

2023 MOTOR VEHICLE STOP DATA REPORT



**TEXAS DEPARTMENT
OF PUBLIC SAFETY**

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I. Introduction and Document Purpose Letter

TEXAS DEPARTMENT OF PUBLIC SAFETY

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February 21, 2024

John P. Beauchamp
Director
Texas Commission on Law Enforcement
6330 East Highway 290, Suite 200
Austin, Texas 78723

Dear Director Beauchamp,

During the 77th Regular Session of the Texas Legislature, Senate Bill 1074 regarding "Racial Profiling" was enacted into statute. The following report was prepared in accordance with this statute's requirements and is presented in compliance with the established deadline for compliance. According to the statute, the data collected as a result of reporting requirements shall not constitute prima facie evidence of racial profiling. Additionally, this report will be presented in its entirety to the Public Safety Commission for awareness of its oversight role of the Texas Department of Public Safety.

At my direction, the Texas Highway Patrol Division's - Highway Safety Operations Center (HSOC) completed the following 2023 Motor Vehicle Stop Report as the racial profiling analysis of DPS's traffic enforcement operations. The report includes the racial/ethnic demographic composition of the Texas population based on the official 2022 Population Estimate reported by the United States Census Bureau.

Race is defined as a socially constructed category of identification based on physical characteristics, ancestry, historical affiliation, or shared culture. Ethnicity is defined as an identity with or membership in a particular racial, national, or cultural group and observance of that group's customs, beliefs, and language.

It is worth noting that these two categories are sometimes confused. For instance, White is a category of race, while Hispanic is a category of ethnicity. With this understanding, someone who identifies as Hispanic (ethnicity) may also self-identify with their race (i.e.,

John P. Beauchamp
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White). However, statutory requirements related to data collection (Texas Code of Criminal Procedure, Article 2.132) do not include a sole category that reflects both ethnicity and race. Therefore, in the example above, either the ethnicity or the race of the individual must be submitted into the motor vehicle stop database - and either selection (Hispanic or White) would be accurate. DPS practice is to select the category that most accurately and narrowly represents the individual. Each individual has an opportunity to object to or correct the category selected when they sign the citation or warning during a motor vehicle stop.

DPS remains unwavering in its commitment to the prevention of racial profiling as well as any perception that it exists - because both undermine the public's trust. All allegations of racial profiling are immediately and thoroughly investigated by the DPS Office of Inspector General (OIG). Anyone who believes they have been the victim of racial profiling or otherwise treated unprofessionally should immediately report it to the OIG.

In furtherance of maintaining the transparency of its activities to the public for whom it serves, DPS willingly submits the following report and pledges that the information provided will be used to further improve its traffic enforcement operations.

Sincerely,



Steven C. McCraw
Colonel/Director

cc: Public Safety Commission
file

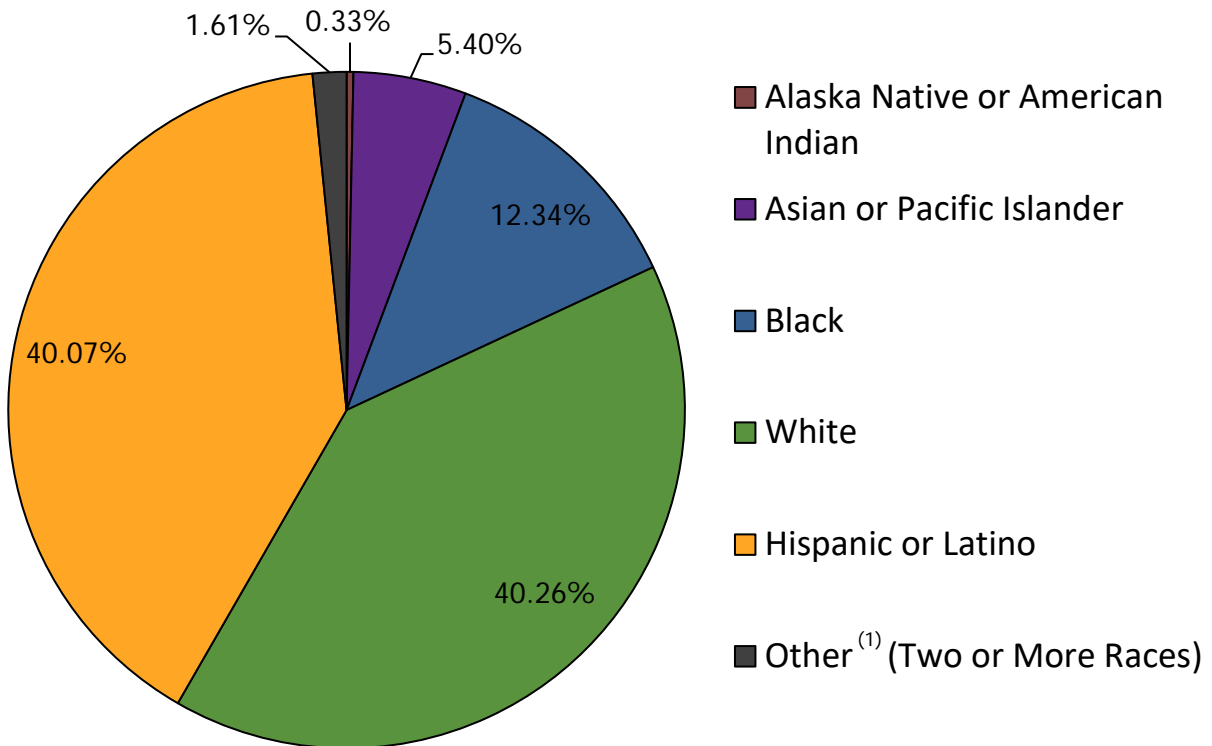
II. Motor Vehicle Stop Data Analysis



2023 Motor Vehicle Stop Data Report Statewide

The following chart demonstrates the race/ethnicity population estimates for Texas as determined by the official 2022 Population Estimate published by the United States Census Bureau.

TEXAS - 2022 POPULATION ESTIMATE		
Race/Ethnicity	Total Persons	Percentage
Alaska Native or American Indian	96,370	0.33%
Asian or Pacific Islander	1,594,825	5.40%
Black	3,646,569	12.34%
White	11,899,190	40.26%
Hispanic or Latino	11,845,413	40.07%
Other ⁽¹⁾	476,497	1.61%
Total	29,558,864	100.00%



⁽¹⁾Other (Two or More Races) is a Race/Ethnicity category identified by the United States Census Bureau; however, it is not a category required by Texas statute.



2023 Motor Vehicle Stop Data Report

Statewide

Based upon data from January 1 through December 31, 2023⁽²⁾, DPS Troopers made motor vehicle stops, issued citations, warnings, and/or conducted searches of vehicles as follows:

TOTAL STOPS		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	1,660	0.12%
Asian or Pacific Islander	35,975	2.62%
Black	141,921	10.32%
White	502,269	36.53%
Hispanic or Latino	693,256	50.42%
Total	1,375,081	100.00%

Table 1 - Statewide

CITATION STOPS ⁽³⁾		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	576	0.13%
Asian or Pacific Islander	11,416	2.62%
Black	53,325	12.22%
White	139,275	31.90%
Hispanic or Latino	231,942	53.13%
Total	436,534	100.00%

Table 2 - Statewide

WARNING STOPS		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	1,045	0.12%
Asian or Pacific Islander	23,611	2.64%
Black	82,656	9.24%
White	348,208	38.93%
Hispanic or Latino	439,021	49.08%
Total	894,541	100.00%

Table 3 - Statewide

ARRESTS WITH WARNINGS		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	18	0.06%
Asian or Pacific Islander	622	2.16%
Black	3,596	12.51%
White	9,405	32.72%
Hispanic or Latino	15,104	52.54%
Total	28,745	100.00%

Table 4 - Statewide

ARRESTS		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	21	0.14%
Asian or Pacific Islander	326	2.14%
Black	2,344	15.36%
White	5,381	35.26%
Hispanic or Latino	7,189	47.11%
Total	15,261	100.00%

Table 5 - Statewide

MOTOR VEHICLE STOPS – GENDER	
Female	393,096
Male	981,985
Total	1,375,081

Table 6 - Statewide

MOTOR VEHICLE STOPS – PRIOR KNOWLEDGE	
Race/Ethnicity Known Prior to Stop	
Yes	16,505
No	1,358,576

Table 7 - Statewide

⁽²⁾DPS Motor Vehicle Stop Data as of 02/07/2024.

⁽³⁾Citation Stops excludes Custody Arrests.



2023 Motor Vehicle Stop Data Report Statewide

REASON FOR STOP										
Race/Ethnicity	Violation of Law		Pre-Existing Knowledge		Moving Traffic Violation		Vehicle Traffic Violation		Total Motor Vehicle Stops	
	#	%	#	%	#	%	#	%	#	%
Alaska Native or American Indian	30	0.16%	11	0.11%	1,203	0.13%	416	0.10%	1,660	0.12%
Asian or Pacific Islander	436	2.35%	151	1.56%	25,533	2.76%	9,855	2.34%	35,975	2.62%
Black	2,035	10.99%	1,069	11.04%	91,765	9.92%	47,052	11.16%	141,921	10.32%
White	6,061	32.73%	3,836	39.61%	354,710	38.33%	137,662	32.66%	502,269	36.53%
Hispanic or Latino	9,957	53.77%	4,618	47.68%	452,227	48.87%	226,454	53.73%	693,256	50.42%
Total	18,519	100.00%	9,685	100.00%	925,438	100.00%	421,439	100.00%	1,375,081	100.00%

Table 8 - Statewide

MOTOR VEHICLE STOPS – GENDER BY RACE						
Race/Ethnicity	Female		Male		Total Motor Vehicle Stops	
	#	%	#	%	#	%
Alaska Native or American Indian	413	0.11%	1,247	0.13%	1,660	0.12%
Asian or Pacific Islander	9,067	2.31%	26,908	2.74%	35,975	2.62%
Black	45,207	11.50%	96,714	9.85%	141,921	10.32%
White	172,564	43.90%	329,705	33.58%	502,269	36.53%
Hispanic or Latino	165,845	42.19%	527,411	53.71%	693,256	50.42%
Total	393,096	100.00%	981,985	100.00%	1,375,081	100.00%

Table 9 - Statewide



2023 Motor Vehicle Stop Data Report Statewide

TOTAL STOPS BY LOCATION		
Highway Classification	Total Motor Vehicle Stops	
	#	%
IH/US Highways	607,597	44.19%
FM/RR/State Highways	358,269	26.05%
City Streets	128,560	9.35%
County Roads	71,794	5.22%
Other	208,861	15.19%
Total	1,375,081	100.00%

Table 10 - Statewide

MOTOR VEHICLE STOPS – FORCE USED ⁽⁴⁾				
Physical force resulting in bodily injury according to PC 1.07				
Total Motor Vehicle Stops				
Race/Ethnicity	Yes		No	
	#	%	#	%
Alaska Native or American Indian	1	0.08%	1,659	0.12%
Asian or Pacific Islander	20	1.52%	35,955	2.62%
Black	126	9.56%	141,795	10.32%
White	360	27.31%	501,909	36.54%
Hispanic or Latino	811	61.53%	692,445	50.40%
Total	1,318	100.00%	1,373,763	100.00%

Table 11 - Statewide

⁽⁴⁾Force Used, as reported by field personnel.



2023 Motor Vehicle Stop Data Report Statewide

TOTAL VEHICLE SEARCHES ⁽⁵⁾						
Race/Ethnicity	Yes		No		Total Motor Vehicle Stops	
	#	%	#	%	#	%
Alaska Native or American Indian	59	0.11%	1,601	0.12%	1,660	0.12%
Asian or Pacific Islander	580	1.12%	35,395	2.67%	35,975	2.62%
Black	9,340	18.05%	132,581	10.02%	141,921	10.32%
White	14,073	27.19%	488,196	36.89%	502,269	36.53%
Hispanic or Latino	27,707	53.53%	665,549	50.29%	693,256	50.42%
Total	51,759	100.00%	1,323,322	100.00%	1,375,081	100.00%

Table 12 – Statewide

CONSENT VEHICLE SEARCHES		
Race/Ethnicity	Consent Searches	% of Consent Searches
Alaska Native or American Indian	7	0.06%
Asian or Pacific Islander	162	1.33%
Black	1,001	8.22%
White	2,527	20.75%
Hispanic or Latino	8,480	69.64%
Total	12,177	100.00%

Table 13 - Statewide

CONTRABAND IN PLAIN VIEW VEHICLE SEARCHES		
Race/Ethnicity	Contraband Searches	% of Contraband Searches
Alaska Native or American Indian	2	0.10%
Asian or Pacific Islander	15	0.73%
Black	302	14.76%
White	473	23.12%
Hispanic or Latino	1,254	61.29%
Total	2,046	100.00%

Table 14 - Statewide

PROBABLE CAUSE VEHICLE SEARCHES		
Race/Ethnicity	Probable Cause Searches	% of Probable Cause Searches
Alaska Native or American Indian	29	0.12%
Asian or Pacific Islander	243	1.00%
Black	6,371	26.32%
White	6,282	25.95%
Hispanic or Latino	11,283	46.61%
Total	24,208	100.00%

Table 15 - Statewide

INVENTORY VEHICLE SEARCHES ⁽⁶⁾		
Race/Ethnicity	Inventory Searches	% of Inventory Searches
Alaska Native or American Indian	20	0.18%
Asian or Pacific Islander	136	1.22%
Black	1,337	12.04%
White	4,211	37.92%
Hispanic or Latino	5,400	48.63%
Total	11,104	100.00%

Table 16 - Statewide

INCIDENT TO ARREST VEHICLE SEARCHES ⁽⁷⁾		
Race/Ethnicity	Incident to Arrest Searches	% of Incident to Arrest Searches
Alaska Native or American Indian	1	0.04%
Asian or Pacific Islander	24	1.08%
Black	329	14.79%
White	580	26.08%
Hispanic or Latino	1,290	58.00%
Total	2,224	100.00%

Table 17 - Statewide

⁽⁵⁾ Searches include vehicle only, not the search of the individual(s) taken into custody.

⁽⁶⁾ Inventory Vehicle Searches include: Crash and Inventory.

⁽⁷⁾ Incident to Arrest Vehicle Searches include: Incident to Arrest and Search Warrant.



2023 Motor Vehicle Stop Data Report Statewide

CONTRABAND DISCOVERED ⁽⁸⁾						
Race/Ethnicity	Yes		No		Total Vehicle Searches	
	#	%	#	%	#	%
Alaska Native or American Indian	30	0.16%	29	0.09%	59	0.11%
Asian or Pacific Islander	177	0.93%	403	1.23%	580	1.12%
Black	3,992	20.97%	5,348	16.34%	9,340	18.05%
White	5,437	28.56%	8,636	26.39%	14,073	27.19%
Hispanic or Latino	9,402	49.39%	18,305	55.94%	27,707	53.53%
Total	19,038	100.00%	32,721	100.00%	51,759	100.00%

Table 18 - Statewide

CONTRABAND DISCOVERED – ARRESTED ⁽⁹⁾						
Race/Ethnicity	Yes		No		Total Contraband Searches	
	#	%	#	%	#	%
Alaska Native or American Indian	16	0.18%	14	0.14%	30	0.16%
Asian or Pacific Islander	84	0.96%	93	0.90%	177	0.93%
Black	1,777	20.40%	2,215	21.45%	3,992	20.97%
White	2,448	28.10%	2,989	28.94%	5,437	28.56%
Hispanic or Latino	4,386	50.35%	5,016	48.57%	9,402	49.39%
Total	8,711	100.00%	10,327	100.00%	19,038	100.00%

Table 19 - Statewide

⁽⁸⁾Contraband Discovered during a vehicle search, as reported by field personnel.

⁽⁹⁾Contraband Discovered during a vehicle search, where an individual was arrested, as reported by field personnel.



2023 Motor Vehicle Stop Data Report Statewide

CONTRABAND BY TYPE						
Race/Ethnicity	Drugs		Currency		Weapons	
	#	%	#	%	#	%
Alaska Native or American Indian	24	0.21%	0	0.00%	1	0.34%
Asian or Pacific Islander	104	0.92%	1	1.79%	0	0.00%
Black	2,851	25.31%	9	16.07%	81	27.65%
White	3,260	28.94%	5	8.93%	101	34.47%
Hispanic or Latino	5,027	44.62%	41	73.21%	110	37.54%
Total	11,266	100.00%	56	100.00%	293	100.00%

Table 20 - Statewide

CONTRABAND BY TYPE								
Race/Ethnicity	Alcohol		Stolen Property		Other ⁽¹⁰⁾		Total Contraband	
	#	%	#	%	#	%	#	%
Alaska Native or American Indian	3	0.08%	0	0.00%	2	0.06%	30	0.16%
Asian or Pacific Islander	33	0.85%	4	4.55%	35	1.02%	177	0.93%
Black	415	10.64%	11	12.50%	625	18.21%	3,992	20.97%
White	1,117	28.63%	21	23.86%	933	27.18%	5,437	28.56%
Hispanic or Latino	2,334	59.82%	52	59.09%	1,838	53.54%	9,402	49.39%
Total	3,902	100.00%	88	100.00%	3,433	100.00%	19,038	100.00%

Table 21 - Statewide

⁽¹⁰⁾Other includes: Contraband seized, not classified as drugs, currency, weapons, alcohol or stolen property.



2023 Motor Vehicle Stop Data Report Statewide

ARREST BASED ON ⁽¹¹⁾								
Race/Ethnicity	Penal Code Violation		Traffic Law Violation		Outstanding Warrant		Total Custody Arrests	
	#	%	#	%	#	%	#	%
Alaska Native or American Indian	11	0.12%	22	0.07%	6	0.19%	39	0.09%
Asian or Pacific Islander	85	0.90%	831	2.64%	32	1.03%	948	2.15%
Black	1,439	15.17%	4,011	12.76%	490	15.82%	5,940	13.50%
White	2,352	24.80%	11,420	36.34%	1,014	32.74%	14,786	33.60%
Hispanic or Latino	5,598	59.02%	15,140	48.18%	1,555	50.21%	22,293	50.66%
Total	9,485	100.00%	31,424	100.00%	3,097	100.00%	44,006	100.00%

Table 22 - Statewide

ANALYSIS OF CONTRABAND HIT RATE					
Race/Ethnicity	Searches	Contraband Found Yes	Contraband Hit Rate	Search Percent	Contraband Percent
Alaska Native or American Indian	59	30	50.85%	0.11%	0.16%
Asian or Pacific Islander	580	177	30.52%	1.12%	0.93%
Black	9,340	3,992	42.74%	18.05%	20.97%
White	14,073	5,437	38.63%	27.19%	28.56%
Hispanic or Latino	27,707	9,402	33.93%	53.53%	49.39%

Table 23 - Statewide

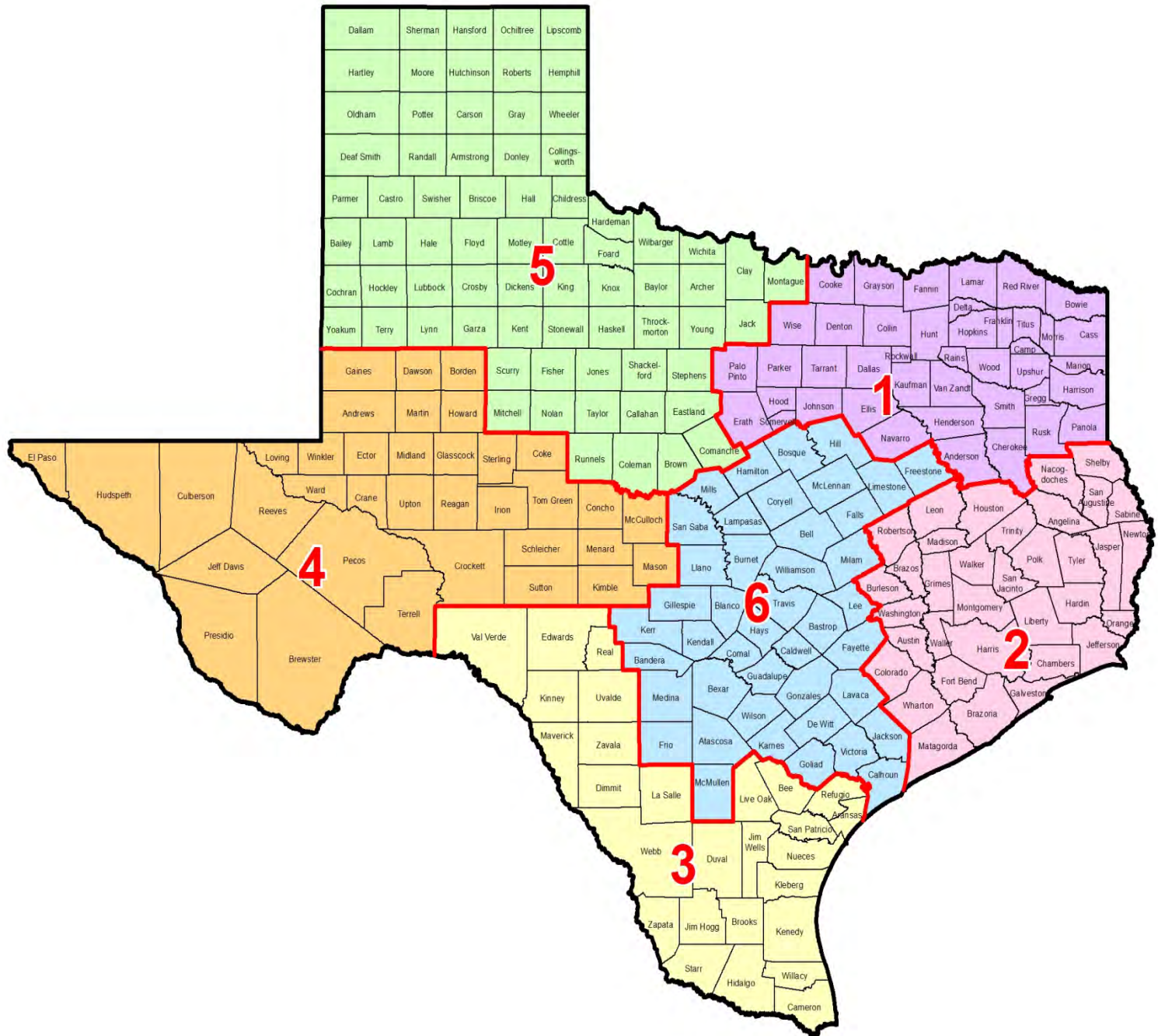
⁽¹¹⁾Custody arrest where a warning was issued as well. Unable to determine if an arrest and citation were completed due to system capabilities.



