

# Traffic Stops in Nebraska



## A Report to the Governor and the Legislature on Data Submitted by Law Enforcement

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## Executive Summary

Issues of fairness and trust are critical in the administration of justice. These issues are critical for the public as well as for law enforcement. Traffic stops are one of the most common types of contact for the public. Perceptions derived from these contacts and the need for openness on the reasons for stops fit with other concerns.

The Nebraska Legislature passed LB593 in 2001 to respond to possible issues relating to the way that traffic stops are made. The act specifically prohibited racial profiling and required law enforcement to implement policies prohibiting discriminatory practices as well as requiring the collection of prescribed data. Additionally, it required agencies to report to the Crime Commission all allegations of racial profiling received and the disposition of such allegations. This report includes traffic stop data from 2002 through 2013 as submitted to the Nebraska Crime Commission.

One component of addressing concerns has been the training of law enforcement. Issues regarding racial profiling have been incorporated into the basic training all law enforcement officers attend for certification. Since the law took effect in 2001, and even prior to this law, students in basic training are taught that all traffic stops must be based on a legal justification and cannot be based solely upon the person's (or driver's) race or ethnic makeup. Any stop based solely upon the person's race or ethnicity would be unconstitutional. Students fill out racial profiling report forms with each simulated traffic stop conducted while in the training academy.

Data by agency and county is available at the Crime Commission's website ([www.ncc.ne.gov](http://www.ncc.ne.gov)).

Proactive use of these data can assist in an agency's monitoring and adherence to legislation. They can provide opportunities to reach out to the community as well as examine processes and procedures. We strongly encourage agencies to examine their data and look at what is happening within their jurisdiction.

Of the 492,134 traffic stops reported, 72% were by the Nebraska State Patrol or agencies in Douglas, Lancaster and Sarpy Counties. However, the bulk of stops (62.7%) were made by just three agencies: the State Patrol, the Omaha Police Department and the Lincoln Police Department. The State Patrol made the largest portion of all stops (43.4%).

- There were 492,134 traffic stops reported to the Crime Commission for 2013 from 179 law enforcement agencies.
- Of the total traffic stops reported, 72% were by the Nebraska State Patrol or agencies in Douglas, Lancaster and Sarpy Counties. Overall, almost 44% of the stops made statewide were by the Patrol. Omaha PD made 9.2% and Lincoln PD made 9.7% of the statewide traffic stops.
- While both population and stops were concentrated in the largest counties, the largest metropolitan agencies accounted for the most stops. The Omaha Police Department, Lincoln Police Department and the Nebraska State Patrol accounted for 62.4% of stops.
  - Given that the 2012 census estimations include detailed data on Lincoln and Omaha we were able to better examine details of stops in those communities.

- The general or census estimated population only provides one aspect of the potential group that would be stopped by law enforcement, particularly in areas with a lot of commuters or Interstate traffic. Nonetheless, the local population provides one view of the area and is often used for these comparisons.
- The breakdown of types of stops and related data by race has stayed relatively consistent throughout the reported years, with certain variations showing in searches and the dispositions of stops.
- The statewide breakdown of traffic stops by race parallels the census adult population breakdown as well as the general known licensed driving population. In and of itself this does not mean that there is no racial profiling. It can be said that, on the statewide aggregate, there are not apparent disproportionalities.
- However, this does not mean that there are not disparities. There are other variances that show up when looking at particular local populations or jurisdictions. Since minority populations vary greatly across Nebraska it significantly affects the contact law enforcement would have with them.
- The majority of stops in Douglas County were by the Omaha Police Department.
  - Black drivers in Omaha are stopped almost twice as often by the Omaha Police Department (22.3% to 12.2%)
- Lancaster County has the majority of its stops by the Lincoln Police Department.
  - The Lincoln Police Department stops Blacks at over twice their local estimated population (9.6% to 3.8%)
- Dawson County has a large Hispanic population that dramatizes the need for local examination of populations.
  - Hispanics, the largest minority population in Dawson County, account for 26.1% of stops countywide which is close in comparison to their overall population of 26.2%
  - Hispanics are estimated to make up 62.2% of Lexington's adult population but account for 38.8% of the stops
- Looking at the processing of stops can point to similarities and disparities. A search can be requested of the driver or cause may bring about a search.
  - The overall reporting by law enforcement shows that Blacks (3.4%), Hispanics (3.5%) and Native Americans (5.7%) are searched more often than overall (2.2%) or Whites (2.0%), Asian/Pacific Islander being the least often at (1.2%).
  - The Nebraska State Patrol searches at a proportion lower than those reported overall (0.8% to 2.2%).
  - The Douglas County Sheriff's Office conducts a larger proportion of searches on Blacks (10.9) than overall (4.9%)
  - The Lincoln Police Department searched Blacks (4.3%) and Native Americans (5.0%) and Hispanics (2.8%) more frequently than general searches (1.9%)
  - The Dawson County Sheriff's Office searched Hispanics (2.4%) at a higher frequency than general searches (1.9%).
- For 2013 the Crime Commission received a total of twenty-one reports from four agencies of the public making allegations of racial profiling. All the agencies involved conducted internal investigations. In the twenty-one instances the officer was exonerated or the allegations were deemed unsubstantiated.

As always, it must be noted that any observed disparities are just that: disparities. The data cannot prove bias or instances of racial profiling but they can point to areas that agencies can look at more closely. Detailed review by agencies, including specifics such as officers, locations, populations or other criteria are essential to understanding the local situation.

While this data provides a good snapshot of traffic stops it must be noted that there are inherent limitations. Since only summary data is required to be collected and reported, there is no way to track individual instances or get to a detailed level of analysis available in other data sets.

## **0. Preface**

Legislation passed by the Legislature and signed by the Governor (LB 1162, Ninety-Eighth Session) that extended the required period of reporting of data also included other actions. Included in the legislation was the creation of a Racial Profiling Advisory Committee. The committee is chaired by the Executive Director of the Crime Commission and includes representatives of the Fraternal Order of Police, the Nebraska County Sheriffs Association, the Police Officers Association of Nebraska, the American Civil Liberties Union, the Nebraska State Patrol, the AFL-CIO and the Police Chiefs Association of Nebraska.

The purpose of the committee is to advise the Executive Director of the Crime Commission relative to the reporting legislation. The committee met several times since the passage of the legislation. Additionally, several members participated in a conference conducted by the Police Executive Research Forum in conjunction with the US Department of Justice. It was titled “By the Numbers: How to Analyze Race Data from Vehicle Stops.” This conference brought together national researchers as well as state, local and federal practitioners and experts to discuss the collection and analysis of stop data.

The committee spent considerable time and effort discussing Nebraska’s approach to this effort as well as the findings included in the conference and related publications. The committee was contacted in March, 2006 to review and offer suggestions to discussion points and earlier reports. The following bullet points were felt to be particularly relevant to Nebraska as we as a state and as local entities try and address this issue. Additional and related observations are also included within the report.

- Racial profiling is a serious allegation and issue that must be dealt with at an agency and individual level. Professional law enforcement is concerned about the issue and interaction with the public. Individuals may racially profile (as opposed to an agency) and they need to be dealt with in a professional matter that meets agency policy and responsibility as well as public expectations and rights.
- The collection of mandated summary data does not allow for the detailed analysis necessary to establish bias. The aggregate analysis and observations included in the report point to areas that would necessitate closer examination at the agency level. That detailed examination is outside the scope of the Commission's mandate and resources.
- For a complete analysis within Nebraska there would need to be a much more detailed mandated data collection as well as resources provided for analysis. Detailed stop level data, as opposed to summary data, is the baseline for examining traffic stops. This

detailed data collection has a significant cost as well as operational impact on law enforcement. There would also be a substantial impact on the Commission to collect, store and analyze more detailed data.

- Detailed analysis at the agency level is best to determine bias. The onus and responsibility for this type of analysis should rest with law enforcement. An agency and community must cooperate in the examination of data and potential bias.
- An agency examination of disparity to determine potential bias or racial profiling should include factors such as local demographics, agency policy and individual officer behavior.
- There is no absolute guideline that defines profiling or bias and, in particular, it is not merely a statistical or numerical observation. There are many factors that must be included.

The committee met in early 2007 and reviewed reporting and the data that is collected. It reviewed the volume of reporting, analyses and potential for increasing the automated collection of this data. The following recommendations were made.

- The type and detail of reporting should stay consistent with what has been in place since the passage of the legislation. This will allow for a consistent data set over time and will be easier for agencies to maintain.
- There should be an effort to retrain agencies on the reporting requirement to attempt to increase reporting. This may be useful in agencies that have a significant turnover or have made changes in their procedures or automation.
- Incorporation of reporting requirements should be incorporated into Nebraska Law Enforcement Training Center (NLETC) curriculum, as appropriate for newly elected Sheriffs, Basic students and for those officers attending mandated supervisory and management courses.

Discussion in 2008 and 2009 for this report mirrored much of the earlier discussion as well as suggestions on the data and how it is presented.

- There are many populations that are or can be used in the discussion of enforcement and its proportionality. These include not just general census types of numbers but also things such as high risk populations (such as drivers involved in crashes or those with suspended licenses), licensed drivers and criminal justice populations (jail admissions, warrants, arrestees).
- Populations still need to be compared locally. Agency activity is best looked at in the context of the local or subpopulation demographics.
- Standard comparisons can assist agencies as well as the public and decision makers in looking at traffic stop data.
- Training and clarification of meaning for data collection should continue to be done with agencies to target the best data available.

In 2010 and 2011 the committee continued discussions on the presentation of the data and how to assist agencies and the public to understand the context and data collected.

- Looking at local populations can help agencies understand the potential basis for drivers

who may be stopped.

- Comparisons to other criminal justice related populations can provide context for those involved with law enforcement.
- Agencies and their administrators can often provide information on activities or factors which have affected enforcement, including traffic stops.

In 2012 the committee continued to examine reporting by agencies. This included how to best engage agencies as well as guarantee completeness.

- They stressed the need for local agencies to make use of the data. It is incumbent upon them to combine the reported data along with any initial analysis the Crime Commission can provide with detailed looks at their communities, stops and procedures.
- Agencies need to be sure they report and understand search criteria. This will continue to be addressed with training opportunities and highlight examples such as probably cause searches and searches incident to arrest.
- While agencies and the Crime Commission are limited by race definitions from NCIC, the committee foresees questions and concerns for other ethnicities such as 'Arab'.
- Cost to the agencies for collection and reporting of the data is a concern of the committee. Technology solutions are not cheap and not very feasible for all agencies.

The committee continued in 2013 to discuss how to approach data collection as well as how to best analyze and convey to agencies local issues.

- One item discussed was using rates as opposed to percentages (which compare the proportions across stages). This is included for the first time in this report.
- We had earlier implemented online entry of traffic stop data by agencies. This allowed for data validations and even basic arithmetic checks to be done. 2013 targeted all agencies for online reporting.
- In 2013 we also automated the collection of racial profiling allegations. We say agencies inputting these over the course of the year as opposed to an annual form submission. This was encouraging and we hope the pattern will be ingrained for agencies.
- The production of a model policy regarding racial profiling, per statutory changes, was reviewed by the committee. There were concerns expressed over the ability for clear language, mirroring statute, that could be used by agencies.

## **Introduction**

The criminal justice system is predicated on the notion of equality. The issues of fairness and any perception of unequal treatment are often at the forefront of our society but particularly as they relate to justice. In the last few years greater attention was drawn to issues and reports of possible inequality in the criminal justice system. While these issues can be very difficult to identify as well as verify, since they typically relate to motivation, there are numerous efforts to explore them deeper.

One area that has received broad attention in most states and localities is potential profiling relating to traffic stops made by law enforcement. The Nebraska Legislature passed LB593 in 2001 to respond to possible issues relating to the way that traffic stops are made. The act specifically prohibited racial profiling and required law enforcement to implement policies prohibiting discriminatory practices as well as requiring the collection of prescribed data.

One component of addressing concerns has been the training of law enforcement. Issues regarding racial profiling have been incorporated into the basic training all law enforcement officers attend for certification. Since the law took effect in 2001, and even prior to this law, students in basic training are taught that all traffic stops must be based on a legal justification and cannot be based solely upon the person's (or driver's) race or ethnic makeup. Any stop based solely upon the person's race or ethnicity would be unconstitutional. Students fill out racial profiling report forms with each simulated traffic stop conducted while in the training academy.

This report presents a summary of data reported to the Nebraska Crime Commission.

### **1. History**

The ninety-seventh Legislature incorporated several initiatives relative to traffic stops and issues of racial profiling, acknowledging the danger and impropriety of any practice that involves disparate treatment based on a person's skin color, apparent nationality or ethnicity. For the purposes of this report and subsequent discussions we will refer to the definition of racial profiling included in the act.

*Racial profiling means detaining an individual or conducting a motor vehicle stop based upon disparate treatment of an individual.*

LB593 required the collection of certain information relative to traffic stops. Agencies are required to collect and maintain information within their own agency but law enforcement is also required to report this data to the Crime Commission. The data reported does not necessarily provide data to determine motivation or cause for any apparent disproportionality. However, even though this level of data does not allow definite conclusions in those areas, it does serve as a basis for constructive discussions between police and citizens regarding ways to reduce racial bias and/or perceptions of racial bias.

Specifically, LB593 prescribed that all law enforcement agencies in Nebraska will collect, record and report aggregate data on the following:



- The number of motor vehicle stops.
- The race or ethnicity of the people stopped.
- If a stop is for a law violation, the nature of the alleged law violations that resulted in the motor vehicle stop.
- Whether warnings or citations were issued, arrests made, or searches conducted as a result of the stops.

