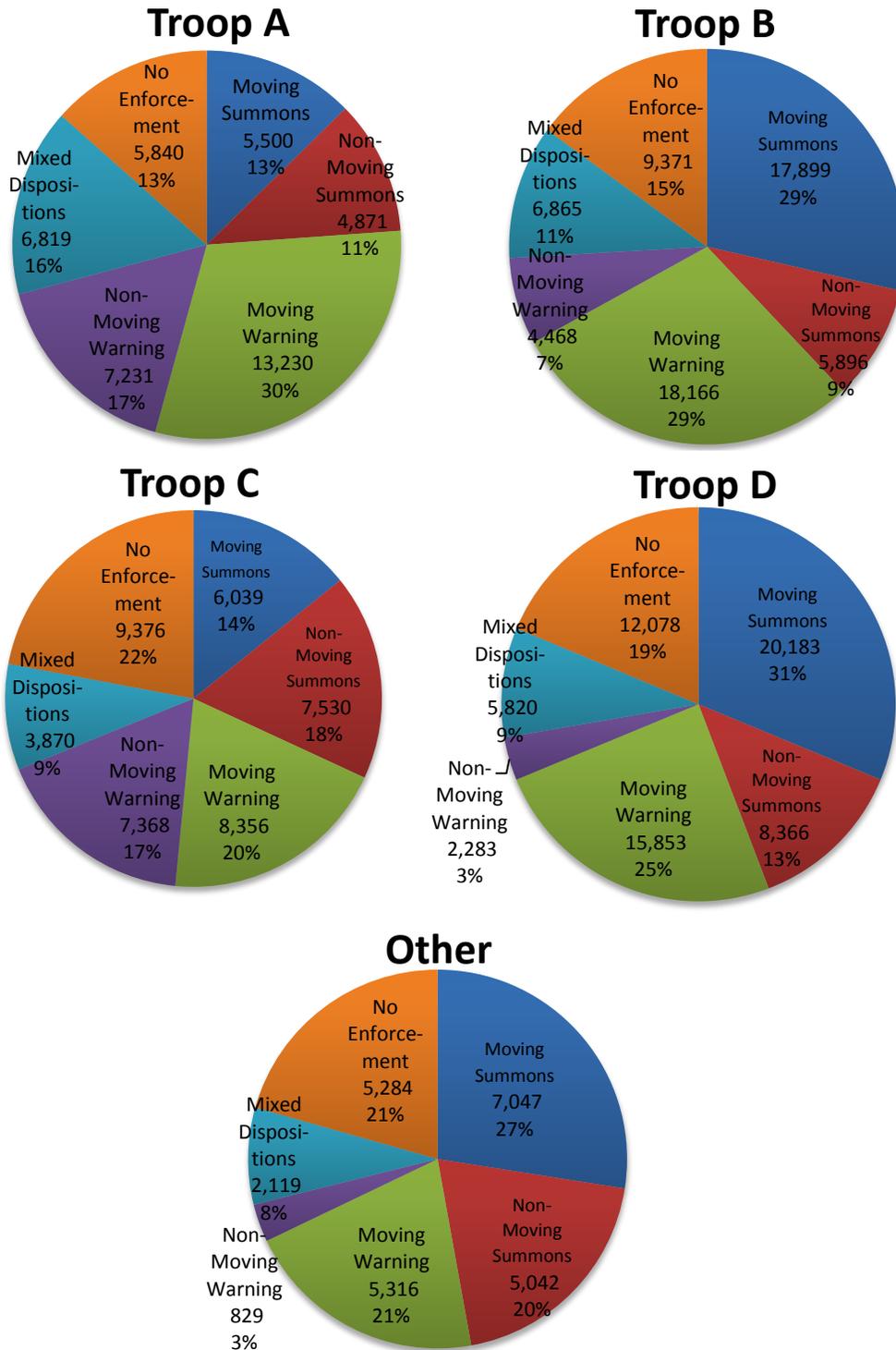
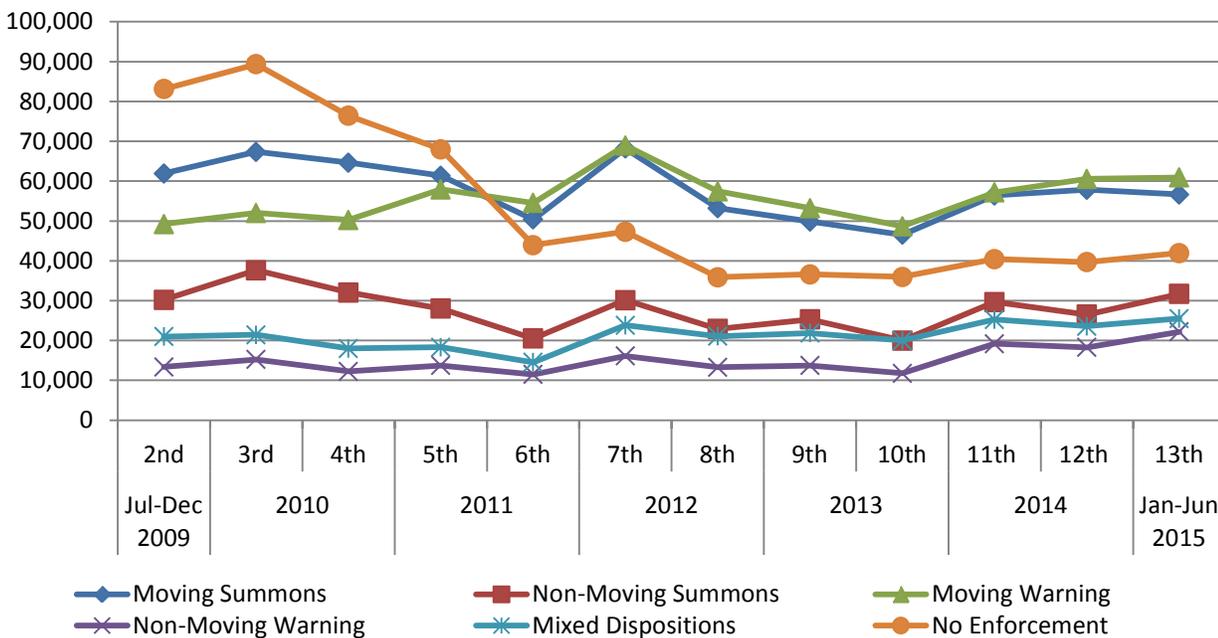


Figure Eighty-Four depicts the number of stops resulting in each disposition for the current and past eleven reporting periods. As noted previously, in the current reporting period, there were 12,444 additional motor vehicle stops, a 6% increase since the previous reporting period. As can be expected, there were increases in most categories of dispositions from the previous to the current reporting period. There were 5,179 additional stops with non-moving summonses, a 20% increase, and 3,914 additional stops with non-moving warnings, a 21% increase, since the previous reporting period. Stops with no enforcement increased by 2,277, or 6%, and stops with mixed dispositions increased 1,915, or 8%, in the current reporting period. Stops with moving warnings increased only slightly, by 339 or 0.56%, since the previous reporting period. The only disposition category to decrease was that of moving summonses; there were 1,180 fewer stops receiving a moving summons disposition, a 2% decrease since the previous reporting period.

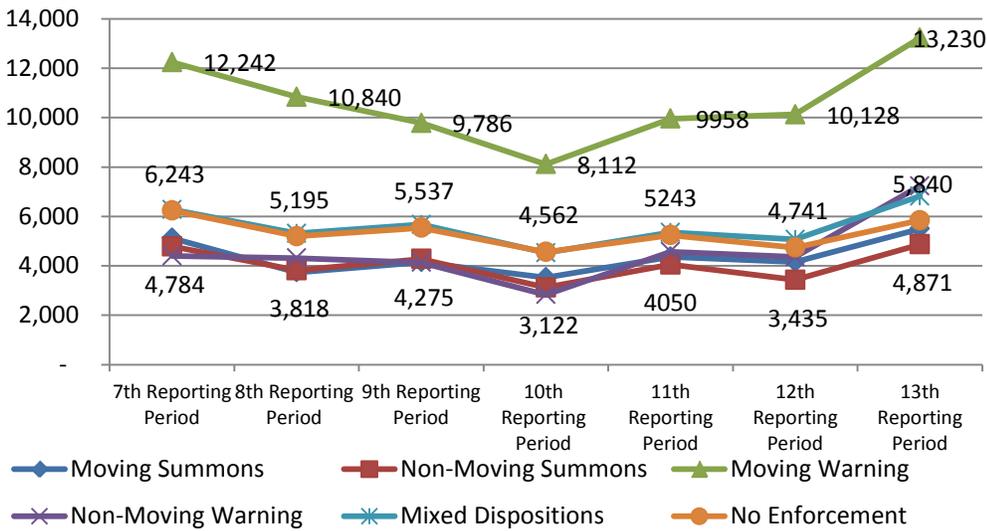
Figure Eighty-Four: Trends of Dispositions
 July 1, 2009 – June 30, 2015



Since the State Police began its attempt to reduce the number of stops with no enforcements, the number of stops resulting in warnings and summons for moving violations has generally increased, surpassing the number of no enforcements in the sixth reporting period. While moving warnings and moving summonses have historically been frequent, and continue to be the most common outcome for motor vehicle stops in this reporting period as well.

Figure Eighty-Four A: Troop A Trends of Dispositions

January 2012 – June 2015

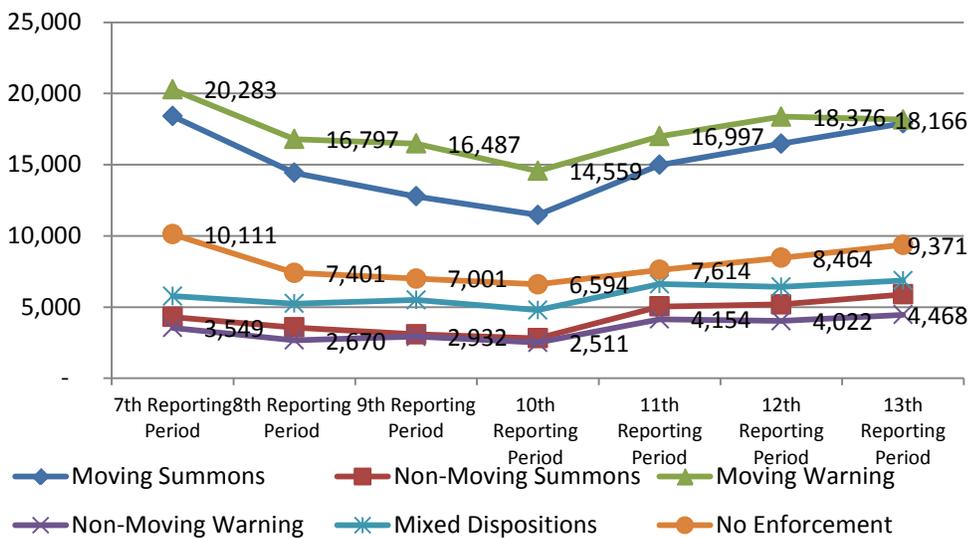


In the current reporting period, Troop A conducted an additional 11,602 motor vehicle stops, a 36% increase. As such, all disposition categories increased in the current reporting period for Troop A as well. Stops with non-moving warnings increased most markedly of all dispositions,

increasing 66% in the current reporting period. Stops with non-moving summonses increased by 42%, while stops with mixed dispositions increased by 35%. Stops with moving warnings and stops with moving summonses increased similarly, by 31% and 32%, respectively. Stops with no enforcement increased by the smallest proportion, 23%, in the current reporting period.

Figure Eighty-Four B: Troop B Trends of Dispositions

January 2012 – June 2015

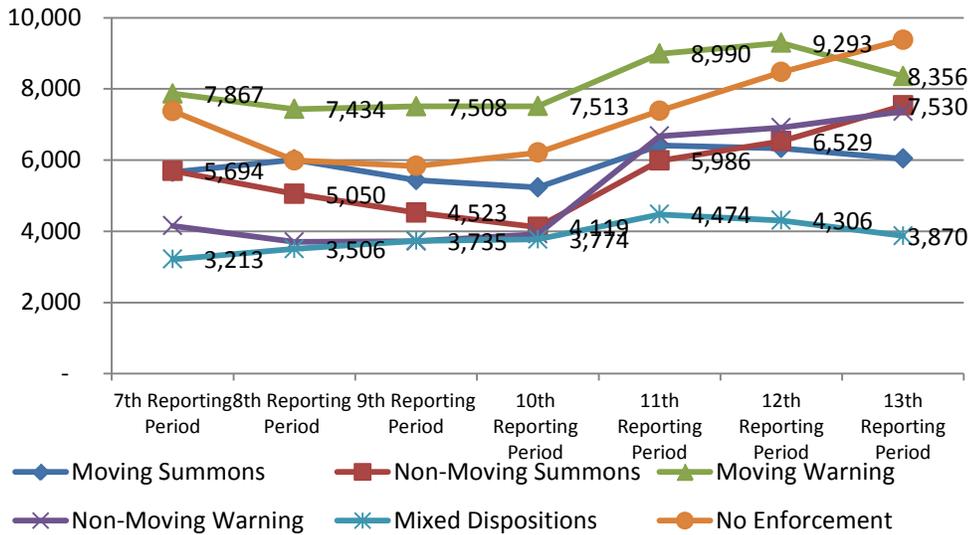


Troop B conducted an additional 3,730 stops, a 6% increase since the previous reporting period. As such, there were increases in nearly all disposition categories in the current reporting period. Stops with non-moving summonses increased by the greatest proportion, 14%, for Troop B. Stops with non-moving warnings and stops with no enforcement

both increased by 11% each. Stops with moving summonses increased by 9% and stops with mixed dispositions increased by 7%. The category of moving warning was the only disposition to decrease in Troop B; this decrease was minor, 1%, since the previous reporting period.

Figure Eighty-Four C: Troop C Trends of Dispositions

January 2012 – June 2015



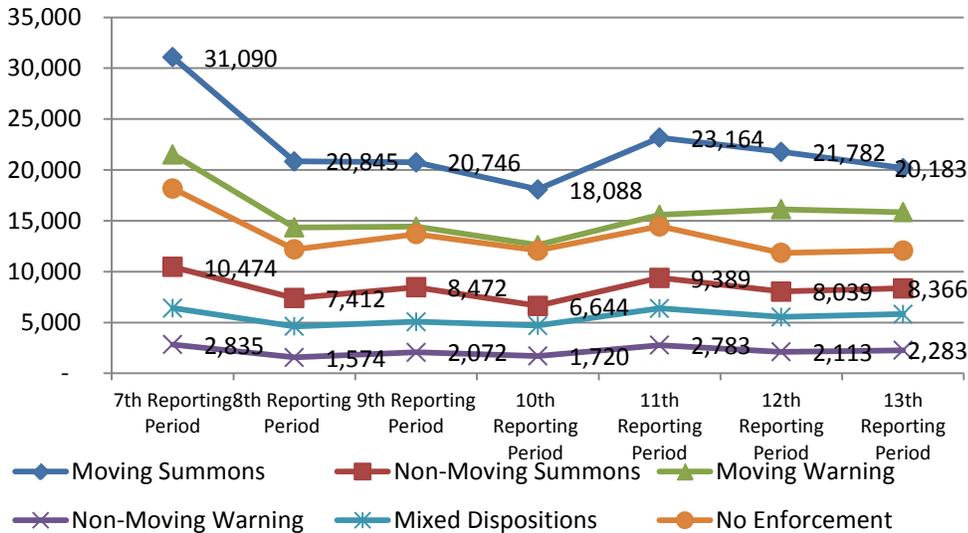
Troop C conducted 699 additional motor vehicle stops, a 2% increase since the previous reporting period. Changes in disposition categories for Troop C varied. Stops with non-moving summonses increased by 15%. Stops with no enforcement as a disposition increased 11%. Stops with moving warnings and mixed dispositions both decreased by 10%.

Stops with non-moving warnings increased by 7%. Stops with moving summonses decreased by 5%.

Figure Eighty-Four D: Troop D Trends of Dispositions

January 2012 – June 2015

There was a slight decrease in motor vehicle stops for Troop D in the current reporting period; Troop D conducted 873 fewer stops, a 1% decrease in stops since the previous reporting period.

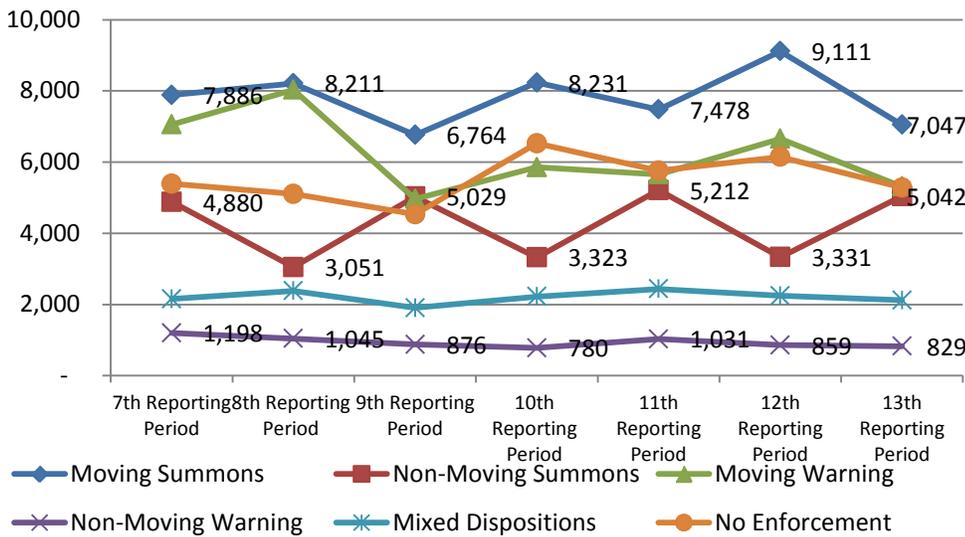


Similar to Troop C, given a slight change in the number of stops conducted, changes in disposition categories were not uniform in the current reporting period. Stops with non-moving warnings increased by 8%. Stops with moving summonses as a disposition decreased

7% in the current reporting period. Stops with non-moving summonses increased by 4%. Stops with moving warnings decreased slightly, by 2%. Stops with mixed dispositions increased by 5%. Stops with no enforcement increased slightly, by 2%. As can be seen, changes in dispositions in the current reporting period for Troop D were relatively minor.

Figure Eighty-Four E: Other Stations Trends of Dispositions

January 2012 – June 2015

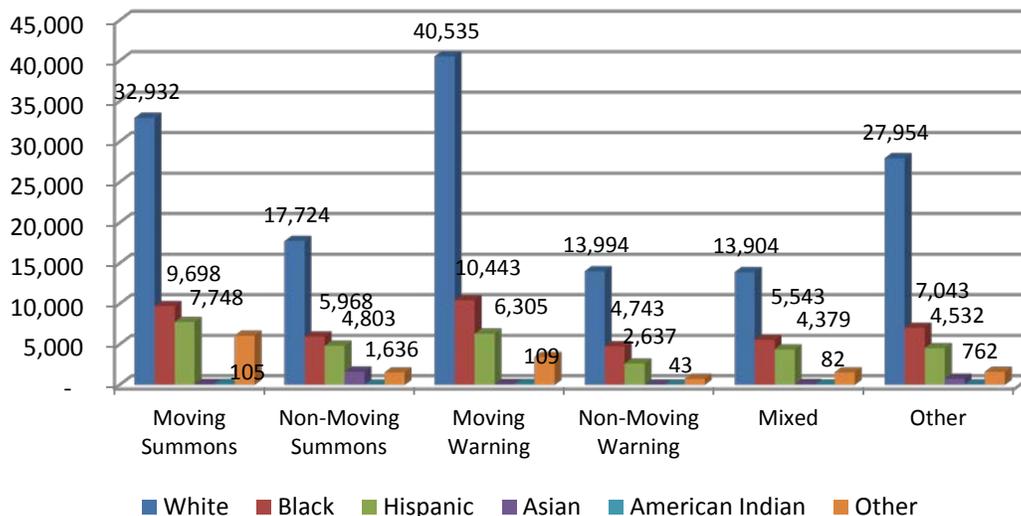


Other troops experienced the largest decrease in motor vehicle stops in the current reporting period, conducting 2,714 fewer stops, a 10% decrease since the previous reporting period. Thus, as expected, there were decreases in the majority of disposition categories as well. Stops with moving summonses decreased in the current reporting

period by 23%. Stops with moving warnings decreased by 20%. Stops with no enforcement decreased 14%. Stops with non-moving warnings decreased by 4%. And stops with mixed dispositions decreased 5%. Unlike all other categories, stops resulting in non-moving summonses increased by a large proportion, 51%, in the current reporting period.

Figure Eighty-Five: Racial/Ethnic Distribution of Dispositions

January 1, 2015 – June 30, 2015



Moving warnings were the most frequent outcome for White and Black drivers, whereas moving summonses were the most frequent outcome for Hispanic, Asian, and American Indian drivers. Non-moving summonses were the most frequent outcome for Other drivers. White drivers continue to make up the largest proportion of each disposition type. Between 55% and 67% of all dispositions involved White drivers. Between 17% and 22% of all dispositions involved Black drivers, and between 10% and 17% of all dispositions involved Hispanic drivers.

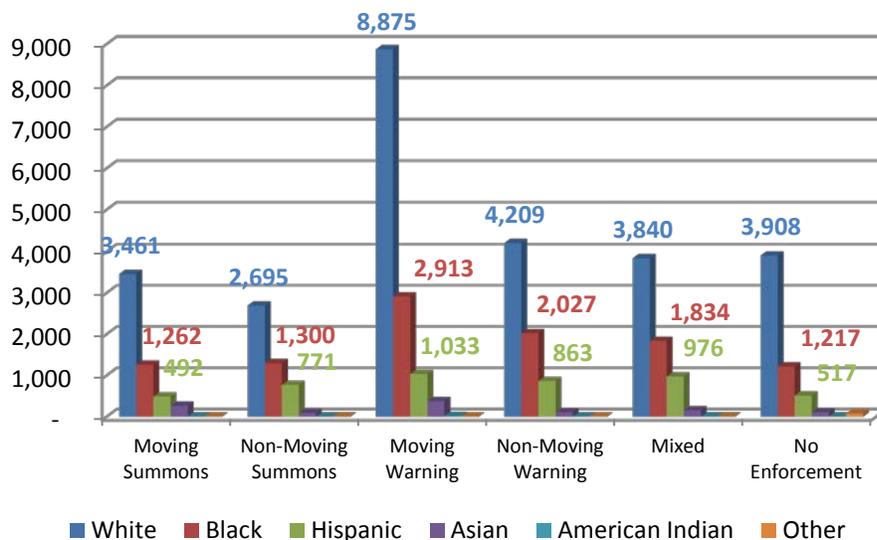
The most common outcome across stops was moving warnings, consisting of 60,921 stops, or 26% of all stops. In this category, there were 40,535 stops (67%) that involved White drivers, 10,443 stops (17%) that involved Black drivers, 6,305 stops (10%) that involved Hispanic drivers, and 3,439 stops (6%) that involved Asian drivers. This is rather similar to the overall pattern of the racial/ethnic distribution of all stops (i.e., wherein 62% involved White drivers, 18% involved Black drivers, 13% involved Hispanic drivers, and 6% involved Asian drivers). White drivers, however, are slightly overrepresented and Hispanic drivers are a slightly less than expected proportion in moving warnings.

The second most common outcome across stops was moving summons, consisting of 56,668 stops, or 24% of all stops. In this category, there were 32,932 stops (58%) that involved White drivers, 9,698 stops (17%) that involved Black drivers, and 7,748 stops (14%) that involved Hispanic drivers. Whereas Asian drivers are 6% of all stops, Asian drivers are 11%, or 6,055 stops with the outcome of moving summons. Thus Asian drivers are overrepresented and White drivers are a less than expected proportion of stops with moving summonses.

Unlike the distribution for law enforcement procedures, the racial/ethnic distributions for disposition categories are consistent with the overall racial/ethnic distribution of motor vehicle stops. Although in each category, there are instances of overrepresentation or underrepresentation, across all disposition categories, White drivers were roughly 62% of all categories of dispositions, Black drivers were 18%, Hispanic drivers were 13%, and Asian drivers were 6%.

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

January 1, 2015 – June 30, 2015

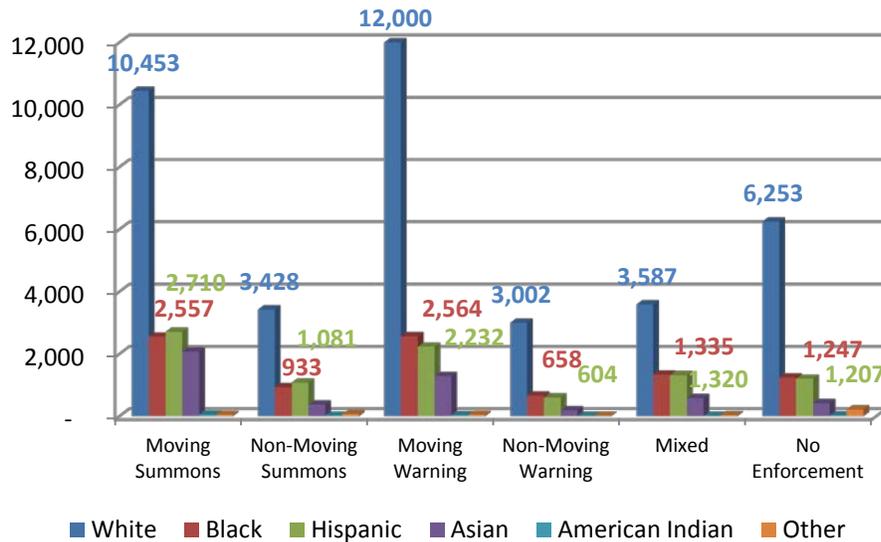


In Troop A, moving warnings were the most common disposition type across all racial/ethnic groups, except Other drivers. Across all disposition categories, White drivers were the largest proportion of each disposition type. White drivers were between 55% and 67% of disposition types, Black drivers were between 21% and 28%, Hispanic drivers were between 8% and 16%, and Asian drivers were between 2% and 5% of each disposition type. In Troop A, White drivers were the overwhelming majority of drivers who received moving warnings (67%) and no enforcement (67%).

and Asian drivers were between 2% and 5% of each disposition type. In Troop A, White drivers were the overwhelming majority of drivers who received moving warnings (67%) and no enforcement (67%).

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

January 1, 2015 – June 30, 2015

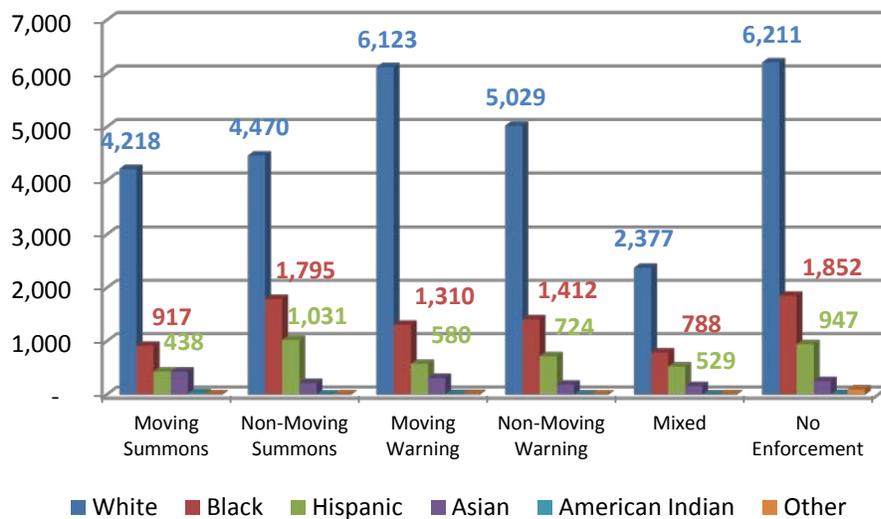


Moving warnings were also the most common disposition category for Troop B. This disposition type was the most common for White and Black drivers, whereas moving summons was the most common disposition for Hispanic, Asian, and American Indian drivers. Across all disposition types, White drivers were the greatest proportion of each disposition, between 53% and 67%, Black drivers were between 13% and 19%, Hispanic drivers were between 12% and 19%, and Asian drivers were between 4% and 12% of each disposition.

drivers were between 13% and 19%, Hispanic drivers were between 12% and 19%, and Asian drivers were between 4% and 12% of each disposition.

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

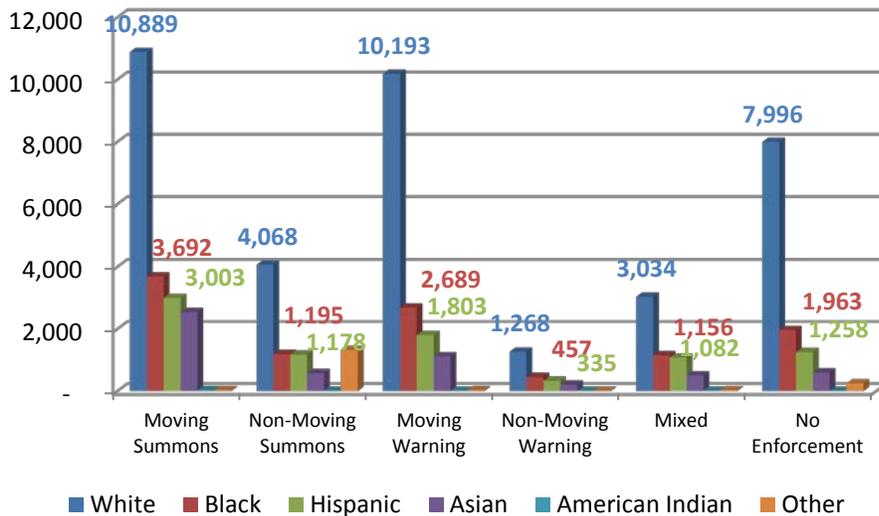
January 1, 2015 – June 30, 2015



Unlike Troops A and B, the most frequent disposition type for Troop C was no enforcement. The most common disposition types varied across racial/ethnic groups. For White and Black drivers, the most common disposition was no enforcement. For Hispanic drivers, the most common disposition was non-moving summons, and for Asian and American Indian drivers, the most common disposition was moving summons.

Across all disposition types, White drivers were the largest proportion of each disposition category, ranging between 59% and 73% of each disposition. Black drivers were between 15% and 24%, Hispanic drivers were between 7% and 14%, and Asian drivers were between 3% and 7%.

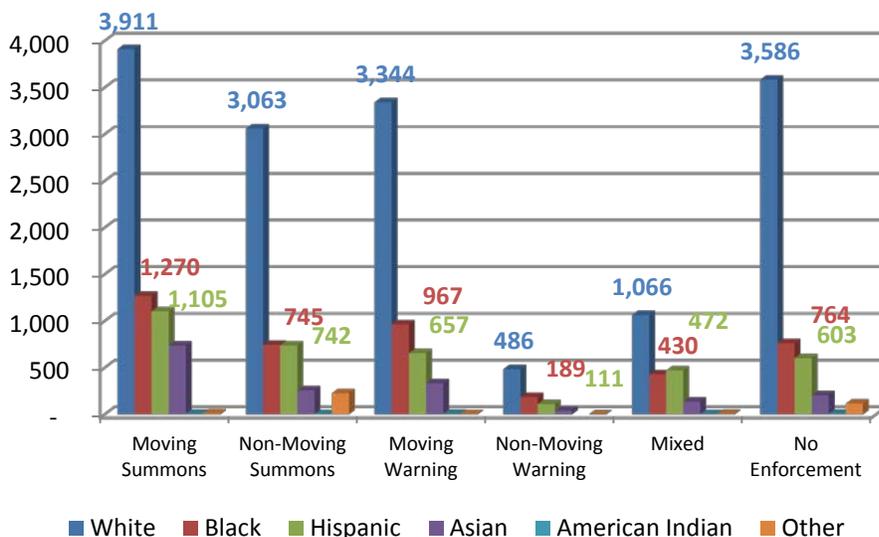
Figure Eighty-Five D: Troop D Racial/Ethnic Distribution of Dispositions
 January 1, 2015 – June 30, 2015



The most frequently cited disposition in Troop D was moving summons. This was the most common disposition for White, Black, Hispanic, Asian, and American Indian drivers. For Other drivers, the most frequent disposition was non-moving summons. White drivers were the largest proportion of each disposition in Troop D, ranging from 49% to 66%. Black drivers were between 14% and 20%. Hispanic drivers were between 10% and 19%. And Asian drivers were between 5% and 13%.

Figure Eighty-Five E: Other Stations Racial/Ethnic Distribution of Dispositions
 January 1, 2015 – June 30, 2015

In Other, non-Troop stations, the most frequently cited disposition type was moving summons. This was the most frequent disposition for White, Black, Hispanic, Asian, and American Indian drivers. Non-moving summons was the most common for Other drivers. Also similar to Troop D, non-moving summons was the most frequent disposition for Other drivers. In Other, non-Troop stations, White drivers were the largest proportion of each disposition category. White drivers were between 50% to 68%, Black drivers were between 15% and 23%, Hispanic drivers were between 12% and 22%, and Asian drivers were between 4% and 11% of each disposition.



This was the most frequent disposition for White, Black, Hispanic, Asian, and American Indian drivers. Non-moving summons was the most common for Other drivers. Also similar to Troop D, non-moving summons was the most frequent disposition for Other drivers. In Other, non-Troop stations, White drivers were the largest proportion of each disposition category. White drivers were between 50% to 68%, Black drivers were between 15% and 23%, Hispanic drivers were between 12% and 22%, and Asian drivers were between 4% and 11% of each disposition.

White drivers were between 50% to 68%, Black drivers were between 15% and 23%, Hispanic drivers were between 12% and 22%, and Asian drivers were between 4% and 11% of each disposition.

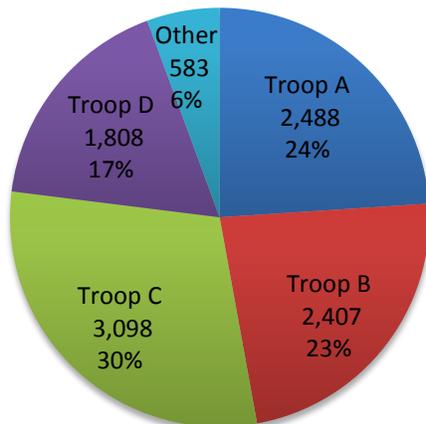
Individual Level Analysis

Arrests

While there were 8,842 motor vehicle stops with at least one arrest, there were a total of 10,384 actual arrests made in the current reporting period. That is, there were 10,384 individuals arrested during motor vehicle stops in the current reporting period, an 11% increase since the previous reporting period, matching the increase in the number of stops with arrests. On average, there were 1.2 arrests per motor vehicle stop. One stop had as many as seven arrests in the current reporting period.

Figure Eighty-Six: Troop Distribution of All Arrests

January 1, 2015 – June 30, 2015

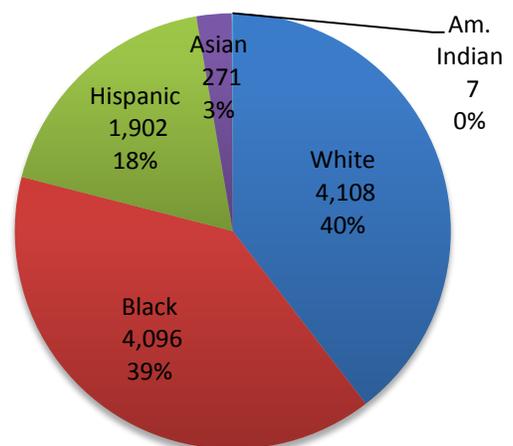


Total Arrests: **10,384**

Figure Eighty-Six depicts the Troop distribution of all arrests. This distribution should be similar to the Troop distribution of stops with arrests, 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, 30%, followed by Troop A, which conducted 24%, and Troop B, which conducted 23%. Troop D conducted 17% of arrests, and Other, non-Troop stations conducted 6% of arrests in the current reporting period.

Figure Eighty-Seven: Racial/Ethnic Distribution of All Arrests⁹

January 1, 2015 – June 30, 2015



Total Arrests: **10,384**

Figure Eighty-Seven depicts the racial/ethnic distribution of all arrests. White individuals made up the largest proportion of all arrests, 40%. In 39% of all arrests, the individual arrested was Black. In 18% of arrests, the individual was Hispanic. And in 3% of arrests, the individual was Asian. This distribution is similar to the racial/ethnic distribution of stops with arrests, with some exceptions, in that White drivers made up 42% of stops with arrests and Black drivers made up 37% of stops with arrests. All other racial/ethnic group proportions are the same when comparing the distributions for stops with arrests and all individuals arrested in the current reporting period.