2023 Motor Vehicle Stop Data Report

DPS Regional Boundaries

- 1 – North Texas Region
- 2 – Southeast Texas Region
- 3 – South Texas Region
- 4 – West Texas Region
- 5 – Northwest Texas Region
- 6 – Central Texas Region



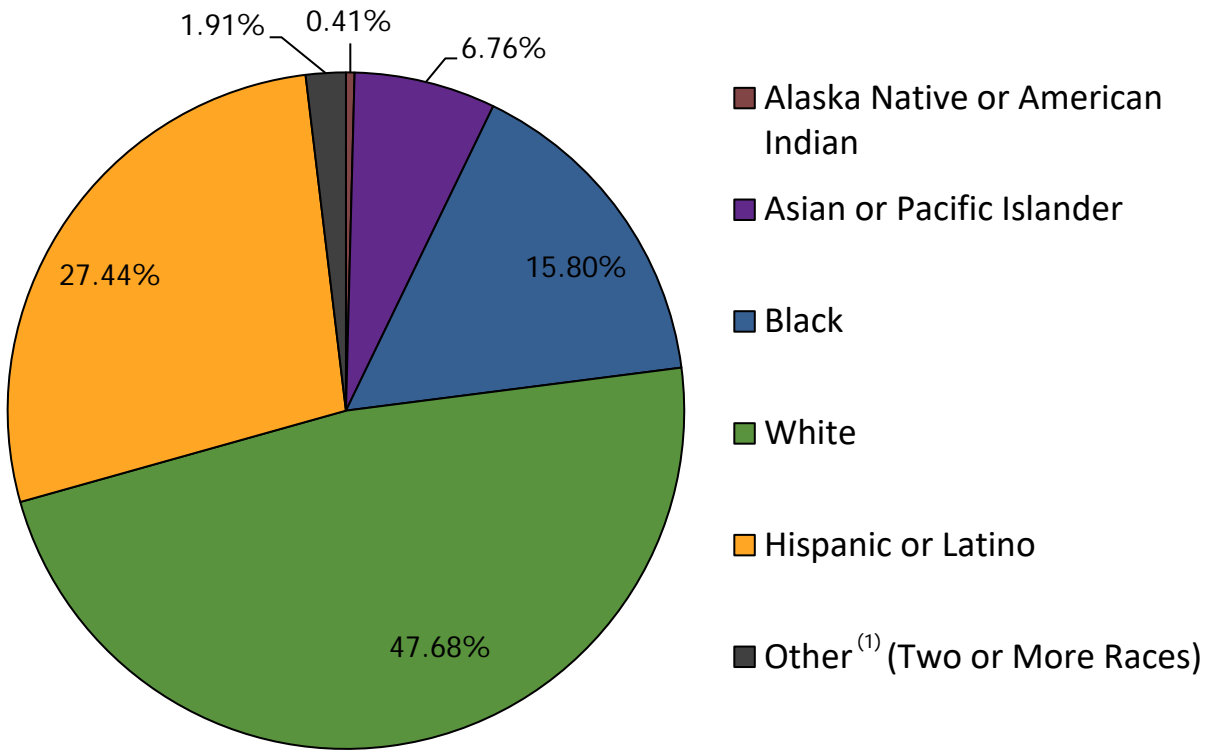


2023 Motor Vehicle Stop Data Report

North Texas Region

The following chart demonstrates the race/ethnicity population estimates for Texas as determined by the official 2022 Population Estimate published by the United States Census Bureau.

TEXAS – 2022 POPULATION ESTIMATE		
Race/Ethnicity	Total Persons	Percentage
Alaska Native or American Indian	38,186	0.41%
Asian or Pacific Islander	632,437	6.76%
Black	1,477,803	15.80%
White	4,459,488	47.68%
Hispanic or Latino	2,566,985	27.44%
Other ⁽¹⁾	178,430	1.91%
Total	9,353,329	100.00%



⁽¹⁾Other (Two or More Races) is a Race/Ethnicity category identified by the United States Census Bureau; however, it is not a category required by Texas statute.



2023 Motor Vehicle Stop Data Report

North Texas Region

Based upon data from January 1 through December 31, 2023⁽²⁾, DPS Troopers made motor vehicle stops, issued citations, warnings, and/or conducted searches of vehicles as follows:

TOTAL STOPS		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	419	0.19%
Asian or Pacific Islander	7,868	3.48%
Black	39,070	17.29%
White	133,232	58.96%
Hispanic or Latino	45,388	20.09%
Total	225,977	100.00%

Table 1 – Region 1

CITATION STOPS ⁽³⁾		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	173	0.20%
Asian or Pacific Islander	3,307	3.81%
Black	17,399	20.04%
White	43,352	49.93%
Hispanic or Latino	22,595	26.02%
Total	86,826	100.00%

Table 2 – Region 1

WARNING STOPS		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	241	0.18%
Asian or Pacific Islander	4,371	3.32%
Black	20,154	15.31%
White	85,682	65.09%
Hispanic or Latino	21,183	16.09%
Total	131,631	100.00%

Table 3 – Region 1

ARRESTS WITH WARNINGS		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	1	0.02%
Asian or Pacific Islander	114	2.67%
Black	868	20.30%
White	2,451	57.32%
Hispanic or Latino	842	19.69%
Total	4,276	100.00%

Table 4 – Region 1

ARRESTS		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	4	0.12%
Asian or Pacific Islander	76	2.34%
Black	649	20.01%
White	1,747	53.85%
Hispanic or Latino	768	23.67%
Total	3,244	100.00%

Table 5 – Region 1

MOTOR VEHICLE STOPS – GENDER	
Female	77,008
Male	148,969
Total	225,977

Table 6 – Region 1

MOTOR VEHICLE STOPS – PRIOR KNOWLEDGE	
Race/Ethnicity Known Prior to Stop	
Yes	981
No	224,996

Table 7 – Region 1

⁽²⁾DPS Motor Vehicle Stop Data as of 02/07/2024.

⁽³⁾Citation Stops excludes Custody Arrests.



2023 Motor Vehicle Stop Data Report

North Texas Region

REASON FOR STOP										
Race/Ethnicity	Violation of Law		Pre-Existing Knowledge		Moving Traffic Violation		Vehicle Traffic Violation		Total Motor Vehicle Stops	
	#	%	#	%	#	%	#	%	#	%
Alaska Native or American Indian	5	0.22%	1	0.04%	323	0.20%	90	0.16%	419	0.19%
Asian or Pacific Islander	58	2.57%	60	2.17%	6,254	3.78%	1,496	2.69%	7,868	3.48%
Black	423	18.76%	468	16.95%	27,088	16.38%	11,091	19.96%	39,070	17.29%
White	1,221	54.15%	1,568	56.79%	99,057	59.89%	31,386	56.49%	133,232	58.96%
Hispanic or Latino	548	24.30%	664	24.05%	32,680	19.76%	11,496	20.69%	45,388	20.09%
Total	2,255	100.00%	2,761	100.00%	165,402	100.00%	55,559	100.00%	225,977	100.00%

Table 8– Region 1

MOTOR VEHICLE STOPS – GENDER BY RACE						
Race/Ethnicity	Female		Male		Total Motor Vehicle Stops	
	#	%	#	%	#	%
Alaska Native or American Indian	112	0.15%	307	0.21%	419	0.19%
Asian or Pacific Islander	2,071	2.69%	5,797	3.89%	7,868	3.48%
Black	14,332	18.61%	24,738	16.61%	39,070	17.29%
White	49,835	64.71%	83,397	55.98%	133,232	58.96%
Hispanic or Latino	10,658	13.84%	34,730	23.31%	45,388	20.09%
Total	77,008	100.00%	148,969	100.00%	225,977	100.00%

Table 9 – Region 1



2023 Motor Vehicle Stop Data Report

North Texas Region

TOTAL STOPS BY LOCATION		
Highway Classification	Total Motor Vehicle Stops	
	#	%
IH/US Highways	108,877	48.18%
FM/RR/State Highways	65,019	28.77%
City Streets	5,918	2.62%
County Roads	8,189	3.62%
Other	37,974	16.80%
Total	225,977	100.00%

Table 10 – Region 1

MOTOR VEHICLE STOPS – FORCE USED ⁽⁴⁾				
Physical force resulting in bodily injury according to PC 1.07				
Total Motor Vehicle Stops				
Race/Ethnicity	Yes		No	
	#	%	#	%
Alaska Native or American Indian	0	0.00%	419	0.19%
Asian or Pacific Islander	4	2.65%	7,864	3.48%
Black	31	20.53%	39,039	17.29%
White	83	54.97%	133,149	58.96%
Hispanic or Latino	33	21.85%	45,355	20.08%
Total	151	100.00%	225,826	100.00%

Table 11 – Region 1

⁽⁴⁾Force Used, as reported by field personnel.



2023 Motor Vehicle Stop Data Report

North Texas Region

TOTAL VEHICLE SEARCHES ⁽⁵⁾						
Race/Ethnicity	Yes		No		Total Motor Vehicle Stops	
	#	%	#	%	#	%
Alaska Native or American Indian	7	0.09%	412	0.19%	419	0.19%
Asian or Pacific Islander	94	1.22%	7,774	3.56%	7,868	3.48%
Black	1,965	25.61%	37,105	17.00%	39,070	17.29%
White	3,915	51.02%	129,317	59.24%	133,232	58.96%
Hispanic or Latino	1,693	22.06%	43,695	20.02%	45,388	20.09%
Total	7,674	100.00%	218,303	100.00%	225,977	100.00%

Table 12 – Region 1

CONSENT VEHICLE SEARCHES		
Race/Ethnicity	Consent Searches	% of Consent Searches
Alaska Native or American Indian	0	0.00%
Asian or Pacific Islander	14	1.58%
Black	135	15.22%
White	507	57.16%
Hispanic or Latino	231	26.04%
Total	887	100.00%

Table 13 – Region 1

CONTRABAND IN PLAIN VIEW VEHICLE SEARCHES		
Race/Ethnicity	Contraband Searches	% of Contraband Searches
Alaska Native or American Indian	0	0.00%
Asian or Pacific Islander	1	0.40%
Black	61	24.40%
White	111	44.40%
Hispanic or Latino	77	30.80%
Total	250	100.00%

Table 14 – Region 1

PROBABLE CAUSE VEHICLE SEARCHES		
Race/Ethnicity	Probable Cause Searches	% of Probable Cause Searches
Alaska Native or American Indian	4	0.12%
Asian or Pacific Islander	27	0.78%
Black	1,204	34.69%
White	1,548	44.60%
Hispanic or Latino	688	19.82%
Total	3,471	100.00%

Table 15 – Region 1

INVENTORY VEHICLE SEARCHES ⁽⁶⁾		
Race/Ethnicity	Inventory Searches	% of Inventory Searches
Alaska Native or American Indian	2	0.08%
Asian or Pacific Islander	45	1.69%
Black	477	17.94%
White	1,549	58.25%
Hispanic or Latino	586	22.04%
Total	2,659	100.00%

Table 16 – Region 1

INCIDENT TO ARREST VEHICLE SEARCHES ⁽⁷⁾		
Race/Ethnicity	Incident to Arrest Searches	% of Incident to Arrest Searches
Alaska Native or American Indian	1	0.25%
Asian or Pacific Islander	7	1.72%
Black	88	21.62%
White	200	49.14%
Hispanic or Latino	111	27.27%
Total	407	100.00%

Table 17 – Region 1

⁽⁵⁾ Searches include vehicle only, not the search of the individual(s) taken into custody.

⁽⁶⁾ Inventory Vehicle Searches include: Crash and Inventory.

⁽⁷⁾ Incident to Arrest Vehicle Searches include: Incident to Arrest and Search Warrant.



2023 Motor Vehicle Stop Data Report

North Texas Region

CONTRABAND DISCOVERED ⁽⁸⁾						
Race/Ethnicity	Yes		No		Total Vehicle Searches	
	#	%	#	%	#	%
Alaska Native or American Indian	3	0.11%	4	0.08%	7	0.09%
Asian or Pacific Islander	25	0.90%	69	1.41%	94	1.22%
Black	755	27.20%	1,210	24.70%	1,965	25.61%
White	1,405	50.61%	2,510	51.25%	3,915	51.02%
Hispanic or Latino	588	21.18%	1,105	22.56%	1,693	22.06%
Total	2,776	100.00%	4,898	100.00%	7,674	100.00%

Table 18 – Region 1

CONTRABAND DISCOVERED – ARRESTED ⁽⁹⁾						
Race/Ethnicity	Yes		No		Total Contraband Searches	
	#	%	#	%	#	%
Alaska Native or American Indian	2	0.15%	1	0.07%	3	0.11%
Asian or Pacific Islander	14	1.06%	11	0.75%	25	0.90%
Black	376	28.53%	379	25.99%	755	27.20%
White	666	50.53%	739	50.69%	1,405	50.61%
Hispanic or Latino	260	19.73%	328	22.50%	588	21.18%
Total	1,318	100.00%	1,458	100.00%	2,776	100.00%

Table 19 – Region 1

⁽⁸⁾Contraband Discovered during a vehicle search, as reported by field personnel.

⁽⁹⁾Contraband Discovered during a vehicle search, where an individual was arrested, as reported by field personnel.



2023 Motor Vehicle Stop Data Report

North Texas Region

CONTRABAND BY TYPE						
Race/Ethnicity	Drugs		Currency		Weapons	
	#	%	#	%	#	%
Alaska Native or American Indian	1	0.06%	0	0.00%	1	1.69%
Asian or Pacific Islander	18	1.08%	0	0.00%	0	0.00%
Black	535	32.15%	1	12.50%	16	27.12%
White	839	50.42%	1	12.50%	32	54.24%
Hispanic or Latino	271	16.29%	6	75.00%	10	16.95%
Total	1,664	100.00%	8	100.00%	59	100.00%

Table 20 – Region 1

CONTRABAND BY TYPE								
Race/Ethnicity	Alcohol		Stolen Property		Other ⁽¹⁰⁾		Total Contraband	
	#	%	#	%	#	%	#	%
Alaska Native or American Indian	0	0.00%	0	0.00%	1	0.24%	3	0.11%
Asian or Pacific Islander	3	0.48%	0	0.00%	4	0.95%	25	0.90%
Black	88	14.17%	2	40.00%	113	26.97%	755	27.20%
White	305	49.11%	1	20.00%	227	54.18%	1,405	50.61%
Hispanic or Latino	225	36.23%	2	40.00%	74	17.66%	588	21.18%
Total	621	100.00%	5	100.00%	419	100.00%	2,776	100.00%

Table 21 – Region 1

⁽¹⁰⁾Other includes: Contraband seized, not classified as drugs, currency, weapons, alcohol or stolen property.



2023 Motor Vehicle Stop Data Report

North Texas Region

ARREST BASED ON ⁽¹¹⁾								
Race/Ethnicity	Penal Code Violation		Traffic Law Violation		Outstanding Warrant		Total Custody Arrests	
	#	%	#	%	#	%	#	%
Alaska Native or American Indian	1	0.11%	4	0.07%	0	0.00%	5	0.07%
Asian or Pacific Islander	16	1.79%	170	2.79%	4	0.73%	190	2.53%
Black	224	25.11%	1,181	19.41%	112	20.55%	1,517	20.17%
White	433	48.54%	3,451	56.73%	314	57.61%	4,198	55.82%
Hispanic or Latino	218	24.44%	1,277	20.99%	115	21.10%	1,610	21.41%
Total	892	100.00%	6,083	100.00%	545	100.00%	7,520	100.00%

Table 22 – Region 1

ANALYSIS OF CONTRABAND HIT RATE					
Race/Ethnicity	Searches	Contraband Found Yes	Contraband Hit Rate	Search Percent	Contraband Percent
Alaska Native or American Indian	7	3	42.86%	0.09%	0.11%
Asian or Pacific Islander	94	25	26.60%	1.22%	0.90%
Black	1,965	755	38.42%	25.61%	27.20%
White	3,915	1,405	35.89%	51.02%	50.61%
Hispanic or Latino	1,693	588	34.73%	22.06%	21.18%

Table 23 – Region 1

⁽¹¹⁾Custody arrest where a warning was issued as well. Unable to determine if an arrest and citation were completed due to system capabilities.

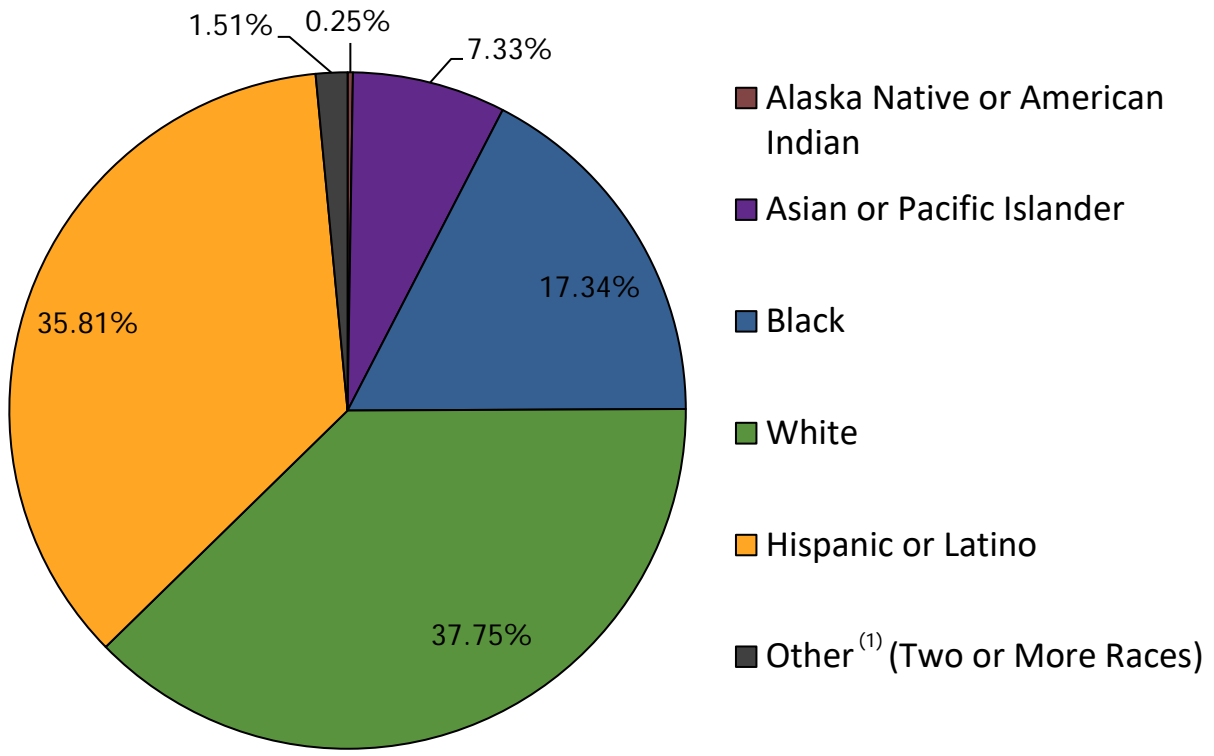


2023 Motor Vehicle Stop Data Report

Southeast Texas Region

The following chart demonstrates the race/ethnicity population estimates for Texas as determined by the official 2022 Population Estimate published by the United States Census Bureau.

TEXAS – 2022 POPULATION ESTIMATE		
Race/Ethnicity	Total Persons	Percentage
Alaska Native or American Indian	21,638	0.25%
Asian or Pacific Islander	625,233	7.33%
Black	1,479,283	17.34%
White	3,220,220	37.75%
Hispanic or Latino	3,054,215	35.81%
Other ⁽¹⁾	128,849	1.51%
Total	8,529,438	100.00%



⁽¹⁾Other (Two or More Races) is a Race/Ethnicity category identified by the United States Census Bureau; however, it is not a category required by Texas statute.



2023 Motor Vehicle Stop Data Report

Southeast Texas Region

Based upon data from January 1 through December 31, 2023⁽²⁾, DPS Troopers made motor vehicle stops, issued citations, warnings, and/or conducted searches of vehicles as follows:

TOTAL STOPS		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	227	0.12%
Asian or Pacific Islander	7,348	3.93%
Black	39,159	20.95%
White	85,045	45.49%
Hispanic or Latino	55,182	29.52%
Total	186,961	100.00%

Table 1 – Region 2

CITATION STOPS ⁽³⁾		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	94	0.13%
Asian or Pacific Islander	2,442	3.50%
Black	15,071	21.60%
White	25,925	37.16%
Hispanic or Latino	26,235	37.60%
Total	69,767	100.00%

Table 2 – Region 2

WARNING STOPS		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	132	0.12%
Asian or Pacific Islander	4,657	4.19%
Black	22,459	20.21%
White	56,802	51.10%
Hispanic or Latino	27,098	24.38%
Total	111,148	100.00%

Table 3 – Region 2

ARRESTS WITH WARNINGS		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	1	0.03%
Asian or Pacific Islander	125	3.59%
Black	943	27.05%
White	1,299	37.26%
Hispanic or Latino	1,118	32.07%
Total	3,486	100.00%

Table 4 – Region 2

ARRESTS		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	0	0.00%
Asian or Pacific Islander	124	4.84%
Black	686	26.80%
White	1,019	39.80%
Hispanic or Latino	731	28.55%
Total	2,560	100.00%

Table 5 – Region 2

MOTOR VEHICLE STOPS – GENDER	
Female	61,171
Male	125,790
Total	186,961

Table 6 – Region 2

MOTOR VEHICLE STOPS – PRIOR KNOWLEDGE	
Race/Ethnicity Known Prior to Stop	
Yes	798
No	186,163

Table 7 – Region 2

⁽²⁾DPS Motor Vehicle Stop Data as of 02/07/2024.