Additionally the bill required all agencies to provide to the commission (a) a copy of each allegation of racial profiling received and (b) written notification of the review and disposition of such allegations. The bill prohibited revealing the identity of either the officer or the complainant. Any allegations of racial profiling are handled through standard policies with the law enforcement agency.

To collect the data required in LB593 in a consistent and cost effective manner the Crime Commission convened a workgroup involving the Nebraska State Patrol, the Nebraska Sheriffs Association, Police Officers Association of Nebraska, Police Chiefs Association of Nebraska and numerous local agencies including the Lincoln Police Department and the Omaha Police Department. This group reviewed possible data reporting formats to try to guarantee the most feasible, cost effective and achievable method of reporting while meeting the mandates of LB593.

Data collection of this magnitude can be problematic in many ways. Law enforcement agencies have taken various approaches to provide complete and useful data to the Crime Commission. Even for agencies that are automated the task of additional data collection by officers adds a level of complexity and additional workload that is significant. For agencies that are not automated it means an increase in the paperwork for officers. Some agencies have attempted to extract the data from their records systems but modifications were typically needed and often some manual work was still required. Since data had to be reported even if no action was taken this meant most automated systems could not report all of the required data. Although law enforcement agencies were required to report only limited summary information, doing so increased costs and work.

In 2004, LB1162 created an amendment that changed the definition of a motor vehicle stop to exclude the stop of a motor truck, tractor-trailers or semitrailer at the state weighing stations. Therefore the Nebraska State Patrol's Carrier Enforcement Division reported traffic stops have been excluded from this report. This bill and other subsequent legislation have extended the reporting requirements for law enforcement.

In April 2006, LB 1113 made an amendment that required reporting to be extended until January 1<sup>st</sup>, 2010. Due to the timing of this amendment, passed after the first quarter of 2006, it must be noted that several agencies did not collect the traffic stop data for first quarter of 2006. In addition, agencies may not have been collecting data for a period in April, or until the agencies resumed collecting the data. Therefore, data for the first and second quarters in 2006 may be under-reported as agencies did not collect this data.

The statute has been subsequently amended to further extend reporting.

## 2. Data Collection

Standardized forms are provided to all law enforcement agencies in Nebraska. Summary data is reported to the Crime Commission quarterly. Data is included which states the race of all drivers stopped, the reasons for the stops, the dispositions of the stops and whether searches were conducted. Data for about a half million traffic stops has been provided by state, local and tribal agencies to the Crime Commission annually.

Since the agencies began submitting data, the Crime Commission's Statistical Analysis Center has been working with law enforcement to improve reporting and deal with data inconsistencies. A significant effort such as this typically requires review of processes and workflow once it starts. In general, law enforcement has made a concerted effort to fulfill the requirements set out by the Legislature. In addition to the reporting mandated by LB593 there are also some agencies that have undertaken similar studies of their own. These studies may be more comprehensive providing a more detailed look at racial profiling specific to an agency. These internal looks at an agency's data are also recommended to discern the nature of disparities.

Race of the driver is reported as observed or determined by the officer. There is no verification or reliance on other systems. The FBI maintains data standards for most law enforcement data collection. To be consistent with this and other reporting programs the race categories for this project were based on the FBI categories: white, black, Asian / Pacific Islander, Native American / Alaskan and other. However, to address the ethnicity concerns expressed in LB593 a category for Hispanic was included. While Hispanic is not a race as described by the census, it is included this way for ease of reporting. There are many other categories that could potentially be of interest regarding ethnicity or national origin but the current system does not address those.

## 3. Data Reporting

The data included in this report reflects builds on reports submitted for 2002 through 2012. Included in the early reports were stops made at NSP weigh stations, which were excluded from being required to be reported in 2005. Data tables describe the race of the driver, the reason for the stop, the primary disposition or outcome of the stop and whether or not searches were conducted.

**While this data provides a good snapshot of traffic stops it must be noted that there are inherent limitations. Since only summary data is required to be collected and reported there is no way to track individual instances or get to a granular level of analysis available in other data sets. For instance, while we can say how many searches were conducted regarding Hispanic drivers we cannot say how many of those stops started with a traffic violation as the reason for the stop or what the outcome of the stop actually was. However, the data does provide a valuable and interesting look at traffic stops and law enforcement activity that has not been available previously.**

Analysis of traffic stop data is far from simple nor is it even standardized. Many state and national studies have been conducted that attempt to discern instances of racial profiling. This is

problematic in two basic ways: the nature of data collection and the need to extrapolate motivation, conscious or unconscious, on the part of law enforcement. The basic premise in any analysis is the attempt to discover instances that display disproportional activity across races. Analysis of traffic stop data can look at whether or not the drivers stopped reflect the general racial breakdown in society or the analysis can focus on how different races or groups were handled once the stop is made. Both are important to society and the management of a law enforcement agency.

Studies focusing on driver stop data often compare the data to the racial demographic of a particular community or state. This is problematic, in and of itself, since you could start with a variety of populations and demographics. Some studies compare stop data to the racial breakdown of the general population, of licensed drivers, of at risk drivers (say, those involved in accidents) or even to the racial breakdown of drivers actually observed on an area's roads by people stationed in the field. All of these have problems and strengths but there is no agreed upon methodology or at risk populations or comparison groups.

Some studies observe what appears to them to be obvious disproportionality to make conclusions not supported by the available data. It is clear the Legislature and most interested parties to this study want to know if the data can determine whether the driver's race and/or ethnicity had an impact on the decision by law enforcement to make the stop. Unfortunately, it is not an easy question to answer.

In order to assess whether race and/or ethnicity impacted the decision any study must exclude or control for factors other than race and/or ethnicity that might legitimately explain the stopping decision. For example, most jurisdictions disproportionately stop males. Does this indicate gender bias? Most would not jump to that conclusion because they can think of several factors other than bias that could explain the disproportionate stopping of male drivers. One possibility is that men drive more than women (a quantity factor). Another possibility is men violate traffic laws more often than women (a quality factor). A third possibility is that more males drive in areas where police stopping activity tends to occur (the location factor). We do not know if these possibilities are true, but we must consider these other alternative explanations as causal. Unfortunately, we do not have the detailed traffic stop data that would allow a comprehensive research design that would rule out such other possibilities and therefore prohibits us from drawing definitive conclusions. We cannot say definitively whether there is or is not racial bias in traffic stops, we can only point to seeming disproportionality. In other words, it is not difficult to measure whether there is disparity between racial/ethnic groups in stops made by police; the difficulty comes in identifying the *causes* for the disparity and whether or not it is racial biased.

The following section of this report includes several basic comparisons of data that are commonly used or asked about. It also includes an overview of stop processing. It is recommended that agencies and other interested parties always look closely at the agency and local level for both disproportionality as well as specific reasons or populations.

The initial search data has never been seen, on the statewide aggregate, as having extreme disproportionality. There are variances in the proportionality of races once the stop has been made and action is taken. These are pointed out in the final section of the report which details the stop data with comparisons about the processing of the stops. This is done within the limitations of the data itself. Observations are included with the data tables pointing out instances where

there appears to be some instance of disproportionality within a category. For instance, less than 4% of all stops resulted in searches but over 8% of stops involving Hispanics had searches. In this example, as well as other situations, the information cannot explain why there is disproportionality nor have we attempted to speculate on cause. The reason for this difference probably has many causes but the available data cannot adequately identify or explain those causes.

Data by agency is available at the Crime Commission's website (<http://www.ncc.ne.gov>). It is recommended that agencies and others can examine a particular agency's or locale's data to assess or examine disparities such as those pointed out in this report. Again, it must be noted that any observed disparities are just that: disparities. In and of themselves they do not prove bias or instances of racial profiling. However, they can and should point to areas that agencies can look at more closely. This would and could also include a breakdown of the population base those stops encompass.

#### **4. Population and Stop Overview**

Comparisons of the traffic stop data to various populations always needs to consider other factors. People often want to look at the general population and its comparison to traffic stops and use that as a sole indicator of racial profiling. There are too many other factors to only consider that comparison. However, basic comparisons can also point to issues that or items that call for closer examination. Included below are some general population data from a variety of settings.

The following table is included in response to comments and questions regarding proportionality it must be remembered that these are statewide numbers and aggregates. There are also the aforementioned limitations with the data and with consistent definitions.

- Race categories and classifications are not consistent across data sets. Some combining of areas along compatible definitions was done to parallel traffic stop categories.
- These criminal justice datasets were used because they include HISPANIC.
- Percentages for DCS (Corrections-2013), Warrants and Protection Orders are for valid data values. Unknowns or Other were not included.
- Warrants and Protections Orders (restricted party) were taken from court data (2013).
- The population data is taken from the US Census estimates for 2012. 2013 Estimates were not available for the production of this report. Percentages may not add up to 100 since the census includes things such as multi-race listings. These population estimates have their own limitations and are updated periodically.  
(<http://factfinder2.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t#none>)
- Since the adult population would more closely parallel the driving population than the overall population, primary tables and counts will be Nebraska's adult estimated population when available.
- City level counts are utilizing 2012 estimates and allow us to take a more detailed look at activity in the high population areas.

**Table A1 - Selected Population Percentage Comparisons**

	<b>Statewide 2012 <u>Adult</u> Population Estimate</b>	<b>Traffic Stops</b>		<b>Statewide 2012 Population Estimate</b>	<b>Department of Motor Vehicles/OLN</b>
Asian / Pacific Islander	1.9%	1.3%		2.0%	2.1%
Black	4.1%	5.8%		4.7%	3.7%
Hispanic	7.6%	7.4%		9.7%	4.0%*
Native American /Alaskan Native	0.7%	0.7%		0.8%	0.6%
Other	0.9%	1.5%		1.4%	1.2 %
White	84.7%	83.2%		81.4%	88.4*

The statewide breakdown of traffic stops by race parallels the census population breakdown. However, this does not mean that there are not disparities. It can be said that, on the statewide aggregate, there are not glaring disproportionalities. In looking at the other criminal justice subpopulations there are much higher occurrences of Black and Hispanic populations than in the census or traffic stop breakdowns.

\* The Department of Motor Vehicles (DMV) has only been using Hispanic as a race for about six years. It was thought that it would provide another breakdown to be used for comparisons. However, given the sharp contrast between the licensed driver population and the census (4.0% versus 7.6%) and discussions with DMV it will not be used at this point as there are concerns of completeness.

**Table A2 - Selected Population Percentage Comparisons**

	<b>Statewide 2012 Adult Pop. Est.</b>	<b>Traffic Stops</b>		<b>Corrections Admissions</b>	<b>Warrants</b>	<b>Protection Orders (restricted)</b>
Asian / Pacific Islander	1.9%	1.3%		0.8%	0.5%	0.5%
Black	4.1%	5.8%		23.7%	24.6%	16.8%
Hispanic	7.6%	7.4%		11.9%	8.8%	10.8%
Native American /Alaskan Native	0.7%	0.7%		4.1%	2.3%	1.5%
Other	0.9%	1.5%		0.8%	18.2%	9.6%
White	84.7%	83.2%		58.8%	45.6%	60.8%

While these statewide looks provide an interesting view of activity within the criminal justice system the issue of profiling needs to include a number of factors. As stated before, the general or census population only provides one aspect of the potential group that would be stopped by law enforcement, particularly in areas with a lot of commuters or Interstate traffic. Nonetheless, the local population provides one view of the area and is often discussed. The local populations across the state vary greatly, as shown in the following table.

**Table B – Selected Counties Population Percentage Comparisons**

	Statewide Traffic Stops	2012 Adult Population Estimate	Douglas County 2012 Est. Pop.	Omaha 2012 Est. Pop.	Lancaster County 2012 Est. Pop.	Lincoln 2012 Est. Pop.	Dawson County 2012 Est. Pop.	Lexington 2012 Est. Pop.	Colfax County 2012 Est. Pop.
Asian / Pacific Islander	1.3%	1.9%	2.9%	2.4%	3.7%	4.1%	0.8%	*	0.7%
Black	5.8%	4.1%	11.3%	13.0%	3.5%	3.8%	3.6%	7.3%	1.2%
Hispanic	7.4%	7.6%	11.6%	12.9%	6.2%	6.2%	32.2%	62.2%	42.8%
Native American /Alaskan Native	0.7%	0.7%	0.5%	0.5%	0.6%	0.6%	0.3%	*	0.4%
Other	1.5%	0.9%	2.1%	2.8%	2.2%	2.0%	0.7%	0.3%	0.4%
White	83.2%	84.7%	71.5%	68.4%	83.9%	83.3%	62.4%	30.0%	54.5%

There are great differences across the state in the minority populations by county and within various cities. These differences would obviously affect the day to day occurrence of any racial group in any kind of activity, including traffic stops.

- The varying distribution of minority populations across Nebraska significantly affects the contact law enforcement would have with them.
- For instance, Hispanics comprise over one fourth of the population in Dawson County, almost four times the occurrence in the general population.
- Douglas County has a Black population of 11.3% compared to the statewide population of 4.1%. In Omaha the proportion is 13.0%.

The following table gives the traffic stop breakdown by race for these selected counties. The Nebraska State Patrol (NSP) data is for all of their stops statewide. The county level data reflects reported stops by all law enforcement agencies within the county.

