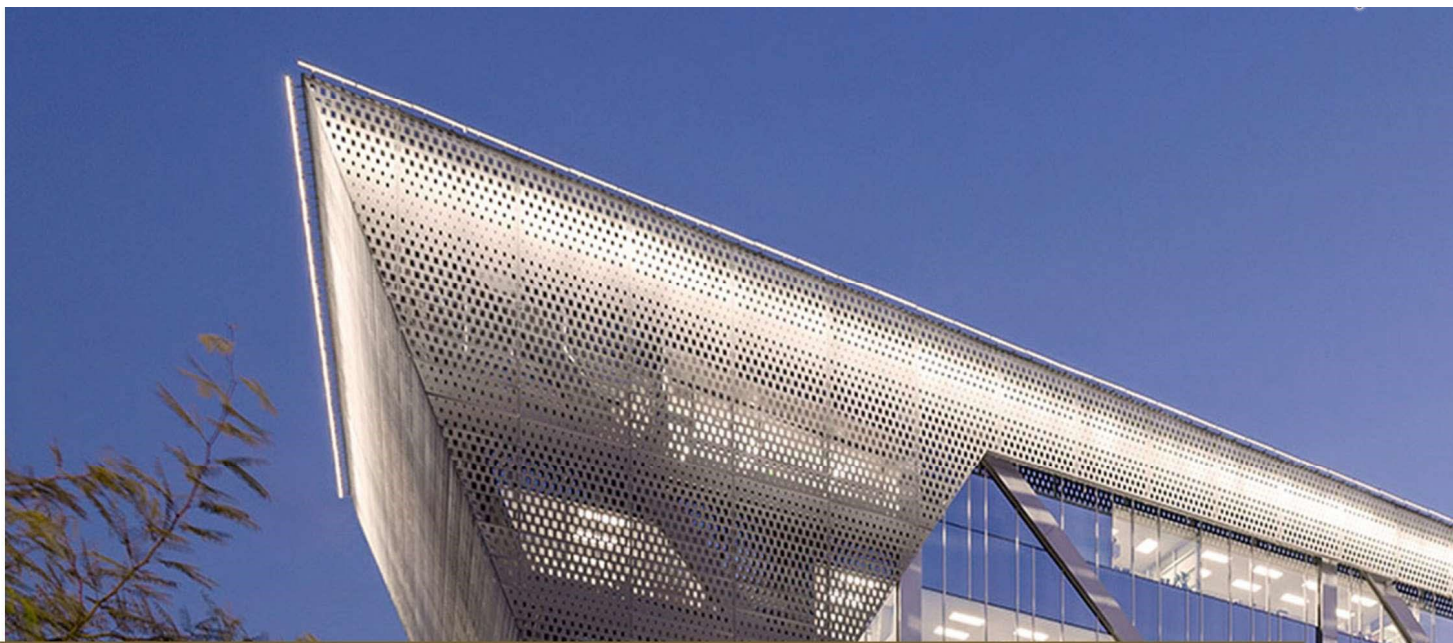




MARICOPA COUNTY SHERIFF'S OFFICE

Traffic Stops Quarterly Report 22

2025 District Analysis



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June 2026

TABLE OF CONTENTS

<i>TABLE OF CONTENTS</i>	2
<i>EXECUTIVE SUMMARY</i>	6
Descriptive Analysis of Differences Among Districts.....	7
District Differences in Benchmark Measures (stop length, citations, searches, and arrests).....	8
Results of Propensity Score Matching Analysis of District Racial/Ethnic Disparity.....	10
Analysis of Differences in Disparity among Districts	12
Response to the Findings in this Report.....	14
<i>INTRODUCTION</i>	16
Information About MCSO and its Districts	17
MCSO Traffic Enforcement	17
<i>METHODS</i>	33
<i>DESCRIPTIVE FINDINGS</i>	38
Number of Traffic Stops by District	38
<i>Stop Counts</i>	39
Deputy Assignments	40
Time of Day	41
Stops by Month.....	42
Special Assignments	43
Stop Classification	44
<i>Driver Race/Ethnicity</i>	45
Driver Sex	46
<i>Stop Length</i>	47
<i>Stop Outcomes</i>	51
Citation/Warning Outcome.....	51
Violation Categories	53
Search Outcome.....	57
Arrest Outcome.....	59
<i>COMPARATIVE FINDINGS</i>	61
Modeling Stop Length and Stop Outcomes for Districts	61
Stop Length.....	62
Citation Outcome.....	64
Search Outcome.....	66
Arrest Outcome.....	67
<i>Propensity Score Matching Results, By District</i>	69
Stop Length.....	69
Citations	71
Searches	73
Arrests.....	75
<i>District-Level Differences in Disparity</i>	78
Hispanic v. White Drivers, Stop Length	79

Black v. White Drivers, Stop Length	80
Minority v. White Drivers, Stop Length	81
Hispanic v. White Drivers, Citations	82
Black v. White Drivers, Citations	83
Minority v. White Drivers, Citations	84
Hispanic v. White Drivers, Searches	85
Black v. White Drivers, Searches	86
Minority v. White Drivers, Searches	87
Hispanic v. White Drivers, Arrests	88
Black v. White Drivers, Arrests	89
Minority v. White Drivers, Arrests	90
Analysis of Seizures Following Searches	91
<i>SUMMARY OF FINDINGS</i>	95
District 1	95
District 2	97
District 3	98
District 4	100
District 5	101
District 7	104
<i>CONCLUSION AND MCSO RESPONSE</i>	106
<i>Additional Actions</i>	110
<i>District-Specific Disparity and Planned Action</i>	112
District 1	112
District 2	112
District 3	112
District 4	112
District 5	112
District 7	113
<i>Appendix A: Modeling Stop Length Differences for Districts</i>	114
<i>Appendix B: Modeling Citation Outcomes for Districts</i>	116
<i>Appendix C: Modeling Search Outcomes for Districts</i>	118
<i>Appendix D: Modeling Arrest Outcomes for Districts</i>	120
<i>Appendix E: Modeling District Differences in Disparity in Stop Length</i>	122
Hispanic v. White	122
Black v. White	124
Minority v. White	125
<i>Appendix F: Modeling District Differences in Disparity in Citation Outcomes</i>	126
Hispanic v. White Drivers.....	126
Black v. White Drivers	128
Minority v. White Drivers.....	129
<i>Appendix G: Modeling District Differences in Disparity in Searches</i>	130
Hispanic v. White	130
Black v. White	132

Minority v. White	133
<i>Appendix H: Modeling District Differences in Disparity in Arrest Outcomes.....</i>	<i>135</i>
Hispanic v. White	135
Black v. White	137
Minority v. White Drivers.....	138

Traffic Stops Quarterly Report 22: 2025 District Analysis
June 2026

This study was developed and conducted by the Maricopa County Sheriff's Office (MCSO) Traffic Stop Analysis Unit. The methodology was approved by the Court Monitoring Team and Parties on Feb 24th, 2026. This report is intended to meet the requirements of Paragraph 65 and Paragraph 70 of the First Order, as Traffic Stop Quarterly Report for Quarter 2, 2026.

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EXECUTIVE SUMMARY

The results of the analyses presented in this report do not establish the existence of discriminatory policing nor demonstrate that race or Latino ancestry was a factor in law enforcement decisions. Biased-free policing, as defined by the Monitoring Team, “means that race or Latino ancestry is not a factor in any law enforcement decisions except where allowed by law.”¹ An unequal distribution of traffic stop outcomes, as analyzed in this report, may result from a range of external factors outside of individual deputies’ control or MCSO policies or practice. Statistical differences in traffic stop outcomes or stop length alone should not be interpreted as conclusory evidence of discriminatory policing. Per Paragraphs 53, 64, 67, and 69 of the Supplemental Permanent Injunction, inequality identified by analyses conducted by MCSO are “indicia of possible racial profiling.” Per Paragraph 70 of the Supplemental Injunction, MCSO investigates the findings from these analyses and will take appropriate action if racial profiling exists. Since MCSO began conducting the TSMR analyses (April 2021), neither MCSO nor the Monitor’s team or parties (the DOJ and ACLU) have identified individuals, policy or practice as racial profiling.

The purpose of this quarterly report was to investigate disparate outcomes of traffic stops at the district level and to identify whether individual districts contribute to the overall disparity observed at the Office-level (TSAR 11), and to investigate district-level disparate outcomes from traffic stops. MCSO’s patrol districts are diverse and vary in size, population, and traffic patrol activity. Districts with designated traffic cars (e.g., District 4 and District 7) and low population density (District 5) are able to focus on traffic stops more than other districts whose deputies are often responding to calls for service. This operational context is important when interpreting results of this report. MCSO analyzed the 2025 traffic stop data² in five ways. First, we describe general patterns of traffic enforcement for each district (we include 217 Motors Unit stops, in districts, based on geography). Second, we determined whether districts differed from one another in average stop lengths and stop outcomes of citations, searches, and arrests, irrespective of race/ethnicity. Third, we utilized propensity score matching to identify within-district racial/ethnic disparity for these outcomes comparing White drivers to Hispanic, Black and Minority drivers (Asian, Black, Hispanic, and Native American drivers combined). Fourth, we compared between-district levels of disparity for White drivers to Hispanic, Black and Minority drivers to determine whether districts differed from one another in their levels of racial/ethnic disparity. Finally, we

¹Carnevale, John. 2014. Current Statistical Methodologies on Racial Profiling: Highlights from the Literature Warshaw and Associates. December 9, 2014: 3.

²Data used for the analyses in this report were the same data used to produce the TSAR 11 annual report which was released June 30th, 2026. The data were also used for the TSQR 21 report on extended stop indicator use, released March 31, 2026.

analyzed search and seizure activity for each district to determine whether different racial/ethnic groups experienced seizures following discretionary searches at different rates.

Descriptive Analysis of Differences Among Districts

- District 5 had the largest number (N = 7,060) and percentage of stops (28.64%) made in 2025. District 5 also made the most stops (N = 496) of drivers for criminal traffic violations (7.05% of District 5 traffic stops).
- District 2 had the highest stop rate of Hispanic drivers (50.29%) and the lowest stop rate for White drivers (30.68%); District 7 Had the lowest stop rate of Hispanic drivers (13.21%) while District 4 had the highest stop rate for White drivers (81.25%).
- District 2 had the highest average stop length (20 minutes) for all drivers and the most stops with an identified delay during the stop (77.82% of stops).
- District 4 had the highest citation rate (68.89%) and District 2 had the lowest citation rate (45.11%).
- District 4 had the highest citation/warning rate for speeding (73.18%) while District 1 had the lowest citation/warning rate for speeding (23.66%).
- The highest rate of citations or warnings issued for driving documentation (license/insurance/registration) was in District 1 (47.74%); District 4 (the Motors Unit) had the lowest rate of citations or warnings issued for driving documentation (20.47%).
- District 2 had the highest proportion of stops that included an equipment violation (13.90%) and District 4 had the lowest proportion of stops with equipment violations (3.27%).
- District 1 had the highest number (N = 52) and proportion (1.35%) of stops with discretionary searches and District 4 had the fewest (N = 0) discretionary searches.
- The highest rate for custodial arrests during traffic stops was in District 1 (3.14% of stops); The lowest rate for custodial arrests during traffic stops was in Districts 4 (0.57% of stops).
- The highest rate for non-custodial arrests during traffic stops was in District 5 (6.69% of stops); The lowest rate for non-custodial arrests during traffic stops was in District 7 (3.20% of stops).

District Differences in Benchmark Measures (stop length, citations, searches, and arrests)

Comparing differences between districts on benchmark measures, MCSO identified statistically significant differences among districts for all measures.³

Stop Length

- In comparing differences in stop length, we found that all districts differed from one another. District 1 had longer average stop lengths than Districts 5. In general, District 2 had longer average stop lengths compared to all other districts. District 3 had longer average stop lengths when compared to District 5. District 4 had higher average stop lengths when compared to District 5. District 5 had shorter average stop lengths when compared to all other Districts. Finally, District 7 had longer average stop lengths when compared to Districts 1, 3, 4, or 5.

Citations

- Analysis comparing citation activity among districts identified differences across all districts. We found that drivers stopped by District 1 deputies were more likely to be issued a citation when compared to drivers stopped by deputies from Districts 2, 4, 5, or 7. Drivers stopped by District 2 deputies were more likely to receive a citation than drivers stopped by deputies from Districts 4 or 5. We identified that drivers stopped by District 3 deputies were more likely to receive a citation than drivers stopped by deputies from all other Districts. Drivers stopped by District 4 deputies were more likely to receive a citation than drivers stopped by deputies from District 5. Drivers stopped by deputies from District 5 were less likely to receive a citation than drivers stopped by deputies from all other districts. Finally, drivers stopped by deputies from District 7 were more likely to receive a citation when compared to drivers stopped by deputies from Districts 4 or 5.

³Note that results differ from the descriptive analysis because multiple statistical controls were utilized in modeling comparisons among districts. For a list of statistical controls utilized in all analyses, consult the methods section of this report.

Searches

- Our analysis comparing discretionary search activity identified that the likelihood of a discretionary search was higher in District 1 when compared to Districts 2, 5, or 7. The likelihood of a discretionary search for drivers stopped by District 3 deputies was higher when compared to drivers stopped by deputies from Districts 5. There were no discretionary searches made by deputies from District 4.

Arrests

- Analysis of arrest activity in the districts found statistically significant differences in the likelihood of arrest across all districts. We identified that drivers stopped by District 1 deputies were more likely to experience an arrest than drivers stopped by deputies from all other districts. Drivers stopped by District 2 deputies were more likely to be arrested than drivers stopped by deputies from Districts 4 or 7. Drivers stopped by deputies from District 3 were more likely to be arrested than drivers stopped by deputies from Districts 4 or 7. Drivers stopped by deputies from District 4 were less likely to be arrested than drivers from all other districts. Drivers stopped by District 5 deputies were more likely to be arrested when compared to drivers stopped by deputies from Districts 4 or 7. Finally, drivers stopped by deputies from District 7 were more likely to be arrested than drivers stopped by deputies from District 4.

Results of Propensity Score Matching Analysis of District Racial/Ethnic Disparity

MCSO used propensity score matching to compare stops of White drivers to Hispanic, Black, and Minority (Hispanic, Black, Native American, and Asian drivers combined) drivers for each district. This analysis identified within-district disparity.

Stop Length

- We identified no statistically significant differences in stop length for any racial/ethnic group (Hispanic, Black or Minority drivers) when compared to White drivers for any district.

Citations

This research identified disparity in citation outcomes in one district.

- We identified disparity in citation outcomes between Black and White drivers in District 4. In this case, White drivers were cited at a rate 9.39 percent higher than Black drivers.
- There were no other statistically significant differences in citation rates for any racial/ethnic group for any district.

Searches

In examining discretionary searches, we found statistically significant disparity in three districts.

- In District 2, Black drivers were searched at a rate 1.51 percent higher than White drivers.
- In District 5, Black drivers were searched at a rate 0.96 percent higher than White drivers.
- In District 7, White drivers were searched at a rate 0.75 percent higher than Black drivers. No Black drivers experienced a discretionary search when stopped by deputies from District 7.

Arrests

Arrests include non-custodial arrests (misdemeanor citations) and custodial arrests. Non-custodial arrests were almost 75 percent of all arrests during MCSO traffic stops. We identified statistically significant differences in arrest rates in five districts.

- In District 1, Minority drivers were arrested at a rate 4.30 percent higher than White drivers.
- In District 2, Black drivers were arrested at a rate 5.44 percent higher than White drivers and Minority drivers were arrested at a rate 2.50 percent higher than White drivers.
- In District 4, Hispanic drivers were arrested at a rate 3.59 percent higher than White drivers and Minority drivers were arrested at a rate 4.09 percent higher than White drivers.
- In District 5, Hispanic drivers were arrested at a rate 4.53 percent higher than White drivers and Minority drivers were arrested at a rate 3.94 percent higher than White drivers.
- In District 7, Hispanic drivers were arrested at a rate 3.06 percent higher than White drivers and Minority drivers were arrested at a rate 2.97 percent higher than White drivers.

Analysis of Differences in Disparity among Districts

In the fourth analysis, we identified district-level differences in racial/ethnic disparity comparing districts to one another on the benchmarks of stop length, citations, arrests, and searches. Note that this analysis compared districts to one another and did not measure within-district disparity.

Stop Length

- Districts 4 and 5 had higher levels of disparity in stop length between Hispanic and White drivers than Districts 1, 2, 3, and 7.
- District 4 had lower levels of Black/White disparity in stop length when compared to Districts 5 and 7.
- District 1 had lower levels of Minority/White disparity in stop length than Districts 5.
- Districts 4 and 5 had higher levels of Minority/White disparity in stop length when compared to Districts 2 or 3.

Citations

We found differences in disparity levels for citations among districts.

- District 1 had lower levels of Hispanic/White citation disparity when compared to Districts 2, 4, 5 or 7.
- District 2 had lower levels of Hispanic/White disparity in citations than District 4.
- District 3 had lower levels of Hispanic/White disparity in citations than Districts 4, 5, or 7.
- District 5 had lower levels of Hispanic/White disparity in citations than Districts 4 or 7.
- District 4 had lower level of Black/White disparity in citations than all other districts.
- District 1 had lower levels of Minority/White disparity in citations when compared to Districts 2, 4, 5, or 7.
- District 3 had lower levels of Minority/White disparity in citations when compared to Districts 2, 4, 5, or 7.

Searches

Analyses of discretionary searches found no statistically significant differences in search disparity among districts for Hispanic or Minority drivers.

- We identified statistically significant differences in the discretionary search rate between Black and White drivers for District 5. Black/White disparity for searches was higher in District 5 when compared to Districts 1 or 3.
- There was insufficient evidence to suggest any one district contributes to office-level disparity in discretionary search outcomes.

Arrests

We identified several statistically significant differences in arrest disparity among districts for Hispanic and White drivers and Minority and White drivers. We found no statistically significant district-level differences in arrest disparity in arrests for Black and White drivers.

- District 1 had lower levels of Hispanic/White disparity in arrest outcomes when compared to District 4.
- District 2 had lower levels of Hispanic/White disparity in arrest outcomes when compared to Districts 4, 5 or 7.
- Districts 1 and 2 had lower levels of Minority/White disparity in arrest outcomes when compared to Districts 4 or 7.
- District 3 had lower levels of Minority/White disparity in arrest outcomes when compared to District 7.
- There was sufficient evidence to suggest Districts contribute to office-level disparity in arrest outcomes for Hispanic and Minority drivers.

Seizures

In our analysis of seizures following searches, we found no statistically significant difference in the distribution of searches with and without seizures for any individual district.

Response to the Findings in this Report

MCSO investigates all disparities identified by analyses conducted for the Traffic Stop Annual Report, the Traffic Stop Quarterly Reports, and Traffic Stop Monthly Report. We identify disparity in traffic stop outcomes as indicia (or evidence) of potential bias. Because of this, MCSO identifies stops, deputies, and units that are associated with the inequality we measure and investigate whether bias played a role in creating inequality.

In response to this research (and all MCSO research), MCSO's Traffic Stop Analysis Unit continues to investigate and document the sources of the observed disparity. The Traffic Stop Analysis Unit also confers with the Internal Review Group to identify possible agency- or unit-level solutions to any disparity that exists as a result of possible agency policies or practice.

Following publication of this report, MCSO will conduct district and agency-wide internal town halls to explain results to command and line-level supervisors. MCSO will also convene an internal review group to develop and recommend actions based on these results to Executive Command. This review group will also consider any actions suggested by Parties, the Monitoring Team or

Community following the publication of this report. This plan will include items that were considered and accepted as well as those considered and rejected. Any rejected recommendations will include an explanation as to why the actions were not recommended.

INTRODUCTION

MCSO evaluates disparities in traffic stop length and outcomes for the office annually and reports the results of that analysis in the Traffic Stop Annual Report (TSAR). MCSO also analyzes individual deputy stop activity monthly for disparity in the Traffic Stop Monthly Report (TSMR). The TSMR process allows MCSO to evaluate racial/ethnic disparities in traffic stop outcomes at the deputy-level to determine if deputies could be making decisions influenced by bias. Traffic Stop Quarterly Reports (TSQR) usually explore office-wide data more thoroughly to identify if any actionable insight can be gained into the causes of disparities identified in the TSAR reports. The MCSO last published an analysis of district-level disparities in June of 2025 for the Traffic Stop Quarterly Report 18 (TSQR18). In TSQR18, MCSO evaluated traffic stop data from 2024 to determine whether different districts had different levels of disparity in stop lengths and traffic stop outcomes (citations/warnings, arrests, and searches) and whether districts differed from one another in their levels of disparity. In that analysis, MCSO utilized the methods approved by the Monitor's team for the TSAR10 and applied them to individual districts.

This quarterly report revisits racial/ethnic disparity at the district level. Three questions are explored. First, how do districts differ in the average stop length during traffic stops and do different districts cite/warn, search, and arrest drivers at different rates? Secondly, what racial/ethnic disparities do each district have when analyzed using the propensity score matching method employed in the TSAR annual analyses? Finally, do the districts differ from one another in their levels of disparity on the benchmarks of stop length, citation rate, arrest rate, and search rates?

The organization of this report is as follows. We begin with a description of the districts describing their geographic boundaries and influences on traffic enforcement activity such as MCSO-city contracts, traffic accidents, and DUI patrols. We include maps of all traffic stops made by deputies assigned to the different districts and traffic collisions that occur in district boundaries, highlighting that while districts generally conduct traffic enforcement in their geographic boundaries, others make traffic stops across the County. Following the description of the districts, we provide the methodology used to produce the findings in this report and include a listing of the variables used in the analyses presented in this report.

Analyses are then presented in five phases. In phase one, we provide rich descriptive information about traffic stops for both MCSO as a whole and disaggregated by district. In phase two, we provide results modeling MCSO's major benchmarks used in the TSAR and TSMR (stop length, citation rate, arrest rate and search rate) to determine if districts differ from one another on the traffic stop metrics. In phase three, we present results from the Propensity Score Matching analysis to identify racial/ethnic disparity specific to districts. In the fourth phase we report our analysis of inter-district racial/ethnic disparities, identifying whether certain districts have higher or lower disparities when compared to one another. In the fifth and final phase MCSO conducted district

level chi-square analyses for seizures after searches and included a robustness check using the Fischer’s exact test to account for small cell counts for searches.

Following the results section, we provide a summary of notable findings from this research and conclude with a discussion of the actions MCSO has taken and will consider based on the findings from the research.

Information About MCSO and its Districts

MCSO has six administrative districts that manage deputy patrol activity. While most of the districts have geographic boundaries, deputies assigned to individual districts often make traffic stops in other districts for a variety of reasons. For example, when deputies work on DUI special assignments, they make stops across the County. Deputies might also work in an off-duty capacity monitoring special events such as golf tournaments or auto races. Deputies may cross district boundaries when assisting other police agencies in Maricopa County, e.g., municipal police departments, or may transfer to other districts mid-shift to meet MCSO staffing and public safety needs. Deputies may also change assignments during an individual shift for staffing reasons but retain a specific district-level designation. In this section, we provide profiles of the geography of each district and provide mapping of the stops made by deputies assigned to each district.

MCSO Traffic Enforcement

Traffic patrol by MCSO deputies follows several notable enforcement patterns within the districts and across Maricopa County. MCSO patrols and enforces traffic law in all unincorporated areas within the County. Within certain districts, communities have contracted with MCSO to meet their policing and emergency response needs. These include diverse communities within the county for which MCSO acts as the local law enforcement.⁴ Some are unincorporated retirement communities such as Sun City and Sun City West, while others are affluent predominantly White communities such as Fountain Hills, Cave Creek, Carefree, and Anthem. There are also several ethnic enclaves, with a majority-minority population composition such as Gila Bend which is centered on two interstates and several state highways and Guadalupe which is home to a branch of the Pascua Yaqui tribe, originally from Mexico.

MCSO also acts as law enforcement for all unincorporated areas within Maricopa County including “county islands” throughout the Phoenix metropolitan area. These are regions that are surrounded by municipalities with their own police forces, but for which the MCSO must provide public safety. Notable examples of county islands include a four square-mile area, adjacent to the

⁴This includes Anthem, Carefree, Cave Creek, Fountain Hills, Gila Bend, Guadalupe, Youngtown, Sun City, Sun City West, Whittman, Anthem, Desert Hills, and New River.

east of Luke Air Force Base and is largely composed of housing for members of the military, and a similarly sized county island directly between the cities of Mesa and Apache Junction. Other islands pepper Maricopa County (See Map 1).

MCSO acts as the rural police force for nearly all the desert land and much of the agricultural land in Maricopa County, but which is outside of the Phoenix metropolitan area. This includes major outdoor recreation areas associated with local lakes and the Salt River recreation area, thoroughfares through sparsely populated regions of the county, and both industrial and family-owned farmland.

MCSO deputies aid state and local police in traffic control on local state highways (such as the Loops 101, 202, and 303), other state highways (SR-74, SR-84, SR-85), and local federal highways (Interstates 8, 10, and 17). Other traffic enforcement activities occur on local thoroughfares that bisect or intersect communities such as Shea Boulevard, the Carefree Highway, New River Parkway, Lake Pleasant Parkway, Grand Avenue, Power Road, and Hunt Highway.

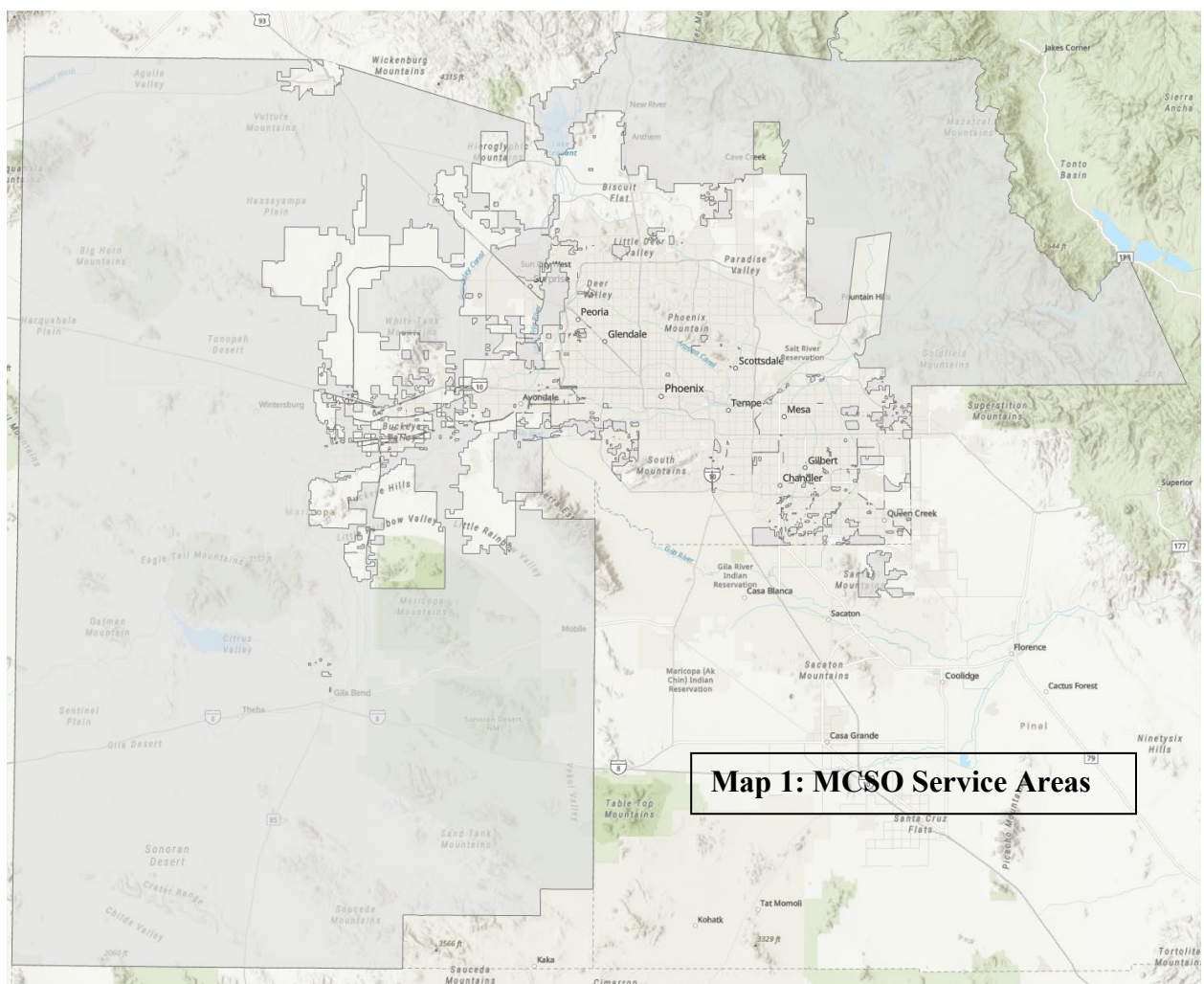


Table 1: District Information

District	Square Miles (MCSO Service Areas)	Population	Deputies ⁵	Race/Ethnicity	Full District	MCSO Service Areas
MCSO	9,224 (6,877)	4,897,653	296	Asian	4%	4%
				Black	5%	5%
				Hispanic	31%	25%
				Native American	2%	2%
				White	53%	59%
1	558 (61)	1,706,282	83	Asian	6%	6%
				Black	5%	4%
				Hispanic	24%	19%
				Native American	2%	3%
				White	59%	64%
2	5,216 (4,299)	1,277,150	87	Asian	3%	3%
				Black	9%	10%
				Hispanic	55%	47%
				Native American	2%	3%
				White	28%	34%
3	1,632 (1,197)	866,076	77	Asian	4%	3%
				Black	4%	3%
				Hispanic	23%	19%
				Native American	1%	1%
				White	65%	70%
4	668 (200)	959,459	43	Asian	5%	4%
				Black	4%	2%
				Hispanic	18%	8%
				Native American	2%	2%
				White	66%	80%
5 (Lakes)	1,089 (1,035)	46,226	78	Asian	1%	1%
				Black	2%	2%
				Hispanic	9%	9%
				Native American	4%	4%
				White	81%	81%
7	124 (85)	42,460	34	Asian	3%	3%
				Black	2%	2%
				Hispanic	6%	6%
				Native American	4%	3%
				White	83%	83%

⁵This number represents the number of deputies that made traffic stops while assigned to individual districts in 2025. Because deputies can move districts throughout the year, they may be enumerated in more than one district.