⁽³⁾Citation Stops excludes Custody Arrests.



2023 Motor Vehicle Stop Data Report

Southeast Texas Region

REASON FOR STOP										
Race/Ethnicity	Violation of Law		Pre-Existing Knowledge		Moving Traffic Violation		Vehicle Traffic Violation		Total Motor Vehicle Stops	
	#	%	#	%	#	%	#	%	#	%
Alaska Native or American Indian	9	0.28%	5	0.37%	158	0.12%	55	0.10%	227	0.12%
Asian or Pacific Islander	161	5.07%	25	1.83%	5,261	4.15%	1,901	3.42%	7,348	3.93%
Black	736	23.19%	236	17.26%	25,376	20.01%	12,811	23.03%	39,159	20.95%
White	1,179	37.15%	685	50.11%	60,107	47.41%	23,074	41.48%	85,045	45.49%
Hispanic or Latino	1,089	34.31%	416	30.43%	35,892	28.31%	17,785	31.97%	55,182	29.52%
Total	3,174	100.00%	1,367	100.00%	126,794	100.00%	55,626	100.00%	186,961	100.00%

Table 8 – Region 2

MOTOR VEHICLE STOPS – GENDER BY RACE						
Race/Ethnicity	Female		Male		Total Motor Vehicle Stops	
	#	%	#	%	#	%
Alaska Native or American Indian	62	0.10%	165	0.13%	227	0.12%
Asian or Pacific Islander	1,994	3.26%	5,354	4.26%	7,348	3.93%
Black	13,990	22.87%	25,169	20.01%	39,159	20.95%
White	31,264	51.11%	53,781	42.75%	85,045	45.49%
Hispanic or Latino	13,861	22.66%	41,321	32.85%	55,182	29.52%
Total	61,171	100.00%	125,790	100.00%	186,961	100.00%

Table 9 – Region 2



2023 Motor Vehicle Stop Data Report

Southeast Texas Region

TOTAL STOPS BY LOCATION		
Highway Classification	Total Motor Vehicle Stops	
	#	%
IH/US Highways	66,224	35.42%
FM/RR/State Highways	74,763	39.99%
City Streets	10,804	5.78%
County Roads	15,828	8.47%
Other	19,342	10.35%
Total	186,961	100.00%

Table 10 – Region 2

MOTOR VEHICLE STOPS – FORCE USED ⁽⁴⁾				
Physical force resulting in bodily injury according to PC 1.07				
Total Motor Vehicle Stops				
Race/Ethnicity	Yes		No	
	#	%	#	%
Alaska Native or American Indian	0	0.00%	227	0.12%
Asian or Pacific Islander	3	2.22%	7,345	3.93%
Black	35	25.93%	39,124	20.94%
White	56	41.48%	84,989	45.49%
Hispanic or Latino	41	30.37%	55,141	29.51%
Total	135	100.00%	186,826	100.00%

Table 11 – Region 2

⁽⁴⁾Force Used, as reported by field personnel.



2023 Motor Vehicle Stop Data Report

Southeast Texas Region

TOTAL VEHICLE SEARCHES ⁽⁵⁾						
Race/Ethnicity	Yes		No		Total Motor Vehicle Stops	
	#	%	#	%	#	%
Alaska Native or American Indian	3	0.04%	224	0.12%	227	0.12%
Asian or Pacific Islander	108	1.52%	7,240	4.03%	7,348	3.93%
Black	2,423	34.03%	36,736	20.43%	39,159	20.95%
White	2,599	36.50%	82,446	45.84%	85,045	45.49%
Hispanic or Latino	1,988	27.92%	53,194	29.58%	55,182	29.52%
Total	7,121	100.00%	179,840	100.00%	186,961	100.00%

Table 12 – Region 2

CONSENT VEHICLE SEARCHES		
Race/Ethnicity	Consent Searches	% of Consent Searches
Alaska Native or American Indian	0	0.00%
Asian or Pacific Islander	33	3.01%
Black	234	21.35%
White	489	44.62%
Hispanic or Latino	340	31.02%
Total	1,096	100.00%

Table 13 – Region 2

CONTRABAND IN PLAIN VIEW VEHICLE SEARCHES		
Race/Ethnicity	Contraband Searches	% of Contraband Searches
Alaska Native or American Indian	1	0.31%
Asian or Pacific Islander	4	1.26%
Black	81	25.47%
White	105	33.02%
Hispanic or Latino	127	39.94%
Total	318	100.00%

Table 14 – Region 2

PROBABLE CAUSE VEHICLE SEARCHES		
Race/Ethnicity	Probable Cause Searches	% of Probable Cause Searches
Alaska Native or American Indian	0	0.00%
Asian or Pacific Islander	42	1.08%
Black	1,748	45.09%
White	1,115	28.76%
Hispanic or Latino	972	25.07%
Total	3,877	100.00%

Table 15 – Region 2

INVENTORY VEHICLE SEARCHES ⁽⁶⁾		
Race/Ethnicity	Inventory Searches	% of Inventory Searches
Alaska Native or American Indian	2	0.13%
Asian or Pacific Islander	23	1.48%
Black	284	18.24%
White	780	50.10%
Hispanic or Latino	468	30.06%
Total	1,557	100.00%

Table 16 – Region 2

INCIDENT TO ARREST VEHICLE SEARCHES ⁽⁷⁾		
Race/Ethnicity	Incident to Arrest Searches	% of Incident to Arrest Searches
Alaska Native or American Indian	0	0.00%
Asian or Pacific Islander	6	2.20%
Black	76	27.84%
White	110	40.29%
Hispanic or Latino	81	29.67%
Total	273	100.00%

Table 17 – Region 2

⁽⁵⁾Searches include vehicle only, not the search of the individual(s) taken into custody.

⁽⁶⁾Inventory Vehicle Searches include: Crash and Inventory.

⁽⁷⁾Incident to Arrest Vehicle Searches include: Incident to Arrest and Search Warrant.



2023 Motor Vehicle Stop Data Report

Southeast Texas Region

CONTRABAND DISCOVERED ⁽⁸⁾						
Race/Ethnicity	Yes		No		Total Vehicle Searches	
	#	%	#	%	#	%
Alaska Native or American Indian	1	0.03%	2	0.05%	3	0.04%
Asian or Pacific Islander	34	1.16%	74	1.76%	108	1.52%
Black	1,061	36.25%	1,362	32.47%	2,423	34.03%
White	1,039	35.50%	1,560	37.20%	2,599	36.50%
Hispanic or Latino	792	27.06%	1,196	28.52%	1,988	27.92%
Total	2,927	100.00%	4,194	100.00%	7,121	100.00%

Table 18 – Region 2

CONTRABAND DISCOVERED – ARRESTED ⁽⁹⁾						
Race/Ethnicity	Yes		No		Total Contraband Searches	
	#	%	#	%	#	%
Alaska Native or American Indian	0	0.00%	1	0.06%	1	0.03%
Asian or Pacific Islander	10	0.86%	24	1.36%	34	1.16%
Black	459	39.57%	602	34.07%	1,061	36.25%
White	422	36.38%	617	34.92%	1,039	35.50%
Hispanic or Latino	269	23.19%	523	29.60%	792	27.06%
Total	1,160	100.00%	1,767	100.00%	2,927	100.00%

Table 19 – Region 2

⁽⁸⁾Contraband Discovered during a vehicle search, as reported by field personnel.

⁽⁹⁾Contraband Discovered during a vehicle search, where an individual was arrested, as reported by field personnel.



2023 Motor Vehicle Stop Data Report

Southeast Texas Region

CONTRABAND BY TYPE						
Race/Ethnicity	Drugs		Currency		Weapons	
	#	%	#	%	#	%
Alaska Native or American Indian	1	0.06%	0	0.00%	0	0.00%
Asian or Pacific Islander	17	1.02%	0	0.00%	0	0.00%
Black	715	42.89%	2	40.00%	31	43.66%
White	551	33.05%	1	20.00%	28	39.44%
Hispanic or Latino	383	22.98%	2	40.00%	12	16.90%
Total	1,667	100.00%	5	100.00%	71	100.00%

Table 20 – Region 2

CONTRABAND BY TYPE								
Race/Ethnicity	Alcohol		Stolen Property		Other ⁽¹⁰⁾		Total Contraband	
	#	%	#	%	#	%	#	%
Alaska Native or American Indian	0	0.00%	0	0.00%	0	0.00%	1	0.03%
Asian or Pacific Islander	7	1.02%	0	0.00%	10	2.03%	34	1.16%
Black	135	19.71%	1	16.67%	177	35.90%	1,061	36.25%
White	270	39.42%	4	66.67%	185	37.53%	1,039	35.50%
Hispanic or Latino	273	39.85%	1	16.67%	121	24.54%	792	27.06%
Total	685	100.00%	6	100.00%	493	100.00%	2,927	100.00%

Table 21 – Region 2

⁽¹⁰⁾Other includes: Contraband seized, not classified as drugs, currency, weapons, alcohol or stolen property.



2023 Motor Vehicle Stop Data Report

Southeast Texas Region

ARREST BASED ON ⁽¹⁾								
Race/Ethnicity	Penal Code Violation		Traffic Law Violation		Outstanding Warrant		Total Custody Arrests	
	#	%	#	%	#	%	#	%
Alaska Native or American Indian	0	0.00%	1	0.02%	0	0.00%	1	0.02%
Asian or Pacific Islander	10	0.93%	234	5.24%	5	0.99%	249	4.12%
Black	348	32.37%	1,146	25.66%	135	26.73%	1,629	26.94%
White	396	36.84%	1,710	38.29%	212	41.98%	2,318	38.34%
Hispanic or Latino	321	29.86%	1,375	30.79%	153	30.30%	1,849	30.58%
Total	1,075	100.00%	4,466	100.00%	505	100.00%	6,046	100.00%

Table 22 – Region 2

ANALYSIS OF CONTRABAND HIT RATE					
Race/Ethnicity	Searches	Contraband Found Yes	Contraband Hit Rate	Search Percent	Contraband Percent
Alaska Native or American Indian	3	1	33.33%	0.04%	0.03%
Asian or Pacific Islander	108	34	31.48%	1.52%	1.16%
Black	2,423	1,061	43.79%	34.03%	36.25%
White	2,599	1,039	39.98%	36.50%	35.50%
Hispanic or Latino	1,988	792	39.84%	27.92%	27.06%

Table 23 – Region 2

⁽¹⁾Custody arrest where a warning was issued as well. Unable to determine if an arrest and citation were completed due to system capabilities.

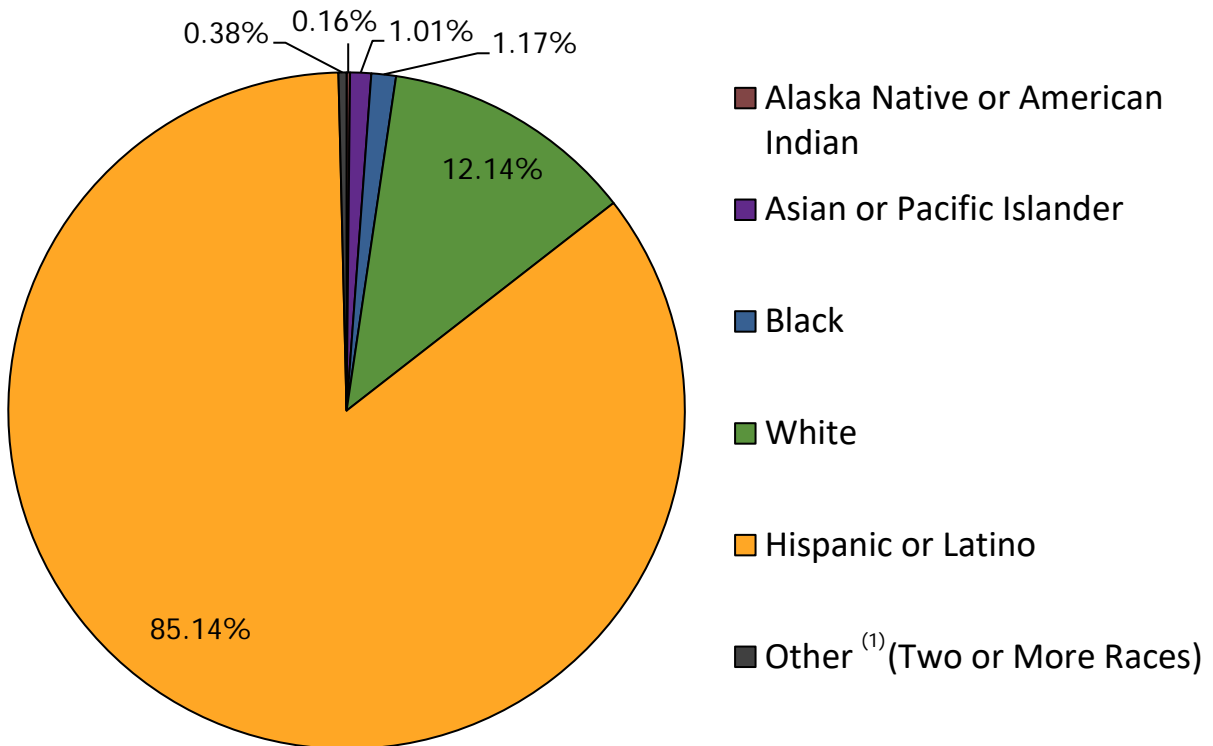


2023 Motor Vehicle Stop Data Report

South Texas Region

The following chart demonstrates the race/ethnicity population estimates for Texas as determined by the official 2022 Population Estimate published by the United States Census Bureau.

TEXAS - 2022 POPULATION ESTIMATE		
Race/Ethnicity	Total Persons	Percentage
Alaska Native or American Indian	3,981	0.16%
Asian or Pacific Islander	24,341	1.01%
Black	28,424	1.17%
White	293,900	12.14%
Hispanic or Latino	2,061,920	85.14%
Other ⁽¹⁾	9,317	0.38%
Total	2,421,883	100.00%



⁽¹⁾Other (Two or More Races) is a Race/Ethnicity category identified by the United States Census Bureau; however, it is not a category required by Texas statute.



2023 Motor Vehicle Stop Data Report

South Texas Region

Based upon data from January 1 through December 31, 2023⁽²⁾, DPS Troopers made motor vehicle stops, issued citations, warnings, and/or conducted searches of vehicles as follows:

TOTAL STOPS		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	207	0.05%
Asian or Pacific Islander	3,941	0.98%
Black	10,160	2.52%
White	53,306	13.22%
Hispanic or Latino	335,597	83.23%
Total	403,211	100.00%

Table 1 – Region 3

CITATION STOPS ⁽³⁾		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	40	0.04%
Asian or Pacific Islander	809	0.83%
Black	2,108	2.16%
White	9,164	9.38%
Hispanic or Latino	85,603	87.60%
Total	97,724	100.00%

Table 2 – Region 3

WARNING STOPS		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	162	0.06%
Asian or Pacific Islander	3,074	1.05%
Black	7,640	2.60%
White	42,963	14.65%
Hispanic or Latino	239,465	81.64%
Total	293,304	100.00%

Table 3 – Region 3

ARRESTS WITH WARNINGS		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	1	0.01%
Asian or Pacific Islander	43	0.48%
Black	274	3.03%
White	820	9.07%
Hispanic or Latino	7,901	87.41%
Total	9,039	100.00%

Table 4 – Region 3

ARRESTS		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	4	0.13%
Asian or Pacific Islander	15	0.48%
Black	138	4.39%
White	359	11.42%
Hispanic or Latino	2,628	83.59%
Total	3,144	100.00%

Table 5 – Region 3

MOTOR VEHICLE STOPS – GENDER	
Female	102,803
Male	300,408
Total	403,211

Table 6 – Region 3

MOTOR VEHICLE STOPS – PRIOR KNOWLEDGE	
Race/Ethnicity Known Prior to Stop	
Yes	13,015
No	390,196

Table 7 – Region 3

⁽²⁾DPS Motor Vehicle Stop Data as of 02/07/2024.

⁽³⁾Citation Stops excludes Custody Arrests.



2023 Motor Vehicle Stop Data Report

South Texas Region

REASON FOR STOP										
Race/Ethnicity	Violation of Law		Pre-Existing Knowledge		Moving Traffic Violation		Vehicle Traffic Violation		Total Motor Vehicle Stops	
	#	%	#	%	#	%	#	%	#	%
Alaska Native or American Indian	2	0.03%	3	0.14%	144	0.06%	58	0.04%	207	0.05%
Asian or Pacific Islander	51	0.80%	15	0.68%	2,570	1.01%	1,305	0.94%	3,941	0.98%
Black	206	3.22%	50	2.27%	6,361	2.49%	3,543	2.55%	10,160	2.52%
White	1,142	17.84%	243	11.03%	31,700	12.40%	20,221	14.56%	53,306	13.22%
Hispanic or Latino	5,002	78.12%	1,893	85.89%	214,907	84.05%	113,795	81.91%	335,597	83.23%
Total	6,403	100.00%	2,204	100.00%	255,682	100.00%	138,922	100.00%	403,211	100.00%

Table 8 – Region 3

MOTOR VEHICLE STOPS – GENDER BY RACE						
Race/Ethnicity	Female		Male		Total Motor Vehicle Stops	
	#	%	#	%	#	%
Alaska Native or American Indian	43	0.04%	164	0.05%	207	0.05%
Asian or Pacific Islander	851	0.83%	3,090	1.03%	3,941	0.98%
Black	1,985	1.93%	8,175	2.72%	10,160	2.52%
White	14,832	14.43%	38,474	12.81%	53,306	13.22%
Hispanic or Latino	85,092	82.77%	250,505	83.39%	335,597	83.23%
Total	102,803	100.00%	300,408	100.00%	403,211	100.00%

Table 9 – Region 3



2023 Motor Vehicle Stop Data Report

South Texas Region

TOTAL STOPS BY LOCATION		
Highway Classification	Total Motor Vehicle Stops	
	#	%
IH/US Highways	168,183	41.71%
FM/RR/State Highways	100,880	25.02%
City Streets	28,886	7.16%
County Roads	27,181	6.74%
Other	78,081	19.36%
Total	403,211	100.00%

Table 10 – Region 3

MOTOR VEHICLE STOPS – FORCE USED ⁽⁴⁾				
Physical force resulting in bodily injury according to PC 1.07				
Total Motor Vehicle Stops				
Race/Ethnicity	Yes		No	
	#	%	#	%
Alaska Native or American Indian	0	0.00%	207	0.05%
Asian or Pacific Islander	4	0.60%	3,937	0.98%
Black	14	2.11%	10,146	2.52%
White	64	9.64%	53,242	13.23%
Hispanic or Latino	582	87.65%	335,015	83.22%
Total	664	100.00%	402,547	100.00%

Table 11 – Region 3

⁽⁴⁾Force Used, as reported by field personnel.



2023 Motor Vehicle Stop Data Report

South Texas Region

TOTAL VEHICLE SEARCHES ⁽⁵⁾						
Race/Ethnicity	Yes		No		Total Motor Vehicle Stops	
	#	%	#	%	#	%
Alaska Native or American Indian	8	0.05%	199	0.05%	207	0.05%
Asian or Pacific Islander	77	0.52%	3,864	0.99%	3,941	0.98%
Black	667	4.50%	9,493	2.44%	10,160	2.52%
White	1,368	9.24%	51,938	13.37%	53,306	13.22%
Hispanic or Latino	12,693	85.69%	322,904	83.14%	335,597	83.23%
Total	14,813	100.00%	388,398	100.00%	403,211	100.00%

Table 12 – Region 3

CONSENT VEHICLE SEARCHES		
Race/Ethnicity	Consent Searches	% of Consent Searches
Alaska Native or American Indian	1	0.02%
Asian or Pacific Islander	31	0.50%
Black	158	2.53%
White	387	6.19%
Hispanic or Latino	5,679	90.78%
Total	6,256	100.00%

Table 13 – Region 3

CONTRABAND IN PLAIN VIEW VEHICLE SEARCHES		
Race/Ethnicity	Contraband Searches	% of Contraband Searches
Alaska Native or American Indian	0	0.00%
Asian or Pacific Islander	2	0.35%
Black	27	4.76%
White	62	10.93%
Hispanic or Latino	476	83.95%
Total	567	100.00%

Table 14 – Region 3

PROBABLE CAUSE VEHICLE SEARCHES		
Race/Ethnicity	Probable Cause Searches	% of Probable Cause Searches
Alaska Native or American Indian	1	0.02%
Asian or Pacific Islander	21	0.47%
Black	278	6.25%
White	459	10.31%
Hispanic or Latino	3,692	82.95%
Total	4,451	100.00%

Table 15 – Region 3

INVENTORY VEHICLE SEARCHES ⁽⁶⁾		
Race/Ethnicity	Inventory Searches	% of Inventory Searches
Alaska Native or American Indian	6	0.22%
Asian or Pacific Islander	17	0.63%
Black	137	5.04%
White	377	13.87%
Hispanic or Latino	2,181	80.24%
Total	2,718	100.00%

Table 16 – Region 3

INCIDENT TO ARREST VEHICLE SEARCHES ⁽⁷⁾		
Race/Ethnicity	Incident to Arrest Searches	% of Incident to Arrest Searches
Alaska Native or American Indian	0	0.00%
Asian or Pacific Islander	6	0.73%
Black	67	8.16%
White	83	10.11%
Hispanic or Latino	665	81.00%
Total	821	100.00%

Table 17 – Region 3

⁽⁵⁾Searches include vehicle only, not the search of the individual(s) taken into custody.

⁽⁶⁾Inventory Vehicle Searches include: Crash and Inventory.

⁽⁷⁾Incident to Arrest Vehicle Searches include: Incident to Arrest and Search Warrant.