⁹ Stops with arrests are discussed based on the race of the driver, whereas this section discusses the race of each individual arrested.

Of the 10,384 arrests made in the current reporting period, 7,664 arrests were of the driver of the vehicle. The remaining 2,720 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 because drivers are the largest proportion of those arrested.

The racial/ethnic distribution of all arrests in the current reporting period varies across Troops. White individuals were the largest proportion of arrests in Troops B, D, and Other, non-Troop stations. Across all troops, White individuals represented between 36% and 42% of all arrests. Black individuals were the largest proportion of arrests in Troops A and C. Across all troops, Black individuals represented between 30% and 46% of all arrests. Hispanic individuals represented between 15% and 29% of arrests across Troops. Asian individuals were a much smaller proportion of arrests, between less than 1% and 5% of all arrests in the current reporting period.

Figure Eighty-Eight: Racial/Ethnic Distribution of All Arrests by Troop
January 1, 2015 – June 30, 2015

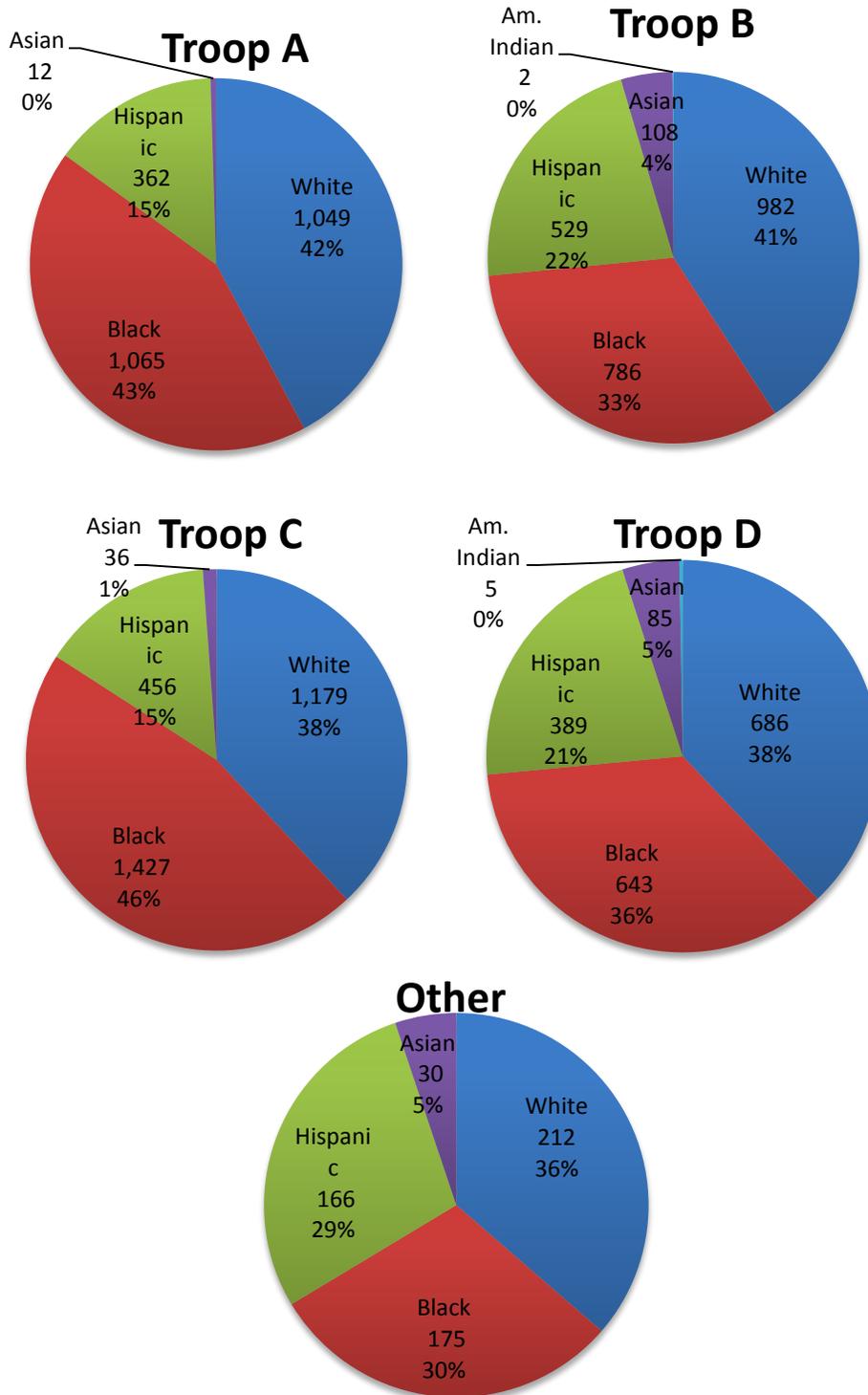
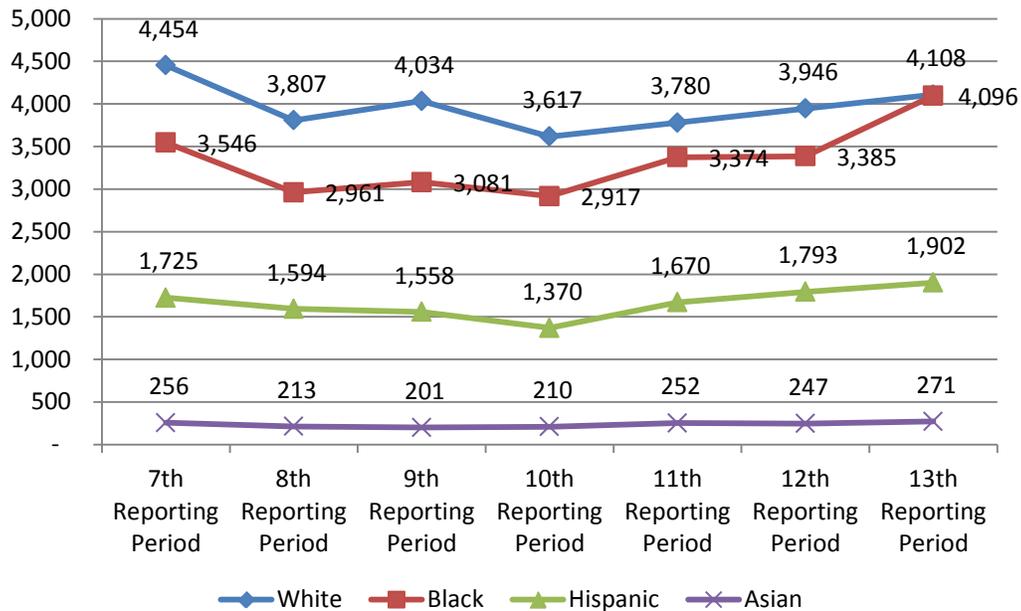


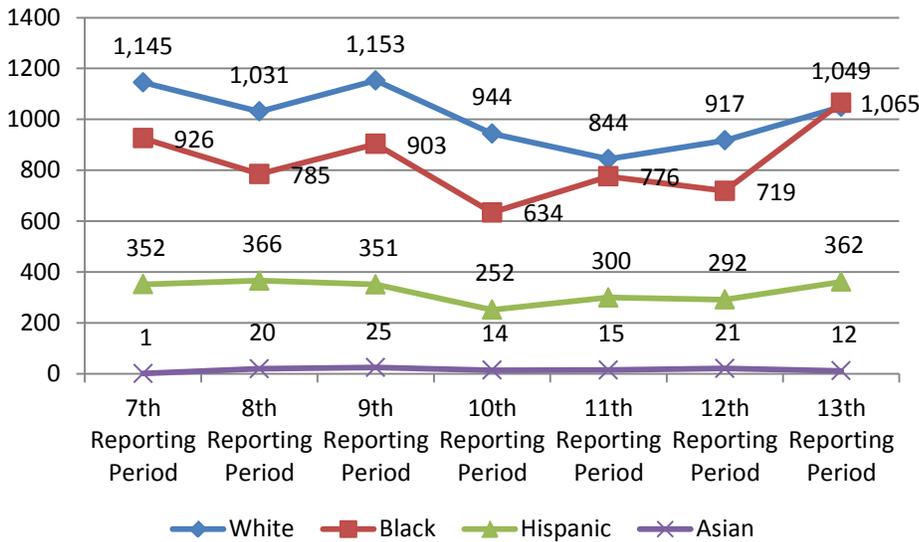
Figure Eighty-Nine: Trend of Racial/Ethnic Distribution of Individuals Arrested
 January 1, 2012 – June 30, 2015



As previously noted, the number of individuals arrested increased by 11% in the current reporting period, similar to the increase noted for stops with arrests. There is an increase in arrests across all racial/ethnic groups. Black individuals experienced the largest increase, 711 additional arrests, a 21% increase, since the previous reporting period. There were 162 additional arrests of White individuals, a 4% increase since the previous reporting period. There were 109 additional arrests of Hispanic individuals, a 6% increase since the previous reporting period. And there were 24 additional arrests of Asian individuals, a 10% increase since the previous reporting period.

Similar to the previous reporting period, Black individuals made up a large proportion of all individuals arrested, and in the current reporting period, the volume of arrests of both White and Black individuals is notably close. There is no examination of whether troopers had appropriate probable cause to arrest in this report. This examination appears in OLEPS' Oversight Reports. However, examination of the charges filed following arrests may help elucidate possible reasons for the disproportionality noted in the racial/ethnic distribution of individuals arrested (see: [Charges](#)).

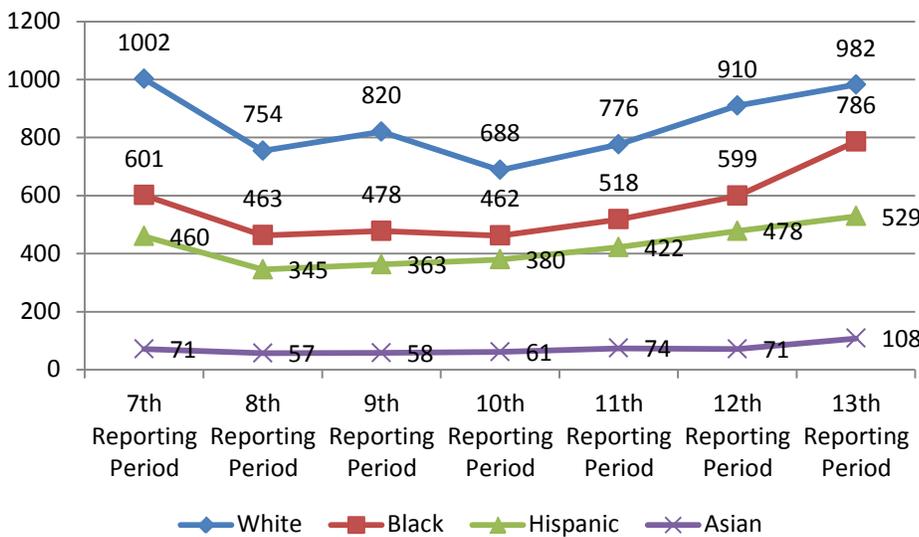
Figure Eighty-Nine A: Troop A Trend of Racial/Ethnic Distribution of Individuals Arrested
 January 2012 – June 2015



The number of individuals arrested in Troop A increased by 28% in the current reporting period. Arrests of White, Black, and Hispanic individuals increased, whereas arrests of Asian drivers decreased in the current reporting period. Black individuals experienced the largest increase, 48%, in the current reporting period. White individuals experienced a 14% increase, Hispanic individuals experienced a

24% increase, and Asian individuals experienced a 43% decrease in arrests in the current reporting period. There were fewer arrests for Asian individuals overall, as arrests of Asian individuals decreased from 21 in the previous reporting period to 12 in the current reporting period.

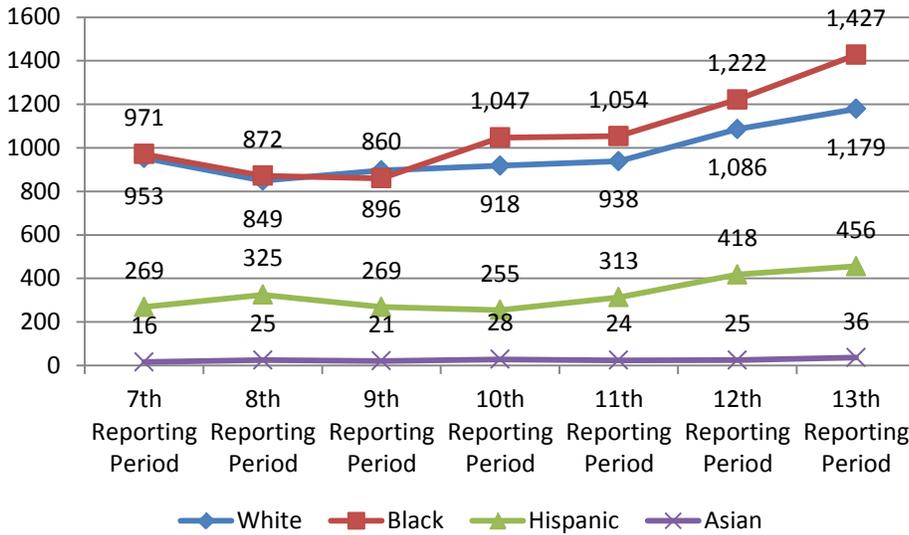
Figure Eighty-Nine B: Troop B Trend of Racial/Ethnic Distribution of Individuals Arrested
 January 2012 – June 2015



For Troop B, the number of individuals arrested increased by 17% since the previous reporting period. All racial/ethnic groups experienced increases in the number of individuals arrested in the current reporting period. Arrests of Black individuals and Asian individuals increased by larger proportions in the current reporting period, 31% and 52%, respectively. Arrested White individuals

increased by 8%. Arrested Hispanic individuals increased by 11% in the current reporting period.

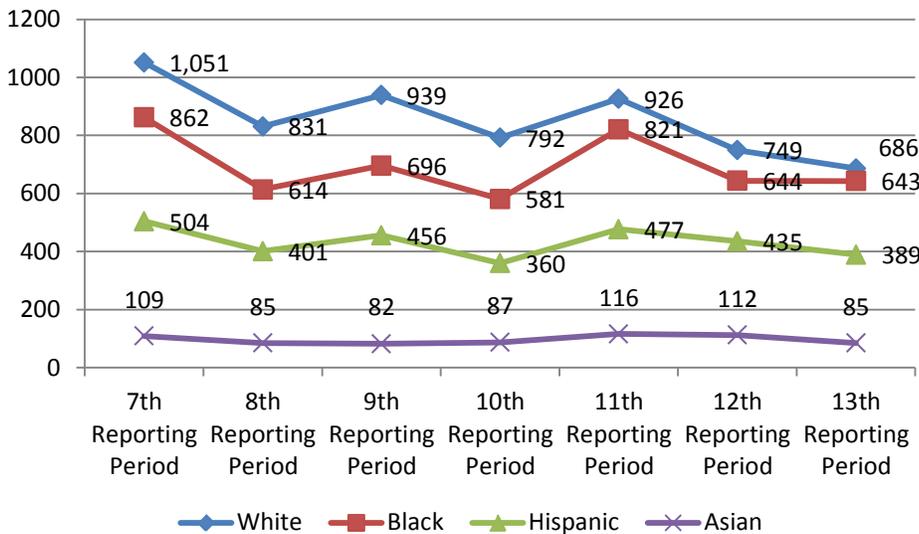
Figure Eighty-Nine C: Troop C Trend of Racial/Ethnic Distribution of Individuals Arrested
 January 2012 – June 2015



Similar to Troops A and B, the number of individuals arrested also increased for Troop C; arrests increased by 13% for Troop C in the current reporting period. Similar to Troop B, arrests of individuals increased across all racial/ethnic groups. Arrests of White individuals increased 17%. Arrests of both Black and Hispanic individuals increased by 9%. And arrests of Asian individuals increased

44%. Although the percent change for Asian individuals is larger, there was a difference of 11 arrests from the previous to the current reporting period. Unlike all other Troops, Black individuals continue to be the largest proportion of arrests in Troop C.

Figure Eighty-Nine D: Troop D Trend of Racial/Ethnic Distribution of Individuals Arrested
 January 2012 – June 2015



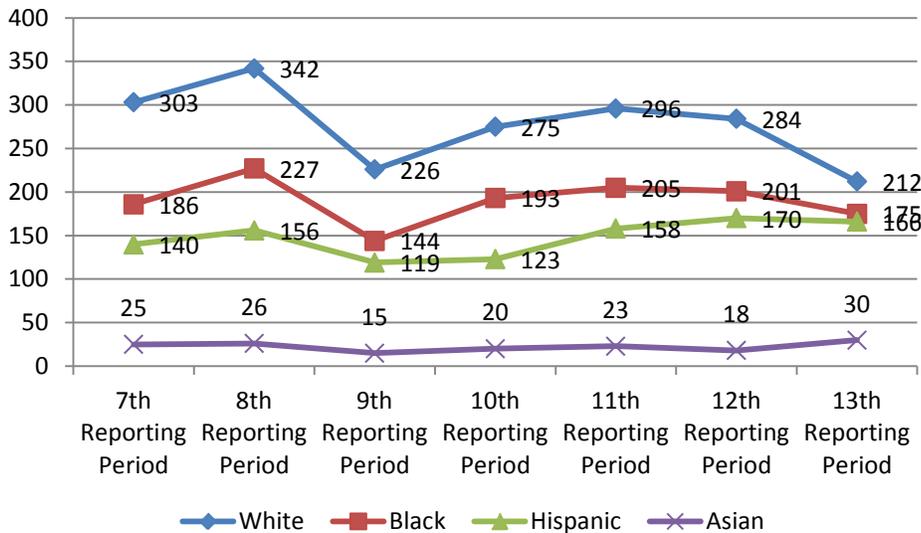
Arrests for Troop D decreased by 7% in the current reporting period. Unlike all other troops, arrests for all racial/ethnic groups decreased in the current reporting period. The number of White individuals arrested decreased by 8%. Arrests of Hispanic individuals decreased by 11%. Arrests of Black individuals decreased one arrest, less than one percent in the current reporting period. Arrests

of Asian individuals decreased 27 arrests, or 24% in the current reporting period.

Figure Eighty-Nine E: Other Stations Trend of Racial/Ethnic Distribution of Individuals Arrested

January 2012 – June 2015

Similar to Troop D, arrests in Other, non-Troop stations decreased 13% in the current reporting period.



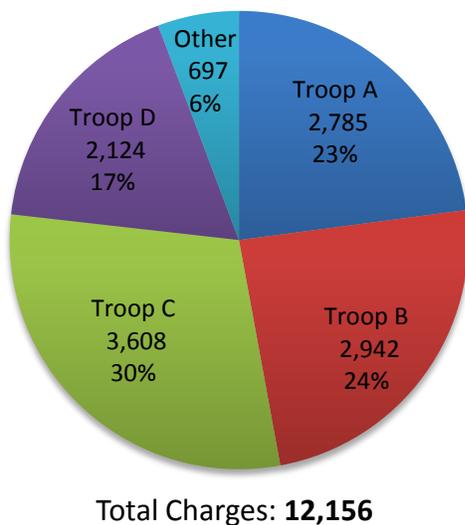
White, Black, and Hispanic individuals experienced decreases in the current reporting period. White individuals experienced a 25% decrease, Black individuals experienced a 13% decrease, and Hispanic individuals experienced a 2% decrease. Asian individuals experienced a 66% increase in arrests. Although this is a larger percentage increase, arrests for Asian

individuals increased by 12 arrests in the current reporting period

Charges

Figure Ninety: Troop Distribution of Charges

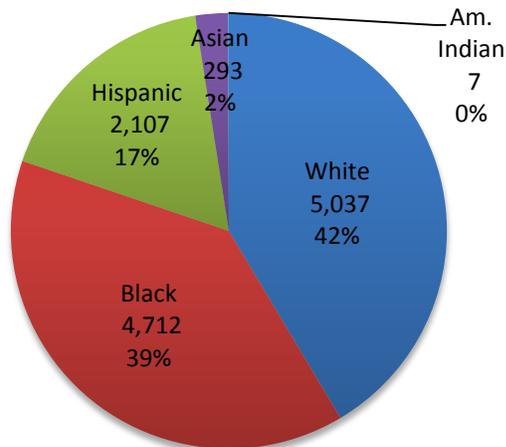
January 1, 2015 – June 30, 2015



Each arrest has the potential to result in the issuance of one or multiple charges. In the current period, there were 10,384 individuals arrested and 12,156 charges filed. On average, each arrest resulted in 1.17 charges filed. However, several arrests had as many as seven charges filed. Figure Ninety depicts the Troop distribution of individuals arrested with charges filed. This distribution is nearly identical to the troop distribution of all arrests. Troop C had the largest proportion of charges in the current reporting period, 30%. Unlike the distribution of all arrests, Troop B had the second highest proportion of charges, 24%, followed by Troop A with 23%. Troop D had a lower proportion, 17%, and Other, non-Troop stations had the lowest proportion, 6% of charges in the current reporting period.

Figure Ninety-One: Racial/Ethnic Distribution of Charges

January 1, 2015 – June 30, 2015

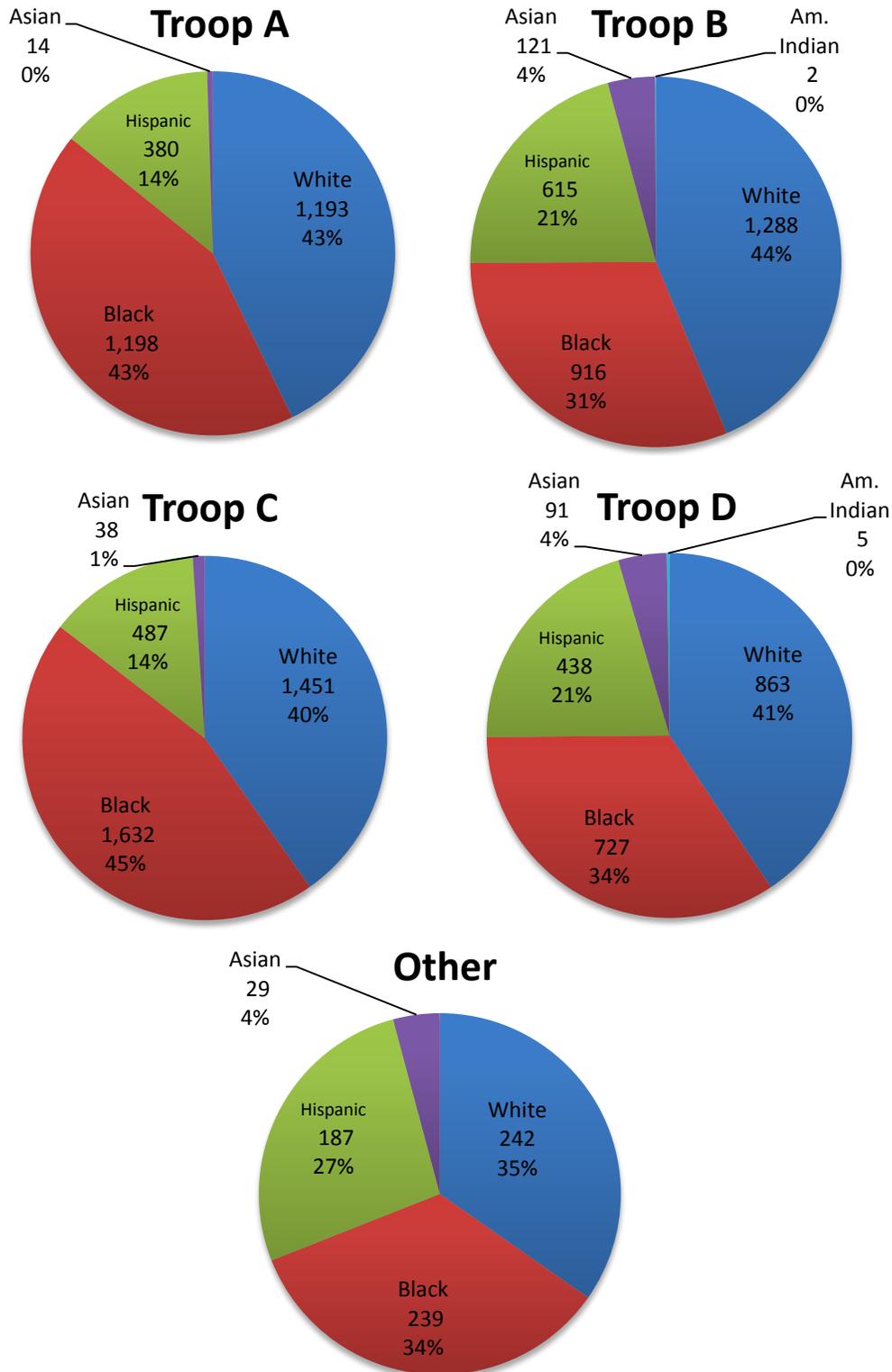


Total Charges: **12,156**

Figure Ninety-One depicts the racial/ethnic distribution of those arrested and who had charges filed. White individuals were involved in the largest proportion of charges filed, 42%. Black individuals were involved with 39% of all charges, Hispanic individuals were involved in 17% of all charges, and Asian individuals were involved in 2% of all charges filed. In comparison to the distribution of individuals arrested, proportions are similar. White individuals, however, make up a slightly higher proportion of those charged than those arrested, and Hispanic and Asian individuals make up a slightly smaller proportion of those charged in comparison to their representation in those arrested.

The racial/ethnic distribution of individuals arrested with charges filed varied across Troops. White individuals were the largest proportion of those arrested with charges filed in Troops B and D, in addition to Other, non-Troop stations. In Troop A, Black and White individuals were represented evenly, both with 43%. In Troop C, Black individuals were the largest proportion, 45% of arrests with charges filed. Across all Troops, White individuals were between 35% and 44% of those arrested with charges filed. Black individuals were between 31% and 45%. Hispanic individuals were between 14% and 27%. And Asian individuals, typically a much smaller proportion of those charged, were between less than 1% and 4%.

Figure Ninety-Two: Racial/Ethnic Distribution of Charges by Troop
 January 1, 2015 – June 30, 2015



As previously indicated, the number of individuals arrested increased by 11% in the current reporting period. Similarly, the number of charges filed increased as well, by 12%, in the current reporting period. As shown in Figure Ninety-Three, the number of charges filed increased for all racial/ethnic groups in the current reporting period. The number of charges filed for White individuals increased by 4% in the current reporting period. For Black individuals, the number of charged filed increased by 24%. The number of charges filed for Hispanic individuals increased by 10%. And for Asian individuals, this percent increased by 15%.

Figure Ninety-Three: Trend of Racial/Ethnic Distribution of Charges
 January 1, 2012 – June 30, 2015

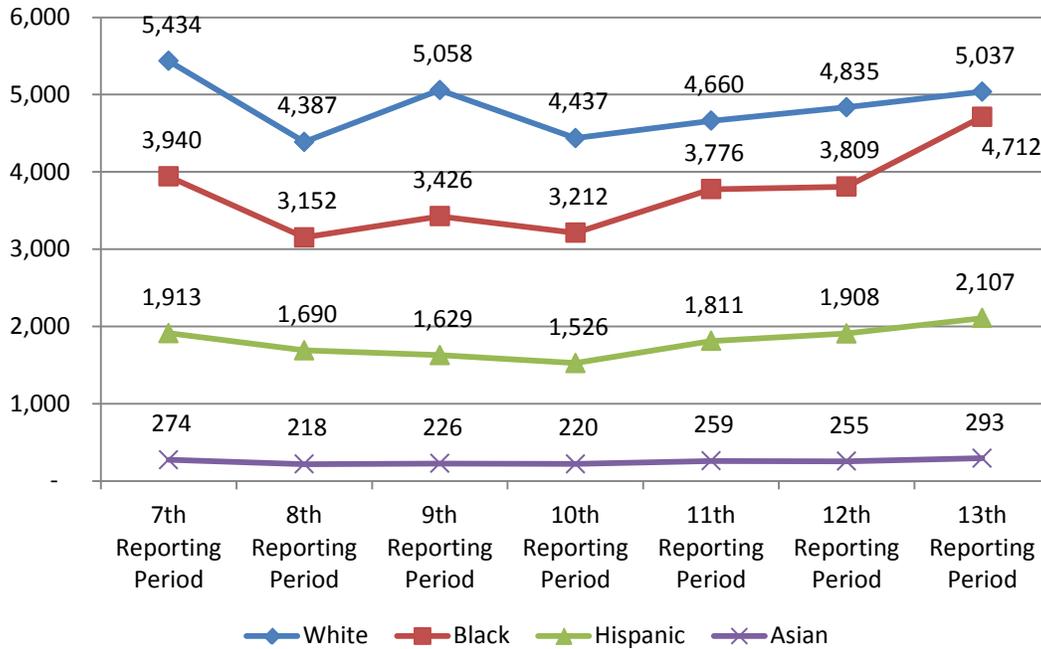
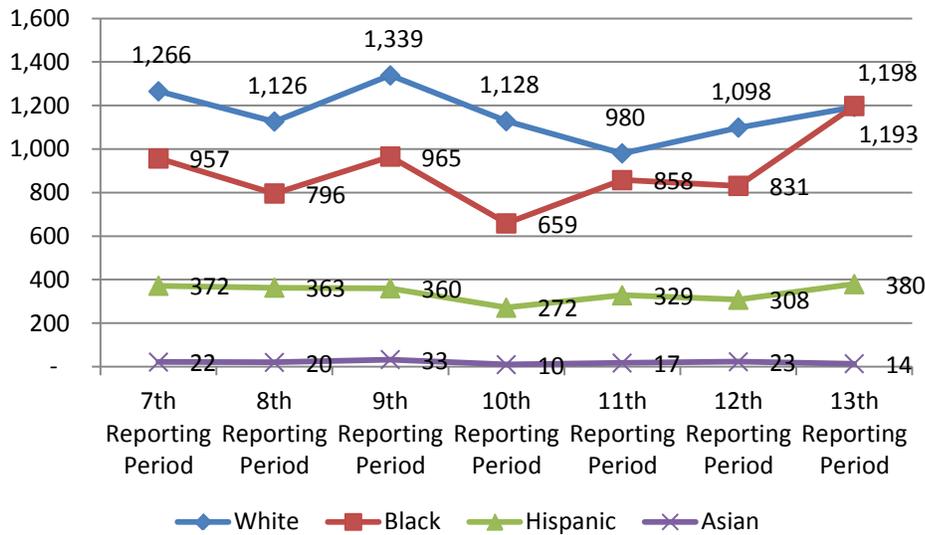


Figure Ninety-Three A: Troop A Trend of Racial/Ethnic Distribution of Charges

January 2012 – June 2015

For Troop A, the total number of charges filed increased 23% in the current reporting period. Black

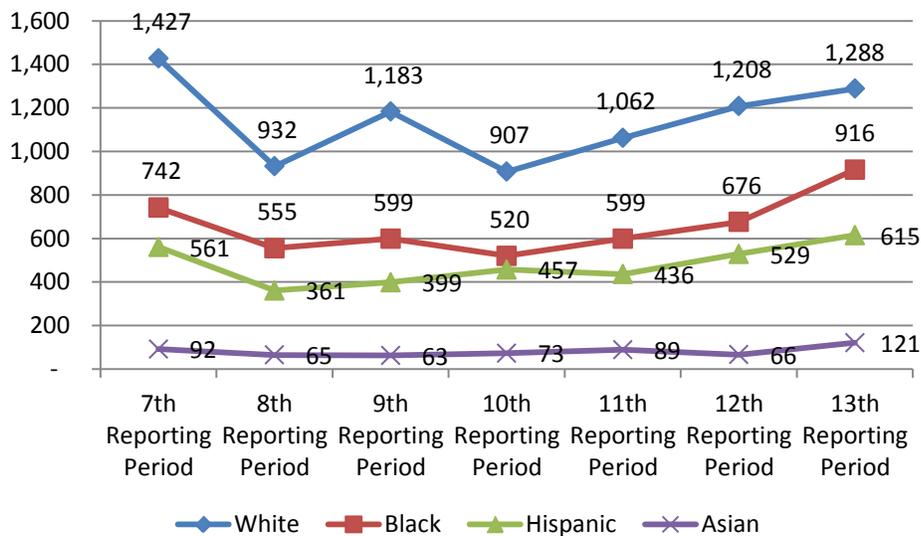


individuals, who experienced a 44% increase in the current reporting period, experienced the largest proportion increase. The number of charges for White individuals increased 9%. For Hispanic individuals, the number of charges increased 23% in the current reporting period. Asian individuals experienced a 39% decrease in the number of charges filed in the

current reporting period.

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

January 2012 – June 2015



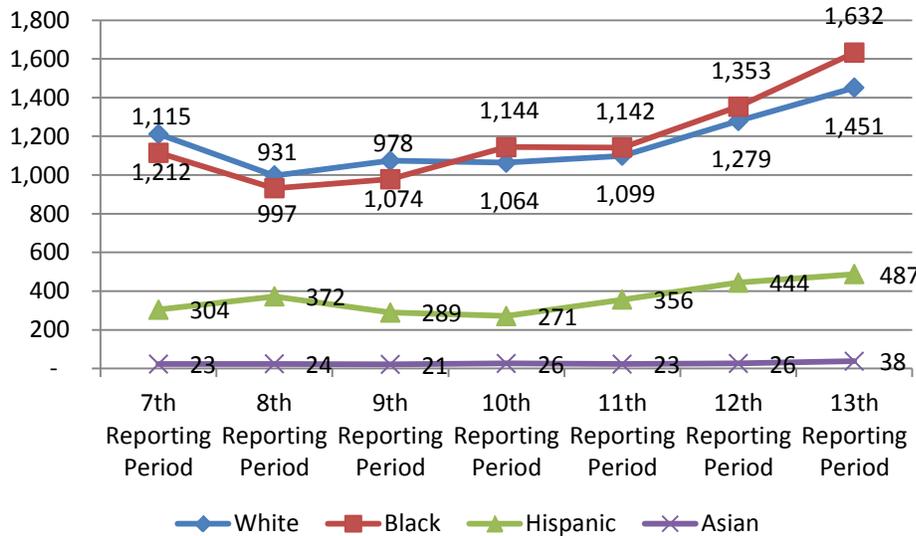
There was a 19% increase in charges filed for Troop B in the current reporting period. All racial/ethnic groups experienced increases in the number of charges since the previous reporting period. White individuals experienced a 7% increase in charges filed. Black individuals experienced a 36% increase. Hispanic individuals experienced a 16% increase. And Asian individuals experienced

an 83% increase in the current reporting period.

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

January 2012 – June 2015

Similar to Troops A and B, Troop C also experienced an increase in charges filed.



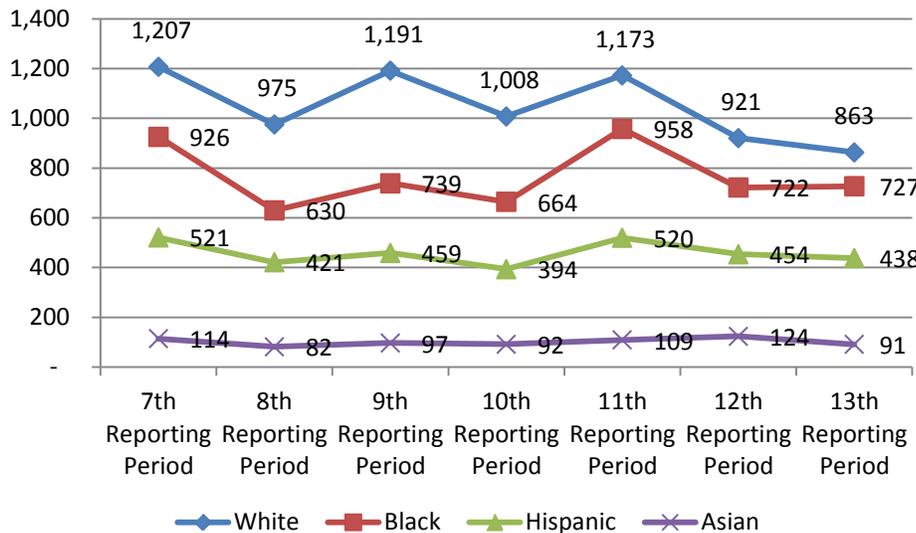
Charges filed increased by 16% in the current reporting period for Troop C. All racial/ethnic groups experienced increases in the current reporting period. Charges for White individuals increased 14%. For Black individuals, charges increased 21%. Charges for Hispanic individuals increased 10%, and charges filed for Asian individuals increased 46%. Similar to the number of individuals

arrested in Troop C, the number of charges filed continues to be largest for Black individuals in Troop C in the current reporting period.

