

March 12, 2025

VIA Mail and Email

Stephanie Dougherty, Director
Office of Traffic Safety
2208 Kausen Drive, Suite 300
Elk Grove, CA 95758
ContactOTS@ots.ca.gov

Re: Complaint to the Office of Traffic Safety Concerning Grant Funding to LAPD and its Discriminatory Bicycle and Vehicle Stop Programs

Dear Ms. Dougherty,

On behalf of the PUSH-LA coalition and students from the UCLA School of Law’s Public Interest Law & Policy Program, we submit this complaint to the Office of Traffic Safety (“OTS”) concerning its grants to the Los Angeles Police Department (“LAPD”), which has engaged in unlawful discrimination against bicyclists and drivers of color in the City of Los Angeles. For the reasons stated below in this letter, we demand that OTS initiate an investigation, cease grant funding to LAPD, and redirect future funding to Los Angeles traffic safety projects that are more effective at protecting our communities than discriminatory traffic enforcement.

Part I of this letter introduces and identifies the discrimination at issue, the impacted communities, and the OTS action we seek. Part II sets out OTS’s legal obligations under California Government Code §§ 11135-11137 upon receiving reasonable cause to believe it is providing funding to a local agency acting in a discriminatory manner. Part III describes OTS’s grant funding of LAPD traffic enforcement and potential alternative funding recipients. Part IV summarizes data analyses showing LAPD’s discriminatory stops of bicyclists and motorists of color.

I. Introduction

We request that OTS fulfill its legal obligation to cease grant funding to LAPD due to that agency’s discriminatory policing of bicyclists and motorists. Under Government Code §§ 11135 and 11137, OTS is obligated to curtail funding to any local agency that is acting in a discriminatory manner. Furthermore, under Government Code § 11136, OTS is obligated to report LAPD to the California Civil Rights Department (“CRD”) for investigation in light of the information provided in this letter. As discussed in further detail below, stop data analyses show

that LAPD traffic enforcement adversely and disproportionately impacts Black and Latine community members. This harsh reality is true whether these community members are riding a bike or driving a vehicle. The harms of such practices extend beyond the time a traffic stop is being conducted, as such stops too often lead to trauma, physical violence, and negative impacts on people’s economic standing and freedom.¹

II. Legal Standard and Obligations

Under California Government Code § 11136, whenever a state agency administering a program or activity that receives any funding or assistance from the state has reasonable cause to believe that a grantee or local agency has violated California’s anti-discrimination statute, Government Code §11135, it must notify that grantee or local agency and submit a complaint detailing the alleged violation to the Civil Rights Department for investigation and determination.

Government Code § 11135 provides that no person in the state of California shall “be unlawfully subjected to discrimination under . . . any program or activity that is conducted, operated, or administered by the state or by any state agency, is funded directly by the state, or receives any financial assistance from the state.”² It protects people from discrimination based on “race, color, . . . ancestry, national origin, [and] ethnic group identification,” among other specified categories.³ The law prohibits not only intentional discrimination, but also disparate impact discrimination: practices that have an adverse or disproportionate impact on members of a protected class.⁴

OTS is the office statutorily charged with administering and distributing funding pertaining to traffic safety made available to California by the National Highway Traffic Safety Administration (NHTSA). OTS distributes this funding through its California Traffic Safety Program (“TSP”), “which consists of a comprehensive plan in conformity with the laws of this state to reduce traffic accidents and deaths, injuries, and property damage resulting from accidents.”⁵ The program includes “provisions to improve bicyclist and pedestrian education and performance.” As detailed below in Part III of this letter, OTS has awarded LAPD grant funds specifically to carry out traffic enforcement that adversely and disproportionately impacts Black and Latine people. OTS’s grant distributions to LAPD and LAPD’s traffic enforcement operations constitute “programs or activities” under § 11135.

¹ See, e.g., Sandhya Kajeeepeta, *Safe Roads for All: A Community-Centered Public Health Approach to Traffic Safety* at 7-9 (Oct. 2024), https://tminstituteldf.org/wp-content/uploads/2024/10/Safe-Roads-for-All_PDF2.pdf.

² Cal. Gov’t Code § 11135(a).

³ *Id.*

⁴ Cal. Code Regs., tit. 2, §14027(b)(3).

⁵ Cal. Veh. Code § 2900.

Because OTS is a state agency administering a program or activity funded by California, and there is reasonable cause to believe that a recipient of OTS grants—LAPD—has violated the state’s anti-discrimination laws, OTS has two mandatory obligations. First, the head of OTS, or their designee, must notify LAPD of the alleged violation of California’s anti-discrimination statute. Second, OTS must submit a complaint detailing the alleged violations to the Civil Rights Department for investigation and determination pursuant to Government Code § 11136.

The complaint that OTS must submit to CRD can be completed using a form document available on CRD’s website.⁶ The form should be submitted with any supporting evidence and the OTS’s investigatory file. The completion and submission of the complaint form will initiate an intake interview and investigation by the Civil Rights Department. Because a group or class of individuals is affected by the discrimination at issue here, OTS should include a description of the group or class either in the form, or as an attachment, to the supporting evidence or investigatory file. We ask that OTS include this complaint letter and the supporting statistical evidence attached, which identify Black and Latine bicyclists and motorists as the groups of individuals affected by LAPD discrimination, with the complaint OTS is required to submit to CRD.

