



# OLEPS

OFFICE OF LAW ENFORCEMENT PROFESSIONAL STANDARDS

## Supplement to the Seventh Aggregate Report Troop A & Troop B December 2013



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**SUPPLEMENT TO THE SEVENTH REPORT OF AGGREGATE DATA OF  
THE NEW JERSEY STATE POLICE  
TROOP A AND TROOP B  
OFFICE OF LAW ENFORCEMENT PROFESSIONAL STANDARDS  
JANUARY 1, 2012 TO JUNE 30, 2012**

**Introduction**

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The Supplement to the Seventh Report of Aggregate Data of the New Jersey State Police depicts the volume and trends of Troop A and Troop B for January 1, 2012 to June 30, 2012. This supplement analyzes motor vehicle stops, law enforcement procedures, dispositions, arrests, and charges conducted by Troop A and Troop B during the current reporting period. The supplement utilizes the same data and methodology as the Seventh Aggregate Report, but only focuses on Troop A and Troop B. The Appendix of this report includes tables for each station in these two troops.

## RESULTS: TROOP A

Data on stops, law enforcement procedures, dispositions, evidence seizures, arrests, charges, and wanted persons for Troop A are discussed in the sections that follow.

### Stop Level Analysis

#### Number of Stops

Troop A made 39,074 or 15.4% of all motor vehicle stops within the Division from January 1, 2012 to June 30, 2012. Compared to the previous reporting period, this number represents a 60.0% increase in the total number of stops conducted by Troop A. Troop A made 23,405 motor vehicle stops in the sixth reporting period, which covered the second half of 2011. The increase in the number of Troop A's stops from the previous to current reporting periods is indicative of a larger trend seen for several reporting periods. Generally, the State Police conduct more stops in the first half of any given year than they do in the second half.

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

January 1, 2012 – June 30, 2012

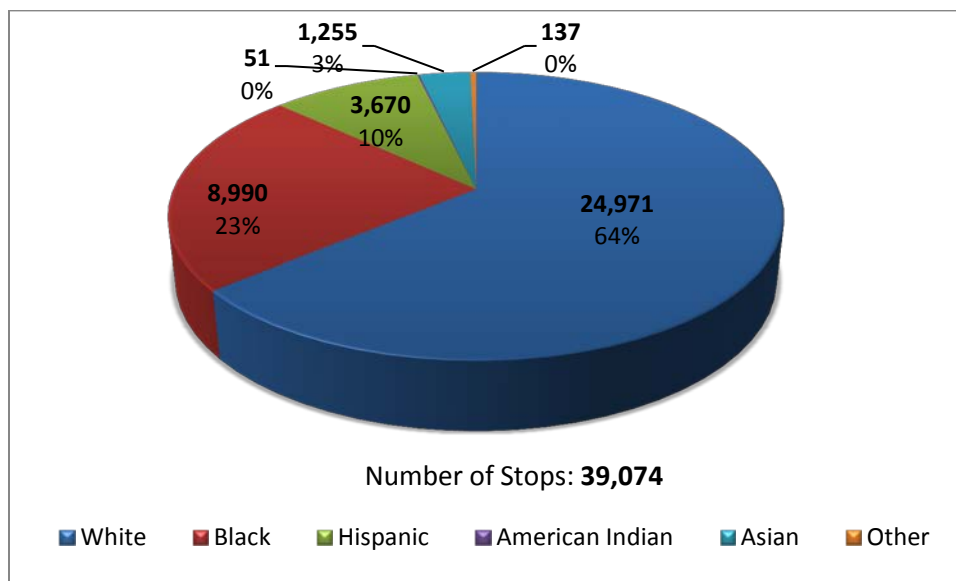
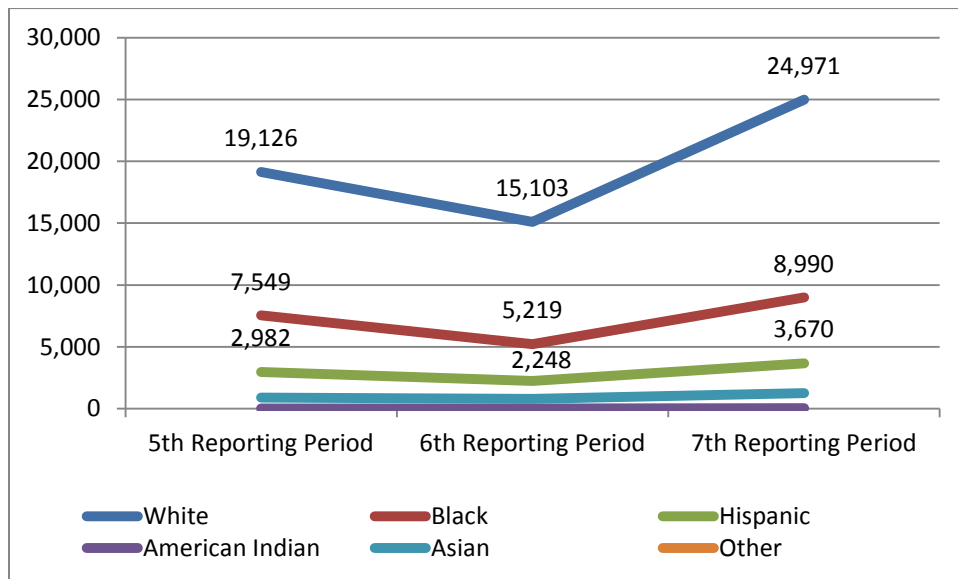


Figure One, indicates that in terms of racial/ethnic distribution, the frequency of stops for White drivers is higher than the frequency for all other racial/ethnic groups. White drivers are involved in 64% of all stops made during this current reporting period. Black drivers are involved in 23% of all stops and Hispanic drivers are involved in 10% of all stops within Troop A. Asian drivers are involved in 3% of all stops while American Indian and Other drivers each make up 0% of all stops in Troop A. Because Asian, American Indian, and Other drivers make up such a small proportion of stops, their involvement in activities is not routinely discussed unless the pattern of activity differs dramatically.

The racial/ethnic distribution of stops within Troop A is similar to the overall pattern of all stops within the Division this period. The proportion of Black drivers involved in motor vehicle stops within Troop A is slightly higher, 23%, compared to 18% of all stops within the Division. In contrast, the proportion of Asian drivers involved in motor vehicle stops within Troop A is slightly lower, 3%, compared to 6% of all stops within the Division. These differences may result from geographic and population differences between Troop A and the entire Division. Troop A is located in the southern part of the State, which is largely rural rather than urban.

Figure Two graphs the number of stops made of drivers of each racial/ethnic group for the current and two previous reporting periods. Because the total number of stops made during the current reporting period increased, the number made for each racial/ethnic group also increased. White drivers were involved in about 10,000 more stops in the current reporting period compared to the previous. However, as noted above, the proportion of White drivers remained the same, 64% of all stops. Similarly, there were increases in the number of stops made of Black and Hispanic drivers. Black drivers were involved in about 4,000 more stops in the current period than the sixth reporting period while Hispanic drivers were involved in about 1,500 more stops. Despite these increases, these groups still comprise the same general proportion of all stops, 23% and 10%, respectively. Thus, despite increases in the number of stops made of each racial/ethnic group, the proportion of total stops remained the same for each group and has so for several reporting periods.

**Figure Two: Trends in Racial/Ethnic Distribution of Motor Vehicle Stops**  
July 2009 – June 2012



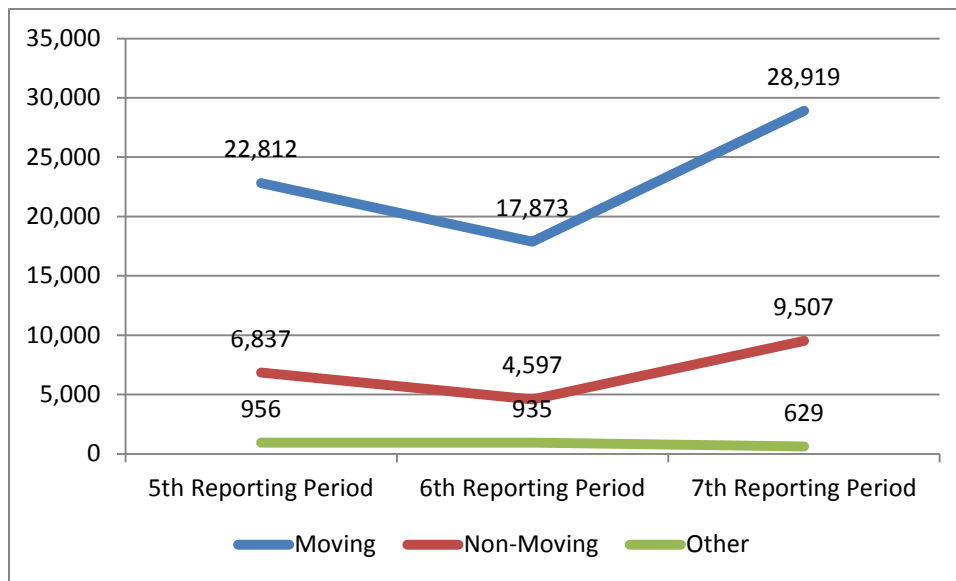
## Reason for Stops

The majority of stops conducted by Troop A during this reporting period were based on moving violations, as in the Division and previous reporting periods. Though the actual numbers of these stops are higher than in the previous period, they actually represent a slight decrease in the percentage of all stops. For the current period, 74% or 28,919 of all motor vehicle stops were based on moving violations compared to 76% or 17,873 stops in the previous period. Similar to the finding for the Division as a whole, while Troop A stopped more drivers in this reporting period, they actually stopped a slightly lower proportion of drivers for moving violations than the previous period.

As shown in Figure Three, non-moving violations accounted for 24% or 9,507 of all motor vehicle stops for Troop A, compared to 20% or 4,597 stops in the previous reporting period. This is an increase of 4,910 stops or 105% percent from the previous reporting period. This is likely due to the increase in the overall number of stops in the current reporting period but may also result from targeted enforcements, such as seat belt or cell phone patrols.

There were 629 or 2% of all stops made by Troop A for other violations this reporting period. This was the only category to have a reduction in the number and proportion of stops. Compared to the sixth reporting period, this represents a 67.3% decrease in the total number of stops made for other reasons for Troop A. This decline can be attributed to the change in State Police policy requiring a specific statute to be called in where previously, troopers only had to indicate moving, non-moving, or other violation.

**Figure Three: Trends in Reasons for Motor Vehicle Stops**  
July 2009- June 2012

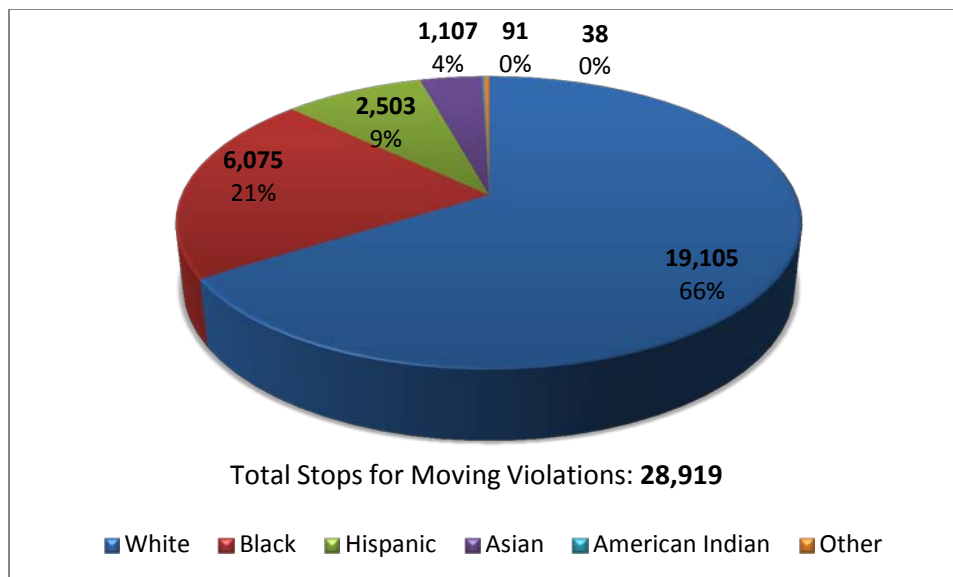


As presented in Figure Four, about 66% or 19,105 stops for moving violations involved White drivers, 21% or 6,075 involved Black drivers and 9% or 2,503 involved Hispanic drivers. Although there were increases in the number of stops with moving violations from the previous reporting period, the racial/ethnic distribution remains consistent with the overall pattern of all motor vehicle stops within Troop A. The racial/ethnic distribution of stops conducted by Troop A for moving violations is similar

to the Division pattern of stops made for moving violations in the current period. The proportion of Black drivers involved in motor vehicle stops within Troop A is slightly higher, 21%, compared to 17% of Division-wide moving violation stops. In contrast, the proportion of Hispanic drivers involved in motor vehicle stops within Troop A is slightly lower, 9%, compared to 12% of Division-wide moving violation stops. The proportion of Asian drivers is also slightly lower at 4% compared to 7% of stops with moving violations Division-wide. Thus, the racial/ethnic distribution of Troop A's stops for moving violations is similar to both the overall racial/ethnic distribution of Troop A's stops and the Division distribution of moving violations. While there are some differences in the proportions for each racial/ethnic group, these differences are not large.

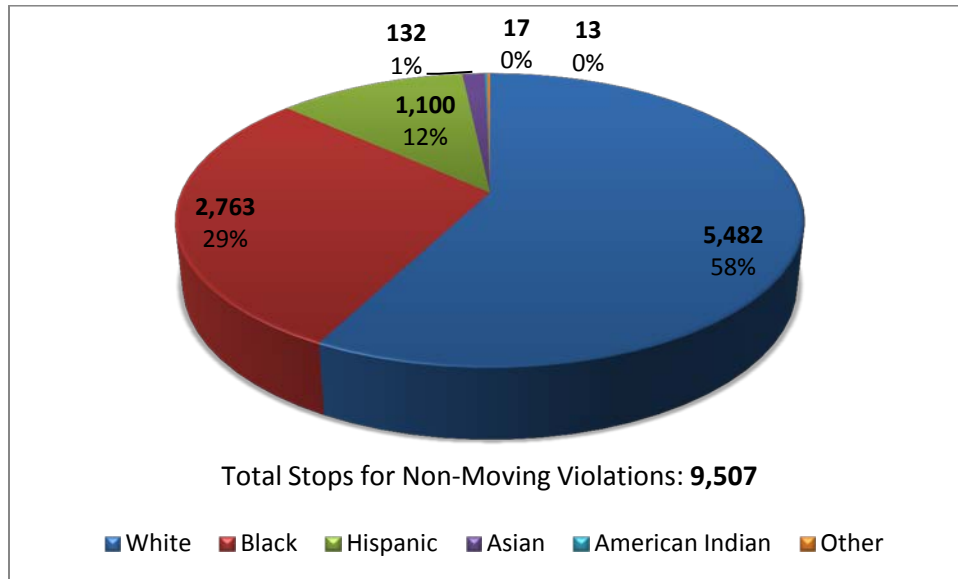
**Figure Four: Racial/Ethnic Distribution of Stops made for Moving Violations**

January 1, 2012- June 30, 2012



As depicted in Figure Five, White drivers were involved in 58% or 5,482 stops made for non-moving violations, Black drivers were involved in 29% or 2,763 stops, and Hispanic drivers were involved in 12% or 1,100 stops. The proportion of Black drivers involved in stops for non-moving violations is slightly higher, 29%, than their proportion of all motor vehicle stops for Troop A, 23%, and non-moving violations for the Division, 21%. However, the proportion of White drivers involved in stops for non-moving violations is slightly lower, 58%, than their proportion of all stops for Troop A, 64%, and all stops for the Division, 61%. Hispanic drivers are ever so slightly over represented among Troop A's non-moving violations, 12%, compared to all of Troop A's stops, where they were 10% of stops. However, Hispanic drivers stopped by Troop A were involved in the same proportion of stops made for non-moving violations as Division-wide, 12%.

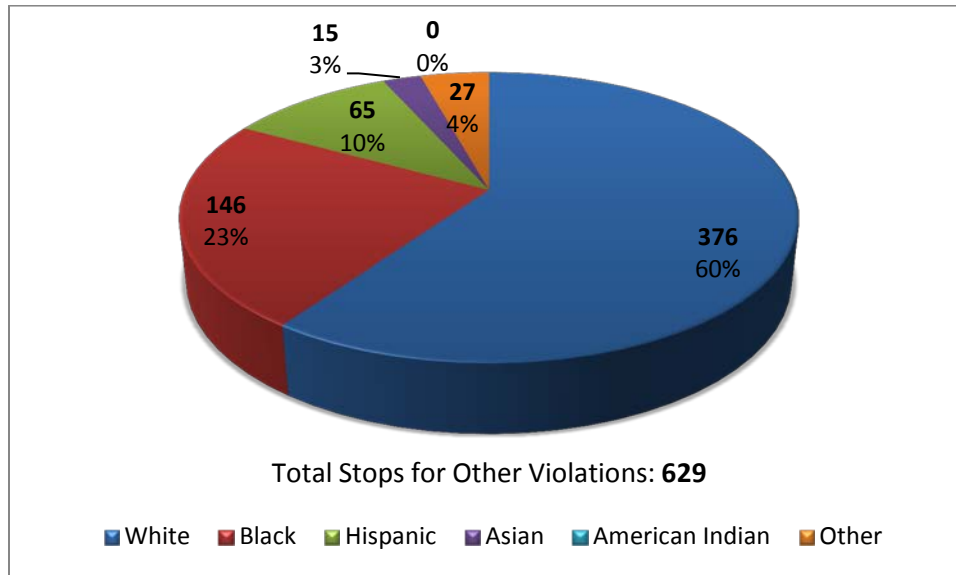
**Figure Five: Racial/Ethnic Distribution of Stops made for Non-Moving Violations**  
 January 1, 2012- June 30, 2012



While stops made for other reasons are relatively infrequent, the racial/ethnic distribution of such stops conducted by Troop A is similar to the overall racial/ethnic distribution of Troop A's stops. For the category of other violations, White drivers were involved in 60% or 376 stops, Black drivers were involved in 23% or 146 stops, and Hispanic drivers were involved in 10% or 65 stops. Compared to the overall racial/ethnic distribution of stops made by Troop A, White drivers are slightly underrepresented while the racial/ethnic group categorized as Other drivers are overrepresented among stops made for other violations. White drivers made up 60% of stops made for other violations compared to 63% of all stops made by Troop A. Other drivers made up 4% of stops made for other violations compared to 0% of all stops made by Troop A. Black, Hispanic and Asian drivers made up the same proportion of stops for other violations within Troop A. Compared to the Division racial/ethnic pattern of stops made for moving violations, Troop A conducted a larger proportion of these stops for White drivers. Division-wide, only 55% of all stops made for moving violations involved White drivers, while 60% of Troop A's stops for other violations involved White drivers.



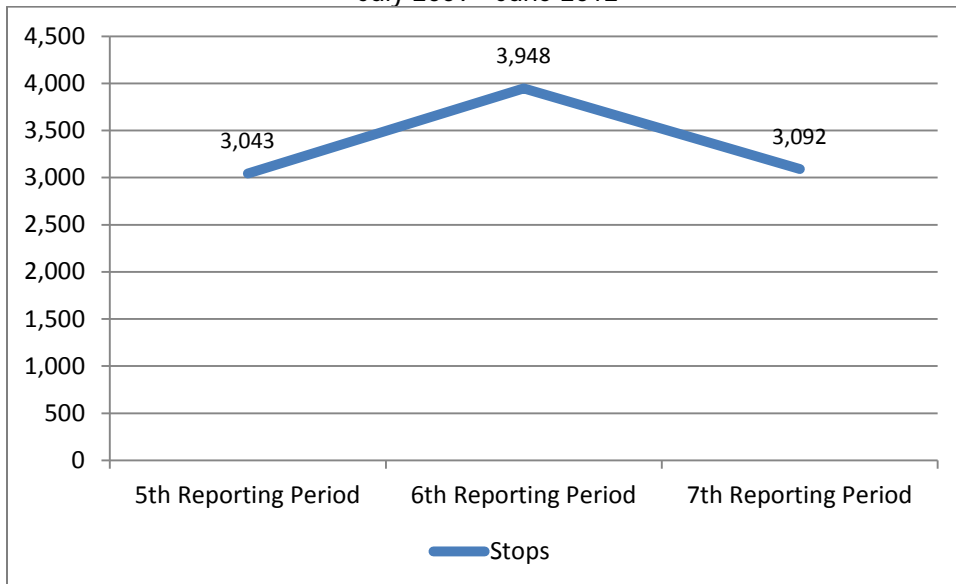
**Figure Six: Racial/Ethnic Distribution of Stops made for Other Violations**  
 January 1, 2012- June 30, 2012



**Law Enforcement Procedures**

In total, 3,092 or about 8% of stops conducted by Troop A resulted in some sort of law enforcement procedure for this reporting period. Figure Seven depicts the trend of the number of stops with law enforcement procedures for the current and previous two reporting periods for Troop A. While Troop A actually conducted more motor vehicle stops in the current reporting period than previous, there were fewer stops with a law enforcement procedure in the current period. Only 7% of stops conducted by Troop A in the current period involved some sort of law enforcement procedure while 15% of stops in the previous period had an enforcement procedure.

**Figure Seven: Trends of Motor Vehicle Stops with Law Enforcement Procedures**  
 July 2009 - June 2012



### Vehicle Exits

As in previous reporting periods, the most frequent post-stop interaction in Troop A was a vehicle exit. Of the 3,092 stops with post-stop interactions, 94% or 2,920 resulted in an occupant vehicle exit. Troopers are permitted to ask a driver to exit for any reason, thus, the high frequency of this activity.

