

CALIFORNIA RACIAL AND IDENTITY PROFILING ADVISORY BOARD

<https://oag.ca.gov/ab953/board>

STOP DATA ANALYSIS SUBCOMMITTEE
MEETING NOTICE AND AGENDA

Thursday, October 8, 2020

2:00 PM

Via Blue Jeans video and telephone conference ONLY. The public is encouraged to join the meeting using the “Join Meeting” link below. The “Join Meeting” link will provide access to the meeting video and audio. We recommend that you log in 5-10 minutes before the start of the meeting to allow sufficient time to set up your audio/video, and to download the Blue Jeans application, if desired.

[Join Meeting](#)

(Join from computer or phone)

A phone dial-in option will also be available.

(408) 317-9254

Meeting ID: 411 546 977



1. INTRODUCTIONS (5 min.)
2. APPROVAL OF JUNE 9, 2020 SUBCOMMITTEE MINUTES (2 min.)
3. ELECTION OF SUBCOMMITTEE CO-CHAIRS (7 min)
4. OVERVIEW OF PROPOSED SUBCOMMITTEE WORK & STOP DATA ANALYSIS UPDATES BY DEPARTMENT OF JUSTICE (20 min.)
5. DISCUSSION OF PROPOSED STOP DATA ANALYSIS CHAPTER IN 2021 REPORT (50 min.)
6. SUBCOMMITTEE SUGGESTIONS REGARDING STOP DATA REGULATIONS FIXES (15 min.)
7. PUBLIC COMMENT (15 min.)
Both the Blue Jeans application and dial-in number will permit public comment
8. DISCUSSION OF NEXT STEPS (5 min.)
9. ADJOURN

Documents that will be reviewed during the meeting will be posted at least one day prior to the meeting in the Upcoming Meeting section of the Board’s website <https://oag.ca.gov/ab953/board>.

The meeting will begin at the designated time. Other times on the agenda are approximate and may vary as the business of the Board requires. For any questions about the Board meeting, please contact Anna Rick, California Department of Justice, 1515 Clay Street, Suite 2100, Oakland, California 94612, ab953@doj.ca.gov or 510-879-3095. If you need information or assistance with accommodation or interpretation requests, please contact Ms. Rick at least five calendar days before the scheduled meeting.

1 Analysis of 2019 Stop Data

In 2019, the 15 largest law enforcement agencies in California collected data on 3,992,074 pedestrian and vehicle stops and submitted these data to the California Department of Justice.¹ These data include information regarding more stops than was collected the previous year because the 2019 data includes records from both Wave 1 and Wave 2 agencies from January 1 to December 31, 2019. The 2018 RIPA stop data only included the eight largest agencies in California and records submitted between July 1 and December 31, 2018. These differences are significant and should be taken into consideration when comparisons are made between data from these two years.

The data collected include demographic information of stopped individuals as perceived by the officer, as well as a range of descriptive information designed to contextualize the reason for the stop, actions taken during the stop, and resolution of the stop. The purpose of collecting these data is to document law enforcement interactions with the public and determine whether certain identity groups are subject to disparate treatment during stops.

It is important to note that individuals may self-identify their demographic characteristics differently than how an officer may perceive them. This distinction is critical to the purpose of collecting these stop data and reflects the primary task assigned to the Board, which is to eliminate racial and identity profiling and improve diversity and racial and identity awareness in law enforcement. If certain officers do engage in racial and identity profiling, then they will treat those they stop based on their perception of these identity characteristics. This is the context under which RIPA data should be analyzed and interpreted.

For this year's report, the Board presents stop data analyses in three different sections:

- 1) The first section provides a breakdown of each identity group followed by their rates of experiencing stop outcomes.
- 2) The second section attempts to create benchmarks (i.e. reference points) by which to compare the stop data results and measure disparities. These benchmarks include comparisons to residential population data and tests for equality of outcomes at different points during the stop. These outcome-based tests explore search outcomes, the impact of daylight on who is stopped, and the rates of force used by law enforcement.
- 3) The third section focuses on the intersections of race/ethnicity by gender and race/ethnicity by disability type. The Board understands that there is no perfect test and that disparate treatment can occur before the stop or at any point during the course of a stop. Thus, the Board presents the results from several approaches in this report.

¹ Government Code Section 12525.5(g)(2) defines a "stop" as any detention by a peace officer of a person, or any peace officer interaction with a person in which the peace officer conducts a search, including a consensual search, of the person's body or property in the person's possession or control.

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1.1 Stop Data Demographics

1.1.1 Identity Demographics

Officers were required to collect perceived identity-related information on six key demographics: race/ethnicity, gender, age, lesbian-gay-bisexual-transgender (LGBT) identity, English fluency, and disability. Officers are not permitted to ask individuals to self-identify for RIPA stop data collection purposes. Thus, all demographic data in this report reflects the perceptions of officers and may differ from how some stopped individuals self-identify.

Race/Ethnicity. Officers perceived the highest proportion of individuals they stopped to be Hispanic (38.9%), followed by White (33.1%), Black (15.9%), Asian (5.7%), Middle Eastern/South Asian (4.7%) and all other groups (1.7%; includes 0.5% Pacific Islander, 0.2% Native American, and 0.9% Multiracial individuals). Officers may select multiple racial/ethnic categories per individual when recording stop data. All stopped individuals who were perceived to be part of multiple racial/ethnic groups were categorized as Multiracial, so as to avoid counting the same stopped individual in multiple racial/ethnic groups.

Gender. RIPA regulations contain five gender categories, including male, female, transgender man/boy, transgender woman/girl, and gender nonconforming.² A vast majority of stopped individuals were perceived as either (cisgender) male (71.2%) or (cisgender) female (28.6%), with all other groups collectively constituting less than 1 percent of the data.³

Age. Individuals perceived to be between the ages of 25 and 34 were stopped most often (32.3%), representing the peak of the age distribution. Individuals perceived to be below the age of 10 accounted for the smallest proportion (0.1%) of stopped individuals amongst all the age groups.⁴

² These categories match those found in the regulations informing RIPA stop data collection. For the purposes of this report, “male” refers to cisgender males and “female” refers to cisgender females.

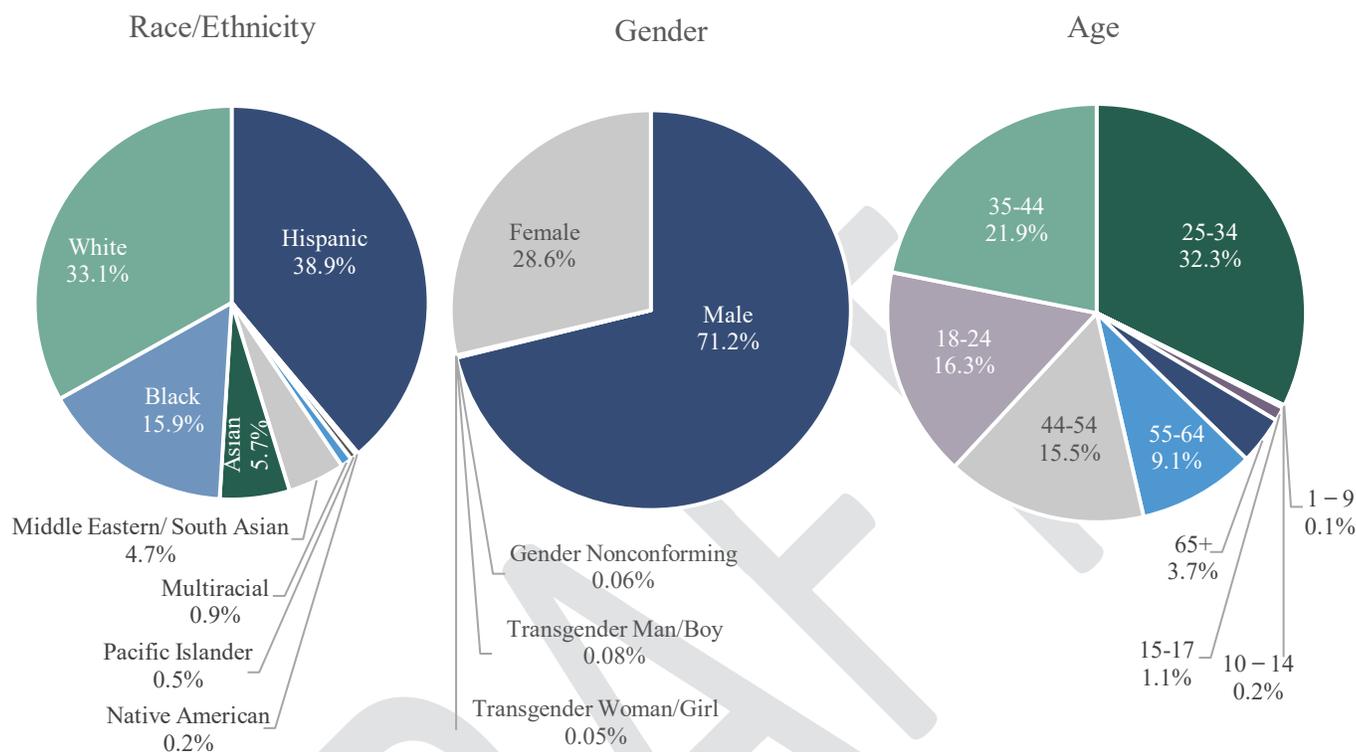
³ Transgender man/boy (0.08%), transgender woman/girl (0.05%), gender non-conforming (0.06%).

⁴ Stopped individuals perceived to be less than 10 years of age constituted less than one for every 1,000 individuals stopped. However, the Department is currently exploring the possibility that, in some cases, officers may have (1) incorrectly recorded the age of these stopped individuals (i.e. typographical errors) or (2) recorded data in cases that are not reportable under Section 999.227 (b) of the RIPA regulations (i.e. recording data for young passengers not suspected of committing a violation whom also did not have reportable actions taken towards them).

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Figure 1. Race/Ethnicity, Gender, and Age Distributions of 2019 RIPA Stop Data



LGBT. Stops of individuals perceived to be LGBT comprised less than 1 percent of the data.⁵

Limited English Fluency. Officers perceived approximately 4.1 percent of stopped individuals to have limited or no English fluency.

Disability. Officers perceived 1.1 percent of the individuals they stopped to have one or more disabilities. Of those perceived to have a disability, the most common disability reported by officers was mental health condition (63.3%).⁶

1.1.2 Primary Reason for Stop

Stop data regulations require officers to report the *primary* reason a stop was made. This means that officers may only report a single reason for stop. In instances where multiple reasons may

⁵ Officers perceived 0.66% of stopped individuals to be LGBT.

⁶ Individuals perceived to have multiple disabilities—including mental health conditions—are not included in this statistic.

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apply, officers are instructed to select only the primary reason that informed their decision to initiate a stop. Data for both pedestrian and vehicle stops were submitted to the Department.

The most common reason provided for a stop was a traffic violation (85.0%), followed by reasonable suspicion that the person was engaged in criminal activity (12.1%).⁷ Reasonable suspicion is a legal standard in criminal law that requires an officer to point to specific articulable facts that the person is engaged in, or is likely to be engaged in, criminal activity. Reasonable suspicion requires more than just an officer to have a hunch that the person committed a crime, but is a lesser standard than probable cause, which is required to arrest somebody.⁸ All other reasons collectively made up less than 3 percent of the data.⁹

Race/Ethnicity. Out of all the race/ethnicity groups in the data, Middle Eastern/South Asian individuals had the highest proportion of their stops reported as traffic violations (95.4%) and the lowest proportion of their stops reported as reasonable suspicion (4.0%). Black individuals had the lowest proportion of their stops reported as traffic violations (74.7%) and the highest proportion of their stops reported as reasonable suspicion (21.0%).

⁷ Although officers may have reasonable suspicion when initiating stops for traffic violations, the regulations state that officers should not select the “reasonable suspicion” value when the reason for stop is a traffic violation. Instead, officers should select the “traffic violation” value as the primary reason for stop.

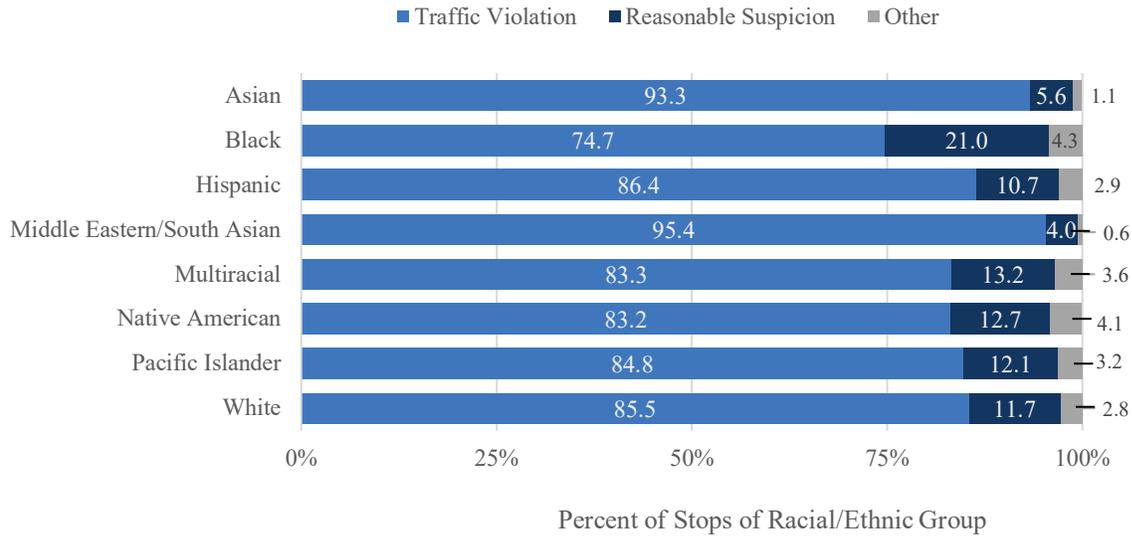
⁸ “Reasonable suspicion” is currently being used to capture stops where an officer suspects criminal activity, but also stops where officers initiate contact for community caretaking purposes without suspecting an individual of criminal activity because no distinct value exists within the RIPA regulations for solely community caretaking contacts. Approximately 4.9% of stops initiated for reasonable suspicion were due to community caretaking functions. Given the small percentage, community caretaking stops were not separated out from the reasonable suspicion stops. This designation in the regulations was not meant to suggest that homelessness and people with mental health conditions are engaging in criminal activity; rather, the DOJ is aware of this issue and working on a resolution.

⁹ Other reasons for stop that the officer could report included consensual encounter resulting in a search (1.1%), mandatory supervision (0.7%), warrants/wanted person (0.7%), truancy (0.4%), investigation to determine whether student violated school policy (<0.1%), and possible violations of the Education Code (<0.1%).

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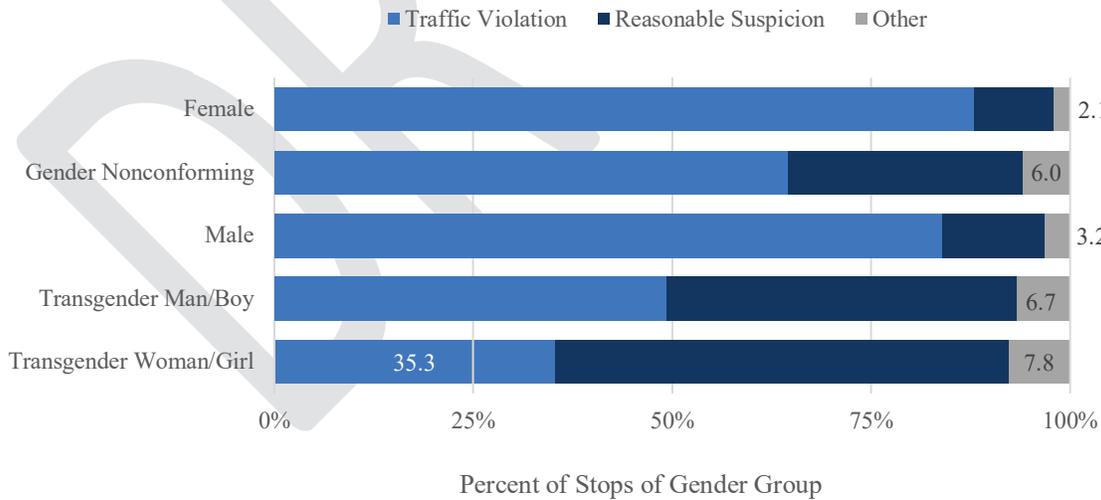
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Figure 2. Primary Reason for Stop by Race/Ethnicity



Gender. Females had the highest proportion of their stops reported as traffic violations (88.0%) and the lowest proportion of their stops reported as reasonable suspicion (9.9%). Transgender women/girls had the lowest proportion of their stops reported as traffic violations (35.3%) and the highest proportion of their stops reported as reasonable suspicion (56.9%).

Figure 3. Primary Reason for Stop by Gender



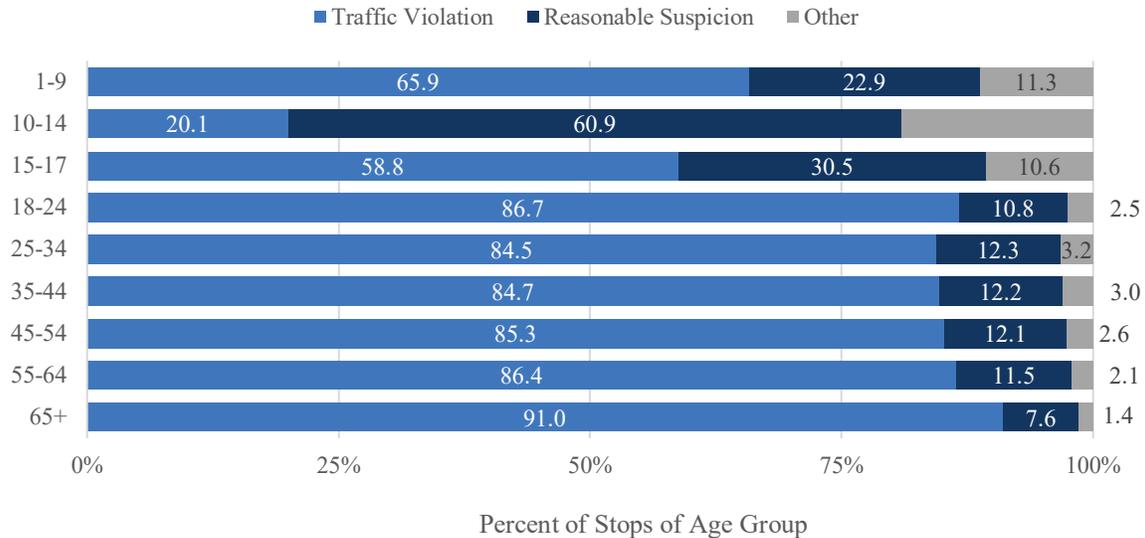
Age. People perceived to be 65 years or older had the highest proportion of their stops reported as traffic violations (91.0%) and had the lowest proportion of their stops reported as reasonable suspicion (7.6%). Individuals perceived to be between the ages of 10 and 14 had the lowest

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proportion of their stops reported as traffic violations (20.1%) and the highest proportion of their stops be reported as reasonable suspicion (60.9%).¹⁰

Figure 4. Primary Reason for Stop by Age Group



LGBT. Individuals perceived to be LGBT had a lower proportion of their stops reported as traffic violations (61.8%) and a higher proportion of their stops reported as reasonable suspicion (31.9%) than individuals who officers did not perceive to be LGBT (85.2% traffic violations and 11.9% reasonable suspicion).

Limited English Fluency. Individuals perceived to have limited English fluency had a lower proportion of their stops reported as traffic violations compared to individuals whom officers perceived to be fluent in English (83.1% and 85.1%, respectively). The opposite was true of reasonable suspicion stops where individuals perceived to have limited English fluency had a higher proportion of their stops reported under this category than individuals perceived as English fluent (14.8% and 11.9%, respectively).

Disability. Stopped individuals perceived as having a disability had a lower proportion of their stops reported as traffic violations (18.8%) and a higher proportion of their stops for reasonable

¹⁰ The data shows an unexpected number of reported traffic violations for people too young to hold a provisional permit or driver's license. This could partially be explained cases where officers (1) incorrectly recorded the age of the stopped individuals, (2) recorded data for passengers in the vehicles they stop, or (3) recorded violations of bicycle or motorized scooter law. The Department is exploring avenues for exploring these explanations.

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suspicion (69.4%) than those not perceived to have a disability (85.8% traffic violations and 11.4% reasonable suspicion).¹¹

1.1.3 Calls for Service

RIPA regulations require that officers indicate if a stop was made in response to a call for service, radio call, or dispatch.¹² Officers reported making stops in response to calls for service approximately 5 percent of the time.¹³

Race/Ethnicity. Stops were initiated in response to a call for service at the highest rates for Black individuals (8.4%) and the lowest rates for Middle Eastern/South Asian individuals (2.2%).

Key Terms

- Call for service – a stop made in response to a call for service, radio call or dispatch
- Officer-initiated – a stop *not* made in response to a call for service, radio call or dispatch

¹¹ Part of the reason why individuals perceived to have a disability have a much higher proportion of their members reported as being stopped for reasonable suspicion than do stopped individuals not perceived to have a disability is due to how community caretaking contacts are currently captured within the RIPA data. As mentioned previously, stops for community caretaking are captured in the reasonable suspicion data element. Only 0.3% of individuals without a disability were stopped for community caretaking purposes, compared to 22.5% of stopped individuals with a disability.

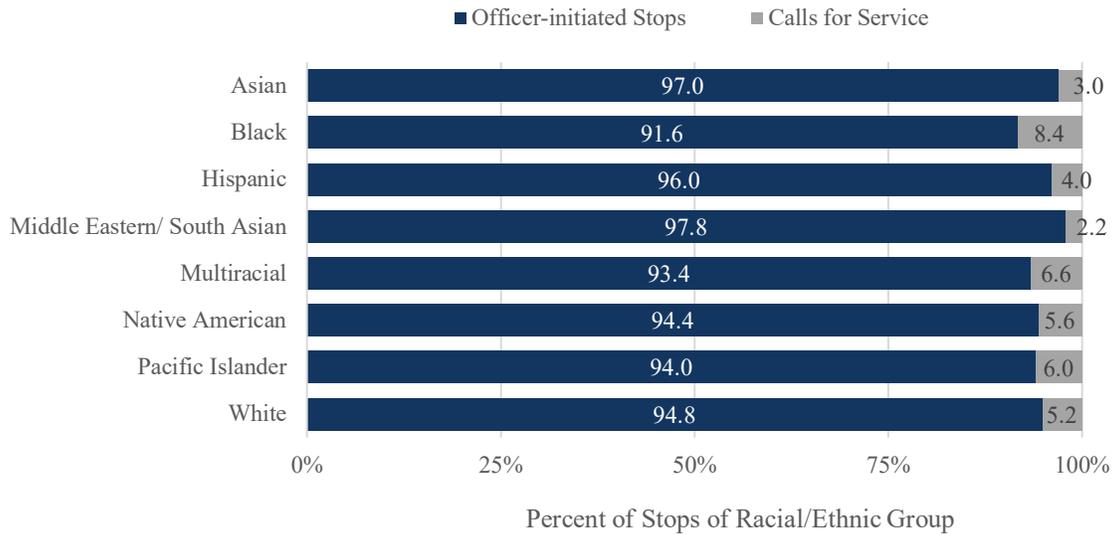
¹² An interaction that occurs when an officer responds to a call for service is only reported if it meets the definition of a “stop” as set forth in section 999.224, subdivision (a)(14) of the RIPA regulations. A call for service is not a reason for stop value under the RIPA regulations. Rather, officers indicate whether or not a stop was made in response to a call for service in addition to providing a primary reason for stop.

¹³ Given that stops for traffic violations constitute a majority of the data, but are less prone to be made in response to a call for service, these analyses were also conducted while excluding data from stops where officers indicated that the primary reason for the stop was a traffic violation. Please see [APPENDIX TABLE] for all statistics.

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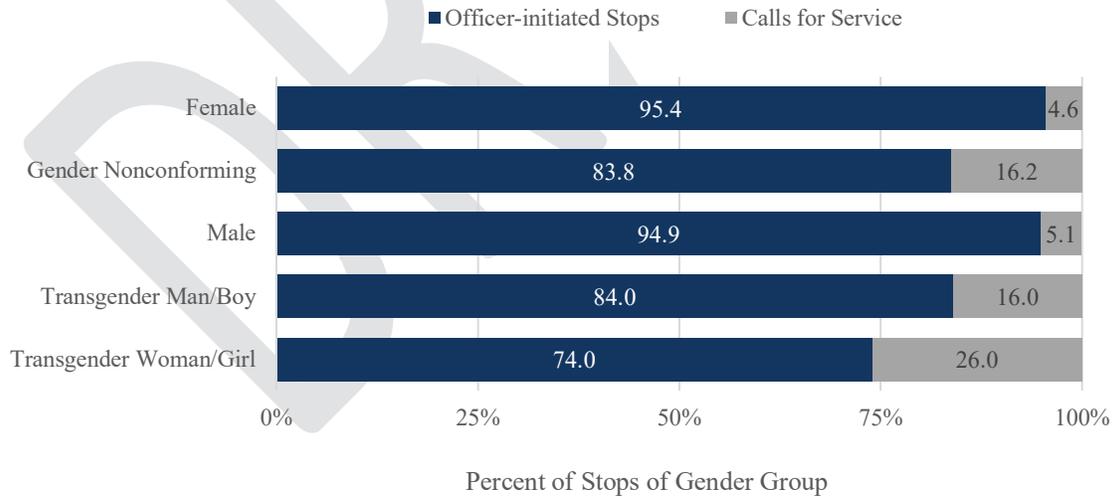
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Figure 5. Call for Service Status by Race/Ethnicity



Gender. Stopped individuals perceived to be transgender women/girls had the highest rate of being stopped in response to a call for service (26.0%) while stopped individuals perceived to be female had the lowest rate (4.6%).

Figure 6. Call for Service Status by Gender

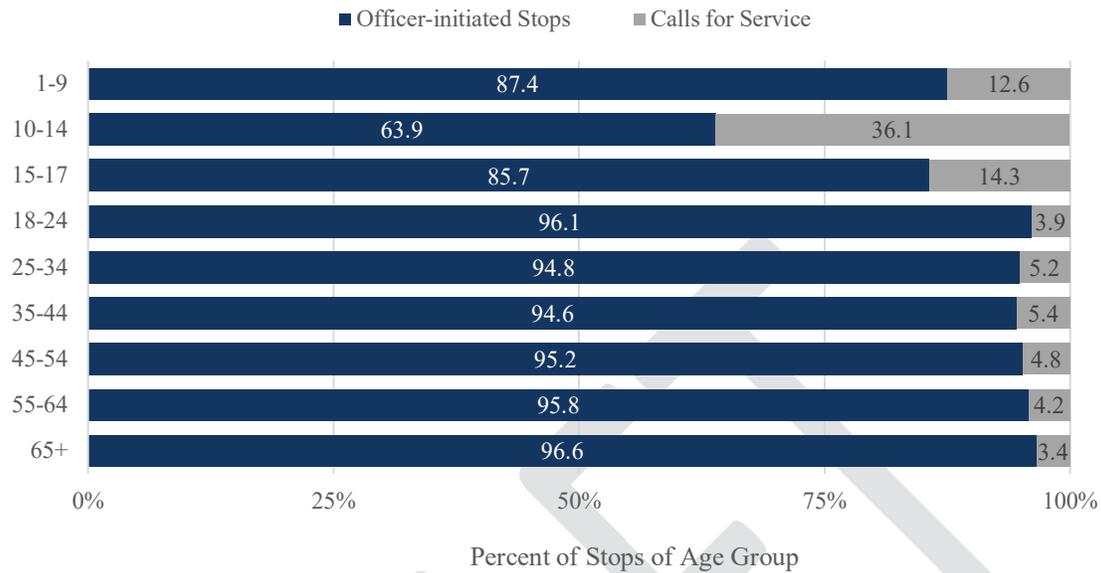


Age. Stopped individuals perceived to be between the ages of 10 and 14 had the highest rate of being stopped in response to a call for service (36.1%) whereas people aged 65 or higher had the lowest rate (3.4%).

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Figure 7. Call for Service Status by Age Group



LGBT. Stopped individuals perceived as LGBT had a higher rate (15.4%) of being stopped in response to a call for service than individuals whom the officers did not perceive to be LGBT (4.9%).

Limited English Fluency. Stopped individuals whom officers perceived to have limited or no English fluency had a higher rate of being stopped in response to a call for service (6.4%) compared to English fluent individuals (4.9%).

Disability. Stopped individuals perceived as having a disability had a substantially higher rate of being stopped in response to a call for service (47.9%) compared to those whom officers did not perceive to have a disability (4.5%).

