2027 ANNUAL RIPA REPORT

STOP DATA SECTION DRAFT

I. INTRODUCTION

The Racial and Identity Profiling Act of 2015 (RIPA) requires peace officers in California to record information for each stop they make, including the perceived demographic information of the person stopped, the events leading to the stop, any actions taken by officers during the stop, and the outcome of the stop.[1] This data is collected to document law enforcement interactions with the public and to analyze whether certain racial or identity groups experience disparate treatment during stops.

In this year's report, the Board analyzes the stop data collected in the 2025 calendar year. As in prior reports, the Board looks at all data elements collected, such as stop rates, search patterns, and use of force incidents, to determine whether there are racial and/or identity disparities in police stops and actions. Additionally, this year the chapter contains analyses addressing particular data elements identified by the RIPA Board, including an analysis of the limited stop data collected that may be related to immigration enforcement, an analysis of stops related to public transportation, and an analysis of the differences between stops that are officer-initiated and ones based on a call for service, broken down by mode of travel. The Appendix also provides stop data analyses on a variety of topics identified by the RIPA Board as of particular interest.

II. DESCRIPTION OF OVERALL STOP DATA

RIPA requires all city and county law enforcement agencies, all law enforcement agencies of California public schools and universities, and the California Highway Patrol to report stop data each year.[2] In 2025, a total of 535 agencies[3] reported 5,487,275 stops — an 8.33 percent increase in the number of stops compared to 2024.[4] The data show the perceived race or identity of who is stopped, why a stop was initiated, the mode of transportation, the reason for the stop, the actions an officer takes during the stop, the result of the stop, and duration of the stop.[5] These elements are described below, then applied to different identity groups to analyze the 2025 stop data in greater detail.

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[1] Gov. Code § 12525.5, subd. (a). A "stop" is defined 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." (Gov. Code § 12525.5, subd. (g)(2).)

[2] Cal. Code Regs. tit. 11, § 999.224, subd. (a)(17).

[3] This represents an increase in the number of agencies reporting compared to 2024, when 533 agencies reported stop data. However, it should be noted that the total number of reporting agencies fluctuates from year to year for several reasons. For instance, some agencies are very small and do not have any stops to report, while other agencies fail to submit data by the reporting deadline.

[4] In the 2024 calendar year, California law enforcement agencies reported a total of 5,065,428 stops.

[5] Additional analyses can be found in the Appendix of this year's report.

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A. Perceived Categories of Identity of Who Is Stopped

RIPA requires officers to report their perception of the person stopped, including their race or ethnicity, gender, sexual orientation, age, English fluency, disability status, and housing status.

RIPA requires officers to report various demographic data regarding each person stopped, including the perceived race or ethnicity of the person stopped, their perceived gender, perceived sexual orientation, perceived age, perceived English fluency, perceived disability status, and whether the person stopped is perceived to be unhoused.[6]

The RIPA stop data officers report is based on their *perception* of individuals stopped,[7] and not on how those individuals may self-identify.[8] This distinction is important because racial and identity profiling occurs based, in part, on an officer's perception of an individual's race and identity. Some of the demographic characteristics reported (e.g., race, ethnicity, or age) may be more perceivable based on visible factors. Other identity characteristics (e.g., sexual orientation or disability status) may not be as apparent and, therefore, may be perceived less consistently with how stopped individuals self-identify or could be influenced by factors unassociated with appearance (e.g., location of stop). The perceived demographics of individuals stopped in 2025 stop is explained in detail below in Section III.

B. What Initiates a Stop

RIPA also requires officers to report context for the events that led to a stop, including the date, time, and location of a stop, whether the stop was made in response to a call for service or was officer-initiated, the mode of transportation involved, and the primary reason the stop was initiated.[9]

1. Officer-Initiated Stops vs. Calls for Service

Officer-initiated stops indicate when an officer decides to stop an individual at the officer's discretion, while *calls for service* can indicate that the community is requesting an officer to stop an individual or respond to a situation.[10] As such, differences between the proportion of officer-initiated stops compared to calls for service may indicate areas where officers or the community direct their attention.

Key Terms

Call for service *— A stop made in response to a 911 call, radio call, or dispatch*

Officer-initiated *— A stop resulting from the officer's observation, not in response to a call for service*

As in past years, most stops reported in 2025 were officer-initiated and not in response to a call for

[6] Gov. Code § 12525.5, subd. (b)(7); Cal. Code Regs., tit. 11, § 999.226, subd. (a)(5)-(11).
[7] *Ibid.*
[8] The RIPA regulations explicitly prohibit officers from asking stopped persons for their race or ethnicity, gender, sexual orientation, and age. (Cal. Code Regs., tit. 11, § 999.226, subd. (a)(5)-(8).)
[9] Gov. Code § 12525.5, subd. (b)(1)-(3); Cal. Code Regs., tit. 11, § 999.226, subds. (a)(3)-(4), (a)(12)-(15).
[10] See Cal. Code Regs., tit. 11, § 999.226, subd. (a)(12).

service.[11] In 2025, 92.75 percent of stops (5,089,253 stops) were officer-initiated, and 7.25 percent of stops (398,022 stops) were due to a call for service.

2. Mode of Transportation

As of January 1, 2024, officers report the mode of transportation the individual stopped was using at the time of stop by selecting from three options: bicycle, pedestrian, and vehicular stops. The majority of stops in 2025 were vehicular stops (86.66% of all stops, or 4,755,474 stops), followed by pedestrian stops (12.19% or 669,024 stops), and bicycle stops (1.14% or 62,777 stops). These proportions are similar to the modes of transportation reported in 2024.[12]

3. Reason for Stop

Officers must also report the primary reason for a stop by selecting from a set of ten options.[13] This report focuses on the two most common reasons selected by officers, representing more than 95 percent of all stops in 2025: stops for traffic violations and stops based on reasonable suspicion that criminal activity may be occurring. Most stops in 2025 were initiated for traffic violations (86.34% of all stops in 2025, 4,737,803 stops).[14] Stops based on reasonable suspicion accounted for 9.32 percent of all stops in 2025 (511,643 stops), a notable decrease from 11.13 percent of all stops in 2024. The remaining eight reasons available to officers are examined collectively as "other reasons" (4.33% of all stops in 2025, or 237,827 stops).[15] These proportions are similar to the reasons for stops reported in 2024.[16]

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[11] See 2026 RIPA Report, p. 26 (in 2024, 91.13% of stops were officer-initiated, while 8.87% were in response to a call for service).

[12] In 2024, vehicle stops were most commonly reported (85.00% of stops in 2024, 4,305,565 stops), followed by pedestrian stops (13.39% of stops in 2024, 705,637 stops), and bicycle stops (1.07% of stops in 2024, 54,226 stops).

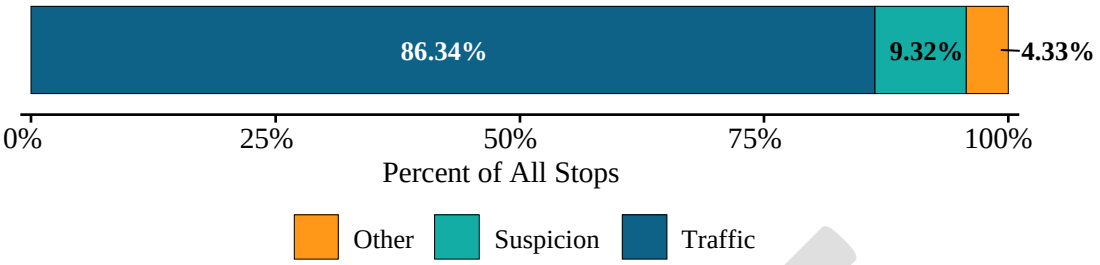
[13] Cal. Code Regs. tit. 11, § 999.226, subd. (a)(14).

[14] Traffic violations are further separated into three types: moving, equipment, and non-moving violations. Moving violations involve a violation of traffic laws regulating driver behavior while operating a vehicle, such as speeding or reckless driving. Equipment violations include a violation of the duties outlined in traffic laws related to the proper maintenance of a vehicle, such as a broken taillight or missing license plate. Non-moving violations include a violation of traffic laws unrelated to vehicle maintenance or operation and aimed at regulating other traffic laws, such as expired registration tabs, or regulating behavior of pedestrians on or around roadways.

[15] These reasons are: known to be on parole/probation/post-release community supervision/mandatory supervision, knowledge of outstanding arrest warrant/wanted person, investigation to determine if person is truant, consensual encounter and search, possible conduct warranting discipline under Education Code, determine if student violated school policy, probable cause to arrest or search, probable cause to take into custody under Welfare and Institutions Code section 5150.

[16] In 2024, 84.18 percent of stops (4,263,835 stops) were initiated due to traffic violations, 11.13 percent (564,003 stops) were initiated due to reasonable suspicion, and 4.69 percent (237,590 stops) were initiated due to other reasons. (2026 RIPA Report, p. 27.)

Figure 1. Reason for Stop



A. Actions Taken During Stop

RIPA also requires officers to report all actions they take during a stop, including all force-related and non-force related actions.[17] Officers select one or more of 36 actions or, if no action was taken, report that the officer took no action during the stop.[18] This year's analysis of actions taken during stops focuses on the prevalence of no actions taken, the frequency of force-related actions,[19] the average number of actions taken during stop, and the most common actions during stops,[20] which are search of person or property, handcuffing, detainment curbside or in a patrol car, and asking about parole status. Analyses of stops where no action was taken, the frequency

[17] Gov. Code § 12525.5, subd. (b)(8); Cal. Code Regs. tit. 11, § 999.226, subd. (a)(16)-(17).

[18] Actions taken during a stop include: Admission/Written Statement Obtained from Student, Asked for Consent to Search Person, Asked for Consent to Search Property, Asked Whether Person is on Parole, Probation, or Other Mandatory Supervision, Curbside Detention, Field Sobriety Test, Patrol Car Detention, Canine Search, Person Photographed, Removed from Vehicle by Order, Property Seized, Ran Passenger's Name, Searched Person, Searched Property, *Terry* Frisk, Vehicle Impounded, Search Person Consent Given, Search Property Consent Given, Handcuffed, Baton Drawn, Baton Used, Chemical Spray, Electronic Control Device Pointed, Electronic Control Device Used in Drive-Stun Mode, Electronic Control Device Used in Dart Mode, Firearm Point, Firearm Discharge, Impact Projectile Point, Impact Projectile Discharge, Canine Compliance, Canine Bite, Removed from Vehicle by Physical Contact, Physical Compliance, Use of Vehicle in Apprehension of Person, No Action Taken. (Cal. Code Regs. tit. 11, § 999.226, subd. (a)(16)(B), (a)(17)(A).)

[19] Actions defined as use of force include: Handcuffed, Baton Drawn, Baton Used, Chemical Spray, Electronic Control Device Pointed, Electronic Control Device Used in Drive-Stun Mode, Electronic Control Device Used in Dart Mode, Firearm Point, Firearm Discharge, Impact Projectile Point, Impact Projectile Discharge, Canine Compliance, Canine Bite, Removed from Vehicle by Physical Contact, Physical Compliance, and Use of Vehicle in Apprehension of Person. Use of force actions are categorized into *Lethal Force*, *Less Lethal Force*, and *Limited Force*. *Lethal Force* includes Firearm Discharge. *Less Lethal Force* includes Baton Used, Canine Bite, Chemical Spray, Electronic Control Device Stun, Electronic Control Device Dart, Firearm Point, Use of Vehicle in Apprehension of Person, and Impact Discharge. *Limited Force* includes Handcuffing, Physical Compliance, Baton Drawn, Canine Compliance, Electronic Device Point, Firearm Unholstered, Impact Projectile Point, and Removed from Vehicle with Physical Contact. (Cal. Code Regs. tit. 11, § 999.226, subd. (a)(17)(A).)

[20] In the 2025 RIPA data, these are: searches and *Terry* frisks, handcuffing, detention on a curbside or in a patrol car, and asking about parole status. A *Terry* frisk is when an officer conducts a pat down search of an individual's clothing to determine whether the individual is armed. (Cal. Code Regs. tit. 11, § 999.226, subd. (a)(16)(B)(9); *Terry v. Ohio* (1968) 392 U.S. 1.) A *Terry* frisk only requires the officer to have a reasonable suspicion the person is armed and dangerous. (See *Terry v. Ohio* (1968) 392 U.S. 1.) The Board has previously recommended that officer have probable cause for all stops or searches, including *Terry* frisks. (See Racial and Identity Profiling Advisory Board, Annual Report (2023), p. 96 fn. 326 <https://oag.ca.gov/system/files/media/ ripa-board-report-2023.pdf> [as of XX, 2025].)

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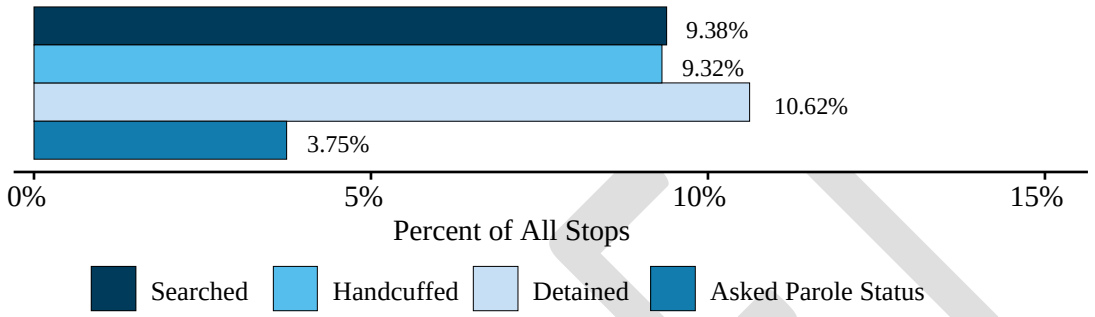
of force-related actions, and the average number of actions taken per stop are provided for each perceived demographic group in Section III below.

In 2025, across all demographics, 10.62 percent (582,625 stops) involved detention curbside or in a patrol car, 9.38 percent of all stops (514,433 stops) involved a search, 9.32 percent (511,591 stops) involved handcuffing the person stopped, and 3.75 percent (205,534 stops) involved asking the person stopped about their parole status.

Figure 2. Top 4 Actions Taken During Stop



The proportion of stops involving a detention and handcuffing decreased in 2025 compared to 2024, but the rate of parole status inquiries increased from 3.42 percent in 2024.[21]

B. Results of Stop

Additionally, RIPA requires officers to report the outcome of a stop, including whether the person stopped was arrested, issued a citation or warning, property was seized, or whether no action was taken.[22] When entering stop data, officers can select up to 14 different options to document the result of a stop.[23] Officers may select multiple results when necessary (e.g., an officer cited an individual for one offense and warned them about another).

In 2025, stops were most frequently reported to result in individuals being issued a citation (48.38% of all stops, or 2,654,517 stops), followed by a written or verbal warning (35.42% or 1,943,642 stops), and arrest (11.11% or 609,603 stops). Officers reported taking no action as the result in five percent of stops (274,448 stops). The remaining results of stops combined represented less than five percent of the data. These results are similar to the results of stops reported in 2024.[24]

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[21] 2026 RIPA Report, pp. 27–28.

[22] Gov. Code § 12525.5, subd. (b)(4); Cal. Code Regs., tit. 11, § 999.226, subd. (a)(18).

[23] Results of stop options are articulated in the regulations as the following: Written Warning, Verbal Warning, Citation, In-Field Cite and Release, Custodial Arrest Pursuant to an Outstanding Warrant, Custodial Arrest without Warrant, Field Interview Card, Noncriminal Transport, Contact Legal Guardian, Psychiatric Hold, U.S. Department of Homeland Security Referral, School Administrator Referral, School Counselor Referral, and No Action. (Cal. Code Regs., tit. 11, § 999.226, subd. (a)(18).)

[24] In 2024, stops most often resulted in the issuance of a citation (49.96% of stops in 2024, 2,378,532 stops), followed by a written or verbal warning (34.58% of stops in 2024, 1,751,279 stops), and arrest (12.42% of stops in 2024, 629,325 stops). Officers reported taking no action as a result of stops in less than six percent of stops in 2024 (289,735 stops). The remaining results of stops combined represented less than five percent of the data. (2026 RIPA Report, p. 28.)

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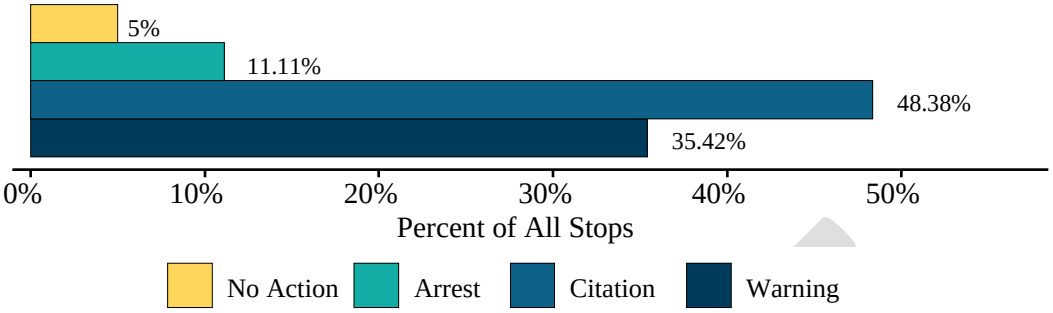
Figure 3. Most Frequent Results of Stop



III. Stop Data Analysis by Perceived Demographic

In this section, the Board analyzes the reasons stops were initiated (including whether stops were initiated by a call for service and the reported mode of transportation), the number and type of actions taken during stops, and the outcome of stops by perceived demographic group to illustrate the experiences of different demographic groups, as documented by the 2025 stop data.

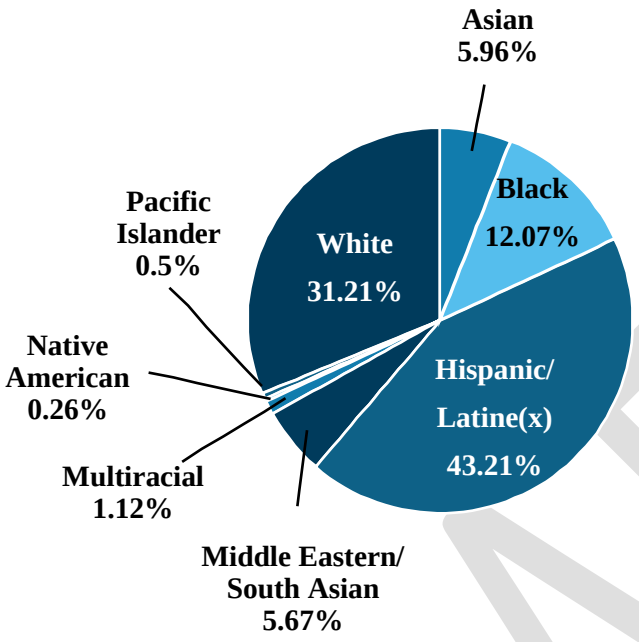
A. Race and Ethnicity

Officers must report their perception of a stopped person's race or ethnicity by selecting one or more values from a list of seven groups: Asian, Black/African American, Hispanic/Latine(x), Middle Eastern or South Asian, Native American, Pacific Islander, and White.[25] Persons who were perceived by the officer as more than one race or ethnicity are categorized as Multiracial. As noted above, this data is based on an officer's perception only and may not reflect the stopped person's actual race or ethnicity.

In 2025, officers perceived the largest proportion of all stops to be Hispanic/Latine(x) individuals (43.21% of all stops, or 2,370,910 stops), followed by White (31.21% or 1,712,366 stops), Black (12.07% or 662,536 stops), Asian (5.96% or 326,917 stops), Middle Eastern/South Asian (5.67% or 311,133 stops), Multiracial (1.12% or 61,386 stops), Pacific Islander (0.50% or 27,489 stops), and Native American individuals (0.26% or 14,537 stops). These proportions are nearly equal to the results of stops in 2024.

[25] Cal. Code Regs. tit. 11, § 999.226, subd. (a)(5).)

Figure 4. Percent of All Stops by Perceived Race/Ethnicity



1. Residential Population Comparison

In 2025, individuals perceived to be Black were stopped 131.69 percent more often than expected, and individuals perceived to be Asian were stopped 51.60 percent less frequently than expected, based on residential population share.

Comparing the perceived racial demographics of the individuals stopped in 2025 to the residential population demographics of California in 2024[26] demonstrates notable disparities.[27] Individuals perceived to be Black were stopped 131.69 percent more frequently than expected given the population of the state, and individuals perceived to be Pacific Islander 52.02 percent more frequently than expected. Conversely, individuals perceived to be Multiracial were stopped 81.82 percent less frequently than expected, and individuals perceived to be Asian were stopped 51.60 percent less frequently

[26] The residential population demographics data are downloaded from Integrated Public Use Microdata Series (IPUMS). 2024 data are used instead of 2025 because Census microdata is released at a later date than the Census' American Community Survey data. More detailed information on methodology for this analysis can be found in Appendix XX.

[27] Though the methods used in this analysis are commonly used in research monitoring law enforcement patterns, there are several limitations to the methodology used in this analysis. For example, we cannot identify if stops in the RIPA data are of unique individuals, or if the same individuals were stopped multiple times. Additionally, stop location may not be related to residential status. Please see Appendix XX for a comprehensive list of considerations and limitations.

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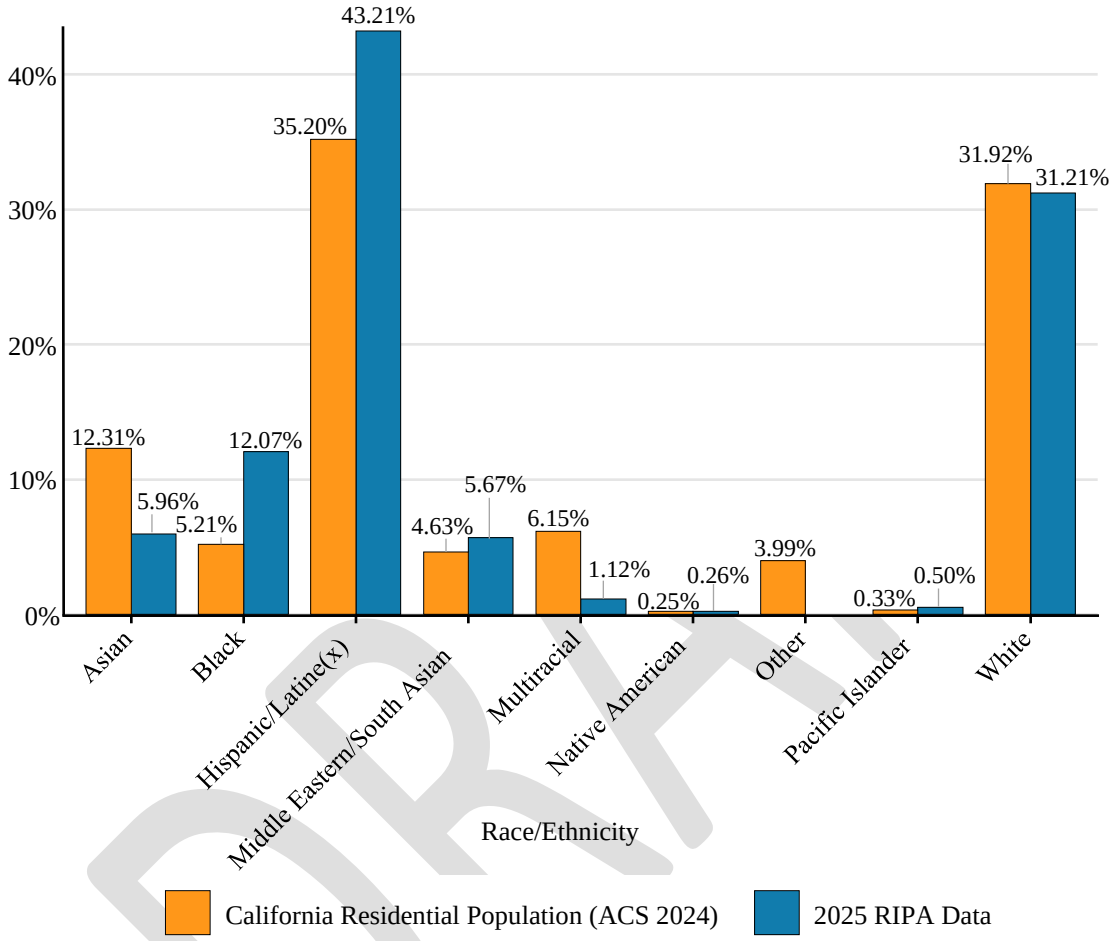
than expected, given the population of the state. These findings are roughly equivalent to the RIPA Board's findings in the 2026 Report.

Figure 5. Stop Disparities by Perceived Race and Ethnicity



2. Officer-Initiated Stops and Calls for Service

Across all perceived races and ethnicities, officer-initiated stops were far more common than calls for service in 2025. Individuals perceived as Middle Eastern/South Asian had the highest rate of officer-initiated stops. Officers reported that 97.21 percent of all stops of individuals perceived as Middle Eastern/South Asian (302,456 of 311,133 stops of individuals perceived as Middle Eastern/South Asian) and 96.37 percent of all stops of individuals perceived as Asian (315,063 of 326,917 stops of individuals perceived as Asian) were officer-initiated. On the other hand, individuals perceived to be Native American (87.86%, or 12,772 of 14,537 stops) and Black (88.75%, or 588,024 of 662,536 stops) had the lowest rate of officer-initiated stops.

Individuals perceived as Native American had the highest rate of stops initiated by a call for service (12.14% of stops of individuals perceived as Native American, or 1,765 stops), followed by individuals perceived as Black (11.25% or 74,512 stops). Individuals perceived to be Middle

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Eastern/South Asian (2.79% or 8,677 stops) and Asian (3.63% or 11,854 stops) had the lowest rate of stops initiated by a call for service.

3. Mode of Transportation

Officers stopped individuals for vehicular stops most frequently when they perceived those individuals to be Middle Eastern/South Asian (96.04%, or 298,816 of 311,133 stops of individuals perceived as Middle Eastern/South Asian) or Asian (93.94%, or 307,111 of 326,917 stops of individuals perceived as Asian). In contrast, officers stopped individuals for vehicular stops least frequently when they perceived those individuals to be Native American (77.90%, or 11,324 of 14,537 stops) or Black (79.96%, or 529,748 of 662,536 stops).

Officers stopped pedestrians they perceived as Native American and Black most frequently and they stopped individuals perceived as Middle Eastern/South Asian and Asian least frequently for pedestrian stops. Officers reported stopping 20.73 percent of individuals perceived as Native American (3,014 stops) and 19.11 percent of individuals perceived as Black as pedestrians (126,603 stops). Conversely, officers reported stopping 3.56 percent of individuals perceived as Middle Eastern/South Asian (11,071 stops) and 5.29 percent of individuals perceived as Asian for pedestrian stops (17,309 stops).

Officers stopped individuals they perceived as Native American (1.37% of stops of individuals perceived as Native American or 199 stops) and Hispanic/Latine(x) (1.28% or 30,276 of 2,370,910 stops) most frequently for bicycle stops and individuals they perceived as Middle Eastern/South Asian (0.40%, or 1,246 stops) and Asian (0.76% or 2,497 stops) least frequently for bicycle stops compared to other racial/ethnic groups.

4. Reason for Stop

Across all perceived races and ethnicities, traffic violations were the most common reason for stops in 2025, followed by reasonable suspicion that criminal activity may be occurring, and then other reasons. Officers stopped individuals perceived to be Black and Native American more often for reasonable suspicion compared to other races and ethnicities. Officers reported that 15.42 percent of stops of individuals perceived as Black (102,163 of 662,536 stops of individuals perceived as Black) and 14.01 percent of stops of individuals perceived as Native American (2,037 of 14,537 stops of individuals perceived as Native American) were stopped for reasonable suspicion. Officers stopped individuals perceived to be Middle Eastern/South Asian (2.91%, 9,049 of 311,133 stops) and Asian (3.90%, 12,748 of 326,916 stops) the least frequently for reasonable suspicion.

Moving violations were the most common type of traffic violation for all races and ethnicities. Individuals perceived to be Asian (73.14%, or 225,028 of 307,685 stops of individuals perceived as Asian) and Middle Eastern/South Asian (71.30%, or 212,613 of 298,192 stops) were stopped for moving violations most frequently, and individuals perceived to be Native American (55.95%, or 6,243 of 11,159 stops) and Black (56.71%, or 295,128 of 520,410 stops) were stopped for moving violations least frequently.

For all races/ethnicities except for individuals perceived to be Asian, equipment violations were the second most common traffic violation, followed by non-moving violations. Officers stopped individuals perceived to be Native American (26.88%, or 2,999 of 11,159 stops of individuals perceived as Native American) and Hispanic/Latine(x) (24.94%, or 514,018 of 2,061,029 stops) the most frequently for equipment violations, and Asian (12.62%, or 38,815 of 307,685 stops) and Middle Eastern (14.93%, or 44,521 of 298,192 stops) the least frequently. Individuals perceived to be Black (18.88%, or 98,249 of 520,410 stops) and Pacific Islander (18.15%, or

4,310 of 23,753 stops) were stopped the most frequently for non-moving violations, and individuals perceived to be Middle Eastern/South Asian (13.77%, or 41,058 of 298,192 stops) and Multiracial (14.23%, or 7,441 of 52,278 stops) the least frequently for non-moving violations.

5. Actions Taken During Stop

a. Action vs. No Action

Officers reported taking "no action" most often in stops of individuals perceived to be Middle Eastern/South Asian and Asian. Officers reported taking "no action" in 91.75 percent of stops of individuals perceived to be Middle Eastern/South Asian (285,465 of 311,133 stops of individuals perceived as Middle Eastern/South Asian) and 90.26 percent of stops of individuals perceived to be Asian (295,089 of 326,915 stops of individuals perceived to be Asian). Officers reported taking no action least often during stops of individuals perceived to be Black (68.67%, or 454,953 of 662,533 stops) and Native American (70.29 %, or 10,218 of 14,537 stops).

b. Use of Force

Officers reported using force-related actions most frequently in stops of individuals perceived to be Native American, Black, and Hispanic/Latine(x), and least frequently in stops of individuals perceived to be Middle Eastern/South Asian, Asian, and White.

Officers used any type of force most often in stops of individuals perceived to be Native American, Black, and Hispanic/Latine(x). Officers reported using any type of force in 16.64 percent of stops of individuals perceived to be Native American (2,419 of 14,537 stops of individuals perceived to be Native American), 15.97 percent of stops of individuals perceived to be Black (105,804 of 662,536 stops of individuals perceived to be Black), and 10.47 percent of stops of individuals perceived to be Hispanic/Latine(x) (248,160 of 2,370,909 stops of individuals perceived to be Hispanic/Latine(x)).[28] Officers used any type of force least often in stops of individuals perceived to be Middle Eastern/South Asian (2.99%, or 9,304 of 311,133 stops), Asian (3.70%, or 12,088 of 326,916 stops), and White (8.27%, or 141,644 of 1,712,364 stops).[29]

Force-related actions can be disaggregated into limited force, less-lethal force, and lethal force. In 2025, officers reported using limited force most frequently in stops of individuals they perceived as Native American (16.18%, or 2,352 of 14,537 stops of individuals perceived to be Native American) and Black (15.34%, or 101,652 of 662,536 stops), and least frequently in stops of individuals they perceived as Middle Eastern/South Asian (2.86%, or 8,912 of 311,133 stops) and Asian (3.52%, or 11,522 of 326,916 stops).