2023 Motor Vehicle Stop Data Report

South Texas Region

CONTRABAND DISCOVERED ⁽⁸⁾						
Race/Ethnicity	Yes		No		Total Vehicle Searches	
	#	%	#	%	#	%
Alaska Native or American Indian	1	0.03%	7	0.06%	8	0.05%
Asian or Pacific Islander	17	0.46%	60	0.54%	77	0.52%
Black	192	5.18%	475	4.28%	667	4.50%
White	385	10.40%	983	8.85%	1,368	9.24%
Hispanic or Latino	3,108	83.93%	9,585	86.27%	12,693	85.69%
Total	3,703	100.00%	11,110	100.00%	14,813	100.00%

Table 18 – Region 3

CONTRABAND DISCOVERED – ARRESTED ⁽⁹⁾						
Race/Ethnicity	Yes		No		Total Contraband Searches	
	#	%	#	%	#	%
Alaska Native or American Indian	0	0.00%	1	0.06%	1	0.03%
Asian or Pacific Islander	10	0.48%	7	0.43%	17	0.46%
Black	115	5.55%	77	4.72%	192	5.18%
White	197	9.51%	188	11.52%	385	10.40%
Hispanic or Latino	1,749	84.45%	1,359	83.27%	3,108	83.93%
Total	2,071	100.00%	1,632	100.00%	3,703	100.00%

Table 19 – Region 3

⁽⁸⁾Contraband Discovered during a vehicle search, as reported by field personnel.

⁽⁹⁾Contraband Discovered during a vehicle search, where an individual was arrested, as reported by field personnel.



2023 Motor Vehicle Stop Data Report

South Texas Region

CONTRABAND BY TYPE						
Race/Ethnicity	Drugs		Currency		Weapons	
	#	%	#	%	#	%
Alaska Native or American Indian	1	0.05%	0	0.00%	0	0.00%
Asian or Pacific Islander	6	0.30%	1	7.14%	0	0.00%
Black	112	5.68%	1	7.14%	12	16.67%
White	209	10.60%	0	0.00%	10	13.89%
Hispanic or Latino	1,644	83.37%	12	85.71%	50	69.44%
Total	1,972	100.00%	14	100.00%	72	100.00%

Table 20 – Region 3

CONTRABAND BY TYPE								
Race/Ethnicity	Alcohol		Stolen Property		Other ⁽¹⁰⁾		Total Contraband	
	#	%	#	%	#	%	#	%
Alaska Native or American Indian	0	0.00%	0	0.00%	0	0.00%	1	0.03%
Asian or Pacific Islander	5	0.56%	0	0.00%	5	0.71%	17	0.46%
Black	20	2.24%	1	2.33%	46	6.49%	192	5.18%
White	107	11.98%	6	13.95%	53	7.48%	385	10.40%
Hispanic or Latino	761	85.22%	36	83.72%	605	85.33%	3,108	83.93%
Total	893	100.00%	43	100.00%	709	100.00%	3,703	100.00%

Table 21 – Region 3

⁽¹⁰⁾Other includes: Contraband seized, not classified as drugs, currency, weapons, alcohol or stolen property.



2023 Motor Vehicle Stop Data Report

South Texas Region

ARREST BASED ON ⁽¹⁾								
Race/Ethnicity	Penal Code Violation		Traffic Law Violation		Outstanding Warrant		Total Custody Arrests	
	#	%	#	%	#	%	#	%
Alaska Native or American Indian	0	0.00%	2	0.02%	3	0.40%	5	0.04%
Asian or Pacific Islander	15	0.52%	39	0.46%	4	0.53%	58	0.48%
Black	138	4.76%	252	2.95%	22	2.90%	412	3.38%
White	265	9.15%	818	9.59%	96	12.66%	1,179	9.68%
Hispanic or Latino	2,479	85.57%	7,417	86.97%	633	83.51%	10,529	86.42%
Total	2,897	100.00%	8,528	100.00%	758	100.00%	12,183	100.00%

Table 22 – Region 3

ANALYSIS OF CONTRABAND HIT RATE					
Race/Ethnicity	Searches	Contraband Found Yes	Contraband Hit Rate	Search Percent	Contraband Percent
Alaska Native or American Indian	8	1	12.50%	0.05%	0.03%
Asian or Pacific Islander	77	17	22.08%	0.52%	0.46%
Black	667	192	28.79%	4.50%	5.18%
White	1,368	385	28.14%	9.24%	10.40%
Hispanic or Latino	12,693	3,108	24.49%	85.69%	83.93%

Table 23 – Region 3

⁽¹⁾Custody arrest where a warning was issued as well. Unable to determine if an arrest and citation were completed due to system capabilities.

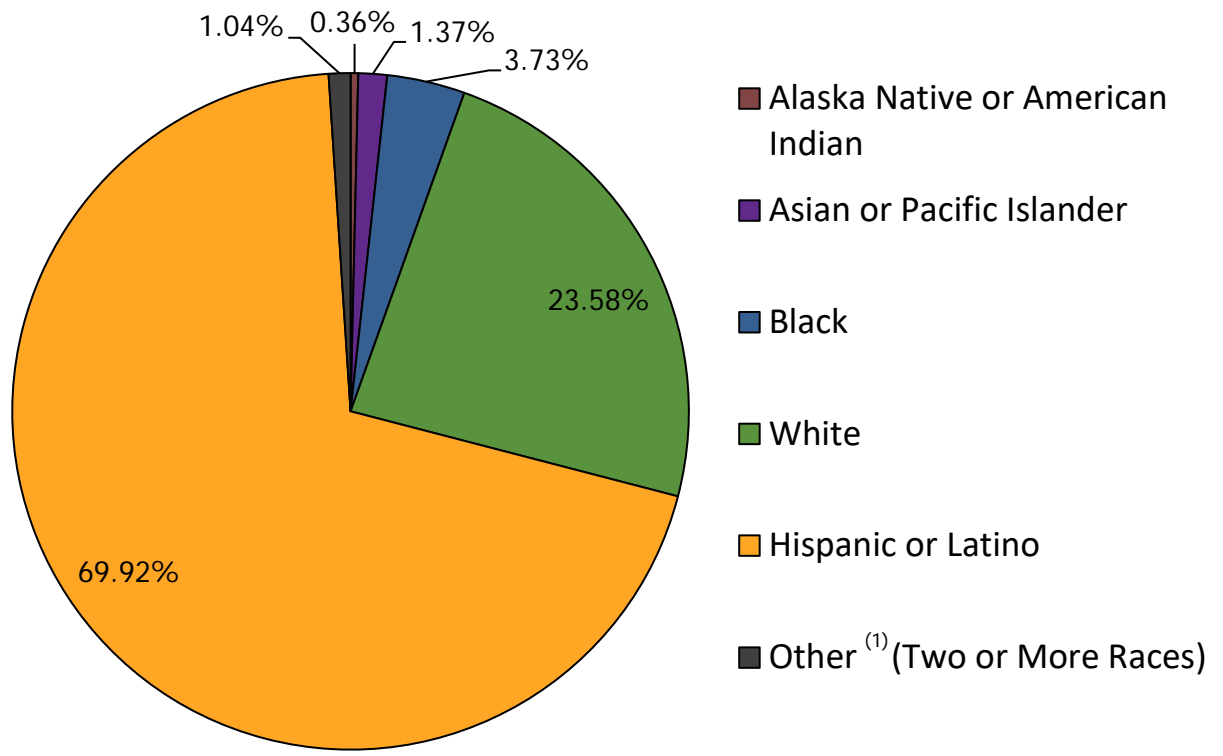


2023 Motor Vehicle Stop Data Report

West Texas Region

The following chart demonstrates the race/ethnicity population estimates for Texas as determined by the official 2022 Population Estimate published by the United States Census Bureau.

TEXAS - 2022 POPULATION ESTIMATE		
Race/Ethnicity	Total Persons	Percentage
Alaska Native or American Indian	5,543	0.36%
Asian or Pacific Islander	20,961	1.37%
Black	56,936	3.73%
White	360,330	23.58%
Hispanic or Latino	1,068,259	69.92%
Other ⁽¹⁾	15,868	1.04%
Total	1,527,897	100.00%



⁽¹⁾Other (Two or More Races) is a Race/Ethnicity category identified by the United States Census Bureau; however, it is not a category required by Texas statute.



2023 Motor Vehicle Stop Data Report

West Texas Region

Based upon data from January 1 through December 31, 2023⁽²⁾, DPS Troopers made motor vehicle stops, issued citations, warnings, and/or conducted searches of vehicles as follows:

TOTAL STOPS		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	166	0.10%
Asian or Pacific Islander	3,030	1.74%
Black	9,597	5.51%
White	48,045	27.58%
Hispanic or Latino	113,365	65.08%
Total	174,203	100.00%

Table 1 – Region 4

CITATION STOPS ⁽³⁾		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	57	0.10%
Asian or Pacific Islander	947	1.71%
Black	3,476	6.29%
White	13,863	25.07%
Hispanic or Latino	36,950	66.83%
Total	55,293	100.00%

Table 2 – Region 4

WARNING STOPS		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	100	0.09%
Asian or Pacific Islander	2,048	1.78%
Black	5,846	5.07%
White	33,348	28.92%
Hispanic or Latino	73,989	64.15%
Total	115,331	100.00%

Table 3 – Region 4

ARRESTS WITH WARNINGS		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	4	0.18%
Asian or Pacific Islander	26	1.15%
Black	160	7.05%
White	477	21.02%
Hispanic or Latino	1,602	70.60%
Total	2,269	100.00%

Table 4 – Region 4

ARRESTS		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	5	0.38%
Asian or Pacific Islander	9	0.69%
Black	115	8.78%
White	357	27.25%
Hispanic or Latino	824	62.90%
Total	1,310	100.00%

Table 5 – Region 4

MOTOR VEHICLE STOPS – GENDER	
Female	36,657
Male	137,546
Total	174,203

Table 6 – Region 4

MOTOR VEHICLE STOPS – PRIOR KNOWLEDGE	
Race/Ethnicity Known Prior to Stop	
Yes	478
No	173,725

Table 7 – Region 4

⁽²⁾DPS Motor Vehicle Stop Data as of 02/07/2024.

⁽³⁾Citation Stops excludes Custody Arrests.



2023 Motor Vehicle Stop Data Report

West Texas Region

REASON FOR STOP										
Race/Ethnicity	Violation of Law		Pre-Existing Knowledge		Moving Traffic Violation		Vehicle Traffic Violation		Total Motor Vehicle Stops	
	#	%	#	%	#	%	#	%	#	%
Alaska Native or American Indian	3	0.19%	2	0.16%	126	0.10%	35	0.07%	166	0.10%
Asian or Pacific Islander	15	0.93%	12	0.95%	2,364	1.91%	639	1.35%	3,030	1.74%
Black	96	5.96%	87	6.87%	6,671	5.38%	2,743	5.80%	9,597	5.51%
White	368	22.84%	345	27.25%	34,651	27.94%	12,681	26.79%	48,045	27.58%
Hispanic or Latino	1,129	70.08%	820	64.77%	80,188	64.67%	31,228	65.98%	113,365	65.08%
Total	1,611	100.00%	1,266	100.00%	124,000	100.00%	47,326	100.00%	174,203	100.00%

Table 8 – Region 4

MOTOR VEHICLE STOPS – GENDER BY RACE						
Race/Ethnicity	Female		Male		Total Motor Vehicle Stops	
	#	%	#	%	#	%
Alaska Native or American Indian	31	0.08%	135	0.10%	166	0.10%
Asian or Pacific Islander	658	1.80%	2,372	1.72%	3,030	1.74%
Black	1,978	5.40%	7,619	5.54%	9,597	5.51%
White	13,016	35.51%	35,029	25.47%	48,045	27.58%
Hispanic or Latino	20,974	57.22%	92,391	67.17%	113,365	65.08%
Total	36,657	100.00%	137,546	100.00%	174,203	100.00%

Table 9 – Region 4



2023 Motor Vehicle Stop Data Report

West Texas Region

TOTAL STOPS BY LOCATION		
Highway Classification	Total Motor Vehicle Stops	
	#	%
IH/US Highways	81,504	46.79%
FM/RR/State Highways	37,076	21.28%
City Streets	9,349	5.37%
County Roads	9,716	5.58%
Other	36,558	20.99%
Total	174,203	100.00%

Table 10 – Region 4

MOTOR VEHICLE STOPS – FORCE USED ⁽⁴⁾				
Physical force resulting in bodily injury according to PC 1.07				
Total Motor Vehicle Stops				
Race/Ethnicity	Yes		No	
	#	%	#	%
Alaska Native or American Indian	1	0.95%	165	0.09%
Asian or Pacific Islander	2	1.90%	3,028	1.74%
Black	4	3.81%	9,593	5.51%
White	33	31.43%	48,012	27.58%
Hispanic or Latino	65	61.90%	113,300	65.08%
Total	105	100.00%	174,098	100.00%

Table 11 – Region 4

⁽⁴⁾Force Used, as reported by field personnel.



2023 Motor Vehicle Stop Data Report

West Texas Region

TOTAL VEHICLE SEARCHES ⁽⁵⁾						
Race/Ethnicity	Yes		No		Total Motor Vehicle Stops	
	#	%	#	%	#	%
Alaska Native or American Indian	10	0.18%	156	0.09%	166	0.10%
Asian or Pacific Islander	56	0.98%	2,974	1.76%	3,030	1.74%
Black	599	10.53%	8,998	5.34%	9,597	5.51%
White	1,220	21.46%	46,825	27.79%	48,045	27.58%
Hispanic or Latino	3,801	66.85%	109,564	65.02%	113,365	65.08%
Total	5,686	100.00%	168,517	100.00%	174,203	100.00%

Table 12 – Region 4

CONSENT VEHICLE SEARCHES		
Race/Ethnicity	Consent Searches	% of Consent Searches
Alaska Native or American Indian	1	0.08%
Asian or Pacific Islander	21	1.68%
Black	89	7.13%
White	266	21.30%
Hispanic or Latino	872	69.82%
Total	1,249	100.00%

Table 13 – Region 4

CONTRABAND IN PLAIN VIEW VEHICLE SEARCHES		
Race/Ethnicity	Contraband Searches	% of Contraband Searches
Alaska Native or American Indian	1	0.31%
Asian or Pacific Islander	2	0.63%
Black	17	5.31%
White	49	15.31%
Hispanic or Latino	251	78.44%
Total	320	100.00%

Table 14 – Region 4

PROBABLE CAUSE VEHICLE SEARCHES		
Race/Ethnicity	Probable Cause Searches	% of Probable Cause Searches
Alaska Native or American Indian	3	0.12%
Asian or Pacific Islander	23	0.91%
Black	389	15.39%
White	557	22.04%
Hispanic or Latino	1,555	61.54%
Total	2,527	100.00%

Table 15 – Region 4

INVENTORY VEHICLE SEARCHES ⁽⁶⁾		
Race/Ethnicity	Inventory Searches	% of Inventory Searches
Alaska Native or American Indian	5	0.37%
Asian or Pacific Islander	10	0.75%
Black	93	6.97%
White	312	23.39%
Hispanic or Latino	914	68.52%
Total	1,334	100.00%

Table 16 – Region 4

INCIDENT TO ARREST VEHICLE SEARCHES ⁽⁷⁾		
Race/Ethnicity	Incident to Arrest Searches	% of Incident to Arrest Searches
Alaska Native or American Indian	0	0.00%
Asian or Pacific Islander	0	0.00%
Black	11	4.30%
White	36	14.06%
Hispanic or Latino	209	81.64%
Total	256	100.00%

Table 17 – Region 4

⁽⁵⁾Searches include vehicle only, not the search of the individual(s) taken into custody.

⁽⁶⁾Inventory Vehicle Searches include: Crash and Inventory.

⁽⁷⁾Incident to Arrest Vehicle Searches include: Incident to Arrest and Search Warrant.



2023 Motor Vehicle Stop Data Report

West Texas Region

CONTRABAND DISCOVERED ⁽⁸⁾						
Race/Ethnicity	Yes		No		Total Vehicle Searches	
	#	%	#	%	#	%
Alaska Native or American Indian	8	0.34%	2	0.06%	10	0.18%
Asian or Pacific Islander	21	0.90%	35	1.05%	56	0.98%
Black	255	10.90%	344	10.28%	599	10.53%
White	495	21.15%	725	21.67%	1,220	21.46%
Hispanic or Latino	1,561	66.71%	2,240	66.95%	3,801	66.85%
Total	2,340	100.00%	3,346	100.00%	5,686	100.00%

Table 18 – Region 4

CONTRABAND DISCOVERED – ARRESTED ⁽⁹⁾						
Race/Ethnicity	Yes		No		Total Contraband Searches	
	#	%	#	%	#	%
Alaska Native or American Indian	7	0.59%	1	0.09%	8	0.34%
Asian or Pacific Islander	10	0.85%	11	0.95%	21	0.90%
Black	117	9.89%	138	11.93%	255	10.90%
White	250	21.13%	245	21.18%	495	21.15%
Hispanic or Latino	799	67.54%	762	65.86%	1,561	66.71%
Total	1,183	100.00%	1,157	100.00%	2,340	100.00%

Table 19 – Region 4

⁽⁸⁾Contraband Discovered during a vehicle search, as reported by field personnel.

⁽⁹⁾Contraband Discovered during a vehicle search, where an individual was arrested, as reported by field personnel.



2023 Motor Vehicle Stop Data Report

West Texas Region

CONTRABAND BY TYPE						
Race/Ethnicity	Drugs		Currency		Weapons	
	#	%	#	%	#	%
Alaska Native or American Indian	5	0.42%	0	0.00%	0	0.00%
Asian or Pacific Islander	15	1.25%	0	0.00%	0	0.00%
Black	197	16.39%	0	0.00%	0	0.00%
White	308	25.62%	0	0.00%	2	12.50%
Hispanic or Latino	677	56.32%	4	100.00%	14	87.50%
Total	1,202	100.00%	4	100.00%	16	100.00%

Table 20 – Region 4

CONTRABAND BY TYPE								
Race/Ethnicity	Alcohol		Stolen Property		Other ⁽¹⁰⁾		Total Contraband	
	#	%	#	%	#	%	#	%
Alaska Native or American Indian	3	0.68%	0	0.00%	0	0.00%	8	0.34%
Asian or Pacific Islander	4	0.91%	0	0.00%	2	0.30%	21	0.90%
Black	23	5.23%	2	100.00%	33	4.88%	255	10.90%
White	88	20.00%	0	0.00%	97	14.35%	495	21.15%
Hispanic or Latino	322	73.18%	0	0.00%	544	80.47%	1,561	66.71%
Total	440	100.00%	2	100.00%	676	100.00%	2,340	100.00%

Table 21 – Region 4

⁽¹⁰⁾Other includes: Contraband seized, not classified as drugs, currency, weapons, alcohol or stolen property.



2023 Motor Vehicle Stop Data Report

West Texas Region

ARREST BASED ON ⁽¹⁾								
Race/Ethnicity	Penal Code Violation		Traffic Law Violation		Outstanding Warrant		Total Custody Arrests	
	#	%	#	%	#	%	#	%
Alaska Native or American Indian	6	0.34%	1	0.07%	2	0.48%	9	0.25%
Asian or Pacific Islander	10	0.57%	17	1.20%	8	1.90%	35	0.98%
Black	129	7.39%	106	7.50%	40	9.52%	275	7.68%
White	359	20.57%	377	26.66%	98	23.33%	834	23.30%
Hispanic or Latino	1,241	71.12%	913	64.57%	272	64.76%	2,426	67.78%
Total	1,745	100.00%	1,414	100.00%	420	100.00%	3,579	100.00%

Table 22 – Region 4

ANALYSIS OF CONTRABAND HIT RATE					
Race/Ethnicity	Searches	Contraband Found Yes	Contraband Hit Rate	Search Percent	Contraband Percent
Alaska Native or American Indian	10	8	80.00%	0.18%	0.34%
Asian or Pacific Islander	56	21	37.50%	0.98%	0.90%
Black	599	255	42.57%	10.53%	10.90%
White	1,220	495	40.57%	21.46%	21.15%
Hispanic or Latino	3,801	1,561	41.07%	66.85%	66.71%

Table 23 – Region 4

⁽¹⁾Custody arrest where a warning was issued as well. Unable to determine if an arrest and citation were completed due to system capabilities.

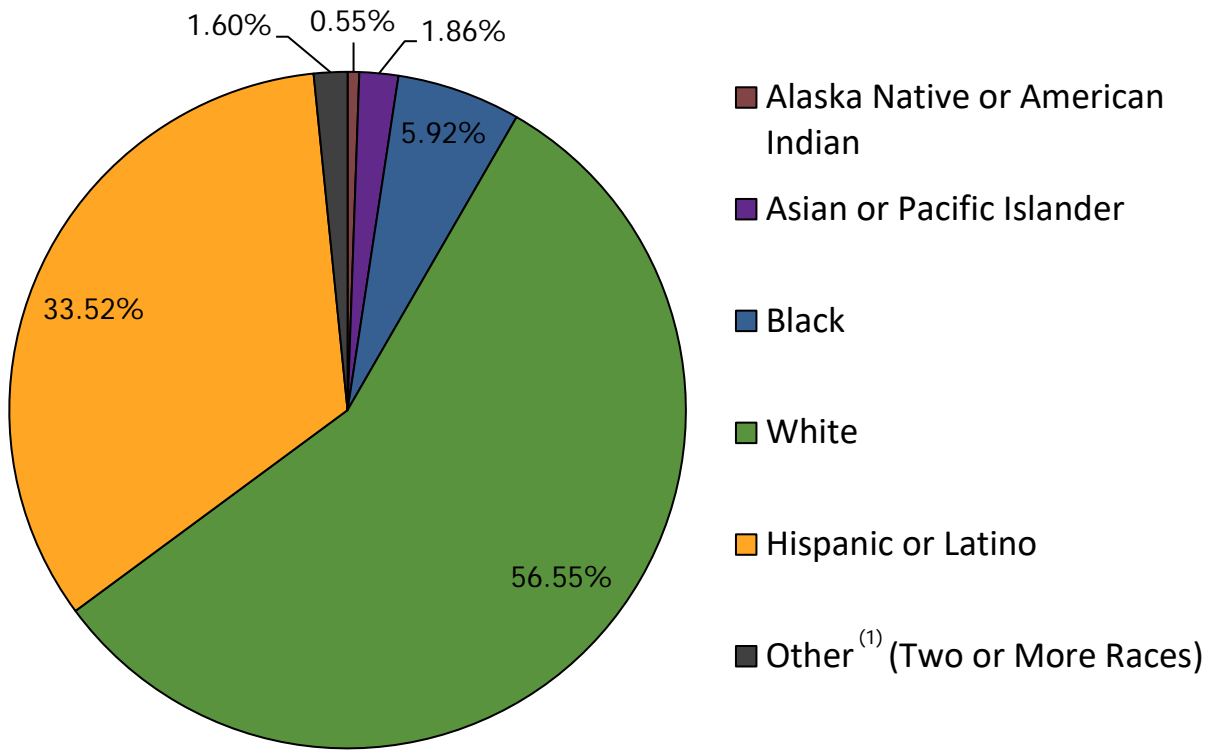


2023 Motor Vehicle Stop Data Report

Northwest Texas Region

The following chart demonstrates the race/ethnicity population estimates for Texas as determined by the official 2022 Population Estimate published by the United States Census Bureau.

