

RIPA | RACIAL AND IDENTITY PROFILING ADVISORY BOARD 2022 REPORT QUICK FACTS

Between January 1, 2020 to December 31, 2020, 18 law enforcement agencies, including the 15 largest law enforcement agencies in California, collected data on nearly **3 million vehicle and pedestrian stops**. RIPA defines a stop as a search or detention.

The 2022 Annual Report contains several different types of analyses designed to measure disparities in stop outcomes. They include descriptive breakdowns of various stop elements (e.g. reason for stop), a comparison to residential population data, analyses of search discovery rates, and stop frequencies by daylight conditions, force rates used during stops, and traffic violation codes. For analyses that were replicated across multiple years, many disparities observed in this year's report were similar to those presented in the previous year's report. Please see the full report to review all analyses in detail.

Number of Stops (Report pages 27 – 28)

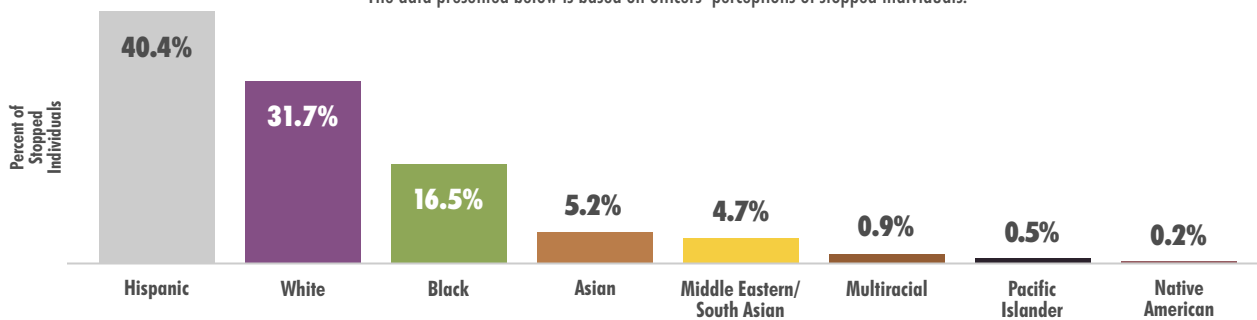
2019
4.0 Million
2020
2.9 Million



In 2020, there was a 26.5% reduction in the number of stops reported in comparison to the number of stops reported in 2019, most likely due to COVID-19.

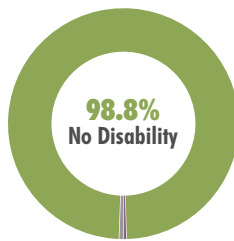
Demographics of Stopped Individuals (Report pages 29 – 31)

The data presented below is based on officers' perceptions of stopped individuals.



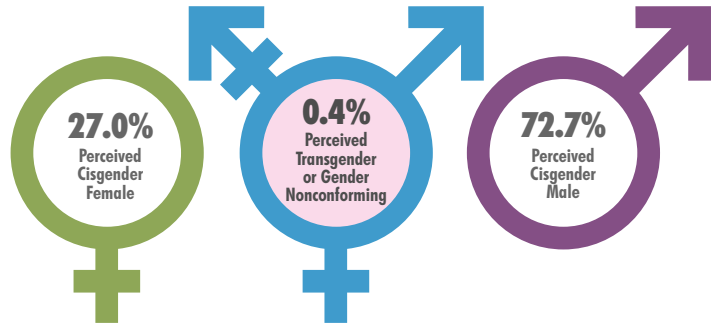
Disability

Officers perceived 35,708 (1.2%) individuals to have a disability.



Mental Health Disability 0.9% | 0.4% Other Disabilities

Gender



Racial/Ethnic Disparities

Search Rates (pp. 52-56)

The search rate of Black individuals was 2.4 times the search rate of White individuals. Officers searched 18,777 more Black individuals than White individuals.

Use of Force Rates (pp. 58-61)

Officers used force against Black individuals at 2.6 times the rate of White individuals.

Result of Stop: No Action (pp. 43-48)

In responding to the question "Result of Stop," officers must report the outcome of the stop (for example, no action taken, warning or citation given, or arrest). Officers reported "no action taken" for Black individuals 2.3 times as often as they did for White individuals, indicating those stopped Black individuals were not engaged in criminal activity.