**Figure Eight: Racial/Ethnic Distribution of Stops with Vehicle Exits**

January 1, 2012 – June 30, 2012

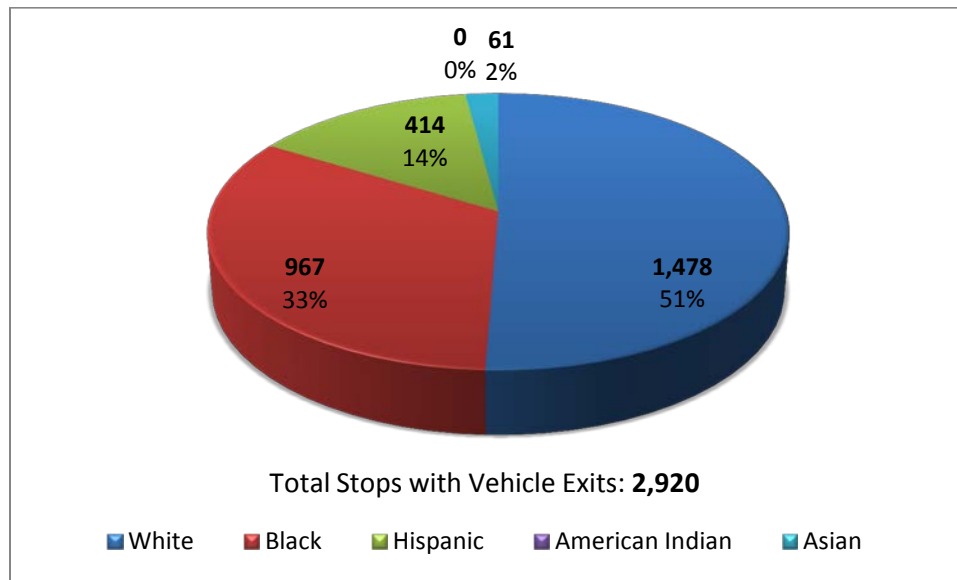


Figure Eight depicts the racial/ethnic distribution of stops for vehicle exits. The frequency of vehicle exits for White drivers is higher than the frequency for all other racial/ethnic groups. White drivers were involved in 51% or 1,478 of all vehicle exits, Black drivers were involved in 33% or 967 and Hispanic drivers were involved in 14% or 414 of all vehicle exits. Compared to the overall racial/ethnic distribution of all stops made by Troop A, White drivers make up a smaller proportion of stops with vehicle exits and Black and Hispanic drivers make up a larger proportion of stops with vehicle exits. White drivers are involved in 51% of stops with vehicle exits yet only amount to 64% of all stops while Black drivers are involved in 33% of stops with vehicle exits and only 23% of all stops for Troop A. The difference for Hispanic drivers is much smaller, while these drivers are involved in 10.0% of all stops, they are 14% of all stops with vehicle exits. Therefore, Black and Hispanic drivers are more likely, and White drivers are less likely, to be asked to exit a vehicle than their proportion of all stops for Troop A.

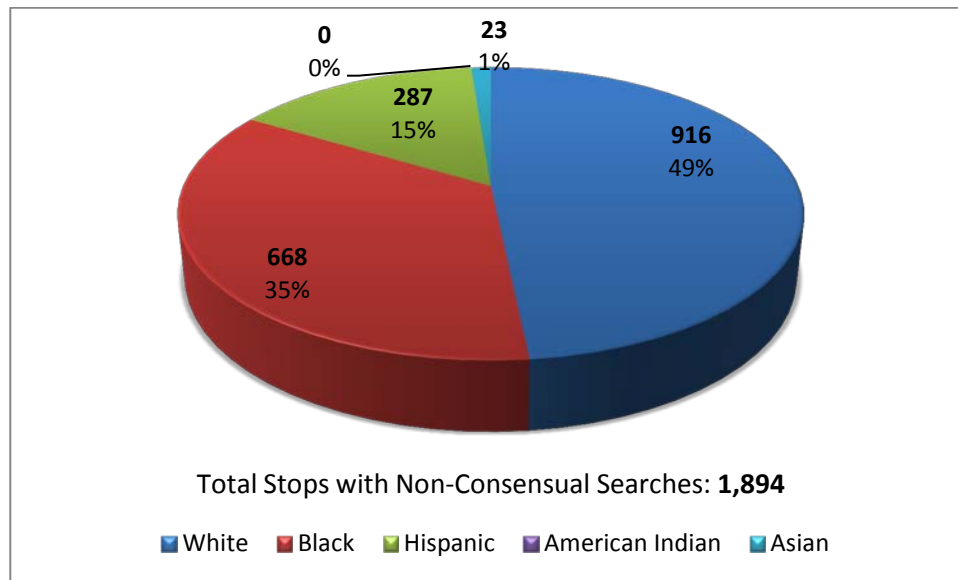
Compared to the overall racial/ethnic distribution of Division-wide vehicle exits, the proportions are similar. Division-wide White drivers were 49%, Black drivers 31%, and Hispanic drivers were 17% of all stops with vehicle exits. Thus, the differences in proportion are only about 2 or 3 percentage points.

### *Non-Consensual Searches*

Because this is the first reporting period that discusses non-consensual search as a law enforcement procedure, no comparisons to previous reporting periods can be made. Non-consensual searches are the second most common law enforcement procedure. Of the 5,824 stops with post-stop interactions, 34% or 1,894 stops resulted in non-consensual searches.

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

January 1, 2012 – June 30, 2012



As shown in Figure Nine, the proportion of stops with a non-consensual search involving White drivers was 49% or 916, Black drivers made up 35% or 668, and Hispanic drivers made up 15% or 287. While White drivers were still involved in the highest proportion of stops with non-consensual searches, they involved a much smaller proportion than their representation in all stops. In contrast, Black drivers are overrepresented in stops with non-consensual searches conducted by Troop A. While only comprising 23% of all stops, Black drivers are 35% of stops with non-consensual searches. Similarly, Hispanic drivers are only 10.0% of all stops, yet 15% of those with non-consensual searches. The racial/ethnic distribution of stops with non-consensual searches within Troop A is similar to the Division-wide pattern of all stops with non-consensual searches where White drivers were 46%, Black drivers 33%, and Hispanic drivers 18% of all stops with non-consensual searches. Thus, for Troop A, non-consensual searches are more likely to occur in stops with Black and Hispanic drivers, and less likely to occur in stops with White drivers, than their proportion of all stops.

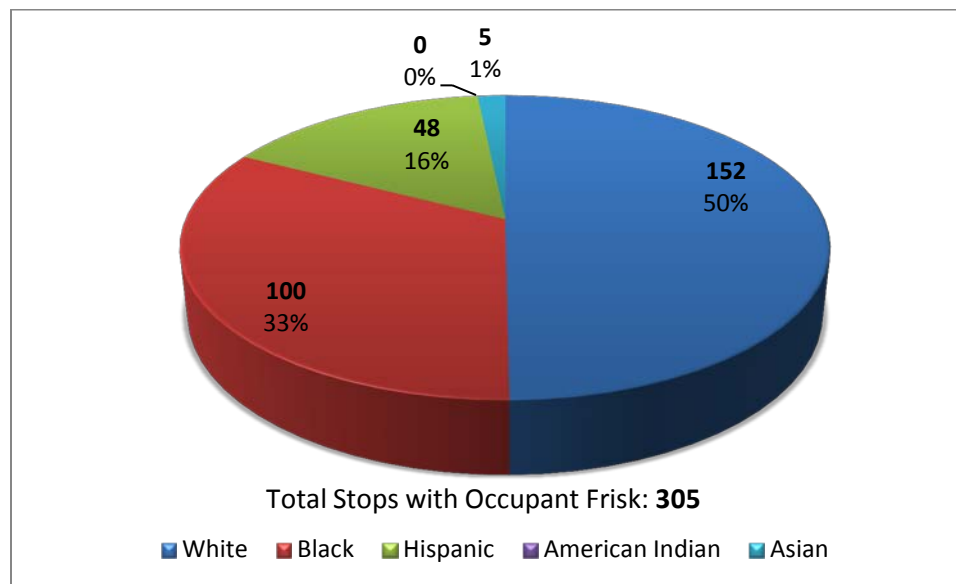
### *Occupant Frisks*

For this reporting period, there were 305 motor vehicle stops that involved occupant frisks, which make up less than 1% of all stops with post stop interactions. Again, the proportion of stops with occupant frisks of White drivers was higher than all other racial/ethnic groups. As shown in Figure Ten, of the occupant frisks, 50% or 152 involved White drivers, 33% or 100 involved Black drivers, and 16% or 48 involved Hispanic drivers.

The racial/ethnic distribution of occupant frisks is consistent with the distribution of the overall number of stops made by Troop A for this reporting period. White drivers make up a smaller proportion of stops with occupant frisks than their proportion of all stops in Troop A, 50%, compared to 64% of all stops. Black and Hispanic drivers make up a higher proportion of stops with occupant frisks than all stops, 33% of stops with frisks compared to 23% and 16% of frisks compared to 10% of all stops within Troop A, respectively. Therefore, Black and Hispanic drivers are more likely, and White drivers are less likely, to receive a frisk than their proportion of all stops. The racial/ethnic distribution of stops with occupant frisks within Troop A is similar to the overall pattern of all stops within the Division this period where 48% of stops with frisks involved White drivers, 30% involved Black drivers, and 20% involved Hispanic drivers.

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

January 1, 2012 – June 30, 2012



### *Canine Deployments*

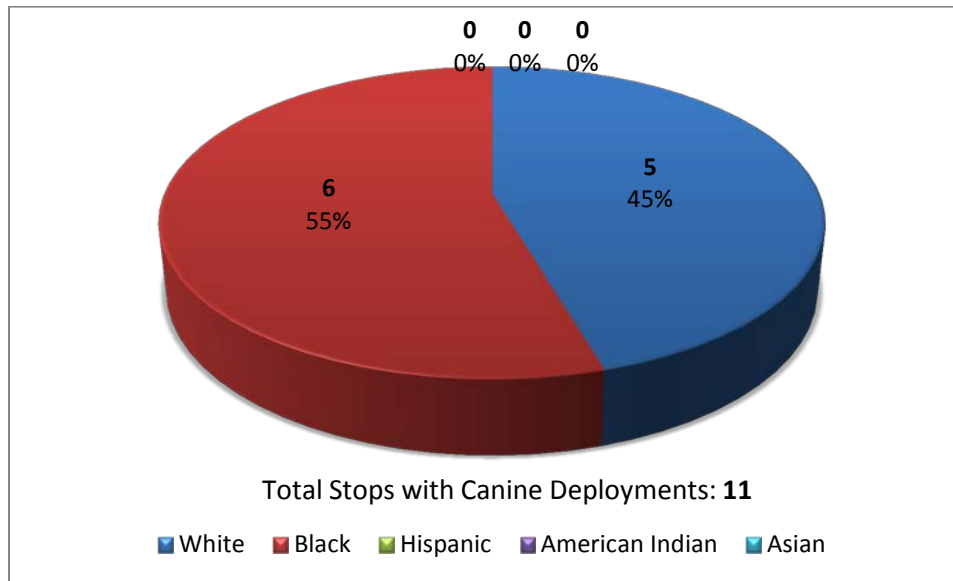
In Troop A, there were only 11 stops that involved the use of canines this reporting period. This is an increase of four canine deployments from the previous reporting period. Historically, canine units were not housed in Troop A. However, the number of available canine units has increased and State Police policy has changed where these dogs are stationed, making them more available throughout the entire State.

Compared to the overall racial/ethnic distribution for all stops made by Troop A, White and Hispanic drivers make up a smaller proportion of stops with canine deployments than all motor vehicle stops within Troop A. White drivers make up 45% of deployments compared to 64% of all stops within Troop A, and Hispanic drivers make up 0% of deployments compared to 10% of all stops within Troop A. Black drivers make up a higher proportion of canine deployments than all stops made by Troop A, 55% of deployments compared to 23% of all motor vehicle stops within Troop A. Consequently, during motor vehicle stops, White and Hispanic drivers are less likely, and Black drivers are more likely, to be involved in a stop with a canine deployment conducted by Troop A.

However, the racial/ethnic distribution of canine deployments in Troop A does differ from the Division-wide distribution. While Black drivers are involved in over half of all stops with canine deployments Division-wide and for Troop A, Troop A's deployments involve more White drivers and no Hispanic drivers. White drivers were involved in only 33% of all stops with canine deployments Division-wide, while they are involved in 45% in Troop A. Given that there are less than 100 stops with canine deployments in the current reporting period and only 11 that occurred in stops conducted by Troop A., the racial/ethnic distribution is volatile. Increasing the number of deployments for any racial/ethnic group by even one deployment, would have a dramatic effect on the percentage.

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

January 1, 2012 – June 30, 2012



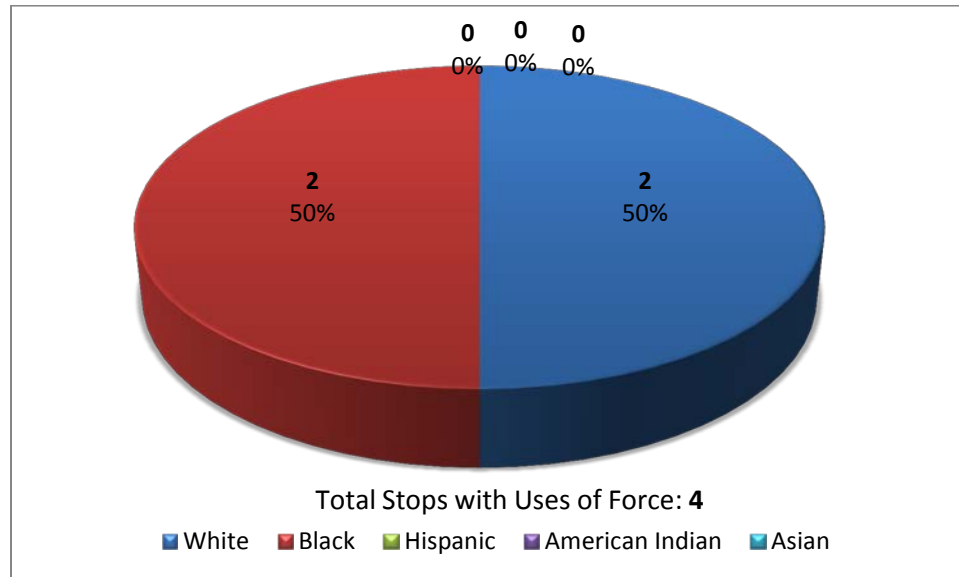
### *Uses of Force*

In this reporting period, there were four stops where force was used in stops conducted by Troop A. While this is an increase from the previous reporting period, where there were only three uses of force, force is still an infrequent event.

Physical force was the most frequently utilized form of force. There were 75% or three stops with uses of force that were classified as physical force. The remaining stop with use of force involved chemical force.

Figure Twelve depicts the number of stops with uses of force by driver race or ethnicity. There were an equal number of stops with force involving Black drivers as White drivers, two stops. There were no stops with force involving Hispanic or Asian drivers. The previous reporting period's three uses of force were conducted in two stops with Black drivers and one stop with an Asian driver. Thus, the racial/ethnic distribution of stops conducted by Troop A with uses of force does differ from the previous reporting period.

**Figure Twelve: Racial/Ethnic Distribution of Stops with Uses of Force**  
January 1, 2012 – June 30, 2012



The racial/ethnic distribution of uses of force is inconsistent with the overall racial/ethnic distribution of all stops by Troop A. Because White drivers make up the largest proportion of all stops conducted by Troop A, it would be expected that the largest proportion of stops involving the use of force would involve White drivers. However, White drivers make up a smaller proportion of stops involving the use of force, 50% compared to the 64% of all stops for Troop A. Black drivers make up a higher portion of stops with the use of force, 50% compared to 23% of all stops. Because the number of stops with uses of force in Troop A is so small, comparisons to the Division-wide racial/ethnic distribution are not necessarily useful. Division-wide, White drivers were involved in 63% of stops with uses of force, a larger proportion than in Troop A, while Black drivers were involved in 23% Division-wide, a smaller proportion than in Troop A.

### *Consent to Search*

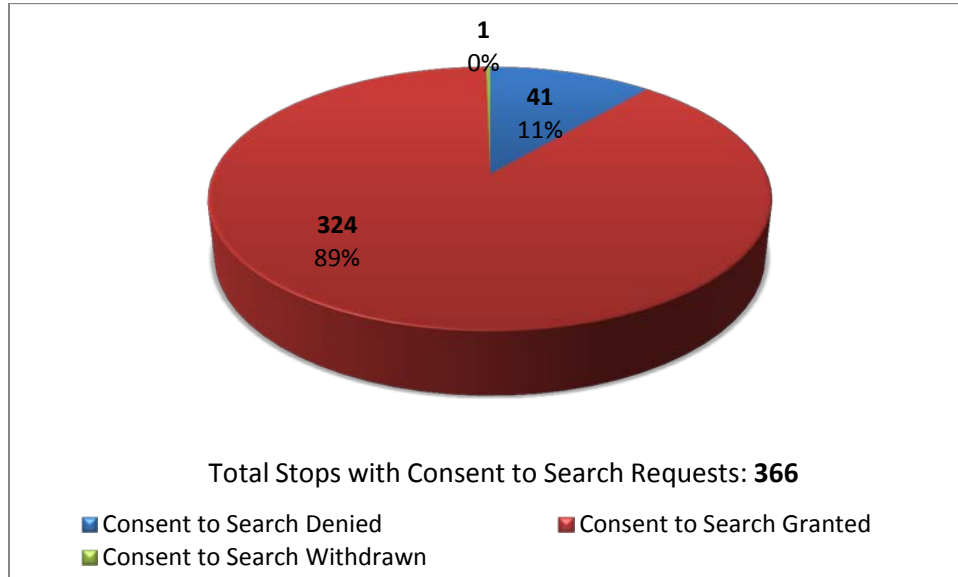
For this period, there were 366 stops with consent to search requests. There may be multiple outcomes for a consent request: granted, denied, or withdrawn. Figure Thirteen depicts the frequency and percentage of these outcomes. The majority of consent to search requests were granted. Overall, 324 or 89% of all requests were granted, 41 or 11% were denied and only one request was granted by a vehicle occupant, and then withdrawn by an occupant during the stop.

Figure Fourteen presents the racial/ethnic distribution for consent to search requests conducted during Troop A's motor vehicle stops. White drivers made up the largest percentage of stops with consent to search requests. Nearly half, 46%, of all stops with consent to search requests involved White drivers. Black drivers were involved in 41% or 151 stops with consent to search requests, and Hispanic drivers were involved in 12% or 45 stops with consent to search requests. The racial/ethnic distribution of consent to search requests is different from the distribution of the total number of stops made by Troop A. White drivers were involved in 64% of all motor vehicle stops and only 46% of all stops with consent to search requests. In contrast, Black drivers made up a higher proportion of stops with consent searches compared to their overall proportion of all stops. Black drivers were

involved in 41% of all stops with consent requests and only 23% of overall stops. Thus, it appears that Black drivers are more likely, and White drivers are less likely, to be involved in stops with consent to search requests than their proportion of all stops.

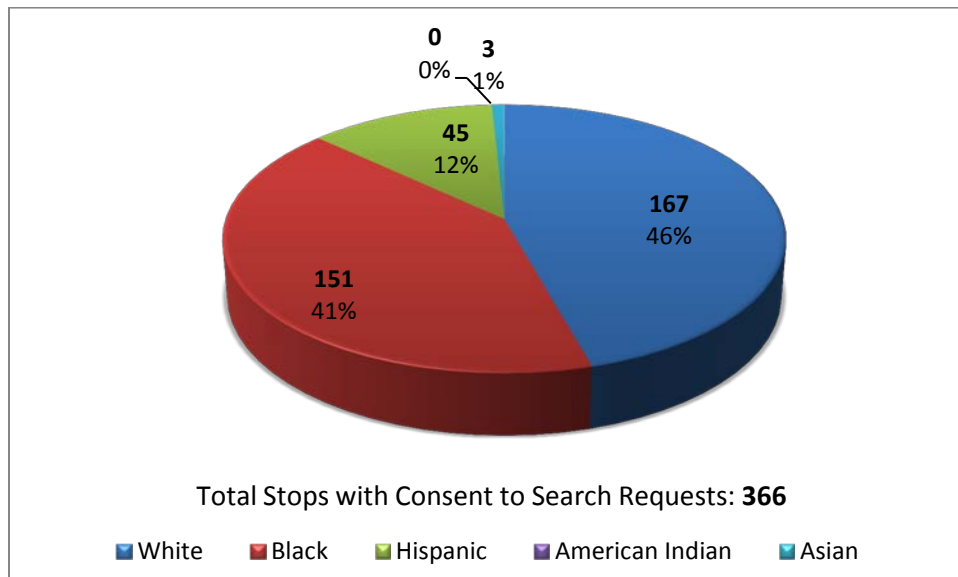
**Figure Thirteen: Outcome of Consent to Search Requests**

January 1, 2012 – June 30, 2012



**Figure Fourteen: Racial/Ethnic Distribution of Stops with Consent to Search Requests**

January 1, 2012 – June 30, 2012

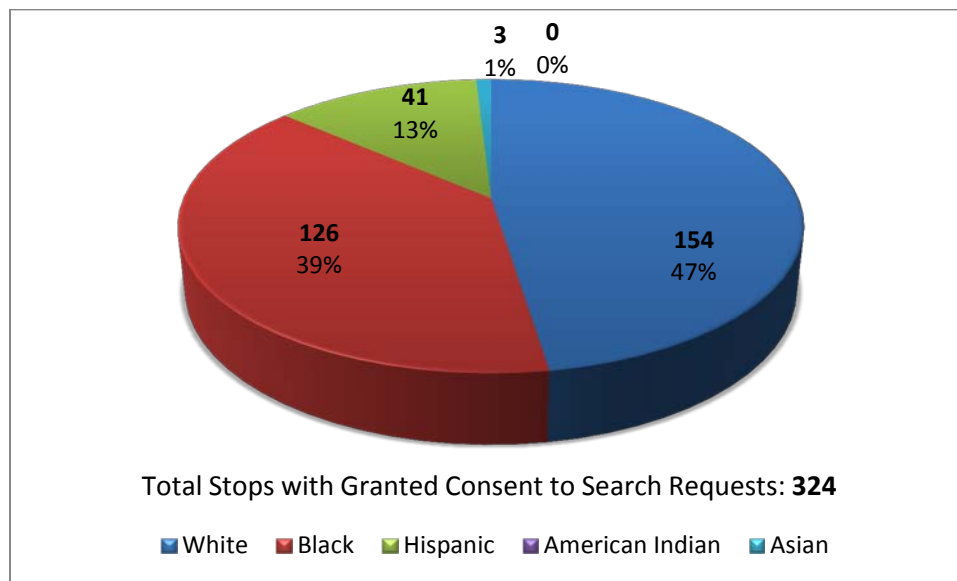


Among the possible outcomes of these requests, this pattern remains the same; White drivers had the highest proportion of granted consent to search requests, as shown in Figure Fifteen. White drivers made up nearly half, 47% of all stops with granted consent requests for Troop A, Black drivers

made up 39%, and Hispanic drivers made up 13% of all stops with granted consent to search requests. The racial/ethnic distribution of all stops with consent to search requests for Troop A is similar to the overall distribution of stops with granted consent requests for the Division. Division-wide, White drivers were involved in 49% of stops with granted consents, Black drivers were involved in 35%, and Hispanic drivers were involved in 14% of stops with granted consent requests.