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

January 2012 – June 2015

Similar to the previous reporting period, Troop D experienced another decrease in the number of



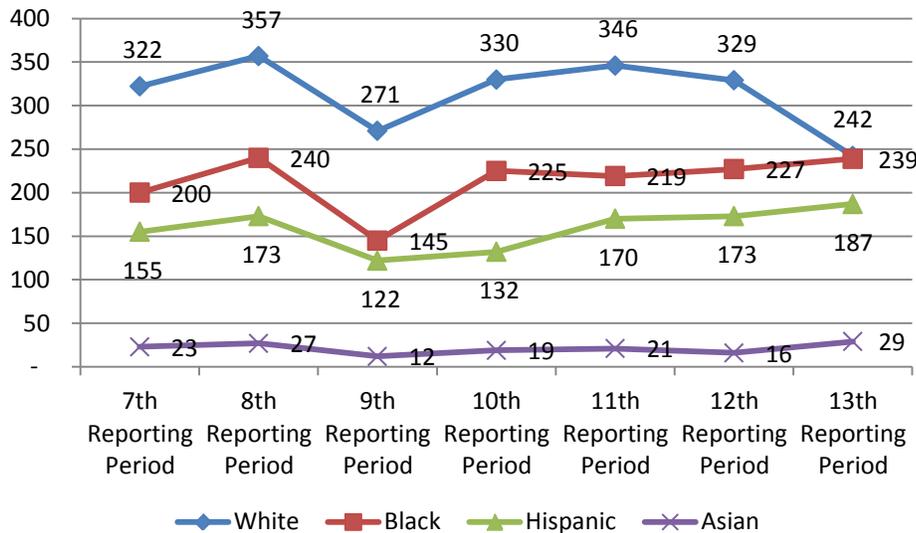
charges filed; in the current reporting period, charges filed decreased by 5% for Troop D. Whereas Black individuals experienced a slight increase, White, Hispanic, and Asian individuals experienced decreases in charges filed since the previous reporting period. For White individuals, charges filed decreased 6%. Hispanic individuals experienced a 4% decrease, and Asian individuals experienced a

26% decrease. The number of charges filed for Black individuals increased slightly, less than 1% in the current reporting period.

Figure Ninety-Three E: Other Stations Trend of Racial/Ethnic Distribution of Charges

January 2012 – June 2015

For Other, non-Troop stations, the total number of charges filed decreased by 6% in the current reporting period.



Whereas Black, Hispanic, and Asian individuals experienced increases, White individuals were the only racial/ethnic group to experience a decrease in the current reporting period. For White individuals, charges filed decreased 26% in the current reporting period. The number of charges filed for Black individuals increased 5%. For Hispanic individuals, charges filed increased

8%. For Asian individuals, charges filed increased 81%, or by 13 charges, in the current reporting period.

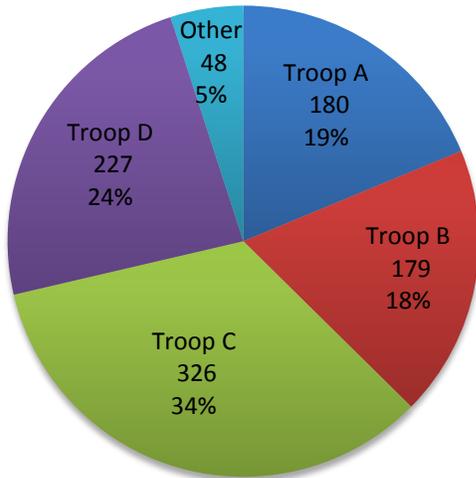
Arrests without Charges

In some cases, an arrest may not result in charges filed for the arrested individual. While this is possibly a data entry error, it is more likely a reflection of policies and procedures following the Supreme Court’s ruling in *State v. Peña-Flores*, 198 N.J. 6 (2009).¹⁰ 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 provide evidence to confirm the odor and the odor dissipates, 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.

¹⁰ *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. On September 24, 2015, the Supreme Court overturned its prior ruling in *Peña-Flores* in *State v. Witt*, 219 N.J. 624 (2015), hereafter referred to as *Witt*. However, all activity discussed in this report occurred prior to the Court’s ruling in *Witt*.

Figure Ninety-Four: Troop Distribution of Arrests without Charges

January 1, 2015 – June 30, 2015



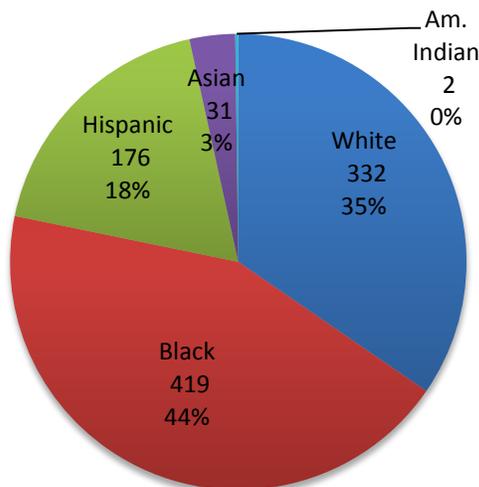
Total Arrests with No Charges: **960**

In the current reporting period, there were 960 arrests where there were 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. If the distributions differ, further analysis is required to determine what specifically causes these differences. Figure Ninety-Four depicts the distribution of arrests with no charges. Troop C had the largest proportion of arrests with no charges, 34%. This troop is slightly overrepresented in arrests with no charges in comparison to its proportion of individuals charged, 30%. Troop D is also overrepresented, making up 24% of arrests without charges, but 17% of individuals charged. Troop A and B, in addition to Other, non-Troop stations, are slightly underrepresented in the current

reporting period. Troop A made up 24% of individuals arrested and charged, but 19% of individuals arrested without charges. Troop B made up 23% of individuals arrested and charged, but 18% of individuals arrested without charges. And Other, non-Troop stations made up 6% of individuals arrested and charged, but 5% of individuals arrested but ultimately not charged.

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

January 1, 2015 – June 30, 2015



Total Arrests with No Charges: **960**

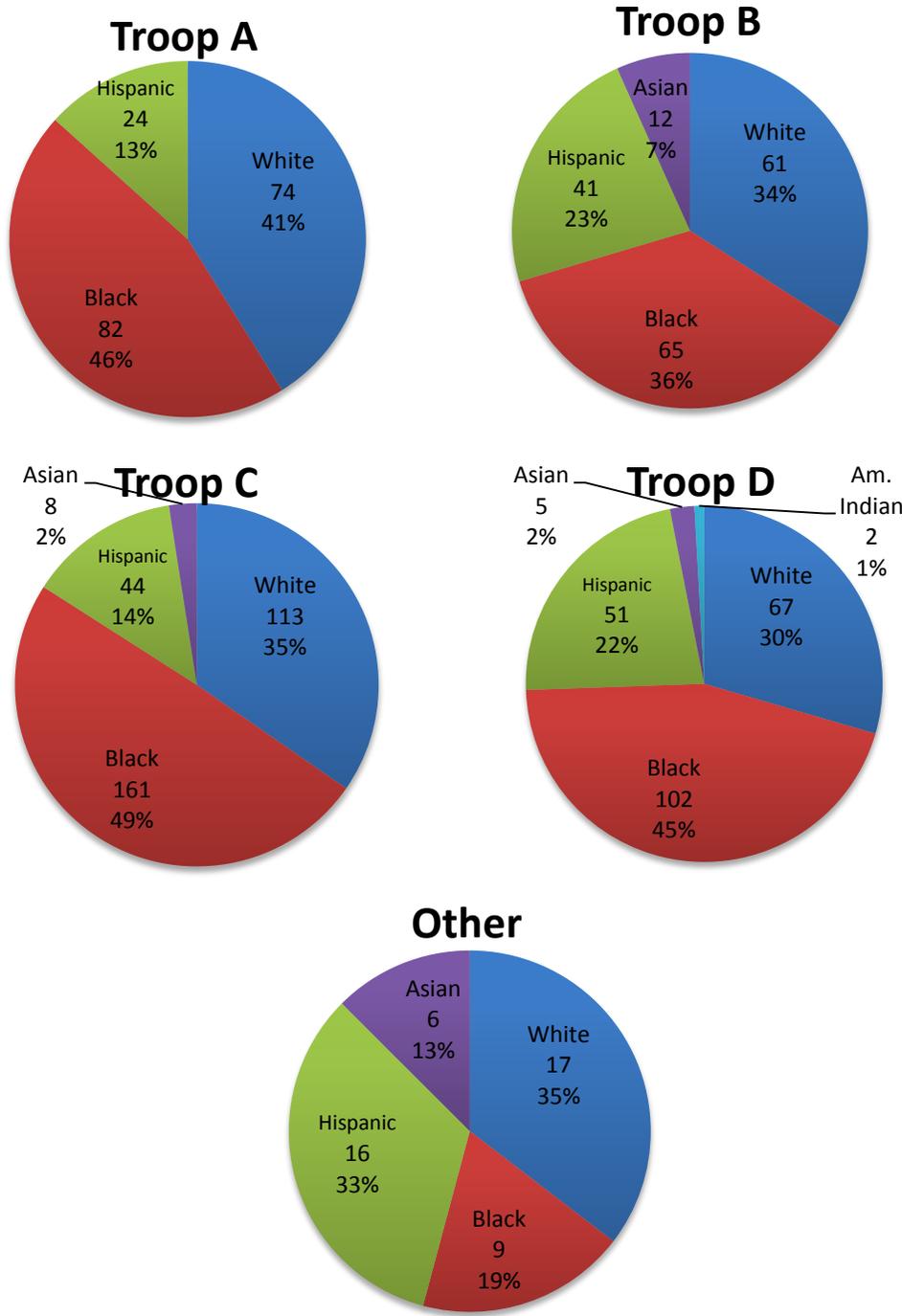
Figure Ninety-Five depicts the racial/ethnic distribution of arrests without charges. As with the Troop distribution, the racial/ethnic distribution of arrests without charges should be similar to the racial/ethnic distribution those arrested with charges filed. In comparing these distributions, Black individuals are a larger than expected proportion, whereas White individuals are a less than expected proportion of arrests with no charges. Black individuals made up 44% of arrests without charges, but 39% of arrests with charges filed. Conversely, White individuals made up 35% of arrests without charges, but 42% of arrests with charges filed. There were slight proportion differences noted for Hispanic and Asian individuals. Hispanic individuals made up 18% of arrests with no charges, but 17% of arrests with charges filed. And Asian individuals

made up 3% of arrests with no charges, but 2% of arrests with charges filed.

The racial/ethnic distribution of arrests without charges varied across Troops. Black individuals were the largest proportion of arrests without charges in Troops A, B, C, and D, with proportions varying between 36% and 49%. In Other, non-Troop stations, Black individuals made up 19% of arrests

without charges, whereas White individuals made up the majority of arrests without charges, 35%. White individuals were between 30% and 41% of arrests without charges filed across all troops in the current reporting period. Hispanic individuals were between 13% and 33% of arrests without charges filed across all troops in the current reporting period. As can be seen, Black individuals were consistently a disproportionate number of individuals arrested without charges in the current reporting period.

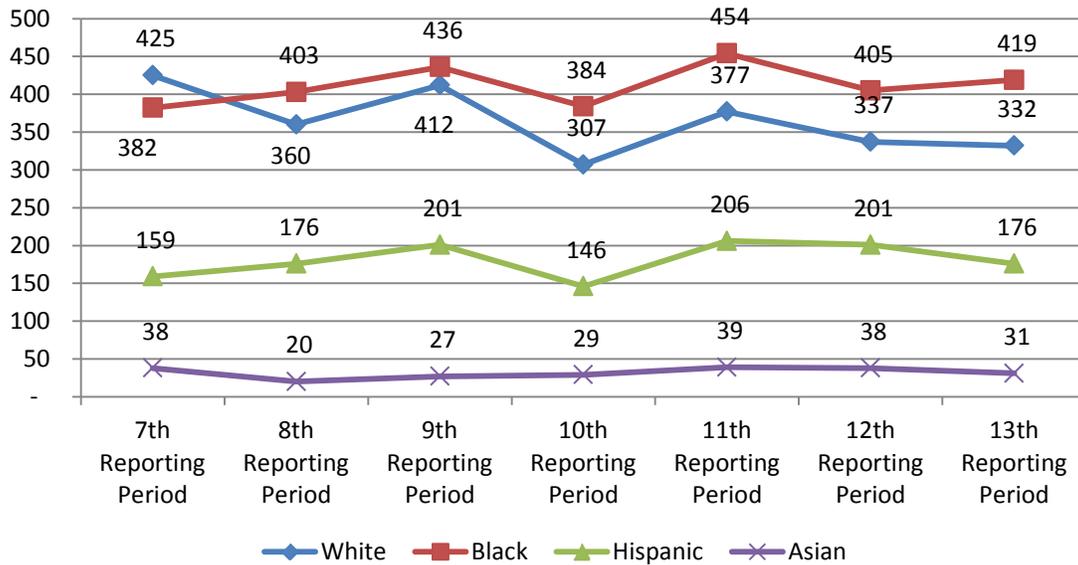
Figure Ninety-Six: Troop Racial/Ethnic Distribution of Arrests without Charges
 January 1, 2015 – June 30, 2015



While the number of individuals arrested and the number of charges filed increased, the number of arrests without charges decreased 2% in the current reporting period. As shown in Figure Ninety-Seven, changes across each racial/ethnic group are slight; and whereas Black individuals experienced increases, White, Hispanic, and Asian individuals experienced decreases in the number of arrests without charges in the current reporting period. For Black individuals, the number of arrests without charges increased by 4%. For White individuals, the number of arrests without charges decreased by 2% in the current reporting period. Hispanic individuals experienced a 12% decrease, and Asian individuals experienced an 18% decrease in arrests without charges in the current reporting period.

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

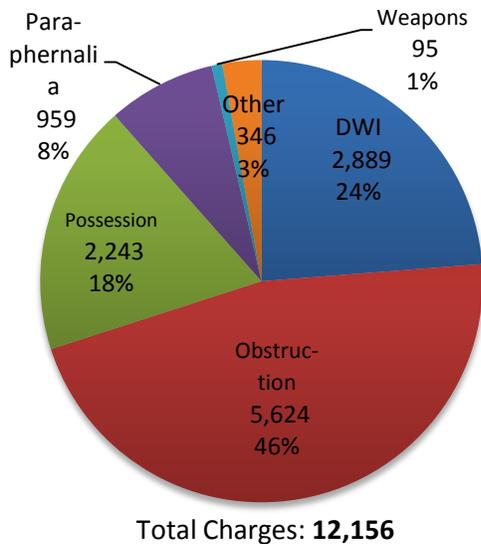
January 1, 2012 – June 30, 2015



Types of Charges

Figure Ninety-Eight: Types of Charges Filed

January 1, 2015 – June 30, 2015



Following an arrest, the number of charges filed can be numerous. 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.

The most commonly cited charge in the current reporting period pertained to obstruction. Forty-six percent of all charges filed in the current reporting period categorized as obstruction. 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

89% of all obstruction charges in the current reporting period. From this information, it appears that outstanding warrants were the bases of a large proportion of arrests made during motor vehicle stops in the current reporting period (see: [Wanted Persons](#)).

As noted in previous reports, there are a number of individuals charged in reference to drugs and alcohol. These charge categories, DWI, Possession, and Paraphernalia, were roughly half of all charges filed. Charges for possession of a controlled dangerous substance, or being under the influence of such a substance were 18% of all charges filed while charges for possession of drug paraphernalia were 8% of all charges filed. Marijuana was the most frequently cited drug in possession charges, cited in approximately 60% of all possession charges. Charges for driving while intoxicated (DWI) were 24% 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 most commonly cited Other charges were Assault and Receiving Stolen Property.

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 DWI was the largest proportion. Obstruction charges ranged from 28% to 58% of all charges. Possession charges varied from 13% to 20% of all charges. DWI charges ranged from 17% in Troop C to 42% in Other, non-Troop stations. Paraphernalia charges ranged from 6% to 9%. Thus, the most frequently cited charges were used to varying degrees in each Troop.

Figure Ninety-Nine: Types of Charges Filed by Troop
 January 1, 2015 – June 30, 2015

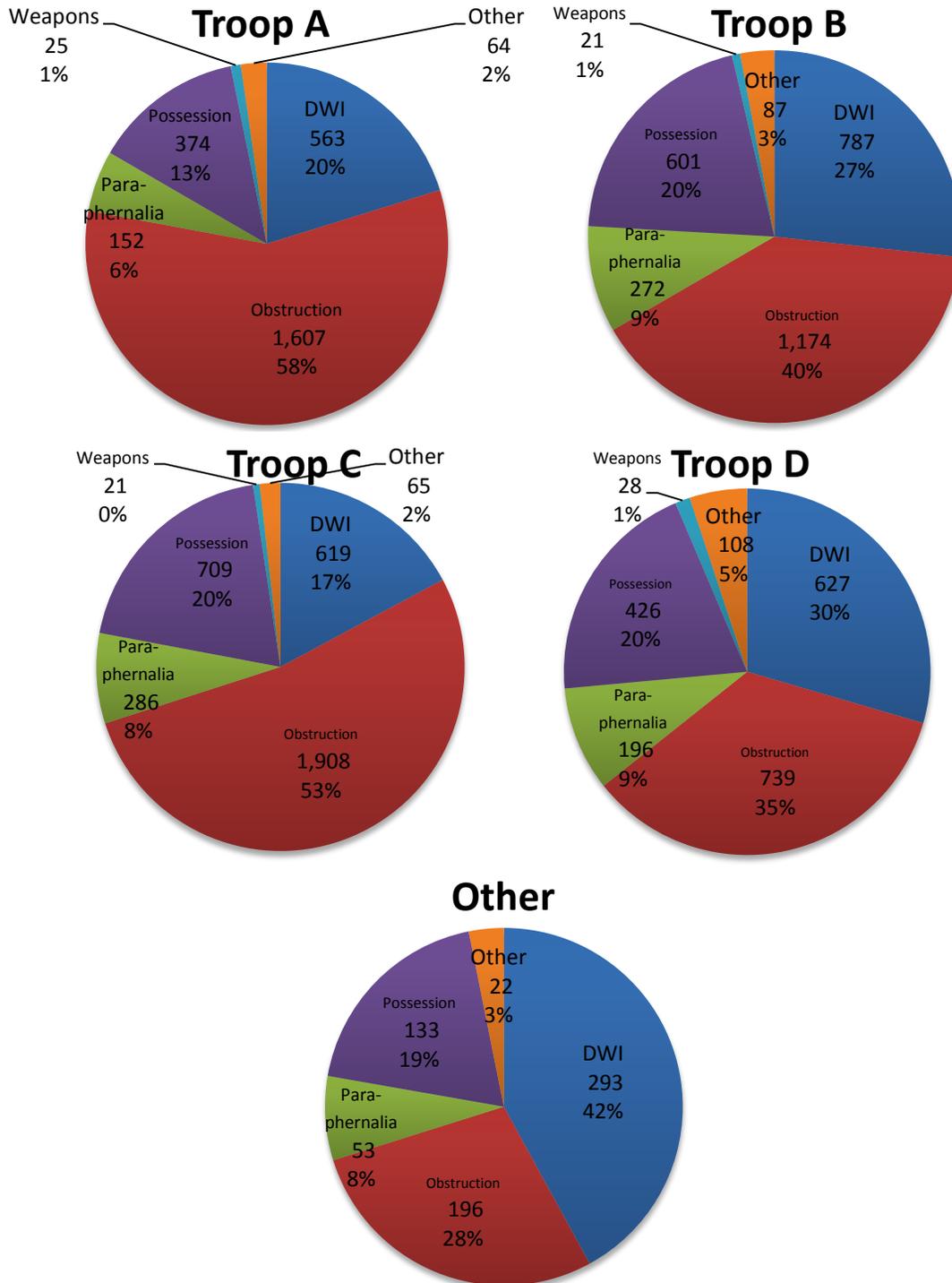
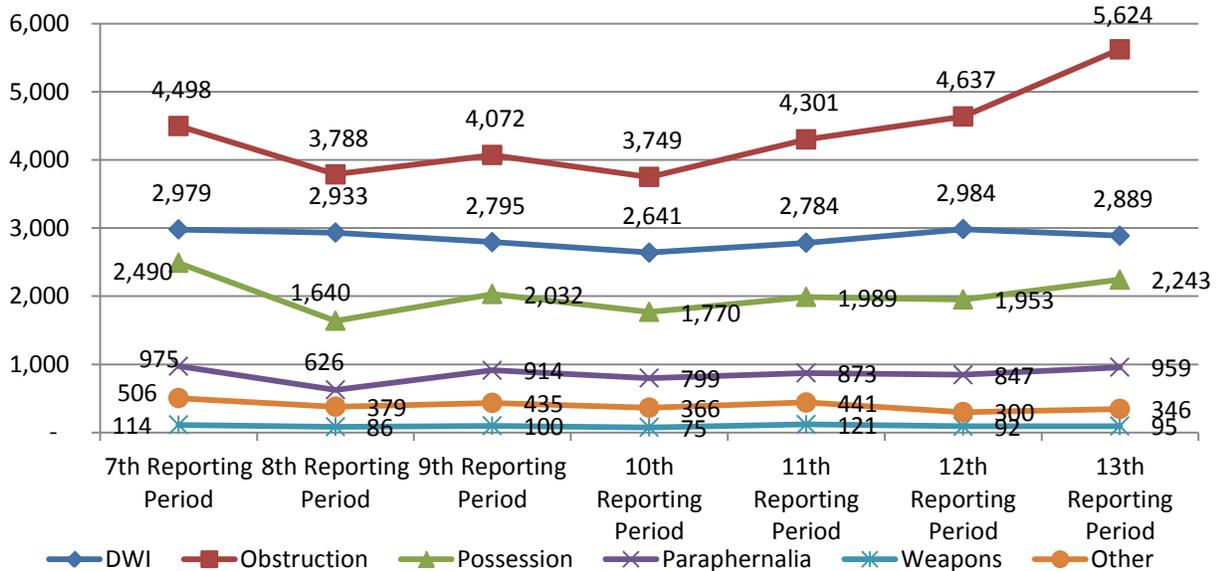


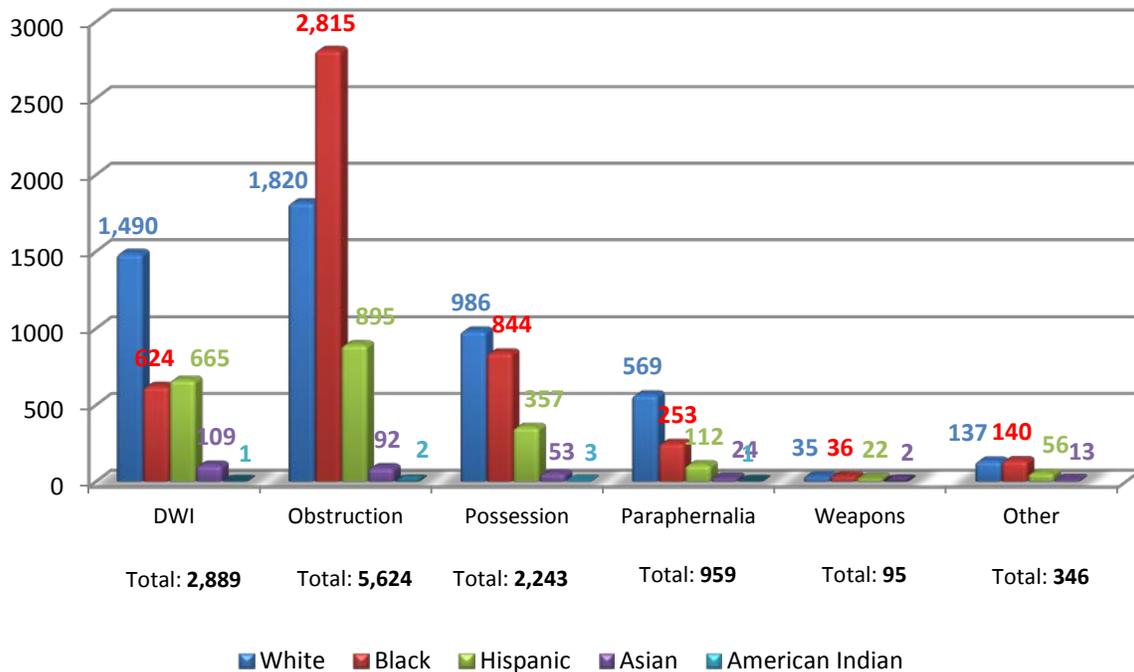
Figure One Hundred: Trend of Types of Charges Filed
 January 1, 2012 – June 30, 2015



As previously noted, the total number of charges increased 12% in the current reporting period. Figure One Hundred depicts this increase across charge categories. As shown, the magnitude of change varied across charge types. Obstruction charges increased 21%, continuing an upward trend since the 10th reporting period. DWI charges decreased 3% since the previous reporting period. Possession charges increased 15%, paraphernalia charges increased 13%, other charges increased 15%, and weapons charges increased 3% in the current reporting period.

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 White individuals made up the largest proportion of all charges, followed by Black, 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, 2015 – June 30, 2015



This pattern remains for those charged with possession and paraphernalia, however, there are other patterns noted for DWI, obstruction, weapons, and other charges. In 1,490 DWI charges (52%), the individual charged was White, in 665 instances (23%) the individual charged was Hispanic, in 624 instances (22%) the individual charged was Black, and in 109 instances (4%) the individual charged was Asian. In one instance, the individual charged was American Indian. Thus there were more White individuals charged with DWI than other racial/ethnic groups. However, these charges were more frequent for Hispanic than Black individuals.

Also diverging from the pattern noted for all individuals charged, obstruction charges were most common for Black individuals. In the current reporting period, 2,815 obstruction charges (50%) cited were for Black individuals, whereas 1,820 obstruction charges (32%) cited were for White individuals. Hispanic individuals were involved in 895 obstruction charges (16%), and Asian individuals were involved in 92 obstruction charges (2%). American Indian individuals were involved in two obstruction charges in the current reporting period.

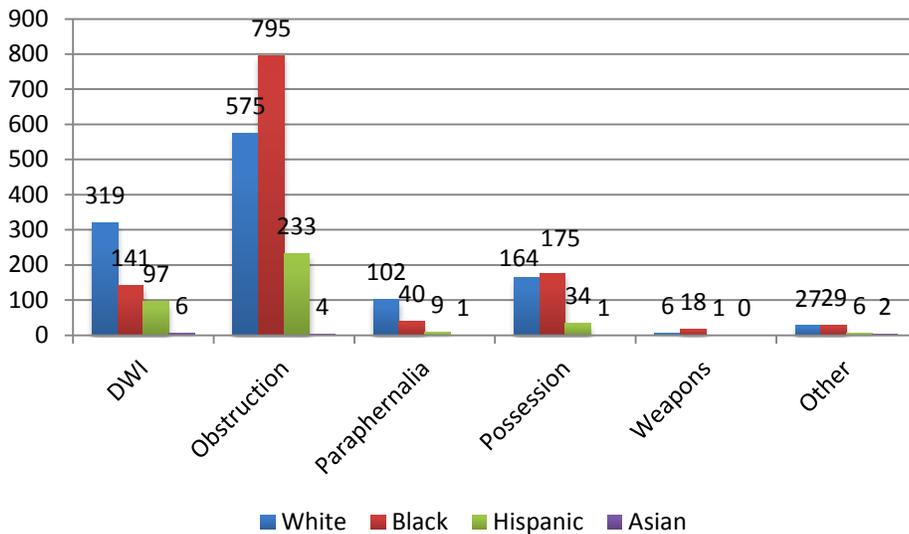
White individuals were the largest proportion of those charged with possession of controlled dangerous substances and paraphernalia; these distributions are similar to the distribution of all charges in the current reporting period. White individuals were involved in 986 possession charges (44%), Black individuals were involved in 844 (38%), Hispanic individuals were involved in 357 (16%), and Asian individuals were involved in 53 (2%) possession charges. For paraphernalia charges, White individuals were involved in 569 (59%), Black individuals were involved in 253 (26%), Hispanic individuals were involved in 112 (12%), and Asian individuals were involved in 24 (3%) of paraphernalia charges.

Weapons charges were most common for Black individuals, although the difference between White and Black individuals was slight. Black individuals were involved in 36 (38%), White individuals were

involved in 35 (37%), Hispanic individuals were involved in 22 (23%), and Asian individuals were involved in two (2%) instances involving weapons charges. Similar to the pattern noted for weapons and obstruction charges, other charges were also most common for Black individuals (41%), followed by White (40%), Hispanic (16%), and Asian individuals (4%).

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. Over 40% of all charges pertained to the obstruction of justice, the vast majority of which were for contempt. Contempt, as noted, was the charge listed when an individual had an outstanding warrant. Additionally, Black individuals made up the largest proportion of charges for obstruction and contempt. Thus, the disproportionality of arrests and charges was not likely the result of trooper discretion. In fact, the opposite is likely. The disproportionality results from a lack of trooper discretion as arrest was required when an individual has an outstanding warrant.

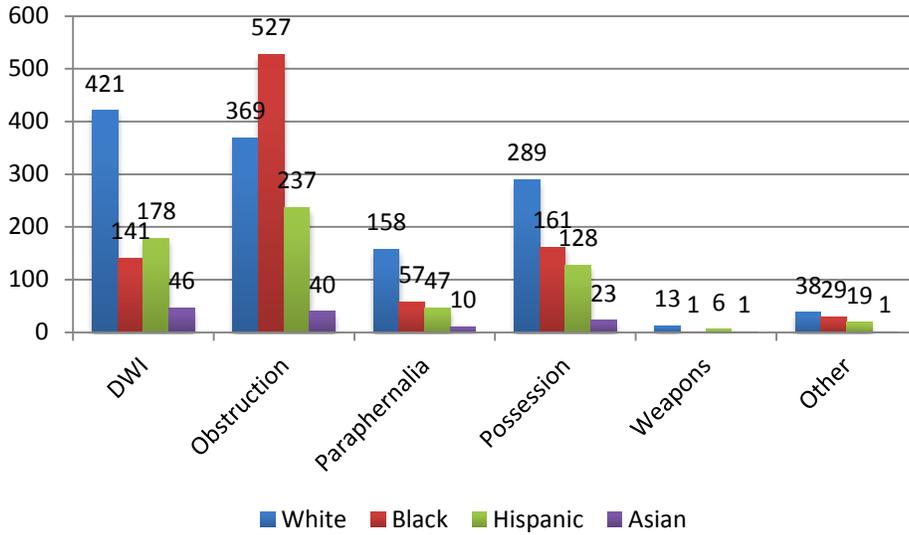
Figure One Hundred-One A: Troop A Racial/Ethnic Distribution for Types of Charges Filed
 January 1, 2015 – June 30, 2015



The racial/ethnic distribution for each type of charge filed in Troop A overall does not follow the pattern noted Division-wide. White individuals were the largest proportions of DWI (57%) and paraphernalia charges (67%), however, Black individuals were the largest proportion of possession charges (47%) and all other categories. Black individuals made up 50%

of obstruction charges, 72% of weapons charges, and 45% of other charges in the current reporting period. Hispanic individuals were involved in 17% of DWI charges and 14% of obstruction charges.

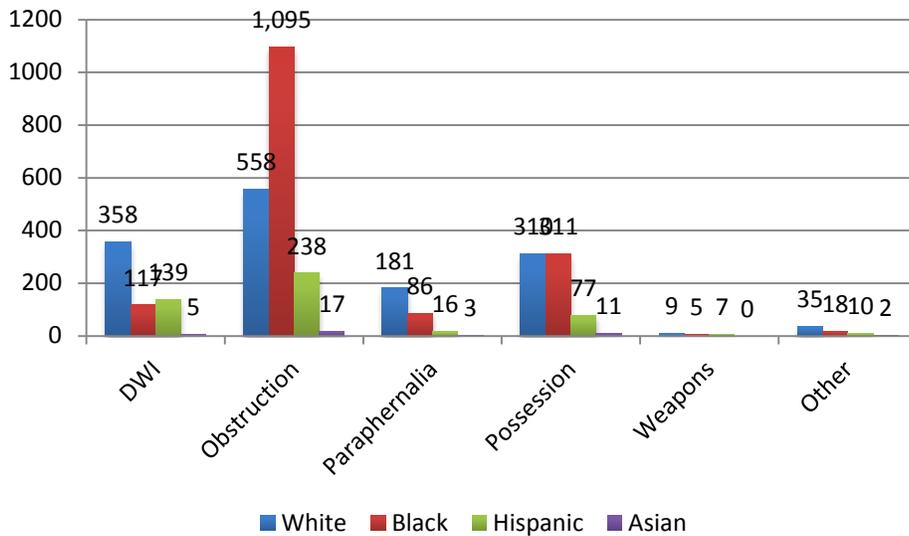
Figure One Hundred-One B: Troop B Racial/Ethnic Distribution for Types of Charges Filed
 January 1, 2015 – June 30, 2015



In Troop B, White individuals made up the largest proportion of DWI, paraphernalia, possession, weapons, and other charges. White individuals were involved in 54% of DWI charges, 58% of paraphernalia charges, 48% of possession charges, 62% of weapons charges, and 44% of other charges. Black individuals made up the largest proportion, 45%, of obstruction

charges in the current reporting period. Hispanic individuals were involved in 29% of weapons charges and 23% of DWI charges. Asian individuals were involved in 6% of DWI charges and 5% of weapons charges.

Figure One Hundred-One C: Troop C Racial/Ethnic Distribution for Types of Charges Filed
 January 1, 2015 – June 30, 2015



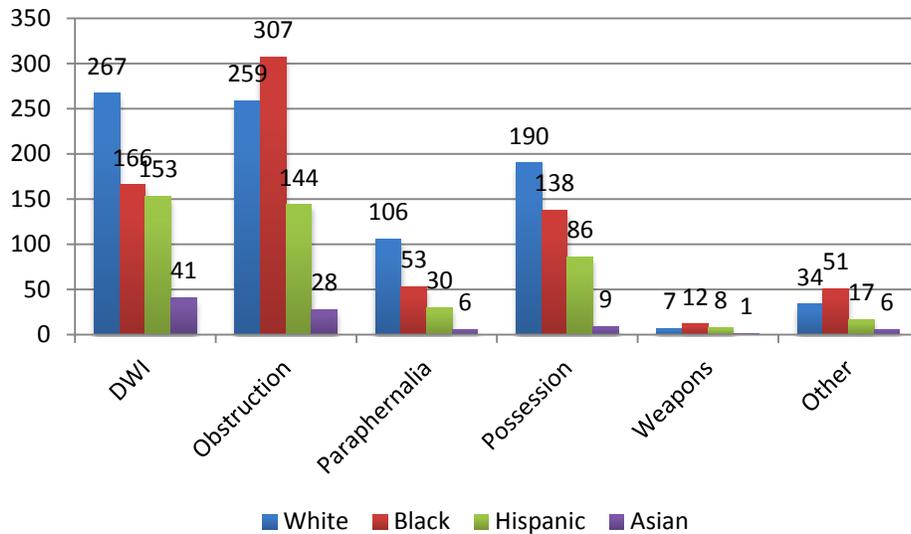
Troop C's racial/ethnic distribution for each type of charge does not follow the pattern noted Division-wide. In Troop C, White individuals were the largest proportion of DWI (58%), paraphernalia (63%), weapons (43%), and other (54%) charges. Black individuals were the largest proportion of obstruction charges (57%). White and Black individuals were even proportions of possession

charges (44%) in Troop C. Hispanic individuals made up 33% of weapons charges and 23% of DWI charges in Troop C in the current reporting period.