TEXAS - 2022 POPULATION ESTIMATE		
Race/Ethnicity	Total Persons	Percentage
Alaska Native or American Indian	7,868	0.55%
Asian or Pacific Islander	26,375	1.86%
Black	84,105	5.92%
White	803,836	56.55%
Hispanic or Latino	476,389	33.52%
Other ⁽¹⁾	22,796	1.60%
Total	1,421,369	100.00%



⁽¹⁾Other (Two or More Races) is a Race/Ethnicity category identified by the United States Census Bureau; however, it is not a category required by Texas statute.



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Based upon data from January 1 through December 31, 2023⁽²⁾, DPS Troopers made motor vehicle stops, issued citations, warnings, and/or conducted searches of vehicles as follows:

TOTAL STOPS		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	285	0.20%
Asian or Pacific Islander	3,830	2.71%
Black	11,260	7.96%
White	82,818	58.51%
Hispanic or Latino	43,348	30.63%
Total	141,541	100.00%

Table 1 – Region 5

CITATION STOPS ⁽³⁾		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	97	0.27%
Asian or Pacific Islander	1,071	2.98%
Black	3,472	9.66%
White	16,713	46.52%
Hispanic or Latino	14,575	40.57%
Total	35,928	100.00%

Table 2 – Region 5

WARNING STOPS		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	180	0.18%
Asian or Pacific Islander	2,688	2.64%
Black	7,371	7.24%
White	64,127	62.98%
Hispanic or Latino	27,463	26.97%
Total	101,829	100.00%

Table 3 – Region 5

ARRESTS WITH WARNINGS		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	3	0.13%
Asian or Pacific Islander	43	1.88%
Black	220	9.62%
White	1,293	56.54%
Hispanic or Latino	728	31.83%
Total	2,287	100.00%

Table 4 – Region 5

ARRESTS		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	5	0.33%
Asian or Pacific Islander	28	1.87%
Black	197	13.16%
White	685	45.76%
Hispanic or Latino	582	38.88%
Total	1,497	100.00%

Table 5 – Region 5

MOTOR VEHICLE STOPS – GENDER	
Female	43,606
Male	97,935
Total	141,541

Table 6 – Region 5

MOTOR VEHICLE STOPS – PRIOR KNOWLEDGE	
Race/Ethnicity Known Prior to Stop	
Yes	199
No	141,342

Table 7 – Region 5

⁽²⁾DPS Motor Vehicle Stop Data as of 02/07/2024.

⁽³⁾Citation Stops excludes Custody Arrests.



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REASON FOR STOP										
Race/Ethnicity	Violation of Law		Pre-Existing Knowledge		Moving Traffic Violation		Vehicle Traffic Violation		Total Motor Vehicle Stops	
	#	%	#	%	#	%	#	%	#	%
Alaska Native or American Indian	2	0.17%	0	0.00%	250	0.22%	33	0.13%	285	0.20%
Asian or Pacific Islander	14	1.17%	8	1.34%	3,266	2.87%	542	2.10%	3,830	2.71%
Black	83	6.92%	53	8.86%	8,975	7.87%	2,149	8.34%	11,260	7.96%
White	577	48.08%	338	56.52%	67,646	59.34%	14,257	55.36%	82,818	58.51%
Hispanic or Latino	524	43.67%	199	33.28%	33,854	29.70%	8,771	34.06%	43,348	30.63%
Total	1,200	100.00%	598	100.00%	113,991	100.00%	25,752	100.00%	141,541	100.00%

Table 8 – Region 5

MOTOR VEHICLE STOPS – GENDER BY RACE						
Race/Ethnicity	Female		Male		Total Motor Vehicle Stops	
	#	%	#	%	#	%
Alaska Native or American Indian	85	0.19%	200	0.20%	285	0.20%
Asian or Pacific Islander	880	2.02%	2,950	3.01%	3,830	2.71%
Black	3,110	7.13%	8,150	8.32%	11,260	7.96%
White	28,171	64.60%	54,647	55.80%	82,818	58.51%
Hispanic or Latino	11,360	26.05%	31,988	32.66%	43,348	30.63%
Total	43,606	100.00%	97,935	100.00%	141,541	100.00%

Table 9 – Region 5



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TOTAL STOPS BY LOCATION		
Highway Classification	Total Motor Vehicle Stops	
	#	%
IH/US Highways	100,008	70.66%
FM/RR/State Highways	26,373	18.63%
City Streets	2,734	1.93%
County Roads	2,806	1.98%
Other	9,620	6.80%
Total	141,541	100.00%

Table 10 – Region 5

MOTOR VEHICLE STOPS – FORCE USED ⁽⁴⁾				
Physical force resulting in bodily injury according to PC 1.07				
Total Motor Vehicle Stops				
Race/Ethnicity	Yes		No	
	#	%	#	%
Alaska Native or American Indian	0	0.00%	285	0.20%
Asian or Pacific Islander	2	2.94%	3,828	2.71%
Black	4	5.88%	11,256	7.96%
White	44	64.71%	82,774	58.51%
Hispanic or Latino	18	26.47%	43,330	30.63%
Total	68	100.00%	141,473	100.00%

Table 11 – Region 5

⁽⁴⁾Force Used, as reported by field personnel.



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Northwest Texas Region

TOTAL VEHICLE SEARCHES ⁽⁵⁾						
Race/Ethnicity	Yes		No		Total Motor Vehicle Stops	
	#	%	#	%	#	%
Alaska Native or American Indian	18	0.41%	267	0.19%	285	0.20%
Asian or Pacific Islander	82	1.85%	3,748	2.73%	3,830	2.71%
Black	801	18.09%	10,459	7.63%	11,260	7.96%
White	1,811	40.91%	81,007	59.08%	82,818	58.51%
Hispanic or Latino	1,715	38.74%	41,633	30.36%	43,348	30.63%
Total	4,427	100.00%	137,114	100.00%	141,541	100.00%

Table 12 – Region 5

CONSENT VEHICLE SEARCHES		
Race/Ethnicity	Consent Searches	% of Consent Searches
Alaska Native or American Indian	2	0.25%
Asian or Pacific Islander	34	4.27%
Black	78	9.79%
White	271	34.00%
Hispanic or Latino	412	51.69%
Total	797	100.00%

Table 13 – Region 5

PROBABLE CAUSE VEHICLE SEARCHES		
Race/Ethnicity	Probable Cause Searches	% of Probable Cause Searches
Alaska Native or American Indian	12	0.47%
Asian or Pacific Islander	35	1.37%
Black	607	23.72%
White	991	38.73%
Hispanic or Latino	914	35.72%
Total	2,559	100.00%

Table 15 – Region 5

CONTRABAND IN PLAIN VIEW VEHICLE SEARCHES		
Race/Ethnicity	Contraband Searches	% of Contraband Searches
Alaska Native or American Indian	0	0.00%
Asian or Pacific Islander	1	1.14%
Black	15	17.05%
White	35	39.77%
Hispanic or Latino	37	42.05%
Total	88	100.00%

Table 14 – Region 5

INVENTORY VEHICLE SEARCHES ⁽⁶⁾		
Race/Ethnicity	Inventory Searches	% of Inventory Searches
Alaska Native or American Indian	4	0.46%
Asian or Pacific Islander	10	1.15%
Black	85	9.79%
White	467	53.80%
Hispanic or Latino	302	34.79%
Total	868	100.00%

Table 16 – Region 5

INCIDENT TO ARREST VEHICLE SEARCHES ⁽⁷⁾		
Race/Ethnicity	Incident to Arrest Searches	% of Incident to Arrest Searches
Alaska Native or American Indian	0	0.00%
Asian or Pacific Islander	2	1.74%
Black	16	13.91%
White	47	40.87%
Hispanic or Latino	50	43.48%
Total	115	100.00%

Table 17 – Region 5

⁽⁵⁾Searches include vehicle only, not the search of the individual(s) taken into custody.

⁽⁶⁾Inventory Vehicle Searches include: Crash and Inventory.

⁽⁷⁾Incident to Arrest Vehicle Searches include: Incident to Arrest and Search Warrant.



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CONTRABAND DISCOVERED ⁽⁸⁾						
Race/Ethnicity	Yes		No		Total Vehicle Searches	
	#	%	#	%	#	%
Alaska Native or American Indian	10	0.51%	8	0.33%	18	0.41%
Asian or Pacific Islander	21	1.07%	61	2.48%	82	1.85%
Black	411	20.87%	390	15.87%	801	18.09%
White	784	39.82%	1,027	41.78%	1,811	40.91%
Hispanic or Latino	743	37.73%	972	39.54%	1,715	38.74%
Total	1,969	100.00%	2,458	100.00%	4,427	100.00%

Table 18 – Region 5

CONTRABAND DISCOVERED – ARRESTED ⁽⁹⁾						
Race/Ethnicity	Yes		No		Total Contraband Searches	
	#	%	#	%	#	%
Alaska Native or American Indian	4	0.50%	6	0.51%	10	0.51%
Asian or Pacific Islander	11	1.38%	10	0.85%	21	1.07%
Black	160	20.03%	251	21.45%	411	20.87%
White	310	38.80%	474	40.51%	784	39.82%
Hispanic or Latino	314	39.30%	429	36.67%	743	37.73%
Total	799	100.00%	1,170	100.00%	1,969	100.00%

Table 19 – Region 5

⁽⁸⁾Contraband Discovered during a vehicle search, as reported by field personnel.

⁽⁹⁾Contraband Discovered during a vehicle search, where an individual was arrested, as reported by field personnel.



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CONTRABAND BY TYPE						
Race/Ethnicity	Drugs		Currency		Weapons	
	#	%	#	%	#	%
Alaska Native or American Indian	9	0.62%	0	0.00%	0	0.00%
Asian or Pacific Islander	16	1.11%	0	0.00%	0	0.00%
Black	337	23.37%	0	0.00%	4	21.05%
White	562	38.97%	1	9.09%	9	47.37%
Hispanic or Latino	518	35.92%	10	90.91%	6	31.58%
Total	1,442	100.00%	11	100.00%	19	100.00%

Table 20 – Region 5

CONTRABAND BY TYPE								
Race/Ethnicity	Alcohol		Stolen Property		Other ⁽¹⁰⁾		Total Contraband	
	#	%	#	%	#	%	#	%
Alaska Native or American Indian	0	0.00%	0	0.00%	1	0.47%	10	0.51%
Asian or Pacific Islander	3	1.10%	1	11.11%	1	0.47%	21	1.07%
Black	35	12.82%	0	0.00%	35	16.28%	411	20.87%
White	114	41.76%	1	11.11%	97	45.12%	784	39.82%
Hispanic or Latino	121	44.32%	7	77.78%	81	37.67%	743	37.73%
Total	273	100.00%	9	100.00%	215	100.00%	1,969	100.00%

Table 21 – Region 5

⁽¹⁰⁾Other includes: Contraband seized, not classified as drugs, currency, weapons, alcohol or stolen property.



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ARREST BASED ON ⁽¹⁾								
Race/Ethnicity	Penal Code Violation		Traffic Law Violation		Outstanding Warrant		Total Custody Arrests	
	#	%	#	%	#	%	#	%
Alaska Native or American Indian	0	0.00%	7	0.23%	1	0.48%	8	0.21%
Asian or Pacific Islander	5	0.96%	64	2.10%	2	0.96%	71	1.88%
Black	94	18.04%	288	9.43%	35	16.75%	417	11.02%
White	204	39.16%	1,676	54.88%	98	46.89%	1,978	52.27%
Hispanic or Latino	218	41.84%	1,019	33.37%	73	34.93%	1,310	34.62%
Total	521	100.00%	3,054	100.00%	209	100.00%	3,784	100.00%

Table 22 – Region 5

ANALYSIS OF CONTRABAND HIT RATE					
Race/Ethnicity	Searches	Contraband Found Yes	Contraband Hit Rate	Search Percent	Contraband Percent
Alaska Native or American Indian	18	10	55.56%	0.41%	0.51%
Asian or Pacific Islander	82	21	25.61%	1.85%	1.07%
Black	801	411	51.31%	18.09%	20.87%
White	1,811	784	43.29%	40.91%	39.82%
Hispanic or Latino	1,715	743	43.32%	38.74%	37.73%

Table 23 – Region 5

⁽¹⁾Custody arrest where a warning was issued as well. Unable to determine if an arrest and citation were completed due to system capabilities.

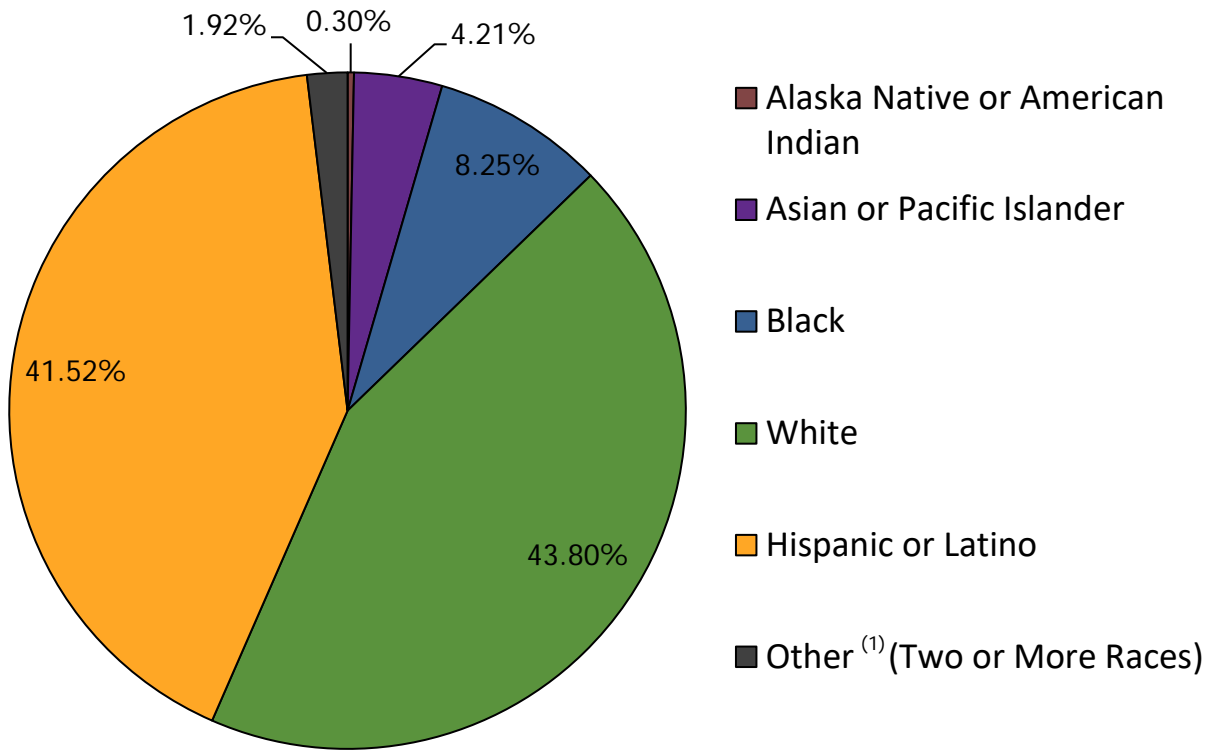


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Central Texas Region

The following chart demonstrates the race/ethnicity population estimates for Texas as determined by the official 2022 Population Estimate published by the United States Census Bureau.

TEXAS - 2022 POPULATION ESTIMATE		
Race/Ethnicity	Total Persons	Percentage
Alaska Native or American Indian	19,154	0.30%
Asian or Pacific Islander	265,478	4.21%
Black	520,018	8.25%
White	2,761,416	43.80%
Hispanic or Latino	2,617,645	41.52%
Other ⁽¹⁾	121,237	1.92%
Total	6,304,948	100.00%



⁽¹⁾Other (Two or More Races) is a Race/Ethnicity category identified by the United States Census Bureau; however, it is not a category required by Texas statute. Commissioned personnel in Region 7 are grouped with Region 6 personnel due to their geographical location.



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Based upon data from January 1 through December 31, 2023⁽²⁾, DPS Troopers made motor vehicle stops, issued citations, warnings, and/or conducted searches of vehicles as follows:

TOTAL STOPS		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	356	0.15%
Asian or Pacific Islander	9,958	4.09%
Black	32,675	13.44%
White	99,823	41.05%
Hispanic or Latino	100,376	41.28%
Total	243,188	100.00%

Table 1 – Region 6

CITATION STOPS ⁽³⁾		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	115	0.13%
Asian or Pacific Islander	2,840	3.12%
Black	11,799	12.97%
White	30,258	33.25%
Hispanic or Latino	45,984	50.53%
Total	90,996	100.00%

Table 2 – Region 6

WARNING STOPS		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	230	0.16%
Asian or Pacific Islander	6,773	4.79%
Black	19,186	13.58%
White	65,286	46.20%
Hispanic or Latino	49,823	35.26%
Total	141,298	100.00%

Table 3 – Region 6

ARRESTS WITH WARNINGS		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	8	0.11%
Asian or Pacific Islander	271	3.67%
Black	1,131	15.31%
White	3,065	41.49%
Hispanic or Latino	2,913	39.43%
Total	7,388	100.00%

Table 4 – Region 6

ARRESTS		
Race/Ethnicity	Total Motor Vehicle Stops	% of Total Stops
Alaska Native or American Indian	3	0.09%
Asian or Pacific Islander	74	2.11%
Black	559	15.94%
White	1,214	34.63%
Hispanic or Latino	1,656	47.23%
Total	3,506	100.00%

Table 5 – Region 6

MOTOR VEHICLE STOPS – GENDER	
Female	71,851
Male	171,337
Total	243,188

Table 6 – Region 6

MOTOR VEHICLE STOPS – PRIOR KNOWLEDGE	
Race/Ethnicity Known Prior to Stop	
Yes	1,034
No	242,154

Table 7 – Region 6

⁽²⁾DPS Motor Vehicle Stop Data as of 02/07/2024.

⁽³⁾Citation Stops excludes Custody Arrests.



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REASON FOR STOP										
Race/Ethnicity	Violation of Law		Pre-Existing Knowledge		Moving Traffic Violation		Vehicle Traffic Violation		Total Motor Vehicle Stops	
	#	%	#	%	#	%	#	%	#	%
Alaska Native or American Indian	9	0.23%	0	0.00%	202	0.14%	145	0.15%	356	0.15%
Asian or Pacific Islander	137	3.53%	31	2.08%	5,818	4.17%	3,972	4.04%	9,958	4.09%
Black	491	12.67%	175	11.75%	17,294	12.39%	14,715	14.98%	32,675	13.44%
White	1,574	40.61%	657	44.12%	61,549	44.10%	36,043	36.68%	99,823	41.05%
Hispanic or Latino	1,665	42.96%	626	42.04%	54,706	39.20%	43,379	44.15%	100,376	41.28%
Total	3,876	100.00%	1,489	100.00%	139,569	100.00%	98,254	100.00%	243,188	100.00%

Table 8 – Region 6

MOTOR VEHICLE STOPS – GENDER BY RACE						
Race/Ethnicity	Female		Male		Total Motor Vehicle Stops	
	#	%	#	%	#	%
Alaska Native or American Indian	80	0.11%	276	0.16%	356	0.15%
Asian or Pacific Islander	2,613	3.64%	7,345	4.29%	9,958	4.09%
Black	9,812	13.66%	22,863	13.34%	32,675	13.44%
White	35,446	49.33%	64,377	37.57%	99,823	41.05%
Hispanic or Latino	23,900	33.26%	76,476	44.63%	100,376	41.28%
Total	71,851	100.00%	171,337	100.00%	243,188	100.00%

Table 9 – Region 6



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TOTAL STOPS BY LOCATION		
Highway Classification	Total Motor Vehicle Stops	
	#	%
IH/US Highways	82,801	34.05%
FM/RR/State Highways	54,158	22.27%
City Streets	70,869	29.14%
County Roads	8,074	3.32%
Other	27,286	11.22%
Total	243,188	100.00%

Table 10 – Region 6

MOTOR VEHICLE STOPS – FORCE USED ⁽⁴⁾				
Physical force resulting in bodily injury according to PC 1.07				
Total Motor Vehicle Stops				
Race/Ethnicity	Yes		No	
	#	%	#	%
Alaska Native or American Indian	0	0.00%	356	0.15%
Asian or Pacific Islander	5	2.56%	9,953	4.10%
Black	38	19.49%	32,637	13.43%
White	80	41.03%	99,743	41.05%
Hispanic or Latino	72	36.92%	100,304	41.28%
Total	195	100.00%	242,993	100.00%

Table 11 – Region 6

⁽⁴⁾Force Used, as reported by field personnel.



