

RIPA Report for PSROC

1. What is RIPA?

- a. RIPA = Racial Identity and Profiling act
- b. Passed in 2015 by California Legislature
- c. Requires all LE agencies to collect perceived demographic and other detailed data including observed age, race, gender, disabilities, date, time and location of the stop.
- d. The purpose is to ensure people aren't unfairly stopped, detained or searched based on their gender, race, or identity without reasonable suspicion of criminal activity.

2. Explanation of the data

- a. Data is representative of 58 law enforcement agencies across California with approximately 3.2 million pedestrian and vehicular stops.
- b. The data analyzed is from January 1, 2021-December 31, 2021.
- c. The 2020 American Community Survey (ACS) conducted by the United States Census Bureau served as the reference point for estimating the projected demographic composition of the 2021 stop data, based on residential population demographics.
- d. The data is based on the officers perception of an individual's identity, rather than their own self identification.
- e. This report does not encompass all the data but rather highlights the most significant findings.

3. Data

All data is based on the California RIPA board 2023 report

a. Demographics of individuals stopped by officers:

The purpose of collecting this data is to document law enforcement interactions with the public and assess whether specific identity groups encounter disparate treatment during stops. It is crucial to acknowledge that individuals may self-identify differently from how they are perceived by officers. This differentiation holds significance as racial and identity profiling stems from people's perceptions and subsequent actions, rather than how individuals identify themselves. Understanding this context is essential when analyzing the outcomes of analyses conducted on the stop data, as emphasized by the California RIPA board.

i. Race/ethnicity

Traffic stops based on perceived race/ethnicity
State of California Office of the Attorney General

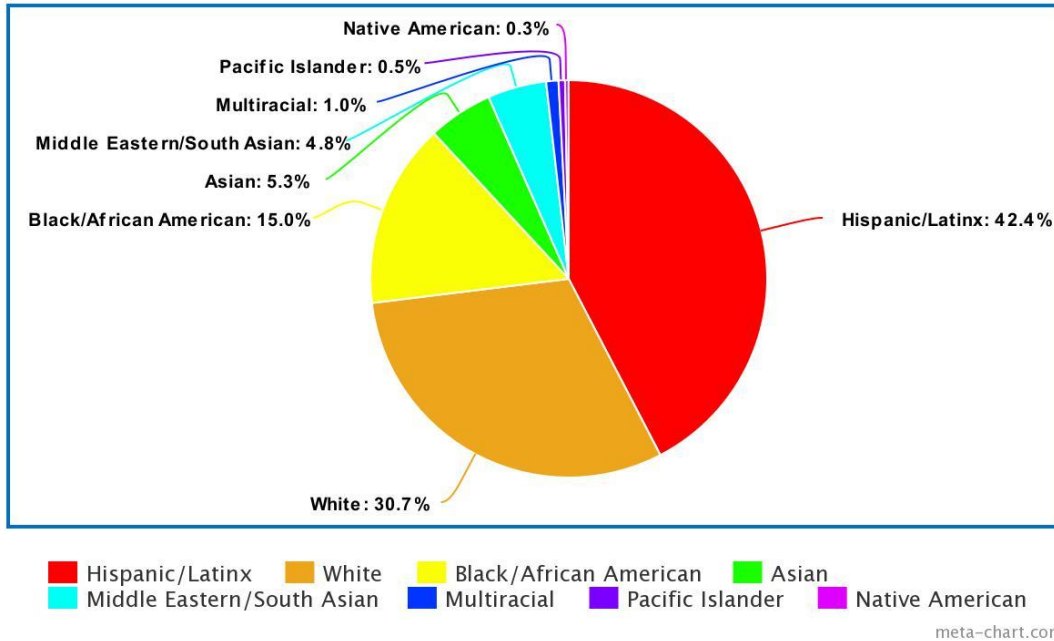


Figure 1:

Based on data of approximately 3.2 million traffic stops conducted, the largest proportion of individuals stopped were of hispanic/latinx descent, accounting for 48% of the stops. White individuals constituted 30.7% of stops, followed by Black/African American individuals at 15%.

b. Primary reason for stop:

Considering the various grounds for an officer to initiate a stop, the top three reasons were traffic violations (86.8%), reasonable suspicion (10.5%), and other (2.7%).