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

January 1, 2015 – June 30, 2015

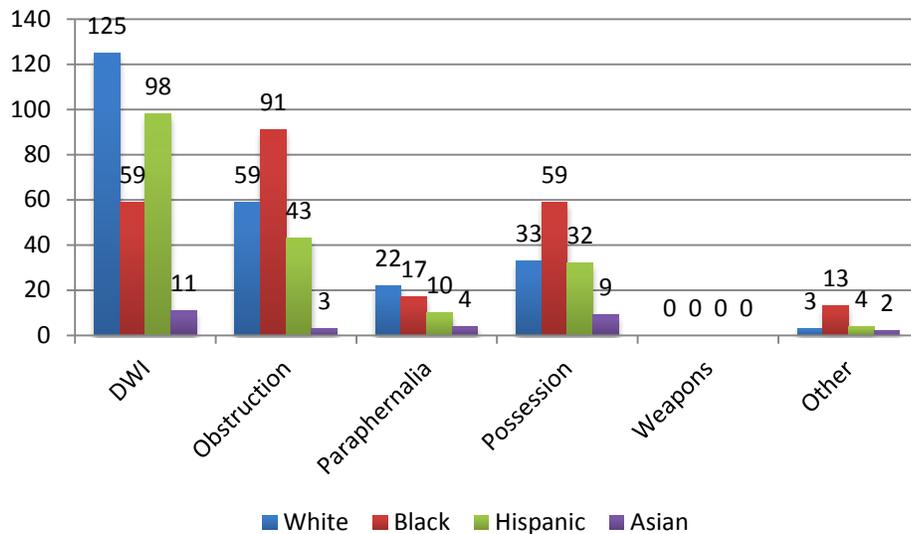
In Troop D, White individuals were the largest proportion of DWI (43%), paraphernalia (54%), and possession (45%) charges. Black individuals were the largest proportion of obstruction (42%),



weapons (43%), and other (47%) charges. Hispanic individuals were involved in 29% of weapons charges, 24% of DWI charges, and 20% of possession charges in Troop D. Asian individuals were involved in 7% of DWI charges, and 6% of other charges.

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

January 1, 2015 – June 30, 2015



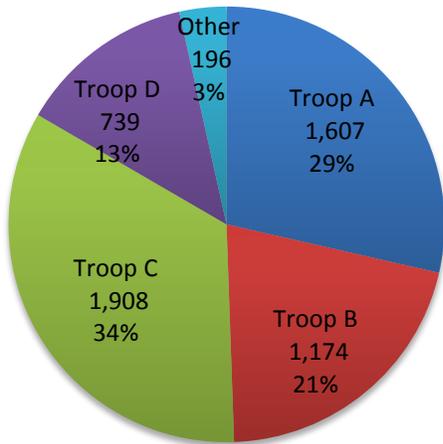
In the current reporting period, Other, non-Troop stations had no instances of weapons charges across all racial/ethnic groups. In Other, non-Troop stations, White individuals were the largest proportion of DWI (43%) and paraphernalia (42%) charges. Black individuals were the largest proportion of obstruction (46%), possession (44%), and other (59%) charges.

Hispanic individuals were involved in 34% of DWI charges, and 24% of possession charges. Asian individuals were involved in 8% of paraphernalia charges and 7% of possession charges in the current reporting period.

Wanted Persons

Figure One Hundred-Two: Troop Distribution of Wanted Persons

January 1, 2015 – June 30, 2015



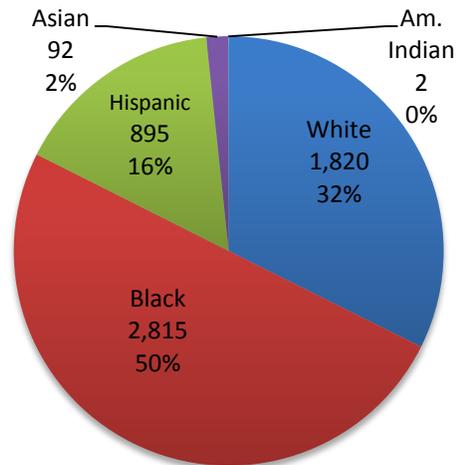
Total Wanted Persons: **5,624**

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 5,624 arrests of wanted persons. Figure One Hundred-Two depicts the distribution of arrests of wanted persons for each Troop. Troop C had the largest proportion, 34%, followed by Troop A, 29%, and Troop B, 21%. Troop D had a smaller proportion, 13%, and Other, non-Troop stations made 3% of arrests of wanted persons in the current reporting period. This distribution is comparable to the distribution of all arrests. 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, 2015 – June 30, 2015

As previously indicated, Black individuals were the largest proportion of those charged with obstruction. Thus, there is an expectation that Black individuals are the largest proportion of all wanted persons. Consistent with previous reporting periods, Black individuals were the largest proportion of wanted persons, 50%, in the current reporting period. White individuals were 32%, Hispanic individuals were 16%, and Asian individuals were 2% of those identified as wanted persons.



Total Wanted Persons: **5,624**

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 42% and 57% of these arrests across troops. White individuals varied between 29% and 36%. Hispanic individuals varied between 13% and 22%. Asian individuals, typically a smaller proportion of arrests of wanted persons, varied between less than one percent and 4% in the current reporting period.

Figure One Hundred-Four: Racial/Ethnic Distribution of Wanted Persons
 January 1, 2015 – June 30, 2015

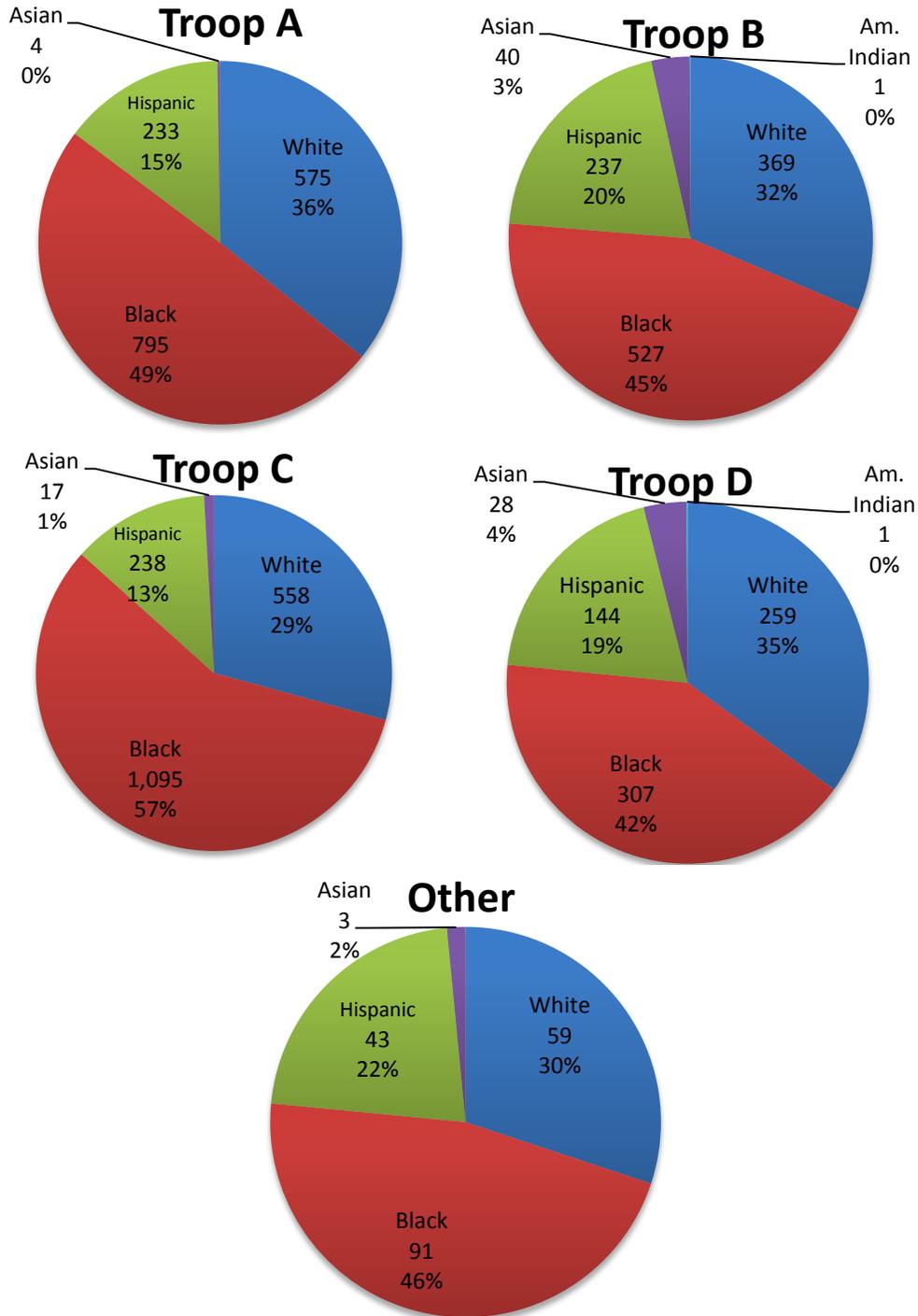
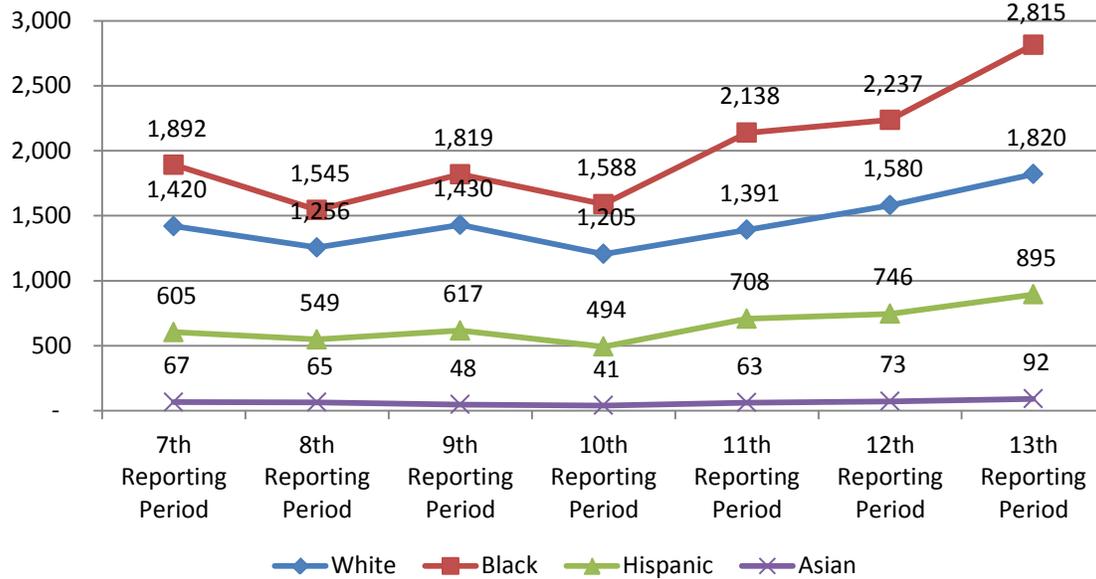


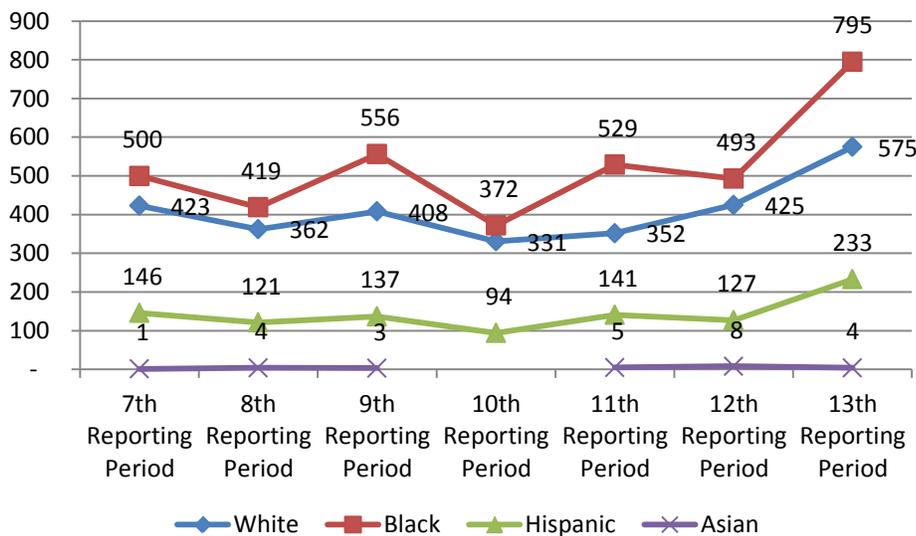
Figure One Hundred-Five: Racial/Ethnic Distribution of Wanted Persons
 January 1, 2012 – June 30, 2015



The total number of arrests of wanted persons increased by 987 arrests, or 21%, in the current reporting period. All racial/ethnic groups experienced increases; however, the magnitude of the increase differed across groups. There was a 26% increase for Black individuals, a 15% increase for White individuals, a 20% increase for Hispanic individuals, and a 26% increase for Asian individuals. Consistent with previous reporting periods, Black individuals remain the largest proportion of those identified as wanted persons.

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

January 2012 – June 2015

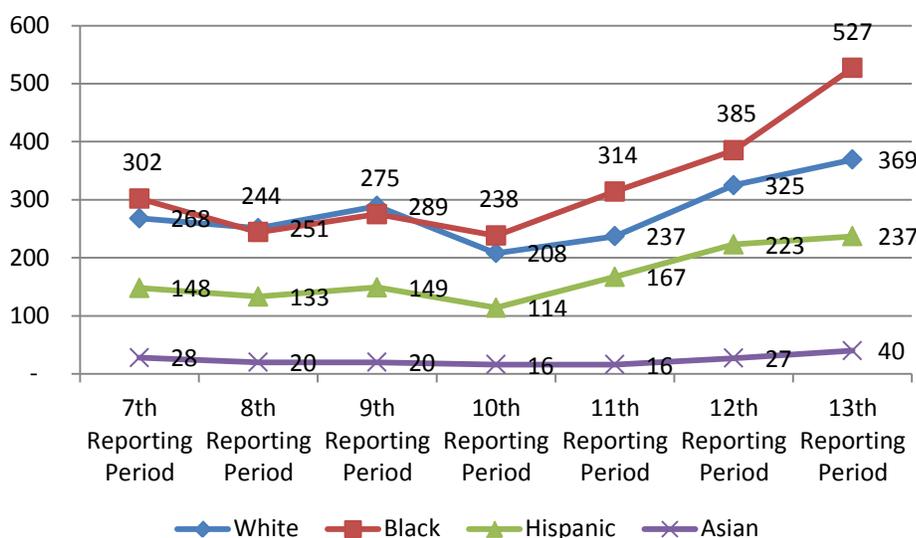


The number of arrests of wanted persons in the current reporting period increased by 554 arrests, 53%, in Troop A. Across all troops, Troop A experienced the largest increase in wanted persons in the current reporting period. Black, White, and Hispanic individuals experienced larger increases since the previous reporting period, whereas Asian individuals experienced a decrease.

The number of Black individuals identified as wanted persons increased by 302, or 61%, in the current reporting period. The number of White individuals identified as wanted persons increased by 150, 35%. The number of Hispanic individuals identified as wanted persons increased by 106, or 83%. In the current reporting period, there were four fewer Asian individuals identified as wanted persons in Troop A.

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

January 2012 – June 2015

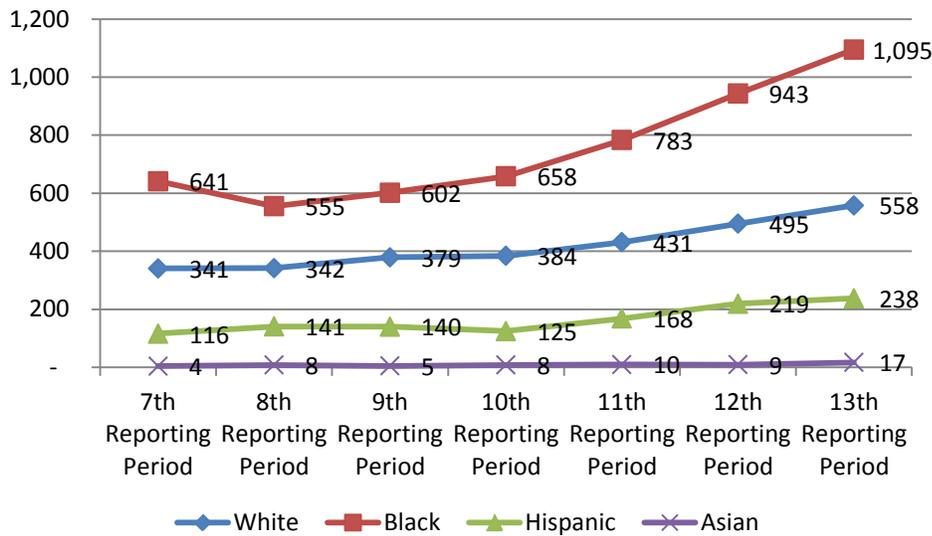


In Troop B, there were an additional 214 arrests of wanted persons, a 22% increase in the current reporting period. All racial/ethnic groups experienced increases in Troop B. The number of Black individuals identified as wanted persons increased by 142, or 37%. The number of White individuals identified as wanted persons increased by 44, 14%. Hispanic individuals experienced an increase

of 14 additional individuals identified as wanted persons, a 2% increase. Asian individuals experienced an increase of 13, or 48%, in the current reporting period.

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

January 2012 – June 2015

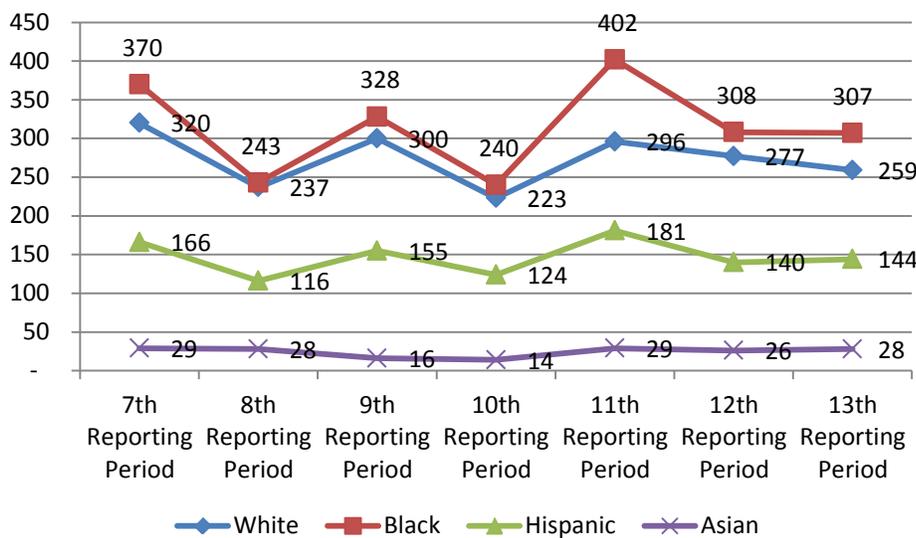


The number of wanted persons in Troop C increased by 241, or 15%, in the current reporting period. Similar to Troop B, the number of wanted persons increased in Troop C across all racial/ethnic groups in the current reporting period. The number of Black individuals identified as wanted persons increased by 152, a 16% increase. The number of White individuals identified as wanted persons increased

by 63, or 13%. Hispanic individuals experienced 19 additional individuals identified as wanted persons, a 9% increase. The number of Asian individuals identified as wanted persons increased by eight in the current reporting period.

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

January 2012 – June 2015

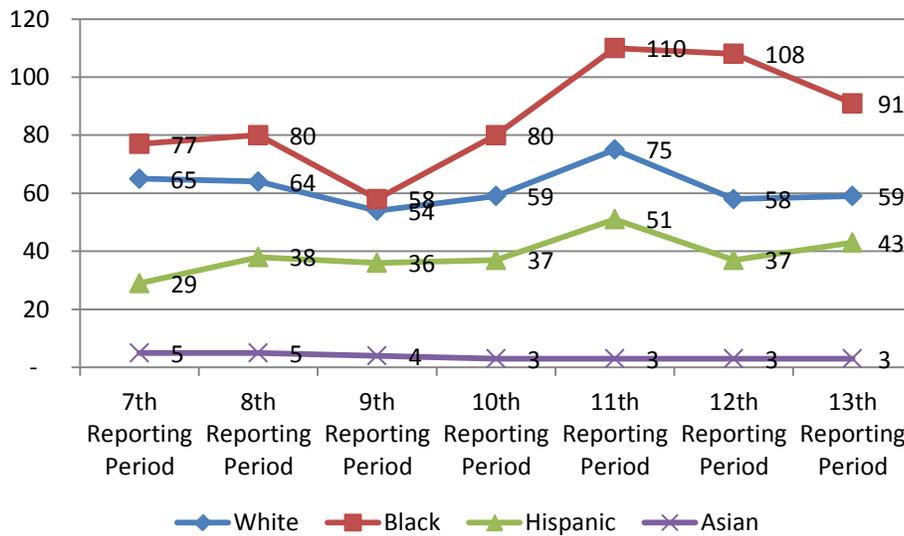


Unlike Troops A, B, and C, the number of individuals identified as wanted persons decreased for Troop D, by 12, or 2%, in the current reporting period. Changes across racial/ethnic groups were slight. The number of Black individuals identified as wanted persons decreased by one, whereas the number of Asian individuals increased by two. The number of White individuals identified as

wanted persons decreased by 18, 7%, in the current reporting period. The number of Hispanic individuals identified as wanted persons increased by four, or 3%, in the current reporting period.

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

January 2012 – June 2015



Similar to Troop D, the number of individuals identified as wanted persons in Other, non-Troop stations decreased in the current reporting period. There were 10 fewer individuals identified as wanted persons overall for Other, non-Troop stations, a 5% decrease. Changes across racial/ethnic groups varied. The number of White individuals increased by one, or 2%, in the current reporting

period. The number of Asian individuals identified as wanted persons remained as three, the same number since the 10th reporting period. The number of Black individuals identified as wanted persons decreased by 17, or 16%, in the current reporting period. And the number of Hispanic individuals identified as wanted persons increased by six, or 16%, in the current reporting period.

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 also a higher likelihood that those arrested were minorities who received a charge(s) for obstruction for an outstanding warrant. However, minorities, Black individuals in particular, were also a larger proportion of those arrested and not charged. OLEPS continues to monitor these trends and request information from the State Police explaining the reasons for these trends.

Summary

This report details the volume of trooper stop-related activity for the January 1, 2015 to June 30, 2015 reporting period. The data indicate a 5.5% increase in the total number of stops reported from the previous reporting period and that White drivers continue to be involved in the majority of interactions between motorists and the State Police. These data indicate that the percentage of White drivers who were stopped, who were the recipients of law enforcement procedures, who were arrested, who had charges filed against them, and who had evidence seized is higher than the corresponding percentages of Black drivers, Hispanic drivers, and all other racial/ethnic categories.

Black drivers were generally 30% of all categories of post-stop activities but involved in 18% of all stops. However, as noted throughout the report, the proportion of Black drivers involved in specific post-stop activities out of their total stops with post-stop activity is high. Thus, despite being involved in only 32% of stops with post-stop activity, Black drivers had a higher likelihood of being involved in stops with canine deployments, consent and non-consent searches, and arrests than White drivers. As noted in previous reporting periods and in this report, Black drivers were more likely to have outstanding warrants. Because of these outstanding warrants, there may be reasonable articulable suspicion to conduct post-stop activity based in part, on their criminal history. Specifically, Black drivers were 50% of wanted persons and 44% of those arrested and not charged.

Hispanic drivers were involved in 18% of all stops with post-stop interactions yet were only 13% of all stops. Hispanic drivers were only 11% of stops involving canine deployments, however, 27% of stops with uses of force and 25% of all stops with frisks. As noted in previous reporting periods, Hispanic individuals remain a high proportion of those charged with DWI.

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

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

The State adheres to the principles underlying the Act and the requirements set forth in the Act. OLEPS remains committed to the continued provision of these data to the public and further promotion of bias free policing.

Appendix One

Previously published Aggregate Reports

Report	Publication Date	Reporting Period
First Semiannual Public Report of Aggregate Data	June 27, 2000	January 1, 2000- April 30, 2000
Second Semiannual Public Report of Aggregate Data	January 10, 2001	May 1, 2000- October 31, 2000
Third Semiannual Public Report of Aggregate Data	July 17, 2001	November 1, 2000- April 30, 2001
Fourth Semiannual Public Report of Aggregate Data	January 28, 2002	May 1, 2001- October 31, 2001
Fifth Semiannual Public Report of Aggregate Data	June 27, 2002	November 1, 2002- April 30, 2002
Sixth Semiannual Public Report of Aggregate Data	December 27, 2002	May 1, 2002- October 31, 2002
Seventh Semiannual Public Report of Aggregate Data	June 27, 2003	November 1, 2002- April 30, 2003
Eighth Semiannual Public Report of Aggregate Data	December 24, 2003	May 1, 2003- October 31, 2003
Ninth Semiannual Public Report of Aggregate Data	June 25, 2004	November 1, 2003- April 30, 2004
Tenth Semiannual Public Report of Aggregate Data	December 28, 2004	May 1, 2004- October 31, 2004
Eleventh Semiannual Public Report of Aggregate Data	June 28, 2005	November 1, 2004- April 30, 2005
Twelfth Semiannual Public Report of Aggregate Data	December 28, 2005	May 1, 2005- October 31, 2005
Thirteenth Semiannual Public Report of Aggregate Data	June 28, 2006	November 1, 2005- April 30, 2006
Fourteenth Semiannual Public Report of Aggregate Data	December 28, 2006	May 1, 2006- October 31, 2006
Fifteenth Semiannual Public Report of Aggregate Data	June 28, 2007	November 1, 2006- April 30, 2007
Sixteenth Semiannual Public Report of Aggregate Data	January 14, 2008	May 1, 2007- October 31, 2007
Seventeenth Semiannual Public Report of Aggregate Data	July 25, 2008	November 1, 2007- April 30, 2008
Eighteenth Semiannual Public Report of Aggregate Data	January 23, 2009	May 1, 2008- October 31, 2008
Nineteenth Semiannual Public Report of Aggregate Data	August 12, 2009	November 1, 2008- April 30, 2009
First Public Report of Aggregate Data ¹¹	April 2010	May 1, 2009- June 30, 2009
Second Public Report of Aggregate Data	December 2010	July 1, 2009-December 31, 2009
Third Public Report of Aggregate Data	July 2011	January 1, 2010-June 30, 2010
Fourth Public Report of Aggregate Data	August 2011	July 1, 2010-December 31, 2010
Fifth Public Report of Aggregate Data	January 2012	January 1, 2011-June 30, 2011
Sixth Public Report of Aggregate Data	March 2012	July 1, 2011-December 31, 2011
Seventh Public Report of Aggregate Data	December 2013	January 1, 2012-June 30, 2012
Eighth Public Report of Aggregate Data	December 2013	July 1, 2012- December 31, 2012
Ninth Public Report of Aggregate Data	October 2014	January 1, 2013- June 30, 2013
Tenth Public Report of Aggregate Data	May 2015	July 1, 2013 – December 31, 2013
Eleventh Public Report of Aggregate Data	September 2015	January 1, 2014- June 30, 2014
Twelfth Public Report of Aggregate Data	October 2016	July 1, 2014- December 31, 2014

¹¹ OLEPS published aggregate reports after the first report in April 2010.

Appendix Two

A010-Metro South

Troop A

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	38	37	11	1	3	1	91
<i>% of Total</i>	41.8%	40.7%	12.1%	1.1%	3.3%	1.1%	36.1%
Non-Moving	57	61	40	--	1	1	160
<i>% of Total</i>	35.6%	38.1%	25.0%		0.6%	0.6%	63.5%
No Reason Provided	1	--	--	--	--	--	1
<i>% of Total</i>	100.0%						0.4%
Total	96	98	51	1	4	2	252
<i>% of Total</i>	38.1%	38.9%	20.2%	0.4%	1.6%	0.8%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	14	16	11	--	--	--	41
<i>% of Total</i>	34.1%	39.0%	26.8%				97.6%
Occupant Frisks	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Non-Consensual Searches	5	13	10	--	--	--	28
<i>% of Total</i>	17.9%	46.4%	35.7%				66.7%
Canine Deployments	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Arrests	7	14	10	--	--	--	31
<i>% of Total</i>	22.6%	45.2%	32.3%				73.8%
Total	15	16	11	0	0	0	42
<i>% of Total</i>	35.7%	38.1%	26.2%	0.0%	0.0%	0.0%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Chemical	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Deadly	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Mechanical	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Physical	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Physical & Mechanical	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Force	0	0	0	0	0	0
<i>% of Total</i>	0.0%	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, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Granted	3	4	1	--	--	--	8
<i>% of Total</i>	<i>37.5%</i>	<i>50.0%</i>	<i>12.5%</i>				<i>100.0%</i>
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Total Requests	3	4	1	0	0	0	8
<i>% of Total</i>	<i>37.5%</i>	<i>50.0%</i>	<i>12.5%</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, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	6	2	4	1	--	--	13
<i>% of Total</i>	<i>46.2%</i>	<i>15.4%</i>	<i>30.8%</i>	<i>7.7%</i>			<i>5.2%</i>
Moving Warning	23	23	4	--	1	--	51
<i>% of Total</i>	<i>45.1%</i>	<i>45.1%</i>	<i>7.8%</i>		<i>2.0%</i>		<i>20.2%</i>
Non-Moving Summons	26	19	16	--	--	--	61
<i>% of Total</i>	<i>42.6%</i>	<i>31.1%</i>	<i>26.2%</i>				<i>24.2%</i>
Non-Moving Warning	15	24	10	--	--	--	49
<i>% of Total</i>	<i>30.6%</i>	<i>49.0%</i>	<i>20.4%</i>				<i>19.4%</i>
Mixed	4	11	3	--	--	--	18
<i>% of Total</i>	<i>22.2%</i>	<i>61.1%</i>	<i>16.7%</i>				<i>7.1%</i>
No Enforcement	22	19	14	--	3	2	60
<i>% of Total</i>	<i>36.7%</i>	<i>31.7%</i>	<i>23.3%</i>		<i>5.0%</i>	<i>3.3%</i>	<i>23.8%</i>
Total	96	98	51	1	4	2	252
<i>% of Total</i>	<i>38.1%</i>	<i>38.9%</i>	<i>20.2%</i>	<i>0.4%</i>	<i>1.6%</i>	<i>0.8%</i>	<i>100.0%</i>

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	4	2	1	0	0	0	7
<i>% of Total</i>	<i>57.1%</i>	<i>28.6%</i>	<i>14.3%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

A010-Metro South

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	11	28	14	0	0	53
<i>% of Total</i>	<i>20.8%</i>	<i>52.8%</i>	<i>26.4%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	1	--	--	--	--	1
<i>% of Total</i>	<i>100.0%</i>					<i>2.0%</i>
Obstruction	3	12	12	--	--	27
<i>% of Total</i>	<i>11.1%</i>	<i>44.4%</i>	<i>44.4%</i>			<i>54.0%</i>
Paraphernalia	4	--	--	--	--	4
<i>% of Total</i>	<i>100.0%</i>					<i>8.0%</i>
Possession	4	11	--	--	--	15
<i>% of Total</i>	<i>26.7%</i>	<i>73.3%</i>				<i>30.0%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
No Charges Filed	--	3	--	--	--	3
<i>% of Total</i>		<i>100.0%</i>				<i>6.0%</i>
Total	12	26	12	0	0	50
<i>% of Total</i>	<i>24.0%</i>	<i>52.0%</i>	<i>24.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	3	12	12	0	0	27
<i>% of Total</i>	<i>11.1%</i>	<i>44.4%</i>	<i>44.4%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

A040-Bridgeton

Troop A

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	669	612	341	3	20	4	1,649
<i>% of Total</i>	40.6%	37.1%	20.7%	0.2%	1.2%	0.2%	45.7%
Non-Moving	663	863	345	1	16	5	1,893
<i>% of Total</i>	35.0%	45.6%	18.2%	0.1%	0.8%	0.3%	52.4%
No Reason Provided	30	13	23	--	--	2	68
<i>% of Total</i>	44.1%	19.1%	33.8%			2.9%	1.9%
Total	1,362	1,488	709	4	36	11	3,610
<i>% of Total</i>	37.7%	41.2%	19.6%	0.1%	1.0%	0.3%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	77	150	75	--	--	--	302
<i>% of Total</i>	25.5%	49.7%	24.8%				92.1%
Occupant Frisks	6	8	7	--	--	--	21
<i>% of Total</i>	28.6%	38.1%	33.3%				6.4%
Non-Consensual Searches	67	119	57	--	--	--	243
<i>% of Total</i>	27.6%	49.0%	23.5%				74.1%
Canine Deployments	1	--	--	--	--	--	1
<i>% of Total</i>	100.0%						0.3%
Arrests	72	138	57	--	--	--	267
<i>% of Total</i>	27.0%	51.7%	21.3%				81.4%
Total	90	158	80	0	0	0	328
<i>% of Total</i>	27.4%	48.2%	24.4%	0.0%	0.0%	0.0%	100.0%

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

January 1, 2015 - June 30, 2015

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

A040-Bridgeton

Troop A

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	--	6	--	--	--	--	6
<i>% of Total</i>		100.0%					13.3%
Granted	4	34	1	--	--	--	39
<i>% of Total</i>	10.3%	87.2%	2.6%				86.7%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	4	40	1	0	0	0	45
<i>% of Total</i>	8.9%	88.9%	2.2%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	63	52	21	--	4	1	141
<i>% of Total</i>	44.7%	36.9%	14.9%		2.8%	0.7%	3.9%
Moving Warning	377	305	135	3	12	--	832
<i>% of Total</i>	45.3%	36.7%	16.2%	0.4%	1.4%		23.0%
Non-Moving Summons	144	189	139	--	3	1	476
<i>% of Total</i>	30.3%	39.7%	29.2%		0.6%	0.2%	13.2%
Non-Moving Warning	365	516	167	1	10	3	1,062
<i>% of Total</i>	34.4%	48.6%	15.7%	0.1%	0.9%	0.3%	29.4%
Mixed	120	227	156	--	1	2	506
<i>% of Total</i>	23.7%	44.9%	30.8%		0.2%	0.4%	14.0%
No Enforcement	293	199	91	--	6	4	593
<i>% of Total</i>	49.4%	33.6%	15.3%		1.0%	0.7%	16.4%
Total	1,362	1,488	709	4	36	11	3,610
<i>% of Total</i>	37.7%	41.2%	19.6%	0.1%	1.0%	0.3%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	2	35	4	0	0	0	41
<i>% of Total</i>	4.9%	85.4%	9.8%	0.0%	0.0%	0.0%	100.0%

A040-Bridgeton

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	99	225	75	0	0	399
<i>% of Total</i>	<i>24.8%</i>	<i>56.4%</i>	<i>18.8%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	33	18	37	--	--	88
<i>% of Total</i>	<i>37.5%</i>	<i>20.5%</i>	<i>42.0%</i>			<i>23.6%</i>
Obstruction	32	120	18	--	--	170
<i>% of Total</i>	<i>18.8%</i>	<i>70.6%</i>	<i>10.6%</i>			<i>45.6%</i>
Paraphernalia	2	15	--	--	--	17
<i>% of Total</i>	<i>11.8%</i>	<i>88.2%</i>				<i>4.6%</i>
Possession	3	48	6	--	--	57
<i>% of Total</i>	<i>5.3%</i>	<i>84.2%</i>	<i>10.5%</i>			<i>15.3%</i>
Weapons	--	4	1	--	--	5
<i>% of Total</i>		<i>80.0%</i>	<i>20.0%</i>			<i>1.3%</i>
Other	--	9	1	--	--	10
<i>% of Total</i>		<i>90.0%</i>	<i>10.0%</i>			<i>2.7%</i>
No Charges Filed	2	22	2	--	--	26
<i>% of Total</i>	<i>7.7%</i>	<i>84.6%</i>	<i>7.7%</i>			<i>7.0%</i>
Total	72	236	65	0	0	373
<i>% of Total</i>	<i>19.3%</i>	<i>63.3%</i>	<i>17.4%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	32	120	18	0	0	170
<i>% of Total</i>	<i>18.8%</i>	<i>70.6%</i>	<i>10.6%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