1.1.4 Actions Taken During Stop by Officers

Officers can select up to 23 different actions taken during the stop, which exclude actions categorized as stop results (e.g. arrest). Each stopped individual may have multiple reported actions taken towards them by law enforcement in a single stop. Overall, an average of 0.5 actions were taken by officers during a stop and actions were taken on 19.0% of stopped

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individuals.¹⁴ This indicates that officers did not submit any reportable actions taken on most of the stops they conducted. The average number of actions taken by officers during only those stops where actions were reported was 2.5. The average number of actions taken during stops was also calculated for each identity group and can be found in the Appendix.¹⁵

Across all stops, the most common action taken by officers was a search of property or person (11.3%), followed by curbside or patrol car detention (10.2%), handcuffing (8.4%)¹⁶, and verbally ordered removal from a vehicle (3.9%).¹⁷ Each other action was reported on less than 2 percent of stopped individuals.¹⁸

Race/Ethnicity. Compared to other races/ethnicities, stopped individuals perceived to be Black had the highest rate of being searched (20.5%), detained on the curb or in a patrol car (17.8%), handcuffed (14.1%), and removed from a vehicle by order (7.7%). Stopped individuals perceived to be Middle Eastern/South Asian individuals who were stopped had the lowest rate for each of these actions (ranging between 1.3 and 3.6%).

¹⁴ Please see the 2019 RIPA Stop Data Dashboard at [OpenJustice.doj.ca.gov](https://openjustice.doj.ca.gov) to see breakdowns by identity group for all other actions taken during stops, including those where no actions were taken. [NOTE: this dashboard is still under development at the time when this draft is being distributed. The Department hopes to have the dashboard published by the time the RIPA report is published.]

¹⁵ Please see [APPENDIX TABLE] for all descriptive statistics.

¹⁶ A report of “handcuffing” an individual in this section does not mean that the officers arrested the individual. Section 1.1.5 of this chapter discusses arrests. Additionally, Appendix Table X displays what percentage of individuals handcuffed had each of the following three stop results: arrested, no action taken, and result of stop other than an arrest or no action taken. Of the individuals handcuffed, officers arrested 58.1 percent, took some other form of action for 32.5 percent, and took no action towards 9.4 percent of individuals.

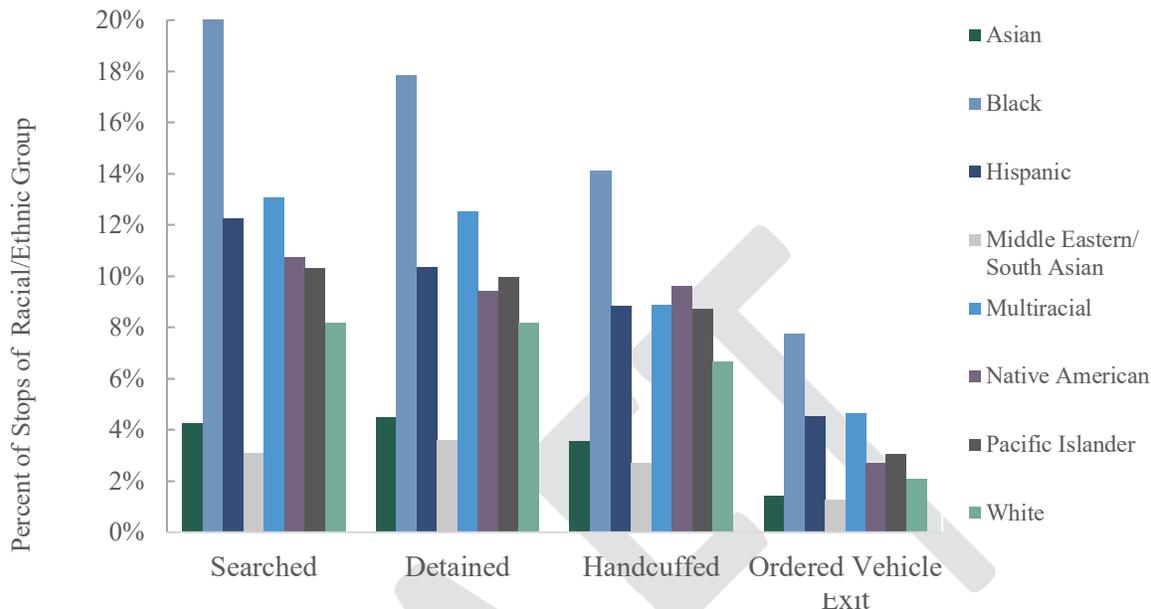
¹⁷ Searches of person or property are captured in separate data fields and were combined for this analysis. Curbside and patrol car detentions are also recorded in distinct data fields and were combined.

¹⁸ Other actions include: person removed from vehicle by physical contact (0.2%), field sobriety test (1.5%), canine removed from vehicle or used to search (<0.1%), firearm pointed at person (0.4%), firearm discharged (<0.1%), electronic control device used (<0.1%), impact projectile discharged (<0.1%), canine bit or held person (<0.1%), baton or other impact weapon (<0.1%), chemical spray (<0.1%), other physical or vehicle contact (0.4%), person photographed (0.5%), asked for consent to search person (2.7%), received consent to search person (80.0%), asked for consent to search property (1.7%), received consent to search property (71.2%), property seized (0.8%), vehicle impounded (1.2%), written statement (<0.1%), or none (81.0%).

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Figure 8. Actions Taken During Stop by Race/Ethnicity

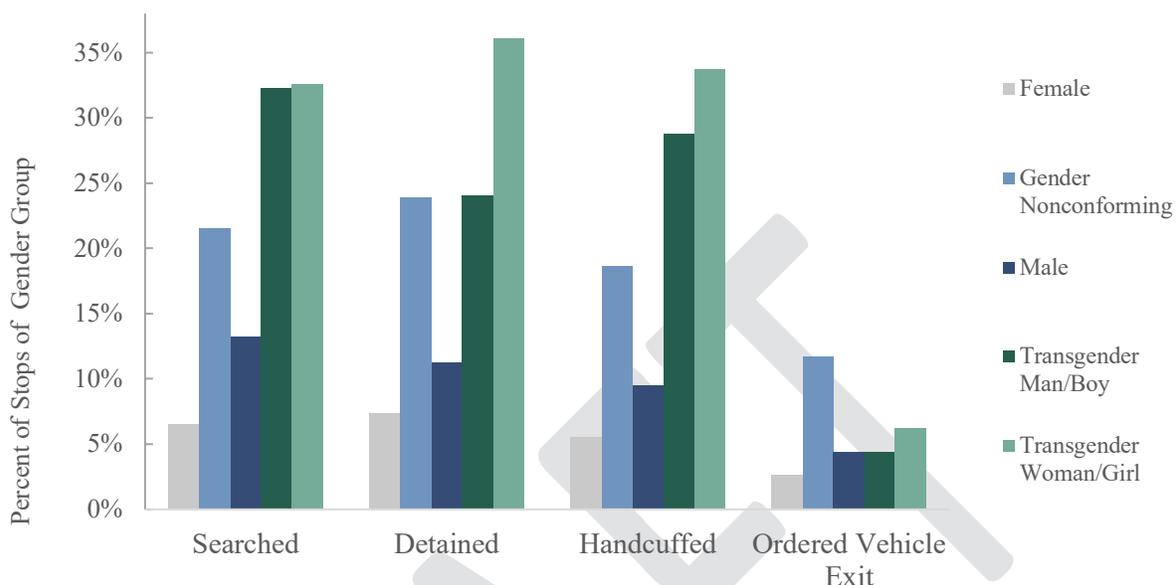


Gender. Stopped individuals perceived as transgender women/girls had the highest rate of being searched (32.6%), detained on the curb or in a patrol car (36.1%), and handcuffed (33.7%); gender-nonconforming individuals had the highest rates of being removed from a vehicle by order (11.7%). Stopped individuals perceived as females had the lowest rate for each of these actions (ranging from 2.6 to 7.4%).

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Figure 9. Actions Taken During Stop by Gender

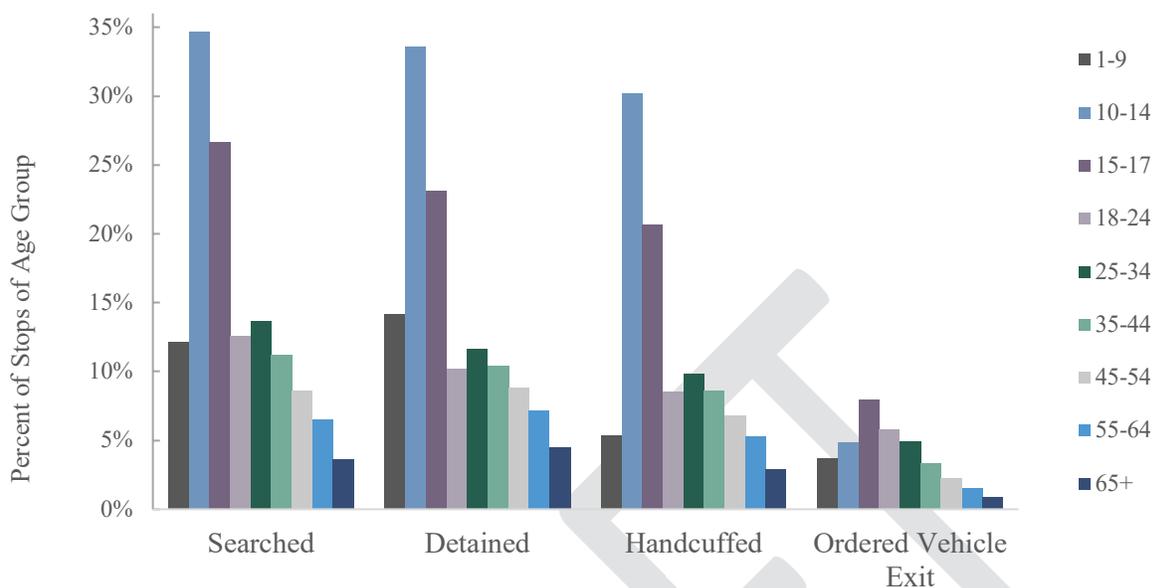


Age. Stopped individuals perceived to be between the ages of 10 and 14 had the highest rate of being searched (34.7%), detained on the curb or in a patrol car (33.6%), and handcuffed (30.2%), while those perceived to be between 15 and 17 had the highest rates of being removed from a vehicle by order. Those age 65 or higher consistently had the lowest rate for each of these actions (ranging from 0.9 to 4.5%).

Figure 10. Actions Taken During Stop by Age Group

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LGBT. Stopped individuals perceived to be LGBT also had a higher rate of being searched (21.9%), detained on the curb or in a patrol car (20.8%), handcuffed (20.1%), and removed from a vehicle by order (4.7%) than individuals officers did not perceive to be LGBT (11.3% searched, 10.1% detained, 8.3% handcuffed, 3.9% removed from vehicle by order).

Limited English Fluency. Stopped individuals perceived to have no or limited English fluency had higher rate of being searched (13.5%), detained on the curb or in a patrol car (11.5%), handcuffed (10.9%), and removed from a vehicle by order (5.3%) than those perceived to speak English fluently (searched 11.2%, detained 10.1%, handcuffed 8.3%, removed from vehicle by order 3.8%).

Disability. Individuals whom officers perceived to have a disability were searched (43.4%), detained on the curb or in a patrol car (39.4%), and handcuffed (45.1%) at rate higher than those perceived not to have a disability (searched 11.0%, detained 9.8%, and handcuffed 7.9%). Stopped individuals perceived to have a disability had a lower rate of being removed from a vehicle by order (3.4%) compared to those who were not perceived as having a disability (3.9%).

1.1.5 Result of Stop

Officers can select up to 11 different stop disposition (or outcome) categories when recording stop data. Officers may select multiple dispositions per stop where necessary (e.g. an officer cited an individual for one offense and warned them about another). Individuals were most often

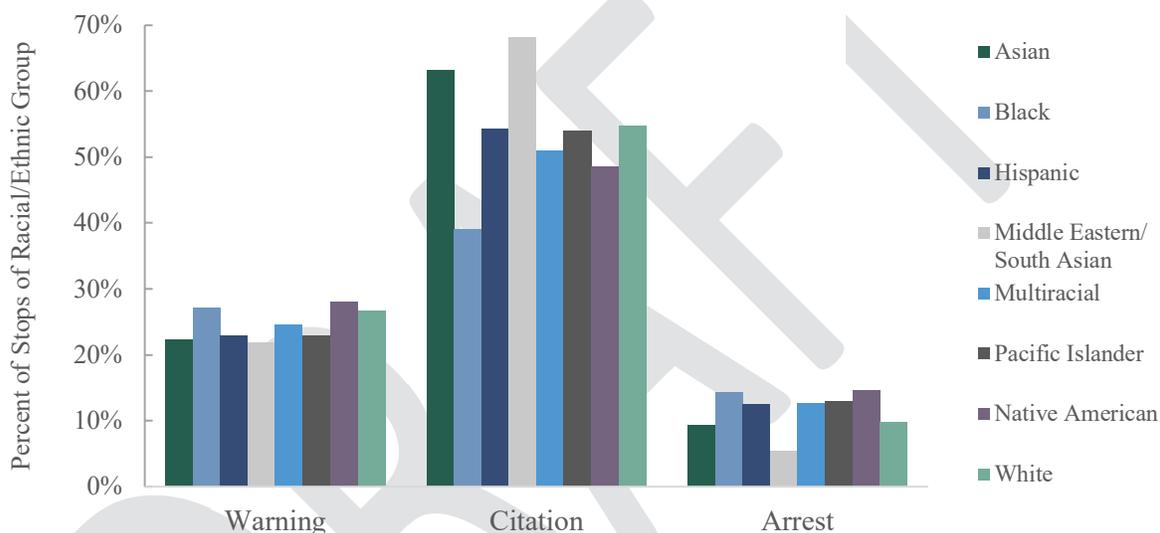
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issued a citation (53.1%), followed by a warning (24.8%), and then arrests (11.3%).¹⁹ Each of the other results represented less than 10 percent of the data.²⁰

Race/Ethnicity. Compared to other races/ethnicities, stopped individuals perceived as Middle Eastern/South Asian had the highest rate of being cited (68.3%), while individuals perceived to be Native Americans had the highest rate of being warned (28.0%) or arrested (14.7%). Stopped individuals perceived as Black had the lowest rate of being cited (39.1%) whereas stopped individuals perceived as Middle Eastern/South Asian had the lowest rate of being warned (21.9%) or arrested (5.4%).

Figure 11. Stop Result by Race/Ethnicity



Gender. Citation rates ranged from 18.5 percent of stopped individuals perceived as transgender women/girls to 57.3 percent of stopped individuals perceived as females. Warning rates ranged from 18.8 percent of stopped individuals perceived as gender nonconforming to 25.3 percent of stopped individuals perceived as (cisgender) males. Finally, compared to other genders, stopped individuals perceived as transgender women/girls had the highest rate of being arrested (27.9%) while stopped individuals perceived as females had the lowest rate (10.5%).

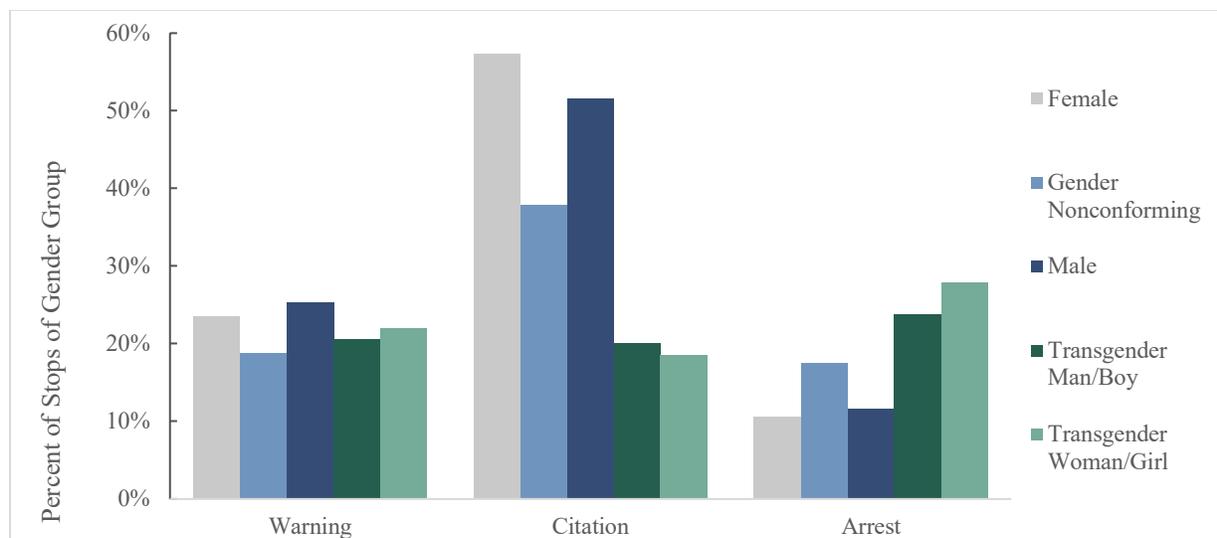
¹⁹ Arrests here include three unique result types, including in-field cite and release (4.8% of stopped individuals), custodial arrest without a warrant (5.0% of stopped individuals), and custodial arrest with a warrant (1.7% of stopped individuals). It is possible for multiple arrest conditions to apply to the same individual in a single stop.

²⁰ Other result categories included no action (8.0%), field interview card completed (5.6%), noncriminal/caretaking transport (0.4%), contacted parent/legal guardian (0.1%), psychiatric hold (0.7%), contacted U.S. Department of Homeland Security (<0.1%), referred to a school administrator (<0.1%), or referred to a school counselor (<0.1%).

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Figure 12. Stop Result by Gender



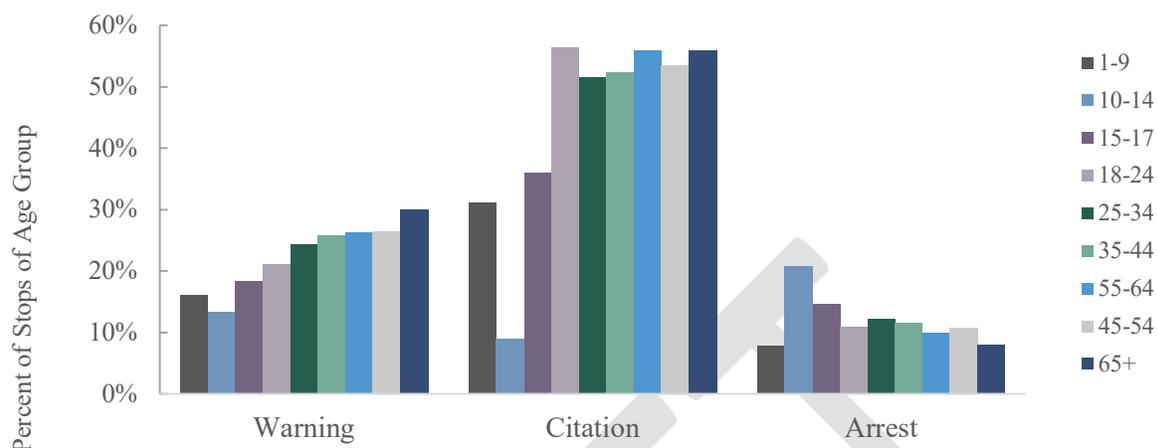
Age. Citation rates ranged from 9.1 percent for individuals perceived as 10 to 14 year olds to 56.5 percent of individuals perceived as 18 to 24 year olds who were stopped. Warning rates across age groups of stopped individuals ranged from a low of 13.3 percent of individuals perceived as 10 to 14 years old to a high of 29.9 percent of individuals perceived as 65 and older. Compared to other age groups, stopped individuals perceived as 10 and 14 also had the highest rate of being arrested (20.7%) while individuals perceived as 1 to 9 year olds who were stopped had the lowest rate (7.8%).²¹

²¹ The unexpectedly high number of arrests for individuals perceived to be below 15 years of age may partially be explained by incorrectly recorded the age values. This group of stopped individuals constitutes a small (<0.5%) percentage of the data, meaning that data entry errors (e.g. an officer enters 4 as a person's age when they intended to enter 40) have a larger impact on the distribution of stops for this group than the other age groups.

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Figure 13. Stop Result by Age Group



LGBT. Stopped individuals perceived as LGBT had a lower rate of being cited (33.9%) or warned (21.1%) while having a higher rate of being arrested (22.4%) than individuals whom officers did not perceive to be LGBT (cited 53.2%, warned 24.8%, arrested 11.3%).

Limited English Fluency. Stopped individuals officers perceived to have no or limited English fluency had a lower rate of being cited (51.8%) while having a higher rate of being warned (25.3%) or arrested (13.4%) when compared to individuals perceived to speak English fluently (cited 53.2%, warned 24.8%, arrested 11.2%).

Disability. Stopped individuals perceived as having a disability had lower rates of being cited (9.5%) or warned (14.6%) and higher rates of being arrested (20.2%) than those perceived to not have a disability (cited 53.6%, warned 24.9%, arrested 11.2%).

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1.2 Tests for Racial/Ethnic Disparities

1.2.1 Residential Population Comparison

Comparing stop data to the residential is a common method used to create a benchmark, from which to consider trends observed within stop data. An assumption of this type of comparison is that the distribution of who is stopped would be similar to who resides within a comparable geographic region in the population benchmark data. Residential population demographics from the United States Census Bureau's 2018 American Community Survey (ACS) were used to provide a benchmark for what the expected demographic breakdown of the 2019 stop data might be.²² For example, we would expect approximately a third of the individuals stopped by law enforcement to be White since White individuals constitute approximately a third of the population in the regions of California served by the Wave 1 and Wave 2 agencies. However, it is important to note that disparities between stop population proportions and residential population proportions for each racial/ethnic group can be caused by several factors. These factors include, but are not limited to, potential differences in offending rates and officer bias.

As most agencies do not tend to operate across the entire state of California, the ACS demographic estimates were adjusted to better represent the jurisdictions of law enforcement agencies whose data are included in this report, as opposed to comparing against the state population as a whole.²³

Figure [FIGURE NUMBER] displays the racial/ethnic distribution of stopped individuals from the 2019 RIPA Stop Data alongside the weighted distribution from the ACS. These analyses were repeated for all reporting municipal agencies excluding California Highway Patrol and for each individual agency; those individual results can be found in the Appendix. Please note that race/ethnicity data reported in RIPA is based on officer perceptions while this data is self-reported in the ACS.²⁴

Overall, the disparity between the proportion of stops and the proportion of residential population was greatest for Multiracial and Black individuals.²⁵ Multiracial individuals were stopped 70.7% less frequently than expected while Black individuals were stopped 140.9% more frequently than expected. The proportion of stops corresponding to White individuals most closely matched estimates from residential population data (3.44% less frequent than expected). Compared to White individuals, the overall disparity between stop data and residential population data estimates was 0.30 times as low for Multiracial individuals and 2.5 times as great for Black individuals. After excluding California Highway Patrol records from the analysis, the data continued to show the greatest disparities in these estimates for Multiracial and Black individuals. Compared to White individuals, the disparity between stop data and residential

²² 2019 ACS data were not available at the time these analyses were performed.

²³ Please see [APPENDIX SECTION] for a full description of the methodology.

²⁴ Please see [APPENDIX SECTION] for further discussion of the limitations to this type of analysis.

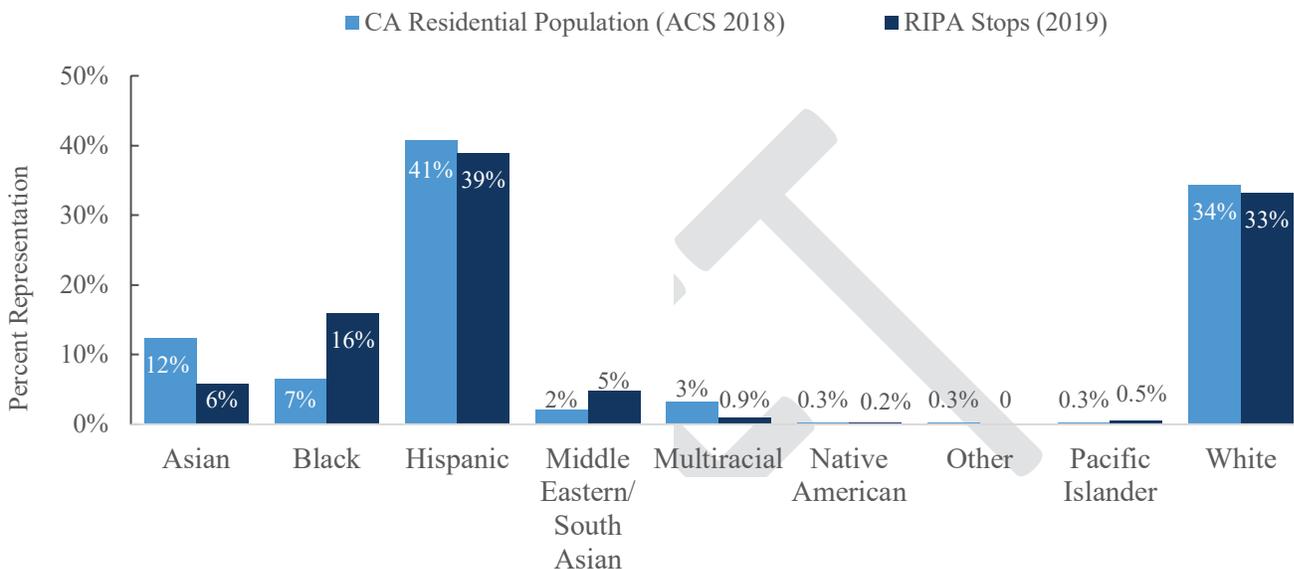
²⁵ Please see [APPENDIX TABLE] for all descriptive statistics.

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population estimates for all municipal agencies increased for all groups except for Asian and Middle Eastern/South Asian individuals.

Figure 14. Residential Population Comparison to Stop Data



1.2.2 Discovery-rate Analysis

These data show police generally search each race/ethnicity group at different rates. Researchers have developed an empirical test for distinguishing how much of this disparity may be explained by biased officer behavior. The test attempts to measure the efficiency of searches by comparing the rate at which contraband or evidence is discovered across race/ethnicity groups. One assumption of the test is that if officers are less likely to find contraband after searching people of a particular identity group, then the searched individuals in that identity group are objectively less suspicious and may be searched, at least

Discovery Rates

These analyses measure the rates at which contraband or evidence is discovered in stops where a search was performed. In the 2020 RIPA report, these analyses were called “search yield rates.” They are also often referred to in research literature as “hit rates.” The Board believes that “discovery rates” is a more transparent term than “search yield rates” and that it helps speak more directly to the data being analyzed, given that these analyses make use of data element referred to as “Contraband or Evidence *Discovered*” in the RIPA regulations.

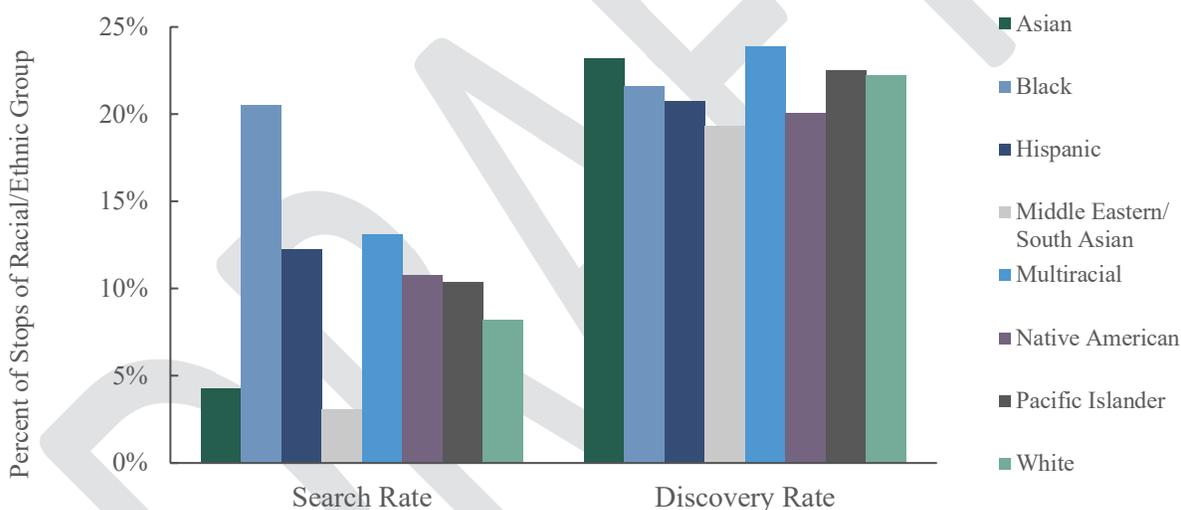
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in part, because of their perceived identity.²⁶ Using this framework, we tested for differential treatment by conducting comparisons of search and discovery rates across identity groups.²⁷

Descriptive Analysis. Overall, officers searched 11.3 percent of all stopped individuals and they discovered contraband or evidence in 21.4 percent of those searched. Search and discovery rates varied widely between racial/ethnic groups. Specifically, search rates ranged from 3.1 percent of stopped individuals perceived as Middle Eastern/South Asian to 20.5 percent of stopped individuals perceived as Black. Individuals perceived as White were searched 8.2 percent of the time. Search discovery rates did not vary as widely between racial/ethnic groups as did search rates. Discovery rates ranged from 19.3 percent of stopped individuals perceived as Middle Eastern/South Asian individuals to 23.9 percent of stopped individuals perceived as Multiracial. The discovery rate for stopped individuals perceived as White was 22.2 percent.