**Table C – Selected Counties Percentage Stop Comparisons**

<b><u>-2013-</u></b>	<b>2012 Adult Pop. Est.</b>	<b>Statewide Traffic Stops</b>	<b>NSP Stops</b>	<b>Non- NSP Stops</b>	<b>Douglas County Stops</b>	<b>Lancaster County Stops</b>	<b>Dawson County Stops</b>	<b>Colfax County Stops</b>
Asian / Pacific Islander	1.9	1.3	1.2	1.4	1.6	2.9	1.4	0.7
Black	4.1	5.8	3.4	7.7	20.1	9.0	9.9	4.1
Hispanic	7.6	7.4	6.7	7.9	7.2	5.2	26.1	36.5
Native American /Alaskan Native	0.7	0.7	1.0	0.5	0.2	0.5	0.2	0.2
Other	0.9	1.5	0.2	2.5	7.9	2.1	0.5	0.1
White	84.7	83.2	87.5	79.9	63.0	80.2	61.8	58.3

There are obvious differences in the stops made in different counties relative to race. This largely parallels the differences in the census population. However, there are considerations other than the resident population, particularly given travelers and Interstate traffic, in addition to possible officer activity.

- Comparisons of stops within counties or communities are below.

**Table C1 - Douglas County Percentage Stops**

<b><u>-2013-</u></b>	<b>Statewide Traffic Stops</b>	<b>2012 NE Adult Population Estimate</b>	<b>Douglas County 2012 Population Estimate</b>	<b>Douglas County Stops</b>	<b>Douglas County Sheriff's Office Stops</b>	<b>Omaha Police Department Stops</b>	<b>City of Omaha 2012 Population Estimate</b>
Asian / Pacific Islander	1.3	1.9	2.9	1.6	2.6	1.5	2.4
Black	5.8	4.1	11.3	20.1	8.3	22.3	13.0
Hispanic	7.4	7.6	11.6	7.2	7.3	7.0	12.9
Native American /Alaskan Native	0.7	0.7	0.5	0.2	0.2	0.2	0.5
Other	1.5	0.9	2.1	7.9	2.5	9.0	2.8
White	83.2	84.7	71.5	63.0	79.0	60.0	68.4

- Black drivers are stopped almost twice as frequently as compared to the population estimated numbers (20.1% to 11.3%) in Douglas County.
- Similarly, Black drivers in Omaha are stopped almost twice as often by the Omaha Police Department (22.3% to 13.0%)
- The Douglas County Sheriff's Office stops Blacks less frequently than the county Black population, possibly reflective of the population being centered in Omaha.



**Table C2 - Lancaster County Percentage Stops**

<b><u>-2013-</u></b>	<b>Statewide Traffic Stops</b>	<b>2012 NE Adult Population Estimate</b>	<b>Lancaster County 2012 Population Estimate</b>	<b>Lancaster County Stops</b>	<b>Lancaster County Sheriff's Office Stops</b>	<b>Lincoln Police Department Stops</b>	<b>City of Lincoln 2012 Population Estimate</b>
Asian / Pacific Islander	1.3	1.9	3.7	2.9	2.4	2.8	4.1
Black	5.8	4.1	3.5	9.0	4.2	9.6	3.8
Hispanic	7.4	7.6	6.2	5.2	4.0	5.4	6.2
Native American /Alaskan Native	0.7	0.7	0.6	0.5	0.4	0.5	0.6
Other	1.5	0.9	2.2	2.1	0.9	2.2	2.0
White	83.2	84.7	83.9	80.2	88.1	79.4	83.3

- Black drivers are stopped over twice as frequently countywide as their proportion of the estimated population numbers (9.0% to 3.5%).
- The Lancaster County Sheriff's Office stops Blacks just over the county Black estimated population (4.2% to 3.5%)
- The Lincoln Police Department stops Blacks at over twice their local estimated population (9.6% to 3.8%)

**Table C3 - Dawson County Percentage Stops**

<b><u>-2013-</u></b>	<b>Statewide Traffic Stops</b>	<b>2012 NE Adult Population Estimate</b>	<b>Dawson County 2012 Population Estimate</b>	<b>Dawson County Stops</b>	<b>Dawson County Sheriff's Office Stops</b>	<b>Lexington Police Department Stops</b>	<b>City of Lexington 2012 Population Estimate</b>
Asian / Pacific Islander	1.3	1.9	0.8	1.4	1.9	1.1	*
Black	5.8	4.1	3.6	9.9	8.0	12.6	7.3
Hispanic	7.4	7.6	32.2	26.1	14.9	38.8	62.2
Native American /Alaskan Native	0.7	0.7	0.3	0.2	0.3	0.1	*
Other	1.5	0.9	0.7	0.5	0.4	0.6	0.3
White	83.2	84.7	62.4	61.8	74.5	46.7	30.0

- Black drivers are stopped over two times as frequently countywide as their proportion of the estimated population numbers (9.9% to 3.6%).
- Hispanics, the largest minority population in Dawson County, account for 26.1% of stops countywide compared to their overall estimated population of 32.2%
- Hispanics are 62.2% of Lexington's estimated population but account for 38.8% of the stops.
- Whites are 30.0 % of Lexington's estimated population but account for 46.7% of stops.
- It must be noted that in Dawson and other counties, the number of minorities can be small. This must be considered when looking at percentages as the estimated population or number of stops may not involve very large numbers.

**Table C4 – Colfax County Percentage Stops**

<b><u>-2013-</u></b>	<b>Statewide Traffic Stops</b>	<b>2012 NE Adult Population Estimate</b>	<b>Colfax County 2012 Population Estimate</b>	<b>Colfax County Stops</b>	<b>Colfax County Sheriff's Office Stops</b>	<b>Schuyler Police Department Stops</b>	<b>City of Schuyler 2012 Population Estimate</b>
Asian / Pacific Islander	1.3	1.9	0.7	0.7	0.8	0.5	0.2
Black	5.8	4.1	1.2	4.1	3.4	5.4	1.4
Hispanic	7.4	7.6	42.8	36.5	27.9	50.5	66.8
Native American /Alaskan Native	0.7	0.7	0.4	0.2	0.4	0.0	*
Other	1.5	0.9	0.4	0.1	0.1	0.2	0.7
White	83.2	84.7	54.5	58.3	67.4	43.4	30.9

- Black drivers are stopped almost three times as frequently countywide as their proportion of the estimated population numbers (4.1% to 1.2%).
- Hispanics, the largest estimated minority population in Colfax County, account for 36.5% of stops countywide compared to their overall estimated population of 42.8%
- Hispanics are 66.8% of Schuyler’s estimated population but account for 50.5% of the stops.
- The estimated population of Whites in Schuyler is 30.9 % but account for 43.4% of stops.
- It must be noted that in Colfax and other counties, the number of minorities can be small. This must be considered when looking at percentages as the estimated population or number of stops may not involve very large numbers.

Once the stop has been made there can be a variety of actions taken. Research often looks at the handling and the disposition of the stop for disparity. This can reflect differences in processing by race but it must be remembered that there are a variety of factors involved.

The following chart reflects the statewide figures for some basic actions relative to traffic stops: the race of the driver, the reason for the stop, the disposition of the stop and if a search was conducted.

In the chart the percentages refer to proportions for an activity.

- For instance, 1.3% of stopped drivers were Asian.
- However, 91.3% of Asians stopped were for a traffic code violation. 75.9% of Native Americans were stopped for a traffic code violation. Overall, 89.1% of all stops were for a traffic code violation.
- Many of the minority populations are so small that numerical changes can result in dramatic percentage changes, particularly at the county or city breakdowns.

**Table D Statewide Traffic Stop Processing Percentage – Selected Outcomes**

<u>-2013-</u>	Stops	Reason for Stop		Disposition of Stop		Search Conducted
		Traffic Code Violation	Criminal Code Violation	Custodial Arrest	Ticket	
Asian / Pacific Islander	1.3	91.3	7.6	1.9	32.2	1.2
Black	5.8	90.3	7.4	10.7	36.1	3.4
Hispanic	7.4	88.6	8.5	4.8	37.1	3.5
Native American /Alaskan Native	0.7	75.9	19.8	7.7	29.7	5.7
Other	1.5	94.1	2.1	15.2	36.6	2.3
White	83.2	89.1	7.8	2.1	27.3	2.0
OVERALL		89.1	7.8	3.0	28.8	2.2

Looking at the processing of stops can point to similarities and differences.

- While 7.8% of the overall stops were for a criminal code violation the proportion was much larger for Native Americans (19.8%).
- A custodial arrest resulted in 3.0% of all stops but the number was much larger for most minorities, particularly Blacks at 10.7%.
- 2.2% of stops resulted in a search. This was higher for Blacks (3.4%), Hispanics (3.5%) and Native Americans (5.7%).

In looking at these numbers there are a number of questions that can be asked.

- Are these differences purely based upon race?
- Are these differences in searches, for example, reflective of the higher proportion of stops for criminal code violations?

The data available to us does not allow us to answer these. We also cannot track the stops to see which stops resulted in a search. However, these questions and others are probably best addressed by those most familiar with the data as well as local circumstances: the local law enforcement agency. It is suggested that agencies look at this type of processing to address these types of questions. Agencies that are proactive in looking at data and their procedures as well as local factors are the ones able to discern reasons.

Again, this chart is provided here as a reference to be used when looking at the activity within a particular jurisdiction. Data by agency and county is available at the Crime Commission's website (<http://www.ncc.ne.gov>). It is recommended that agencies and others examine particular data to assess or examine disparities such as those pointed out in this report. It must be noted that any observed disparities are just that: disparities. In and of themselves they do not prove bias or instances of racial profiling. However, they can and should point to areas that agencies can look at more closely. This would and could also include a breakdown of the population base those stops encompass.

In the charts below we look at more detail in the highlighted communities for the two most visible outcomes and the ones showing the most variance across races: arrest and searches.

## Searches

**Table E – Selected Counties Search Percentage Comparisons**

<b><u>-2013-</u></b>	<b>2012 Adult Pop. Est.</b>	<b>Statewide Traffic Stops</b>	<b>Statewide Traffic Searches</b>	<b>NSP Searches</b>	<b>Non-NSP Searches</b>	<b>Douglas County Searches</b>	<b>Lancaster County Searches</b>	<b>Dawson County Searches</b>	<b>Colfax County Searches</b>
<b>Asian / Pacific Islander</b>	1.9	1.3	1.2	0.8	1.4	1.3	1.4	3.1	0.0
<b>Black</b>	4.1	5.8	3.4	1.5	4.1	2.0	4.8	0.9	11.0
<b>Hispanic</b>	7.6	7.4	3.5	1.2	5.0	1.9	3.9	1.3	11.6
<b>Native American /Alaskan Native</b>	0.7	0.7	5.7	2.9	9.7	3.5	5.0	11.1	12.5
<b>Other</b>	0.9	1.5	2.3	1.1	2.4	1.7	2.1	0.0	0.0
<b>White</b>	84.7	83.2	2.0	0.7	3.1	1.2	2.1	2.2	4.4
<b>OVERALL</b>		--	2.2	0.8	3.4	1.5	2.4	1.9	7.3

- The overall reporting by law enforcement shows that Blacks (3.4%), Hispanics (3.5%) and Native Americans (5.7%) are searched more often than overall (2.2%) or Whites (2.0%).
- This is reflected in the highlighted counties and State Patrol numbers.
- The Nebraska State Patrol searches at a proportion lower than those reported overall (0.8% to 2.2%).
- The State Patrol does search Native Americans (2.9%) more than three times as often as their overall searches (0.8%).
- Comparisons by county are included below.

**Table E1 - Douglas County Search Percentages**

<u>-2013-</u>	Statewide Traffic Searches	Douglas County Searches Total	Douglas County Sheriff's Office Searches	Omaha Police Department Searches
Asian / Pacific Islander	1.2	1.3	6.0	0.2
Black	3.4	2.0	10.9	1.5
Hispanic	3.5	1.9	8.4	0.9
Native American /Alaskan Native	5.7	3.5	8.3	2.1
Other	2.3	1.7	1.3	1.7
White	2.0	1.2	4.0	0.6
<b>OVERALL</b>	2.2	1.5	4.9	0.9

- The Douglas County Sheriff's Office conducts a larger proportion of searches on Blacks (10.9%) than overall (4.9%)

**Table E2 - Lancaster County Search Percentages**

<u>-2013-</u>	Statewide Traffic Searches	Lancaster County Searches Total	Lancaster County Sheriff's Office Searches	Lincoln Police Department Searches
Asian / Pacific Islander	1.2	1.4	4.1	1.2
Black	3.4	4.8	12.2	4.3
Hispanic	3.5	3.9	11.3	2.8
Native American /Alaskan Native	5.7	5.0	10.3	5.0
Other	2.3	2.1	6.8	1.8
White	2.0	2.1	4.2	1.6
<b>OVERALL</b>	2.2	2.4	4.8	1.9

- The Lancaster County Sheriff's Office searched Blacks (12.2%) about 2.5 times as frequently as general searches (4.8%)
- The Lincoln Police Department searched Blacks (4.3%) and Native Americans (5.0%) and Hispanics (2.8%) more frequently than general searches (1.9%)

**Table E3 - Dawson County Search Percentages**

<u>-2013-</u>	Statewide Traffic Searches	Dawson County Searches Total	Dawson County Sheriff's Searches	Lexington Police Department Searches
Asian / Pacific Islander	1.2	3.1	2.7	3.8
Black	3.4	0.9	0.6	0.0
Hispanic	3.5	1.3	2.4	0.9
Native American /Alaskan Native	5.7	11.1	16.7	0.0
Other	2.3	0.0	0.0	0.0
White	2.0	2.2	1.8	1.2
<b>OVERALL</b>	2.2	1.9	1.9	1.0

- It must be noted that Dawson County has small numbers for Asians and Native Americans which result in large percentage changes.