If it is determined that a contractor, grantee, or local agency has violated the anti-discrimination statute, pursuant to the process described in § 11136, the state agency that administers the program or activity involved must take action to curtail funding in whole or in part to the recipient of funds.⁷ In this case, if and when CRD determines that LAPD has violated California’s anti-discrimination law, OTS is legally obligated to curtail its funding to LAPD.

Further, OTS is required by law to evaluate and document the risk for each agency it considers for grant funding, prior to making a grant award. As OTS’s own grant program manual indicates, this risk assessment should include evaluating whether a potential grantee is at risk of violating anti-discrimination statutes, regulations, and directives. Accordingly, OTS must consider the information set forth in this letter to evaluate and document the risk that LAPD will engage in discriminatory traffic enforcement, prior to making any future grant awards to LAPD.

⁶ CRD Intake Form / For State Agencies (GC1135), https://calcivilrights.ca.gov/wp-content/uploads/sites/32/2023/01/CRD-Intake-Form_State-Funding-11135-Agency_ENG.pdf; *see also* <https://calcivilrights.ca.gov/complaintprocess>.

⁷ Cal. Gov’t Code § 11137.

III. OTS Grant Funding to City of Los Angeles

In 2023, the City of LA reached a 20 year high for fatal crashes, and more Angelenos died from car accidents than homicides.⁸ Notably, traffic safety has not improved despite significant increases in funding to LAPD, whose budget totaled \$1.8 billion in 2023 alone. Although LAPD-led traffic enforcement has not meaningfully improved traffic safety for Los Angeles communities, OTS has continued to provide millions of dollars in traffic enforcement grant funds to LAPD for several years—even as a series of news investigations exposed racial disparities in LAPD traffic enforcement resulting from “failed strategies to use traffic as a pretext” to identify or suppress unrelated crimes.⁹

OTS has awarded LAPD yearly grants for its Selective Traffic Enforcement Program (STEP) dating back to 2016. STEP grants include bicycle, motorist, and vehicle enforcement. In 2022, for example, OTS awarded LAPD \$5,076,000 in STEP grants. Comparable yearly STEP grants date as far back as 2019. According to Grant Agreements for 2019-2022, OTS specifically awarded LAPD funds for officer overtime to conduct the following:

- “Traffic Enforcement operation(s)”;
- “Highly visible collaborative traffic enforcement operations”;
- “Highly publicized Motorcycle Safety enforcement operation(s)”;
- “Highly publicized pedestrian and/or bicycle enforcement operation(s).”

The table below details the amounts OTS awarded to LAPD to conduct such enforcement operations each year. OTS awarded the amounts listed below specifically for officer overtime to conduct stops and “saturate” communities with police presence. Funds for education, training, and equipment are budgeted separately.

⁸ Rachel Uranga and Libor Jany, “Car crashes killed more people than homicides in Los Angeles last year,” *L.A. Times* (Jan. 25, 2024) available at <https://www.latimes.com/california/story/2024-01-25/traffic-deaths-surpass-homicides-in-los-angeles>.

⁹ Kevin Rector and Cindy Chang, “Racial disparities in LAPD stops fueled by failed crime-fighting strategy, audit finds,” *L.A. Times* (Oct. 24, 2020), <https://www.latimes.com/california/story/2020-10-24/racial-disparities-in-lapd-stops-fueled-by-failed-crime-fighting-strategy-audit-finds>; Ben Poston and Cindy Chang, “LAPD searches blacks and Latinos more. But they’re less likely to have contraband than whites,” *L.A. Times* (Oct. 8, 2019), <https://www.latimes.com/local/lanow/la-me-lapd-searches-20190605-story.html>; Cindy Chang and Ben Poston, “‘Stop-and-frisk in a car:’ Elite LAPD unit disproportionately stopped black drivers, data show,” *L.A. Times* (Jan. 24, 2019), <https://www.latimes.com/local/lanow/la-me-lapd-traffic-stops-20190124-story.html>.

OTS Funding for LAPD Personnel Costs	
Traffic Enforcement (incl. Collaborative Enforcement)	
2019	\$513,520
2020	\$520,000
2021	\$656,520
2022	\$632,400
Motorcycle Safety	
2019	\$98,640
2020	\$60,000
2021	\$58,560
2022	\$60,000
Pedestrian and Bicycle Enforcement	
2019	\$405,040
2020	\$375,000
2021	\$341,600
2022	\$250,000

Grant documents suggest that OTS awarded LAPD grants to target vulnerable road users, such as pedestrians, bicyclists, and motorcyclists, without regard for whether the crash factors at the sites selected for enforcement operations would be better addressed by design and infrastructure investments. Indeed, OTS has continued to award LAPD grants for traffic enforcement even as the City of LA embarked on an effort to shift towards alternative models and methods that do not rely on law enforcement to achieve traffic safety objectives, in recognition of the “broad consensus among transportation industry leaders that police involvement can actually undermine traffic safety goals and that a police-led response to what is fundamentally a disinvestment issue is harmful, costly, and counterproductive.”¹⁰

In light of the information set forth in this letter, OTS should discontinue the millions of dollars of grant funding it provides to LAPD and redirect that funding to Los Angeles traffic safety projects that promise to protect our communities more effectively than discriminatory traffic enforcement – such as the projects recommended in the City of Los Angeles Alternatives to

¹⁰ See Los Angeles City Council File No. 20-0875, <https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=20-0875>.