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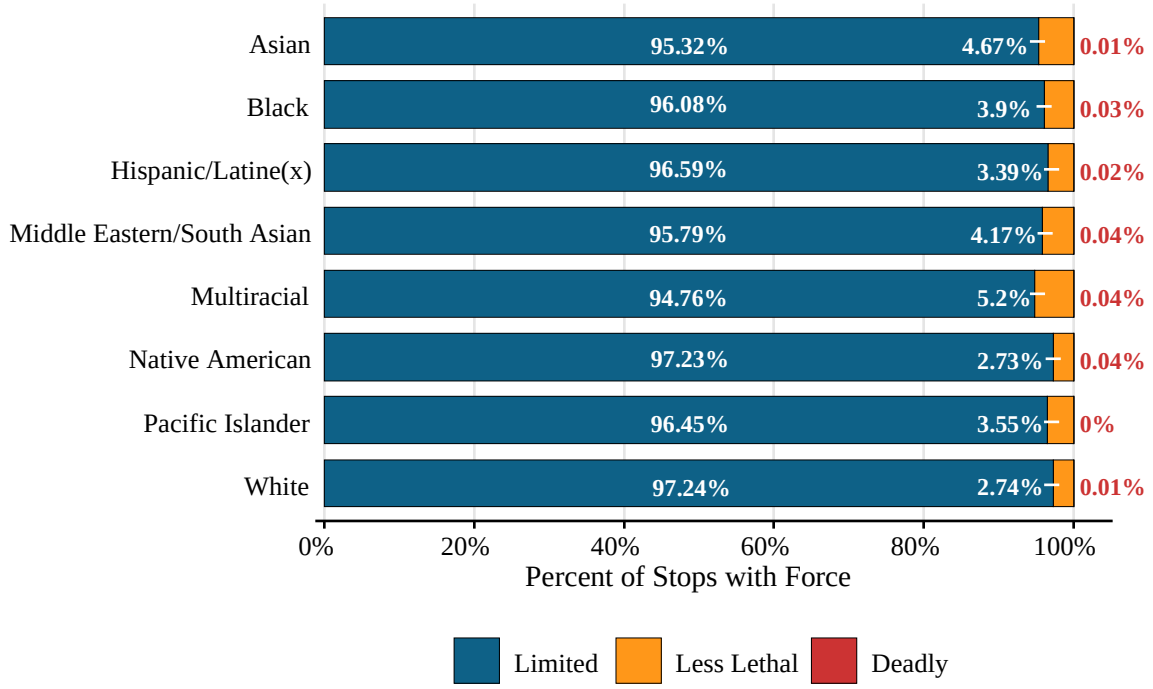
[28] Actions defined as use of force include the use of a baton, canine bites, use of chemical sprays, use of electronic control device, discharging a firearm, pointing a firearm, handcuffing, impact discharge, removal from vehicle with physical contact, and other contact. (Cal. Code Regs. tit. 11, § 999.226, subd. (a)(17); see Pen. Code, § 16780, subd. (a).)

[29] Use of force actions are further categorized into lethal force, less lethal force, and limited force. Lethal force includes discharging a firearm. Less lethal force includes baton use, canine bites, use of a chemical spray, use of electronic control device, pointing a firearm, and impact discharge. Limited force includes handcuffing, other contact, and removal from a vehicle with physical contact. (Cal. Code Regs. tit. 11, § 999.226, subd. (a)(17); see Pen. Code, § 16780, subd. (a).)

Less-lethal force was reported to be used most frequently in stops of individuals perceived as Black (0.62%, or 4,125 of 662,536 stops of individuals perceived to be Black) and Multiracial (0.47%, or 291 of 61,386 stops), and least frequently in stops of individuals perceived to be Middle Eastern/South Asian (0.12%, or 388 of 311,133 stops) and Asian (0.17%, or 565 of 326,916 stops).

Officers rarely reported instances of lethal force (< 0.01%, or 111 of 5,487,271 stops across all racial and ethnic groups), but reported using lethal force most often in stops involving individuals perceived to be Native American (0.01%, or 1 stop). Additionally, officers reported no instances of lethal force in stops of individuals they perceived as Pacific Islander.

Figure 6. Most Severe Use of Force by Perceived Race/Ethnicity



c. Top Four Actions During Stop

Across all stops, the top four actions taken by officers during a stop in 2025 are: (1) detainment curbside or in a patrol car; (2) searches; (3) handcuffing; and (4) asking the parole status of the person stopped. The Board analyzes how these top four actions are differentiated within each perceived demographic category.

Officers reported the highest rates of detainment curbside or in a patrol car in stops of individuals perceived to be Black and Native American. Officers reported 15.39 percent of stops of individuals perceived to be Black (101,946 of 662,533 stops of individuals perceived as Black) and 15.36 percent of stops of individuals perceived to be Native American (2,233 of 14,536 stops of individuals perceived as Native American) involved detainment curbside or in a patrol car. Officers reported the lowest rates of detainment curbside or in a patrol car for individuals

perceived to be Middle Eastern/South Asian (3.91%, or 12,155 of 311,133 stops) and Asian (4.81%, or 15,729 of 326,916 stops).

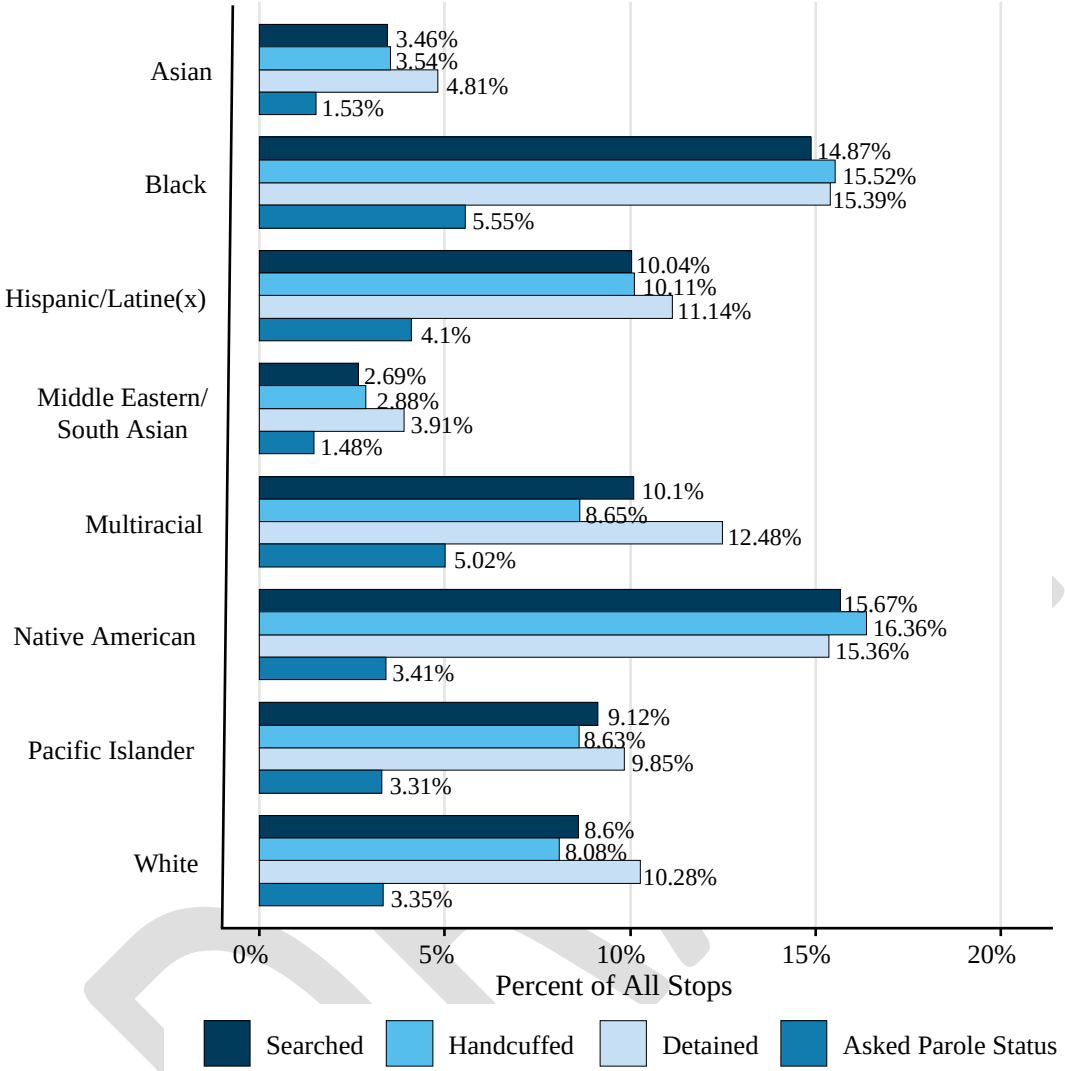
Officers reported the highest rates of searches in stops of individuals perceived to be Native American (15.67%, or 2,278 of 14,536 stops) and Black (14.87%, or 98,495 of 662,533 stops). Officers reported the lowest rates of searches in stops for individuals perceived to be Middle Eastern/South Asian (2.69%, or 8,361 of 311,133 stops) and Asian (3.46%, or 11,309 of 326,916 stops).

Officers reported the highest rates of handcuffing in stops of individuals perceived to be Native American (16.36 %, or 2,378 of 14,537 stops) and Black (15.52%, or 102,799 of 662,536 stops). Officers reported the lowest rates of handcuffing in stops of individuals perceived to be Middle Eastern/South Asian (2.88%, or 8,965 of 311,133 stops) and Asian (3.54%, or 11,577 of 326,916 stops).

Officers asked the parole status of individuals perceived to be Black (5.55%, or 36,778 of 662,533 stops) and Multiracial (5.02%, or 3,083 of 61,386 stops) at the highest rates, and individuals perceived to be Middle Eastern/South Asian (1.48%, or 4,591 of 311,133 stops) and Asian (1.53%, or 4,997 of 326,916 stops) at the lowest rates.

DRAFT

Figure 7. Top 4 Actions During Stop by Perceived Race/Ethnicity



Compared to 2024 data, handcuffing and detainment rates decreased for all perceived races/ethnicities. For all perceived races/ethnicities except for Native American, rates of parole status inquiries increased in 2025 compared to 2024.

DRAFT REPORT – PENDING EDITING AND REVIEW

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d. Average Number of Actions

Officers reported taking the highest average number of actions in stops of individuals perceived to be Black and Native American. Officers reported taking an average of 0.89 actions (SD[30]= 1.68, range= 0-19 actions) in stops of individuals perceived to be Black, and an average of 0.83 actions (SD= 1.61, range= 0-12) in stops of individuals perceived to be Native American. The lowest number of actions were reported in stops of individuals perceived to be Middle Eastern/South Asian (0.19, SD= 0.82, range= 0-14) and Asian (0.23, SD= 0.91, range= 0-17).[31]

6. Search and Discovery

a. Search and Discovery

In 2025, officers searched[32] individuals perceived to be Native American and Black most frequently, and individuals perceived to be Middle Eastern/South Asian and Asian least frequently. Officers reported searches in 13.65 percent of stops of individuals perceived to be Native American (1,984 of 14,536 stops of individuals perceived as Native American) and 10.71 percent of stops of individuals perceived to be Black (70,987 of 662,533 stops of individuals perceived to be Black). Conversely, officers reported searches in 2.20 percent of stops of individuals perceived to be Middle Eastern/South Asian (6,847 of 311,133 stops) and 2.91 percent of stops of individuals perceived to be Asian (9,504 of 326,916 stops).

Officers reported the highest discovery rates in searches of individuals perceived as Multiracial (30.15%, or 1,498 of 4,968 searches) and White (29.48%, or 36,819 of 124,904 searches) and the lowest discovery rates in searches of individuals perceived as Middle Eastern/South Asian (22.21%, or 1,521 of 6,847 searches) and Asian (23.97%, or 2,278 of 9,504 searches).

b. *Terry Frisk* and Discovery

Officers conducted *Terry* frisks of individuals perceived to be Black and Hispanic/Latine(x) most frequently, and individuals perceived to be Middle Eastern/South Asian and Asian least frequently. Officers reported *Terry* frisking in 3.63 percent of stops of individuals perceived to be Black (24,053 of 662,533 stops of individuals perceived as Black) and 2.35 percent of individuals perceived to be Hispanic/Latine(x) (55,796 of 2,370,897 stops of individuals perceived as Hispanic/Latine(x)). Conversely, officers reported frisking in 0.47 percent of stops of individuals perceived to be Middle Eastern/South Asian (1,462 of 311,133 stops) and 0.49 percent of stops of individuals perceived to be Asian (1,587 of 326,916).

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[30] When reporting an average value of a set of data, we will additionally report the standard deviation (SD) and range of the underlying set. The standard deviation is a measure of how dispersed the data are in relation to the average. A larger standard deviation indicates the data points are more spread out, while a smaller standard deviation indicates the data points are clustered more closely around the average. It is found by calculating the square root of the squared difference from the average. For example, if there are five stops of length 2 minutes, 4 minutes, 7 minutes, 11 minutes, and 16 minutes, the average stop length is 8 minutes. The difference from the average for each stop is -6, -4, -1, -3, and 8, and the square of those differences is 36, 16, 1, 9, and 64. The average of those numbers is 25, which means that the standard deviation would be about 5. If the five stops were all the same length, the standard deviation would be zero. The range states the lowest and highest value in the set.

[31] In this section, the denominator is all stops. A table showing the average number of actions among stops involving at least one action is presented in Appendix XX.

[32] Search rates only include stops involving searches of a person or property, but not *Terry* frisks. *Terry* frisk rates only include stops involving *Terry* frisks, not searches of person or property.

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Officers reported the highest discovery rates in *Terry* frisks of individuals they perceived as Black (13.39%, or 3,221 of 24,053 frisks) and Hispanic/Latine(x) (12.17%, or 6,790 of 55,796 frisks), and the lowest discovery rates in *Terry* frisks of individuals they perceived as Native American (6.37%, or 13 of 204 frisks) and Pacific Islander (8.22%, or 25 of 304 frisks).

c. Consent Inquiries

*A **"consent inquiry"** refers to a request by an officer to search a person or property, while a **"consent search"** refers to the search conducted after a person consents.*

Consent inquiries are requests to search persons or property, whether or not the stopped person agrees. Officers asked for consent to search most frequently in stops of individuals they perceived to be Black and Hispanic/Latine(x), and least frequently in stops of individuals perceived to be Middle Eastern/South Asian and Asian. Officers asked for consent to search in 4.48 percent of stops of individuals perceived to be Black (29,688 of 662,533 stops of individuals perceived to be Black) and 3.91 percent of stops of individuals perceived to be Hispanic/Latine(x) (92,804 of 2,370,897 stops of individuals perceived as Hispanic/Latine(x)). On the other hand, officers asked for consent to search least frequently in 0.92 percent of stops of individuals perceived to be Middle Eastern/South Asian (2,864 of 311,133 stops) and 1.21 percent of stops of individuals perceived to be Asian (3,956 of 326,916 stops).

Among those who consented, officers searched individuals perceived as Pacific Islander (86.31%, or 605 of 701 stops) and White (85.40%, or 32,195 of 37,700 stops) most frequently, and individuals they perceived as Black (78.29%, or 19,863 of 25,371 stops) and Middle Eastern/South Asian (79.51%, or 1,913 of 2,406 stops) least frequently. Among those that did not consent, officers searched individuals they perceived as Multiracial (65.26%, or 248 of 380 stops) and Black (62.47%, or 2,697 of 4,317 stops) most frequently, and individuals they perceived as Native American (57.58%, or 38 of 66 stops) and Middle Eastern/South Asian (58.30%, or 267 of 458 stops) least frequently.

d. Consent Searches and Discovery

Officers reported performing searches where consent is the only basis for search most frequently in stops of individuals perceived as Hispanic/Latine(x) and Middle Eastern/South Asian. Officers reported performing searches where consent is the only basis in 15.81 percent of searches of individuals perceived to be Hispanic/Latine(x) (37,650 of 238,091 searches involving individuals perceived as Hispanic/Latine(x)) and 13.41 percent of searches of Middle Eastern/South Asian (1,121 of 8,361 searches of individuals perceived as Middle Eastern/South Asian). Officers reported performing consent searches least frequently in stops of individuals perceived to be Native American (6.94%, or 158 of 2,278 searches) and Black (10.03%, or 9,882 of 98,495 searches).

Officers reported the highest discovery rates in consent searches of individuals they perceived to be Pacific Islander (26.01%, or 84 of 323 searches) and Native American (25.32%, or 40 of 158 searches). Officers reported the lowest discovery rates in consent searches of individuals they perceived to be Black (14.76%, or 1,459 of 9,882 searches) and Hispanic/Latine(x) (17.38%, or 6,544 of 37,650 searches).

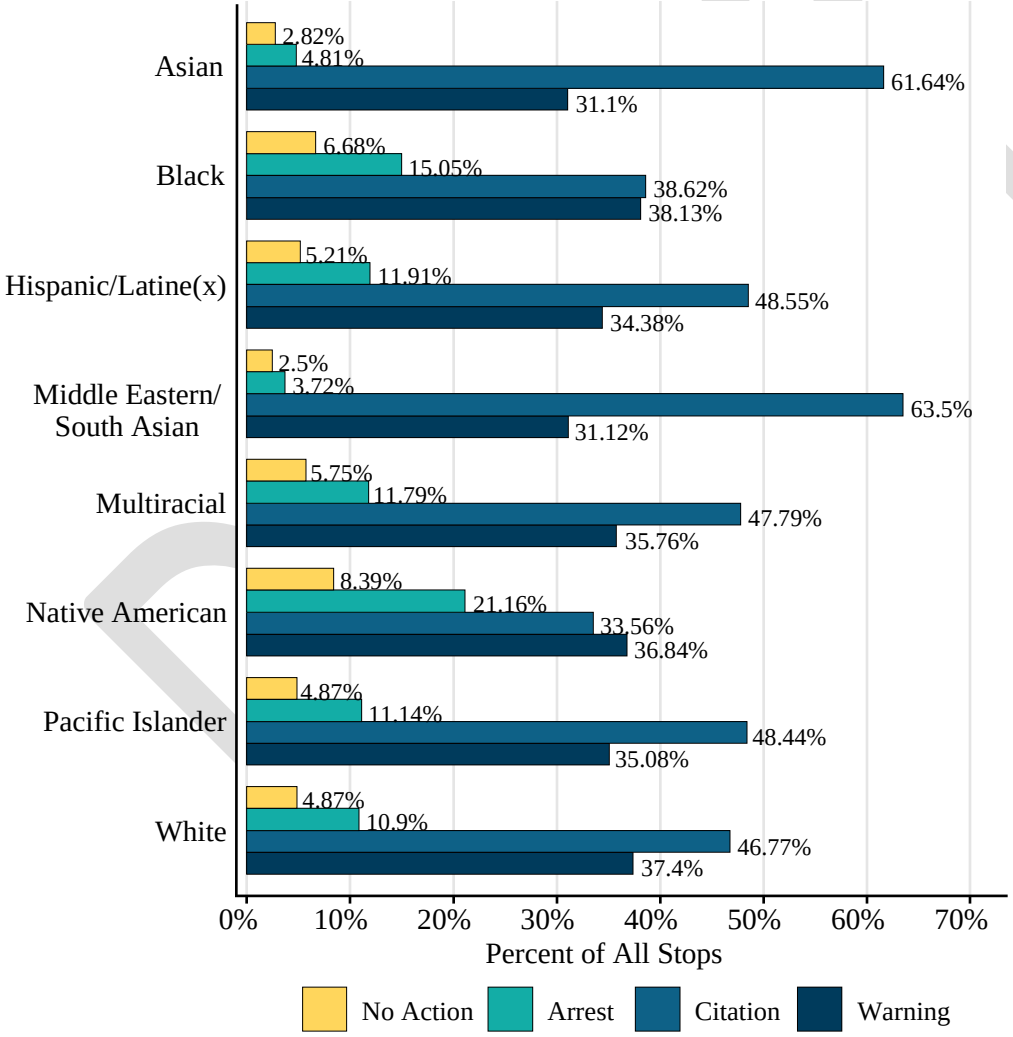
7. Results of Stop

Among stops of individuals perceived to be Asian, Black, Hispanic/Latine(x), Middle Eastern/South Asian, Multiracial, Pacific Islander, and White in 2025, citation was the most common result of the stop, followed by warning, and arrest. Among individuals perceived to be

Native American, warning was the most common result of stop, followed by citation, then arrest.[33]

Officers reported the highest arrest rates for individuals perceived to be Native American and Black compared to the other racial/ethnic groups. Officers reported arrests for 21.16 percent of stops of individuals perceived to be Native American (3,076 of 14,537 stops of individuals perceived as Native American) and 15.05 percent of stops of individuals perceived to be Black (99,740 of 662,536 stops of individuals perceived as Black). Officers also reported taking no action most often in stops of individuals perceived to be Native American (8.39%, or 1,219 of 14,537 stops) and Black (6.68%, or 44,252 of 662,536 stops), and least often in stops of individuals perceived to be Middle Eastern/South Asian (2.50%, or 7,763 of 311,133 stops) and Asian (2.82%, or 9,232 of 326,916 stops).

Figure 8. Most Frequent Results of Stop and No Action Rates by Perceived Race/Ethnicity



[33] Please see Table X in Appendix XX for more detailed counts and percentages.

B. Gender

The vast majority of stops in 2025 (99.14% of all stops, or 5,440,244 stops) involved persons perceived as cisgender.[34] In 2025, officers perceived most stopped individuals to be cisgender men/boys (71.25% or 3,909,918 stops), while individuals perceived to be cisgender women/girls were the second most common perceived gender identity (27.89% or 1,530,326 stops). The remaining stops are comprised of persons perceived as nonbinary individuals (0.57% or 31,285 stops),[35] transgender men/boys (0.18% or 9,795 stops), and transgender women/girls (0.11% or 5,951 stops).

1. Officer-Initiated Stops and Calls for Service

For all gender categories, officer-initiated stops were far more common than calls for service. Individuals perceived as cisgender had the highest rate of officer-initiated stops. Officers reported 93.29 percent of stops of individuals perceived as cisgender women/girls (1,427,704 of 1,530,326 stops of individuals perceived as cisgender women/girls) and 92.59 percent of stops of individuals perceived as cisgender men/boys were officer-initiated (3,620,307 of 3,909,918 stops of individuals perceived as cisgender men/boys). Alternatively, individuals perceived as transgender had the lowest rate of officer-initiated stops (77.01% or 4,583 of 5,951 stops of individuals perceived as transgender women/girls, and 81.87% or 8,019 of 9,795 stops of individuals perceived as transgender men/boys).

However, individuals perceived to be transgender had at least twice as high of a rate of calls for service (22.99% or 1,368 of 5,951 stops of perceived transgender women/girls, and 18.13% or 1,776 of 9,795 stops of perceived transgender men/boys), compared to nonbinary individuals (8.45%, or 2,645 of 31,285 stops), cisgender men/boys (7.41%, or 289,611 of 3,909,918 stops), and cisgender women/girls (6.71%, or 102,622 of 1,530,326 stops).

2. Mode of Transportation

Across all gender categories, vehicular stops were most common, followed by pedestrian stops, and then bicycle stops. Officers made vehicular stops most frequently in stops of individuals they perceived to be cisgender women/girls (89.68%, or 1,372,454 of 1,530,326 stops of individuals perceived as cisgender women/girls) and cisgender men/boys (85.57%, or 3,345,761of 3,909,918 stops of individuals perceived as cisgender men/boys), and least frequently in stops of individuals they perceived to be transgender women/girls (64.01% or 3,809 of 5,951 stops) and transgender men/boys (68.57% or 6,716 of 9,795 stops).

Officers reported stopping individuals they perceived to be transgender as pedestrians more frequently compared to the other genders. Officers reported 34.85 percent of stops of individuals perceived to be transgender women/girls (2,074 stops) and 29.98 percent of stops of individuals perceived to be transgender men/boys were pedestrians (2,937 stops). Officers stopped individuals they perceived to be cisgender women/girls (9.94% or 152,128 stops) and cisgender men/boys (12.98% or 507,664 stops) the least frequently as pedestrians.

Officers made bicycle stops the most often in stops of individuals they perceived to be transgender men/boys (1.45% or 142 stops) and cisgender men/boys (1.44% or 56,493 stops) and

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[34] Cisgender means a person whose gender identity and gender expression align with the person's assigned gender identity at birth, whereas transgender means a person whose gender identity and gender expression do not align with the gender assigned at birth. (Cal. Code Regs., tit. 11 § 999.226, subd. (a)(6)(B).)

[35] If an officer reports someone as nonbinary and another gender, they are counted as nonbinary.

least often in stops of individuals they perceived to be nonbinary (1.05%, or 330 of 31,285 stops) and cisgender women/girls (0.38% or 5,744 stops).

3. Reason for Stop

Across all genders, traffic violations were the most common reason for a stop, followed by reasonable suspicion that criminal activity may be occurring, and then other reasons. Officers stopped individuals perceived to be transgender about twice as often for reasonable suspicion compared to other genders. Officers reported that 25.37 percent of stops of individuals perceived to be transgender women/girls (1,510 of 5,951 stops of individuals perceived as transgender women/girls) and 21.88 percent of stops of individuals perceived to be transgender men/boys were for reasonable suspicion (2,143 of 9,795 stops of individuals perceived to be transgender men/boys). Individuals perceived to be cisgender were stopped least frequently for reasonable suspicion (7.44% or 113,889 of 1,530,324 stops of perceived cisgender women/girls, and 10.00% or 391,156 of 3,909,918 stops of perceived cisgender men/boys).

For all genders, officers stopped individuals for moving violations the most frequently, followed by equipment violations, and then non-moving violations. Officers stopped individuals perceived to be nonbinary and cisgender women/girls the most frequently, and individuals perceived to be transgender the least frequently for moving violations. Officers reported moving violations as the reason for 68.82 percent of traffic stops of individuals perceived to be nonbinary (18,206 of 26,453 traffic stops of individuals perceived as nonbinary) and 65.87 percent of stops of individuals perceived to be cisgender women/girls (895,819 of 1,359,999 traffic stops of individuals perceived as cisgender women/girls). Officers reported that 53.34 percent of stops of individuals perceived as transgender men/boys (3,493 of 6,549 traffic stops) and 55.76 percent of stops of individuals perceived as transgender women/girls were for moving violations (2,043 of 3,664 traffic stops).

Officers stopped individuals perceived to be transgender the most frequently for equipment violations (32.81% or 2,149 of 6,549 stops of perceived transgender men/boys, and 28.60% or 1,048 of 3,664 stops of perceived transgender women/girls) and least frequently for individuals they perceived to be cisgender women/girls (17.32%, or 235,572 of 1,359,999 stops) and nonbinary (22.27%, or 5,890 of 26,453 stops). Officers stopped individuals perceived to be cisgender women/girls (16.81%, or 228,608 of 1,359,999 stops) and cisgender men/boys (16.28%, or 544,049 of 3,341,138 stops) the most frequently for non-moving violations and individuals perceived to be nonbinary (8.91%, or 2,357 of 26,453 stops) and transgender men/boys (13.85%, or 907 of 6,549 stops) the least frequently.

4. Actions Taken During Stop

a. Action vs. No Action

Officers reported taking no action most often in stops of individuals perceived to be cisgender women/girls and nonbinary individuals. Officers reported taking no action in 83.81 percent of stops of individuals perceived to be cisgender women/girls (1,282,565 of 1,530,319 stops of individuals perceived to be cisgender women/girls) and 78.10 percent of stops of individuals perceived to be nonbinary (24,434 of 31,285 stops of individuals perceived as nonbinary). Officers reported taking no action least often in stops of individuals perceived to be transgender women/girls (59.17%, or 3,521 of 5,951 stops) and transgender men/boys (61.39%, or 6,013 of 9,795 stops).

b. Use of Force

Officers used force most frequently in stops of individuals perceived to be transgender and the least often in stops of individuals perceived to be cisgender women/girls and nonbinary. Officers used force in 21.06 percent of stops of individuals perceived to be transgender women/girls (1,253 of 5,951 stops of individuals perceived as transgender women/girls) and 20.75 percent of stops of individuals perceived to be transgender men/boys (2,032 of 9,795 stops of individuals perceived as transgender men/boys). Conversely, officers reported using force in 6.62 percent of stops of individuals perceived to be cisgender women/girls (101,347 of 1,530,323 stops) and 9.74 percent of stops of individuals perceived to be nonbinary (3,046 of 31,285 stops).

In 2025, officers reported using limited and less-lethal force more often in stops of individuals perceived to be transgender, compared to people perceived to be cisgender and nonbinary. Officers used limited force most often in stops of individuals they perceived as transgender women/girls (20.65% or 1,229 stops) and transgender men/boys (19.89% or 1,948 stops), and least often in stops of individuals they perceived as cisgender women/girls (6.45% or 98,655 stops) and nonbinary (9.39% or 2,939 stops). Officers used less-lethal force most often in stops of individuals perceived as transgender men/boys (0.86% or 84 stops) and transgender women/girls (0.39% or 23 stops), and least often in stops of cisgender women/girls (0.18% or 2,681 stops) and nonbinary (0.33% or 104 stops).

While officers reported few instances of lethal force, lethal force was reported most often in stops of individuals perceived to be transgender women/girls (0.02% or 1 stop) and nonbinary (0.01% or 3 stops). Officers reported 0 instances of lethal force in stops of individuals they perceived as transgender men/boys.

c. Top Four Actions During Stop

Officers reported the highest rates of detainment curbside or in a patrol car in stops of individuals they perceived to be transgender. Officers reported detainment curbside or in a patrol car in 21.31 percent of stops of individuals perceived to be transgender women/girls (1,268 of 5,951 stops of individuals perceived as transgender women/girls) and 18.33 percent of stops of individuals perceived to be transgender men/boys (1,795 of 9,795 stops of individuals perceived as transgender men/boys). Officers reported the lowest rate of detainment curbside or in a patrol car for individuals perceived to be cisgender women/girls (8.34%, or 127,606 of 1,530,317 stops) and cisgender men/boys (11.45%, or 447,664 of 3,909,904 stops).

Officers reported the highest rates of searches in stops of individuals they perceived to be transgender women/girls (16.72%, or 995 of 5,951 stops) and transgender men/boys (15.25%, or 1,494 of 9,795 stops). Officers reported the lowest rates of searches in stops of individuals they perceived to be cisgender women/girls (5.98%, or 91,528 of 1,530,317 stops) and nonbinary (8.46%, or 2,646 of 31,285 stops).

Officers reported the highest rates of handcuffing in stops of individuals they perceived to be transgender women/girls (20.79%, or 1,237 of 5,951 stops) and transgender men/boys (20.22%, or 1,981 of 9,795 stops). Officers reported the lowest rates of handcuffing in stops of individuals they perceived to be cisgender women/girls (6.43%, or 98,341 of 1,503,323 stops) and nonbinary (9.21%, or 2,882 of 31,285 stops).