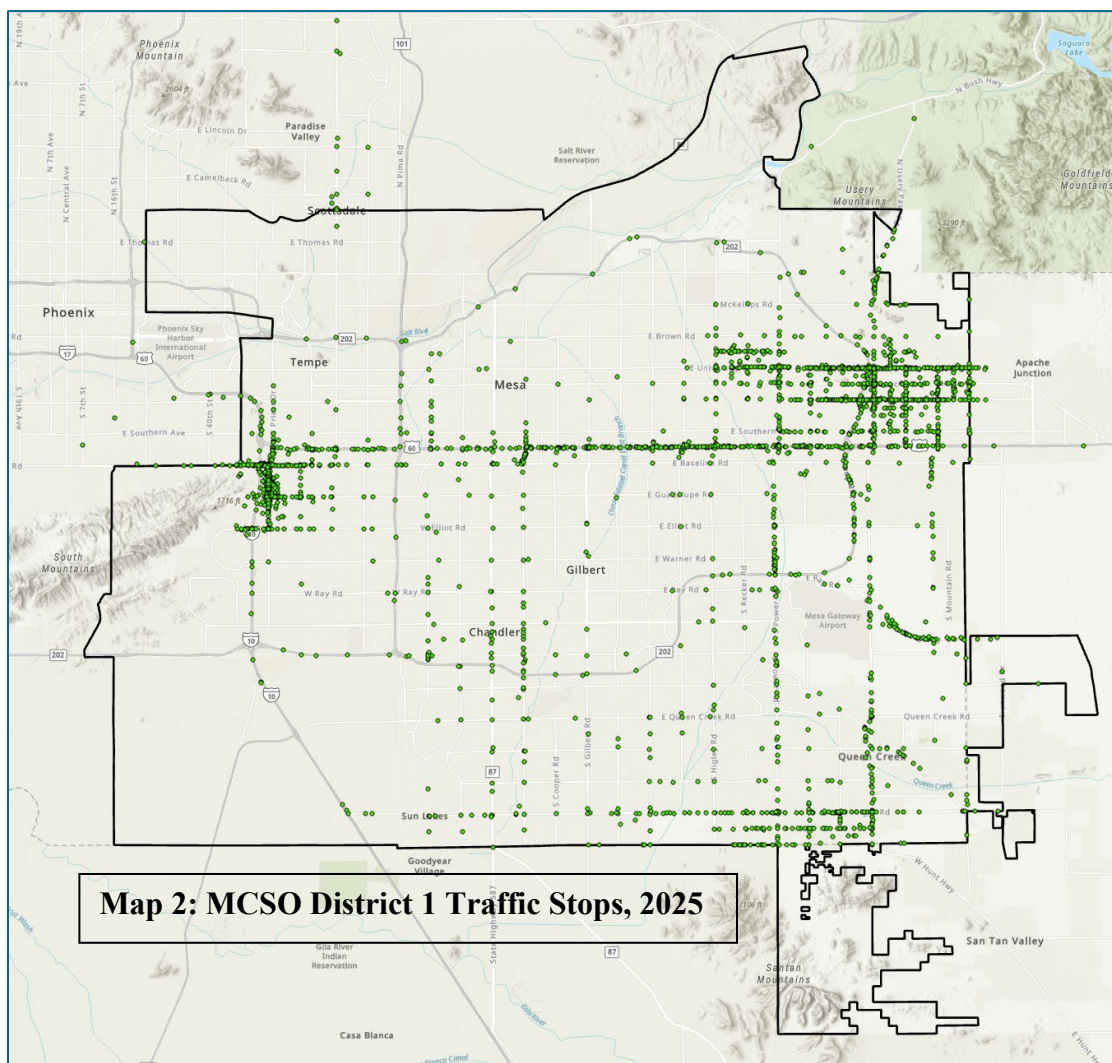
In Table 1 above, we present general information about the districts, highlighting their geographic size and estimated population characteristics based on U.S. Census estimates.⁶ We have also included geographic and population estimates for MCSO service areas where MCSO is the primary law enforcement organization. Caution should be taken inferring Maricopa County driving population characteristics from Maricopa County Census population information.⁷

In the next section we provide descriptions of each district and identify the geographic location of traffic stops and traffic collisions MCSO responded to in 2025. We supply maps of traffic collisions to highlight that within each district traffic enforcement was largely concentrated in areas with traffic collisions.

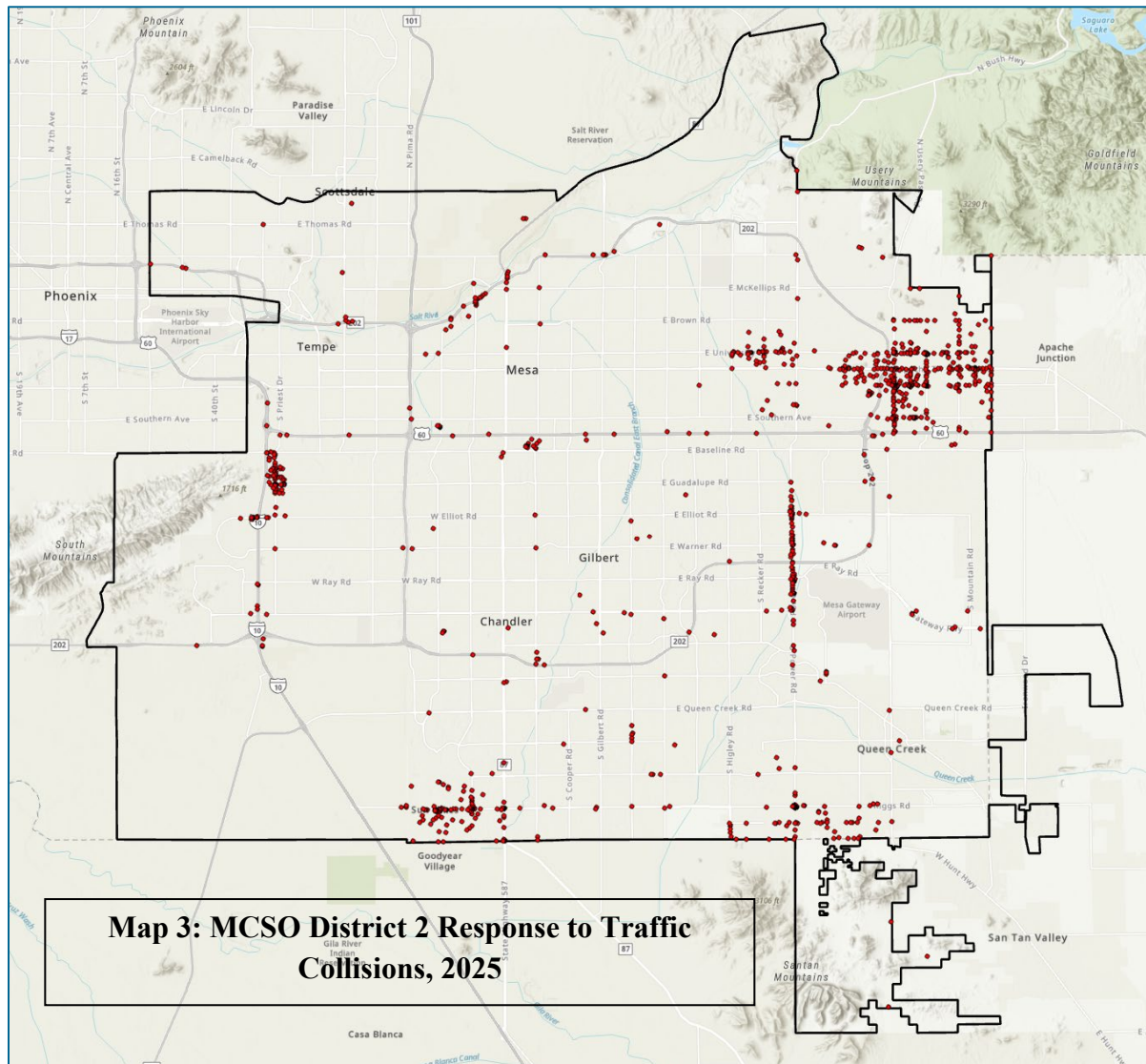
⁶To derive district population estimates, MCSO used GIS to overlay MCSO District borders with the most recent available American Community Survey Census block group estimates for 2023.

⁷Scholars have long recognized the severe limitations of census data for use in estimating the driving population. Limitations include who drives, where they are driving, and important for MCSO's research, who is violating the law. For a comprehensive review of these limitations, see the U.S. Department of Justice-funded research Fridell (2004) "By the Numbers: A Guide for Analyzing Race Data from Vehicle Stops."

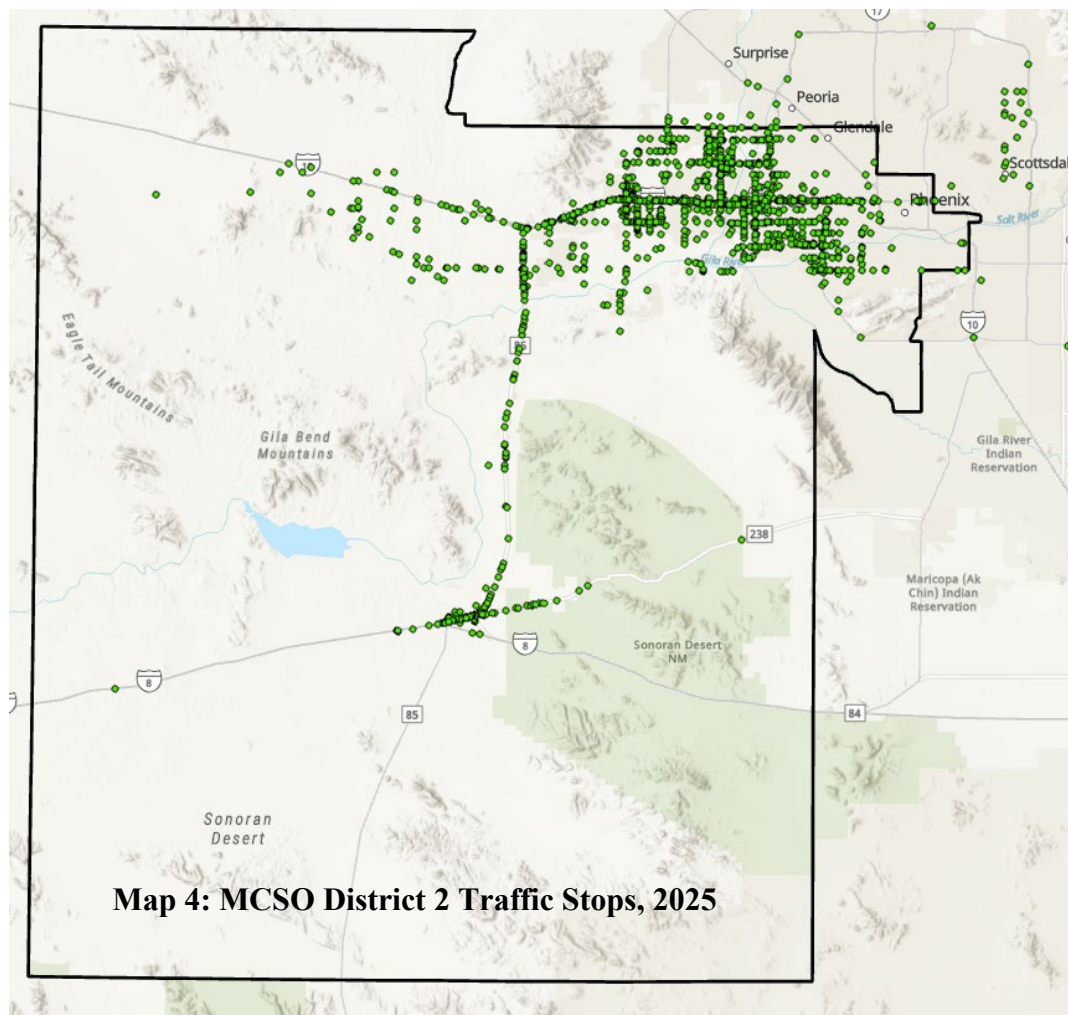
District 1 is in southeastern Maricopa County and primarily provides law enforcement for county islands and the Town of Guadalupe. The district also serves as back-up law enforcement to Apache Junction, Chandler, Gilbert, Mesa, Tempe, South Scottsdale, and Queen Creek. The district covers over 500 square miles, and communities in District 1 are very diverse, including retirement communities, a major university, a historical settlement of the Pascua Yaqui Native American tribe, new suburban development, and farmland. In Map 1 below, we provide the geographic distribution of traffic stops from deputies who were assigned to District 1 when the stop was made. District 1 deputies generally make traffic stops within the district boundaries. The greatest concentration of stops by District 1 deputies include the contracted Town of Guadalupe, on US 60 (The Superstition Freeway), in rural-urban interface areas in the southern portion of the district along Hunt Highway, along Power Road, and in county islands east of the City of Mesa and west of Apache Junction.



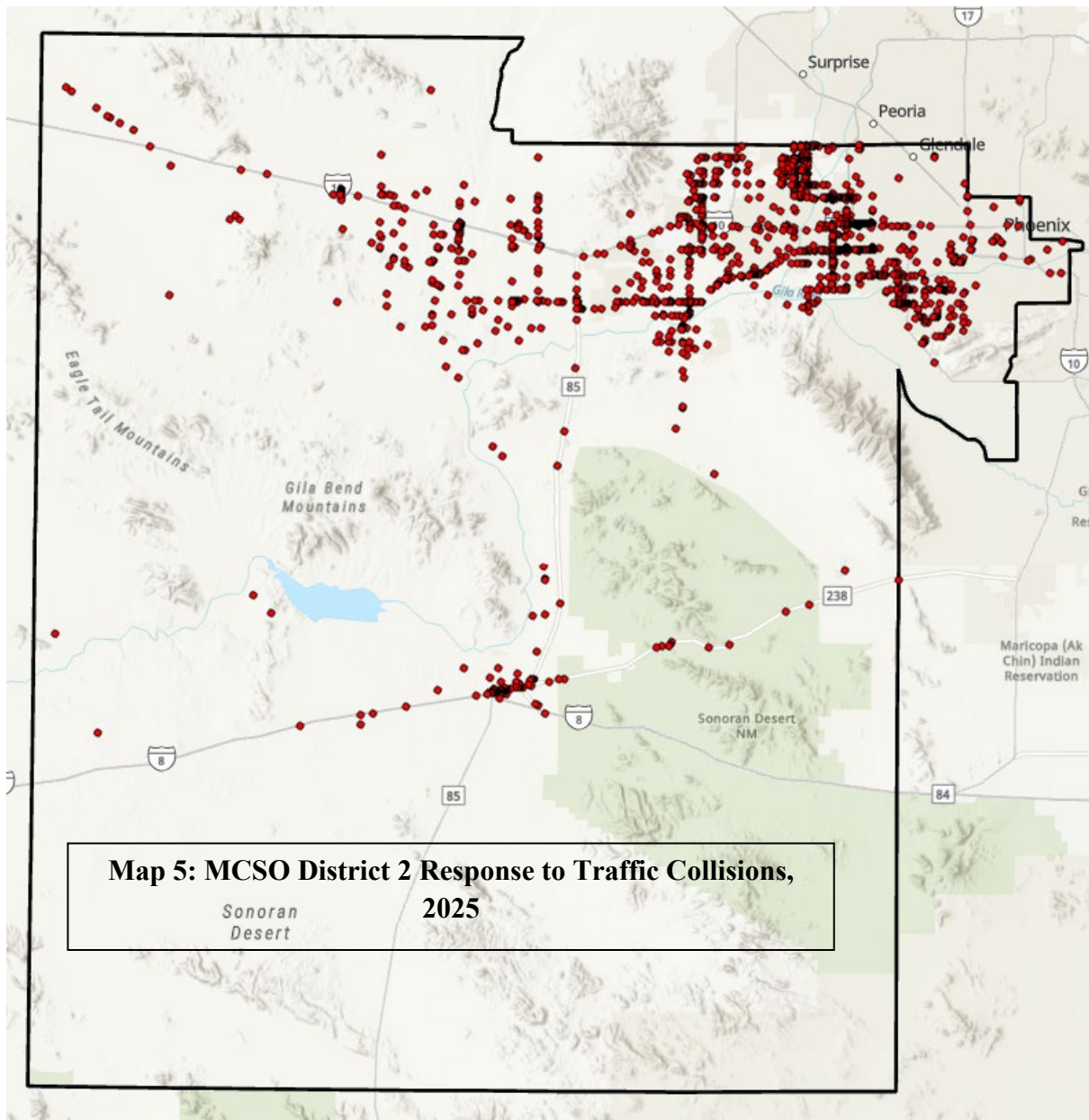
MCSO responses to traffic collisions (Map 3) largely mirror the areas where MCSO deputies engage in traffic patrol. This includes areas in and near the town of Guadalupe, county islands adjacent to Mesa and Apache Junction, along Power Rd. and county islands south of Chandler, Gilbert, and Queen Creek.



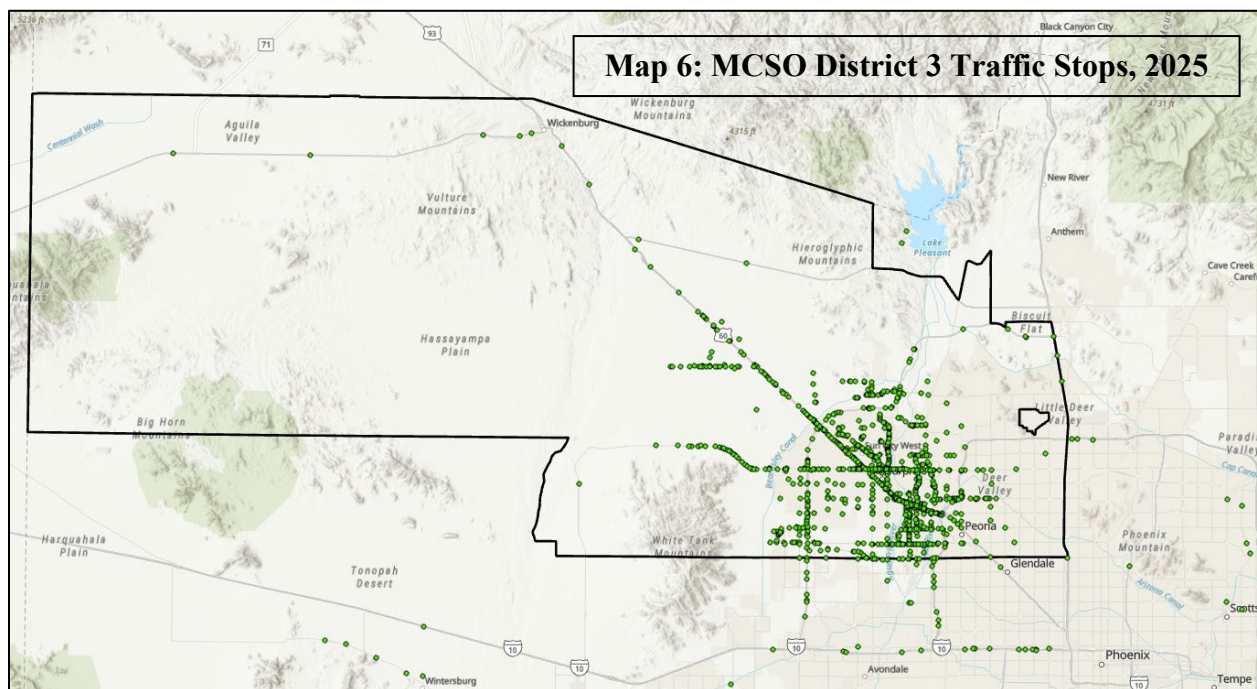
District 2 is in southwestern Maricopa County and is the largest MCSO district by land area. It includes the southwestern Phoenix metropolitan area and wide swaths of rural spaces. The district has the highest proportion of Hispanic driver within-district traffic stops, as well as the highest Hispanic population residing in any district's geographic boundaries. Gila Bend is one community in District 2 that contracts MCSO for law enforcement needs; highways in and out of Gila Bend are often patrolled by MCSO. Other notable cities in District 2 include Buckeye, Goodyear, Litchfield Park, cities adjacent to the western I-10 corridor, and downtown Phoenix. MCSO contracts with the city of Goodyear for patrol of certain areas within the city boundaries. District 2 also includes two Maricopa County parks — Estrella Mountain Regional Park and Skyline Regional Park. The highest concentration of traffic stops by MCSO deputies in District 2 include the Town of Gila Bend, rural county islands in and around Buckeye and Goodyear and a four square-mile county island adjacent to Luke Air Force Base. District 2 deputies also made a number of stops in Scottsdale while working on DUI taskforce detail.



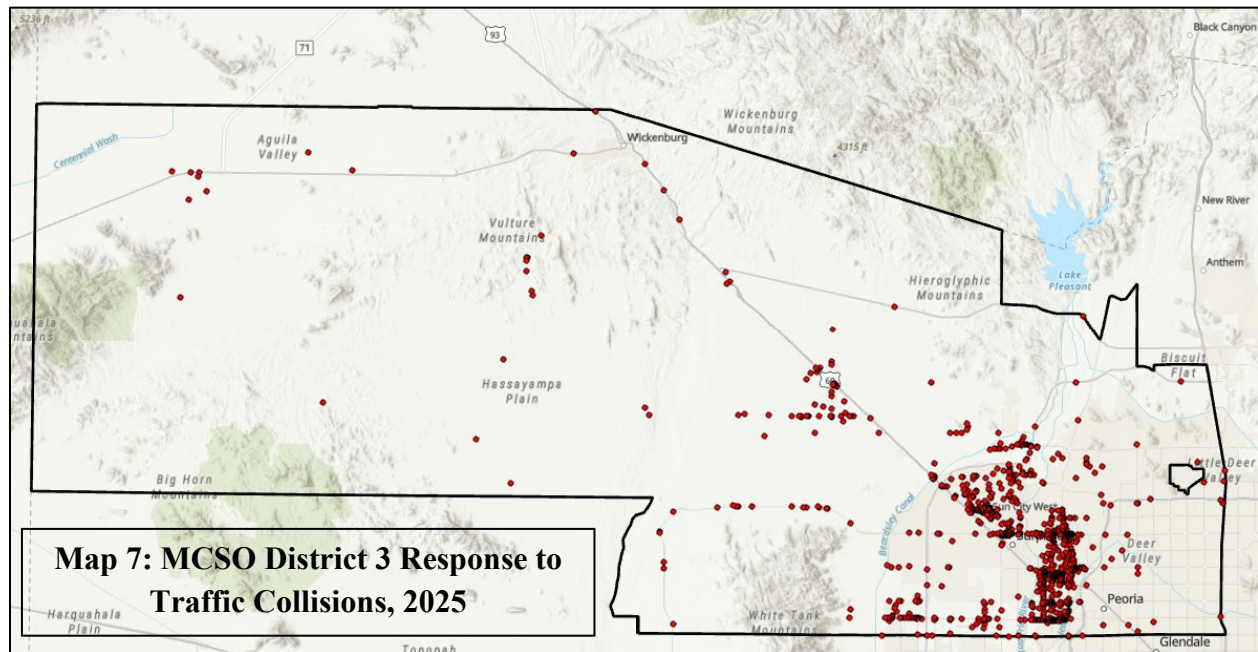
MCSO response to traffic collisions in District 2 are largely focused in the town of Gila Bend, county islands adjacent to Goodyear, Buckeye, and Litchfield Park, along state Highway 85, and a county island adjacent to Luke Airforce Base.



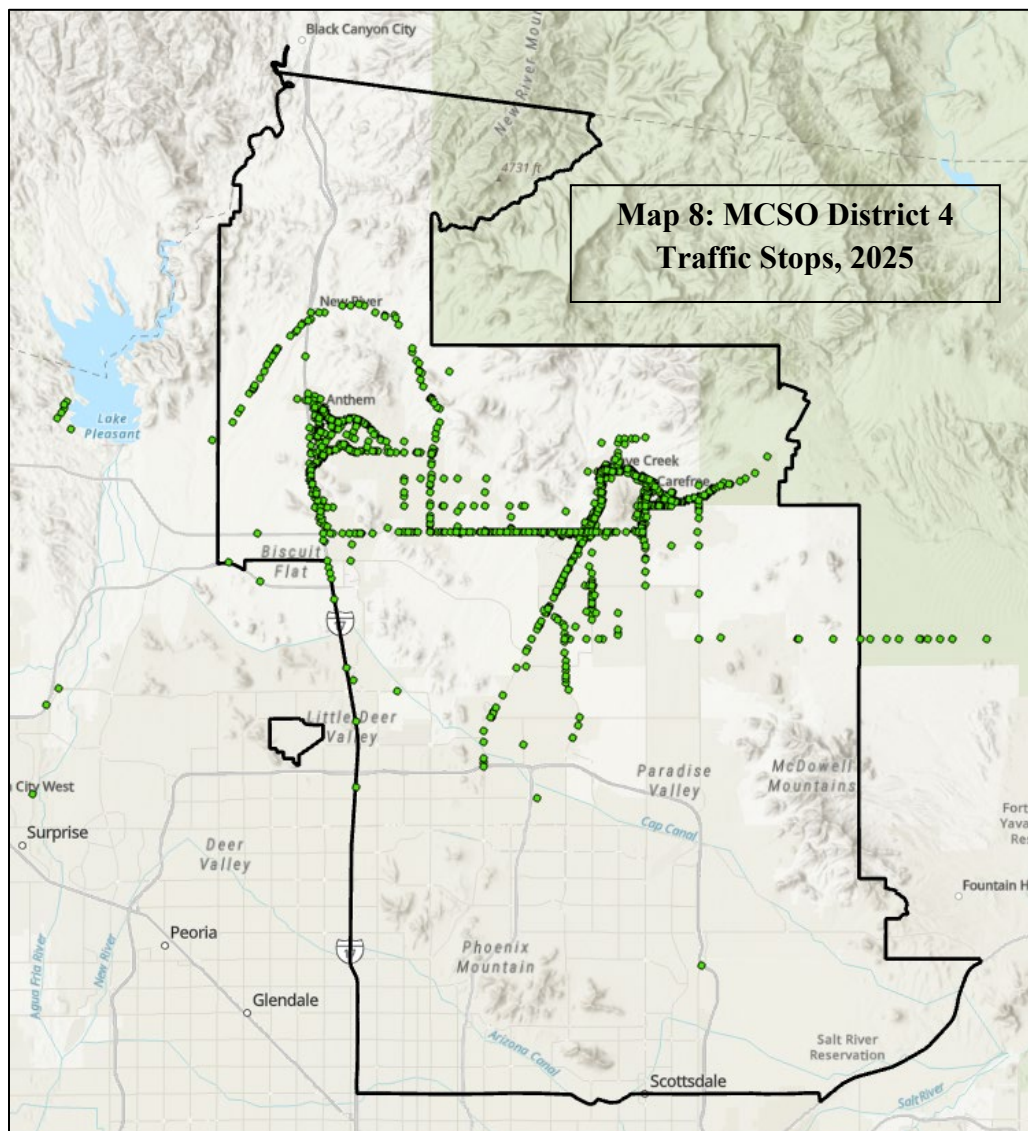
District 3 covers an area of 1,631 square miles in the northwestern quadrant of Maricopa County and MCSO is the primary law enforcement agency for several small towns and unincorporated communities, as well as large rural and agricultural spaces in the district. MCSO carries contracts or is responsible for policing several cities in District 3 including Youngtown, Whittman, Sun City, and Sun City West. District 3 has several major State and US highways on which MCSO deputies often make traffic stops. These include US 60, Loop 303, Loop 101, and State Route 74. Traffic stops within the boundary of District 3 are concentrated in the cities of Sun City, Sun City West, Wittmann, and Youngtown. Other notable concentrations of traffic stops in District 3 include rural areas west of the Pheonix metropolitan area, Morristown, along Sun Valley Parkway, and on US 60. Like District 1, District 3 deputies generally make stops within the district's geographic borders.



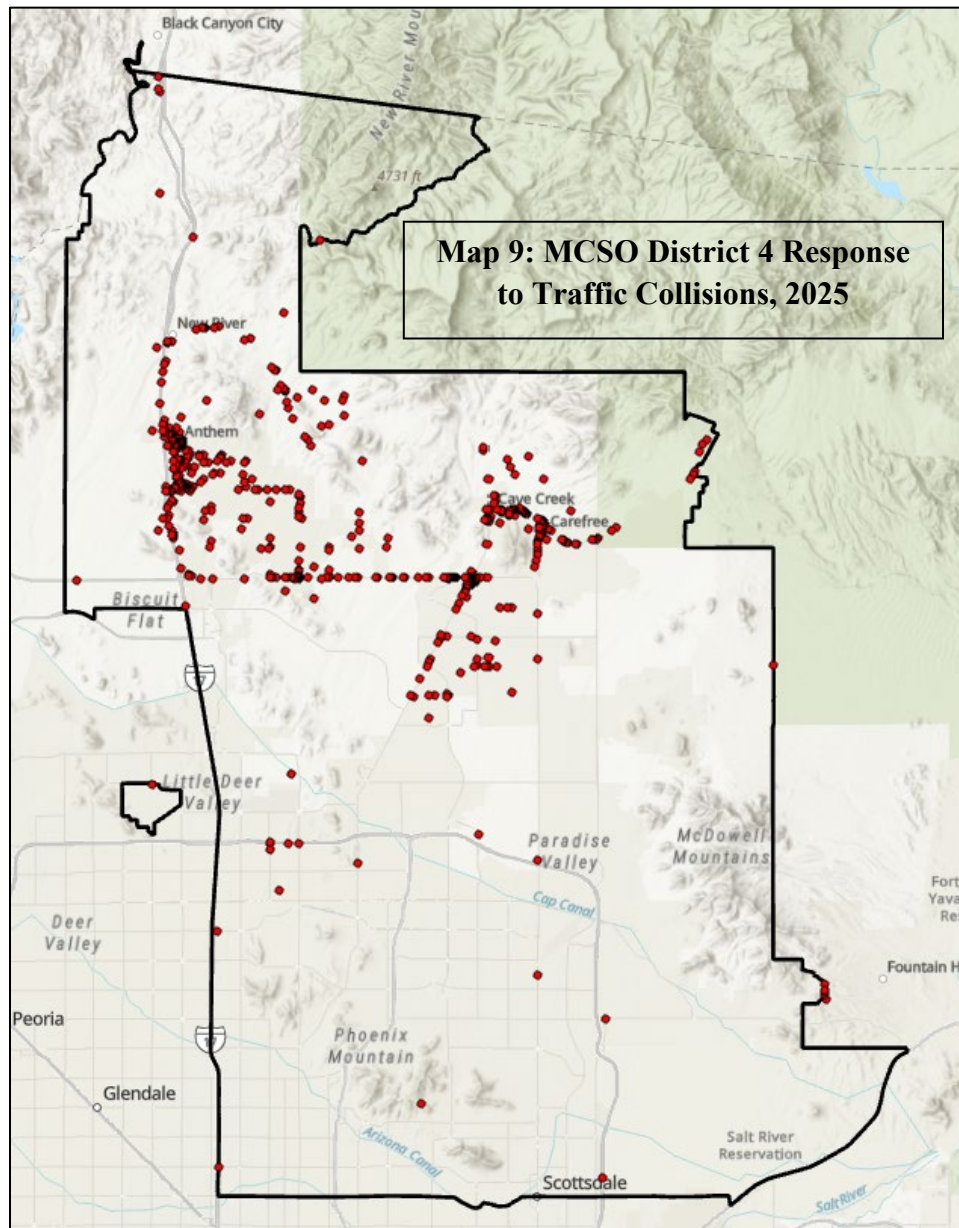
Responses to traffic collisions by District 2 deputies are concentrated in the town of Wittman, the community of Sun City West, Youngtown, and Waddell.



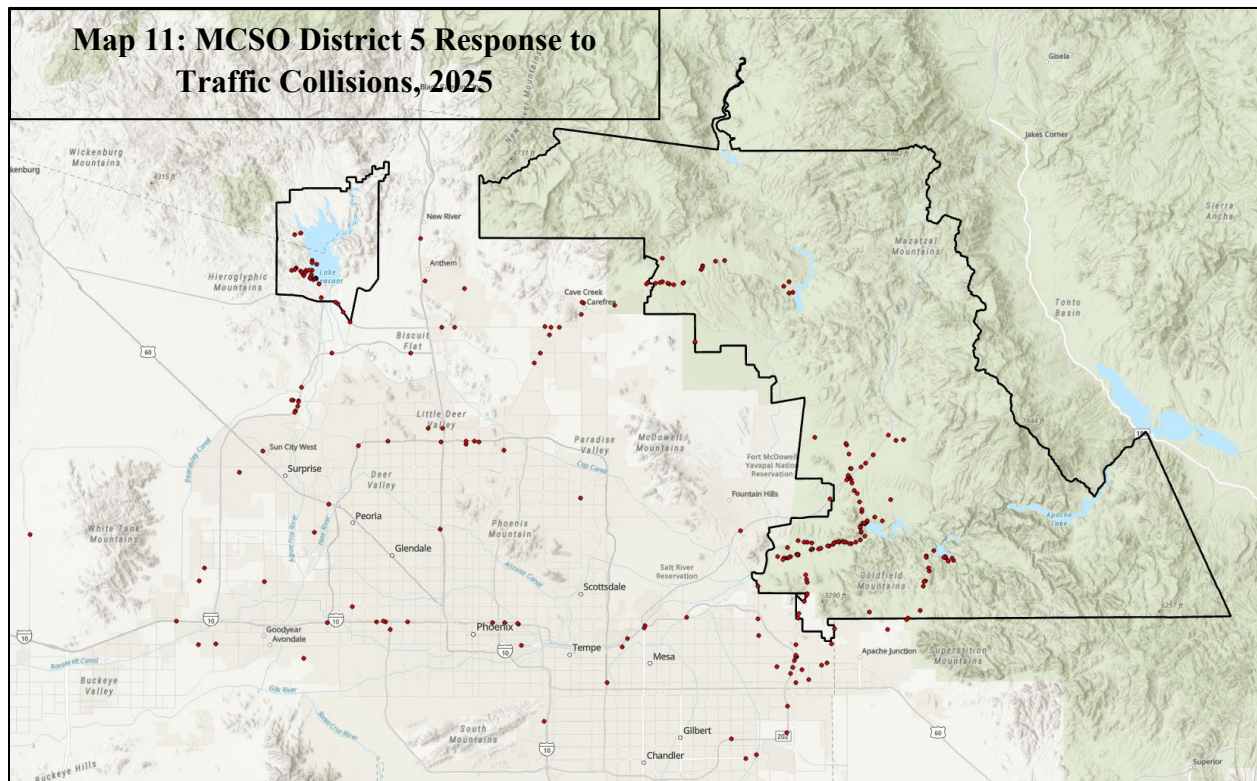
District 4 covers an area of approximately 668 square miles in the north-central quadrant of Maricopa County. This district includes northern areas of Phoenix and Scottsdale, parts of Peoria, and unincorporated Maricopa and Yavapai County land. Deputies primarily serve the communities of Anthem (officially Phoenix), Cave Creek, Carefree, and Cave Creek in these areas although other municipal police departments utilize MCSO deputies as supplemental law-enforcement in the district. Interstate 17 borders the western edge of District 4, and the Carefree Highway is a major thoroughfare through the district. The highest concentration of stops in District 4 occur in the towns of Anthem (Phoenix), Cave Creek, Carefree, and along the major thoroughfares of I-17, Carefree Highway, and Cave Creek Road. Finally, District 4 had the highest number of traffic stops (N=3,198) by deputies assigned to traffic enforcement in the county. Traffic stops by deputies assigned to traffic enforcement in District 4 accounted for nearly 68 percent of all stops in District 4.