Traffic Enforcement and Community Task Force Recommendations and Report.¹¹ For example, OTS can redirect grants currently funding LAPD to partnerships with community-based organizations to provide people with resources that improve traffic safety and unarmed civilian care-based teams for addressing traffic safety issues.¹² OTS can also fund improved traffic records and roadway safety projects, such as a system for identifying and fast-tracking priorities for self-enforcing street infrastructure investments in low-income communities of color with demonstrated need, and interdisciplinary crash investigation teams to document trends and develop infrastructural interventions to address road safety issues.¹³ Redirecting grants to these programs will allow OTS to avoid funding racially discriminatory LAPD programs and activities, while supporting the City of Los Angeles’s ongoing efforts to shift to alternatives to traffic enforcement, through community-based programs similar to those OTS has funded in other localities.¹⁴

IV. LAPD Traffic Stop Programs and Activities Violate State Anti-Discrimination Laws

The data and statistical analyses set forth below and attached to this letter provide OTS with more than reasonable cause to believe that LAPD traffic enforcement violates California’s anti-discrimination laws by imposing an adverse and disproportionate impact on Black and Latine community members.

¹¹ Los Angeles Department of Transportation (“LADOT”), *City of Los Angeles Alternatives to Traffic Enforcement and Community Task Force Recommendations* at 71-76 (November 2023), https://clkrep.lacity.org/online/docs/2020/20-0875_rpt_dot_11-30-23.pdf.

¹² *See id.* at 74, 77 (recommending that City partner with community-based organizations to offer resources for people to address equipment violations and free or low-cost vehicle repair events); *id.* at 76, 77 (recommending that City deploy teams of care-centered, behavioral health specialists to respond to traffic-related calls for service when behavioral health issue is present).

¹³ *See id.* at 72, 77.

¹⁴ For example, OTS has provided grants to coordinate events with partner non-profit organizations providing unhoused individuals with reflective backpacks, camping lights, and bike lights; to offer safety information and distribute helmets to bicyclists; and to provide training and child safety seats to families. OTS has also provided grant funding for community-based organizations to organize open streets events to engage residents with infrastructure projects for improved biking and walking safety, and for UC Berkeley’s Safe Transportation Research and Education Center to conduct complete streets safety assessments, with an emphasis on developing community action plans and evaluating safety improvements in historically underserved areas. *See* OTS, 2023 Grant Program Highlights, <https://www.ots.ca.gov/2023-grant-program-highlights>.

Stop data analysis indicates that LAPD has violated Government Code § 11135 by carrying out its bicycle enforcement programs and activities in a racially discriminatory manner. Inferential modeling analysis of stop data reported pursuant to California’s Racial and Identity Profiling Act (“RIPA”) reveals that LAPD’s bicyclist stop and search practices result in statistically significant racial disparities.¹⁵ As described in the attached charts and expert declaration, Black people make up 12.3% of the Los Angeles population, but they are 21.4% of those subjected to bicycle stops by LAPD, and 18.3% of those subjected to bicycle stops leading to searches.¹⁶ Latine people make up 45.8% of the Los Angeles population, but they make up a disproportionate 66.3% of those LAPD subjected to bicycle stops and 72.3% of those subjected to bike stops leading to searches.¹⁷ The numbers drop for White Angelenos. White people account for 26.7% of the Los Angeles population but only 10.4% of all bicycle stops and just 8.1% of bike stops leading to searches.¹⁸

Data analyses by the PUSH LA coalition and RACE COUNTS; the LAPD Office of the Inspector General; and the Los Angeles Department of Transportation show that LAPD’s traffic enforcement practices also discriminate against Black and Latine drivers. The PUSH LA coalition, in partnership with RACE COUNTS, published a report based on a combination of LAPD data and RIPA data, detailing racial disparities in traffic stops. The data analysis set forth in that report found that LAPD stopped and arrested Black and Latine persons in traffic enforcement operations at grossly disproportionate rates.¹⁹ Black individuals were 5 times more likely to be stopped and 9 times more likely to be arrested for traffic violations than their White counterparts.²⁰ Latine individuals were 1.6 times more likely to be stopped and 3.5 times more likely to be arrested for traffic violations than their White counterparts.²¹ 27% of the LAPD traffic stops analyzed targeted Black people.²²

¹⁵ Exhibit A (Declaration of A. Yurcaba), ¶ 15; Exhibit B (Infogram: Police Bias in Bike Stops: Los Angeles Police Department) at 1.

¹⁶ Exhibit A, ¶ 14; Exhibit B at 1.

¹⁷ *Id.*

¹⁸ *Id.*

¹⁹ Chauncey Smith, Elycia Mulholland Graves, & Laura Daly, *Reimagining Traffic Safety & Bold Political Leadership In Los Angeles* (May 4, 2021), <https://www.racecounts.org/report/push-la>.