**Table E4 - Colfax County Search Percentages**

<u>-2013-</u>	Statewide Traffic Searches	Colfax County Searches Total	Colfax County Sheriff's Searches	Schuyler Department Searches
Asian / Pacific Islander	1.2	0.0	0.0	0.0
Black	3.4	11.0	12.3	9.7
Hispanic	3.5	11.6	10.9	12.3
Native American /Alaskan Native	5.7	12.5	12.5	*
Other	2.3	0.0	0.0	0.0
White	2.0	4.4	4.9	3.1
<b>OVERALL</b>	2.2	7.3	6.8	8.1

- It must be noted that Colfax County has small numbers for Asians and Native Americans which result in large percentage changes.



**Disposition - Custodial Arrest**

**Table F – Selected Counties Arrest Percentage Comparisons**

<b><u>-2013-</u></b>	<b>2012 Adult Pop. Est.</b>	<b>Statewide Traffic Stops</b>	<b>Statewide Traffic Arrests</b>	<b>NSP Arrests</b>	<b>Non-NSP Arrests</b>	<b>Douglas County Arrests</b>	<b>Lancaster County Arrests</b>	<b>Dawson County Arrests</b>	<b>Colfax County Arrests</b>
<b>Asian / Pacific Islander</b>	1.9	1.3	1.9	0.6	2.7	4.7	0.8	21.5	0.0
<b>Black</b>	4.1	5.8	10.7	1.8	13.8	22.9	3.7	3.3	3.4
<b>Hispanic</b>	7.6	7.4	4.8	1.7	6.8	16.4	3.0	4.3	3.1
<b>Native American /Alaskan Native</b>	0.7	0.7	7.7	2.7	14.9	29.2	4.3	11.1	12.5
<b>Other</b>	0.9	1.5	15.2	0.7	16.3	26.6	0.6	4.2	0.0
<b>White</b>	84.7	83.2	2.1	0.7	3.3	7.5	1.0	3.6	1.8
<b>OVERALL</b>		--	3.0	0.8	4.7	12.8	1.4	4.0	2.3

- It must be noted that arrests are not a discretionary action.
- The overall reporting by law enforcement shows that Blacks (10.7%), Hispanics (4.8%) and Native Americans (7.7%) are arrested more often than overall (3.0%) or Whites (2.1%).
- This is reflected in the highlighted counties and State Patrol numbers.
- The Nebraska State Patrol arrests at a proportion lower than those reported overall (0.8% to 3.0%).
- Comparisons by county are included below.
- 2012 Population Estimates are obtained from the U.S. Census (<http://factfinder2.census.gov>)

**Table F1 - Douglas County Arrests Percentages**

<u>-2013-</u>	Traffic Arrests Statewide	Douglas County Arrests Total	Douglas County Sheriff's Office Arrests	Omaha Police Department Arrests
Asian / Pacific Islander	1.9	4.7	3.3	5.3
Black	10.7	22.9	8.0	24.0
Hispanic	4.8	16.4	2.6	19.2
Native American /Alaskan Native	7.7	29.2	0.0	35.1
Other	15.2	26.6	1.3	27.6
White	2.1	7.5	2.3	8.6
<b>OVERALL</b>	3.0	12.8	2.8	14.5

- The Omaha Police Department overall arrested a large proportion of people (14.5%) with minorities being large proportions (Black: 24.0%, Hispanics: 19.2%, Native Americans: 35.1%).

**Table F2 - Lancaster County Arrests Percentages**

<u>-2013-</u>	Traffic Arrests Statewide	Lancaster County Arrests Total	Lancaster County Sheriff's Office Arrests	Lincoln Police Department Arrests
Asian / Pacific Islander	1.9	0.8	0.5	0.9
Black	10.7	3.7	5.4	3.3
Hispanic	4.8	3.0	1.9	3.0
Native American /Alaskan Native	7.7	4.3	3.4	3.8
Other	15.2	0.6	0.0	0.4
White	2.1	1.0	1.1	1.0
<b>OVERALL</b>	3.0	1.4	1.3	1.3

- The Lancaster County Sheriff's Office arrested Blacks (5.4) and Native Americans (3.4) more than twice as frequently as general arrests (1.3).
- The Lincoln Police Department arrested Blacks (3.3), Hispanics (3.0) and Native Americans (3.8) more than twice as often as overall (1.3).

**Table F3 - Dawson County Arrests Percentages**

<u>-2013-</u>	Traffic Arrests Statewide	Dawson County Arrests Total	Dawson County Sheriff's Office Arrests	Lexington Police Department Arrests
Asian / Pacific Islander	1.9	21.5	24.3	15.4
Black	10.7	3.3	4.4	1.4
Hispanic	4.8	4.3	11.2	2.0
Native American /Alaskan Native	7.7	11.1	16.7	0.0
Other	15.2	4.2	14.3	0.0
White	2.1	3.6	4.5	1.5
<b>OVERALL</b>	3.0	4.0	5.9	1.8

**Table F4 – Colfax County Arrests Percentages**

<u>-2013-</u>	Traffic Arrests Statewide	Colfax County Arrests Total	Colfax County Sheriff's Office Arrests	Schuyler Police Department Arrests
Asian / Pacific Islander	1.9	0.0	0.0	0.0
Black	10.7	3.4	1.4	5.6
Hispanic	4.8	3.1	3.5	2.7
Native American /Alaskan Native	7.7	12.5	12.5	*
Other	15.2	0.0	0.0	0.0
White	2.1	1.8	1.8	1.7
<b>OVERALL</b>	3.0	2.3	2.3	2.4

## **5. Allegations of Racial Profiling**

An allegation of racial profiling can originate in various ways. Sometimes a driver will make an accusation at the scene of the stop. Other times the driver, or even a passenger or related party, might contact the agency sometime after the stop to make a complaint. An allegation can also originate from a non-traffic stop.

These allegations are handled formally by the agency and standardized data is then submitted to the Crime Commission in compliance with LB593. One agency stated that they were unable to provide specific information concerning the disposition of allegations because of policy and the current Labor Agreement.

For 2013 the Crime Commission received twenty-one reports from four agencies of individuals making allegations of racial profiling, four involving searches. Of the 171 total allegations during 2002-2013, twenty-eight involved reported searches.

The agencies all conducted internal investigations and contacted the drivers and persons involved when possible. During 2002-2013, no agency reported the allegation to be valid; agencies stated officers followed policy or that there were circumstances which made the stops appropriate.

There have been cases reported in which the agency stated that they were unable to disseminate specific information concerning the disposition of allegations because of policy and the current Labor Agreement.

The Crime Commission has received additional allegations or updates after previous reports were published. These changes have been included in the table below.

**Table 1 - Allegations Reported**

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2002-2013
<b>Number of Allegations</b>	17*	9	6	4	3	11	22*	31*	13*	18*	16*	21*	171
*Some reports dealt with citizen contact or detention other than traffic stops.													
<b>Race of the Complainant:</b>													
Asian/Pacific Islander	2	0	0	0	0	0	0	0	2	0	0	2	6
Black	9	5	5	1	3	5	9	29	6	16	11	17	116
Hispanic	5	2	0	0	0	1	4	1	2	0	3	1	19
Native American / Alaskan Native	0	0	1	0	0	2	1	1	1	0	1	0	7
White	0	1	0	0	0	2	4	0	2	1	1	1	12
Unknown/Other	1	1*	0	3	0	1	4	0	0	1	0	0	11
*Complaint submitted by email alleging general profiling practiced against Native Americans in an area													
<b>Disposition:</b>													
Officer Exonerated	7	3	3	1	3	11	19	25	11	11	9	17	120
Insufficient Evidence	1	0	0	0	0	0	0	5	1	7	7	4	25
Complaint not Pursued	0	2	0	0	0	0	0	0	0	0	0	0	2
Unknown / NA	9	4	3	3	0	0	3	1	1	0	0	0	24
<b>Searches:</b>													
Conducted	4	3	2	0	0	0	2	6	1	2	4	4	28
Not Conducted	0	0	0	0	0	11	20	24	4	11	11	12	93
Unknown	13	6	4	4	3	0	0	1	8	5	1	5	50

## 6. Traffic Stop Data

The traffic stop data is required to be submitted from the Nebraska State Patrol, the county sheriffs, all city and village police departments, and other law enforcement agencies. From 2002-2013 there were almost six million traffic stops reported to the Crime Commission. This report focuses on the 492,134 reported for 2013.

Please note the following concerning the traffic stop data tables:

- The tables are broken down by the race of the driver, as observed and reported by the officer.
- In 2004, the legislation requiring reporting was amended to exclude traffic stops made at the state weigh stations. The earliest versions of this report included traffic stop activity reported by the Nebraska State Patrol's Carrier Enforcement Division. The Nebraska State Patrol Carrier Enforcement Division involves stops at Weigh Stations, commercial stops (for documentation or weighing) and similar activity.
- All the tables in this report exclude the data reported from the Nebraska State Patrol's Carrier Enforcement Division.
- Percentages describe the portion of the race that was reported in a particular category.
- The occurrences of OTHER in tables will be from unusual circumstances or, more often, unreported data.
- Bullet points in subsequent tables point to some differences where a racial or ethnic category appears to be in marked contrast to activity for all drivers. These points are simply observations from the data evident in the tables. The disparities can point to the need for closer examination.
- Compared to the other categories there are relatively small numbers of Asians and Native Americans traffic stops. This can make some variances in the percentage appear more dramatic due to a small number of traffic stops when compared to other categories.
- Data by agency is available at the Crime Commission's website. (<http://www.ncc.ne.gov>)
- Some agencies have reported data late, sometimes too late to be included in the publications. Nonetheless, we try and update the county specific reports that are available on the website.

Detailed numbers by agency, as well as county-wide statistics, are available at <http://www.ncc.ne.gov/statistics/trafficstops/>

Of the 492,134 traffic stops reported, 72% were by the Nebraska State Patrol or agencies in Douglas, Lancaster and Sarpy Counties. However, the bulk of stops (62.7%) were made by just three agencies: the State Patrol, the Omaha Police Department and the Lincoln Police Department. The State Patrol made the largest portion of all stops (43.4%).

	2011		2012		2013	
	# of Stops	% of Total Statewide	# of Stops	% of Total Statewide	# of Stops	% of Total Statewide
<b>Nebraska State Patrol</b>	216,040	41.9	219,800	43.5	213,670	43.4
<b>Omaha PD</b>	58,322	11.3	46,688	9.2	44,316	9.0
<b>Douglas County Agencies (Excluding OPD)</b>	11,744	2.3	9,514	1.9	8,585	1.7
<b>Lincoln PD</b>	40,131	7.8	49,155	9.7	50,527	10.3
<b>Lancaster County Agencies (Excluding LPD)</b>	11,303	2.2	10,091	2.0	11,308	2.3
<b>Sarpy County Agencies</b>	32,687	6.3	29,395	5.8	26,310	5.3
<b>Total</b>	370,227	71.7	364,643	72.1	354,716	72.1

**Table 2 - All Reported Stops**

		<b>Asian/Pacific Islander</b>	<b>Black</b>	<b>Hispanic</b>	<b>Native American/ Alaskan Native</b>	<b>Other</b>	<b>White</b>	<b>Total</b>
<b>2002</b>	#	4,891	27,395	38,055	4,405	2,951	506,898	584,595
	(%)	0.8	4.7	6.5	0.8	0.5	86.7	100
<b>2003</b>	#	4,485	23,332	34,305	3,651	2,956	426,749	495,478
	(%)	0.9	4.7	6.9	0.7	0.6	86.1	100
<b>2004</b>	#	4,846	23,143	33,301	3,911	3,110	420,414	488,725
	(%)	1.0	4.7	6.8	0.8	0.6	86.0	100
<b>2005</b>	#	5,082	24,572	33,371	3,859	3,688	417,678	488,250
	(%)	1.0	5.0	6.8	0.8	0.8	85.5	100
<b>2006</b>	#	4,790	23,530	30,763	3,906	4,276	394,589	461,854
	(%)	1.0	5.1	6.7	0.8	0.9	85.4	100
<b>2007</b>	#	3,570	21,100	26,484	2,609	3,860	349,809	407,432
	(%)	0.9	5.2	6.5	0.6	0.9	86.3	100
<b>2008</b>	#	4,509	25,762	34,806	3,634	3,099	430,317	502,127
	(%)	0.9	5.1	6.9	0.7	0.6	85.7	100
<b>2009</b>	#	4,815	26,724	32,942	3,930	4,096	410,761	483,268
	(%)	1.0	5.5	6.9	0.8	0.8	85.0	100
<b>2010</b>	#	5,378	26,877	35,734	3,768	9,068	457,472	538,297
	(%)	1.0	5.0	6.6	0.7	1.7	85.0	100
<b>2011</b>	#	6,407	31,096	36,888	3,908	10,545	427,237	516,081
	(%)	1.2	6.0	7.1	0.8	2.0	82.8	100
<b>2012</b>	#	6,512	29,819	36,223	3,525	9,430	419,972	505,481
	(%)	1.3	5.9	7.2	0.7	1.9	83.1	100
<b>2013</b>	#	6,522	28,629	36,271	3,663	7,584	409,465	492,134
	(%)	1.3	5.8	7.4	0.7	1.5	83.2	100

NOTE:

- The percentage of traffic stops for a particular race category have remained relatively consistent.



**Table 3 - Reason for the Stop**

- The percentages in the tables describe the portion of the race that was reported in a particular category. For example: 95.2% of all stops involving Asian/Pacific Islander drivers in 2002 were for traffic code violations, and 93.5% of all stops were for traffic code violations.