A050-Woodbine

Troop A

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	2,734	317	169	3	30	14	3,267
<i>% of Total</i>	83.7%	9.7%	5.2%	0.1%	0.9%	0.4%	68.4%
Non-Moving	1,119	196	113	2	9	7	1,446
<i>% of Total</i>	77.4%	13.6%	7.8%	0.1%	0.6%	0.5%	30.3%
No Reason Provided	40	16	7	--	1	2	66
<i>% of Total</i>	60.6%	24.2%	10.6%		1.5%	3.0%	1.4%
Total	3,893	529	289	5	40	23	4,779
<i>% of Total</i>	81.5%	11.1%	6.0%	0.1%	0.8%	0.5%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	154	43	16	--	--	1	214
<i>% of Total</i>	72.0%	20.1%	7.5%			0.5%	89.9%
Occupant Frisks	13	4	3	--	--	--	20
<i>% of Total</i>	65.0%	20.0%	15.0%				8.4%
Non-Consensual Searches	101	35	14	--	--	--	150
<i>% of Total</i>	67.3%	23.3%	9.3%				63.0%
Canine Deployments	1	1	--	--	--	--	2
<i>% of Total</i>	50.0%	50.0%					0.8%
Arrests	108	39	14	--	--	--	161
<i>% of Total</i>	67.1%	24.2%	8.7%				67.6%
Total	173	47	17	0	0	1	238
<i>% of Total</i>	72.7%	19.7%	7.1%	0.0%	0.0%	0.4%	100.0%

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

January 1, 2015 - June 30, 2015

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

A050-Woodbine

Troop A

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	3	2	--	--	--	--	5
<i>% of Total</i>	60.0%	40.0%					19.2%
Granted	13	7	1	--	--	--	21
<i>% of Total</i>	61.9%	33.3%	4.8%				80.8%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	16	9	1	0	0	0	26
<i>% of Total</i>	61.5%	34.6%	3.8%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	204	25	14	1	2	--	246
<i>% of Total</i>	82.9%	10.2%	5.7%	0.4%	0.8%		5.1%
Moving Warning	1,615	178	88	1	20	3	1,905
<i>% of Total</i>	84.8%	9.3%	4.6%	0.1%	1.0%	0.2%	39.9%
Non-Moving Summons	438	75	57	1	4	3	578
<i>% of Total</i>	75.8%	13.0%	9.9%	0.2%	0.7%	0.5%	12.1%
Non-Moving Warning	747	133	55	2	8	2	947
<i>% of Total</i>	78.9%	14.0%	5.8%	0.2%	0.8%	0.2%	19.8%
Mixed	312	59	42	--	2	3	418
<i>% of Total</i>	74.6%	14.1%	10.0%		0.5%	0.7%	8.7%
No Enforcement	577	59	33	--	4	12	685
<i>% of Total</i>	84.2%	8.6%	4.8%		0.6%	1.8%	14.3%
Total	3,893	529	289	5	40	23	4,779
<i>% of Total</i>	81.5%	11.1%	6.0%	0.1%	0.8%	0.5%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	15	11	1	0	0	0	27
<i>% of Total</i>	55.6%	40.7%	3.7%	0.0%	0.0%	0.0%	100.0%

A050-Woodbine

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	183	61	20	0	0	264
<i>% of Total</i>	<i>69.3%</i>	<i>23.1%</i>	<i>7.6%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	43	7	2	--	--	52
<i>% of Total</i>	<i>82.7%</i>	<i>13.5%</i>	<i>3.8%</i>			<i>20.1%</i>
Obstruction	60	35	12	--	--	107
<i>% of Total</i>	<i>56.1%</i>	<i>32.7%</i>	<i>11.2%</i>			<i>41.3%</i>
Paraphernalia	22	7	--	--	--	29
<i>% of Total</i>	<i>75.9%</i>	<i>24.1%</i>				<i>11.2%</i>
Possession	27	17	--	--	--	44
<i>% of Total</i>	<i>61.4%</i>	<i>38.6%</i>				<i>17.0%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	8	2	--	--	--	10
<i>% of Total</i>	<i>80.0%</i>	<i>20.0%</i>				<i>3.9%</i>
No Charges Filed	14	2	1	--	--	17
<i>% of Total</i>	<i>82.4%</i>	<i>11.8%</i>	<i>5.9%</i>			<i>6.6%</i>
Total	174	70	15	0	0	259
<i>% of Total</i>	<i>67.2%</i>	<i>27.0%</i>	<i>5.8%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	60	35	12	0	0	107
<i>% of Total</i>	<i>56.1%</i>	<i>32.7%</i>	<i>11.2%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

A090-Buena Vista

Troop A

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	2,037	584	388	4	83	11	3,107
<i>% of Total</i>	65.6%	18.8%	12.5%	0.1%	2.7%	0.4%	59.6%
Non-Moving	1,179	469	367	1	40	6	2,062
<i>% of Total</i>	57.2%	22.7%	17.8%	0.0%	1.9%	0.3%	39.6%
No Reason Provided	23	10	6	--	1	--	40
<i>% of Total</i>	57.5%	25.0%	15.0%		2.5%		0.8%
Total	3,239	1,063	761	5	124	17	5,209
<i>% of Total</i>	62.2%	20.4%	14.6%	0.1%	2.4%	0.3%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	168	87	65	--	4	1	325
<i>% of Total</i>	51.7%	26.8%	20.0%		1.2%	0.3%	92.9%
Occupant Frisks	13	3	4	--	--	--	20
<i>% of Total</i>	65.0%	15.0%	20.0%				5.7%
Non-Consensual Searches	117	68	44	--	2	--	231
<i>% of Total</i>	50.6%	29.4%	19.0%		0.9%		66.0%
Canine Deployments	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Arrests	128	74	47	--	2	--	251
<i>% of Total</i>	51.0%	29.5%	18.7%		0.8%		71.7%
Total	185	94	66	0	4	1	350
<i>% of Total</i>	52.9%	26.9%	18.9%	0.0%	1.1%	0.3%	100.0%

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

January 1, 2015 - June 30, 2015

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

A090-Buena Vista

Troop A

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	1	--	--	--	--	--	1
<i>% of Total</i>	100.0%						2.6%
Granted	21	8	7	--	1	--	37
<i>% of Total</i>	56.8%	21.6%	18.9%		2.7%		97.4%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	22	8	7	0	1	0	38
<i>% of Total</i>	57.9%	21.1%	18.4%	0.0%	2.6%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	186	50	39	--	11	2	288
<i>% of Total</i>	64.6%	17.4%	13.5%		3.8%	0.7%	5.5%
Moving Warning	1,080	317	182	3	40	--	1,622
<i>% of Total</i>	66.6%	19.5%	11.2%	0.2%	2.5%		31.1%
Non-Moving Summons	336	130	126	--	15	2	609
<i>% of Total</i>	55.2%	21.3%	20.7%		2.5%	0.3%	11.7%
Non-Moving Warning	714	288	208	--	26	--	1,236
<i>% of Total</i>	57.8%	23.3%	16.8%		2.1%		23.7%
Mixed	449	160	142	--	22	2	775
<i>% of Total</i>	57.9%	20.6%	18.3%		2.8%	0.3%	14.9%
No Enforcement	474	118	64	2	10	11	679
<i>% of Total</i>	69.8%	17.4%	9.4%	0.3%	1.5%	1.6%	13.0%
Total	3,239	1,063	761	5	124	17	5,209
<i>% of Total</i>	62.2%	20.4%	14.6%	0.1%	2.4%	0.3%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	21	6	5	0	1	0	33
<i>% of Total</i>	63.6%	18.2%	15.2%	0.0%	3.0%	0.0%	100.0%

A090-Buena Vista

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	205	142	84	0	4	435
<i>% of Total</i>	<i>47.1%</i>	<i>32.6%</i>	<i>19.3%</i>	<i>0.0%</i>	<i>0.9%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	33	9	2	--	--	44
<i>% of Total</i>	<i>75.0%</i>	<i>20.5%</i>	<i>4.5%</i>			<i>12.3%</i>
Obstruction	78	78	45	--	--	201
<i>% of Total</i>	<i>38.8%</i>	<i>38.8%</i>	<i>22.4%</i>			<i>56.0%</i>
Paraphernalia	17	2	2	1	--	22
<i>% of Total</i>	<i>77.3%</i>	<i>9.1%</i>	<i>9.1%</i>	<i>4.5%</i>		<i>6.1%</i>
Possession	36	13	4	1	--	54
<i>% of Total</i>	<i>66.7%</i>	<i>24.1%</i>	<i>7.4%</i>	<i>1.9%</i>		<i>15.0%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	--	1	1	2	--	4
<i>% of Total</i>		<i>25.0%</i>	<i>25.0%</i>	<i>50.0%</i>		<i>1.1%</i>
No Charges Filed	17	7	10	--	--	34
<i>% of Total</i>	<i>50.0%</i>	<i>20.6%</i>	<i>29.4%</i>			<i>9.5%</i>
Total	181	110	64	4	0	359
<i>% of Total</i>	<i>50.4%</i>	<i>30.6%</i>	<i>17.8%</i>	<i>1.1%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	78	78	45	0	0	201
<i>% of Total</i>	<i>38.8%</i>	<i>38.8%</i>	<i>22.4%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

A100-Port Norris

Troop A

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	1,874	612	304	1	40	1	2,832
<i>% of Total</i>	66.2%	21.6%	10.7%	0.0%	1.4%	0.0%	55.4%
Non-Moving	1,433	540	262	1	4	1	2,241
<i>% of Total</i>	63.9%	24.1%	11.7%	0.0%	0.2%	0.0%	43.8%
No Reason Provided	22	10	6	--	--	1	39
<i>% of Total</i>	56.4%	25.6%	15.4%			2.6%	0.8%
Total	3,329	1,162	572	2	44	3	5,112
<i>% of Total</i>	65.1%	22.7%	11.2%	0.0%	0.9%	0.1%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	139	141	63	--	1	--	344
<i>% of Total</i>	40.4%	41.0%	18.3%		0.3%		96.1%
Occupant Frisks	10	4	3	--	--	--	17
<i>% of Total</i>	58.8%	23.5%	17.6%				4.7%
Non-Consensual Searches	109	119	49	--	--	--	277
<i>% of Total</i>	39.4%	43.0%	17.7%				77.4%
Canine Deployments	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Arrests	116	126	51	--	--	--	293
<i>% of Total</i>	39.6%	43.0%	17.4%				81.8%
Total	145	146	65	0	2	0	358
<i>% of Total</i>	40.5%	40.8%	18.2%	0.0%	0.6%	0.0%	100.0%

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

January 1, 2015 - June 30, 2015

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

A100-Port Norris

Troop A

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	1	4	--	--	--	--	5
<i>% of Total</i>	20.0%	80.0%					17.2%
Granted	11	9	4	--	--	--	24
<i>% of Total</i>	45.8%	37.5%	16.7%				82.8%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	12	13	4	0	0	0	29
<i>% of Total</i>	41.4%	44.8%	13.8%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	190	84	43	--	10	--	327
<i>% of Total</i>	58.1%	25.7%	13.1%		3.1%		6.4%
Moving Warning	1,021	288	118	--	24	1	1,452
<i>% of Total</i>	70.3%	19.8%	8.1%		1.7%	0.1%	28.4%
Non-Moving Summons	371	170	114	--	3	1	659
<i>% of Total</i>	56.3%	25.8%	17.3%		0.5%	0.2%	12.9%
Non-Moving Warning	841	302	127	1	3	--	1,274
<i>% of Total</i>	66.0%	23.7%	10.0%	0.1%	0.2%		24.9%
Mixed	345	165	90	1	3	--	604
<i>% of Total</i>	57.1%	27.3%	14.9%	0.2%	0.5%		11.8%
No Enforcement	561	153	80	--	1	1	796
<i>% of Total</i>	70.5%	19.2%	10.1%		0.1%	0.1%	15.6%
Total	3,329	1,162	572	2	44	3	5,112
<i>% of Total</i>	65.1%	22.7%	11.2%	0.0%	0.9%	0.1%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	10	13	3	0	0	0	26
<i>% of Total</i>	38.5%	50.0%	11.5%	0.0%	0.0%	0.0%	100.0%

A100-Port Norris

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	202	227	88	0	0	517
<i>% of Total</i>	<i>39.1%</i>	<i>43.9%</i>	<i>17.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	19	15	10	--	--	44
<i>% of Total</i>	<i>43.2%</i>	<i>34.1%</i>	<i>22.7%</i>			<i>11.1%</i>
Obstruction	97	123	39	--	--	259
<i>% of Total</i>	<i>37.5%</i>	<i>47.5%</i>	<i>15.1%</i>			<i>65.6%</i>
Paraphernalia	7	2	2	--	--	11
<i>% of Total</i>	<i>63.6%</i>	<i>18.2%</i>	<i>18.2%</i>			<i>2.8%</i>
Possession	12	20	4	--	--	36
<i>% of Total</i>	<i>33.3%</i>	<i>55.6%</i>	<i>11.1%</i>			<i>9.1%</i>
Weapons	1	5	--	--	--	6
<i>% of Total</i>	<i>16.7%</i>	<i>83.3%</i>				<i>1.5%</i>
Other	13	5	--	--	--	18
<i>% of Total</i>	<i>72.2%</i>	<i>27.8%</i>				<i>4.6%</i>
No Charges Filed	5	12	4	--	--	21
<i>% of Total</i>	<i>23.8%</i>	<i>57.1%</i>	<i>19.0%</i>			<i>5.3%</i>
Total	154	182	59	0	0	395
<i>% of Total</i>	<i>39.0%</i>	<i>46.1%</i>	<i>14.9%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	97	123	39	0	0	259
<i>% of Total</i>	<i>37.5%</i>	<i>47.5%</i>	<i>15.1%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

A140-Woodstown

Troop A

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	1,751	763	206	1	78	9	2,808
<i>% of Total</i>	62.4%	27.2%	7.3%	0.0%	2.8%	0.3%	64.1%
Non-Moving	893	472	137	3	22	3	1,530
<i>% of Total</i>	58.4%	30.8%	9.0%	0.2%	1.4%	0.2%	34.9%
No Reason Provided	22	15	1	--	1	4	43
<i>% of Total</i>	51.2%	34.9%	2.3%		2.3%	9.3%	1.0%
Total	2,666	1,250	344	4	101	16	4,381
<i>% of Total</i>	60.9%	28.5%	7.9%	0.1%	2.3%	0.4%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	80	78	28	--	3	1	190
<i>% of Total</i>	42.1%	41.1%	14.7%		1.6%	0.5%	89.6%
Occupant Frisks	6	4	2	--	--	--	12
<i>% of Total</i>	50.0%	33.3%	16.7%				5.7%
Non-Consensual Searches	57	71	24	--	3	--	155
<i>% of Total</i>	36.8%	45.8%	15.5%		1.9%		73.1%
Canine Deployments	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Arrests	66	75	25	--	3	--	169
<i>% of Total</i>	39.1%	44.4%	14.8%		1.8%		79.7%
Total	92	85	29	0	5	1	212
<i>% of Total</i>	43.4%	40.1%	13.7%	0.0%	2.4%	0.5%	100.0%

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

January 1, 2015 - June 30, 2015

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

A140-Woodstown

Troop A

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Granted	11	10	1	--	--	--	22
<i>% of Total</i>	<i>50.0%</i>	<i>45.5%</i>	<i>4.5%</i>				<i>100.0%</i>
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Total Requests	11	10	1	0	0	0	22
<i>% of Total</i>	<i>50.0%</i>	<i>45.5%</i>	<i>4.5%</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, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	339	135	44	1	24	1	544
<i>% of Total</i>	<i>62.3%</i>	<i>24.8%</i>	<i>8.1%</i>	<i>0.2%</i>	<i>4.4%</i>	<i>0.2%</i>	<i>12.4%</i>
Moving Warning	801	331	60	--	30	1	1,223
<i>% of Total</i>	<i>65.5%</i>	<i>27.1%</i>	<i>4.9%</i>		<i>2.5%</i>	<i>0.1%</i>	<i>27.9%</i>
Non-Moving Summons	246	167	64	2	9	--	488
<i>% of Total</i>	<i>50.4%</i>	<i>34.2%</i>	<i>13.1%</i>	<i>0.4%</i>	<i>1.8%</i>		<i>11.1%</i>
Non-Moving Warning	557	256	66	--	11	2	892
<i>% of Total</i>	<i>62.4%</i>	<i>28.7%</i>	<i>7.4%</i>		<i>1.2%</i>	<i>0.2%</i>	<i>20.4%</i>
Mixed	427	264	90	--	21	--	802
<i>% of Total</i>	<i>53.2%</i>	<i>32.9%</i>	<i>11.2%</i>		<i>2.6%</i>		<i>18.3%</i>
No Enforcement	296	97	20	1	6	12	432
<i>% of Total</i>	<i>68.5%</i>	<i>22.5%</i>	<i>4.6%</i>	<i>0.2%</i>	<i>1.4%</i>	<i>2.8%</i>	<i>9.9%</i>
Total	2,666	1,250	344	4	101	16	4,381
<i>% of Total</i>	<i>60.9%</i>	<i>28.5%</i>	<i>7.9%</i>	<i>0.1%</i>	<i>2.3%</i>	<i>0.4%</i>	<i>100.0%</i>

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	11	11	3	0	0	0	25
<i>% of Total</i>	<i>44.0%</i>	<i>44.0%</i>	<i>12.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

A140-Woodstown

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	88	130	45	0	2	265
<i>% of Total</i>	<i>33.2%</i>	<i>49.1%</i>	<i>17.0%</i>	<i>0.0%</i>	<i>0.8%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	21	9	3	1	--	34
<i>% of Total</i>	<i>61.8%</i>	<i>26.5%</i>	<i>8.8%</i>	<i>2.9%</i>		<i>15.3%</i>
Obstruction	36	67	19	1	--	123
<i>% of Total</i>	<i>29.3%</i>	<i>54.5%</i>	<i>15.4%</i>	<i>0.8%</i>		<i>55.4%</i>
Paraphernalia	8	5	1	--	--	14
<i>% of Total</i>	<i>57.1%</i>	<i>35.7%</i>	<i>7.1%</i>			<i>6.3%</i>
Possession	11	16	3	--	--	30
<i>% of Total</i>	<i>36.7%</i>	<i>53.3%</i>	<i>10.0%</i>			<i>13.5%</i>
Weapons	1	--	--	--	--	1
<i>% of Total</i>	<i>100.0%</i>					<i>0.5%</i>
Other	--	3	2	--	--	5
<i>% of Total</i>		<i>60.0%</i>	<i>40.0%</i>			<i>2.3%</i>
No Charges Filed	4	11	--	--	--	15
<i>% of Total</i>	<i>26.7%</i>	<i>73.3%</i>				<i>6.8%</i>
Total	81	111	28	2	0	222
<i>% of Total</i>	<i>36.5%</i>	<i>50.0%</i>	<i>12.6%</i>	<i>0.9%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	36	67	19	0	1	123
<i>% of Total</i>	<i>29.3%</i>	<i>54.5%</i>	<i>15.4%</i>	<i>0.0%</i>	<i>0.8%</i>	<i>100.0%</i>

A160-Atlantic City

Troop A

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	4,103	1,334	507	6	300	17	6,267
<i>% of Total</i>	65.5%	21.3%	8.1%	0.1%	4.8%	0.3%	88.2%
Non-Moving	393	206	86	2	25	2	714
<i>% of Total</i>	55.0%	28.9%	12.0%	0.3%	3.5%	0.3%	10.0%
No Reason Provided	76	30	11	--	6	4	127
<i>% of Total</i>	59.8%	23.6%	8.7%		4.7%	3.1%	1.8%
Total	4,572	1,570	604	8	331	23	7,108
<i>% of Total</i>	64.3%	22.1%	8.5%	0.1%	4.7%	0.3%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	303	198	61	--	23	--	585
<i>% of Total</i>	51.8%	33.8%	10.4%		3.9%		88.8%
Occupant Frisks	28	16	3	--	1	--	48
<i>% of Total</i>	58.3%	33.3%	6.3%		2.1%		7.3%
Non-Consensual Searches	177	145	34	--	5	--	361
<i>% of Total</i>	49.0%	40.2%	9.4%		1.4%		54.8%
Canine Deployments	--	1	--	--	--	--	1
<i>% of Total</i>		100.0%					0.2%
Arrests	186	149	35	--	5	--	375
<i>% of Total</i>	49.6%	39.7%	9.3%		1.3%		56.9%
Total	345	216	73	0	25	0	659
<i>% of Total</i>	52.4%	32.8%	11.1%	0.0%	3.8%	0.0%	100.0%

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

January 1, 2015 - June 30, 2015

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

A160-Atlantic City

Troop A

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	1	1	1	--	--	--	3
<i>% of Total</i>	33.3%	33.3%	33.3%				7.9%
Granted	18	16	1	--	--	--	35
<i>% of Total</i>	51.4%	45.7%	2.9%				92.1%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	19	17	2	0	0	0	38
<i>% of Total</i>	50.0%	44.7%	5.3%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	937	349	118	2	100	1	1,507
<i>% of Total</i>	62.2%	23.2%	7.8%	0.1%	6.6%	0.1%	21.2%
Moving Warning	1,708	486	172	4	115	2	2,487
<i>% of Total</i>	68.7%	19.5%	6.9%	0.2%	4.6%	0.1%	35.0%
Non-Moving Summons	272	109	57	--	21	1	460
<i>% of Total</i>	59.1%	23.7%	12.4%		4.6%	0.2%	6.5%
Non-Moving Warning	206	112	45	1	11	2	377
<i>% of Total</i>	54.6%	29.7%	11.9%	0.3%	2.9%	0.5%	5.3%
Mixed	786	331	153	--	45	1	1,316
<i>% of Total</i>	59.7%	25.2%	11.6%		3.4%	0.1%	18.5%
No Enforcement	663	183	59	1	39	16	961
<i>% of Total</i>	69.0%	19.0%	6.1%	0.1%	4.1%	1.7%	13.5%
Total	4,572	1,570	604	8	331	23	7,108
<i>% of Total</i>	64.3%	22.1%	8.5%	0.1%	4.7%	0.3%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	21	12	3	0	0	0	36
<i>% of Total</i>	58.3%	33.3%	8.3%	0.0%	0.0%	0.0%	100.0%

A160-Atlantic City

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	259	245	66	0	6	576
<i>% of Total</i>	<i>45.0%</i>	<i>42.5%</i>	<i>11.5%</i>	<i>0.0%</i>	<i>1.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	89	37	25	2	--	153
<i>% of Total</i>	<i>58.2%</i>	<i>24.2%</i>	<i>16.3%</i>	<i>1.3%</i>		<i>29.8%</i>
Obstruction	82	125	20	1	--	228
<i>% of Total</i>	<i>36.0%</i>	<i>54.8%</i>	<i>8.8%</i>	<i>0.4%</i>		<i>44.4%</i>
Paraphernalia	13	4	1	--	--	18
<i>% of Total</i>	<i>72.2%</i>	<i>22.2%</i>	<i>5.6%</i>			<i>3.5%</i>
Possession	24	25	9	--	--	58
<i>% of Total</i>	<i>41.4%</i>	<i>43.1%</i>	<i>15.5%</i>			<i>11.3%</i>
Weapons	--	1	--	--	--	1
<i>% of Total</i>		<i>100.0%</i>				<i>0.2%</i>
Other	5	3	2	--	--	10
<i>% of Total</i>	<i>50.0%</i>	<i>30.0%</i>	<i>20.0%</i>			<i>1.9%</i>
No Charges Filed	27	15	3	--	--	45
<i>% of Total</i>	<i>60.0%</i>	<i>33.3%</i>	<i>6.7%</i>			<i>8.8%</i>
Total	240	210	60	3	0	513
<i>% of Total</i>	<i>46.8%</i>	<i>40.9%</i>	<i>11.7%</i>	<i>0.6%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	82	125	20	0	1	228
<i>% of Total</i>	<i>36.0%</i>	<i>54.8%</i>	<i>8.8%</i>	<i>0.0%</i>	<i>0.4%</i>	<i>100.0%</i>

A310-Bellmawr

Troop A

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	5,343	2,368	793	11	338	21	8,874
<i>% of Total</i>	60.2%	26.7%	8.9%	0.1%	3.8%	0.2%	80.5%
Non-Moving	1,089	605	279	--	62	6	2,041
<i>% of Total</i>	53.4%	29.6%	13.7%		3.0%	0.3%	18.5%
No Reason Provided	61	30	12	--	2	3	108
<i>% of Total</i>	56.5%	27.8%	11.1%		1.9%	2.8%	1.0%
Total	6,493	3,003	1,084	11	402	30	11,023
<i>% of Total</i>	58.9%	27.2%	9.8%	0.1%	3.6%	0.3%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	305	278	93	--	11	1	688
<i>% of Total</i>	44.3%	40.4%	13.5%		1.6%	0.1%	89.5%
Occupant Frisks	19	13	3	--	--	--	35
<i>% of Total</i>	54.3%	37.1%	8.6%				4.6%
Non-Consensual Searches	231	231	78	--	5	--	545
<i>% of Total</i>	42.4%	42.4%	14.3%		0.9%		70.9%
Canine Deployments	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Arrests	245	243	81	--	5	--	574
<i>% of Total</i>	42.7%	42.3%	14.1%		0.9%		74.6%
Total	345	301	108	0	14	1	769
<i>% of Total</i>	44.9%	39.1%	14.0%	0.0%	1.8%	0.1%	100.0%

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

January 1, 2015 - June 30, 2015

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

A310-Bellmawr

Troop A

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	1	--	--	--	1	--	2
<i>% of Total</i>	50.0%				50.0%		4.7%
Granted	20	17	4	--	--	--	41
<i>% of Total</i>	48.8%	41.5%	9.8%				95.3%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	21	17	4	0	1	0	43
<i>% of Total</i>	48.8%	39.5%	9.3%	0.0%	2.3%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,458	546	193	4	110	6	2,317
<i>% of Total</i>	62.9%	23.6%	8.3%	0.2%	4.7%	0.3%	21.0%
Moving Warning	1,862	888	224	4	122	4	3,104
<i>% of Total</i>	60.0%	28.6%	7.2%	0.1%	3.9%	0.1%	28.2%
Non-Moving Summons	744	399	171	--	37	--	1,351
<i>% of Total</i>	55.1%	29.5%	12.7%		2.7%		12.3%
Non-Moving Warning	520	297	125	--	39	3	984
<i>% of Total</i>	52.8%	30.2%	12.7%		4.0%	0.3%	8.9%
Mixed	1,050	525	241	2	51	1	1,870
<i>% of Total</i>	56.1%	28.1%	12.9%	0.1%	2.7%	0.1%	17.0%
No Enforcement	859	348	130	1	43	16	1,397
<i>% of Total</i>	61.5%	24.9%	9.3%	0.1%	3.1%	1.1%	12.7%
Total	6,493	3,003	1,084	11	402	30	11,023
<i>% of Total</i>	58.9%	27.2%	9.8%	0.1%	3.6%	0.3%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	39	23	7	0	1	0	70
<i>% of Total</i>	55.7%	32.9%	10.0%	0.0%	1.4%	0.0%	100.0%

A310-Bellmawr

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	342	349	113	0	10	814
<i>% of Total</i>	<i>42.0%</i>	<i>42.9%</i>	<i>13.9%</i>	<i>0.0%</i>	<i>1.2%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	79	46	16	3	--	144
<i>% of Total</i>	<i>54.9%</i>	<i>31.9%</i>	<i>11.1%</i>	<i>2.1%</i>		<i>20.2%</i>
Obstruction	160	207	62	2	--	431
<i>% of Total</i>	<i>37.1%</i>	<i>48.0%</i>	<i>14.4%</i>	<i>0.5%</i>		<i>60.4%</i>
Paraphernalia	27	5	3	--	--	35
<i>% of Total</i>	<i>77.1%</i>	<i>14.3%</i>	<i>8.6%</i>			<i>4.9%</i>
Possession	45	21	8	--	--	74
<i>% of Total</i>	<i>60.8%</i>	<i>28.4%</i>	<i>10.8%</i>			<i>10.4%</i>
Weapons	3	8	--	--	--	11
<i>% of Total</i>	<i>27.3%</i>	<i>72.7%</i>				<i>1.5%</i>
Other	1	6	--	--	--	7
<i>% of Total</i>	<i>14.3%</i>	<i>85.7%</i>				<i>1.0%</i>
No Charges Filed	3	8	--	--	--	11
<i>% of Total</i>	<i>27.3%</i>	<i>72.7%</i>				<i>1.5%</i>
Total	318	301	89	5	0	713
<i>% of Total</i>	<i>44.6%</i>	<i>42.2%</i>	<i>12.5%</i>	<i>0.7%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	160	207	62	0	2	431
<i>% of Total</i>	<i>37.1%</i>	<i>48.0%</i>	<i>14.4%</i>	<i>0.0%</i>	<i>0.5%</i>	<i>100.0%</i>

Other Stations

Troop A

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	893	218	131	3	34	1	1,280
<i>% of Total</i>	69.8%	17.0%	10.2%	0.2%	2.7%	0.1%	63.5%
Non-Moving	434	164	103	--	8	2	711
<i>% of Total</i>	61.0%	23.1%	14.5%		1.1%	0.3%	35.3%
No Reason Provided	11	8	4	--	--	3	26
<i>% of Total</i>	42.3%	30.8%	15.4%			11.5%	1.3%
Total	1,338	390	238	3	42	6	2,017
<i>% of Total</i>	66.3%	19.3%	11.8%	0.1%	2.1%	0.3%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	36	26	12	--	--	--	74
<i>% of Total</i>	48.6%	35.1%	16.2%				94.9%
Occupant Frisks	2	2	1	--	--	--	5
<i>% of Total</i>	40.0%	40.0%	20.0%				6.4%
Non-Consensual Searches	30	21	9	--	--	--	60
<i>% of Total</i>	50.0%	35.0%	15.0%				76.9%
Canine Deployments	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Arrests	32	23	10	--	--	--	65
<i>% of Total</i>	49.2%	35.4%	15.4%				83.3%
Total	39	27	12	0	0	0	78
<i>% of Total</i>	50.0%	34.6%	15.4%	0.0%	0.0%	0.0%	100.0%

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

January 1, 2015 - June 30, 2015

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

Other Stations

Troop A

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	1	1	--	--	--	--	2
<i>% of Total</i>	50.0%	50.0%					20.0%
Granted	3	2	2	--	--	--	7
<i>% of Total</i>	42.9%	28.6%	28.6%				70.0%
Withdrawn	--	1	--	--	--	--	1
<i>% of Total</i>		100.0%					10.0%
Total Requests	4	4	2	0	0	0	10
<i>% of Total</i>	40.0%	40.0%	20.0%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	78	19	16	--	4	--	117
<i>% of Total</i>	66.7%	16.2%	13.7%		3.4%		5.8%
Moving Warning	388	97	50	1	18	--	554
<i>% of Total</i>	70.0%	17.5%	9.0%	0.2%	3.2%		27.5%
Non-Moving Summons	118	42	27	--	1	1	189
<i>% of Total</i>	62.4%	22.2%	14.3%		0.5%	0.5%	9.4%
Non-Moving Warning	244	99	60	--	7	--	410
<i>% of Total</i>	59.5%	24.1%	14.6%		1.7%		20.3%
Mixed	347	92	59	2	10	--	510
<i>% of Total</i>	68.0%	18.0%	11.6%	0.4%	2.0%		25.3%
No Enforcement	163	41	26	--	2	5	237
<i>% of Total</i>	68.8%	17.3%	11.0%		0.8%	2.1%	11.8%
Total	1,338	390	238	3	42	6	2,017
<i>% of Total</i>	66.3%	19.3%	11.8%	0.1%	2.1%	0.3%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	3	4	0	0	0	0	7
<i>% of Total</i>	42.9%	57.1%	0.0%	0.0%	0.0%	0.0%	100.0%

Other Stations

Troop A

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	47	44	16	0	0	107
<i>% of Total</i>	<i>43.9%</i>	<i>41.1%</i>	<i>15.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	1	--	2	--	--	3
<i>% of Total</i>	<i>33.3%</i>		<i>66.7%</i>			<i>3.7%</i>
Obstruction	27	28	6	--	--	61
<i>% of Total</i>	<i>44.3%</i>	<i>45.9%</i>	<i>9.8%</i>			<i>75.3%</i>
Paraphernalia	2	--	--	--	--	2
<i>% of Total</i>	<i>100.0%</i>					<i>2.5%</i>
Possession	2	4	--	--	--	6
<i>% of Total</i>	<i>33.3%</i>	<i>66.7%</i>				<i>7.4%</i>
Weapons	1	--	--	--	--	1
<i>% of Total</i>	<i>100.0%</i>					<i>1.2%</i>
Other	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
No Charges Filed	2	2	4	--	--	8
<i>% of Total</i>	<i>25.0%</i>	<i>25.0%</i>	<i>50.0%</i>			<i>9.9%</i>
Total	35	34	12	0	0	81
<i>% of Total</i>	<i>43.2%</i>	<i>42.0%</i>	<i>14.8%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	27	28	6	0	0	61
<i>% of Total</i>	<i>44.3%</i>	<i>45.9%</i>	<i>9.8%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

B010-Metro North

Troop B

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	3	7	--	--	1	--	11
<i>% of Total</i>	27.3%	63.6%			9.1%		68.8%
Non-Moving	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
No Reason Provided	2	3	--	--	--	--	5
<i>% of Total</i>	40.0%	60.0%					31.3%
Total	5	10	0	0	1	0	16
<i>% of Total</i>	31.3%	62.5%	0.0%	0.0%	6.3%	0.0%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	--	2	--	--	--	--	2
<i>% of Total</i>		100.0%					100.0%
Occupant Frisks	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Non-Consensual Searches	--	2	--	--	--	--	2
<i>% of Total</i>		100.0%					100.0%
Canine Deployments	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Arrests	--	2	--	--	--	--	2
<i>% of Total</i>		100.0%					100.0%
Total	0	2	0	0	0	0	2
<i>% of Total</i>	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

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

January 1, 2015 - June 30, 2015

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

B010-Metro North

Troop B

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

January 1, 2015 - June 30, 2015

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	2	1	--	--	1	--	4
<i>% of Total</i>	<i>50.0%</i>	<i>25.0%</i>			<i>25.0%</i>		<i>25.0%</i>
Moving Warning	--	1	--	--	--	--	1
<i>% of Total</i>		<i>100.0%</i>					<i>6.3%</i>
Non-Moving Summons	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Non-Moving Warning	--	1	--	--	--	--	1
<i>% of Total</i>		<i>100.0%</i>					<i>6.3%</i>
Mixed	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
No Enforcement	3	7	--	--	--	--	10
<i>% of Total</i>	<i>30.0%</i>	<i>70.0%</i>					<i>62.5%</i>
Total	5	10	0	0	1	0	16
<i>% of Total</i>	<i>31.3%</i>	<i>62.5%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>6.3%</i>	<i>0.0%</i>	<i>100.0%</i>

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

January 1, 2015 - June 30, 2015

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

B010-Metro North

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

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

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Obstruction	--	2	--	--	--	2
<i>% of Total</i>		<i>100.0%</i>				<i>100.0%</i>
Paraphernalia	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Possession	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
No Charges Filed	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Total	0	2	0	0	0	2
<i>% of Total</i>	<i>0.0%</i>	<i>100.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	0	2	0	0	0	2
<i>% of Total</i>	<i>0.0%</i>	<i>100.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