MCSO responses to traffic collisions in District 4 were concentrated Anthem, Cave Creek, Carefree, and along the major thoroughfares of the Carefree highway and North Cave Creek Rd.

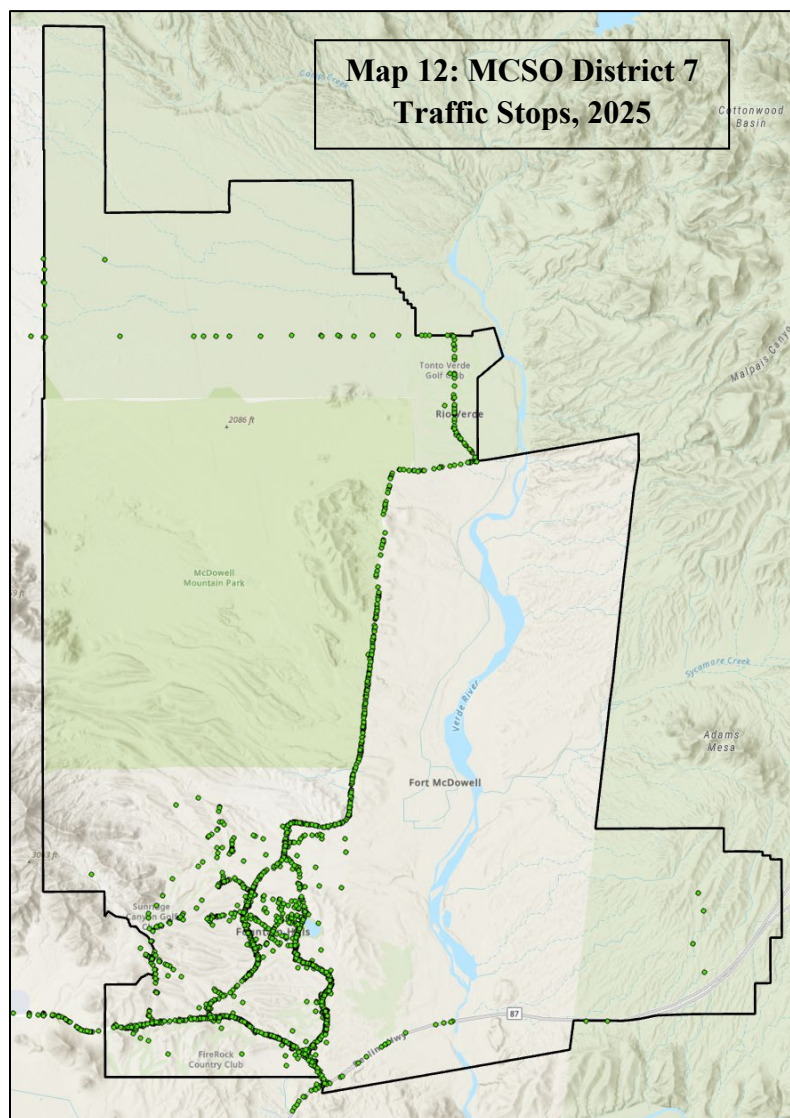


District 5 responses to traffic collisions were concentrated at Lake Pleasant Park, along the Bush Highway in the Salt River Basin, and along Bartlett Dam Rd. Lake Patrol also responded to a number of collisions on major freeways around the metropolitan area.

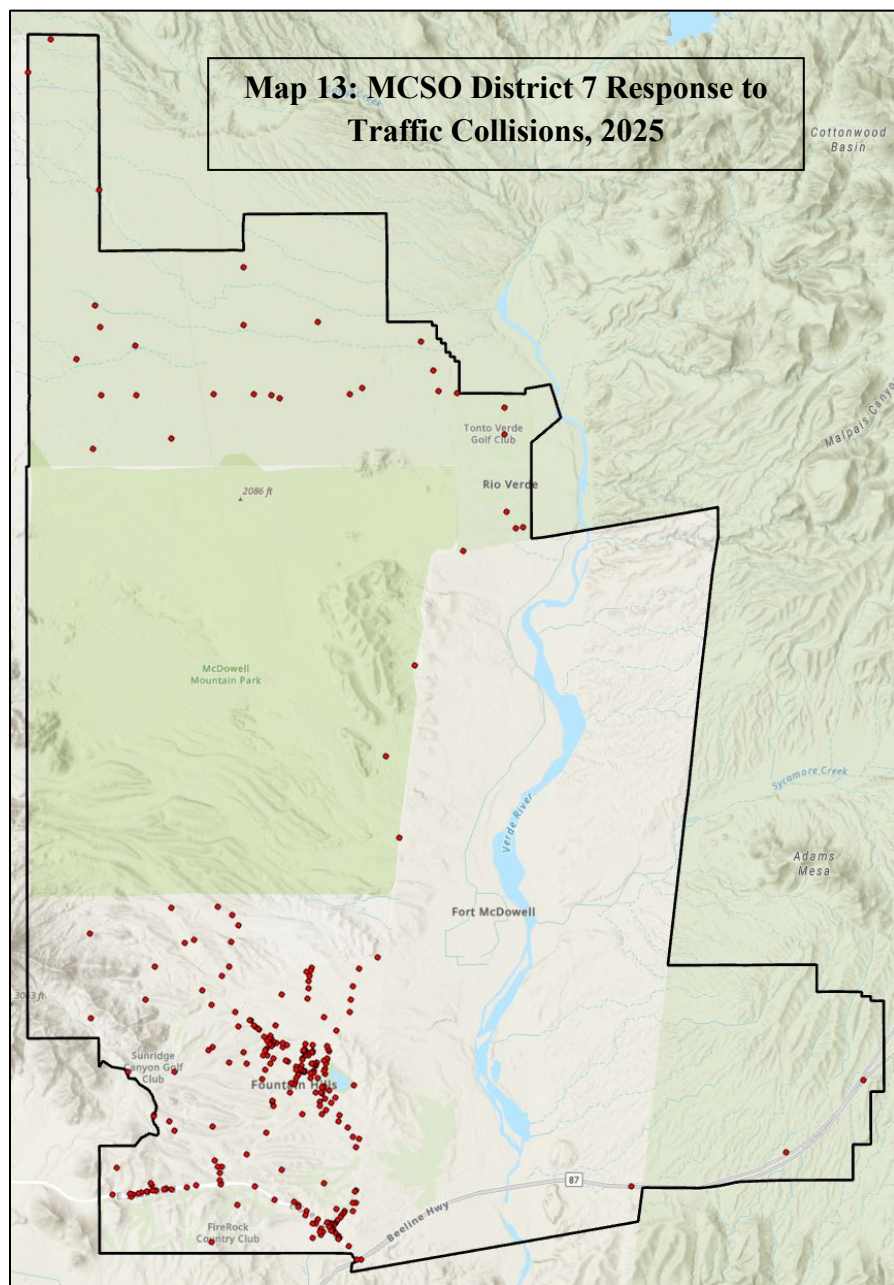


District 7 is in the northeast area of Maricopa County, serving as primary law enforcement for the Town of Fountain Hills, Rio Verde, as well as unincorporated county land and McDowell Mountain Regional Park. While most stops made by District 7 deputies occurred within the district's boundaries, outside of the district, deputies made a number of stops on the Loop 101 and areas typically patrolled by Lake Patrol. Among all districts, District 7 has the highest concentration of stops within any city, with almost 4,000 stops made within Fountain Hills (84% of District 7 stops). About 35 percent of District 7 stops (N = 1,645) were made by deputies assigned to traffic enforcement. Other areas of concentrated traffic stop activity in District 7 included Rio Verde Dr., Shea Blvd. (existing Fountain Hills), and McDowell Mountain Road.

Patrol activity priorities in District 7, while managed by MCSO, are often determined, in part, by Fountain Hills City Council as they request certain types of enforcement in specific areas of the city (e.g., speeding offenses on Shea Blvd., school zone patrol, or red light or stop sign violations at specific intersections).



Response to traffic collisions in District 7 was concentrated in the town of Fountain Hills.



METHODS

MCSO conducted five phases of analysis to produce this report. The first analysis provides descriptive statistics on traffic stops for each of the districts. We report information about the drivers, including the perceived race/ethnicity and sex of the drivers. We report characteristics about the stops such as the time of year stops were made, the time-of-day stops were made, average stop length by district and race/ethnicity, and use of extended stop indicators by district and race/ethnicity. We also report outcomes of the stops for each district and outcomes by race/ethnicity. Next, we report offense categories that were cited or warned during traffic stops (speed, non-speed moving, driving documentation, equipment, and other types of violations). Following this, we identify special assignment stops for each district and whether the traffic stop could be classified as civil traffic, criminal traffic, or criminal.⁸ We report searches conducted and identify arrests made in each district. Finally, we report deputy traffic stop counts for each district. Summary statistics for MCSO are provided in this section for comparison. No statistical tests for significance were conducted for the descriptive portion of the report.

The second phase provides fixed-effects regression analyses of stop length and stop outcomes (citation/warning, discretionary searches, and arrests) using variables that are used in the Propensity Score Matching process in the TSAR 11 and the weighting process used in the TSMR. Excluded from these models are variables for geography and race/ethnicity of the drivers.⁹ Ordinary least squares regression was employed for the analysis of stop length, while logistic regression was used for the categorical outcomes of citations, arrests, and searches. The purpose of all models presented in this section was to determine whether individual districts differed from one another on the stop outcomes, while controlling for race-neutral characteristics of the stop. We employed an alpha level of $p = 0.05$ as the critical value for statistical significance, with p -values lower than 0.05 considered statistically significant. Table 2 provides a list of the variables used for these models.

⁸For the purpose of analyses presented later in this report, we combine criminal and criminal traffic.

⁹Geography and race/ethnicity were excluded from these analyses at the request of experts working for the Department of Justice.

Table 2: Variables Used in Fixed-Effects Regression Models

Stop Length	Citations (Violations and Speed)	Arrests/Searches
Time Splined	Time Splined	Time Splined
Driver Sex	Driver Sex	Driver Sex
Stop Classification (civil/criminal)	Stop Classification (civil/criminal)	Stop Classification (civil/criminal ¹⁰)
Non-AZ Plate	Non-AZ Plate	Non-AZ Plate
Assignment Category	Assignment Category	Assignment Category
Patrol	Patrol	Patrol
Traffic	Traffic	Traffic
Supervisors	Supervisors	Supervisors
Off-Duty	Off-Duty	Off-Duty
Other (reference category)	Other (reference category)	Other (reference category)
District	Violation Type	District
Arrest	Speed	
Search	Non-Speed Moving	
Extended Stops	Driving Documentation	
Driving Documentation Issues	Equipment	
DUI Investigation	Other Violations	
Technical Issues	ARS 28-3151 Violations	
Training Stop	5 MPH speed bins	
Vehicle Tow	District	
Other Delay		

In the third phase, we used Propensity Score Matching to estimate disparities at the district level.¹¹ The models compare stop length, citations, arrests, and searches for comparisons of White and Hispanic drivers, White and Black drivers, and White and Minority drivers (all Asian, Native American, Hispanic, and Black drivers combined). Propensity scores for this analysis were generated using the same propensity score generating process employed in the TSAR 11 analyses.¹² However, propensity scores were generated using data for each individual district's

¹⁰Stop classification was removed as a variable in analyses of arrests as all "criminal" citations are classified as arrests.

¹¹We report the "Average Treatment on the Treated" as a measure of difference between Hispanic, Black, and Minority drivers when compared to White drivers. To avoid confusion, "treatment" and "treated" in this context are terms derived from experimental methods identifying the treatment and control groups. In the context of the analyses presented in this report "treated" and "treatment" refer to the racial/ethnic group analyzed and does not refer to deputies' interpersonal interaction with drivers.

¹²For a full explanation of the propensity score generating process employed in the TSAR analyses, see page 9 of the 2026 TSAR 11 report available at: <https://www.mcsobio.org/traffic-stop-data>

stops, not MCSO as a whole. Variables used for generating propensity scores are available in Table 3 below. Four different PSM models were estimated for each district and for Hispanic drivers, Black drivers, and Minority drivers. White drivers were the comparison group for all analyses.

The first analysis was a comparison of stop length. The second analysis provides comparisons for citations using both violation types and speed for generating propensity scores (in addition to other matching variables). The third analysis examines disparity in district-level arrest rates. Finally, the fourth analysis considers district-level disparity in discretionary searches. We employed an alpha level of $p = 0.05$ as the critical value for statistical significance for all tests, with p -values lower than 0.05 considered statistically significant.

It should be noted that some Propensity Score Matching models did not perform well in some analyses below due to the small number of stops of particular racial/ethnic groups in specific districts or small numbers of particular outcomes. For example, there were no discretionary searches in District 4. In District 7, there were no discretionary searches of Black drivers and only 5 discretionary searches in 2025. Estimates matching disparity with such a low number of searches cannot be generalized in any way.

Table 3: Variables Used in Propensity Score Matching Models

Stop Length	Citations (Violation and Speed)	Arrests/Searches
Time Splined	Time Splined	Time Splined
X and Y Coordinates (splined)	X and Y Coordinates (splined)	X and Y Coordinates (splined)
Interaction of X and Y (splined)	Interaction of X and Y (splined)	Interaction of X and Y (splined)
Driver Sex	Driver Sex	Driver Sex
Stop Classification (civil/criminal)	Stop Classification (civil/criminal)	Stop Classification (civil/criminal ¹³)
Non-AZ Plate	Non-AZ Plate	Non-AZ Plate
Assignment Category	Assignment Category	Assignment Category
Patrol	Patrol	Patrol
Traffic	Traffic	Traffic
Supervisors	Supervisors	Supervisors
Off-Duty	Off-Duty	Off-Duty
Other (reference category)	Other (reference category)	Other (reference category)
Arrest	Violation Type	
Search	Speed	
Extended Stops	Non-Speed Moving	
Driving Documentation Issues	Driving Documentation	
DUI Investigation	Equipment	
Technical Issues	Other Violations	
Training Stop	ARS 28-3151 Violations	
Vehicle Tow	5 MPH speed bins	
Other Delay		

In the fourth phase of analysis, MCSO sought to determine whether districts differed from one another in their levels of disparity. The analysis utilized propensity score weighted regression models for each racial/ethnic group comparison (Hispanic/White, Black/White, and Minority/White) and benchmark (stop length, citations, arrests, and searches). In this analysis, district and race/ethnicity are interacted to determine whether racial/ethnic disparities vary statistically across districts. We then performed a linear hypothesis test to determine whether statistically significant differences of disparity exist among all districts simultaneously. To perform this test, we used the Stata command “test” which evaluates whether the estimated differences in disparities for districts (interaction between district and race) are “jointly zero.” If the test rejected the null hypothesis, we identify which districts displayed the most pronounced

¹³Stop classification was removed as a variable in analyses of arrests as all “criminal” citations are classified as arrests.

disparities in comparison to one another. We also report if any districts were different from others on these benchmarks, regardless of whether the linear hypothesis test was significant. Variables used to generate propensity scores in this analysis are provided in Table 4 below.

Table 4: Variables Used in Difference in Disparity Models

Stop Length	Citations	Arrests/Searches
Time Splined	Time Splined	Time Splined
Driver Sex	Driver Sex	Driver Sex
Stop Classification (civil/criminal)	Stop Classification (civil/criminal)	Stop Classification (civil/criminal ¹⁴)
Non-AZ Plate	Non-AZ Plate	Non-AZ Plate
Assignment Category	Assignment Category	Assignment Category
Patrol	Patrol	Patrol
Traffic	Traffic	Traffic
Off-Duty	Off-Duty	Off-Duty
Other (reference category)	Other (reference category)	Other (reference category)
Arrest	Violation Type	
Search	Speed	
Extended Stops	Non-Speed Moving	
Driving Documentation Issues	Driving Documentation	
DUI Investigation	Equipment	
Technical Issues	Other Violations	
Training Stop	5 MPH speed bins	
Vehicle Tow	ARS 28-3151A Violations	
Other Delay		

Finally, MCSO conducted district-level chi-square analyses for seizures after searches and included a robustness check using the Fischer’s exact test to account for small cell counts for Asian and Native American drivers.

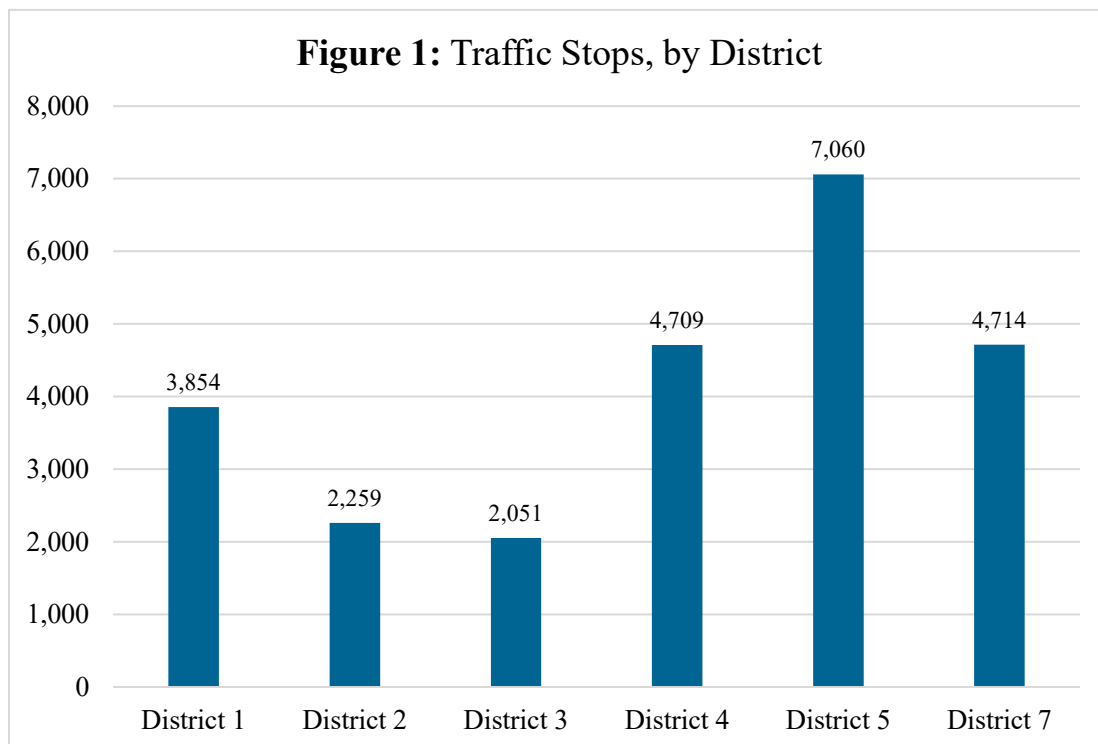
¹⁴Stop classification was removed as a variable in analyses of arrests as all “criminal” citations are classified as arrests.

DESCRIPTIVE FINDINGS

In Figure 1 below we provide the number of traffic stops by MCSO for each district. Note that, with the exception of the Motors Unit, these numbers reflect the district to which the deputy was assigned and not the geographic location of the stop. As described in the methods section above, we control for the geographic location of the stop using X and Y Coordinates (splined) in analyses in this report.

Number of Traffic Stops by District

Of the 24,647 traffic stops made by MCSO deputies in 2025 over 28 percent (N = 7,060) were made by deputies working for District 5. District 3 had the fewest number of traffic stops of any district (N = 2,051) accounting for about 8.3 percent of traffic stops made by MCSO. District 2 had the second fewest number of stops with 2,259 stops made in 2025. This accounted for approximately 9.2 percent of all traffic stops made by MCSO during the year. Districts 4 and 7 had similar numbers of traffic stops in 2025 accounting for 19.11 percent and 19.13 percent of all MCSO traffic stops, respectively. Deputies from District 1 made 3,854 traffic stops in 2025, 15.64 percent of MCSO traffic stops. The average number of stops for the 6 districts was 4,108.



Stop Counts

In total, 296 MCSO deputies conducted traffic stops in 2025. The number of traffic stops a deputy makes in a year impacts analysis in the TSMR. Deputies who make fewer than 20 stops during the previous 12-month period are analyzed using a “descriptive” method in the TSMR and deputies who make 20 or more stops in the previous 12-month period are analyzed using a “comparative” method.¹⁵ Table 5 provides a tabulation of traffic stop counts by deputies. District 3 had the largest number of deputies who made fewer than 20 stops in 2025 (N = 57). Districts 1, 4, 5, and 7 each had deputies who made more than 500 traffic stops during the year. The most stops made by a single deputy in a district in 2025 was N = 2,041 by a deputy assigned to Districts 7 and 1 and accounted for 8.28 percent of MCSO traffic stops in 2025 which nearly exceeded the number of all stops made deputies from District 3.

Table 5: Deputy Traffic Stop Count (number of stops over the 12-month period), by District

	Number of Deputies					
	District 1	District 2	District 3	District 4	District 5	District 7
1 to 19 Stops	46	52	57	23	35	18
20 to 49 Stops	14	23	13	10	12	3
50 to 99 Stops	10	4	2	4	8	2
100 to 149 Stops	8	7	1	1	5	2
150 to 199 Stops	3	1	2	1	4	0
200 to 499 Stops	1	0	2	1	12	8
Over 500 Stops	1	0	0	3	2	1

¹⁵MCSO investigated the activity of “low-volume” deputies in TSQR 11. In 2025, 45.61 percent of deputies making stops were low-volume deputies (N = 135), accounting for less than 4 percent (N = 974) of traffic stops made by MCSO. Analysis of low-volume deputy stop activity can be accessed at:

https://www.mcsobio.org/_files/ugd/b6f92b_05c14012c8624fa382977bfa58d24fb0.pdf

Deputy Assignments

MCSO utilizes deputy assignment categories as variables in the TSAR and TSMR that contribute to the generation of propensity scores. Categories included Patrol deputies, Lake Patrol deputies, Supervisors, Other Assignments, Traffic, and Off Duty. Deputy assignment is used as a matching variable in the TSAR and the TSMR. Table 6 below provides a tabulation of the number of stops in each district categorized by the type of assignment.¹⁶

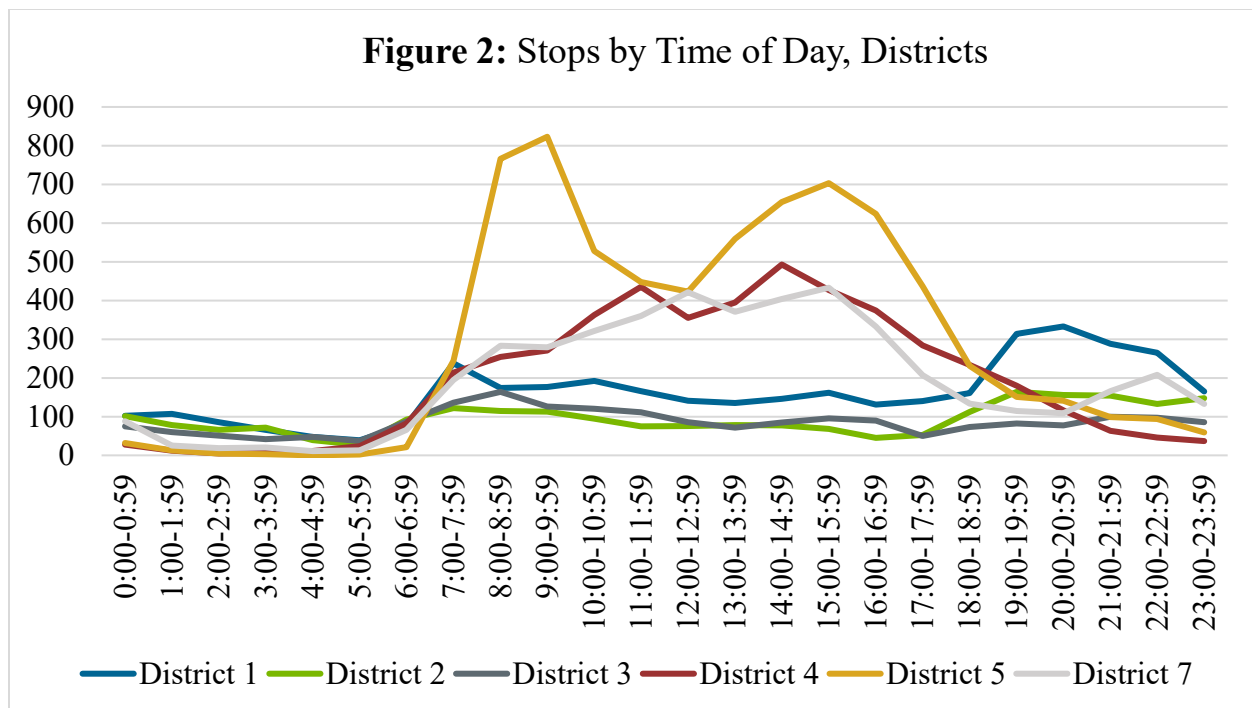
Table 6: Deputy Assignments at Time of Stop

	Number of Stops						
	MCSO	District 1	District 2	District 3	District 4	District 5	District 7
Patrol Deputy	11,450	3,468	1,787	1,747	1,462	0	2,986
Lake Patrol	6,134	0	0	0	0	6,134	0
Supervisor	1,091	45	72	87	47	789	51
Traffic	5,178	46	41	120	3,198	128	1,645
Off Duty	31	3	5	23	0	0	0
Other	763	292	354	74	2	9	32

¹⁶The deputy assignment category for “Lake Patrol Deputy” was adjusted for this quarterly analysis because all regular deputies categorized as Lake Patrol are assigned to District 5. For regression and propensity score analyses presented in this report, Lake Patrol Deputies were coded as Patrol Deputies.

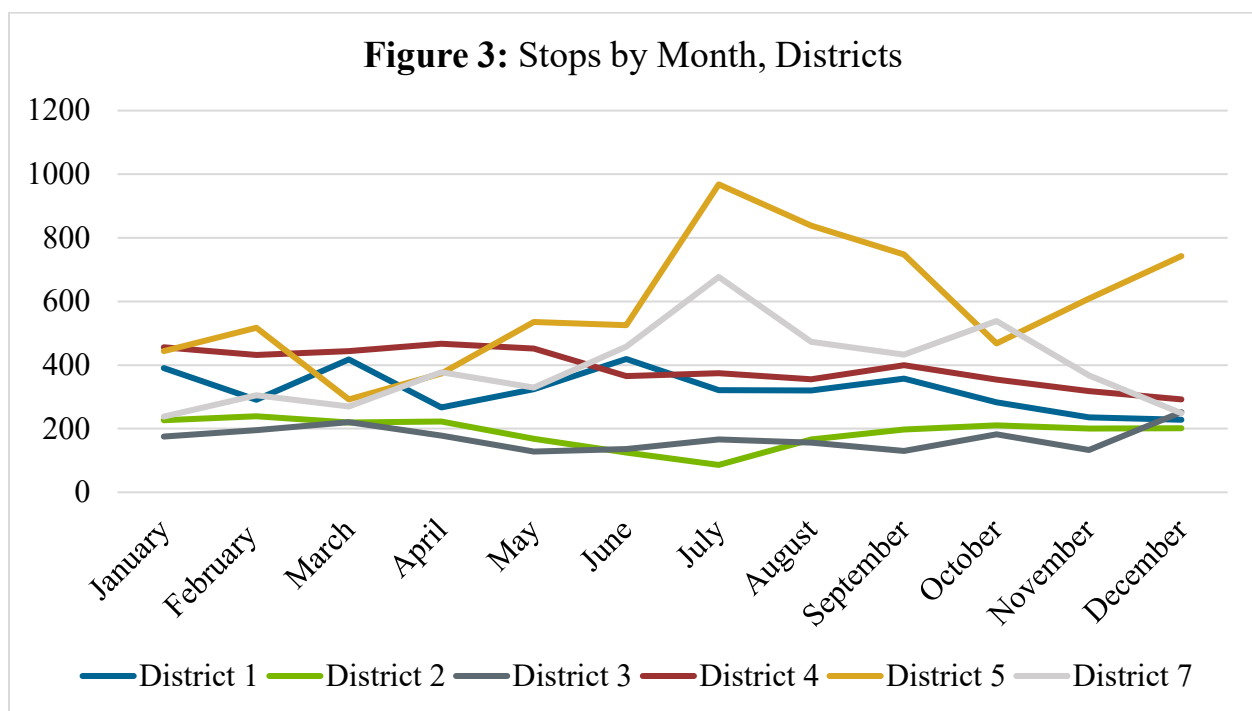
Time of Day

Figure 2 provides a comparison of district stops by the time of day. All districts have the fewest number of stops between 4:00 and 5:00 am with an increase in stops during the morning commuting hours between 6:00 and 8:00 am. Stops taper off through the day until the evening commuting hours. Traffic stops made by Districts 4, 5, and 7 are most common during the daylight hours between 8:00 and 18:00.



Stops by Month

Figure 3 provides monthly trends for stops made by deputies in each district. In general, districts made a similar number of stops each month. However, District 5 had more month-to-month variation relative to other districts, making as few as 292 traffic stops in March of 2025 and as many as 968 traffic stops in July of 2025. District 5 deputies made the most traffic stops of any other district in 2025 and had the greatest number of stops of any district from June through September and in December. District 5 monthly traffic stop patterns reflect patrol activity during summer recreation on and around local water recreation areas and DUI enforcement during the November/December holiday season.



Special Assignments

MCSO deputies sometimes work special assignment patrols. These special assignments identify certain types of violations and deputies actively patrol for these violations.¹⁷ Table 7 provides a tabulation of special assignment traffic stops by district. Of the 786 stops made while deputies were working on the DUI Taskforce, 636 stops were made by deputies from District 5. This represented about 9 percent of all stops made by District 5 deputies and about 81 percent of stops made working on the DUI Taskforce. District 5 also accounted for the most stops made by deputies on Aggressive Driver special assignments (N = 724; 10.24% of District 5 stops). Finally, there were 67 traffic stops by deputies working the Click-it-or-ticket special assignment.

Table 7: Special Assignment Stops by District (percentage of stops by district)

	DUI Taskforce	Aggressive Driver	Click-it-or-ticket
District 1	48 (1.25%)	184 (4.77%)	12 (0.31%)
District 2	36 (1.59%)	0 (0.00%)	0 (0.00%)
District 3	7 (0.34%)	22 (1.07%)	0 (0.00%)
District 4	22 (0.47%)	11 (0.23%)	0 (0.00%)
District 5	636 (9.01%)	724 (10.25%)	55 (0.78%)
District 7	37 (0.78%)	279 (5.92%)	0 (0.00%)
MCSO	786 (3.19%)	1,220 (4.95)	67 (0.27%)

¹⁷MCSO investigated special assignment activity in 2021 as part of its TSQR 9 research. A more thorough explanation of special assignment activity can be accessed in that report, available at: https://www.mcsobio.org/_files/ugd/b6f92b_089d19c100b24f53a01ee1b453e40a79.pdf

Stop Classification

MCSO uses the classification of the violations during traffic stops as one variable in its propensity score matching for the TSAR and TSMR. Table 8 provides the classifications of these violations by district.¹⁸ Across all districts, civil traffic violations were the most common class of violations, exceeding 90 percent in each district. District 1 had the highest number and percent of stops classified as criminal/criminal traffic (9.3%).