**Figure Fifteen: Racial/Ethnic Distribution of Stops with Consent to Search Granted**

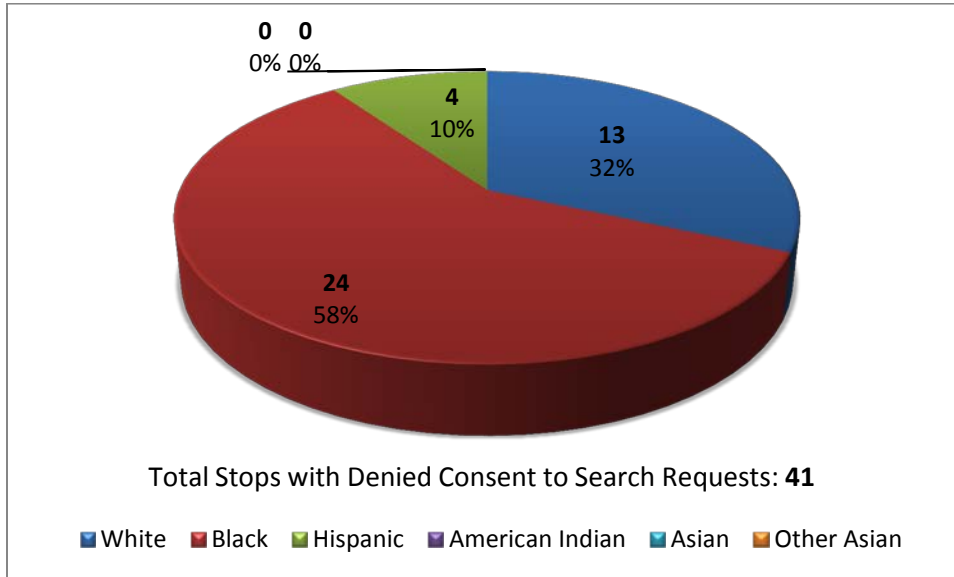
January 1, 2012 - June 30, 2012



The racial/ethnic distribution of denied consent requests is presented in Figure Sixteen. The racial/ethnic distribution is not consistent with the pattern of consent requests in Troop A or all stops made by Troop A. Black drivers make up more than half of all stops with denied consent to search requests, 58%. White drivers made up 32% and Hispanic drivers made up 10% of all stops with denied consent to search requests. The Division-wide pattern of denied consent requests mirrors the pattern for Troop A, albeit not as dramatically. Division-wide, there was a much higher proportion of stops with denied consent requests involving Black drivers than expected, 40%. However, White drivers still remain the largest proportion of all stops with denied consent requests, Division-wide. For Troop A, it appears that White drivers are more likely to be asked for consent to search and to grant that search, and Black drivers have a slightly higher likelihood of denying that search.



**Figure Sixteen: Racial/Ethnic Distribution of Stops with Consent to Search Denied**  
 January 1, 2012 - June 30, 2012



*Arrests*

In the current reporting period, there were 2,071 motor vehicle stops conducted by Troop A, where at least one arrest was made. Due to changes in data categorization by State Police and OLEPS, comparisons to the number of motor vehicle stops with arrests in previous reporting periods will not be made.

**Figure Seventeen: Racial/Ethnic Distribution of Stops with Arrests**  
 January 1, 2012 - June 30, 2012

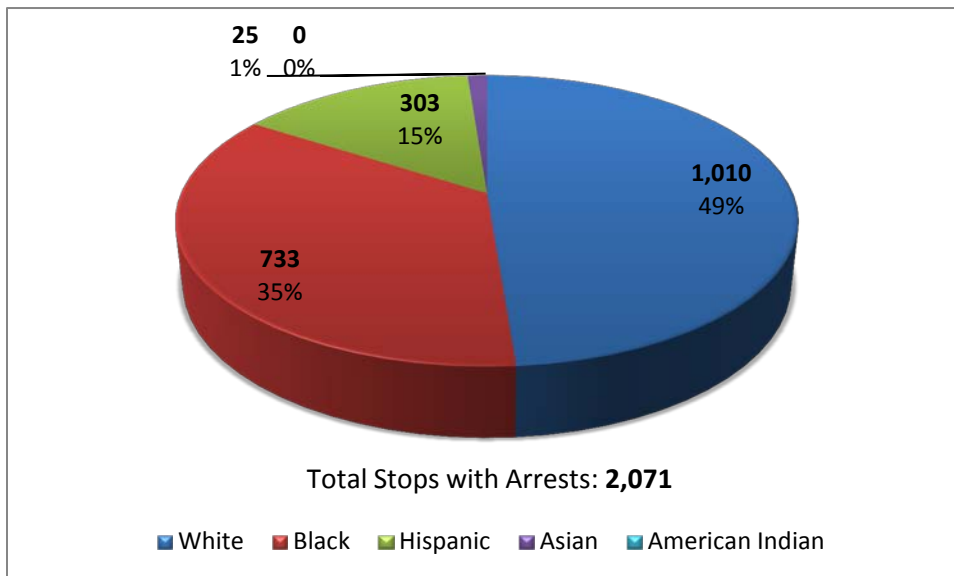


Figure Seventeen depicts the racial/ethnic distribution of all motor vehicle stops where an arrest was made. Overall, White drivers were involved in the highest proportion of stops where an arrest was made. Roughly 50% of all stops where an arrest was made involved stops with White drivers. Black drivers were involved in 35% of all stops where an arrest was made while Hispanic motorists were involved in 15% of stops where an arrest was made. Asian drivers were only involved in 1% of all stops with arrests and American Indian drivers were involved in 0%.

Compared to the overall racial/ethnic distribution of stops, it appears that White and Asian motorists are underrepresented while Black and Hispanic motorists are overrepresented. White motorists were 64% of all stops within Troop A yet only 49% of stops with arrests while Asian motorists were 3% of all stops and only 1% of stops with arrests. Conversely, Black motorists were only 23% of all stops within Troop A, but, 35% of all stops with arrests. The overrepresentation of Hispanic motorists is not nearly as dramatic, Hispanic motorists were 10% of all stops and 15% of all stops with arrests. The racial/ethnic distribution of all stops with arrests for Troop A is similar to the overall distribution of all stops with arrests within the Division. Division-wide, White drivers were involved in 47% of all stops with arrests, Black drivers were involved in 33%, and Hispanic drivers were involved in 17% of all stops with arrests. Thus, the slight over representation of Black and Hispanic drivers is consistent with Division-wide patterns. The charges filed in arrests are discussed in later sections of this report and can potentially explain the over representations of minority drivers in stops with arrests.

## Dispositions

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A disposition is issued for each stop made by the State Police. As depicted in Figure Eighteen, roughly 25.4% or 9,913 stops resulted in some kind of summons, 42.6% or 16,642 resulted in a warning, 16.1% or 6,276 resulted in some combination of warnings and/or summons, and 16% or 6,243 resulted in another, unspecified disposition. The most common disposition in this reporting period is a warning issued for moving violations. This category makes up about 32.0% or 12,242 of all dispositions given during this reporting period. The second most common dispositions are mixed and other dispositions, which both make up 16%, or 6,276 and 6,243 dispositions, respectively. Dispositions for summonses issued for moving violations make up 13% or 5,129 stops. Dispositions based on non-moving violations were less common; there were 4,784 summonses for non-moving violations and 4,400 warnings for non-moving violations issued.

**Figure Eighteen: Dispositions of All Stops**  
January 1, 2012 – June 30, 2012

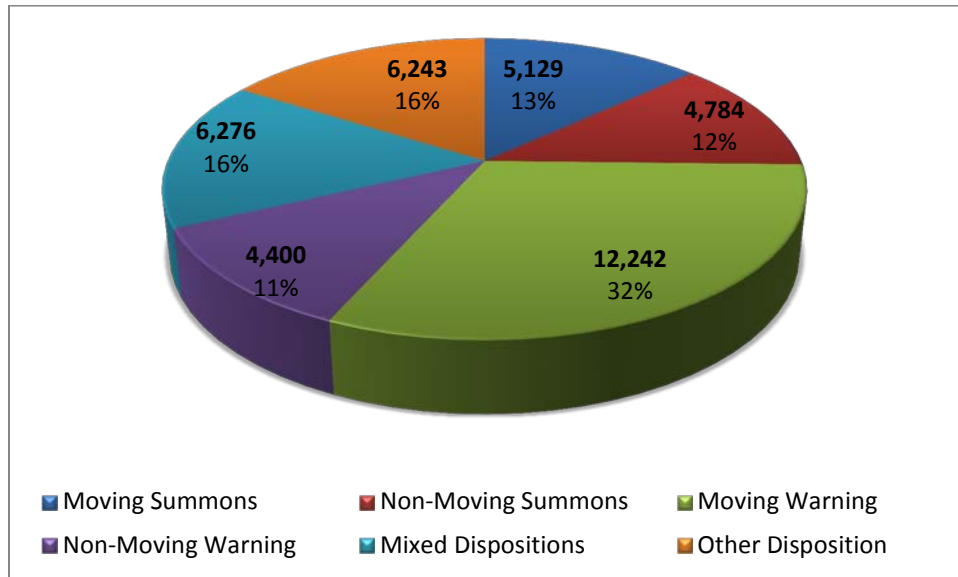
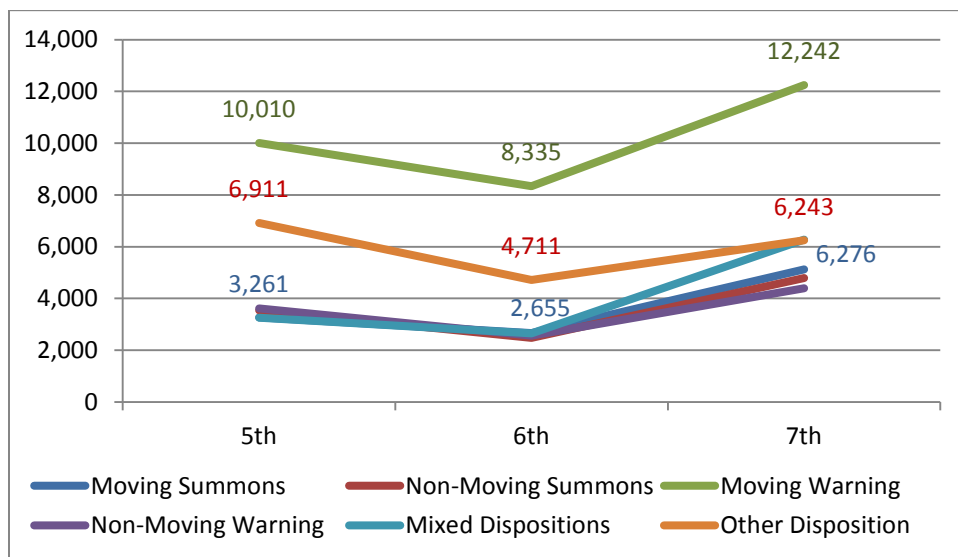


Figure Nineteen graphs the number of stops resulting in each disposition for the current and past two reporting periods. For the current reporting period, the number of stops where each disposition was used increased. The largest increase was for stops that resulted in moving warnings. In the previous reporting period, there were 8,335 stops that resulted in a moving warning while there are 12,242 stops that resulted in a moving warning in the current reporting period. The number of stops where some sort of mixed disposition was issued also increased, from 2,655 to 6,276 stops in the current period.

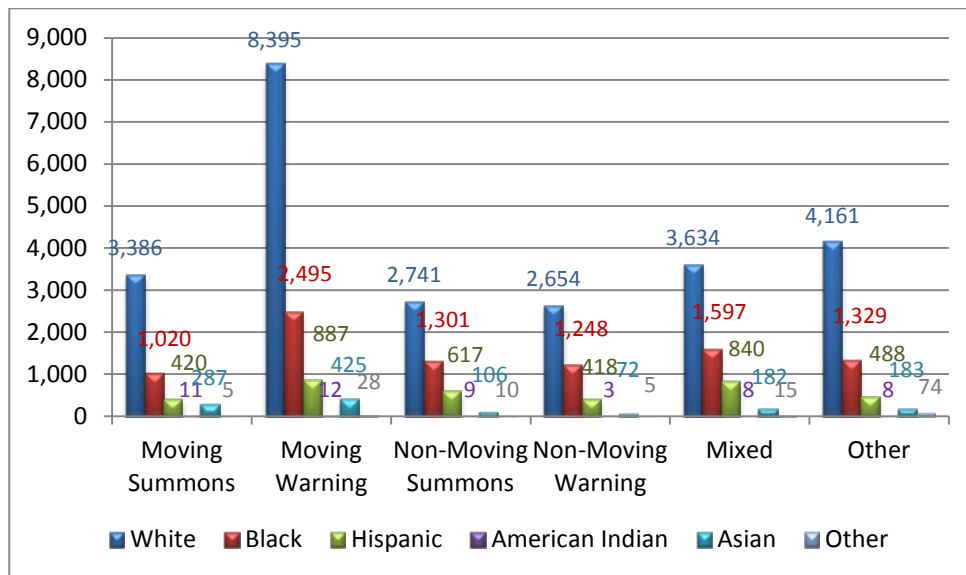
**Figure Nineteen: Trends of Dispositions**  
July 2009 – June 2012



For most racial/ethnic groups, moving warnings were the most frequently received disposition, as shown in Figure Twenty-One. Compared to the previous reporting period, the racial/ethnic distribution indicates no drastic changes in the proportion of each disposition type. The overall pattern remains that between 57 and 69 percent of all disposition types involved White drivers and disposition types which involved Black drivers were between 20 and 28 percent. Because State Police is required to record a disposition for all motor vehicle stops, the racial/ethnic distribution of dispositions should be nearly identical to the racial/ethnic distribution of all stops within the Division.

As presented in Figure Twenty, White drivers had a higher likelihood of being involved in motor vehicle stops that received *any* disposition due to their overall proportion of all motor vehicle stops. The most common outcome for stops was moving warnings, which were 12,242 or 32% of all stops made by Troop A. There were 8,395 or 69% of stops with moving warnings that involved White drivers, Black drivers were involved in 2,495 or 20% of stops with moving warnings, and Hispanic drivers were involved in 887 or 7% of stops with moving warnings. This is very similar to the overall pattern of the racial/ethnic distribution of all stops with any disposition. However, White drivers are slightly over represented and Black and Hispanic drivers, slightly underrepresented among moving warnings compared to their proportion of all stops made by Troop A.

**Figure Twenty: Racial/Ethnic Distribution of Disposition Types**  
January 1, 2012-June 30, 2012



The second most common outcome for stops was mixed dispositions, which were 6,276 or 16.1% of all stops within Troop A. There were 3,634 or 58% of stops with mixed dispositions that involved White drivers, 1,597 or 26% of stops with mixed dispositions that involved Black drivers, and 840 or 13% of stops with mixed dispositions that involved Hispanic drivers. This is also very similar to the overall racial/ethnic distribution of all stops made by Troop A, albeit under represented for White drivers and over represented for Black and Hispanic drivers.

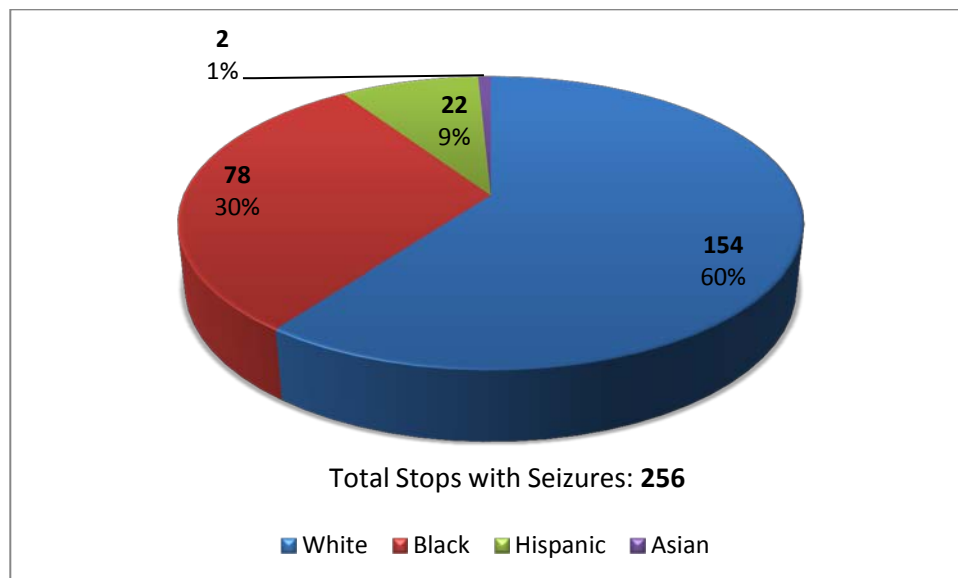
## Evidence Seizures

Occurring in less than 0.2% of all stops made by Troop A, contraband seizures are relatively rare for the State Police. In Troop A, some sort of evidence was seized in 256 motor vehicle stops. As noted in the Aggregate Report, evidence may be seized during a number of activities that include: frisks, non-consensual searches, consent requests, the execution of a search warrant, plain view seizures, or even during requests for the retrieval of property.

Figure Twenty-One presents the racial/ethnic distribution of stops where evidence was seized. As White drivers are a larger percentage of the driving population, White drivers represent a larger proportion of stops where evidence was seized than all other drivers. White drivers were involved in 60% or 154 stops with evidence seized, Black drivers were involved in 30%, or 78, stops with seizures, and Hispanic drivers were involved in 9%, 22, stops with seizures. Compared to the overall racial/ethnic distribution of stops, Black drivers are overrepresented among stops with seizures. Similar to the pattern for the entire Division, Black drivers are 23% of all stops yet 30% of all stops with evidence seized. White and Hispanic drivers, on the other hand, are slightly underrepresented among stops with seizures; White drivers are only 60% and Hispanic drivers are only 9% of stops with seizures while they are 64% and 10% of all stops conducted by Troop A.

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

January 1, 2012- June 30, 2012



Each motor vehicle stop may include multiple evidence seizures. As such, the total number of seizures, 396, is more than the total number of stops with seizures. At most, a single stop made by Troop A involved 4 searches/seizures that resulted in an evidence seizure, but the majority of stops only involved one.

While the specific evidence seized is unknown, it is known how the evidence was obtained. Figure Twenty-Two depicts the type of searches/seizures that resulted in evidence for each racial/ethnic group. As was the case for the Division, the majority of evidence seizures occurred during a consent search. There were 198 seizures of evidence during stops consent searches in the current period. Of

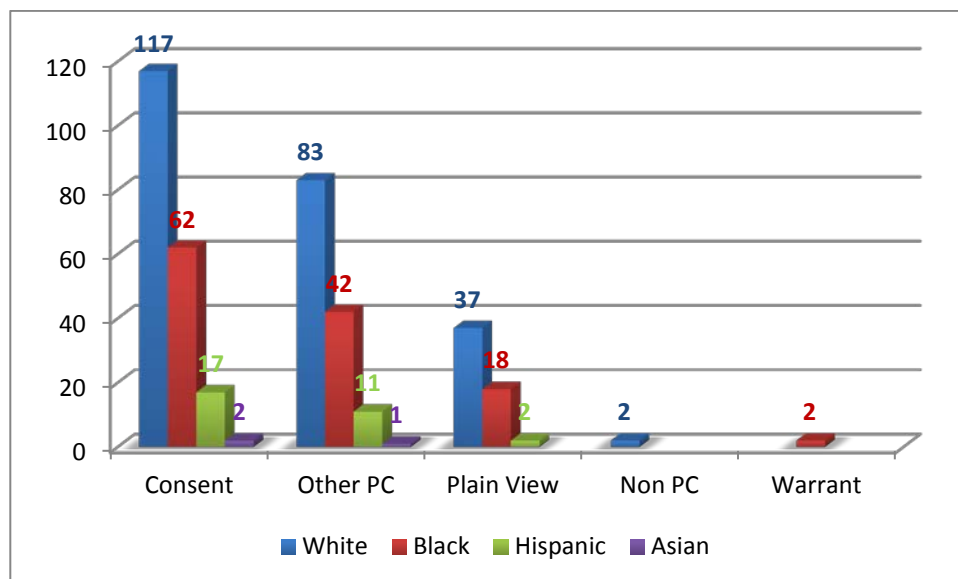
these consent searches, 59% involved White drivers, 31% involved Black drivers, 9% involved Hispanic drivers, and 1% involved Asian drivers.

Other PC searches resulted in 137 evidence seizures in the current reporting period. These activities include all PC based searches/seizures other than plain view seizures. Thus, vehicle frisks, proof of ownership, secure vehicle, retrieval of property, or public exigency searches fall under this category. Of these searches, 61% involved White drivers, 31% involved Black drivers, 8% involved Hispanic drivers, and less than 1% involved Asian drivers.