<b>Reason for the Stop – 2002 – Table 3a</b>								
	Traffic Code Violation		Criminal Code Violation		Other		Unknown	
	#	%	#	%	#	%	#	%
Asian / Pacific Islander	4,658	95.2	77	1.6	126	2.6	1	0.0
Black	25,636	93.6	693	2.5	1,059	3.9	3	0.0
Hispanic	33,668	88.5	816	2.1	1,245	3.3	24	0.1
Native American/ Alaskan	3,549	80.6	174	4.0	597	13.6	16	0.4
Other	2,711	91.9	63	2.1	163	5.5	0	0.0
White	476,221	93.9	6,350	1.3	19,027	3.8	1,478	0.3
<b>Total</b>	<b>546,443</b>	<b>93.5</b>	<b>8,173</b>	<b>1.4</b>	<b>22,217</b>	<b>3.8</b>	<b>1,522</b>	<b>0.3</b>

<b>Reason for the Stop – 2003 – Table 3b</b>								
	Traffic Code Violation		Criminal Code Violation		Other		Unknown	
	#	%	#	%	#	%	#	%
Asian / Pacific Islander	4,297	95.8	61	1.4	99	2.2	26	0.6
Black	22,007	94.3	451	1.9	874	3.7	0	0.0
Hispanic	32,275	94.1	627	1.8	1,369	4.0	33	0.1
Native American/ Alaskan	3,251	89.0	99	2.7	299	8.2	2	0.1
Other	2,740	92.7	51	1.7	163	5.5	0	0.0
White	407,737	95.5	5,062	1.2	12,703	3.0	301	0.1
<b>Total</b>	<b>472,307</b>	<b>95.3</b>	<b>6,351</b>	<b>1.3</b>	<b>15,507</b>	<b>3.1</b>	<b>362</b>	<b>0.1</b>

<b>Reason for the Stop – 2004 – Table 3c</b>								
	Traffic Code Violation		Criminal Code Violation		Other		Unknown	
	#	%	#	%	#	%	#	%
Asian / Pacific Islander	4,007	97.0	59	1.2	86	1.8	1	0.0
Black	21,900	94.6	461	2.0	770	3.3	12	0.1
Hispanic	31,388	94.3	491	1.5	1,394	4.2	29	0.1
Native American/ Alaskan	3,441	88.0	165	4.0	251	6.4	63	1.6
Other	2,902	93.3	43	1.4	165	5.3	0	0.0
White	401,181	95.4	4,836	1.2	13,740	3.3	657	0.2
<b>Total</b>	<b>465,512</b>	<b>95.3</b>	<b>6,046</b>	<b>1.2</b>	<b>16,406</b>	<b>3.4</b>	<b>762</b>	<b>0.2</b>

**Table 3 - Continued**

<b>Reason for the Stop – 2005 – Table 3d</b>								
	Traffic Code Violation		Criminal Code Violation		Other		Unknown	
	#	%	#	%	#	%	#	%
Asian / Pacific Islander	4,983	98.1	38	0.7	58	1.1	3	0.1
Black	23,396	95.2	470	1.9	698	2.8	8	0.0
Hispanic	31,972	95.8	483	1.4	879	2.6	37	0.1
Native American/ Alaskan	3,523	91.3	100	2.6	228	5.9	8	0.2
Other	3,380	91.6	59	1.6	248	6.7	1	0.0
White	401,934	96.2	4,769	1.1	9,769	2.3	1,206	0.3
<b>Total</b>	<b>469,188</b>	<b>96.1</b>	<b>5,919</b>	<b>1.2</b>	<b>11,880</b>	<b>2.4</b>	<b>1,263</b>	<b>0.3</b>

<b>Reason for the Stop – 2006 – Table 3e</b>								
	Traffic Code Violation		Criminal Code Violation		Other		Unknown	
	#	%	#	%	#	%	#	%
Asian / Pacific Islander	4,662	97.1	55	1.1	79	1.6	5	0.1
Black	22,296	94.2	608	2.6	761	3.2	6	0.0
Hispanic	29,610	91.8	1,144	3.5	1,443	4.5	56	0.2
Native American/ Alaskan	3,290	84.0	154	3.9	470	12.0	4	0.1
Other	3,862	90.4	61	1.4	174	6.4	76	1.8
White	375,945	95.4	5,141	1.3	11,566	2.9	1,563	0.4
<b>Total</b>	<b>439,665</b>	<b>94.9</b>	<b>7,163</b>	<b>1.5</b>	<b>14,593</b>	<b>3.2</b>	<b>1,710</b>	<b>0.4</b>

<b>Reason for the Stop – 2007 – Table 3f</b>								
	Traffic Code Violation		Criminal Code Violation		Other		Unknown	
	#	%	#	%	#	%	#	%
Asian / Pacific Islander	3,470	97.2	49	1.4	49	1.4	2	0.1
Black	19,982	64.7	474	3.0	641	3.0	3	0.0
Hispanic	24,633	93.0	834	6.7	972	3.7	45	0.2
Native American/ Alaskan	2,229	85.4	116	9.9	257	9.9	7	0.3
Other	3,674	95.2	40	3.5	134	3.5	12	0.3
White	330,402	94.5	5,127	3.8	13,381	3.8	899	0.3
<b>Total</b>	<b>384,390</b>	<b>94.3</b>	<b>6,640</b>	<b>3.8</b>	<b>15,434</b>	<b>3.8</b>	<b>968</b>	<b>0.2</b>

<b>Reason for the Stop – 2008 – Table 3g</b>								
	Traffic Code Violation		Criminal Code Violation		Other		Unknown	
	#	%	#	%	#	%	#	%
Asian / Pacific Islander	4,396	97.5	44	1.0	66	1.5	3	0.1
Black	24,416	94.8	463	1.8	744	3.0	109	0.4
Hispanic	32,142	92.3	916	2.6	1,658	4.8	90	0.3
Native American/ Alaskan	3,199	88.0	165	4.5	260	7.2	10	0.3
Other	2,965	95.7	28	0.9	105	3.5	1	0.0
White	408,318	94.9	4,325	1.0	15,898	3.7	1,776	0.4
<b>Total</b>	<b>475,436</b>	<b>94.7</b>	<b>5,941</b>	<b>1.2</b>	<b>18,761</b>	<b>3.7</b>	<b>1,989</b>	<b>0.4</b>

**Table 3 - Continued**

<b>Reason for the Stop – 2009 – Table 3h</b>								
	Traffic Code Violation		Criminal Code Violation		Other		Unknown	
	#	%	#	%	#	%	#	%
Asian / Pacific Islander	4,663	96.8	33	0.7	119	2.5	0	0.0
Black	25,371	94.9	443	1.7	907	3.4	3	0.0
Hispanic	29,677	90.1	782	2.4	2,474	7.5	9	0.0
Native American/ Alaskan	3,243	82.5	174	4.4	508	12.9	5	0.1
Other	3,882	94.8	48	1.2	162	4.0	4	0.1
White	389,782	94.9	4,042	1.0	16,292	4.0	645	0.2
<b>Total</b>	<b>456,618</b>	<b>94.4</b>	<b>5,522</b>	<b>1.1</b>	<b>20,462</b>	<b>4.2</b>	<b>666</b>	<b>0.1</b>

<b>Reason for the Stop – 2010 – Table 3i</b>								
	Traffic Code Violation		Criminal Code Violation		Other		Unknown	
	#	%	#	%	#	%	#	%
Asian / Pacific Islander	5,145	95.7	36	0.7	197	3.7	0	0.0
Black	24,104	89.7	388	1.4	2,385	8.9	0	0.0
Hispanic	32,225	90.2	794	2.2	2,715	7.6	0	0.0
Native American/ Alaskan	3,264	86.6	185	4.9	319	8.5	0	0.0
Other	8,245	90.9	113	1.2	710	7.8	0	0.0
White	416,253	91.0	4,577	1.0	36,644	8.0	0	0.0
<b>Total</b>	<b>489,234</b>	<b>90.9</b>	<b>6,093</b>	<b>1.1</b>	<b>42,970</b>	<b>8.0</b>	<b>0</b>	<b>0.0</b>

<b>Reason for the Stop – 2011 – Table 3j</b>								
	Traffic Code Violation		Criminal Code Violation		Other		Unknown	
	#	%	#	%	#	%	#	%
Asian / Pacific Islander	6,246	97.5	28	0.4	133	2.1	0	0.0
Black	29,491	94.8	351	1.1	1,254	4.0	0	0.0
Hispanic	34,747	94.2	473	1.3	1,668	4.5	0	0.0
Native American/ Alaskan	3,537	90.5	126	3.2	245	6.3	0	0.0
Other	9,855	93.5	80	0.8	610	5.8	0	0.0
White	412,301	96.5	3,792	0.9	1,114	2.6	0	0.0
<b>Total</b>	<b>496,177</b>	<b>96.1</b>	<b>4,850</b>	<b>0.9</b>	<b>15,044</b>	<b>2.9</b>	<b>0</b>	<b>0.0</b>

<b>Reason for the Stop – 2012 – Table 3k</b>								
	Traffic Code Violation		Criminal Code Violation		Other		Unknown	
	#	%	#	%	#	%	#	%
Asian / Pacific Islander	5,952	91.4	475	7.3	85	1.3	0	0.0
Black	26,777	89.8	2,276	7.6	766	2.6	0	0.0
Hispanic	31,935	88.2	3,259	9.0	1,029	2.8	0	0.0
Native American/ Alaskan	2,757	78.2	591	16.8	177	5.0	0	0.0
Other	8,833	93.7	237	2.5	360	3.8	0	0.0
White	37,559	89.4	33,249	7.9	11,124	2.6	0	0.0
<b>Total</b>	<b>451,853</b>	<b>89.4</b>	<b>40,087</b>	<b>7.9</b>	<b>13,541</b>	<b>2.7</b>	<b>0</b>	<b>0.0</b>

**Table 3 - Continued**

<b>Reason for the Stop – 2013 – Table 3I</b>								
	Traffic Code Violation		Criminal Code Violation		Other		Unknown	
	#	%	#	%	#	%	#	%
Asian / Pacific Islander	5,954	91.3	493	7.6	75	1.1	0	0.0
Black	25,860	90.3	2,117	7.4	652	2.3	0	0.0
Hispanic	32,140	88.6	3,096	8.5	1,035	2.9	0	0.0
Native American/ Alaskan	2,780	75.9	725	19.8	158	4.3	0	0.0
Other	7,133	94.1	161	2.1	290	3.8	0	0.0
White	364,780	89.1	32,030	7.8	12,625	3.1	30	0.0
<b>Total</b>	<b>438,647</b>	<b>89.1</b>	<b>38,622</b>	<b>7.8</b>	<b>14,835</b>	<b>3.0</b>	<b>30</b>	<b>0.0</b>

NOTE:

- Reason for the Stop indicates the primary reason that the traffic stop was initiated by the officer. A traffic stop may include more than one reason.
- Traffic Code Violations are the typically thought of traffic violations such as speeding.

**Table 4 - Disposition of the Stop**

<b>Disposition of the Stop (Outcome) – 2002 – Table 4a</b>														
	Custodial Arrest		Ticket		Verbal Warning		Written Warning		Defect Card		No Action		Unknown	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Asian /Pacific Islander	95	1.9	2,058	42.1	483	9.9	1,615	33.0	264	5.4	149	3.0	0	0.0
Black	4,194	15.3	10,463	38.2	3,029	11.1	4,973	18.2	822	3.0	1,354	4.9	6	0.0
Hispanic	2,044	5.4	13,265	34.9	3,098	8.1	8,783	23.1	2,895	7.6	1,128	3.0	9	0.0
Native American / Alaskan	300	6.8	1,585	36.0	326	7.4	1,264	28.7	464	10.5	259	5.9	3	0.1
Other	222	7.5	1,192	40.4	504	17.1	666	22.6	29	1.0	235	8.0	0	0.0
White	10,451	2.1	169,039	33.3	28,697	5.7	195,476	38.6	42,653	8.4	15,773	3.1	177	0.0
<b>Total</b>	17,306	3.0	197,602	33.8	36,137	6.2	212,777	36.4	47,127	8.1	18,898	3.2	195	0.0

<b>Disposition of the Stop (Outcome) – 2003 – Table 4b</b>														
	Custodial Arrest		Ticket		Verbal Warning		Written Warning		Defect Card		No Action		Unknown	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Asian /Pacific Islander	101	2.3	1,964	43.8	387	8.6	1,511	33.7	321	7.2	132	2.9	8	0.2
Black	4,210	18.0	9,118	39.1	2,877	12.3	4,453	19.1	1,030	4.4	1,081	4.6	224	1.0
Hispanic	2,527	7.4	14,066	41.0	2,878	8.4	9,217	26.9	3,307	9.6	1,210	3.5	128	0.4
Native American / Alaskan	270	7.4	1,417	38.8	289	7.9	1,081	19.6	494	13.5	89	2.4	10	0.3
Other	240	8.1	1,191	40.3	471	15.9	754	25.5	95	3.2	164	5.5	12	0.4
White	11,950	2.8	154,869	36.3	26,147	6.1	171,431	40.2	39,402	9.2	15,230	3.6	1,123	0.3
<b>Total</b>	19,298	3.9	182,625	36.9	33,049	6.7	188,447	38.0	44,649	9.0	17,906	3.6	1,505	0.3