Table 8: Traffic Stop Classifications by District

	Criminal and Criminal Traffic	Civil Traffic
District 1	353 (9.33%)	3,429 (90.67%)
District 2	122 (5.42%)	2,129 (94.58%)
District 3	133 (6.53%)	1,903 (93.47%)
District 4	181 (3.85%)	4,523 (96.15%)
District 5	496 (7.05%)	6,538 (92.95%)
District 7	173 (3.68%)	4,526 (96.32%)
MCSO	1,458 (5.95%)	23,048 (94.05%)

¹⁸We include criminal violations with criminal traffic.

Driver Race/Ethnicity

When deputies make a traffic stop, they document their observation of the perceived race/ethnicity of the driver. Table 9 below provides the perceived race/ethnicity of drivers stopped by deputies from each of the six districts. The racial/ethnicity of drivers stopped by all MCSO deputies is provided for comparison. The Minority category includes Asian, Black, Hispanic, and Native American drivers combined.

In District 1, 31.21 percent of drivers stopped by deputies were identified as Hispanic. Almost 47 percent of drivers stopped by District 1 deputies were Minority drivers. District 2 had the highest stop rate (69.32%) for Minority drivers compared to all other districts and over 18 percent of traffic stops of Minority drivers by all MCSO occurred in District 2. District 2 deputies also stopped the greatest proportion of Hispanic drivers (50.29%) compared to all other MCSO districts.

Table 9: Perceived Post-Stop Driver Race/Ethnicity, by District

	Hispanic	Black	White	Minority
MCSO	23.31%	7.45%	65.35%	34.65%
District 1	31.21%	11.96%	53.11%	46.89%
District 2	50.29%	14.74%	30.68%	69.32%
District 3	28.04%	10.34%	58.46%	41.54%
District 4	13.21%	3.12%	81.25%	18.75%
District 5	22.51%	5.89%	67.54%	32.46%
District 7	13.15%	5.64%	75.80%	24.20%

District 3 deputies made 2,051 traffic stops in 2025. Deputies in District 3 perceived 28.04 percent of drivers as Hispanic, over 10 percent as Black and 58.46 percent of drivers as White. About 42 percent of drivers stopped by District 3 deputies were perceived as non-White Minority drivers.

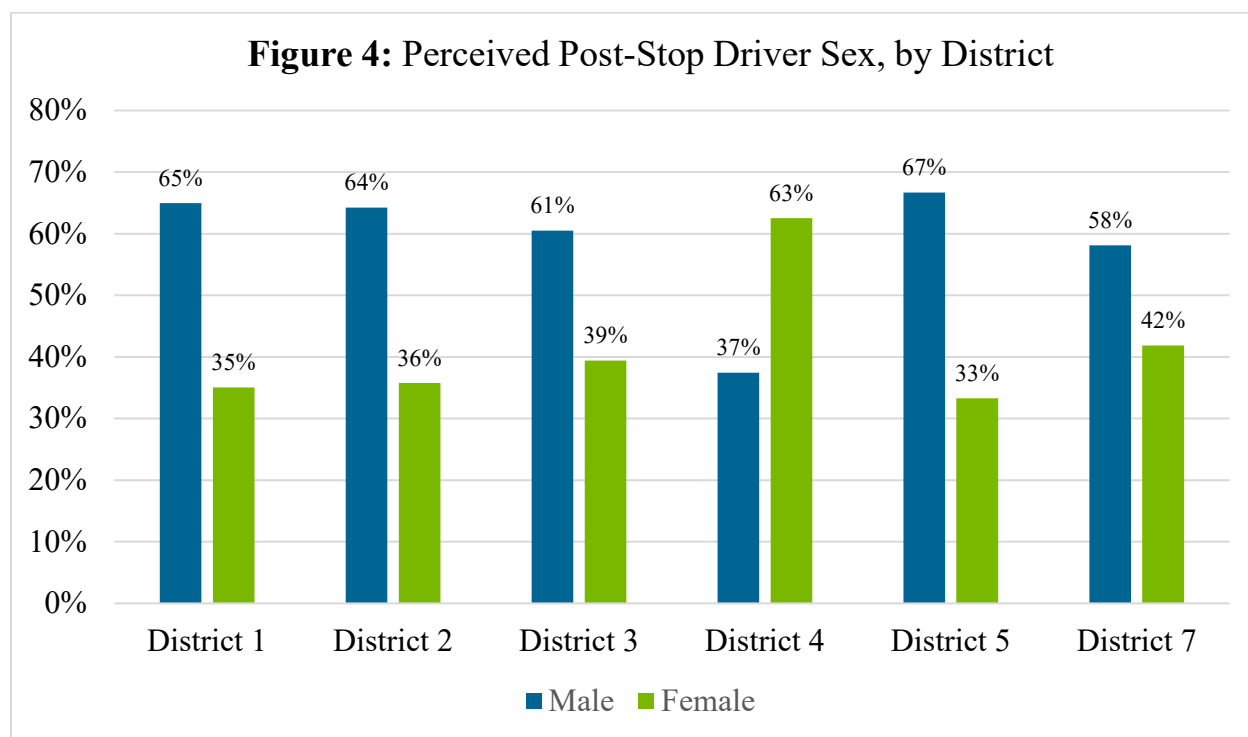
District 4 had the highest rate for stops of White drivers compared to all other districts. Over 81 percent of drivers were perceived as White in District 4, while 13.21 percent were perceived as Hispanic. Deputies from District 4 stopped N = 883 Minority drivers and had the lowest proportion of stops of Minority drivers (18.75%) of any district.

District 5 (Lakes) deputies conducted 7,060 traffic stops in 2025. This was the largest number of traffic stops made by any district. Of these stops, over two-thirds (67.54%) of drivers were perceived as White, about 23 percent were perceived as Hispanic and about 6 percent were perceived as Black. About one-third (32.46%) of drivers stopped by District 5 deputies were perceived as non-White Minorities.

Finally, deputies from District 7 made 4,714 traffic stops in 2025. Nearly 40 percent of these stops were made by one deputy (N = 1,830). About 76 percent of stops made in District 7 were of drivers perceived as White, about 13 percent of stops were of drivers perceived as Hispanic, and about 6 percent of drivers stopped by District 7 deputies were perceived as Black. Over 24 percent of drivers stopped by District 7 deputies were perceived as non-White Minorities.

Driver Sex

Post-stop, deputies enter the driver's perceived sex into TraCS. Driver sex is used as a matching variable in the TSAR and TSMR analyses. Across all MCSO traffic stops, approximately 63 percent of drivers were identified as male and 37 percent as female. Figure 4 provides percentages of driver's perceived sex by district. More male drivers were stopped in every district. District 5 had the highest percentage of male drivers stopped (67%), while District 7 had the lowest percentage of male drivers stopped (58%).



Stop Length

Stop length is analyzed in the Traffic Stop Monthly Report (TSMR) and the Traffic Stop Annual Report (TSAR). MCSO also tracks certain types of delays during traffic stops using “Extended Traffic Stop Indicators” (ETSI) to identify reasonable, and common impacts on the length of stops.¹⁹ Tables 10 and 11 below provide average stop lengths for each of the districts, for MCSO, and by race/ethnicity. Table 10 provides average stop lengths, using all stops, while Table 11 provides average stop lengths for stops that were not considered extended and did not include an arrest or search.

Using all stops (Table 10), the average stop length for MCSO traffic stops was fifteen minutes. However, as Table 10 shows, Hispanic, Black and Minority drivers all have longer average stop lengths than do White drivers. This pattern persists across every district. Of all districts, District 7 had the shortest average stop length (13.02 minutes), while District 2 had the longest (20.00 minutes). District 2 also had the longest average stop length for Black drivers (21.35 minutes) compared to all other districts and all other racial groups.

Table 10: Average Stop Length, in Minutes, by District and Race/Ethnicity

	All Stops	Hispanic	Black	White	Minority
MCSO	15.16	19.38	18.23	13.28	18.70
District 1	18.21	20.88	20.31	16.09	20.62
District 2	20.00	21.21	21.35	17.35	21.17
District 3	16.14	18.07	16.86	15.09	17.62
District 4	13.96	20.11	14.39	12.92	18.48
District 5	13.89	18.65	16.78	12.11	17.59
District 7	13.02	15.44	16.21	12.23	15.51

¹⁹MCSO first investigated the use of extended stop indicators in its third quarterly report available at https://www.mcsobio.org/files/ugd/c866a6_f37279fd33394818bb370ab6af46820e.pdf. MCSO revisited the use of extended stop indicators using 2023 traffic stop data in TSQR 13. Results of that research are available at: https://www.mcsobio.org/files/ugd/b6f92b_ac4262279ed84a10b0815b362e687837.pdf. In the first quarter of 2025, MCSO published a reexamination of extended stop indicators in TSQR 17, available at: https://www.mcsobio.org/files/ugd/b6f92b_b8a448b652854dfebe00cb2c2109b283.pdf. MCSO investigated extended stop indicator use for stops made in 2025 in TSQR 21, available at: https://www.mcsobio.org/files/ugd/b6f92b_624516127a9d44898ac44f9ab2788e8c.pdf

Table 11 below provides average stop lengths, by district, with extended stops removed from the analysis. When these stops were removed, the average stop length for all MCSO traffic stops was 9 minutes and 38 seconds. Averages for the districts ranged from 9.57 minutes for District 1 to 11.64 minutes in District 2. Average stop lengths for Hispanic, Black, and Minority drivers were longer than White drivers in Districts 1, 3, 5, and 7.

Table 11: Average Stop Length, in Minutes, by District and Race/Ethnicity (excluding extended stops)

	All Stops	Hispanic	Black	White	Minority
MCSO	9.63	9.88	10.10	9.51	9.98
District 1	9.57	9.82	10.48	9.30	10.04
District 2	11.64	11.39	11.48	11.83	11.52
District 3	10.29	11.11	10.50	9.97	10.86
District 4	10.20	9.09	9.64	10.29	9.45
District 5	8.90	9.17	9.40	8.75	9.32
District 7	9.76	9.68	9.79	9.75	9.81

Extended Stops

Reasons for extended stops fall into seven different categories which include stops with DUI investigations, stops with language barriers, technical issues, training stops, stops that involve a tow of a vehicle, stops that involve driving documentation issues, and other issues (where deputies must document what different circumstances delayed the stop). In Table 12a, we provide ETSI use for the office, by race/ethnicity. In Tables 12b-c below we provide rates for ETSI use by district for all stops and identify rates for ETSI use for White, Hispanic, Black, and non-White Minority drivers.

Table 12a: Extended Stop Reasons, MCSO, by Race/Ethnicity

	All Stops	Hispanic	Black	White	Minority
Driving Documentation Issue	43.64%	54.33%	54.06%	38.65%	53.06%
DUI	1.69%	2.63%	2.29%	1.27%	2.48%
Language Barrier	2.48%	9.00%	0.93%	0.19%	6.81%
Technical Issue	9.35%	11.87%	10.84%	8.37%	11.20%
Tow	1.80%	4.54%	2.56%	0.73%	3.83%
Training	4.45%	6.79%	5.72%	3.48%	6.28%
Other Delay	17.49%	22.11%	24.36%	15.00%	22.19%

Table 12b: Extended Stop Reasons, by Race/Ethnicity, Districts 1–4

	All Stops	Hispanic	Black	White	Minority
District 1					
Driving Documentation Issue	51.79%	57.86%	61.82%	45.58%	58.83%
DUI	1.92%	2.41%	1.95%	1.51%	2.38%
Language Barrier	4.10%	11.47%	0.65%	0.15%	8.58%
Technical Issue	12.71%	14.05%	11.93%	12.16%	13.34%
Tow	3.09%	5.57%	3.47%	1.47%	4.93%
Training	8.77%	10.31%	9.11%	7.67%	10.02%
Other Delay	25.38%	27.43%	31.89%	22.47%	28.67%
District 2					
Driving Documentation Issue	65.47%	67.34%	71.47%	58.44%	68.58%
DUI	0.71%	0.88%	0.30%	0.72%	0.70%
Language Barrier	5.05%	7.75%	1.80%	1.44%	6.64%
Technical Issue	18.90%	19.10%	18.92%	18.61%	19.03%
Tow	2.57%	3.52%	3.30%	0.58%	3.45%
Training	12.79%	13.82%	11.11%	12.41%	12.96%
Other Delay	20.41%	21.21%	24.62%	16.45%	22.16%
District 3					
Driving Documentation Issue	37.01%	44.70%	40.09%	32.28%	43.66%
DUI	1.41%	1.91%	2.36%	0.92%	2.11%
Language Barrier	2.58%	7.30%	1.89%	0.08%	6.10%
Technical Issue	12.19%	14.09%	11.32%	11.34%	13.38%
Tow	1.76%	3.48%	2.36%	0.75%	3.17%
Training	5.95%	4.52%	5.19%	6.67%	4.93%
Other Delay	17.06%	20.70%	18.40%	14.93%	20.07%
District 4					
Driving Documentation Issue	68.87%	82.96%	77.55%	66.07%	80.97%
DUI	0.47%	0.48%	0.68%	0.44%	0.57%
Language Barrier	1.74%	11.90%	0.68%	0.16%	8.61%
Technical Issue	7.64%	8.68%	8.84%	7.45%	8.49%
Tow	1.21%	6.27%	0.00%	0.47%	4.42%
Training	1.44%	1.77%	0.68%	1.44%	1.47%
Other Delay	21.19%	32.48%	36.05%	18.74%	31.82%

Table 12c: Extended Stop Reasons, by Race/Ethnicity, Districts 5 & 7

	All Stops	Hispanic	Black	White	Minority
District 5					
Driving Documentation Issue	34.46%	45.56%	47.36%	29.64%	44.50%
DUI	3.57%	6.04%	6.01%	2.58%	5.63%
Language Barrier	2.22%	8.43%	0.48%	0.17%	6.50%
Technical Issue	7.78%	7.99%	6.01%	7.99%	7.33%
Tow	1.87%	4.78%	2.64%	0.86%	3.97%
Training	3.48%	4.22%	3.12%	3.27%	3.93%
Other Delay	15.54%	19.89%	20.67%	13.72%	19.33%
District 7					
Driving Documentation Issue	17.97%	26.29%	27.44%	15.65%	25.24%
DUI	0.51%	0.32%	0.38%	0.50%	0.53%
Language Barrier	1.02%	6.61%	0.38%	0.06%	4.03%
Technical Issue	4.86%	5.48%	7.14%	4.70%	5.35%
Tow	0.89%	3.06%	1.50%	0.42%	2.37%
Training	0.72%	0.81%	0.38%	0.76%	0.61%
Other Delay	9.06%	10.00%	15.04%	8.17%	11.83%

Across all racial/ethnic groups and districts, driving documentation issue was the most used ETSI. This was most common in District 4, where over 68 percent of stops involved some delay associated with licensing, insurance, and/or registration. In District 4, almost 83 percent of traffic stops with Hispanic drivers were delayed due to driving documentation issues. District 7 had the lowest use of this ETSI, with only 18 percent of traffic stops identified as having driving documentation delays.

Some other notable patterns of ETSI use include the use of the DUI ETSI in District 5. Across all racial/ethnic groups, compared to other districts, District 5 had the highest proportion of stops that involved DUI investigations. Districts 1, 2, and 3 had the highest proportion of stops that involved a technical issue with over 12 percent of stops in each district delayed because of technical problems experienced during the stop. Hispanic drivers had the highest proportion of vehicles towed compared to other racial/ethnic groups in every district.²⁰

²⁰TSQR 15 examined citations and warnings for ARS 28-3151A in 2023 and identified that 7.33 percent of Hispanic drivers were cited or warned for ARS 28-3151A while less than one percent of White drivers were cited or warned for violating this statute. According to Arizona Statute 28-3511, drivers who are found to be driving without having ever been issued a driver's license (ARS 28-3151A) in any jurisdiction "shall" have their vehicles towed. In the data used for this report (2024 traffic stop data), Hispanic drivers were cited or warned 328 times for ARS 28-3151A and accounted for 75 percent of all citations for violating this statute. TSQR 15 can be accessed at: https://www.mcsobio.org/files/ugd/b6f92b_2fcb74553cac4e209f0578ff1bf66b3d.pdf

Stop Outcomes

Citation/Warning Outcome

Table 13 provides percentage of stop outcomes for MCSO as a whole and by district. The most common reason for incidental contact stop conclusions was when a deputy ends the traffic stop without giving a citation or warning because they were called off the stop for a priority call. Less than one percent of stops resulted in an outcome other than a citation or warning.

For MCSO, 56.73 percent of traffic stops ended in a citation. However, each district cites drivers at a different rate. District 4 deputies, which has a dedicated traffic enforcement vehicle, cited nearly 69 percent of drivers that were contacted, whereas District 2 cited the lowest proportion of drivers of any district at about 45 percent.

Table 13: Citation/Warning rate for MCSO and Districts

	Citation (percent)	Warning (percent)	Incidental Contact
MCSO	13,982 (56.73%)	10,524 (42.70%)	141 (0.57%)
District 1	2,205 (57.21%)	1,577 (40.92%)	72 (1.87%)
District 2	1,019 (45.11%)	1,232 (54.54%)	8 (0.35%)
District 3	1,334 (65.04%)	702 (34.23%)	15 (0.73%)
District 4	3,244 (68.89%)	1,460 (31.00%)	5 (0.11%)
District 5	3,546 (50.23%)	3,488 (49.41%)	26 (0.37%)
District 7	2,634 (55.88%)	2,065 (43.81%)	15 (0.32%)

In Table 14 below, we identify citation rates for MCSO and each district for White, Hispanic, Black, and Minority drivers. For all of MCSO, White (56.88%), Hispanic (58.10%) and Minority (56.45%) drivers were cited at a similar rate.²¹ The citation rate for Black drivers was lower at 51.66 percent.²² Some district differences should be identified. For example, in District 3, White drivers were cited 66.89 percent of the time while Hispanic drivers were cited 58.49 percent of the time. In District 4 White drivers were given a citation during 68.19 percent of traffic stops while Hispanic drivers were cited 76.85 percent of the time. Similarly, the citation rate for Hispanic drivers in District 5 was almost 7 percent higher than the citation rate for White drivers. In District 7, Hispanic drivers were cited at a rate about 12 percent higher than White drivers.

Rates for citations and warnings presented in Table 14 include all types of violations. MCSO uses violation categories in the TSAR analyses. In the next section, we provide an overview of the

²¹ $t = 1.79, p = 0.073$ for difference in proportions between Hispanic and White drivers. $t = 0.485, p = 0.628$ for difference in proportion between Minority and White drivers.

²² $t = -4.17, p < 0.05$ for the difference in proportions between Black and White drivers.

violation categories that were cited or warned in the districts.

Table 14: Citation/Warning Rate for MCSO and Districts, by Race/Ethnicity

	Citation (percent)	Warning (percent)	Other (percent)
MCSO	13,982 (56.73%)	10,524 (42.70%)	141 (0.57%)
Hispanic	3,338 (58.10%)	2,365 (41.17%)	42 (0.73%)
Black	948 (51.66%)	873 (47.57%)	14 (0.76%)
White	9,161 (56.88%)	6,864 (42.62%)	81 (0.50%)
Minority	4,821 (56.45%)	3,660 (42.85%)	60 (0.70%)
District 1	2,205 (57.21%)	1,577 (40.92%)	72 (1.87%)
Hispanic	674 (56.03%)	502 (41.73%)	27 (2.24%)
Black	247 (53.58%)	208 (45.12%)	6 (1.30%)
White	1,207 (58.96%)	804 (39.28%)	36 (1.76%)
Minority	998 (55.23%)	773 (42.78%)	36 (1.99%)
District 2	1,019 (45.11%)	1,232 (54.54%)	8 (0.35%)
Hispanic	529 (46.57%)	604 (53.17%)	3 (0.26%)
Black	151 (45.35%)	181 (54.35%)	1 (0.30%)
White	293 (42.28%)	396 (57.14%)	4 (0.58%)
Minority	726 (46.36%)	836 (53.38%)	4 (0.26%)
District 3	1,334 (65.04%)	702 (34.23%)	15 (0.73%)
Hispanic	370 (64.35%)	201 (34.96%)	4 (0.70%)
Black	124 (58.49%)	84 (39.62%)	4 (1.89%)
White	802 (66.89%)	391 (32.61%)	6 (0.50%)
Minority	532 (62.44%)	311 (36.50%)	9 (1.06%)
District 4	3,244 (68.89%)	1,460 (31.00%)	5 (0.11%)
Hispanic	478 (76.85%)	144 (23.15%)	0 (0.00%)
Black	85 (57.82%)	62 (42.18%)	0 (0.00%)
White	2,609 (68.19%)	1,212 (31.68%)	5 (0.13%)
Minority	635 (71.91%)	248 (28.09%)	0 (0.00%)
District 5	3,546 (50.23%)	3,488 (49.41%)	26 (0.37%)
Hispanic	877 (55.19%)	707 (44.49%)	5 (0.31%)
Black	205 (49.28%)	210 (50.48%)	1 (0.24%)
White	2,312 (48.49%)	2,436 (51.09%)	20 (0.42%)
Minority	1,234 (53.84%)	1,052 (45.90%)	6 (0.26%)
District 7	2,634 (55.88%)	2,065 (43.18%)	15 (0.32)
Hispanic	410 (66.13%)	207 (33.39%)	3 (0.48%)
Black	136 (51.13%)	128 (48.12%)	2 (0.75%)
White	1,938 (54.24%)	1,625 (45.48%)	10 (0.28%)
Minority	696 (61.00%)	440 (38.56%)	5 (0.44%)

Violation Categories

MCSO categorizes stops into five violation categories: speed violations, non-speed moving violations, equipment violations, license/insurance/registration violations, and other violations. We also identify ARS 28-3151A violations as a separate category of violations because they are used in the propensity score matching process in the TSAR. Violation categories are derived from ARS sections and subsections that were entered into citation or warning forms issued to drivers during a stop.²³

Speeding violations were violations associated with exceeding the speed limit (e.g., civil speeding, criminal speeding, speeding in a school zone, racing, or reckless driving). Non-speed moving violations included violations while the vehicle was moving, such as turning, failure to signal when changing lanes, failing to stop, tailgating, or driving too slowly. DUI violations were included in the non-speed moving category. Equipment violations included any violation in which a driver's automobile lacked proper equipment, had non-functioning equipment, or had equipment deemed unsafe (e.g., broken taillights or headlights, cracked windshields, illegally modified vehicles, and restricted opacity on window tints). Driving documentation violations included any violation associated with licensing (vehicle or driver), insurance, and registration. Examples included driving on a suspended/revoked license, expired registration, failure to possess insurance, driving without license plates, or driving with suspended license plates. ARS 28-3151A violations were coded into a single category that differed from other driving documentation violations. Finally, other violations included all violations that could not be identified as one of the above categories. The other violation category included a diverse collection of offenses such as drug violations, seat belt violations, cell phone violations, parking violations, noise violations, or littering, among others. Cell phone violations comprise nearly 60 percent of other violation traffic stops.

Drivers can be cited or warned for more than one violation category. This occurs when deputies identify multiple types of violations prior to the stop, or when a deputy stops a driver and discovers additional violations during the encounter (e.g., having no mandatory insurance or not possessing a driver's license).

For MCSO, speed violations were the most common violations with 52.21 percent of drivers cited or warned for speed and speed related violations.²⁴ In 2025, MCSO cited or warned drivers 15.20

²³Note that these violations are not the reason the stop was made. TSQR 6 examined, among other things, the reasons deputies initiated traffic stops and compared those stop reasons to what violation was ultimately cited or warned. Agreement between the stop reason and violations for citations and warning was above 90 percent. TSQR 6 is available here:

https://www.mcsobio.org/files/ugd/b6f92b_8d83e6c90eac4d0c95fab0b607dc8ab4.pdf

²⁴In TSQR 19 MCSO thoroughly investigated speed violations. Analysis presented in the report determined that Hispanic drivers were cited more often than White drivers for speeding violations. However, when the speed over the speed limit was entered as a statistical control, there was no statistically significant difference in the likelihood of a citation for speed between Hispanic and White drivers. See Models 23, 24, 25, 28, 29, 30, 33, 34, and 35 in TSQR 19.

percent of the time for non-speed moving offenses. Violations of ARS 28-3151A were cited or warned during 2.09 percent of MCSO traffic stops (N = 515). Licensing/Insurance/Registration violations (excluding ARS 28-3151A violations) were cited or warned during 28.32 percent of MCSO traffic stops, while equipment violations were cited or warned during 6.96 percent of MCSO traffic stops. Other violations were cited or warned during 3.71 percent of traffic stops.

In District 1, driving documentation was the most common violation type that was cited or warned (47.74% of stops) and was the most common violation type across all racial/ethnic groups. In District 2, speed was the most common violation type. It is notable that in Districts 1 and 2, the proportion of drivers cited or warned for speed was below the overall proportions for this type of violation for MCSO. In District 3, speed was the most common violation that was cited or warned. However, there was variation among racial/ethnic groups in this district with White drivers cited/warned for speed during about 48 percent of stops while Hispanic drivers were cited/warned for speed during 37 percent of stops.

In District 4, across all racial/ethnic groups, speed was cited/warned at the highest rate. Hispanic drivers were cited/warned for ARS 28-3151A at the highest rate in District 4 compared to other districts with over 10 percent of Hispanic drivers identified as violating this statute (N = 63).

In District 5 (Lakes District), speed was also the most common citation/warning issued across all racial/ethnic groups. There were some racial/ethnic differences in violation categories in District 5. White drivers were cited or warned for speed 65.42 percent of stops, while Minority drivers were cited or warned for speed during 56.37 percent of stops. Hispanic, Black, and Minority drivers were cited/warned at a higher rate than White drivers for non-speed moving violations in District 5.

In District 7, speeding was the most common violation that was cited/warned across all racial/ethnic groups (51.76%) and Hispanic drivers were cited/warned for speeding at the highest rate (60.32%) compared to other racial/ethnic groups. District 7 had the lowest rate of ARS 28-3151A violations, with only 1.06 percent of traffic stops involving this violation.

Table 15a: Violation Categories, by District and Race/Ethnicity, Districts 1–3

	All Stops	Hispanic	Black	White	Minority
MCSO					
Speed	12,868 (52.21%)	2,470 (42.99%)	719 (39.18%)	9,170 (56.94%)	3,698 (43.30%)
Non-Speed Moving	3,747 (15.20%)	1,028 (17.89%)	329 (17.93%)	2,233 (13.86%)	1,514 (17.73%)
Driving Documentation	6,980 (28.32%)	1,838 (31.99%)	681 (37.11%)	4,224 (26.23%)	2,756 (32.27%)
ARS 28-3151A	515 (2.09%)	363 (6.32%)	45 (2.45%)	91 (0.57%)	424 (4.96%)
Equipment	1,715 (6.96%)	573 (9.97%)	208 (11.34%)	848 (5.27%)	867 (10.15%)
Other Violations	915 (3.71%)	261 (4.54%)	75 (4.09%)	545 (3.38%)	370 (4.33%)
District 1					
Speed	912 (23.66%)	229 (19.04%)	85 (18.44%)	569 (27.80%)	343 (18.98%)
Non-Speed Moving	693 (17.98%)	215 (17.87%)	82 (17.79%)	355 (17.34%)	338 (18.71%)
Driving Documentation	1,840 (47.74%)	596 (49.54%)	246 (53.36%)	947 (46.26%)	893 (49.42%)
ARS 28-3151A	126 (3.27%)	78 (6.48%)	20 (4.34%)	23 (1.12%)	103 (5.70%)
Equipment	394 (10.22%)	152 (12.64%)	54 (11.71%)	169 (8.26%)	225 (12.45%)
Other Violations	181 (4.70%)	56 (4.66%)	22 (4.77%)	94 (4.59%)	87 (4.81%)
District 2					
Speed	750 (33.20%)	340 (29.93%)	90 (27.03%)	287 (41.41%)	463 (29.57%)
Non-Speed Moving	582 (25.76%)	283 (24.91%)	83 (24.92%)	190 (27.42%)	392 (25.03%)
Driving Documentation	647 (28.64%)	363 (31.95%)	127 (38.14%)	130 (18.76%)	517 (33.01%)
ARS 28-3151A	82 (3.63%)	62 (5.46%)	12 (3.60%)	4 (0.58%)	78 (4.98%)
Equipment	314 (13.90%)	158 (13.91%)	49 (14.71%)	90 (12.99%)	224 (14.30%)
Other Violations	133 (5.89%)	64 (5.63%)	19 (5.71%)	47 (6.78%)	86 (5.49%)
District 3					
Speed	909 (44.32%)	212 (36.87%)	84 (39.62%)	580 (48.37%)	329 (38.62%)
Non-Speed Moving	376 (18.33%)	134 (23.30%)	35 (16.51%)	196 (16.35%)	180 (21.13%)
Driving Documentation	638 (31.11%)	188 (32.70%)	65 (30.66%)	368 (30.69%)	270 (31.69%)
ARS 28-3151A	50 (2.44%)	36 (6.26%)	4 (1.89%)	10 (0.83%)	40 (4.69%)
Equipment	278 (13.55%)	89 (15.48%)	43 (20.28%)	140 (11.68%)	138 (16.20%)
Other Violations	75 (3.66%)	16 (2.78%)	10 (4.72%)	46 (3.84%)	29 (3.40%)

Table 15b: Violation Categories, by District and Race/Ethnicity, Districts 4, 5, & 7

	All Stops	Hispanic	Black	White	Minority
District 4					
Speed	3,446 (73.18%)	440 (70.74%)	99 (67.35%)	2,813 (73.52%)	633 (71.69%)
Non-Speed Moving	357 (7.58%)	35 (5.63%)	14 (9.52%)	299 (7.81%)	58 (6.57%)
Driving Documentation	964 (20.47%)	160 (25.72%)	39 (26.85%)	746 (19.50%)	218 (24.69%)
ARS 28-3151A	85 (1.81%)	63 (10.13%)	2 (1.36%)	20 (0.52%)	65 (7.36%)
Equipment	154 (3.27%)	20 (3.22%)	11 (7.48%)	120 (3.14%)	34 (3.85%)
Other Violations	158 (3.36%)	35 (5.63%)	3 (2.04%)	118 (3.08%)	40 (4.53%)
District 5					
Speed	4,411 (62.48%)	875 (55.07%)	221 (53.13%)	3,119 (65.42%)	1,292 (56.37%)
Non-Speed Moving	1,023 (14.49%)	288 (18.12%)	83 (19.95%)	614 (12.88%)	409 (17.84%)
Driving Documentation	1,572 (22.27%)	379 (23.85%)	123 (29.57%)	1,029 (21.58%)	543 (23.69%)
ARS 28-3151A	122 (1.73%)	94 (5.92%)	5 (1.20%)	22 (0.46%)	100 (4.36%)
Equipment	257 (3.64%)	114 (7.17%)	25 (6.01%)	104 (2.18%)	153 (6.68%)
Other Violations	269 (3.81%)	76 (4.78%)	19 (4.57%)	161 (3.38%)	108 (4.71%)
District 7					
Speed	2,440 (51.76%)	374 (60.32%)	140 (52.63%)	1,802 (50.43%)	638 (55.92%)
Non-Speed Moving	716 (15.19%)	73 (11.77%)	32 (12.03%)	579 (16.20%)	137 (12.01%)
Driving Documentation	1,319 (27.98%)	152 (24.52%)	82 (30.83%)	1,004 (28.10%)	315 (27.61%)
ARS 28-3151A	50 (1.06%)	30 (4.84%)	2 (0.75%)	12 (0.34%)	38 (3.33%)
Equipment	318 (6.75%)	40 (6.45%)	26 (9.77%)	225 (6.30%)	93 (8.15%)
Other Violations	99 (2.10%)	14 (2.26%)	2 (0.75%)	79 (2.21%)	20 (1.75%)

Search Outcome

Table 16, below, provides percentages of traffic stops that involved searches in each district. Searches are relatively rare during traffic stops and most searches that occur are non-discretionary.²⁵ Discretionary searches are analyzed in the TSMR and the TSAR. MCSO conducted 116 discretionary searches in 2025. MCSO requires searches of people anytime they are placed in a patrol vehicle and requires an inventory search of vehicles prior to a vehicle tow. Thus, non-discretionary searches of drivers occur incident to arrests, for courtesy rides of drivers and when a vehicle is towed. Discretionary searches occurred during less than one-half percent of all traffic stops (0.47%).