Contraband seizures in plain view were the third most frequent searches/seizures. In 57 seizures, the reason provided indicated that a controlled dangerous substances (CDS), controlled dangerous weapons (CDW), or open containers were in plain view and subsequently seized. Of these seizures, 65% involved White drivers, 32% involved Black drivers, and 3.5% involved Hispanic drivers.

In Troop A, there were only four seizures that were the result of non-PC searches/seizures or warrants.

**Figure Twenty-Two: Types of Evidence Seizures**  
January 1, 2012 - June 30, 2012



Troop A's pattern of evidence seizures mirrors that of the Division. While relatively infrequent, evidence seizures do appear to disproportionately involve Black drivers compared to their overall proportion of motor vehicle stops. Black drivers are about 30% of all evidence seizures (including each type) yet only 18% of all stops. Again, this report does not assess the appropriateness of searches/seizures leading to evidence seizure. However, the disproportionality of stops with evidence seizures does merit further analysis by the State Police.

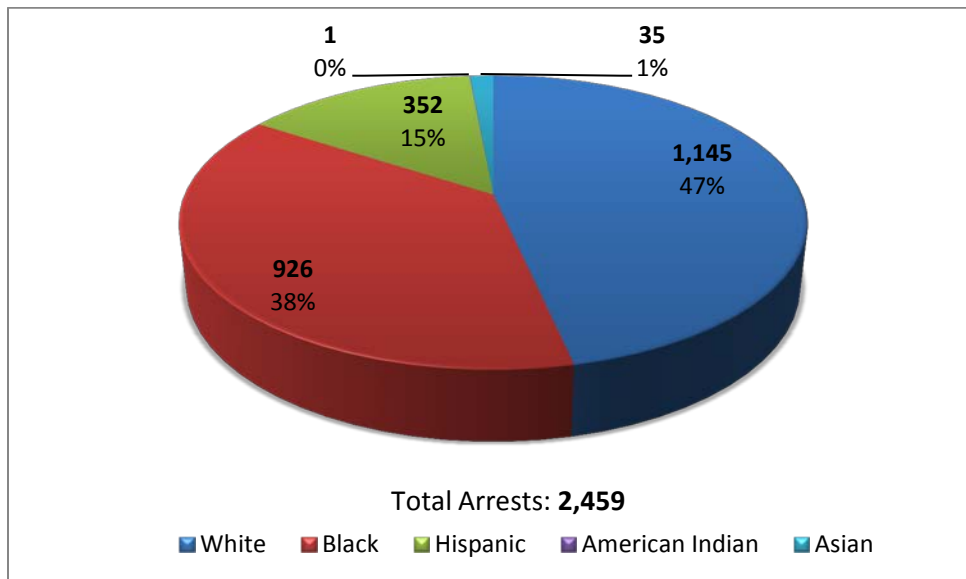
## Individual Level Analysis

### Arrests

While there were 2,071 motor vehicle stops where an arrest was made, there were 2,459 actual arrests made in those stops. That is, there were 2,459 individuals arrested in motor vehicle stops conducted by Troop A in the current reporting period.

Because each stop averaged just a little more than one arrest, the racial/ethnic distribution of all individuals who were arrested during stops conducted by Troop A should be similar to the racial/ethnic distribution of stops with arrests for the Division. Figure Twenty-Three depicts this distribution, and it is nearly identical to the distribution of stops with arrests. As found for stops with arrests, White individuals made up the largest proportion of all arrests. In 47% of all arrests during the reporting period, the individual was White. In 38% of all arrests, the individual arrested was Black, while in 15% of all arrests, the individual arrested was Hispanic. Finally, Asian individuals were involved in 1% of all arrests while American Indians were involved in 0%. Thus, the distribution of stops with arrests, which is based on the driver's race/ethnicity, is nearly identical to the distribution of all arrests because drivers made up the largest proportion of those who were arrested.

**Figure Twenty-Three: Racial/Ethnic Distribution of All Arrests**  
January 1, 2012 - June 30, 2012



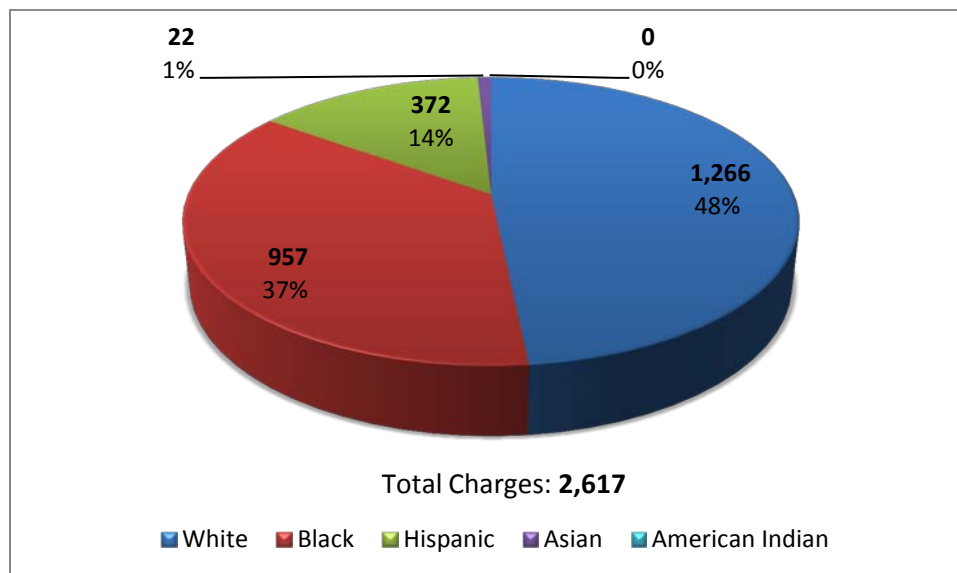
## Charges

For each arrest, an individual can be charged with one or multiple charges. For the current period, while there were 2,459 arrests, there were actually 2,617 charges filed. One average, each arrest resulted in 1.06 charges.

The racial/ethnic distribution of those arrested and had that charges filed is presented in Figure Twenty-Four. The distribution is similar to that of all charges for the Division and similar to the distribution of all arrests made by Troop A. White individuals make up the largest proportion; 48% of all charges filed were against White motorists. Black motorists were involved in 37% of all charges, Hispanic individuals were involved in 14% of all charges filed, Asian individuals were involved in 1%, and American Indian motorists were cited in 0% of all charges filed.

**Figure Twenty-Four: Racial/Ethnic Distribution of Charges**

January 1, 2012- June 30, 2012



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

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

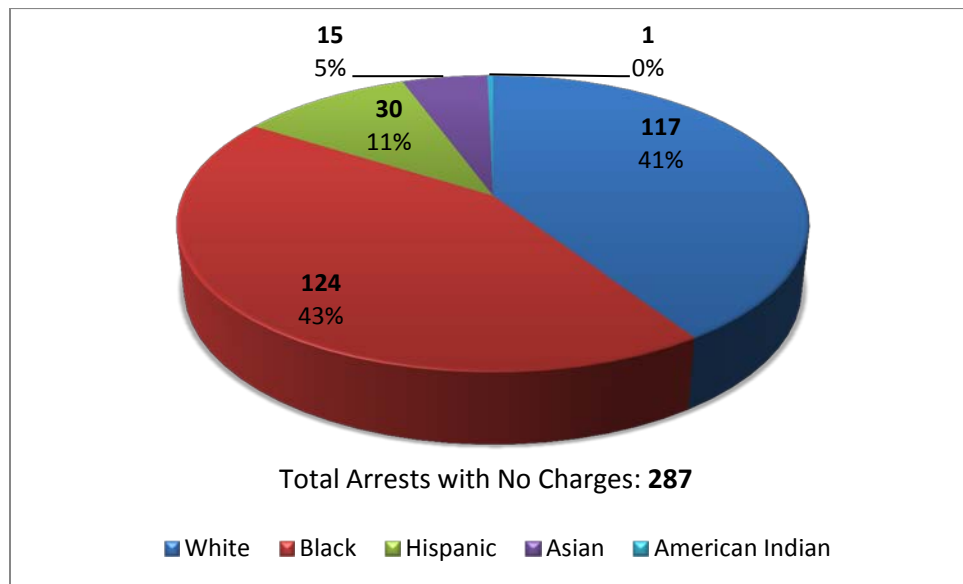


In the current reporting period there were 287 arrests where an individual was not ultimately charged with any specific statute. The racial/ethnic distribution of those not charged should ideally be identical to the racial/ethnic distribution of those charged. If the distributions differ, further analysis is required to determine what specifically causes these differences.

Figure Twenty-Five depicts the racial/ethnic distribution of those arrested but not charged. The distribution is similar to that of those arrested and charged, but not identical. White and Hispanic individuals make up a slightly smaller proportion and Black and Asian individuals make up a slightly larger proportion of those not charged. Black motorists do make up the largest proportion of those not charged. Forty three percent of individuals arrested but not charged were Black while only 37% of those charged were Black. Thus, Black individuals are slightly overrepresented among those not charged. Asian individuals were only 1% of all individuals charged, but 5% of those not charged. While the total number of Asian individuals is small, it remains that they are also slightly overrepresented among those not charged. White motorists, on the other hand, make up 41% of those not charged and 48% of those charged. Hispanic individuals are 14% of those arrested yet only 11% of those not charged. While these differences are not large, they do suggest that there is a slight difference between those charged and not charged. Future aggregate reports will continue to analyze these patterns. The appropriate of arrests will be explored in OLEPS' Sixth and Seventh Oversight reports.

**Figure Twenty-Five: Racial/Ethnic Distribution of Arrests with No Charges**

January 1, 2012- June 30, 2012

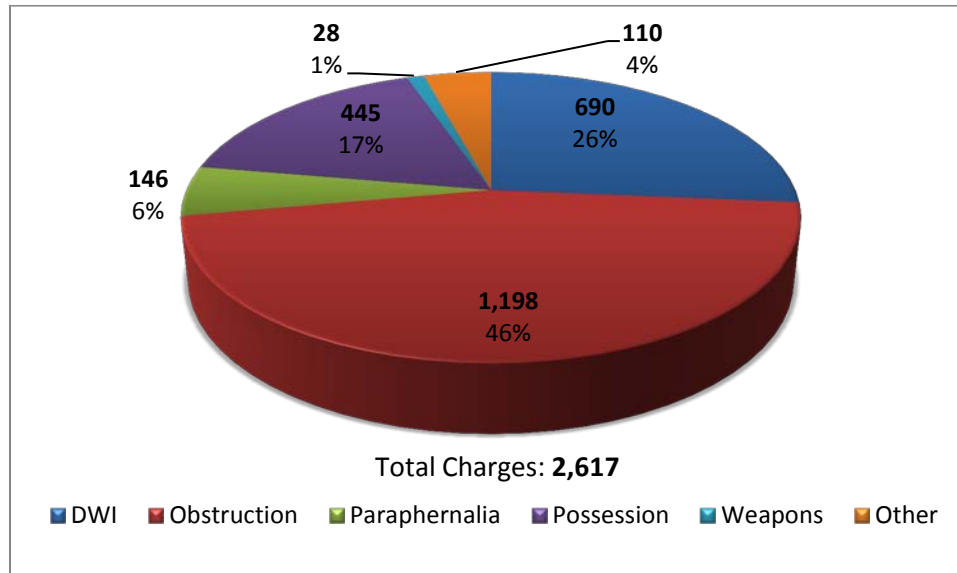


### *Types of Charges*

The charges filed following an arrest can be numerous. As noted above, an individual may be charged with multiple charges. While there are a number of charges that can be chosen, there are a few commonly used charges. The charges were coded into categories that reflect the overall type of charge. Figure Twenty-Six depicts the types of charges filed for arrests made during motor vehicle stops conducted by Troop A.

**Figure Twenty-Six: Types of Charges Filed**

January 1, 2012 - June 30, 2012



The most commonly cited charges pertained to obstruction, 46% of all charges filed were categorized as obstruction. This category does include such charges as resisting arrest, hindering apprehension, and contempt. Contempt is the charge listed when an individual is arrested based on a warrant and is the most frequently cited obstruction charge. Thus, a large proportion of arrests are based on outstanding warrants.

In the current period, there were a number of charges filed pertaining to drugs and alcohol. While at the Division level, drug and alcohol charges make up over half of all charges filed, such charges are slightly less than half of the charges filed for arrests by Troop A. Charges for possession of a controlled dangerous substance, or being under the influence of such a substance, were 17% of all charges filed while charges for possession of drug paraphernalia were 6% of all charges filed. Marijuana was the most frequently cited drug in possession charges, cited in over 60% of all possession charges. Charges for driving while intoxicated (DWI) were 26% of all charges filed in Troop A arrests.

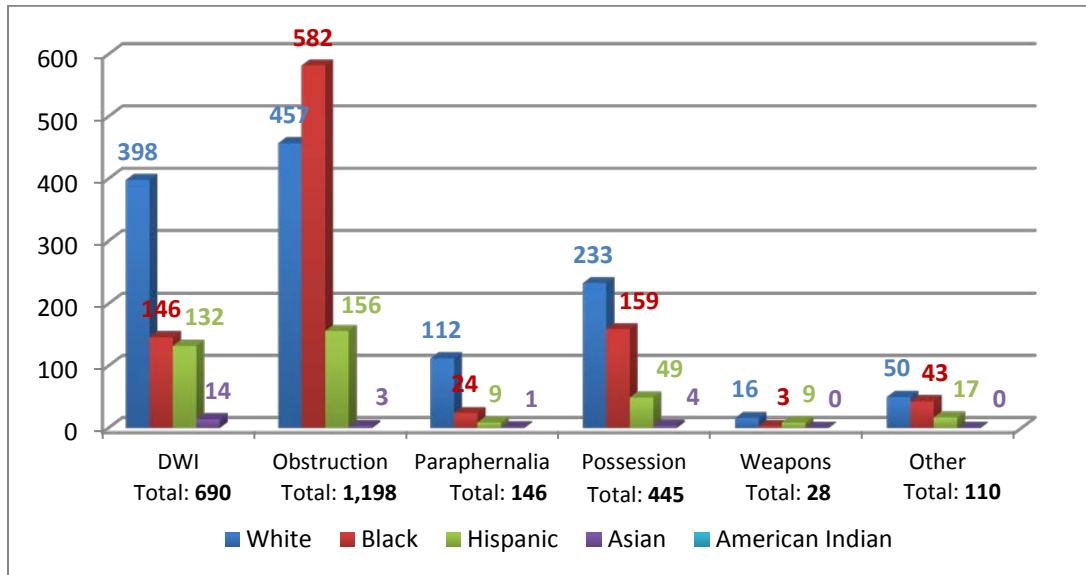
Charges for the possession of prohibited weapons and devices were relatively rare in the current reporting period. These charges amounted to about 1% of all charges filed. Charges labeled other included a variety of both criminal and traffic violations that were cited in the current reporting period. These charges were only 4% of all charges filed. The most commonly cited other charge was theft of some kind.

Figure Twenty-Seven depicts the racial/ethnic distribution of each charge category in the current reporting period. The distribution of all charges indicates that White motorists make up the largest proportion of all charges, followed by Black, Hispanic, Asian, and then American Indian individuals. This same distribution is expected for each category of charges.

Unlike the pattern noted for the Division, White individuals arrested by Troop A were most likely to be charged with obstruction. There were 457 White individuals charged with obstruction. While this is the most frequently cited charge for White individuals, White individuals do not make up the largest

proportion of obstruction charges. Of those charged with obstruction, Black individuals make up the largest proportion. In the current period, 582 (49%) of all obstruction charges were cited for Black individuals while only 457 (38%) cited White individuals. Hispanic individuals made up 13% and Asian motorists made up 0% of all obstruction charges. Not only did Black individuals make up the largest proportion of all obstruction charges, obstruction was also the most frequently cited charge for Black individuals.

**Figure Twenty-Seven: Racial/Ethnic Distribution for Types of Charges Filed**  
January 1, 2012 - June 30, 2012



While Black individuals made up the largest proportion of obstruction charges, White individuals made up the largest proportion of all other categories of charges filed in the current reporting period. White individuals were cited in 398 (58%) DWI charges, Black motorists were charged in 146 (21%), Hispanic individuals were charged in 132 (19%), and Asian individuals were charged in 14 (2%) DWI charges. White Individuals were charged in 112 (77%) paraphernalia charges, Black motorists were charged in 24 (16%), Hispanic individuals were charged in 9 (6%), and Asian individuals were charged in 1 (1%) paraphernalia charge. White motorists were charged in 233 (52%) charges of possession, Black motorists were charged in 159 (36%), Hispanic motorists were charged in 49 (11%), and Asian individuals were charged in 4 (1%) of all possession charges.

As noted for the entire Division, in Troop A, Black individuals make up a disproportionately large number of individuals arrested and charged in the current reporting period. However, this disproportionality is not likely the result of trooper discretion. As noted previously, Obstruction charges are the most common charge filed, accounting for 46% of all charges filed in the current reporting period. Over 60% of all charges filed against Black individuals were for obstruction. Again, the category of obstruction most frequently indicates an outstanding warrant. Thus, the charges filed are not the result of that individual's interactions with the trooper, but rather they are the result of previous legal transgressions. The disproportionality in arrests and charges, then, results not from trooper discretion, but rather required actions when an individual has an outstanding warrant.

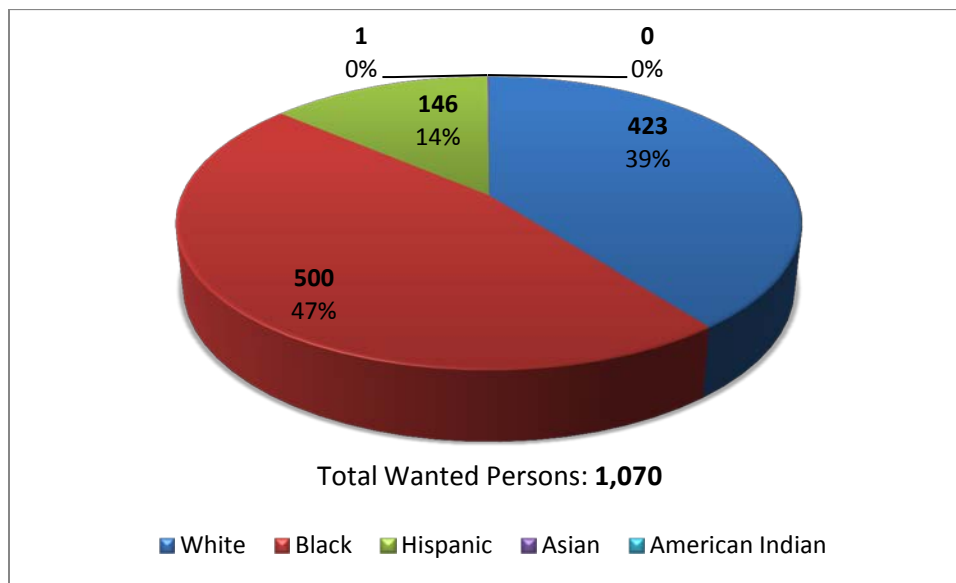
**Wanted Persons**

When State Police interact with individuals during a motor vehicle stop, they run database checks to determine if the individual has any outstanding warrants. If the individual does, they can be arrested, as noted previously. In the current reporting period, there were 1,070 arrests of wanted persons during motor vehicle stops conducted by Troop A.

As noted above, individuals with outstanding warrants make up a large proportion of all arrests and charges filed and are categorized as obstruction. Black individuals were noted as the largest proportion of those charged with obstruction. Thus, it would be expected that Black individuals would also be a large proportion of all wanted persons. Indeed, Black individuals made up 47% of the 1,070 wanted persons in Troop A while White individuals were only 39% of wanted persons. Hispanic individuals made up 14% of wanted persons and Asian individuals were 0%. Because contempt, the charge cited for outstanding warrants, is the most frequent charge in the obstruction category, that racial/ethnic distribution is nearly identical to that of wanted persons.

**Figure Twenty-Eight: Racial/Ethnic Distribution of Wanted Persons**

January 1, 2012 - June 30, 2012



# TROOP B

Data on stops, law enforcement procedures, dispositions, criminal arrests, criminal charges, wanted persons, and contraband seized for Troop B of State Police are discussed in the sections that follow.

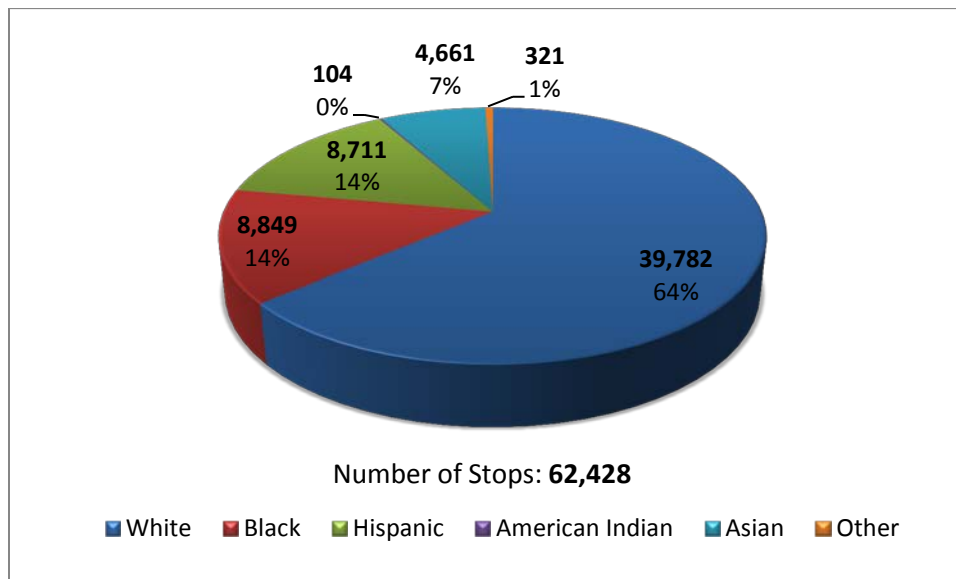
## Stop Level Analysis

### Number of Stops

From January 1, 2012 to June 30, 2012, Troop B made 62,428 motor vehicle stops, roughly 24.5% of all motor vehicle stops made by the State Police during the current reporting period. Compared to the previous reporting period, this number represents a 38% increase in the total number of stops made by Troop B. In the sixth reporting period, which covered the second half of 2011, the Troop B only made 45,238 motor vehicle stops. Generally, there are more stops made in the first six months of a year and fewer made in the second six months.