i. Race/ethnicity

Primary reason for stop based on race/ethnicity

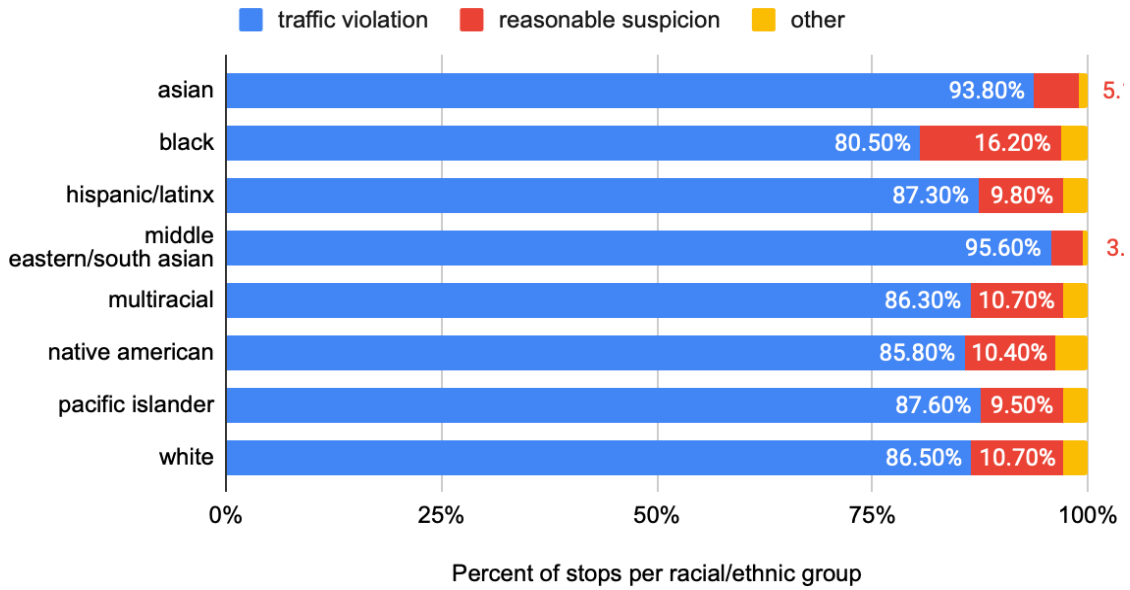
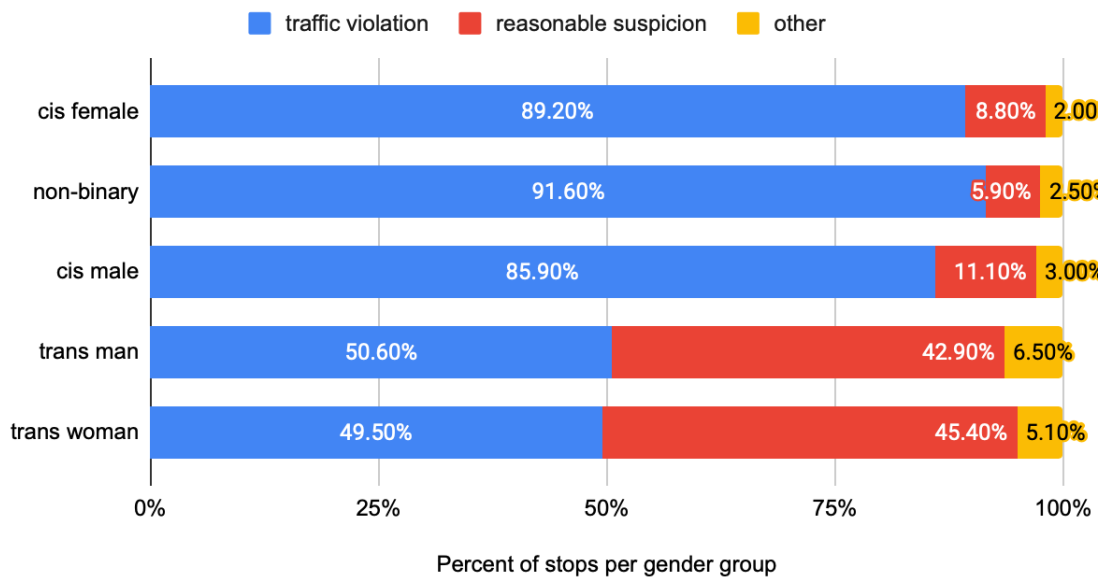


Figure 2:

Relative to other groups, the highest percentage of stops involving Black/African American individuals was attributed to reasonable suspicion, accounting for 16.2% of their total stops. Relative to other groups, the lowest proportion of their stops was due to traffic violations.

ii. Gender

Primary reason for stop based on gender



F

Figure 3:

Compared to other genders, the highest percentage of stops involving trans women (45.4%) and trans men (42.9%) were attributed to reasonable suspicion. Therefore, relative to other genders both trans men and trans women had the fewest amount of traffic violations.

c. Actions taken by officers during stops

Officers must state all actions taken towards an individual in a stop. Officers reported taking action during 19.9% of stops. The most common actions reported were search of person/vehicle (11.9%), detained on curb/patrol car (11.3%), handcuffing (9.8%), and verbal order to exit the vehicle (4.3%).