Table 16: Searches, By District and Search Type

	Driver Search	Vehicle Search	Search Driver or Vehicle	Non-Incidental Driver Search	Non-Incidental Vehicle Search	Non-Incidental Driver or Vehicle Search
MCSO	364 (1.48%)	448 (1.82%)	606 (2.46%)	30 (0.12%)	92 (0.37%)	116 (0.47%)
District 1	105 (2.72%)	135 (3.50%)	174 (4.51%)	8 (0.21%)	46 (1.19%)	52 (1.35%)
District 2	44 (1.95%)	55 (2.43%)	79 (3.50%)	5 (0.22%)	11 (0.49%)	15 (0.66%)
District 3	33 (1.61%)	41 (2.00%)	54 (2.63%)	4 (0.20%)	16 (0.78%)	20 (0.98%)
District 4	18 (0.38%)	39 (0.83%)	51 (1.08%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
District 5	123 (1.74%)	133 (1.88%)	185 (2.62%)	5 (0.07%)	14 (0.20%)	17 (0.24%)
District 7	41 (0.87%)	45 (0.95%)	63 (1.34%)	8 (0.17%)	5 (0.11%)	12 (0.25%)

District 5 had the highest number (N = 185) of driver or vehicle searches. While District 1 had the highest rate of driver or vehicle searches (4.51%) the greatest number (N = 52) and highest rate of non-discretionary driver or vehicle searches (1.35%). In contrast, stops made by deputies assigned to District 4 accounted for the lowest number (N = 38) and rate (0.38%) of driver or vehicle searches. There were no discretionary searches made by deputies assigned to District 4. Across MCSO, White drivers were less likely to have their persons or vehicles searched than Hispanic, Black, or Minority drivers. This was true for both discretionary and non-discretionary searches. Similar patterns of search activity were identified for Districts 1, 2, and 5. In District 3 there were 11 discretionary searches of White drivers while no Black drivers experienced discretionary searches. However, there were two discretionary searches of vehicles with Black drivers in District 3. Deputies in District 4 performed 51 searches of drivers or vehicles in 2025 and none of these

²⁵Non-discretionary searches are searches that were incident to arrest, inventory searches for vehicle tows, or searches of drivers receiving a courtesy ride by deputies. MCSO investigated 2022 search activity in TSQR 10. The report is available at: https://www.mcsobio.org/files/ugd/b6f92b_8fd0a6175a6f4d6483a8d97fa75f4d42.pdf

searches were discretionary. In District 7, deputies performed 12 discretionary searches. Six of these searches were searches of Minority drivers/vehicles.

Table 17: Searches, By District, Search Type, and Race/Ethnicity

	Driver Search	Vehicle Search	Search Driver or Vehicle	Non-Incidental Driver Search	Non-Incidental Vehicle Search	Non-Incidental Driver or Vehicle Search
MCSO	364 (1.48%)	448 (1.82%)	606 (2.46%)	30 (0.12%)	92 (0.37%)	116 (0.47%)
Hispanic	140 (2.44%)	247 (4.30%)	310 (5.40%)	14 (0.24%)	29 (0.50%)	41 (0.71%)
Black	47 (2.56%)	52 (2.83%)	71 (3.87%)	7 (0.38%)	12 (0.65%)	18 (0.98%)
White	161 (1.00%)	133 (0.83%)	199 (1.24%)	7 (0.04%)	48 (0.30%)	52 (0.32%)
Minority	203 (2.38%)	315 (3.69%)	407 (4.77%)	23 (0.27%)	44 (0.52%)	64 (0.75%)
District 1	105 (2.72%)	135 (3.50%)	174 (4.51%)	8 (0.21%)	46 (1.19%)	52 (1.35%)
Hispanic	40 (3.33%)	70 (5.82%)	86 (7.15%)	4 (0.33%)	16 (1.33%)	19 (1.58%)
Black	16 (3.47%)	20 (4.34%)	26 (5.64%)	1 (0.22%)	6 (1.30%)	7 (1.52%)
White	46 (2.25%)	39 (1.91%)	54 (2.64%)	2 (0.10%)	23 (1.12%)	24 (1.17%)
Minority	59 (3.27%)	96 (5.31%)	120 (6.64%)	6 (0.33%)	23 (1.27%)	28 (1.55%)
District 2	44 (1.95%)	55 (2.43%)	79 (3.50%)	5 (0.22%)	11 (0.49%)	15 (0.66%)
Hispanic	22 (1.94%)	34 (2.99%)	46 (4.05%)	3 (0.26%)	4 (0.35%)	6 (0.53%)
Black	11 (3.30%)	12 (3.60%)	17 (5.11%)	1 (0.30%)	4 (1.20%)	5 (1.50%)
White	10 (1.44%)	7 (1.01%)	14 (2.02%)	1 (0.14%)	3 (0.43%)	4 (0.58%)
Minority	34 (2.17%)	48 (3.07%)	65 (4.15%)	4 (0.26%)	8 (0.51%)	11 (0.70%)
District 3	33 (1.61%)	41 (2.00%)	54 (2.63%)	4 (0.20%)	16 (0.78%)	20 (0.98%)
Hispanic	13 (2.26%)	20 (3.48%)	26 (4.52%)	2 (0.35%)	4 (0.70%)	6 (1.04%)
Black	3 (1.42%)	4 (1.89%)	5 (2.36%)	2 (0.94%)	0 (0.00%)	2 (0.94%)
White	16 (1.33%)	16 (1.33%)	22 (1.83%)	0 (0.00%)	11 (0.92%)	11 (0.92%)
Minority	17 (2.00%)	25 (2.93%)	32 (3.76%)	4 (0.47%)	5 (0.59%)	9 (1.06%)
District 4	18 (0.38%)	39 (0.83%)	51 (1.08%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
Hispanic	6 (0.96%)	27 (4.34%)	32 (5.14%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
Black	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
White	12 (0.31%)	12 (0.31%)	19 (0.50%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
Minority	6 (0.68%)	27 (3.06%)	32 (3.62%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
District 5	123 (1.73%)	133 (1.88%)	185 (2.62%)	5 (0.07%)	14 (0.20%)	17 (0.24%)
Hispanic	50 (3.15%)	77 (4.85%)	97 (6.10%)	1 (0.06%)	5 (0.31%)	6 (0.38%)
Black	13 (3.13%)	13 (3.13%)	18 (4.33%)	3 (0.72%)	2 (0.48%)	4 (0.96%)
White	54 (1.13%)	40 (0.84%)	63 (1.32%)	1 (0.10%)	7 (0.15%)	7 (0.15%)
Minority	69 (3.01%)	93 (4.06%)	122 (5.32%)	4 (0.17%)	7 (0.31%)	10 (0.44%)
District 7	41 (0.87%)	45 (0.95%)	63 (1.34%)	8 (0.17%)	5 (0.11%)	12 (0.25%)
Hispanic	9 (1.45%)	19 (3.06%)	23 (3.71%)	4 (0.65%)	0 (0.00%)	4 (0.65%)
Black	4 (1.50%)	3 (1.13%)	5 (1.88%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
White	23 (0.64%)	19 (0.53%)	27 (0.76%)	3 (0.08%)	4 (0.11%)	6 (0.17%)
Minority	18 (1.58%)	26 (2.28%)	36 (3.16%)	5 (0.44%)	1 (0.09%)	6 (0.53%)

Arrest Outcome

Arrests of drivers by MCSO deputies are analyzed in both the TSAR and TSMR.²⁶ Table 18 below provides the number of arrests and the percentage of stops with arrests, by MCSO and for each district. We differentiate between custodial arrests and non-custodial arrests. Custodial arrests occur when the driver is taken into custody. Custodial arrests are most common for drivers who possess outstanding warrants or are arrested for DUIs. Approximately 53 percent of custodial arrests (N = 163) were arrests for DUIs and 23.35 percent (N = 92) of custodial arrests were arrests of drivers on outstanding warrants. Non-custodial arrests occur when a driver has been cited for a criminal offense and is released with the understanding that they must attend court to address the violation. Non-custodial arrests are most common for criminal speed, driving on suspended licenses, or other criminal traffic offenses.²⁷ In 2025, nearly 63 percent (N = 725) of non-custodial arrests were citations for criminal speeding (ARS 28-701.02) and over 32 percent (N = 370) of non-custodial arrests were for driving on a suspended, revoked, or canceled license (ARS 28-3473).

District 4 had the lowest arrest rate of any district (3.99%) while District 5 had the highest arrest rate of any district (11.50%). Custodial arrests were most common in District 1, with drivers taken into custody during 3.74 percent of traffic stops (N = 121). In contrast, there were only 27 custodial arrests (0.57%) made by deputies from District 4.

District 1 deputies had the highest number (N = 258) and rate (6.69%) of non-custodial arrests. Approximately 32 percent of non-custodial arrests made by District 1 deputies were arrests for driving on a suspended license while 61.24 percent of non-custodial arrests in District 1 were made for driving on a suspended, revoked, or canceled license (N = 158). District 1 non-custodial arrests differed from other districts as other districts overwhelmingly make non-custodial arrests for criminal speed (District 2: 64.65%; District 3: 72.57%; District 4: 68.94%; District 5: 73.32% and; District 7: 74.17%).

In the next section we provide results for comparing stop length, citation, search, and arrest rates for districts, irrespective of race/ethnicity.

²⁶MCSO recently investigated arrest activity during traffic stops using 2024 data in TSQR 20. Results of that research are available at: https://www.mcsobio.org/files/ugd/b6f92b_6555aa3bd7b1470f9fb41be985d00c87.pdf

²⁷MCSO first investigated arrest activity in TSQR 7. Results of that research are available at: https://www.mcsobio.org/files/ugd/c866a6_8bb2dabbd9fa4b0e8473184e32edf1f5.pdf

Table 18: Arrests During Traffic Stops, By District

	All Arrests	Custodial Arrests	Non-Custodial Arrests
MCSO	1,547 (6.28%)	394 (1.60%)	1,153 (4.68%)
Hispanic	506 (8.81%)	145 (2.52%)	361 (6.28%)
Black	171 (9.32%)	47 (2.56%)	124 (6.76%)
White	804 (4.99%)	184 (1.14%)	620 (3.85%)
Minority	743 (8.70%)	210 (2.46%)	533 (6.24%)
District 1	379 (9.83%)	121 (3.14%)	258 (6.69%)
Hispanic	140 (11.64%)	45 (3.74%)	95 (7.90%)
Black	53 (11.50%)	17 (3.69%)	36 (7.81%)
White	174 (8.50%)	56 (2.74%)	118 (5.76%)
Minority	205 (11.34%)	65 (3.60%)	140 (7.75%)
District 2	135 (5.98%)	36 (1.59%)	99 (4.38%)
Hispanic	63 (5.55%)	19 (1.67%)	44 (3.87%)
Black	28 (8.41%)	8 (2.40%)	20 (6.01%)
White	35 (5.05%)	8 (1.15%)	27 (3.90%)
Minority	100 (6.39%)	28 (1.79%)	72 (4.60%)
District 3	145 (7.07%)	32 (1.56%)	113 (5.51%)
Hispanic	50 (8.70%)	11 (1.91%)	39 (6.78%)
Black	18 (8.49%)	3 (1.42%)	15 (7.08%)
White	75 (6.26%)	17 (1.42%)	58 (4.84%)
Minority	70 (8.22%)	15 (1.76%)	55 (6.46%)
District 4	188 (3.99%)	27 (0.57%)	161 (3.42%)
Hispanic	48 (7.72%)	6 (0.96%)	42 (6.75%)
Black	8 (5.44%)	0 (0.00%)	8 (5.44%)
White	125 (3.27%)	19 (0.50%)	106 (2.77%)
Minority	63 (7.13%)	8 (0.91%)	55 (6.23%)
District 5	511 (7.24%)	140 (1.98%)	371 (5.25%)
Hispanic	160 (10.07%)	58 (3.65%)	102 (6.42%)
Black	48 (11.54%)	14 (3.37%)	32 (8.17%)
White	283 (5.94%)	62 (1.30%)	221 (4.64%)
Minority	228 (9.95%)	78 (3.40%)	150 (6.54%)
District 7	189 (4.01%)	38 (0.81%)	151 (3.20%)
Hispanic	45 (7.26%)	6 (0.97%)	39 (6.29%)
Black	16 (6.02%)	5 (1.88%)	11 (4.14%)
White	112 (3.13%)	22 (0.62%)	90 (2.52%)
Minority	77 (6.75%)	16 (1.40%)	61 (5.35%)

COMPARATIVE FINDINGS

Modeling Stop Length and Stop Outcomes for Districts

At the request of experts for the Department of Justice, MCSO modeled stop length and stop outcomes (citation/warning, arrests, and searches) using variables that are typically used as matching variables in the PSM analysis for the TSAR/TSMR. The experts with the Department of Justice also requested that we remove geography (X and Y coordinates) and race/ethnicity from the analysis and include variables for districts. The purpose of this analysis was to determine which districts, if any, have differential stop lengths with drivers or differential citation/warning, arrest, or search activity. We ran seven different models for each benchmark, varying the different districts as the reference group.²⁸ This allowed us to identify which differences between districts were statistically significant when compared to one another.

²⁸Full regression results for all models are available in the appendices A-D of this report.

Stop Length

In the results presented below the length of stop is modeled using control variables of time-of-day (splined), driver sex, stop classification (civil v. criminal/criminal traffic), license plate (in-state v. out-of-state), whether an arrest was made, whether a search was conducted, whether an extended stop indicator was applied during the stop and the deputy's category of assignment. For this model, we examined the fixed effects for the districts to determine whether individual districts differed from one another on stop length.

Table 19 below provides a comparison of differences in stop lengths with varying districts as the reference group in the regression models. We begin by comparing district effects when District 1 was used as the reference group (column 1, District 1 in Table 19). For context, the average stop length for a non-extended stop in District 1 was 18.21 minutes (without statistical controls). There were statistically significant differences in length of stop between District 1 and Districts 2, 4, and 5. District 2 had longer average stop lengths than District 1. On average, traffic stops took 2.34 minutes longer in District 2 and 0.82 minutes longer in District 4 when compared to District 1. Stops made by District 5 deputies were 1.73 minutes shorter than District 1, on average.

Table 19: Comparison of Stop Lengths for Districts

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	—	−2.34*	−0.78	−0.82	1.73*	−1.43*
District 2	2.34*	—	1.55*	1.52*	4.07*	0.91*
District 3	0.78	−1.55*	—	−0.04	2.51*	−0.65*
District 4	0.82*	−1.52*	0.04	—	2.55*	−0.61*
District 5	−1.73*	−4.07*	−2.51*	−2.55*	—	−3.16*
District 7	1.43*	−0.91*	0.65*	0.61*	3.16*	—

* $p < 0.05$

In the second model we used District 2 as the reference category (column 2, District 2 in Table 19). For comparison, the average stop length for all traffic stops in District 2 was 20.00 minutes (without statistical controls). In comparing district fixed effects in this model, we found that across all other districts, traffic stop lengths were shorter than those of District 2. The effects were statistically significant for Districts 1, 3, 4, 5, and 7. District 1 stops were 2.34 minutes shorter than District 2 traffic stops on average. District 3 stops were 1.55 minutes shorter than District 2 stops on average. Traffic stops in Districts 4 were 1.52 minutes shorter than stops in District 4. District 5 traffic stops were over four minutes shorter than stops in District 2 and stops in District 7 were almost one minute shorter than stops in District 2.

In the third model we used District 3 as the reference category (column 3, District 3 in Table 19). For comparison, the average stop length for all traffic stops in District 3 was 16.14 minutes (without controls). In comparing district fixed effects in this model, we found statistically significant differences in stop lengths for Districts 2, 5, and 7. District 2 stops were, on average, 1.55 minutes longer than those in District 2 and District 7 traffic stops were 0.65 minutes longer than stops in District 2. In contrast, average stop lengths were shorter in District 5 than those in District 3. District 5 stops were 2.51 minutes shorter than stops in District 3. There were no statistically significant differences in stop lengths between District 3 and Districts 1 or 4.

In the fourth model, we used District 4 as the reference category (column 4, District 4 in Table 19). For comparison, the average stop length for all traffic stops in District 4 was 13.96 minutes (without controls). When using District 4 as the reference category, we found statistically significant differences in stop length for Districts 2, 5, and 7. Based on these findings, District 2 had stop lengths that were, on average, 1.52 minutes longer than stops in District 4. Stops made by District 5 deputies were 2.55 minutes shorter than those made in District 4. Lastly, when compared to District 4, the average traffic stop length in District 7 was 0.61 minutes longer. We did not identify statistically significant differences in stop lengths between District 2 and 1 or District 4.

In the fifth model, we used District 5 as the reference category (column 5, District 5 in Table 19). For comparison, the average stop length for all traffic stops in District 5 was 13.89 minutes (without controls). All other districts had statistically significant differences in stop length when compared to District 5. In each of these comparisons the average stop lengths were longer than those of District 5. District 1 stops averaged 1.73 minutes longer than District 5 stops. District 2 traffic stops averaged over 4 minutes longer than District 5 stops. District 3 and 4 traffic stops averaged approximately two and one-half minutes longer than District 5 stops. Finally, District 7 stops were approximately three minutes longer than District 5 stops.

In the last model, we used District 7 as the reference category (column 6, District 7 in Table 19). For comparison, the average stop length for all traffic stops in District 7 was 13.21 minutes. We found statistically significant differences in stop length for all districts when compared to District 7. Compared to District 7, District 2 stop lengths were 0.91 minutes longer, on average. District 1 stops averaged 1.43 minutes shorter than those of District 7. District 3 traffic stops were 0.65 minutes shorter, on average, than traffic stops in District 7 and District 4 traffic stops were 0.61 minutes shorter than those of District 7. Finally, District 5 stops were, on average 3.16 minutes shorter than those of District 7.

Overall, District 5 had the shortest average stop lengths compared to all other districts while District 2 had the longest average stop length compared to other districts. District 7 traffic stops were longer, on average than stops made by Districts 1, 3, 4, and 5. Traffic stops in District 1 were shorter than stops in Districts 2 and 4 but longer than stops in District 5. District 3 stops were shorter than stops made by deputies from District 5 but shorter than stops made by deputies from

Districts 2 and 7. District 4 stops were longer than District 5 stops, but shorter, on average than stops made by deputies from Districts 2 or 7.

Citation Outcome

In this section we compare districts to one another on citation outcomes and examine the district fixed effects to determine whether the districts differ regarding their citation activity. We report odds ratios and discuss comparisons between districts for each model. As above, we report the statistical comparisons derived from the logistic regression models and have supplied the full regression models Appendix B of this report. Table 20 reports results for citation outcomes using the logistic regression model while varying the different districts as the reference category.

As a starting point for comparison, District 1 deputies had a raw citation rate of 57.21 percent (without controls). Based on the odds ratios reported in Table 20, drivers stopped by District 1 deputies were 46 percent more likely to receive a citation (versus a warning) than those stopped by District 2 deputies. Drivers stopped by District 3 deputies were 58 percent more likely to receive a citation than drivers stopped by deputies from District 1. Drivers stopped by District 1 deputies were 94 percent more likely to receive a citation than drivers stopped by District 4 deputies, and drivers stopped by District 1 deputies were 135 percent more likely to receive a citation than drivers stopped by District 5 deputies. Finally, drivers stopped by District 1 deputies were 53 percent more likely to receive a citation than drivers stopped by District 7 deputies.

Deputies in District 2 had the lowest citation rate of any district, citing 45.11 percent of drivers without accounting for control variables used to generate the estimates in Table 20. Drivers stopped by District 1 deputies were 46 percent more likely to receive a citation than drivers stopped by District 2 deputies. Drivers stopped by District 3 deputies were 131 percent more likely to receive a citation than drivers stopped by District 2 deputies. Drivers stopped by District 2 deputies were 33 percent more likely to receive a citation than drivers stopped by District 4 deputies and drivers stopped by District 2 deputies were nearly four times as likely to receive a citation than drivers stopped by District 5 deputies.

Drivers stopped by District 3 deputies were cited 65.04 percent of the time (without controls). When modeling citation outcomes utilizing statistical controls, we found statistically significant differences in citation activity between District 3 and all other districts. In these comparisons, drivers stopped by District 3 deputies were more likely to receive a citation than drivers stopped by deputies from Districts 1, 2, 4, 5, and 7.

Drivers stopped by District 4 deputies were cited at the highest rate of any MCSO district (68.89%) when not considering statistical controls. After applying statistical controls, we found that District 4 deputies were less likely to issue citations than drivers stopped by deputies assigned to Districts

1, 2, 3, and 7. In Contrast, drivers stopped by deputies from District 4 were 21 percent more likely to receive a citation than drivers stopped by District 5 deputies.

District 5 (Lake Patrol) had a citation rate of 50.23 percent, without controls. Based on the results of modeling the citation outcomes using statistical controls we found that the likelihood of receiving a citation was higher for drivers stopped by deputies from all other districts when compared to District 5. Specifically, drivers stopped by Districts 1, were 135 percent more likely to receive a citation than drivers stopped by District 5 deputies. Drivers stopped by District 2 deputies were 61 percent more likely to receive a citation and Drivers stopped by District 3 were nearly four times as likely to receive a citation than drivers stopped by District 5 deputies. Drivers stopped by District 4 deputies were 21 percent more likely to receive a citation and drivers stopped by District 7 deputies were 54 percent more likely to receive a citation than drivers stopped by District 5 deputies.

District 7 had a citation rate of 55.88 percent absent statistical controls. In comparing District 7 citation activity to other districts utilizing statistical controls, drivers stopped by District 7 deputies were less likely to be issued a citation than drivers stopped in Districts 1 and 3. Specifically, drivers stopped by District 1 deputies were 53 percent more likely to be cited than drivers stopped by District 7 deputies. Drivers stopped by District 3 deputies were 142 percent more likely to be cited than drivers stopped by District 7 deputies. Drivers stopped by deputies from Districts 4 and 5 were less likely to receive a citation than drivers stopped by District 7 deputies.

Table 20: Odds Ratios for Citation Outcomes, Districts

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	—	1.46*	0.63*	1.94*	2.35*	1.53*
District 2	0.68*	—	0.43*	1.33*	1.61*	1.04
District 3	1.58*	2.31*	—	3.08*	3.72*	2.42*
District 4	0.51*	0.75*	0.32*	—	1.21*	0.78*
District 5	0.43*	0.62*	0.27*	0.83*	—	0.65*
District 7	0.66*	0.96	0.41*	1.27*	1.54*	—

* $p < 0.05$

Search Outcome

In Table 21 below, we compare districts on the likelihood that a driver experienced a discretionary search (driver or vehicle) during the traffic stop. Note that the number of discretionary searches in 2025 was small ($N = 116$) and accounted for 0.47 percent of all traffic stops (see Table 16). For example, there were no stops with discretionary searches made by District 4 deputies and there were only 12 discretionary searches made by District 7 deputies (0.25% of District 7 traffic stops).²⁹ Results of the analysis below should be interpreted with caution because of the relatively low number of events being modeled as the outcome variable.³⁰

In comparing districts, drivers stopped by District 1 deputies were more likely to be searched than drivers stopped by deputies from Districts 2, 5, and 7. Drivers stopped by District 3 were more likely to be searched than drivers stopped by District 5 deputies. No estimates were available for District 4 because there were no discretionary searches by deputies in that district.

Table 21: Comparison of Odds Ratios for Discretionary Searches, by Districts

	Reference Category					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	1.89*	1.04	Omitted	3.17*	2.24*
District 2	0.53*	–	0.55	Omitted	1.68	1.19
District 3	0.96	1.81	–	Omitted	3.05*	2.16
District 4	Omitted	Omitted	Omitted	–	Omitted	Omitted
District 5	0.32*	0.60	0.33*	Omitted	–	0.71
District 7	0.45*	0.84	0.46	Omitted	1.41	–

* $p < 0.05$

²⁹District 4 was removed from the comparisons in Table 21 because there were no discretionary searches conducted by deputies from District 4.

³⁰See King and Zeng (2002) “Logistic Regression in Rare Events” *Political Analysis* for a discussion of methodological problems encountered when using logistic regression with imbalanced data.

Arrest Outcome

Table 22 below reports results modeling arrest outcomes for the districts. Note that arrests analyzed below included both custodial arrests and non-custodial arrests during traffic stops and that the majority (74.53%) of arrests recorded in MCSO traffic stop data are “cite and release” arrests which do not involve taking the driver into custody (see Table 18). Based on these comparisons, we found differences in the odds of an arrest for all districts when comparing them to other districts.

Table 22: Comparison of Odds Ratio for Arrests, by Districts

	Reference Category					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	—	1.81*	1.48*	4.49*	1.27*	3.31*
District 2	0.55*	—	0.82	2.49*	0.70*	1.83*
District 3	0.67*	1.22	—	3.03*	0.86	2.23*
District 4	0.22*	0.40*	0.33*	—	0.28*	0.74*
District 5	0.79*	1.42*	1.16	3.53*	—	2.60*
District 7	0.30*	0.55*	0.45*	1.36*	0.38*	—

* $p < 0.05$

District 1 had a raw arrest rate of 9.83 (without controls) and had the highest arrest rate of any District in 2025. Based on the odds ratios utilizing statistical controls, drivers stopped in District 1 were more likely to be arrested than drivers stopped by deputies from all other Districts.

District 2 had an arrest rate of 5.98 percent (without controls). Compared to drivers stopped by deputies from Districts 1 and 5, drivers stopped by District 2 deputies were less likely to be arrested. Conversely, drivers stopped by District 2 deputies were more likely to be arrested than drivers stopped by deputies from District 4. There were no statistically significant differences in arrest rates between District 2 and District 3.

District 3 had an arrest rate of 7.07 percent (without controls). Based on the analysis, drivers stopped by District 3 deputies were less likely to be arrested than drivers stopped by deputies from District 1. However, compared to Districts 4 or 7, drivers stopped by District 3 deputies were more likely to be arrested. There was no statistically significant difference in the odds of an arrest between drivers stopped by deputies from District 3 and District 5.

District 4 had the lowest arrest rate across all the districts at 3.99 percent (without controls). Drivers stopped by deputies from all other Districts were more likely to be arrested when compared to drivers stopped by District 4 deputies. Drivers stopped by District 1 deputies were almost 350 percent more likely to be arrested than drivers stopped by deputies from District 4 while drivers

stopped by District 7 deputies were only 36 percent more likely to be arrested than drivers stopped by District 4 deputies.

District 5 had an arrest rate of 7.24 percent (without controls). Compared to stops by deputies from District 5, drivers stopped by deputies from District 1 were 27 percent more likely to be arrested. Additionally, drivers stopped by District 5 deputies were about 250 percent more likely to be arrested than those stopped by District 4 deputies and about 40 percent more likely to be arrested than drivers stopped by District 2 deputies. Finally, drivers stopped by District 5 deputies were 160 percent more likely to be arrested than drivers stopped by District 7 deputies.

District 7 had an arrest rate of 4.01 percent (without controls). Compared to District 7, drivers who were stopped by deputies from Districts 1, 2, 3, or 5 were more likely to be arrested. In the case of District 5, drivers were more than twice as likely to be arrested during their stop than drivers stopped by District 7 deputies, and drivers stopped by District 3 deputies were 123 percent more likely to be arrested than drivers stopped by District 7 deputies. Drivers stopped by District 2 deputies were about 80 percent more likely to be arrested when compared to drivers stopped by District 7 deputies. Drivers stopped by District 1 deputies were 230 percent more likely to be arrested than drivers stopped by deputies from District 1. Finally, when compared to Districts 4 drivers stopped by District 7 deputies were 36 percent more likely to be arrested than drivers stopped by deputies from District 4.

Propensity Score Matching Results, By District

In this section we report propensity score matching results for each district. The analysis provides district-level results for each of the baseline benchmarks used in the TSAR.

Stop Length

The baseline measure for investigating stop length uses all stops and includes extended stop indicators as matching variables. Table 23 below provides results of the PSM analysis for stop length for each district and provides results from the PSM analysis from TSAR 11 for comparison. There were no statistically significant differences in stop length identified by TSAR 11. For all districts we identified no statistically significant differences in stop length between Hispanic and White drivers, between Black and White drivers, or between Minority and White drivers.

Table 23: PSM Results for Stop Length, by District

	Difference in Minutes	t-statistic	Statistically Significant?
TSAR 11			
Hispanic v. White	-0.99	-1.02	No
Black v. White	-0.69	-0.71	No
Minority v. White	-1.10	-1.29	No
District 1			
Hispanic v. White	-0.56	-0.20	No
Black v. White	0.89	0.61	No
Minority v. White	-2.37	-1.03	No
District 2			
Hispanic v. White	0.80	0.52	No
Black v. White	1.28	0.51	No
Minority v. White	1.39	0.56	No
District 3			
Hispanic v. White	-3.73	-1.41	No
Black v. White	-2.59	-0.53	No
Minority v. White	-1.65	-1.33	No
District 4			
Hispanic v. White	1.93	1.03	No
Black v. White	-0.69	-0.67	No
Minority v. White	1.02	0.76	No
District 5			
Hispanic v. White	0.91	0.57	No
Black v. White	-1.51	-0.81	No
Minority v. White	0.85	0.67	No
District 7			
Hispanic v. White	-0.29	-0.28	No
Black v. White	1.04	0.89	No
Minority v. White	0.12	0.11	No

Citations

In this section we present the propensity score matching analyses of citation rates at the district level (Table 24). We provide results from the TSAR 11 analyses of disparity in citation rates for comparison. The TSAR 11 analyses found statistically significant disparity in citation rates for Hispanic drivers when compared to White drivers but no statistically significant difference between Black and White drivers or between Minority and White drivers.

We identified no statistically significant disparity in citation rates for Hispanic, Black, and Minority drivers in Districts 1, 2, 3, 5, and 7.

We identified a statistically significant difference in citation rates between Black and White drivers who were stopped by District 4 deputies. In this case, White drivers were issued citations at a higher rate than Black drivers. The raw citation rate for White drivers stopped by District 4 deputies was 68.28 percent and the citation rate for Black drivers stopped by District 4 deputies was 57.82 percent (see Table 14). Results of the propensity score matching analysis indicated that White drivers were issued citations 9.39 percent more often than Black drivers in District 4 and that this difference was statistically significant.

Table 24: PSM Results for Citations, by District

	Difference, in Percent	t-statistic	Statistically Significant?
TSAR 11			
Hispanic v. White	2.70	2.25	Yes
Black v. White	-3.19	-1.78	No
Minority v. White	1.15	1.11	No
District 1			
Hispanic v. White	-1.02	-0.40	No
Black v. White	-4.61	1.31	No
Minority v. White	-2.75	-1.24	No
District 2			
Hispanic v. White	0.97	0.28	No
Black v. White	-7.45	-1.54	No
Minority v. White	-0.30	-0.09	No
District 3			
Hispanic v. White	7.01	1.82	No
Black v. White	-4.33	-0.96	No
Minority v. White	6.05	1.95	No
District 4			
Hispanic v. White	2.38	1.00	No
Black v. White	-9.39	-2.45	Yes
Minority v. White	-1.49	-0.66	No
District 5			
Hispanic v. White	4.28	1.71	No
Black v. White	-1.52	-0.42	No
Minority v. White	0.01	0.03	No
District 7			
Hispanic v. White	1.63	0.64	No
Black v. White	-3.79	-0.88	No
Minority v. White	3.63	1.70	No

Searches

In Table 25 below, we provide results of the propensity score matching analyses of non-discretionary searches at the district level. We provide results from the propensity score matching analyses of searches from the TSAR 11 for comparison. The TSAR identified no statistically significant differences in searches for Hispanic, Black, or Minority drivers. MCSO identified 116 traffic stops with discretionary searches of drivers or vehicles in 2025.

Analyses of disparity in searches could not be conducted for Hispanic and Black drivers in District 4 as there were no discretionary searches in District 4.

There was no statistically significant difference in discretionary searches for Hispanic, Black, or Minority drivers in Districts 1 and 3.

We identified a statistically significant difference in the discretionary search rate for Black and White drivers in District 2. There were N = 4 (0.58%) searches of White drivers in District 4 and N = 5 (1.51%) searches of Black drivers in District 2. Propensity score matching results indicated that Black drivers were searched 1.51 percent more often than White drivers in District 2.³¹

District 5 deputies conducted 17 discretionary searches in 2025. Seven searches were conducted during stops of White drivers (0.15%) and four searches were conducted during stops of Black drivers (0.96%). Propensity score matching analysis identified a statistically significant difference in the search rate between Black and White drivers of 0.96 percent.³²

District 7 deputies conducted 12 discretionary searches in 2025. Six searches were conducted during stops of White drivers (0.17%) and no searches were conducted during stops of Black drivers (0.00%). Based results from the propensity score matching analysis of District 7 traffic stops White drivers were searched 0.75 percent more often than Black drivers and this difference was statistically significant.

³¹There were no stops with searches of White drivers matched in the PSM analysis of Black and White drivers in District 2.