²⁰ *Id.*

²¹ *Id.*

²² *Id.*

Analysis of stop data by the LAPD Office of the Inspector General (“OIG”) further establishes that LAPD officers perform traffic stops in a racially discriminatory manner.²³ OIG identified several racial disparities in stop data, concluding: “data indicates people perceived to be Black were overrepresented in the number of officer-initiated stops made across Los Angeles”;²⁴ “disparity in stop frequency was driven by high rates of stops in areas that had . . . comparatively high proportions of Black residents”;²⁵ and “[r]acial disparities in post-stop activities were more pronounced in traffic stops.”²⁶ OIG’s analysis revealed “*significant racial disparities* in post-stop activities, including activities related to removal of a person from his or her vehicle, searches (including pat-down searches), handcuffing, and the completion of a Field Interview Report (‘FI card’ or ‘FI’).”²⁷ Specifically, it showed that LAPD officers disproportionately targeted Hispanic and Black people for invasive actions during traffic stops. Of Hispanic people stopped, 25% were searched; 21% were FI’d; 18% were handcuffed; and 13% were removed from the vehicle.²⁸ Of Black people stopped, 30% were searched; 22% were FI’d; 17% were handcuffed; and 20% were removed from the vehicle.²⁹ These rates plummeted for White Angelenos. Of White people stopped, 11% were searched; 14% were FI’d; 10% were handcuffed; and 4% were removed from the vehicle.³⁰ Stops of Black people for traffic violations were more than 5 times as likely to result in a search than stops of White people for traffic violations.³¹

A team of consultants for the Los Angeles Department of Transportation (“LADOT”) conducted its own analysis of traffic stops, comparing recent trends in RIPA data to demographics within Los Angeles using data from the 5-year American Community Survey (“ACS”).³² LADOT’s analysis concluded that LAPD traffic stop data “show disproportionate stops by race,” and that racial disparities have persisted even after LAPD revised its traffic stop policy in 2022.³³ It found that White drivers make up 28.1% of the LA city population, but just 17.4% of stops; meanwhile, Black drivers make up 7.8% of the city and 26.9% of stops.³⁴ Put another way,

²³ Office of the Inspector General, *Review of Stops Conducted by the Los Angeles Police Department in 2019* at 2 (Oct. 27, 2020),

https://www.oig.lacity.org/files/ugd/b2dd23_d3e88738022547acb55f3ad9dd7a1dcb.pdf.

²⁴ *Id.*; see also *id.* at 12-13 (observing that the vast majority of officer-initiated stops were made on the basis of traffic enforcement).

²⁵ *Id.* at 3.

²⁶ *Id.*

²⁷ *Id.* (emphasis added).

²⁸ *Id.* at 30.

²⁹ *Id.*

³⁰ *Id.*

³¹ *Id.* at 32.

³² LADOT, *City of Los Angeles Alternatives to Traffic Enforcement and Community Task Force Recommendations* at 24-42 (November 2023), https://clkrep.lacity.org/onlinedocs/2020/20-0875_rpt_dot_11-30-23.pdf.

³³ *Id.* at 42.

³⁴ *Id.* at 27-28.

“Black drivers are stopped at three times the city average in traffic-violation-related stops.”³⁵ Statistics on when LAPD officers use force against drivers also shed light on discriminatory practices. Police use of force is involved in only a small percentage of traffic violation stops, but Black drivers receive a disproportionate amount of that force (30% of stops resulting in use of force against a person, and 33% of stops where officers pointed a firearm at a person).³⁶

The data also show that there is no legitimate justification for the disparate impact of LAPD’s traffic stops on Black and Latine community members. Although Black and Latine persons are disproportionately stopped for traffic enforcement, most of these stops end in no result – i.e. no citation or warning.³⁷ And data show that LAPD traffic stop practices disproportionately impact Black and Latine people even when controlling for the efficacy and severity of the issues involved in the stop. Analysis of RIPA data demonstrates that LAPD traffic stops of Black and Latine people last significantly longer than those of White people, even when such analysis is limited to traffic stops resulting in only an infraction, warning, or no action.³⁸

Though Black and Latine people are stopped and searched more frequently during stops, their searches are generally less likely to be associated with the recovery of contraband, arrest, or citation, than searches of White people—a trend that is “particularly pronounced in traffic stops.”³⁹ Specifically, though Latine bicyclists are subjected to higher rates of stops and searches than White people, statistical modeling based on RIPA data shows no significant relationship between being Latine and being caught with contraband.⁴⁰

Finally, data show that LAPD traffic enforcement disproportionately subjects Black and Latine persons to searches even when there is no objective public safety justification to search. LAPD continues to authorize officers involved in traffic stops to pursue consent searches: searches that are not justified by probable cause, but rather are based on a person merely giving the officer permission to search. The California Racial and Identity Profiling Advisory Board has questioned “the fairness and utility of these types of searches” due to evidence that their use leads to racial disparities; when officers are given broad discretion to ask a person for consent to search and do not need to suspect any criminal wrongdoing to make that request, “implicit and explicit bias can play a role” in who is subjected to search.⁴¹ Indeed, OIG’s analysis found that

³⁵ *Id.* at 31.