In terms of racial/ethnic distribution, Figure Twenty-Nine indicates the frequency of stops for White drivers is higher than the frequency for all other racial/ethnic groups. White drivers are involved in 64% of all stops made during the current reporting period. Both Black and Hispanic drivers were involved in 14% of all stops while Asian drivers were involved in 7% of all stops made by Troop B. Because Asian, American Indian, and Other drivers make up such a small proportion of stops and thus, all activities, they will not be routinely discussed in this report unless their pattern differs dramatically this distribution.

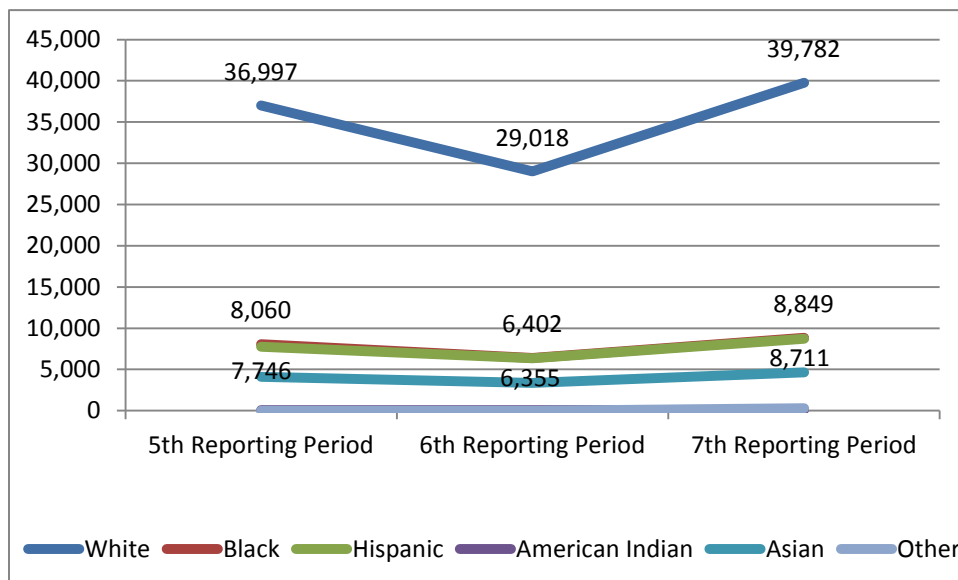
**Figure Twenty-Nine: Racial/Ethnic Distribution of Motor Vehicle Stops**  
January 1, 2012 – June 30, 2012



The racial/ethnic distribution of stops made by Troop B is generally similar to the overall pattern of all stops within the Division. White drivers do make up the largest proportion of stops made Division wide and by Troop B. However, Black drivers make up a slightly smaller proportion of stops in Troop B. The proportion of Black drivers involved in motor vehicle stops made by Troop B is 14% compared to 18.0% of all stops within the Division. In contrast, the proportion of Hispanic drivers involved in motor vehicle stops within Troop B is slightly higher at 14.0% compared to 12% of all stops within the Division. Troop B appears to be an anomaly in the current reporting period. Division-wide and for Troop A Black drivers were involved in a higher proportion of stops than Hispanic drivers, however, they are involved in the same proportion of stops made by Troop B. This difference among the stops made by Troop B may be attributable to the population characteristics of the areas covered by Troop B.

Figure Thirty graphs the number of stops made of drivers of each racial/ethnic group for the current and two previous reporting periods. Because the total number of stops made during the current reporting period increased, the number made for each racial/ethnic group also increased. White drivers were involved in about 10,800 more stops in the current reporting period compared to the previous. However, as noted above, the proportion of White drivers remained the same, 64% of all stops. Similarly, there were increases in the number of stops made of Black and Hispanic drivers. Black drivers were involved in about 2,500 more stops in the current period than the sixth reporting period while Hispanic drivers were involved in about 2,400 more stops. Despite these increases, these groups still comprise the same general proportion of all stops, 14%. Thus, despite increases in the number of stops made of each racial/ethnic group, the proportion of total stops remained the same for each group and has so for several reporting periods.

**Figure Thirty: Trends in Racial/Ethnic Distribution of Motor Vehicle Stops**  
July 2009 – June 2012



## Reason for Stops

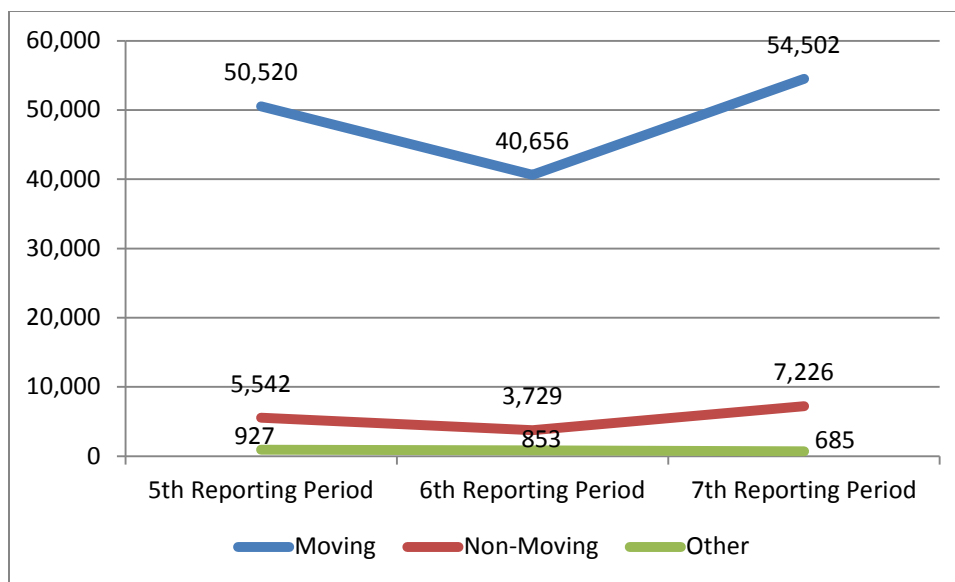
As in all reporting periods thus far, the majority of stops conducted by Troop B during this reporting period were based on moving violations. Though the actual numbers of these stops are higher than in the previous period, they actually represent a slight decrease in the percentage of all stops. As shown in Figure Thirty-One, for the current period, 87% or 54,502 of all motor vehicle stops were based on moving violations compared to 90% or 40,656 stops in the previous period. Thus, while Troop B stopped more drivers in this reporting period, they actually stopped a slightly lower proportion of drivers for moving violations than the previous period.

Over time, the proportion of stops for each reason has generally remained stable. Historically, moving violations are the most common reason for a motor vehicle stop, following the larger trend of the total volume of motor vehicle stops. Just as there was a marked decline in the number of stops made in the sixth reporting period, the number of stops made for a moving violation also declined during that period. The proportion of stops made for non-moving and other violations appear to be more stable across reporting periods, showing only slight variations. Non-moving violations were cited in 7,226, 12%, stops made by Troop B, compared to 3,729, 8%, for the previous reporting period. This is an increase of 3,497 stops or 93.8% percent from the previous reporting period. This is likely due to the increase in the overall number of stops in the current reporting period but may also result from changes in the number of targeted enforcements, such as seat belt or cell phone patrols.

There were 685, 1%, stops made for other violations conducted by Troop B this reporting period. This was the only category to have a reduction in the number and proportion of stops. Compared to the sixth reporting period, this represents about a 20% decrease in the number of stops made for other violations by Troop B. This decline can likely be attributed to the change in State Police policy requiring a specific statute to be called in where previously troopers only had to indicate moving, non-moving, or other violation.

**Figure Thirty-One: Trends in Reasons for Motor Vehicle Stops**

July 2009- June 2012

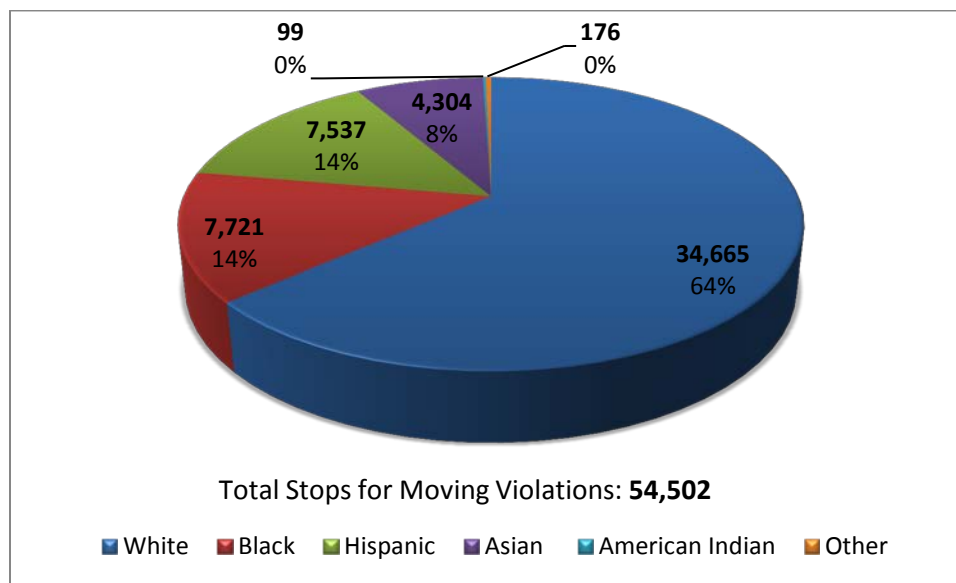




As shown in Figure Thirty-Two, about 64% or 25,983 stops for moving violations involved White drivers, 14% or 5,676 involved Black drivers and 14% or 5,715 involved Hispanic drivers. Although there were increases in the number of stops made for moving violations from the previous reporting period, the racial/ethnic distribution remains consistent with the overall pattern of all motor vehicle stops conducted by Troop B. As noted previously, the overall distribution of stops made by Troop B differs from the entire Division since the same proportion of stops involved Black and Hispanic drivers in Troop B. Because moving violations are cited in the majority of stops by Troop B, this distribution should be nearly identical to that of all stops made by Troop B. Indeed, the distribution of all stops made by Troop B and stops made for moving violations are proportionately, the same. Thus, the distribution of all stops made by Troop B for moving violations differs from the distribution of the Division's stops with moving violations. The proportion of Black drivers involved stops with moving violations conducted by Troop B is slightly lower than that of the Division, 14% compared to 17%. In contrast, the proportion of Hispanic drivers involved in Troop B's stops with moving violations is slightly higher. Hispanic drivers were involved in 14% of Troop B's moving violation stops compared to 12% of moving violation stops Division-wide.

**Figure Thirty-Two: Racial/Ethnic Distribution of Stops made for Moving Violations**

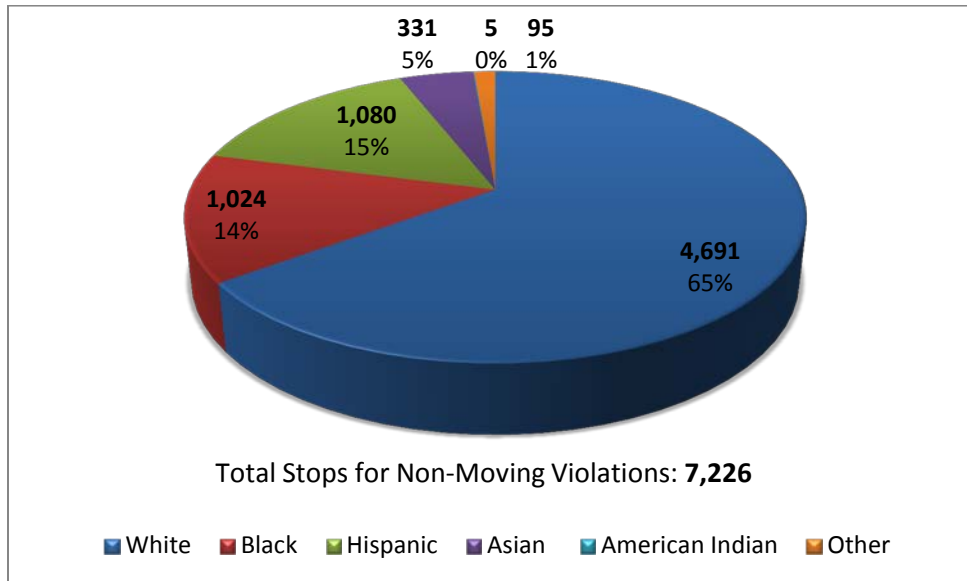
January 1, 2012- June 30, 2012



As depicted in Figure Thirty-Three, White drivers were involved in 65% or 4,691 stops made for non-moving violations, Black drivers were involved in 14% or 1,024 stops, and Hispanic drivers were involved in 15% or 1,080 stops. The racial/ethnic distribution of stops made for non-moving violations is generally consistent with the overall pattern of all stops made by Troop B for this period, but inconsistent with the overall pattern of all stops within the Division. However, Hispanic drivers make up a slightly higher proportion of Troop B's stops for non-moving violations, 15%, than they do for all of Troop B's stops, 14%, and non-moving stops Division-wide, 13%. The differences are small, only one percentage point, likely due to rounding, and thus, negligible.

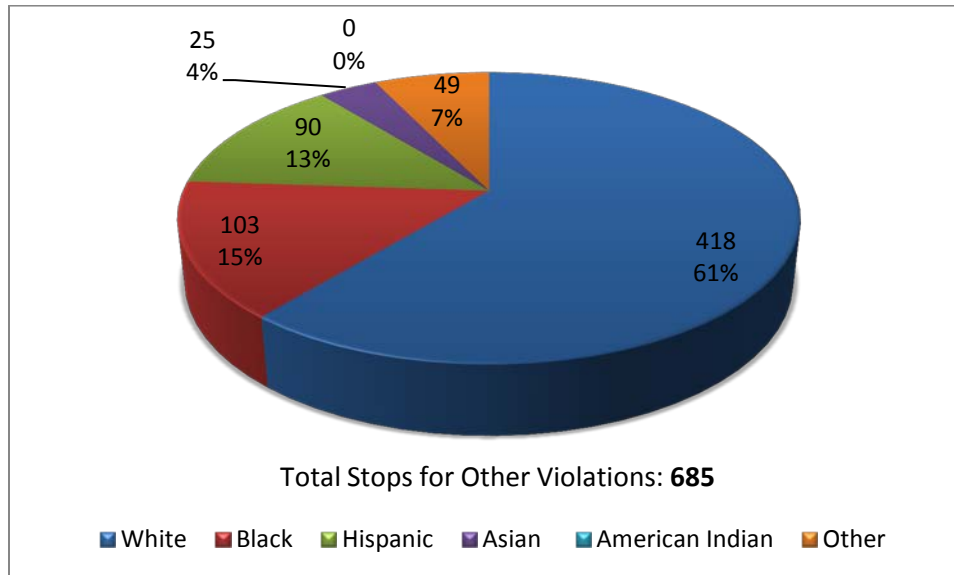


**Figure Thirty-Three: Racial/Ethnic Distribution of Stops made for Non-Moving Violations**  
 January 1, 2012- June 30, 2012



As noted above, the majority of stops are made based on moving or non-moving violations, only a small fraction of stops are made for other reasons. The racial/ethnic distribution of stops made for other reasons is consistent with the overall pattern of the total number of motor vehicle stops for Troop B this period. For the category of other violations, White drivers were involved in 61% or 418 stops, Black drivers were involved in 15% or 103 stops, and Hispanic drivers were involved in 13% or 90 stops. Compared to the overall racial/ethnic distribution for Troop B, White and Hispanic drivers are slightly underrepresented while Black drivers are overrepresented among stops made for other violations. White drivers made up 61% of stops made for other violations compared to 64% of all motor vehicle stops. Black drivers made up 15% of stops made for other violations compared to 14% of all motor vehicle stops, and Hispanic drivers made up 13% of all stops made for other violations compared to 14% of all motor vehicle stops within Troop B. The racial/ethnic distribution of stops made for other violations is similar to the overall distribution of stops made for other violations within the Division, though Troop B's distribution does involve a much smaller proportion of Black drivers than the Division.

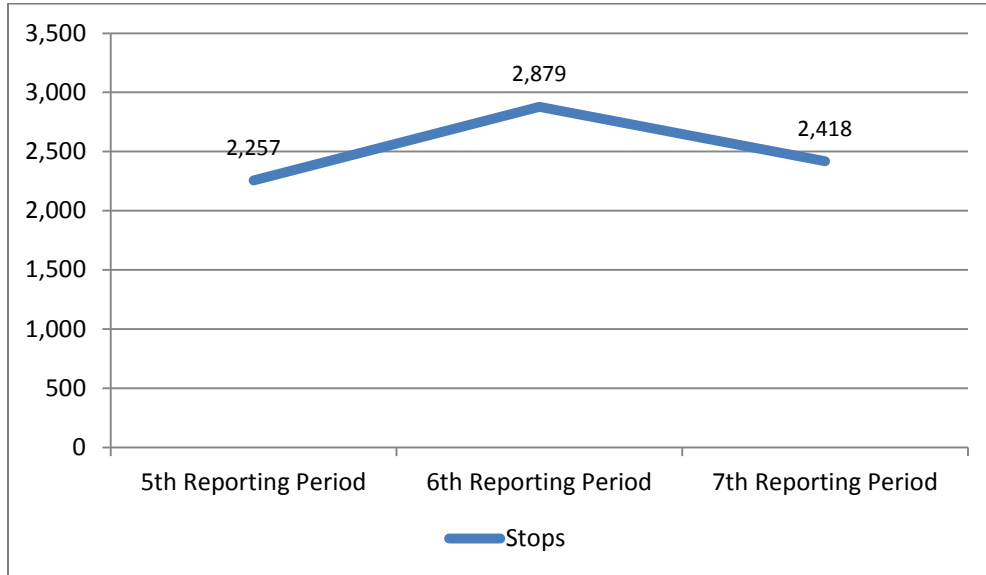
**Figure Thirty-Four: Racial/Ethnic Distribution of Stops made for Other Violations**  
 January 1, 2012- June 30, 2012



**Law Enforcement Procedures**

In total, 2,418, 7.6%, of all stops conducted by Troop B resulted in some sort of law enforcement procedure for this reporting period. A lower proportion of Troop B's stops result in law enforcement procedures than the proportion Division-wide, 3.8% compared to 4.6%, respectively. Figure Thirty-Five depicts the trend of Troop B's stops with law enforcement procedures for the current and previous two reporting periods. While the number of stops with law enforcement procedures increased in the current period, the proportion of stops with such procedures decreased for Troop B. Roughly 6.4% of all stops had at least one post-stop interaction in the previous period compared to 3.8% in the current reporting period.

**Figure Thirty-Five: Trends of Motor Vehicle Stops with Law Enforcement Procedures**  
July 2009 - June 2012



*Vehicle Exits*

As noted for the Division, vehicle exits were the most frequent post-stop interaction for stops conducted by Troop B. Of the 2,418 stops with post-stop interactions, 95.1% or 2,300 resulted in an occupant vehicle exit. Troopers are permitted to ask a driver to exit for any reason, thus, the high frequency of this activity.

**Figure Thirty-Six: Racial/Ethnic Distribution of Stops with Vehicle Exits**  
January 1, 2012 – June 30, 2012

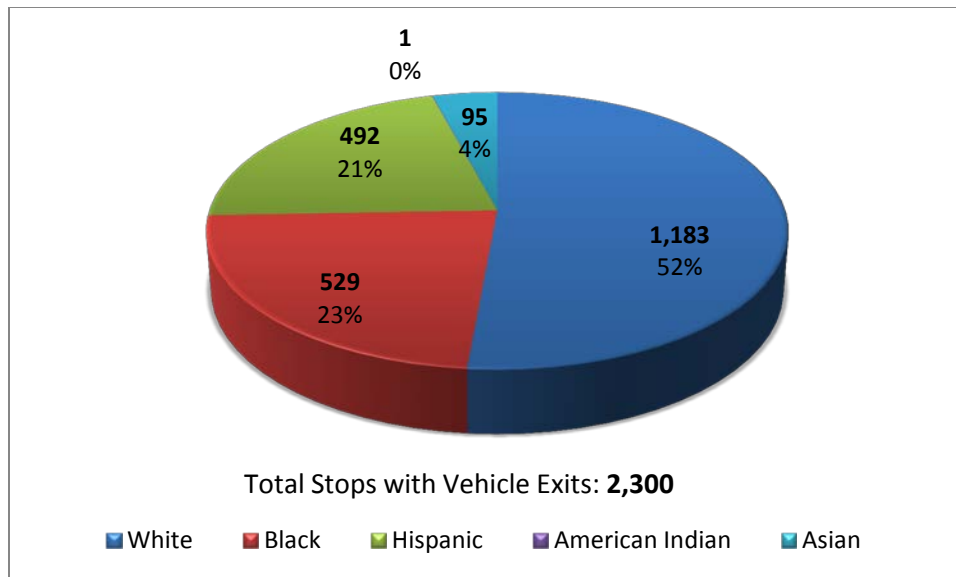


Figure Thirty-Six depicts the racial/ethnic distribution of Troop B’s stops with vehicle exits. The frequency of vehicle exits for White drivers is higher than the frequency for all other racial/ethnic groups. White drivers were involved in 1,183, 52%, stops with vehicle exits, Black drivers were involved in 529, 23%, and Hispanic drivers were involved in 492, 21.0%, stops with vehicle exits. Compared to the overall racial/ethnic distribution of all stops conducted by Troop B, White drivers make up a smaller proportion of stops with vehicle exits while Black and Hispanic drivers make up larger proportion of stops for vehicle exits. As noted earlier, White drivers are involved in 52% of stops with vehicle exits yet 64% of all stops made by Troop B, while Black drivers are involved in 23% of stops with vehicle exits and only 14% of all stops conducted by Troop B. The difference for Hispanic drivers is much smaller, while these drivers are involved in 21% of stops with vehicle exits, they are 21% of all stops with vehicle exits. Therefore, Black and Hispanic drivers are more likely, and White drivers are less likely, to be asked to exit a vehicle than their proportion of all stops conducted by Troop B.