<b>Disposition of the Stop (Outcome) – 2004 – Table 4c</b>														
	Custodial Arrest		Ticket		Verbal Warning		Written Warning		Defect Card		No Action		Unknown	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Asian /Pacific Islander	206	4.3	1,921	39.6	414	8.5	1,793	37.0	376	7.8	106	2.2	30	0.6
Black	5,016	21.7	8,106	35.0	2,623	11.3	4,976	21.5	1,273	5.5	938	4.1	211	0.9
Hispanic	3,111	9.3	13,271	39.9	3,194	9.6	9,079	27.3	2,998	9.0	1,331	4.0	317	1.0
Native American /Alaskan	396	10.1	1,513	38.7	345	8.8	1,039	26.6	435	11.1	163	4.2	20	0.5
Other	409	13.2	1,176	37.8	511	16.4	764	24.6	50	16	183	5.9	17	0.5
White	13,515	3.2	148,004	35.2	28,707	6.8	174,300	41.5	39,920	9.5	14,825	3.5	1,143	0.3
<b>Total</b>	22,653	4.6	173,991	35.6	35,794	7.3	191,951	39.3	45,052	9.2	17,546	3.6	1,738	0.4

**Table 4 – Continued**

<b>Disposition of the Stop (Outcome) – 2005 – Table 4d</b>														
	Custodial Arrest		Ticket		Verbal Warning		Written Warning		Defect Card		No Action		Unknown	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Asian /Pacific Islander	121	2.4	1,855	36.5	499	9.8	2,007	39.5	361	7.1	199	3.9	40	0.8
Black	4,868	19.8	8,405	34.2	3,034	12.3	5,757	23.4	1,308	5.3	926	3.8	274	1.1
Hispanic	2,881	8.6	12,969	38.9	3,251	9.7	9,795	29.4	2,869	8.6	1,081	3.2	525	1.6
Native American / Alaskan	398	10.3	1,401	36.3	301	7.8	1,094	28.3	438	11.4	160	4.1	67	1.7
Other	529	14.3	1,237	33.5	695	18.8	879	23.8	64	1.7	277	7.5	8	0.2
White	13,803	3.3	134,730	32.3	31,347	7.5	178,827	42.8	39,261	9.4	14,707	3.5	5,003	1.2
<b>Total</b>	<b>22,599</b>	<b>4.6</b>	<b>160,597</b>	<b>39.2</b>	<b>39,127</b>	<b>8.0</b>	<b>198,359</b>	<b>40.6</b>	<b>44,301</b>	<b>9.1</b>	<b>17,650</b>	<b>3.6</b>	<b>5,917</b>	<b>1.2</b>

<b>Disposition of the Stop (Outcome) – 2006 – Table 4e</b>														
	Custodial Arrest		Ticket		Verbal Warning		Written Warning		Defect Card		No Action		Unknown	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Asian /Pacific Islander	99	2.1	1,795	37.4	574	12.0	1,914	39.9	324	6.7	89	1.9	6	0.1
Black	4,739	20.0	8,202	34.6	3,074	13.0	5,446	23.0	1,206	5.1	907	3.8	97	0.4
Hispanic	2,864	8.9	12,692	39.4	3,386	10.5	9,048	28.1	2,912	9.0	1,240	3.8	111	0.3
Native American /Alaskan	392	10.0	1,408	35.9	318	8.1	1,090	27.8	388	9.9	314	8.0	8	0.2
Other	658	15.4	1,293	30.3	766	17.9	1,013	23.7	189	4.4	377	7.9	17	0.4
White	12,169	3.1	138,970	35.3	29,222	7.4	159,557	40.5	37,802	9.6	15,426	3.9	1,069	0.3
<b>Total</b>	<b>20,921</b>	<b>4.5</b>	<b>164,360</b>	<b>35.5</b>	<b>37,340</b>	<b>8.1</b>	<b>178,068</b>	<b>38.4</b>	<b>42,821</b>	<b>9.2</b>	<b>18,313</b>	<b>4.0</b>	<b>1,308</b>	<b>0.3</b>

<b>Disposition of the Stop (Outcome) – 2007 – Table 4f</b>														
	Custodial Arrest		Ticket		Verbal Warning		Written Warning		Defect Card		No Action		Unknown	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Asian /Pacific Islander	92	2.6	1,322	37.0	359	10.1	1,414	39.6	246	6.9	120	3.4	17	0.5
Black	3,785	17.9	7,258	34.4	2,589	12.3	4,967	23.5	1,421	6.7	1,023	4.8	57	0.3
Hispanic	2,390	9.0	10,872	41.1	2,795	10.6	7,227	27.3	2,053	7.8	1,062	4.0	85	0.3
Native American /Alaskan	318	12.2	979	37.5	271	10.4	651	25.0	252	9.7	129	4.9	9	0.3
Other	393	10.2	1,136	29.4	699	18.1	1,249	32.4	122	3.2	238	6.2	23	0.6
White	10,724	3.1	114,096	32.6	25,438	7.3	148,433	42.4	35,181	10.1	15,371	4.4	566	0.2
<b>Total</b>	<b>17,702</b>	<b>4.3</b>	<b>135,663</b>	<b>33.3</b>	<b>32,151</b>	<b>7.9</b>	<b>163,941</b>	<b>40.2</b>	<b>39,275</b>	<b>9.6</b>	<b>17,943</b>	<b>4.4</b>	<b>757</b>	<b>0.2</b>

**Table 4 – Continued**

<b>Disposition of the Stop (Outcome) – 2008 – Table 4g</b>														
	Custodial Arrest		Ticket		Verbal Warning		Written Warning		Defect Card		No Action		Unknown	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Asian /Pacific Islander	125	2.8	1,675	37.1	305	6.8	1,831	40.6	355	7.9	187	4.1	31	0.7
Black	3,485	13.5	9,196	35.7	2,016	7.8	6,727	26.1	2,521	9.8	1,571	6.1	246	1.0
Hispanic	2,593	7.4	13,780	39.6	2,397	6.9	10,853	31.2	3,843	10.5	1,317	3.8	223	0.6
Native American / Alaskan	249	6.9	1,317	36.2	183	5.0	1,168	32.1	550	15.1	147	4.0	20	0.6
Other	317	10.2	1,160	37.4	378	12.2	875	28.2	109	3.5	201	6.5	59	1.9
White	11,224	2.6	132,917	30.9	22,830	5.3	190,250	44.2	51,140	11.9	20,439	4.7	1,517	0.4
<b>Total</b>	17,993	3.6	160,045	31.9	28,109	5.6	211,704	42.2	58,318	11.6	23,862	4.8	2,096	0.4

<b>Disposition of the Stop (Outcome) – 2009 – Table 4h</b>														
	Custodial Arrest		Ticket		Verbal Warning		Written Warning		Defect Card		No Action		Unknown	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Asian /Pacific Islander	109	2.3	1,727	35.9	322	6.7	2,058	42.3	407	8.5	179	3.7	13	0.3
Black	3,493	13.1	9,627	36.0	2,177	8.1	7,005	26.2	2,457	9.2	1,869	7.0	96	0.4
Hispanic	2,156	6.5	12,518	38.0	2,288	6.9	11,387	34.6	3,294	10.0	1,176	3.6	123	0.4
Native American / Alaskan	332	8.4	1,274	32.4	235	6.0	1,269	32.3	636	16.2	176	4.5	8	0.2
Other	494	12.1	1,510	36.9	478	11.7	1,060	25.9	122	3.0	419	10.2	13	0.3
White	10,361	2.5	127,168	31.0	20,998	5.1	190,129	46.3	46,368	11.3	14,637	3.6	1,100	0.3
<b>Total</b>	16,945	3.5	153,824	31.8	26,498	5.5	212,908	44.1	53,284	11.0	18,456	3.8	1,353	0.3

<b>Disposition of the Stop (Outcome) – 2010 – Table 4i</b>														
	Custodial Arrest		Ticket		Verbal Warning		Written Warning		Defect Card		No Action		Unknown	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Asian /Pacific Islander	120	2.2	1,946	36.2	265	4.9	2,249	41.8	554	10.3	244	4.5	0	0.0
Black	2,808	10.4	8,871	33.0	1526	5.7	7,610	28.3	2,894	10.8	3,168	11.8	0	0.0
Hispanic	2,284	6.4	13,884	38.9	2,365	6.6	11,355	31.8	4,109	11.5	1,7357	4.9	0	0.0
Native American / Alaskan	338	9.0	1,332	35.4	181	4.8	1,162	30.8	611	16.2	144	3.8	0	0.0
Other	1014	11.2	3,215	35.5	519	5.7	2,849	31.4	325	3.6	1,146	12.6	0	0.0
White	12,246	2.7	140,659	30.7	21,659	4.7	203,217	44.4	54,406	11.9	25,285	5.5	0	0.0
<b>Total</b>	18,810	3.5	169,907	31.6	26,515	4.9	228,442	42.4	62,899	11.7	31,724	5.9	0	0.0

**Table 4 – Continued**

<b>Disposition of the Stop (Outcome) – 2011 – Table 4j</b>														
	Custodial Arrest		Ticket		Verbal Warning		Written Warning		Defect Card		No Action		Unknown	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Asian /Pacific Islander	145	2.3	2,327	36.3	376	5.9	2,812	43.9	572	8.9	141	2.2	34	0.5
Black	4,567	14.7	12,137	39.0	1,478	4.8	8,698	28.0	2,474	8.0	1,616	5.2	126	0.4
Hispanic	2,485	6.7	14,509	39.3	2,294	6.2	12,151	32.9	3,997	10.8	1,165	3.2	287	0.8
Native American/Alaskan	332	8.5	1,352	34.6	144	3.7	1,195	30.6	726	18.6	151	3.9	8	0.2
Other	2,428	23.0	3,889	36.9	599	5.7	2,344	22.2	269	2.6	1,000	9.5	16	0.2
White	12,932	3.0	132,732	31.1	23,670	5.5	195,674	45.8	47,181	11.0	12,858	3.0	2,190	0.5
<b>Total</b>	<b>22,889</b>	<b>4.4</b>	<b>166,759</b>	<b>32.3</b>	<b>28,561</b>	<b>5.5</b>	<b>222,874</b>	<b>43.2</b>	<b>55,219</b>	<b>10.7</b>	<b>16,931</b>	<b>3.3</b>	<b>2,622</b>	<b>0.5</b>

<b>Disposition of the Stop (Outcome) – 2012 – Table 4k</b>														
	Custodial Arrest		Ticket		Verbal Warning		Written Warning		Defect Card		No Action		Unknown	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Asian /Pacific Islander	129	2.0	2,261	34.7	378	5.8	247	43.7	725	11.1	113	1.7	59	0.9
Black	3,585	12.0	11,496	38.5	1,593	5.3	8,926	29.9	3,848	9.6	1,107	3.7	264	0.9
Hispanic	1,794	5.0	13,282	36.7	2,713	7.5	12,439	34.3	4,813	13.3	843	2.3	339	0.9
Native American/Alaskan	225	6.4	1,124	31.9	152	4.3	1,252	35.5	670	19.0	71	2.0	31	0.9
Other	1,637	17.4	3,025	32.1	624	6.6	1,755	18.6	195	2.1	598	6.3	1,596	16.9
White	9,635	2.3	121,123	28.8	24,017	5.7	194,471	46.3	57,033	13.6	9,982	2.4	3,711	0.9
<b>Total</b>	<b>17,005</b>	<b>3.4</b>	<b>152,311</b>	<b>30.1</b>	<b>29,477</b>	<b>5.8</b>	<b>221,690</b>	<b>43.9</b>	<b>60,284</b>	<b>13.1</b>	<b>12,714</b>	<b>2.5</b>	<b>6,000</b>	<b>1.2</b>

<b>Disposition of the Stop (Outcome) – 2013 – Table 4l</b>														
	Custodial Arrest		Ticket		Verbal Warning		Written Warning		Defect Card		No Action		Unknown	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Asian /Pacific Islander	122	1.9	2,103	32.2	424	6.5	2,952	45.3	760	11.7	117	1.8	44	0.7
Black	3,071	10.7	10,329	36.1	1,846	6.4	9,622	33.6	2,644	9.2	953	3.3	164	0.6
Hispanic	1,744	4.8	13,455	37.1	3,160	8.7	12,059	33.2	4,872	13.4	809	2.2	172	0.5
Native American/Alaskan	283	7.7	1,087	29.7	171	4.7	1,260	34.4	793	21.6	63	1.7	6	0.2
Other	1,153	15.2	2,773	36.6	619	8.2	2,147	28.3	176	2.3	663	8.7	53	0.7
White	8,616	2.1	111,907	27.3	23,095	5.6	195,174	47.7	56,984	13.9	11,744	2.9	1,945	0.5
<b>Total</b>	<b>14,989</b>	<b>3.0</b>	<b>141,654</b>	<b>28.8</b>	<b>29,315</b>	<b>6.0</b>	<b>223,214</b>	<b>45.4</b>	<b>66,229</b>	<b>13.5</b>	<b>14,349</b>	<b>2.9</b>	<b>2,384</b>	<b>0.5</b>



NOTE:

- The Disposition of the Traffic Stop reports the primary outcome of the stop. A traffic stop may result in a variety of outcomes.
- A custodial arrest is not done when only a traffic violation is involved. Therefore, the stop could involve things such as a DUI arrest, a lack of identification, an outstanding warrant (discovered in a general license check) or some other criminal activity in the car or even by the occupants. However, the data is not detailed enough for us to know what specific violation caused a custodial arrest.
- In 2013, 10.7% of Blacks stopped were taken into custodial arrest, compared to 3.0% of the general population.