³⁶ *Id.* at 34.

³⁷ *Id.*

³⁸ Smith, Graves, & Daly.

³⁹ Office of the Inspector General at 4.

⁴⁰ Exhibit A, ¶¶ 16-18; Exhibit B at 2.

⁴¹ Racial & Identity Profiling Advisory Board, Annual Report 2022 at 11, 107, <https://oag.ca.gov/system/files/media/ripa-board-report-2022.pdf>. See also Racial & Identity Profiling Advisory Board, Annual Report 2023 at 70, <https://oag.ca.gov/system/files/media/ripa-board->

LAPD disproportionately subjected Black individuals to consent searches, though over 90% of consent searches of Black individuals resulted in no discovery of contraband, and only 2% resulted in discovery of anything serious.⁴² Similarly, analysis of RIPA data shows that 72.7% of LAPD bike stops that resulted in a consent search involved Latine people, compared to 8.3% that involved White people, though there is no statistically significant relationship between being Latine and being caught with contraband during a consent search.⁴³ These racial disparities cannot be attributed to Black and Latine individuals more frequently volunteering consent to search. RIPA data shows that during routine traffic stops, LAPD officers are 4 times more likely to ask Black individuals for a consent search, and 2.4 times more likely to ask Latine individuals, than they are to ask White persons.⁴⁴

All the above findings are consistent with OIG’s conclusion that “racial disparities seen in both stops and post-stop activity, particularly in stops for traffic. . . violations” are “the result of [LAPD] strategies designed to use [traffic enforcement] as a pretext,” strategies that the OIG concluded “have limited effectiveness.”⁴⁵ In sum, there is no legitimate justification for the disparate impact of LAPD’s traffic enforcement activities.

V. Conclusion

As demonstrated by the evidence attached and summarized above, LAPD traffic enforcement discriminates against Black and Latine bicyclists and motorists. OTS must therefore curtail the traffic enforcement funding it grants to LAPD. Because this complaint and the evidence included with it constitute “reasonable cause” to believe LAPD’s traffic enforcement imposes a disproportionate adverse impact on Black and Latine persons in violation of Government Code § 11135, we look forward to receiving confirmation that OTS has submitted a complaint to CRD detailing the violations documented herein, as required by law.

report-2023.pdf (observing that consent searches in the traffic enforcement context are “particularly problematic”: “Traffic stops . . . leave a tremendous amount of discretion to officers regarding who to stop and why, because traffic is so heavily regulated an officer could easily stop most [people] on technical violations.”).

⁴² *Id.*

⁴³ Exhibit A, ¶ 14; *see also* Exhibit B at 2 (also noting that Latine people were subjected to consent searches during a majority of their bike stops).

⁴⁴ Smith, Graves, & Daly.

⁴⁵ Office of the Inspector General, at 4. After the OIG published its report, LAPD adopted new guidance on when officers should conduct pretextual traffic stops. However, LAPD still grants officers discretion to conduct pretextual traffic stops and to pursue consent searches during traffic stops. As a result, though there have been slight decreases in equipment stops and the rate at which Black drivers are stopped, significant racial disparities persist. *See* LADOT at 32-33; Racial & Identity Profiling Advisory Board, Annual Report 2024 at 52-60, <https://oag.ca.gov/system/files/media/ripa-board-report-2024.pdf>.

If you have any questions about the content of this letter, or you would like to discuss OTS's procedures for evaluating the risk that agencies selected for traffic enforcement-related grant funding will engage in unlawful discrimination, we welcome the opportunity to meet with you.

Thank you for your attention to this important matter.

Sincerely,

Adrienna Wong
Senior Staff Attorney, ACLU of Southern California
On behalf of the PUSH-LA coalition⁴⁶

⁴⁶ The Promoting Unity Safety and Health (PUSH LA) coalition, is a broad coalition of advocacy and interfaith groups, including the American Civil Liberties Union of Southern California; Catalyst California; Community Coalition; Social Justice Learning Institute; and other organizations listed on the coalition's website: <https://pushla.org>.

Exhibit A

1 **Declaration of Alex Yurcaba**

2 I, Alexander Campbell Yurcaba, hereby declare:

3 1. I am a Data Analyst (Level II) for the American Civil Liberties Union (“ACLU”). In my role,
4 I contribute to original data analyses and advocacy reports created for the national office of the ACLU
5 and its affiliates across the country. I have worked for the ACLU since 2018.

6 2. I have a Master's Degree in Public Administration from the Robert F. Wagner Graduate
7 School of Public Service at New York University, and a Bachelor of Arts in History from Georgetown
8 University.

9 3. I have over four years of experience conducting both descriptive and predictive data analyses
10 and using statistical techniques to make causal inferences. At the ACLU I have contributed to numerous
11 projects involving criminal justice data, including several that specifically examined data obtained from
12 police interactions. I have worked with a variety of data sources in this position, including publicly
13 available materials and data obtained via public records requests.

14 4. The Los Angeles Police Department (“LAPD”) published data regarding interactions during
15 police stops as part of California’s Racial Profiling Act (“RIPA”). These data were downloaded from the
16 LAPD’s website on April 9, 2024. The data span from July 1, 2018 – April 1, 2024.