B020-Hope

Troop B

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	3,787	1,002	965	27	544	20	6,345
<i>% of Total</i>	59.7%	15.8%	15.2%	0.4%	8.6%	0.3%	86.3%
Non-Moving	584	137	124	6	43	10	904
<i>% of Total</i>	64.6%	15.2%	13.7%	0.7%	4.8%	1.1%	12.3%
No Reason Provided	51	21	13	--	6	14	105
<i>% of Total</i>	48.6%	20.0%	12.4%		5.7%	13.3%	1.4%
Total	4,422	1,160	1,102	33	593	44	7,354
<i>% of Total</i>	60.1%	15.8%	15.0%	0.4%	8.1%	0.6%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	124	71	48	--	17	--	260
<i>% of Total</i>	47.7%	27.3%	18.5%		6.5%		91.9%
Occupant Frisks	15	5	6	--	1	--	27
<i>% of Total</i>	55.6%	18.5%	22.2%		3.7%		9.5%
Non-Consensual Searches	89	51	31	--	12	--	183
<i>% of Total</i>	48.6%	27.9%	16.9%		6.6%		64.7%
Canine Deployments	2	--	--	--	--	--	2
<i>% of Total</i>	100.0%						0.7%
Arrests	99	55	34	--	13	--	201
<i>% of Total</i>	49.3%	27.4%	16.9%		6.5%		71.0%
Total	141	76	49	0	17	0	283
<i>% of Total</i>	49.8%	26.9%	17.3%	0.0%	6.0%	0.0%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Chemical	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Deadly	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Mechanical	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Physical	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Physical & Mechanical	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Force	0	0	0	0	0	0
<i>% of Total</i>	0.0%	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, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	1	1	--	--	--	--	2
<i>% of Total</i>	50.0%	50.0%					4.8%
Granted	17	12	7	--	4	--	40
<i>% of Total</i>	42.5%	30.0%	17.5%		10.0%		95.2%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	18	13	7	0	4	0	42
<i>% of Total</i>	42.9%	31.0%	16.7%	0.0%	9.5%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,383	379	412	16	299	6	2,495
<i>% of Total</i>	55.4%	15.2%	16.5%	0.6%	12.0%	0.2%	33.9%
Moving Warning	1,353	307	277	6	142	5	2,090
<i>% of Total</i>	64.7%	14.7%	13.3%	0.3%	6.8%	0.2%	28.4%
Non-Moving Summons	398	88	102	3	49	1	641
<i>% of Total</i>	62.1%	13.7%	15.9%	0.5%	7.6%	0.2%	8.7%
Non-Moving Warning	321	72	58	2	13	1	467
<i>% of Total</i>	68.7%	15.4%	12.4%	0.4%	2.8%	0.2%	6.4%
Mixed	378	170	141	2	59	6	756
<i>% of Total</i>	50.0%	22.5%	18.7%	0.3%	7.8%	0.8%	10.3%
No Enforcement	589	144	112	4	31	25	905
<i>% of Total</i>	65.1%	15.9%	12.4%	0.4%	3.4%	2.8%	12.3%
Total	4,422	1,160	1,102	33	593	44	7,354
<i>% of Total</i>	60.1%	15.8%	15.0%	0.4%	8.1%	0.6%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	24	15	9	0	5	0	53
<i>% of Total</i>	45.3%	28.3%	17.0%	0.0%	9.4%	0.0%	100.0%

B020-Hope

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	141	112	77	0	18	348
<i>% of Total</i>	<i>40.5%</i>	<i>32.2%</i>	<i>22.1%</i>	<i>0.0%</i>	<i>5.2%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	40	11	11	4	--	66
<i>% of Total</i>	<i>60.6%</i>	<i>16.7%</i>	<i>16.7%</i>	<i>6.1%</i>		<i>18.3%</i>
Obstruction	35	42	20	7	--	104
<i>% of Total</i>	<i>33.7%</i>	<i>40.4%</i>	<i>19.2%</i>	<i>6.7%</i>		<i>28.8%</i>
Paraphernalia	23	18	6	2	--	49
<i>% of Total</i>	<i>46.9%</i>	<i>36.7%</i>	<i>12.2%</i>	<i>4.1%</i>		<i>13.6%</i>
Possession	44	27	16	5	--	92
<i>% of Total</i>	<i>47.8%</i>	<i>29.3%</i>	<i>17.4%</i>	<i>5.4%</i>		<i>25.5%</i>
Weapons	2	--	--	--	--	2
<i>% of Total</i>	<i>100.0%</i>					<i>0.6%</i>
Other	5	6	3	--	--	14
<i>% of Total</i>	<i>35.7%</i>	<i>42.9%</i>	<i>21.4%</i>			<i>3.9%</i>
No Charges Filed	19	11	4	--	--	34
<i>% of Total</i>	<i>55.9%</i>	<i>32.4%</i>	<i>11.8%</i>			<i>9.4%</i>
Total	168	115	60	18	0	361
<i>% of Total</i>	<i>46.5%</i>	<i>31.9%</i>	<i>16.6%</i>	<i>5.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	35	42	20	0	7	104
<i>% of Total</i>	<i>33.7%</i>	<i>40.4%</i>	<i>19.2%</i>	<i>0.0%</i>	<i>6.7%</i>	<i>100.0%</i>

B050-Sussex

Troop B

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	3,501	120	196	3	87	28	3,935
<i>% of Total</i>	89.0%	3.0%	5.0%	0.1%	2.2%	0.7%	68.7%
Non-Moving	1,475	71	101	1	25	6	1,679
<i>% of Total</i>	87.8%	4.2%	6.0%	0.1%	1.5%	0.4%	29.3%
No Reason Provided	102	7	1	--	2	4	116
<i>% of Total</i>	87.9%	6.0%	0.9%		1.7%	3.4%	2.0%
Total	5,078	198	298	4	114	38	5,730
<i>% of Total</i>	88.6%	3.5%	5.2%	0.1%	2.0%	0.7%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	145	10	12	--	1	1	169
<i>% of Total</i>	85.8%	5.9%	7.1%		0.6%	0.6%	85.8%
Occupant Frisks	9	1	--	--	--	--	10
<i>% of Total</i>	90.0%	10.0%					5.1%
Non-Consensual Searches	117	7	6	--	--	--	130
<i>% of Total</i>	90.0%	5.4%	4.6%				66.0%
Canine Deployments	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Arrests	133	9	8	--	1	--	151
<i>% of Total</i>	88.1%	6.0%	5.3%		0.7%		76.6%
Total	171	11	13	0	1	1	197
<i>% of Total</i>	86.8%	5.6%	6.6%	0.0%	0.5%	0.5%	100.0%

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

January 1, 2015 - June 30, 2015

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

B050-Sussex

Troop B

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	1	--	--	--	--	--	1
<i>% of Total</i>	100.0%						4.8%
Granted	14	2	3	--	1	--	20
<i>% of Total</i>	70.0%	10.0%	15.0%		5.0%		95.2%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	15	2	3	0	1	0	21
<i>% of Total</i>	71.4%	9.5%	14.3%	0.0%	4.8%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	522	13	45	--	24	3	607
<i>% of Total</i>	86.0%	2.1%	7.4%		4.0%	0.5%	10.6%
Moving Warning	1,568	59	78	2	35	8	1,750
<i>% of Total</i>	89.6%	3.4%	4.5%	0.1%	2.0%	0.5%	30.5%
Non-Moving Summons	387	21	31	--	7	--	446
<i>% of Total</i>	86.8%	4.7%	7.0%		1.6%		7.8%
Non-Moving Warning	910	36	46	--	18	1	1,011
<i>% of Total</i>	90.0%	3.6%	4.5%		1.8%	0.1%	17.6%
Mixed	502	26	36	--	17	4	585
<i>% of Total</i>	85.8%	4.4%	6.2%		2.9%	0.7%	10.2%
No Enforcement	1,189	43	62	2	13	22	1,331
<i>% of Total</i>	89.3%	3.2%	4.7%	0.2%	1.0%	1.7%	23.2%
Total	5,078	198	298	4	114	38	5,730
<i>% of Total</i>	88.6%	3.5%	5.2%	0.1%	2.0%	0.7%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	22	2	3	0	1	0	28
<i>% of Total</i>	78.6%	7.1%	10.7%	0.0%	3.6%	0.0%	100.0%

B050-Sussex

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	184	13	21	0	2	220
<i>% of Total</i>	<i>83.6%</i>	<i>5.9%</i>	<i>9.5%</i>	<i>0.0%</i>	<i>0.9%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	58	2	2	1	--	63
<i>% of Total</i>	<i>92.1%</i>	<i>3.2%</i>	<i>3.2%</i>	<i>1.6%</i>		<i>25.9%</i>
Obstruction	66	9	4	--	--	79
<i>% of Total</i>	<i>83.5%</i>	<i>11.4%</i>	<i>5.1%</i>			<i>32.5%</i>
Paraphernalia	21	--	3	1	--	25
<i>% of Total</i>	<i>84.0%</i>		<i>12.0%</i>	<i>4.0%</i>		<i>10.3%</i>
Possession	38	--	12	2	--	52
<i>% of Total</i>	<i>73.1%</i>		<i>23.1%</i>	<i>3.8%</i>		<i>21.4%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	6	4	3	--	--	13
<i>% of Total</i>	<i>46.2%</i>	<i>30.8%</i>	<i>23.1%</i>			<i>5.3%</i>
No Charges Filed	9	--	1	1	--	11
<i>% of Total</i>	<i>81.8%</i>		<i>9.1%</i>	<i>9.1%</i>		<i>4.5%</i>
Total	198	15	25	5	0	243
<i>% of Total</i>	<i>81.5%</i>	<i>6.2%</i>	<i>10.3%</i>	<i>2.1%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	66	9	4	0	0	79
<i>% of Total</i>	<i>83.5%</i>	<i>11.4%</i>	<i>5.1%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

B060-Totowa

Troop B

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	4,193	1,639	2,009	21	827	55	8,744
<i>% of Total</i>	48.0%	18.7%	23.0%	0.2%	9.5%	0.6%	82.8%
Non-Moving	558	350	517	7	91	10	1,533
<i>% of Total</i>	36.4%	22.8%	33.7%	0.5%	5.9%	0.7%	14.5%
No Reason Provided	112	51	75	2	26	22	288
<i>% of Total</i>	38.9%	17.7%	26.0%	0.7%	9.0%	7.6%	2.7%
Total	4,863	2,040	2,601	30	944	87	10,565
<i>% of Total</i>	46.0%	19.3%	24.6%	0.3%	8.9%	0.8%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	205	202	234	3	33	4	681
<i>% of Total</i>	30.1%	29.7%	34.4%	13.0%	4.8%	0.6%	92.5%
Occupant Frisks	11	4	6	--	2	--	23
<i>% of Total</i>	47.8%	17.4%	26.1%		8.7%		3.1%
Non-Consensual Searches	141	167	168	2	22	--	500
<i>% of Total</i>	28.2%	33.4%	33.6%	8.7%	4.4%		67.9%
Canine Deployments	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Arrests	149	184	177	2	26	--	538
<i>% of Total</i>	27.7%	34.2%	32.9%	8.7%	4.8%		73.1%
Total	226	221	247	3	35	4	736
<i>% of Total</i>	30.7%	30.0%	33.6%	0.4%	4.8%	0.5%	100.0%

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

January 1, 2015 - June 30, 2015

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

B060-Totowa

Troop B

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	2	--	2	--	--	--	4
<i>% of Total</i>	50.0%		50.0%				7.5%
Granted	10	17	18	--	4	--	49
<i>% of Total</i>	20.4%	34.7%	36.7%		8.2%		92.5%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	12	17	20	0	4	0	53
<i>% of Total</i>	22.6%	32.1%	37.7%	0.0%	7.5%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,471	546	747	11	383	10	3,168
<i>% of Total</i>	46.4%	17.2%	23.6%	0.3%	12.1%	0.3%	30.0%
Moving Warning	1,290	489	536	3	214	7	2,539
<i>% of Total</i>	50.8%	19.3%	21.1%	0.1%	8.4%	0.3%	24.0%
Non-Moving Summons	437	238	376	9	81	9	1,150
<i>% of Total</i>	38.0%	20.7%	32.7%	0.8%	7.0%	0.8%	10.9%
Non-Moving Warning	206	155	157	1	39	2	560
<i>% of Total</i>	36.8%	27.7%	28.0%	0.2%	7.0%	0.4%	5.3%
Mixed	483	315	373	2	131	12	1,316
<i>% of Total</i>	36.7%	23.9%	28.3%	0.2%	10.0%	0.9%	12.5%
No Enforcement	976	297	412	4	96	47	1,832
<i>% of Total</i>	53.3%	16.2%	22.5%	0.2%	5.2%	2.6%	17.3%
Total	4,863	2,040	2,601	30	944	87	10,565
<i>% of Total</i>	46.0%	19.3%	24.6%	0.3%	8.9%	0.8%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	20	20	21	0	5	0	66
<i>% of Total</i>	30.3%	30.3%	31.8%	0.0%	7.6%	0.0%	100.0%

B060-Totowa

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	198	280	246	1	36	761
<i>% of Total</i>	<i>26.0%</i>	<i>36.8%</i>	<i>32.3%</i>	<i>0.1%</i>	<i>4.7%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	68	32	81	10	1	192
<i>% of Total</i>	<i>35.4%</i>	<i>16.7%</i>	<i>42.2%</i>	<i>5.2%</i>	<i>0.5%</i>	<i>25.2%</i>
Obstruction	70	176	97	14	--	357
<i>% of Total</i>	<i>19.6%</i>	<i>49.3%</i>	<i>27.2%</i>	<i>3.9%</i>		<i>46.9%</i>
Paraphernalia	21	7	15	2	--	45
<i>% of Total</i>	<i>46.7%</i>	<i>15.6%</i>	<i>33.3%</i>	<i>4.4%</i>		<i>5.9%</i>
Possession	51	31	47	5	--	134
<i>% of Total</i>	<i>38.1%</i>	<i>23.1%</i>	<i>35.1%</i>	<i>3.7%</i>		<i>17.6%</i>
Weapons	--	--	4	1	--	5
<i>% of Total</i>			<i>80.0%</i>	<i>20.0%</i>		<i>0.7%</i>
Other	5	4	4	1	--	14
<i>% of Total</i>	<i>35.7%</i>	<i>28.6%</i>	<i>28.6%</i>	<i>7.1%</i>		<i>1.8%</i>
No Charges Filed	4	5	5	1	--	15
<i>% of Total</i>	<i>26.7%</i>	<i>33.3%</i>	<i>33.3%</i>	<i>6.7%</i>		<i>2.0%</i>
Total	219	255	253	34	1	762
<i>% of Total</i>	<i>28.7%</i>	<i>33.5%</i>	<i>33.2%</i>	<i>4.5%</i>	<i>0.1%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	70	176	97	0	14	357
<i>% of Total</i>	<i>19.6%</i>	<i>49.3%</i>	<i>27.2%</i>	<i>0.0%</i>	<i>3.9%</i>	<i>100.0%</i>

B080-Netcong

Troop B

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	6,354	1,267	1,296	17	846	39	9,819
<i>% of Total</i>	64.7%	12.9%	13.2%	0.2%	8.6%	0.4%	88.8%
Non-Moving	640	168	215	2	54	8	1,087
<i>% of Total</i>	58.9%	15.5%	19.8%	0.2%	5.0%	0.7%	9.8%
No Reason Provided	83	25	32	--	5	8	153
<i>% of Total</i>	54.2%	16.3%	20.9%		3.3%	5.2%	1.4%
Total	7,077	1,460	1,543	19	905	55	11,059
<i>% of Total</i>	64.0%	13.2%	14.0%	0.2%	8.2%	0.5%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	248	117	82	--	21	2	470
<i>% of Total</i>	52.8%	24.9%	17.4%		4.5%	0.4%	93.6%
Occupant Frisks	17	4	6	--	--	--	27
<i>% of Total</i>	63.0%	14.8%	22.2%				5.4%
Non-Consensual Searches	157	97	59	--	10	--	323
<i>% of Total</i>	48.6%	30.0%	18.3%		3.1%		64.3%
Canine Deployments	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Arrests	172	100	64	--	11	--	347
<i>% of Total</i>	49.6%	28.8%	18.4%		3.2%		69.1%
Total	270	121	87	0	22	2	502
<i>% of Total</i>	53.8%	24.1%	17.3%	0.0%	4.4%	0.4%	100.0%

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

January 1, 2015 - June 30, 2015

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

B080-Netcong

Troop B

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	1	--	--	--	--	--	1
<i>% of Total</i>	100.0%						1.9%
Granted	23	14	11	--	3	--	51
<i>% of Total</i>	45.1%	27.5%	21.6%		5.9%		98.1%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	24	14	11	0	3	0	52
<i>% of Total</i>	46.2%	26.9%	21.2%	0.0%	5.8%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	2,357	417	472	5	429	13	3,693
<i>% of Total</i>	63.8%	11.3%	12.8%	0.1%	11.6%	0.4%	33.4%
Moving Warning	2,148	419	382	7	209	6	3,171
<i>% of Total</i>	67.7%	13.2%	12.0%	0.2%	6.6%	0.2%	28.7%
Non-Moving Summons	588	144	178	2	60	3	975
<i>% of Total</i>	60.3%	14.8%	18.3%	0.2%	6.2%	0.3%	8.8%
Non-Moving Warning	350	103	100	1	33	1	588
<i>% of Total</i>	59.5%	17.5%	17.0%	0.2%	5.6%	0.2%	5.3%
Mixed	577	185	202	--	89	3	1,056
<i>% of Total</i>	54.6%	17.5%	19.1%		8.4%	0.3%	9.5%
No Enforcement	1,057	192	209	4	85	29	1,576
<i>% of Total</i>	67.1%	12.2%	13.3%	0.3%	5.4%	1.8%	14.3%
Total	7,077	1,460	1,543	19	905	55	11,059
<i>% of Total</i>	64.0%	13.2%	14.0%	0.2%	8.2%	0.5%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	31	14	13	0	3	0	61
<i>% of Total</i>	50.8%	23.0%	21.3%	0.0%	4.9%	0.0%	100.0%

B080-Netcong

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	225	162	106	0	18	511
<i>% of Total</i>	<i>44.0%</i>	<i>31.7%</i>	<i>20.7%</i>	<i>0.0%</i>	<i>3.5%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	86	26	23	7	--	142
<i>% of Total</i>	<i>60.6%</i>	<i>18.3%</i>	<i>16.2%</i>	<i>4.9%</i>		<i>24.8%</i>
Obstruction	76	76	37	3	--	192
<i>% of Total</i>	<i>39.6%</i>	<i>39.6%</i>	<i>19.3%</i>	<i>1.6%</i>		<i>33.5%</i>
Paraphernalia	46	7	10	3	--	66
<i>% of Total</i>	<i>69.7%</i>	<i>10.6%</i>	<i>15.2%</i>	<i>4.5%</i>		<i>11.5%</i>
Possession	70	29	21	4	--	124
<i>% of Total</i>	<i>56.5%</i>	<i>23.4%</i>	<i>16.9%</i>	<i>3.2%</i>		<i>21.6%</i>
Weapons	4	--	--	--	--	4
<i>% of Total</i>	<i>100.0%</i>					<i>0.7%</i>
Other	6	4	4	--	--	14
<i>% of Total</i>	<i>42.9%</i>	<i>28.6%</i>	<i>28.6%</i>			<i>2.4%</i>
No Charges Filed	2	21	5	3	--	31
<i>% of Total</i>	<i>6.5%</i>	<i>67.7%</i>	<i>16.1%</i>	<i>9.7%</i>		<i>5.4%</i>
Total	290	163	100	20	0	573
<i>% of Total</i>	<i>50.6%</i>	<i>28.4%</i>	<i>17.5%</i>	<i>3.5%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	76	76	37	0	3	192
<i>% of Total</i>	<i>39.6%</i>	<i>39.6%</i>	<i>19.3%</i>	<i>0.0%</i>	<i>1.6%</i>	<i>100.0%</i>

B110-Perryville

Troop B

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	4,921	1,362	1,212	21	761	35	8,312
<i>% of Total</i>	59.2%	16.4%	14.6%	0.3%	9.2%	0.4%	87.1%
Non-Moving	603	232	181	3	50	47	1,116
<i>% of Total</i>	54.0%	20.8%	16.2%	0.3%	4.5%	4.2%	11.7%
No Reason Provided	55	22	25	--	7	10	119
<i>% of Total</i>	46.2%	18.5%	21.0%		5.9%	8.4%	1.2%
Total	5,579	1,616	1,418	24	818	92	9,547
<i>% of Total</i>	58.4%	16.9%	14.9%	0.3%	8.6%	1.0%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	165	109	84	--	20	2	380
<i>% of Total</i>	43.4%	28.7%	22.1%		5.3%	0.5%	90.9%
Occupant Frisks	11	16	10	--	1	--	38
<i>% of Total</i>	28.9%	42.1%	26.3%		2.6%		9.1%
Non-Consensual Searches	103	80	61	--	9	--	253
<i>% of Total</i>	40.7%	31.6%	24.1%		3.6%		60.5%
Canine Deployments	1	2	--	--	--	--	3
<i>% of Total</i>	33.3%	66.7%					0.7%
Arrests	110	93	63	--	9	--	275
<i>% of Total</i>	40.0%	33.8%	22.9%		3.3%		65.8%
Total	179	117	98	0	22	2	418
<i>% of Total</i>	42.8%	28.0%	23.4%	0.0%	5.3%	0.5%	100.0%

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

January 1, 2015 - June 30, 2015

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

B110-Perryville

Troop B

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	1	2	1	--	1	--	5
<i>% of Total</i>	20.0%	40.0%	20.0%		20.0%		10.0%
Granted	17	16	11	--	1	--	45
<i>% of Total</i>	37.8%	35.6%	24.4%		2.2%		90.0%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	18	18	12	0	2	0	50
<i>% of Total</i>	36.0%	36.0%	24.0%	0.0%	4.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,840	526	487	10	381	4	3,248
<i>% of Total</i>	56.7%	16.2%	15.0%	0.3%	11.7%	0.1%	34.0%
Moving Warning	1,717	414	322	7	200	9	2,669
<i>% of Total</i>	64.3%	15.5%	12.1%	0.3%	7.5%	0.3%	28.0%
Non-Moving Summons	394	140	137	3	48	39	761
<i>% of Total</i>	51.8%	18.4%	18.0%	0.4%	6.3%	5.1%	8.0%
Non-Moving Warning	278	105	70	--	23	2	478
<i>% of Total</i>	58.2%	22.0%	14.6%		4.8%	0.4%	5.0%
Mixed	532	223	232	2	102	2	1,093
<i>% of Total</i>	48.7%	20.4%	21.2%	0.2%	9.3%	0.2%	11.4%
No Enforcement	818	208	170	2	64	36	1,298
<i>% of Total</i>	63.0%	16.0%	13.1%	0.2%	4.9%	2.8%	13.6%
Total	5,579	1,616	1,418	24	818	92	9,547
<i>% of Total</i>	58.4%	16.9%	14.9%	0.3%	8.6%	1.0%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	18	13	10	0	1	0	42
<i>% of Total</i>	42.9%	31.0%	23.8%	0.0%	2.4%	0.0%	100.0%

B110-Perryville

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	140	152	102	0	18	412
<i>% of Total</i>	<i>34.0%</i>	<i>36.9%</i>	<i>24.8%</i>	<i>0.0%</i>	<i>4.4%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	48	12	16	3	--	79
<i>% of Total</i>	<i>60.8%</i>	<i>15.2%</i>	<i>20.3%</i>	<i>3.8%</i>		<i>19.6%</i>
Obstruction	45	94	38	4	--	181
<i>% of Total</i>	<i>24.9%</i>	<i>51.9%</i>	<i>21.0%</i>	<i>2.2%</i>		<i>44.8%</i>
Paraphernalia	11	5	5	1	--	22
<i>% of Total</i>	<i>50.0%</i>	<i>22.7%</i>	<i>22.7%</i>	<i>4.5%</i>		<i>5.4%</i>
Possession	24	23	18	3	--	68
<i>% of Total</i>	<i>35.3%</i>	<i>33.8%</i>	<i>26.5%</i>	<i>4.4%</i>		<i>16.8%</i>
Weapons	4	1	--	--	--	5
<i>% of Total</i>	<i>80.0%</i>	<i>20.0%</i>				<i>1.2%</i>
Other	4	6	4	--	--	14
<i>% of Total</i>	<i>28.6%</i>	<i>42.9%</i>	<i>28.6%</i>			<i>3.5%</i>
No Charges Filed	4	12	12	7	--	35
<i>% of Total</i>	<i>11.4%</i>	<i>34.3%</i>	<i>34.3%</i>	<i>20.0%</i>		<i>8.7%</i>
Total	140	153	93	18	0	404
<i>% of Total</i>	<i>34.7%</i>	<i>37.9%</i>	<i>23.0%</i>	<i>4.5%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	45	94	38	0	4	181
<i>% of Total</i>	<i>24.9%</i>	<i>51.9%</i>	<i>21.0%</i>	<i>0.0%</i>	<i>2.2%</i>	<i>100.0%</i>

B130-Somerville

Troop B

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	4,661	1,805	1,183	29	1,017	33	8,728
<i>% of Total</i>	53.4%	20.7%	13.6%	0.3%	11.7%	0.4%	86.4%
Non-Moving	577	298	234	4	91	7	1,211
<i>% of Total</i>	47.6%	24.6%	19.3%	0.3%	7.5%	0.6%	12.0%
No Reason Provided	74	35	30	--	8	13	160
<i>% of Total</i>	46.3%	21.9%	18.8%		5.0%	8.1%	1.6%
Total	5,312	2,138	1,447	33	1,116	53	10,099
<i>% of Total</i>	52.6%	21.2%	14.3%	0.3%	11.1%	0.5%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	268	200	102	2	52	3	627
<i>% of Total</i>	42.7%	31.9%	16.3%	5.7%	8.3%	0.5%	92.8%
Occupant Frisks	9	16	10	--	--	--	35
<i>% of Total</i>	25.7%	45.7%	28.6%				5.2%
Non-Consensual Searches	146	146	73	2	26	--	393
<i>% of Total</i>	37.2%	37.2%	18.6%	5.7%	6.6%		58.1%
Canine Deployments	2	--	1	--	1	--	4
<i>% of Total</i>	50.0%		25.0%		25.0%		0.6%
Arrests	170	167	79	2	28	--	446
<i>% of Total</i>	38.1%	37.4%	17.7%	5.7%	6.3%		66.0%
Total	294	208	113	2	56	3	676
<i>% of Total</i>	43.5%	30.8%	16.7%	0.3%	8.3%	0.4%	100.0%

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

January 1, 2015 - June 30, 2015

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

B130-Somerville

Troop B

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	3	1	2	--	1	--	7
<i>% of Total</i>	42.9%	14.3%	28.6%		14.3%		8.0%
Granted	32	33	13	--	1	--	79
<i>% of Total</i>	40.5%	41.8%	16.5%		1.3%		90.8%
Withdrawn	1	--	--	--	--	--	1
<i>% of Total</i>	100.0%						1.1%
Total Requests	36	34	15	0	2	0	87
<i>% of Total</i>	41.4%	39.1%	17.2%	0.0%	2.3%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,597	544	387	11	399	5	2,943
<i>% of Total</i>	54.3%	18.5%	13.1%	0.4%	13.6%	0.2%	29.1%
Moving Warning	1,601	611	369	9	320	3	2,913
<i>% of Total</i>	55.0%	21.0%	12.7%	0.3%	11.0%	0.1%	28.8%
Non-Moving Summons	525	235	166	1	105	6	1,038
<i>% of Total</i>	50.6%	22.6%	16.0%	0.1%	10.1%	0.6%	10.3%
Non-Moving Warning	250	125	103	2	36	--	516
<i>% of Total</i>	48.4%	24.2%	20.0%	0.4%	7.0%		5.1%
Mixed	546	332	252	4	145	5	1,284
<i>% of Total</i>	42.5%	25.9%	19.6%	0.3%	11.3%	0.4%	12.7%
No Enforcement	793	291	170	6	111	34	1,405
<i>% of Total</i>	56.4%	20.7%	12.1%	0.4%	7.9%	2.4%	13.9%
Total	5,312	2,138	1,447	33	1,116	53	10,099
<i>% of Total</i>	52.6%	21.2%	14.3%	0.3%	11.1%	0.5%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	39	30	12	0	4	0	85
<i>% of Total</i>	45.9%	35.3%	14.1%	0.0%	4.7%	0.0%	100.0%

B130-Somerville

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	199	247	124	2	32	604
<i>% of Total</i>	<i>32.9%</i>	<i>40.9%</i>	<i>20.5%</i>	<i>0.3%</i>	<i>5.3%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	90	57	41	18	--	206
<i>% of Total</i>	<i>43.7%</i>	<i>27.7%</i>	<i>19.9%</i>	<i>8.7%</i>		<i>31.9%</i>
Obstruction	41	112	32	10	1	196
<i>% of Total</i>	<i>20.9%</i>	<i>57.1%</i>	<i>16.3%</i>	<i>5.1%</i>	<i>0.5%</i>	<i>30.4%</i>
Paraphernalia	31	18	8	1	--	58
<i>% of Total</i>	<i>53.4%</i>	<i>31.0%</i>	<i>13.8%</i>	<i>1.7%</i>		<i>9.0%</i>
Possession	54	45	13	4	--	116
<i>% of Total</i>	<i>46.6%</i>	<i>38.8%</i>	<i>11.2%</i>	<i>3.4%</i>		<i>18.0%</i>
Weapons	1	--	2	--	--	3
<i>% of Total</i>	<i>33.3%</i>		<i>66.7%</i>			<i>0.5%</i>
Other	10	3	--	--	--	13
<i>% of Total</i>	<i>76.9%</i>	<i>23.1%</i>				<i>2.0%</i>
No Charges Filed	23	16	14	--	--	53
<i>% of Total</i>	<i>43.4%</i>	<i>30.2%</i>	<i>26.4%</i>			<i>8.2%</i>
Total	250	251	110	33	1	645
<i>% of Total</i>	<i>38.8%</i>	<i>38.9%</i>	<i>17.1%</i>	<i>5.1%</i>	<i>0.2%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	41	112	32	1	10	196
<i>% of Total</i>	<i>20.9%</i>	<i>57.1%</i>	<i>16.3%</i>	<i>0.5%</i>	<i>5.1%</i>	<i>100.0%</i>

B150-Washington

Troop B

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	3,336	268	189	4	132	18	3,947
<i>% of Total</i>	84.5%	6.8%	4.8%	0.1%	3.3%	0.5%	73.5%
Non-Moving	1,184	77	86	--	25	9	1,381
<i>% of Total</i>	85.7%	5.6%	6.2%		1.8%	0.7%	25.7%
No Reason Provided	34	2	--	1	1	3	41
<i>% of Total</i>	82.9%	4.9%		2.4%	2.4%	7.3%	0.8%
Total	4,554	347	275	5	158	30	5,369
<i>% of Total</i>	84.8%	6.5%	5.1%	0.1%	2.9%	0.6%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	96	13	14	--	4	--	127
<i>% of Total</i>	75.6%	10.2%	11.0%		3.1%		92.7%
Occupant Frisks	8	1	1	--	1	--	11
<i>% of Total</i>	72.7%	9.1%	9.1%		9.1%		8.0%
Non-Consensual Searches	64	8	3	--	3	--	78
<i>% of Total</i>	82.1%	10.3%	3.8%		3.8%		56.9%
Canine Deployments	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Arrests	67	10	4	--	3	--	84
<i>% of Total</i>	79.8%	11.9%	4.8%		3.6%		61.3%
Total	105	13	15	0	4	0	137
<i>% of Total</i>	76.6%	9.5%	10.9%	0.0%	2.9%	0.0%	100.0%

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

January 1, 2015 - June 30, 2015

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

B150-Washington

Troop B

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	--	1	--	--	--	--	1
<i>% of Total</i>		100.0%					10.0%
Granted	6	2	1	--	--	--	9
<i>% of Total</i>	66.7%	22.2%	11.1%				90.0%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	6	3	1	0	0	0	10
<i>% of Total</i>	60.0%	30.0%	10.0%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	935	71	61	2	61	2	1,132
<i>% of Total</i>	82.6%	6.3%	5.4%	0.2%	5.4%	0.2%	21.1%
Moving Warning	1,379	106	66	1	37	4	1,593
<i>% of Total</i>	86.6%	6.7%	4.1%	0.1%	2.3%	0.3%	29.7%
Non-Moving Summons	593	42	50	--	16	5	706
<i>% of Total</i>	84.0%	5.9%	7.1%		2.3%	0.7%	13.1%
Non-Moving Warning	608	38	36	1	16	--	699
<i>% of Total</i>	87.0%	5.4%	5.2%	0.1%	2.3%		13.0%
Mixed	490	56	43	--	21	--	610
<i>% of Total</i>	80.3%	9.2%	7.0%		3.4%		11.4%
No Enforcement	549	34	19	1	7	19	629
<i>% of Total</i>	87.3%	5.4%	3.0%	0.2%	1.1%	3.0%	11.7%
Total	4,554	347	275	5	158	30	5,369
<i>% of Total</i>	84.8%	6.5%	5.1%	0.1%	2.9%	0.6%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	7	3	2	0	0	0	12
<i>% of Total</i>	58.3%	25.0%	16.7%	0.0%	0.0%	0.0%	100.0%

B150-Washington

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	99	13	8	0	4	124
<i>% of Total</i>	<i>79.8%</i>	<i>10.5%</i>	<i>6.5%</i>	<i>0.0%</i>	<i>3.2%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	31	--	2	3	--	36
<i>% of Total</i>	<i>86.1%</i>		<i>5.6%</i>	<i>8.3%</i>		<i>34.0%</i>
Obstruction	34	7	4	--	--	45
<i>% of Total</i>	<i>75.6%</i>	<i>15.6%</i>	<i>8.9%</i>			<i>42.5%</i>
Paraphernalia	5	1	--	--	--	6
<i>% of Total</i>	<i>83.3%</i>	<i>16.7%</i>				<i>5.7%</i>
Possession	8	4	1	--	--	13
<i>% of Total</i>	<i>61.5%</i>	<i>30.8%</i>	<i>7.7%</i>			<i>12.3%</i>
Weapons	2	--	--	--	--	2
<i>% of Total</i>	<i>100.0%</i>					<i>1.9%</i>
Other	2	2	--	--	--	4
<i>% of Total</i>	<i>50.0%</i>	<i>50.0%</i>				<i>3.8%</i>
No Charges Filed	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Total	82	14	7	3	0	106
<i>% of Total</i>	<i>77.4%</i>	<i>13.2%</i>	<i>6.6%</i>	<i>2.8%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	34	7	4	0	0	45
<i>% of Total</i>	<i>75.6%</i>	<i>15.6%</i>	<i>8.9%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Other Stations

Troop B

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	1,690	293	406	1	270	8	2,668
<i>% of Total</i>	63.3%	11.0%	15.2%	0.0%	10.1%	0.3%	91.2%
Non-Moving	138	31	61	--	14	2	246
<i>% of Total</i>	56.1%	12.6%	24.8%		5.7%	0.8%	8.4%
No Reason Provided	5	1	3	--	2	1	12
<i>% of Total</i>	41.7%	8.3%	25.0%		16.7%	8.3%	0.4%
Total	1,833	325	470	1	286	11	2,926
<i>% of Total</i>	62.6%	11.1%	16.1%	0.0%	9.8%	0.4%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	3	11	8	--	3	--	25
<i>% of Total</i>	12.0%	44.0%	32.0%		12.0%		89.3%
Occupant Frisks	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Non-Consensual Searches	3	11	7	--	2	--	23
<i>% of Total</i>	13.0%	47.8%	30.4%		8.7%		82.1%
Canine Deployments	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Arrests	3	11	7	--	2	--	23
<i>% of Total</i>	13.0%	47.8%	30.4%		8.7%		82.1%
Total	4	12	9	0	3	0	28
<i>% of Total</i>	14.3%	42.9%	32.1%	0.0%	10.7%	0.0%	100.0%

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

January 1, 2015 - June 30, 2015

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

Other Stations

Troop B

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

January 1, 2015 - June 30, 2015

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

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	322	59	80	--	91	1	553
<i>% of Total</i>	<i>58.2%</i>	<i>10.7%</i>	<i>14.5%</i>		<i>16.5%</i>	<i>0.2%</i>	<i>31.1%</i>
Moving Warning	516	76	76	--	48	1	717
<i>% of Total</i>	<i>72.0%</i>	<i>10.6%</i>	<i>10.6%</i>		<i>6.7%</i>	<i>0.1%</i>	<i>40.4%</i>
Non-Moving Summons	92	19	31	--	4	--	146
<i>% of Total</i>	<i>63.0%</i>	<i>13.0%</i>	<i>21.2%</i>		<i>2.7%</i>		<i>8.2%</i>
Non-Moving Warning	32	9	12	--	5	--	58
<i>% of Total</i>	<i>55.2%</i>	<i>15.5%</i>	<i>20.7%</i>		<i>8.6%</i>		<i>3.3%</i>
Mixed	49	12	17	--	8	--	86
<i>% of Total</i>	<i>57.0%</i>	<i>14.0%</i>	<i>19.8%</i>		<i>9.3%</i>		<i>4.8%</i>
No Enforcement	167	17	19	--	8	5	216
<i>% of Total</i>	<i>77.3%</i>	<i>7.9%</i>	<i>8.8%</i>		<i>3.7%</i>	<i>2.3%</i>	<i>12.2%</i>
Total	1,178	192	235	0	164	7	1,776
<i>% of Total</i>	<i>66.3%</i>	<i>10.8%</i>	<i>13.2%</i>	<i>0.0%</i>	<i>9.2%</i>	<i>0.4%</i>	<i>100.0%</i>