i. Race/Ethnicity

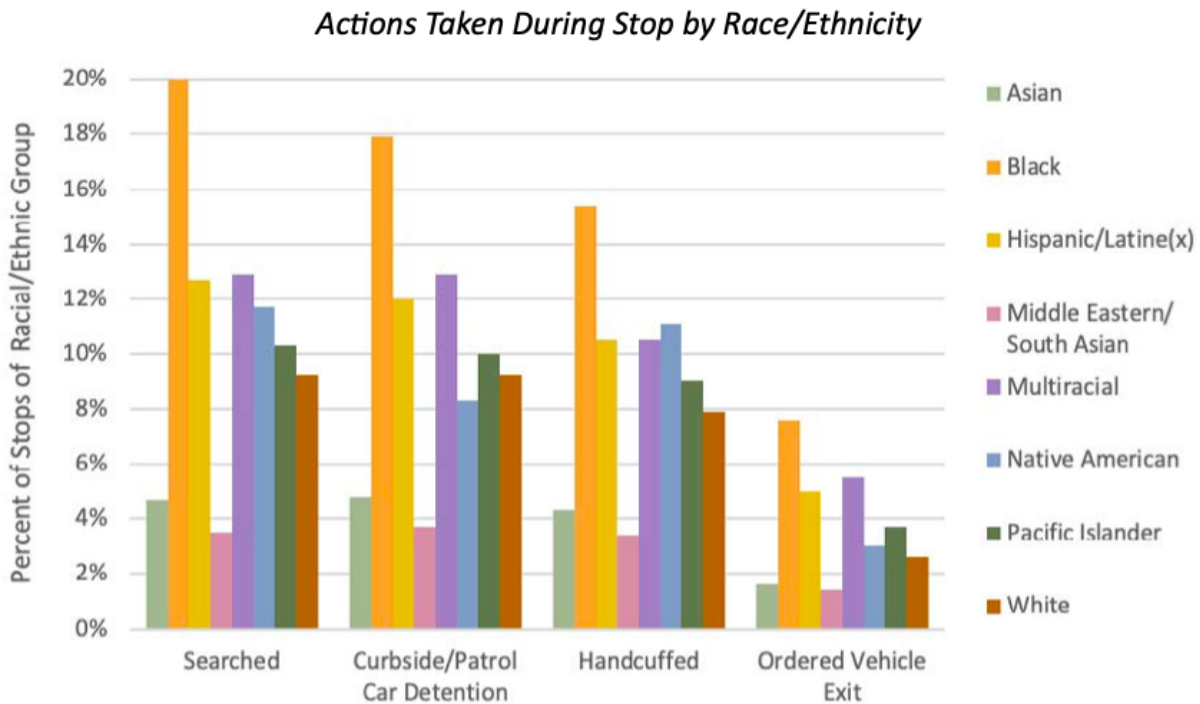


Figure 3:

Of all the racial/ethnic groups, stopped individuals whom officers perceived to be black had the highest rate of being searched (20.1%), detained on curb/patrol car (17.9%), handcuffed (15.4%), and verbal order to exit vehicle (7.6%).

ii. Gender

Actions Taken During Stop by Gender

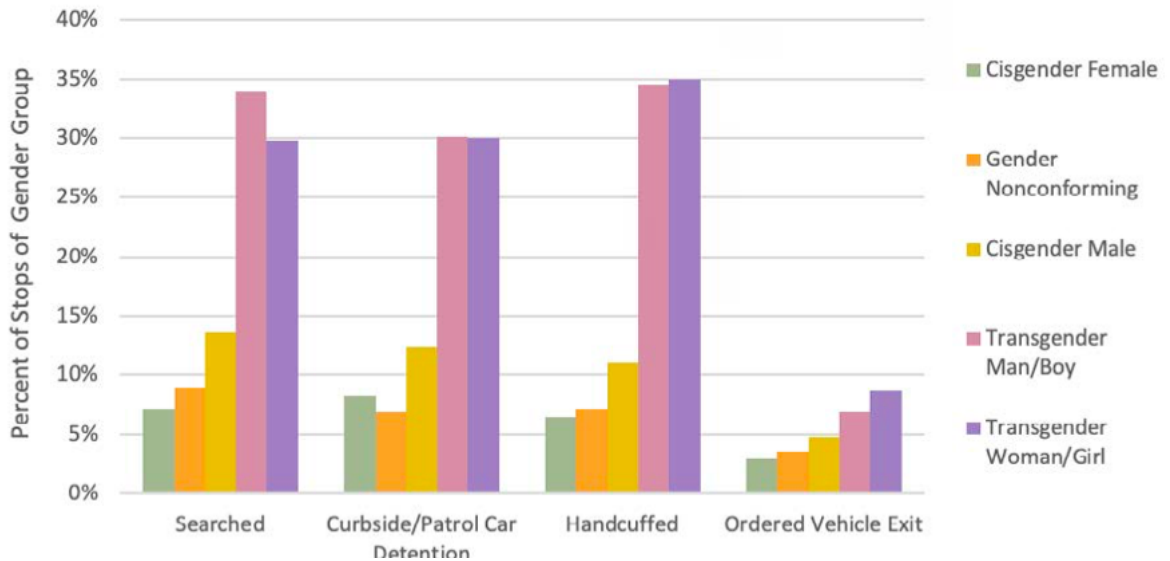


Figure 4:

The group of individuals perceived as transgender men by officers had the highest rate of being subjected to searches (34%) and detentions (30.1%) among those stopped. The individuals perceived as transgender women had the highest rates of being handcuffed (34.9%) and verbal order to exit the vehicle (8.8%).

iii. Disability

Actions Taken During Stop by Disability Group

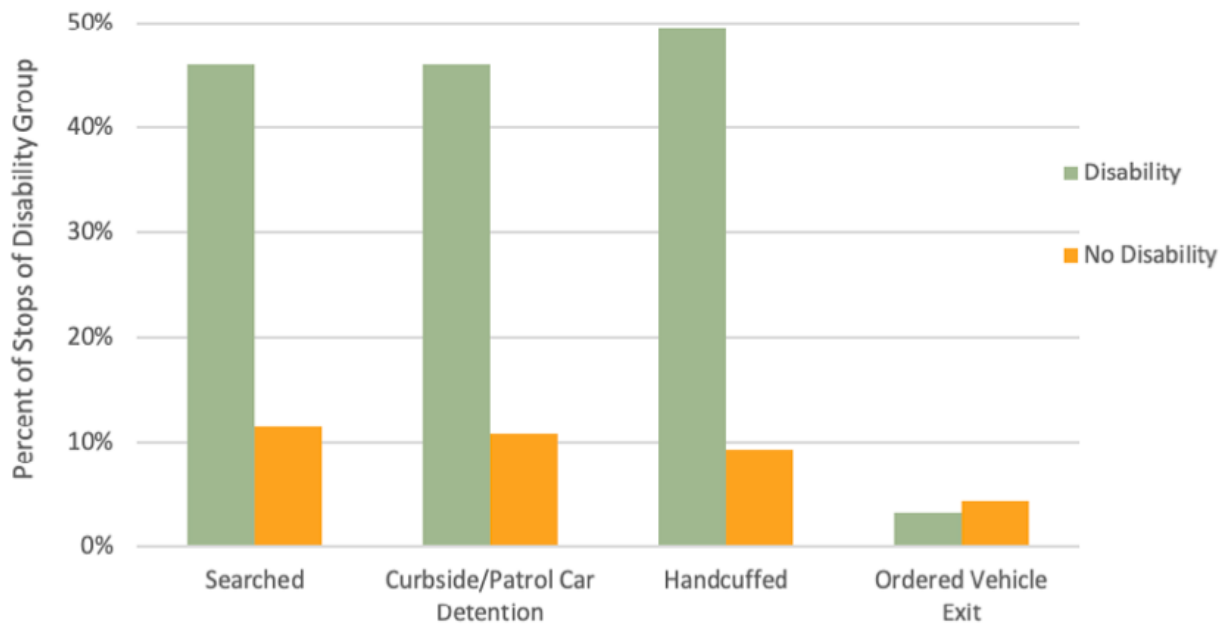


Figure 5:

Individuals perceived to have a disability had a significantly higher rate of stops subjected to search (45.9%), detained (46.0%), and handcuffed (49.4%) than individuals perceived to have no disability.

4. Key finding (not illustrated within data):

LASD (LA sheriff's department) underreported their RIPA data between July 1, 2018-June 30, 2019. The RIPA board discovered LAPD underreported at least 50,000 observation-based stops and approximately 8,600 reasonable suspicion stops.

5. Key findings (as illustrated within data):

- a. The largest proportion of individuals stopped were those perceived to be hispanic/latinx.
- b. The highest proportion of individuals stopped for reasonable suspicion were those perceived to be black/african american, transgender men and transgender women.
- c. Black/african americans, individuals with disabilities, transgender men, and transgender women had the highest proportion of actions taken during a stop.
- a. Overall the disparity between the proportion of stops and the proportion of residential population was greatest for black individuals. Black individuals were stopped 144.2% more frequently than expected whereas white individuals were stopped 11.4% less frequently than expected. The disparity for black individuals was 2.8x as great as the disparity for white individuals.
- b. Out of all racial/ethnic groups stopped, black individuals had the highest search rates, whereas middle eastern/south asian individuals had the lowest search rates. The search rate of black individuals was 2.2x the search rate of white individuals.