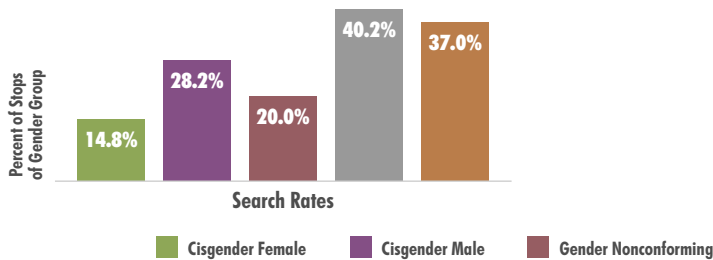
Race/Ethnicity	Search Rate	Use of Force Rate	No Action Rate
Asian	4.8%	0.6%	3.5%
Black	20.7%	2.1%	13.1%
Hispanic	12.5%	1.1%	6.6%
Other	5.8%	0.6%	3.9%
White	8.8%	0.8%	5.6%

Transgender Disparities (Report pages 62 – 73)

Search Discovery Rates by Gender

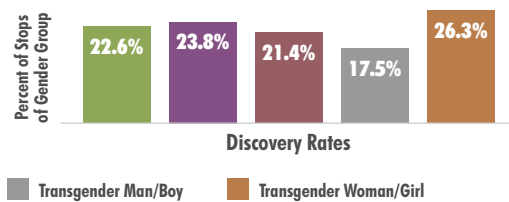
Search Rates

Transgender women/girls were searched at **2.5 times** the rate at which individuals perceived to be cisgender females were searched. Officers searched transgender men/boys at **1.4 times** the rate at which they searched individuals perceived to be cisgender males.



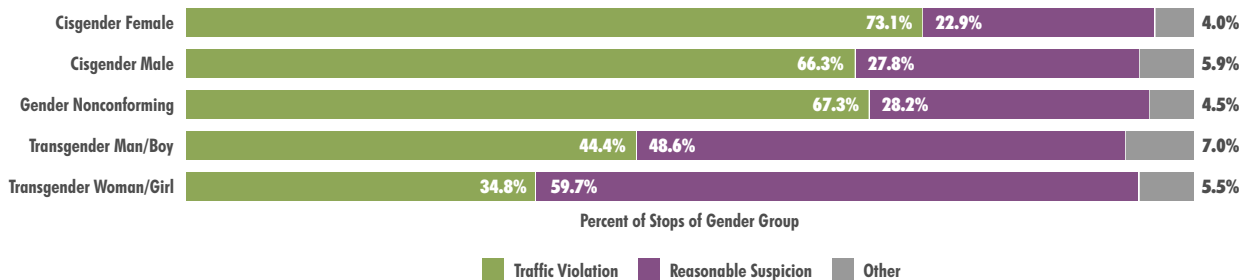
Discovery Rates

Search discovery rates refer to the proportion of searched individuals that officers discover to be in possession of contraband or evidence. Officers discovered contraband or evidence on **23.5%** of individuals who were searched. Officers discovered contraband or evidence during searches of transgender men/boys at the **lowest rate** out of all gender groups.



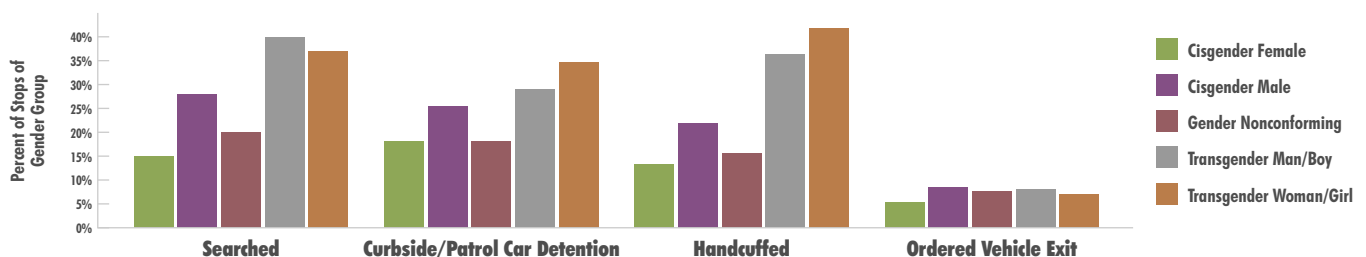
Reason For Stop by Gender

A substantially higher proportion of cisgender individuals were stopped for traffic violations while transgender individuals had a higher proportion of stops reported as reasonable suspicion stops.