Officers reported the highest rates of asking about parole status in stops of transgender women/girls (5.41%, or 322 of 5,951 stops) and transgender men/boys (5.14%, or 503 of 9,795 stops). Officers reported the lowest rates of asking about parole status in stops of individuals perceived to be cisgender women/girls (2.38%, or 36,466 of 1,530,317 stops) and nonbinary (2.87%, or 897 of 31,285 stops).

d. Average Number of Actions

Officers took the highest average number of actions in stops of individuals perceived to be transgender. Officers reported taking an average of 1.04 actions (SD= 1.68, range= 0-12 actions) in stops of individuals perceived to be transgender women/girls, and 1.00 actions (SD= 1.68, range= 0-13) in stops of individuals perceived to be transgender men/boys. The lowest number of actions were reported in stops of individuals perceived to be cisgender women/girls (0.39, SD= 1.13, range= 0-16) and nonbinary (0.54, SD= 1.37, range= 0-16).

5. Search and Discovery

a. Search and Discovery

Officers searched[36] individuals they perceived to be transgender most frequently, and individuals they perceived to be cisgender women/girls and nonbinary least frequently. Officers searched individuals in 13.28 percent of stops of individuals perceived to be transgender women/girls (790 searches of 5,951 stops of individuals perceived as transgender women/girls) and 11.73 percent of stops of individuals perceived to be transgender men/boys (1,149 searches of 9,795 stops of individuals perceived as transgender men/boys). Conversely, officers conducted searches in 5.13 percent of stops of individuals they perceived to be cisgender women/girls (78,461 of 1,530,317 stops) and 7.08 percent of stops of individuals they perceived to be nonbinary (2,216 of 31,285 stops).

Officers discovered evidence/contraband most frequently in searches of transgender individuals (28.99%, or 229 of 790 searches of individuals perceived to be transgender women/girls and 28.89%, or 332 of 1,149 searches of individuals perceived to be transgender men/boys) and least frequently in searches of cisgender individuals (25.44%, or 19,963 of 78,461 searches of individuals perceived to be cisgender women/girls and 26.60%, or 86,575 of 325,446 searches of individuals perceived to be cisgender men/boys).

b. *Terry* Frisk and Discovery

Officers conducted *Terry* frisks of individuals perceived to be transgender most frequently, and individuals perceived to be nonbinary and cisgender women/girls least frequently. Officers *Terry* frisked in 3.84 percent of stops of individuals perceived to be transgender men/boys (376 of 9,795 stops of individuals perceived as transgender men/boys) and 3.06 percent of stops of individuals perceived to be transgender women/girls (182 of 5,951 stops of individuals perceived as transgender women/girls). Conversely, officers reported frisking in 0.82 percent of stops of individuals perceived to be nonbinary (255 of 31,285 stops) and 0.83 percent of stops of individuals perceived to be cisgender women/girls (0.83%, or 12,692 of 1,530,317 stops).

Officers reported the highest discovery rates in *Terry* frisks of individuals perceived as nonbinary (13.33%, or 34 of 255 frisks) and cisgender men/boys (12.00%, or 10,573 of 88,108 frisks), and the lowest discovery rates in *Terry* frisks of individuals perceived as transgender women/girls (9.34%, or 17 of 182 frisks) and cisgender women/girls (9.75%, or 1,238 of 12,692 frisks).

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[36] Search rates only include stops involving searches of a person or property, but not *Terry* frisks. *Terry* frisk rates only include stops involving *Terry* frisks, not searches of person or property.

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c. Consent Inquiries

Officers asked for consent to search most frequently in stops of individuals perceived to be transgender. Officers asked for consent to search in 5.29 percent of stops of individuals perceived to be transgender men/boys (518 of 9,795 stops of individuals perceived as transgender men/boys) and 4.92 percent of stops of individuals perceived to be transgender women/girls (293 of 5,951 stops of individuals perceived as transgender women/girls). Officers asked for consent to search least often in stops of individuals perceived to be cisgender women/girls (1.76%, or 26,924 of 1,530,317 stops) and nonbinary (3.07%, or 961 of 31,285 stops).

Of those who consented, officers searched individuals they perceived to be nonbinary (85.60%, or 660 of 771 stops) and cisgender women/girls (82.54%, or 18,280 of 22,146 stops) most often, and individuals they perceived to be transgender men/boys (75.48%, or 314 of 416 stops) and transgender women/girls (79.32%, or 188 of 237 stops) least often. Of those that did not consent, officers searched individuals they perceived to be nonbinary (75.79%, or 144 of 190 searches) and cisgender women/girls (62.68%, or 2,995 of 4,778 stops) most often, and individuals they perceived to be transgender men/boys (59.80%, or 61 of 102 stops) and transgender women/girls (57.14%, or 32 of 56 stops) least often.

d. Consent Searches and Discovery

Officers performed searches where consent was the only basis for search most frequently in stops of individuals they perceived as cisgender men/boys. Officers performed searches where consent was the only basis in 13.99 percent of searches of individuals perceived as cisgender men/boys (58,451 of 417,770 searches of individuals perceived as cisgender men/boys) and 11.45 percent of searches of individuals perceived as transgender men/boys (171 of 1,494 searches of individuals perceived as transgender men/boys). Officers performed searches where consent was the only basis for search least frequently in stops of individuals they perceived as nonbinary (9.45% of searches, or 250 of 2,646 searches) and cisgender women/girls (10.97% of searches, or 10,043 of 91,528 searches).

Officers reported the highest discovery rates in consent searches of individuals they perceived to be transgender women/girls (33.93%, or 38 of 112 searches) and cisgender women/girls (21.98%, or 2,207 of 10,043 searches). Officers reported the lowest discovery rates in consent searches of individuals they perceived to be nonbinary (13.60%, or 34 of 250 searches) and transgender men/boys (17.54%, or 30 of 171 searches).

6. Results of Stop

Officers reported taking no action most frequently in stops of individuals perceived to be transgender men/boys and nonbinary, and least often in stops of individuals perceived to be cisgender. Officers took no action in 13.15 percent of stops of individuals perceived to be transgender men/boys (1,288 of 9,795 stops of individuals perceived to be transgender men/boys) and 10.51 percent of stops of individuals perceived to be nonbinary (3,288 of 31,285 stops of individuals perceived to be nonbinary). Alternatively, officers took no action least often in 4.27 percent of stops of individuals perceived to be cisgender women/girls (65,305 of 1,530,323 stops) and 5.22 percent of stops of individuals perceived to be cisgender men/boys (203,977 of 3,909,915 stops).

Among individuals perceived to be cisgender and nonbinary, officers issued a citation at the highest rate, followed by warning, and then arrest. For individuals perceived to be transgender, officers reported warnings as the most common result of stop, followed by arrest for transgender

women/girls (24.16%, or 1,438 of 5,951 stops) and citation for transgender men/boys (25.27%, or 2,475 of 9,795 stops.[37]

C. Age

Most individuals stopped in 2025 were perceived to be between 25-34 years old (30.11% or 1,652,038 stops), followed by 35-44 (25.01% or 1,372,161 stops), and 45-54 (15.88% or 871,206 stops). Officers stopped youth perceived as 1-9 years old (0.07% or 4,005 stops), 10-14 (0.23% or 12,879 stops), and 15-17 (1.28% or 70,253 stops) least frequently. Other perceived age categories were 18-24 (14.71% or 806,975 stops), 55-64 years (8.34% or 457,409 stops), and 65+ years (4.38% or 240,349 stops).

1. Officer-Initiated Stops and Calls for Service

Among all age groups, officer-initiated stops were far more common than calls for service. However, youth perceived to be 10-14 and 15-17 had the highest rates of calls for service. Officers reported 41.80 percent of stops of youth perceived to be 10-14 (5,383 of 12,879 total stops of youth perceived to be aged 10-14) and 20.82 percent of stops of youth perceived to be 15-17 were calls for service (14,627 of 70,253 stops of youth perceived as aged 15-17). Individuals perceived to be 18-24 (5.27%, or 42,499 of 806,975 stops) and 65+ years (5.45%, or 13,094 of 240,349 stops) had the lowest rates of stops initiated by a call for service. Individuals perceived to be 18-24 (94.73% or 764,476 stops) and 65+ years (94.55% or 227,255 stops) had the highest rates of officer-initiated stops and youth perceived to be 10-14 (58.20% or 7,496 stops) and 15-17 years (79.18% or 55,626 stops) had the lowest rates of officer-initiated stops.

2. Mode of Transportation

Across all ages except 10-14 years old, vehicular stops were most common, followed by pedestrian stops, and then bicycle stops. Officers made vehicle stops most frequently in stops of individuals perceived to be 18-24 (91.89%, or 741,534 of 806,975 stops of individuals perceived as 18-24) and 65+ (91.12%, or 218,999 of 240,349 stops of individuals perceived as 65+) and least frequently in stops of individuals they perceived to be 10-14 (31.11%, or 4,007 of 12,879 stops of individuals perceived as 10-14) and 15-17 years old (64.58%, or 45,369 of 70,253 stops of individuals perceived as ages 15-17).

Officers stopped individuals perceived to be 10-14 and 15-17 years old as pedestrians most frequently, and 18-24 and 65+ year olds least frequently. Officers reported 56.95 percent of stops of individuals perceived to be 10-14 (7,334 stops) and 31.49 percent of stops of individuals perceived to be 15-17 years old were pedestrian stops (22,121 stops). Conversely, officers reported 7.46 percent of stops of individuals perceived to be 18-24 (60,213 stops) and 8.42 percent of stops of individuals perceived to be 65+ years old were pedestrian stops (20,241 stops).

Officers stopped individuals perceived to be 10-14 (11.94% or 1,538 stops) and 15-17 -year-olds (3.93% or 2,763 stops) most frequently in bicycle stops and individuals perceived to be 65+ (0.46% or 1,109 stops) and 18-24 years old (0.65% or 5,228 stops) least frequently in bicycle stops, compared to other age groups.

[37] Please see Table X in Appendix XX for more detailed counts and percentages.

3. Reason for Stop

For all age groups—except youth perceived to be 10-14 years old—traffic violations were the most common reason for stop,[38] [39] followed by reasonable suspicion, and then other reasons. Officers reported the highest reasonable suspicion stop rates for youth perceived to be 10-14 and 15-17. Officers reported 31.66 percent of stops of youth perceived to be 10-14 (4,077 of 12,879 stops of youth perceived to be aged 10-14) and 23.50 percent of stops of youth perceived to be 15-17 were based on reasonable suspicion (16,508 of 70,253 stops of youth perceived to be aged 15-17). Officers stopped individuals perceived to be 65+ (5.92%, or 14,238 of 240,349 stops) and 18-24 (6.94%, or 55,970 of 806,974 stops) least often for reasonable suspicion compared to the other age groups.

Moving violations were the most frequent type of traffic violation for all age groups. Officers stopped individuals perceived to be 65+ (72.74%, or 158,914 of 218,483 stops) and youth perceived to be 15-17 years old (68.27%, or 31,023 of 45,443 stops) most frequently, and youth perceived to be 1-9 (55.66%, or 1,829 of 3,286 stops) and 10-14 years old (59.09%, or 3,056 of 5,172 stops) were stopped the least frequently for moving violations. For all age groups except those perceived to be 65+ years old, equipment violations were the second most common traffic violation, followed by non-moving violations. Officers stopped youth perceived to be 1-9 (33.57%, or 1,103 of 3,286 stops) and 10-14 years old (27.82%, or 1,439 of 5,172 stops) the most frequently, and individuals perceived to be 65+ (13.30%, or 29,066 of 218,483 stops) and 55-64 years old (17.96%, or 71,783 of 399,788 stops) the least frequently for equipment violations. Officers stopped individuals perceived to be 35-44 (18.22%, or 209,955 of 1,152,627 stops) and 45-54 years old (17.42%, or 129,997 of 746,256 stops) the most frequently, and youth perceived to be 15-17 (10.46%, or 4,755 of 45,443 stops) and 1-9 years old (10.77%, or 354 of 3,286 stops) the least frequently for non-moving violations.

4. Actions Taken During Stop

a. Action vs. No Action

Officers reported taking no action least frequently in stops involving youth perceived to be 10-14 and 15-17, and most often in stops involving individuals perceived as 65+ and 55-64 years old. Officers reported taking no action in 48.88 percent of stops of youth perceived to be 10-14 (6,295 of 12,879 stops of youth perceived to be 10-14) and 59.04 percent of stops of youth perceived to be 15-17 (41,475 of 70,253 stops of youth perceived to be 15-17). Officers took no action most often in stops involving individuals perceived to be 65+ (88.34%, or 212,325 of 240,349 stops) and 55-64 years old (83.51%, or 381,959 of 457,408 stops).

b. Use of Force

Officers used any type of force most often in stops of youth perceived to be 10-14 and 15-17 years old, and the least often in stops of individuals they perceived to be 65+ and 1-9 years old. Officers reported using any type of force in 21.67 percent of stops of youth perceived to be 10-14 years old (2,791 of 12,879 stops of youth perceived as 10-14) and 20.37 percent of stops of youth perceived to be 15-17 years old (14,314 of 70,253 stops of youth perceived as 15-17).

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[38] A small child may be the subject of a traffic stop report in some circumstances. For example, if an officer stops a vehicle and orders all occupants, including children, to exit the vehicle and sit on the curb, the officer would generally report the stop of the small child. See Cal. Code Regs. tit. 11, § 999.227, subd. (b)(1)(B).

[39] 38.28%, 1,258 traffic violation stops involving a 1-9 year old also involved an adult. 20.19%, 1,044 traffic violation stops involving a 10-14 year old also involved an adult.

Conversely, officers reported using force in 4.32 percent of stops of individuals they perceived to be 65+ (10,378 of 240,349 stops) and 4.87 percent of stops of youth perceived to be 1-9 years old (195 of 4,005 stops).

Among all age groups, officers used limited force most frequently in stops of youth perceived to be 10-14 (20.86% or 2,686 stops) and 15-17 (19.21% or 13,494 stops), and least frequently in stops of individuals perceived to be 65+ (4.20% or 10,103 stops) and 1-9 (4.74% or 190 stops). Officers used less-lethal force most frequently in stops of youth they perceived as 15-17 (1.16% or 818 stops) and 10-14 (0.82% or 105 stops), and least frequently in stops of individuals perceived to be 65+ (0.11% or 271 stops) and 1-9 (0.12% or 5 stops).

Officers reported few instances of lethal force (<0.01%, or 111 of 5,487,271 stops) for all age groups. Officers reported 0 instances of lethal force in stops of youth perceived to be 1-9 and 10-14 years old.

c. Force by Perceived Youth and Race

The Board previously examined the policing of youth in depth in the 2025 Report.[40] This year, the Board examines the intersection of perceived race, age, and reported use of force. This year's findings indicate that use of force in stops of youth differs by perceived race and ethnicity more than it differs by age. Officers reported force in stops of youth perceived to be Black or Native American at several times the rate of stops of youth perceived to be White, Asian, or Middle/Eastern South Asian.

Across all perceived races/ethnicities and age groups, officers were most likely to report use of force during stops of youth perceived to be Black 15-17 -year-olds and Native American 10-14 -year-olds. Officers used force in 39.08 percent of all stops of Black 15-17 -year-olds (3,351 of 8,574 stops of individuals perceived as Black and 15-17 years old) and in 37.21 percent of all stops of Native American 10-14 -year-olds (16 of 43 stops of individuals perceived as Native American 10-14 -year-olds). Conversely, officers reported the smallest rates of force during stops of youth perceived to be Native American and Middle Eastern/South Asian 1-9 -year-olds. Officers reported three instances of force involving Middle Eastern/South Asian 1-9 -year-olds (1.56% of 192 Middle Eastern/Asian 1-9 -year-old stops) and zero involving Native American 1-9 year olds (9 stops). Limited force is the most common level of force among all perceived racial/ethnic groups and all age groups under 25, and lethal force is the least common. The following paragraphs describe patterns in the use of force for each age group under 25: 1-9, 10-14, 15-17, and 18-24 years old.

(1) Use of Force in Stops of Individuals Perceived as 1-9 Years Old

Officers used any level of force in at least one stop involving youth perceived as 1-9 years old among all perceived racial/ethnic groups, except for Native American youth. Among youth perceived as 1-9 years old, officers reported using the highest rates of any level of force during stops of youth perceived as Black, Pacific Islander, and Hispanic/Latine(x). Officers used force in 10.57 percent of stops of youth perceived as 1-9 years old and Black (52 out 492 stops of individuals perceived as Black 1-9 -year-olds), 4.76 percent of stops of youth perceived as 1-9 years old and Pacific Islander (one of 21 stops of individuals perceived as Pacific Islander 1-9 -year-olds), and 4.61 percent of stops of youth perceived as 1-9 years old and Hispanic/Latine(x)

[40] See Racial and Identity Profiling Advisory Board, *Annual Report* (2025), pp. 47–49 <https://oag.ca.gov/system/files/media/ ripa-board-report-2025.pdf> [as of XX, 2025].

(87 of 1,886 stops). Conversely, officers reported the lowest rates of force during stops of youth perceived as aged 1-9 and Asian (2.73%, or 8 of 293 stops), Middle Eastern/South Asian (1.56%, or 3 of 192 stops), and Native American (0.00%, or 0 of 9 stops).

Officers used limited force most often during stops involving youth perceived as Black (10.37%, or 51 of 492 stops), Pacific Islander (4.76%, or 1 of 21 stops), and Hispanic/Latine(x) (4.61%, or 87 of 1,886 stops) 1-9 -year-olds. Officers reported using limited force least often during stops involving youth perceived as Asian (2.73%, or 8 of 293 stops), Middle Eastern/South Asian (1.56%, or 3 of 192 stops), and Native American (0.00%, or 0 of 9 stops) 1-9 -year-olds.

Less lethal force was deployed in three stops involving youth perceived as Black 1-9 -year-olds (0.61% of 492 stops) and two stops involving youth perceived as White 1-9 year olds (0.19% of 1,031 stops), while it was not used during any stops involving the other perceived racial/ethnic groups among youth perceived as 1-9 years old. Officers did not use lethal force in stops of youth perceived as 1-9 years old.

(2) Use of Force in Stops of Individuals Perceived as 10-14 Years Old

Officers used force at the highest rates for youth perceived as 10-14 years old compared to all perceived age groups younger than 25. Officers reported using force in 21.67 percent of stops involve a youth perceived to be 10-14 years old (2,791 of 12,879 stops). Among stops of individuals perceived as 10-14 years old, officers used force during stops of youth perceived as Native American and Black at disproportionately higher rates compared to other racial/ethnic groups. Officers used force in 37.21 percent (16 of 43 stops) of individuals perceived as 10-14 years old and Native American and in 34.92 percent (806 of 2,308 stops) of individuals perceived as 10-14 years old and Black. Alternatively, officers used force least often during stops of youth perceived as White (12.80%, or 506 of 3,954 stops), Middle Eastern/South Asian (10.49%, or 34 of 324 stops), and Asian (10.06%, or 51 of 507 stops).

Limited force was the most common level of force used during stops involving all perceived racial/ethnic groups among youth perceived as 10-14 years old. Officers used limited force most often during stops involving youth perceived as Native American (37.21%, or 16 of 43 stops) and Black (34.84, or 804 of 2,308 stops) 10-14 -year-olds.

Officers used less lethal force at the highest rates in stops involving youth perceived as Black (1.26%, or 29 of 2,308 stops), Hispanic/Latine(x) (1.05%, or 57 stops of 5,428 stops), and Multiracial (0.82%, or 2 of 244 stops) 10-14 -year-olds, while less lethal force was not deployed during stops of youth perceived as Middle Eastern/South Asian, Native American, or Pacific Islander 10-14 -year-olds. Officers reported the lowest rates of less lethal force during stops of youth perceived as Asian (0.39% or 2 stops) 10-14 -year-olds. Officers did not use lethal force during any stop involving youth perceived as 10-14 years old.

DRAFT REPORT – PENDING EDITING AND REVIEW

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(3) Use of Force in Stops of Individuals Perceived as 15-17 Years Old

Among stops of youth perceived as 15 to 17 years old, force reported during a stop ranged from 39.08% for Black youth to 6.49% for Middle Eastern/South Asian youth. Among youth perceived to be 10 to 14, the rates were 37.21% for Native American youth, 34.92% for Black youth, and 10.06% for Asian youth.

Officers used force during stops of youth perceived as 15-17 years old nearly as often as during stops of youth perceived as 10-14 years old. Officers used force in 20.37 percent of all stops of individuals perceived as 15-17 -year-olds (14,314 of 70,253 stops of individuals perceived as 15-17 years old). Among youth perceived as 15-17 years old, officers used any level of force at the highest rates in stops of youth perceived as Black, Native American, and Hispanic/Latine(x). Officers used force in 39.08 percent (3,351 of 8,574 stops) of stops of individuals perceived as 15-17 years old and Black, in 27.27 percent of stops (51 of 187 stops) of individuals perceived as 15-17 years old and Native American, and in 27.10 percent (8,453 of 31,188 stops) of individuals perceived as 15-17 years old and Hispanic/Latine(x). Officers used force during stops of youth perceived as White (7.87%, or 1,913 of 24,302 stops), Asian (7.10%, or 167 of 2,352 stops), and Middle Eastern/South Asian (6.49%, or 159 of 2,449 stops) 15-17 -year-olds at the lowest rates among their respective age group.

Limited force was the most common level of force used by officers among all perceived racial/ethnic groups aged 15-17. Officers used limited force the most often in stops involving youth perceived as Black (38.85%, or 3,331 of 8,574 stops), Native American (27.27%, or 51 of 187 stops), and Hispanic/Latine(x) (26.91%, or 8,393 of 31,188 stops) 15-17 -year-olds. Alternatively, officers reported using limited force at the lowest rates during stops of youth perceived as White (7.79%, or 1,894 of 24,302 stops), Asian (7.06%, or 166 of 2,352 stops), Middle Eastern/South Asian (6.33%, or 155 of 2,449 stops), 15-17 -year-olds.

Officers reported the highest rates of less lethal force in stops involving youth perceived as Black (2.67%, or 229 of 8,574 stops), Multiracial (1.56%, or 14 of 899 stops), and Hispanic/Latine(x) (1.48%, or 463 of 31,188 stops) 15-17 -year-olds. Officers reported the lowest rates of less lethal force in stops of youth perceived as Middle Eastern/South Asian (0.41%, or 10 of 2,449 stops), White (0.39%, or 95 of 24,302 stops), and Asian (0.17%, or 4 of 2,352 stops), 15-17 -year-olds.

Officers reported using lethal force during two stops involving youth perceived as Hispanic/Latine(x) 15-17 -year-olds (0.01%) but did not report using lethal force during stops of any other perceived racial/ethnic group among youth perceived as 15-17 years old.

(4) Use of Force in Stops of Individuals Perceived as 18-24 Years Old

Among individuals perceived as 18-24 -year-olds, officers reported using any level of force most frequently in stops of individuals perceived as Black, Native American, and Hispanic/Latine(x). Officers used force in 16.87 percent of stops of individuals perceived as 18-24 and Black (14,454 of 85,684 stops of individuals perceived as Black 18-24 -year-olds), 15.07 percent of individuals perceived as 18-24 and Native American (276 of 1,831 stops of individuals perceived as Native American 18-24 -year-olds), and 10.01 percent of stops of individuals perceived as 18-24 and Hispanic/Latine(x) (41,605 of 415,569 stops). Officers reported the lowest use of force rates during stops of those perceived as Asian (2.70%, or 1,151 of 42,619 stops) and Middle Eastern/South Asian (2.68%, or 1,110 of 41,434 stops) 18-24 -year-olds.

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Officers reported the highest rates of limited force during stops of individuals perceived as Black (16.77%, or 14,370 of 85,684 stops) and Native American (14.96%, or 274 of 1,831 stops). Alternatively, officers reported the lowest rates of limited force for stops of individuals perceived as Asian (2.67%, or 1,136 of 42,619 stops) and Middle Eastern/South Asian (2.65%, or 1,098 of 41,434 stops) 18-24 -year-olds.

Officers reported the highest rates of less lethal force in stops involving individuals perceived as Black (0.86% or 736 stops), Native American (0.55% or 10 stops), and Multiracial (0.48% or 47 of 9,855 stops) 18-24 -year-olds. Officers reported the lowest rates of less lethal force during stops of individuals perceived as White (0.16%, or 332 of 206,092 stops) and Middle Eastern/South Asian (0.12%, or 50 of 41,434 stops) 18-24 years old.

While lethal force is rare, officers used lethal force in stops among individuals perceived as 18-24 years old that involved individuals perceived as Black (0.01%, or 6 of 85,684 stops), Hispanic/ Latine(x) (<0.01%, or 4 of 415,569 stops), Middle Eastern/South Asian (<0.01%, or 1 of 41,434 stops), and White (<0.01%, or 1 of 206,092 stops).

d. Top Four Actions During Stop

Officers reported the highest rates of detainment curbside or in a patrol car in stops of youth perceived to be 10-14 and 15-17 years old. Officers reported detainment curbside or in a patrol car in 28.60 percent of stops of youth perceived to be 10-14 (3,684 of 12,879 stops of youth perceived as 10-14) and 21.00 percent of stops of youth perceived to be 15-17 years old (14,755 of 70,253 stops of youth perceived as 15-17). Officers reported the lowest rates of detainment curbside or in a patrol car of individuals perceived to be 65+ (5.90%, or 14,178 of 240,349 stops) and 55-64 years old (8.61%, or 39,364 of 457,408 stops).

41.80% of stops of perceived 10-to-14 year-olds were calls for service and 31.66% were based on reasonable suspicion, compared with 7.25% and 9.32% of all stops. Those kinds of stops typically involve different types of actions than traffic stops, which may partly explain the differences in the type of actions reported.

Officers reported the highest rates of searches in stops of youth perceived to be 10-14 (16.83% or 2,167 stops) and 15-17 years old (15.07% or 10,586 stops). Officers reported the lowest rates of searches in stops of individuals perceived to be 65+ years old (4.29% or 10,307 stops) and youth they perceived to be 1-9 (5.57%, or 223 of 4,005 stops).

Officers reported the highest rates of handcuffing in stops of youth perceived to be 10-14 (20.93% or 2,695 stops) and 15-17 years old (19.59% or 13,764 stops). Officers reported the lowest rates of handcuffing in stops of youth they perceived to be 1-9 (4.04% or 162 stops) and individuals perceived to be 65+ years old (4.19% or 10,076 stops).

Officers asked parole status most frequently in stops of individuals perceived to be 35-44 (4.29%, or 58,798 of 1,372,158 stops) and 15-17 years old (4.13% or 2,899 stops). Officers asked about parole status least frequently in stops of individuals perceived to be 65+ (1.50% or 3,609 stops) and youth perceived to be 10-14 (2.08% or 268 stops).

e. Average Number of Actions

Officers took the highest average number of actions in stops of youth perceived to be 10-14 and 15-17 years old, and the lowest number of actions in stops of individuals perceived to be 65+ and 1-9 years old. Officers reported taking an average of 1.09 actions (SD= 1.48, range= 0-17 actions) in stops of individuals perceived to be 10-14 years old and an average of 1.06 actions (SD= 1.70, range= 0-18) in stops of individuals perceived to be 15-17 years old. Officers

reported the lowest average number of actions in stops of individuals perceived to be 65+ years old, at 0.27 actions (SD= 0.93, range= 0-15), and an average number of 0.37 actions (SD= 0.97, range= 0-9) in stops of youth perceived to be 1-9 years old.

5. Search and Discovery

a. Search and Discovery

Officers searched[41] individuals they perceived as 10-14 and 15-17 years old most frequently, and individuals they perceived as 65+ and 1-9 years old least frequently. Officers reported conducting searches in 13.22 percent of stops of youth perceived to be 10-14 (1,703 of 12,879 stops of youth perceived as 10-14) and 10.97 percent of stops of youth perceived to be 15-17 years old (7,709 of 70,253 stops of youth perceived as 15-17). Conversely, officers reported conducting searches in 3.63 percent of stops of individuals they perceived as 65+ (8,727 of 240,349 stops) and 4.57 percent of stops of youth perceived to be 1-9 years old (183 of 4,005 stops). Officers discovered evidence/contraband most frequently in searches of individuals they perceived to be 45-54 (29.06%, or 18,877 of 64,966 searches) and 15-17 year olds (28.71%, or 2,213 of 7,709 searches), and least frequently in searches of individuals they perceived to be 18-24 (21.15%, or 9,777 of 46,219 searches) and 65+ years old (23.39%, or 2,041 of 8,727 searches).

b. *Terry* Frisk and Discovery

Officers conducted *Terry* frisks of individuals perceived to be 15-17 and 10-14 years old most frequently, and individuals they perceived as 65+ and 55-64 years old least frequently. Officers reported *Terry* frisking in 8.10 percent of stops of youth perceived to be 15-17 (5,691 of 70,253 stops of youth perceived as 15-17) and 7.17 percent of stops of youth perceived to be 10-14 years old (924 of 12,879 stops of youth perceived as 10-14). Conversely, officers reported frisks in 0.54 percent of stops of individuals they perceived as 65+ (1,288 of 240,349 stops) and 0.93 percent of stops of individuals perceived to be 55-64 years old (4,234 of 457,408 stops). Officers reported the highest discovery rates in *Terry* frisks of individuals they perceived as 18-24 (13.18%, or 2,711 of 20,566 frisks) and 25-34 years old (12.86%, or 4,433 of 34,477 frisks), and the lowest discovery rates in *Terry* frisks of individuals they perceived as 65+ (7.22%, or 93 of 1,288 frisks) and 10-14 years old (8.33%, or 77 of 924 frisks).

c. Consent Inquiries

Officers asked for consent to search most frequently in stops of individuals they perceived to be 10-14 and 15-17 years old, and least frequently in stops of individuals they perceived to be 65+, 55-64, and 1-9 years old. Officers asked for consent to search in 4.52 percent of stops of youth perceived as 10-14 (582 of 12,879 stops of youth perceived as 10-14) and 4.37 percent of stops of youth perceived to be 15-17 years old (3,069 of 70,253 stops of youth perceived as 15-17). Conversely, officers reported asking for consent to search least frequently in 1.24 percent of stops of individuals they perceived to be 65+ (2,991 of 240,349 stops), 2.32 percent of stops of individuals perceived to be 55-64 (10,600 of 457,408 stops), and 2.32 percent of stops of youth perceived as 1-9 (93 of 4,005 stops).

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[41] Search rates only include stops involving searches of a person or property, but not *Terry* frisks. *Terry* frisk rates only include stops involving *Terry* frisks, not searches of person or property.

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Of those that consented to search, officers searched individuals they perceived to be 1-9 (84.71%, or 72 of 85 stops) and 55-64 years old (84.70%, or 7,359 of 8,688 stops) most often, and individuals they perceived to be 10-14 (75.05%, or 364 of 485 stops) and 15-17 years old (77.76%, or 1,976 of 2,541 stops) least often. Of those that did not consent to search, officers searched individuals they perceived to be 1-9 (75.00%, or 6 of 8 stops) and 10-14 (71.13%, or 69 of 97 stops) most often and individuals they perceived to be 18-24 (57.44%, or 1,733 of 3,017 stops) and 45-54 years old (60.49%, or 2,906 of 4,804 stops) least often.

d. Consent Searches and Discovery

Officers performed searches where consent was the sole basis for search most frequently in stops of individuals perceived to be 1-9 and 45-54 years old. Officers reported 19.28 percent of searches of youth perceived to be 1-9 (43 of 223 searches of youth perceived to be 1-9) and 14.69 percent of searches of individuals perceived to be 45-54 years old were solely based on consent (11,549 of 78,592 searches of individuals perceived to be 45-54). Officers performed searches where consent was the sole basis for search least frequently in stops of individuals perceived to be 10-14 (7.71% of searches, or 167 of 2,167 searches) and 15-17 year olds (10.06% of searches, or 1,065 of 10,586 searches).