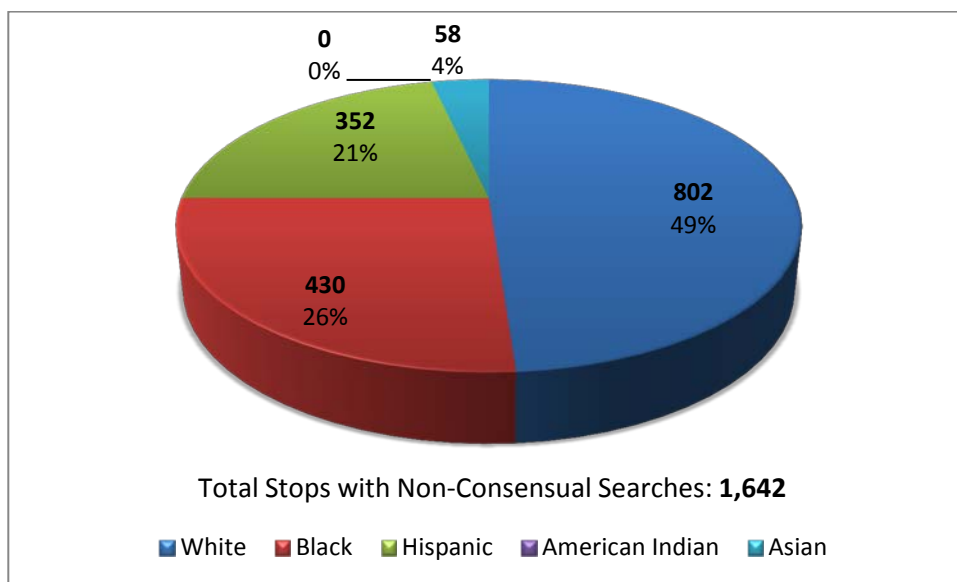
Compared to the Division’s racial/ethnic distribution of stops with vehicle exits, White and Asian drivers are slightly over represented while Black and Hispanic drivers are slightly underrepresented among stops with vehicle exits. Black drivers made up 23.0% of stops with vehicle exits in Troop B. There are 31% of stops with vehicle exits Division-wide. While Hispanic drivers made up 21% of stops with vehicle exits in Troop B but were only 17% of stops with vehicle exits Division-wide.

*Non-Consensual Searches*

Because this is the first reporting period that discusses non-consensual searches as a law enforcement procedure, no comparisons to previous reporting periods can be made. Non-consensual searches are the second most common law enforcement procedure for motor vehicle stops conducted by Troop B. Of Troop B’s 2,418 stops with post-stop interactions, 67.9% of stops, 1,642, resulted in non-consensual searches.

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

January 1, 2012 – June 30, 2012



As shown in Figure Thirty-Seven, White drivers were involved in 802, 49%, stops with non-consensual searches, Black drivers were involved in 430, 26%, stops, and Hispanic drivers were involved in 21%, 352, stops with non-consensual searches. While White drivers were still involved in the highest proportion of stops with non-consensual searches, they were involved a much smaller proportion than their representation in all stops conducted by Troop B. In contrast, Black drivers are overrepresented in Troop B's stops with non-consensual searches. While only 14% of all stops, they are 26% of stops with non-consensual searches. Similarly, Hispanic drivers are only 14% of all stops, yet 21% of those with non-consensual searches. The racial/ethnic distribution of stops with non-consensual searches conducted by Troop B does differ from the Division-wide pattern of stops with non-consensual searches this period. Division-wide, Black drivers are involved in 33% of stops with non-consensual searches, while they are involved in only 26% of Troop B's stops with such searches. Conversely, Hispanic drivers are involved in only 18% of stops with non-consensual searches Division-wide and 21% of such stops for Troop B. Thus, for Troop B, non-consensual searches are more likely to occur in stops with Black and Hispanic drivers, and less likely to occur in stops with White drivers, than their proportion of all stops.

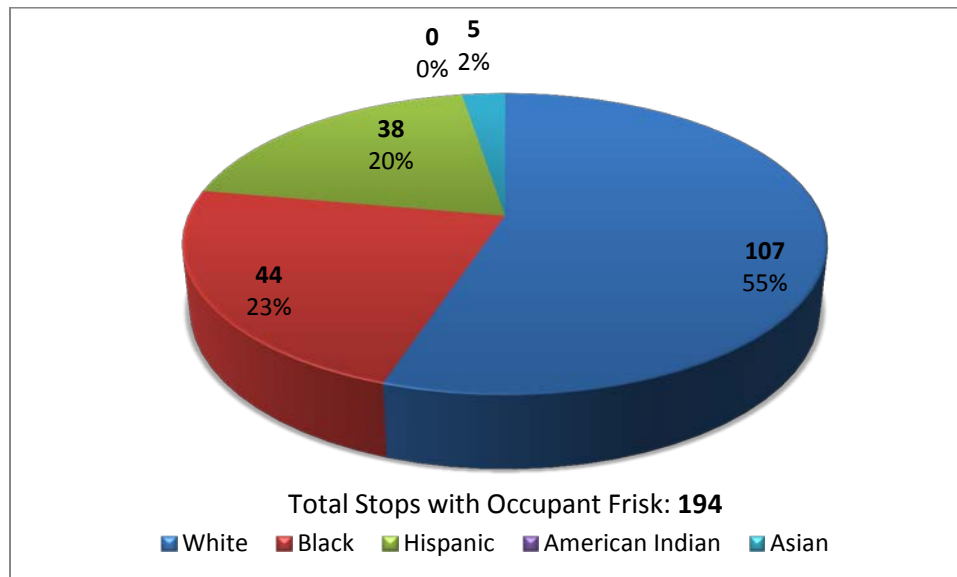
### *Occupant Frisks*

For this reporting period, there were 194 motor vehicle stops that involved occupant frisks, which make up less than 10% of Troop B's stops with post stop interactions. Again, the proportion of stops with occupant frisks of White drivers was higher than all other racial/ethnic groups. As shown in Figure Thirty-Eight, of the occupant frisks, 55%, 107 frisks, involved White drivers, 23%, 44 frisks, involved Black drivers, and 20%, 38 frisks, involved Hispanic drivers.

The racial/ethnic distribution of occupant frisks is not consistent with the distribution of Troop B's stops for this reporting period. White drivers make up a smaller proportion of stops with occupant frisks, 55% compared to 64% of all stops. Black and Hispanic drivers make up a higher proportion of stops with occupant frisks, 23% of frisks compared to 14% of all stops and 20% of frisks compared to 14% of all stops made by Troop B. Therefore, Black and Hispanic drivers are more likely, and White drivers are less likely, to receive a frisk than their proportion of all stops by Troop B. The racial/ethnic distribution of stops with occupant frisks within Troop B does differ from overall pattern of Division-wide stops with occupant frisks. The proportion of Black drivers involved in stops with frisks in Troop B is slightly smaller and the proportion of White drivers involved in stops with frisks is slightly higher than the Division-wide proportion. Black drivers were involved in 23% of stops with occupant frisks for Troop B compared to 30% of all stops with frisks Division-wide while White drivers were involved in 55% of Troop B's stops with occupant frisks compared to 48% of Division-wide stops with frisks.

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

January 1, 2012 – June 30, 2012

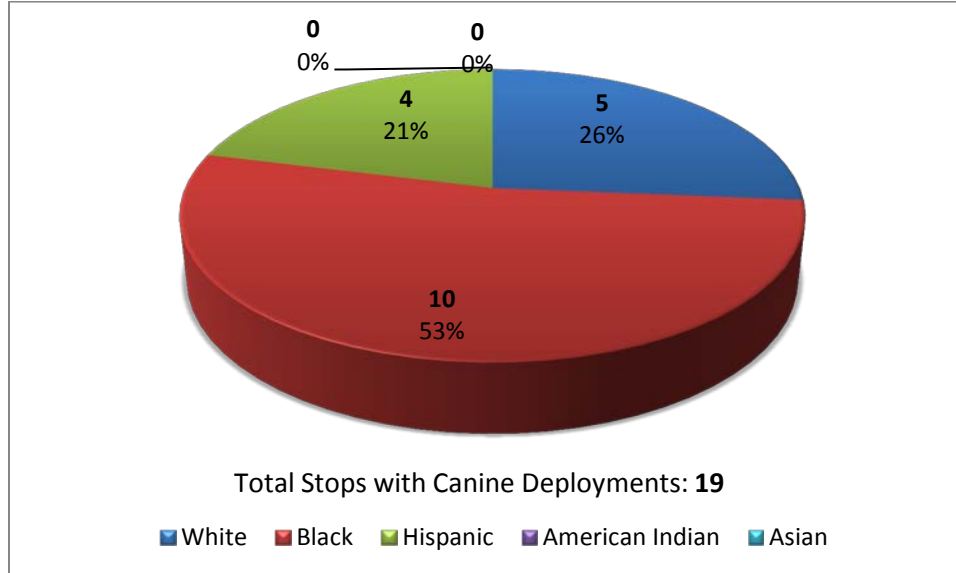
***Canine Deployments***

As noted for the Division, stops with canine deployments are relatively infrequent. For Troop B, there were 19 stops with a canine deployment, 0.7% of Troop B's stops with post stop interactions. Division-wide there was an increase of 20 deployments, 10 of which occurred in stops conducted by Troop B. As noted elsewhere, the number of available canine units has increased, and State Police policy has changed where these dogs are stationed, making them more available throughout the State. Therefore, it is possible to see a continued increase in the number of canine deployments.

Compared to the overall racial/ethnic distribution for all stops conducted by Troop B, White drivers make up a substantially smaller proportion of stops with canine deployments than their proportion of all stops. White drivers make up 26% of all canine deployments compared to 64% of all stops. Black and Hispanic drivers make up a higher proportion of stops with canine deployments than all stops for Troop B. Black drivers are 53% of stops with canine deployments compared to 14% of all motor vehicle stops while Hispanic drivers are 21% of stops with canine deployments and only 14% of all motor vehicle stops for Troop B. Consequently, during motor vehicle stops conducted in Troop B, White drivers are less likely while Black and Hispanic drivers are more likely to be involved in a stop with a canine deployment. The racial/ethnic distribution of stops with canine deployments within Troop B is similar to the overall pattern of all stops with canine deployments within the Division this period though White drivers make up a larger proportion and Hispanic drivers a smaller proportion of stops with deployments Division-wide than they do Troop B's stops.

**Figure Thirty-Nine: Racial/Ethnic Distribution of Stops with Canine Deployments**

January 1, 2012 – June 30, 2012

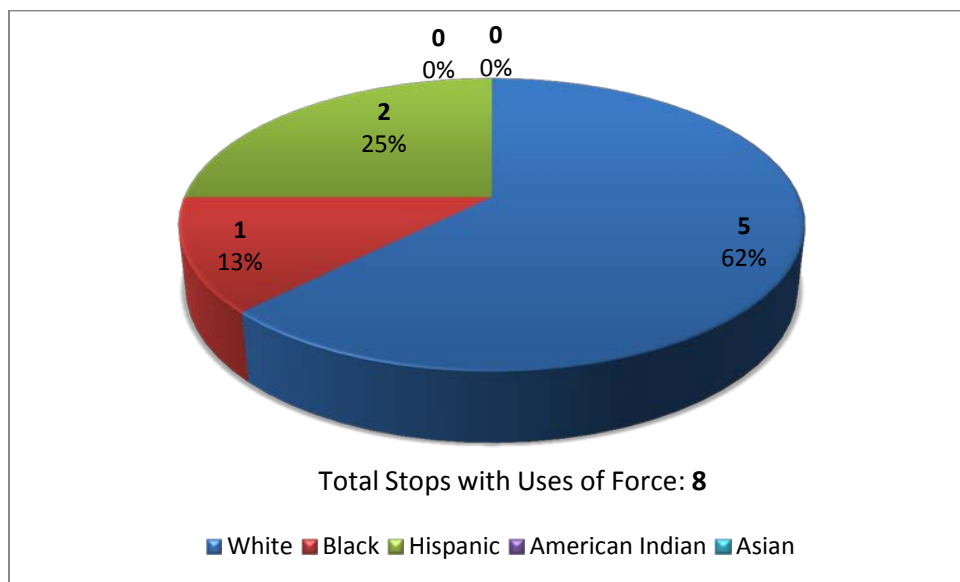
*Uses of Force*

While stops with canine deployments are rare, stops with uses of force are even more infrequent Division-wide including for Troop B. In this reporting period, there were eight stops conducted by Troop B where force was used. While the number of stops with force in the current period is an increase from the previous reporting period, where there were only three uses of force, force is still an infrequent event. Only 0.3% of all stops with a post stop interaction involved uses of force. Additionally, because the overall number of motor vehicle stops increased in the current period, the instances of force likely increased.

Physical force was the most frequently utilized form of force. Sixty-three percent, or 5, stops with uses of force were classified as physical force. All other methods of force were utilized in fewer than three motor vehicle stops. For Troop B during this reporting period, there was only one occurrence of more than one type of force used within a single stop, chemical and physical force were used in conjunction with this stop.

Because of the very small number of force instances during Troop B's motor vehicle stops, the percentages in Figure Forty may be misleading, as percentages are dependent upon the total number of cases. For example, by adding or subtracting one use of force, the proportion for each racial/ethnic group will change dramatically. Nonetheless, this information is presented for consistency with Division-wide analysis. Figure Forty-Two depicts the number of stops with uses of force by driver race/ethnicity. There were five stops with force involving White drivers, one stop with force involving Black drivers and two stops with force involving Hispanic drivers. There were no stops with force involving Asian and American Indian drivers. While the number of stops with uses of force were lower in the previous reporting period than the current, the pattern remains the same; there are more stops with uses of force involving White drivers than drivers of any other race/ethnicity.

**Figure Forty: Racial/Ethnic Distribution of Stops with Uses of Force**  
January 1, 2012 – June 30, 2012



The racial/ethnic distribution of uses of force is inconsistent with the overall racial/ethnic distribution of all stops within Troop B, likely due to the small number of stops with uses of force. White drivers do make up the largest proportion of both stops with uses of force and all stops made by Troop B. However, Hispanic drivers are slightly overrepresented among stops with uses of force compared to all stops made by Troop B. Comparing the percentages would indicate a dramatic difference between these two distributions, but caution is warranted with such comparisons due to the very small number of stops that involve uses of force.

#### *Consent to Search*

For this period, there were 327 stops with consent to search requests. There may be multiple outcomes for a consent request: granted, denied, or withdrawn. Figure Forty-One depicts the frequency and percentage of these outcomes. The majority of consent to search requests were granted. There were 275, or 84.0%, granted requests, 51, 16.0%, denied requests, and only one request that was granted and then withdrawn by an occupant during the stop.



**Figure Forty-Forty-One: Outcome of Consent to Search Requests**  
January 1, 2012 – June 30, 2012

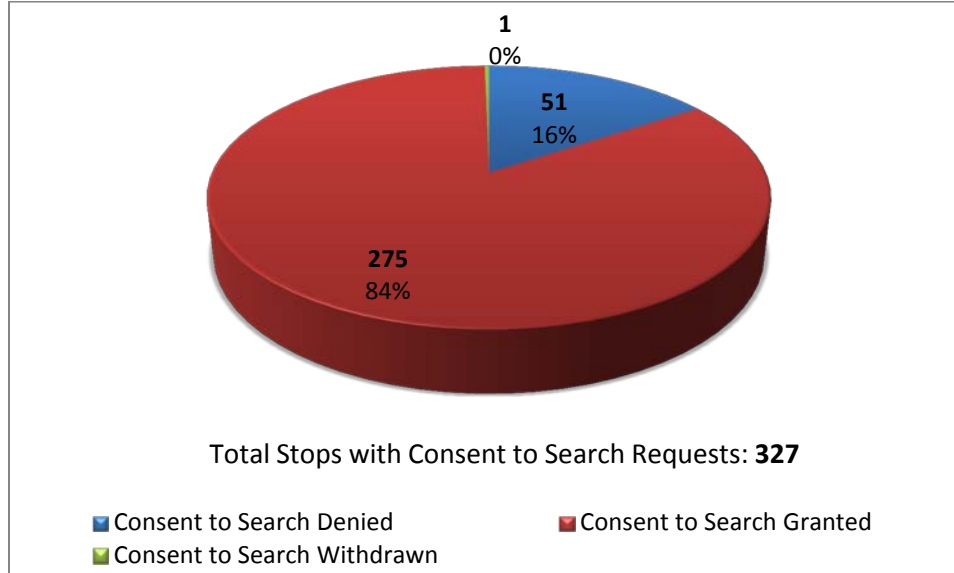
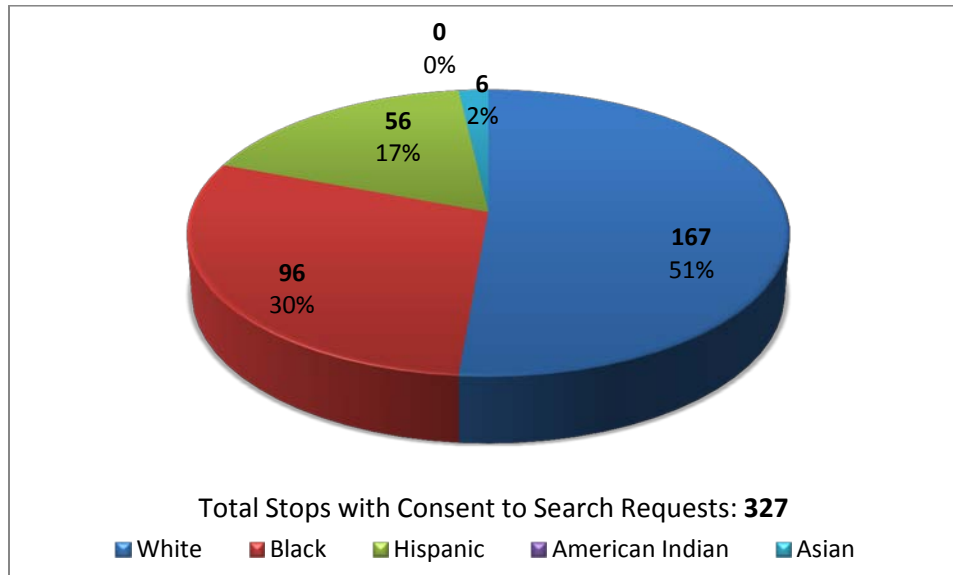


Figure Forty-Two presents the racial/ethnic distribution for consent to search requests during Troop B's motor vehicle stops. White drivers made up the largest proportion of stops with consent to search requests. More than half, 51%, of all stops with consent to search requests involved White drivers. Black drivers were involved in 30%, or 96, of stops with consent to search requests while Hispanic drivers were involved in 17%, or 56, of stops with consent to search requests. Asian drivers were involved in 2%, or 6, of stops with consent to search requests.

The racial/ethnic distribution of consent to search requests differs from the distribution of the total number of stops for Troop B. White drivers were involved in 64% of all motor vehicle stops and only 51% of all stops with consent to search requests. In contrast, Black drivers made up a higher proportion of stops with consent searches compared to their overall proportion of stops. Black drivers were involved in 30% of all stops with consent requests and only 14% of overall stops. Hispanic drivers were involved in 17% of all stops with consent requests and 14% of overall stops. Thus, it appears that Black and Hispanic drivers are more likely, and White drivers are less likely, to be involved in stops with consent to search requests than their proportion of all stops made by Troop B.

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

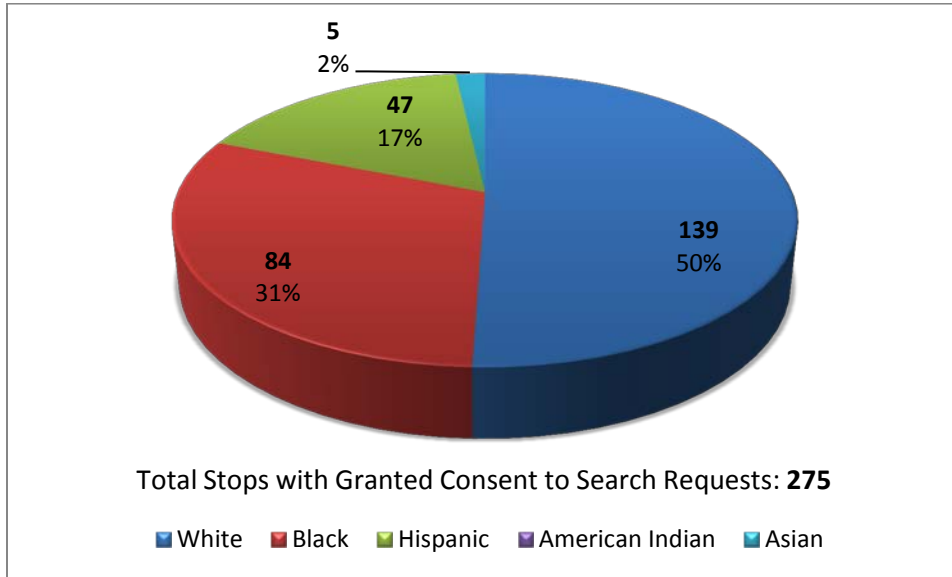
January 1, 2012 – June 30, 2012



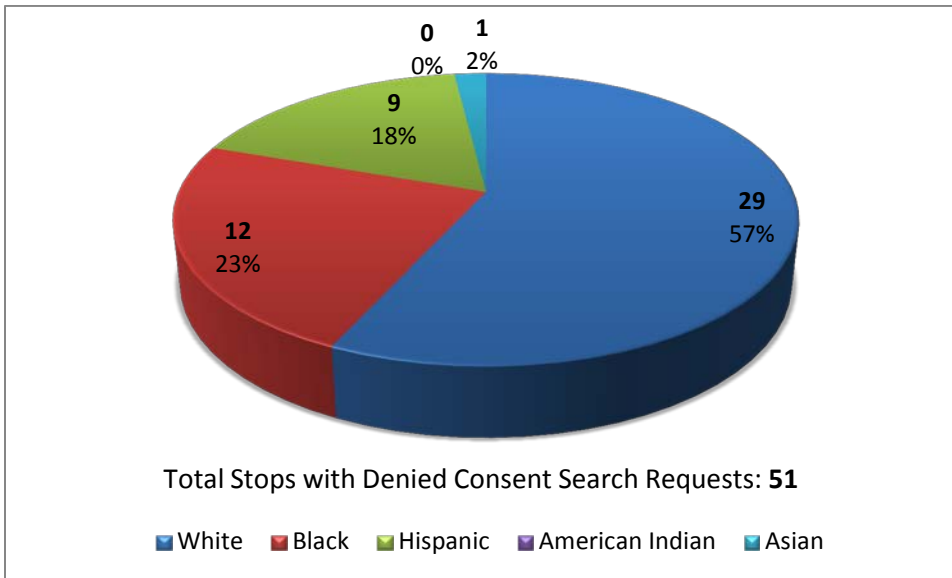
Among the possible outcomes of these requests, this pattern remains the same; White drivers had the highest proportion of granted consent to search requests, as shown in Figure Forty-Three. Fifty percent of Troop B's stops with granted consent to search involved White drivers. Black drivers were involved in 31%, or 84, of stops with granted consent to search requests, and Hispanic drivers were involved in 17%, or 47, of stops with granted consent to search requests. The racial/ethnic distribution of all stops with granted consent to search requests for Troop B is similar to the overall distribution of stops with granted consent to search requests within the Division; about half of all granted consents involved White drivers, roughly 30% involved Black drivers, and about 15% involved Hispanic drivers

The racial/ethnic distribution of stops with denied consent to search requests is nearly identical to that of granted consent to search requests. White drivers were involved in 50% of stops with denied consent requests, Black drivers were involved in 31%, and Hispanic drivers were involved in 17%. Overall, it appears that White drivers are most likely to be involved in a stop with a consent to search request. However, unlike the pattern found for the Division and Troop A, where Black drivers make up a large portion of stops with denied consent to search requests, Black drivers are involved in only 23% of stops with denied consents for Troop B.