Actions Taken During Stops

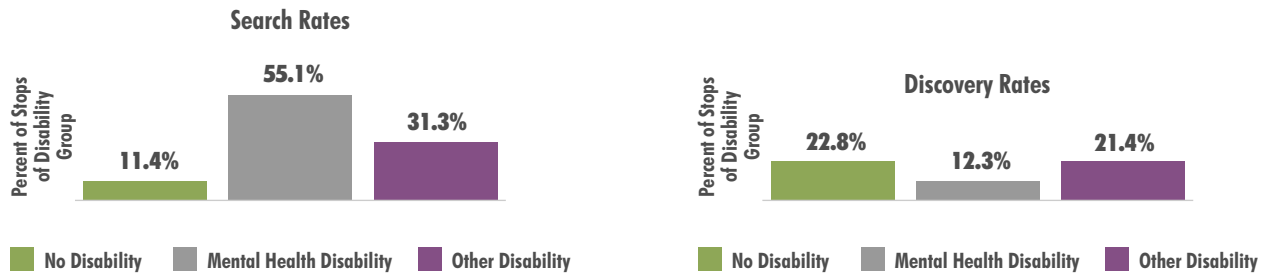
In three out of the four categories of actions taken against stopped individuals examined, officers took those actions against transgender individuals at higher rates in comparison to cisgender individuals.



Disability Disparities (Report pages 83–89)

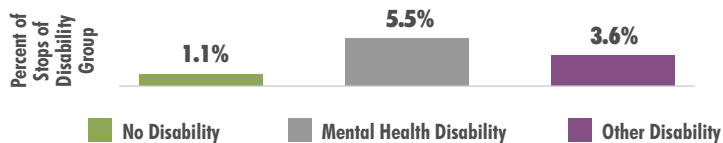
Search and Discovery Rates by Disability

Overall, **individuals perceived to have a mental health disability** were searched at **4.8 times** the rate at which officers searched individuals perceived not to have a disability. **Individuals with other disabilities** were searched at **2.7 times** the rate at which officers searched individuals perceived not to have a disability. Despite large differences in search rates, individuals with mental health disabilities and other disabilities had lower discovery rates than individuals perceived not to have a disability.



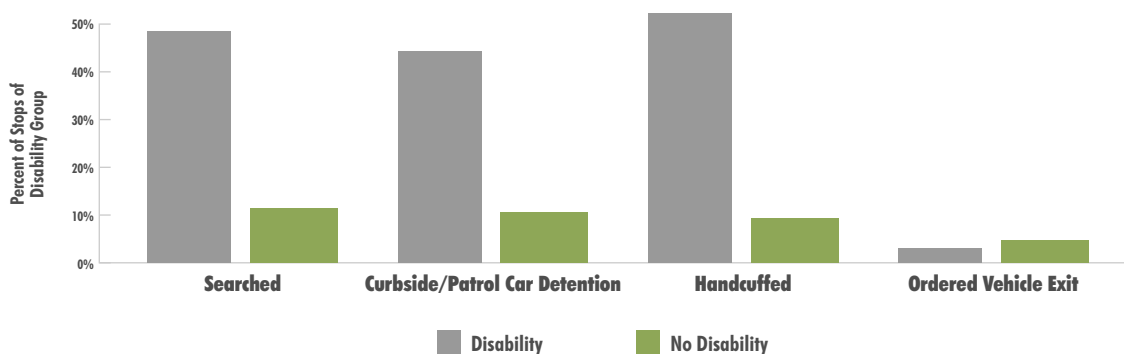
Use of Force Rates by Disability

Officers used force against individuals with disabilities more often than individuals perceived not to have a disability; force was used 5.2 times more often against individuals with mental health disabilities and 3.3 times more often for individuals with other disabilities.