Officers reported the highest discovery rates in consent searches of individuals they perceived to be 10-14 (23.35%, or 39 of 167 searches) and 55-64 years old (21.55%, or 892 of 4,139 searches). Officers reported the lowest discovery rates in consent searches of individuals they perceived to be 1-9 (11.63%, or 5 of 43 searches) and 18-24 years old (12.11%, or 1,035 of 8,544 searches).

6. Results of Stop

Officers reported taking no action most frequently in stops of youth perceived to be 1-9 and 10-14, and least often in stops of individuals perceived to be 65+ and 55-64 years old. Officers reported taking no action in 27.34 percent of stops of youth perceived to be 1-9 (1,095 of 4,005 stops of youth perceived to be 1-9) and 10.84 percent of stops of youth perceived to be 10-14 years old (1,396 of 12,879 stops of youth perceived to be 10-14). Conversely, officers took no action least often in 3.03 percent of stops of individuals perceived to be 65+ (7,290 of 240,349 stops) and 3.68 percent of stops of individuals perceived to be 55-64 (16,846 of 457,409 stops).

For youth perceived to be 1-9 and 15-17, the most common result of stop reported was warning (33.28%, or 1,333 of 4,005 stops of 1-9 year olds and 33.53%, or 23,556 of 70,253 stops of 15-17 year olds), followed by citation (29.24%, or 1,171 stops of 1-9 year olds and 33.18%, or 23,311 stops of 15-17 year olds), and then arrest (5.52%, or 221 stops of 1-9 year olds and 15.85%, or 11,135 stops of 15-17 year olds). For youth perceived to be 10-14, officers reported warning as the most common result of stop (28.44%, or 3,663 of 12,879 stops), followed by arrest (20.85% or 2,685 stops), and then citation (16.93% or 2,181 stops). For individuals perceived to be 18 and older, officers reported citations as the most common result of stop, followed by warning, and then arrest.

D. Disability Status

Officers reported that they perceived stopped individuals to have a disability in 0.83 percent (45,426 stops) of all stops in 2025. This is a lower proportion of stops and total amount of stops of persons perceived to have disabilities than in 2024, when the proportion was 1.04 percent stops and 52,651 stops. Of those stops, the most commonly perceived disability was mental

health (60.64% of stops with a perceived disability or 27,548 stops), followed by "other"[42] (13.52% or 6,143 stops), speech impairment (8.65% or 3,928 stops), deafness (5.57% or 2,529 stops), multiple disabilities (6.00% or 2,727 stops), developmental (3.77% or 1,714 stops), blindness (1.80% or 817 stops), and hyperactivity (0.04% or 20 stops).

1. Officer-Initiated Stops and Calls for Service

For all demographic groups, with the exception of perceived disability status, the majority of stops in 2025 were reported to be officer-initiated. The majority of stops of individuals perceived to have a disability were calls for service, while the opposite was true for individuals perceived to have no disability. Officers reported that 57.49 percent of stops of individuals perceived to have a disability (26,116 of 45,426 stops of individuals perceived to have a disability) and 6.83 percent of stops of individuals perceived to have no disability were calls for service (371,906 of 5,441,849 stops of individuals perceived to have no disability.

2. Mode of Transportation

Officers reported that 74.50 percent of stops of individuals perceived to have a disability were pedestrian stops (33,841 of 45,426 stops of individuals perceived to have a disability), 24.64 percent were vehicular stops (11,194 stops), and 0.86 percent were bicycle stops (391 stops). Officers stopped individuals perceived as having no disability most frequently in vehicular stops (87.18%, or 4,744,280 of 5,441,849 stops), followed by pedestrian stops (11.67% or 635,183 stops), and then bicycle stops (1.15% or 62,386 stops).

3. Reason for Stop

Officers reported that 86.86 percent of stops of individuals without a perceived disability were for traffic violations (4,726,801 of 5,441,848 stops of individuals perceived to have no disability), 9.09 percent were for reasonable suspicion (494,922 stops), and 4.05 percent were for other reasons (220,125 stops). For individuals perceived to have a disability, officers reported other reasons as the most common reason for stop (38.97%, or 17,702 of 45,425 stops)[43], followed by reasonable suspicion (36.81% or 16,721 stops), and then traffic violations (24.22% or 11,002 stops). With respect to traffic violation stops, officers reported similar patterns for both groups in equipment violations, moving violations, and non-moving violations.

4. Actions Taken During Stop

a. Action vs. No Action

Officers took no action more than twice as often in stops of individuals they perceived to have a disability compared to individuals without a perceived disability. Officers reported taking no action in 78.91 percent of stops of individuals perceived to have no disability (4,294,064 of 5,441,830 stops of individuals perceived to have no disability), compared to taking no action in 32.24 percent of stops of individuals perceived to have a disability (14,643 of 45,423 stops of individuals perceived to have a disability).

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[42] The "other disability" category allows an officer to report they perceived a disability not within one of the discrete categories.

[43] See the first subheading for Reason for Stop for a list of "other" reasons.

b. Use of Force

Officers reported using force in 46.18 percent of stops of individuals perceived to have a disability (20,977 of 45,425 stops of individuals perceived to have a disability), compared to 9.31 percent of stops of individuals perceived to not have a disability (506,456 of 5,441,846 stops of individuals perceived to have no disability). The reported proportion of stops involving the use of force in stops of individuals perceived to have a disability is higher, increasing 2.91 percent from 2024 (from 43.27% in 2024 to 46.18% in 2025), while the rate for for persons perceived not to have a disability fell 0.40 percentage points in (from 9.71% in 2024 to 9.31% in 2025). The number of stops involving both force and a perceived disability fell in 2025 (from 22,775 in 2024 to 20,977 in 2025). Officers reported higher rates of lethal (0.02% or 11 stops), less-lethal (1.41% or 641 stops), and limited force (44.74% or 20,325 stops) in stops of individuals perceived to have a disability compared to stops of individuals perceived to not have a disability (<0.01% or 100 stops involved lethal force, 0.32% or 17,164 stops involved less lethal force, and 8.99% or 489,192 stops involved limited force).

c. Top Four Actions During Stop

Officers detained curbside or in a patrol car, searched, handcuffed, and asked about parole status in stops of individuals perceived to have a disability at higher rates than individuals perceived to have no disability. Officers reported 36.43 percent of stops of individuals perceived to have a disability involved detainment (16,548 of 45,423 stops of individuals perceived to have a disability), 33.89 percent involved searches (15,396 of 45,423 stops), 45.23 percent involved handcuffing (20,546 of 40,425 stops), and 5.04 percent involved parole status inquiries (2,290 of 45,423 stops).

On the other hand, 10.40 percent of stops of individuals perceived as not having a disability involved detainment (566,077 of 5,441,829 stops of individuals perceived to have no disability), 9.17 percent involved searches (499,037 of 5,441,829 stops), 9.02 percent involved handcuffing (491,045 of 5,441,846 stops), and 3.73 percent involved asking about parole status (203,244 of 5,441,829 stops).

d. Average Number of Actions

Officers reported taking more than three times as many actions during stops of individuals perceived to have a disability compared to stops of individuals perceived to not have a disability. Officers reported taking an average of 1.84 actions (SD = 1.84, range = 0-14 actions) in stops of individuals perceived to have a disability, compared to an average of 0.57 actions (SD = 1.40, range = 0-19) in stops of individuals perceived to not have a disability).

5. Search and Discovery

a. Search and Discovery

Officers performed searches[44] more than three and a half times more often in stops of individuals perceived as having a disability than during stops of individuals perceived as not having a disability. Officers reported searches in 26.45 percent of stops of individuals they perceived as having a disability (12,015 of 45,423 stops of individuals perceived to have a disability),

[44] Search rates only include stops involving searches of a person or property, but not *Terry* frisks. *Terry* frisk rates only include stops involving *Terry* frisks, not searches of person or property.

compared to 7.28 percent of stops of individuals they perceived as having no disability (396,047 of 5,441,829 stops of individuals perceived to have no disability). Officers reported higher discovery rates in stops of individuals they perceived as having no disability (26.61%, or 105,384 of 396,047 searches), compared to stops of individuals they perceived as having a disability (19.44%, or 2,336 of 12,015 searches).

b. *Terry* Frisk and Discovery

Terry frisk rates in stops of individuals perceived to have a disability were significantly higher than stops of individuals perceived to not have a disability. Officers reported that 8.03 percent of stops of individuals perceived to have a disability involved *Terry* frisks (3,646 of 45,423 stops of individuals perceived to have a disability). On the other hand, 1.80 percent of stops of individuals they perceived as not having a disability involved *Terry* frisks (97,967 of 5,441,829 stops). The opposite trend exists for discovery rates. Officers reported discovery rates about two times higher for individuals they perceived as not having a disability (11.93%, or 11,692 of 97,967 frisks) compared to individuals they perceived as having a disability (5.87%, or 214 of 3,646 frisks).

c. Consent Inquiries

Officers requested consent to search at higher rates during stops of individuals they perceived to have a disability. Officers reported asking consent to search in 8.50 percent of stops of individuals they perceived to have a disability (3,860 of 45,423 stops of individuals perceived to have a disability). On the other hand, officers reported asking consent to search in 3.24 percent of stops of individuals they perceived as having no disability (176,246 of 5,441,829 stops).

Of the individuals that consented to search, officers searched individuals they perceived as having no disability (81.70%, or 121,909 of 149,218 stops) slightly more often than individuals they perceived as having a disability (78.71%, or 2,470 of 3,138 stops). The same pattern exists for the stops where the individual did not consent to search – officers searched individuals they perceived as having no disability (61.30%, or 16,568 of 27,028 stops) more frequently compared to individuals they perceived as having a disability (53.05%, or 383 of 722 stops).

d. Consent Searches and Discovery

Officers performed consent-only basis searches more frequently during stops of individuals perceived to have no disability than those perceived to have a disability. Officers reported performing searches where consent was the only basis for search in 13.61 percent of stops of individuals they perceived to have no disability (67,898 of 499,037 searches of individuals perceived to have no disability), compared to 7.33 percent of searches of individuals they perceived as having a disability (1,129 of 15,396 searches of individuals perceived to have a disability).

Officers reported higher discovery rates in consent searches of individuals they perceived as having no disability (18.42%, or 12,509 of 67,898 searches) compared to individuals they perceived as having a disability (13.64%, or 154 of 1,129 searches).

6. Results of Stop

Officers reported taking no action in 8.79 percent of stops of individuals perceived to have a disability (3,992 of 45,425 stops of individuals perceived to have a disability). On the other hand, officers reported taking no action for 4.97 percent of stops of individuals perceived to have no disability (270,456 of 5,441,844 stops).

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Among stops of individuals perceived to have a disability, officers reported arrest as the most common result of stop (30.90%, or 14,037 of 45,425 stops), followed by warning (20.28% or 9,213 stops), and citation (9.59% or or 4,355 stops). Among stops of individuals perceived to not have a disability, officers reported citation as the most common result of stop (48.70%, or 2,650,162 of 5,441,844 stops), followed by warning (35.55% or 1,934,429 stops), and arrest (10.94% or 595,566 stops).

E. English Fluency

In 2025, officers reported that they perceived the stopped individual to have English fluency in 93.72% (5,142,857) of all stops. In the remaining 6.28% (344,418) of stops, the officer perceived the individual as having limited or no English fluency.

1. Officer-Initiated Stops and Calls for Service

Officer-initiated stops were more common than calls for service for both individuals perceived as having English fluency and individuals perceived to have limited/no English fluency. Officers reported that 7.22 percent of stops of individuals perceived to be English fluent were calls for service (371,468 of 5,142,857 stops of individuals perceived as English fluent). Similarly, 7.71 percent of stops of individuals perceived to have limited/no English fluency were calls for service (26,554 of 344,418 stops of individuals perceived to have limited/no English fluency), demonstrating a less than one percentage point difference. Individuals perceived to be fluent in English had a higher rate of officer-initiated stops (92.78% or 4,771,389 stops) compared to individuals perceived to have limited/no English fluency (92.29% or 317,864 stops).

2. Mode of Transportation

Modes of transportation were reported similarly across both groups. Officers reported that 86.58 percent of stops of individuals they perceived to be English fluent were vehicular stops (4,452,925 of 5,142,857 stops of individuals perceived as English fluent), 12.27 percent were pedestrian stops (631,156 stops) and 1.14 percent were bicycle stops (58,776 stops). Comparably, officers reported 87.84 percent of stops of individuals perceived to have limited/no English fluency were vehicular stops (302,549 of 344,418 stops of individuals perceived as having limited/no English fluency), 10.99 percent were pedestrian stops (37,868 stops), and 1.16 percent were bicycle stops (4,001 stops).

3. Reason for Stop

Officers reported that 86.29 percent of stops of individuals perceived to be English fluent were for traffic violations (4,437,697 of 5,142,855 stops of individuals perceived as English fluent), 9.33 percent of stops were for reasonable suspicion (479,748 stops), and 4.38 percent of stops were for other reasons (225,410 stops). Similarly, among stops of individuals perceived to have limited/no English fluency, 87.13 percent of stops were for traffic violations (300,106 of 344,418 stops of individuals perceived to have limited/no English fluency), 9.26 percent were for reasonable suspicion (31,895 stops), and 3.61 percent were for other reasons (12,417 stops). There were negligible differences between these two groups' reason for stop rates. With respect to traffic violation stops, officers also reported similar patterns for both groups in equipment violations, moving violations, and non-moving violations.

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4. Actions Taken During Stop

a. Action vs. No Action

Officers reported taking no action during stops at similar rates across both groups. Officers reported taking no action during 78.70 percent of stops of individuals perceived to be fluent in English (4,047,639 of 5,142,838 stops of individuals perceived as English fluent) and in 75.80 percent of stops of individuals perceived to have limited/no English fluency (261,068 of 344,415 stops of individuals perceived have limited/no English fluency).

b. Use of Force

Officers reported higher rates of any type of force during stops of individuals perceived to have limited/no English fluency compared to stops of individuals they perceived to be English fluent. Officers reported using any type of force in 11.29 percent of stops of individuals perceived to have limited/no English fluency (38,871 of 344,418 stops of individuals perceived to have limited/no English fluency). On the other hand, officers reported using any type of force for 9.50 percent of stops of individuals perceived to be English fluent (488,562 of 5,142,853 stops of individuals perceived as English fluent). Officers reported using less-lethal and limited force more frequently in stops of individuals they perceived to have limited/no English fluency (0.39% or 1,356 stops involved less lethal force, and 10.89% or 37,508 stops involved limited force) compared to stops of individuals they perceived to be fluent in English (0.32% or 16,449 stops involved less lethal force, and 9.18% or 472,009 stops involved limited force).

c. Top Four Actions During Stop

Officers reported higher rates of detainment, searches, handcuffing, and parole status inquiries during stops of individuals perceived to have limited/no English fluency than during stops of individuals perceived to be fluent in English. Officers reported that 10.39 percent of stops of individuals perceived to have limited/no English fluency involved detainment (35,798 of 344,415 stops of individuals perceived to have limited/no English fluency), 10.77 percent involved searches (37,092 of 344,415 stops), 10.95 percent involved handcuffing (37,709 of 344,418 stops), and 4.05 percent involved asking about parole status (13,940 of 344,415 stops).

On the other hand, officers reported that 10.63 percent of stops of individuals perceived to be English fluent involved detainment (546,827 of 5,142,837 stops of individuals perceived to be English fluent), 9.28 percent involved searches (477,341 of 5,142,837 stops), 9.21 percent involved handcuffing (473,882 of 5,142,853 stops), and 3.73 percent involved asking about parole status (191,594 of 5,142,837 stops).

d. Average Number of Actions

Officers reported taking more actions during stops of individuals perceived to have limited/no English fluency in 2025, compared to stops of individuals perceived to be fluent in English. Officers reported taking an average of 0.69 actions during stops of individuals perceived to have limited/no English fluency (SD= 1.56, range= 0-15 actions), compared to an average of 0.57 actions in stops of individuals perceived to be fluent in English (SD= 1.40, range= 0-19).

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5. Search and Discovery

a. Search and Discovery

Officers searched[45] individuals they perceived to have limited/no English fluency slightly more frequently compared to individuals they perceived to be fluent in English. Officers performed searches in 8.79 percent of stops of individuals perceived to have limited/no English fluency (30,271 of 344,415 stops of individuals perceived to have limited/no English fluency), compared to 7.35 percent of stops of individuals they perceived to be English fluent (377,791 of 5,142,837 stops of individuals perceived as English fluent). However, officers reported higher discovery rates in searches of individuals they perceived to be fluent in English (26.71%, or 100,908 of 377,791 searches), compared to individuals they perceived to have limited/no English fluency (22.50%, or 6,812 of 30,271 searches).

b. *Terry* Frisk and Discovery

Officers reported relatively similar *Terry* frisk and discovery rates between both groups. Officers reported that 1.84 percent of stops of individuals perceived as English fluent involved *Terry* frisks (94,634 frisks of 5,142,837 stops of individuals perceived as English fluent) and 11.69 percent of frisks yielded evidence/contraband discovery (11,062 of 94,634 frisks of individuals perceived as English fluent). Similarly, officers reported frisking 2.03 percent of individuals perceived to have limited/no English fluency (6,979 frisks of 344,415 stops) and 12.09 percent of frisks resulted in evidence/contraband discovery (844 of 6,979 frisks).

c. Consent Inquiries

Officers reported similar rates in consensual search inquiries and consent searches regardless of perceived English fluency. Officers reported asking for consent to search in an average of 3.28 percent of stops between both groups (180,106 of 5,487,252 stops). Officers performed searches in an average of 81.64 percent of stops where individuals of both groups consented to a search (124,379 of 152,356 stops). However, officers searched individuals they perceived as having limited/no English fluency (66.84%, or 1,127 of 1,686 stops) without receiving consent to search more often compared to individuals they perceived to be fluent in English (60.71%, or 15,824 of 26,064 stops).

d. Consent Searches and Discovery

Officers performed searches where consent was the only basis for search at relatively similar rates between both groups. Officers performed consent searches in 13.31 percent of stops of individuals they perceived as fluent in English (63,532 of 477,341 searches of individuals perceived as being English fluent). Comparably, officers performed searches in 14.81 percent of stops of individuals they perceived as having limited/no English fluency (5,495 of 37,092 searches).

Officers reported slightly higher discovery rates in consent searches of individuals they perceived as having limited/no English fluency (19.53%, or 1,073 of 5,495 searches) compared to individuals they perceived as being fluent in English (18.24%, or 11,590 of 63,532 searches).

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[45] Search rates only include stops involving searches of a person or property, but not *Terry* frisks. *Terry* frisk rates only include stops involving *Terry* frisks, not searches of person or property.

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6. Results of Stop

Officers reported taking no action as a result of stops at a slightly higher rate for individuals perceived to be fluent in English. Officers took no action in 5.08 percent of stops of individuals they perceived to be fluent in English (261,469 of 5,142,852 stops of individuals perceived as English fluent), compared to 3.77 percent of stops of individuals they perceived to have no/limited English fluency (12,979 of 344,417 stops of individuals perceived to have no/limited English fluency).

For both groups, citation was the most common result of stop (48.49% or 2,493,632 stops for English fluent, and 46.71% or 160,885 stops for limited/no English fluency), followed by warning (35.32% or 1,816,673 stops for English fluent, and 36.86% or 126,969 stops for limited/no English fluency), and then arrest (10.96% or 563,856 stops for English fluent, and 13.28% or 45,747 stops for limited/no English fluency).

F. Sexual Orientation

Of all stops in 2025, 46,094 (0.84%) involved persons perceived by the reporting officer as lesbian, gay, bisexual, and all other sexual orientations other than heterosexual (LGB+).

1. Officer-Initiated Stops and Calls for Service

Overall, across all perceived sexual orientation groups, officer-initiated stops were far more common than calls for service. However, there was a significant disparity in rates between those perceived to be LGB+ and those perceived to be straight/heterosexual. Officers reported 19.74 percent of stops involving individuals perceived to be LGB+ were calls for service (9,099 of 46,094 stops of individuals perceived as LGB+), compared to 7.15 percent of stops of individuals perceived to be straight/heterosexual (388,923 of 5,441,181 stops of individuals perceived as straight/heterosexual). Individuals perceived to be LGB+ (80.26% or 36,995 stops) had a lower rate of officer-initiated stops compared to straight/heterosexual individuals (92.85% or 5,052,258 stops).

2. Mode of Transportation

Between both groups, officers stopped individuals perceived as LGB+ more frequently for pedestrian stops. Officers reported that 28.08 percent of stops of individuals perceived to LGB+ were pedestrian stops (12,941 of 46,094 stops of individuals perceived as LGB+), compared to 12.06 percent of stops of individuals they perceived to be straight/heterosexual (656,083 of 5,441,181 stops of individuals perceived as straight/heterosexual). Officers stopped individuals perceived as straight/heterosexual more frequently for vehicular stops (86.80% or 4,722,806 stops) and bicycle stops (1.14% or 62,292 stops) compared to individuals perceived as LGB+ (70.87% or 32,668 vehicular stops, and 1.05% or 485 bicycle stops).

3. Reason for Stop

For both individuals perceived to be LGB+ and those perceived to be straight/heterosexual, traffic violation was the most common reason for stop, followed by reasonable suspicion, and then other reasons. However, officers stopped individuals they perceived to be LGB+ for reasonable suspicion almost twice as often as individuals perceived to be straight/heterosexual. Officers reported 19.99 percent of stops of individuals they perceived to be LGB+ were for reasonable suspicion (9,214 of 46,094 stops of individuals perceived as LGB+), compared to 9.23 percent of stops of individuals they perceived to be heterosexual/straight (502,429 of 5,441,179 stops of individuals perceived as heterosexual/straight). Additionally, officers reported

stopping individuals they perceived to be LGB+ for other reasons (11.17%, or 5,150 of 46,094 stops) more than twice as often as they stopped individuals perceived to be straight/heterosexual (4.28%, or 232,677 of 5,441,179 stops).[46]

Officers stopped individuals they perceived to be LGB+ for equipment violations (26.61%, or 8,442 of 31,730 stops) more frequently than individuals they perceived to be straight/heterosexual (21.24%, or 999,553 of 4,706,073 stops). However, officers reported stopping individuals they perceived to be straight/heterosexual more frequently for moving (62.36% or 2,934,513 stops) and non-moving violations (16.40% or 772,007 stops) compared to individuals they perceived as LGB+ (59.25% or 18,801 stops for moving violations, and 14.14% or 4,487 stops for non-moving violations).

4. Actions Taken During Stop

a. Action vs. No Action

Officers reported taking no action more often during stops of individuals they perceived to be straight/heterosexual than in stops of individuals perceived to be LGB+. Officers took no action in 78.66 percent of stops of individuals they perceived to be straight/heterosexual (4,280,190 of 5,441,159 stops of individuals perceived as straight/heterosexual), compared to 61.87 percent of stops of individuals they perceived to be LGB+ (28,517 of 46,094 stops of individuals perceived as LGB+).

b. Use of Force

Officers used any type of force almost twice as frequently during stops of individuals perceived to be LGB+ compared to stops of individuals perceived to be straight/heterosexual. Officers reported using any type of force for 19.11 percent of stops of individuals they perceived to be LGB+ (8,809 of 46,094 stops of individuals perceived as LGB+). On the other hand, officers reported using any type of force for 9.53 percent of stops of individuals perceived to be straight/heterosexual (518,624 of 5,441,177 stops of individuals perceived as straight/heterosexual). Officers used lethal (0.01% or 3 stops), less-lethal (0.56% or 257 stops), and limited force (18.55% or 8,549 stops) more often in stops of individuals perceived to be LGB+ compared to stops of individuals perceived to be straight/heterosexual (<0.01% or 108 stops involved lethal force, 0.32% or 17,548 stops involved less-lethal force, and 9.21% or 500,968 stops involved limited force).

c. Top Four Actions During Stop

Officers reported 20.50 percent of stops of individuals perceived as LGB+ involved detainment (9,447 of 46,094 stops of individuals perceived as LGB+), 16.92 percent of stops involved searches (7,801 stops), 18.53 percent of stops involved handcuffing (8,541 stops), and 5.34 percent involved parole status inquiries (2,462 stops). Alternatively, officers reported 10.53 percent of stops of individuals they perceived as straight/heterosexual involved detainment (573,178 of 544,1158 stops of individuals perceived as straight/heterosexual), 9.31 percent involved searches (506,632 of 544,1158 stops), 9.25 percent of stops involved handcuffing (503,050 of 5,441,177 stops), and 3.73 percent of stops involved parole status inquiries (203,072 of 5,441,158 stops).

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[46] See the first subheading for Reason for Stop for a list of "other" reasons.

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d. Average Number of Actions

Officers took more actions during stops of individuals perceived to be LGB+ compared to stops of individuals perceived to be straight/heterosexual. Officers reported taking an average of 1.03 actions (SD= 1.74, range= 0-14) during stops of individuals perceived to be LGB+ and an average of 0.58 actions (SD= 1.41, range= 0-19) during stops of individuals perceived to be straight/heterosexual.

5. Search and Discovery

a. Search and Discovery

Officers searched[47] individuals perceived to be LGB+ more frequently than individuals perceived as straight/heterosexual. Officers conducted searches in 13.87 percent of stops of individuals perceived to be LGB+ (6,392 of 46,094 stops of individuals perceived as LGB+), compared to 7.38 percent of individuals perceived to be straight/heterosexual (401,670 of 5,441,158 stops). However, officers reported relatively similar discovery rates for both groups (26.13% or 1,670 of 6,392 searches of individuals perceived as LGB+, and 26.40% or 106,050 of 401,670 searches of individuals perceived as straight/heterosexual).

b. *Terry* Frisk and Discovery

Officers reported relatively similar rates of *Terry* frisks and discovery for individuals perceived to be LGB+ and straight/heterosexual. Officers reported that 2.36 percent of stops of individuals perceived to be LGB+ involved *Terry* frisks (1,086 frisks of 46,094 stops of individuals perceived as LGB+) and 11.23 percent involved frisks with evidence/contraband discovery (122 of 1,086 frisks). Comparably, officers reported that 1.85 percent of stops of individuals perceived to be straight/heterosexual involved *Terry* frisks (100,527 frisks of 5,441,158 stops), and 11.72 percent of frisks yielded evidence/contraband discovery (11,784 of 100,527 frisks).

c. Consent Inquiries

Officers asked for consent to search individuals they perceived to be LGB+ more frequently than individuals they perceived to be straight/heterosexual. Officers reported asking for consent to search during 5.84 percent of stops of individuals they perceived to be LGB+ (2,690 of 46,094 stops of individuals perceived as LGB+), compared to 3.26 percent of stops of individuals they perceived to be straight/heterosexual (177,416 of 5,441,158 stops of individuals perceived as straight/heterosexual).

Among those who consented to search, officers searched individuals they perceived to be LGB+ (82.48%, or 1,827 of 2,215 stops) and straight/heterosexual (81.62%, or 122,552 of 150,141 stops) at relatively similar rates. However, among those who did not consent to search, officers searched individuals they perceived to be LGB+ more frequently (69.26%, or 329 of 475 stops) compared to individuals they perceived to be straight/heterosexual (60.94%, or 16,622 of 27,275 stops).

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[47] Search rates only include stops involving searches of a person or property, but not *Terry* frisks. *Terry* frisk rates only include stops involving *Terry* frisks, not searches of person or property.

d. Consent Searches and Discovery

Officers performed searches where consent was the only basis for search at relatively similar rates between both groups. Officers reported consent searches for 13.44 percent of searches involving individuals they perceived as straight/heterosexual (68,109 of 506,632 searches of individuals perceived as straight/heterosexual), and 11.77 percent of searches of individuals they perceived as LGB+ (918 of 7,801 searches of individuals perceived as LGB+).

Officers reported higher discovery rates in consent searches of individuals they perceived to be LGB+ (23.64%, or 217 of 918 searches) compared to individuals they perceived to be straight/heterosexual (18.27%, or 12,446 of 68,109 searches).

6. Results of Stop

Officers reported taking no action as a result of stops at almost twice the rate for individuals perceived to be LGB+ compared to individuals perceived to be straight/heterosexual. Officers took no action in 9.58 percent of stops of individuals perceived to be LGB+ (4,417 of 46,094 stops of individuals perceived as LGB+). On the other hand, officers reported taking no action in 4.96 percent of stops of individuals they perceived to be straight/heterosexual (270,031 of 5,441,175 stops). For both groups, officers reported citations as the most common result of stop, followed closely by warnings, and then arrest. Additionally, officers arrested individuals perceived to be LGB+ at almost twice the rate (23.02%, or 10,612 of 46,094 stops) as individuals they perceived to be straight/heterosexual (11.01%, or 598,991 of 5,441,175 stops).

G. Housing Status

In 2025, officers reported that they perceived 3.50 percent (192,003 stops) of the individuals they stopped to be unhoused. As discussed below, the data demonstrate that stops of individuals perceived to be unhoused are more often initiated on reasonable suspicion basis rather than a traffic violation. The stops of individuals perceived to be unhoused involved force, searches, and detention at several times the rate of other stops. The stops are also much more likely to result in arrest than citation, with persons perceived to be unhoused having the highest arrest rate of any group in this chapter's analysis. These differences indicate that this population generally experiences more intensive enforcement contact.

1. Officer-Initiated Stops and Calls for Service

For both individuals perceived to be unhoused and individuals perceived to be housed, officer-initiated stops were far more common than calls for service. Still, individuals perceived to be unhoused had stops initiated by a call for service far more frequently than individuals perceived to be housed. Officers reported that 36.27 percent of stops of individuals perceived to be unhoused were calls for service (69,645 of 192,003 stops of individuals perceived as unhoused), compared to 6.20 percent of stops of individuals perceived to be housed (328,377 of 5,295,272 stops of individuals perceived as housed).

2. Mode of Transportation

Officers stopped individuals they perceived as unhoused in pedestrian stops and bicycle stops more frequently than individuals they perceived as housed. Officers reported that 86.25 percent of stops of individuals perceived as unhoused were pedestrian stops (165,593 of 192,003 stops of individuals perceived as unhoused) and 4.31 percent of stops were bicycle stops (8,274 stops). On the other hand, officers reported that 9.51 percent of stops of individuals perceived as housed were pedestrian stops (503,431 of 5,295,272 stops) and 1.03 percent were bicycle stops (54,503

stops). Officers stopped individuals perceived as housed in vehicle stops (89.46% or 4,737,338 stops) more frequently compared to individuals they perceived as unhoused (9.45% or 18,136 stops).

3. Reason for Stop

Officers stopped individuals perceived to be unhoused for reasonable suspicion more than eight times more than individuals perceived to be housed (7.39%, or 391,159 of 5,295,271 stops of individuals perceived as housed). Sixty-three percent (62.75%, or 120,484 of 192,002 stops) of stops involving individuals perceived as unhoused were on the basis of reasonable suspicion – the highest rate of reasonable suspicion-based stops across all demographic groups. Officers reported stopping individuals they perceived to be unhoused for other reasons (22.93% or 44,031 stops) more than six times more than individuals perceived to be housed (3.66% or 193,796 stops). Conversely, officers stopped individuals they perceived to be housed for traffic violations (88.95% or 4,710,316 stops) more often compared to individuals they perceived to be unhoused (14.32% or 27,487 stops).