**Figure Forty-Three: Racial/Ethnic Distribution of Stops with Consent to Search Granted**  
January 1, 2012 - June 30, 2012



**Figure Forty-Four: Racial/Ethnic Distribution of Stops with Consent to Search Denied**  
January 1, 2012 - June 30, 2012



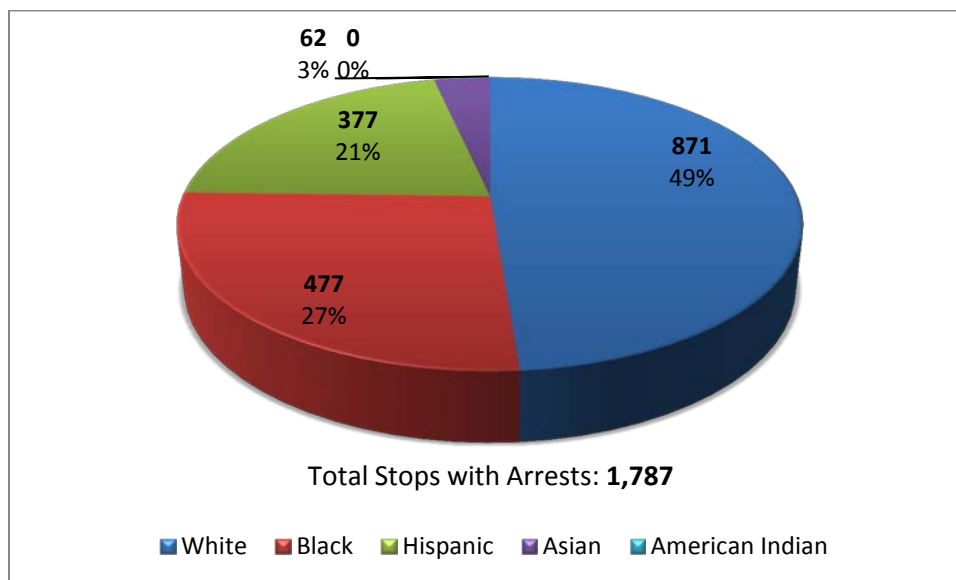
### Arrests

In the current reporting period, there were 1,787 motor vehicle stops conducted by Troop B where at least one arrest was made. Due to changes in data categorization by State Police and OLEPS, comparisons to the number of motor vehicle stops with arrests in previous reporting periods will not be made.

Figure Forty-Five depicts the racial/ethnic distribution of all motor vehicle stops where an arrest was made. Overall, White drivers were involved in the highest proportion of stops where an arrest was made. White drivers were involved in 49% of stops where an arrest was made, Black drivers were involved in 27% of stops where an arrest was made, and Hispanic drivers were involved in 21% of stops where an arrest was made. Asian drivers were only involved in 3% of stops with arrests and American Indian drivers were involved in 0%.

**Figure Forty-Five: Racial/Ethnic Distribution of Stops with Arrests**

January 1, 2012 - June 30, 2012



Compared to the overall racial/ethnic distribution of stops conducted by Troop B, it appears that White and Asian motorists are underrepresented while Black and Hispanic motorists are overrepresented. White motorists were 64% of all stops made by Troop B yet only 49% of stops with arrests while Asian motorists were 7% of all stops and only 3% of stops with arrests. Conversely, Black motorists were only 14% of all stops made by Troop B, but 27% of all stops with arrests. Hispanic motorists were 14% of all stops and 21% of all stops with arrests made by Troop B. The disproportionately high number of stops with arrests for Black and Hispanic motorists is interesting, and in need of additional analysis. In the individual analysis section, the actual number of and charges for individual arrests will be discussed, explaining this disproportionality. The racial/ethnic distribution of stops with arrests for Troop B is similar to the overall distribution of all stops with arrests within the Division.

## Dispositions

For each stop made by the State Police, a disposition is issued. As depicted in Figure Forty-Six, roughly 36% or 22,712 stops resulted in some kind of summons, 38%, or 23,832 stops, resulted in a warning, 9 %, or 5,773 stops, resulted in some combination of warnings and/or summons, and 16%, or 10,111 stops resulted in another, unspecified disposition. The most frequent dispositions in this reporting period were summonses and warnings issued for moving violations. There were 20,283 violations, 33% of all dispositions, issued as moving warnings and 18,409 violations, 29% of all dispositions, issued as moving summonses. This pattern may reflect that roughly 87% of Troop B's stops were made for moving violations, as noted previously. Though the reason for a stop does not always match the disposition issued, in many instances, it does.

Dispositions based on non-moving violations were less common; there were 4,303 summonses for non-moving violations and 3,549 warnings for non-moving violations issued during Troop B's motor vehicle stops this reporting period. Other dispositions made up 16%, or 10,111 stops, of all dispositions issued by Troop B.

**Figure Forty-Six: Dispositions of All Stops**

January 1, 2012 – June 30, 2012

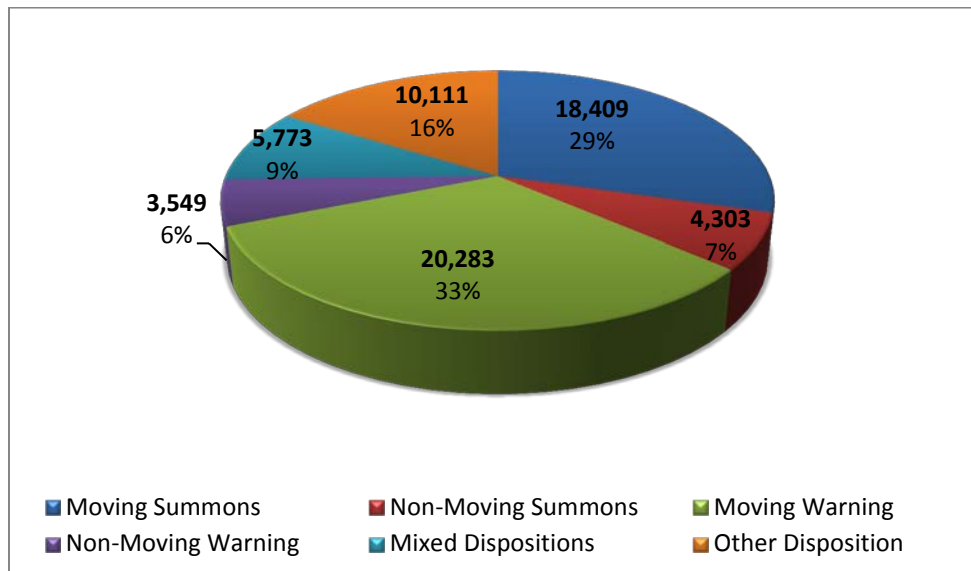
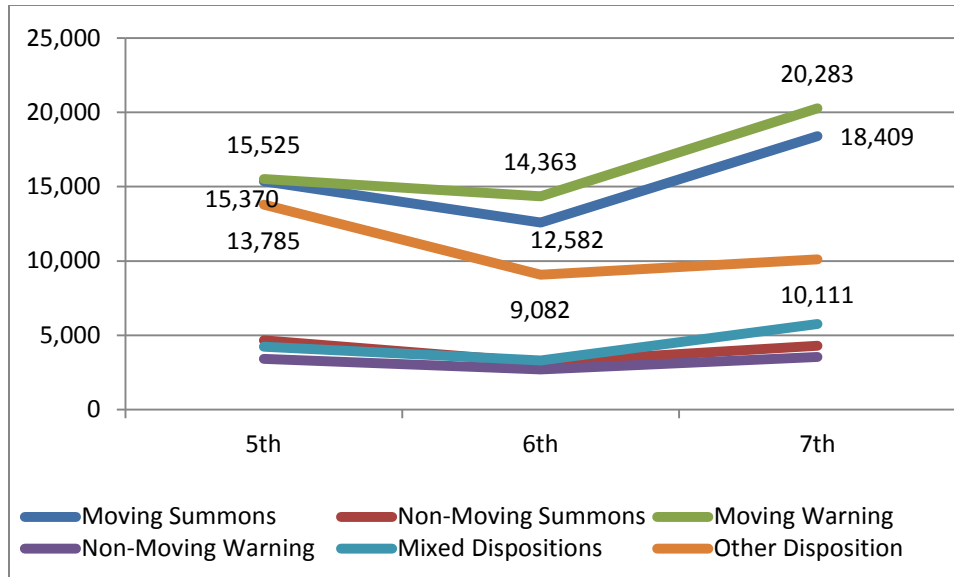


Figure Forty-Seven graphs the number of stops resulting in each disposition for the current and past two reporting periods. Because the number of stops made by Troop B during this reporting period increased, generally the number of stops receiving each disposition increased. However, the State Police has been making concerted efforts to reduce the number of motor vehicle stops where no enforcements or official dispositions were made, classified here as other. No enforcement stops are those where a motorist is pulled over and released without any documentation of an infraction. Examining Figure Forty-Seven indicates that the number of stops resulting in this disposition did increase slightly. However, when compared to the increases among all other dispositions, this increase is rather small. The proportion of stops that resulted in other dispositions actually decreased; other dispositions were 20% of all dispositions in the previous reporting period and are only 16% in the current period. As the State Police have targeted initiatives to reduce the number of stops with no

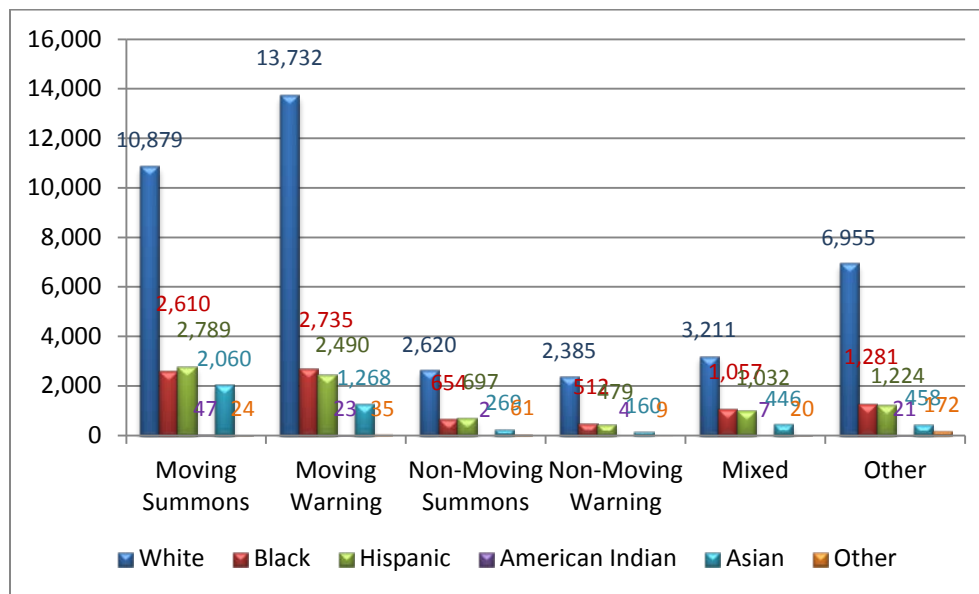
enforcements, the number of stops resulting in warnings and summonses for moving violations has increased. While these two disposition categories have historically been frequent, they are the most frequent outcomes for motor vehicle stops, more so than in previous reporting periods (i.e. the fifth reporting period).

**Figure Forty-Seven: Trends of Dispositions**  
July 2009 – June 2012



For most racial/ethnic groups, moving warnings were the most frequently received disposition, as shown in Figure Forty-Eight. White drivers had a higher likelihood of being involved in motor vehicle stops that received *any* disposition due to their overall proportion of all motor vehicle stops by Troop B. While White drivers did make up the largest proportion of each type of disposition, moving warnings were the most frequent disposition for White and Black drivers. The overall pattern remains that between 56 and 69 percent of all disposition types involved White drivers and disposition types which involved Black drivers were between 13 and 18 percent. Disposition types which involved Hispanic drivers were between 12 and 18 percent. Because State Police is required to record a disposition for all motor vehicle stops, the racial/ethnic distribution of dispositions should be nearly identical to the racial/ethnic distribution of all stops made by Troop B. In actuality, the distributions are similar, but there are instances where White drivers are both slightly over and underrepresented, Black drivers are overrepresented, and Hispanic drivers are both slightly over and underrepresented.

**Figure Forty-Eight: Racial/Ethnic Distribution of Disposition Types**  
January 1, 2012-June 30, 2012



## Evidence Seizures

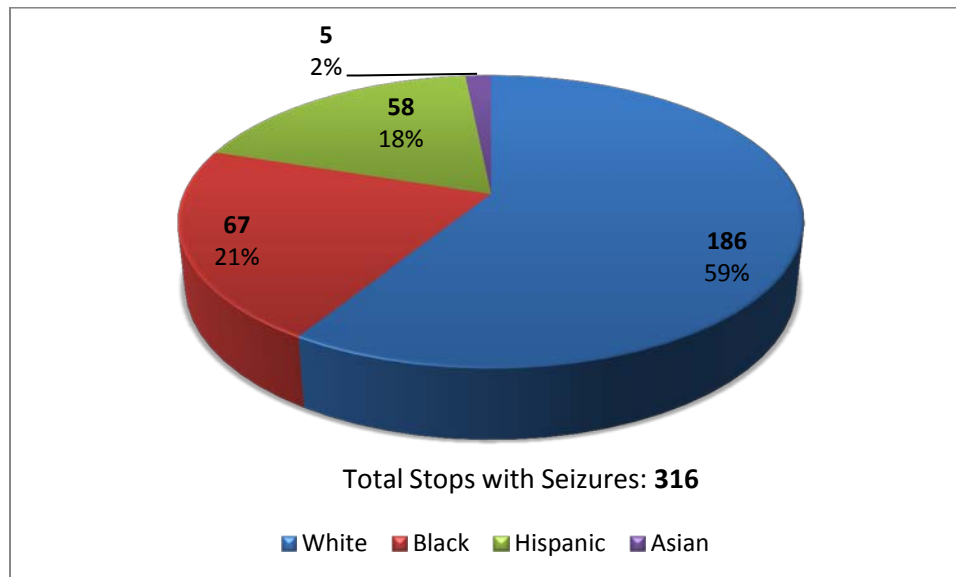
Evidence seizures are relatively rare for the State Police in general and Troop B; they occur in less than 0.8% of all stops made by Troop B. As noted previously, evidence may be seized during a number of activities that include: frisks, non-consensual searches, consent requests, the execution of a search warrant, plain view seizures, or even during requests for the retrieval of property. In total, evidence was seized during 316 motor vehicle stops conducted by Troop B.

Figure Forty-Nine presents the racial/ethnic distribution of stops with evidence seizures. As White drivers are a larger percentage of those stopped by Troop B, they represent a larger proportion of stops with contraband seizures than all other drivers. White drivers were involved in 186 stops with contraband seizures, roughly 59% of stops made by Troop B with seizures. Black drivers were involved in 67 stops with seizures, 21% of Troop B's stops with seizures, and Hispanic drivers were involved in 58 stops with seizures, 18% of Troop B's stops with seizures.

The racial/ethnic distribution of evidence seizures is slightly different from the distribution of the total number of stops made by Troop B. White drivers were involved in a slightly smaller proportion of stops with seizures than all stops, 56% compared to 64% of all stops by Troop B. In contrast, Black drivers were involved in a larger proportion of stops with evidence seizures compared to their overall proportion of all stops, 21% compared to 14%. Thus, it appears that Black drivers are more likely, and White drivers are less likely, to be involved in stops with contraband seizures than their proportion of all stops.

**Figure Forty-Nine: Racial/Ethnic Distribution of Evidence Seizures**

January 1, 2012- June 30, 2012



Each motor vehicle stop may include multiple evidence seizures. As such, the total number of seizures, 480, is more than the total number of stops with seizures. At most, for stops made by Troop B, only three types of searches/seizures lead to the seizure of evidence. However, the majority of stops only involved one type of search/seizure.

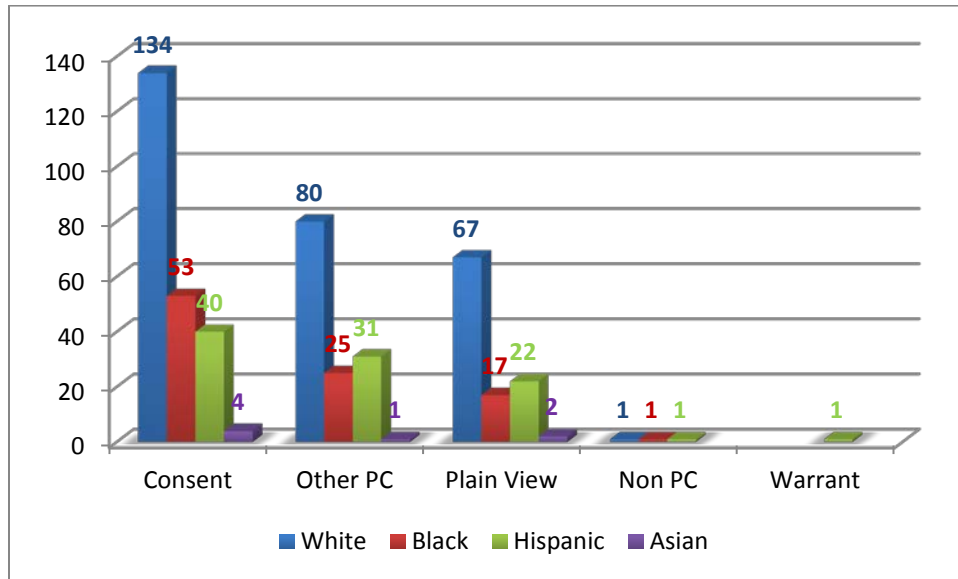
While the specific evidence seized is unknown, it is known how the evidence was obtained. Figure Fifty depicts the type of searches/seizures that resulted in evidence for each racial/ethnic group. As was the case for the Division, the majority of evidence seizures occurred during a consent search. There were 231 seizures of evidence during stops with consent searches for Troop B. Of these consent searches, 58% involved White drivers, 23% involved Black drivers, 17% involved Hispanic drivers, and 2% involved Asian drivers.

Other PC searches resulted in 137 evidence seizures in the current reporting period. These activities include all PC based searches/seizures other than plain view seizures. Thus, vehicle frisks, proof of ownership, secure vehicle, retrieval of property, or public exigency searches fall under this category. Of these searches, 58% involved White drivers, 18% involved Black drivers, and 23% involved Hispanic drivers. Unlike Troop A and the Division, Other PC searches involved a higher proportion of Hispanic than Black drivers during stops made by Troop B.

Contraband seizures in plain view were the third most frequent searches/seizures. In 108 seizures, the reason provided indicated that CDS, CDW, or open containers were in plain view and subsequently seized. Of these seizures, 62% involved White drivers, 16% involved Black drivers, and 20% involved Hispanic drivers. Again, unlike Troop A and the Division, a higher proportion of plain view seizures by Troop B involved Hispanic drivers. This difference may be the result of the demographics of the driving population in the areas patrolled by Troop B.



**Figure Fifty: Types of Contraband Seizures**  
 January 1, 2012 - June 30, 2012



In Troop B, there were only four seizures that were the result of non-PC searches/seizures or warrants.

Troop B’s pattern of evidence seizures differ from that of the Division. While relatively infrequent, evidence seizures do appear to mostly involve White drivers. However, while the Division and Troop A both had a disproportionately high number of stops with seizures involving Black drivers, Troop B had a high proportion of such stops involving Hispanic drivers rather than Black drivers. This report does not assess the appropriateness of searches/seizures leading to evidence seizure. However, the disproportionality of stops with evidence seizures does merit further analysis by the State Police.