Actions Taken During Stops

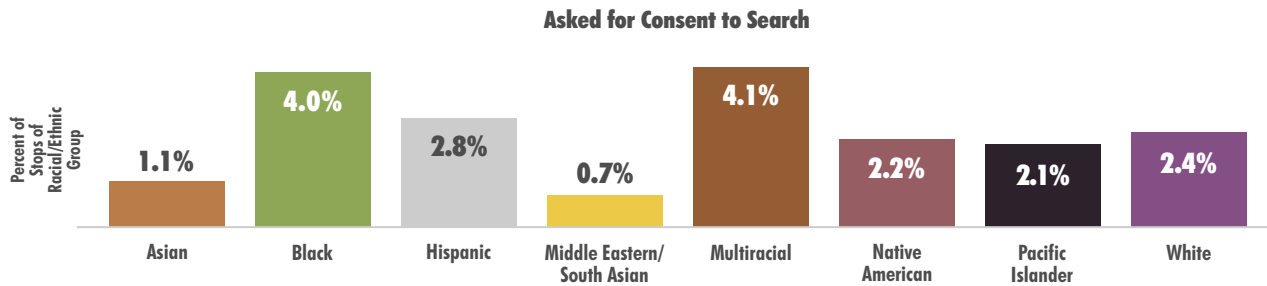
Stopped individuals whom officers perceived to have a disability were searched, detained on the curb or in a patrol car, and handcuffed over 4 times the rate at which officers took those actions toward individuals perceived not to have a disability.



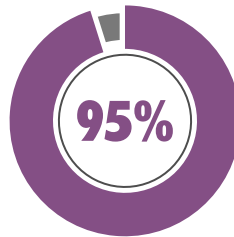
Consent Searches (Report pages 97 – 111)

Persons Asked for Consent to Search

In RIPA data, officers must indicate if they asked the stopped individual for consent to search their person or property and if the person consented to the search. Overall, officers requested consent from 2.7% of stopped individuals. The rate at which officers asked for consent varied by racial/ethnic group, ranging from 0.7% of Middle Eastern/ South Asian individuals to 4.1% of Multiracial Individuals.



Consent Given Response Rate

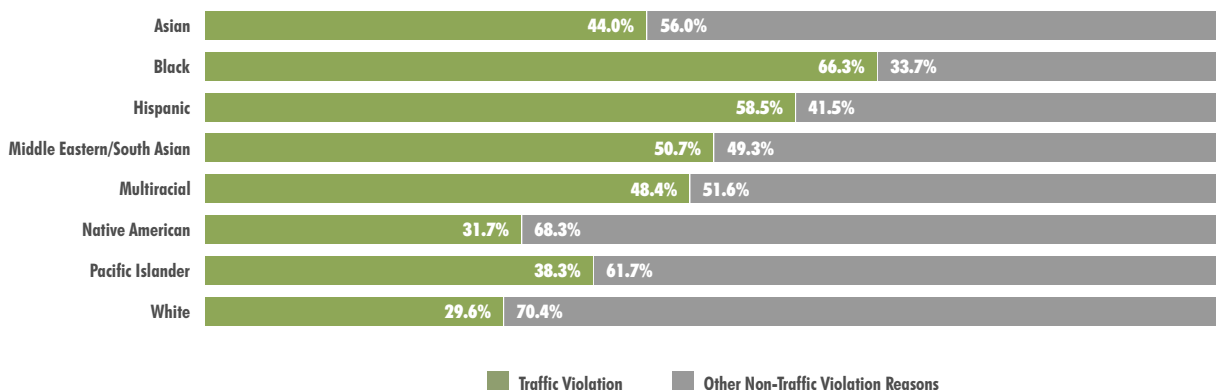


95% of individuals consented to a search when asked by an officer.

Reason for Stop for Consent Only Searches

“Consent only searches” are searches where no other basis for the search is selected except “consent given.” Consent only searches varied by racial/ethnic group and type of stop. Officers conducted over half of consent only searches of Black, Hispanic/Latine(x), or Middle Eastern/South Asian individuals during stops initiated for traffic violations.