Figure 15. Search and Discovery Rates by Race/Ethnicity



For the purposes of this Report, we compared the search and discovery rates for each group to those for individuals perceived as White. All racial/ethnic groups of color had higher search rates than individuals perceived as White, except for individuals perceived as Asian and Middle Eastern/South Asian. Discovery rates were also lower for most groups compared to individuals perceived as White; those perceived as Pacific Islander, Asian, or Multiracial had higher discovery rates. Individuals perceived as Black, Hispanic, and Native American had higher search rates despite having lower rates of discovering contraband compared to individuals perceived as White.

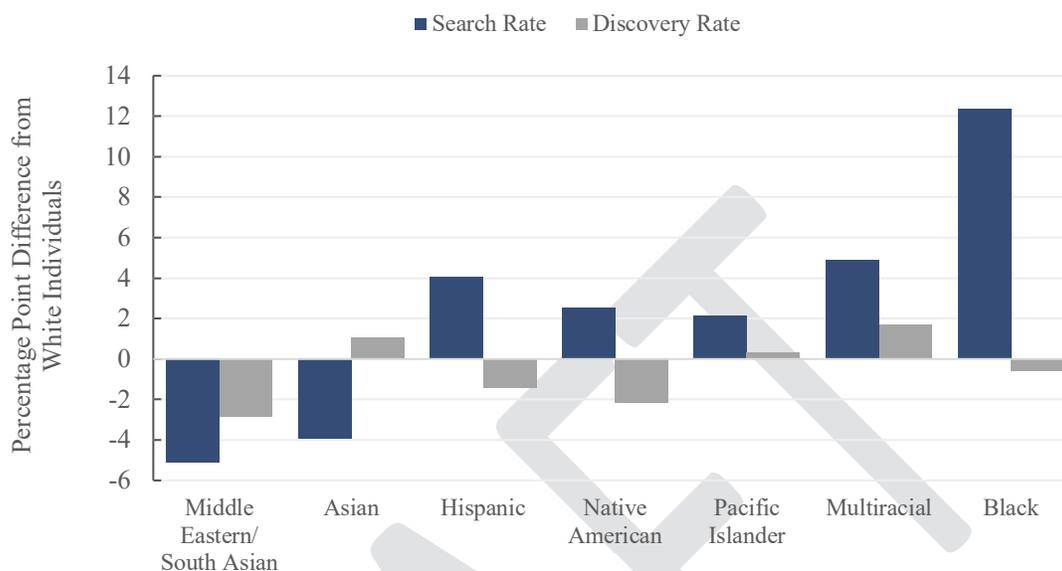
²⁶ Please see [APPENDIX SECTION] for a discussion of the limitations to this type of analysis.

²⁷ Knowles et al. (2001). Racial Bias in Motor Vehicle Searches: Theory and Evidence. *J. Political Econ.* 109(1)

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Figure 16. Racial/Ethnic Disparities in Search and Discovery Rates



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Multivariate Analysis. To consider how multiple variables (multivariate), in addition to the perceived race/ethnicity of the stopped individual, are associated with decisions by officers to search and whether officers discovered contraband or evidence, these data were also analyzed using statistical models.²⁸ One key consideration is the level of discretion available to officers in their decision to conduct a search in the first place. Some searches are based on administrative protocol and are often required under departmental policy, like during an arrest, vehicle inventory, or search warrant; these types of searches afford little to no discretion to the officer in their decision to initiate a search. Other types of searches are done in situations where more discretion is available to the officer and are likely based on a subjective threshold of suspicion that contraband or evidence may be found. Examples of these types of searches include those conducted because an officer smelled contraband or when officers suspect the individual of having a weapon. Previous research has shown that these discretionary searches tend to be used disparately, and individuals of certain racial/ethnic groups of color have a greater chance of being subjected to discretionary searches.²⁹ Given this information, the multivariate analysis was applied to (1) search rates overall, (2) discovery rates during discretionary searches, and (3) discovery rates during administrative searches.

Statistical Significance Testing

These tests provide a common framework for evaluating evidence provided by data against a specific hypothesis. For example, the hypothesis tested by the discovery-rate analysis is, “Searches of stopped individuals from racial/ethnic groups of color and White individuals are equally likely to reveal contraband.” But, if the test provides strong enough evidence that disparities between groups are larger than can reasonably be explained by chance alone, then we can say that our findings are *statistically significant*. In other words, the evidence provided by the data renders as very low the likelihood that chance explains the resulting disparity.

The results showed multiple statistically significant differences in search and discovery rates across race/ethnicity groups, especially when comparing individuals perceived as Black or Hispanic to individuals perceived as White (see Table X). Compared to White individuals, it was more probable for Black (+1.8% points) and Hispanic (+0.4% points) individuals to be searched despite also being less likely to be found in possession of contraband or evidence in stops with discretionary searches (-1.9% points and -1.3% points, respectively).³⁰ However, the difference in discovery rates between White and Black individuals during stops with administrative searches was not found to be statistically significant. Asian individuals (-2.1%

²⁸ Please see [APPENDIX SECTION] for a full description of the methodology.

²⁹ Ridgeway, G. (2006). Assessing the effect of race bias in post-traffic stop outcomes using propensity scores. *J. Quant. Criminol.* 22(1).

³⁰ Please see [APPENDIX TABLE] for model statistics.

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points) and those from racial/ethnic groups that were combined together³¹ (-1.8% points) were also less likely to be searched compared to White individuals, but did not have a significant difference in the rate of contraband or evidence discovered during stops with discretionary searches.³² Both Hispanic individuals (-1.3% points) and those from the combined group (-2.9% points) were less likely to have contraband or evidence discovered in stops with administrative searches. These analyses were repeated for all municipal agencies excluding California Highway Patrol and for each individual agency alone in order to consider the impact of different locales on the findings; these results can be found in the Appendix.³³

Table 1. Summary of Multivariate Discovery Rate Analysis Findings by Race/Ethnicity

Group	Search Rates	Discovery Rates	
		Discretionary Searches	Administrative Searches
Asian	*** ↓ 2.1%	↓ 0.7%	↓ 0.8%
Black	*** ↑ 1.8%	*** ↓ 1.9%	↓ 0.4%
Hispanic	*** ↑ 0.4%	*** ↓ 1.3%	*** ↓ 1.3%
Other	*** ↓ 1.8%	↓ 1.1%	*** ↓ 2.9%

Note. Values represent percentage point difference compared to the rate for White individuals, with arrows indicating the direction of the difference. Statistically significant disparities are indicated with asterisks; *** $p < 0.001$; ** $p < 0.01$; * $p < 0.05$.

1.2.3 Veil of Darkness Analysis

A key problem in exploring racial disparities is establishing the proper benchmark against which to compare the racial/ethnic distribution of individuals stopped by law enforcement. One approach presumes that it may be more difficult for police to perceive the race/ethnicity of an individual prior to stopping them after dark than during daylight. In other words, darkness should decrease the likelihood of being stopped for individuals of racial/ethnic groups of color compared to White individuals in the presence of a particular type of biased policing. This hypothesis is called the veil of darkness (VOD), and it has been used by researchers in the past to test for racial/ethnic disparities in encounters with law enforcement. There are several known limitations worth considering when interpreting the results of this analysis. For a discussion of these limitations, please see the Appendix.³⁴

³¹ Individuals whom officers perceived to be Middle Eastern/South Asian, Multiracial, Native American, or Pacific Islander were combined into one group in order to gain the statistical power needed to conduct these multivariate analyses.

³² Please see [APPENDIX TABLE] for model statistics.

³³ Please see [APPENDIX TABLE] for model statistics

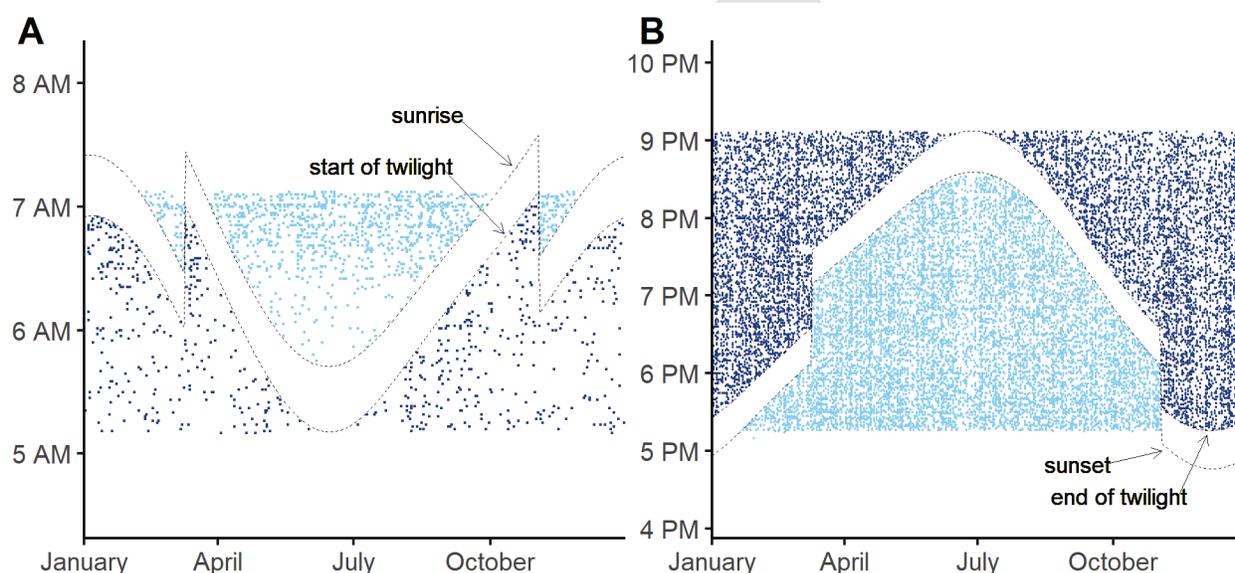
³⁴ ³⁴ Please see [APPENDIX SECTION] for a discussion of the limitations. Also, see pages 30-31 of the 2020 RIPA Board report for discussion about the Board's decision to include VOD analyses in the 2020 report.

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The Intertwilight Period. Only vehicle stops that occur during the intertwilight period are included in the analysis. The intertwilight period spans the hours of the day that are light during one part of the year and dark during the other; this period occurs twice on any given day, once around dawn and once around dusk. Stops made during the lighter portion of this period (i.e., after sunrise but before sunset) are to be compared to stops made during the darker portion of this period.³⁵ Figure [FIGURE] shows an example of both morning and evening intertwilight periods for stops made in Sacramento using RIPA data.

Figure 17. Morning and Evening Intertwilight Periods for Sacramento



Notes: Each dot represents a single stop made by law enforcement in Sacramento on a given day and time. Light blue dots represent stops made during daylight. Dark blue dots represent stops made after dark. Only stops made within the morning (A) and evening (B) intertwilight periods were included in the analysis. Stops made between the start of civil twilight and sunrise (white band) were excluded from the morning intertwilight period. Stops made between sunset and the end of civil twilight (white band) were excluded from the evening intertwilight period. Stops that occurred within the white-banded area were excluded because the lighting conditions during this period of time are more difficult to classify as either dark or light. Discontinuities in the curves in March and November reflect Daylight Savings Time adjustments.

Multivariate Analysis. These analyses take into account how multiple variables (e.g. time of day, location) may contribute to disparities in stops made in the dark compared to those in the light.³⁶ As mentioned previously, this analysis only includes data for individuals stopped for

³⁵ Civil twilight is defined as the illumination level sufficient for most ordinary outdoor activities to be done without artificial lighting before sunrise or after sunset. Therefore, it is dark outside when civil twilight ends; civil twilight ends when the sun is six degrees below the horizon.

³⁶ Please see [APPENDIX SECTION] for a full description of the methodology.

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traffic violations during the morning and evening intertwillight periods.³⁷ Stops made in response to a call for service were also excluded from this analysis because officers likely utilized information from a third party (e.g., dispatcher or caller) when making the decision to stop the individuals in these cases; this test is best applied to examine stops where officers are making stops solely based on their own judgement. These filtering criteria were applied to the data in order to best approximate the conditions under which the VOD hypothesis would be most accurate. Finally, the four racial/ethnic groups who were least frequently stopped by officers were combined into a single group to increase statistical power for the test; these groups included Middle Eastern/South Asian, Multiracial, Native American, and Pacific Islander individuals.

The results showed that some racial/ethnic groups were stopped at different rates, relative to White individuals, depending on visibility conditions. Darkness decreased the rates at which Black (-0.5% points) and Hispanic (-1.4% points) individuals were stopped compared to White individuals; individuals from the racial/ethnic groups that were combined together (-0.8% points) also collectively had lower rates of being stopped during darkness.³⁸ Given the large number of stops submitted by California Highway Patrol as compared to the municipal agencies, the analyses were repeated while excluding their data. This analysis continued to show darkness decreasing the probability of being stopped during the intertwillight period for Black (-1.5% points) and Hispanic (-1.0% points) individuals.³⁹ These results suggest that individuals of certain racial/ethnic groups of color may be more likely to be stopped when it is easier to perceive their race/ethnicity. These disparities could reflect biased police behavior or the effect of some factor that is not yet being considered by this test.⁴⁰

1.2.4 Use of Force Analysis

The International Association of Chiefs of Police has described use of force as the “amount of effort required by police to compel compliance by an unwilling subject.”⁴¹ Law enforcement agencies have policies that inform the use of force by their officers. These policies generally present a series of escalating actions (i.e. continuum) that officers may take to resolve a situation. However, these guidelines tend to vary from agency to agency since there is no universally accepted standard, with the exception of the limits on use of force placed by state laws. Also, the specific data elements collected under RIPA have never been adapted to any existing use-of-force continuum.

The Board offers two approaches for examining use of force across racial/ethnic groups. The first uses a modified version of a use-of-force continuum from the National Institute of Justice to

³⁷ Traffic Violations includes all categories of stopped defined under Section 999.226(a)(10)(A)(1) of the RIPA Regulations.

³⁸ Please see [APPENDIX TABLE] for model statistics.

³⁹ Please see [APPENDIX TABLE] for model statistics.

⁴⁰ Please see [APPENDIX SECTION] for a discussion of the limitations surrounding VOD.

⁴¹ International Association of the Chiefs of Police, *Police Use of Force in America, 2001*, Alexandria, Virginia.

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compare escalating levels of force between race/ethnicity groups.⁴² The second applies a statistical test to determine whether force was used disparately between White individuals and people from racial/ethnic groups of color. These data show that use of force is generally rare in California, being reported in about one percent of stops. However, the Board recognizes that, despite the low occurrence rate relative to other actions that officers take during stops, the gravity of the outcomes of many incidents that involve uses of force necessitates the examination of these data for disparate outcomes.

Use-of-force Continuum. Of the 23 actions that officers can report for RIPA, at least nine constitute types of force. These nine actions have been divided into three separate categories based on the level of force used, including lethal, less-lethal, and other physical or vehicle force. Table [TABLE NUMBER] displays what actions taken by officers during stops were grouped into each of the level of force categories.⁴³ Lethal use of force was used against 0.004% (154) of stopped individuals. Less-lethal force was used against 0.4% (16,795) of stopped individuals. Actions constituting limited force were used against 0.6% (23,795) of stopped individuals.

⁴² Please see <https://nij.ojp.gov/topics/articles/use-force-continuum>

⁴³ Section 999.226(a)(12)(A)(15) of the RIPA regulations define the "Other physical or vehicle contact" data element within the Action Taken by Officer During Stop variable. Officers are instructed to select this data element when they use a number of different use of force types, such as hard hand controls or forcing someone to the ground. This data element is also what officers are instructed to select in cases where they utilize a carotid restraint. The Department has previously noted that carotid restraints often involve a needlessly high risk of causing unnecessary and accidental serious bodily injury (see <https://oag.ca.gov/system/files/attachments/press-docs/spd-report.pdf>). However, since carotid restraints are not distinguished from the other types of force captured under the "Other physical or vehicle contact" data element, it is possible that some instances when officers used this type of force are categorized under the other physical or vehicle force category in these analyses. This categorization is a reflection of how the data are collected under the RIPA regulations and not a reflection of the Department's view on the use of carotid restraints.

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Table 2. Use of Force Categories and Applicable RIPA Actions

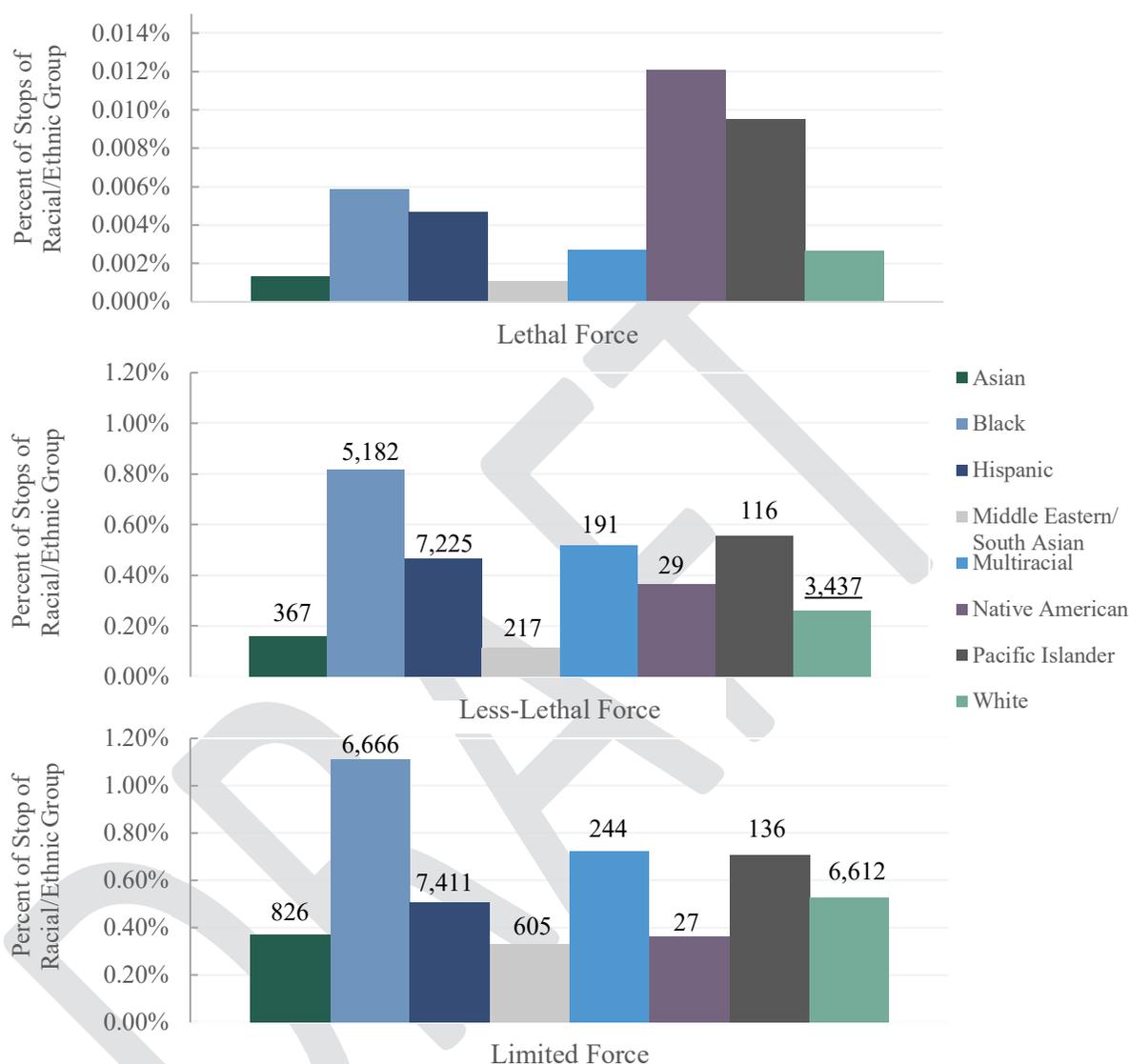
Lethal force	Less-lethal force	Other physical or vehicle force
<ul style="list-style-type: none"> • Firearm discharged or used 	<ul style="list-style-type: none"> • Electronic control device used • Impact projectile discharged or used • Canine bit or held person • Baton or other impact weapon used • Firearm pointed at person • Chemical spray used 	<ul style="list-style-type: none"> • Person removed from vehicle by physical contact • Other physical or vehicle contact. This refers to any of the following contacts by the officer, when the purpose of such contact is to restrict movement or control a person's resistance: any physical strike by the officer; instrumental contact with a person by an officer; or the use of significant physical contact by the officer.

Less than 0.1% of stopped individuals from each racial/ethnic group had lethal force used against them. The total number of individuals who had lethal force used against them by racial/ethnic group included three Asian, 37 Black, 73 Hispanic, two Middle Eastern/South Asian, one Native American, two Pacific Islander, 35 White, and 1 Multiracial individual. Black individuals had the highest rates of less-lethal force (0.8%) and other physical or vehicle force (1.1%) used by officers against them during a stop, while Middle Eastern/South Asian individuals had the lowest rates (0.1% and 0.3%, respectively).

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Figure 18. Use of Force Rates by Race/Ethnicity



Multivariate Analysis. To consider the impact of the stopped individuals' race/ethnicity and multiple other factors on whether any use of force occurred during a stop, these data were also analyzed using statistical models.⁴⁴ Data for the four racial/ethnic groups least frequently stopped by officers were combined into a single group to increase the sample size for the test; these groups included Middle Eastern/South Asian, Multiracial, Native American, and Pacific Islander individuals.

⁴⁴ Please see [APPENDIX SECTION] for a full description of the methodology.

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The analysis showed that Black and Hispanic individuals were more likely to have force used against them compared to White individuals, while Asian and other individuals were less likely. Specifically, the odds of having force used during a stop were 1.45 times and 1.18 times greater for Black and Hispanic individuals, respectively. The odds of force being used during stops of Asian or other individuals were 0.83 and 0.93 times lower, respectively, compared to White individuals.⁴⁵ Excluding the data from California Highway Patrol, which contributed a majority of the stop data records, had little impact on these disparities.⁴⁶

1.3 Report-specific Research Questions

1.3.1 Intersectional Analyses

The Board recognizes that many aspects of an individual’s identity may combine to create unique experiences during encounters with law enforcement. Disparities in stop frequencies and outcomes between race/ethnicity groups, for example, may best be explained when considering how the outcomes for race/ethnicity intersect with a person’s gender. Accordingly, the search discovery rate analysis was extended to racial/ethnic group comparisons within gender and disability groups.

Reminder Regarding Identity Group Data

Government Code Section 12525.5(a)(6) states, “[t]he perceived race or ethnicity, gender, and approximate age of the person stopped, provided that the identification of these characteristics shall be based on the observation and perception of the peace officer making the stop, and the information shall not be requested from the person stopped.” This means that identity characteristics collected under RIPA are a reflection of officer perception, rather than self-identification by stopped individuals. It is important to note that stopped individuals may self-identify their demographic characteristics differently than how an officer may perceive them.

1.3.1.1 Race/Ethnicity by Gender

Less than 1 percent (7,595) of individuals stopped in 2019 were perceived to be transgender or gender nonconforming. Among the stopped individuals perceived to be transgender or gender nonconforming, 43 percent were perceived to be a transgender man/boy, 32 percent were perceived to be gender nonconforming, and the remaining 25 percent were perceived to be a transgender woman/girl. Due to small group sizes for some transgender and gender nonconforming individuals when broken out further into race/ethnicity group, these individuals were combined into one gender group to increase statistical power. Thus, the following three

⁴⁵ Please see [APPENDIX TABLE] for model statistics.

⁴⁶ Please see [APPENDIX TABLE] for model statistics.

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gender groups will be discussed in the analyses: (cisgender) male, (cisgender) female, transgender/gender nonconforming.

Descriptive Analysis.

Officers searched 6.5 percent of females they stopped and discovered contraband or evidence during 20.9 percent of these stops where the conducted searches. Among all racial/ethnicity groups, Black and Hispanic females were searched at a higher rate (10.7% and 6.5% respectively) in comparison to White females (5.7%). Despite having higher search rates, Black and Hispanic females had lower search discovery rates (21% and 20.5% respectively) than White females (21.5%). Females from the racial/ethnic groups that were combined together had lower search (3.2%) and discovery rates (19.8%) in comparison to White females.

Approximately 13.2 percent of males were searched by officers and contraband or evidence was discovered on 21.5 percent of males whom officers searched. Black (24.5%) and Hispanic males (14.1%) had higher search rates in comparison to White males (9.4%) while males from the racial/ethnic groups that were combined together had lower search rates (5.4%). Despite having higher search rates, Black and Hispanic males had lower discovery rates (21.7% and 20.8% respectively) in comparison to White males whom officers searched (22.4%). Males from the racial/ethnic groups that were combined together had the highest discovery rate (22.8%).

Officers searched 29 percent of the transgender/gender nonconforming individuals they stopped; they discovered contraband or evidence on 20.2 percent of transgender/gender nonconforming individuals whom they searched. Despite large differences in search rates, discovery rates in the stops of people perceived to be transgender/gender nonconforming were similar to the discovery rates in stops of people perceived to be cisgender. Across racial/ethnic groups, search rates varied greatly amongst individuals whom officers perceived to be transgender/gender nonconforming. Hispanic and Black transgender/gender nonconforming individuals had higher search rates (36.7% and 34.4% respectively) than White transgender/gender nonconforming individuals (30.4%) while transgender/gender nonconforming individuals from the racial/ethnic groups that were combined together had lower search rates (12.9%). Discovery rates for White transgender/gender nonconforming individuals were lower (18.8%) than the discovery rates for all other racial/ethnic groups for transgender/gender nonconforming individuals (20.1% - 21.1%).