Officers stopped individuals they perceived as unhoused more frequently for equipment (33.07%, or 9,090 of 27,487 stops) and non-moving violations (31.38% or 8,626 stops) compared to individuals they perceived as housed (21.21%, or 998,905 of 4,710,316 stops were equipment violations, and 16.30% or 767,868 stops were for non-moving violations). However, officers stopped individuals they perceived as housed more frequently for moving violations (62.49% or 2,943,543 stops) compared to individuals they perceived as unhoused (35.55% or 9,771 stops).

4. Actions Taken During Stop

a. Action vs. No Action

Officers reported taking no action during stops more than three times as often during stops of individuals perceived to be housed than during stops of individuals perceived to be unhoused. Officers took no action in 80.50 percent of stops of individuals they perceived to be housed (4,262,683 of 5,295,257 stops of individuals perceived as housed), compared to 23.97 percent of stops of individuals they perceived to be unhoused (46,024 of 191,996 stops of individuals perceived as unhoused).

b. Use of Force

Officers used any type of force more than four and a half times more frequently in stops of individuals perceived to be unhoused than in stops of individuals perceived to be housed. Officers reported using any type of force in 38.70 percent of stops of individuals perceived to be unhoused (74,304 of 192,001 stops of individuals perceived as unhoused), compared to 8.56 percent of stops of individuals they perceived to be housed (453,129 of 5,295,270 stops of individuals perceived as housed).

Officers used less-lethal (0.89% or 1,704 stops) and limited force (37.81% or 72,593 stops) more frequently in stops of individuals perceived to be unhoused compared to stops of individuals perceived to be housed, 0.30% or 16,101 stops involved less-lethal force, and 8.25% or 436,924 stops involved limited force). Officers reported using lethal force in less than 0.01 percent of stops of each group (104 stops of individuals perceived to be housed and 7 stops of individuals perceived to be unhoused).

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c. Top Four Actions During Stop

Officers reported higher rates of detainment curbside or in a patrol car, searches, handcuffing, and asking about parole status in stops of individuals perceived to be unhoused compared to stops of individuals perceived to be housed. Officers reported 48.18 percent of stops of individuals they perceived to be unhoused involved detainment (92,507 of 191,995 stops of individuals perceived as unhoused), 38.48 percent involved searches (73,879 of 191,995 stops), 38.13 percent involved handcuffing (73,206 of 192,001 stops), and 13.02 percent involved asking about parole status (24,991 of 191,995 stops).

On the other hand, officers reported that 9.26 percent of stops of individuals perceived to be housed involved detainment (490,118 of 5,295,257 stops of individuals perceived as housed), 8.32 percent involved searches (440,554 of 5,295,257 stops), 8.28 percent of stops involved handcuffing (438,385 of 5,295,270 stops), and 3.41 percent involved asking about parole status (180,543 of 5,295,257 stops).

d. Average Number of Actions

Officers took more than four times as many actions during stops of individuals perceived to be unhoused than during stops of individuals perceived to be housed. On average, officers reported taking 2.14 actions (SD= 1.98, range= 0-17 actions) during stops of individuals perceived to be unhoused, compared to 0.52 actions (SD= 1.35, range= 0-19) in stops of individuals perceived to be housed.

5. Search and Discovery

a. Search and Discovery

Officers reported searching[48] individuals they perceived to be unhoused in 32.13 percent (61,684 of 191,995 stops of individuals perceived as unhoused) of stops and in 6.54 percent (346,378 of 5,295,257 stops) of stops of individuals perceived to be housed.

Officers reported higher discovery rates in searches of individuals perceived to be unhoused (36.93%, or 22,782 of 61,684 searches) compared to individuals perceived to be housed (24.52%, or 84,938 of 346,378 searches).

b. *Terry* Frisk and Discovery

Terry frisks were more frequent during stops of individuals perceived to be unhoused than during stops of individuals perceived to be housed. Officers reported that 5.07 percent of stops of individuals they perceived to be unhoused involved *Terry* frisks (9,725 of 191,995 stops of individuals perceived as unhoused), compared to 1.74 percent of stops of individuals perceived to be housed (91,888 of 5,295,257 stops of individuals perceived as housed).

However, the discovery rate was relatively similar for the two groups (11.67% or 10,722 of 91,888 frisks of individuals perceived to be housed, and 12.17% or 1,184 of 9,725 frisks of individuals perceived to be unhoused).

[48] Search rates only include stops involving searches of a person or property, but not *Terry* frisks. *Terry* frisk rates only include stops involving *Terry* frisks, not searches of person or property.

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c. Consent Inquiries

Officers asked for consent to search individuals they perceived to be unhoused over four times more than individuals they perceived to be housed. Officers reported asking consent to search in 13.55 percent of stops of individuals perceived to be unhoused (26,018 of 191,995 stops of individuals perceived as unhoused), compared to 2.91 percent of stops of individuals perceived to be housed (154,088 of 5,295,257 stops of individuals perceived as housed).

Officers reported slightly elevated rates of searching individuals they perceived to be unhoused, regardless of whether they consented (83.15%, or 17,892 of 21,519 stops) or not (64.79% or 2,915 of 4,499 stops), compared to individuals they perceived to be housed (81.39% or 106,487 of 130,837 stops; 60.37% or 14,036 of 23.251 stops).

d. Consent Searches and Discovery

Officers performed searches where consent was the only basis for search at relatively similar rates between both groups of individuals they perceived as housed and unhoused. Officers reported conducting consent searches in 13.62 percent of searches of individuals they perceived to be housed (60,020 of 440,554 searches of individuals perceived as housed). Similarly, officers reported consent searches in 12.19 percent of searches of individuals they perceived to be unhoused (9,007 of 73,879 searches).

Officers reported higher discovery rates in consent searches of individuals perceived to be unhoused (25.68%, or 2,313 of 9,007 searches) compared to individuals perceived to be housed (17.24%, or 10,350 of 60,020 searches).

6. Results of Stop

Officers reported taking no action in stops almost twice as often for individuals perceived to be unhoused than individuals perceived to be housed. Officers took no action in 9.51 percent of stops of individuals perceived to be unhoused (18,253 of 192,000 stops of individuals perceived as unhoused), compared to 4.84 percent of stops of individuals they perceived to be housed (256,195 of 5,295,269 stops of individuals perceived as housed). Additionally, compared to every demographic group presented in this chapter, officers reported the highest arrest rates for individuals they perceived to be unhoused. Officers arrested almost half of all stopped individuals they perceived to be unhoused (48.53%, or 93,171 of 192,000 stops). Alternatively, officers gave citations to almost the same proportion of individuals they perceive as housed (49.83%, or 2,638,720 of 5,295,269 stops).

IV. Additional Stop Data Analyses

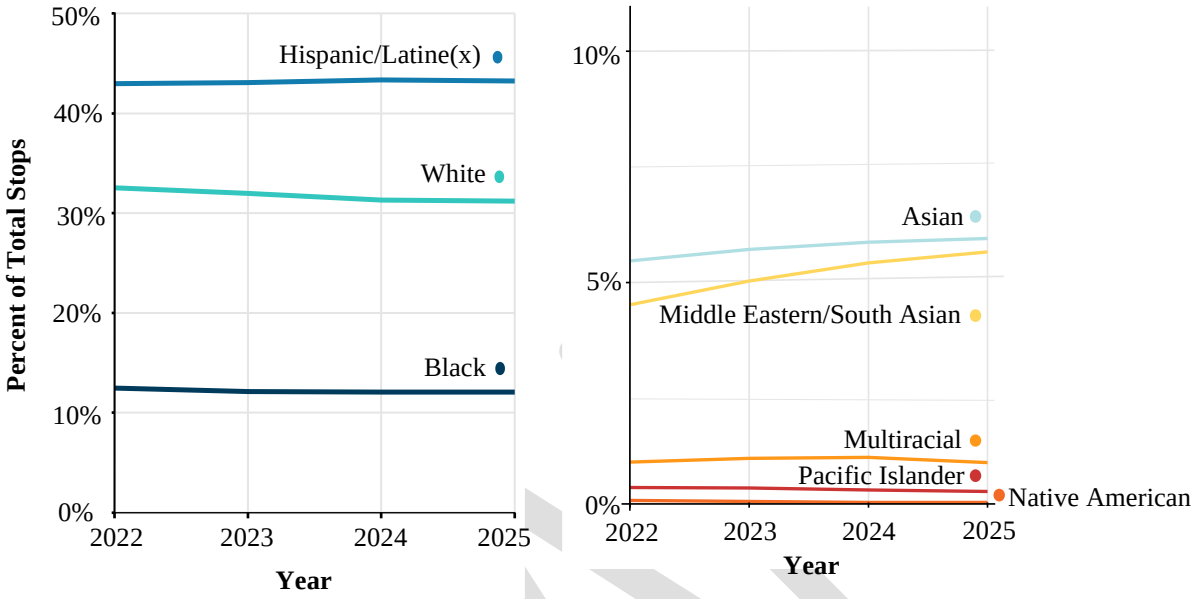
This year, the Board includes several additional analyses of the 2025 stop data, including an analysis of four-year trends in stop data, an analysis of the limited RIPA data available regarding stops that may be related to immigration enforcement, an expanded transportation analysis examining stops occurring in the public transportation context, and revisiting how transportation mode intersects with the way a stop begins.

A. Four-Year Trends in Stop Data, 2022-2025

This year, the Board is interested in exploring changes within the RIPA data over time. The following figures present information on each of the perceived identity groups, average number

of actions taken, and several stop outcomes from 2022 to 2025. These figures begin in 2022 because that is the first year all agencies were required to report RIPA data.

1. Percent of Stops by Race/Ethnicity 2022-2025



Officers reported relatively stable rates of stop for each perceived race/ethnicity since 2022. Individuals perceived to be Hispanic/Latine(x) were stopped at the highest rates every year from 2022 to 2025. Individuals perceived as Hispanic/Latine(x) accounted for 42.94 percent of stops in 2022 (1,964,714 of 4,575,722 total stops in 2022), 43.07 percent in 2023 (2,033,482 of 4,721,135 total stops in 2023), 43.31 percent in 2024 (2,193,617 of 5,065,428 total stops in 2024), and 43.21 percent of stops in 2025 (2,370,910 of 5,487,274 total stops in 2025). Overall, the rate of Hispanic/Latine(x) individuals has increased slightly from 2022 to 2025, but that increase is less than half of a percentage point.[49]

The rates of stops involving perceived White individuals decreased by a total of a 1.34 percentage points from 2022 to 2025. Individuals perceived as White were the second most often stopped by law enforcement, accounting for 32.55 percent of stops in 2022 (1,489,277 of 4,575,722 stops), 31.96 percent in 2023 (1,508,816 of 4,721,135 stops), 31.28 percent in 2024 (1,584,354 617 of 5,065,428 stops), and 31.21 percent of stops in 2025 (1,712,366 of 5,487,274 stops).

The percentage of RIPA stops involving individuals perceived as Black decreased by less than half of a percentage point from 2022 to 2025. Individuals perceived as Black accounted for 12.49 percent of stops in 2022 (571,424 of 4,575,722 stops), 12.14 percent in 2023 (573,293 of

[49] Hispanic/Latine(x), Black, and White are presented separately to better show the changes for Asian, Middle Eastern/South Asian, Multiracial, Pacific Islander, and Native American individuals who are stopped at much lower rates.

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4,721,135 stops), 12.09 percent in 2024 (612,443 of 5,065,428 stops), and 12.07 percent of stops in 2025 (662,536 of 5,487,274 stops).

While individuals perceived to be Asian and Middle Eastern/South Asian have been consistently reported as the fourth and fifth most stopped in the RIPA data, their stop rates have slightly increased from 2022 to 2025. Specifically, the percentage of individuals perceived to be Asian in the RIPA data has increased by approximately half of a percentage point. In 2022, officers reported individuals perceived to be Asian accounted for 5.47 percent of all stops (250,383 of 4,575,722 stops), 5.72 percent of stops in 2023 (270,230 of 4,721,135 stops), 5.87 percent in 2024 (297,395 of 5,065,428 stops), and 5.96 percent in 2025 (326,917 of 5,487,274 stops).

From 2022 to 2025, the percentage of stopped individuals perceived to be Middle Eastern/South Asian increased by 1.14 percentage points. Individuals perceived as Middle Eastern/South Asian accounted for 4.53 percent of stops in 2022 (207,338 of 4,575,722 stops), 5.03 percent in 2023 (237,511 of 4,721,135 stops), 5.43 percent in 2024 (275,106 of 5,065,428 stops), and 5.67 percent in 2025 (311,133 of 5,487,274 stops).

Finally, officers reported stopping individuals perceived to be Multiracial, Pacific Islander, and Native American at the lowest rates compared to all other perceived races/ethnicities since 2022. The rate of stops of individuals perceived as Multiracial increased by less than a tenth of a percentage point from 2022 to 2024 before leveling out (2022: 1.14%, 51,975 of 4,575,722 stops; 2023: 1.22%, 57,444 of 4,721,135 stops; 2024: 1.23%, 62,479 of 5,065,428 stops; 2025: 1.12%, 61,386 of 5,487,274 stops), while the rate of stops of individuals perceived as Pacific Islander (2022: 0.58%, 26,634; 2023: 0.57%, 27,100 stops; 2024: 0.53%, 26,748 stops; 2025: 0.50%, 27,489 stops) and Native American (2022: 0.31%, 13,977 stops; 2023: 0.28%, 13,259 stops; 2024: 0.26%, 13,286 stops; 2025: 0.26%, 14,537 stops) decreased by less than a tenth of a percentage point from 2022 to 2025.

When comparing California's residential demographic data to the perceived demographic data in RIPA from 2022 to 2025, the same general patterns hold for each race/ethnicity throughout the years. Individuals perceived as Asian, Multiracial, and White tend to be underrepresented in the RIPA data compared to California residential demographic data. However, individuals perceived as Black, Hispanic/Latine(x), Middle Eastern/South Asian, and Pacific Islander tend to be overrepresented in the RIPA data compared to California residential demographic data. In each year, the percentage of individuals perceived as Native American either matches or is different by approximately .01 percent in the two data sources.

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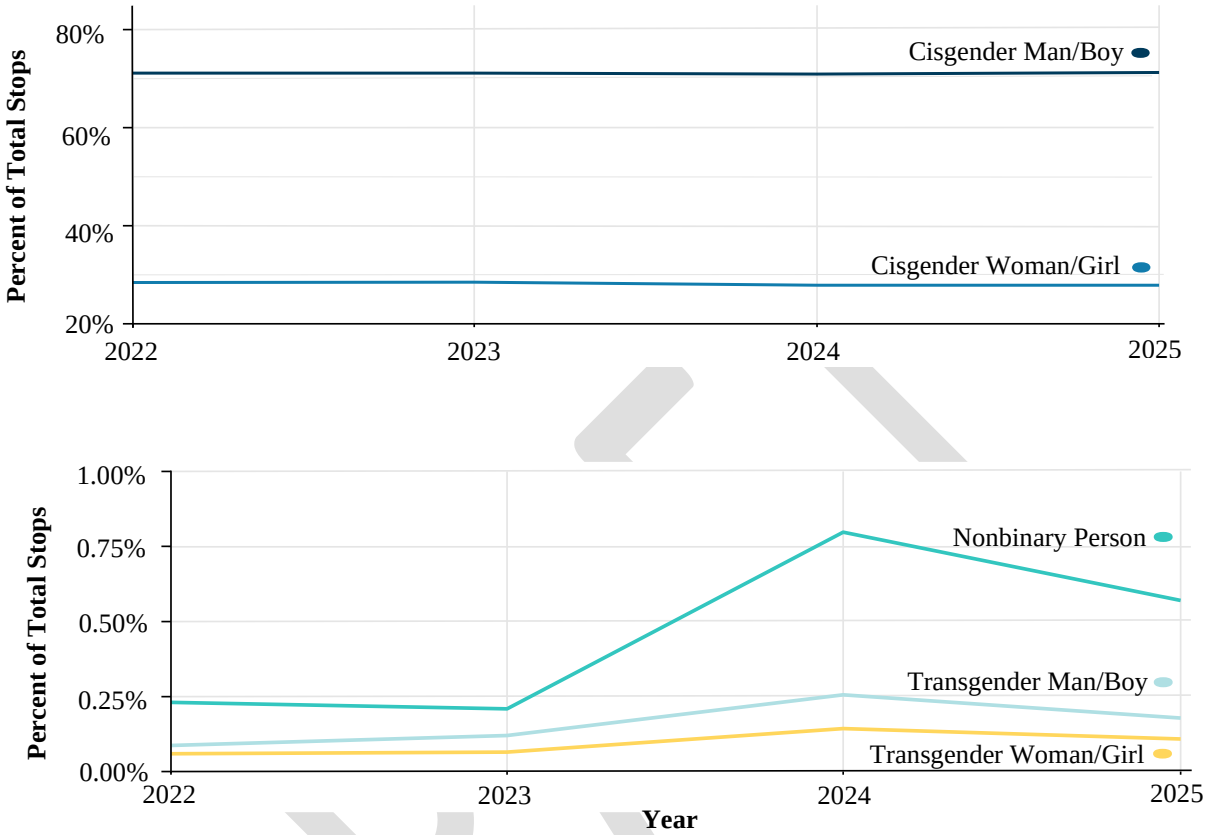
2. Percent of Stops by Gender Identity 2022-2025



Stop rates of each perceived gender have also been relatively stable since 2022. No proportion of stops for any identity category change by more than one percent between years. Individuals perceived to be cisgender make up the majority of all stops each year. Individuals perceived as cisgender men/boys accounted for 71.18 percent of stops in 2022 (3,257,085 of 4,575,721 stops), 71.13 percent of stops in 2023 (3,358,186 of 4,721,132 stops), 70.96 percent of stops in 2024 (3,594,195 of 5,065,428 stops), and 71.25 percent of stops in 2025 (3,909,918 of 5,487,275 stops). Individuals perceived as cisgender women/girls were stopped at the second highest rate every year (2022: 28.44%, 1,301,373 stops; 2023: 28.48%, 1,344,365 stops; 2024: 27.85%, 1,410,613 stops; 2025: 27.89%, 1,530,326 stops).[50]

There was a slight increase in the percentage of individuals perceived to be nonbinary and transgender in 2024, which declined again in 2025. Individuals perceived to be nonbinary (2022: 0.23% 10,553 of 4,575,721 stops; 2023: 0.21%, 9,867 stops; 2024: 0.80%, 40,419 stops[51]; 2025: 0.57%, 31,285 stops), followed by transgender men/boys (2022: 0.09%, 3,989 stops; 2023: 0.12%, 5,664 stops; 2024: 0.26%, 12,938 stops; 2025: 0.18%, 9,795 stops), and transgender

[50] Cisgender identities are presently separately to better show trends in perceived transgender/nonbinary identities who are stopped at substantially lower rates than perceived cisgender individuals.

[51] In 2024, the Gender Nonconforming category was renamed to Nonbinary Person. Additionally, LGBT+ was renamed to LGB+, since Transgender is already accounted for in the Gender category.

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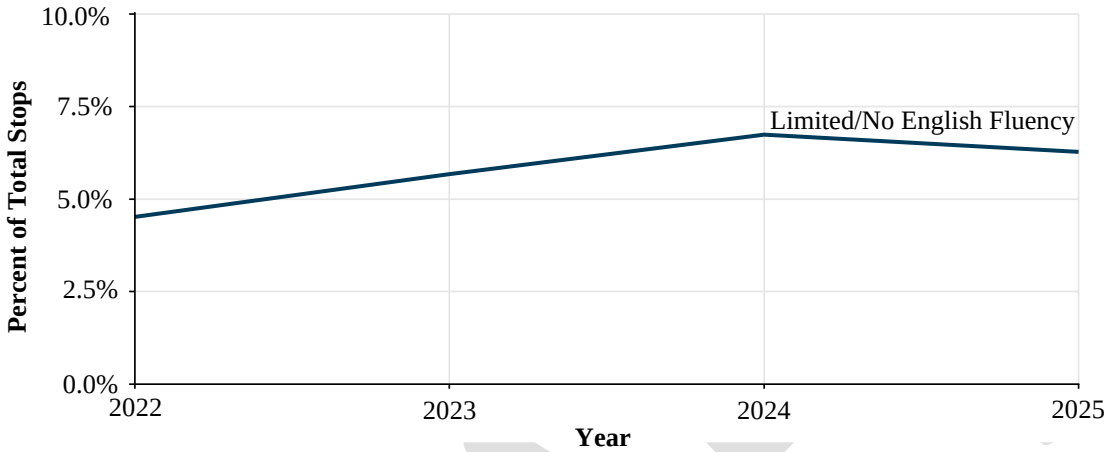
women/girls (2022: 0.06%, 2,721 stops; 2023: 0.06%, 3,050 stops; 2024: 0.14%, 7,263 stops; 2025: 0.11%, 5,951 stops) account for the smallest percentages of stops each year since 2022.

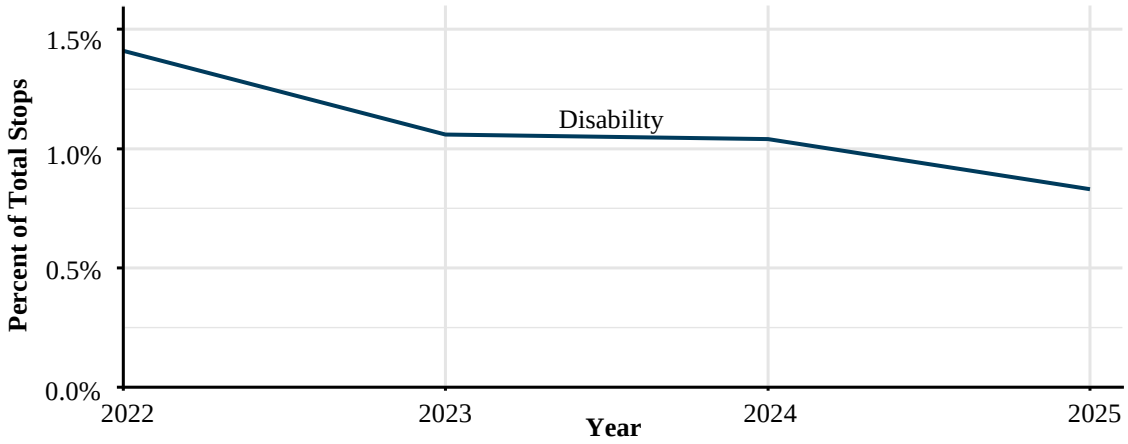
3. Percent of Stops by Limited English Fluency 2022-2025



Officers predominantly reported stopping individuals perceived as fluent in English, accounting for over 90% of all stops in every year. Conversely, officers perceived individuals as having limited or no English fluency in only a small minority of stops consistently since 2022; this increased slightly from 2022 through 2024, with a slight dip in 2025. In 2022, individuals perceived as having limited or no English fluency accounted for 4.52 percent of stops (206,850 of 4,575,725 stops), 5.68 percent of stops in 2023 (268,125 of 4,721,135 stops), 6.74 percent in 2024 (341,571 of 5,065,428 stops), and 6.28 percent in 2025 (344,418 of 5,487,275 stops).

Officers reported individuals who they perceived were English fluent, made up most of their stops consistently since 2022. However, there has been a slight decrease in the rate of stops for English fluent individuals across years.

4. Percent of Stops by Disability 2022-2025



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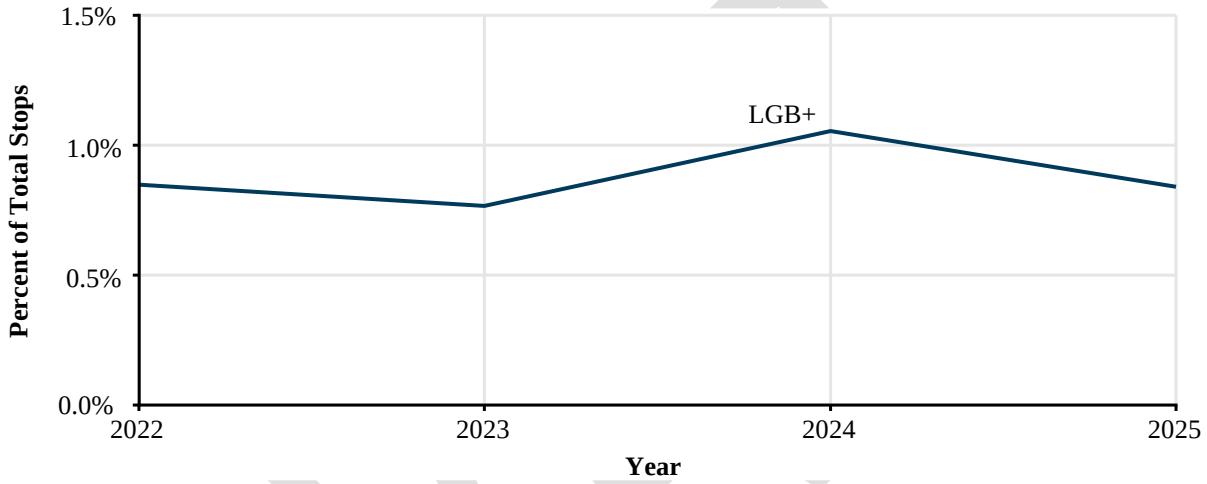
Stops of individuals perceived as having a disability consistently comprised a small portion of stops that have decreased slightly across years. Officers reported stopping individuals they perceived as having a disability in 1.41 percent of the stops in 2022 (64,432 of 4,575,699 stops), 1.06 percent in 2023 (50,040 of 4,721,135 stops), 1.04 percent in 2024 (52,651 of 5,065,428 stops), and 0.83 percent in 2025 (45,426 of 5,487,275 stops).

The opposite is true for individuals perceived as not having a disability. Stops involving individuals perceived as not having a disability consistently represent the majority, and have increased slightly across years.

5. Percent of Stops by Sexual Orientation 2022-2025



Stops of individuals perceived to be LGB+[52] have covered a small and relatively stable, proportion of stops across years, with minor fluctuations in their rate of stop (2022: 0.85%, 38,815 of 4,575,725 total stops; 2023: 0.77%, 36,181 of 4,721,135 total stops; 2024: 1.05%, 53,359 of 5,065,428 total stops; 2025: 0.84%, 46,094 stops of 5,487,275 total stops).

The opposite is true for individuals perceived to be straight/heterosexual. These stops represent the majority of stops year to year, with fluctuations of less than one percentage point.

[52] In 2024, LGBT+ was renamed to LGB+. This change occurred to reduce potential confusion because Transgender is accounted for in the Gender category.

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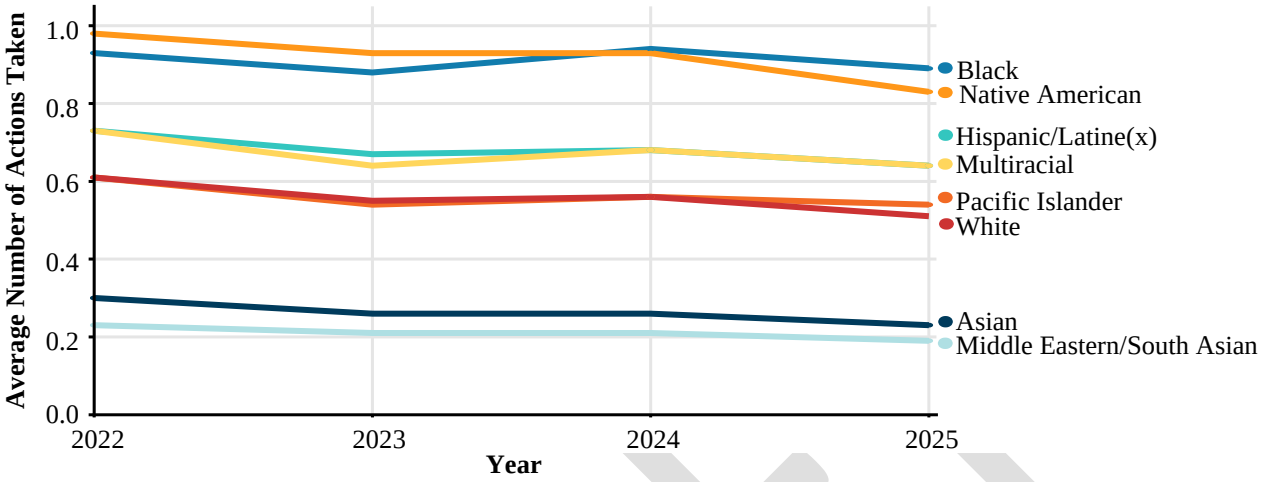
6. Average Number of Actions Taken Across All Stops 2022-2025 by Race/Ethnicity



From 2022-2025, officers reported a slight decline in the average number of actions taken during a stop across all perceived racial/ethnic groups. Officers reported the greatest decline in the average number of actions taken during stops of individuals perceived as Asian, Middle Eastern/South Asian, and White. On average, officers reported 0.23 actions taken during stops of individuals perceived as Asian in 2025, down from 0.3 actions in 2022. Officers reported taking 0.19 actions on average in 2025 during stops of individuals perceived as Middle Eastern/South Asian, down from 0.23 in 2022. On average, officers reported 0.51 actions taken during stops of individuals perceived as White in 2025, down from 0.61 actions in 2022.

Conversely, officers reported the smallest decrease in the average number of actions taken among stops of individuals perceived as Black, Pacific Islander, Hispanic/Latine(x), and Multiracial. On average, officers reported 0.89 actions taken during stops of individuals perceived as Black in 2025, down from 0.93 actions in 2022. Officers reported taking 0.54 actions on average in 2025 during stops of individuals perceived as Pacific Islander, down from 0.61 in 2022. On average, officers reported 0.64 actions taken during stops of individuals perceived as Hispanic/Latine(x) and Multiracial in 2025, down from 0.73 actions in 2022.