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

January 1, 2015 - June 30, 2015

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

Other Stations

Troop B

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	3	19	10	0	3	35
<i>% of Total</i>	<i>8.6%</i>	<i>54.3%</i>	<i>28.6%</i>	<i>0.0%</i>	<i>8.6%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	--	1	2	--	--	3
<i>% of Total</i>		<i>33.3%</i>	<i>66.7%</i>			<i>12.0%</i>
Obstruction	2	9	5	2	--	18
<i>% of Total</i>	<i>11.1%</i>	<i>50.0%</i>	<i>27.8%</i>	<i>11.1%</i>		<i>72.0%</i>
Paraphernalia	--	1	--	--	--	1
<i>% of Total</i>		<i>100.0%</i>				<i>4.0%</i>
Possession	--	2	--	--	--	2
<i>% of Total</i>		<i>100.0%</i>				<i>8.0%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	--	--	1	--	--	1
<i>% of Total</i>			<i>100.0%</i>			<i>4.0%</i>
No Charges Filed	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Total	2	13	8	2	0	25
<i>% of Total</i>	<i>8.0%</i>	<i>52.0%</i>	<i>32.0%</i>	<i>8.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	2	9	5	0	2	18
<i>% of Total</i>	<i>11.1%</i>	<i>50.0%</i>	<i>27.8%</i>	<i>0.0%</i>	<i>11.1%</i>	<i>100.0%</i>

C020-Bordentown

Troop C

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	2,409	1,537	531	15	292	9	4,793
<i>% of Total</i>	50.3%	32.1%	11.1%	0.3%	6.1%	0.2%	65.8%
Non-Moving	917	1,002	361	1	78	9	2,368
<i>% of Total</i>	38.7%	42.3%	15.2%	0.0%	3.3%	0.4%	32.5%
No Reason Provided	48	60	10	--	3	4	125
<i>% of Total</i>	38.4%	48.0%	8.0%		2.4%	3.2%	1.7%
Total	3,374	2,599	902	16	373	22	7,286
<i>% of Total</i>	46.3%	35.7%	12.4%	0.2%	5.1%	0.3%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	221	362	140	--	7	1	731
<i>% of Total</i>	30.2%	49.5%	19.2%		1.0%	0.1%	96.3%
Occupant Frisks	7	14	5	--	--	--	26
<i>% of Total</i>	26.9%	53.8%	19.2%				3.4%
Non-Consensual Searches	159	293	107	--	6	--	565
<i>% of Total</i>	28.1%	51.9%	18.9%		1.1%		74.4%
Canine Deployments	1	1	--	--	--	--	2
<i>% of Total</i>	50.0%	50.0%					0.3%
Arrests	175	332	111	--	6	--	624
<i>% of Total</i>	28.0%	53.2%	17.8%		1.0%		82.2%
Total	230	372	149	0	7	1	759
<i>% of Total</i>	30.3%	49.0%	19.6%	0.0%	0.9%	0.1%	100.0%

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

January 1, 2015 - June 30, 2015

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

C020-Bordentown

Troop C

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	2	1	--	--	--	--	3
<i>% of Total</i>	66.7%	33.3%					2.3%
Granted	36	80	12	--	2	--	130
<i>% of Total</i>	27.7%	61.5%	9.2%		1.5%		97.7%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	38	81	12	0	2	0	133
<i>% of Total</i>	28.6%	60.9%	9.0%	0.0%	1.5%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	688	385	106	8	133	3	1,323
<i>% of Total</i>	52.0%	29.1%	8.0%	0.6%	10.1%	0.2%	18.2%
Moving Warning	640	422	117	2	61	1	1,243
<i>% of Total</i>	51.5%	34.0%	9.4%	0.2%	4.9%	0.1%	17.1%
Non-Moving Summons	490	510	180	1	44	1	1,226
<i>% of Total</i>	40.0%	41.6%	14.7%	0.1%	3.6%	0.1%	16.8%
Non-Moving Warning	320	329	87	--	29	1	766
<i>% of Total</i>	41.8%	43.0%	11.4%		3.8%	0.1%	10.5%
Mixed	276	280	160	1	29	2	748
<i>% of Total</i>	36.9%	37.4%	21.4%	0.1%	3.9%	0.3%	10.3%
No Enforcement	960	673	252	4	77	14	1,980
<i>% of Total</i>	48.5%	34.0%	12.7%	0.2%	3.9%	0.7%	27.2%
Total	3,374	2,599	902	16	373	22	7,286
<i>% of Total</i>	46.3%	35.7%	12.4%	0.2%	5.1%	0.3%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	32	69	9	0	1	0	111
<i>% of Total</i>	28.8%	62.2%	8.1%	0.0%	0.9%	0.0%	100.0%

C020-Bordentown

Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	264	591	180	0	8	1043
<i>% of Total</i>	<i>25.3%</i>	<i>56.7%</i>	<i>17.3%</i>	<i>0.0%</i>	<i>0.8%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	49	55	61	1	--	166
<i>% of Total</i>	<i>29.5%</i>	<i>33.1%</i>	<i>36.7%</i>	<i>0.6%</i>		<i>16.7%</i>
Obstruction	104	293	47	2	--	446
<i>% of Total</i>	<i>23.3%</i>	<i>65.7%</i>	<i>10.5%</i>	<i>0.4%</i>		<i>44.9%</i>
Paraphernalia	39	42	7	1	--	89
<i>% of Total</i>	<i>43.8%</i>	<i>47.2%</i>	<i>7.9%</i>	<i>1.1%</i>		<i>9.0%</i>
Possession	58	123	17	--	--	198
<i>% of Total</i>	<i>29.3%</i>	<i>62.1%</i>	<i>8.6%</i>			<i>19.9%</i>
Weapons	4	--	2	--	--	6
<i>% of Total</i>	<i>66.7%</i>		<i>33.3%</i>			<i>0.6%</i>
Other	3	10	5	--	--	18
<i>% of Total</i>	<i>16.7%</i>	<i>55.6%</i>	<i>27.8%</i>			<i>1.8%</i>
No Charges Filed	12	48	9	1	--	70
<i>% of Total</i>	<i>17.1%</i>	<i>68.6%</i>	<i>12.9%</i>	<i>1.4%</i>		<i>7.0%</i>
Total	269	571	148	5	0	993
<i>% of Total</i>	<i>27.1%</i>	<i>57.5%</i>	<i>14.9%</i>	<i>0.5%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	104	293	47	0	2	446
<i>% of Total</i>	<i>23.3%</i>	<i>65.7%</i>	<i>10.5%</i>	<i>0.0%</i>	<i>0.4%</i>	<i>100.0%</i>

C040-Kingwood

Troop C

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	4,040	265	241	11	308	12	4,877
<i>% of Total</i>	82.8%	5.4%	4.9%	0.2%	6.3%	0.2%	62.5%
Non-Moving	2,424	158	186	6	106	7	2,887
<i>% of Total</i>	84.0%	5.5%	6.4%	0.2%	3.7%	0.2%	37.0%
No Reason Provided	35	4	3	--	1	1	44
<i>% of Total</i>	79.5%	9.1%	6.8%		2.3%	2.3%	0.6%
Total	6,499	427	430	17	415	20	7,808
<i>% of Total</i>	83.2%	5.5%	5.5%	0.2%	5.3%	0.3%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	163	19	16	--	11	--	209
<i>% of Total</i>	78.0%	9.1%	7.7%		5.3%		89.7%
Occupant Frisks	5	--	2	--	1	--	8
<i>% of Total</i>	62.5%		25.0%		12.5%		3.4%
Non-Consensual Searches	102	15	11	--	4	--	132
<i>% of Total</i>	77.3%	11.4%	8.3%		3.0%		56.7%
Canine Deployments	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Arrests	114	16	13	--	5	--	148
<i>% of Total</i>	77.0%	10.8%	8.8%		3.4%		63.5%
Total	185	19	17	0	12	0	233
<i>% of Total</i>	79.4%	8.2%	7.3%	0.0%	5.2%	0.0%	100.0%

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

January 1, 2015 - June 30, 2015

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

C040-Kingwood

Troop C

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	1	--	--	--	--	--	1
<i>% of Total</i>	100.0%	0.0%					3.7%
Granted	21	1	3	--	1	--	26
<i>% of Total</i>	80.8%	3.8%	11.5%	0.0%	3.8%	0.0%	96.3%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	22	1	3	0	1	0	27
<i>% of Total</i>	81.5%	3.7%	11.1%	0.0%	3.7%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,143	59	62	7	119	1	1,391
<i>% of Total</i>	82.2%	4.2%	4.5%	0.5%	8.6%	0.1%	17.8%
Moving Warning	1,469	110	93	2	88	3	1,765
<i>% of Total</i>	83.2%	6.2%	5.3%	0.1%	5.0%	0.2%	22.6%
Non-Moving Summons	930	70	83	2	52	2	1,139
<i>% of Total</i>	81.7%	6.1%	7.3%	0.2%	4.6%	0.2%	14.6%
Non-Moving Warning	1,209	82	100	4	53	4	1,452
<i>% of Total</i>	83.3%	5.6%	6.9%	0.3%	3.7%	0.3%	18.6%
Mixed	571	41	40	--	61	1	714
<i>% of Total</i>	80.0%	5.7%	5.6%		8.5%	0.1%	9.1%
No Enforcement	1,177	65	52	2	42	9	1,347
<i>% of Total</i>	87.4%	4.8%	3.9%	0.1%	3.1%	0.7%	17.3%
Total	6,499	427	430	17	415	20	7,808
<i>% of Total</i>	83.2%	5.5%	5.5%	0.2%	5.3%	0.3%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	17	1	2	0	1	0	21
<i>% of Total</i>	81.0%	4.8%	9.5%	0.0%	4.8%	0.0%	100.0%

C040-Kingwood

Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	147	27	25	0	5	204
<i>% of Total</i>	<i>72.1%</i>	<i>13.2%</i>	<i>12.3%</i>	<i>0.0%</i>	<i>2.5%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	41	1	3	--	--	45
<i>% of Total</i>	<i>91.1%</i>	<i>2.2%</i>	<i>6.7%</i>			<i>22.2%</i>
Obstruction	49	20	10	2	--	81
<i>% of Total</i>	<i>60.5%</i>	<i>24.7%</i>	<i>12.3%</i>	<i>2.5%</i>		<i>39.9%</i>
Paraphernalia	13	1	--	--	--	14
<i>% of Total</i>	<i>92.9%</i>	<i>7.1%</i>				<i>6.9%</i>
Possession	26	3	4	--	--	33
<i>% of Total</i>	<i>78.8%</i>	<i>9.1%</i>	<i>12.1%</i>			<i>16.3%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	4	--	2	1	--	7
<i>% of Total</i>	<i>57.1%</i>		<i>28.6%</i>	<i>14.3%</i>		<i>3.4%</i>
No Charges Filed	18	1	4	--	--	23
<i>% of Total</i>	<i>78.3%</i>	<i>4.3%</i>	<i>17.4%</i>			<i>11.3%</i>
Total	151	26	23	3	0	203
<i>% of Total</i>	<i>74.4%</i>	<i>12.8%</i>	<i>11.3%</i>	<i>1.5%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	49	20	10	0	2	81
<i>% of Total</i>	<i>60.5%</i>	<i>24.7%</i>	<i>12.3%</i>	<i>0.0%</i>	<i>2.5%</i>	<i>100.0%</i>

C060-Hamilton

Troop C

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	4,223	1,250	793	18	288	22	6,594
<i>% of Total</i>	64.0%	19.0%	12.0%	0.3%	4.4%	0.3%	55.7%
Non-Moving	2,501	1,492	930	7	148	18	5,096
<i>% of Total</i>	49.1%	29.3%	18.2%	0.1%	2.9%	0.4%	43.0%
No Reason Provided	62	43	37	--	2	9	153
<i>% of Total</i>	40.5%	28.1%	24.2%		1.3%	5.9%	1.3%
Total	6,786	2,785	1,760	25	438	49	11,843
<i>% of Total</i>	57.3%	23.5%	14.9%	0.2%	3.7%	0.4%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	270	391	221	--	10	2	894
<i>% of Total</i>	30.2%	43.7%	24.7%		1.1%	0.2%	95.7%
Occupant Frisks	7	8	7	--	--	--	22
<i>% of Total</i>	31.8%	36.4%	31.8%				2.4%
Non-Consensual Searches	193	338	161	1	9	--	702
<i>% of Total</i>	27.5%	48.1%	22.9%	4.5%	1.3%		75.2%
Canine Deployments	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Arrests	212	361	164	1	9	--	747
<i>% of Total</i>	28.4%	48.3%	22.0%	4.5%	1.2%		80.0%
Total	292	401	227	1	11	2	934
<i>% of Total</i>	31.3%	42.9%	24.3%	0.1%	1.2%	0.2%	100.0%

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

January 1, 2015 - June 30, 2015

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

C060-Hamilton

Troop C

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	2	2	1	--	--	--	5
<i>% of Total</i>	40.0%	40.0%	20.0%				4.4%
Granted	38	50	19	--	2	--	109
<i>% of Total</i>	34.9%	45.9%	17.4%		1.8%		95.6%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	40	52	20	0	2	0	114
<i>% of Total</i>	35.1%	45.6%	17.5%	0.0%	1.8%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,109	279	168	8	108	2	1,674
<i>% of Total</i>	66.2%	16.7%	10.0%	0.5%	6.5%	0.1%	14.1%
Moving Warning	1,354	397	210	4	83	4	2,052
<i>% of Total</i>	66.0%	19.3%	10.2%	0.2%	4.0%	0.2%	17.3%
Non-Moving Summons	1,196	689	444	5	76	3	2,413
<i>% of Total</i>	49.6%	28.6%	18.4%	0.2%	3.1%	0.1%	20.4%
Non-Moving Warning	924	571	296	1	54	1	1,847
<i>% of Total</i>	50.0%	30.9%	16.0%	0.1%	2.9%	0.1%	15.6%
Mixed	520	247	214	3	41	6	1,031
<i>% of Total</i>	50.4%	24.0%	20.8%	0.3%	4.0%	0.6%	8.7%
No Enforcement	1,683	602	428	4	76	33	2,826
<i>% of Total</i>	59.6%	21.3%	15.1%	0.1%	2.7%	1.2%	23.9%
Total	6,786	2,785	1,760	25	438	49	11,843
<i>% of Total</i>	57.3%	23.5%	14.9%	0.2%	3.7%	0.4%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	39	46	19	0	2	0	106
<i>% of Total</i>	36.8%	43.4%	17.9%	0.0%	1.9%	0.0%	100.0%

C060-Hamilton

Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	290	606	265	0	15	1176
<i>% of Total</i>	<i>24.7%</i>	<i>51.5%</i>	<i>22.5%</i>	<i>0.0%</i>	<i>1.3%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	76	37	65	2	--	180
<i>% of Total</i>	<i>42.2%</i>	<i>20.6%</i>	<i>36.1%</i>	<i>1.1%</i>		<i>16.6%</i>
Obstruction	115	362	107	7	--	591
<i>% of Total</i>	<i>19.5%</i>	<i>61.3%</i>	<i>18.1%</i>	<i>1.2%</i>		<i>54.5%</i>
Paraphernalia	39	19	2	1	--	61
<i>% of Total</i>	<i>63.9%</i>	<i>31.1%</i>	<i>3.3%</i>	<i>1.6%</i>		<i>5.6%</i>
Possession	63	73	27	3	--	166
<i>% of Total</i>	<i>38.0%</i>	<i>44.0%</i>	<i>16.3%</i>	<i>1.8%</i>		<i>15.3%</i>
Weapons	2	--	--	--	--	2
<i>% of Total</i>	<i>100.0%</i>					<i>0.2%</i>
Other	4	6	2	1	--	13
<i>% of Total</i>	<i>30.8%</i>	<i>46.2%</i>	<i>15.4%</i>	<i>7.7%</i>		<i>1.2%</i>
No Charges Filed	14	38	15	4	--	71
<i>% of Total</i>	<i>19.7%</i>	<i>53.5%</i>	<i>21.1%</i>	<i>5.6%</i>		<i>6.5%</i>
Total	313	535	218	18	0	1,084
<i>% of Total</i>	<i>28.9%</i>	<i>49.4%</i>	<i>20.1%</i>	<i>1.7%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	115	362	107	0	7	591
<i>% of Total</i>	<i>19.5%</i>	<i>61.3%</i>	<i>18.1%</i>	<i>0.0%</i>	<i>1.2%</i>	<i>100.0%</i>

C080-Red Lion

Troop C

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	3,441	674	269	5	113	23	4,525
<i>% of Total</i>	76.0%	14.9%	5.9%	0.1%	2.5%	0.5%	61.4%
Non-Moving	1,976	472	228	2	47	9	2,734
<i>% of Total</i>	72.3%	17.3%	8.3%	0.1%	1.7%	0.3%	37.1%
No Reason Provided	87	15	5	--	3	3	113
<i>% of Total</i>	77.0%	13.3%	4.4%		2.7%	2.7%	1.5%
Total	5,504	1,161	502	7	163	35	7,372
<i>% of Total</i>	74.7%	15.7%	6.8%	0.1%	2.2%	0.5%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	428	139	42	--	11	2	622
<i>% of Total</i>	68.8%	22.3%	6.8%		1.8%	0.3%	94.0%
Occupant Frisks	32	6	6	--	--	--	44
<i>% of Total</i>	72.7%	13.6%	13.6%				6.6%
Non-Consensual Searches	281	111	27	--	7	--	426
<i>% of Total</i>	66.0%	26.1%	6.3%		1.6%		64.4%
Canine Deployments	2	--	--	--	--	--	2
<i>% of Total</i>	100.0%						0.3%
Arrests	319	123	31	--	8	--	481
<i>% of Total</i>	66.3%	25.6%	6.4%		1.7%		72.7%
Total	463	143	42	0	12	2	662
<i>% of Total</i>	69.9%	21.6%	6.3%	0.0%	1.8%	0.3%	100.0%

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

January 1, 2015 - June 30, 2015

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

C080-Red Lion

Troop C

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	4	--	2	--	--	--	6
<i>% of Total</i>	66.7%		33.3%				5.1%
Granted	70	33	4	--	3	--	110
<i>% of Total</i>	63.6%	30.0%	3.6%		2.7%		94.0%
Withdrawn	1	--	--	--	--	--	1
<i>% of Total</i>	100.0%						0.9%
Total Requests	75	33	6	0	3	0	117
<i>% of Total</i>	64.1%	28.2%	5.1%	0.0%	2.6%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	710	121	46	2	31	3	913
<i>% of Total</i>	77.8%	13.3%	5.0%	0.2%	3.4%	0.3%	12.4%
Moving Warning	1,416	285	96	3	44	6	1,850
<i>% of Total</i>	76.5%	15.4%	5.2%	0.2%	2.4%	0.3%	25.1%
Non-Moving Summons	763	175	118	--	19	1	1,076
<i>% of Total</i>	70.9%	16.3%	11.0%		1.8%	0.1%	14.6%
Non-Moving Warning	925	222	96	1	20	--	1,264
<i>% of Total</i>	73.2%	17.6%	7.6%	0.1%	1.6%		17.1%
Mixed	427	105	46	--	12	--	590
<i>% of Total</i>	72.4%	17.8%	7.8%		2.0%		8.0%
No Enforcement	1,263	253	100	1	37	25	1,679
<i>% of Total</i>	75.2%	15.1%	6.0%	0.1%	2.2%	1.5%	22.8%
Total	5,504	1,161	502	7	163	35	7,372
<i>% of Total</i>	74.7%	15.7%	6.8%	0.1%	2.2%	0.5%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	65	32	7	0	3	0	107
<i>% of Total</i>	60.7%	29.9%	6.5%	0.0%	2.8%	0.0%	100.0%

C080-Red Lion

Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	510	257	65	0	15	847
<i>% of Total</i>	<i>60.2%</i>	<i>30.3%</i>	<i>7.7%</i>	<i>0.0%</i>	<i>1.8%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	129	14	4	1	--	148
<i>% of Total</i>	<i>87.2%</i>	<i>9.5%</i>	<i>2.7%</i>	<i>0.7%</i>		<i>18.6%</i>
Obstruction	150	125	21	5	--	301
<i>% of Total</i>	<i>49.8%</i>	<i>41.5%</i>	<i>7.0%</i>	<i>1.7%</i>		<i>37.8%</i>
Paraphernalia	58	13	3	1	--	75
<i>% of Total</i>	<i>77.3%</i>	<i>17.3%</i>	<i>4.0%</i>	<i>1.3%</i>		<i>9.4%</i>
Possession	104	46	9	8	--	167
<i>% of Total</i>	<i>62.3%</i>	<i>27.5%</i>	<i>5.4%</i>	<i>4.8%</i>		<i>21.0%</i>
Weapons	1	1	5	--	--	7
<i>% of Total</i>	<i>14.3%</i>	<i>14.3%</i>	<i>71.4%</i>			<i>0.9%</i>
Other	12	--	1	--	--	13
<i>% of Total</i>	<i>92.3%</i>		<i>7.7%</i>			<i>1.6%</i>
No Charges Filed	48	30	5	3	--	86
<i>% of Total</i>	<i>55.8%</i>	<i>34.9%</i>	<i>5.8%</i>	<i>3.5%</i>		<i>10.8%</i>
Total	502	229	48	18	0	797
<i>% of Total</i>	<i>63.0%</i>	<i>28.7%</i>	<i>6.0%</i>	<i>2.3%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	150	125	21	0	5	301
<i>% of Total</i>	<i>49.8%</i>	<i>41.5%</i>	<i>7.0%</i>	<i>0.0%</i>	<i>1.7%</i>	<i>100.0%</i>

C120-Tuckerton

Troop C

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	2,596	172	164	4	89	9	3,034
<i>% of Total</i>	<i>85.6%</i>	<i>5.7%</i>	<i>5.4%</i>	<i>0.1%</i>	<i>2.9%</i>	<i>0.3%</i>	<i>45.3%</i>
Non-Moving	3,031	222	286	1	54	8	3,602
<i>% of Total</i>	<i>84.1%</i>	<i>6.2%</i>	<i>7.9%</i>	<i>0.0%</i>	<i>1.5%</i>	<i>0.2%</i>	<i>53.8%</i>
No Reason Provided	44	5	6	--	1	1	57
<i>% of Total</i>	<i>77.2%</i>	<i>8.8%</i>	<i>10.5%</i>		<i>1.8%</i>	<i>1.8%</i>	<i>0.9%</i>
Total	5,671	399	456	5	144	18	6,693
<i>% of Total</i>	<i>84.7%</i>	<i>6.0%</i>	<i>6.8%</i>	<i>0.1%</i>	<i>2.2%</i>	<i>0.3%</i>	<i>100.0%</i>

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	218	42	33	--	3	1	297
<i>% of Total</i>	<i>73.4%</i>	<i>14.1%</i>	<i>11.1%</i>		<i>1.0%</i>	<i>0.3%</i>	<i>95.5%</i>
Occupant Frisks	14	3	2	--	--	--	19
<i>% of Total</i>	<i>73.7%</i>	<i>15.8%</i>	<i>10.5%</i>				<i>6.1%</i>
Non-Consensual Searches	159	35	23	--	2	--	219
<i>% of Total</i>	<i>72.6%</i>	<i>16.0%</i>	<i>10.5%</i>		<i>0.9%</i>		<i>70.4%</i>
Canine Deployments	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Arrests	168	38	25	--	2	--	233
<i>% of Total</i>	<i>72.1%</i>	<i>16.3%</i>	<i>10.7%</i>		<i>0.9%</i>		<i>74.9%</i>
Total	231	42	33	0	4	1	311
<i>% of Total</i>	<i>74.3%</i>	<i>13.5%</i>	<i>10.6%</i>	<i>0.0%</i>	<i>1.3%</i>	<i>0.3%</i>	<i>100.0%</i>

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

January 1, 2015 - June 30, 2015

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

C120-Tuckerton

Troop C

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	3	--	--	--	--	--	3
<i>% of Total</i>	100.0%						8.1%
Granted	21	9	4	--	--	--	34
<i>% of Total</i>	61.8%	26.5%	11.8%				91.9%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	24	9	4	0	0	0	37
<i>% of Total</i>	64.9%	24.3%	10.8%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	491	43	45	1	25	1	606
<i>% of Total</i>	81.0%	7.1%	7.4%	0.2%	4.1%	0.2%	9.1%
Moving Warning	1,137	60	52	3	30	2	1,284
<i>% of Total</i>	88.6%	4.7%	4.0%	0.2%	2.3%	0.2%	19.2%
Non-Moving Summons	968	80	128	--	22	--	1,198
<i>% of Total</i>	80.8%	6.7%	10.7%		1.8%		17.9%
Non-Moving Warning	1,581	103	123	--	32	2	1,841
<i>% of Total</i>	85.9%	5.6%	6.7%		1.7%	0.1%	27.5%
Mixed	547	54	48	--	17	--	666
<i>% of Total</i>	82.1%	8.1%	7.2%		2.6%		10.0%
No Enforcement	947	59	60	1	18	13	1,098
<i>% of Total</i>	86.2%	5.4%	5.5%	0.1%	1.6%	1.2%	16.4%
Total	5,671	399	456	5	144	18	6,693
<i>% of Total</i>	84.7%	6.0%	6.8%	0.1%	2.2%	0.3%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	26	7	5	0	0	0	38
<i>% of Total</i>	68.4%	18.4%	13.2%	0.0%	0.0%	0.0%	100.0%

C120-Tuckerton

Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	290	68	55	0	3	416
<i>% of Total</i>	<i>69.7%</i>	<i>16.3%</i>	<i>13.2%</i>	<i>0.0%</i>	<i>0.7%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	54	4	2	1	--	61
<i>% of Total</i>	<i>88.5%</i>	<i>6.6%</i>	<i>3.3%</i>	<i>1.6%</i>		<i>17.8%</i>
Obstruction	112	30	22	1	--	165
<i>% of Total</i>	<i>67.9%</i>	<i>18.2%</i>	<i>13.3%</i>	<i>0.6%</i>		<i>48.2%</i>
Paraphernalia	15	5	4	--	--	24
<i>% of Total</i>	<i>62.5%</i>	<i>20.8%</i>	<i>16.7%</i>			<i>7.0%</i>
Possession	33	7	13	--	--	53
<i>% of Total</i>	<i>62.3%</i>	<i>13.2%</i>	<i>24.5%</i>			<i>15.5%</i>
Weapons	2	--	--	--	--	2
<i>% of Total</i>	<i>100.0%</i>					<i>0.6%</i>
Other	9	--	--	--	--	9
<i>% of Total</i>	<i>100.0%</i>					<i>2.6%</i>
No Charges Filed	16	10	2	--	--	28
<i>% of Total</i>	<i>57.1%</i>	<i>35.7%</i>	<i>7.1%</i>			<i>8.2%</i>
Total	241	56	43	2	0	342
<i>% of Total</i>	<i>70.5%</i>	<i>16.4%</i>	<i>12.6%</i>	<i>0.6%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	112	30	22	0	1	165
<i>% of Total</i>	<i>67.9%</i>	<i>18.2%</i>	<i>13.3%</i>	<i>0.0%</i>	<i>0.6%</i>	<i>100.0%</i>

Other Stations

Troop C

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	349	161	70	--	27	6	613
<i>% of Total</i>	56.9%	26.3%	11.4%		4.4%	1.0%	39.9%
Non-Moving	241	527	125	--	4	3	900
<i>% of Total</i>	26.8%	58.6%	13.9%		0.4%	0.3%	58.6%
No Reason Provided	4	15	4	--	--	1	24
<i>% of Total</i>	16.7%	62.5%	16.7%			4.2%	1.6%
Total	594	703	199	0	31	10	1,537
<i>% of Total</i>	38.6%	45.7%	12.9%	0.0%	2.0%	0.7%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	71	218	35	1	--	--	325
<i>% of Total</i>	21.8%	67.1%	10.8%	8.3%			97.6%
Occupant Frisks	3	6	3	--	--	--	12
<i>% of Total</i>	25.0%	50.0%	25.0%				3.6%
Non-Consensual Searches	48	204	32	1	--	--	285
<i>% of Total</i>	16.8%	71.6%	11.2%	8.3%			85.6%
Canine Deployments	--	1	--	--	--	--	1
<i>% of Total</i>		100.0%					0.3%
Arrests	58	213	34	1	--	--	306
<i>% of Total</i>	19.0%	69.6%	11.1%	8.3%			91.9%
Total	75	221	36	1	0	0	333
<i>% of Total</i>	22.5%	66.4%	10.8%	0.3%	0.0%	0.0%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Chemical	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Deadly	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Mechanical	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Physical	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Physical & Mechanical	--	--	--	--	--	0
<i>% of Total</i>						0.0%
Total Force	0	0	0	0	0	0
<i>% of Total</i>	0.0%	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, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Granted	22	34	8	--	--	--	64
<i>% of Total</i>	<i>34.4%</i>	<i>53.1%</i>	<i>12.5%</i>				<i>100.0%</i>
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							<i>0.0%</i>
Total Requests	22	34	8	0	0	0	64
<i>% of Total</i>	<i>34.4%</i>	<i>53.1%</i>	<i>12.5%</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, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	77	30	11	--	14	--	132
<i>% of Total</i>	<i>58.3%</i>	<i>22.7%</i>	<i>8.3%</i>		<i>10.6%</i>		<i>8.6%</i>
Moving Warning	107	36	12	--	7	--	162
<i>% of Total</i>	<i>66.0%</i>	<i>22.2%</i>	<i>7.4%</i>		<i>4.3%</i>		<i>10.5%</i>
Non-Moving Summons	123	271	78	--	4	2	478
<i>% of Total</i>	<i>25.7%</i>	<i>56.7%</i>	<i>16.3%</i>		<i>0.8%</i>	<i>0.4%</i>	<i>31.1%</i>
Non-Moving Warning	70	105	22	--	1	--	198
<i>% of Total</i>	<i>35.4%</i>	<i>53.0%</i>	<i>11.1%</i>		<i>0.5%</i>		<i>12.9%</i>
Mixed	36	61	21	--	3	--	121
<i>% of Total</i>	<i>29.8%</i>	<i>50.4%</i>	<i>17.4%</i>		<i>2.5%</i>		<i>7.9%</i>
No Enforcement	181	200	55	--	2	8	446
<i>% of Total</i>	<i>40.6%</i>	<i>44.8%</i>	<i>12.3%</i>		<i>0.4%</i>	<i>1.8%</i>	<i>29.0%</i>
Total	594	703	199	0	31	10	1,537
<i>% of Total</i>	<i>38.6%</i>	<i>45.7%</i>	<i>12.9%</i>	<i>0.0%</i>	<i>2.0%</i>	<i>0.7%</i>	<i>100.0%</i>

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	17	31	3	0	0	0	51
<i>% of Total</i>	<i>33.3%</i>	<i>60.8%</i>	<i>5.9%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Other Stations

Troop C

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	99	439	70	0	0	608
<i>% of Total</i>	<i>16.3%</i>	<i>72.2%</i>	<i>11.5%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	9	6	4	--	--	19
<i>% of Total</i>	<i>47.4%</i>	<i>31.6%</i>	<i>21.1%</i>			<i>3.7%</i>
Obstruction	28	265	31	--	--	324
<i>% of Total</i>	<i>8.6%</i>	<i>81.8%</i>	<i>9.6%</i>			<i>62.9%</i>
Paraphernalia	17	6	--	--	--	23
<i>% of Total</i>	<i>73.9%</i>	<i>26.1%</i>				<i>4.5%</i>
Possession	26	59	7	--	--	92
<i>% of Total</i>	<i>28.3%</i>	<i>64.1%</i>	<i>7.6%</i>			<i>17.9%</i>
Weapons	--	4	--	--	--	4
<i>% of Total</i>		<i>100.0%</i>				<i>0.8%</i>
Other	3	2	--	--	--	5
<i>% of Total</i>	<i>60.0%</i>	<i>40.0%</i>				<i>1.0%</i>
No Charges Filed	5	34	9	--	--	48
<i>% of Total</i>	<i>10.4%</i>	<i>70.8%</i>	<i>18.8%</i>			<i>9.3%</i>
Total	88	376	51	0	0	515
<i>% of Total</i>	<i>17.1%</i>	<i>73.0%</i>	<i>9.9%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	28	265	31	0	0	324
<i>% of Total</i>	<i>8.6%</i>	<i>81.8%</i>	<i>9.6%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

D010- Cranbury

Troop D

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	3,738	1,760	1,171	9	1,001	31	7,710
<i>% of Total</i>	48.5%	22.8%	15.2%	0.1%	13.0%	0.4%	88.5%
Non-Moving	359	203	195	1	79	64	901
<i>% of Total</i>	39.8%	22.5%	21.6%	0.1%	8.8%	7.1%	10.3%
No Reason Provided	42	29	14	--	3	13	101
<i>% of Total</i>	41.6%	28.7%	13.9%		3.0%	12.9%	1.2%
Total	4,139	1,992	1,380	10	1,083	108	8,712
<i>% of Total</i>	47.5%	22.9%	15.8%	0.1%	12.4%	1.2%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	92	90	71	1	19	2	275
<i>% of Total</i>	33.5%	32.7%	25.8%	3.3%	6.9%	0.7%	91.7%
Occupant Frisks	7	11	10	--	2	--	30
<i>% of Total</i>	23.3%	36.7%	33.3%		6.7%		10.0%
Non-Consensual Searches	52	70	51	--	11	--	184
<i>% of Total</i>	28.3%	38.0%	27.7%		6.0%		61.3%
Canine Deployments	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Arrests	62	79	59	1	11	--	212
<i>% of Total</i>	29.2%	37.3%	27.8%	3.3%	5.2%		70.7%
Total	101	102	75	1	19	2	300
<i>% of Total</i>	33.7%	34.0%	25.0%	0.3%	6.3%	0.7%	100.0%

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

January 1, 2015 - June 30, 2015

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

D010- Cranbury

Troop D

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	--	--	1	--	--	--	1
<i>% of Total</i>			100.0%				2.3%
Granted	10	20	12	1	--	--	43
<i>% of Total</i>	23.3%	46.5%	27.9%	2.3%			97.7%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	10	20	13	1	0	0	44
<i>% of Total</i>	22.7%	45.5%	29.5%	2.3%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,541	759	562	1	586	6	3,455
<i>% of Total</i>	44.6%	22.0%	16.3%	0.0%	17.0%	0.2%	39.7%
Moving Warning	961	406	237	2	188	3	1,797
<i>% of Total</i>	53.5%	22.6%	13.2%	0.1%	10.5%	0.2%	20.6%
Non-Moving Summons	427	218	197	--	81	61	984
<i>% of Total</i>	43.4%	22.2%	20.0%		8.2%	6.2%	11.3%
Non-Moving Warning	111	62	49	--	31	3	256
<i>% of Total</i>	43.4%	24.2%	19.1%		12.1%	1.2%	2.9%
Mixed	260	189	168	3	92	2	714
<i>% of Total</i>	36.4%	26.5%	23.5%	0.4%	12.9%	0.3%	8.2%
No Enforcement	839	358	167	4	105	33	1,506
<i>% of Total</i>	55.7%	23.8%	11.1%	0.3%	7.0%	2.2%	17.3%
Total	4,139	1,992	1,380	10	1,083	108	8,712
<i>% of Total</i>	47.5%	22.9%	15.8%	0.1%	12.4%	1.2%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	11	17	11	1	0	0	40
<i>% of Total</i>	27.5%	42.5%	27.5%	2.5%	0.0%	0.0%	100.0%

D010- Cranbury

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	78	144	92	0	17	331
<i>% of Total</i>	<i>23.6%</i>	<i>43.5%</i>	<i>27.8%</i>	<i>0.0%</i>	<i>5.1%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	36	34	33	5	--	108
<i>% of Total</i>	<i>33.3%</i>	<i>31.5%</i>	<i>30.6%</i>	<i>4.6%</i>		<i>32.7%</i>
Obstruction	19	48	18	5	--	90
<i>% of Total</i>	<i>21.1%</i>	<i>53.3%</i>	<i>20.0%</i>	<i>5.6%</i>		<i>27.3%</i>
Paraphernalia	6	7	5	--	--	18
<i>% of Total</i>	<i>33.3%</i>	<i>38.9%</i>	<i>27.8%</i>			<i>5.5%</i>
Possession	18	24	13	--	--	55
<i>% of Total</i>	<i>32.7%</i>	<i>43.6%</i>	<i>23.6%</i>			<i>16.7%</i>
Weapons	--	2	3	1	--	6
<i>% of Total</i>		<i>33.3%</i>	<i>50.0%</i>	<i>16.7%</i>		<i>1.8%</i>
Other	7	8	1	3	--	19
<i>% of Total</i>	<i>36.8%</i>	<i>42.1%</i>	<i>5.3%</i>	<i>15.8%</i>		<i>5.8%</i>
No Charges Filed	4	15	14	1	--	34
<i>% of Total</i>	<i>11.8%</i>	<i>44.1%</i>	<i>41.2%</i>	<i>2.9%</i>		<i>10.3%</i>
Total	90	138	87	15	0	330
<i>% of Total</i>	<i>27.3%</i>	<i>41.8%</i>	<i>26.4%</i>	<i>4.5%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	19	48	18	0	5	90
<i>% of Total</i>	<i>21.1%</i>	<i>53.3%</i>	<i>20.0%</i>	<i>0.0%</i>	<i>5.6%</i>	<i>100.0%</i>