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Figure 19. Search Rates by Race/Ethnicity and Gender

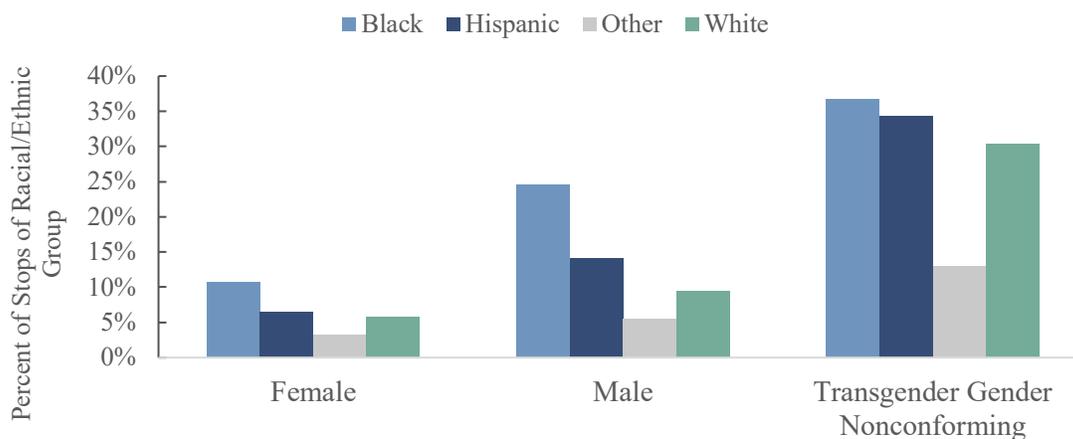
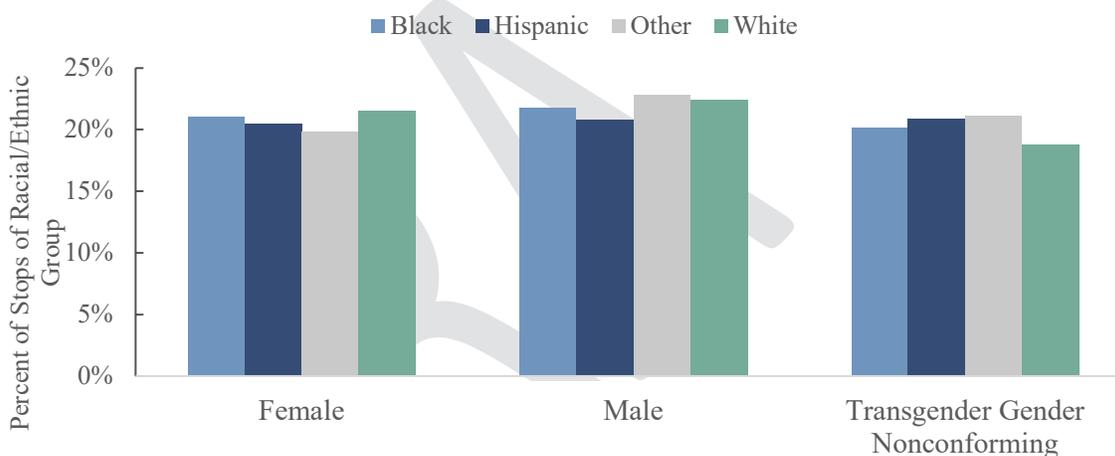
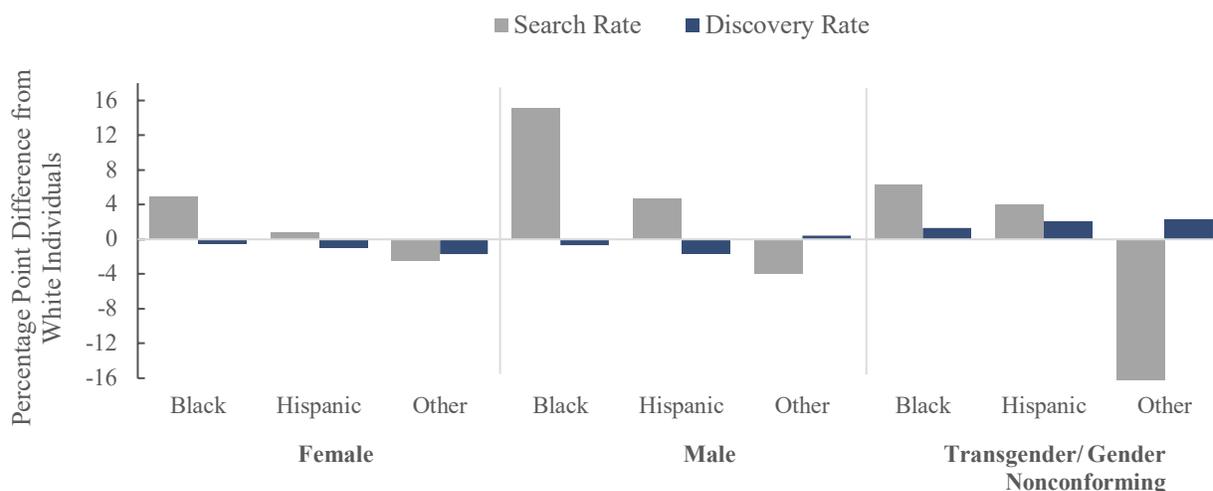


Figure 20. Discovery Rates by Race/Ethnicity and Gender

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Figure 21. Racial/Ethnic Disparities in Search and Discovery Rates by Gender



Multivariate Analysis. The descriptive analyses show racial/ethnic disparities in search and discovery rates within each gender group of stopped individuals. To consider how multiple variables, including the race/ethnicity of the stopped individuals of each given gender category, are associated with decisions by officers to search and whether officers discovered contraband or evidence, these data were also analyzed using multivariate statistical models.⁴⁷ As with the previous discovery-rate analysis, the multivariate analysis was applied to (1) search rates overall, (2) discovery rates during discretionary searches and (3) discovery rates during administrative searches (see Table X).

The results of these analyses showed statistically significant differences when comparing Black females to White females.⁴⁸ Black females were more likely to be searched (+0.2% points) and less likely to have contraband or evidence during discretionary searches (-3.4% points). The difference in administrative search rate between Black and White females was not statistically significant. Hispanic females were less likely to be searched (-3.0% points) and had lower discretionary and administrative discovery rates (-2.2% and -2.5% points, respectively) than White females. Officers were less likely to search females from the combined racial/ethnic groups (-1.3% points) and less likely to discovery contraband or evidence during stops with administrative searches (-3.3%) in comparison to White females. There were no statistically significant differences in discovery rates for administrative searches between females within the racial/ethnic groups that were combined together and White females.

Black and Hispanic males were more likely to be searched (+2.2% points and +.7% points respectively) than White males, while also being less likely to have contraband or evidence discovered (-1.7% points and -1.1% points respectively) during stops with discretionary

⁴⁷ Please see [APPENDIX SECTION] for a full description of the methodology

⁴⁸ Please see [PAGE NUMBER] for a simplified definition of statistically significance.

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searches. Hispanic males were also less likely to have contraband or evidence discovered (-1.3% points) in stops with administrative searches in comparison to White males; no statistically significant differences in administrative search discovery rates were observed between White and Black males. While males from the combined racial/ethnic groups were less likely to be searched (-2.2% points) than White males, the tests did not yield statistically significant differences for discretionary or administrative search discovery rates.

Table 3. Summary of Multivariate Discovery Rate Analysis Findings by Race/Ethnicity and Gender

Group	Search Rates	Discovery Rates		
		Discretionary Searches	Administrative Searches	
Male	Black	*** ↑ 2.2%	*** ↓ 1.7%	↓ 0.4%
	Hispanic	*** ↑ 0.7%	*** ↓ 1.1%	*** ↓ 1.3%
	Other	*** ↓ 2.2%	↓ 0.9%	↓ 1.3%
Female	Black	↑ 0.2%	*** ↓ 3.4%	↓ 0.8%
	Hispanic	*** ↓ 0.4%	** ↓ 2.2%	*** ↓ 2.5%
	Other	*** ↓ 1.3%	↓ 1.0%	* ↓ 3.3%
Other	Black	↑ 0.3%	↑ 7.4%	↑ 7.4%
	Hispanic	↑ 1.9%	↓ 3.6%	↑ 10.2%
	Other	↓ 1.6%	↓ 1.8%	↓ 4.8%

Note. Values represent percentage point difference compared to the rate for White individuals, with arrows indicating the direction of the difference. Statistically significant disparities are indicated with asterisks; *** $p < 0.001$; ** $p < 0.01$; * $p < 0.05$.

1.3.1.2 Race/Ethnicity by Disability

Intersectional analyses were also replicated for race/ethnicity by disability group intersections. Less than 2 percent (46,035) of individuals stopped in 2019 were perceived to have a disability. The most common perceived disability was a mental health condition; officers reported mental health condition as the disability type for 63.3 percent of stopped individuals perceived to have a disability.⁴⁹ Due to relatively small numbers of stopped individuals perceived to have some of the disability types, disability groups were categorized into the following three groups to increase statistical power: no disability, mental health condition, and other disability.⁵⁰

⁴⁹ Individuals perceived to have multiple disabilities—including cases where one of the disabilities is a mental health condition—are not included in this statistic.

⁵⁰ The “other” types of disabilities include the following disability groups: blind (4.9%), deafness (15.4%), developmental disability (8.9%), hyperactivity disorder (0.2%), multiple disabilities (20.9%), speech impairment (13.3%), and other (36.6%). Percentages presented in parenthesis in the preceding sentence are relative to the total number (16,911) of individuals categorized into the “other” disability group for these analyses.

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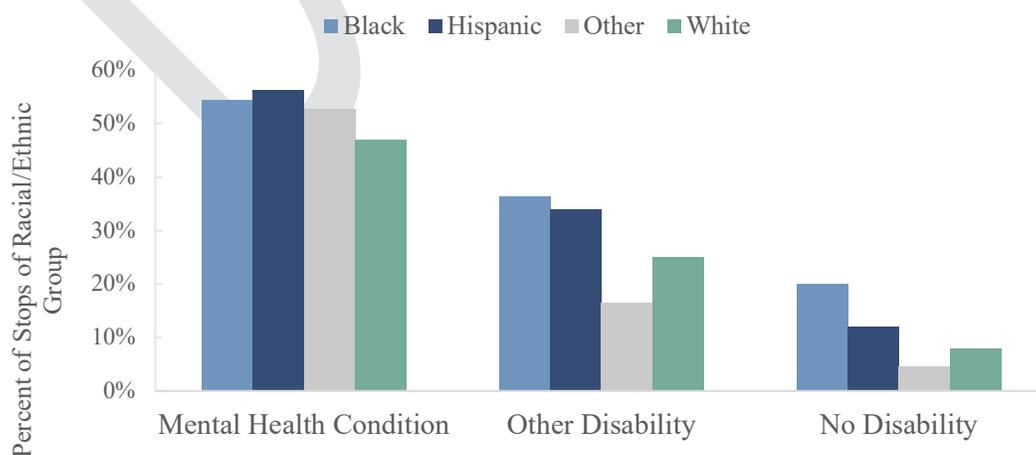
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Descriptive Analysis. Overall, police officers searched 51.8 percent of stopped individuals who were perceived to have a mental health condition, and contraband or evidence was discovered on 12.5 percent of these individuals whom officers searched. In comparison to White individuals (47.0%), individuals from all other racial/ethnic groups (Black, Hispanic, and Other) perceived to have a mental health condition had higher search rates (52.8% - 56.3%). For discovery rates, all other racial/ethnic groups perceived to have a mental health condition had higher discovery rates (12.5% - 13.4%) than those who were White (11.3%).

Officers searched 28.9 percent (16,911) of individuals perceived to have other types of disabilities and discovered contraband or evidence during 20.7 percent of stops where they performed a search. Black and Hispanic individuals perceived to have other types of disabilities had higher search rates (36.2% and 33.9% respectively) in comparison to White individuals perceived to have other types of disabilities (24.9%). Discovery rates were higher for Black individuals perceived to have other types of disabilities (22.5%) than for White individuals (20.3%). Hispanic individuals perceived to have other types of disabilities had lower discovery rates (20.0%) compared to White individuals. Individuals perceived to have other types of disabilities from the combined racial/ethnic groups had lower search (16.5%) and discovery rates (18.7%) than White individuals.

Officers searched 11 percent (432,183) of individuals with no perceived disabilities and discovered contraband or evidence on 21.7 percent of these individuals. Across racial/ethnic groups, Black and Hispanic individuals with no perceived disabilities were searched at a higher rate (20% and 12% respectively) than White individuals with no perceived disability (7.8%). Black and Hispanic individuals with no perceived disabilities also had lower discovery rates (21.9% and 20.9% respectively) when compared to White individuals with no perceived disability (22.8%). Individuals with no perceived disabilities from the combined racial/ethnic groups were searched at a lower rate (4.5%) but had a higher discovery rate (22.9%) than White individuals.

Figure 22. Search Rates by Race/Ethnicity and Disability.



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Figure 23. Search Discovery Rates by Race/Ethnicity and Disability.

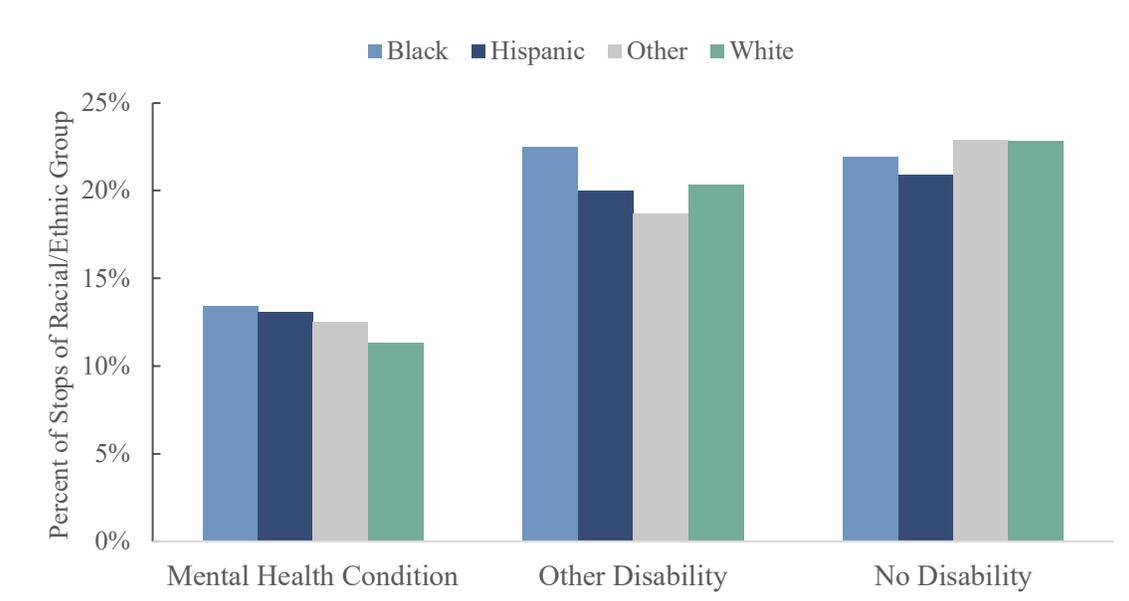
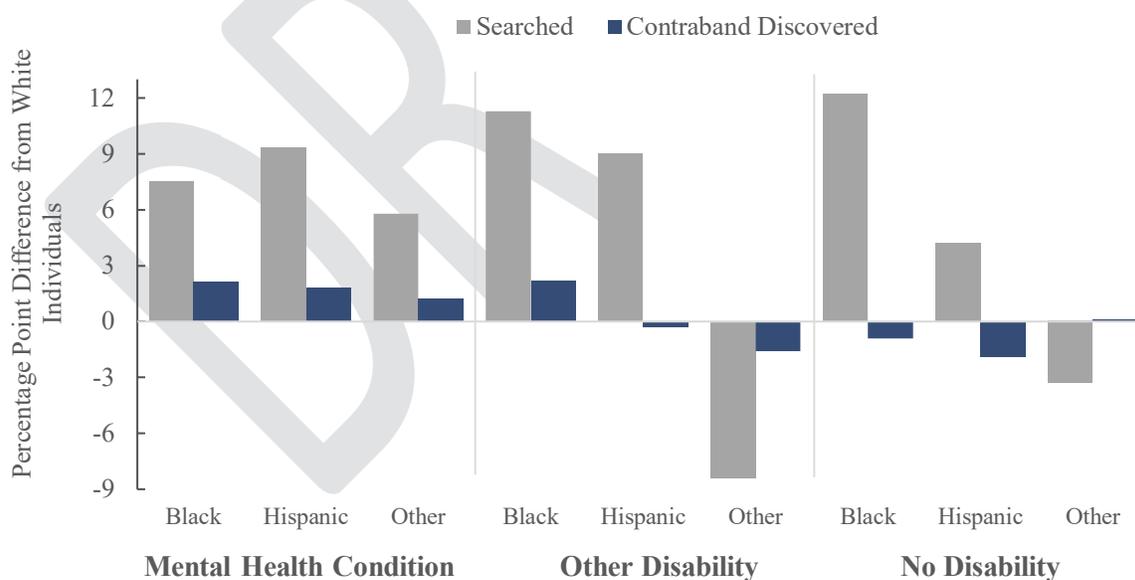


Figure 24. Racial/Ethnic Disparities in Search and Discovery Rates by Disability Group



Multivariate Analysis. As with the race/ethnicity by gender analyses, multivariate analyses were also used to help consider how multiple variables, including the race/ethnicity of the stopped individuals of each given disability category, are associated officers' decisions to search and

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whether officers discovered contraband or evidence.⁵¹ The multivariate analysis was applied to (1) search rates overall, (2) discovery rates during discretionary searches and (3) discovery rates during administrative searches (see Table X).

Results for administrative searches revealed that Black individuals perceived to have a mental health condition were more likely to have contraband or evidence discovered (+5.9% points) than White individuals perceived to have a mental health condition; however, for search rates and discretionary search discovery rates, no statistically significant differences between White and Black individuals perceived to have a mental health condition were found. No statistically significant differences in search or discovery rates (either discretionary or administrative) for Hispanic individuals or for individuals the racial/ethnic groups that were combined together perceived to have a mental health condition were found. Additionally, tests did not yield any statistically significant differences in the search or discovery rates for those perceived to have an “other” type of disability for Black individuals, Hispanic individuals, or individuals from the racial/ethnic groups that were combined together.⁵²

For discretionary searches, Black and Hispanic individuals with no perceived disabilities were more likely to be searched (+1.8% points and +.7% points respectively) but less likely to be found in possession of contraband or evidence (-2.2% points and -1.6% points respectively) than White individuals with no perceived disabilities. However, for administrative searches, no significant disparities in discovery rates were found between Black and White individuals with no perceived disabilities. For administrative searches, Hispanic individuals with no perceived disabilities were less likely to have contraband or evidence discovered (-1.3% points) in comparison to White individuals with no perceived disabilities. For administrative searches, individuals from the combined racial/ethnic groups with no perceived disabilities were less likely to have contraband or evidence discovered (-1.8% points) in comparison to White individuals with no perceived disabilities. For the search rate and the discretionary search discovery rate, no statistically significant differences were found between individuals with no perceived disabilities from the racial/ethnic groups that were combined together and White individuals with no perceived disabilities.

⁵¹ Please see [APPENDIX SECTION] for a full description of the methodology

⁵² Please see [APPENDIX TABLE] for model statistics.

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Table 4. Summary of Multivariate Discovery Rate Analysis Findings by Race/Ethnicity and Disability

Group		Search Rates	Discovery Rates	
			Discretionary Searches	Administrative Searches
Mental Health	Black	↑ 1.1%	↓ 0.3%	** ↑ 5.9%
	Hispanic	↑ 2.0%	↑ 2.0%	↑ 1.5%
	Other	* ↓ 3.0%	↓ 2.2%	↑ 1.8%
None	Black	*** ↑ 1.8%	*** ↓ 2.2%	↓ 0.5%
	Hispanic	*** ↑ 0.7%	*** ↓ 1.6%	*** ↓ 1.3%
	Other	*** ↓ 1.9%	↓ 0.8%	** ↓ 1.8%
Other	Black	↑ 2.7%	↑ 7.0%	↑ 10.6%
	Hispanic	↑ 1.0%	↓ 3.4%	↑ 3.9%
	Other	↓ 0.0%	↓ 7.8%	↓ 6.7%

Note. Values represent percentage point difference compared to the rate for White individuals, with arrows indicating the direction of the difference. Statistically significant disparities are indicated with asterisks; *** $p < 0.001$; ** $p < 0.01$; * $p < 0.05$.

1.3.1.3 Search and Discovery Rates by Race/Ethnicity and Age

The following section examines search and discovery rates by race/ethnicity and age. Findings generally indicated that younger individuals were searched at a higher rate than older individuals. Individuals between the ages of 25 to 29 were searched at the highest rate (14%), followed by individuals less than 25 years old (13.7%); individuals 70 years of age or older were searched at the lowest rate (3.1%).

Examining search rates by race/ethnicity and age, Black individuals less than 25 years old were searched at the highest rate (27%) within their racial/ethnic group. Moreover, Black individuals were searched at the highest rates out of all racial/ethnic groups. Hispanic individuals younger than 25 years of age were searched at a higher rate (15%) than other age groups. For White individuals and individuals from the Other racial/ethnic group, individuals between the ages of 30 and 34 were searched at the highest rates (11.2% White; 5.4% Other).⁵³

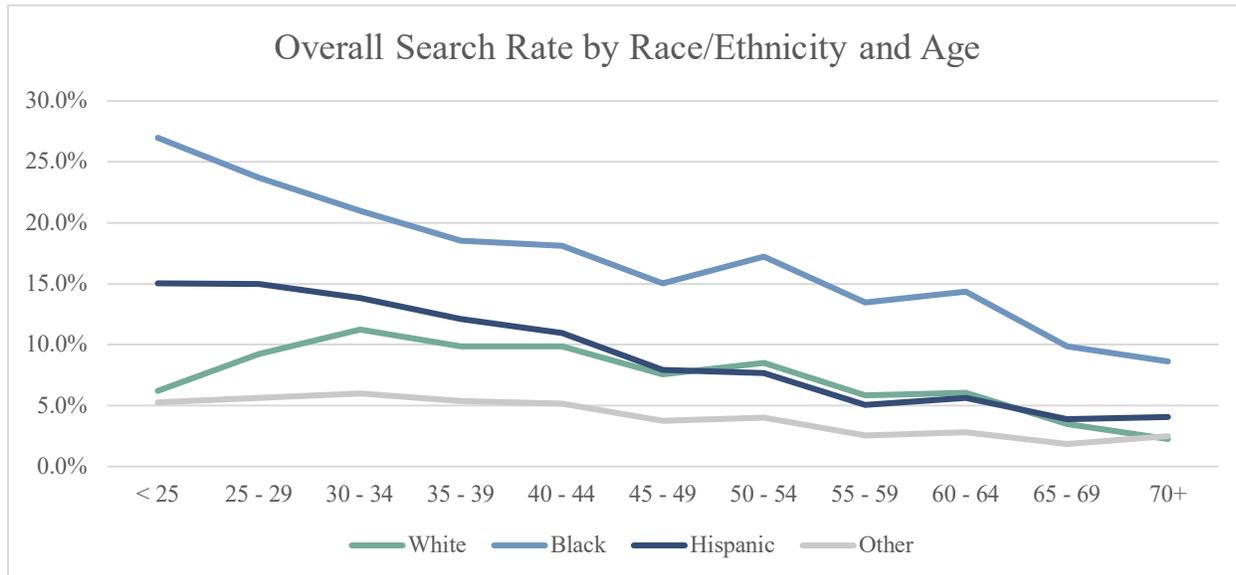
While search rates generally decreased with age, search rates for Black individuals were higher in every age group compared to White individuals, respectively. In fact, the search rates for Black individuals did not drop below the peak search rate for White individuals (age 30-34; 11.2%) until ages 65 to 69 (9.9%). Officers searched a higher proportion of Hispanic individuals whom they stopped than White individuals for all age ranges prior to 50 years old. Within each age range, individuals from other combined racial/ethnic groups had lower search rates than White individuals until age 70 and older.

⁵³ As with the previous intersectional analyses, stopped individuals whom officers perceived to be Asian, Middle Eastern or South Asian, Native American, Pacific Islander, or Multiracial were combined into the “Other” category.

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Figure 29. Search Rates by Race/Ethnicity and Age



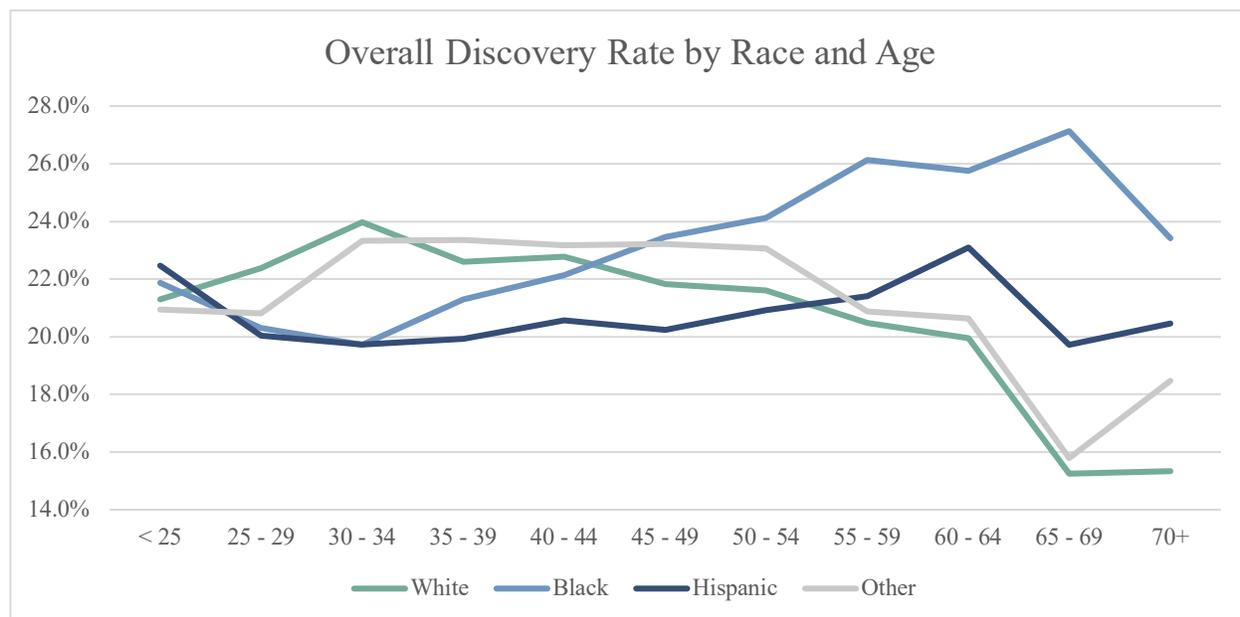
Differences in discovery rates across race/ethnicity and age were not as large as they were for search rates. White individuals had the widest highest range in discovery rates across age groups while Hispanic individuals had the smallest range.⁵⁴ Discovery rates for Black individuals started out lower and increased with age, ranging from 19.7 percent for individuals between the ages of 30 and 34 to 27.1 percent for individuals between the ages of 65 and 69. Discovery rates for Hispanic individuals were less variable across age groups and ranged from 19.7 percent for individuals between the ages of 65 and 69 to a high of 23.1 percent for individuals between the ages of 60 and 64. For White individuals, discovery rates generally decreased across age groups and ranged from 15.2 percent for individuals between the ages of 65 and 69 to 24 percent for individuals between the ages of 30 and 34. For the category consisting of all remaining racial/ethnic groups, discovery rates ranged from 15.8 for individuals between the ages of 65 and 69 percent to 23.4 percent for individuals between the ages of 35 and 39.

⁵⁴ The search rate range across the age categories was 7.4 percent for Black individuals, 3.4 percent for Hispanic individuals, 7.6 percent for individuals from the grouped race/ethnicity category, and 8.7 percent for White individuals.

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Figure 30. Discovery Rates by Race/Ethnicity and Age



1.3.2 Consent Search and Discovery Rates

[INTRODUCTION PLACEHOLDER – content under development]

The descriptive statistics for all groups and analyses discussed in this section may be found in the Appendix.⁵⁵

Officers may indicate whether they asked for consent to search in two separate data fields: asked consent to search person, and asked consent to search property. Officers may also indicate whether they received consent to perform a search from the stopped individual. The rate at which officers asked for consent to perform a search ranged from 0.7 percent of Middle Eastern/South Asian individuals who were stopped to 5.1 percent of Black individuals who were stopped. Officers who asked individuals for consent to perform a search reported the highest rates of consent given for White individuals (89.4%) and the lowest rates for Black individuals (66.3%).⁵⁶ Of stops where officers indicated individuals consented to a search, Hispanic individuals were searched at the highest rates (78.1%) while Pacific Islander individuals were searched at the lowest rates (68.9%).

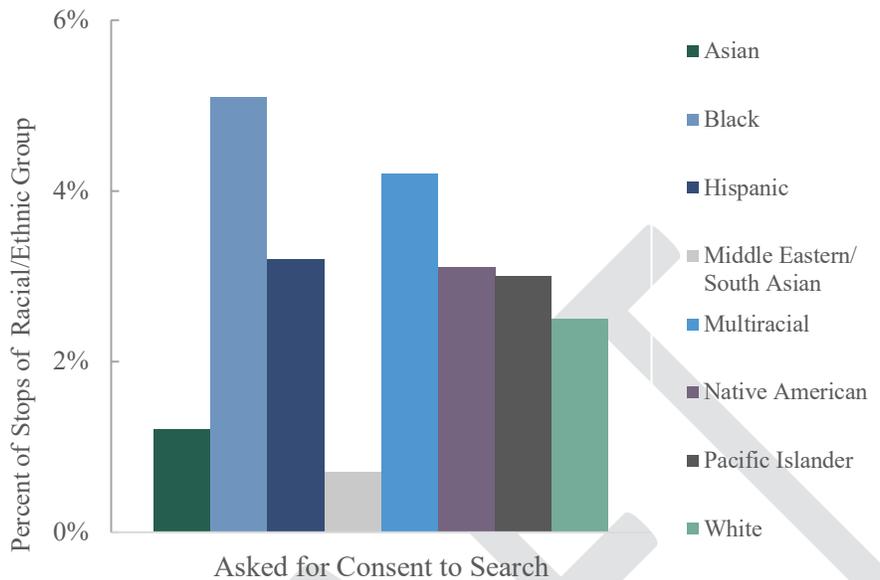
⁵⁶ Please see [APPENDIX TABLE] for consent rates by race/ethnicity.

⁵⁶ Please see [APPENDIX TABLE] for consent rates by race/ethnicity.

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Figure 31. Stopped Individuals Asked for Consent to Search by Race/Ethnicity

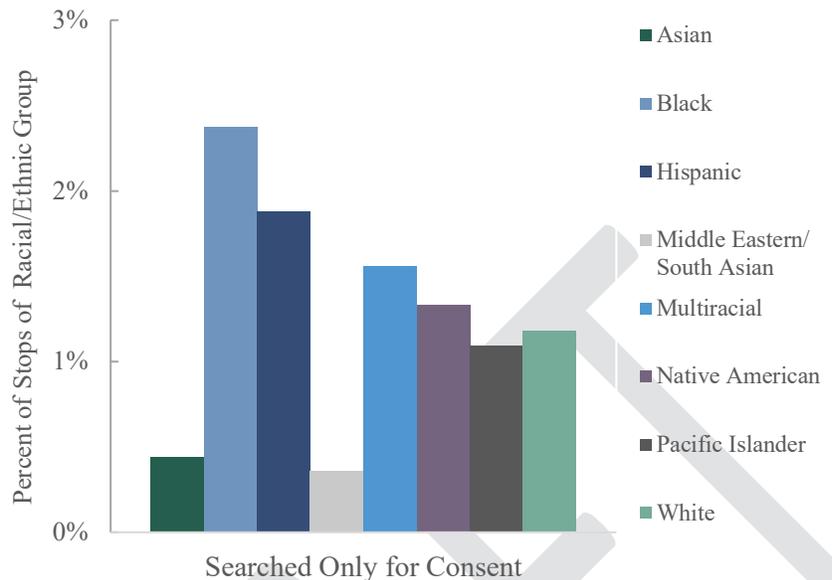


As mentioned previously, officers must indicate the basis for the search by selecting up to 13 different criteria, including consent given. When applicable, officers may indicate that they had multiple bases for performing a search. However, officers provided “consent given” as the sole basis for the searches that they performed for 62,322 stops. The rate at which these “consent searches” occurred varied considerably for each racial/ethnic group, ranging from 0.4 percent of Asian individuals to 2.4 percent of Black individuals who were stopped; the rate for Black individuals was almost six times the rate for Asian individuals.