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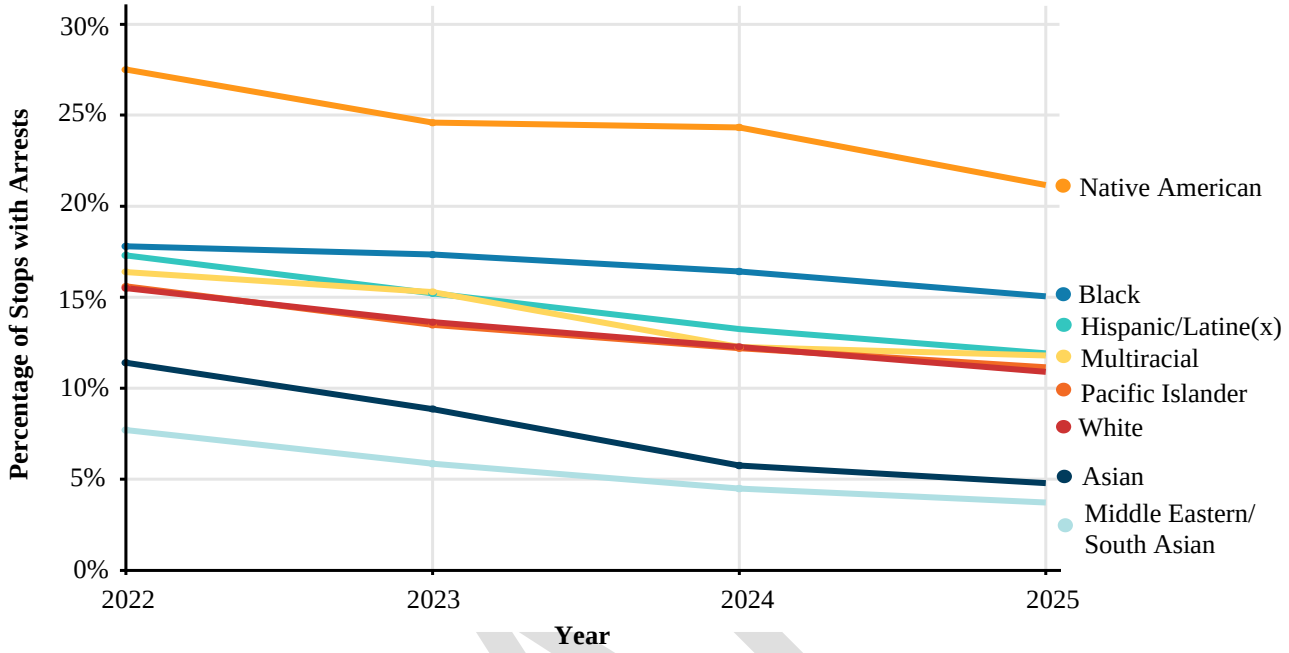
7. Percent of Stops Resulting in Arrest 2022-2025 by Race/Ethnicity



Among all perceived racial/ethnic groups, officers reported a decrease in the percent of arrests from 2022-2025. Officers reported the greatest decline in the percentage of arrests among individuals perceived as Asian, at 4.81 percent of stops in 2025 (15,710 arrests of 326,916 stops involving perceived Asian individuals), down from 11.43 percent in 2022 (28,620 arrests of 250,383 stops involving perceived Asian individuals). Similarly, officers reported large decreases in arrest rates among individuals perceived as Middle Eastern/South Asian (3.72%, 11,568 arrests of 311,133 stops, down from 7.65%, 15,863 arrests of 207,338 stops in 2022), and Hispanic/Latine(x) (11.91%, 282,479 arrests of 2,370,908 stops, down from 17.28%, 339,590 arrests of 1,964,713 stops in 2022), relative to the rest of the racial/ethnic identities described below.

Officers reported the smalled decline in arrest rates among individuals perceived as Black, at 15.05 percent in 2025 (99,740 arrests of 662,536 stops), down from 17.85 percent in 2022 (101,994 arrests of 571,242 stops). Similarly, officers reported smaller decreases in arrest rates among individuals perceived as Native American (21.16% or 3,076 arrests of 14,537 stops in 2025, down from 27.50% or 3,840 arrests of 13,977 stops in 2022), and Multiracial (11.79% or 7,237 arrests of 61,386 stops in 2025, down from 16.43% or 8,542 arrests of 51,975 stops in 2022).

B. Asking About Parole Status and Consent Searches by Perceived Race and Age

The Board's 2023 Report examined supervision-status and consent searches as part of its analysis of pretextual stops, as asking for supervision status and requesting consent to search are largely at officer discretion. The Board found low discovery rates for searches based solely on consent and for searches based solely on supervision status; such searches were also

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concentrated among individuals perceived to be Black.[53] This year, the Board continues this examination of the intersection of perceived race, inquiries into parole and supervision, and consent searches to further assess these high-discretion practices. This examination shows that consent-only searches make up a larger share of searches when officers also asked about parole or probation status, and this share is lowest for individuals perceived to be Black — the group most likely to asked about supervision status.

Elements of a police stop where officers have the most discretion are important to study because discretion is where an officers' individual, implicit bias can influence stop outcomes.[54] This year, the Board is interested in three scenarios representing stops where an officer has discretion: searches where consent is the sole basis for search ("consent searches"), searches where the officer asked about parole/probation status, and stops with both combined.

Consent searches occur when the officer does not have cause to search a stopped individual's person or property, and asks the stopped individual for permission to search. These searches are, in theory, voluntary, though researchers have called this notion into question, noting the social pressure one might feel to comply with a police officer, even in a situation where an individual legally does not have to comply.[55] Though there have been efforts to place more restrictions on when an officer can perform a consent search,[56] officers have broad discretion in who they ask to consent to a search. Consent searches are often used in pretext stops (an officer stops an individual for a lower-level offense, with intent to investigate for a more serious offense) and disproportionately impact people of color[57].

The second scenario of interest is an officer asking about parole/probation status and searching an individual's person or property. Being subject to police search at any time is a condition of parole/probation, and an officer has broad discretion in who they ask about parole/probation status. Therefore, asking about parole status during a stop could be another way an officer's bias could influence their discretion and create racially disproportionate stop outcomes.

The third scenario of interest to the Board relates to stops where an officer asked about parole/probation status *and* searched an individual based solely on consent. If an officer asked about parole status yet indicated that they searched an individual based solely on consent, it follows that they likely received a negative response when inquiring about parole status, and then used another form of discretionary search, a consent search, to search the individual. However, it is important to note that the RIPA data does not identify the order of actions occurring—it is entirely plausible that an officer asked an individual for consent to search, received consent and searched that individual, and then asked parole/probation status.

The analysis below studies three separate scenarios. The first scenario analyzes searches where an officer asked about parole status (excluding consent only searches). The second scenario analyzes searches where consent is the only basis for search (excluding searches where an officer

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[53] See Racial and Identity Profiling Advisory Board, Annual Report (2023), pp. 70–74 <https://oag.ca.gov/system/files/media/ ripa-board-report-2023.pdf> [as of XX, 2025].

[54] Charbonneau, A., & Glaser, J. (2021). Suspicion and Discretion in Policing: How Laws and Policies Contribute to Inequity. *UC Irvine Law Review* , 11(5). Retrieved from https://escholarship.org/uc/item/63m1s5h6

[55] Sommers, R., & Bohns, V. K. (2019). The Voluntariness of Voluntary Consent: Consent Searches and the Psychology of Compliance. The Yale Law Journal, 128(7), 1962–2033. http://www.jstor.org/stable/45098021

[56] ACLU. (2023). End Racially Biased Police Searches (AB93). https://aclucalaction.org/bill/ab-93/

[57] Gau, J. M. (2013). Consent Searches as a Threat to Procedural Justice and Police Legitimacy: An Analysis of Consent Requests During Traffic Stops: An Analysis of Consent Requests During Traffic Stops. Criminal Justice Policy Review, 24(6), 759-777. https://doi.org/10.1177/0887403412464547

asked about parole status. Each of these excludes the other category in order to isolate each distinct search scenario, and lead to more accurate comparisons. The third scenario combines the two, analyzing consent searches where an officer asked about parole status.

1. Asking About Parole Status and Consent Searches by Perceived Race/Ethnicity

For individuals who were not searched solely on the basis of consent, officers asked individuals perceived as Multiracial, Black, and Hispanic/Latine(x) about their parole status during stops involving searches[58] at the highest rates compared to other perceived races/ethnicities. Officers asked about parole status in 16.31 percent of searches of individuals perceived as Multiracial (885 of 5,427 stops of individuals perceived as Multiracial), 14.43 percent of searches of individuals perceived as Black (12,785 of 88,613 stops of individuals perceived as Black), and 13.83 percent of searches of individuals perceived as Hispanic/Latine(x) (27,729 of 20,0441 stops of individuals perceived as Hispanic/Latine(x)). Officers asked individuals perceived as Middle Eastern/South Asian (8.77% or 635 of 7,240 stops), Asian (8.81% or 866 of 9,834 stops), and Native American (8.87% or 188 of 2,120 stops) about their parole status in stops with searches at the lowest rates.

For individuals who were not asked about parole status, officers searched individuals perceived as Hispanic/Latine(x), Pacific Islander, and Multiracial based solely on consent (hereafter called "consent searches") at the highest rates compared to other perceived races/ethnicities [59]. Officers performed consent searches in 14.39 percent of searches of individuals perceived as Hispanic/Latine(x) (29,030 of 20,1742 stops), 11.71 percent of searches of individuals perceived as Pacific Islander (257 of 2,195 stops), and 11.53 percent of stops of individuals perceived as Multiracial (592 of 5,134 stops). Officers performed consent searches at the lowest rates in searches of individuals perceived as Native American (5.85% or 120 of 2,052 stops), Black (9.31% or 7,780 of 83,608 stops), and White (10.72% or 13,538 of 12,6338 stops).

Officers asked about parole status and performed a consent search in searches of individuals perceived as Hispanic/Latine(x), Middle Eastern/South Asian, and Multiracial at the highest rates compared to other perceived races/ethnicities. Officers asked about parole status and performed a consent search in 3.62 percent of searches of individuals perceived as Hispanic/Latine(x) (8,620 of 238,091 stops), 3.24 percent of searches of individuals perceived as Middle Eastern/South Asian (271 of 8,361 stops), and 2.90 percent of searches of individuals perceived as Multiracial (180 of 6,199 stops). Officers asked about parole status and performed consent searches at the lowest rates in searches of individuals perceived as Native American (1.67% or 38 of 2,278 stops), Black (2.13% or 2,102 of 9,8495 stops), and Pacific Islander (2.63% or 66 of 2,508 stops).

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[58] In this paragraph, the denominator is searches of each respective race, excluding consent searches. Consent searches were excluded from this analysis to isolate, and be able to compare, searches with consent searches and searches where an individual was asked their probation/parole status.

[59] In this paragraph, the denominator is searches of each respective race, excluding stops where individuals were asked their parole/probation status. Stops where individuals were asked about parole status were excluded from this analysis to isolate, and be able to compare, searches with consent searches and searches where an individual was asked their probation/parole status.

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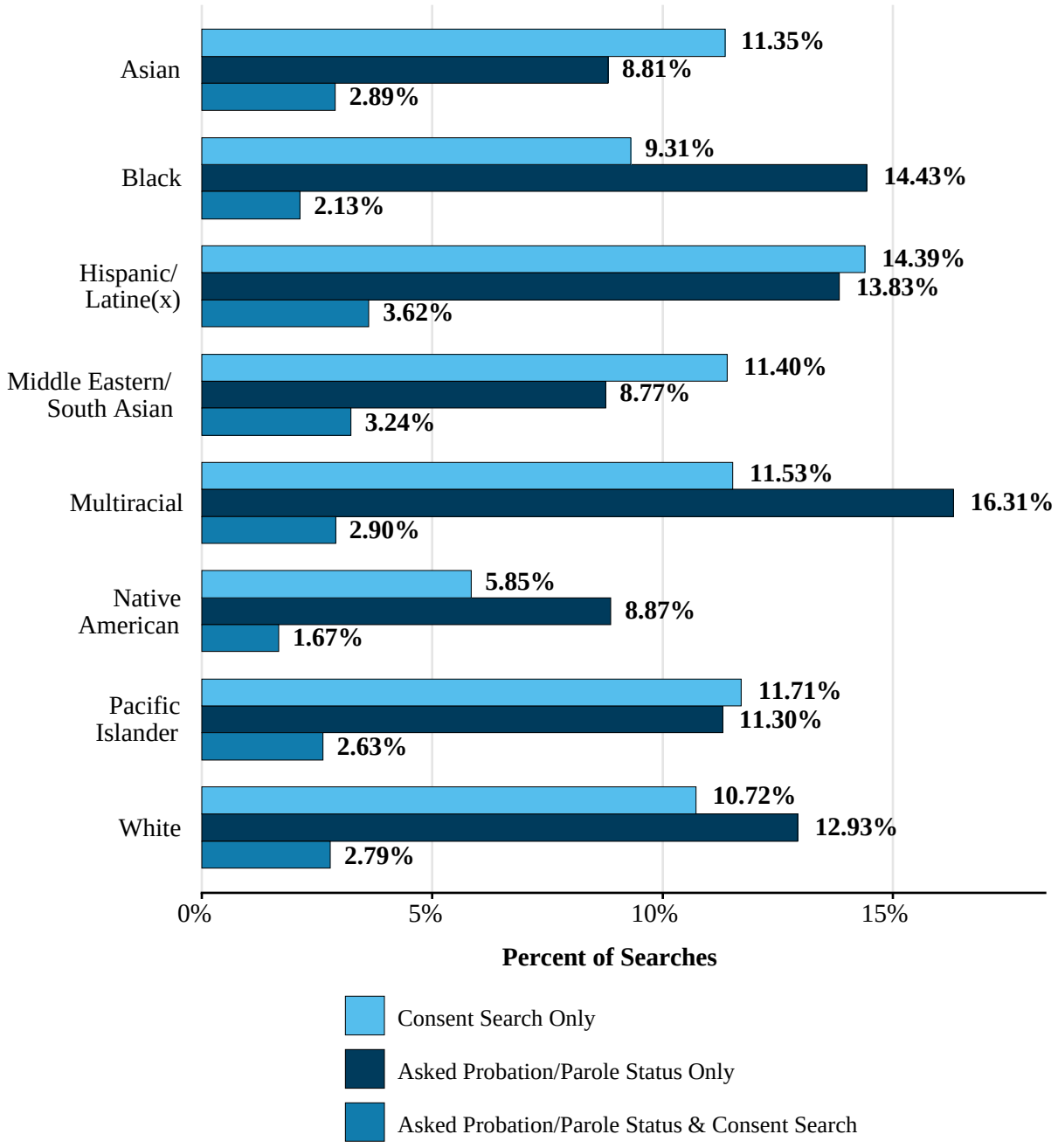
Figure X1. Asking About Parole Status and Consent Searches by Perceived Race/Ethnicity



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2. Asking About Parole Status and Consent Searches by Perceived Age

For individuals who were not searched solely on the basis of consent, officers asked individuals perceived as 35-44, 45-54, and 25-34 years old about their parole status during stops involving searches[60] at the highest rates compared to other perceived ages. Officers asked about parole status in 14.78 percent of searches of individuals perceived as 35-44 (19,473 of 13,1784 stops of individuals perceived as 35-44 years old), 14.08 percent of searches of individuals perceived as 45-54 (9,442 of 67,043 stops of individuals perceived as 45-54 years old), and 13.45 percent of searches of individuals perceived as 25-34 years old (19,340 of 143,818 stops of individuals perceived as 25-34 years old). Officers asked individuals perceived as 10-14 (3.65% or 73 of 2,000 stops), 1-9 (7.78% or 14 of 180 stops), and 65+ (7.78% or 713 of 9,170 stops) about their parole status in stops with searches at the lowest rates.

For individuals who were not asked about parole status, officers searched individuals perceived as 1-9, 45-54, and 35-44 years old based solely on consent (hereafter called "consent searches") at the highest rates compared to other perceived ages [61]. Officers performed consent searches in 18.63 percent of searches of individuals perceived as 1-9 (38 of 204 stops), 13.25 percent of searches of individuals perceived as 45-54 (8,796 of 66,397 stops), and 12.32 percent of stops of individuals perceived as 35-44 (15,785 of 128,096 stops). Officers performed consent searches at the lowest rates in searches of individuals perceived as 10-14 (7.44% or 155 of 2,082 stops), 15-17 (9.57% or 913 of 9,536 stops), and 65+ years old (9.98% or 938 of 9,395 stops).

Officers asked about parole status and performed a consent search in searches of individuals perceived as 45-54, 35-44, and 18-24 years old at the highest rates compared to other perceived ages. Officers asked about parole status and performed a consent search in 3.50 percent of searches of individuals perceived as 45-54 (2,753 of 78,592 stops), 3.31 percent of searches of individuals perceived as 35-44 (5,051 of 152,619 stops), and 3.12 percent of searches of individuals perceived as 18-24 (1,973 of 63,316 stops). Officers asked about parole status and performed consent searches at the lowest rates in searches of individuals perceived as 10-14 (0.55% or 12 of 2,167 stops), 15-17 (1.44% or 152 of 10,586 stops), and 65+ (1.93% or 199 of 10,307 stops).

[60] In this paragraph, the denominator is searches of each respective race, excluding consent searches. Consent searches were excluded from this analysis to isolate, and be able to compare, searches with consent searches and searches where an individual was asked their probation/parole status.

[61] In this paragraph, the denominator is searches of each respective race, excluding stops where individuals were asked their parole/probation status. Stops where individuals were asked about parole status were excluded from this analysis to isolate, and be able to compare, searches with consent searches and searches where an individual was asked their probation/parole status.

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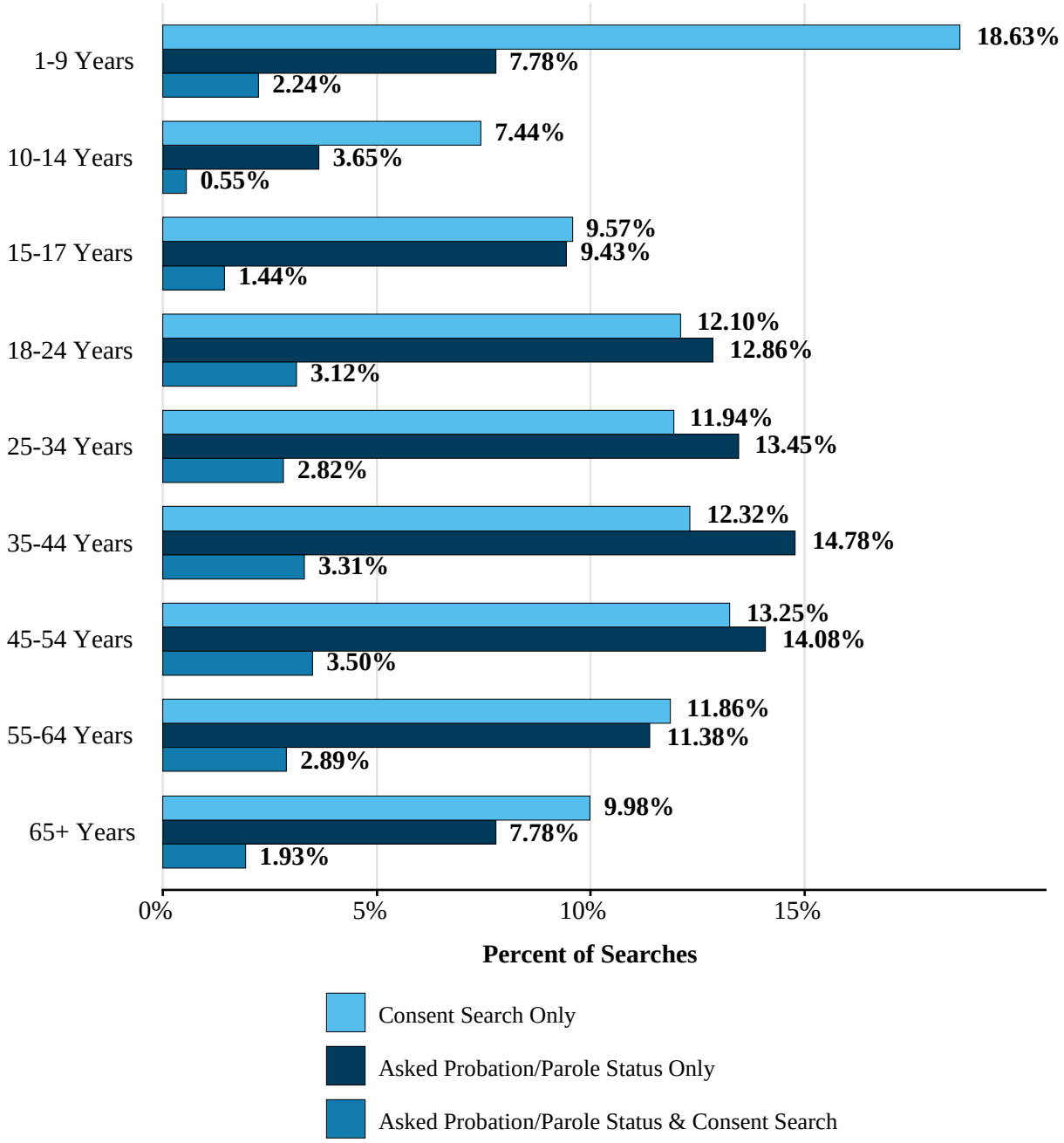
Figure X2. Asking About Parole Status and Consent Searches by Perceived Age Group



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C. Search and Discovery and Basis for Search

Officers can indicate 13 different bases for a search on the 2025 RIPA stop form. An officer can indicate more than one basis for search during a single stop. Comparing the rates at which searches yield contraband or evidence across bases offers a measure of how accurately, in aggregate, each justification yields a fruitful search. As the Board explained in its 2020 Report, differences in search efficacy may indicate that officers apply different thresholds of suspicion to different groups.[62] This year, the Board continues its examination of discovery rates across all reported bases for search.

Bases for Search

1. *Consent Given*
2. *Officer Safety*
3. *Search Warrant*
4. *Condition of Parole/ Probation/PRCS/ Mandatory Supervision*
5. *Suspected Weapons*
6. *Visible Contraband*
7. *Odor of Contraband*
8. *Canine Detection*
9. *Evidence of a Crime*
10. *Incident to Arrest*
11. *Exigent Circumstances/ Emergency*
12. *Vehicle Inventory*
13. *Suspected Violation of School Policy*

Among the 514,433 stops involving a search, incident to arrest is the most frequently used basis for search by officers at 52.08 percent (267,903 searches), followed by consent given (22.93% or 117,958 searches), and officer safety (17.18%, or 88,381 searches). The least common bases for search are suspected violation of school policy (0.04% or 213 searches), exigent circumstances (0.34% or 1,770 searches), and canine detection (0.43% or 2,208 searches).

Among all stops involving a search, evidence of a crime is the basis for search that results in the highest discovery rates at 76.13 percent (22,075 searches with discovery of 28,995 searches), followed by visible contraband (73.72%, or 27,719 searches with discovery of 37,599 searches) and search warrant (62.30%, or 3,627 searches with discovery of 5,822 searches). Stops where officers used consent given as the basis for search results in the lowest discovery rates at 25.88 percent (30,533 searches with discovery of 117,958 searches), while consent given is the second most frequently used basis for search by officers at 22.93 percent (117,958 searches). Other bases for search that yield the lowest discovery rates include incident to arrest (26.86%, or 71,956 searches with discovery of 267,903 searches) and condition of parole (28.65%, or 23,457 searches with discovery of 81,872 searches).

Searches with bases tied to observed evidence broadly produced discovery at a much greater rate than the bases most dependent on officer discretion. Consent was the second most frequently selected basis for search yet produced the lowest discovery rate at 25.88 percent.

D. Immigration Enforcement-Related Stops

1. Background and Context

During the period covered by this report (January 1, 2025 through December 31, 2025), the frequency and character of immigration enforcement activity in California substantially

[62] See Racial and Identity Profiling Advisory Board, Annual Report (2020), p. 36 <https://oag.ca.gov/sites/all/files/agweb/pdfs/ripa/ripa-board-report-2020.pdf> [as of XX, 2025].

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increased.[63] In its July 11, 2025 meeting, the Board expressed concerns about the relationship between state and local law enforcement agencies, federal immigration enforcement, and racial profiling.[64] The Board held a meeting on October 9, 2025 to discuss these concerns in detail.[65] This year, the Board examines this issue by assessing reported stops with an immigration-enforcement nexus.

It is important to note at the outset that RIPA data is only collected from peace officers employed by state and local law enforcement agencies, and not federal agents.[66] Additionally, the California Values Act, Senate Bill 54 (SB 54), codified at Government Code section 7284 et seq., effective January 2018, generally restricts California law enforcement agencies from using personnel, facilities, or other state and local resources to participate in immigration enforcement, with some enumerated exceptions.[67] However, state and local law enforcement are still permitted

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[63] See, e.g., Fry, *Immigration arrests quietly increase by 1,500% in San Diego*, CalMatters (Jan. 29, 2026) <https://calmatters.org/justice/2026/01/san-diego-immigration-arrest-surge/> [as of XX, 2026] (reporting more than 4,500 ICE administrative arrests in San Diego between May and October 2025, compared to fewer than 300 in the same period the prior year, based on ICE records obtained by the Deportation Data Project); Ordonio, *48% of people ICE arrested in Northern California have no criminal record*, Mission Local (Dec. 4, 2025) <https://missionlocal.org/2025/12/sf-ice-arrests-criminal-history/> [as of XX, 2026] (reporting that ICE arrests in Northern California more than tripled between January 20 and October 15, 2025, compared to the same period the prior year, and that deportations from California rose 78 percent over the same period). The underlying data is published by the Deportation Data Project, a research initiative based at the University of California, Berkeley School of Law (<https://deportationdata.org/> [as of XX, 2026]), which compiles ICE records released in response to Freedom of Information Act requests.

[64] More information about this meeting can be found on the Board's website at https://oag.ca.gov/ab953/meetings [as of XX, 2026].

[65] More information about the Board's October 9, 2025 meeting, including the minutes from that meeting, the materials presented, and a recording of the meeting can be found on the Board's website. (See Cal. Dep't. of Justice, Racial and Identity Profiling Advisory Board Meetings https://oag.ca.gov/ab953/meetings [as of XX, 2026].)

[66] Gov. Code, § 12525.5, subd. (b) [requiring reporting by each state and local agency that employs peace officers].

[67] See California Values Act, Stats. 2017, ch. 495, § 3, codified at Gov. Code, § 7284 et seq.; see also Gov. Code, § 7284.6 [specifying limitations on use of state and local resources for immigration enforcement]. As noted in the Government Code, state and local law enforcement agencies are permitted to investigate, enforce, or detain individuals upon reasonable suspicion of, or arresting for a violation of, Section 1326(a) of Title 8 of the United States Code (Gov. Code, § 7284.6, subd. (b)(1)); respond to a request from immigration authorities for information about a specific person's criminal history (Gov. Code, § 7284.6, subd. (b)(2)); conduct enforcement or investigative duties associated with a joint law enforcement task force (Gov. Code, § 7284.6, subd. (b)(3)); make inquiries into information necessary to certify an individual who has been identified as a potential crime or trafficking victim (Gov. Code, § 7284.6, subd. (b)(4)); or give immigration authorities access to interview an individual in agency or department custody subject to providing inmates with the required notification under the TRUTH Act before the interview (Gov. Code, § 7284.6, subd. (b)(5)). In *United States v. California*, 921 F.3d 865, 876 (9th Cir. 2019), the Ninth Circuit described examples of the exceptions to SB 54 as follows, while upholding the law:

For example, although agencies generally cannot "[t]ransfer an individual to immigration authorities," such an undertaking is permissible if "authorized by a judicial warrant or judicial probable cause determination," or if the individual has been convicted of certain enumerated crimes. [Gov. Code,] §§ 7282.5[, subd.](a), 7284.6[, subd.](a)(4). Similarly, the restrictions on sharing personal information are also relaxed if the individual has been convicted of an enumerated crime, or if the information is available to the public. *Id.* §§ [Gov. Code,] 7282.5[, subd.](a), 7284.6[, subd.](a)(1)(C)-(D).

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to engage with federal authorities in specific circumstances — for example, through participation in joint task forces — which may raise concerns related to racial and identity profiling.[68]

In passing RIPA, California found that profiling "alienates people from law enforcement" and erodes "trust among the people" police serve.[69] Some research examining federal-local cooperation in immigration enforcement has found a similar impact; one study found that interior immigration-enforcement cooperation undermines trust in police among undocumented immigrants and makes crime reporting less likely.[70] Another study found no evidence of an increase in FBI-index crime rates for jurisdictions that limit entanglement with immigration enforcement.[71] Accordingly, the Board seeks to identify any changes in the 2025 RIPA data that may have resulted from increased immigration enforcement actions. It does so by looking at the three data elements that can potentially document involvement with immigration enforcement actions: U.S. Department of Homeland Security (DHS) referrals as a result of stops; stops conducted with the assistance of a non-reporting agency; and narrative fields explaining the reason for stops.

2. Limitations of RIPA Data on Immigration-Enforcement Related Stops

There are limitations to the RIPA Board's ability to evaluate stops with an immigration-enforcement nexus. First and foremost, there is limited RIPA data relating to immigration-enforcement related interactions. RIPA applies only to stops made by California state and local law enforcement officers. Law enforcement agencies outside of California, or federal agents, including those employed by U.S. Immigration and Customs Enforcement (ICE), U.S. Customs and Border Protection (CBP), or other U.S. Department of Homeland Security components, are not subject to RIPA.

Additionally, RIPA stop data collection is limited to the enumerated data elements detailed in the RIPA statute.[72] Only one RIPA data element directly relates to immigration enforcement: specifically, whether the officer referred the person stopped to the U.S. Department of Homeland Security as the result of the stop.[73] Another data element may indirectly relate to immigration enforcement: law enforcement officers are required to report whether the stop was conducted with the assistance of a non-reporting agency, which can include joint task force operations with federal agencies.[74] Additionally, officers may also include immigration-enforcement related information in the narrative description field.[75]

However, each of these data elements is underinclusive. For example, during a stop, if an officer took other actions that relate to immigration enforcement, for instance, request citizenship or immigration documents or informally coordinating with federal agents, because these types of actions are not reflected in any structure field within the RIPA data collection, the RIPA data

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[68] More information about joint task forces and its intersection with AB 953's prohibition on racial and identity profiling can be found in the Policies chapter of this report.
[69] Pen. Code, § 13519.4, subd. (d)(3).
[70] Wong et al., *How Interior Immigration Enforcement Affects Trust in Law Enforcement* (2021) 19 Perspectives on Politics 357, 357–360.
[71] Hausman, *Sanctuary Policies Reduce Deportations Without Increasing Crime* (2020) 117 Proc. Natl. Acad. Sci. U.S.A. 27262, 27262–27264.
[72] Gov. Code, § 12525.5.
[73] Cal. Code Regs., tit. 11, § 999.226, subd. (a)(18)(L).
[74] Cal. Code Regs., tit. 11, § 999.227, subd. (a)(4).
[75] Cal. Code Regs., tit. 11, § 999.226, subd. (a)(14)(B).

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would not include this information. Although there are narrative fields that an officer can use to enter information regarding a stop, these narrative fields are not specific to immigration enforcement, and a narrative reference to DHS, ICE, CBP, or TSA may describe only the context of a stop rather than cooperation with immigration authorities or participation in immigration enforcement activities.

Accordingly, this section presents analyses of the limited RIPA data available, rather than a comprehensive accounting of the relationship between RIPA stops and immigration enforcement. This information is provided only to understand the limited information collected by RIPA, and conclusions about immigration enforcement activity or state and local officer interactions relating to immigration enforcement within the state should not be drawn because of the limited information available.

3. DHS Referrals as a Result of Stop and Stops Conducted with Assistance of a Non-Reporting Agency

In the first part of this analysis, two fields in RIPA data were used to assess stops with an immigration-enforcement nexus: stops reported to include a result of "Contacted DHS" and the selection of the "Non-Reporting Agency" field. Although federal agencies are not subject to RIPA reporting requirements, a portion of DHS activity could theoretically be captured in stops with both Contacted DHS as a Result of Stop and Non-Reporting Agency selected.

Contacted DHS Result of Stop is infrequently used, with a total of 2,545 occurrences (0.01%) across the 31,763,896 stops in all years of RIPA data. The Non-Reporting Agency field, added to the RIPA data in 2024, is selected by officers when "a stop is done in conjunction with a reporting agency and an agency that is not subject to the reporting requirements of this chapter." The Non-Reporting Agency field is infrequently selected (23,353 stops, or 0.22% of stops across 2024 and 2025).