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TOTAL VEHICLE SEARCHES ⁽⁵⁾						
Race/Ethnicity	Yes		No		Total Motor Vehicle Stops	
	#	%	#	%	#	%
Alaska Native or American Indian	13	0.11%	343	0.15%	356	0.15%
Asian or Pacific Islander	163	1.35%	9,795	4.24%	9,958	4.09%
Black	2,885	23.97%	29,790	12.89%	32,675	13.44%
White	3,160	26.25%	96,663	41.82%	99,823	41.05%
Hispanic or Latino	5,817	48.32%	94,559	40.91%	100,376	41.28%
Total	12,038	100.00%	231,150	100.00%	243,188	100.00%

Table 12 – Region 6

CONSENT VEHICLE SEARCHES		
Race/Ethnicity	Consent Searches	% of Consent Searches
Alaska Native or American Indian	3	0.16%
Asian or Pacific Islander	29	1.53%
Black	307	16.23%
White	607	32.08%
Hispanic or Latino	946	50.00%
Total	1,892	100.00%

Table 13 – Region 6

CONTRABAND IN PLAIN VIEW VEHICLE SEARCHES		
Race/Ethnicity	Contraband Searches	% of Contraband Searches
Alaska Native or American Indian	0	0.00%
Asian or Pacific Islander	5	0.99%
Black	101	20.08%
White	111	22.07%
Hispanic or Latino	286	56.86%
Total	503	100.00%

Table 14 – Region 6

PROBABLE CAUSE VEHICLE SEARCHES		
Race/Ethnicity	Probable Cause Searches	% of Probable Cause Searches
Alaska Native or American Indian	9	0.12%
Asian or Pacific Islander	95	1.30%
Black	2,145	29.29%
White	1,612	22.01%
Hispanic or Latino	3,462	47.28%
Total	7,323	100.00%

Table 15 – Region 6

INVENTORY VEHICLE SEARCHES ⁽⁶⁾		
Race/Ethnicity	Inventory Searches	% of Inventory Searches
Alaska Native or American Indian	1	0.05%
Asian or Pacific Islander	31	1.58%
Black	261	13.26%
White	726	36.89%
Hispanic or Latino	949	48.22%
Total	1,968	100.00%

Table 16 – Region 6

INCIDENT TO ARREST VEHICLE SEARCHES ⁽⁷⁾		
Race/Ethnicity	Incident to Arrest Searches	% of Incident to Arrest Searches
Alaska Native or American Indian	0	0.00%
Asian or Pacific Islander	3	0.85%
Black	71	20.17%
White	104	29.55%
Hispanic or Latino	174	49.43%
Total	352	100.00%

Table 17 – Region 6

⁽⁵⁾ Searches include vehicle only, not the search of the individual(s) taken into custody.

⁽⁶⁾ Inventory Vehicle Searches include: Crash and Inventory.

⁽⁷⁾ Incident to Arrest Vehicle Searches include: Incident to Arrest and Search Warrant.



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CONTRABAND DISCOVERED ⁽⁸⁾						
Race/Ethnicity	Yes		No		Total Vehicle Searches	
	#	%	#	%	#	%
Alaska Native or American Indian	7	0.13%	6	0.09%	13	0.11%
Asian or Pacific Islander	59	1.11%	104	1.55%	163	1.35%
Black	1,318	24.76%	1,567	23.34%	2,885	23.97%
White	1,329	24.97%	1,831	27.27%	3,160	26.25%
Hispanic or Latino	2,610	49.03%	3,207	47.76%	5,817	48.32%
Total	5,323	100.00%	6,715	100.00%	12,038	100.00%

Table 18 – Region 6

CONTRABAND DISCOVERED – ARRESTED ⁽⁹⁾						
Race/Ethnicity	Yes		No		Total Contraband Searches	
	#	%	#	%	#	%
Alaska Native or American Indian	3	0.14%	4	0.13%	7	0.13%
Asian or Pacific Islander	29	1.33%	30	0.95%	59	1.11%
Black	550	25.23%	768	24.44%	1,318	24.76%
White	603	27.66%	726	23.10%	1,329	24.97%
Hispanic or Latino	995	45.64%	1,615	51.38%	2,610	49.03%
Total	2,180	100.00%	3,143	100.00%	5,323	100.00%

Table 19 – Region 6

⁽⁸⁾Contraband Discovered during a vehicle search, as reported by field personnel.

⁽⁹⁾Contraband Discovered during a vehicle search, where an individual was arrested, as reported by field personnel.



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Central Texas Region

CONTRABAND BY TYPE						
Race/Ethnicity	Drugs		Currency		Weapons	
	#	%	#	%	#	%
Alaska Native or American Indian	7	0.21%	0	0.00%	0	0.00%
Asian or Pacific Islander	32	0.96%	0	0.00%	0	0.00%
Black	955	28.77%	5	35.71%	18	32.14%
White	791	23.83%	2	14.29%	20	35.71%
Hispanic or Latino	1,534	46.22%	7	50.00%	18	32.14%
Total	3,319	100.00%	14	100.00%	56	100.00%

Table 20 – Region 6

CONTRABAND BY TYPE								
Race/Ethnicity	Alcohol		Stolen Property		Other ⁽¹⁰⁾		Total Contraband	
	#	%	#	%	#	%	#	%
Alaska Native or American Indian	0	0.00%	0	0.00%	0	0.00%	7	0.13%
Asian or Pacific Islander	11	1.11%	3	13.04%	13	1.41%	59	1.11%
Black	114	11.52%	5	21.74%	221	24.00%	1,318	24.76%
White	233	23.54%	9	39.13%	274	29.75%	1,329	24.97%
Hispanic or Latino	632	63.84%	6	26.09%	413	44.84%	2,610	49.03%
Total	990	100.00%	23	100.00%	921	100.00%	5,323	100.00%

Table 21 – Region 6

⁽¹⁰⁾Other includes: Contraband seized, not classified as drugs, currency, weapons, alcohol or stolen property.



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Central Texas Region

ARREST BASED ON ⁽¹⁾								
Race/Ethnicity	Penal Code Violation		Traffic Law Violation		Outstanding Warrant		Total Custody Arrests	
	#	%	#	%	#	%	#	%
Alaska Native or American Indian	4	0.17%	7	0.09%	0	0.00%	11	0.10%
Asian or Pacific Islander	29	1.23%	307	3.90%	9	1.36%	345	3.17%
Black	506	21.49%	1,038	13.17%	146	22.12%	1,690	15.51%
White	695	29.51%	3,388	43.00%	196	29.70%	4,279	39.28%
Hispanic or Latino	1,121	47.60%	3,139	39.84%	309	46.82%	4,569	41.94%
Total	2,355	100.00%	7,879	100.00%	660	100.00%	10,894	100.00%

Table 22 – Region 6

ANALYSIS OF CONTRABAND HIT RATE					
Race/Ethnicity	Searches	Contraband Found Yes	Contraband Hit Rate	Search Percent	Contraband Percent
Alaska Native or American Indian	13	7	53.85%	0.11%	0.13%
Asian or Pacific Islander	163	59	36.20%	1.35%	1.11%
Black	2,885	1,318	45.68%	23.97%	24.76%
White	3,160	1,329	42.06%	26.25%	24.97%
Hispanic or Latino	5,817	2,610	44.87%	48.32%	49.03%

Table 23 – Region 6

⁽¹⁾Custody arrest where a warning was issued as well. Unable to determine if an arrest and citation were completed due to system capabilities.

III. Written Analysis

Overview

This report is a review of the Texas Highway Patrol (THP)—a Division of the Texas Department of Public Safety’s (Texas DPS)—CY 2023 motor vehicle stop and racial profiling data. This report, corresponding attachments, and the corresponding data entry into the Texas Commission on Law Enforcement’s TCLEDDS website have been prepared to comply with Articles 2.132, 2.133, and 2.134 of the Texas Code of Criminal Procedure (CCP).

Racial profiling analysis has historically been comprised of a benchmark evaluation of the racial and ethnic proportionality between the population of the motoring public, and the population of drivers stopped during the course of regular traffic enforcement. This evaluation conducted within jurisdictional boundaries of a municipality provides fewer challenges than the same evaluation for a statewide agency that primarily conducts motor vehicle stops on more than 300,000 miles of rural US and State Highways. The US Census Bureau provides statistical information related to the number of households that have access to a vehicle and the racial and ethnic demographics within geographical boundaries (such as a city or county). This information is used to calculate, with some degree of error, the likely (inherent) demographics within any given section of a city. Following the same process would be less likely to produce a reasonable summation of the racial and ethnic diversity of the commuting public on federal and state roadways, as the commuting public does not travel solely within the bounds of the geographical area in which they live, and roadways do not of themselves contain inherent racial or ethnic demographics.

For the purposes of this report and to account for the statistical challenges, the calculations for this review will use the aggregated residential population of the counties within each Texas DPS Region to serve as the representative racial and ethnic demographics for comparative purposes. While the use of the residential population of each region cannot directly translate to the population of the motoring public on a given road during an established period, using the residential population for racial profiling analysis has been common practice in research for many years. This report will attempt to use contextual information related to Texas DPS’s 2023 asset deployment efforts, in combination with applicable residential population demographics, to discern the results of various statistical metrics.

For the purpose of this report, the following definitions for “motor vehicle stop” and “racial profiling” will be used:

- **Motor vehicle stop:** means an occasion in which a peace officer stops a motor vehicle for an alleged violation of a law or ordinance. (CCP 2.132 (a)(2))
- **Racial profiling:** means a law enforcement-initiated action based on an individual's race, ethnicity, or national origin rather than on the individual's behavior or on information identifying the individual as having engaged in criminal activity. (CCP 3.05)

Source Summary Statement

In accordance with CCP 2.133(c), the following reports are designated by Texas DPS-THP for motor vehicle stop–traffic enforcement and racial profiling data collection. Texas DPS-THP personnel can only utilize one of three recognized enforcement types or a combination of the three. Verbal warnings are not a recognized or approved traffic enforcement outcome and are not included in this review.

- HP-3: Written Warning
- THP-6: Citation (for use with a promise to appear notice related to traffic citations and completed any time traffic or criminal charges are filed during the course of regular duties)
- CVE-3: Commercial Motor Vehicle Inspections

Beginning in January 2023, the THP Division began the implementation process of a new Computer-Aided Dispatch (CAD) and Record Management System (RMS) for its field personnel for use in their routine patrol activities. This new CAD-RMS is used by troopers and communication operators to document trooper patrol data and enforcement activity. This modern, cloud-based CAD-RMS system has the capability to collect information more effectively with more granularity. The data discussed in the following document is a compilation of information from two different records systems merged to provide one accurate picture of DPS-THP traffic safety efforts.

For the majority of 2023, these reports were completed by field personnel using the computerized report management system, referred to as the legacy system. Each report is formatted to collect racial profiling metrics outlined in CCP 2.133, *Reports Required for Motor Vehicle Stops*. The required metrics are mandatory fields in the legacy system and require completion prior to the finalization of a report.

On 01 September 2023, the THP Division fully transitioned to its new CAD-RMS system. Between 01 January through 31 August 2023, the THP Division captured data in two different records systems – the legacy system and the CAD-RMS. There are some expected data differences between previous annual reports due to changes in data collection, extraction, and interpretation processes.

Pedestrian contacts were excluded from the enforcement data utilized for this analysis. Additionally, “clean” CMV inspection reports were excluded.¹

Submitted reports receive several levels of audit, including (but not limited to) first-line supervisory review, annual field line inspections, annual database level data extraction/review from the records systems, and weekly review and transcription by THP Automated Information

¹ CVE-3s, which resulted in no federal or state violation discovered.

System (AIS) data entry personnel throughout the State. Reports are checked for completeness and accuracy.

The resulting data from each of the source reports were utilized to complete the following review.

Background

DPS Policy and Internal Controls

Texas DPS's policy regarding the prohibition of racial profiling, found in its General Manual Chapter 5, is in compliance with current statutory requirements. (See attached policy.)

Current THP processes/procedures used for mitigating risk during traffic enforcement activities include:

- Texas DPS Troopers are required to record audio and video for the entirety of a traffic stop.²
- Texas DPS mobile video and body-worn camera (BWC) recordings are retained for a minimum of 90 days.
 - Recordings involving custody arrests Class B or above are retained until the case is adjudicated/closed plus two years.
 - Any recorded media that led to a formal complaint, which includes allegations of racial profiling, is submitted to the Office of Inspector General (OIG) for review and indefinite retention.³
- Texas DPS in-car mobile video cameras are programmed to capture the previous two minutes of video prior to activation, and BWCs are programmed to capture the previous 30 seconds prior to activation. Audio recordings on both platforms begin at the moment of activation.
- THP Sergeants are required to perform a minimum of 20 hours of video performance observations on troopers within their area during each six-month bi-annual reporting period.⁴
- Information and instructions for submitting compliments on, or filing complaints against, troopers are provided on each printed copy of written citations, warnings, and commercial motor vehicle inspections. Instructions regarding complaints and compliments are provided to the public on the DPS website at <https://www.dps.texas.gov/section/about-dps/complaints-compliments>.

² THP Manual Chapter 8, Section 08.01.06 Mobile Video Cameras and Equipment; and Section 08.01.07 Body-Worn Cameras and Equipment

³ THP Manual Chapter 8, Section 08.01.06 Mobile Video Cameras and Equipment; and Section 08.01.07 Body-Worn Cameras and Equipment

⁴ THP Manual Chapter 16, Supervisor Review

- THP troopers are not provided the discretion to use verbal warnings as an enforcement action. Texas DPS only recognizes three enforcement actions for use by its traffic law enforcement officers: written warnings, citations, and custody arrests.⁵ Collecting written documentation for each enforcement action enforces personnel accountability and public transparency.
- Texas DPS limits troopers' ability to seek consent to search vehicles to only instances where the trooper has observed articulable reasonable suspicion that the vehicle occupant(s) may be engaged in criminal conduct prior to requesting the person(s) consent.⁶
- THP utilizes a divisional early intervention process to identify troopers who may display disparities in whom they choose to stop while conducting traffic patrol. This early intervention system utilizes statistical methods to identify personnel who may demonstrate outlier tendencies for stopping one race/ethnicity over another when compared to their peers within a geographical area of the state. Once personnel are identified as possible outliers, an internal review of the officer(s) in-car and BWC recordings is conducted.⁷ Commissioned supervisors are required to review a sampling of traffic stop recordings to document the officer's adherence to policy and procedure. While reviewing the pre-determined number of videos, the supervisor will document the race of each driver and notate any deviations from policy for the following objective metrics:
 - Probable Cause or Reasonable Suspicion for the stop is stated to the driver
 - Probable Cause or Reasonable Suspicion stated was valid for conducting a traffic stop
 - Trooper's adherence to the required Seven-Step Violator Contact protocol
 - Whether or not proper enforcement action was taken
 - Type of enforcement action taken (written warning, citation, custody arrest)
 - Whether or not a search was conducted
 - Whether or not the search was supported by Probable Cause or Reasonable Suspicion
 - Whether the trooper displayed courtesy and professionalism during the entire traffic stop or not
 - Any additional concerns that may have been observed
- Additionally, with the use of a department-wide Early Intervention System (EIS) IAPro, which the Office of Inspector General oversees, alerts for supervisory review of

⁵ THP Manual Chapter 5, Enforcement Functions, Section 05.01.02 Types of Enforcement Actions

⁶ DPS General Manual Chapter 5, Doctrines, Policies, and Operating Procedures, Section 05.51.00 Request For Consent to Search

⁷ Being flagged as a statistical outlier does not indicate any proof of wrongdoing, only that the officer's activity should be reviewed for further consideration by leadership.

personnel actions can be used to review possible concerning behaviors as they relate to the following:

- Use of Force events
- Citizen concerns
- Repeated Coaching/Counseling records
- Vehicle “fleet” crashes
- Vehicle pursuits
- Equal Employment Opportunity (EEO) complaints

Texas DPS policy and the Texas Administrative Code list racial profiling as one of fourteen “major infractions” which may be sufficient cause for discharge, suspension, demotion, or removal of any of its members.⁸ Texas DPS policies indicate that racial profiling is a method that has no place in legitimate law enforcement practices

Description of Current Texas DPS-THP Regional Patrol Asset Allocations

The broad or strategic mission of the THP Division is to secure and maintain order in traffic on highways of assigned responsibility within existing regulations to make the use of those highways safe and expeditious and to simultaneously conduct general police patrol for possible criminal activity. To meet these fluid requirements, the THP Division allocates its personnel and physical assets throughout the State of Texas.

The department has seven geographical regions to which THP personnel are assigned—six of which cover the 254 counties throughout the state (reference page 9). The boundaries of the seventh region, designated the Capitol Region, are delineated in Texas Government Code Section 411.061 and referenced as the “Capitol Complex.” For the purposes of this review, all traffic enforcement activity that occurred within the Capitol Region is combined with that of the Central Texas Region.

Each region is comprised of at least one THP major and a varying number of THP captains, THP lieutenants, sergeants, corporals, and troopers. Corporals and troopers are combined for the purposes of this report—as corporals fill a largely similar role to troopers, with more administrative responsibility. The number of supervisors (sergeants, lieutenants, and captains) is dictated by a determined span of control deemed necessary to oversee that area’s front-line trooper activity. Most motor vehicle stops conducted by THP personnel are conducted by troopers, followed by sergeants (though negligible in comparison). For the purposes of this report, the number of troopers and their sergeants will be documented for context to THP traffic enforcement.

As of December 2023, THP had the following number of filled traffic enforcement positions within each geographical region:

⁸ DPS General Manual Chapter 6, Professional Conduct, Section 06.30.02 Major Infraction Applicable to Any Member; Texas Administrative Code, Title 37, Part 1, Subchapter H, Rule §1.114

Table - A1

Distribution of THP Traffic Enforcement Personnel (Assigned Duty Stations)

Regions	1	2	3	4	5	6
Corporal/Trooper	456	396	585	282	264	477
Sergeant	57	52	84	33	32	65
Total	513	448	669	315	296	542

As previously noted, for the purpose of this report, the Capitol Region (R7) data is merged with the Central Texas Region (R6) data to better represent the motor vehicle stop activity within the entire geographic region. Therefore, the filled 152 corporal/trooper positions and 21 sergeant positions assigned to R7 were merged with the R6 personnel column above in Table – A1 for analysis. The totals in the preceding table indicate that 2,783 traffic enforcement personnel were assigned to regions throughout the state. The percentage of distribution of these regular patrol assets within each geographical region is represented in the following table.

Table - A2

Distribution of THP Traffic Enforcement Personnel (Assigned Duty Stations)

Regions	1	2	3	4	5	6
Percentage of Patrol Personnel	18.4%	16.1%	24.0%	11.3%	10.6%	19.5%

The total number of assigned personnel can vary throughout a calendar year due to regular attrition, transfers, promotions, or various other reasons. However, the percentages of assigned personnel above were similar throughout 2023. The personnel assigned to a permanent duty station represented in both tables above will generally conduct motor vehicle traffic stops within their assigned county or a neighboring county. The results of their work efforts will be closely related, spatially, to their duty station. With this understanding, the distribution of the traffic stop locations should reflect where personnel are assigned to work.

However, as the uniformed division of the DPS, THP officers are regularly deployed to other areas of the state to provide security in locations designated in need by the Governor, the Director of DPS, or in response to civil unrest or a cataclysmic event.

Review of Exceptional Texas DPS Patrol Activities Affecting Current Patrol Asset Allocations

Over the past few years, events such as the COVID-19 global pandemic, economic shifts, frequent protests involving mass violence and destruction, increased calls for accountability on law enforcement, increased motor vehicle crash fatalities, law enforcement agency recruiting difficulties, and an unprecedented increase in the number of persons attempting to migrate into the United States through the Texas-Mexico Border illegally has resulted in the temporary reallocation of THP assets from different areas of the State to others. In addition to OLS deployments, other regions have patrol task forces that assist local agencies with high-crime areas.

- In March 2021, Governor Abbott launched Operation Lone Star (OLS) in response to an increase in the number of persons attempting to enter the United States illegally across the Texas-Mexico Border. Texas DPS has regularly assigned hundreds of commissioned

personnel to the South (R3) and West (R4) Texas Regions to bolster the multi-agency response.⁹

- Since March of 2021, as part of OLS patrol efforts in assisting federal border security, THP personnel deployed to the affected regions of the state regularly conduct traffic stops during their assigned duties. The surge of personnel from northern portions of the state to the southern border resulted in a change in the spatial distribution of traffic stop data and a difference in the distribution of regularly assigned personnel in R3 and R4.
- Since March 2021, additional variables that could affect the number of personnel working daily in regions other than R3 and R4 included but were not limited to, scheduled training, regular days off, vacation time, sick days, etc.
- Between 30 March 2023 through 23 December 2023, at the direction of Governor Greg Abbott, Texas DPS deployed approximately 100 – 130 troopers weekly from across the state to assist the City of Austin with routine patrol efforts in areas of the city experiencing violent crime. This operation was called the Austin Violent Crime Task Force (VCTF). These deployments ended when personnel resources had to once again be shifted to assist with efforts along the southern border. DPS trooper responsibilities during Austin VCTF included:
 - Deploying to geographic sectors with reports of violent crime and assaultive offenses identified using crime and 911 call statistical data.
 - Monitoring roadways with high rates of injury/fatal crashes.
 - Deploying to multiple patrol sectors to support shifts with fewer Austin Police Department (APD) officers due to their shortage of personnel.
- Troopers in R2 were regularly assigned to assist multi-agency criminal task forces in areas known for high crime rates in Harris County, resulting in a change in the racial and ethnic distribution of drivers stopped by these troopers—which may differ from their counterparts conducting motor vehicle stop on US and State Highways in rural areas of R2.