D020- Moorestown

Troop D

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	4,033	2,073	962	10	937	33	8,048
<i>% of Total</i>	50.1%	25.8%	12.0%	0.1%	11.6%	0.4%	88.9%
Non-Moving	432	257	141	2	68	6	906
<i>% of Total</i>	47.7%	28.4%	15.6%	0.2%	7.5%	0.7%	10.0%
No Reason Provided	41	29	10	--	7	12	99
<i>% of Total</i>	41.4%	29.3%	10.1%		7.1%	12.1%	1.1%
Total	4,506	2,359	1,113	12	1,012	51	9,053
<i>% of Total</i>	49.8%	26.1%	12.3%	0.1%	11.2%	0.6%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	97	120	51	2	7	1	278
<i>% of Total</i>	34.9%	43.2%	18.3%	0.7%	2.5%	0.4%	96.2%
Occupant Frisks	--	5	4	--	--	--	9
<i>% of Total</i>		55.6%	44.4%				3.1%
Non-Consensual Searches	49	95	35	3	6	--	188
<i>% of Total</i>	26.1%	50.5%	18.6%	1.6%	3.2%		65.1%
Canine Deployments	--	1	1	--	--	--	2
<i>% of Total</i>		50.0%	50.0%				0.7%
Arrests	69	112	40	3	7	--	231
<i>% of Total</i>	29.9%	48.5%	17.3%	1.3%	3.0%		79.9%
Total	101	124	52	3	8	1	289
<i>% of Total</i>	34.9%	42.9%	18.0%	1.0%	2.8%	0.3%	100.0%

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

January 1, 2015 - June 30, 2015

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

D020- Moorestown

Troop D

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	1	2	--	--	--	--	3
<i>% of Total</i>	33.3%	66.7%					3.1%
Granted	30	48	13	1	1	--	93
<i>% of Total</i>	32.3%	51.6%	14.0%	1.1%	1.1%		96.9%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	31	50	13	1	1	0	96
<i>% of Total</i>	32.3%	52.1%	13.5%	1.0%	1.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,319	747	366	2	458	5	2,897
<i>% of Total</i>	45.5%	25.8%	12.6%	0.1%	15.8%	0.2%	32.0%
Moving Warning	1,402	650	249	1	213	3	2,518
<i>% of Total</i>	55.7%	25.8%	9.9%	0.0%	8.5%	0.1%	27.8%
Non-Moving Summons	441	215	124	2	100	11	893
<i>% of Total</i>	49.4%	24.1%	13.9%	0.2%	11.2%	1.2%	9.9%
Non-Moving Warning	201	138	54	1	36	--	430
<i>% of Total</i>	46.7%	32.1%	12.6%	0.2%	8.4%		4.7%
Mixed	385	239	151	4	115	3	897
<i>% of Total</i>	42.9%	26.6%	16.8%	0.4%	12.8%	0.3%	9.9%
No Enforcement	758	370	169	2	90	29	1,418
<i>% of Total</i>	53.5%	26.1%	11.9%	0.1%	6.3%	2.0%	15.7%
Total	4,506	2,359	1,113	12	1,012	51	9,053
<i>% of Total</i>	49.8%	26.1%	12.3%	0.1%	11.2%	0.6%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	35	42	14	1	0	0	92
<i>% of Total</i>	38.0%	45.7%	15.2%	1.1%	0.0%	0.0%	100.0%

D020- Moorestown

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	101	192	72	4	8	377
<i>% of Total</i>	<i>26.8%</i>	<i>50.9%</i>	<i>19.1%</i>	<i>1.1%</i>	<i>2.1%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	15	13	13	3	--	44
<i>% of Total</i>	<i>34.1%</i>	<i>29.5%</i>	<i>29.5%</i>	<i>6.8%</i>		<i>9.5%</i>
Obstruction	27	67	21	4	1	120
<i>% of Total</i>	<i>22.5%</i>	<i>55.8%</i>	<i>17.5%</i>	<i>3.3%</i>	<i>0.8%</i>	<i>25.9%</i>
Paraphernalia	21	26	6	--	1	54
<i>% of Total</i>	<i>38.9%</i>	<i>48.1%</i>	<i>11.1%</i>		<i>1.9%</i>	<i>11.7%</i>
Possession	36	68	22	--	1	127
<i>% of Total</i>	<i>28.3%</i>	<i>53.5%</i>	<i>17.3%</i>		<i>0.8%</i>	<i>27.4%</i>
Weapons	4	8	4	--	--	16
<i>% of Total</i>	<i>25.0%</i>	<i>50.0%</i>	<i>25.0%</i>			<i>3.5%</i>
Other	4	18	3	--	--	25
<i>% of Total</i>	<i>16.0%</i>	<i>72.0%</i>	<i>12.0%</i>			<i>5.4%</i>
No Charges Filed	21	48	6	--	2	77
<i>% of Total</i>	<i>27.3%</i>	<i>62.3%</i>	<i>7.8%</i>		<i>2.6%</i>	<i>16.6%</i>
Total	128	248	75	7	5	463
<i>% of Total</i>	<i>27.6%</i>	<i>53.6%</i>	<i>16.2%</i>	<i>1.5%</i>	<i>1.1%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	27	67	21	1	4	120
<i>% of Total</i>	<i>22.5%</i>	<i>55.8%</i>	<i>17.5%</i>	<i>0.8%</i>	<i>3.3%</i>	<i>100.0%</i>

D030- Newark

Troop D

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	3,972	1,333	1,686	26	1,037	108	8,162
<i>% of Total</i>	48.7%	16.3%	20.7%	0.3%	12.7%	1.3%	82.6%
Non-Moving	273	133	173	5	70	917	1,571
<i>% of Total</i>	17.4%	8.5%	11.0%	0.3%	4.5%	58.4%	15.9%
No Reason Provided	54	27	40	--	12	13	146
<i>% of Total</i>	37.0%	18.5%	27.4%		8.2%	8.9%	1.5%
Total	4,299	1,493	1,899	31	1,119	1,038	9,879
<i>% of Total</i>	43.5%	15.1%	19.2%	0.3%	11.3%	10.5%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	92	83	101	1	24	--	301
<i>% of Total</i>	30.6%	27.6%	33.6%	0.3%	8.0%		89.3%
Occupant Frisks	8	9	11	--	2	--	30
<i>% of Total</i>	26.7%	30.0%	36.7%		6.7%		8.9%
Non-Consensual Searches	75	67	79	1	18	--	240
<i>% of Total</i>	31.3%	27.9%	32.9%	0.4%	7.5%		71.2%
Canine Deployments	--	1	--	--	--	--	1
<i>% of Total</i>		100.0%					0.3%
Arrests	75	70	82	1	18	--	246
<i>% of Total</i>	30.5%	28.5%	33.3%	0.4%	7.3%		73.0%
Total	105	90	111	1	30	0	337
<i>% of Total</i>	31.2%	26.7%	32.9%	0.3%	8.9%	0.0%	100.0%

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

January 1, 2015 - June 30, 2015

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

D030- Newark

Troop D

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	--	1	--	--	--	--	1
<i>% of Total</i>		100.0%					7.7%
Granted	1	6	5	--	--	--	12
<i>% of Total</i>	8.3%	50.0%	41.7%				92.3%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	1	7	5	0	0	0	13
<i>% of Total</i>	7.7%	53.8%	38.5%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,358	473	600	12	457	8	2,908
<i>% of Total</i>	46.7%	16.3%	20.6%	0.4%	15.7%	0.3%	29.4%
Moving Warning	1,277	371	472	6	243	14	2,383
<i>% of Total</i>	53.6%	15.6%	19.8%	0.3%	10.2%	0.6%	24.1%
Non-Moving Summons	417	173	282	6	142	937	1,957
<i>% of Total</i>	21.3%	8.8%	14.4%	0.3%	7.3%	47.9%	19.8%
Non-Moving Warning	211	82	104	2	84	7	490
<i>% of Total</i>	43.1%	16.7%	21.2%	0.4%	17.1%	1.4%	5.0%
Mixed	317	163	206	5	94	9	794
<i>% of Total</i>	39.9%	20.5%	25.9%	0.6%	11.8%	1.1%	8.0%
No Enforcement	719	231	235	--	99	63	1,347
<i>% of Total</i>	53.4%	17.1%	17.4%		7.3%	4.7%	13.6%
Total	4,299	1,493	1,899	31	1,119	1,038	9,879
<i>% of Total</i>	43.5%	15.1%	19.2%	0.3%	11.3%	10.5%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	3	6	8	0	0	0	17
<i>% of Total</i>	17.6%	35.3%	47.1%	0.0%	0.0%	0.0%	100.0%

D030- Newark

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	86	99	125	0	29	339
<i>% of Total</i>	<i>25.4%</i>	<i>29.2%</i>	<i>36.9%</i>	<i>0.0%</i>	<i>8.6%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	31	31	42	14	--	118
<i>% of Total</i>	<i>26.3%</i>	<i>26.3%</i>	<i>35.6%</i>	<i>11.9%</i>		<i>41.0%</i>
Obstruction	29	37	43	7	--	116
<i>% of Total</i>	<i>25.0%</i>	<i>31.9%</i>	<i>37.1%</i>	<i>6.0%</i>		<i>40.3%</i>
Paraphernalia	1	2	4	1	--	8
<i>% of Total</i>	<i>12.5%</i>	<i>25.0%</i>	<i>50.0%</i>	<i>12.5%</i>		<i>2.8%</i>
Possession	4	7	12	1	--	24
<i>% of Total</i>	<i>16.7%</i>	<i>29.2%</i>	<i>50.0%</i>	<i>4.2%</i>		<i>8.3%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	--	3	4	1	--	8
<i>% of Total</i>		<i>37.5%</i>	<i>50.0%</i>	<i>12.5%</i>		<i>2.8%</i>
No Charges Filed	2	6	6	--	--	14
<i>% of Total</i>	<i>14.3%</i>	<i>42.9%</i>	<i>42.9%</i>			<i>4.9%</i>
Total	67	86	111	24	0	288
<i>% of Total</i>	<i>23.3%</i>	<i>29.9%</i>	<i>38.5%</i>	<i>8.3%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	29	37	43	0	7	116
<i>% of Total</i>	<i>25.0%</i>	<i>31.9%</i>	<i>37.1%</i>	<i>0.0%</i>	<i>6.0%</i>	<i>100.0%</i>

E030- Galloway

Troop D

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	5,776	789	543	6	356	19	7,489
<i>% of Total</i>	77.1%	10.5%	7.3%	0.1%	4.8%	0.3%	91.2%
Non-Moving	498	60	50	--	19	4	631
<i>% of Total</i>	78.9%	9.5%	7.9%		3.0%	0.6%	7.7%
No Reason Provided	61	10	10	--	6	7	94
<i>% of Total</i>	64.9%	10.6%	10.6%		6.4%	7.4%	1.1%
Total	6,335	859	603	6	381	30	8,214
<i>% of Total</i>	77.1%	10.5%	7.3%	0.1%	4.6%	0.4%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	129	43	39	--	7	1	219
<i>% of Total</i>	58.9%	19.6%	17.8%		3.2%	0.5%	85.2%
Occupant Frisks	9	3	2	--	--	--	14
<i>% of Total</i>	64.3%	21.4%	14.3%				5.4%
Non-Consensual Searches	89	38	24	--	7	--	158
<i>% of Total</i>	56.3%	24.1%	15.2%		4.4%		61.5%
Canine Deployments	--	1	--	--	--	--	1
<i>% of Total</i>		100.0%					0.4%
Arrests	103	41	24	--	8	--	176
<i>% of Total</i>	58.5%	23.3%	13.6%		4.5%		68.5%
Total	156	47	43	0	10	1	257
<i>% of Total</i>	60.7%	18.3%	16.7%	0.0%	3.9%	0.4%	100.0%

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

January 1, 2015 - June 30, 2015

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

E030- Galloway

Troop D

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	1	1	--	--	--	--	2
<i>% of Total</i>	50.0%	50.0%					7.7%
Granted	14	6	3	--	1	--	24
<i>% of Total</i>	58.3%	25.0%	12.5%		4.2%		92.3%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	15	7	3	0	1	0	26
<i>% of Total</i>	57.7%	26.9%	11.5%	0.0%	3.8%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,585	265	211	3	144	2	2,210
<i>% of Total</i>	71.7%	12.0%	9.5%	0.1%	6.5%	0.1%	26.9%
Moving Warning	1,837	205	106	1	103	1	2,253
<i>% of Total</i>	81.5%	9.1%	4.7%	0.0%	4.6%	0.0%	27.4%
Non-Moving Summons	656	58	64	--	26	2	806
<i>% of Total</i>	81.4%	7.2%	7.9%		3.2%	0.2%	9.8%
Non-Moving Warning	207	34	14	--	9	1	265
<i>% of Total</i>	78.1%	12.8%	5.3%		3.4%	0.4%	3.2%
Mixed	698	149	129	1	44	1	1,022
<i>% of Total</i>	68.3%	14.6%	12.6%	0.1%	4.3%	0.1%	12.4%
No Enforcement	1,352	148	79	1	55	23	1,658
<i>% of Total</i>	81.5%	8.9%	4.8%	0.1%	3.3%	1.4%	20.2%
Total	6,335	859	603	6	381	30	8,214
<i>% of Total</i>	77.1%	10.5%	7.3%	0.1%	4.6%	0.4%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	17	6	3	0	1	0	27
<i>% of Total</i>	63.0%	22.2%	11.1%	0.0%	3.7%	0.0%	100.0%

E030- Galloway

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	142	77	36	0	12	267
<i>% of Total</i>	<i>53.2%</i>	<i>28.8%</i>	<i>13.5%</i>	<i>0.0%</i>	<i>4.5%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	46	10	9	6	--	71
<i>% of Total</i>	<i>64.8%</i>	<i>14.1%</i>	<i>12.7%</i>	<i>8.5%</i>		<i>28.3%</i>
Obstruction	42	32	10	3	--	87
<i>% of Total</i>	<i>48.3%</i>	<i>36.8%</i>	<i>11.5%</i>	<i>3.4%</i>		<i>34.7%</i>
Paraphernalia	16	3	1	1	--	21
<i>% of Total</i>	<i>76.2%</i>	<i>14.3%</i>	<i>4.8%</i>	<i>4.8%</i>		<i>8.4%</i>
Possession	24	10	4	2	--	40
<i>% of Total</i>	<i>60.0%</i>	<i>25.0%</i>	<i>10.0%</i>	<i>5.0%</i>		<i>15.9%</i>
Weapons	--	1	--	--	--	1
<i>% of Total</i>		<i>100.0%</i>				<i>0.4%</i>
Other	3	7	--	--	--	10
<i>% of Total</i>	<i>30.0%</i>	<i>70.0%</i>				<i>4.0%</i>
No Charges Filed	8	9	4	--	--	21
<i>% of Total</i>	<i>38.1%</i>	<i>42.9%</i>	<i>19.0%</i>			<i>8.4%</i>
Total	139	72	28	12	0	251
<i>% of Total</i>	<i>55.4%</i>	<i>28.7%</i>	<i>11.2%</i>	<i>4.8%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	42	32	10	0	3	87
<i>% of Total</i>	<i>48.3%</i>	<i>36.8%</i>	<i>11.5%</i>	<i>0.0%</i>	<i>3.4%</i>	<i>100.0%</i>

E40-Bloomfield

Troop D

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	4,577	1,744	1,191	13	709	24	8,258
<i>% of Total</i>	55.4%	21.1%	14.4%	0.2%	8.6%	0.3%	92.0%
Non-Moving	286	155	98	2	48	14	603
<i>% of Total</i>	47.4%	25.7%	16.3%	0.3%	8.0%	2.3%	6.7%
No Reason Provided	45	35	12	--	4	15	111
<i>% of Total</i>	40.5%	31.5%	10.8%		3.6%	13.5%	1.2%
Total	4,908	1,934	1,301	15	761	53	8,972
<i>% of Total</i>	54.7%	21.6%	14.5%	0.2%	8.5%	0.6%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	94	108	51	--	23	--	276
<i>% of Total</i>	34.1%	39.1%	18.5%		8.3%		90.8%
Occupant Frisks	9	5	4	--	--	--	18
<i>% of Total</i>	50.0%	27.8%	22.2%				5.9%
Non-Consensual Searches	66	84	39	--	14	--	203
<i>% of Total</i>	32.5%	41.4%	19.2%		6.9%		66.8%
Canine Deployments	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Arrests	73	94	40	--	14	--	221
<i>% of Total</i>	33.0%	42.5%	18.1%		6.3%		72.7%
Total	106	117	57	0	24	0	304
<i>% of Total</i>	34.9%	38.5%	18.8%	0.0%	7.9%	0.0%	100.0%

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

January 1, 2015 - June 30, 2015

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

E40-Bloomfield

Troop D

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	--	--	1	--	--	--	1
<i>% of Total</i>			100.0%				4.8%
Granted	7	10	2	--	1	--	20
<i>% of Total</i>	35.0%	50.0%	10.0%		5.0%		95.2%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	7	10	3	0	1	0	21
<i>% of Total</i>	33.3%	47.6%	14.3%	0.0%	4.8%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,413	591	405	5	316	2	2,732
<i>% of Total</i>	51.7%	21.6%	14.8%	0.2%	11.6%	0.1%	30.5%
Moving Warning	1,665	560	375	3	188	8	2,799
<i>% of Total</i>	59.5%	20.0%	13.4%	0.1%	6.7%	0.3%	31.2%
Non-Moving Summons	498	220	136	2	95	12	963
<i>% of Total</i>	51.7%	22.8%	14.1%	0.2%	9.9%	1.2%	10.7%
Non-Moving Warning	144	67	47	2	20	1	281
<i>% of Total</i>	51.2%	23.8%	16.7%	0.7%	7.1%	0.4%	3.1%
Mixed	294	174	143	2	60	4	677
<i>% of Total</i>	43.4%	25.7%	21.1%	0.3%	8.9%	0.6%	7.5%
No Enforcement	894	322	195	1	82	26	1,520
<i>% of Total</i>	58.8%	21.2%	12.8%	0.1%	5.4%	1.7%	16.9%
Total	4,908	1,934	1,301	15	761	53	8,972
<i>% of Total</i>	54.7%	21.6%	14.5%	0.2%	8.5%	0.6%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	15	8	6	0	2	0	31
<i>% of Total</i>	48.4%	25.8%	19.4%	0.0%	6.5%	0.0%	100.0%

E40-Bloomfield

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	87	125	62	1	13	288
<i>% of Total</i>	<i>30.2%</i>	<i>43.4%</i>	<i>21.5%</i>	<i>0.3%</i>	<i>4.5%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	37	47	22	8	--	114
<i>% of Total</i>	<i>32.5%</i>	<i>41.2%</i>	<i>19.3%</i>	<i>7.0%</i>		<i>33.8%</i>
Obstruction	19	52	11	4	--	86
<i>% of Total</i>	<i>22.1%</i>	<i>60.5%</i>	<i>12.8%</i>	<i>4.7%</i>		<i>25.5%</i>
Paraphernalia	21	10	7	1	--	39
<i>% of Total</i>	<i>53.8%</i>	<i>25.6%</i>	<i>17.9%</i>	<i>2.6%</i>		<i>11.6%</i>
Possession	31	12	15	1	2	61
<i>% of Total</i>	<i>50.8%</i>	<i>19.7%</i>	<i>24.6%</i>	<i>1.6%</i>	<i>3.3%</i>	<i>18.1%</i>
Weapons	3	--	1	--	--	4
<i>% of Total</i>	<i>75.0%</i>		<i>25.0%</i>			<i>1.2%</i>
Other	9	3	5	2	--	19
<i>% of Total</i>	<i>47.4%</i>	<i>15.8%</i>	<i>26.3%</i>	<i>10.5%</i>		<i>5.6%</i>
No Charges Filed	3	6	5	--	--	14
<i>% of Total</i>	<i>21.4%</i>	<i>42.9%</i>	<i>35.7%</i>			<i>4.2%</i>
Total	123	130	66	16	2	337
<i>% of Total</i>	<i>36.5%</i>	<i>38.6%</i>	<i>19.6%</i>	<i>4.7%</i>	<i>0.6%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	19	52	11	0	4	86
<i>% of Total</i>	<i>22.1%</i>	<i>60.5%</i>	<i>12.8%</i>	<i>0.0%</i>	<i>4.7%</i>	<i>100.0%</i>

E050- Holmdel

Troop D

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	7,017	1,062	968	5	507	46	9,605
<i>% of Total</i>	73.1%	11.1%	10.1%	0.1%	5.3%	0.5%	90.1%
Non-Moving	559	106	116	--	34	64	879
<i>% of Total</i>	63.6%	12.1%	13.2%		3.9%	7.3%	8.2%
No Reason Provided	108	23	22	--	8	11	172
<i>% of Total</i>	62.8%	13.4%	12.8%		4.7%	6.4%	1.6%
Total	7,684	1,191	1,106	5	549	121	10,656
<i>% of Total</i>	72.1%	11.2%	10.4%	0.0%	5.2%	1.1%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	257	100	59	1	22	2	441
<i>% of Total</i>	58.3%	22.7%	13.4%	0.2%	5.0%	0.5%	89.5%
Occupant Frisks	28	10	10	--	--	--	48
<i>% of Total</i>	58.3%	20.8%	20.8%				9.7%
Non-Consensual Searches	195	77	57	1	12	--	342
<i>% of Total</i>	57.0%	22.5%	16.7%	0.3%	3.5%		69.4%
Canine Deployments	2	--	1	--	--	--	3
<i>% of Total</i>	66.7%		33.3%				0.6%
Arrests	222	85	55	1	15	--	378
<i>% of Total</i>	58.7%	22.5%	14.6%	0.3%	4.0%		76.7%
Total	294	100	72	1	24	2	493
<i>% of Total</i>	59.6%	20.3%	14.6%	0.2%	4.9%	0.4%	100.0%

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

January 1, 2015 - June 30, 2015

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

E050- Holmdel

Troop D

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	2	2	--	--	--	--	4
<i>% of Total</i>	50.0%	50.0%					6.0%
Granted	37	12	9	--	5	--	63
<i>% of Total</i>	58.7%	19.0%	14.3%		7.9%		94.0%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	39	14	9	0	5	0	67
<i>% of Total</i>	58.2%	20.9%	13.4%	0.0%	7.5%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,858	302	276	3	193	2	2,634
<i>% of Total</i>	70.5%	11.5%	10.5%	0.1%	7.3%	0.1%	24.7%
Moving Warning	1,865	258	226	--	116	3	2,468
<i>% of Total</i>	75.6%	10.5%	9.2%		4.7%	0.1%	23.2%
Non-Moving Summons	765	120	141	--	53	61	1,140
<i>% of Total</i>	67.1%	10.5%	12.4%		4.6%	5.4%	10.7%
Non-Moving Warning	211	38	44	--	11	--	304
<i>% of Total</i>	69.4%	12.5%	14.5%		3.6%		2.9%
Mixed	723	142	155	--	65	3	1,088
<i>% of Total</i>	66.5%	13.1%	14.2%		6.0%	0.3%	10.2%
No Enforcement	2,262	331	264	2	111	52	3,022
<i>% of Total</i>	74.9%	11.0%	8.7%	0.1%	3.7%	1.7%	28.4%
Total	7,684	1,191	1,106	5	549	121	10,656
<i>% of Total</i>	72.1%	11.2%	10.4%	0.0%	5.2%	1.1%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	39	10	10	0	5	0	64
<i>% of Total</i>	60.9%	15.6%	15.6%	0.0%	7.8%	0.0%	100.0%

E050- Holmdel

Troop D

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	276	146	99	0	17	538
<i>% of Total</i>	<i>51.3%</i>	<i>27.1%</i>	<i>18.4%</i>	<i>0.0%</i>	<i>3.2%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	98	31	34	5		168
<i>% of Total</i>	<i>58.3%</i>	<i>18.5%</i>	<i>20.2%</i>	<i>3.0%</i>	<i>0.0%</i>	<i>29.3%</i>
Obstruction	92	57	26	5		180
<i>% of Total</i>	<i>51.1%</i>	<i>31.7%</i>	<i>14.4%</i>	<i>2.8%</i>	<i>0.0%</i>	<i>31.4%</i>
Paraphernalia	31	5	6	2		44
<i>% of Total</i>	<i>70.5%</i>	<i>11.4%</i>	<i>13.6%</i>	<i>4.5%</i>	<i>0.0%</i>	<i>7.7%</i>
Possession	63	15	16	5		99
<i>% of Total</i>	<i>63.6%</i>	<i>15.2%</i>	<i>16.2%</i>	<i>5.1%</i>	<i>0.0%</i>	<i>17.2%</i>
Weapons		1				1
<i>% of Total</i>	<i>0.0%</i>	<i>100.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.2%</i>
Other	8	12	4	--		24
<i>% of Total</i>	<i>33.3%</i>	<i>50.0%</i>	<i>16.7%</i>		<i>0.0%</i>	<i>4.2%</i>
No Charges Filed	22	17	15	4	--	58
<i>% of Total</i>	<i>37.9%</i>	<i>29.3%</i>	<i>25.9%</i>	<i>6.9%</i>		<i>10.1%</i>
Total	314	138	101	21	0	574
<i>% of Total</i>	<i>54.7%</i>	<i>24.0%</i>	<i>17.6%</i>	<i>3.7%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	92	57	26	0	5	180
<i>% of Total</i>	<i>51.1%</i>	<i>31.7%</i>	<i>14.4%</i>	<i>0.0%</i>	<i>2.8%</i>	<i>100.0%</i>

Other Stations

Troop D

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	5,112	1,226	1,118	4	606	28	8,094
<i>% of Total</i>	63.2%	15.1%	13.8%	0.0%	7.5%	0.3%	89.0%
Non-Moving	441	90	132	1	51	245	960
<i>% of Total</i>	45.9%	9.4%	13.8%	0.1%	5.3%	25.5%	10.6%
No Reason Provided	24	8	7	--	1	3	43
<i>% of Total</i>	55.8%	18.6%	16.3%		2.3%	7.0%	0.5%
Total	5,577	1,324	1,257	5	658	276	9,097
<i>% of Total</i>	61.3%	14.6%	13.8%	0.1%	7.2%	3.0%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	47	13	14	--	--	--	74
<i>% of Total</i>	63.5%	17.6%	18.9%				96.1%
Occupant Frisks	--	1	--	--	--	--	1
<i>% of Total</i>		100.0%					1.3%
Non-Consensual Searches	37	10	13	--	--	--	60
<i>% of Total</i>	61.7%	16.7%	21.7%				77.9%
Canine Deployments	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Arrests	45	13	13	--	--	--	71
<i>% of Total</i>	63.4%	18.3%	18.3%				92.2%
Total	49	13	15	0	0	0	77
<i>% of Total</i>	63.6%	16.9%	19.5%	0.0%	0.0%	0.0%	100.0%

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

January 1, 2015 - June 30, 2015

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

Other Stations

Troop D

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	--	1	--	--	--	--	1
<i>% of Total</i>		100.0%					5.9%
Granted	14	2	--	--	--	--	16
<i>% of Total</i>	87.5%	12.5%					94.1%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	14	3	0	0	0	0	17
<i>% of Total</i>	82.4%	17.6%	0.0%	0.0%	0.0%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	1,815	555	583	3	386	5	3,347
<i>% of Total</i>	54.2%	16.6%	17.4%	0.1%	11.5%	0.1%	36.8%
Moving Warning	1,186	239	138	--	70	2	1,635
<i>% of Total</i>	72.5%	14.6%	8.4%		4.3%	0.1%	18.0%
Non-Moving Summons	864	191	234	1	88	245	1,623
<i>% of Total</i>	53.2%	11.8%	14.4%	0.1%	5.4%	15.1%	17.8%
Non-Moving Warning	183	36	23	--	15	--	257
<i>% of Total</i>	71.2%	14.0%	8.9%		5.8%		2.8%
Mixed	357	100	130	--	39	2	628
<i>% of Total</i>	56.8%	15.9%	20.7%		6.2%	0.3%	6.9%
No Enforcement	1,172	203	149	1	60	22	1,607
<i>% of Total</i>	72.9%	12.6%	9.3%	0.1%	3.7%	1.4%	17.7%
Total	5,577	1,324	1,257	5	658	276	9,097
<i>% of Total</i>	61.3%	14.6%	13.8%	0.1%	7.2%	3.0%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	11	1	0	0	0	0	12
<i>% of Total</i>	91.7%	8.3%	0.0%	0.0%	0.0%	0.0%	100.0%

Other Stations

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Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	58	17	19	0	1	95
<i>% of Total</i>	<i>61.1%</i>	<i>17.9%</i>	<i>20.0%</i>	<i>0.0%</i>	<i>1.1%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	4	--	--	--	--	4
<i>% of Total</i>	<i>100.0%</i>					<i>3.7%</i>
Obstruction	31	14	15	--	--	60
<i>% of Total</i>	<i>51.7%</i>	<i>23.3%</i>	<i>25.0%</i>			<i>55.6%</i>
Paraphernalia	10	--	1	1	--	12
<i>% of Total</i>	<i>83.3%</i>		<i>8.3%</i>	<i>8.3%</i>		<i>11.1%</i>
Possession	14	2	4	--	--	20
<i>% of Total</i>	<i>70.0%</i>	<i>10.0%</i>	<i>20.0%</i>			<i>18.5%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	3	--	--	--	--	3
<i>% of Total</i>	<i>100.0%</i>					<i>2.8%</i>
No Charges Filed	7	1	1	--	--	9
<i>% of Total</i>	<i>77.8%</i>	<i>11.1%</i>	<i>11.1%</i>			<i>8.3%</i>
Total	69	17	21	1	0	108
<i>% of Total</i>	<i>63.9%</i>	<i>15.7%</i>	<i>19.4%</i>	<i>0.9%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	31	14	15	0	0	60
<i>% of Total</i>	<i>51.7%</i>	<i>23.3%</i>	<i>25.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>100.0%</i>

All Other Stations

Table One: Reason for Stop by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving	12,363	3,659	2,989	31	1,534	112	20,688
<i>% of Total</i>	59.8%	17.7%	14.4%	0.1%	7.4%	0.5%	80.7%
Non-Moving	2,982	680	658	5	169	238	4,732
<i>% of Total</i>	63.0%	14.4%	13.9%	0.1%	3.6%	5.0%	18.5%
No Reason Provided	111	26	43	--	13	24	217
<i>% of Total</i>	51.2%	12.0%	19.8%		6.0%	11.1%	0.8%
Total	15,456	4,365	3,690	36	1,716	374	25,637
<i>% of Total</i>	60.3%	17.0%	14.4%	0.1%	6.7%	1.5%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Vehicle Exits	376	219	228	1	48	4	876
<i>% of Total</i>	42.9%	25.0%	26.0%	0.1%	5.5%	0.5%	92.2%
Occupant Frisks	21	15	20	--	3	--	59
<i>% of Total</i>	35.6%	25.4%	33.9%		5.1%		6.2%
Non-Consensual Searches	197	141	137	--	20	--	495
<i>% of Total</i>	39.8%	28.5%	27.7%		4.0%		52.1%
Canine Deployments	--	2	--	--	--	--	2
<i>% of Total</i>		100.0%					0.2%
Arrests	206	150	137	1	21	--	515
<i>% of Total</i>	40.0%	29.1%	26.6%	0.2%	4.1%		54.2%
Total	405	238	249	1	53	4	950
<i>% of Total</i>	42.6%	25.1%	26.2%	0.1%	5.6%	0.4%	100.0%

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

January 1, 2015 - June 30, 2015

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

All Other Stations

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Denied	--	2	3	--	--	--	5
<i>% of Total</i>		40.0%	60.0%				9.1%
Granted	17	18	8	1	6	--	50
<i>% of Total</i>	34.0%	36.0%	16.0%	2.0%	12.0%		90.9%
Withdrawn	--	--	--	--	--	--	0
<i>% of Total</i>							0.0%
Total Requests	17	20	11	1	6	0	55
<i>% of Total</i>	30.9%	36.4%	20.0%	1.8%	10.9%	0.0%	100.0%

Table Five: Stop Dispositions by Driver Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Moving Summons	3,911	1,270	1,105	8	740	13	7,047
<i>% of Total</i>	55.5%	18.0%	15.7%	0.1%	10.5%	0.2%	27.5%
Moving Warning	3,344	967	657	8	334	6	5,316
<i>% of Total</i>	62.9%	18.2%	12.4%	0.2%	6.3%	0.1%	20.7%
Non-Moving Summons	3,063	745	742	6	259	227	5,042
<i>% of Total</i>	60.7%	14.8%	14.7%	0.1%	5.1%	4.5%	19.7%
Non-Moving Warning	486	189	111	--	40	3	829
<i>% of Total</i>	58.6%	22.8%	13.4%		4.8%	0.4%	3.2%
Mixed	1,066	430	472	6	137	8	2,119
<i>% of Total</i>	50.3%	20.3%	22.3%	0.3%	6.5%	0.4%	8.3%
No Enforcement	3,586	764	603	8	206	117	5,284
<i>% of Total</i>	67.9%	14.5%	11.4%	0.2%	3.9%	2.2%	20.6%
Total	15,456	4,365	3,690	36	1,716	374	25,637
<i>% of Total</i>	60.3%	17.0%	14.4%	0.1%	6.7%	1.5%	100.0%

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

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Other	Total
Total Stops with Seizures	25	29	8	1	7	0	70
<i>% of Total</i>	35.7%	41.4%	11.4%	1.4%	10.0%	0.0%	100.0%

All Other Stations

Table Seven: Persons Arrested by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Persons Arrested	281	233	212	0	40	766
<i>% of Total</i>	<i>36.7%</i>	<i>30.4%</i>	<i>27.7%</i>	<i>0.0%</i>	<i>5.2%</i>	<i>100.0%</i>

Table Eight: Charges filed by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
DWI	125	59	98	11	--	293
<i>% of Total</i>	<i>42.7%</i>	<i>20.1%</i>	<i>33.4%</i>	<i>3.8%</i>		<i>39.3%</i>
Obstruction	59	91	43	3	--	196
<i>% of Total</i>	<i>30.1%</i>	<i>46.4%</i>	<i>21.9%</i>	<i>1.5%</i>		<i>26.3%</i>
Paraphernalia	22	17	10	4	--	53
<i>% of Total</i>	<i>41.5%</i>	<i>32.1%</i>	<i>18.9%</i>	<i>7.5%</i>		<i>7.1%</i>
Possession	33	59	32	9	--	133
<i>% of Total</i>	<i>24.8%</i>	<i>44.4%</i>	<i>24.1%</i>	<i>6.8%</i>		<i>17.9%</i>
Weapons	--	--	--	--	--	0
<i>% of Total</i>						<i>0.0%</i>
Other	3	13	4	2	--	22
<i>% of Total</i>	<i>13.6%</i>	<i>59.1%</i>	<i>18.2%</i>	<i>9.1%</i>		<i>3.0%</i>
No Charges Filed	17	9	16	6	--	48
<i>% of Total</i>	<i>35.4%</i>	<i>18.8%</i>	<i>33.3%</i>	<i>12.5%</i>		<i>6.4%</i>
Total	259	248	203	35	0	745
<i>% of Total</i>	<i>34.8%</i>	<i>33.3%</i>	<i>27.2%</i>	<i>4.7%</i>	<i>0.0%</i>	<i>100.0%</i>

Table Nine: Wanted Persons by Individual Race/Ethnicity

January 1, 2015 - June 30, 2015

	White	Black	Hispanic	American Indian	Asian	Total
Total Wanted Persons	59	91	43	0	3	196
<i>% of Total</i>	<i>30.1%</i>	<i>46.4%</i>	<i>21.9%</i>	<i>0.0%</i>	<i>1.5%</i>	<i>100.0%</i>