**Table 5 – Searches**

Searches - Table 5								
		Asian/Pacific Islander	Black	Hispanic	Native American/ Alaskan Native	Other	White	Total
2002	#	143	1,520	2,503	194	169	15,358	19,887
	(%)	2.9	5.6	6.6	4.4	5.7	3.0	3.4
2003	#	96	1,079	2,351	208	61	13,691	17,486
	(%)	2.1	4.6	6.9	5.7	2.1	3.2	3.5
2004	#	105	1,066	2,027	297	69	12,981	16,545
	(%)	2.2	4.6	6.1	7.6	2.2	3.1	3.4
2005	#	87	999	1,876	314	96	12,888	16,260
	(%)	1.2	4.1	5.6	8.1	2.6	3.1	3.3
2006	#	106	1,211	2,515	297	133	12,074	15,952
	(%)	2.2	5.1	6.7	7.6	2.6	3.1	3.4
2007	#	81	1,049	2,142	215	102	10,955	14,544
	(%)	2.2	5.0	8.1	8.2	2.6	3.1	3.6
2008	#	137	1,598	3,106	241	123	17,600	22,805
	(%)	3.0	6.2	8.9	6.6	4.0	4.0	4.5
2009	#	85	1,374	2,073	295	108	11,217	15,152
	(%)	1.8	5.1	6.3	7.5	2.7	2.7	3.1
2010	#	79	1,035	1,898	211	301	11,787	15,311
	(%)	1.5	3.9	5.3	5.6	2.6	2.6	2.8
2011	#	113	931	1,433	182	296	9,555	12,510
	(%)	1.8	3.0	3.9	4.7	2.2	2.2	2.4
2012	#	183	1,518	2,105	149	504	13,588	18,047
	(%)	2.8	5.1	5.8	4.7	3.2	3.2	3.5
2013	#	77	984	1,283	210	174	8,232	10,960
	(%)	1.2	3.4	3.5	5.7	2.3	2.0	2.2

**NOTE:**

- Percentages are a percent of race of total stops made. For example in 2009, 2.7% of all traffic stops involving white drivers included searches conducted.
- Search counts do not include inventory arrests or those done incident to arrest. Instead they reflect searches done as part of the officer's processing of the traffic stop.
- Stops of Asian / Pacific Islanders involved searches less often than the overall population from 2002-2013.
- Stops involving Black, Hispanic or Native American / Alaskan Natives more often resulted in searches being conducted compared to searches among all drivers.

**Table 6 – Rates**

<b>Statewide Rates Per Stop – 2013 Table 6a</b>					
2013	Estimated Adult Population	Estimated Adult Population Percent	Count of Traffic Stops	Percent of Traffic Stops	Rate Per 100 Adult Inhabitants
Asian / Pacific Islander	26,819	1.9%	6,522	1.3%	<b>24.3</b>
Black	57,766	4.1%	28,629	5.8%	<b>49.6</b>
Hispanic	106,309	7.6%	36,271	7.4%	<b>34.1</b>
Native American/ Alaskan	10,071	0.7%	3,663	0.7%	<b>36.4</b>
White	1,178,488	84.7%	409,465	83.2%	<b>34.7</b>
<b>Total</b>	1,392,120	100%	492,134	100%	<b>35.4</b>

**NOTE:**

- The rate figures (far-right) represent the number of traffic stops per 100 adult inhabitants for each specific population statewide. Adult population and traffic stop counts are also provided for ease of reference.
- For every 100 adult black inhabitants almost half (49.6) encounter a traffic stop. For every 100 adult Asian inhabitants only a quarter (24.3) encounter traffic stop. For every 100 adult inhabitants in the State of Nebraska about a third (35.4) encounters a traffic stop.
- Please note that the rate figures are based upon population estimates. The rate figures are produced after interest was noted during a Racial Profiling Advisory Committee meeting. This provides a different view of the data. As with other percentage tables within this report we must point out that this provides one more way to look at the data.
- It must be noted that adult population estimates should not be assumed to be the identical to that of the eligible drivers or actual licensed drivers within the state of Nebraska. The traffic stop data compiled does not differentiate between out-of-state and in-state drivers that are engaged in traffic stops. Due to the data collection being summary data, the figures cannot exclude out-of-state drivers from the rate calculation. Therefore we recommend interpreting the results with caution as there is some difficulty defining the driving population and determining what portion of the traffic stops are actually involving residents of the State of Nebraska.
- Additionally, rates typically refer to a proportion of the base. However, we know that stops do not always involve unique individuals.

**Table 6 – Rates – Cont.**

<b>Statewide Rates Per Stop by NSP and Non-NSP – 2013 Table 6b</b>						
2013	NSP Count of Total Traffic Stops	NSP Percent of Traffic Stops	NSP Rate Per 100 Adult Inhabitants	Non-NSP Count of Total Traffic Stops	Non-NSP Percent of Traffic Stops	Non-NSP Rate Per 100 Adult Inhabitants
Asian / Pacific Islander	2,542	1.2%	<b>9.5</b>	3,980	1.4%	<b>14.8</b>
Black	7,253	3.4%	<b>12.6</b>	21,376	7.7%	<b>37.0</b>
Hispanic	14,303	6.7%	<b>13.5</b>	21,968	7.9%	<b>20.7</b>
Native American/ Alaskan	2,155	1.0%	<b>21.4</b>	1,508	0.5%	<b>15.0</b>
White	186,883	0.2%	<b>15.9</b>	222,582	2.6%	<b>18.9</b>
<b>Total</b>	213,670	87.5%	<b>15.3</b>	278,464	79.9%	<b>20.0</b>

**NOTE:**

- The table above separates the Nebraska State Patrol (NSP) from the Non-Nebraska State Patrol (Non-NSP) traffic stops and includes rates per 100 Adult Inhabitants by each specific population.
- Please note that the NSP and the Non-NSP agencies provide service to two potentially different populations of drivers within the State of Nebraska. One must take into consideration the portion of NSP stops that occur on the interstate, and what portion of the interstate traffic consists of out-of-state drivers. We are unable to estimate these.

**Table 6 – Rates – Cont.**

- The tables below describe traffic stop rates for the city of Omaha and Lincoln. Note the estimated population is the overall population not the estimated adult population.

<b>City of Omaha Rates Per Stop – 2013 Table 6c</b>					
2013	Estimated Population	Estimated Population Percent	OPD Count of Traffic Stops	Percent of Traffic Stops	Rate Per 100 Inhabitants
Asian / Pacific Islander	10,028	2.4%	662	1.5%	6.6
Black	53,672	13.0%	9,902	22.3%	18.4
Hispanic	53,313	12.9%	3,084	7.0%	5.8
Native American/ Alaskan	2,113	0.5%	94	0.2%	4.4
White	282,465	68.4%	26,571	60.0%	9.4
<b>Total</b>	412,689	100.0%	44,316	--	10.7

<b>City of Lincoln Rates Per Stop – 2013 Table 6d</b>					
2013	Estimated Population	Estimated Population Percent	LPD Count of Traffic Stops	Percent of Traffic Stops	Rate Per 100 Inhabitants
Asian / Pacific Islander	10,457	4.0%	1,435	2.8%	13.7
Black	9,845	3.8%	4,866	9.6%	49.4
Hispanic	16,094	6.2%	2,745	5.4%	17.1
Native American/ Alaskan	1,530	0.6%	239	0.5%	15.6
White	215,919	83.3%	40,116	79.4%	18.6
<b>Total</b>	259,218	100.0%	50,527	--	19.5

## 7. Reporting Agencies

Traffic stop data is reported on a quarterly basis. Table 7 shows the number of collected quarterly reports from 2002-2013 for each agency.

Data is updated in our database when received, sometimes resulting in data being more current online than was previously published. Also, some agencies have merged or communities contract with a Sheriff's office for service. This table only includes agencies that are currently active.

<b>Submitted Quarterly Reports by Agency - Table 7</b>												
<i>Campus Police/Security Departments</i>	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Univ. Of Nebraska-Lincoln P.D.	4	4	4	4	4	4	4	4	4	4	4	4
UNK Public Safety Kearney State College Campus P.D.	4	4	4	4	4	4	4	4	4	0	2	4
Omaha Airport Authority	-	-	-	-	-	-	-	-	-	-	-	4
Lincoln Airport Police	-	-	-	-	-	-	-	-	-	-	-	4
Union Pacific Railroad - Omaha	-	-	-	-	-	-	-	-	-	-	-	1
Metropolitan Community College	-	-	-	-	-	-	-	-	-	-	4	4
<i>County Sheriffs</i>	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Adams CO. S.O. Hastings	4	4	4	4	4	4	4	4	4	4	4	4
Antelope CO. S.O. Neligh	4	4	4	4	4	4	4	4	2	4	4	4
Arthur CO. S.O. Arthur	4	4	4	4	4	4	4	4	4	3	4	4
Banner CO. S.O. Harrisburg	4	4	4	4	4	0	1	0	0	0	0	4
Blaine CO. S.O. Brewster	4	4	4	0	4	0	0	0	0	0	0	0
Boone CO. S.O. Albion	4	3	4	2	4	4	4	4	4	4	4	4
Box Butte CO. S.O. Alliance	4	4	4	4	4	4	4	4	4	4	4	4
Boyd CO. S.O. Butte	4	4	4	4	4	4	4	4	4	3	3	4
Brown CO. S.O. Ainsworth	4	4	4	4	4	4	4	4	4	4	4	4
Buffalo CO. S.O. Kearney	4	4	4	4	4	4	4	4	4	4	4	4
Burt CO. S.O. Tekamah	4	4	4	4	4	4	4	4	4	1	0	1
Butler Co So David City	4	4	4	4	4	4	4	4	4	2	4	4
Cass Co So Plattsmouth	4	4	4	4	4	4	4	1	4	4	4	4
Cedar Co So Hartington	4	4	4	4	0	0	0	4	4	4	4	4
Chase CO. S.O. Imperial	4	4	4	4	4	4	4	4	4	4	4	1
Cherry CO. S.O. Valentine	4	4	4	4	3	3	4	4	4	4	4	4
Cheyenne CO. S.O. Sidney	4	0	0	0	0	0	3	4	4	4	4	4

Clay CO. S.O. Clay Center	2	4	4	4	4	4	4	4	4	4	4	4
Colfax CO. S.O. Schuyler	4	4	4	4	4	4	4	4	4	4	2	3
Cuming CO. S.O. West Point	4	4	4	4	4	4	4	4	4	4	4	4
Custer CO. S.O. Broken Bow	4	4	4	4	4	4	4	4	2	0	4	4
Dakota CO. S.O. Dakota City	4	4	4	4	2	4	4	4	4	4	4	4
Dawes CO. S.O. Chadron	4	4	4	4	4	4	1	4	4	2	4	4
Dawson CO. S.O. Lexington	4	4	4	4	4	4	4	4	4	4	4	4
Deuel CO. S.O. Chappell	4	4	4	4	4	4	4	4	4	4	4	4
Dixon CO. S.O. Ponca	4	4	4	4	4	4	4	4	4	4	4	4
Dodge CO. S.O. Fremont	4	4	4	4	4	4	4	4	4	4	4	4
Douglas CO. S.O. Omaha	4	4	4	4	4	4	4	4	1	4	4	4
Dundy CO. S.O. Benkelman	4	4	4	4	4	4	4	4	3	4	4	4
Fillmore CO. S.O. Geneva	4	4	4	4	4	4	4	4	4	4	4	4
Franklin CO. S.O. Franklin	4	4	4	4	4	4	4	4	4	4	4	4
Frontier CO. S.O. Stockville	4	4	4	4	4	4	4	4	4	4	4	4
Furnas CO. S.O. Beaver City	4	4	4	4	4	4	4	1	4	0	4	4
Gage CO. S.O. Beatrice	4	4	4	4	3	4	4	4	4	4	4	4
Garden CO. S.O. Oshkosh	4	4	4	4	4	4	4	4	3	0	4	1
Garfield CO S.O. Burwell	-	-	-	-	-	-	-	-	-	4	4	4
Gosper CO. S.O. Elwood	4	3	4	4	4	4	4	4	0	4	4	4
Grant CO. S.O. Hyannis	4	2	4	4	4	4	0	0	4	0	0	0
Greeley CO. S.O. Greeley	4	4	4	4	4	0	4	3	0	1	0	0
Hall CO. S.O. Grand Island	4	4	4	4	4	4	4	4	4	4	4	4
Hamilton CO. S.O. Aurora	4	4	4	4	4	4	4	4	4	4	4	4
Harlan CO. S.O. Alma	4	4	4	4	1	4	4	4	4	4	4	4
Hayes CO. S.O. Hayes Center	4	4	4	3	4	0	0	4	0	0	0	0
Hitchcock CO. S.O. Trenton	4	3	4	4	4	4	4	3	4	4	4	4
Holt CO. S.O. O'Neill	4	4	4	0	0	0	0	0	0	2	4	4
Hooker CO. S.O. Mullen	4	4	4	4	4	4	4	4	4	4	4	4
Howard CO. S.O. St Paul	4	4	4	4	4	4	4	4	4	4	4	4
Jefferson CO. S.O. Fairbury	4	4	4	4	4	4	4	4	4	4	4	3
Johnson CO. S.O. Tecumseh	4	4	4	4	4	0	0	0	4	4	4	4
Kearney CO. S.O. Minden	4	4	4	4	4	4	4	4	4	4	4	4
Keith CO. S.O. Ogallala	4	4	4	4	4	4	4	4	1	4	4	4
Keya Paha CO. S.O. Springview	3	3	0	0	4	4	4	4	4	4	4	4
Kimball CO. S.O. Kimball	4	4	4	4	4	4	2	4	4	4	4	0