Analysis

Analysis of Data Related to the Initial Traffic Stops

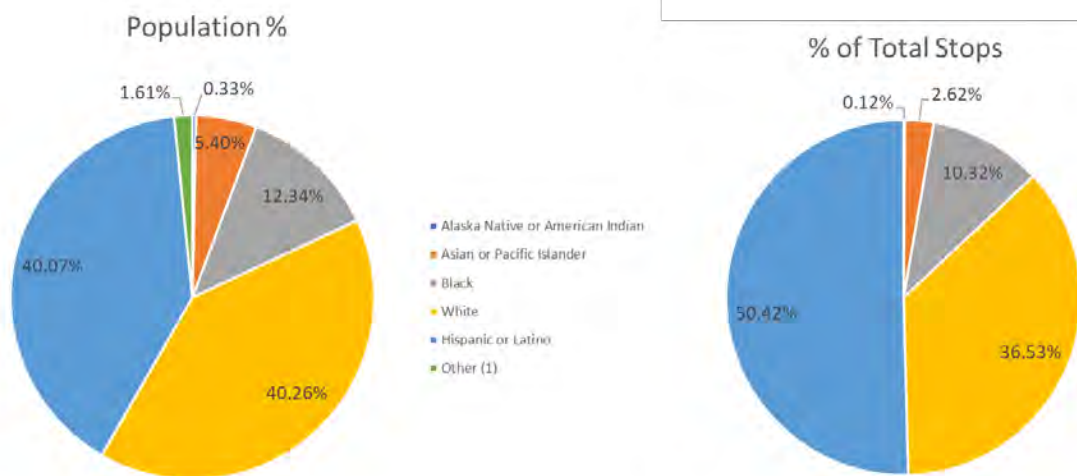
When comparing the percentages of distribution of the Texas population to THP’s total number of motor vehicle stops by race/ethnic groups, it is apparent that the most significant number of drivers represented were persons identified as Hispanic or Latino. The population of a geographic region is not always a reliable measure of the motoring population within the same region. The variation in the distribution of the other racial/ethnic group percentages compared to the Census population does not appear statistically significant (*see Graph – A1*). Demographics

⁹ https://gov.texas.gov/uploads/files/press/DISASTER_border_security_IMAGE_05-31-2021.pdf

of the daily motoring population and a region’s residential population will not always correlate to enforcement outcomes.

- According to the 2022 US Census Texas Population Estimate, the Hispanic or Latino population comprised approximately 40.07 % of the total population in Texas. In comparison, Hispanic or Latino drivers comprised 50.42 % of THP motor vehicle stops.
- The total population of Texas was approximately 29,558,864 residents, according to the 2022 US Census Texas Population Estimate. The breakdown of this total and the percentage of each race/ethnicity compared can be found on page 1 of this report.
- During CY 2023, traffic enforcement personnel conducted 1,375,081 motor vehicle stops, according to the THP citation database.

Graph – A1
**Percent Distribution of State Population Compared to
 Percent Distribution of THP Motor Vehicle Stops**



One variable which may explain the more significant number of Hispanic or Latino drivers stopped by THP could be its geographical distribution of assets across the state. As during the previous year, many THP traffic enforcement personnel were assigned to patrol in Regions 3 and 4. While only 26.4% of the state’s Hispanic or Latino population resides within counties that compose these two DPS Regions, according to U.S. Census data, the Hispanic or Latino race/ethnicity profile of each region was 85.14% and 69.92%, respectively.¹⁰ More than 577,000 of just over 1.3 million of THP’s motor vehicle stops occurred in regions that were predominately composed of Hispanic or Latino residents. This variable alone affected the total statewide race/ethnicity distribution of DPS’s statewide motor vehicle stop data.

¹⁰ Region 3 Population Estimate, page 26; Region 4 Population Estimate, page 34

Another variable that most likely affected the increase in the percentage of distribution of Hispanic or Latino drivers stopped by DPS troopers was the 100 – 130 personnel deployed to the City of Austin directed to patrol on city streets in geographic sectors with reported violent crime and low patrol coverage by APD. This said, these sectors, designated by the City of Austin in need of patrol, may also have had resident populations with predominately minority racial/ethnic demographics. While areas normally patrolled by THP personnel are federal and state roadways with transient and interspersed populations, the populations of the areas THP was directed to patrol within the City of Austin were more fixed. Irrespective of persons entering and leaving these sectors throughout a given week, the racial and ethnic makeup of the motor vehicle stops made during the Austin VCTF were conducted in areas not typical of regular THP patrol responsibilities and historical efforts.

- In 2023, DPS troopers conducted 29.14% of traffic stops in R6 on city streets compared to 5.1% in 2022, according to Central Texas Region Total Stops by Location reporting (see Table 10 – Total Stops by Location). This 24% increase in motor vehicle stops on city streets in R6 can be directly correlated to the Austin VCTF and its mission to reduce violent crime and support the City of Austin. Also, this most likely translated into the nearly 4% increase in the number of Hispanic or Latino drivers stopped in 2023 compared to 2022 in R6.

Moving from the scope of statewide DPS motor vehicle stop data to the narrower perspective of regionality, there exists observably more differences between the geographic residential population and the population of the drivers THP enforcement personnel encountered in those same areas during 2023 across the state. A few more notable variances between regional data, while not all-inclusive, are contained in Table – A4.

Table – A4

Examples of Variations between Regional Residential Population and Population of THP Motor Vehicle Stop Drivers

Region	Race/Ethnicity	% Resident Population	% Motor Vehicle Stop Population	Difference
North Texas (R1)	White	47.68%	58.96%	11.28%
North Texas (R1)	Hispanic or Latino	27.44%	20.09%	-6.45%
Southeast Texas (R2)	White	37.75%	45.49%	7.74%
Southeast Texas (R2)	Hispanic or Latino	35.81%	29.52%	-6.29%
South Texas (R3)	White	12.14%	13.22%	1.08%
South Texas (R3)	Hispanic or Latino	85.14%	83.23%	-1.91%

From Table – A4, the race and ethnicity demographics of the residential population of a DPS region do not always correlate with the same metrics resulting from DPS-THP motor vehicle stops. Not only does the geographic location within the state serve as a variable, but so does the road type on which the majority of the traffic stops occur. According to the 2023 DPS-THP motor vehicle stop data, more than 44% of all stops occurred on Interstate and U.S. Highways

compared to the more than 55% of all stops occurring on Interstate and U.S. Highways in 2022.¹¹ There was a notable increase in the percent of distribution in the amount of motor vehicle stops on city streets when compared to the same statewide metrics for 2022. During 2023, 9.35% of all motor vehicle stops statewide were conducted on city streets, in contrast to 4.58% in 2022. With this understanding, not only did the geographic location in the State affect the diversity of the drivers encountered during motor vehicle stops, but so too did the roadway type and location on which traffic violations were observed. Furthermore, the assertion that the demographics of the daily motoring population and that the region’s residential population will not always correlate to enforcement outcomes gains merit. Therefore, it is incumbent that in addition to statistical analysis such as this, DPS continues to utilize its established policies and operating procedures to identify and prevent instances of racial profiling.

In addition to evaluating and comparing the number of motor vehicle stops within an agency’s jurisdiction of persons recognized as racial or ethnic minorities to those persons not recognized as such, this report provides the distribution of motor vehicle stops by gender. As reported in Table 6 – Statewide, the following Table – A5 provides the percentage of distribution of female and male drivers contacted during the course of DPS-THP motor vehicle stops.

Table – A5
2023 THP Motor Vehicle Stops by Gender

Gender	# Motor Vehicle Stops	Percentages
Female	393,096	28.6%
Male	981,985	71.4%
Total	1,375,081	100%

During 2023, female drivers made up 28.6% of all DPS-THP motor vehicle stops statewide. According to 2022 US Census Texas Population Estimate, the female population of Texas was approximately 50% of the total population.¹² As indicated in Table – A5, female drivers comprised less than 30% of all 2023 motor vehicle stops. Even within the distribution of race/ethnicity between genders, there are notable differences across geographic regions. For example, in R1, 64.71% of all female drivers encountered were reported as White.¹³ While in R3, 82.77% of all female drivers encountered were reported to be Hispanic or Latino.¹⁴ This reiterates why the geographical population of an area was not used as the panacea of comparisons when striving to safeguard integrity and promote fair and unbiased policing activities during the course of DPS traffic enforcement.

Understanding the CCP definition of racial profiling provided earlier, one must consider an officer’s knowledge of the driver’s race or ethnicity prior to conducting the motor vehicle stop. According to the DPS-THP field reporting, traffic enforcement personnel were only aware of a

¹¹ Table 10 – Statewide

¹² U.S. Census website – <https://data.census.gov/table?g=0400000US48&tid=ACSST5Y2020.S0101>

¹³ Table 9 – North Texas Region, page 12

¹⁴ Table 9 – South Texas Region, page 28

driver's race or ethnicity in approximately 1.2% of all motor vehicle stops.¹⁵ Therefore, DPS-THP officers were not aware of a driver's race or ethnicity prior to initiating a stop for the majority of all traffic stops. As for the initial traffic stop, the provided data does not support racial profiling during that phase.

Analysis of Data Related to Actions Taken During the Course of Traffic Stops

As previously noted earlier in this report, DPS-THP personnel can only utilize one of three recognized enforcement types or a combination of the three. Verbal warnings are not a recognized traffic enforcement outcome. Therefore, the following analysis does not include any data related to verbal warnings.

Enforcement Outcomes

Motor vehicle stops resulted in motorists receiving written warnings in approximately 65% of stops statewide.¹⁶ The following is the distribution of enforcement action percentages from motor vehicle stops by motorists' race or ethnicity, which resulted in written warnings:

- Alaska Native or American Indian – 62.95%
- Asian or Pacific Islander – 65.63%
- Black – 58.24%
- White – 69.33%
- Hispanic or Latino – 69.33%

Motor vehicle stops resulted in motorists receiving a citation in roughly 32% of statewide stops.¹⁷ The following are the percentages of motor vehicle stops that resulted in a citation within motorists' race or ethnicity group:

- Alaska Native or American Indian – 34.70%
- Asian or Pacific Islander – 31.73%
- Black – 37.57%
- White – 27.73%
- Hispanic or Latino – 33.46%

As for custodial arrests, whether they included additional warnings or citations, approximately 3.2% of all motor vehicle stops resulted in a custody arrest.¹⁸ When viewed by race or ethnicity, the percentage of motorists arrested during the course of a motor vehicle stop within each group were as follows:

- Alaska Native or American Indian – 2.35%
- Asian or Pacific Islander – 2.64%
- Black – 4.19%

¹⁵ Table 7 – Statewide

¹⁶ Table 3 – Statewide

¹⁷ Table 2 – Statewide

¹⁸ Table 4 – Statewide + Table 5 – Statewide

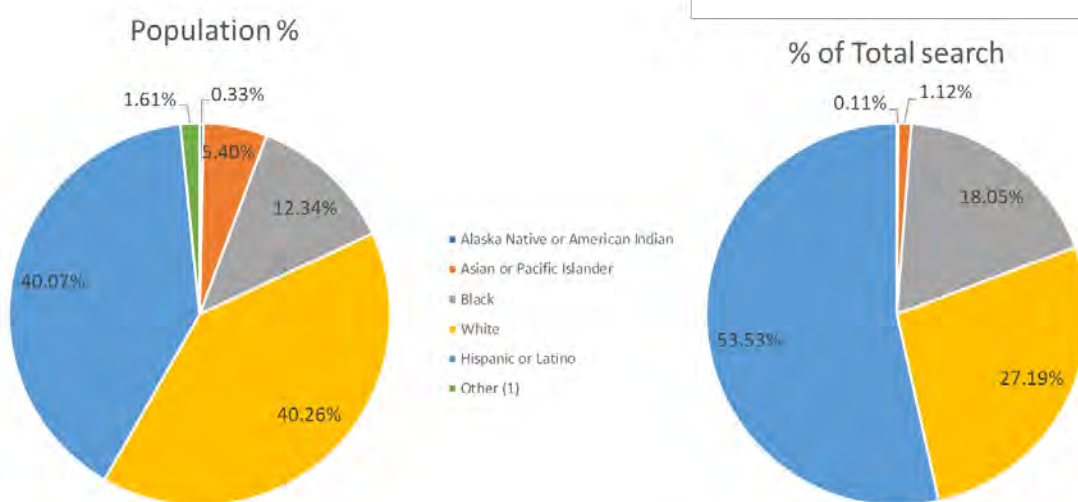
- White – 2.94%
- Hispanic or Latino – 3.22%

Search Data

During the course of DPS-THP’s regular traffic enforcement, troopers may encounter scenarios in which a vehicle search is either at the officer’s discretion or required by policy. For instance, a vehicle inventory, while for the purpose of this analysis, is classified as a search, is an administrative requirement should the care, custody, and control of property become an officer’s responsibility as the result of an arrest. However, at a minimum, for a discretionary search, DPS-THP personnel are required to have articulable reasonable suspicion prior to seeking voluntary consent from the driver of the vehicle.

According to the 2023 data, 3.76% of over 1.3 million motor vehicle stops resulted in the search of a vehicle. When reviewing the distribution of the total number of searches by race or ethnicity, Hispanic or Latino motorists comprised 53.53% of all vehicle searches.¹⁹ Graph – A2 provides a visual comparison of the state’s race/ethnicity population distribution to the percent of the distribution by race/ethnicity of searches resulting from a motor vehicle stop. The data suggests Hispanic or Latinos were overrepresented in this category. However, considering the greater distribution of current patrol assets are regularly assigned to R3 and R4 (more than 35%), in which Hispanic or Latinos are the predominant race/ethnicity group, this statewide percentage distribution appears tenable.²⁰

Graph – A2
**Percent Distribution of State Population Compared to
 Percent Distribution of Searches Resulting from THP Motor Vehicle Stops**



¹⁹ Table 12 – Statewide

²⁰ Reference Table 12 – Statewide and each Region’s Table 12 for context of distribution.

Drugs and alcohol were the two most common contraband types discovered during vehicle searches, with 11,266 instances of drugs and 3,902 instances of alcohol.²¹ An unforeseen anomaly in the reporting for the Contraband Discovered and Contraband Type was discovered during the previous reporting year, and measures were taken to improve reporting with the implementation of the new CAD/RMS. As a result of the mass migration of persons illegally entering the U.S. through the Texas/Mexico border, DPS-THP personnel have been deployed to that area. Historically, for the purposes of reporting “contraband” or “evidence” discovered during the course of a search, field personnel report items such as weapons, illegal narcotics, open alcoholic beverages, or hidden currency.

However, the current deployment strategy has placed personnel in a position to encounter humans being secreted by criminals in the trunks of vehicles, or being enclosed in large semi-trailers in an attempt to transport them to the U.S. for profit. Human beings have not intuitively been considered “contraband” or “evidence.” Accordingly, during the 2022 reporting year, the majority of field personnel were discovered to have been reporting no contraband found even though one of the five types of searches had been reported. Instead, trafficked or smuggled persons have been perceived as an “element” of crime. For example, in human trafficking or smuggling of persons, a person is either being hidden or assisted for some purpose.

Understanding this reporting anomaly helps to provide some context to some of the variations in the statewide and regional contraband hit rates. When configuring the data collection fields for the purpose of reporting search outcomes in the new CAD/RMS, developers added an outcome of “Smuggled Persons,” which is provided for the description of contraband found. For the purpose of fulfilling the requirements of this report, “Smuggled Persons” are included in the “Other” Contraband by Type.

The contraband hit rate measures the percentage of times a law enforcement officer reportedly finds contraband during a search of a vehicle during a motor vehicle stop. Researchers indicate that a high contraband hit rate for a particular racial or ethnic group could indicate racial profiling if the officer is stopping that group at a disproportionate rate compared to other groups and searching them more frequently without reasonable suspicion or probable cause. However, a high contraband hit rate could also be due to other factors, such as higher levels of criminal activity in a particular area or better training of officers in a certain jurisdiction. Conversely, an extremely low contraband hit rate could indicate that a particular race or ethnic group is being overrepresented in vehicle searches due to officers not having reasonable suspicion of criminal activity. It is important to consider multiple factors and contexts when evaluating the potential use of racial profiling in a particular law enforcement agency or jurisdiction.

- The contraband hit rate can be calculated as follows: (Number of searches that resulted in finding contraband) / (Total number of searches) = Contraband hit rate
 - For example, if an officer conducts 100 searches during traffic stops and finds contraband during 10 of those searches, the contraband hit rate would be 10%.

²¹ Tables 20 & 21 – Statewide

An analysis of the statewide contraband hit rates by race/ethnicity groups can be found in each geographic region's Table 23, beginning with the statewide table on page 8 of this report. The following are the calculated contraband hit rates as reflected in Table 23 – Statewide:

- Alaska Native or American Indian – 50.85%
- Asian or Pacific Islander – 30.52%
- Black – 42.74%
- White – 38.65%
- Hispanic or Latino – 33.93%

The overall total hit rate across all race/ethnicity groups was approximately 37%. While the hit rate for Asian or Pacific Islander appears to be the lowest across each race/ethnicity group, it is worth noting that this was calculated from a total sampling of 177 searches compared to the more than 27,000 searches conducted on Hispanic or Latino motorists. Regarding the search data related to the Hispanic or Latino race/ethnicity group, with more than half of all vehicle searches conducted, the statewide contraband hit rate for this group was 33.93%. This percentage was an increase from the 2022 reporting period, most likely due to improved reporting of smuggled persons as contraband was found. Additionally, while lower than the statewide average, when compared against the hit rates of other race/ethnicity groups statewide and regionally, the differences do not appear to be statistically significant.

When reviewing each of the regional contraband hit rate data tables,²² one can observe variances across each race/ethnicity group. Some of the variance can be attributed to the fewer number of stops and searches associated with a race/ethnicity group, most notably with the Alaska Native or American Indian group. Other variances may be attributed to the diversity of the motoring population across the state. Each of the Interstate Highways that transverses the State of Texas are understood to have an unmeasured demographic that most likely differs from one day to the next. Additionally, it is rural roadways where DPS-THP personnel conduct most of their motor vehicle stops.

The Use of Physical Force During Motor Vehicle Stops

CCP Article 2.133(b)(9) requires that motor vehicle stop reports collect information when physical force is used on an occupant of the vehicle stopped. More specifically, this statute requires reporting force that resulted in “bodily injury” as defined in Section 1.07, Penal Code. The referenced definition of bodily injury is as follows: “means physical pain, illness, or any impairment of physical condition.”²³ For several years now, DPS-THP has used this definition for reporting all “use of force” (UOF) events to the OIG. As physical pain is one element of bodily injury, this broadened the understanding of a UOF and resulted in increased reporting of UOF events. In reporting UOF events for the purpose of this analysis, one could safely assume that each event reported, at the very least, caused some level of discomfort or pain upon the individual for whom it was used. As such, the apparent ratio of UOF events to the number of

²² Table 23 in each section

²³ Pena Code 1.07 Definitions, subsection (a)(8) “Bodily injury”

bodily injuries is 1:1, giving the impression that law enforcement severely hurts someone each time physical force is used. However, this rarely proves to be the case.

According to 2023 DPS-THP reporting, physical force, which resulted in bodily injury, occurred 1,318 times during motor vehicle stops.²⁴ That correlates to approximately one UOF event for nearly 1,043 traffic stops. This was approximately 0.1% of the total number of traffic stops. However, according to the latest approved 2023 reports reviewed in OIG's IAPRO EIS reporting system, fewer than 130 people were reported as either receiving a visible or suspected injury that required a medical evaluation or treatment. This further reduced the frequency or potential of a motorist becoming involved in a serious UOF event with a DPS-THP officer in 2023.

The Hispanic or Latino race/ethnicity group was the highest-represented group in the category of physical force used during a motor vehicle stop, with 811 reported events. It is worth noting that the greatest majority of these events, 582, occurred in R3, a region with an increased DPS-THP presence and a population distribution of 85.14% Hispanic or Latino. In contrast, the second-highest reported number of physical force events within a race/ethnicity group during motor vehicle stops was 360 White motorist events. The number of reported UOF events increased compared to CY 2022. This may be the result of that change in how field personnel used the reporting methods using the new CAD/RMS's system compared to the previous EM system. Efforts will be made to better understand this reporting anomaly using comparative methods to the Department's EIS reporting system.

Complaints Referencing Racial Profiling

Subchapter I-1 of the Texas Government Code Chapter 411 gives the Office of Inspector General (OIG) the operational oversight and coordination of all investigations involving DPS employees. Accordingly, all complaints on THP traffic enforcement personnel related to racial profiling are overseen by OIG. During 2023, OIG received 14 racial profiling complaints on THP personnel. At the time of this report, each of the complaint investigations resulted in a finding of "No Policy Violation." A copy of the letter providing this information, signed by Inspector General Phillip Ayala, can be found in the Attachment Section of this report.

Conclusion and Recommendations

In summary, DPS training, policies, and procedures all indicate a desire to prevent racial profiling in its daily traffic enforcement operations. Using the data resulting from this analysis, DPS will continue to monitor activity and take any necessary measures identified to maintain or improve its service to the people of Texas and those who travel on its highways. As previously discussed, the data reported in this report is a collection of field reporting information from two different records systems. As field personnel become more familiar with the new reporting system through regular use and continued training, the information collected should prove to be a better representation of their efforts when compared to the legacy system. When deploying the new CAD/RMS system, DPS-THP has added an additional category for motor vehicle search

²⁴ Table 11 – Statewide

outcomes, Smuggled Persons. While not a category for the statutory requirements of this analysis, considering the current threats facing the state's citizens, the department believes it necessary to understand the efforts of its personnel better.

Additionally, the THP-Highway Safety Operations Center (HSOC) will, on a quarterly/biannual basis, extract and analyze DPS-THP's motor vehicle stop data using the metrics identified in Article 2 of the CCP. Upon completion, the report will be provided to DPS leadership for review and recommendations.

**IV. DPS Racial Profiling Policy and Related
Procedures**

05.50.00 RACIAL PROFILING

50.01 Definitions.

- 1) Racial Profiling – A law enforcement-initiated action based on an individual’s race, ethnicity, or national origin rather than on the individual’s behavior or on information identifying the individual as having engaged in criminal activity.
- 2) Race or Ethnicity – Means the following categories: Alaska Native or American Indian; Asian or Pacific Islander; Black; White; and Hispanic or Latino.
- 3) Motor Vehicle Stop – Means an occasion in which a peace officer stops a motor vehicle for an alleged violation of a law or ordinance.