17 5. The data are contained in two spreadsheets. The first spreadsheet,
18 LAPD_RIPA__AB_953__STOP_Incident_Details_from_7_1_2018_to_Present_20240409.csv (the
19 “Incident Spreadsheet”), represented each incident involving a police-civilian interaction. This dataset
20 contained a single row for each incident involving a police-civilian interaction, but included very little
21 information about the details of the stop itself. Ultimately it was not used for this analysis.

22 6. A second spreadsheet,
23 LAPD_RIPA__AB_953__STOP_Person_Detail_from_7_1_2018_to_Present_20240409.csv, (the
24 “Person Spreadsheet”) contained an ID number of each civilian who was involved in an incident with
25 police. This dataset was the basis of our analysis.

26 7. The Person Spreadsheet includes several demographic variables and information about the
27 outcome of the interaction. The following variables were used as part of the analysis: a) Type of Stop; b)
28 Perceived: AGE; c) Perceived: Asian; d) Perceived: Black/African American; e) Perceived:

1 Hispanic/Latino(a); f) Perceived: Middle Eastern or South Asian; g) Perceived: Native American; h)
2 Perceived: Pacific Islander; i) Perceived: White; j) Perceived: Gender; k) Perceived: LGBT; l) Limited
3 or No English Fluency; m) No Disability; n) Reason for Stop; o) Offense Code; p) Basis for Stop; q)
4 Basis of Reasonable Suspicion: Officer Witnessed Commission of a Crime; r) Basis of Reasonable
5 Suspicion: Matched Suspect Description; s) Basis of Reasonable Suspicion: Witness or Victim
6 Identification of Suspect at the Scene; t) Basis of Reasonable Suspicion: Carrying Suspicious Object; u)
7 Basis of Reasonable Suspicion: Actions Indicative of Casing a Victim or Location; v) Basis of
8 Reasonable Suspicion: Suspected of Acting as a Lookout; w) Basis of Reasonable Suspicion: Actions
9 Indicative of a Drug Transaction; x) Basis of Reasonable Suspicion: Actions Indicative of Engaging in a
10 Violent Crime; y) Basis of Reasonable Suspicion: Other reasonable suspicion of a crime; z) Action
11 Taken: Person Removed from Vehicle by Order; aa) Action Taken: Person Removed from Vehicle by
12 Physical Contact; bb) Action Taken: Field Sobriety Test Conducted; cc) Action Taken: Curbside
13 Detention; dd) Action Taken: Handcuffed or Flex Cuffed; ee) Action Taken: Patrol Car Detention; ff)
14 Action Taken: Canine Removed from Vehicle or Used to Search; gg) Action Taken: Firearm Pointed at
15 Person; hh) Action Taken: Firearm Discharged or Used; ii) Action Taken: Electronic Control Device
16 Used; jj) Action Taken: Impact Projectile Discharged or Use; kk) Action Taken: Canine Bit or Held
17 Person; ll) Action Taken: Baton or Other Impact Weapon Used; mm) Action Taken: Chemical Spray
18 Used; nn) Action Taken: Other Physical or Vehicle Contact; oo) Action Taken: Person Photographed;
19 pp) Action Taken: Asked Consent to Search Person; qq) Consent Granted Person; rr) Action Taken:
20 Search of Person Conducted; ss) Action Taken: Asked Consent to Search Property; tt) Consent Granted
21 Property; uu) Action Taken: Search of Property Conducted; vv) Action Taken: Property Was Seized;
22 ww) Action Taken: Vehicle Impound; xx) Action Taken: Admission or Written Statement Obtained
23 from Student; yy) Action Taken: None; zz) Basis for Search: Consent Given; aaa) Basis for Search:
24 Officer Safety/Safety of Others; bbb) Basis for Search: Search Warrant; ccc) Basis for Search: Condition
25 of Parole/Probation/PRCS/Mandatory Supervision; ddd) Basis for Search: Suspected Weapons; eee)
26 Basis for Search: Visible Contraband; fff) Basis for Search: Odor of Contraband; ggg) Basis for Search:
27 Canine Detection; hhh) Basis for Search: Evidence of Crime; iii) Basis for Search: Incident to Arrest; jjj)
28 Basis for Search: Exigent Circumstances/Emergency; kkk) Basis for Search: Vehicle Inventory (for

1 Search of Property Only); ll) Basis for Search: Suspected Violation of School Policy; mmm)
2 Contraband/Evidence Discovered: None; nnn) Result of Stop: No Action; ooo) Result of Stop: Warning;
3 ppp) Result of Stop: Citation for infraction; qqq) Result of Stop: In-field cite and release; rrr) Result of
4 Stop: Custodial Arrest Pursuant to Outstanding Warrant; sss) Result of Stop: Custodial Arrest Without
5 Warrant; ttt) Result of Stop: Field Interview Card Completed; uuu) Result of Stop: Noncriminal
6 Transport or Caretaking Transport; vvv) Result of Stop: Contacted Parent/Legal Guardian or Other
7 Person Responsible for the Minor; www) Result of Stop: Psychiatric Hold; xxx) Result of Stop:
8 Referred to U.S. Department of Homeland Security; yyy) Result of Stop: Referral to School
9 Administrator; zzz) Result of Stop: Referral to School Counselor or Other Support Staff

10 8. The RIPA dataset contained more than just bicycle stops. To filter the dataset to only include
11 police stops of people on bicycles, the ACLU of Southern California obtained a list of offense codes that
12 indicated bicycle-related stops from the California Department of Justice. This list was emailed to me,
13 Alex Yurcaba, on August 22, 2023. Using this list, I filtered both the CAD and RIPA datasets such that
14 they only included stops whose offense code was included in the list of bicycle-related offense codes.