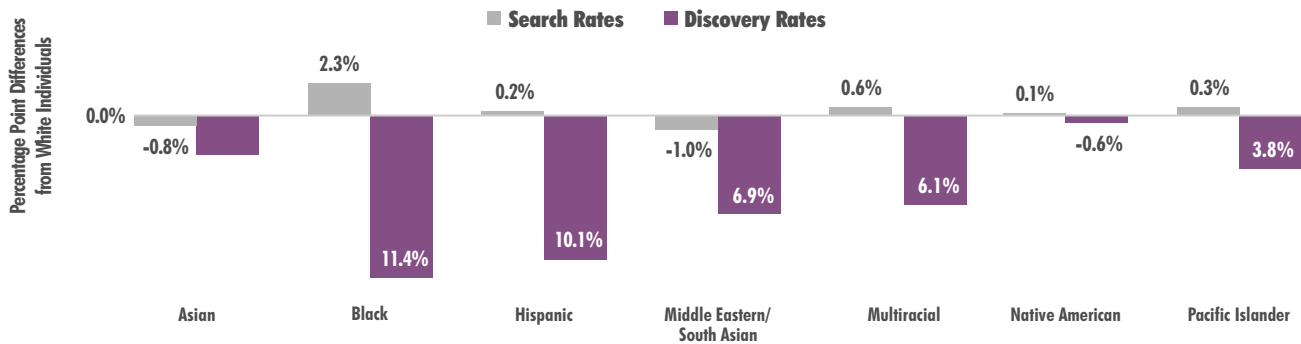
Percent of Consent Only Searches of Racial/Ethnic Group



Supervision Searches (Report pages 116–126)

Supervision Only Searches: Search and Discovery Rates

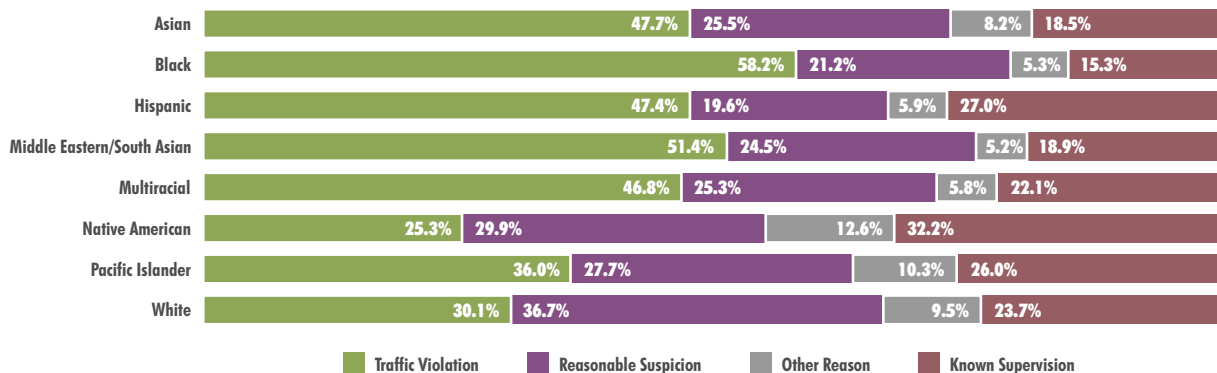
For supervision only searches, where supervision status was the only basis for the search, Black individuals had the most pronounced differences for both search and discovery rates in comparison to White individuals. Discovery rates for supervision only searches were lower for all racial/ethnic groups of color in comparison to White individuals.



Reason For Stop for Supervision Only Searches

Of stops where officers conducted a supervision only search, Black individuals had higher proportions of being stopped for a traffic violation while White individuals had higher proportions of being stopped for reasonable suspicion. Overall, just over one in five (21.8%) supervision only searches occurred during stops where the primary reason for stop was because the stopped individual was known to be on supervision; this means officers conducted a majority of supervision only searches during stops unrelated to a person’s supervision status, such as for traffic violations. This was especially true of supervision only searches of individuals perceived to be Black.