50.02 Prohibited Conduct. Members of the Department shall not engage in racial profiling. Racial profiling is illegal, inconsistent with the principles of American policing, and an indefensible public protection strategy.

- 1) Examples of racial profiling include but are not limited to:
 - a) Initiating a motor vehicle stop on a particular vehicle because of the race, ethnicity, or national origin of the driver of a vehicle
 - b) Stopping or detaining the driver of a vehicle based on the determination that a person of that race, ethnicity, or national origin is unlikely to own or possess that specific make or model of vehicle
 - c) Stopping or detaining an individual based on the determination that a person of that race, ethnicity, or national origin does not belong in a specific part of town or a specific place
- 2) Members of the Department cannot consider specific characteristics such as race, ethnicity, or national origin unless the characteristic(s) is part of a specific suspect description.

50.03 Required Conduct. All law enforcement-initiated actions, which include all investigative detentions, motor vehicle stops, arrests, searches, and seizures of persons and/or property, shall be based on a standard of reasonable suspicion or probable cause as required by law. Each commissioned member must be able to articulate specific facts, circumstances, and conclusions which support the probable cause or reasonable suspicion for the investigative detention, motor vehicle stop, or arrest. This directive shall not preclude officers from offering assistance in the spirit of “community caretaking,” including, but not limited to, observing a substance leaking from a vehicle, a flat tire, or someone who appears to be ill, lost, or confused.

- 1) **Request For Consent to Search.** Absent probable cause to search a vehicle, troopers must assess the circumstances present on every motor vehicle stop made and decide, based on training and experience, whether any activity outside of a traffic violation exists.
 - a) Consistent with the expectations set by the Texas Appeals Courts, it is the policy of the Texas Department of Public Safety that a decision to request consent to search a person’s vehicle shall be based only on articulable, reasonable suspicion that the occupant(s) may be engaged in criminal conduct.

50.04 Compliment and Complaint Process

The Department values and is greatly interested in the experiences of those persons who encounter its members either through official law enforcement actions or by other means. As such, the Department provides opportunities for public compliments or complaints either by phone, postal service, email, and web-entry application.

- 1) Compliments
 - a) Phone: (512) 424-2823
 - b) Email: CustomerComments@dps.texas.gov
 - c) Postal Service: Texas Department of Public Safety; PO Box 4087; Austin, TX 78773
 - d) Online: <https://www.dps.texas.gov/PublicInformation/commendEmp/>

2) Complaints

- a) Phone: (512) 424-5017 (Mon-Fri, 8AM-5PM)
- b) Email: InspectorGeneral@dps.texas.gov
- c) Postal Service: Texas Department of Public Safety - Office of Inspector General; PO Box 4087; Austin, TX 78773
- d) Online: <https://www.dps.texas.gov/section/office-inspector-general/how-file-complaint>

The Department will provide instructions on how to submit a compliment or complaint on its public website (<https://www.dps.texas.gov/>) and on each copy of a written warning, citation, or commercial motor vehicle inspection report issued to an individual resulting from a motor vehicle stop.

Complaints on incidents of racial profiling shall be handled through policies and procedures as established in Chapter 7A of the General Manual. In addition to the investigative process established in Chapter 7A, a copy of a motor vehicle stop recording involving an investigated complaint of racial profiling against an officer of the Department shall be provided to the accused officer upon that officer's written request to the Department.

50.05 Consequences of Violating Racial Profiling Policy

Racial profiling is a major infraction, and employees involved in such activity will be subject to disciplinary action as prescribed by policy. As with other major infractions outlined in Chapter 6 of the General Manual, an investigation leading to a sustained allegation of racial profiling may be deemed sufficient cause for the discharge, suspension, demotion, or removal of any member of the Department of Public Safety.

50.06 Video and Audio Recording of Motor Vehicle Stops

Each commissioned member of the Department assigned the duty of performing regular traffic enforcement shall be required to utilize issued in-car and body-worn camera systems to audio and video record each motor vehicle stop during the course of their assigned shift. Commissioned members will be guided by Chapter 8 of the Texas Highway Patrol Manual for:

- 1) Video equipment procedures
- 2) Legal requirements related to job-related audio/video recording
- 3) Use and storage requirements
- 4) Retention periods
- 5) External requests for recorded media

As the Department equips its traffic enforcement officers with video equipment, supervisors shall be guided by Chapter 16 of the Texas Highway Patrol Manual on conducting Video Observations of employees' recorded motor vehicle stops in compliance with Texas Law (CCP 2.132 (d)).

50.07 Collection and Annual Review of Required Motor Vehicle Stop Data

Data shall be collected on all motor vehicle stops. At a minimum, information will be collected on the driver and vehicle involved in the stop. In accordance with Chapter 5 of the Texas Highway Patrol Manual, the Department recognizes three types of enforcement actions. They are custody arrests, citations, and written warnings. Additionally, written commercial motor vehicle inspections conducted pursuant to Federal Motor Carrier Regulations may serve as an enforcement action. Each motor vehicle stop should result in the issuance of at least one of the preceding enforcement actions. As a matter of standard practice, as officers complete an enforcement action, the Department shall collect the appropriate responses for the following data fields as they relate to each motor vehicle stop.

- 1) a physical description of any person operating the motor vehicle who is detained as a result of the stop, including:
 - a) the person's gender; and

- b) the person's race or ethnicity, as stated by the person or, if the person does not state the person's race or ethnicity, as determined by the officer to the best of the officer's ability;
- 2) whether the officer knew the race or ethnicity of the individual detained before detaining that individual;
- 3) the initial reason for the stop;
- 4) whether the officer conducted a search as a result of the stop and, if so, whether the person detained consented to the search;
- 5) whether any contraband or other evidence was discovered in the course of the search and a description of the contraband or evidence;
- 6) the reason for the search, including whether:
 - a) any contraband or other evidence was in plain view;
 - b) any probable cause or reasonable suspicion existed to perform the search; or
 - c) the search was performed as a result of the towing of the motor vehicle or the arrest of any person in the motor vehicle;
- 7) whether the officer made an arrest as a result of the stop or the search, including a statement of whether the arrest was based on a violation of the Penal Code, a violation of a traffic law or ordinance, or an outstanding warrant and a statement of the offense charged;
- 8) the street address or approximate location of the stop;
- 9) whether the officer issued a written warning or a ticket or citation as a result of the stop; and
- 10) whether the officer used physical force that resulted in bodily injury, as that term is defined by Section [1.07](#), Penal Code, during the stop.

The Director of the Department will submit an annual report of the information collected during the motor vehicle stops conducted by its officers to the Texas Commission on Law Enforcement and the Public Safety Commission no later than March 1st of the following calendar year. The report will provide a comparative analysis of the motor vehicle stop information collected for the purpose of:

- 1) evaluating and comparing the number of motor vehicle stops, throughout the State and each THP Region, of persons who are recognized as racial or ethnic minorities and persons who are not recognized as racial or ethnic minorities;
- 2) examine the disposition of motor vehicle stops made by officers, categorized according to the race or ethnicity of the affected persons, as appropriate, including any searches resulting from stops within the applicable jurisdiction; and
- 3) evaluate and compare the number of searches resulting from motor vehicle stops, throughout the State and each THP Region, and whether contraband or other evidence was discovered in the course of those searches; and
- 4) information relating to each complaint filed with the agency alleging that a peace officer employed by the agency has engaged in racial profiling.

The report may not include identifying information about a commissioned officer who makes a motor vehicle stop or about an individual who is stopped or arrested by an officer. The data collected as a result of the preceding reporting requirements shall not constitute prima facie evidence of racial profiling.

Finally, upon the Department's review of the annual report, recommendations could be made for improving future data collection, practices, and policies to ensure the Department's continued practice of bias-free policing, depending upon any needs identified.

Office of Inspector General

Complaint Investigation and Resolution



It is the policy of the Department to courteously receive and to investigate complaints concerning its employees.

A person desiring to make a complaint may contact any Department office or the Department's Headquarters in Austin and will be furnished the name and address of the person to whom the complaint should be directed.

Persons desiring to make a complaint must understand the importance of submitting their complaint in writing with their signature affixed. (The Texas Government Code, Section 614.022, provides that all complaints to be considered on law enforcement officers must be in writing and signed by the person making the complaint.)

Persons complaining orally, or by E-mail, will be requested to submit their complaint in writing with their signature affixed if the complaint is on a DPS police officer.

A person refusing to make a written complaint or who makes an anonymous complaint does not necessarily prevent an investigation from being initiated on the facts provided, but does cause the matter to be more difficult to process to an effective conclusion.

Upon receipt of a complaint, a notification will be prepared and sent to the complainant informing him or her that the complaint is to be investigated and that they will be contacted personally, if at all possible, by the investigator to discuss in detail the allegation(s) made against the Department employee.

The Department has two types of complaint investigations, Personnel Complaint Investigations and Division Referrals. A Division Referral may be conducted prior to the filing of a formal complaint. A formal complaint is defined as a formal written allegation against a member of the Department, which could result in disciplinary action up to and including termination, and which alleges one or more of the following:

- a. An infraction of Department rules, regulations, or policies.
- b. An illegal act.

Department policy and the Texas Government Code both require a copy of the formal complaint be presented to the employee within a reasonable time and before any disciplinary action may be imposed.

Division referrals are matters that are typically addressed by the Division's management under the guidance of OIG. No division referral is considered closed unless approved by OIG management. Division referrals can result in discipline up to and including a formal written reprimand. Any greater discipline must be administered only through a formal OIG investigation.

Department policy states the investigation of a formal complaint shall include:

- a. Personally contacting of the complainant by the investigator (when at all possible) to fully discuss the complaint.
- b. Personally contacting of the accused employee by the investigator in every instance to fully discuss the allegations.
- c. Personally contacting of all known witnesses as available or necessary.
- d. The optional recording of complainant, witness, and/or accused employee interviews.
- e. The taking of sworn statements from complainants, accused employees, and/or witnesses as deemed necessary to support or refute the allegations being investigated.
- f. Obtaining all known relevant legal evidence and/or other documents to support or refute the allegations being investigated.
- g. Implementation of scientific investigative aids (laboratory services, etc.) as deemed necessary to support the integrity of the investigation.
- h. Submission of a detailed investigative report.

The purpose of the investigation is to seek out the facts in a particular situation and to ascertain the truth. The investigation or inquiry may be conducted by a Department supervisor or the Office of Inspector General.

Allegations contained in a formal complaint investigation may have one of four outcomes:

- a. Unfounded. The allegation is false, not factual.
- b. Exonerated. The incident occurred, but was lawful and proper or was justified under the existing conditions.
- c. Not Sustained. There is insufficient evidence to prove or disprove the allegations.
- d. Sustained. The allegation is supported by sufficient evidence.

A sustained complaint may result in disciplinary action of one or more of the following:

- a. Formal written reprimand
- b. Disciplinary probation
- c. Time off without pay
- d. Reduction of salary rate
- e. Demotion
- f. Discharge

At the conclusion of an investigation conducted by the Office of Inspector General, the report will be reviewed by the accused employee's supervisors, who will attach their recommendations to the report. If a supervisor conducts the investigation, it is reviewed by the employee's supervisors, who attach their recommendations, and then is reviewed by the Office of Inspector General.

At the conclusion of the investigation and all appropriate reviews, the report will be forwarded to the Division Director of the employee, who will take appropriate action, if any, or recommend to the Director of the agency the employee be discharged.

If a formal complaint is sustained against an employee, the employee has the right to appeal that decision and/or the discipline imposed.

At the final conclusion of the complaint investigation or division referral, the complainant and the employee will be given written notification of the outcome. If the process is not complete within 90 days, a status notification will be sent by OIG to both the complainant and the employee.

If a complainant deliberately gives false information causing the Department to conduct an investigation, with the approval of the Director or Deputy Director, this information can be presented to the appropriate prosecutor under the appropriate Texas statutes.

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Complaints & Compliments

The mission of the Texas Department of Public Safety (DPS) is to protect and serve Texas. The agency employs approximately 10,000 hardworking men and women, who are held to the highest standard of conduct as they work to keep our communities safe from harm as well as provide exceptional services to their fellow Texans.

Accordingly, the department is always interested in feedback from the people we serve and protect.

DPS has established a convenient way for you to file a complaint about a DPS employee or submit a compliment about a DPS employee.

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HOW TO FILE A COMPLAINT

[\(Español\)](#)

(Print these instructions so you may have them on hand while reviewing the Personnel Complaint Affidavit. Click the print button on your browser.)

1. If you have not already read the section entitled "[Complaint Investigation and Resolution](#)", it is recommended you do so now.
2. Complaints should be submitted in writing via mail, email or fax with your signature affixed.
3. In the body of the complaint, in a narrative form, give a concise statement of the nature of the complaint, including all relevant facts. The more information you can provide, the better it is for the investigator. If known, name the DPS employee you are complaining against or give sufficient information to allow the Department to identify the employee. Please include your address and telephone number so the investigator can contact you.
4. The completed and signed complaint may be filed by mail, email, or fax.
5. The Office of Inspector General does not investigate complaints concerning traffic citations or criminal charges when an individual's guilt or innocence is the only issue in question.

Please mail, email or fax your completed complaint to:

Texas Department of Public Safety
Office of Inspector General
13706 Research Blvd., Suite 100
Austin, TX 78750
Phone: (512) 424-5017
Fax: (512) 424-5769
Email: [Inspector General](#)

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Compliment a DPS Employee

Compliment a DPS Employee

Employees of the Texas Department of Public Safety are dedicated to ensuring the safety of the people of Texas. Since 1935, our civilian and commissioned employees have strived to embody our motto, "Courtesy, Service, Protection."

If you would like to commend an employee for their exceptional service or remarkable assistance, please be sure to include as much information as possible, including the employee's name and how their service went above and beyond that you expected. (Please do not send complaints to this address. See information on how to [file a complaint](#).)

When we receive a commendation, we share it with the employee and their supervisor. A copy of the letter or email is placed in the employee's personnel file. We also share the letter with agency employees.

Thank you for taking the time to share your thoughts!

Send e-mail to commend a DPS Employee

Fields with * are Required

Your name: *

(Your first and last name)

Your Email address: *

Employee Name
(if known):

(Employee's first and last name)

Comments: *

Submit

Clear Form

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V. Attachments

**Texas Department of Public Safety – Highway Patrol Methodology for Completion of the
Racial Profiling Form as Mandated by Code of Criminal Procedure Chapter 2
for the 2023 Reporting Period**

The following THP Division enforcement reports were utilized to compile the number of motor vehicle stops and related information for this reporting period.

- HP-3 Warning Ticket
- THP-6 Highway Patrol Ticket/Fugitive Arrest Ticket
- CVE-3 Commercial Vehicle Enforcement Ticket (includes roadside inspections with a charge or a warning only)
- Traffic Stops involving pedestrians were excluded from this report

Please note that in 2023, DPS implemented a Records Management System (RMS) which allowed the department to better capture the information required by CCP Art 2.133. The 2023 report consisted of a combination of data in both record systems.

1. The total number of stops during the calendar year calculated utilizing the number of enforcement reports listed above.
2. Due to the lesser number roadway classes provided on the reporting form than those collected by DPS in 2023, roadway classes were grouped as listed into the five categories provided:
 - 2.1 All city streets or local roads within an incorporated city.
 - 2.2 All Interstate - IH, Tollways - TW, and US Highways
 - 2.3 All Farm to Market - FM; Ranch Road - RR; Park Road -PR; State Highway - SH; and their Spurs, Loops, and Alternate Routes
 - 2.4 All County Roads
 - 2.5 All other contacts that did not fall into the previously mentioned categories.
3. Totals for each section as reported by field personnel.
4. The totals reported for each race or ethnic group as collected at the time of the traffic stop.
5. For the purpose of this form, "Gender" is reported as total Male and Female.
6. To comply with the categories provided, each section was reported as follows for 2023.
 - 6.1 All non-Texas Transportation Code (TRC) violations. If the contact only involved one of these types of violations, then it was selected as the reason for stop.
 - 6.2 All pre-existing knowledge violations. If the contact involved only one of these types of violations, then it was selected as the reason for stop.
 - 6.3 This was interpreted as violations of Chapter 545 of the TRC. If a 545 violation was listed, then it was determined to be the primary reason for a stop if additional violations were listed for a single contact. This category also includes Crash, Consensual Encounter and Inspections.
 - 6.4 This was interpreted as all violations of the Texas Transportation Code not contained in Chapter 545. If no violation of 545 was listed, this was selected as the reason for stop.
7. Completed using the information provided at the time of the traffic stop.
 - a) Drop Down Box - yes if search was conducted.
 - b) Drop Down Box - no if search was not conducted.

8. Completed using the information provided at the time of the traffic stop.
 - a) All verbal and written consent selections were categorized in this option.
 - b) All contraband/evidence in plain sight selections were categorized in this option.
 - c) All “probable cause” related searches were reported here. It should be noted that DPS policy requires the presence of articulable reasonable suspicion before seeking request for consent. Therefore, one could believe that all searches reported in option “b)” could have possibly been reported in this category as well.
 - d) All “Inventory” related searches were reported in this category for the 2023 reporting period.
 - e) All “incident to arrest” or “search warrant” searches were reported in this category.

9. Completed using the information provided at the time of the traffic stop for contraband discovered.
 - a) All selections of Yes will be totaled by race.
 - b) All selections of No will be totaled by race.

10. Completed using the information provided at the time of the traffic stop. Due to the ability for field personnel to select multiple options for one traffic stop some categories were given reporting priority over others as follows.
 - a) If Drugs alone was selected or in conjunction with “Alcohol”, “Stolen Property”, or “Other”, the total was entered in this category.
 - b) If Currency alone was selected or in conjunction with "Drugs", "Weapons," “Alcohol”, “Stolen Property” or "Other" the total was entered in this category.
 - c) If Weapons alone was selected or in conjunction with “Drugs”, “Alcohol”, “Stolen Property” or “Other”, the total was entered in this category.
 - d) If Alcohol alone was selected or in conjunction with “Other”, the total was entered in this category.
 - e) If Stolen Property alone was selected or in conjunction with “Alcohol” or “Other, the total was entered in this category.
 - f) For the 2023 reporting period, all items not classified as either Drugs, Currency, Weapons, Alcohol, Smuggled Person(s), or Stolen Property should have been reported as "Other." Therefore, the total of all items selected only as “Other” was entered in this category. Smuggled Person(s) reporting was aggregated into the “Other” category for the purpose of mirroring statutory categories.

11. DPS collected this information, but not exactly in the fashion of the categories provided.
 - a) THP enforcement policy does not provide the utilization of a verbal warning as a recognized enforcement action. Therefore, the option of a verbal warning is not a collected data point.
 - b) All instances in which a traffic stop concluded with the use of a written warning with no charges filed were totaled in this category.
 - c) All instances in which a traffic stop concluded with the use of a written citation without a custody arrest or instanter were totaled in this category, no matter if warnings were also issued.
 - d) All instances in which the suspect was placed in custody or instanter and issued a warning was totaled in this category.
 - e) This was not a captured data point for the entire 2023 reporting period due to previous collection and database system and was reflected in the "Arrest" category as a result. Data

in the RMS system captured all instances reported in which a traffic stop concluded with the use of a written citation and an arrest.

- f) If the enforcement action indicated that the suspect was placed in custody or instanter and was not issued a warning it was totaled in this category.
12. DPS collected this information, but not exactly in the fashion of the categories provided.
- a) If an arrest was not based on a violation of Traffic Law, it was totaled into this category no matter if the violation was from other criminal codes such as the Health and Safety Code.
 - b) If the arrest was solely based on a violation of the TRC, it was counted in this category.
 - c) As a matter of practice, DPS does not enforce City Ordinances; therefore this category should be zero.
 - d) For the 2023 reporting period, if an arrest was solely based on an outstanding fugitive warrant, it was counted in this category.
13. The field entry point for this category defines Force Used being as physical force with bodily injury as defined in PC 1.07. ("Bodily injury" means physical pain, illness, or any impairment of physical condition." Examples could include, but are not limited to, application of pressure points during an arrest, use of a conducted electrical weapon, CEW, "Taser," or any physical application of force to gain compliance that does not necessarily require direct medical attention.) Therefore, if the category was selected as "Yes" it was counted as such. Each selection of yes or no was totaled by race.
14. The data utilized to provide the frequency of the categories related to "complaints of racial profiling" was collected from the DPS – Officer of Inspector General (OIG).
15. The Regional traffic stop analyses were based on the county location in which each traffic stop occurred.



INSPECTOR GENERAL
PHILLIP AYALA

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January 30, 2024

The information contained herein relates to data collected by the Office of Inspector General. In 2023, the Office of Inspector General received complaints of racial profiling. Below is a listing of the racial profiling complaints with their respective resolution for the year 2023.

- 14 - Racial Profiling Complaints received in 2023

OIG2023-0068 Racial Profiling - No Policy Violation: (Division Referral)
OIG2023-0147 Racial Profiling - No Policy Violation: (Division Referral)
OIG2023-0185 Racial Profiling - No Policy Violation: (Division Referral)
OIG2023-0213 Racial Profiling - No Policy Violation: (Division Referral)
OIG2023-0287 Racial Profiling - No Policy Violation: (Division Referral)
OIG2023-0357 Racial Profiling - No Policy Violation: (Division Referral)
OIG2023-0423 Racial Profiling - No Policy Violation: (Division Referral)
OIG2023-0080 Racial Profiling - No Policy Violation: (Division Referral)
OIG2023-0223 Racial Profiling - No Policy Violation: (Division Referral)
OIG2023-0337 Racial Profiling - No Policy Violation: (Division Referral)
OIG2023-0368 Racial Profiling - No Policy Violation: (Division Referral)
OIG2023-0377 Racial Profiling - No Policy Violation: (Division Referral)
OIG2023-0419 Racial Profiling - No Policy Violation: (Division Referral)
OIG2023-0426 Racial Profiling - No Policy Violation: (Division Referral)

Respectfully,

Phillip Ayala, Inspector General

Texas Department of Public Safety, Office of Inspector General