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Figure 32. Stopped Individuals Searched Only for Consent by Race/Ethnicity

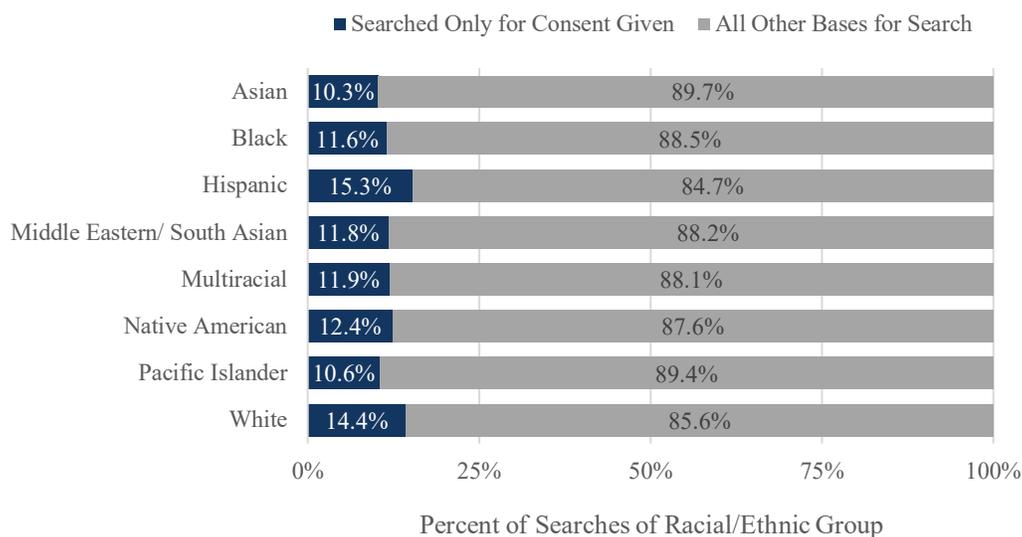


A part of this disparity might be explained by differences in the rates at which each group is searched by law enforcement generally, but not necessarily by differences in the proportion of all searches that officers conducted for consent only. In fact, the proportion of each group's searches that were based solely on consent were less variable. Asian individuals (10.3%) had the lowest proportion of their searches conducted only for consent while Hispanic individuals had the highest proportion (15.3%); the rate for Hispanic individuals was roughly 1.5 times the rate of Asian individuals. As mentioned in earlier discussion, when asked by officers, not all racial/ethnic groups gave consent to searches at the same rate. Differences in consent rates can have an effect on differences in the proportion of all searches that were for consent only. For example, Black individuals had a lower rate of giving consent for searches when asked than all other racial/ethnic groups. This likely drove down the proportion of searches that were for consent only for Black individuals below what it would have been, had black individuals consented at higher rates.

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Figure 33. Proportion of Searches Conducted Only for Consent by Race/Ethnicity



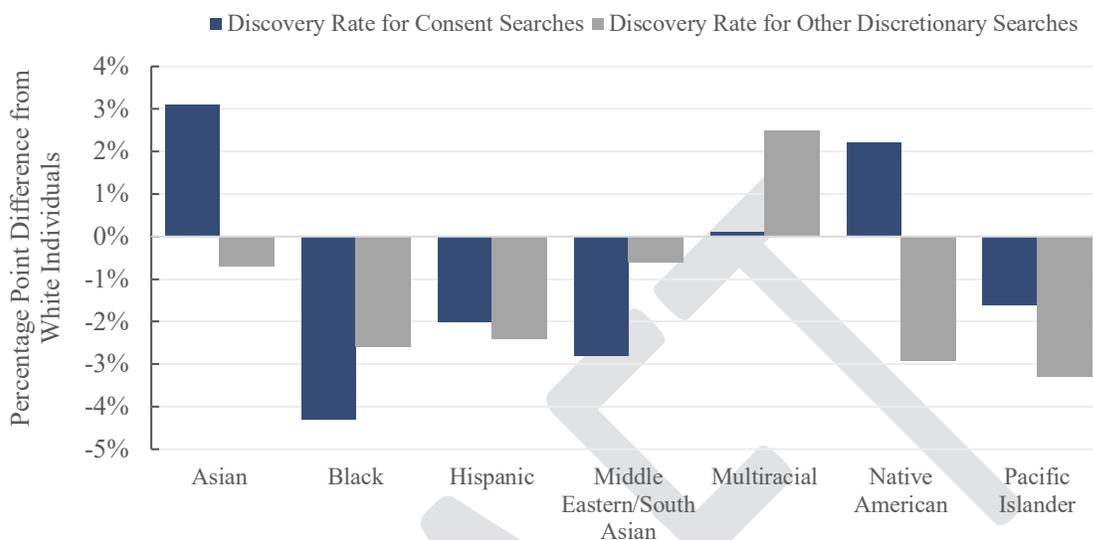
Previous analyses in this report have focused on discovery rates for discretionary analyses overall, which included consent searches. In this section, discovery rates are presented only for consent searches and for discretionary searches that exclude consent given as a basis for search.⁵⁷ For consent searches, discovery rates were highest for Asian individuals (16.4%) and the lowest rates for Black individuals (9.0%). For discretionary searches that exclude consent given as a basis for search, discovery rates were highest for Multiracial individuals (26.4%) and lowest for Pacific Islander individuals (20.6%). These results indicate that discovery rates between racial/ethnic groups were more variable for consent searches than for other discretionary searches. Additionally, consent searches generally had lower discovery rates than other discretionary searches. Discovery rates are also presented in the following figure for each racial/ethnic group as differences from White individuals; White individuals had a discovery rate of 13.3 percent for consent searches and 23.9 percent for other discretionary searches.

⁵⁷ These discretionary search analyses exclude searches where consent was given in combination with other search bases.

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Figure 34. Discovery Rate Differences for Consent Searches and Other Discretionary Searches by Race/Ethnicity



1.3.3 Known Supervision Search and Discovery Rates

[INTRODUCTION PLACEHOLDER – content under development]

The descriptive statistics for all groups and analyses discussed in this section may be found in the Appendix.⁵⁸

In 2019, Wave 1 and 2 agencies reported making 28,015 stops where the primary reason for stop was that the stopped individual was known to be on parole, probation, post-release community supervision (PRCS) or mandatory supervision (hereafter referred to as “known supervision”).⁵⁹ Stopped individuals perceived to be Black had the highest proportion of their group stopped for known supervision (1.2%) while Middle Eastern/South Asian individuals (0.1%) had the lowest proportion. A majority (76.6%) of individuals who were stopped for known supervision were searched. Black individuals stopped for known supervision had the highest rates of being subject to a search (79.5%) while Pacific Islander individuals had the lowest rates (64.9%).

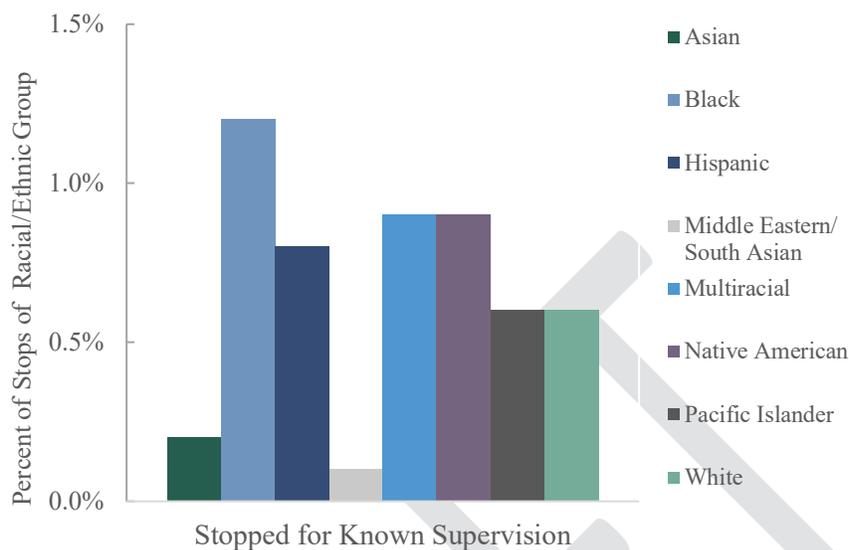
⁵⁸ Please see [APPENDIX TABLE] for all descriptive statistics.

⁵⁹ RIPA data regulations define the “known supervision” primary reason for stop category as, “Known to be on parole/probation/PRCS/mandatory supervision. The officer shall select this data value if the officer stopped the person because the officer knows that the person stopped is a supervised offender on parole, on probation, on post-release community supervision (PRCS), or on mandatory supervision. The officer shall not select this data value if the officer learns that the person has this status only after the person is stopped.”

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Figure 35. Individuals Stopped for Known Supervision by Race/Ethnicity

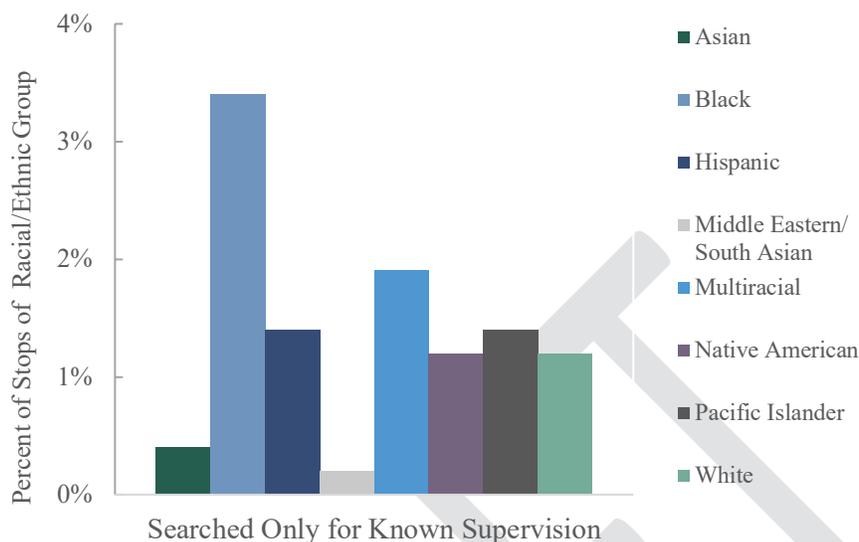


Officers may only indicate that the reason for stop was known supervision when the officer already knew this information prior to initiating the stop. However, officers can indicate supervision status as a basis for search regardless of when this status is learned. As such, only 28,015 individuals were stopped for known supervision, but 96,323 individuals were searched due to their supervision status. In cases where an officer performs a search pursuant to search provisions as a condition of supervision for an individual they stop, the officers must indicate that a basis for the search was “Condition of parole/probation/PRCS/mandatory supervision” (hereafter referred to as “condition of supervision”). Condition of supervision was the sole search basis reported for 63.5 percent of these searches while the other 36.5 percent included additional search bases in combination with condition of supervision. Rates of searches where the only basis was known supervision varied between racial/ethnic groups; rates ranged from 0.2 percent of Middle Eastern/South Asian individuals to 3.4 percent of Black individuals who were stopped. Middle Eastern/South Asian individuals (7.6%) also had the lowest proportion of their searches conducted solely due to a condition of supervision while Black individuals had the highest proportion (16.8%) of their searches occur for this reason.

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Figure 36. Stopped Individuals Searched Only for Condition of Supervision by Race/Ethnicity

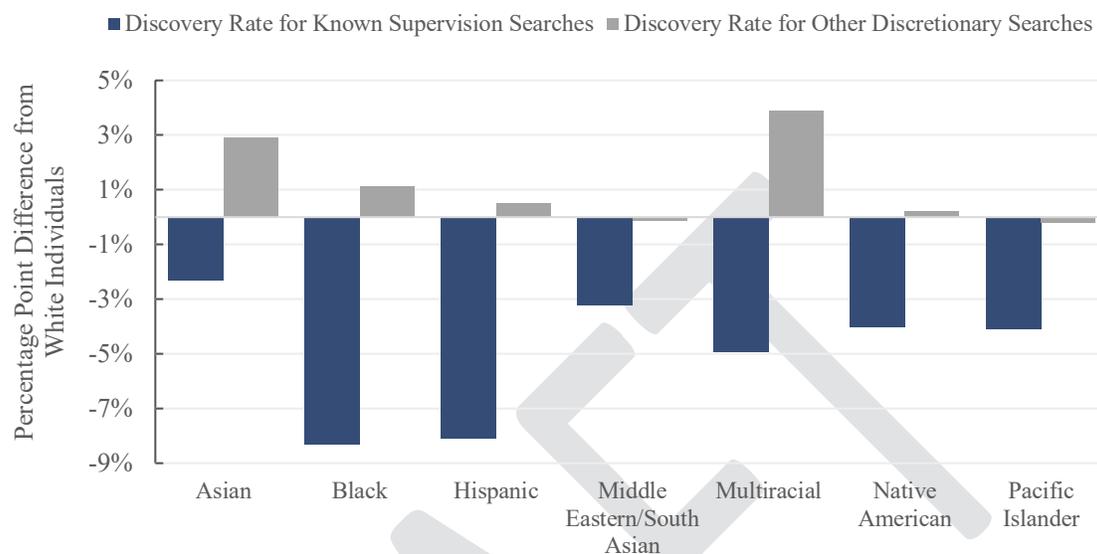


Discovery rates in this section are reported for condition of supervision searches alone and for discretionary searches that exclude condition of supervision as a basis for search. Overall, discovery rates for condition of supervision searches alone (17.4%) were lower than discovery rates for other discretionary searches (20.0%). For condition of supervision searches, discovery rates were highest for White individuals (23.4%) and lowest for Black individuals (15.1%), a difference of 8.3 percentage points from the highest to the lowest rate. For discretionary searches that exclude condition of supervision as a basis for search, Multiracial individuals (23.2%) had the highest discovery rates while Pacific Islander individuals (19.1%) had the lowest rates, a range of 4.1 percent. These results show that discovery rates between racial/ethnic groups were more variable for known supervision searches than for other discretionary searches. Additionally, known supervision searches generally had lower discovery rates than other discretionary searches. The rates are also presented for each racial/ethnic group as differences from White individuals in the following figure; White individuals had a discovery rate of 23.4 percent for condition of supervision searches and 19.3 percent for other discretionary searches.

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Figure 37. Discovery Rates for Condition of Supervision Searches and Other Discretionary Searches by Race/Ethnicity



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Supplemental Search/Discovery Rate Graphics for Stops Resulting in Psychiatric Holds

Figure 1. Search and Psychiatric Hold Rates by Disability Group

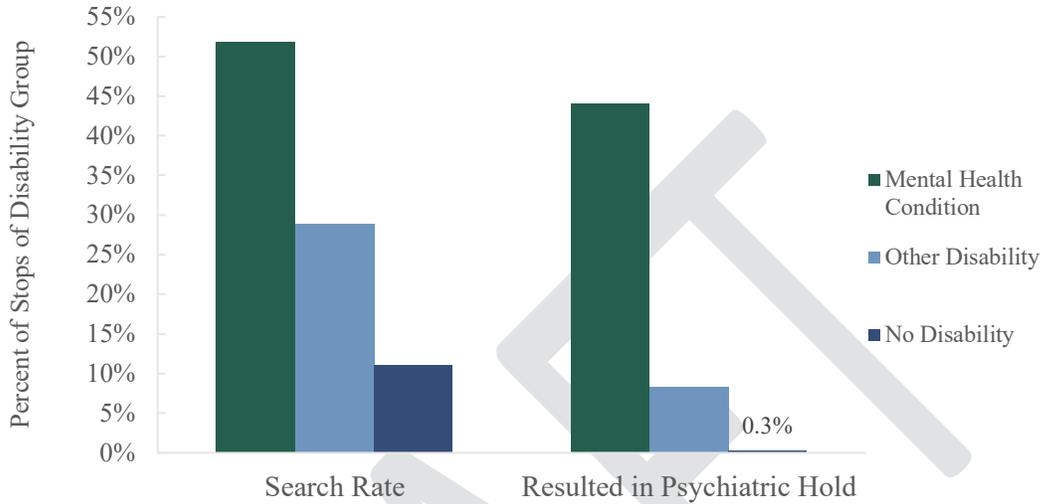
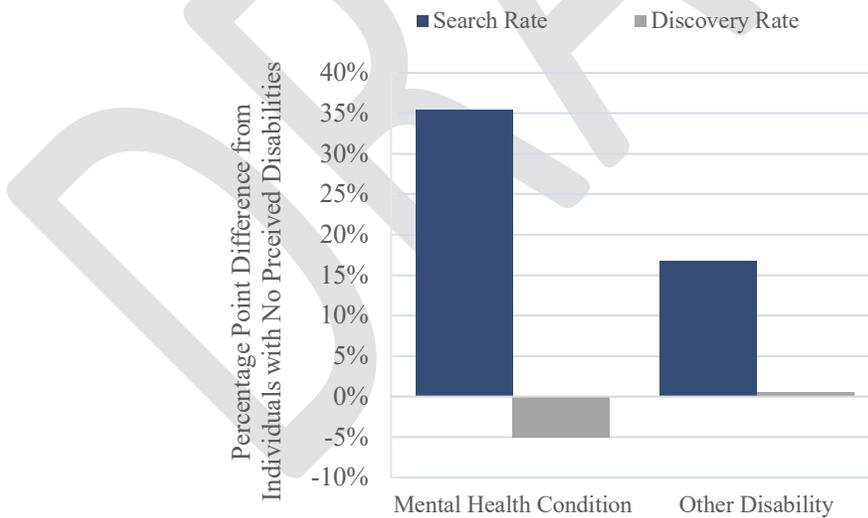


Figure 2. Search and Discovery Rates by Disability Group Excluding Stops Resulting in Psychiatric Holds



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APPENDIX A – REPORT BODY DESCRIPTIVE TABLES

A.1 Stops by Identity Group and Reason for Stop

	Identity Group	Reasonable Suspicion	Traffic Violation	Other Reasons	Total
Race/Ethnicity	Asian	12745 (5.6%)	213445 (93.3%)	2600 (1.1%)	228790 (100.0%)
	Black	133216 (21.0%)	474548 (74.7%)	27328 (4.3%)	635092 (100.0%)
	Hispanic	165340 (10.7%)	1341530 (86.4%)	45615 (2.9%)	1552485 (100.0%)
	Middle Eastern/South Asian	7430 (4.0%)	178512 (95.4%)	1186 (0.6%)	187128 (100.0%)
	Multiracial	4878 (13.2%)	30822 (83.3%)	1315 (3.6%)	37015 (100.0%)
	Native American	1052 (12.7%)	6878 (83.2%)	341 (4.1%)	8271 (100.0%)
	Pacific Islander	2542 (12.1%)	17882 (84.8%)	668 (3.2%)	21092 (100.0%)
	White	154062 (11.7%)	1130775 (85.5%)	37364 (2.8%)	1322201 (100.0%)
Gender	Female	113332 (9.9%)	1005907 (88.0%)	24022 (2.1%)	1143261 (100.0%)
	Gender Nonconforming	716 (29.5%)	1569 (64.5%)	146 (6.0%)	2431 (100.0%)
	Male	364703 (12.8%)	2384632 (83.9%)	91883 (3.2%)	2841218 (100.0%)
	Transgender Man/Boy	1450 (44.0%)	1624 (49.3%)	220 (6.7%)	3294 (100.0%)
	Transgender Woman/Girl	1064 (56.9%)	660 (35.3%)	146 (7.8%)	1870 (100.0%)
Age Group	1-9	441 (22.9%)	1269 (65.9%)	217 (11.3%)	1927 (100.0%)
	10-14	4368 (60.9%)	1439 (20.1%)	1368 (19.1%)	7175 (100.0%)
	15-17	13103 (30.5%)	25243 (58.8%)	4557 (10.6%)	42903 (100.0%)
	18-24	69981 (10.8%)	562510 (86.7%)	16421 (2.5%)	648912 (100.0%)
	25-34	158591 (12.3%)	1088380 (84.5%)	41570 (3.2%)	1288541 (100.0%)
	35-44	106857 (12.2%)	739564 (84.7%)	26401 (3.0%)	872822 (100.0%)
	45-54	74977 (12.1%)	527293 (85.3%)	16216 (2.6%)	618486 (100.0%)
	55-64	41681 (11.5%)	313780 (86.4%)	7627 (2.1%)	363088 (100.0%)
65+	11266 (7.6%)	134914 (91.0%)	2040 (1.4%)	148220 (100.0%)	

A.2 Stops by Identity Group and Call-for-service

	Identity Group	Officer-initiated Stops	Call-for-service Stops	Total
Race/Ethnicity	Asian	221848 (97.0%)	6942 (3.0%)	228790 (100.0%)
	Black	581989 (91.6%)	53103 (8.4%)	635092 (100.0%)
	Hispanic	1490329 (96.0%)	62156 (4.0%)	1552485 (100.0%)
	Middle Eastern/South Asian	183076 (97.8%)	4052 (2.2%)	187128 (100.0%)
	Multiracial	34584 (93.4%)	2431 (6.6%)	37015 (100.0%)
	Native American	7804 (94.4%)	467 (5.6%)	8271 (100.0%)
	Pacific Islander	19834 (94.0%)	1258 (6.0%)	21092 (100.0%)
	White	1253875 (94.8%)	68326 (5.2%)	1322201 (100.0%)
Gender	Female	1091182 (95.4%)	52079 (4.6%)	1143261 (100.0%)
	Gender Nonconforming	2036 (83.8%)	395 (16.2%)	2431 (100.0%)
	Male	2695971 (94.9%)	145247 (5.1%)	2841218 (100.0%)
	Transgender Man/Boy	2767 (84.0%)	527 (16.0%)	3294 (100.0%)
	Transgender Woman/Girl	1383 (74.0%)	487 (26.0%)	1870 (100.0%)
Age Group	1-9	1685 (87.4%)	242 (12.6%)	1927 (100.0%)
	10-14	4585 (63.9%)	2590 (36.1%)	7175 (100.0%)
	15-17	36751 (85.7%)	6152 (14.3%)	42903 (100.0%)
	18-24	623357 (96.1%)	25555 (3.9%)	648912 (100.0%)
	25-34	1221736 (94.8%)	66805 (5.2%)	1288541 (100.0%)
	35-44	825845 (94.6%)	46977 (5.4%)	872822 (100.0%)
	45-54	588511 (95.2%)	29975 (4.8%)	618486 (100.0%)
	55-64	347735 (95.8%)	15353 (4.2%)	363088 (100.0%)
65+	143134 (96.6%)	5086 (3.4%)	148220 (100.0%)	

A.3 Stops by Identity Group and Call-for-service without Traffic Violations

	Identity Group	Officer-initiated Stops	Call-for-service Stops	Total
Race/Ethnicity	Asian	9468 (61.7%)	5877 (38.3%)	15345 (100.0%)
	Black	110972 (69.1%)	49572 (30.9%)	160544 (100.0%)
	Hispanic	157731 (74.8%)	53224 (25.2%)	210955 (100.0%)
	Middle Eastern/South Asian	5355 (62.2%)	3261 (37.8%)	8616 (100.0%)
	Multiracial	4031 (65.1%)	2162 (34.9%)	6193 (100.0%)
	Native American	995 (71.4%)	398 (28.6%)	1393 (100.0%)
	Pacific Islander	2078 (64.7%)	1132 (35.3%)	3210 (100.0%)
	White	130808 (68.3%)	60618 (31.7%)	191426 (100.0%)
Gender	Female	91641 (66.7%)	45713 (33.3%)	137354 (100.0%)
	Gender Nonconforming	494 (57.3%)	368 (42.7%)	862 (100.0%)
	Male	327398 (71.7%)	129188 (28.3%)	456586 (100.0%)
	Transgender Man/Boy	1172 (70.2%)	498 (29.8%)	1670 (100.0%)
	Transgender Woman/Girl	733 (60.6%)	477 (39.4%)	1210 (100.0%)
Age Group	1-9	435 (66.1%)	223 (33.9%)	658 (100.0%)
	10-14	3200 (55.8%)	2536 (44.2%)	5736 (100.0%)
	15-17	11819 (66.9%)	5841 (33.1%)	17660 (100.0%)
	18-24	64698 (74.9%)	21704 (25.1%)	86402 (100.0%)
	25-34	140385 (70.1%)	59776 (29.9%)	200161 (100.0%)
	35-44	91144 (68.4%)	42114 (31.6%)	133258 (100.0%)
	45-54	64564 (70.8%)	26629 (29.2%)	91193 (100.0%)
	55-64	36073 (73.2%)	13235 (26.8%)	49308 (100.0%)
65+	9120 (68.5%)	4186 (31.5%)	13306 (100.0%)	
LGBT	LGBT	6236 (61.9%)	3834 (38.1%)	10070 (100.0%)

Identity Group		Officer-initiated Stops	Call-for-service Stops	Total
	Non-LGBT	415202 (70.7%)	172410 (29.3%)	587612 (100.0%)
Limited English Fluency	English Fluent	402014 (70.6%)	167766 (29.4%)	569780 (100.0%)
	Limited/No English Fluency	19424 (69.6%)	8478 (30.4%)	27902 (100.0%)
Disability	Disability	15847 (42.4%)	21550 (57.6%)	37397 (100.0%)
	No Disability	405591 (72.4%)	154694 (27.6%)	560285 (100.0%)

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A.4 Stops by Identity Group and Average Actions Taken During Stop

Identity Group		Average Actions Taken for All Stops	Average Actions Taken During Stops with Actions
Race/Ethnicity	Asian	0.20	2.36
	Black	0.84	2.56
	Hispanic	0.51	2.53
	Middle Eastern/South Asian	0.15	2.21
	Native American	0.49	2.66
	Pacific Islander	0.47	2.64
	White	0.37	2.50
	Multiracial	0.56	2.61
Gender	Male	0.55	2.57
	Female	0.31	2.32
	Transgender Man/Boy	1.28	2.54
	Transgender Woman/Girl	1.41	2.41
	Gender Nonconforming	1.07	2.57
Age Group	1-9	0.52	2.04
	10-14	1.39	2.17
	15-17	1.06	2.40
	18-24	0.53	2.54
	25-34	0.57	2.60
	35-44	0.48	2.56
	45-54	0.38	2.42
	55-64	0.29	2.30
65+	0.17	2.10	
LGBT	Non-LGBT	0.48	2.52

Identity Group		Average Actions Taken for All Stops	Average Actions Taken During Stops with Actions
	LGBT	0.96	2.63
Limited English Fluency	Limited/No English Fluency	0.48	2.53
	English Fluent	0.59	2.43
Disability	No Disability	0.47	2.52
	Disability	1.74	2.52

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A.5 Stops by Identity Group and Actions Taken During Stop