15 9. The following offense codes were identified by the California Department of Justice to be
16 bicycle-related: a) BIKE PARKING/ETC (21210); b) OPR BIKE W/O BRAKES (21201(A)); c) BIKE
17 HANDLEBAR ABV SHLDS (21201(B)); d) BIKE HEADLIGHT/ETC VIOL (21201(D)); e)
18 BICYCLE LIC ORDNCE VIOL (39002(A)); f) HEADSET/ETC VIOL:VEH/BIKE (27400); g) RIDE
19 BIKE UNDER INFLUENCE (21200.5); h) FAIL OPR BIKE W/1 HAND + (21205); i) OPR
20 BIKE:RD/ETC:WRONG WAY (21650.1); j) FAIL RIDE BIKE:RT EDGE RD (21202(A)); k) BIKE
21 OPERATOR NOT SEATED (21204(A)); l) BIKE PASSENGER NOT SEATED (21204(B)); m) FAIL
22 TO RIDE IN BIKE LANE (21208(A)); n) FAIL WEAR HELMET:BIKE:-18 (21212(A)); o) BICYCLE
23 OPR OBEY VEH LAWS (21456.2(A)); p) INTENT EVADE PO BICYCLE (2800.1(B)); q) UNAUTH
24 FLASHING BLU LIGHT (21201.3(B))

25 10. Demographic data were obtained from the 2020 US Census. All populations (in any
26 combination) that were labeled as “Hispanic or Latino” in the Census were coded as “Latine” in our
27 analysis. All populations that were labeled in the Census as any part Black (whether individually or in
28 combination with another group) were coded as “Black” in our analysis. The population labeled as Non-

1 Hispanic white alone in the Census were coded as “White” in our analysis. We calculated population
2 metrics only for Los Angeles city and no other parts of the surrounding area.

3 11. I accessed the Census data through the Census Bureau’s application programming interface
4 (“API”), which provides machine-readable access to many datasets that the Census Bureau has publicly
5 released, including the 2020 US Census. I accessed this API via an application in the R programming
6 language called “tidycensus.”

7 12. This calculation of the Census data indicated that Latine people comprise 45.8% of the population of
8 Los Angeles. White people comprise 26.7% of the population of the city, and Black people comprise
9 12.3%.

10 13. The Data analyses conducted by the ACLU sought to determine the presence of quantitative
11 evidence of racial disparities in LAPD’s traffic stop practice, with specific attention paid to police stops
12 involving bicyclists. Racial disparity was calculated by comparing the rates at which Latine, Black, and
13 white people were stopped by police while riding bicycles. Additional analyses to examine potential
14 racial disparities compared the rates at which Latine, Black, and white people encountered different
15 outcomes during bicycle stops, include arrests, detentions, citations, and searches. These outcome rates
16 were calculated by dividing the number of stops involving each racial group that ended in a certain stop
17 outcome by the total number of stops involving people of that racial group. This method is commonly
18 used in data analysis to compare rates of an outcome between two populations.

19 14. Based on the RIPA data, 66.3% of bike stops by police involved Latine people, 10.4%
20 involved white people, and 21.4% involved Black people. 72.7% of bike stops that resulted in a consent
21 search involved Latine people, compared to 8.3% that involved white people, and 17.9% that involved
22 Black people.

23 15. I also conducted inferential modeling analyses to definitively assess the presence of racial
24 disparities in these datasets. This kind of analysis relied on the creation of a logistic statistical model
25 which interpreted various stop outcomes as binary variables. The model inferred the correlation between
26 these outcomes and the other variables in the dataset. The goal of this analysis was to demonstrate a
27 statistically significant correlation between being Latine and various negative outcomes during a bike
28 stop, such as being detained or arrested.