Percent of Racial/Ethnic Group

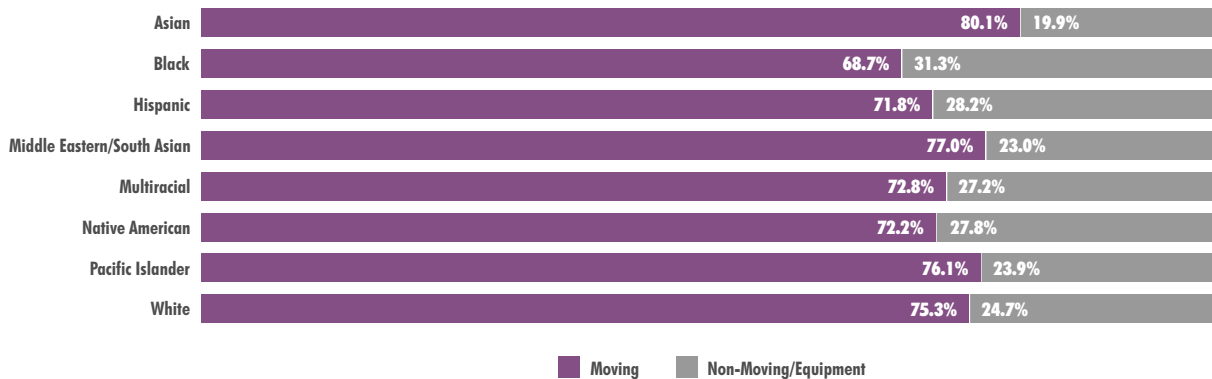


Pretextual/Traffic Violation Stops (Report pages 131 – 141)

Traffic Violation Type

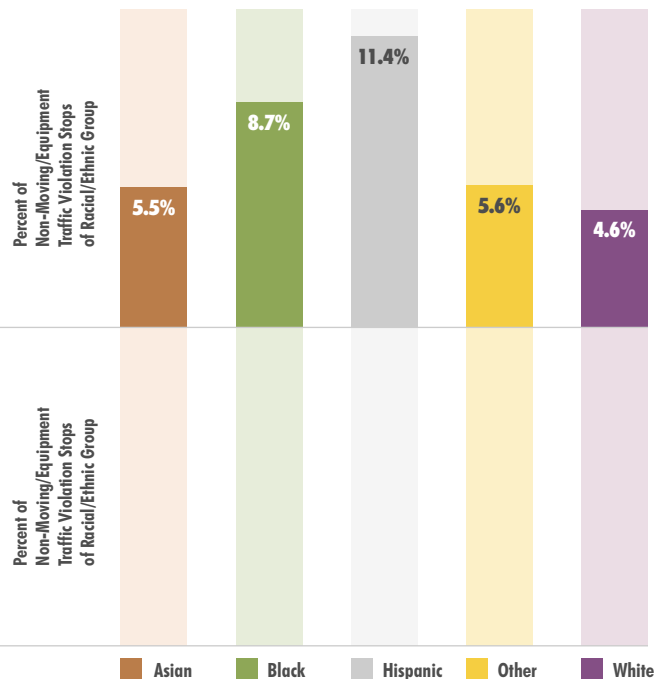
Officers must select one of three types of traffic violations associated with traffic stops: 1) moving, 2) equipment, and 3) non-moving. A higher proportion of traffic violation stops of Black individuals were for non-moving/equipment violations in comparison to White individuals.

Percent of Racial/Ethnic Group



Window Obstruction Violations

The “window obstruction violation” reason for stop was one of the top five non-moving/equipment violations reported by officers only for Black, Hispanic/Latine(x), and White individuals. The proportion of non-moving/equipment violation stops initiated for window obstruction violations for Hispanic/Latine(x) individuals was 2.5 times the proportion for White individuals and the proportion for Black individuals was 1.9 times the proportion for White individuals.



Bike Light Violations

The proportion of non-moving/equipment violation stops initiated for bicycle lighting violations for Black and Hispanic/Latin(x) individuals was 1.7 times the proportion for White individuals.

Visit the RIPA Board website at <https://oag.ca.gov/ab953> for more information about the Racial and Identity Profiling Act. RIPA Board email: AB953@doj.ca.gov. To view the full 2022 RIPA Board Report, visit <https://oag.ca.gov/ab953/board/reports>.