	Identity Group	Searched	Handcuffed	Detained	Ordered Vehicle Exit	Total
Race/Ethnicity	Asian	9709 (4.2%)	8164 (3.6%)	10321 (4.5%)	3242 (1.4%)	228790 (100.0%)
	Black	130344 (20.5%)	89568 (14.1%)	113143 (17.8%)	49169 (7.7%)	635092 (100.0%)
	Hispanic	190167 (12.2%)	137543 (8.9%)	160710 (10.4%)	70361 (4.5%)	1552485 (100.0%)
	Middle Eastern/South Asian	5789 (3.1%)	5080 (2.7%)	6690 (3.6%)	2390 (1.3%)	187128 (100.0%)
	Multiracial	4841 (13.1%)	3282 (8.9%)	4637 (12.5%)	1710 (4.6%)	37015 (100.0%)
	Native American	888 (10.7%)	796 (9.6%)	779 (9.4%)	224 (2.7%)	8271 (100.0%)
	Pacific Islander	2178 (10.3%)	1841 (8.7%)	2104 (10.0%)	643 (3.0%)	21092 (100.0%)
	White	108248 (8.2%)	87698 (6.6%)	107982 (8.2%)	27568 (2.1%)	1322201 (100.0%)
Gender	Female	74168 (6.5%)	63016 (5.5%)	84691 (7.4%)	29803 (2.6%)	1143261 (100.0%)
	Gender Nonconforming	524 (21.6%)	453 (18.6%)	581 (23.9%)	284 (11.7%)	2431 (100.0%)
	Male	375797 (13.2%)	268924 (9.5%)	319628 (11.2%)	124958 (4.4%)	2841218 (100.0%)
	Transgender Man/Boy	1065 (32.3%)	948 (28.8%)	791 (24.0%)	146 (4.4%)	3294 (100.0%)
	Transgender Woman/Girl	610 (32.6%)	631 (33.7%)	675 (36.1%)	116 (6.2%)	1870 (100.0%)
Age Group	1-9	234 (12.1%)	103 (5.3%)	273 (14.2%)	72 (3.7%)	1927 (100.0%)
	10-14	2490 (34.7%)	2167 (30.2%)	2413 (33.6%)	347 (4.8%)	7175 (100.0%)
	15-17	11431 (26.6%)	8881 (20.7%)	9909 (23.1%)	3397 (7.9%)	42903 (100.0%)
	18-24	81561 (12.6%)	55447 (8.5%)	66229 (10.2%)	37281 (5.7%)	648912 (100.0%)
	25-34	176213 (13.7%)	126824 (9.8%)	149788 (11.6%)	63785 (5.0%)	1288541 (100.0%)
	35-44	97988 (11.2%)	75087 (8.6%)	90504 (10.4%)	29336 (3.4%)	872822 (100.0%)
	45-54	5326 (8.6%)	41850 (6.8%)	54671 (8.8%)	14045 (2.3%)	618486 (100.0%)
	55-64	2359 (6.5%)	19292 (5.3%)	25908 (7.1%)	5696 (1.6%)	363088 (100.0%)
	65+	5397 (3.6%)	4321 (2.9%)	6671 (4.5%)	1348 (0.9%)	148220 (100.0%)

A.6 Stops by Identity Group and Stop Result for Handcuffed Individuals

Identity Group		No Action	Arrested	Other	Total
Race/Ethnicity	Asian	653 (8.0%)	5128 (62.8%)	2383 (29.2%)	8164 (100.0%)
	Black	10021 (11.2%)	48396 (54.0%)	31151 (34.8%)	89568 (100.0%)
	Hispanic	12150 (8.8%)	78244 (56.9%)	47147 (34.3%)	137541 (100.0%)
	Middle Eastern/South Asian	389 (7.7%)	3121 (61.4%)	1570 (30.9%)	5080 (100.0%)
	Multiracial	315 (9.6%)	2062 (62.8%)	905 (27.6%)	3282 (100.0%)
	Native American	56 (7.0%)	589 (74.0%)	151 (19.0%)	796 (100.0%)
	Pacific Islander	180 (9.8%)	1225 (66.5%)	436 (23.7%)	1841 (100.0%)
	White	7734 (8.8%)	55313 (63.1%)	24651 (28.1%)	87698 (100.0%)
Gender	Female	4905 (7.8%)	40439 (64.2%)	17672 (28.0%)	63016 (100.0%)
	Gender Nonconforming	78 (17.2%)	267 (58.9%)	108 (23.8%)	453 (100.0%)
	Male	26418 (9.8%)	152419 (56.7%)	90085 (33.5%)	268922 (100.0%)
	Transgender Man/Boy	71 (7.5%)	559 (59.0%)	318 (33.5%)	948 (100.0%)
	Transgender Woman/Girl	26 (4.1%)	394 (62.4%)	211 (33.4%)	631 (100.0%)
Age Group	1-9	7 (6.8%)	41 (39.8%)	55 (53.4%)	103 (100.0%)
	10-14	161 (7.4%)	698 (32.2%)	1308 (60.4%)	2167 (100.0%)
	15-17	928 (10.5%)	3351 (37.7%)	4601 (51.8%)	8880 (100.0%)
	18-24	5343 (9.6%)	28672 (51.7%)	21431 (38.7%)	55446 (100.0%)
	25-34	12927 (10.2%)	73107 (57.6%)	40790 (32.2%)	126824 (100.0%)
	35-44	6952 (9.3%)	45842 (61.1%)	22293 (29.7%)	75087 (100.0%)
	45-54	3570 (8.5%)	26656 (63.7%)	11624 (27.8%)	41850 (100.0%)
	55-64	1330 (6.9%)	12851 (66.6%)	5111 (26.5%)	19292 (100.0%)
65+	280 (6.5%)	2860 (66.2%)	1181 (27.3%)	4321 (100.0%)	
LGBT	Non-LGBT	31062 (9.5%)	190662 (58.0%)	106955 (32.5%)	328679 (100.0%)

Identity Group		No Action	Arrested	Other	Total
	LGBT	436 (8.2%)	3416 (64.6%)	1439 (27.2%)	5291 (100.0%)
Limited English Fluency	English Fluent	30252 (9.6%)	182585 (57.8%)	103178 (32.6%)	316015 (100.0%)
	Limited/No English Fluency	1246 (6.9%)	11493 (64.0%)	5216 (29.1%)	17955 (100.0%)
Disability	No Disability	30452 (9.7%)	187146 (59.7%)	95627 (30.5%)	313225 (100.0%)
	Disability	1046 (5.0%)	6932 (33.4%)	12767 (61.5%)	20745 (100.0%)

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A.7 Stops by Identity Group and Stop Result

	Identity Group	Warning	Citation	Arrest	Total
Race/Ethnicity	Asian	51193 (22.4%)	144598 (63.2%)	21466 (9.4%)	228790 (100.0%)
	Black	172031 (27.1%)	248300 (39.1%)	90562 (14.3%)	635092 (100.0%)
	Hispanic	356582 (23.0%)	842691 (54.3%)	193688 (12.5%)	1552485 (100.0%)
	Middle Eastern/South Asian	40993 (21.9%)	127783 (68.3%)	10011 (5.3%)	187128 (100.0%)
	Multiracial	9111 (24.6%)	18872 (51.0%)	4657 (12.6%)	37015 (100.0%)
	Native American	2312 (28.0%)	4015 (48.5%)	1214 (14.7%)	8271 (100.0%)
	Pacific Islander	4847 (23.0%)	11375 (53.9%)	2729 (12.9%)	21092 (100.0%)
	White	352769 (26.7%)	722974 (54.7%)	128174 (9.7%)	1322201 (100.0%)
Gender	Female	269751 (23.6%)	655086 (57.3%)	120421 (10.5%)	1143261 (100.0%)
	Gender Nonconforming	456 (18.8%)	920 (37.8%)	425 (17.5%)	2431 (100.0%)
	Male	718542 (25.3%)	1463596 (51.5%)	330351 (11.6%)	2841218 (100.0%)
	Transgender Man/Boy	677 (20.6%)	660 (20.0%)	782 (23.7%)	3294 (100.0%)
	Transgender Woman/Girl	412 (22.0%)	346 (18.5%)	522 (27.9%)	1870 (100.0%)
Age Group	1-9	309 (16.0%)	602 (31.2%)	151 (7.8%)	1927 (100.0%)
	10-14	953 (13.3%)	652 (9.1%)	1488 (20.7%)	7175 (100.0%)
	15-17	7891 (18.4%)	15489 (36.1%)	6278 (14.6%)	42903 (100.0%)
	18-24	136494 (21.0%)	366523 (56.5%)	71623 (11.0%)	648912 (100.0%)
	25-34	314509 (24.4%)	663863 (51.5%)	157682 (12.2%)	1288541 (100.0%)
	35-44	225708 (25.9%)	456901 (52.3%)	101339 (11.6%)	872822 (100.0%)
	45-54	163986 (26.5%)	330917 (53.5%)	65890 (10.7%)	618486 (100.0%)
	55-64	95619 (26.3%)	202685 (55.8%)	36263 (10.0%)	363088 (100.0%)
	65+	44369 (29.9%)	82976 (56.0%)	11787 (8.0%)	148220 (100.0%)

A.8 Consent Search and Discovery Rates

Race/Ethnicity	Search Consent			Consent Search Rates		Discovery Rates	
	Asked for Consent	Consent Received	Consent Received & Searched	Overall	Proportion of Searches	Consent Searches	Other Discretionary Searches
Asian	2761 (1.2%)	2154 (78.0%)	1623 (75.3%)	998 (0.4%)	998 (10.3%)	164 (16.4%)	687 (23.3%)
Black	32586 (5.1%)	21592 (66.3%)	16164 (74.9%)	15053 (2.4%)	15053 (11.5%)	1352 (9.0%)	12097 (21.3%)
Hispanic	50285 (3.2%)	42615 (84.7%)	33298 (78.1%)	29114 (1.9%)	29114 (15.3%)	3299 (11.3%)	13730 (21.5%)
Middle Eastern/South Asian	1305 (0.7%)	1012 (77.5%)	745 (73.6%)	683 (0.4%)	683 (11.8%)	72 (10.5%)	372 (23.3%)
Multiracial	1545 (4.2%)	1348 (87.2%)	1000 (74.2%)	576 (1.6%)	576 (11.9%)	77 (13.4%)	429 (26.4%)
Native American	258 (3.1%)	215 (83.3%)	155 (72.1%)	110 (1.3%)	110 (12.4%)	17 (15.5%)	47 (21.0%)
Pacific Islander	623 (3.0%)	485 (77.8%)	334 (68.9%)	230 (1.1%)	230 (10.6%)	27 (11.7%)	149 (20.6%)
White	32748 (2.5%)	29270 (89.4%)	21392 (73.1%)	15558 (1.2%)	15558 (14.4%)	2072 (13.3%)	7869 (23.9%)

A.9 Known Supervision Search and Discovery Rates

Race/Ethnicity	Stopped for Known Supervision	Stopped for Known Supervision and Searched	Known Supervision Search Rates		Discovery Rates	
			Overall	Proportion of Searches	Known Supervision Searches	Other Discretionary Searches
Asian	418 (0.2%)	328 (78.5%)	1007 (0.4%)	1007 (10.4%)	212 (21.1%)	759 (22.2%)
Black	7825 (1.2%)	6219 (79.5%)	21905 (3.4%)	21905 (16.8%)	3314 (15.1%)	11225 (20.4%)
Hispanic	11713 (0.8%)	9089 (77.6%)	21386 (1.4%)	21386 (11.2%)	3267 (15.3%)	16642 (19.8%)
Middle Eastern/South Asian	187 (0.1%)	141 (75.4%)	441 (0.2%)	441 (7.6%)	89 (20.2%)	400 (19.2%)
Multiracial	346 (0.9%)	265 (76.6%)	707 (1.9%)	707 (14.6%)	131 (18.5%)	443 (23.2%)
Native American	77 (0.9%)	50 (64.9%)	98 (1.2%)	98 (11.0%)	19 (19.4%)	52 (19.5%)
Pacific Islander	133 (0.6%)	95 (71.4%)	305 (1.4%)	305 (14.0%)	59 (19.3%)	137 (19.1%)
White	7316 (0.6%)	5266 (72.0%)	15328 (1.2%)	15328 (14.2%)	3584 (23.4%)	7504 (19.3%)

A.10 Search Rates by Race/Ethnicity and Age

Age Group	Black	Hispanic	Other	White	Total
< 25	31228 (27.0%)	49090 (15.0%)	3901 (5.3%)	11497 (6.2%)	95716 (13.7%)
25 - 29	28475 (23.7%)	42465 (15.0%)	4238 (5.7%)	15827 (9.2%)	91005 (14.0%)
30 - 34	23510 (21.0%)	35434 (13.8%)	4667 (6.0%)	21597 (11.2%)	85208 (13.3%)
35 - 39	12632 (18.6%)	21866 (12.1%)	3027 (5.4%)	14315 (9.9%)	51840 (11.5%)
40 - 44	11399 (18.1%)	18241 (11.0%)	2836 (5.2%)	13672 (9.9%)	46148 (10.9%)
45 - 49	6273 (15.1%)	9343 (7.9%)	1546 (3.7%)	8347 (7.6%)	25509 (8.2%)
50 - 54	8231 (17.2%)	7642 (7.7%)	1574 (4.0%)	10304 (8.5%)	27751 (9.0%)
55 - 59	3768 (13.5%)	2907 (5.1%)	632 (2.6%)	5354 (5.8%)	12661 (6.3%)
60 - 64	3408 (14.3%)	2139 (5.6%)	572 (2.8%)	4810 (6.1%)	10929 (6.8%)
65 - 69	903 (9.9%)	644 (3.9%)	190 (1.9%)	1541 (3.5%)	3278 (4.1%)
70+	517 (8.6%)	396 (4.1%)	222 (2.5%)	984 (2.3%)	2119 (3.1%)

A.11 Search Rates by Race/Ethnicity Age and Gender

Gender	Age	Black	Hispanic	Other	White	Total
Male	< 25	25738 (32.8%)	42025 (17.6%)	2977 (5.8%)	8184 (7.1%)	78924 (16.3%)
	25 - 29	24358 (29.0%)	36800 (17.7%)	3422 (6.3%)	12112 (10.8%)	76692 (16.7%)
	30 - 34	19812 (25.2%)	30587 (16.1%)	3761 (6.7%)	16655 (12.9%)	70815 (15.6%)
	35 - 39	10707 (22.2%)	18972 (14.1%)	2513 (6.2%)	11063 (11.3%)	43255 (13.5%)
	40 - 44	9621 (21.8%)	15593 (12.6%)	2310 (5.9%)	10514 (11.4%)	38038 (12.7%)
	45 - 49	5318 (17.9%)	8067 (9.0%)	1260 (4.3%)	6444 (8.7%)	21089 (9.4%)
	50 - 54	7015 (19.7%)	6567 (8.4%)	1286 (4.5%)	8073 (9.6%)	22941 (10.2%)
	55 - 59	3271 (15.3%)	2547 (5.6%)	542 (2.9%)	4322 (6.6%)	10682 (7.1%)
	60 - 64	2910 (15.9%)	1859 (6.2%)	474 (3.1%)	3773 (6.7%)	9016 (7.5%)
	65 - 69	791 (11.5%)	553 (4.3%)	140 (1.8%)	1216 (4.0%)	2700 (4.6%)
	70+	442 (10.2%)	320 (4.3%)	152 (2.4%)	731 (2.5%)	1645 (3.4%)
Female	< 25	5363 (14.5%)	6893 (7.9%)	890 (4.0%)	3218 (4.6%)	16364 (7.6%)
	25 - 29	3932 (11.0%)	5466 (7.3%)	774 (3.7%)	3622 (6.1%)	13794 (7.2%)
	30 - 34	3541 (10.7%)	4690 (7.1%)	830 (4.0%)	4830 (7.7%)	13891 (7.6%)
	35 - 39	1849 (9.4%)	2783 (6.1%)	491 (3.1%)	3205 (6.8%)	8328 (6.5%)
	40 - 44	1735 (9.3%)	2569 (6.1%)	502 (3.1%)	3104 (6.8%)	7910 (6.5%)
	45 - 49	921 (7.7%)	1244 (4.4%)	272 (2.3%)	1868 (5.2%)	4305 (4.9%)
	50 - 54	1185 (9.8%)	1049 (4.9%)	277 (2.7%)	2189 (5.9%)	4700 (5.8%)
	55 - 59	493 (7.5%)	356 (3.1%)	86 (1.4%)	1017 (3.9%)	1952 (3.9%)
	60 - 64	491 (9.0%)	278 (3.5%)	98 (1.9%)	1018 (4.4%)	1885 (4.5%)
	65 - 69	109 (4.9%)	90 (2.5%)	48 (1.8%)	324 (2.4%)	571 (2.6%)
70+	75 (4.5%)	76 (3.4%)	68 (2.9%)	249 (1.8%)	468 (2.3%)	
Transgender/Gender Nonconforming	< 25	127 (38.8%)	172 (36.3%)	34 (14.2%)	95 (33.6%)	428 (32.3%)
	25 - 29	185 (40.7%)	199 (38.4%)	42 (23.9%)	93 (34.2%)	519 (36.5%)
	30 - 34	157 (35.6%)	157 (31.5%)	76 (12.5%)	112 (31.9%)	502 (26.4%)
	35 - 39	76 (34.4%)	111 (38.0%)	23 (13.7%)	47 (28.7%)	257 (30.4%)

Gender	Age	Black	Hispanic	Other	White	Total
	40 - 44	43 (33.3%)	79 (35.7%)	24 (15.2%)	54 (26.6%)	200 (28.1%)
	45 - 49	34 (43.0%)	32 (26.7%)	14 (6.8%)	35 (32.7%)	115 (22.5%)
	50 - 54	31 (34.8%)	26 (28.6%)	11 (12.2%)	42 (27.1%)	110 (25.9%)
	55 - 59	4 (12.1%)	4 (14.8%)	4 (5.3%)	15 (27.3%)	27 (14.2%)
	60 - 64	7 (22.6%)	2 (14.3%)	0 (0.0%)	19 (30.2%)	28 (23.5%)
	65 - 69	3 (27.3%)	1 (10.0%)	2 (6.5%)	1 (5.9%)	7 (10.1%)
	70+	0 (0.0%)	0 (0.0%)	2 (5.1%)	4 (12.5%)	6 (7.3%)

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A.12 Discovery Rates by Race/Ethnicity and Age

Age Group	Black	Hispanic	Other	White	Total
< 25	6833 (21.9%)	11032 (22.5%)	817 (20.9%)	2448 (21.3%)	21130 (22.1%)
25 - 29	5783 (20.3%)	8509 (20.0%)	882 (20.8%)	3541 (22.4%)	18715 (20.6%)
30 - 34	4636 (19.7%)	6989 (19.7%)	1089 (23.3%)	5177 (24.0%)	17891 (21.0%)
35 - 39	2691 (21.3%)	4359 (19.9%)	707 (23.4%)	3236 (22.6%)	10993 (21.2%)
40 - 44	2523 (22.1%)	3751 (20.6%)	657 (23.2%)	3113 (22.8%)	10044 (21.8%)
45 - 49	1472 (23.5%)	1891 (20.2%)	359 (23.2%)	1822 (21.8%)	5544 (21.7%)
50 - 54	1985 (24.1%)	1599 (20.9%)	363 (23.1%)	2226 (21.6%)	6173 (22.2%)
55 - 59	985 (26.1%)	622 (21.4%)	132 (20.9%)	1096 (20.5%)	2835 (22.4%)
60 - 64	878 (25.8%)	494 (23.1%)	118 (20.6%)	960 (20.0%)	2450 (22.4%)
65 - 69	245 (27.1%)	127 (19.7%)	30 (15.8%)	235 (15.2%)	637 (19.4%)
70+	121 (23.4%)	81 (20.5%)	41 (18.5%)	151 (15.3%)	394 (18.6%)
Total	28152 (21.6%)	39454 (20.7%)	5195 (22.2%)	24005 (22.2%)	96806 (21.4%)

A.13 Discovery Rates by Race/Ethnicity Age and Gender

Gender Group	Age Group	Black	Hispanic	Other	White	Total
Male	< 25	5665 (22.0%)	9490 (22.6%)	661 (22.2%)	1770 (21.6%)	17586 (22.3%)
	25 - 29	4958 (20.4%)	7353 (20.0%)	728 (21.3%)	2662 (22.0%)	15701 (20.5%)
	30 - 34	3945 (19.9%)	6025 (19.7%)	906 (24.1%)	3977 (23.9%)	14853 (21.0%)
	35 - 39	2303 (21.5%)	3823 (20.2%)	590 (23.5%)	2520 (22.8%)	9236 (21.4%)
	40 - 44	2138 (22.2%)	3208 (20.6%)	535 (23.2%)	2425 (23.1%)	8306 (21.8%)
	45 - 49	1226 (23.1%)	1644 (20.4%)	303 (24.0%)	1439 (22.3%)	4612 (21.9%)
	50 - 54	1696 (24.2%)	1381 (21.0%)	311 (24.2%)	1787 (22.1%)	5175 (22.6%)
	55 - 59	868 (26.5%)	539 (21.2%)	117 (21.6%)	911 (21.1%)	2435 (22.8%)
	60 - 64	755 (25.9%)	417 (22.4%)	95 (20.0%)	797 (21.1%)	2064 (22.9%)
	65 - 69	222 (28.1%)	114 (20.6%)	19 (13.6%)	204 (16.8%)	559 (20.7%)
	70+	112 (25.3%)	71 (22.2%)	24 (15.8%)	120 (16.4%)	327 (19.9%)
Female	< 25	1147 (21.4%)	1502 (21.8%)	150 (16.9%)	659 (20.5%)	3458 (21.1%)
	25 - 29	789 (20.1%)	1120 (20.5%)	149 (19.3%)	865 (23.9%)	2923 (21.2%)
	30 - 34	657 (18.6%)	31 (19.9%)	166 (20.0%)	1178 (24.4%)	2932 (21.1%)
	35 - 39	373 (20.2%)	16 (18.5%)	111 (22.6%)	707 (22.1%)	1707 (20.5%)
	40 - 44	377 (21.7%)	24 (20.4%)	117 (23.3%)	682 (22.0%)	1700 (21.5%)
	45 - 49	238 (25.8%)	41 (19.4%)	51 (18.8%)	370 (19.8%)	900 (20.9%)
	50 - 54	283 (23.9%)	10 (20.0%)	51 (18.4%)	430 (19.6%)	974 (20.7%)
	55 - 59	117 (23.7%)	82 (23.0%)	13 (15.1%)	182 (17.9%)	394 (20.2%)
	60 - 64	118 (24.0%)	76 (27.3%)	23 (23.5%)	161 (15.8%)	378 (20.1%)
	65 - 69	22 (20.2%)	13 (14.4%)	11 (22.9%)	31 (9.6%)	77 (13.5%)
	70+	7 (12.0%)	10 (13.2%)	15 (22.1%)	31 (12.4%)	65 (13.9%)
Transgender/Gend Nonconforming	< 25	21 (16.5%)	40 (23.3%)	6 (17.6%)	19 (20.0%)	86 (20.1%)
	25 - 29	36 (19.5%)	36 (18.1%)	5 (11.9%)	14 (15.1%)	91 (17.5%)
	30 - 34	34 (21.7%)	33 (21.0%)	17 (22.4%)	22 (19.6%)	106 (21.1%)
	35 - 39	15 (19.7%)	20 (18.0%)	6 (26.1%)	9 (19.1%)	50 (19.5%)
	40 - 44	8 (18.6%)	19 (24.1%)	5 (20.8%)	6 (11.1%)	38 (19.0%)

Gender Group	Age Group	Black	Hispanic	Other	White	Total
	45 - 49	8 (23.5%)	6 (18.8%)	5 (35.7%)	13 (37.1%)	32 (27.8%)
	50 - 54	6 (19.4%)	8 (30.8%)	1 (9.1%)	9 (21.4%)	24 (21.8%)
	55 - 59	0 (0.0%)	1 (25.0%)	2 (50.0%)	3 (20.0%)	6 (22.2%)
	60 - 64	5 (71.4%)	1 (50.0%)	0 (0.0%)	2 (10.5%)	8 (28.6%)
	65 - 69	1 (33.3%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	1 (14.3%)
	70+	0 (0.0%)	0 (0.0%)	2 (100.0%)	0 (0.0%)	2 (33.3%)

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APPENDIX B – DISPARITY TEST METHODS

B.1 Residential Population Comparison Analysis Methodology

Considerations and limitations. There are a number of known limitations associated with using residential data to benchmark stop data. Residential population is a proxy for the set of people an officer observes engaging in suspicious behavior. For example, individuals may be stopped outside of their residential area (e.g. commuting to work, tourists). The rate of these “commuter” stops likely varies from agency to agency, but RIPA stop data do not include information on where stopped individuals reside to account for this issue. Additionally, agencies may concentrate their patrol efforts in certain areas and, thus, may not have an equal likelihood of encountering residents throughout all areas in their jurisdiction. There are also concerns with response bias in compiling information for residential surveys, such as the census; some groups are more difficult to count, and thus may be underestimated in official data.

In addition to general concerns with residential population benchmarking, there are also several limitations that are unique to comparing RIPA Stop Data to American Community Survey (ACS) data. First, 2019 ACS data were not available at the time this report was written. The 2019 RIPA Stop Data demographics were instead compared to the 2018 ACS demographics. Moreover, RIPA Stop Data regulations and the ACS categorize racial/ethnic groups differently.¹ ACS data have racial/ethnic groups that are not explicitly captured by RIPA regulations. These individuals within the ACS have been collectively grouped together in an “Other” category that does not have a match in RIPA regulations. Finally, the source of race/ethnicity information for each dataset is collected differently. Race/ethnicity is recorded for RIPA based on officer’s perception while ACS respondents self-identify.

This distinction represents a key difference in objectives between the two databases. The purpose of RIPA is to eliminate racial and identity profiling, a practice that is based on how officers perceive the individuals they stop. RIPA data are intended to facilitate the implementation of policies that will achieve this purpose. On the other hand, the objective of the ACS is to provide a representation of information regarding community residents. Thus, comparisons between these datasets operate under the assumption that officers’ perceptions often agree with how an individual self identifies.

Statistical Analysis. Stop demographics for each police or sheriff’s department were compared to their primary city or county of service, respectively.² For example, the racial/ethnic distribution of individuals stopped by San Francisco Police Department was compared to the racial/ethnic distribution of San Francisco city residents in the ACS data. The one exception was for California Highway Patrol who was compared to the state population.

¹ For example, RIPA regulations explicitly include Israeli individuals in the Middle Eastern/South Asian group, but the ACS does not have an Israeli category.

² These comparisons are approximate since agency jurisdictions do not always map perfectly to the boundaries of their primary city or county of service.

The location of residents in the ACS is grouped into geographical units called Public Use Microdata Areas (PUMA). PUMAs frequently correspond to Metropolitan Statistical Areas (MSAs), areas with at least one urbanized hub and close economic ties. However, PUMAs must contain at minimum 100,000 residents, and unlike MSAs, all places in the US must be in a PUMA. Therefore, in less populated areas, PUMAs can be very large, and contain multiple economic regions and counties. In addition, PUMA boundaries are determined by the Census Bureau, and may not correspond with city boundaries. Out of the 15 agencies represented in this report, 4 of them represented cities where the corresponding PUMAs had relatively low overlap with the city boundary. These cities included Fresno, Sacramento, San Diego, and San Jose. Therefore, decisions were made regarding which PUMAs to use when compiling residential information to represent these cities. The IPUMS project maintains a compatibility page that provides a crosswalk between PUMAs and Census Bureau “places”.³ This page was used to identify which PUMAs intersect with these cities. Only PUMAs where at least 50 percent of the area’s population resided within the respective city were included in the analysis. As RIPA expands, and increasingly smaller agencies begin to participate, estimating population characteristics will become increasingly complicated.

Benchmarking using residential population data involves comparing the distribution of racial/ethnic groups stopped by law enforcement to the distribution found in the areas serviced by agencies who submitted data in 2019. However, it is important to note that California Highway Patrol submitted a majority of the records in 2019 and may skew the distribution of people stopped by police. To help address this issue, the overall ACS benchmark was calculated using a series of weights. First, the distribution of racial/ethnic groups within each agency’s approximate jurisdiction were calculated using each group’s mean proportion weighted by the person-weight variable reported in the ACS. These values were then multiplied by the number of stop records submitted by the respective agency (i.e. agency weights) and each racial/ethnic group’s values from all agencies were summed together. Each racial/ethnic group’s aggregate was then divided by the sum of all racial/ethnic aggregates in order to generate the final residential population benchmarks.

³ For more information about IPUMS, please visit their “About” page at <https://ipums.org/what-is-ipums>.

B.2 Discovery-rate Analysis Methodology

Considerations and limitations. Discovery rate analyses avoid some of the issues associated with other methods because they do not require the stop data to be compared to external information (e.g. residential population data). However, discovery rate analysis also relies on assumptions about the behavior of individuals in different identity groups. Disparate treatment between racial/ethnic groups is identified when search and discovery rates are opposed (e.g. Black individuals have high search rates but low discovery rates).⁴ When these statistics do not move in opposite directions, it is more difficult to determine whether disparate treatment is present. It is also possible that there are observable factors that could influence an officer's decision to search someone that are not captured by RIPA Stop Data. The effectiveness in predicting the presence of contraband based on certain suspicious behaviors may also vary between racial/ethnic groups.⁵

Statistical Analysis. The discovery-rate analysis was conducted in three steps. First, linear probability models were used to test whether there were differences in search rates between White individuals and each racial/ethnic group of color independently. Second, similar analyses were used to test for differences in contraband or evidence discovery rates during stops with discretionary searches. Discretionary searches exclude those where at least one of the search bases was either incident to arrest, search warrant, or vehicle inventory. Third, similar analyses were used to test for differences in contraband or evidence discovery rates during stops with administrative search. Administrative searches only include those where at least one of the search bases was either incident to arrest, search warrant, or vehicle inventory. Each of these analyses were applied to all agencies combined, all municipal agencies combined (excluding California Highway Patrol), and for each individual agency. Both sets of analyses included the following considerations:

1. The 4 racial/ethnic groups who were stopped least frequently were aggregated into a single category to increase statistical power. These groups include Middle Eastern/South Asian, Multiracial, Native American, and Pacific Islander individuals.
2. A set of high dimensional fixed effects were included in the analysis as controls, including gender, age, hour of the day, day of the week, month of the year, and the officer conducting the stop.
3. The standard errors were clustered at the officer level to better allow for unobserved correlations between stops made by the same officers.