## Individual Level Analysis

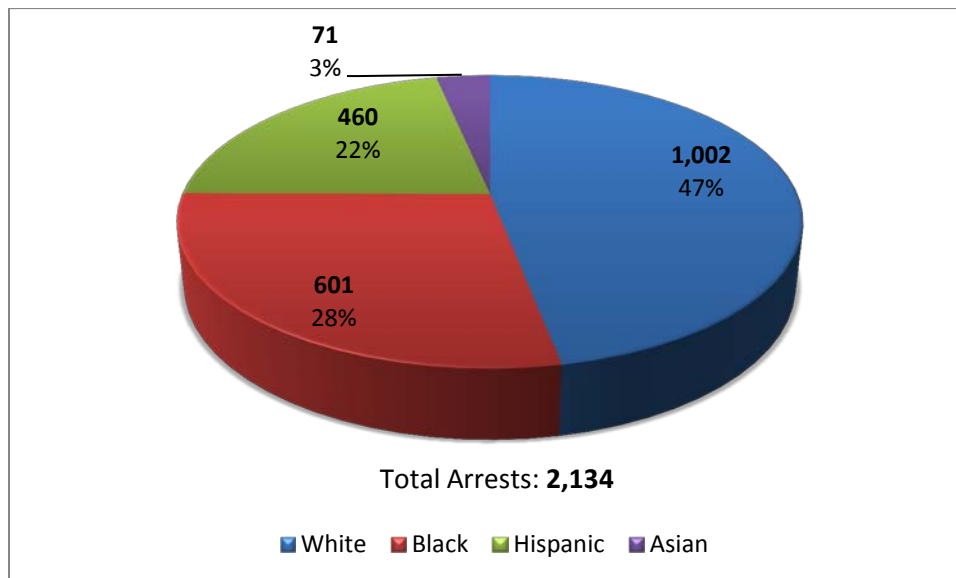
### Arrests

While there were 1,787 motor vehicle stops by Troop B where an arrest was made, there were actually 2,134 arrests made. That is, there were 2,134 individuals arrested in motor vehicle stops in the current reporting period within Troop A. On average, there were 1.19 arrests per motor vehicle stop.

Because each stop averaged just a little more than one arrest and drivers are involved in more arrests than passengers, the racial/ethnic distribution of the individuals who were arrested during Troop B's motor vehicle stops, should be similar to the racial/ethnic distribution of stops with arrests. Figure Fifty-One depicts this distribution, and it is nearly identical to the distribution of stops with arrests. As found for stops with arrests, White individuals made up the largest proportion of all individuals arrested. In 49% of all arrests made, the individual was White, in 27% the individual was Black, and in 21% the individual was Hispanic. The distribution of stops with arrests, which is based on the drivers' race/ethnicity is nearly identical to the distribution of all arrests.

**Figure Fifty-One: Racial/Ethnic Distribution of All Arrests**

January 1, 2012 - June 30, 2012



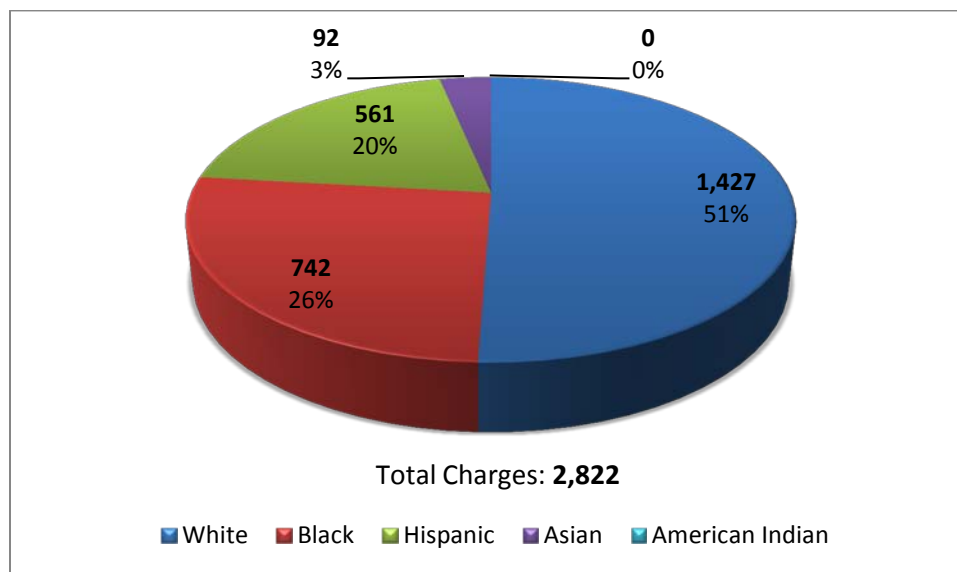
### Charges

For each arrest, an individual can be charged with one or multiple charges. For the current period, while there were 2,134 arrests, there were actually 2,822 charges filed. On average, each arrest resulted in 1.32 charges.

The racial/ethnic distribution of those arrested and had charges filed is presented in Figure Fifty-Two. The distribution is similar to that of all arrests made by Troop B. The distribution is similar to that of all charges for Troop B, but does differ from the Division's distribution. As in all distributions, White individuals make up the largest proportion of those charged; 51% of all charges filed were against White motorists. However, for Troop B, Black motorists were involved in 26% of all charges, while they were involved in a much larger proportion for the Division, 34%, and Troop A, 37%. Conversely, Hispanic individuals were involved in 20% of all charges filed for Troop B's stops, yet they were only 17% of the Division's and 14% of Troop A's charges. Thus, Troop B's inconsistency with the Division and Troop A in regard to the proportion of Black and Hispanic individuals involved in activities continues for all charges filed.

**Figure Fifty-Two: Racial/Ethnic Distribution of Charges**

January 1, 2012- June 30, 2012



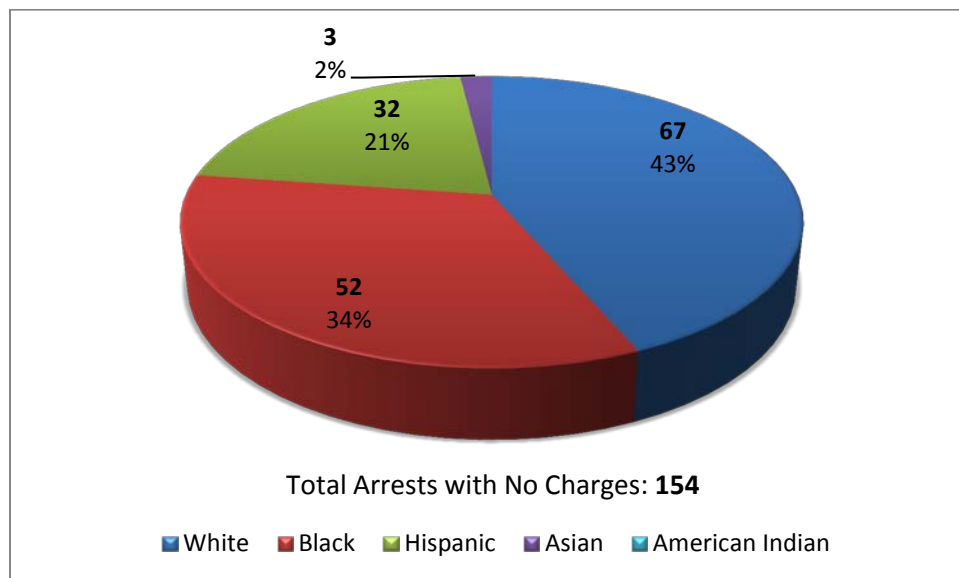
In some cases, an individual may be arrested and not charged. While this is possibly a data entry error, it is more likely a reflection of policies and procedures following Peña-Flores. Following this ruling, State Police policy requires immediate arrest when a trooper has probable cause in the form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

In the current reporting period, there were 154 arrests where an individual was not ultimately charged with any specific statute. The racial/ethnic distribution of those not charged should ideally be identical to the racial/ethnic distribution of those charged. If the distributions differ, further analysis is required to determine what specifically causes these differences.

Figure Fifty-Three depicts the racial/ethnic distribution of those arrested but not charged. The distribution is similar to that of those arrested and charged, but not identical. As noted for the

Division and Troop A, Black individuals make up a larger proportion of those not charged than those charged or those arrested. For Troop B, White individuals make up a slightly smaller proportion and Black individuals make up a slightly larger proportion of those not charged. White motorists do make up the largest proportion of those not charged, but here they are only 43% of the distribution while Black motorists, on the other hand, make up 34% of those not charged. Hispanic individuals make up roughly the same proportion of those not charged as those charged and arrested, 21%. While the differences for White and Black individuals are not large, they do suggest that there is a slight difference between those charged and not charged. Future aggregate reports will continue to discuss these distributions and will potentially include analysis into those who have no charges filed to determine the root of these differences.

**Figure Fifty-Three: Racial/Ethnic Distribution of Arrests with No Charges**  
January 1, 2012- June 30, 2012

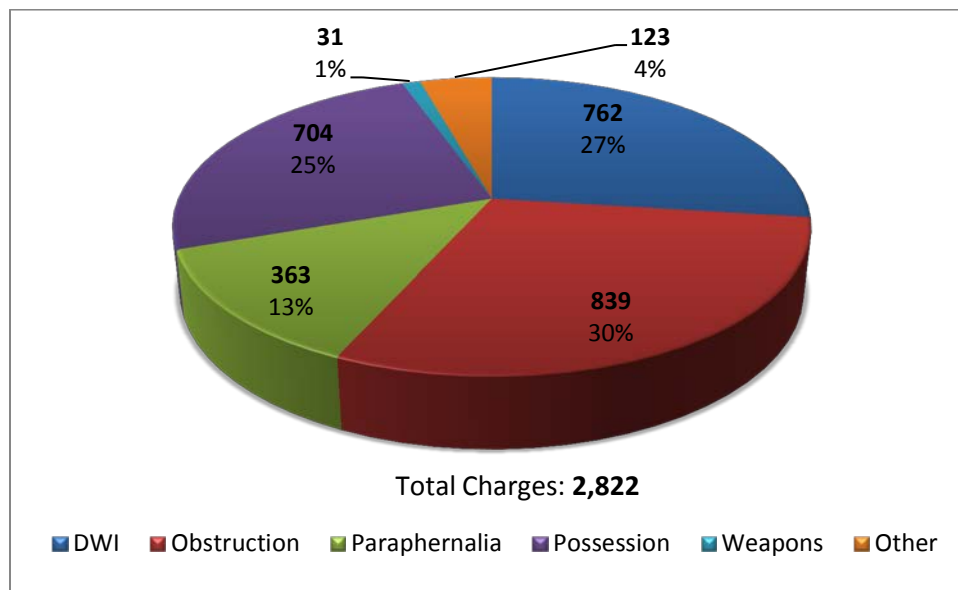


### *Types of Charges*

The charges filed following an arrest can be numerous. As noted above, an individual may be charged with multiple charges. While there are a number of charges that can be chosen, there are a few commonly used charges. The charges were coded into categories that reflect the overall type of charge. Figure Fifty-Four depicts the types of charges filed for arrests made during motor vehicle stops conducted by Troop B.

**Figure Fifty-Four Types of Charges Filed**

January 1, 2012 - June 30, 2012



As noted Division-wide and for Troop A, the most commonly cited charges pertained to obstruction. Thirty percent of all charges filed were categorized as obstruction. However, for Troop B, the proportion of obstruction charges filed is not as large as such charges for the Division or Troop A. As noted previously, obstruction charges do include individuals who are charged with contempt stemming from an outstanding warrant.

In the current period, there were a number of charges filed pertaining to drugs and alcohol. As noted in the Division, these categories of charges make up over half of all charges filed. Charges for possession of a controlled dangerous substance, or being under the influence of such a substance, were 25% of all charges filed while charges for possession of drug paraphernalia were 13% of all charges filed. Marijuana was the most frequently cited drug in possession charges, cited in roughly 50% of all possession charges. Charges for driving while intoxicated (DWI) were 27% of all charges filed in Troop B arrests.

Charges for the possession of prohibited weapons and devices were relatively rare in the current reporting period. These charges amounted to about 1% of all charges filed. Charges labeled other included a variety of both criminal and traffic violations that were cited in the current reporting period. These charges were only 4% of all charges filed and the most commonly cited other charge was theft.

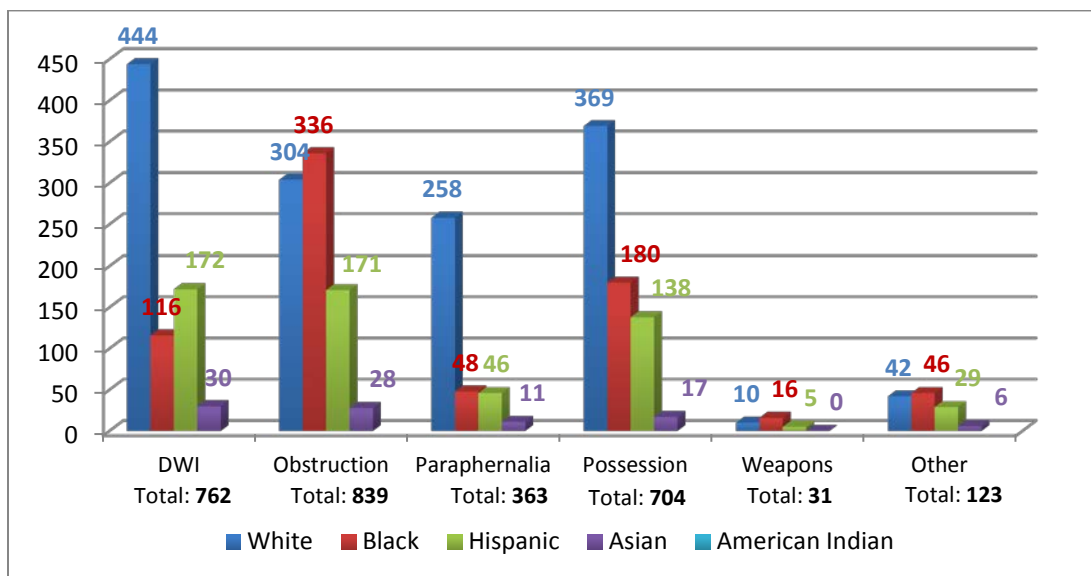
Figure Fifty-Seven depicts the racial/ethnic distribution of each charge category in the current reporting period. The distribution of all charges (Figure Fifty-Five) indicated that White motorists make up the largest proportion of all charges, followed by Black, Hispanic, Asian, and then American Indian individuals. The distribution is expected for each category of charges.

White individuals were most likely to be charged with DWI. In 444 (58%) DWI charges, the individual charged was White, in 116 (15%) instances the individual charged was Black, in 172 (23%) the individual charged was Hispanic, in 30 (4%) the individual charged was Asian. Thus, there were more

White individuals charged with DWI than other racial/ethnic groups. Coincidentally, DWI was the most frequently cited charge for all White, Hispanic and Asian individuals.

Obstruction charges, the most frequent category of charges, do not follow the expected pattern. Rather than White individuals making up the largest proportion, Black individuals are those most frequently receiving obstruction charges. In the current period, 336 (40%) obstruction charges were cited for Black individuals while 304 (36%) cited White individuals. Hispanic individuals were cited in 171 (21%) instances and Asian motorists were involved in 28 (3%) charges for obstruction. Not only did Black individuals make up the largest proportion of all obstruction charges, obstruction was also the most frequently cited charge for Black drivers.

**Figure Fifty-Five: Racial/Ethnic Distribution for Types of Charges Filed**  
January 1, 2012 - June 30, 2012



White individuals were the largest proportion of those charged with paraphernalia or possession of controlled dangerous substances. White individuals were cited in 258 (71%) paraphernalia charges, Black motorists were charged in 48 (13%), Hispanic individuals were charged in 46 (13%), and Asian individuals were involved in 11 (3%) paraphernalia charges. White Individuals were charged in 369 (52%) charges of possession, Black motorists were charged in 180 (26%), Hispanic individuals were charged in 138 (20%), and Asian individuals were charged in 17 (2%) possession charges.

Weapons and Other charges were more common for Black than White individuals. Black individuals were involved in 16 (52%), White individuals were involved in 10 (32%), Hispanic individuals in 5 (16%) instances where weapons charges were filed. The difference between White and Black individuals for other charges is smaller than the difference for weapons charges. Black individuals were involved in 46 (37%) instances of other charges while White individuals were cited in 42 (34%) instances. Hispanic individuals were involved in 29 (24%) and Asian individuals were involved in 6 (5%) of all instances with other charges.

The racial/ethnic distribution of charge types for Troop B does not match the distribution of all charges. Based on the distribution of all charges, White individuals should be involved in roughly half

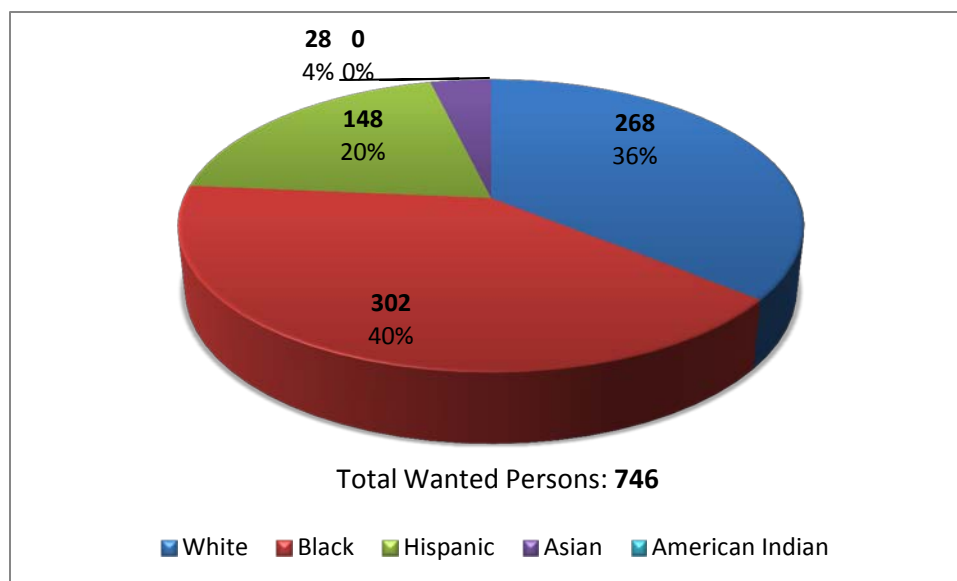
of all charge types. However, the distribution for each category changes. While White individuals are involved in the largest proportion of charges for DWI, Paraphernalia, and Possession, their proportion varies from 52% to 71%. This fluctuation is consistent with the patterns observed for the Division and Troop A. Additionally, Black individuals were also consistently charged with obstruction at higher rates than all other racial/ethnic groups. Throughout the Division, Troop A, and Troop B, Black drivers made up the largest proportion of all charges for obstruction, between 40 and 49%.

## Wanted Persons

When State Police interact with individuals during a motor vehicle stop, they run database checks to determine if the individual has any outstanding warrants. If the individual does, they can be arrested. In the current reporting period, there were 746 arrests of wanted persons.

As noted above, individuals with outstanding warrants make up a large proportion of all arrests and charges filed and are categorized as obstruction. Black individuals were noted as the largest proportion of those charged with obstruction. Thus, it would be expected that Black individuals would also be a large proportion of all wanted persons. Indeed, Black individuals made up 40% of all wanted persons while White individuals were only 36%. Hispanic individuals were 20%, and Asian individuals were 4% of wanted persons in the current period for Troop B. Because contempt, the charge cited for outstanding warrants, is the most frequent charge in the obstruction category, that racial/ethnic distribution is nearly identical to that of wanted persons.

**Figure Fifty-Six: Racial/Ethnic Distribution of Wanted Persons**  
January 1, 2012 - June 30, 2012



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## SUMMARY

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These data detail the volume of trooper stop related activity for the January 1, 2012 to June 30, 2012 reporting period. These data indicate an increase in the number of stops reported and that White drivers continue to be involved in the majority of interactions between motorists and the State Police. The percentage of White drivers who were stopped, who were the recipients of law enforcement procedures, who received some sort of disposition, who were arrested, who had charges filed against them, and who had contraband seized is higher than the corresponding percentages of Black drivers, Hispanic drivers, and all other racial/ethnic categories.

Overall, the racial/ethnic distribution of those individuals stopped by Troop A and B do differ. While White drivers are the most frequently stopped drivers, variation in the proportion of stops involving minority drivers varies between the Troops. Troop A stopped a much higher proportion of Black drivers than Troop B and a smaller proportion of Hispanic and Asian drivers than Troop B. This difference may be reflective of population characteristics in Troop A and Troop B or the characteristics of the driving populations. Troop A patrols South Jersey while Troop B patrols North Jersey. The population in North Jersey, close to New York City, has a higher concentration of Hispanic individuals while the concentration of these individuals is not as large in South Jersey (Troop A).

For both Troop A and Troop B, Black drivers are generally involved in a much larger proportion of stops with post-stop interactions than their proportion of all stops. Division-wide, Black drivers were generally around 30% of these activities, while their proportion varied more in Troop A and B. For Troop A, depending on the post-stop activity, Black drivers were involved in between 30 and 55% of stops with each activity. For Troop B, Black drivers were still overrepresented, but not as dramatically. They were between 21 and 53% of all activities. Thus, while the general conclusion is overrepresentation of Black drivers compared to their proportion of all stops, the degree of overrepresentation varies across troops. This difference may be attributable to population differences between Troop A and Troop B.

As noted throughout this report, while there may be overrepresentation of certain racial/ethnic groups across activities in Troops A and B, the implementation of these activities is not necessarily inappropriate. In a separate report, OLEPS' Oversight Reports, the appropriateness of all enforcement activities is explored. In only rare instances are these activities found to be conducted inappropriately. Thus, while Black drivers, for example, may be overrepresented among post-stop interactions, this is not necessarily cause for alarm. If all of these activities are conducted according to legal standards and State Police policies and procedures, they are appropriate. As noted in the OLEPS' Seventh Aggregate Report, the disparity in post-stop activities may be attributable to the reasonable articulable suspicion established when conducting criminal histories.

The differences noted between stops and activities in Troop A and Troop B and their differences from Division as a whole, stress the importance of analyzing data and trends for each Troop. Examining data at the Division level can conceal notable differences among troops across the state.

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