³²There were no stops with searches of White drivers matched in the PSM analysis of Black and White drivers in District 5.

Table 25: PSM Results for Searches, by District

	Difference, in Percent	t-statistic	Statistically Significant?
TSAR 11			
Hispanic v. White	-0.05	-0.21	No
Black v. White	-0.05	-0.14	No
Minority v. White	-0.11	-0.50	No
District 1			
Hispanic v. White	0.51	0.76	No
Black v. White	1.07	1.11	No
Minority v. White	-0.11	-0.17	No
District 2			
Hispanic v. White	0.15	0.51	No
Black v. White	1.51	2.31	Yes
Minority v. White	0.44	1.82	No
District 3			
Hispanic v. White	-0.35	-0.41	No
Black v. White	-0.48	-0.45	No
Minority v. White	-0.23	-0.38	No
District 4			
Hispanic v. White	N/A	N/A	N/A
Black v. White	N/A	N/A	N/A
Minority v. White	N/A	N/A	N/A
District 5			
Hispanic v. White	0.13	0.44	No
Black v. White	0.96	2.00	Yes
Minority v. White	0.13	0.38	No
District 7			
Hispanic v. White	0.48	1.50	No
Black v. White	-0.75	-2.00	Yes
Minority v. White	0.29	0.68	No

Arrests

Table 26 below provides propensity score matching results for arrests in each district. We provide results from TSAR 11 for comparison. Analyses of arrests include all arrests (custodial and non-custodial arrests). TSAR 11 identified disparity in arrests between Hispanic and White drivers, between Black and White drivers, and between Minority and White drivers.

In District 1, the propensity score matching analysis identified statistically significant differences in arrest rates for Minority and White drivers. In this case, Minority drivers were arrested 4.30 percent more often than White drivers. The raw arrest rate for White drivers in District 1 was 8.50 percent and Minority drivers were arrested during 11.34 percent of traffic stops. There was no statistically significant difference in arrests rates for Black and White drivers or Hispanic and White drivers who were stopped by District 1 deputies.

In District 2 we did not identify statistically significant differences in arrest rates between White and Hispanic drivers. However, the analysis identified statistically significant differences in arrest rates for Black and White drivers. In this case, Black drivers were arrested 5.44 percent more often than White drivers. The raw arrest rate for White drivers in District 2 was 5.05 percent while Black drivers were arrested during 8.41 percent of traffic stops. The analysis also identified statistically significant difference in arrest rates between Minority and White drivers. In this case, Minority drivers were arrested 2.50 percent more often than White drivers. The raw arrest rate for Minority drivers stopped by District 2 deputies was 6.39 percent.

We identified no statistically significant disparity in arrest rates for Hispanic, Black and Minority drivers in District 3.

We identified a statistically significant difference in arrest rates between Hispanic and White drivers in District 4. Hispanic drivers were arrested at a rate 3.59 percent higher than White drivers. The raw arrest rate for Hispanic drivers stopped by District 4 deputies was 7.72 percent while the raw arrest rate for White drivers was 3.27 percent. There was no statistically significant difference in the arrest rates between Black and White drivers stopped by District 4 deputies. Finally, we identified a statistically significant difference in the arrest rates when comparing Minority and White drivers. In this case, Minority drivers were arrested 4.09 percent more often than White drivers. The raw arrest rate for Minority drivers in District 4 was 7.13 percent.

We identified statistically significant differences in arrest rates for Hispanic and Minority drivers stopped by District 5 deputies. Based on the propensity score matching analysis, Hispanic drivers were arrested 4.53 percent more often than White drivers in District 5 and this difference was statistically significant. There was no statistically significant difference in arrest rates for Black drivers in District 5. Minority drivers were arrested 3.94 percent more often than White drivers and this difference was statistically significant. The raw arrest rate for White drivers was 5.94 percent while Hispanic drivers were arrested during 10.07 percent of stops. Similarly, Minority drivers were arrested during 9.95 percent of stops by District 5 deputies.

Finally in District 7, we identified that Hispanic drivers were arrested 3.06 percent more often than White drivers and that this difference was statistically significant. There was no statistically significant difference in arrest rates for Black and White drivers who were stopped by District 7 deputies. We identified a statistically significant difference in arrest rates when comparing Minority and White drivers. in this case, Minority drivers were arrested 2.97 percent more often than White drivers. The raw arrest rate for White drivers stopped by District 7 deputies was 3.13 percent while Hispanic drivers were arrested during 7.26 percent of stops. The raw arrest rate for Minority drivers stopped by District 7 deputies was 6.75 percent.

Table 26: PSM Results for Arrests, by District

	Difference, in Percent	t-statistic	Statistically Significant?
TSAR 11			
Hispanic v. White	2.21	3.70	Yes
Black v. White	3.16	3.27	Yes
Minority v. White	2.58	4.64	Yes
District 1			
Hispanic v. White	2.10	1.28	No
Black v. White	3.47	1.48	No
Minority v. White	4.30	3.55	Yes
District 2			
Hispanic v. White	0.61	0.49	No
Black v. White	5.44	2.86	Yes
Minority v. White	2.50	2.17	Yes
District 3			
Hispanic v. White	1.65	0.78	No
Black v. White	-3.30	-1.00	No
Minority v. White	2.05	1.36	No
District 4			
Hispanic v. White	3.59	2.54	Yes
Black v. White	2.04	0.85	No
Minority v. White	4.09	3.45	Yes
District 5			
Hispanic v. White	4.53	4.15	Yes
Black v. White	3.06	1.40	No
Minority v. White	3.94	4.38	Yes
District 7			
Hispanic v. White	3.06	2.38	Yes
Black v. White	3.11	1.63	No
Minority v. White	2.97	3.22	Yes

District-Level Differences in Disparity

In this section we report the results analyzing differences in the levels of disparity among districts. We used propensity scores generated from covariates used in the TSAR but excluded variables for geography. Propensity scores were included in the modeling process to approximate the matching processes used in the TSAR. We provide pairwise estimates from full models for the difference in disparity for stop length (measured in minutes) and differences in odds ratios for citations/warnings, searches, and arrests. Full models are provided in Appendices E–H.

We present six different models for each benchmark, varying which district was the reference group to identify which districts display the most pronounced disparity when compared to one another. We also utilize the test for a linear hypothesis for each model to determine whether statistically significant differences of disparity exist among all districts simultaneously. While the differences in disparity identified in this section are discussed here, they do not necessarily mean that these districts had statistically significant differences within themselves for each benchmark referenced in this section. Full estimates for differences in searches could not be provided because models would not converge due to the low number of discretionary searches conducted by MCSO deputies within each district.

Hispanic v. White Drivers, Stop Length

In Table 27 below, we present the differences in disparities between White and Hispanic drivers among districts for the stop length benchmark. The post-hoc test where the interaction term between the driver race/ethnicity and district indicators was jointly zero was statistically significant ($F = 3.82$; $p = 0.002$) indicating that there was sufficient evidence to reject the null hypothesis of no difference in collective disparity in stop length for the districts. We identified statistically significant differences in disparity in stop length when comparing District 1 to Districts 4 and 5. In this case, District 1 had lower levels of disparity in stop length between Hispanic and White drivers than District 4 and District 5. Similarly, Districts 2, 3, and 7 also had statistically significant lower levels of disparity in stop length between Hispanic and White drivers when compared to District 5. In comparing District 4 to other districts we identified statistically significant lower levels of disparity in stop length for District 1, 2, 3, and 7.

Table 27: Comparison of Hispanic/White Stop Length Disparity Between Districts (PSW Regression, in Minutes)

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	0.31	1.35	–6.32*	–5.74*	–0.74
District 2	–0.31	–	1.04	–6.63*	–6.05*	–1.05
District 3	–1.35	–1.04	–	–7.67*	–7.09*	–2.08
District 4	6.32*	6.63*	7.67*	–	0.58	5.59*
District 5	5.74*	6.05*	7.09*	–0.58	–	5.00*
District 7	0.74	1.05	2.08	–5.59*	–5.00*	–
Test for significant differences	Significant	Significant	Significant	Significant	Significant	Significant

* $p < 0.05$

Black v. White Drivers, Stop Length

In Table 28 below, we report the results of the analyses comparing district-level differences in disparity in stop length for Black and White drivers. The post-hoc test for no differences was statistically significant ($F = 2.73$; $p = 0.018$) indicating that there was sufficient evidence to reject the null hypothesis of no difference in collective disparity in stop length for the districts. We identified statistically significant differences in disparity between District 4 and Districts 5 and 7. In this case District 4 had lower levels of disparity between Black and White drivers in stop length when compared to Districts 5 or 7.

Table 28: Comparison of Black/White Stop Length Disparity Between Districts (PSW Regression, in Minutes)

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	–0.73	0.93	3.78	–2.47	–1.26
District 2	0.74	–	1.66	4.52	–1.74	–0.52
District 3	–0.93	–1.66	–	2.85	–3.40	–2.18
District 4	–3.78	–4.52	–2.85	–	–6.25*	–5.04*
District 5	2.47	1.74	3.40	6.25*	–	1.22
District 7	1.26	0.52	2.18	5.04*	–1.22	–
Test for significant differences	Significant	Significant	Significant	Significant	Significant	Significant

* $p < 0.05$

Minority v. White Drivers, Stop Length

In Table 29 below, we report the results comparing district-level differences in disparity for stop length with Minority and White drivers. The post hoc test for no differences in disparity levels among all districts was statistically significant ($F = 2.39$; $p = 0.035$) indicating that there was sufficient evidence to reject the null hypothesis of no difference in stop length disparity among districts. We identified statistically significant differences in Minority/White stop length disparity for five districts. District 1 had lower levels of Minority/White stop length disparity when compared to District 5 but did not differ from Districts 2, 3, 4, or 7. Districts 2 and 3 had lower levels of Minority/White stop length disparity when compared to Districts 4 and 5 but did not differ from Districts 1 or 7.

Table 29: Comparison of Minority/White Stop Length Disparity Between Districts (PSW Regression, in Minutes)

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	0.26	1.66	–2.92	–3.25*	–0.53
District 2	–0.26	–	1.40	–3.17*	–3.51*	–0.78
District 3	–1.66	–1.40	–	–4.57*	–4.91*	–2.18
District 4	2.92	3.17*	4.57*	–	–0.34	2.39
District 5	3.25*	3.51*	4.91*	–4.57	–	2.73
District 7	0.53	0.78	2.18	–2.39	–2.73	–
Test for significant differences	Significant	Significant	Significant	Significant	Significant	Significant

* $p < 0.05$

Hispanic v. White Drivers, Citations

In Table 30 below, we present results for differences among districts for disparity in citation activity between Hispanic and White drivers. In this analysis we included speed and offense categories in generating propensity scores used for matching stops. Results of this analysis were similar to the analysis presented above. The post hoc test of no differences was statistically significant ($\chi^2 = 44.83$; $p > 0.001$) indicating that there was evidence to reject the null hypothesis of no difference in citation disparity among districts.

District 1 had statistically significant difference in citation disparity when compared to Districts 2, 4, 5, or 7. In this case, District 1 had lower levels of disparity in cite/warn disparity for Hispanic and White drivers. District 2 had lower levels of citation/warning disparity for White and Hispanic drivers when compared to Districts 4 and 7. District 3 had lower levels of disparity in citations and warnings when compared to Districts 4, 5, and 7. District 4 had higher levels of disparity when compared to Districts 1, 2, 3, and 5. District 5 had higher levels of disparity when compared to Districts 4 and 7, but had higher levels of disparity when compared to Districts 1 and 3. Finally, District 7 had higher levels of disparity when compared to Districts 1, 2, 3 and 5.

Table 30: Comparison of Hispanic/White Citation Disparity Between Districts (PSW Regression, Odds ratios)

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	0.74*	0.88	0.49*	0.67*	0.51*
District 2	1.35*	–	1.18	0.66*	0.90	0.68*
District 3	1.14	0.85	–	0.56*	0.76*	0.58*
District 4	2.05*	1.52*	1.80*	–	1.37*	1.04
District 5	1.49*	1.11	1.31*	0.73*	–	0.75*
District 7	1.98*	1.47*	1.74*	0.97	1.33*	–
Test for significant differences	Significant	Significant	Significant	Significant	Significant	Significant

* $p < 0.05$

Black v. White Drivers, Citations

In Table 31 below, we report results of the analysis comparing district-level disparity in citation activity for Black and White drivers. The post hoc test for no differences in disparity levels among all districts was statistically significant ($\chi^2 = 14.41$; $p = 0.013$) indicating that there was sufficient evidence to reject the null hypothesis of no difference in citation disparity among districts. We identified that District 4 differed from all other districts in its level of citation/warning disparity for Black and White drivers, with lower levels of disparity when compared to all other districts.

Table 31: Comparison of Black/White Citation Disparity Between Districts (PSW Regression, Odds ratios)

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	0.74	1.06	1.70*	0.81	0.79
District 2	1.36	–	1.44	2.30*	1.10	1.07
District 3	0.94	0.69	–	1.60*	0.76	0.74
District 4	0.59*	0.43*	0.63*	–	0.48*	0.46*
District 5	1.23	0.91	1.31	2.09*	–	0.98
District 7	1.27	0.93	1.35	2.15*	1.03	–
Test for significant differences	Significant	Significant	Significant	Significant	Significant	Significant

* $p < 0.05$

Minority v. White Drivers, Citations

In Table 32 below, we present results for differences between districts for disparity in citation activity for Minority and White drivers. The post hoc test of no differences was statistically significant ($\chi^2 = 31.40$; $p = 0.000$) indicating that there was sufficient evidence to reject the null hypothesis of no difference in citation disparity among districts.

We identified differences in disparity for all districts. District 1 had statistically significant lower Minority/White disparity in citation outcomes when compared to Districts 2, 4, 5, or 7. District 2 had higher levels of disparity when compared to Districts 1 or 3. District 3 had lower levels of disparity when compared to Districts 2, 4, 5, or 7. District 4 had higher levels of disparity when compared to Districts 1 and 3. Similarly, District 5 had higher levels of disparity when compared to Districts 1 and 3. Finally, District 7 had higher levels of disparity when compared to Districts 1 or 3.

Table 32: Comparison of Minority/White Citation Disparity Between Districts (PSW Regression, Odds ratios)

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	—	0.73*	0.97	0.69*	0.71*	0.63*
District 2	1.36*	—	1.33*	0.94	0.97	0.86
District 3	1.03	0.75*	—	0.71*	0.73*	0.65*
District 4	1.45*	1.06	1.41*	—	1.03	0.91
District 5	1.41*	1.03	1.37*	0.97	—	0.89
District 7	1.59*	1.17	1.55*	1.10	1.13	—
Test for significant differences	Significant	Significant	Significant	Significant	Significant	Significant

* $p < 0.05$

Hispanic v. White Drivers, Searches

In Table 33 below, we report the results of the analysis investigating differences among districts for disparity in discretionary searches between Hispanic and White drivers. Coefficients for District 4 were not available because there were no discretionary searches in that district. The post hoc test of no differences was not statistically significant ($\chi^2 = 1.64$; $p = 0.802$) indicating that there was insufficient evidence to reject the null hypothesis of no difference in search disparity among districts. There were no statistically significant differences in Hispanic/White search disparity among any districts.

Table 33: Comparison of Hispanic/White Search Disparity Between Districts (PSW Regression, Odds ratios)

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	1.50	0.92	N/A	0.55	0.66
District 2	0.66	–	0.61	N/A	0.37	0.44
District 3	1.09	1.64	–	N/A	0.60	0.72
District 4	Omitted	Omitted	Omitted	–	Omitted	Omitted
District 5	1.81	2.72	1.66	N/A	–	1.19
District 7	1.52	2.29	1.40	N/A	0.84	–
Test for significant differences	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant

* $p < 0.05$

Black v. White Drivers, Searches

In Table 34 below, we report the results of the analysis investigating differences among districts for disparity in discretionary searches between Black and White drivers. Coefficients for District 4 were not available because there were no searches in that District and there were no searches of Black drivers in District 7. The post hoc test of no differences was statistically significant ($\chi^2 = 8.74$; $p = 0.033$) indicating that there was sufficient evidence to reject the null hypothesis of no difference in search disparity among districts.

We identified that District 5 had higher levels of Black/White search disparity when compared to Districts 1 or 3.

Table 34: Comparison of Black/White Search Disparity Between Districts (PSW Regression, Odds ratios)

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	0.47	2.30	N/A	0.15*	N/A
District 2	2.14	–	4.93	N/A	0.31	N/A
District 3	0.43	0.20	–	N/A	0.06*	N/A
District 4	Omitted	Omitted	Omitted	–	Omitted	N/A
District 5	6.81*	3.18	15.67*	N/A	–	N/A
District 7	Omitted	Omitted	Omitted	N/A	Omitted	–
Test for significant differences	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant

* $p < 0.05$

Minority v. White Drivers, Searches

In Table 35 below, we report the results of the analysis investigating differences among districts for disparity in discretionary searches for Minority and White drivers. The post hoc test of no differences was not statistically significant ($\chi^2 = 3.06$; $p = 0.549$) indicating that there was insufficient evidence to reject the null hypothesis of no difference in search disparity among districts. We identified no statistically significant differences in disparity between districts.

Table 35: Comparison of Minority/White Search Disparity Between Districts
(PSW Regression, Odds ratios)

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	1.07	0.96	N/A	0.42	0.52
District 2	0.94	–	0.90	N/A	0.40	0.49
District 3	1.04	1.11	–	N/A	0.44	0.54
District 4	Omitted	Omitted	Omitted	–	Omitted	Omitted
District 5	2.37	2.53	2.27	N/A	–	1.23
District 7	1.93	2.06	1.85	N/A	0.81	–
Test for significant differences	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant

* $p < 0.05$

Hispanic v. White Drivers, Arrests

In Table 36 below, we report results of analyses comparing disparity levels for arrests of Hispanic and White drivers for districts. The post hoc test for no differences between disparity levels among all districts was statistically significant ($\chi^2 = 13.91$; $p = 0.016$) indicating that there was sufficient evidence to reject the null hypothesis of no difference in disparity in arrests for the districts. We identified that District 1 had a lower level of arrest disparity when compared to Districts 4 and 7. District 2 had lower levels of arrest disparity than Districts 4, 5, and 7. District 4 had higher levels of disparity when compared to Districts 1 or 2. District 5 had a higher level of disparity when compared to District 2. Finally, District 7 had higher levels of disparity when compared to Districts 1 or 2.

Table 36: Comparison of Hispanic/White Arrest Disparity Between Districts
(PSW Regression, Odds ratios)

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	1.29	0.85	0.58*	0.78	0.55*
District 2	0.78	–	0.66	0.45*	0.60*	0.43*
District 3	1.17	1.51	–	0.68	0.91	0.65
District 4	1.72*	2.21*	1.47	–	1.33	0.95
District 5	1.29	1.66*	1.10	0.75	–	0.71
District 7	1.80*	2.32*	1.54	1.05	1.40	–
Test for significant differences	Significant	Significant	Significant	Significant	Significant	Significant

* $p < 0.05$

Black v. White Drivers, Arrests

In Table 37 below, we report the results of the analysis comparing district-level disparity in arrest activity for Black and White drivers. The post hoc test for no differences in disparity levels among all districts was not statistically significant ($\chi^2 = 5.32$; $p = 0.387$) indicating that there was insufficient evidence to reject the null hypothesis of no difference in arrest disparity among districts. We identified no statistically significant differences in Black/White arrest disparity between districts when changing the district reference group.

Table 37: Comparison of Black/White Arrest Disparity Between Districts (PSW Regression, Odds ratios)

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	0.79	1.05	1.28	0.63	0.70
District 2	1.27	–	1.34	1.62	0.80	0.89
District 3	0.95	0.75	–	1.21	0.60	0.67
District 4	0.78	0.62	0.82	–	0.50	0.55
District 5	1.58	1.24	1.67	2.02	–	1.11
District 7	1.42	1.12	1.50	1.82	0.90	–
Test for significant differences	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant

* $p < 0.05$

Minority v. White Drivers, Arrests

In Table 38 below, we report the results of the analysis investigating differences among districts for disparity in arrests for Minority and White drivers. The post hoc test of no differences was statistically significant ($\chi^2 = 12.29$; $p = 0.031$) indicating that there was sufficient evidence to reject the null hypothesis of no difference in arrest disparity among districts.

We identified several statistically significant differences in Minority/White arrest disparity between districts when changing the district reference group. Districts 1 and 2 had lower levels of disparity when compared to Districts 4 and 7. District 3 had lower levels of disparity when compared to District 7. In contrast, District 4 had higher levels of disparity when compared to Districts 1 or 2. Finally, District 7 had higher levels of disparity when compared to Districts 1, 2, or 3.

Table 38: Comparison of Minority/White Arrest Disparity Between Districts (PSW Regression, Odds ratios)

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	1.09	0.95	0.64*	0.78	0.59*
District 2	0.92	–	0.88	0.58*	0.72	0.54*
District 3	1.05	1.14	–	0.67	0.82	0.62*
District 4	1.57*	1.71*	1.50	–	1.23	0.93
District 5	1.28	1.39	1.22	0.81	–	0.76
District 7	1.69*	1.84*	1.61*	1.07	1.32	–
Test for significant differences	Significant	Significant	Significant	Significant	Significant	Significant

* $p < 0.05$

Analysis of Seizures Following Searches

In this section, we evaluate seizures following searches for each district. Table 39 provides a tabulation of searches and seizures by race/ethnicity for District 1. District 1 had the largest number of non-incidental searches and the highest seizure rate relative to all other districts. In District 1, there was no statistically significant difference in the distributions of searches with and without seizures across driver race/ethnicity.

Table 39: District 1; Seizures During Discretionary Searches by the Race/Ethnicity of the Driver

Race/Ethnicity of Driver	Number of Searches	Percent of Searches without seizures	Percent of Searches with Seizures
Asian	1	100.00%	0.00%
Black	7	57.14%	42.86%
Hispanic	19	63.16%	36.84%
Native American	1	100.00	0.00%
White	24	37.50%	62.50%
Overall	52	51.92%	48.08%

$$\chi^2 = 4.89; p = 0.299; \text{Fischer's Exact } p = 0.250$$

Table 40 below provides a tabulation of searches and seizures by race/ethnicity in District 2. In District 2, there was no statistically significant difference in the distributions of searches with and without seizures across driver race/ethnicity.

Table 40: District 2; Seizures During Discretionary Searches by the Race/Ethnicity of the Driver

Race/Ethnicity of Driver	Number of Searches	Percent of Searches without seizures	Percent of Searches with Seizures
Asian	0	N/A	N/A
Black	5	100.00%	0.00%
Hispanic	6	50.00%	50.00%
Native American	0	N/A	N/A
White	4	75.00%	25.00%
Overall	15	73.33%	26.67%

$$\chi^2 = 3.49; p = 0.174; \text{Fischer's Exact } p = 0.233$$

Table 41 below provides a tabulation of searches and seizures by race/ethnicity in District 3. In District 3, there was no statistically significant difference in the distributions of searches with and without seizures across driver race/ethnicity.

Table 41: District 3; Seizures During Discretionary Searches by the Race/Ethnicity of the Driver

Race/Ethnicity of Driver	Number of Searches	Percent of Searches without seizures	Percent of Searches with Seizures
Asian	1	0.00%	100.00%
Black	2	100.00%	0.00%
Hispanic	6	83.33%	16.67%
Native American	0	N/A	N/A
White	11	36.36%	63.64%
Overall	20	55.00%	45.00%

$\chi^2 = 6.35$; $p = 0.096$; Fischer's Exact $p = 0.072$

There were no discretionary searches of drivers or vehicles in District 4.

Table 42 below provides a tabulation of searches and seizures by race/ethnicity in District 5. In District 5, there was no statistically significant difference in the distributions of searches with and without seizures across driver race/ethnicity.

Table 42: District 5; Seizures During Discretionary Searches by the Race/Ethnicity of the Driver

Race/Ethnicity of Driver	Number of Searches	Percent of Searches without seizures	Percent of Searches with Seizures
Asian	0	N/A	N/A
Black	4	75.00%	25.00%
Hispanic	6	83.33%	16.67
Native American	0	N/A	N/A
White	7	57.14%	42.86%
Overall	17	70.59%	29.41%

$\chi^2 = 1.12$; $p = 0.572$; Fischer's Exact $p = 0.796$

Table 43 below provides a tabulation of searches and seizures by race/ethnicity in District 7. District 7 had 12 traffic stops with discretionary searches. In District 7, there was no statistically significant difference in the distributions of searches with and without seizures across driver race/ethnicity.

Table 43: District 7; Seizures During Non-Incidental Searches by the Race/Ethnicity of the Driver

Race/Ethnicity of Driver	Number of Searches	Percent of Searches without seizures	Percent of Searches with Seizures
Asian	0	N/A	N/A
Black	0	N/A	N/A
Hispanic	4	100.00%	0.00%
Native American	2	100.00%	0.00%
White	6	50.00%	50.00%
Overall	12	75.00%	25.00%

$\chi^2 = 4.00$; $p = 0.135$; Fischer's Exact $p = 0.209$

SUMMARY OF FINDINGS

In this section we provide a summary of findings for each district. We begin with a brief discussion of the descriptive and summary statistics. Next, we provide a discussion of any statistically significant findings identifying district-level fixed effects on differences in stop lengths and the outcomes of citations/warnings, searches, and arrests. Following this, we discuss findings from the Propensity Score Matching analyses which identified whether racial/ethnic disparities existed within the district for stop length and the stop outcomes of citation/warning, searches, and arrests. Next, we report district-specific findings for the differences in disparity for stop length and the outcomes of citations, searches, and arrests. We conclude with findings from the analysis of seizures following non-incidental searches.

District 1

Deputies assigned to District 1 made a total of 3,854 traffic stops in 2025. The majority (65%) of deputies who made traffic stops in District 1 made fewer than 20 stops and one District 1 deputy made over 500 traffic stops. Traffic stops in District 1 increased during the afternoon commuting hours and into the evening and the number of stops per month stayed relatively stable throughout the year. District 1 deputies made 48 traffic stops while working on DUI Taskforce special assignments (1.25% of all District 1 traffic stops). District 1 deputies made 184 traffic stops while working Aggressive Driver special assignments (4.77% of District 1 traffic stops) and 12 traffic stops (0.31%) on Click-it-or-Ticket special assignments. Over nine percent (9.33%) of traffic stops made by District 1 deputies involved criminal traffic violations.

The racial/ethnic composition of drivers stopped by District 1 deputies was as follows: 11.96 percent Black, 31.21 percent Hispanic, and 53.11 percent White. 46.89 percent of drivers stopped by District 1 deputies were perceived as non-White Minority.

District 1 had the second longest average length of stop of any district with an average stop length of 18.21 minutes. Stops of Hispanic drivers in District 1 averaged about four minutes and 45 seconds longer than stops of White drivers. When excluding stops that were considered extended, stops of Hispanic drivers were approximately 16 seconds longer than stops of White drivers.

The most common reason for extended stops in District 1 was driving documentation issues with almost 44 percent of stops delayed for this reason. Approximately 54 percent of stops of Hispanic drivers were delayed for this reason while about 39 percent of stops of White drivers were delayed because of driving documentation issues.

District 1 deputies issued a citation during 57.21 percent of stops. Hispanic drivers were cited 60.87 percent of the time. Black drivers were cited during 58.10 percent of stops and White drivers were cited during 56.88 percent of stops. Non-White Minority drivers were cited during 56.45 percent of traffic stops.

The most common type of violation that was cited or warned in District 1 was for driving documentation issues (47.74% of stops) and citations/warnings for speed occurred during 23.66 percent of traffic stops. District 1 differs from all other districts in this regard. District 1 had a higher rate of discretionary searches than any other district (N = 52; 1.35% of stops). District 1 had an overall arrest rate of 9.83 percent, with the highest rate of custodial arrests (3.14% of stops) when compared to other districts.

Results of modeling stop length and stop outcomes (citation/warning, searches, and arrests) found District 1 differed from other districts in several ways. Stop lengths for District 1 traffic stops were longer than stops made by deputies from District 5 and stop lengths for District 1 traffic stops were shorter than stops made by deputies from Districts 2 and 4.

We found that drivers stopped by District 1 deputies were more likely to receive a citation than drivers stopped by deputies from Districts 2, 4, 5, and 7. Drivers stopped by deputies from District 1 were less likely to receive a citation than drivers stopped by deputies from District 3.

In comparing discretionary search activity among districts we found that the likelihood of experiencing a search was higher in District 1 when compared to Districts 2, 5, or 7. Finally, in comparing district-level arrest activity, we identified that drivers stopped by District 1 deputies were more likely to experience an arrest than drivers stopped by deputies from all other districts.

Propensity score matching results identified no statistically significant disparity in stop length, citations, and searches with any racial/ethnic group in District 1 and found no statistically significant disparity in arrest outcomes for Hispanic and Black drivers. We found statistically significant disparity in arrests of Minority and White drivers with Minority drivers arrested at a rate 4.30 percent higher than White drivers.

In examining differences in disparity among districts for the benchmarks of stop length, citations searches, and arrests for Hispanic, Black, and Minority drivers we found 16 differences in disparity levels. It appears District 1 disparity levels in stop length lowers the overall office-level disparity in stop length. Hispanic/White disparity in stop length was lower in District 1 when compared to Districts 4 and 5. Minority/White stop length disparity was lower in District 1 when compared to District 5. Hispanic/White and Minority/White citation rate disparities were lower in District 1 when compared to Districts 2, 4, 5 and 7. Black/White disparity in citations was higher in District 1 when compared to District 4.

Our examination of differences in disparity in discretionary searches found lower levels of Black/White disparity in District 1 when compared to disparity in District 5. We identified lower levels of Hispanic/White disparity in arrests in District 1 when compared to District 4 and lower levels of Minority/White disparity in arrests when compared to Districts 4 and 7.

There was no significant difference in the distribution of searches with and without seizures across driver race/ethnicity in District 1.

District 2

Deputies assigned to District 2 made a total of 2,259 traffic stops in 2025. The majority of deputies making stops when assigned to District 2 made fewer than 20 stops (60%). District 2 had one deputy who made between 150 and 199 traffic stops. District 2 deputies made 36 traffic stops while working on DUI Taskforce special assignments (1.59% of all District 2 stops).

The racial/ethnic composition of drivers stopped by District 2 deputies was as follows: 14.74 percent Black, 50.29 percent Hispanic, and 30.68 percent White. 69.32 percent of drivers stopped by District 2 deputies were non-White Minorities. District 2 had the highest proportion of Hispanic and non-White Minority drivers stopped compared to all other districts.

District 2 had an average stop length of 20.00 for all drivers. Excluding extended stops, District 2 traffic stops averaged 11.64 minutes. The most common extended stop reason in District 2 was driving documentation issues with about 65.47 percent of stops being delayed for this reason. District 2 had more training stops than any other district (12.79% of traffic stops).

District 2 had the lowest citation rate (45.11%) of any district and drivers were issued warnings during 54.54 percent of stops. The most common type of violation that was cited or warned in District 2 was speeding, accounting for about 33 percent of all District 2 stops. District 2 had the highest rate of non-speed moving violations (25.76%) when compared to other districts.

District 2 deputies made arrests during 135 traffic stops (5.98% of stops) in 2025, and custodial arrests of 36 drivers during the year. This accounted for 1.59 percent of all District 2 stops. During 4.38 percent of District 2 traffic stops (N = 99), deputies made non-custodial arrests. District 2 deputies made discretionary searches of persons or vehicles during 0.66 percent of traffic stops (N = 15).

Results modeling stop length and stop outcomes found District 2 differed from other districts in several ways. Stop lengths, on average, were longer in District 2 when compared to stops from all other districts. The citation rate in District 2 was lower when compared to Districts 1 and 3 but higher when compared to Districts 4 and 5.

Drivers were less likely to experience a search during a stop by District 2 deputies compared to stops made by deputies from District 1.

In comparing arrests across districts, we identified four statistically significant differences between District 2 and other districts. Drivers stopped by District 2 deputies were less likely to be arrested than drivers stopped by deputies from Districts 1 or 5. Drivers stopped by District 2 deputies were more likely to be arrested than drivers stopped by deputies from Districts 4 or 7.

Results of the propensity score matching model identified no statistically significant disparities in stop length or citation rates for Hispanic, Black, or Minority drivers in District 2. Disparities in searches was statistically significant for Black drivers. Black drivers were more likely to be searched than White drivers. Propensity score matching results for arrests identified two

statistically significant disparities in arrests for District 2. Black drivers were arrested at a rate 5.44 percent higher than White drivers in District 2. Minority drivers were arrested at a rate 2.50 percent higher than White drivers.