Table X1. The Number of Stops with Contacted DHS Alone or Both Contacted DHS and Non-Reporting Agency Selected, 2018-2025 RIPA Data.

Selected RIPA Field	2018	2019	2020	2021	2022	2023	2024	2025
Contacted DHS	98	179	137	201	511	441	538	440
Contacted DHS and Non-Reporting Agency[a]	12	16	19	31	37	11	51	29

[a] As the non-reporting agency field was not available until 2024, all stop narratives in 2018-2023 with Contacted DHS as a Result of Stop were analyzed for whether the stop could have been conducted with a non-reporting agency on the stop to allow for estimation of trends across the years. A more detailed descriptive of this methodology is included in Appendix XX.

Table X1 displays the number of stops where Contacted DHS was selected and the number of stops where both Contacted DHS and Non-Reporting Agency were selected by officers in the 2024-2025 RIPA data.[76] As the non-reporting agency field was not available in 2018-2023, stops with Contacted DHS as a Result of Stop were analyzed for direct mention of a non-reporting agency in the stop narrative or a description of a scenario that strongly suggested a non-reporting agency could have been the primary agency.[77] The number of agencies reporting increased by

[76] Stops with Non-Reporting Agency selected, irrespective of whether Contacted DHS was selected as a Result of Stop, decreased by over 30%, from 2024 to 2025, with 13,798 stops in 2024 and 9,555 stops in 2025.

[77] A more detailed description of methodology is included in Appendix XX.

each wave between 2018, when only the state's largest agencies were reporting, and 2022, when all agencies required were reporting RIPA data.

Since 2022, the number of stops resulting in contacting DHS has stayed relatively consistent with fluctuations of less than 100 cases. Only 51 stops in 2024 and 29 stops in 2025 had both fields selected. The Reason for Stop narratives were reviewed to understand which agencies officers referred to when they selected these options. Stops involving TSA were most often represented amongst this group of stops (40 stops in 2024 and 25 stops in 2025). Only one stop seemed to involve CBP in 2024 and 2025. And, in several narratives (seven in 2024 and two in 2025), there was no indication of the presence of a DHS agency. Table X2 presents the agencies mentioned in stops where both Contacted DHS as a Result of Stop and Non-Reporting Agency are selected in 2024 and 2025.

Table X2. Agency Identification in Narratives for Stops with Both "Contacted DHS as a Result of Stop" and "Non-Reporting Agency" Selected in 2024 and 2025 RIPA Data.

Agencies or Scenarios Mentioned (DHS)	2024	2025
CBP	1	1
No DHS Agency	7	2
TSA	40	25
Unknown DHS Agency	3	1

4. Review of Reason for Stop Narratives

A secondary set of analyses were conducted examining the Reason for Stop narratives alone for all years of RIPA data. Specific keywords[78] associated with DHS agencies were used to retrieve stop narratives for review. While ICE and Homeland Security Investigations (HSI) were the primary focus of these analyses, TSA and CBP were included for reference.

Table X3 displays the number of stops where officers reported DHS agencies as present in a collaborative capacity in the Reason for Stop narratives separated by reporting year. TSA and CBP were present in more stop narratives than ICE and HSI by a large margin. ICE was present in the highest number of stop narratives in 2019, while HSI was present in the highest number of stop narratives in 2025.

Table X3. The Number of Stop Narratives Referencing DHS Agencies in a Collaborative Capacity, 2018-2025 RIPA Data.

DHS Agency	2018	2019	2020	2021	2022	2023	2024	2025	TOTAL
ICE	4	7	2	3	5	4	1	5	31
HSI	1	3	1	0	3	9	7	17	41
TSA	38	104	57	266	345	386	653	412	2,261
CBP	209	366	279	318	282	326	294	372	2,446

[78] Keywords and examples of categorized stop narratives can be found in Appendix XX.

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a. Characteristics of Stops Referencing “”is" and “ICE”

Narratives referencing “ICE” and “HSI” were reviewed and categorized according to whether there was an identifiable presence of the DHS agency in question, whether there appeared to be collaboration with local law enforcement, whether there was an immigration-related issue with no DHS agency present, and whether there was any mention of citizens protesting federal immigration policy. Narratives that were determined to have no identifiable relation to immigration enforcement were excluded from the analyses.[79] The category regarding protests was added to determine if officers may be assisting in federal immigration enforcement in a less direct manner, e.g., by intervening in civilian disruptions against federal immigration enforcement. Table X4 displays six narratives referencing ICE or HSI as examples of narratives in these analyses.

Table X4. A Sample of Narratives Retrieved Using Keywords for ICE and HSI.

Reason for Stop Narratives – Stops Relating to ICE or HSI
“[P]ossible ice warrant”
“Male was stopped for expired registration. He was suspended out of Washington State. He also had an ICE warrant. Information was given to Ice. Male was then released.”
“[O]fficers observed susp who matched description of vandalism suspect. detainment occurred during ice raid protests.”
“[S]erved a joint search warrant with HSI on joint investigation for stolen cargo on state and federal violations”
“Warrant Arrest Requested by Homeland Security Unit”
“Subject detained pursuant to a federal search warrant in Santa Monica for a joint LAPD/HSI investigation. The search warrant happened on Tuesday, November eighteenth (the day before the LAPD incident number).”

In 2025, the most frequent mentions of ICE came from officers conducting non-immigration-related stops during ICE protests. This set of narratives mentioned stops for vandalism, following an ICE agent in a vehicle without a driver’s license, robbery, crossing a “Do Not Enter” zone, and unlawful assembly.

Of the 22 stop narratives in 2025 that were identified through manual review as referencing ICE or mentioning a scenario that involved an immigration-related issue, only four (18.18%) stops seemed to involve possible collaboration with ICE, which was lower than in some of the previous years (See Table X6).[80] These narratives included an off-duty immigrations officer detaining a subject who was later detained formally by law enforcement officers when they arrived on the scene and three other stops wherein a warrant or possible warrant was noted in the narrative. As with HSI, there were instances of non-collaboration with ICE agents. As the ICE keyword search included a general keyword for “immigration,” some stops were captured that involved immigration-related keywords, but did not appear to involve a DHS agency during the stop. These narratives include, for example, a situation where a victim’s immigration papers

[79] Between 2018-2025, 39 out of the retrieved 113 (34.51%) narratives for HSI and 797 out of the retrieved 896 (88.95%) narratives for ICE had keywords that were not related to DHS agencies, e.g. related to weather, location names, food items, or misspellings of common words.

[80] A more detailed description of methodological decisions for this analysis is included in Appendix XX.

were stolen by the subject under investigation. Table X6 details the number of narratives with mentions of "ICE" in the RIPA data from 2018-2025.

Table X5. Categorization for Stops Gathered via Keyword Search for "ICE" Across Stop Narratives, 2018-2025 RIPA Data.

Keyword Category (ICE)	2018	2019	2020	2021	2022	2023	2024	2025
Reference to ICE	4	7	2	3	5	4	1	4
Reference to ICE (Non-Collaboration)	1	0	1	0	3	2	0	7
Reference to ICE/Protesting ICE	0	0	0	0	0	0	0	1
Immigration-Related (No DHS Agency)	0	0	0	0	0	0	0	2
Protesting ICE	0	0	0	0	0	0	0	8

In 2025, the most frequent mentions of "HSI" in a collaborative capacity came from requests for warrant arrests or participation in joint task forces with HSI, although these task forces did not appear to involve immigration or were otherwise unspecified in nature. Between 2018-2022, there was not an obvious pattern for the stops referring to HSI other than overall low counts, with each year ranging between no stops and three stops. In 2023, there was an increase in stops from three stops in 2022 to nine stops in 2023, and then an increase again between 2024 and 2025 from seven stops to 14 stops. Stops wherein an HSI agent was present and officers also mentioned ICE protests in the stop narrative were only seen in 2025 (3 stops). Additionally, some of the mentions of "HSI" involved officers in non-collaborative situations with DHS, e.g., stopping an agent for a traffic violation. Table X5 presents the number of narratives with mentions of HSI in the RIPA data from 2018-2025.

Table X6. Categorization for Stops Gathered via Keyword Search for "HSI" Across Stop Narratives, 2018-2025 RIPA Data.

Keyword Category (HSI)	2018	2019	2020	2021	2022	2023	2024	2025
Reference to HSI	1	3	1	0	3	9	7	14
Reference to HSI (Non-Collaboration)	0	0	0	0	0	2	0	3
Reference to HSI/ICE Protests	0	0	0	0	0	0	0	3

5. Summary of Findings

There is little evidence within the limited RIPA data itself that suggests officers are frequently collaborating with DHS agencies on federal immigration efforts or that collaboration increased during 2025. RIPA data contains only one field that directly references DHS (Contacted DHS as a Result of Stop), one field that determines whether a non-reporting agency was the primary agency on the stop (Non-Reporting Agency field in 2024 and 2025 data), and one mandatory narrative field with a 250-character limit. Together, these fields may not provide enough information to allow accurate interpretation of collaboration nor enough ways for an officer to give context to the stop even if it was truly in collaboration with a DHS agency.

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E. Expanded Mode of Travel Analysis

In prior reports, the Board has examined the relationship between transportation mode (vehicle, bicycle, or pedestrian stops) and perceived race or ethnicity and other demographic characteristics, using the "Type of Stop" data element added in 2024.[81] This year, the Board expands that analysis in two ways: First, the Board examines, to the extent possible from RIPA data, stops occurring on public transportation, including the most common transit-related stop reasons and how they differ across demographic groups. Second, the Board updates the Mode of Travel Analysis presented in the 2026 Report with 2025 data, examining type of stop, search and *Terry* frisk rates, discovery rates across vehicle, bicycle, and pedestrian stops and between officer-initiated and call-for-service stops.

1. Stops Occurring on Public Transportation

Policing in public transit may differ substantially from policing on roadways or in other public spaces. The transit environment is a defined space, fare-payment rules are unique to transit, and the rider population is not demographically representative of California's general population.[82] Riders may be stopped for conduct that has no close analogue in ordinary street policing, including proof-of-payment inspections, fare-evasion allegations, station or platform rules, and other code-of-conduct enforcement.[83]

Recent reports and studies on transit policing in California illustrate why public transportation may warrant a more careful analysis. In particular, fare enforcement has been identified as a possible source of disproportionate policing or profiling. An analysis of citation data from 2019 found that, of the 16,393 fare-evasion citations issue on the LA Metro system in 2019, 53.35 percent were issued to riders perceived to be Black, although Black riders comprised approximately one-fifth of Metro's ridership.[84] A 2022 study examining train fare enforcement in Los Angeles in 2017 and 2018 found that order-maintenance policing[85] was most intense at stations in gentrifying neighborhoods and that, at the average station, fare-evasion citations were

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[81] Cal. Code Regs., tit. 11, § 999.226, subd. (a)(2); see also Racial and Identity Profiling Advisory Board, 2026 Annual Report (2026), Section IV.A [Mode of Travel Analysis], at pp. 59–63.

[82] See Racial and Identity Profiling Advisory Board, 2026 Annual Report (2026), Section IV.A [Mode of Travel Analysis], at p. 60 <https://oag.ca.gov/system/files/media/ripa-board-report-2026.pdf> [as of XX, 2026], citing information from the American Community Survey <https://www.census.gov/programs-surveys/acs.html> [as of XX, 2026].

[83] See Pub. Util. Code, § 99580 et seq. (authorizing local transportation agencies to enact ordinances governing conduct on transit property, including penalties for specified prohibited conduct); see also, e.g., Bay Area Rapid Transit District, *Customer Code of Conduct* (adopted 2013, amended 2021 & 2022) <https://www.bart.gov/about/bod/policies> [as of XX, 2026] (setting out passenger conduct rules, including with respect to fare payment, paid-area access, smoking, eating and drinking, and other prohibited conduct); Los Angeles County Metropolitan Transportation Authority, *Customer Code of Conduct*, ch. 6-05 of Metro's Administrative Code (amended June 1, 2023) <https://media.metro.net/about_us/ethics/images/codeofconduct_customer.pdf> [as of XX, 2026] (setting out analogous code-of-conduct rules for the Los Angeles Metro system).

[84] Kirk, *The Road to Transit Equity: The Case for Universal Fareless Transit in Los Angeles* (May 2023), SAJE & ACT-LA, at p. 41 <https://www.saje.net/wp-content/uploads/2023/05/SAJE-The-Road-to-Transit-Equity.pdf> [as of XX, 2026].

[85] "Order maintenance policing" is understood to be discretionary, officer-initiated low level, "quality of life" conduct undertaken to secure the "absence of disorder" in shared public places, such as enforcement relating to loitering, public disturbance, and, particularly relevant here, fare evasion. See, e.g., Livingston, *Police Discretion and the Quality of Life in Public Places: Courts, Communities, and the New Policing*, 97 Colum. L. Rev. 551, 558 & n.20 (1997).

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more often issued to Black and Latine(x) riders.[86] The authors further found that Black and Latine(x) riders were more likely than White riders to receive fare-evasion citations even after accounting for relevant local social-structural characteristics.[87]

Some advocates have been critical of the efficacy and impacts of fare-enforcement. The Center for Policing Equity's ("CPE") 2025 report on fare enforcement by the Bay Area Rapid Transit (BART) agency, *BART Fare Enforcement: Balancing Goals, Community Concerns, and Human Costs*, found that, among other things, fare-enforcement stops were less likely than other BART Police Department stops to produce searches or contraband. In an analysis of 2022 RIPA data, CPE found discretionary searches occurred in 6.8 percent of fare-evasion stops, compared with 17.6 percent of non-fare-evasion stops, and contraband was found in 2.1 percent of fare-evasion stops, compared with 7.7 percent of other stops. The report further concluded that fare enforcement did not appear connected to a measurable reduction in violent crime or disorder complaints, and that the current approach to fare enforcement imposes disproportionate burdens on Black and low-income riders.[88]

Fare enforcement is used by some transit agencies as a component of a public safety model. Los Angeles County Metro has published a series of monthly public safety reports describing a public safety model that combines law enforcement, transit security, private security, homeless-outreach teams, ambassadors, and station-based interventions. These reports illustrate how fare enforcement and code-of-conduct enforcement can overlap with other safety initiatives. For example, Los Angeles County Metro's October 2024 report described public-safety surge activities that included foot patrols, turnstile engagement, TAP-card checks, and increased citations and arrests for trespassing, narcotics, and weapons; it also described TAP-to-Exit and general fare enforcement as recurring sources of rider comments, both positive and negative.[89] Available data indicates that actual revenue generated by enforcement is minimal for California transit agencies. CPE found that BART's annual citation revenue between 2018 and 2023 peaked at $86,613 in 2019, that annual enforcement expenditures exceeded $2.2 million, and that only an estimated 6 to 12 percent of citations were ultimately paid.[90]

Proponents of fare elimination have emphasized reduced enforcement contact and increase ridership. Federal transit research has found that a majority of violent incidents on transit systems are assaults on bus operators arising from fare disputes, and the Kansas City Area Transportation Authority reported a 39 percent decline in reported crime in the first year after

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[86] Johnson & Patterson, *The Policing of Subway Fare Evasion in Postindustrial Los Angeles* (2022) 24 Punishment & Society 457, 458–459, 468–472. The authors examined citations issued from December 1, 2017 to May 31, 2018 at various LA Metro subway stations, and considered it with local demographic information and crime rates retrieved from the American Community Survey and the FBI, respectively. *Id*. at 462-466. The authors estimated the population of station users with the American Community Survey's estimate of demographics of transit commuters local to the station. *Id*. at 466.

[87] Johnson & Patterson, *The Policing of Subway Fare Evasion in Postindustrial Los Angeles* (2022) 24 Punishment & Society 457, 468-472.

[88] Center for Policing Equity, *BART Fare Enforcement: Balancing Goals, Community Concerns, and Human Costs* (2025) at pp. 24-31, 38-40, 48-50 <https://policingequity.org/wp-content/uploads/2025/05/CPE-BART-Report.pdf> [as of XX, 2026].

[89] LA County Metro, Board Report 2024-0827 – Monthly Update on Public Safety (Oct. 24, 2024) at pp. 3, 12, 16, 19 <https://boardagendas.metro.net/board-report/2024-0827/> [as of XX, 2026].

[90] Center for Policing Equity, *BART Fare Enforcement: Balancing Goals, Community Concerns, and Human Costs* (2025) at p. 9 <https://policingequity.org/wp-content/uploads/2025/05/CPE-BART-Report.pdf> [as of XX, 2026].

eliminating fares.[91] Similarly, BART reported a 41 percent decline in crime and a decline in reported harassment from 8 percent to 3.9 percent of survey riders following the completion of hardened fare gates and a doubling of visible police presence.[92] In Los Angeles, research conducted by LA Metro found that Black riders reported feeling less safe in the presence of armed law enforcement.[93] Approximately 95 percent of surveyed riders at LA Metro's Westlake/MacArthur Park station reported that their perception of personal safety improved in the station after structural changed including fare-gate improvements.[94]

Several of the most common reasons for transit stops identified in this analysis — like fare evasion, trespassing, local ordinance violations, and loitering — are not immediate threats to rider safety. Some transit agencies have assigned portions of this work to non-law-enforcement personnel. For example, alongside law enforcement officers, Los Angeles Metro deploys unarmed, uniformed staff to assist riders and connect individuals to services.[95] These Metro Ambassadors provide wayfinding and customer assistance, and serve as a first point of contact for riders in crisis, and, beginning in April 2023, administer naloxone.[96] The ambassadors have no formal public safety function beyond verbal de-escalation and incident reporting; rather, ambassadors are trained to remove themselves from dangerous situations and call for help.[97] Metro's staff also includes uniformed transit security officers, who often work on code of conduct and fare enforcement.[98] Unsworn civilian staff like ambassadors or transit security officers are not necessarily peace officers, even if the role includes the authority to make arrests or issue citations, and reporting of interactions with these staff members is not reported to

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[91] Kirk, *The Road to Transit Equity: The Case for Universal Fareless Transit in Los Angeles* (May 2023), SAJE & ACT-LA, at p. 41<https://www.saje.net/wp-content/uploads/2023/05/SAJE-The-Road-to-Transit-Equity.pdf> [as of XX, 2026] (citing, Federal Transit Administration, *Transit Advisory Committee for Safety (TRACS) 14-01 Report: Preventing and Mitigating Transit Worker Assaults in the Bus and Rail Transit Industry* (July 6, 2015), at p. 3 <https://www.transit.dot.gov/sites/fta.dot.gov/files/Final_TRACS_Assaults_Report_14-01_07_06_15_pdf_rv6.pdf> [as of XX, 2026]; Mid-America Regional Council, *Transit Zero Fare Impact Analysis* (April 2022), at p. 7 <https://www.marc.org/sites/default/files/2022-04/Transit-Zero-Fare-Impact-Analysis.pdf> [as of XX, 2026].)

[92] BART, *Crime on BART drops 41% in 2025* (Jan. 29, 2026), <https://www.bart.gov/news/articles/2026/news20260129> [as of XX, 2026].

[93] ACT-LA, *Metro as Sanctuary: Reimagining Safety on Public Transit* (March 2021), at p. 11, <http://allianceforcommunitytransit.org/wp-content/uploads/2021/03/Metro-as-a-Sanctuary-ACT-LA.pdf> [as of XX, 2026] (citing Pueblo Planning, Understanding How Women Travel - Innovative Methods Summary & Analysis (March 22, 2019), at p. 24 <http://libraryarchives.metro.net/DB_Attachments/2019-0294/HWT_AppendixE_FINAL.pdf> [as of XX, 2026].)

[94] L.A. Metro, *Response to Motion 34.1: Improving Safety for Metro Riders and Employees*, (June 27, 2024), at p. 3 <https://boardagendas.metro.net/board-report/2024-0306/> [as of XX, 2026].]

[95] L.A. Metro, *Metro Board Approves Collective Bargaining Agreement to Create In-House Transit Ambassador Department, Expand It to More Bus and Train Lines* (July 1, 2025) <https://www.metro.net/about/media-relations/metro-board-approves-collective-bargaining-agreement-to-create-in-house-transit-ambassador-department-expand-it-to-more-bus-and-train-lines/> [as of XX, 2026].

[96] Wasserman et al., *A Path Forward for Transit Rider Experience and Safety: Lessons from the LA Metro Ambassador Pilot Program* (Dec. 2025) UCLA Institute of Transportation Studies, Rep. No. UC-ITS-2024-51, pp. 2, 24 <https://doi.org/10.7922/G2SB444V> [as of XX, 2026].

[97] Wasserman et al., *A Path Forward for Transit Rider Experience and Safety: Lessons from the LA Metro Ambassador Pilot Program* (Dec. 2025) UCLA Institute of Transportation Studies, Rep. No. UC-ITS-2024-51, pp. 19, 28, 30 <https://doi.org/10.7922/G2SB444V> [as of XXX, 2026].

[98] Wasserman et al., *A Path Forward for Transit Rider Experience and Safety: Lessons from the LA Metro Ambassador Pilot Program* (Dec. 2025) UCLA Institute of Transportation Studies, Rep. No. UC-ITS-2024-51, p. 17 <https://doi.org/10.7922/G2SB444V> [as of XXX, 2026].

RIPA.[99]The California policy changes have combined fare policy with other changes to infrastructure and staffing, making it difficult to isolate the effect of fares on safety. However, since public transit stops may be a source of racially disproportionate policing with a relationship to policing tactics and public safety policies, a more intentional analysis of these tactics, policies, and outcomes may be warranted. A more complete assessment and policy analysis within future RIPA Reports could include an analysis of RIPA data alongside agency-generated enforcement records. Improvement and clarification of RIPA data related to public transportation could assist transit agencies, community partners, and researchers in understanding the impact of enforcement policies on characteristics of public transit.

a. Identifying Public Transportation Stops in RIPA Data

RIPA data does not include a dedicated data element identifying whether a stop occurred on or within a public transportation system. As described in the 2026 Report, riders on buses, trains, and other forms of public transit who are not on a bicycle or in a vehicle are reported as "pedestrian stops" for purposes of the "Type of Stop" data element.[100] However, certain code violations are specific to, or strongly associated with, the public transportation context. For example, stops based on charges related to fare evasion under Penal Code section 640 may be reasonably interpreted as involving public transportation.[101] This section of the Report presents data on stops identifiable as occurring on public transportation based on charges specific to the public transportation context.[102]

Two methods were used to create a subset of the 2025 RIPA data containing public transit-related stops. First, the Result of Stop and the Reason for Stop offense code data fields were filtered by a set of 40 public transit-related offense codes.[103] The validity of these selected stops was confirmed by location and narrative field keyword searches.[104] Stops that were not near a public transit location or had narratives that described a non-public transit-related offense, were removed. Of the initial 25,501 stops identified using public transit-related Reason for Stop offense codes, 23,611 stops (92.59%) remained after examining location and narrative fields. The second method used to identify public transit stops beyond the offense codes was the use of keyword searches in the Reason for Stop narratives and location data. This method gathered an additional 11,669 stops that were related to public transit. The final data subset was 35,280 stops related to public transit.

The analyses below report the most common reasons for public transit-related stops and differences between groups in public transit stops.

b. Stops Identifiable as Public Transportation Stops

In total, 160 agencies reported 35,280 public transit stops in 2025. The two California agencies that reported the most public transit stops were Los Angeles Police Department (48.22%, or

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[99] Gov. Code, § 12525.5, subd. (a).

[100] See Cal. Code Regs., tit. 11, § 999.226, subd. (a)(2); Racial and Identity Profiling Advisory Board, 2026 Annual Report (2026), Section IV.A.

[101] See Pen. Code, § 640 (prohibiting specified conduct on or in a public transportation system, including fare evasion).

[102] For this analysis, public transit-related stops were defined as stops that occurred on public buses, trains, light rails, and at locations like public transit stations, platforms, and bus station hubs. Small local bus stops consisting of single bus benches were excluded from the analysis.

[103] The list of 40 offense codes is located in Appendix XX.

[e] A list of keywords and more detailed methodology is located in Appendix XX.

17,012 stops) and Bay Area Rapid Transit (BART) Police Department (45.54%, or 16,066 stops).[105] Collectively, these two agencies represent 93.76 percent (33,078 stops) of all public transit-related stops in the 2025 RIPA data.

c. Most Common Public Transit Stop Reasons[106]

The ten most common reasons for public transit stops in 2025 include trespassing (35.90% of all public transit stops, or 12,665 public transit stops), fare evasion (26.29% of all public transit stops, or 9,275 stops), local ordinance violation (6.36%, or 2,244 stops), smoking (4.90%, or 1,730 stops), safety violation (4.01%, or 1,414), distribute/possess alcohol/drugs (3.14%, or 1,107 stops), disruptive behavior (3.05%, or 1,076 stops), drug paraphernalia (3.03%, or 1,069 stops), assault/battery/fighting (2.58%, or 909 stops), and community caretaking (1.89%, or 666 stops). Table 2 presents all Reason for Stop Offense Categories that were present in public transit-related stops.

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[105] Though BART is primarily a transit police department, not all BART stops were assumed as transit-related as defined for this analysis. As such, BART stops were filtered according to the methodology used for all other law enforcement agencies (offense codes, location information, and narrative review). BART stops were removed from the analysis for several reasons, for instance, if it was a traffic stop or stop made in the parking lot of a BART station. BART is the only independent public transit agency in California that focuses on buses, trains, or light rails, and reports RIPA data. Some law enforcement agencies handle policing and enforcement for public transit systems either through patrol or a dedicated transit division. There are other transit law enforcement agencies that report RIPA data, but those are limited to airport agencies and harbor patrol.

[106] The list of offense codes, their descriptions, and their designated categories can be found in Appendix XX.

Table 2. Stop counts and percentages of each offense category present in public transit-related stops.[107]

Offense Category	Stop Count	Percent of Public Transit Stops
Trespassing	12,665	35.90%
Fare Evasion	9,275	26.29%
Local Ordinance Violation	2,244	6.36%
Smoking	1,730	4.90%
Safety Violation	1,414	4.01%
Distribute/Possess Alcohol/Drugs	1,107	3.14%
Disruptive Behavior	1,076	3.05%
Drug Paraphernalia	1,069	3.03%
Assault/Battery/Fighting	909	2.58%
Community Caretaking	666	1.89%
Loitering	550	1.56%

d. Difference Between Demographic Groups in Transit-Related Stops

This section analyzes the differences between perceived identity groups and how stops were initiated (i.e. officer-initiated or call for service) within different categories of transit-related stops: overall public transit stops, fare evasion stops, and public order stops. Examining who is stopped, for what reason, and the outcomes of those stops, is a foundation for understanding the operation and impact of policing in transit.

(1) Overall Public Transit Stops by Perceived Identity Group

(a) Race and Ethnicity

The highest rates of public transit stops were reported to involve individuals officers perceived to be Black (41.24% of all public transit stops, 14,549 stops), Hispanic/Latine(x) (29.18%, or 10,296 stops), and White (23.02%, or 8,120 stops), followed by Asian (2.10%, or 741 stops), Multiracial (1.99%, or 703 stops), Middle Eastern/South Asian (1.90%, or 670 stops), Pacific Islander (0.41%, or 146 stops), and Native American individuals (0.16%, or 55 stops).

[107] This table only includes offense categories that include a minimum of 1.00 percent of public transit stops. The full table is located in Appendix XX.

(b) Gender

Most public transit stops in 2025 (99.18% of all public transit stops, 34,989 stops) involved individuals officers perceived as cisgender. Officers reported the highest rates of public transit stops of individuals they perceived as cisgender men/boys (83.92%, or 29,608 stops), followed by individuals they perceived as cisgender women/girls (15.25%, or 5,381 stops). Officers reported much lower rates of public transit stops of individuals perceived as transgender men/boys (0.46%, or 163 stops), transgender women/girls (0.23%, or 82 stops), and nonbinary individuals (0.13%, or 46 stops).

(c) Age

Most public transit-related stops in 2025 were of individuals perceived to be between 25 and 54 years old. Officers reported that 35.02 percent of all public transit stops involved individuals perceived as 25-34 years old (12,355 stops), 29.78 percent of stops involved individuals perceived as 35-44 (10,505 stops), and 14.07 percent of stops involved individuals perceived as 45-54 (4,965 stops). Officers stopped youth perceived as 1-9 years old (0.03%, or 12 stops), 10-14 (0.25%, or 87 stops), and 15-17 (1.56%, or 550 stops) least often. Other perceived age categories were 18-24 (11.08%, or 3,910 stops), 55-64 years (6.24%, or 2,201 stops), and 65+ years (1.97%, or 695 stops).

(d) Disability Status

Officers reported that 97.94 percent (34,552 stops) of public transit-related stops were of individuals they perceived as having no disability. Officers reported that 2.06 percent (728 stops) of public transit-related stops were of individuals they perceived as having a disability.

(e) English Fluency

Officers reported that they perceived the stopped individual to be English fluent in 96.92 percent (34,192 stops) of all public transit stops. Officers perceived stopped individuals as having limited or no English fluency in 3.08 percent (1,088 stops) of public transit stops.

(f) Sexual Orientation

Among all public transit stops in 2025, 1.34 percent (474 stops) involved individuals perceived by the reporting officer as LGB+. The remaining 98.66 percent (34,806) of public transit stops involved individuals perceived as straight/heterosexual.

(g) Housing Status

Officers reported that 16.24 percent (5,730 stops) of public transit-related stops were of individuals they perceived to be unhoused. Officers reported that 83.76 percent (29,550 stops) of public transit-related stops were of individuals they perceived to be housed.

(h) ACS Public Transit Analysis

Comparing the perceived racial demographics of the individuals stopped on public transit in 2025 to the 2024 California population demographics of those who use public transit to commute

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to work[108] demonstrates notable disparities. Individuals perceived to be Black and White were stopped on public transit more frequently than expected, given the state public transit commute demographics. Among the 35,280 total public transit stops, individuals perceived as Black were stopped 341.07 percent more frequently than expected, at 41.24 percent (14,549 stops), compared to 9.35 percent of state public transit commute demographics. Individuals perceived as White were stopped 12.29 percent more frequently than expected, at 23.02 percent (8,120 stops), compared to 20.50 percent of state public transit commute demographics. Conversely, individuals perceived as Asian and Middle Eastern/South Asian were stopped less frequently than expected. Individuals perceived as Asian were stopped 87.60 percent less frequently than expected, at 2.10 percent (741 stops), compared to 16.94 percent of state public transit commute demographics, and individuals perceived as Middle Eastern/South Asian were stopped 67.13 percent less frequently than expected, at 1.90 percent (670 of 35,280 stops), compared to 5.78 percent of the state public transit commute demographics.

e. Reason for Public Transit Stops

Two Reason for Stop offense categories were of particular interest to the Board with respect to public transit-related stops: fare evasion and public order.[109] Fare-evasion and public order stops warrant particular attention because they are specific to the transit setting, and these stops often involve the kind of discretionary enforcement the Board has examined for practices with disproportionate burdens.

(1) Fare Evasion and Public Order Stops by Stop Initiation Type (Call for Service vs. Officer-Initiated Stops)

Overall, 83.97 percent of public transit-related stops in 2025 (29,625 stops) were officer-initiated, and 16.03 percent of stops (5,655 stops) were due to a call for service. Further analysis of this data indicates that fare evasion stops were predominantly officer-initiated, while public order stops were predominantly initiated by a call for service.