Exhibit B

Police Bias in Bike Stops: Los Angeles Police Department

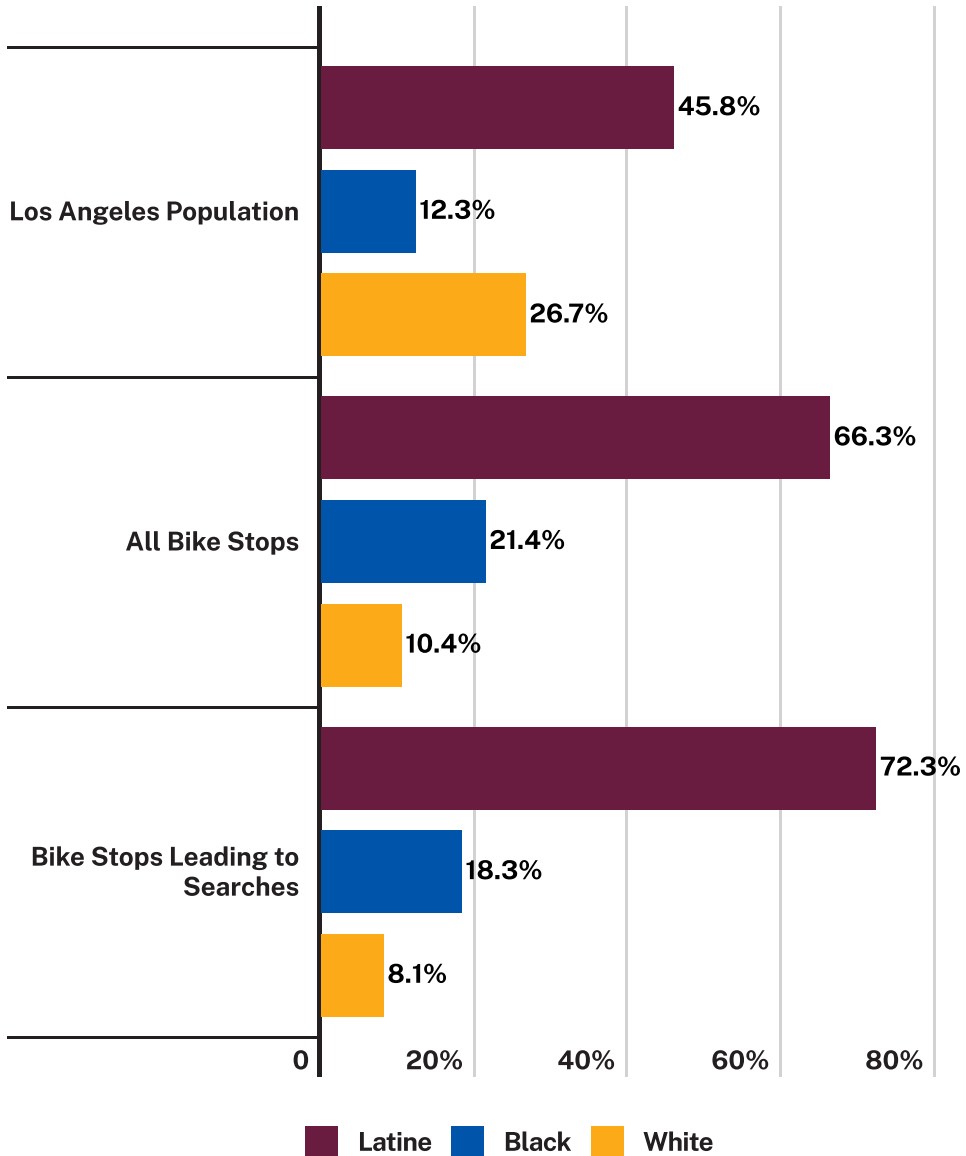


ACLU
Southern California

ACLU
Analytics

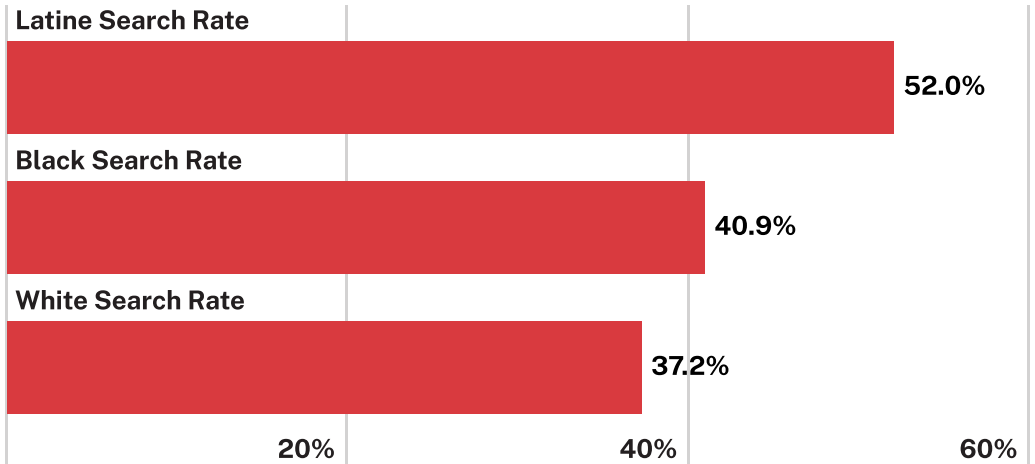
Targeting Latine Bicyclists

This chart shows data collected from the Los Angeles Police Department via California's Racial Identification and Profiling Act (RIPA). **Black and Latine people are substantially overrepresented** among people stopped by LAPD while riding bikes. They form an **even larger majority** of people who were subjected to searches during bike stops.



Discriminatory Searches

This chart uses the RIPA data to show the percent of bike stops that resulted in a search by race. **Latine people were subjected to searches during a majority of their bike stops.** This rate is far higher than any other group.



Black and Latine people were searched more than other groups. Despite this, **rates of contraband discovery are highest among white people.** Statistical modeling shows **no significant relationship between being Black or Latine and being caught with contraband during a search.** That Black and Latine people were searched at a disproportionate rate anyway **suggests bias.**