Using these criteria, we estimated the effect of an individual (i) belonging to a racial/ethnic group of color (m) on a resulting binary search or contraband/evidence discovery outcome (j) with the aforementioned controls (...) using the following specification:

⁴ Anwar & Fang (2006). An Alternative Test of Racial Prejudice in Motor Vehicle Searches: Theory and Evidence. *Am. Econ. Rev.* 96(1)

⁵ Simoui et al. (2017). The Problem of Infra-Marginality in Outcome Tests for Discrimination. *Ann. Appl. Stat.* 11(3)

$$Outcome_{j,i} = \beta_{j,0} + \beta_{j,1}m_i + \dots$$

Given the Board's interest in considering the impact that overlapping identities can have during experiences with law enforcement, the discovery-rate analysis was also repeated for two sets of intersectional comparisons: gender by race/ethnicity, disability by race/ethnicity. These analyses were similar to those conducted by race/ethnicity only, except for the following differences:

1. The 5 racial/ethnic groups who were stopped least frequently were aggregated into a single category to increase statistical power. These groups include Asian, Middle Eastern/South Asian, Multiracial, Native American, and Pacific Islander individuals.
2. The 3 gender groups who were stopped least frequently were aggregated into a single category to increase statistical power. These groups include transgender man/boy, transgender woman/girl, and gender nonconforming.
3. The 7 disability groups who were stopped least frequently were aggregated into a single category to increase statistical power. These groups include the following disabilities: deaf, blind, speech impaired, developmental, hyperactivity, other, multiple disabilities.
4. A set of high dimensional fixed effects were included in the analysis as controls, including age, hour of the day, day of the week, month of the year, and the officer conducting the stop.

B.3 Veil of Darkness Analysis Methodology

Considerations and limitations. As with any statistical approach, VOD is dependent upon a series of assumptions. The foremost assumption is that darkness should make it more difficult for police to perceive the race/ethnicity of individuals before they stop them. While this assumption is likely to hold true generally, it may not equally apply to all stops. For example, artificial lighting (e.g. streetlights) can help officers perceive race/ethnicity in the dark and it varies from one patrol area to the next. The types of violations that officers' witness may also vary with visibility, as would be the case for having a headlight out. The propensity to commit these types of violations may be best explained by economic or other concerns (e.g. seasonality) that—depending on the area—may correlate with race/ethnicity.⁶ But even while race/ethnicity may be more difficult to perceive in the dark, officers could still use observable proxies (e.g. vehicle type, stop location) to guess the identity of drivers before stopping them. These concerns may cause drivers of some identity groups to change their own driving behavior to mitigate their perceived risk of being profiled and stopped.⁷ Finally, VOD is also an analysis best fit for vehicle stop data as identity is less likely to be masked during pedestrian stops in intertwillight hours, but RIPA does not explicitly differentiate vehicle stops from pedestrian stops; the best proxy in RIPA data is all stops made for traffic violations.

Data collection. VOD relies on precise measures of the intertwillight period, which vary from location to location. Officers record location information using open text fields. These text fields were submitted to the Google Geolocation API to return the corresponding latitude and longitude. Given the unstructured nature of the open text fields, the API sometimes returned several potential coordinate matches for one record, including some coordinates that fell outside the state of California. For these records, their coordinates were instead replaced with those of their respective geographical areas (e.g. cities, unincorporated areas). Once geolocation data had been generated for all records, the data were analyzed using the `suncalc` package in R to calculate the following time values for each stop record:

- Sunrise
- Sunset
- Daily beginning civil twilight
- Daily end of civil twilight
- Earliest instance of morning civil twilight across the entire year
- Latest instance of morning civil twilight across the entire year
- Earliest instance of evening civil twilight across the entire year
- Latest instance of evening civil twilight across the entire year

Statistical analysis. The VOD was analyzed using linear probability models to test whether darkness (i.e. absence of daylight) impacted the race/ethnicity of individuals who were stopped by law enforcement. The analysis included the following considerations:

⁶ Ritter J. (2017). How do Police Use Race in Traffic Stops and Searches? Tests Based on Observability of Race. *J Econ. Behav. & Org.* 135.

⁷ Kalinowski J., Ross S., & Ross M. (2017). Endogenous Driving behavior in Veil of Darkness Tests for Racial Profiling. Human Capital and Economic Opportunity Global Working Group.

1. Stops were limited to those occurring within either the morning or evening intertwilight periods. These periods were generated for each stop record using each respective location's earliest and latest times of civil twilight across the year.
2. Stops made between the start of civil twilight and sunrise were excluded from the morning intertwilight period while stops between sunset and the end of civil twilight were excluded from the evening intertwilight period. These short windows of time represent neither daylight nor nighttime and were removed to improve the contrast in lighting conditions between the light and dark stop groups.
3. Stops made after sunrise or before sunset were considered daylight stops while those made during nautical twilight were defined as occurring after dark.
4. Stops were limited to those made for traffic violations and those that were not initiated in response to a call for service. These criteria work to define stops that best fit the assumptions of the VOD hypothesis, which is based on officer discretion in initiating stops with motorists.
5. The four racial/ethnic groups who were stopped least frequently were aggregated into a single category to increase statistical power. These groups include Middle Eastern/South Asian, Multiracial, Native American, and Pacific Islander individuals.
6. A set of high dimensional fixed effects were added to the analysis as controls, including time of the day, day of the week, month of the year, and the officer conducting the stop. Times were grouped into 15-minute intervals that began with the start of each intertwilight period (e.g. morning, evening).
7. The standard errors were clustered at the officer level to account for unobserved correlations between stops made by the same officers.

We estimated the effect of an individual (i) being stopped in darkness (d) on their likelihood of belonging to a racial/ethnic group of color (m) with the aforementioned controls (...) using the following specification:

$$Race/Ethnicity_{m,i} = \beta_{m,0} + \beta_{m,1}d_i + \dots$$

Each racial/ethnic group of color was independently compared to White individuals. Thus, an analysis comparing White to Black individuals, for example, would only include data for these two groups.

B.4 Use of Force Analysis Methodology

Considerations and limitations. This analysis tests for equality of outcomes in the rates of force used during stops. Please note that RIPA does not contain variables that may help explain the context surrounding the decisions to use force. Thus, it is impossible to tell from the data *why* force was used; the data can only be used to show *when* force was used.

Statistical Analysis. Logistic regressions were used to test whether there were differences in use-of-force rates between White individuals and each racial/ethnic group of color independently. A stop was considered to include force when at least one of the following actions were taken by officers:

- Removal from vehicle by physical contact
- Other physical or vehicle contact
- Electronic control devices
- Impact projectiles (e.g. rubber bullets)
- Canine bites and holds
- Baton or other impact weapon
- Firearm pointed at person
- Chemical spray
- Discharge of a firearm

These analyses were applied to all agencies combined, all municipal agencies combined (excluding California Highway Patrol), and for each individual agency. Both sets of analyses included the following considerations:

1. Only records where actions were taken during stop—regardless of whether they involved force—were included in the analysis.
2. The 4 racial/ethnic groups who were stopped least frequently were aggregated into a single category to increase statistical power. These groups include Middle Eastern/South Asian, Multiracial, Native American, and Pacific Islander individuals.
3. A set of high dimensional fixed effects were included in the analysis as controls, including gender, age, hour of the day, day of the week, month of the year, and the officer conducting the stop.
4. The standard errors were clustered at the officer level to account for unobserved correlations between stops made by the same officers.

Using these criteria, we estimated the effect of an individual (i) belonging to a racial/ethnic group of color (m) on a resulting binary use-of-force outcome (j) with the aforementioned controls (...) using the following specification:

$$Outcome_{j,i} = \beta_{j,0} + \beta_{j,1}m_i + \dots$$

APPENDIX C – DISPARITY TEST TABLES

C.1 Residential Population Comparison Table

RIPA Stop Distribution Compared to Weighted Population Distribution by Race/Ethnicity

Agency	Equation Race/Ethnicity	A	B	C	D	E	F
		RIPA 2019	ACS 2018	Absolute % Difference	Relative % Difference	Disparity Index	E(m)/E(w)* Ratio of Disparity
		Overall	Asian	5.73%	12.33%	-6.59%	-53.50%
	Black	15.91%	6.61%	9.30%	140.85%	2.41	2.49
	Hispanic	38.89%	40.67%	-1.78%	-4.38%	0.96	0.99
	Middle Eastern/South Asian	4.69%	2.10%	2.59%	123.53%	2.24	2.31
	Multiracial	0.93%	3.17%	-2.24%	-70.73%	0.29	0.30
	Native American	0.21%	0.26%	-0.06%	-21.51%	0.78	0.81
	Other		0.26%				
	Pacific Islander	0.53%	0.31%	0.22%	71.33%	1.71	1.77
	White	33.12%	34.30%	-1.18%	-3.44%	0.97	
Municipal	Asian	4.89%	12.62%	-7.73%	-61.23%	0.39	0.43
	Black	22.67%	7.92%	14.76%	186.42%	2.86	3.16
	Hispanic	38.93%	42.32%	-3.39%	-8.01%	0.92	1.01
	Middle Eastern/South Asian	3.21%	1.76%	1.45%	82.42%	1.82	2.01
	Multiracial	1.06%	3.13%	-2.07%	-66.09%	0.34	0.37
	Native American	0.17%	0.19%	-0.02%	-9.44%	0.91	1.00
	Other		0.28%				
	Pacific Islander	0.51%	0.28%	0.23%	80.25%	1.80	1.99
	White	28.55%	31.49%	-2.95%	-9.35%	0.91	

RIPA Stop Distribution Compared to Weighted Population Distribution by Race/Ethnicity

		A	B	C	D	E	F
		Equation		A-B	C/B*100	A/B	E(m)/E(w)*
Agency	Race/Ethnicity	RIPA 2019	ACS 2018	Absolute % Difference	Relative % Difference	Disparity Index	Ratio of Disparity
California Highway Patrol	Asian	6.43%	12.08%	-5.65%	-46.74%	0.53	0.53
	Black	10.24%	5.51%	4.73%	85.97%	1.86	1.84
	Hispanic	38.85%	39.29%	-0.43%	-1.10%	0.99	0.98
	Middle Eastern/South Asian	5.93%	2.38%	3.55%	148.97%	2.49	2.47
	Multiracial	0.81%	3.20%	-2.38%	-74.54%	0.25	0.25
	Native American	0.23%	0.32%	-0.09%	-27.53%	0.72	0.72
	Other		0.25%				
	Pacific Islander	0.54%	0.33%	0.21%	64.94%	1.65	1.64
	White	36.95%	36.65%	0.30%	0.82%	1.01	
Fresno PD	Asian	4.79%	10.54%	-5.75%	-54.59%	0.45	0.48
	Black	13.91%	5.80%	8.11%	139.83%	2.40	2.52
	Hispanic	50.33%	49.80%	0.53%	1.07%	1.01	1.06
	Middle Eastern/South Asian	3.41%	2.62%	0.79%	30.30%	1.30	1.37
	Multiracial	0.48%	2.53%	-2.05%	-80.90%	0.19	0.20
	Native American	0.17%	0.33%	-0.17%	-50.24%	0.50	0.52
	Other		0.22%				
	Pacific Islander	0.21%	0.09%	0.11%	122.35%	2.22	2.34
White	26.71%	28.06%	-1.35%	-4.82%	0.95		
Long Beach PD	Asian	4.86%	12.36%	-7.50%	-60.70%	0.39	0.49
	Black	27.43%	13.15%	14.27%	108.53%	2.09	2.62
	Hispanic	36.35%	40.88%	-4.54%	-11.10%	0.89	1.12

RIPA Stop Distribution Compared to Weighted Population Distribution by Race/Ethnicity

Agency	Equation Race/Ethnicity	A	B	C	D	E	F
		RIPA	ACS	A-B	C/B*100	A/B	E(m)/E(w)*
		2019	2018	Absolute % Difference	Relative % Difference	Disparity Index	Ratio of Disparity
	Middle Eastern/South Asian	1.38%	0.38%	0.99%	260.29%	3.60	4.52
	Multiracial	5.64%	2.65%	2.99%	112.75%	2.13	2.67
	Native American	0.10%	0.21%	-0.11%	-53.64%	0.46	0.58
	Other		0.77%				
	Pacific Islander	1.00%	0.39%	0.62%	160.37%	2.60	3.27
	White	23.25%	29.20%	-5.95%	-20.38%	0.80	
	Asian	6.74%	13.20%	-6.46%	-48.93%	0.51	0.58
	Black	17.80%	7.80%	9.99%	128.12%	2.28	2.57
	Hispanic	48.25%	48.64%	-0.39%	-0.80%	0.99	1.12
	Middle Eastern/South Asian	2.30%	1.35%	0.96%	70.97%	1.71	1.93
Los Angeles CO SD	Multiracial	1.39%	2.44%	-1.05%	-43.10%	0.57	0.64
	Native American	0.06%	0.16%	-0.10%	-61.19%	0.39	0.44
	Other		0.31%				
	Pacific Islander	0.49%	0.21%	0.28%	136.09%	2.36	2.66
	White	22.97%	25.89%	-2.92%	-11.29%	0.89	
	Asian	3.69%	10.34%	-6.65%	-64.29%	0.36	0.52
	Black	27.29%	8.79%	18.50%	210.46%	3.10	4.52
Los Angeles PD	Hispanic	46.03%	49.25%	-3.21%	-6.53%	0.93	1.36
	Middle Eastern/South Asian	3.55%	1.49%	2.06%	138.17%	2.38	3.47
	Multiracial	0.51%	2.41%	-1.90%	-78.65%	0.21	0.31
	Native American	0.07%	0.14%	-0.08%	-54.99%	0.45	0.66

RIPA Stop Distribution Compared to Weighted Population Distribution by Race/Ethnicity

Agency	Equation Race/Ethnicity	A	B	C	D	E	F
		RIPA 2019	ACS 2018	Absolute % Difference	Relative % Difference	Disparity Index	E(m)/E(w)* Ratio of Disparity
Oakland PD	Other		0.34%				
	Pacific Islander	0.24%	0.11%	0.14%	125.20%	2.25	3.28
	White	18.61%	27.12%	-8.51%	-31.38%	0.69	
	Asian	4.81%	14.42%	-9.62%	-66.66%	0.33	0.77
	Black	52.70%	21.57%	31.13%	144.37%	2.44	5.61
	Hispanic	24.72%	24.98%	-0.26%	-1.04%	0.99	2.27
	Middle Eastern/South Asian	2.37%	1.71%	0.66%	38.34%	1.38	3.18
	Multiracial	1.16%	5.20%	-4.04%	-77.69%	0.22	0.51
	Native American	0.12%	0.32%	-0.20%	-62.50%	0.37	0.86
	Other		0.30%				
Pacific Islander	0.73%	0.72%	0.00%	0.14%	1.00	2.30	
White	13.40%	30.77%	-17.38%	-56.47%	0.44		
Orange CO SO	Asian	6.13%	18.49%	-12.36%	-66.83%	0.33	0.26
	Black	3.90%	1.64%	2.27%	138.68%	2.39	1.88
	Hispanic	31.50%	34.15%	-2.65%	-7.76%	0.92	0.73
	Middle Eastern/South Asian	5.32%	2.23%	3.09%	138.27%	2.38	1.88
	Multiracial	0.46%	2.79%	-2.33%	-83.36%	0.17	0.13
	Native American	1.39%	0.19%	1.19%	612.72%	7.13	5.62
	Other		0.25%				
	Pacific Islander	0.62%	0.33%	0.29%	88.57%	1.89	1.49
White	50.67%	39.93%	10.74%	26.89%	1.27		

RIPA Stop Distribution Compared to Weighted Population Distribution by Race/Ethnicity

Agency	Equation Race/Ethnicity	A	B	C	D	E	F
		RIPA	ACS	A-B	C/B*100	A/B	E(m)/E(w)*
		2019	2018	Absolute % Difference	Relative % Difference	Disparity Index	Ratio of Disparity
Riverside CO SO	Asian	3.29%	5.74%	-2.45%	-42.61%	0.57	0.51
	Black	10.99%	6.02%	4.97%	82.54%	1.83	1.62
	Hispanic	43.46%	49.56%	-6.10%	-12.30%	0.88	0.78
	Middle Eastern/South Asian	1.85%	0.57%	1.28%	223.88%	3.24	2.88
	Multiracial	0.89%	2.60%	-1.72%	-65.90%	0.34	0.30
	Native American	0.26%	0.42%	-0.16%	-37.21%	0.63	0.56
	Other		0.32%				
	Pacific Islander	0.54%	0.33%	0.21%	64.11%	1.64	1.46
White	38.71%	34.44%	4.28%	12.42%	1.12		
Sacramento CO SD	Asian	3.49%	12.58%	-9.08%	-72.24%	0.28	0.28
	Black	30.14%	9.75%	20.38%	208.96%	3.09	3.08
	Hispanic	16.60%	23.45%	-6.85%	-29.21%	0.71	0.70
	Middle Eastern/South Asian	2.38%	3.17%	-0.79%	-25.00%	0.75	0.75
	Multiracial	2.01%	5.37%	-3.35%	-62.45%	0.38	0.37
	Native American	0.17%	0.28%	-0.11%	-39.64%	0.60	0.60
	Other		0.18%				
	Pacific Islander	0.84%	1.06%	-0.21%	-20.23%	0.80	0.79
White	44.37%	44.17%	0.20%	0.46%	1.00		
Sacramento PD	Asian	5.18%	16.54%	-11.35%	-68.66%	0.31	0.34
	Black	39.60%	12.00%	27.60%	230.04%	3.30	3.60
	Hispanic	21.17%	28.65%	-7.48%	-26.12%	0.74	0.80

RIPA Stop Distribution Compared to Weighted Population Distribution by Race/Ethnicity

Agency	Equation Race/Ethnicity	A	B	C	D	E	F
		RIPA	ACS	A-B	C/B*100	A/B	E(m)/E(w)*
		2019	2018	Absolute % Difference	Relative % Difference	Disparity Index	Ratio of Disparity
San Bernardino CO SO	Middle Eastern/South Asian	2.42%	2.98%	-0.55%	-18.64%	0.81	0.89
	Multiracial	1.41%	6.08%	-4.66%	-76.77%	0.23	0.25
	Native American	0.13%	0.12%	0.01%	9.81%	1.10	1.20
	Other		0.16%				
	Pacific Islander	0.76%	1.54%	-0.78%	-50.51%	0.49	0.54
	White	29.32%	31.94%	-2.62%	-8.21%	0.92	
	Asian	3.02%	6.28%	-3.27%	-51.98%	0.48	0.35
	Black	17.40%	7.85%	9.55%	121.62%	2.22	1.60
	Hispanic	37.31%	53.97%	-16.66%	-30.87%	0.69	0.50
	Middle Eastern/South Asian	1.75%	0.72%	1.03%	142.86%	2.43	1.76
San Diego CO SO	Multiracial	1.31%	2.77%	-1.46%	-52.69%	0.47	0.34
	Native American	0.27%	0.27%	-0.01%	-2.05%	0.98	0.71
	Other		0.15%				
	Pacific Islander	0.43%	0.13%	0.30%	224.77%	3.25	2.35
	White	38.51%	27.85%	10.66%	38.28%	1.38	
	Asian	3.92%	10.28%	-6.37%	-61.90%	0.38	0.32
San Bernardino CO SO	Black	8.17%	4.70%	3.47%	73.84%	1.74	1.48
	Hispanic	29.54%	33.94%	-4.40%	-12.98%	0.87	0.74
	Middle Eastern/South Asian	3.18%	1.41%	1.78%	126.06%	2.26	1.92
	Multiracial	0.59%	3.69%	-3.10%	-83.93%	0.16	0.14
	Native American	0.62%	0.38%	0.24%	62.85%	1.63	1.39

RIPA Stop Distribution Compared to Weighted Population Distribution by Race/Ethnicity

Agency	Equation Race/Ethnicity	A	B	C	D	E	F
		RIPA 2019	ACS 2018	A-B Absolute % Difference	C/B*100 Relative % Difference	A/B Disparity Index	E(m)/E(w)* Ratio of Disparity
San Diego PD	Other		0.16%				
	Pacific Islander	0.97%	0.34%	0.63%	186.87%	2.87	2.44
	White	53.02%	45.10%	7.92%	17.57%	1.18	
	Asian	4.78%	13.41%	-8.63%	-64.36%	0.36	0.36
	Black	19.81%	6.49%	13.32%	205.33%	3.05	3.08
	Hispanic	28.58%	30.74%	-2.16%	-7.01%	0.93	0.94
	Middle Eastern/South Asian	2.59%	1.88%	0.71%	37.81%	1.38	1.39
	Multiracial	0.79%	3.84%	-3.04%	-79.35%	0.21	0.21
	Native American	0.19%	0.22%	-0.03%	-11.52%	0.88	0.89
	Other		0.19%				
Pacific Islander	0.76%	0.38%	0.39%	102.23%	2.02	2.04	
White	42.49%	42.86%	-0.38%	-0.88%	0.99		
San Francisco PD	Asian	11.54%	31.17%	-19.64%	-62.99%	0.37	0.43
	Black	23.74%	4.97%	18.77%	377.53%	4.78	5.53
	Hispanic	19.11%	15.18%	3.93%	25.90%	1.26	1.46
	Middle Eastern/South Asian	7.33%	2.76%	4.57%	165.80%	2.66	3.08
	Multiracial	2.44%	5.31%	-2.86%	-53.98%	0.46	0.53
	Native American	0.14%	0.05%	0.09%	200.94%	3.01	3.48
	Other		0.29%				
	Pacific Islander	1.10%	0.22%	0.88%	401.40%	5.01	5.80
White	34.60%	40.05%	-5.45%	-13.60%	0.86		

RIPA Stop Distribution Compared to Weighted Population Distribution by Race/Ethnicity

		A	B	C	D	E	F	
Equation				A-B	C/B*100	A/B	E(m)/E(w)*	
Agency	Race/Ethnicity	RIPA 2019	ACS 2018	Absolute % Difference	Relative % Difference	Disparity Index	Ratio of Disparity	
San Jose PD	Asian	11.74%	24.93%	-13.19%	-52.91%	0.47	0.55	
	Black	9.66%	3.13%	6.53%	208.71%	3.09	3.64	
	Hispanic	49.35%	33.60%	15.74%	46.85%	1.47	1.73	
	Middle Eastern/South Asian	3.70%	6.77%	-3.07%	-45.35%	0.55	0.64	
	Multiracial	1.68%	3.80%	-2.12%	-55.75%	0.44	0.52	
	Native American	0.15%	0.23%	-0.08%	-35.16%	0.65	0.76	
	Other		0.14%					
	Pacific Islander	0.80%	0.39%	0.41%	106.67%	2.07	2.44	
	White	22.93%	27.02%	-4.09%	-15.14%	0.85		

Notes. 2019 RIPA stop data were compared to 2018 residential population data from the American Community Survey (ACS). For a full description of the methodology, please see Appendix B.1. “Overall” refers to all agencies combined while “Municipal” excludes California Highway Patrol. $E(m)/E(w)$; disparity index for minority group of color (m) divided by the value for White individuals (w).

C.2 Discovery Rate Analysis Tables

C.2.1 Search Rates

C.2.1.1 Search Rates by Race/Ethnicity

Regression Statistics for Search Rates by Race/Ethnicity					
Agency	Statistic	Asian	Black	Hispanic	Other
Overall	Coefficients	***-0.021 (0.001)	***0.018 (0.001)	***0.004 (0.001)	***-0.018 (0.001)
	Observations	1550991	1957293	2874686	1575707
	Adjusted R ²	0.288	0.322	0.310	0.288
Municipal	Coefficients	***-0.040 (0.002)	***0.016 (0.001)	-0.001 (0.001)	***-0.037 (0.002)
	Observations	608682	932257	1228184	609767
	Adjusted R ²	0.265	0.272	0.277	0.261
California Highway Patrol	Coefficients	***-0.006 (0.000)	-0.001 (0.000)	***0.004 (0.000)	***-0.004 (0.000)
	Observations	942309	1025036	1646502	965940
	Adjusted R ²	0.072	0.071	0.088	0.072
Fresno PD	Coefficients	** -0.021 (0.006)	0.007 (0.005)	0.001 (0.003)	-0.006 (0.005)
	Observations	16329	21058	39945	16058
	Adjusted R ²	0.333	0.311	0.326	0.349
Long Beach PD	Coefficients	***-0.049 (0.010)	**0.021 (0.006)	0.001 (0.006)	-0.021 (0.010)
	Observations	11390	20535	24150	12712
	Adjusted R ²	0.209	0.196	0.200	0.215
Los Angeles CO SD	Coefficients	***-0.039 (0.005)	***-0.016 (0.004)	***-0.009 (0.002)	***-0.033 (0.005)
	Observations	58483	80238	140180	53570
	Adjusted R ²	0.438	0.400	0.454	0.432
Los Angeles PD	Coefficients	***-0.023 (0.002)	***0.029 (0.002)	***0.019 (0.002)	***-0.028 (0.002)
	Observations	159001	327166	460799	163854
	Adjusted R ²	0.275	0.326	0.300	0.272
Oakland PD	Coefficients	** -0.044 (0.014)	***0.062 (0.009)	*0.028 (0.012)	-0.017 (0.014)

Regression Statistics for Search Rates by Race/Ethnicity

Agency	Statistic	Asian	Black	Hispanic	Other
	Observations	4441	16124	9299	4335
	Adjusted R ²	0.333	0.268	0.324	0.326
Orange CO SO	Coefficients	***-0.050 (0.009)	*-0.021 (0.010)	***-0.019 (0.005)	***-0.050 (0.008)
	Observations	28628	27504	41412	29463
	Adjusted R ²	0.353	0.343	0.330	0.354
	Coefficients	***-0.016 (0.004)	*-0.009 (0.004)	-0.005 (0.003)	-0.008 (0.005)
Riverside CO SO	Observations	24522	29017	47973	24664
	Adjusted R ²	0.459	0.436	0.390	0.456
	Coefficients	***-0.053 (0.011)	0.007 (0.005)	-0.001 (0.006)	***-0.069 (0.010)
	Observations	29169	45407	37157	30334
Sacramento CO SD	Adjusted R ²	0.162	0.151	0.149	0.156
	Coefficients	*-0.021 (0.008)	***0.030 (0.007)	0.008 (0.006)	-0.007 (0.009)
	Observations	23465	46873	34338	23156
	Adjusted R ²	0.214	0.206	0.206	0.207
Sacramento PD	Coefficients	***-0.097 (0.009)	***-0.027 (0.005)	***-0.037 (0.003)	***-0.064 (0.008)
	Observations	65496	88180	119578	66675
	Adjusted R ²	0.236	0.215	0.217	0.230
	Coefficients	***-0.077 (0.010)	***-0.028 (0.007)	***-0.030 (0.005)	***-0.041 (0.007)
San Diego CO SO	Observations	37025	39788	53686	37961
	Adjusted R ²	0.245	0.233	0.225	0.241
	Coefficients	***-0.046 (0.005)	0.005 (0.003)	*-0.008 (0.003)	***-0.039 (0.005)
	Observations	88491	116644	133061	87676
San Diego PD	Adjusted R ²	0.154	0.137	0.138	0.152
	Coefficients	***-0.030 (0.004)	***0.052 (0.004)	***0.014 (0.004)	***-0.035 (0.005)
	Observations	46884	59284	54585	46347
	Adjusted R ²	0.248	0.249	0.255	0.242
San Francisco PD	Coefficients	***-0.062 (0.011)	**0.026 (0.009)	0.007 (0.006)	***-0.060 (0.012)
	Observations				
	Adjusted R ²				
	Coefficients				

Regression Statistics for Search Rates by Race/Ethnicity

Agency	Statistic	Asian	Black	Hispanic	Other
	Observations	15358	14439	32021	12962
	Adjusted R ²	0.281	0.237	0.232	0.260

Notes. For a full description of the methodology, please see Appendix B.2. Each set of model statistics for a particular agency and race/ethnicity corresponds to a single regression test. Each model only contained a single racial/ethnic group of color and White individuals; White individuals were the reference group for all analyses. “Overall” refers to all agencies combined while “Municipal” excludes California Highway Patrol. Asterisks represent level of significance for adjusted p values using the Benjamini-Hochberg Procedure for multiple comparisons *** p < 0.001; ** p < 0.01; * p < 0.05. Coefficients; estimate (standard error). Observations represent the number of stops analyzed by the statistical model.