(a) Fare Evasion Stops

Officers reported that 96.61 percent of all fare evasion stops (8,961 stops) were officer-initiated, and 3.39 percent of all fare evasion stops (314 stops) were initiated by a call for service.

(b) Public Order Stops

Officers reported that 47.06 percent of all public order stops (800 stops) were officer-initiated, and 52.94 percent of all public order stops (900 stops) were initiated by a call for service.

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[108] The U.S. Census American Community Survey asks respondents to report their means of transportation to commute to work, among other questions related to their commuting characteristics. For more information, please go to: https://www.census.gov/acs/www/about/why-we-ask-each-question/commuting/. For a more detailed description of the methodology used in ACS analyses in this report, please see Appendix XX.

[109] For the purpose of this analysis, Public Order stops include stops with Reason for Stop offense categories of: Loitering, Disruptive Behavior, and Unpermitted Vending.

(2) Fare Evasion Stops by Perceived Identity Group[110]

Among the possible Reason for Stop offense codes identified in Section II above, ten offense codes made up all fare evasion stops in the 2025 RIPA data. These include counterfeit fares, evading railroad fares, failure to pay, and misuse of pass or transit tickets.

(a) Race/Ethnicity

In 2025, the largest shares of fare evasion stops involved individuals perceived as Black, White, and Hispanic/Latine(x). Officers reported that 41.47 percent of all fare evasion stops involved individuals perceived as Black (3,846 stops), 25.44 percent involved individuals perceived as White (2,360 stops), and 22.74 percent involved individuals perceived as Hispanic/Latine(x) (2,109 stops). Officers reported the smallest shares of fare evasion stops involved individuals perceived as Native American (0.15%, or 14 stops), Pacific Islander (0.68%, or 63 stops), and Middle Eastern/South Asian (2.74%, or 254 stops).

(b) Gender

The largest shares of fare evasion stops involved individuals perceived as cisgender. Officers reported that 83.28% of all fare evasion stops involved individuals perceived as cisgender men/boys (7,724 stops) and 16.19 percent involved individuals perceived as cisgender women/girls (1,502 stops). Officers reported less than one percent of fare evasion stops involved individuals perceived as nonbinary (0.12%, or 11 stops), transgender men/boys (0.18%, or 17 stops), and transgender women/girls (0.23%, or 21 stops).

(c) Age

The largest shares of fare evasion stops involved individuals perceived as 18-44 years old. Officers reported that 34.56 percent of all fare evasion stops involved individuals perceived as 25-34 years old (3,205 stops), 28.98 percent of stops involved individuals 35-44 years old (2,688 stops), and 14.98 percent of stops involved individuals 18-24 years old (1,389 stops). Officers reported that the smallest shares of fare evasion stops involved individuals perceived as 1-9 years old (0.04%, or 4 stops), 10-14 years old (0.16%, or 15 stops), and 65+ years old (1.60%, or 148 stops).

(d) Disability Status

Officers reported that 99.39 percent of all fare evasion stops (9,218 stops) involved individuals they perceived as having no disability. Officers reported that 0.61 percent of all fare evasion stops (57 stops) involved individuals they perceived as having a disability.

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[103] In this section, the denominator is the number of stops in each offense category, fare evasion or public order. The numerator is the number of stops of each identity group in each offense category. Though this method shows the demographic breakdown of fare evasion and public order stops, one of the limitations of this approach is that the stops may be more or less proportional to the number of people stopped in each identity group. Therefore, if Black individuals are stopped more often on public transit overall or are a larger percentage of public transit users compared to other races/ethnicities, that may account for their larger share in fare evasion/public order stops. As such, it is important to view these numbers within the context of the overall breakdown of public transit stops by demographic group, or demographic data of public transit users from other sources, which could serve as a point of comparison.

(e) English Fluency

Officer reported that 97.74 percent of all fare evasion stops (9,065 stops) involved individuals they perceived as being fluent in English. Officers reported that 2.26 percent of all fare evasion stops (210 stops) involved individuals they perceived as having limited/no English fluency.

(f) Sexual Orientation

Officers reported that 98.42 percent of all fare evasion stops (9,128 stops) involved individuals they perceived as straight/heterosexual. Officers reported that 1.58 percent of all fare evasion stops (147 stops) involved individuals they perceived as LGB+.

(g) Housing Status

Officers reported that 91.83 percent of all fare evasion stops (8,517 stops) involved individuals they perceived as housed. Officers reported that 8.17 percent of all fare evasion stops (758 stops) involved individuals they perceived as unhoused.

(3) Public Order Stops by Perceived Identity Group

There were 18 offense codes that made up all public order stops in the 2025 RIPA data. These include public nuisance, disturbing a public assembly, loud/unreasonable noises, offensive words, begging/solicitation, disturbing behavior/noise on public transit, spitting on public transit, loitering, and selling goods/services without consent.

(a) Race/Ethnicity

The largest proportion of public order stops involved individuals perceived as Black, Hispanic/Latine(x), and White. Officers reported that 47.00 percent of all public order stops involved individuals perceived as Black, (799 stops), 23.24 percent involved individuals perceived as Hispanic/Latine(x) (395 stops), and 22.65 percent involved individuals perceived as White (385 stops). Officers reported the smallest shares of public order stops involved individuals perceived as Native American (0.29%, or 5 stops), Pacific Islander (0.41%, or 7 stops), and Middle Eastern/South Asian (1.94%, or 33 stops).

(b) Gender

The largest shares of public order stops involved individuals perceived as cisgender. Officers reported that 82.76 percent of all public order stops involved individuals perceived as cisgender men/boys (1,407 stops) and 16.29 percent involved individuals perceived as cisgender women/girls (277 stops). Officers reported that the smallest shares of public order stops involved individuals perceived as nonbinary (0.12%, or 2 stops), transgender women/girls (0.24%, or 4 stops), and transgender men/boys (0.59%, or 10 stops).

(c) Age

The largest shares of public order stops involved individuals perceived as 25-54 years old. Officers reported that 32.12 percent of all public order stops involved individuals perceived as 25-34 years old (546 stops), 30.94 percent involved individuals perceived as 35-44 years old (526 stops), and 18.41 percent involved individuals perceived as 45-54 years old (313 stops). Officers reported that the smallest shares of public order stops involved individuals perceived as 1-9 years old (0.00%, or 0 stops), 10-14 years old (0.24%, or 4 stops), and 15-17 years old (0.88%, or 15 stops).

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(d) Disability Status

Officers reported that 97.35 percent of all public order stops (1,655 stops) involved individuals they perceived as having no disability. Officers reported that 2.65 percent of all public order stops (45 stops) involved individuals they perceived as having a disability.

(e) English Fluency

Officer reported that 97.94 percent of all public order stops (1,665 stops) involved individuals they perceived as being fluent in English. Officers reported that 2.06 percent of all public order stops (35 stops) involved individuals they perceived as having limited/no English fluency.

(f) Sexual Orientation

Officers reported that 97.88 percent of all public order stops (1,664 stops) involved individuals they perceived as straight/heterosexual. Officers reported that 2.12 percent of all public order stops (36 stops) involved individuals they perceived as LGB+.

(g) Housing Status

Officers reported that 82.59 percent of all public order stops (1,404 stops) involved individuals they perceived as housed. Officers reported that 17.41 percent of all public order stops (296 stops) involved individuals they perceived as unhoused.

f. Searches and Discovery for Fare Evasion vs. Non-Fare Evasion Stops

(1) Overall

Fare evasion stops generally had both lower search and discovery rates than non-fare evasion stops. In 2025, 14.29 percent (1,255 of 8,785 total fare evasion stops) involved a search, resulting in a discovery rate of 32.35 percent (406 of 1,255 fare evasion stops involving a search). All other public transit stops had a search rate of 20.47 percent (4,149 stops of 20,273 public transit stops without fare evasion) and a discovery rate of 39.50 percent (1,639 stops of 4,149 non-fare evasion public transit stops involving a search).

(2) Race/Ethnicity

Among stops for fare evasion, officers searched individuals perceived to be Native American, Black, and White at the highest rates. Officers performed searches in 30.77 percent of fare evasion stops of individuals perceived to be Native American (4 of 13 fare evasion stops of individuals perceived to be Native American), 15.26 percent of stops of individuals perceived to be Black (557 of 3,649 fare evasion stops of individuals perceived to be Black), and 14.80 percent of individuals perceived to be White (329 of 2,223 fare evasion stops of individuals perceived to be White). Individuals perceived to be Asian (6.05%, or 19 of 314 fare evasion stops of individuals perceived to be Asian), Middle Eastern/South Asian (8.37%, or 21 of 251 fare evasion stops of individuals perceived to be Middle Eastern/South Asian), and Hispanic/Latine(x) (13.85%, or 275 of 1,986 fare evasion stops of individuals perceived to be Hispanic/Latine(x)) were searched at the lowest rates.

Officers reported the highest discovery rates in searches of individuals perceived as Native American (75.00%, or 3 of 4 fare evasion stops that resulted in a search), Pacific Islander (44.44%, or 4 of 9 fare evasion stops that resulted in a search) and White (39.21%, or 129 of 329 fare evasion stops that resulted in a search) and the lowest discovery rates in searches of

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individuals perceived as Asian (26.32%, or 5 of 19 fare evasion stops that resulted in a search), Black (28.55%, or 159 of 557 fare evasion stops that resulted in a search), and Middle Eastern/South Asian (28.57, 6 of 21 fare evasion stops that resulted in a search).

In public transit stops for reasons unrelated to fare evasion, officers searched individuals perceived to be Multiracial (32.18 %, or 112 of 348 non-fare evasion stops of individuals perceived to be Multiracial), Pacific Islander (23.88%, or 16 of 67 non-fare evasion stops of individuals perceived to be Pacific Islander), and Native American (23.53%, or 8 of 34 non-fare evasion stops of individuals perceived to be Native American) at the highest rates. Individuals perceived to be Asian (16.34%, or 58 of 355 non-fare evasion stops of individuals perceived to be Asian), Middle Eastern/South Asian (18.44%, or 66 stops of 358 non-fare evasion stops of individuals perceived to be Middle Eastern/South Asian), and Hispanic/Latine(x) (18.62%, or 1,118 of 6,005 non-fare evasion stops of individuals perceived to be Hispanic/Latine(x)) were searched at the lowest rates.

Officers reported the highest discovery rates in searches of individuals perceived as Multiracial (51.79%, or 58 of 112 non-fare evasion stops resulting in a search), White (49.32%, or 505 of 1,024 non-fare evasion stops that resulted in a search), and Middle Eastern/South Asian (48.48%, or 32 of 66 non-fare evasion stops resulting in a search). The lowest discovery rates were recorded in searches of individuals perceived as Native American (25%, or 2 of 8 non-fare evasion stops resulting in a search), Pacific Islander (25%, or 4 of 16 non-fare evasion stops resulting in a search), and Hispanic/Latine(x) (35.33%, or 395 of 1,118 non-fare evasion stops resulting in a search).

Searches in fare evasion stops produce evidence or contraband less often than other searches. Overall, 32.35 percent of searches in fare evasion stops resulted in discovery, compared with 39.50 percent in other transit stops, consistent with the findings about BART discussed above. Comparisons between the two largest racial groups reveal a notable difference: officers searched rider perceived to be Black and White in fare evasion stops at nearly the same rate, 15.26 percent compared to 14.80 percent for the latter, but th discovery rate for rider perceived to be Black was 28.55 percent, more than ten percentage points lower than for riders perceived to be white at 39.21 percent. These results resemble the statewide findings in Section III.C.5.f, where the bases for search that depend most on officer discretion, such as consent, produced lower discovery rates.

(3) Gender

In fare evasion stops, officers searched individuals perceived as nonbinary and cisgender men/boys at the highest rates[111]. Officers performed searches in 27.27 percent of fare evasion stops of individuals perceived as nonbinary (3 of 11 fare evasion stops) and 15.04 percent of fare evasion stops of individuals perceived as cisgender men/boys (1,094 of 7,273 fare evasion stops). Officers searched individuals perceived as transgender women/girls (4.76%, or 1 of 21 fare evasion stops of individuals perceived to be transgender women/girls), transgender men/boys (5.88%, or 1 of 17 fare evasion stops of individuals perceived to be transgender men/boys), and cisgender women/girls (10.66%, or 156 of 1,463 fare evasion stops of individuals perceived to be cisgender women/girls) at the lowest rates.

Conversely, officers reported the highest discovery rate in stops of individuals perceived as transgender women/girls (100.00%, or 1 of 1 fare evasion stop that resulted in a search), while

[111] It is important to note the low stop counts (11 fare evasion stops) for individuals perceived as nonbinary may partially account for the high rates.

nonbinary and transgender men/boys had a discovery rate of 0% (0 of 3 fare evasion stops that resulted in a search and 0 of 1 fare evasion stop that resulted in a search respectively). However, it is important to keep in mind the low stop counts when interpreting these discovery rates.

Among stops for reasons other than fare evasion, officers reported the highest search rates for individuals perceived as nonbinary and cisgender men/boys. Officers performed searches in 34.48 percent (11 of 32 stops) of non-fare evasion stops of individuals perceived as nonbinary and 21.45 percent of (3,568 of 16,636 stops) non-fare evasion stops of individuals perceived as cisgender men/boys. Officers reported the lowest search rates for those perceived as transgender men/boys (13.51%, or 15 of 111 non-fare evasion stops of individuals perceived to be transgender men/boys) and cisgender women/girls (15.75%, or 543 of 3,447 non-fare evasion stops of individuals perceived to be cisgender women/girls).

Among each gender group, searches in non-fare evasion stops resulted in higher discovery rates than fare evasion stops. Officers reported the highest discovery rates among non-fare evasion stops for individuals perceived as transgender women/girls (41.67%, or 5 of 12 non-fare evasion stops that resulted in a search). Officers reported the lowest discovery rates in stops of individuals perceived as transgender men/boys (13.33%, or 2 of 15 non-fare evasion stops that resulted in a search).

(4) Age Group

Among fare evasion stops, officers searched individuals perceived to be 35-44 years old, 45-54 years old, and 25-34 years old at the highest rates. Officers performed searches in 19.03 percent of fare evasion stops of individuals perceived as 35-44 years old (481 of 2,527 fare evasion stops), 15.18 percent of stops of individuals perceived as 45-54 years old (165 of 1,087 fare evasion stops), and 14.22 percent of stops of individuals perceived as 25-34 years old (428 of 3,009 fare evasion stops). Officers did not report searching any individuals aged 1-14 years (19 fare evasion stops). Of the age groups officers did report searching, individuals perceived to be 15-17 years old (2.66%, or 5 of 188 fare evasion stops) were searched at the lowest rates.

Officers reported the highest discovery rates in searches of adults perceived as 55-64 years old (37.93%, or 22 of 58 fare evasion stops that included a search), 45-54 years old (35.15%, or 58 of 165 fare evasion stops that included a search), 35-44 years old (34.93%, or 168 of 481 fare evasion stops that included a search). Officers reported the lowest discovery rates in searches of youth perceived as 1-14 years old (0.00%, or 0 fare evasion stops that included a search) and 15-17 years old (20.00%, or 1 of 5 fare evasion stops that included a search).

Among non-fare evasion stops, officers searched individuals perceived as 1-9 years old (25%, or 2 of 8 non-fare evasion stops of individuals perceived to be 1-9 years old) and 35-44 years old (23.95%, or 1,457 of 6,084 non-fare evasion stops), and 45-54 years old (21.34%, or 653 of 3,060 non-fare evasion stops) stopped at the highest rates. Officers searched individuals perceived as 15-17 years old (8.13%, or 23 of 283 non-fare evasion stops), 10-14 years old (8.93%, or 5 of 56 non-fare evasion stops), and 65+ years old (13.15%, or 61 of 464 non-fare evasion stops) at the lowest search rates.

Officers reported the highest discovery rates in searches of youth perceived as 10-14 years old (60.00%, or 3 of 5 non-fare evasion stops that included a search), 1-9 years old (50.00%, or 1 of 2 non-fare evasion stops that included a search), 35-44 years old (42.42%, or 618 of 1,457 non-fare evasion stops that included a search), and 45-54 years old (42.42%, or 277 of 653 non-fare evasion stops that included a search). Officers reported the lowest discovery rates in searches of individuals perceived as 15-17 years old (17.39%, or 4 of 23 non-fare evasion stops that included

a search), 65+ (27.87%, or 17 of 61 non-fare evasion stops that included a search), and 18-24 years old (30.38%, or 79 of 260 non-fare evasion stops that included a search).

(5) Sexual Orientation

Among fare evasion stops, officers searched individuals perceived as straight/heterosexual in 14.30 percent (1,236 of 8,642 fare evasion stops) of stops and individuals perceived as LGB+ in 13.29 percent (19 of 143 fare evasion stops) of stops. Officers reported higher discovery rates for those perceived as straight/heterosexual (32.44%, or 401 of 1,236 fare evasion stops that include a search), compared to LGB+ individuals (26.32%, or 5 of 19 fare evasion stops that include a search).

For both groups, officers searched individuals at higher rates during non-fare evasion stops compared to fare evasion stops. However, officers reported higher search rates in stops of individuals perceived as LGB+ (24.90%, or 65 of 261 non-fare evasion stops), compared to individuals perceived as straight/heterosexual (20.41%, or 4,084 of 20,012 non-fare evasion stops) among non-fare evasion stops. Officers reported higher discovery rates for individuals perceived as straight/heterosexual (39.72%, or 1,622 of 4,084 non-fare evasion stops that include a search), compared to individuals perceived as LGB+ (26.15%, or 17 of 65 non-fare evasion stops that include a search) in non-fare evasion stops.

(6) English Fluency

On public transit, officers performed searches in 14.33 percent of fare evasion stops of individuals perceived as English fluent (1,231 of 8,589 fare evasion stops of individuals perceived as English fluent) and 12.24 percent of fare evasion stops of individuals perceived to have limited to no English fluency (24 of 196 fare evasion stops of individuals perceived as having limited/no English fluency). Officers reported discovery rates for those perceived as English fluent (32.74%, or 403 of 1,231 fare evasion stops that included a search) at more than two times the rate of individuals perceived as having limited/no English fluency (12.50%, or 3 of 24 fare evasion stops that included a search).

During stops for reasons unrelated to fare evasion, officers searched individuals they perceived as English fluent (20.77%, or 4,068 of 19,587 non-fare evasion stops) at almost twice the rate of individuals they perceive to have limited/no English fluency (11.81%, or 81 of 686 non-fare evasion stops). However, officers reported relatively higher discovery rates among individuals perceived as English fluent (39.58%, or 1,610 of 4,068 non-fare evasion stops that included a search) compared to individuals perceived as having limited/no English fluency (35.80%, or 29 of 81 non-fare evasion stops that included a search).

(7) Disability Status

Among fare evasion stops, officers performed searches in 14.30 percent of stops (1,249 of 8,734 fare evasion stops) of individuals perceived as having no disability and 11.76 percent (6 of 51 fare evasion stops) of fare evasion stops of individuals perceived as having a disability. Officers reported relatively similar discovery rates for stops of individuals perceived as having a disability (33.33%, or 2 of 6 fare evasion stops that include a search) compared to stops of individuals they perceived as having no disability (32.35%, or 404 of 1,249 fare evasion stops that include a search).

For each perceived disability status group, officers reported higher search rates during stops for reasons unrelated to fare evasion compared to stops for fare evasion. In non-fare evasion stops, individuals perceived to have a disability (28.94%, or 147 of 508 non-fare evasion stops) were

searched at higher rates compared to individuals perceived to have no disability (20.25%, or 4,002 of 19,765 non-fare evasion stops). Conversely, officers reported discovering contraband at twice the rate for individuals perceived to have no disability (40.23%, or 1,610 of 4,002 non-fare evasion stops that included a search) compared to those perceived to have a disability (19.73%, or 29 of 147 non-fare evasion stops that included a search).

(8) Housing Status

In fare evasion stops, officers searched individuals perceived as unhoused in 24.51 percent (163 of 665 fare evasion stops) of stops, and in 13.45 percent (1,092 of 8,120 fare evasion stops) of stops of individuals perceived as housed. Officers reported higher discovery rates in searches of individuals perceived to be unhoused (38.04%, or 62 of 163 non-fare evasion stops that included a search) compared to individuals perceived to be housed (31.50%, or 344 of 1,092 non-fare evasion stops that included a search).

In non-fare evasion stops, officers reported similar search and discovery rates for individuals perceived as housed and unhoused. Officers searched individuals perceived as housed (20.61%, or 3,401 of 16,505 non-fare evasion stops) at a relatively similar rate as individuals they perceived as unhoused (19.85%, or 748 of 3,768 non-fare evasion stops). Similarly, officers reported similar discovery rates for both individuals perceived as housed (39.90%, or 1,357 of 3,401 non-fare evasion stops that included a search) and individuals perceived as unhoused (37.70%, or 282 of 748 non-fare evasion stops that included a search).

2. Mode of Travel Analysis and Officer-Initiated vs. Call for Service by Mode of Travel

This subsection updates the Mode of Travel Analysis presented in the 2026 Report and expands that analysis with a new comparison of officer-initiated and call-for-service stops separated by mode of travel. This expanded analysis helps the Board better understand the differences between officer-initiated and calls for service stops across modes of travel.

By their nature, police exercise less discretion in responding to a call for service. Calls for service stops happen when an officer makes a stop during the course of responding to a call for service, radio call, or dispatch.[112] Last year, the Board observed that while officer-initiated stops generally had a much lower rate of arrest than calls for service, when traffic stop data was excluded, officer-initiated stops had characteristics more similar to calls for service.[113] This analysis comparing these two stop categories could provide insights into differences in officer behavior across transportation types.

The proportion of stops that were pedestrian, bicycle, or vehicle varies by perceived race or ethnicity, but that variation takes a different shape in officer-initiated stops than in stops arising from calls for service. Comparing that variation in stops offers a way to assess whether differences between groups track how they travel or instead emerge where officer discretion is greatest or where perceived race or ethnicity has a greater degree of visibility.

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[112] Cal. Code Regs., tit. 11, § 999.226, subd. (a)(12).

[113] See Racial and Identity Profiling Advisory Board, 2026 Annual Report (2026), Section IV.C (Stop Results Between Calls For Service and Officer-Initiated Stops), at p. 69 <https://oag.ca.gov/system/files/media/ripa-board-report-2026.pdf> [as of XX, 2026].

Figure 9. Call for Service Stops by Mode of Travel and Race/Ethnicity

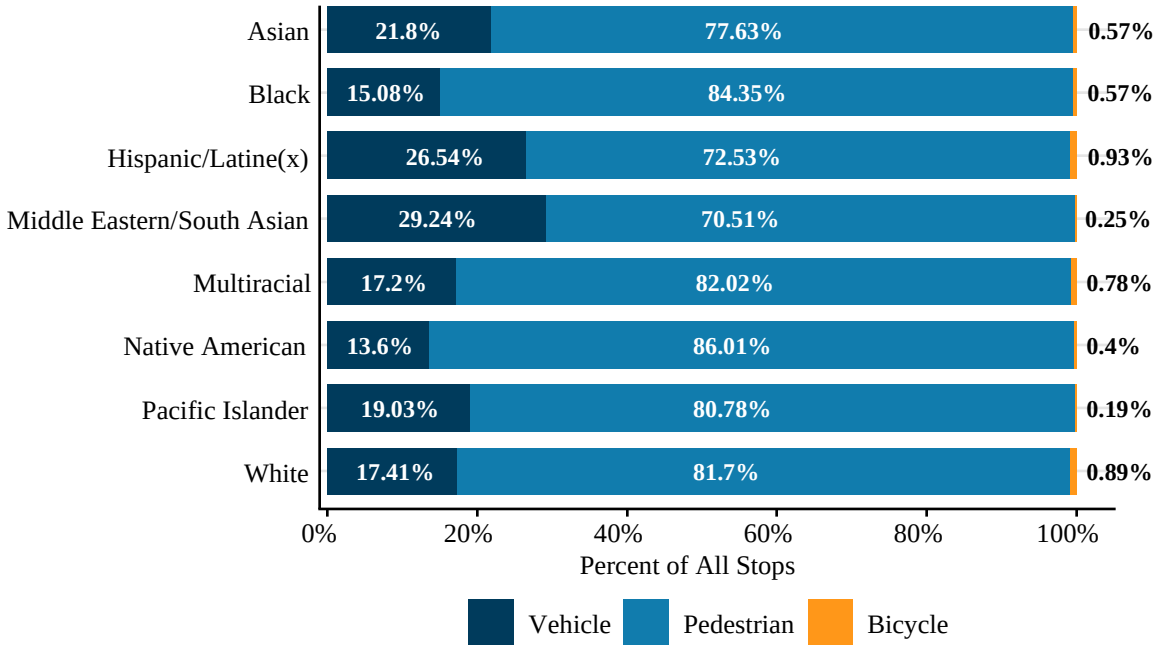
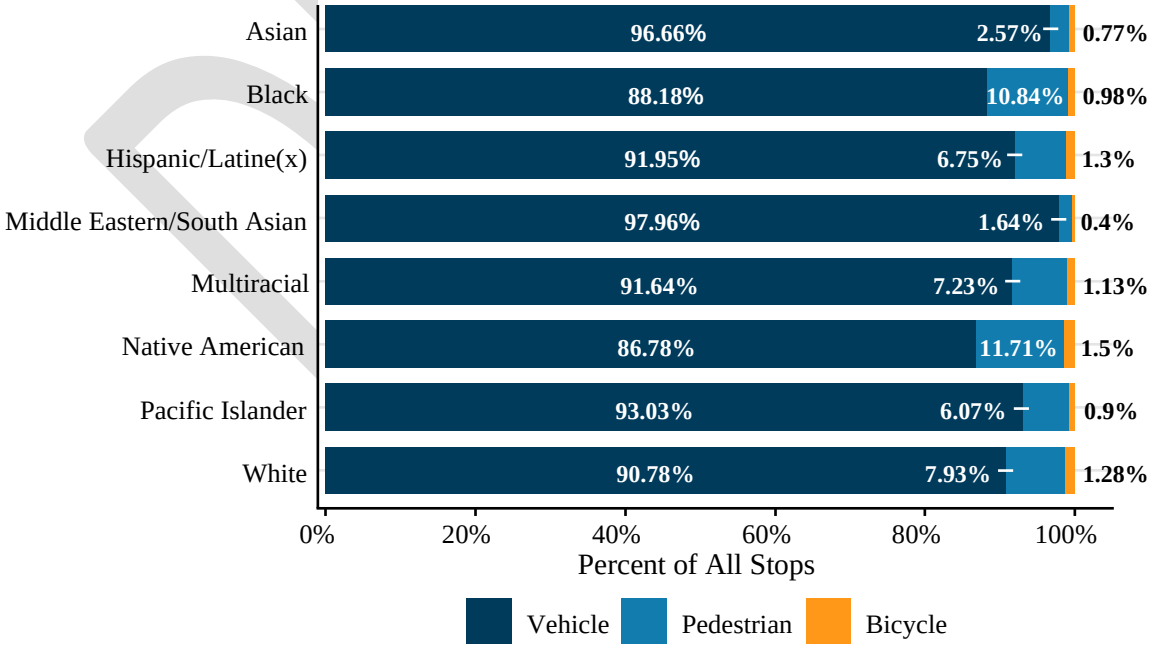


Figure 10. Officer-Initiated Stops by Mode of Transportation and Race/Ethnicity



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Among bicycle stops, officers stopped individuals perceived as Black and Multiracial had the highest rate of call for service stops. Officers reported that 6.84 percent of all call for service stops of individuals perceived as Black (423 stops of 6,185 bicycle stops) and 5.62 percent of stops of individuals perceived as Multiracial (38 stops of 676 bicycle stops) were bicycle stops. Officers stopped individuals they perceived as Pacific Islander (1.72%, or 4 of 233 stops) and Middle Eastern/South Asian (1.77%, or 22 of 1,246 stops) least frequently due to a call for service. Officers initiated stops most frequently in stops of individuals they perceived as Pacific Islander (98.28% or 229 stops) and Middle Eastern/South Asian (98.23% or 1,224 stops), and least frequently in stops of individuals they perceived as Black (93.16% or 5,762 stops) and Multiracial (94.38% or 638 stops).

Among pedestrian stops, individuals perceived as Middle Eastern/South Asian and Asian had the highest rate of call for service stops. Officers reported that 55.26 percent of all call for service stops of individuals perceived as Middle Eastern/South Asian (6,118 stops of 11,071 pedestrian stops) and 53.16 percent of all stops of individuals perceived as Asian (9,202 stops of 17,309 pedestrian stops) were pedestrian stops. Officers stopped pedestrians they perceived as Hispanic/Latine(x) (44.68%, or 120,243 of 269,117 stops) and Multiracial (49.29%, or 3,972 of 8,059 stops) the least frequently due to a call for service. Officers initiated pedestrian stops most often in stops of individuals they perceived as Hispanic/Latine(x) (55.32% or 148,874 stops) and Multiracial (50.71% or 4,087 stops), and the least often in pedestrian stops of individuals they perceived as Middle Eastern/South Asian (44.74% or 4,953 stops) and Asian (46.84% or 8,107 stops).

Among vehicular stops, individuals perceived as Black, Hispanic/Latine(x), and Native American had the highest rate of call for service stops. Officers reported that 2.12 percent of all call for service stops of individuals perceived as Black (11,235 stops of 529,748 vehicular stops), Hispanic/Latine(x) (44,001 stops of 2,071,517 vehicular stops), and Native American (240 stops of 11,324 vehicular stops) were vehicular stops. Officers stopped motorists they perceived as Asian (0.84%, or 2,584 of 307,111 stops) and Middle Eastern/South Asian (0.85%, or 2,537 of 298,816 stops) the least frequently due to a call for service. Officers initiated vehicular stops most often in stops of individuals they perceived as Black (97.88% or 518,513 stops), Hispanic/Latine(x) (97.88% or 2,027,516 stops), and Native American (97.88% or 11,084 stops), and least often in vehicular stops of individuals they perceived as Asian (99.16% or 304,527 stops) and Middle Eastern/South Asian (99.15% or 296,279 stops).

V. POLICY RECOMMENDATIONS

[Area for Board discussion—Below are potential recommendations developed by the Stop Data subcommittee for the full Board's discussion.]

The analyses of the 2025 RIPA stop data in this chapter indicates that fare evasion accounted for 26.29 percent of stops identified as public transportation stops; that persons perceived to be Black account for 41.47 percent of fare-evasion stops; and that searches in fare-evasion stops produced discovery less often than searches in other transit stops. Additionally, data indicates that citation revenue is small relative to enforcement cost. Accordingly, the Board recommends that:

1. California transit agencies evaluate feasibility of reduced-fare or fare free programs, and evaluate reduced reliance on armed law enforcement for fare enforcement.
2. California transit and law enforcement agencies adopt policies limiting discretionary searches during stops initiated for fare enforcement.

VI. VISION FOR FUTURE REPORTS

RIPA regulations are promulgated through a lengthy process, and the data elements they define shape the Board's analysis. The Board could establish an ongoing process to consider information that RIPA collects, such as a transit data element or refinements the DHS referral element, so that the Board has useful information to inform any future changes in regulations. RIPA also applies only to state and local peace officers, and some fare and conduct enforcement on public transportation is carried out by non-RIPA reporting personnel. Future reports should examine and integrate publicly available information from other transit agencies.

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