Knox CO. S.O. Center	4	4	4	4	4	1	1	4	2	4	1	0
Lancaster CO. S.O. Lincoln	4	4	4	4	4	4	4	4	4	4	4	4
Lincoln CO. S.O. North Platte	4	4	4	4	4	4	4	4	4	4	4	4
Logan CO. S.O. Stapleton	4	4	4	4	1	4	4	0	0	0	4	3
Loup CO. S.O. Taylor	4	4	3	0	0	2	4	4	4	0	0	0
Madison CO. S.O. Madison	4	4	4	4	4	4	4	4	4	4	4	4
Mc Pherson CO. S.O. Tryon	4	4	4	3	4	0	0	0	0	0	0	1
Merrick CO. S.O. Central City	4	4	4	4	4	4	4	4	2	1	4	3
Morrill CO. S.O. Bridgeport	4	4	4	4	4	4	4	4	4	3	4	4
Nance CO. S.O. Fullerton	4	4	4	4	4	4	4	4	4	4	4	4
Nemaha CO. S.O. Auburn	4	4	3	4	3	4	4	4	4	4	4	3
Nuckolls CO. S.O. Nelson	4	4	4	4	4	0	4	4	2	0	0	0
Otoe CO. S.O. Nebraska City	4	4	4	4	4	4	0	0	4	4	4	4
Pawnee CO. S.O. Pawnee City	4	4	4	4	4	4	4	4	4	4	4	4
Perkins CO. S.O. Grant	4	4	4	4	4	4	4	4	4	4	4	4
Phelps CO. S.O. Holdrege	4	4	4	4	4	4	3	3	4	4	4	4
Pierce CO. S.O. Pierce	4	4	4	4	3	4	4	4	4	4	4	4
Platte CO. S.O. Columbus	4	4	4	4	4	4	4	4	4	4	4	4
Polk CO. S.O. Osceola	4	4	4	4	2	4	4	4	4	4	4	4
Red Willow CO. S.O. McCook	4	4	4	4	4	4	4	4	4	4	4	4
Richardson CO. S.O. Falls City	4	4	4	4	0	0	4	2	1	4	4	4
Rock CO. S.O. Bassett	4	4	4	4	4	2	4	4	4	4	3	3
Saline CO. S.O. Wilber	4	4	4	4	4	4	4	2	4	4	4	4
Sarpy CO. S.O. Papillion	4	4	3	4	4	4	4	4	4	4	4	4
Saunders CO. S.O. Wahoo	4	4	4	4	4	3	4	4	4	3	4	4
Scotts Bluff CO. S.O. Gering	4	4	4	4	4	4	4	4	4	4	4	0
Seward CO. S.O. Seward	4	4	4	4	4	4	4	3	4	4	4	4
Sheridan CO. S.O. Rushville	4	4	4	4	4	4	4	4	4	2	0	0
Sherman CO. S.O. Loup City	4	4	4	4	4	4	4	4	4	4	4	4
Sioux CO. S.O. Harrison	4	4	4	4	4	0	2	4	1	4	1	0
Stanton CO. S.O. Stanton	4	4	4	4	4	4	4	4	0	0	0	0
Thayer CO. S.O. Hebron	4	4	4	4	4	4	4	0	0	4	4	0
Thomas CO S.O. Thedford	4	4	4	0	0	4	4	4	4	4	4	3
Thurston CO S.O. Pender	4	4	4	4	4	4	0	4	0	2	0	1
Valley CO. S.O. Ord	4	0	0	1	4	4	3	4	4	4	0	0
Washington CO. S.O. Blair	4	4	4	4	4	4	4	4	4	4	4	4



Wayne CO. S.O. Wayne	4	4	4	4	4	0	4	4	4	4	4	4
Webster CO. S.O. Red Cloud	4	4	4	4	4	4	4	4	4	4	4	4
Wheeler CO. S.O. Bartlett	4	4	4	4	4	4	4	4	4	4	4	4
York CO. S.O. York	4	4	4	4	1	4	4	4	4	4	4	4
<b><i>Nebraska State Agencies</i></b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
Nebraska State Patrol, Traffic Division	4	4	4	4	4	4	4	4	4	4	4	4
Nebraska Brand Committee	4	4	4	4	4	4	4	4	4	4	4	4
Nebraska Dept. Of Agriculture	4	4	4	4	4	4	4	4	4	0	0	0
Nebraska Game And Parks	4	4	4	4	4	4	4	4	4	4	1	0
<b><i>Police Departments</i></b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
Albion P.D.	4	4	4	2	1	0	3	0	0	0	0	0
Alliance P.D.	4	4	4	4	4	4	3	4	4	2	0	3
Ashland P.D.	4	4	4	4	4	4	4	4	4	4	4	4
Atkinson P.D.	4	4	4	4	4	4	3	4	4	1	2	0
Auburn P.D.	4	4	4	4	4	4	4	4	4	4	4	0
Aurora P.D.	4	4	4	4	4	4	4	4	4	1	4	4
Bancroft P.D.	2	4	4	4	0	4	4	4	0	4	4	0
Battle Creek P.D.	4	4	4	4	4	4	4	4	4	4	4	0
Bayard P.D.	4	4	4	4	2	3	4	4	4	4	4	3
Beatrice P.D.	4	4	4	4	2	4	4	4	4	4	4	4
Beemer P.D.	4	4	4	4	4	4	4	4	4	4	0	0
Bellevue P.D.	4	4	4	4	3	4	4	4	4	4	4	4
Bennington P.D.	4	3	4	4	4	4	4	4	4	4	4	4
Blair P.D.	4	4	4	4	4	4	4	2	4	4	4	4
Bloomfield P.D.	4	4	4	4	4	4	0	4	4	4	4	4
Boys Town P.D.	4	4	4	4	4	4	4	4	4	4	4	4
Bridgeport P.D.	4	4	4	4	4	4	0	4	4	4	0	2
Broken Bow P.D.	4	4	4	4	4	4	4	4	4	4	4	4
Burwell P.D.	4	4	4	3	3	4	0	0	0	0	0	2
Cedar Bluffs P.D.	4	2	4	3	4	4	4	4	0	0	0	0
Central City P.D.	4	4	4	4	4	4	4	4	4	4	4	4
Chadron P.D.	4	4	4	4	4	4	4	4	4	4	4	4
Coleridge P.D.	4	4	4	4	4	4	4	4	3	1	4	4

Columbus P.D.	4	4	4	4	4	4	4	4	4	4	4	4
Cozad P.D.	4	4	4	4	4	3	4	4	4	4	4	4
Creighton P.D.	4	4	4	4	4	4	2	3	0	4	4	4
Crete P.D.	4	4	4	4	4	4	4	4	4	4	4	4
Crofton P.D.	4	4	4	0	4	0	0	0	0	1	1	1
David City P.D.	4	4	4	4	4	4	4	4	2	4	3	0
Decatar P.D.	4	4	4	0	4	0	4	0	4	4	4	4
Dodge P.D. / Snyder P.D.	4	4	4	4	0	0	0	0	0	0	0	0
Emerson P.D.	4	4	4	4	4	4	4	4	4	4	4	4
Exeter P.D.	4	4	4	0	0	2	1	4	4	4	0	0
Fairbury P.D.	4	4	4	0	0	0	0	4	0	0	4	4
Fairmont P.D.	4	4	4	0	0	0	0	1	4	0	0	0
Falls City P.D.	4	4	4	4	3	4	4	4	4	4	4	4
Fremont P.D.	4	4	4	4	4	4	4	4	4	4	4	4
Friend P.D.	1	0	0	0	4	4	4	1	4	4	4	3
Gering P.D.	4	4	4	4	3	4	4	4	4	4	4	4
Gordon P.D.	4	4	4	3	0	0	4	4	4	4	4	4
Gothenburg P.D.	4	4	4	4	4	4	4	4	4	4	2	4
Grand Island P.D.	4	4	4	4	4	3	4	4	4	4	4	4
Harvard P.D.	4	4	4	4	0	4	4	4	0	0	4	4
Hastings P.D.	4	4	4	2	4	4	4	3	2	4	4	4
Hemingford P.D.	4	4	4	3	0	4	0	4	4	4	0	0
Henderson P.D.	4	4	4	4	4	4	4	4	4	4	4	4
Holdrege P.D.	4	4	4	4	4	4	3	4	4	4	4	4
Humphrey P.D.	4	4	0	0	0	0	0	0	0	0	0	1
Imperial P.D.	4	4	4	4	4	4	4	4	4	4	4	4
Kearney P.D.	4	4	4	4	3	3	4	4	4	4	4	4
Kimball P.D.	0	3	4	4	3	3	2	2	4	4	4	4
La Vista P.D.	4	4	4	4	3	4	4	4	4	4	4	4
Laurel P.D.	4	4	4	4	4	4	4	4	4	4	4	3
Leigh P.D.	4	4	4	0	0	1	4	4	0	1	4	0
Lexington P.D.	4	4	4	4	4	4	4	4	4	4	4	4
Lincoln P.D.	4	4	4	4	4	4	4	4	4	4	4	4
Loomis P.D.	4	4	4	4	0	4	4	4	4	3	0	0
Lyons P.D.	4	4	4	4	4	4	4	4	4	4	0	4
Madison P.D.	4	4	4	4	3	4	3	3	4	3	1	3

McCook P.D.	4	4	4	4	4	4	4	4	4	4	4	4
Mead P.D.	4	4	4	4	4	1	0	0	0	0	0	0
Milford P.D.	4	4	4	4	4	4	4	4	4	4	4	2
Minatare P.D.	4	4	4	0	0	0	0	0	0	0	0	0
Minden P.D.	4	4	4	4	4	4	4	4	4	4	4	4
Mitchell P.D.	4	4	4	4	3	4	4	4	4	4	4	4
Morrill P.D.	4	4	4	1	4	4	4	4	0	0	0	3
Nebraska City P.D.	4	4	4	4	3	4	4	4	4	4	4	3
Neligh P.D.	4	4	4	4	0	0	0	0	4	4	4	4
Newcastle P.D.	4	4	4	4	4	4	4	4	4	3	4	0
Newman Grove P.D.	4	4	4	4	0	4	4	4	4	0	0	1
Norfolk P.D.	4	4	4	4	4	4	4	4	4	4	4	4
North Platte P.D.	4	4	4	4	3	4	4	4	4	4	4	4
Oakland P.D.	4	4	4	4	2	4	4	4	4	4	4	4
Odell P.D.	4	0	0	4	4	0	0	0	0	0	0	0
Ogallala P.D.	4	4	4	4	4	3	4	4	3	4	4	4
Omaha P.D.	4	4	4	4	4	4	3	4	4	4	4	4
Oneill P.D.	4	4	4	4	4	4	4	4	4	4	4	4
Ord P.D.	4	4	4	4	4	4	4	4	4	4	4	4
Papillion P.D.	4	4	4	4	4	4	4	4	4	4	4	4
Pierce P.D.	3	3	0	0	0	0	0	0	0	0	0	4
Plattsmouth P.D.	4	4	4	4	4	4	3	4	4	4	4	3
Ponca P.D.	4	4	4	4	4	4	4	4	4	3	2	3
Ralston P.D.	4	4	4	4	4	4	4	4	4	4	4	4
Randolph P.D.	4	4	4	4	4	4	4	4	4	0	4	3
Ravenna P.D.	4	4	4	4	4	4	3	4	4	4	1	4
Sargent P.D.	4	3	0	1	0	0	0	4	4	4	4	4
Schuyler P.D.	4	4	4	4	4	4	4	4	4	4	4	4
Scottsbluff P.D.	4	4	4	4	4	1	4	4	4	4	4	4
Scribner P.D.	4	4	4	4	4	0	4	4	0	4	4	4
Seward P.D.	4	4	4	4	4	4	4	4	4	4	4	4
Shelton P.D.	4	4	0	0	4	4	4	4	4	4	4	4
Sidney P.D.	4	4	4	4	4	4	4	4	4	4	4	4
Silver Creek P.D.	4	4	4	3	4	4	4	4	0	4	4	4
South Sioux City P.D.	4	4	4	4	1	4	4	4	4	4	4	4
Spalding P.D.	4	4	4	4	4	4	4	4	0	0	0	0

St. Edward P.D.	2	4	0	0	0	0	0	0	0	0	0	0
St. Paul P.D.	4	4	4	4	2	4	4	4	3	4	4	4
Superior P.D.	4	4	4	4	4	4	4	4	4	4	3	4
Sutton P.D.	4	4	4	4	4	4	4	4	0	4	4	3
Tekamah P.D.	3	4	4	4	4	4	0	4	0	0	4	3
Tilden P.D.	4	2	0	0	4	4	4	4	0	0	4	4
Valentine P.D.	0	0	4	4	4	4	4	4	4	4	4	4
Valley P.D.	4	4	4	4	4	3	2	4	4	4	4	4
Verdigre P.D.	4	4	0	0	0	0	0	0	0	0	0	0
Wahoo P.D.	4	4	4	4	4	1	4	4	4	4	4	4
Walthill P.D.	4	0	0	0	0	0	0	0	0	0	0	4
Waterloo P.D.	4	4	4	4	4	3	0	4	4	4	0	4
Wausa P.D.	2	0	0	0	0	1	4	4	4	0	2	0
Wayne P.D.	4	4	4	4	3	3	4	4	4	4	1	0
West Point P.D.	4	4	4	4	4	4	4	4	4	4	4	4
Wilber P.D.	4	4	4	4	0	4	4	4	4	4	4	4
Wisner P.D.	4	4	4	4	4	4	4	4	4	4	4	4
Wymore P.D.	4	4	4	4	4	4	4	4	4	4	4	4
York P.D.	4	4	4	4	4	4	4	4	4	4	4	4
Yutan P.D.	4	4	4	3	4	4	4	4	4	4	4	2