In examining differences in disparity among districts for the benchmarks of stop length, citations searches, and arrests for Hispanic, Black, and Minority drivers we found 15 differences in disparity levels for District 2. It appears District 2 disparity levels in stop length lowers the overall office-level disparity in stop length. Hispanic/White disparity and Minority/White disparity in stop length were lower in District 2 when compared to Districts 4 or 5. Disparity in Hispanic/White citation outcomes was lower in District 2 when compared to Districts 4 and 7 but higher when compared to District 1. Black/White disparity in citation outcomes was higher in District 2 when compared to District 4. Minority/White disparity in citation outcomes was higher in District 2 when compared to Districts 1 or 3.

We identified no statistically significant difference in disparity for searches for District 2. Finally, we identified lower levels of disparity in arrests for District 2. District 2 had lower levels of arrest disparity when compared to Districts 4, 5, or 7, and lower levels of Minority/White arrest disparity when compared to Districts 4 or 7. There is evidence to suggest District 4 contributes to lowering the overall disparity in arrests at the office level.

There was no significant difference in the distribution of searches with and without seizures across driver race/ethnicity in District 2.

District 3

Deputies from District 3 made a total of 2,051 traffic stops in 2025. Most deputies (74%) who made traffic stops in District 3 made fewer than 20 traffic stops. Two deputies from District 3 made between 200 and 500 traffic stops. District 3 deputies made 7 (0.34% of District 3 traffic stops) stops while working on the DUI Taskforce special assignments and 22 stops (1.07%) while on Aggressive Driver patrol. Approximately 6.5 percent (N = 133) of District 3 traffic stops involved criminal traffic violations.

The racial/ethnic composition of drivers stopped by District 3 deputies was as follows: 10.34 percent Black, 28.04 percent Hispanic, 58.46 percent White. 41.54 percent of drivers stopped by District 3 deputies were non-White Minority.

District 3 had an average stop length of 16.14 minutes for all stops. Excluding extended stops, District 3 stops averaged 10.29 minutes. The most common extended stop reason in District 3 was driving documentation issues and 37 percent of stops were delayed for this reason. Minority drivers stopped by District 3 deputies had a driving documentation issue during almost 44 percent of stops.

District 3 deputies cited drivers during 65 percent of traffic stops. Hispanic drivers stopped by District 3 deputies were cited at a lower rate (58.49%) than White (66.89%) drivers. The most

common offense that was cited or warned by District 3 deputies was speed. Over 44 percent of stops included a citation or warning for this type of offense.

Deputies from District 3 made discretionary searches of drivers or vehicles during 20 traffic stops (0.98 percent of District 3 stops). District 3 deputies made a total of 145 arrests during traffic stops in 2025 (7.07% of traffic stops). Of these, 32 were custodial arrests and the remaining 113 were non-custodial arrests.

Results modeling stop length and stop outcomes found District 3 differed from other districts in several ways. Stops made by District 3 deputies were longer, on average, from stops made by deputies from Districts 5. Stops in District 3 were shorter, on average, than stops by deputies from Districts 2 and 7.

In comparing district citation activity, we identified statistically significant differences in citation activity between District 3 and all other districts. Drivers stopped by deputies from District 3 were more likely to receive a citation when compared to stops by deputies from Districts 1, 2, 4, 5, or 7.

Drivers stopped by District 3 deputies were more likely to experience a discretionary search during the stop than drivers stopped by deputies from District 5.

Arrest comparisons across districts identified three statistically significant differences between District 3 and other districts. Drivers stopped by District 3 deputies were more likely to be arrested than drivers stopped by deputies from Districts 4 or 7. However, drivers stopped by District 3 deputies were less likely to be arrested than drivers stopped by deputies from District 1.

Results of the propensity score matching procedure identified no statistically significant disparities in stop length, citations, searches or arrests for any group (Hispanic, Black, or Minority drivers) for District 3.

In examining differences in disparity among districts for the benchmarks of stop length, citations searches, and arrests for Hispanic, Black, and Minority drivers we found 14 differences in disparity levels for District 3.

Analysis of district differences in disparity found District 3 disparity in stop length differed from Districts 4 and 5. In this case, District 3 had lower levels of Hispanic/White disparity and Minority/White disparity when compared to Districts 4 and 5. Comparisons of differences in citation disparities revealed differences in Hispanic/White, Black/White and Minority/White disparities when compared to several different Districts. District 3 had lower Hispanic/White disparities when compared to Districts 4, 5, or 7, and lower Minority/White disparities when compared to 2, 4, 5, or 7. However, Black/White citation disparities were higher in District 3 when compared to District 4.

There were no statistically significant differences in search disparities for Hispanic/White or Minority/White comparisons for District 3 when compared to other districts. District 3 had lower

Black/White search disparities when compared to District 5. Finally, we identified that District 3 had a lower level disparity in arrests for Minority drivers when compared to District 7.

In District 3, there was no significant difference in the distribution of searches with and without seizures across driver race/ethnicity.

District 4

Deputies from District 4 made a total of 4,709 traffic stops in 2025. Over 53 percent of deputies making traffic stops in District 4 made fewer than 20 stops. District 4 had the largest number and highest rate of stops that were made by a deputy in a traffic car. 3,198 stops were made by deputies designated as traffic patrol (67.91% of District 4 stops). District 4 deputies made 22 traffic stops while working DUI Taskforce special assignments which accounted for less than one percent of District 4 stops. Deputies also made 11 stops (0.23%) on Aggressive Driver special assignments.

The racial/ethnic composition of drivers stopped by District 4 deputies was as follows: 3.12 percent Black, 13.21 percent Hispanic, 81.25 percent White, 18.75 percent of drivers stopped by District 4 deputies were non-White Minority. District 4 had the lowest number and proportion of non-White drivers stopped when compared to all other districts.

The average length of stop for all drivers stopped by District 4 deputies was 13.96 minutes. Excluding extended stops, District 4 stop lengths averaged 10.20 minutes. The most common extended stop reason in District 4 was driving documentation issues and 68.87 percent of stops were delayed for this reason.

District 4 deputies cited drivers during 68.89 percent of stops. This was the highest citation rate of any district. There were some differences in citation rates across racial/ethnic groups. In District 4 White drivers were cited during 68.19 percent of stops while Hispanic drivers were cited during 76.85 percent of stops. The most common violation that was cited or warned in District 4 was speeding. Over 73 percent of stops in District 4 identified violations of this type.

District 4 deputies only made no discretionary searches of drivers or vehicles across all stops.

District 4 deputies made 27 custodial arrests (0.57% of District 4 stops) and 161 non-custodial arrests (3.42% of District 4 stops) in 2025. District 4 had the lowest arrest rate during traffic stops of any district in 2025 (3.99%).

Results modeling stop length and stop outcomes identified several ways District 4 differed from other districts. In comparing district stop lengths, District 4 stops were longer, on average, than stops made by deputies from District 5. District 4 stops were shorter on average than stops made by deputies from Districts 2 and 7.

In comparing district citation activity, drivers stopped by District 4 deputies were less likely to receive a citation than drivers stopped by Districts 1, 2, 3, or 7 deputies. Drivers stopped by

deputies from District 4 were more likely to receive a citation than drivers stopped by deputies from District 5.

There were no discretionary searches in District 4 to compare to other districts.

When comparing arrest outcomes in District 4, we identified that drivers stopped by deputies from all other Districts were more likely to be arrested than drivers stopped by deputies from District 4.

Results of the propensity score matching modeling procedure identified no statistically significant disparity in District 4 for benchmark of stop length. We identified that White drivers were cited at a rate 9.39 percent higher than Black drivers who were stopped by District 4 deputies. This difference was statistically significant. There was difference in discretionary searches to measure in District 4 because deputies did not conduct any discretionary searches in 2025.

Finally, results of the propensity score matching analysis of District 4 identified that Hispanic drivers were arrested at a rate 4.53 percentage points higher than White drivers. Similarly, Minority drivers were arrested at a rate 4.09 percent higher than White drivers.

In examining differences in disparity among districts for the benchmarks of stop length, citations searches, and arrests for Hispanic, Black, and Minority drivers we found 23 differences in disparity levels for District 4. Hispanic/White stop length disparity was higher in District 4 when compared to stops of deputies from Districts 1, 2, 3, or 7. Black/White stop length disparity was lower in District 4 when compared to Districts 5 or 7. Minority/White stop length disparity was higher in District 4 when compared to Districts 2 or 3. Comparison of citation outcome Hispanic/White disparity for District 4 identified that District 4 had higher levels of disparity when compared to District 1, 2, 3, or 5. District 4 had lower levels of Black/White disparity when compared to all other districts. Finally, District 4 had higher levels of Minority/White disparity when compared to Districts 1 or 3.

Comparison of search disparity for District 4 could not be conducted because there were no discretionary searches conducted in District 4 in 2025.

Hispanic/White and Minority/White arrest disparities were higher in District 4 when compared to Districts 1 or 2. There was no district difference in Black/White arrest disparity for District 4.

There was no statistically significant difference in the distribution of searches with and without seizures across driver race/ethnicity for District 4.

District 5

Deputies from District 5 (Lake Patrol) made a total of 7,060 traffic stops in 2025. District 5 had the largest number of stops of all districts. Almost 45 percent of District 5 deputies who made traffic stops made fewer than 20 stops in 2025. About 9 percent (N = 636) of traffic stops made by District 5 deputies were made when deputies were working on DUI Taskforce special assignments. An additional 724 (10.25%) traffic stops were made while District 5 deputies were working on Aggressive Driver special assignments and 55 stops (0.78%) were made when District 5 deputies

were working Click-it-or-Ticket special assignments. District 5 deputies had the second largest proportion of stops that involved criminal traffic offenses with over 7 percent of stops classified in this way.

The racial/ethnic composition of drivers stopped by District 5 deputies was as follows: 5.89 percent Black, 22.51 percent Hispanic, and 67.54 percent White, 32.46 percent of drivers stopped by District 5 deputies were non-White Minority.

The average length of stops for all drivers stopped by District 5 deputies was 13.89 minutes. Excluding extended stops, District 5 stop length averaged 8.90 minutes. The most common extended stop reason during District 5 traffic stops was driving documentation issues (34.46%). District 5 deputies experienced delays from DUI investigations (3.57%) more often than stops from all other districts.

District 5 deputies issued citations during 50.23 percent of all stops. Citation rates between racial/ethnic groups varied in District 5. Hispanic drivers were cited during over 55 percent of stops while Black drivers were cited during 49 percent of stops. White drivers were cited about 48.5 percent of the time.

The most common violation type that was cited or warned by District 5 deputies was speeding, with over 62 percent of stops involving this violation type.

Seventeen discretionary searches were conducted by District 5 deputies (0.24 percent of stops).

District 5 had the second highest arrest rate compared to other districts. During 7.24 percent (N = 511) of traffic stops made by District 5 deputies, drivers were arrested. The majority of these arrests were non-custodial arrests (N = 371). Custodial arrests occurred during 1.98 percent of District 5 stops (N = 140).

Results modeling district differences in stop length and stop outcomes identified several statistically significant differences. Drivers stopped by District 5 deputies experienced shorter average stop lengths than drivers stopped by deputies from all other districts.

Comparison of district-level citation activity for District 5 found that drivers were less likely to receive a citation from District 5 deputies when compared to all other districts.

When comparing search activity among districts, we found that District 5 deputies were less likely to conduct discretionary searches than deputies from Districts 1 or 3.

In comparing arrest activity among districts, this research found that drivers stopped by District 5 deputies were more likely to experience an arrest than drivers stopped by deputies from Districts 4 or 7. In contrast, drivers stopped by deputies from District 5 were less likely to experience an arrest than drivers from District 1.

Results of the propensity score matching identified statistically significant disparities in District 5 for the four benchmarks. We identified no statistically significant disparity in stop length for

Hispanic, Black or Minority drivers when compared to White drivers and no statistically significant differences for any groups in citation rates.

Propensity score analyses of search rates in District 5 identified statistically significant difference in search rates between Black and White drivers. In this case, Black drivers were searched at a rate 0.96 percent higher than White drivers. Finally, analyses of arrests identified statistically significant differences for Hispanic drivers and Minority drivers. Hispanic drivers were arrested at a rate 4.53 percent higher than White drivers and Minority drivers were arrested at a rate 3.94 percent higher than White drivers.

Analyses of district differences in stop length disparity identified that District 5 Hispanic/White disparity was higher when compared to Districts 1, 2, 3, or 7. Black/White disparity in stop length was higher in District 5 when compared to District 4. When comparing disparity in stop length between Minority and White drivers, we found that District 5 had higher levels of disparity when compared to Districts 1, 2, or 3.

District differences in Hispanic/White disparity in citation outcomes indicated that District 5 had higher disparity when compared to Districts 1 or 3 but lower levels of disparity when compared to Districts 4 or 7. Black/White disparity in citation outcomes was higher in District 5 when compared to District 4. Similarly, Minority/White disparity in citation outcomes was higher in District 5 when compared to Districts 1 or 3.

When analyzing district differences in Black/White search disparity, we found that District 5 had higher levels of disparity when compared to Districts 1 or 3.

Analyses of differences in Hispanic/White disparity for arrests found that District 5 had higher levels of disparity when compared to District 2, and no difference in Black/White or Minority/White disparity.

There was no significant difference in the distribution of searches with and without seizures across driver race/ethnicity for District 5.

District 7

Deputies from District 7 made a total of 4,714 traffic stops in 2025. The majority (52.9%) of deputies who made traffic stops in District 7 made fewer than 20 traffic stops during the year. District 7 had 1,645 traffic stops that were made by deputies working in a traffic car (34.90%).

In District 7, 37 (0.78%) stops were made by deputies working on DUI Taskforce special assignments. District 7 also had 279 stops made on Aggressive Driving campaigns which accounted for about six percent of District 7 stops.

The racial/ethnic composition of drivers stopped by District 7 deputies was as follows: 5.64 percent Black, 13.15 percent Hispanic, and 75.80 percent White, 24.20 percent of drivers stopped by District 7 deputies were non-White Minority.

The average length of stops for all drivers stopped by District 7 deputies was 13.02 minutes. Excluding extended stops, District 7 stop length averaged 9.76 minutes. The most common reason identified for extended stops in District 7 was Driving Documentation Issues with 17.97 percent of stops experiencing this type of delay. District 7 deputies identified few extended stops (28.21%) relative to other districts.

Deputies in District 7 cited 55.88 percent of drivers that were contacted and there were some differences across racial/ethnic groups. Specifically, Hispanic drivers were cited 66.13 percent of the time while White drivers were cited during 54.24 percent of stops. Black drivers were cited during 51.13 percent of stops.

Similar to all other districts, speeding was the most common type of violation drivers were cited or warned with in District 7, with 51.76 percent of stops involving this violation.

Deputies from District 7 had a low discretionary search rate (0.25%) compared to all other districts (that had searches), with twelve discretionary searches in 2025. Deputies from District 7 arrested 189 drivers in 2025. Of these arrests 38 were custodial arrests while the remaining 151 were non-custodial arrests.

Results modeling district differences in stop length and stop outcomes identified a number of notable differences for District 7. Average stop lengths for District 7 were shorter than those of Districts 2, and longer than stops made by deputies from Districts 1, 3, 4, or 5.

When modeling citation activity, we identified that drivers stopped by District 7 deputies were less likely to be cited than drivers stopped by deputies from Districts 1 or 3 but were more likely to be cited by deputies from Districts 4 or 5.

Analyses comparing district search activity to other districts found that drivers stopped by deputies assigned to District 7 were less likely to experience a discretionary search than drivers stopped by deputies assigned to District 1.

In comparing arrest activity across districts, we found that drivers stopped by District 7 deputies were more likely to be arrested than drivers stopped by deputies from District 4 but were less likely to be arrested by deputies assigned to Districts 1, 2, 3, or 5.

Results of the PSM analysis identified no statistically significant disparity for District 7 for stop length or citations for any group (Hispanic, Black, or Minority drivers). The analysis identified that White drivers were searched at a rate 0.75 percent higher than Black drivers; Hispanic drivers were arrested at a rate 3.06 percent higher than White drivers and that Black drivers were arrested at a rate 2.97 percent higher than White drivers.

Analysis of district-level differences in disparity found that District 7 had significantly lower levels of disparity in stop length for Hispanic and White drivers when compared to Districts 4 or 5. We also identified that District 7 had higher levels of disparity in stop length for Black drivers when compared to District 4. The analysis identified that District 7 had higher levels of disparity in citation rates between White and Hispanic drivers when compared to Districts 1, 2, 3 or 5, higher levels of Black/White disparity in citation outcomes when compared to District 4 and higher levels of Minority/White disparity in citation outcomes when compared to Districts 1 and 3. We found no district-level statistically significant difference in racial/ethnic disparity for discretionary searches.

Finally, we identified that District 7 had higher levels of disparity in Hispanic/White arrest outcomes when compared to Districts 1 or 2. And higher levels of disparity in arrests for Minority and White drivers when compared to Districts 1, 2, or 3.

There were no significant differences in the distribution of searches with and without seizures across drivers' race/ethnicity for District 7.

CONCLUSION AND MCSO RESPONSE

The purpose of this quarterly report was to investigate inequitable outcomes in traffic stops at the district level. TSAR 11 found evidence that MCSO had disparate outcomes for citation rates of Hispanic drivers and for arrest rates of Hispanic, Black, and Minority drivers compared to White drivers. Based on information identified in TSQR 19 and TSQR 20, and investigations of disparities identified in this report. MCSO analyses indicate that office-level and district-level arrest disparities are associated with several factors. These include criminal violations for speeding, differential offending for DUIs and suspended licenses, and warrant arrests. Continual investigation of these outcomes is occurring, in compliance with Paragraph 70.

To further investigate disparate outcomes, MCSO analyzed the 2025 district-level traffic stop data in five ways. First, MCSO described the general patterns of traffic enforcement and traffic collision activity from each district and identified that MCSO deputies typically focus traffic enforcement where there are safety concerns. Second, we determined whether districts differed from one another in average stop lengths and stop outcomes of citations, searches and arrests. Third, we utilized propensity score matching to determine within-district disparity for stop length and stop outcomes. Fourth, we compared between-district levels of disparity to identify whether districts differ from one another in their levels of disparity. Finally, we analyzed search and seizure activity for each district to determine whether different racial/ethnic groups experienced seizures following discretionary searches at different rates.

In comparing differences in stop length, we found that all districts differed from one another in stop length. Such findings were expected. As we have identified in previous TSQR reports, analyzing district level differences in stop length and stop outcomes (TSQR 5, TSQR 12, TSQR 14, and TSQR 18) and quarterly research on extended traffic stops (TSQR 3, TSQR 4, TSQR 13, TSQR 17, and TSQR 21), MCSO has identified that districts face different operational circumstances that extend stops.

For example, District 5 deputies may need to wait longer for tow trucks because they often patrol remote locations. Furthermore, the number of traffic stops made by individual deputies will impact stop length in different ways. Traffic vehicles used in Districts 4 and 7 make thousands of stops each year and the deputies that make these stops will have much shorter stop lengths when compared to deputies who make fewer than 20 stops in a year.

The demographic composition of district stops also impacts stop length and districts vary demographically. For example, in 2025, 6.32 percent of Hispanic drivers (N = 363) were identified driving without driver's licenses (ARS 28-3151A), while 0.57 percent of White drivers (N = 91) were identified without driver's licenses. Furthermore, Hispanic drivers were more likely than

White drivers to be found driving on a suspended license (ARS 28-3482 and ARS 28-3473³³). The average length of stop for drivers who violate driver's license requirements associated with these three statutes was 45.65 minutes and is largely due to vehicle tows under ARS 28-3511. For districts who stop a higher percentage of Hispanic drivers, this may contribute to the overall average stop length of the district. Similarly, districts who have higher incidence of DUIs and/or warrant arrests³⁴ will have longer stop lengths on average when these violations are identified once the stop has been made.

Our analysis comparing citation activity among districts identified differences across all districts. For example, District 2 issues citations during 45 percent of traffic stops while deputies from District 4 issue citations during 69 percent of stops. District differences in citation rates often reflect traffic patrol priorities in the communities MCSO serves and may also reflect the types of violations for which drivers are ultimately stopped. For instance, certain roadways are unsafe because of speeding and line of sight (e.g., the Salt River Basin) and speed violations may be prioritized in these areas, while other communities have low speed limits for which violations such as stop sign offenses may be prioritized. This is the case in Guadalupe and Fountain Hills where speed limits are low, and both communities employ many stop signs as traffic control devices at intersections. Furthermore, some communities such as Fountain Hills dedicate vehicles to school zone patrol. As Tables 15a-b illustrated, different districts patrol for different types of violations.

Our analysis comparing discretionary search activity identified that the likelihood of a discretionary search varied across districts but were most likely in District 1. Of the 116 discretionary searches conducted in 2025, 52 searches were conducted by deputies from District 1 while there were no discretionary searches conducted in District 4. Understanding district differences in discretionary search activity is a challenge given the paucity of discretionary searches conducted by MCSO. Even so, all searches are reviewed by MCSO on a monthly basis by MCSO's Audits and Inspections Unit which continue to identify searches as constitutional.

Analysis of arrest activity in the districts found significant differences in the likelihood of arrest across all districts. Drivers were most likely to be arrested by deputies from District 1 when compared to activity from other Districts. Nearly 25 percent (N = 379) of all MCSO arrests made in 2025 occurred in District 1. Of these arrests, 291 were arrests of drivers for criminal speed and/or suspended licenses. In contrast, drivers stopped by District 4 or District 7 deputies were

³³ In 2025, 3.45 percent (N = 198) of Hispanic drivers were stopped while driving on a criminally suspended driver's license (ARS-28-3473) and 1.08 percent of Hispanic drivers (N = 62) were stopped while driving on suspended driver's license for failure to appear in court (ARS 28-3482). In contrast, 1.12 percent of White drivers (N = 181) were stopped while driving on a criminally suspended driver's license (ARS 28-3473) and 0.28 percent of White drivers were stopped while driving on a suspended license for failure to appear in court. These proportional differences are statistically significant. $t = 11.58$ for ARS 28-3473 and $t = 7.46$ for ARS 28-3482.

³⁴ MCSO identified in TSQR 19, using 2024 traffic stop data, that Hispanic drivers were more likely to be arrested for a DUI or on a warrant than were White drivers.

least likely to effectuate an arrest when compared to other districts. Over 80 percent (N = 315; 83.55%) arrests in these two districts were also for criminal speed and/or suspended licenses.

For this research we conducted 69 propensity score matching analyses of disparity along four benchmarks for Hispanic, Black and Minority drivers. We identified 13 instances of statistically significant differences. For stop length, we identified no statistically significant differences between Hispanic and White drivers, Black and White drivers, or between Minority and White drivers. We identified one statistically significant difference between Black and White drivers in citation outcomes. According to the results White drivers were issued citations at a rate 9.39 percent higher than Black drivers in District 4.

While the TSAR 11 showed no statistically significant differences in discretionary search rates, the analyses presented in this report identified three statistically significant differences in district search rates. MCSO does not consider these differences a “pattern” due to the low number of discretionary searches performed in these districts and the propensity score matching analysis performs poorly with rare events. For example, there were 12 discretionary searches in District 7 in 2025. There were 6 searches of White drivers and no searches of Black drivers. Yet the analysis identified a statistically significant difference (0.75%) in search rates between Black and White drivers. MCSO does not interpret these findings as evidence that White drivers were targeted for discretionary searches. Given the small number of discretionary searches involved, the results should be interpreted cautiously and do not establish a pattern of differential enforcement.

As another example, we found Black/White disparity in searches in District 2. Of the N = 333 stops of Black drivers in District 2, there were 5 searches of Black drivers. The propensity score matching process matched no stops of White drivers with searches for a difference of 1.51 percentage points, which was the overall search rate of Black drivers in District 2. Similarly, we identified a statistically significant difference between Black and White drivers in District 5. Of the N = 416 stops of Black drivers by District 5 deputies there were 4 searches of Black drivers. The propensity score matching process matched no stops of White drivers with searches for a difference of 0.96 percent, which was the overall search rate of Black drivers in District 5.

Aligning with the findings from TSAR 11 which showed disparity in arrest outcomes for all groups, we identified 9 statistically significant differences in arrest rates using propensity score matching. In District 1, Minority drivers were arrested at a rate 4.30 percentage points higher than White drivers. After investigating this difference, we identified that Minority drivers were arrested for criminally suspended licenses (ARS 28-3473) at a higher rate (7.19%) than White drivers (3.81%). This difference was statistically significant.³⁵ MCSO does not currently identify a basis for corrective action in District 1 because the observed difference appears associated with violations identified through a uniform enforcement practice in which all stopped drivers are asked to provide a driver’s license regardless of race or ethnicity. MCSO will continue to monitor this

³⁵ $t = 4.64$, $p < 0.05$ for a difference in proportions.

outcome, consistent with the directives of Paragraph 70. There were no other statistically significant racial/ethnic differences by arrest reasons in District 1.

In District 2, Black drivers were arrested at a rate 5.44 percentage points higher than White drivers and Minority drivers as a group were arrested at a rate 2.50 percentage points higher than White drivers. After investigating the reasons for arrests in District 2, we identified that Black drivers were arrested for criminally suspended licenses (ARS 28-3273) during 3.60 percent of traffic stops while White drivers were arrested during 0.58 percent of traffic stops for this violation. This difference was statistically significant³⁶ and appears to have contributed substantially to the observed disparity.

In District 4, Hispanic drivers were arrested at a rate 3.59 percent higher than White drivers and Minority drivers were arrested at a rate 4.09 percent higher than White drivers. After investigating this difference, we identified that 2.89 percent of Hispanic drivers stopped by District 4 deputies were driving on criminally suspended driver's licenses (ARS 28-3473) while only 0.60 percent of White drivers stopped by District 4 deputies were identified with criminally suspended driver's licenses. The difference was statistically significant³⁷ and appears to have contributed substantially to the observed disparity.

In District 5, Hispanic drivers were arrested at a rate 4.53 percent higher than White drivers and Minority drivers were arrested at a rate 3.94 percent higher than White drivers. In District 7, Hispanic drivers were arrested at a rate 3.06 percent higher than White drivers and Minority drivers were arrested at a rate 2.97 percent higher than White drivers.

In the third analysis, we identified district-level differences in disparities. The goal of these analyses was to identify whether specific districts contribute to the overall disparity observed in the TSAR. As such, we highlight that there were differences in disparity levels for benchmarks which were identified in TSAR 11 as statistically significant and ignore benchmarks for which there was no difference. While there are differences in disparity levels, when comparing districts to one another, for benchmarks used in the TSAR, many of these differences negate one another at the aggregate office level. For example, when modeling stop length, we found Hispanic/White disparity in Districts 4 and 5 was higher than disparity in District 1. Thus, while the post-hoc test for identifying differences in disparity in stop length identified specific districts with higher or lower disparity in stop length, there was no disparity in stop length for Hispanic and White drivers at the office-level and there was no disparity in stop length identified at the district level for Districts 1, 4, or 5.

TSAR 11 identified disparity in citation rates for Hispanic and White drivers at the office-level. We identified that District 1 had higher levels of disparity for citations of Hispanic and White drivers when compared to Districts 2, 4, 5, or 7. Furthermore, District 3 had higher levels of

³⁶ $t = 3.66; p < 0.05$

³⁷ $t = 5.55; p < 0.05$

Hispanic/White disparity in citation outcomes when compared to Districts 4, 5, and 7. While the differences between districts offset one another, the cumulative effect of district-level citation disparity likely contributed to the citation disparity observed in the TSAR.

Finally, in our analysis of seizures following searches, we found no statistically significant difference in the seizure rate following searches.

In 2025 30.25 percent of arrests were for criminally suspended driver's licenses (ARS 28-3473A). Arrests for criminal speed (ARS 28-701.02) accounted for 49.58 percent of arrests in 2025. Hispanic and Minority drivers were arrested for criminal speed and suspended driver's licenses at a higher rate than White drivers in 2025. MCSO demonstrated in TSQR 6 and TSQR 19 that MCSO has no racial/ethnic disparity in criminal speed citations (versus civil citations or warnings) when controlling for speed the driver was traveling. Because TSQR 6 used data from 2020 and TSQR 19 used data from 2024, we investigated the 2025 data used for TSAR 11 and for this report and verified that this pattern still exists. MCSO's analysis found no statistically significant racial or ethnic disparity in criminal speed arrests when controlling for the speed at which drivers exceeded the criminal speed threshold.

As TSQR 7 and TSQR 20 have identified, MCSO arrests during traffic stops are largely non-custodial cite and release arrests. Non-custodial cite and release arrests were nearly 80 percent of arrests identified in 2024 and over 74 percent of arrests in 2025. Criminal speed and/or suspended license arrests accounted for 79.83 percent of these types of arrests in 2025.

Additional Actions

As with every quarterly, this report will be made available to the public and internal town halls will be held in each district to brief district commanders and staff on the findings.

It is often challenging to identify new operational measures designed to reduce disparities that may be impactful in addition to the already significant efforts that MCSO has been implementing with its continual policy evaluation, training, inspections, and TSMR interventions. To ensure the internal discussions that have historically occurred are evidenced moving forward, the Internal Review Group (IRG) was created in November 2023. The IRG is a multi-disciplinary group of personnel of varied ranks and roles, including patrol representatives from multiple districts, to ensure that findings are interpreted well and to provide advice to Executive Command on potential strategies to implement to address any findings of disparity. This review group will consider the results of this quarterly along with any recommendations from the Monitor, Parties and Community Advisory Board in response to these results and make recommendations to Executive

Command for an appropriate MCSO response. To provide transparency, all recommendations will be documented along with the action items taken in response or reasons why a particular recommendation was not advanced.

District-Specific Disparity and Planned Action

District 1

This research identified a 4.30 percent disparity in arrests for White and Minority drivers in District 1. TSAU will review all arrests effectuated by District 1 deputies to identify whether bias played a role in this outcome.

District 2

We identified a 1.51 percent disparity in searches between Black and White drivers, a 5.44 percent difference in arrest rates between Black and White drivers, and a 2.50 percent disparity in arrests between Minority and White drivers. TSAU will review all stops with searches of Black and White drivers in District 2 to identify whether bias played a role in this outcome. TSAU will review all arrests of Minority and White drivers in District to identify whether bias played a role in the arrest disparity between Black and White drivers and between all Minority drivers and White drivers.

District 3

We identified no statistically significant differences in stop length or stop outcomes with the PSM analyses and will not investigate any disparity in District 3.

District 4

In District 4, the research identified a 3.59 percent difference in arrest rates between Hispanic and White drivers and a 3.94 percent disparity in arrests between Minority and White drivers. TSAU will review arrests of Minority and White drivers made by District 4 deputies to identify whether bias played a role in this difference.

District 5

District 5 evidenced disparity on three different measures. We identified a 0.96 percent difference in the search rate between Black and White drivers, a 4.53 percent difference in arrest rates between Hispanic and White drivers, and a 3.94 percent difference in arrest rates between Minority and White drivers. TSAU will review stops of searches of Black and White drivers to determine if bias played a role in the search outcome. TSAU will also review all arrests of Minority and White drivers to identify if bias played a role in this stop outcome.

District 7

This research identified statistically significant disparity in arrests between Black and White drivers in District 7. MCSO identified a 3.06 percent disparity in arrest rates for Hispanic and White drivers and a 2.97 percent disparity in arrest rates between Minority and White drivers. TSAU will review arrests of Minority and White drivers to identify if bias played a role in these two outcomes.