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C.2.1.2 Search Rates by Race/Ethnicity and Gender

Regression Statistics for Search Rates by Race/Ethnicity and Gender				
Gender	Statistic	Black	Hispanic	Other
Male	Coefficients	***0.022 (0.001)	***0.007 (0.001)	***-0.022 (0.001)
	Observations	1335394	2045222	1232832
	Adjusted R ²	0.345	0.327	0.301
Female	Coefficients	0.002 (0.001)	***-0.004 (0.001)	***-0.013 (0.001)
	Observations	618378	825489	568162
	Adjusted R ²	0.275	0.272	0.280
Other	Coefficients	0.003 (0.027)	0.019 (0.035)	-0.016 (0.031)
	Observations	3521	3975	3503
	Adjusted R ²	0.199	0.228	0.370

Notes. For a full description of the methodology, please see Appendix B.2. Each set of model statistics for a particular gender and race/ethnicity corresponds to a single regression test. Each model only contained a single racial/ethnic group of color and White individuals; White individuals were the reference group for all analyses. Asterisks represent level of significance for adjusted p values using the Benjamini-Hochberg Procedure for multiple comparisons *** p < 0.001; ** p < 0.01; * p < 0.05. Coefficients; estimate (standard error). Observations represent the number of stops analyzed by the statistical model.

C.2.1.3 Search Rates by Race/Ethnicity and Disability

Regression Statistics for Search Rates by Race/Ethnicity and Disability				
Disability	Statistic	Black	Hispanic	Other
Mental Health	Coefficients	0.011 (0.009)	0.020 (0.009)	*0.030 (0.012)
	Observations	19823	18144	13999
	Adjusted R ²	0.223	0.240	0.220
None	Coefficients	***0.018 (0.001)	***0.007 (0.001)	***-0.018 (0.001)
	Observations	1927645	2845918	1782274
	Adjusted R ²	0.319	0.307	0.281
Other	Coefficients	0.027 (0.014)	0.010 (0.014)	-0.000 (0.020)
	Observations	9825	10624	8224
	Adjusted R ²	0.247	0.241	0.315

Notes. For a full description of the methodology, please see Appendix B.2. Each set of model statistics for a particular disability group and race/ethnicity corresponds to a single regression test. Each model only contained a single racial/ethnic group of color and White individuals; White individuals were the reference group for all analyses. Asterisks represent level of significance for adjusted p values using the Benjamini-Hochberg Procedure for multiple comparisons *** p < 0.001; ** p < 0.01; * p < 0.05. Coefficients; estimate (standard error). Observations represent the number of stops analyzed by the statistical model.

C.2.2 Discovery Rates during Stops with Discretionary Searches

C.2.2.1 Discretionary-search Discovery Rates by Race/Ethnicity

Regression Statistics for Discovery Rates by Race/Ethnicity					
Agency	Statistic	Asian	Black	Hispanic	Other
Overall	Coefficients	-0.007 (0.007)	***-0.019 (0.003)	***-0.013 (0.003)	-0.011 (0.007)
	Observations	62955	144479	173982	65340
	Adjusted R ²	0.151	0.164	0.152	0.152
Municipal	Coefficients	-0.007 (0.008)	***-0.018 (0.003)	***-0.012 (0.003)	-0.012 (0.007)
	Observations	61772	143021	171573	64109
	Adjusted R ²	0.141	0.158	0.146	0.141
California Highway Patrol	Coefficients	-0.048 (0.067)	-0.001 (0.041)	-0.049 (0.024)	0.056 (0.052)
	Observations	1183	1458	2409	1231
	Adjusted R ²	0.366	0.362	0.355	0.383
Fresno PD	Coefficients	-0.058 (0.050)	-0.058 (0.032)	-0.033 (0.021)	0.085 (0.057)
	Observations	720	1272	2127	686
	Adjusted R ²	0.165	0.119	0.166	0.136
Long Beach PD	Coefficients	0.012 (0.038)	0.011 (0.014)	0.021 (0.015)	0.018 (0.031)
	Observations	1304	3100	3388	1455
	Adjusted R ²	0.112	0.073	0.081	0.112
Los Angeles CO SD	Coefficients	0.012 (0.032)	** -0.041 (0.012)	-0.019 (0.009)	-0.042 (0.024)
	Observations	3947	8847	15679	4371
	Adjusted R ²	0.142	0.149	0.145	0.153
Los Angeles PD	Coefficients	-0.004 (0.016)	-0.007 (0.006)	0.006 (0.005)	0.004 (0.013)
	Observations	10107	54587	69718	11199
	Adjusted R ²	0.202	0.186	0.159	0.194
Oakland PD	Coefficients	-0.032 (0.039)	0.023 (0.017)	0.044 (0.022)	-0.060 (0.038)
	Observations	947	4559	2187	928
	Adjusted R ²	0.179	0.157	0.205	0.122

Regression Statistics for Discovery Rates by Race/Ethnicity

Agency	Statistic	Asian	Black	Hispanic	Other
Orange CO SO	Coefficients	0.036 (0.043)	** -0.096 (0.028)	*** -0.055 (0.012)	-0.023 (0.032)
	Observations	3952	4121	6639	3976
	Adjusted R ²	0.099	0.112	0.121	0.104
Riverside CO SO	Coefficients	0.102 (0.123)	-0.001 (0.031)	-0.005 (0.022)	-0.012 (0.039)
	Observations	729	959	1654	801
	Adjusted R ²	0.183	0.261	0.136	0.124
Sacramento CO SD	Coefficients	0.013 (0.023)	** -0.037 (0.010)	** -0.032 (0.010)	-0.002 (0.022)
	Observations	4688	8049	6292	4827
	Adjusted R ²	0.107	0.106	0.107	0.106
Sacramento PD	Coefficients	-0.011 (0.026)	-0.031 (0.012)	-0.015 (0.014)	-0.010 (0.026)
	Observations	4288	11789	7005	4302
	Adjusted R ²	0.065	0.083	0.083	0.062
San Bernardino CO SO	Coefficients	0.027 (0.021)	*** -0.024 (0.005)	-0.009 (0.005)	-0.031 (0.012)
	Observations	14933	21222	27537	15285
	Adjusted R ²	0.128	0.123	0.122	0.128
San Diego CO SO	Coefficients	-0.066 (0.045)	-0.049 (0.019)	-0.007 (0.013)	-0.004 (0.028)
	Observations	4091	4695	6156	4287
	Adjusted R ²	0.063	0.052	0.071	0.064
San Diego PD	Coefficients	-0.005 (0.025)	0.016 (0.016)	-0.010 (0.012)	-0.008 (0.036)
	Observations	6576	10297	11346	6530
	Adjusted R ²	0.079	0.085	0.071	0.074
San Francisco PD	Coefficients	-0.008 (0.024)	-0.015 (0.012)	-0.001 (0.015)	-0.008 (0.024)
	Observations	3017	6568	4859	3208
	Adjusted R ²	0.138	0.207	0.182	0.140
San Jose PD	Coefficients	-0.048 (0.023)	-0.005 (0.019)	-0.039 (0.014)	-0.034 (0.037)
	Observations	2473	2956	6986	2254

Regression Statistics for Discovery Rates by Race/Ethnicity

Agency	Statistic	Asian	Black	Hispanic	Other
	Adjusted R ²	0.153	0.121	0.102	0.141

Notes. For a full description of the methodology, please see Appendix B.2. Each set of model statistics for a particular agency and race/ethnicity corresponds to a single regression test. Each model only contained a single racial/ethnic group of color and White individuals; White individuals were the reference group for all analyses. “Overall” refers to all agencies combined while “Municipal” excludes California Highway Patrol. Asterisks represent level of significance for adjusted p values using the Benjamini-Hochberg Procedure for multiple comparisons *** p < 0.001; ** p < 0.01; * p < 0.05. Coefficients; estimate (standard error). Observations represent the number of stops analyzed by the statistical model.

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C.2.2.2 Discretionary-search Discovery Rates by Race/Ethnicity Excluding Searches with Supervision Criteria

Regression Statistics for Discovery Rates by Race/Ethnicity					
Agency	Statistic	Asian	Black	Hispanic	Other
Overall	Coefficients	-0.007 (0.008)	** -0.010 (0.003)	** -0.009 (0.003)	-0.012 (0.007)
	Observations	42207	93782	122658	43759
	Adjusted R ²	0.213	0.209	0.188	0.213
Municipal	Coefficients	-0.007 (0.008)	* -0.010 (0.003)	* -0.008 (0.003)	-0.014 (0.007)
	Observations	41103	92445	120374	42616
	Adjusted R ²	0.199	0.203	0.181	0.2

Notes. In addition to the methodology described in Appendix B.2, these analyses also exclude all searches where known supervision terms (e.g. parole) were used as a basis for search. Each set of model statistics for a particular agency and race/ethnicity corresponds to a single regression test. Each model only contained a single racial/ethnic group of color and White individuals; White individuals were the reference group for all analyses. “Overall” refers to all agencies combined while “Municipal” excludes California Highway Patrol. Asterisks represent level of significance for adjusted p values using the Benjamini-Hochberg Procedure for multiple comparisons *** p < 0.001; ** p < 0.01; * p < 0.05. Coefficients; estimate (standard error). Observations represent the number of stops analyzed by the statistical model.

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C.2.2.3 Discretionary-search Discovery Rates by Race/Ethnicity and Gender

Regression Statistics for Search Rates by Race/Ethnicity and Disability				
Gender	Statistic	Black	Hispanic	Other
Male	Coefficients	***-0.017 (0.004)	***-0.011 (0.003)	-0.009 (0.006)
	Observations	122579	149263	56156
	Adjusted R ²	0.161	0.147	0.143
Female	Coefficients	***-0.034 (0.008)	** -0.022 (0.007)	-0.010 (0.015)
	Observations	21300	24010	13465
	Adjusted R ²	0.199	0.207	0.193
Other	Coefficients	0.074 (0.069)	-0.036 (0.075)	-0.180 (0.094)
	Observations	600	709	407
	Adjusted R ²	0.062	0.144	0.022

Notes. For a full description of the methodology, please see Appendix B.2. Each set of model statistics for a particular gender and race/ethnicity corresponds to a single regression test. Each model only contained a single racial/ethnic group of color and White individuals; White individuals were the reference group for all analyses. Asterisks represent level of significance for adjusted p values using the Benjamini-Hochberg Procedure for multiple comparisons *** p < 0.001; ** p < 0.01; * p < 0.05. Coefficients; estimate (standard error). Observations represent the number of stops analyzed by the statistical model.

C.2.2.4 Discretionary-search Discovery Rates by Race/Ethnicity and Disability

Regression Statistics for Search Rates by Race/Ethnicity and Disability				
Disability Group	Statistic	Black	Hispanic	Other
Mental Health	Coefficients	-0.003 (0.012)	0.020 (0.014)	-0.022 (0.020)
	Observations	5790	5217	3905
	Adjusted R ²	0.023	0.092	0.083
None	Coefficients	***-0.022 (0.004)	***-0.016 (0.003)	-0.008 (0.006)
	Observations	137102	167073	65130
	Adjusted R ²	0.169	0.155	0.157
Other	Coefficients	0.070 (0.053)	-0.034 (0.050)	-0.078 (0.079)
	Observations	1587	1692	993
	Adjusted R ²	0.097	0.153	-0.101

Notes. For a full description of the methodology, please see Appendix B.2. Each set of model statistics for a particular disability group and race/ethnicity corresponds to a single regression test. Each model only contained a single racial/ethnic group of color and White individuals; White individuals were the reference group for all analyses. Asterisks represent level of significance for adjusted p values using the Benjamini-Hochberg Procedure for multiple comparisons *** p < 0.001; ** p < 0.01; * p < 0.05. Coefficients; estimate (standard error). Observations represent the number of stops analyzed by the statistical model.

C.2.3 Discovery Rates during Stops with Administrative Searches

C.2.3.1 Administrative-search Discovery Rates by Race/Ethnicity

Regression Statistics for Discovery Rates by Race/Ethnicity					
Agency	Statistic	Asian	Black	Hispanic	Other
Overall	Coefficients	-0.008 (0.007)	-0.004 (0.004)	***-0.013 (0.003)	***-0.029 (0.006)
	Observations	54769	93824	124074	56370
	Adjusted R ²	0.175	0.157	0.173	0.169
Municipal	Coefficients	-0.000 (0.009)	-0.009 (0.004)	***-0.015 (0.004)	***-0.033 (0.008)
	Observations	43918	80686	98157	45252
	Adjusted R ²	0.153	0.146	0.146	0.149
California Highway Patrol	Coefficients	** -0.029 (0.008)	0.000 (0.007)	* -0.011 (0.004)	-0.012 (0.009)
	Observations	10851	13138	25917	11118
	Adjusted R ²	0.165	0.161	0.164	0.163
Fresno PD	Coefficients	-0.094 (0.049)	0.017 (0.030)	-0.007 (0.021)	-0.021 (0.070)
	Observations	651	1040	1855	644
	Adjusted R ²	0.200	0.147	0.154	0.209
Long Beach PD	Coefficients	*0.289 (0.087)	0.025 (0.031)	0.047 (0.030)	0.060 (0.066)
	Observations	579	1296	1447	655
	Adjusted R ²	0.243	0.039	0.099	0.221
Los Angeles CO SD	Coefficients	-0.084 (0.042)	***-0.074 (0.015)	-0.028 (0.012)	-0.031 (0.035)
	Observations	2783	5917	9373	3089
	Adjusted R ²	0.078	0.112	0.097	0.077
Los Angeles PD	Coefficients	-0.003 (0.018)	-0.008 (0.007)	-0.004 (0.006)	-0.012 (0.015)
	Observations	9545	25112	35011	10106
	Adjusted R ²	0.173	0.179	0.170	0.171
Oakland PD	Coefficients	-0.103 (0.053)	-0.041 (0.024)	-0.056 (0.029)	*-0.192 (0.060)
	Observations	750	3906	2072	745
	Adjusted R ²	0.107	0.141	0.148	0.192

Regression Statistics for Discovery Rates by Race/Ethnicity

Agency	Statistic	Asian	Black	Hispanic	Other
Orange CO SO	Coefficients	-0.080 (0.077)	-0.138 (0.073)	-0.041 (0.035)	-0.048 (0.110)
	Observations	700	737	1116	704
	Adjusted R ²	0.177	0.161	0.157	0.156
Riverside CO SO	Coefficients	0.251 (0.229)	-0.002 (0.058)	-0.012 (0.027)	0.051 (0.086)
	Observations	613	741	1307	622
	Adjusted R ²	0.172	0.174	0.133	0.182
Sacramento CO SD	Coefficients	0.044 (0.035)	-0.011 (0.013)	0.005 (0.014)	-0.016 (0.023)
	Observations	3107	4773	3991	3215
	Adjusted R ²	0.158	0.121	0.118	0.128
Sacramento PD	Coefficients	*0.110 (0.040)	-0.020 (0.018)	-0.030 (0.020)	*-0.095 (0.034)
	Observations	1759	3569	2624	1754
	Adjusted R ²	0.139	0.122	0.135	0.098
San Bernardino CO SO	Coefficients	0.104 (0.045)	** -0.048 (0.012)	** -0.037 (0.009)	-0.052 (0.024)
	Observations	6109	8620	11300	6351
	Adjusted R ²	0.149	0.152	0.142	0.136
San Diego CO SO	Coefficients	-0.055 (0.057)	-0.030 (0.027)	** -0.058 (0.017)	* -0.088 (0.031)
	Observations	2302	2744	3660	2417
	Adjusted R ²	0.162	0.138	0.154	0.163
San Diego PD	Coefficients	-0.004 (0.018)	*0.030 (0.010)	-0.007 (0.008)	-0.010 (0.016)
	Observations	10524	14836	16417	10622
	Adjusted R ²	0.104	0.093	0.096	0.108
San Francisco PD	Coefficients	*-0.071 (0.027)	0.005 (0.015)	0.013 (0.019)	-0.049 (0.030)
	Observations	2883	5553	4282	2889
	Adjusted R ²	0.188	0.147	0.191	0.152
San Jose PD	Coefficients	-0.042 (0.033)	0.049 (0.027)	-0.018 (0.021)	-0.045 (0.046)
	Observations	1613	1842	3702	1439

Regression Statistics for Discovery Rates by Race/Ethnicity

Agency	Statistic	Asian	Black	Hispanic	Other
	Adjusted R ²	0.144	0.115	0.088	0.139

Notes. For a full description of the methodology, please see Appendix B.2. Each set of model statistics for a particular agency and race/ethnicity corresponds to a single regression test. Each model only contained a single racial/ethnic group of color and White individuals; White individuals were the reference group for all analyses. “Overall” refers to all agencies combined while “Municipal” excludes California Highway Patrol. Asterisks represent level of significance for adjusted p values using the Benjamini-Hochberg Procedure for multiple comparisons *** p < 0.001; ** p < 0.01; * p < 0.05. Coefficients; estimate (standard error). Observations represent the number of stops analyzed by the statistical model.

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C.2.3.2 Administrative-search Discovery Rates by Race/Ethnicity and Gender

Regression Statistics for Search Rates by Race/Ethnicity and Disability				
Gender	Statistic	Black	Hispanic	Other
Male	Coefficients	-0.004 (0.004)	***-0.013 (0.003)	-0.013 (0.006)
	Observations	70275	97435	45577
	Adjusted R ²	0.151	0.168	0.168
Female	Coefficients	-0.008 (0.008)	***-0.025 (0.007)	*-0.033 (0.011)
	Observations	22967	26052	15454
	Adjusted R ²	0.203	0.218	0.212
Other	Coefficients	0.074 (0.255)	0.102 (0.126)	-0.048 (0.076)
	Observations	582	587	341
	Adjusted R ²	-1.664	-0.701	-28.715

Notes. For a full description of the methodology, please see Appendix B.2. Each set of model statistics for a particular gender and race/ethnicity corresponds to a single regression test. Each model only contained a single racial/ethnic group of color and White individuals; White individuals were the reference group for all analyses. Asterisks represent level of significance for adjusted p values using the Benjamini-Hochberg Procedure for multiple comparisons *** p < 0.001; ** p < 0.01; * p < 0.05. Coefficients; estimate represent the number of stops analyzed by the statistical model.

C.2.3.3 Administrative-search Discovery Rates by Race/Ethnicity and Disability

Regression Statistics for Search Rates by Race/Ethnicity and Disability				
Disability Group	Statistic	Black	Hispanic	Other
Mental Health	Coefficients	**0.059 (0.017)	0.015 (0.017)	0.018 (0.026)
	Observations	4149	3921	2812
	Adjusted R ²	0.080	0.202	0.112
None	Coefficients	-0.005 (0.004)	***-0.013 (0.003)	** -0.018 (0.005)
	Observations	88374	118779	57710
	Adjusted R ²	0.160	0.176	0.180
Other	Coefficients	0.106 (0.069)	0.039 (0.065)	-0.067 (0.141)
	Observations	1301	1374	850
	Adjusted R ²	0.087	0.009	-2.401

Notes. For a full description of the methodology, please see Appendix B.2. Each set of model statistics for a particular disability group and race/ethnicity corresponds to a single regression test. Each model only contained a single racial/ethnic group of color and White individuals; White individuals were the reference group for all analyses. Asterisks represent level of significance for adjusted p values using the Benjamini-Hochberg Procedure for multiple comparisons *** p < 0.001; ** p < 0.01; * p < 0.05. Coefficients; estimate (standard error). Observations represent the number of stops analyzed by the statistical model.

C.3 Veil of Darkness Analysis Table

Regression Statistics for Veil of Darkness by Race/Ethnicity					
Agency	Statistic	Asian	Black	Hispanic	Other
Overall	Coefficients	0.002 (0.002)	*-0.005 (0.002)	***-0.014 (0.002)	***-0.008 (0.002)
	Observations	218322	267228	409109	223788
	Adjusted R2	0.145	0.349	0.230	0.133
Municipal	Coefficients	0.006 (0.005)	***-0.015 (0.004)	*-0.010 (0.004)	-0.004 (0.005)
	Observations	55468	93609	133377	55846
	Adjusted R2	0.185	0.412	0.272	0.192
California Highway Patrol	Coefficients	0.001 (0.002)	-0.001 (0.003)	***-0.016 (0.002)	** -0.008 (0.002)
	Observations	162854	173619	275732	167942
	Adjusted R2	0.125	0.154	0.191	0.114
Fresno PD	Coefficients	0.017 (0.023)	0.039 (0.022)	0.044 (0.020)	0.036 (0.017)
	Observations	2341	2906	5957	2308
	Adjusted R2	0.111	0.134	0.083	0.038
Long Beach PD	Coefficients	0.023 (0.026)	-0.029 (0.030)	-0.032 (0.022)	0.016 (0.024)
	Observations	1480	2507	3191	1665
	Adjusted R2	0.139	0.203	0.122	0.507
Los Angeles CO SD	Coefficients	0.002 (0.013)	-0.012 (0.012)	-0.016 (0.011)	-0.025 (0.012)
	Observations	7129	9472	16804	6398
	Adjusted R2	0.386	0.310	0.211	0.257
Los Angeles PD	Coefficients	0.003 (0.009)	** -0.022 (0.006)	** -0.016 (0.005)	-0.020 (0.010)
	Observations	15101	39865	59920	15908
	Adjusted R2	0.104	0.432	0.224	0.139
Oakland PD	Coefficients	-0.058 (0.076)	-0.033 (0.040)	0.021 (0.055)	-0.078 (0.091)
	Observations	291	1019	684	302
	Adjusted R2	0.117	0.117	0.154	0.016
Orange CO SO	Coefficients	0.005 (0.019)	-0.015 (0.012)	-0.028 (0.028)	-0.008 (0.028)
	Observations	2585	2516	3622	2706

Regression Statistics for Veil of Darkness by Race/Ethnicity

Agency	Statistic	Asian	Black	Hispanic	Other
	Adjusted R2	0.037	0.099	0.109	0.143
Riverside CO SO	Coefficients	0.013 (0.013)	-0.014 (0.018)	-0.014 (0.018)	-0.020 (0.015)
	Observations	2943	3533	5760	2996
	Adjusted R2	0.062	0.244	0.174	0.076
	Coefficients	-0.019 (0.019)	** -0.084 (0.023)	-0.055 (0.025)	0.006 (0.020)
Sacramento CO SD	Observations	2239	3860	3266	2363
	Adjusted R2	0.128	0.143	0.143	0.121
	Coefficients	0.033 (0.021)	-0.018 (0.016)	-0.026 (0.017)	0.004 (0.021)
Sacramento PD	Observations	2685	6044	4473	2716
	Adjusted R2	0.049	0.169	0.109	0.120
	Coefficients	0.009 (0.011)	-0.005 (0.015)	0.017 (0.015)	0.008 (0.012)
San Bernardino CO SO	Observations	5160	6668	9493	5230
	Adjusted R2	0.149	0.198	0.177	0.098
	Coefficients	-0.029 (0.018)	0.010 (0.022)	0.008 (0.021)	0.019 (0.016)
San Diego CO SO	Observations	2534	2666	4042	2570
	Adjusted R2	0.078	0.169	0.237	0.053
	Coefficients	0.029 (0.015)	0.005 (0.017)	0.026 (0.017)	0.011 (0.014)
San Diego PD	Observations	4570	5626	7742	4351
	Adjusted R2	0.138	0.310	0.220	0.104
	Coefficients	0.008 (0.017)	-0.006 (0.017)	-0.034 (0.018)	0.011 (0.018)
San Francisco PD	Observations	5284	5871	5511	5349
	Adjusted R2	0.067	0.243	0.153	0.209
	Coefficients	-0.033 (0.045)	-0.036 (0.049)	-0.036 (0.029)	0.023 (0.042)
San Jose PD	Observations	1126	1056	2912	984
	Adjusted R2	0.214	0.183	0.157	0.228

Regression Statistics for Veil of Darkness by Race/Ethnicity

Agency	Statistic	Asian	Black	Hispanic	Other
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Notes. For a full description of the methodology, please see Appendix B.3. Each set of model statistics for a particular agency and race/ethnicity corresponds to a single regression test. Each model only contained a single racial/ethnic group of color and White individuals; White individuals were the reference group for all analyses. “Overall” refers to all agencies combined while “Municipal” excludes California Highway Patrol. Asterisks represent level of significance for adjusted p values using the Benjamini-Hochberg Procedure for multiple comparisons *** $p < 0.001$; ** $p < 0.01$; * $p < 0.05$. Coefficients; estimate (standard error). Observations represent the number of stops analyzed by the statistical model.

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C.4 Use of Force Analysis Table

Regression Statistics for Use of Force by Race/Ethnicity					
Agency	Statistic	Asian	Black	Hispanic	Other
Overall	Coefficients	***0.831 (0.027)	***1.454 (0.025)	***1.175 (0.007)	*0.930 (0.033)
	Observations	372507	701177	1078661	391486
	Adjusted R2	0.257	0.217	0.223	0.257
Municipal	Coefficients	***0.876 (0.032)	***1.337 (0.028)	***1.158 (0.006)	**0.949 (0.019)
	Observations	225715	481247	644466	235612
	Adjusted R2	0.236	0.196	0.196	0.236
California Highway Patrol	Coefficients	***0.608 (0.128)	***1.861 (0.016)	*1.217 (0.079)	0.995 (0.137)
	Observations	103680	144021	291117	112900
	Adjusted R2	-0.008	0.007	0.038	-0.004
Fresno PD	Coefficients	***0.642 (0.009)	***1.640 (0.141)	*1.341 (0.111)	0.852 (0.547)
	Observations	3697	7462	17732	4186
	Adjusted R2	0.021	0.042	0.131	0.03
Long Beach PD	Coefficients	*0.571 (0.259)	***1.595 (0.053)	***1.470 (0.044)	***1.742 (0.101)
	Observations	2503	10400	10802	3175
	Adjusted R2	-0.02	0.035	0.051	0.008
Los Angeles CO SD	Coefficients	*0.609 (0.188)	***1.380 (0.021)	***1.273 (0.044)	1.229 (0.098)
	Observations	10342	24224	43864	11199
	Adjusted R2	0.564	0.412	0.4	0.576
Los Angeles PD	Coefficients	***0.840 (0.024)	***1.329 (0.049)	***1.218 (0.012)	**0.892 (0.038)
	Observations	25985	128924	212626	30669
	Adjusted R2	0.036	0.045	0.08	0.033
Oakland PD	Coefficients	***1.929 (0.146)	***1.930 (0.054)	***1.803 (0.093)	0.708 (0.197)
	Observations	738	10565	4453	748
	Adjusted R2	-0.171	0.045	0.028	-0.177
Orange CO SO	Coefficients	***0.304 (0.232)	1.089 (0.134)	*0.751 (0.123)	0.678 (0.269)

Regression Statistics for Use of Force by Race/Ethnicity

Agency	Statistic	Asian	Black	Hispanic	Other
	Observations	6765	6684	14683	6945
	Adjusted R2	0.192	0.176	0.237	0.188
Riverside CO SO	Coefficients	*0.059 (1.084)	1.008 (0.222)	1.023 (0.021)	*1.000 (0.000)
	Observations	1282	2406	8520	1307
	Adjusted R2	0.05	0.03	0.16	0.028
	Coefficients	0.951 (0.085)	***1.158 (0.029)	***1.029 (0.008)	0.959 (0.118)
Sacramento CO SD	Observations	21996	39022	29890	23404
	Adjusted R2	0.022	0.047	0.037	0.02
	Coefficients	1.088 (0.056)	*1.254 (0.093)	***1.122 (0.008)	0.910 (0.067)
Sacramento PD	Observations	14767	37787	25131	14636
	Adjusted R2	0.194	0.223	0.208	0.198
	Coefficients	0.921 (0.080)	***1.365 (0.006)	*1.164 (0.057)	***0.670 (0.057)
San Bernardino CO SO	Observations	37870	57416	81792	38508
	Adjusted R2	0.233	0.233	0.22	0.24
	Coefficients	0.578 (0.268)	1.110 (0.134)	***1.041 (0.006)	0.961 (0.053)
San Diego CO SO	Observations	10283	13552	20399	11237
	Adjusted R2	0.056	0.063	0.074	0.054
	Coefficients	***0.744 (0.033)	***1.309 (0.054)	***1.159 (0.007)	1.018 (0.015)
San Diego PD	Observations	40889	68699	79464	41421
	Adjusted R2	0.093	0.115	0.122	0.1
	Coefficients	0.821 (0.134)	***1.458 (0.016)	0.962 (0.078)	0.848 (0.086)
San Francisco PD	Observations	13301	28205	19938	13097
	Adjusted R2	0.317	0.225	0.257	0.228
	Coefficients	0.859 (0.242)	***1.469 (0.081)	*1.251 (0.079)	1.293 (0.132)
San Jose PD	Observations	5591	6951	20597	4881
	Adjusted R2	0.055	0.034	0.083	0.028

Regression Statistics for Use of Force by Race/Ethnicity

Agency	Statistic	Asian	Black	Hispanic	Other
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Notes. For a full description of the methodology, please see Appendix B.4. Each set of model statistics for a particular agency and race/ethnicity corresponds to a single regression test. Each model only contained a single racial/ethnic group of color and White individuals; White individuals were the reference group for all analyses. “Overall” refers to all agencies combined while “Municipal” excludes California Highway Patrol. Asterisks represent level of significance for adjusted p values using the Benjamini-Hochberg Procedure for multiple comparisons: *** $p < 0.001$; ** $p < 0.01$; * $p < 0.05$. Coefficients; estimate (standard error). Observations represent the number of stops analyzed by the statistical model.

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