Appendix A: Modeling Stop Length Differences for Districts

Table A1: Regression Results for Stop Length, District Fixed-Effects

	Model D1	Model D2	Model D3
Spline Time 1	-0.34 (0.38)	-0.34 (0.38)	-0.34 (0.38)
Spline Time 2	0.02 (0.08)	0.02 (0.08)	0.02 (0.08)
Spline Time 3	0.04 (0.07)	0.04 (0.07)	0.04 (0.07)
Spline Time 4	0.16* (0.05)	0.16* (0.05)	0.16* (0.05)
Spline Time 5	-0.25 (0.16)	-0.25 (0.16)	-0.25 (0.16)
Driver Sex M	0.13 (0.15)	0.13 (0.15)	0.13 (0.15)
Civil Traffic	12.41* (1.31)	12.41* (1.31)	12.41* (1.31)
Non-AZ Plate	1.17* (0.26)	1.17* (0.26)	1.17* (0.26)
Arrest	24.49* (1.31)	24.49* (1.31)	24.49* (1.31)
Search	46.80* (0.80)	46.80* (0.80)	46.80* (0.80)
Extended Stop Reasons			
Driving Documentation	3.35* (0.17)	3.35* (0.17)	3.35* (0.17)
DUI Investigation	31.22* (0.63)	31.22* (0.63)	31.22* (0.63)
Technical Issue	2.20* (0.26)	2.20* (0.26)	2.20* (0.26)
Training	7.69* (0.37)	7.69* (0.37)	7.69* (0.37)
Vehicle Tow	23.45* (0.83)	23.45* (0.83)	23.45* (0.83)
Other Issue	4.38* (0.20)	4.38* (0.20)	4.38* (0.20)
Deputy Category			
Traffic	-1.99* (0.50)	-1.99* (0.50)	-1.99* (0.50)
Supervisors	2.11* (0.58)	2.11* (0.58)	2.11* (0.58)
Off Duty	-1.05 (2.13)	-1.05 (2.13)	-1.05 (2.13)
Patrol	0.01 (0.45)	0.01 (0.45)	0.01 (0.45)
Districts			
District 1	—	-2.34* (0.31)	-0.78* (0.32)
District 2	2.33* (0.31)	—	1.55* (0.36)
District 3	0.78* (0.32)	-1.55* (0.36)	—
District 4	0.82* (0.31)	-1.52* (0.35)	0.04 (0.35)
District 5	-1.73* (0.25)	-4.07* (0.31)	-2.51* (0.30)
District 7	1.43* (0.27)	-0.91* (0.33)	0.65* (0.32)
Constant	-2.44 (1.67)	-0.10 (1.66)	-1.66 (1.67)
<i>F</i> (25, 24480)	1537.27*	1537.27*	1537.27*
<i>R</i> ²	0.611	0.611	0.611
<i>N</i>	24,506	24,506	24,506

* $p < 0.05$; “Other” deputies are the reference category.

Table A2: Regression Results for Stop Length, District Fixed-Effects

	Model D4	Model D5	Model D7
Spline Time 1	-0.34 (0.38)	-0.34 (0.38)	-0.34 (0.38)
Spline Time 2	0.02 (0.08)	0.02 (0.08)	0.02 (0.08)
Spline Time 3	0.04 (0.07)	0.04 (0.07)	0.04 (0.07)
Spline Time 4	0.16* (0.05)	0.16* (0.05)	0.16* (0.05)
Spline Time 5	-0.25 (0.16)	-0.25 (0.16)	-0.25 (0.16)
Driver Sex M	0.13 (0.15)	0.13 (0.15)	0.13 (0.15)
Civil Traffic	12.41* (1.31)	12.41* (1.31)	12.41* (1.31)
Non-AZ Plate	1.17* (0.26)	1.17* (0.26)	1.17* (0.26)
Arrest	24.49* (1.31)	24.49* (1.31)	24.49* (1.31)
Search	46.80* (0.80)	46.80* (0.80)	46.80* (0.80)
Extended Stop Reasons			
Driving Documentation	3.35* (0.17)	3.35* (0.17)	3.35* (0.17)
DUI Investigation	31.22* (0.63)	31.22* (0.63)	31.22* (0.63)
Technical Issue	2.20* (0.26)	2.20* (0.26)	2.20* (0.26)
Training	7.69* (0.37)	7.69* (0.37)	7.69* (0.37)
Vehicle Tow	23.45* (0.83)	23.45* (0.83)	23.45* (0.83)
Other Issue	4.38* (0.20)	4.38* (0.20)	4.38* (0.20)
Deputy Category			
Traffic	-1.99* (0.50)	-1.99* (0.50)	-1.99* (0.50)
Supervisors	2.11* (0.58)	2.11* (0.58)	2.11* (0.58)
Off Duty	-1.05 (2.13)	-1.05 (2.13)	-1.05 (2.13)
Patrol	0.01 (0.45)	0.01 (0.45)	0.01 (0.45)
Districts			
District 1	-0.82* (0.31)	1.73* (0.25)	-1.43* (0.27)
District 2	1.52* (0.35)	4.07* (0.31)	0.91* (0.33)
District 3	-0.04 (0.35)	2.51* (0.30)	-0.65* (0.32)
District 4	—	2.55* (0.28)	-0.61* (0.27)
District 5	-2.55* (0.28)	—	-3.16* (0.24)
District 7	0.61* (0.27)	3.16* (0.24)	—
Constant	-1.62 (1.69)	-4.17* (1.68)	-1.01 (1.68)
F (25, 24480)	1537.27*	1537.27*	1537.27*
R^2	0.611	0.611	0.611
N	24,506	24,506	24,506

* $p < 0.05$; “Other” deputies are the reference category.

Appendix B: Modeling Citation Outcomes for Districts

Table B1: Logistic Regression Results for Citations, District Fixed-Effects

	Model D1	Model D2	Model D3
Spline Time 1	1.20* (0.10)	1.20* (0.10)	1.20* (0.10)
Spline Time 2	0.99 (0.02)	0.99 (0.02)	0.99 (0.02)
Spline Time 3	1.00 (0.01)	1.00 (0.01)	1.00 (0.01)
Spline Time 4	0.92* (0.01)	0.92* (0.01)	0.92* (0.01)
Spline Time 5	1.10* (0.04)	1.10* (0.04)	1.10* (0.04)
Driver Sex M	0.99 (0.03)	0.99 (0.03)	0.99 (0.03)
Civil Traffic	0.00* (0.00)	0.00* (0.00)	0.00* (0.00)
Non-AZ Plate	0.94 (0.05)	0.94 (0.05)	0.94 (0.05)
Deputy Category			
Traffic	10.65* (1.23)	10.65* (1.23)	10.65* (1.23)
Supervisors	0.90 (0.11)	0.90 (0.11)	0.90 (0.11)
Off Duty	2.18 (1.06)	2.18 (1.06)	2.18 (1.06)
Patrol	1.53* (0.15)	1.53* (0.15)	1.53* (0.15)
Districts			
District 1	—	1.46* (0.10)	0.63* (0.05)
District 2	0.68* (0.05)	—	0.43* (0.04)
District 3	1.58* (0.12)	2.31* (0.19)	—
District 4	0.51* (0.03)	0.75* (0.06)	0.32* (0.03)
District 5	0.43* (0.02)	0.62* (0.04)	0.27* (0.02)
District 7	0.66* (0.04)	1.00 (0.07)	0.41* (0.03)
Offense Categories			
Non-Speed Moving	0.95 (0.08)	0.95 (0.08)	0.95 (0.08)
Driving Documentation	3.66* (0.29)	3.66* (0.29)	3.66* (0.29)
Equipment	0.11* (0.01)	0.11* (0.01)	0.11* (0.01)
Other Offense	2.07* (0.22)	2.07* (0.22)	2.07* (0.22)
ARS 28-3151A	61.46* (18.02)	61.46* (18.02)	61.46* (18.02)
Speed 0–4 mph	0.02* (0.02)	0.02* (0.02)	0.02* (0.02)
Speed 5–9 mph	0.03* (0.02)	0.03* (0.02)	0.03* (0.02)
Speed 10–14 mph	0.01* (0.00)	0.01* (0.00)	0.01* (0.00)
Speed 15–19 mph	0.06* (0.05)	0.06* (0.05)	0.06* (0.05)
Speed 20–24 mph	0.19* (0.14)	0.19* (0.14)	0.19* (0.14)
Speed 25–29 mph	0.41 (0.30)	0.41 (0.30)	0.41 (0.30)
Speed 30–34 mph	0.37 (0.28)	0.37 (0.28)	0.37 (0.28)
Speed 35–39 mph	0.17* (0.14)	0.17* (0.14)	0.17* (0.14)
Speed 40–44 mph	Omitted ^a	Omitted ^a	Omitted ^a
Speed 45–49 mph	Omitted ^a	Omitted ^a	Omitted ^a
Speed 50–54 mph	Omitted ^a	Omitted ^a	Omitted ^a
Speed 55+ mph	Omitted ^a	Omitted ^a	Omitted ^a
Constant	3922.52* (3641.92)	2685.40* (2491.91)	6211.65* (5777.45)
χ^2	10577.32*	10577.32*	10577.32*
R^2	0.317	0.317	0.317
N	24,433	24,433	24,433

* $p < 0.05$; “Other” deputy assignments are the reference category; ^aVariable omitted because of collinearity. “Speed” as an offense category was removed because of collinearity with the model.

Table B2: Logistic Regression Results for Citations, District Fixed-Effects

	Model D4	Model D5	Model D7
Spline Time 1	1.20* (0.10)	1.20* (0.10)	1.20* (0.10)
Spline Time 2	0.99 (0.02)	0.99 (0.02)	0.99 (0.02)
Spline Time 3	1.00 (0.01)	1.00 (0.01)	1.00 (0.01)
Spline Time 4	0.92* (0.01)	0.92* (0.01)	0.92* (0.01)
Spline Time 5	1.10* (0.04)	1.10* (0.04)	1.10* (0.04)
Driver Sex M	0.99 (0.03)	0.99 (0.03)	0.99 (0.03)
Civil Traffic	0.00* (0.00)	0.00* (0.00)	0.00* (0.00)
Non-AZ Plate	0.94 (0.05)	0.94 (0.05)	0.94 (0.05)
Deputy Category			
Traffic	10.65* (1.23)	10.65* (1.23)	10.65* (1.23)
Supervisors	0.90 (0.11)	0.90 (0.11)	0.90 (0.11)
Off Duty	2.18 (1.06)	2.18 (1.06)	2.18 (1.06)
Patrol	1.53* (0.15)	1.53* (0.15)	1.53* (0.15)
Districts			
District 1	1.94* (0.13)	2.35* (0.13)	1.53* (0.09)
District 2	1.33* (0.10)	1.61* (0.11)	1.04 (0.07)
District 3	3.08* (0.25)	3.72* (0.26)	2.42* (0.18)
District 4	—	1.21* (0.07)	0.78* (0.05)
District 5	0.83* (0.05)	—	0.65* (0.03)
District 7	1.27* (0.08)	1.54* (0.08)	—
Offense Categories			
Non-Speed Moving	0.95 (0.08)	0.95 (0.08)	0.95 (0.08)
Driving Documentation	3.66* (0.29)	3.66* (0.29)	3.66* (0.29)
Equipment	0.11* (0.01)	0.11* (0.01)	0.11* (0.01)
Other Offense	2.07* (0.22)	2.07* (0.22)	2.07* (0.22)
ARS 28-3151A	61.46* (18.02)	61.46* (18.02)	61.46* (18.02)
Speed 0–4 mph	0.02* (0.02)	0.02* (0.02)	0.02* (0.02)
Speed 5–9 mph	0.03* (0.02)	0.03* (0.02)	0.03* (0.02)
Speed 10–14 mph	0.01* (0.00)	0.01* (0.00)	0.01* (0.00)
Speed 15–19 mph	0.06* (0.05)	0.06* (0.05)	0.06* (0.05)
Speed 20–24 mph	0.19* (0.14)	0.19* (0.14)	0.19* (0.14)
Speed 25–29 mph	0.41 (0.30)	0.41 (0.30)	0.41 (0.30)
Speed 30–34 mph	0.37 (0.28)	0.37 (0.28)	0.37 (0.28)
Speed 35–39 mph	0.17* (0.14)	0.17* (0.14)	0.17* (0.14)
Speed 40–44 mph	Omitted ^a	Omitted ^a	Omitted ^a
Speed 45–49 mph	Omitted ^a	Omitted ^a	Omitted ^a
Speed 50–54 mph	Omitted ^a	Omitted ^a	Omitted ^a
Speed 55+ mph	Omitted ^a	Omitted ^a	Omitted ^a
Constant	2017.67* (1875.84)	1668.58* (1550.80)	2570.34* (2389.36)
χ^2	10577.32*	10577.32*	10577.32*
R^2	0.317	0.317	0.317
N	24,433	24,433	24,433

* $p < 0.05$; “Other” deputy assignments are the reference category; ^aVariable omitted because of collinearity.

“Speed” as an offense category was removed because of collinearity with the model.

Appendix C: Modeling Search Outcomes for Districts

Table C1: Logistic Regression Results for Searches, District Fixed-Effects

	Model D1	Model D2	Model D3
Spline Time 1	3.59 (3.81)	3.59 (3.81)	3.59 (3.81)
Spline Time 2	1.00 (0.12)	1.00 (0.12)	1.00 (0.12)
Spline Time 3	0.81 (0.09)	0.81 (0.09)	0.81 (0.09)
Spline Time 4	1.35* (0.08)	1.35* (0.08)	1.35* (0.08)
Spline Time 5	0.56* (0.11)	0.56* (0.11)	0.56* (0.11)
Driver Sex M	0.80 (0.18)	0.80 (0.18)	0.80 (0.18)
Civil Traffic	0.05* (0.01)	0.05* (0.01)	0.05* (0.01)
Non-AZ Plate	1.19 (0.41)	1.19 (0.41)	1.19 (0.41)
Deputy Category			
Traffic	0.25* (0.15)	0.25* (0.15)	0.25* (0.15)
Supervisors	0.36 (0.20)	0.36 (0.20)	0.36 (0.20)
Off Duty	0.69 (0.79)	0.69 (0.79)	0.69 (0.79)
Patrol	0.35* (0.11)	0.35* (0.11)	0.35* (0.11)
Districts			
District 1	—	1.89* (0.59)	1.04 (0.29)
District 2	0.53* (0.17)	—	0.55 (0.20)
District 3	0.96 (0.27)	1.81 (0.66)	—
District 4	Omitted ^a	Omitted ^a	Omitted ^a
District 5	0.32* (0.1)	0.60 (0.23)	0.33* (0.12)
District 7	0.45* (0.16)	0.84 (0.37)	0.46 (0.19)
Constant	0.01 (0.02)	0.00* (0.01)	0.01 (0.02)
χ^2	330.92*	330.92*	330.92*
R^2	0.232	0.232	0.232
N	19,802	19,802	19,802

* $p < 0.05$; “Other” deputies are the reference category.

There were no searches conducted in District 4 in 2025.

Table C2: Logistic Regression Results for Searches, District Fixed-Effects

	Model D4	Model D5	Model D7
Spline Time 1	N/A	3.59 (3.81)	3.59 (3.81)
Spline Time 2	N/A	1.00 (0.12)	1.00 (0.12)
Spline Time 3	N/A	0.81 (0.09)	0.81 (0.09)
Spline Time 4	N/A	1.35* (0.08)	1.35* (0.08)
Spline Time 5	N/A	0.56* (0.11)	0.56* (0.11)
Driver Sex M	N/A	0.80 (0.18)	0.80 (0.18)
Civil Traffic	N/A	0.05* (0.01)	0.05* (0.01)
Non-AZ Plate	N/A	1.19 (0.41)	1.19 (0.41)
Deputy Category			
Traffic	N/A	0.25* (0.15)	0.25* (0.15)
Supervisors	N/A	0.36 (0.20)	0.36 (0.20)
Off Duty	N/A	0.69 (0.79)	0.69 (0.79)
Patrol	N/A	0.35* (0.11)	0.35* (0.11)
Districts			
District 1	N/A	3.17* (0.96)	2.24* (0.83)
District 2	N/A	1.68 (0.66)	1.19 (0.52)
District 3	N/A	3.05* (1.08)	2.16 (0.89)
District 4	—	Omitted ^a	Omitted ^a
District 5	N/A	—	0.71 (0.30)
District 7	N/A	1.41 (0.59)	—
Constant		0.00* (0.01)	0.00* (0.01)
χ^2	N/A	330.92*	330.92*
R^2	N/A	0.232	0.232
N	N/A	19,802	19,802

* $p < 0.05$; “Other” deputies are the reference category.

There were no searches conducted in District 4 in 2025.

Appendix D: Modeling Arrest Outcomes for Districts

Table D1: Logistic Regression Results for Arrests, District Fixed-Effects

	Model D1	Model D2	Model D4
Spline Time 1	0.71* (0.08)	0.71* (0.08)	0.71* (0.08)
Spline Time 2	0.99 (0.03)	0.99 (0.03)	0.99 (0.03)
Spline Time 3	1.07* (0.03)	1.07* (0.03)	1.07* (0.03)
Spline Time 4	1.03 (0.02)	1.03 (0.02)	1.03 (0.02)
Spline Time 5	0.98 (0.05)	0.98 (0.05)	0.98 (0.05)
Driver Sex M	0.56* (0.03)	0.56* (0.03)	0.56* (0.03)
Non-AZ Plate	1.02 (0.09)	1.02 (0.09)	1.02 (0.09)
Deputy Category			
Traffic	2.25* (0.39)	2.25* (0.39)	2.25* (0.39)
Supervisors	1.29 (0.23)	1.29 (0.23)	1.29 (0.23)
Off Duty	2.17 (1.12)	2.17 (1.12)	2.17 (1.12)
Patrol	0.89 (0.13)	0.89 (0.13)	0.89 (0.13)
Districts			
District 1	—	1.81* (0.19)	1.48* (0.15)
District 2	0.55* (0.06)	—	0.82 (0.10)
District 3	0.67* (0.07)	1.22 (0.15)	—
District 4	0.22* (0.03)	0.40* (0.06)	0.33* (0.04)
District 5	0.79* (0.06)	1.42* (0.16)	1.16 (0.12)
District 7	0.30* (0.03)	0.55* (0.07)	0.45* (0.06)
Constant	0.27* (0.08)	0.15* (0.05)	0.18* (0.06)
χ^2	414.30*	414.30*	414.30*
R^2	0.036	0.036	0.036
N	24,647	24,647	24,647

* $p < 0.05$; “Other” deputies are the reference category.

Table D2: Logistic Regression Results for Arrests, District Fixed-Effects

	Model D4	Model D5	Model D7
Spline Time 1	0.71* (0.08)	0.71* (0.08)	0.71* (0.08)
Spline Time 2	0.99 (0.03)	0.99 (0.03)	0.99 (0.03)
Spline Time 3	1.07* (0.03)	1.07* (0.03)	1.07* (0.03)
Spline Time 4	1.03 (0.02)	1.03 (0.02)	1.03 (0.02)
Spline Time 5	0.98 (0.05)	0.98 (0.05)	0.98 (0.05)
Driver Sex M	0.56* (0.03)	0.56* (0.03)	0.56* (0.03)
Non-AZ Plate	1.02 (0.09)	1.02 (0.09)	1.02 (0.09)
Deputy Category			
Traffic	2.25* (0.39)	2.25* (0.39)	2.25* (0.39)
Supervisors	1.29 (0.23)	1.29 (0.23)	1.29 (0.23)
Off Duty	2.17 (1.12)	2.17 (1.12)	2.17 (1.12)
Patrol	0.89 (0.13)	0.89 (0.13)	0.89 (0.13)
Districts			
District 1	4.49* (0.55)	1.27* (0.10)	3.31* (0.35)
District 2	2.49* (0.35)	0.70* (0.08)	1.83* (0.24)
District 3	3.03* (0.41)	0.86 (0.09)	2.23* (0.28)
District 4	—	0.28* (0.03)	0.74* (0.08)
District 5	3.53* (0.41)	—	2.60* (0.26)
District 7	1.36* (0.15)	0.38* (0.04)	—
Constant	0.06* (0.02)	0.21* (0.07)	0.08* (0.03)
χ^2	414.30*	414.30*	414.30*
R^2	0.036	0.036	0.036
N	24,647	24,647	24,647

* $p < 0.05$; “Other” deputies are the reference category.

Appendix E: Modeling District Differences in Disparity in Stop Length

Hispanic v. White

Table E1: Results for Differences in District-level Disparity in Stop Length (Hispanic v. White)

	Model D1	Model D2	Model D3
Hispanic	5.60* (1.58)	5.29* (1.73)	4.25* (1.97)
District 1	—	0.56 (1.61)	2.00 (1.56)
District 2	-0.56 (1.61)	—	1.44 (1.76)
District 3	-2.00 (1.56)	-1.44 (1.76)	—
District 4	-5.60* (1.06)	-5.04* (1.34)	-3.60* (1.28)
District 5	-5.31* (1.13)	-4.75* (1.39)	-3.31* (1.33)
District 7	-5.71* (1.08)	-5.15* (1.36)	-3.71* (1.30)
District 1*Hispanic	—	0.31 (2.34)	1.35 (2.53)
District 2*Hispanic	-0.31 (2.34)	—	1.04 (2.63)
District 3*Hispanic	-1.35 (2.53)	-1.04 (2.63)	—
District 4*Hispanic	6.32* (2.31)	6.63* (2.42)	7.67* (2.60)
District 5*Hispanic	5.74* (2.23)	6.05* (2.34)	7.09* (2.52)
District 7*Hispanic	0.74 (2.20)	1.05 (2.31)	2.08 (2.50)
Constant	20.07* (0.98)	19.51* (1.27)	18.07* (1.21)
<i>N</i>	21,728	21,728	21,728
<i>F</i>	25.46*	25.46*	25.46*
<i>R</i> ²	0.030	0.030	0.030
Linear Hypothesis <i>F</i>	3.82*	3.82*	3.82*

**p* < 0.05

Table E2: Results for Differences in District-level Disparity in Stop Length (Hispanic v. White)

	Model D4	Model D5	Model D7
Hispanic	11.92* (1.69)	11.34* (1.57)	6.34* (1.53)
District 1	5.60* (1.06)	5.31* (1.13)	5.71* (1.08)
District 2	5.04* (1.34)	4.75* (1.39)	5.15* (1.36)
District 3	3.60* (1.28)	3.31* (1.33)	3.71* (1.30)
District 4	—	-0.29 (0.70)	0.10 (0.63)
District 5	0.29 (0.7)	—	0.40 (0.73)
District 7	-0.10 (0.63)	-0.40 (0.73)	—
District 1*Hispanic	-6.32* (2.31)	-5.74* (2.23)	-0.74 (2.20)
District 2*Hispanic	-6.63* (2.42)	-6.05* (2.34)	-1.05 (2.31)
District 3*Hispanic	-7.67* (2.6)	-7.09* (2.52)	-2.08 (2.50)
District 4*Hispanic	—	0.58 (2.31)	5.59* (2.28)
District 5*Hispanic	-0.58 (2.31)	—	5.00* (2.19)
District 7*Hispanic	-5.59* (2.28)	-5.00* (2.19)	—
Constant	14.47* (0.42)	14.76* (0.56)	14.37* (0.47)
<i>N</i>	21,728	21,728	21,728
<i>F</i>	25.46*	25.46*	25.46*
<i>R</i> ²	0.030	0.030	0.030
Linear Hypothesis <i>F</i>	3.82*	3.82*	3.82*

**p* < 0.05

Black v. White

Table E3: Results for Differences in District-level Disparity in Stop Length (Black v. White)

	Model D1	Model D2	Model D3
Black	3.71 (2.24)	4.45 (2.39)	2.78 (2.79)
District 1	–	1.27 (1.81)	2.94 (1.71)
District 2	-1.27 (1.81)	–	1.68 (1.82)
District 3	-2.94 (1.71)	-1.68 (1.82)	–
District 4	-5.95* (1.29)	-4.68* (1.43)	-3.01* (1.31)
District 5	-5.36* (1.42)	-4.10* (1.55)	-2.42 (1.43)
District 7	-5.96* (1.34)	-4.69* (1.48)	-3.02* (1.36)
District 1*Black	–	-0.74 (3.28)	0.93 (3.58)
District 2*Black	0.74 (3.28)	–	1.66 (3.67)
District 3*Black	-0.93 (3.58)	-1.66 (3.67)	–
District 4*Black	-3.78 (2.43)	-4.52 (2.56)	-2.85 (2.94)
District 5*Black	2.47 (3.23)	1.74 (3.33)	3.4 (3.63)
District 7*Black	1.26 (2.70)	0.52 (2.83)	2.18 (3.17)
Constant	21.02* (1.20)	19.75* (1.35)	18.08* (1.22)
<i>N</i>	17,846	17,846	17,846
<i>F</i>	8.26*	8.26*	8.26*
<i>R</i> ²	0.016	0.016	0.016
Linear Hypothesis <i>F</i>	2.73*	2.73*	2.73*

**p* < 0.05

Table E4: Results for Differences in District-level Disparity in Stop Length (Black v. White)

	Model D4	Model D5	Model D7
Black	-0.07 (0.93)	6.19* (2.32)	4.97* (1.51)
District 1	5.95* (1.29)	5.36* (1.42)	5.96* (1.34)
District 2	4.68* (1.43)	4.10* (1.55)	4.69* (1.48)
District 3	3.01* (1.31)	2.42 (1.43)	3.02* (1.36)
District 4	–	-0.58 (0.89)	0.01 (0.77)
District 5	0.58 (0.89)	–	0.59 (0.97)
District 7	-0.01 (0.77)	-0.59 (0.97)	–
District 1*Black	3.78 (2.43)	-2.47 (3.23)	-1.26 (2.70)
District 2*Black	4.52 (2.56)	-1.74 (3.33)	-0.52 (2.83)
District 3*Black	2.85 (2.94)	-3.40 (3.63)	-2.18 (3.17)
District 4*Black	–	-6.25* (2.50)	-5.04* (1.78)
District 5*Black	6.25* (2.50)	–	1.22 (2.77)
District 7*Black	5.04* (1.78)	-1.22 (2.77)	–
Constant	15.07* (0.47)	15.66* (0.76)	15.06* (0.60)
<i>N</i>	17,846	17,846	17,846
<i>F</i>	8.26*	8.26*	8.26*
<i>R</i> ²	0.016	0.016	0.016
Linear Hypothesis <i>F</i>	2.73*	2.73*	2.73*

**p* < 0.05

Minority v. White

Table E5: Results for Differences in District-level Disparity in Stop Length (Minority v. White)

	Model D1	Model D2	Model D3
Minority	4.89* (1.21)	4.63* (1.39)	3.24* (1.51)
District 1	–	0.21 (1.38)	1.80 (1.35)
District 2	-0.21 (1.38)	–	1.59 (1.53)
District 3	-1.80 (1.35)	-1.59 (1.53)	–
District 4	-4.97* (0.91)	-4.76* (1.16)	-3.17* (1.11)
District 5	-5.00* (0.96)	-4.79* (1.20)	-3.20* (1.16)
District 7	-5.22* (0.92)	-5.01* (1.17)	-3.42* (1.13)
District 1*Minority	–	0.26 (1.84)	1.66 (1.93)
District 2*Minority	-0.26 (1.84)	–	1.40 (2.05)
District 3*Minority	-1.66 (1.93)	-1.40 (2.05)	–
District 4*Minority	2.92 (1.67)	3.17 (1.81)	4.57* (1.90)
District 5*Minority	3.25* (1.61)	3.51* (1.75)	4.91* (1.85)
District 7*Minority	0.53 (1.57)	0.78 (1.71)	2.18 (1.81)
Constant	19.19* (0.84)	18.98* (1.10)	17.38* (1.06)
<i>N</i>	24,506	24,506	24,506
<i>F</i>	32.60*	32.60*	32.60*
<i>R</i> ²	0.025	0.025	0.025
Linear Hypothesis <i>F</i>	2.39*	2.39*	2.39*

**p* < 0.05

Table E6: Results for Differences in District-level Disparity in Stop Length (Minority v. White)

	Model D4	Model D5	Model D7
Minority	7.81* (1.16)	8.14* (1.07)	5.42* (1.00)
District 1	4.97* (0.91)	5.00* (0.96)	5.22* (0.92)
District 2	4.76* (1.16)	4.79* (1.20)	5.01* (1.17)
District 3	3.17* (1.11)	3.20* (1.16)	3.42* (1.13)
District 4	–	0.03 (0.59)	0.25 (0.53)
District 5	-0.03 (0.59)	–	0.22 (0.61)
District 7	-0.25 (0.53)	-0.22 (0.61)	–
District 1*Minority	-2.92 (1.67)	-3.25* (1.61)	-0.53 (1.57)
District 2*Minority	-3.17 (1.81)	-3.51* (1.75)	-0.78 (1.71)
District 3*Minority	-4.57* (1.90)	-4.91* (1.85)	-2.18 (1.81)
District 4*Minority	–	-0.34 (1.58)	2.39 (1.53)
District 5*Minority	0.34 (1.58)	–	2.73 (1.47)
District 7*Minority	-2.39 (1.53)	-2.73 (1.47)	–
Constant	14.21* (0.35)	14.19* (0.47)	13.97* (0.39)
<i>N</i>	24,506	24,506	24,506
<i>F</i>	32.60*	32.60*	32.60*
<i>R</i> ²	0.025	0.025	0.025
Linear Hypothesis <i>F</i>	2.39*	2.39*	2.39*

**p* < 0.05

Appendix F: Modeling District Differences in Disparity in Citation Outcomes

Hispanic v. White Drivers

Table F1: Results for Differences in District-level Disparity in Citations, Odds Ratios (Hispanic v. White)

	Model D1	Model D2	Model D3
Hispanic	1.02 (0.08)	1.37* (0.14)	1.16 (0.13)
District 1	—	2.07* (0.20)	0.87 (0.07)
District 2	0.48* (0.05)	—	0.42* (0.04)
District 3	1.15 (0.09)	2.38* (0.25)	—
District 4	1.35* (0.08)	2.80* (0.26)	1.18* (0.09)
District 5	0.72* (0.04)	1.48* (0.13)	0.62* (0.04)
District 7	0.66* (0.04)	1.37* (0.12)	0.57* (0.04)
District 1*Hispanic	—	0.74* (0.10)	0.88 (0.12)
District 2*Hispanic	1.35* (0.18)	—	1.18 (0.18)
District 3*Hispanic	1.14 (0.16)	0.85 (0.13)	—
District 4*Hispanic	2.05* (0.29)	1.52* (0.24)	1.80* (0.29)
District 5*Hispanic	1.49* (0.15)	1.11 (0.14)	1.31* (0.17)
District 7*Hispanic	1.98* (0.26)	1.47* (0.22)	1.74* (0.27)
Constant	1.42* (0.07)	0.69* (0.06)	1.64* (0.11)
<i>N</i>	21,728	21,728	21,728
Wald χ^2	505.39*	505.39*	505.39*
Pseudo R^2	0.020	0.020	0.020
Linear Hypothesis χ^2	44.83*	44.83*	44.83*

* $p < 0.05$

Table F2: Results for Differences in District-level Disparity in Citations, Odds Ratios (Hispanic v. White)

	Model D4	Model D5	Model D7
Hispanic	2.08* (0.24)	1.52* (0.10)	2.01* (0.20)
District 1	0.74* (0.05)	1.40* (0.08)	1.51* (0.09)
District 2	0.36* (0.03)	0.67* (0.06)	0.73* (0.07)
District 3	0.85* (0.06)	1.61* (0.12)	1.74* (0.13)
District 4	—	1.89* (0.09)	2.05* (0.11)
District 5	0.53* (0.03)	—	1.08 (0.05)
District 7	0.49* (0.03)	0.92 (0.04)	—
District 1*Hispanic	0.49* (0.07)	0.67* (0.07)	0.51* (0.07)
District 2*Hispanic	0.66* (0.10)	0.90 (0.11)	0.68* (0.10)
District 3*Hispanic	0.56* (0.09)	0.76* (0.10)	0.58* (0.09)
District 4*Hispanic	—	1.37* (0.18)	1.04 (0.16)
District 5*Hispanic	0.73* (0.10)	—	0.75* (0.09)
District 7*Hispanic	0.97 (0.15)	1.33* (0.16)	—
Constant	1.92* (0.07)	1.02 (0.03)	0.94 (0.03)
<i>N</i>	21,728	21,728	21,728
Wald χ^2	505.39*	505.39*	505.39*
Pseudo R^2	0.020	0.020	0.020
Linear Hypothesis χ^2	44.83*	44.83*	44.83*

* $p < 0.05$

Black v. White Drivers

Table F3: Results for Differences in District-level Disparity in Citations, Odds Ratios (Black v. White)

	Model D1	Model D2	Model D3
Black	0.93 (0.11)	1.26 (0.20)	0.88 (0.15)
District 1	–	2.10* (0.22)	0.97 (0.09)
District 2	0.48* (0.05)	–	0.46* (0.05)
District 3	1.03 (0.09)	2.16* (0.25)	–
District 4	1.23* (0.08)	2.58* (0.26)	1.20* (0.10)
District 5	0.77* (0.05)	1.61* (0.16)	0.75* (0.06)
District 7	0.62* (0.04)	1.30* (0.13)	0.60* (0.05)
District 1*Black	–	0.74 (0.14)	1.06 (0.22)
District 2*Black	1.36 (0.26)	–	1.44 (0.34)
District 3*Black	0.94 (0.20)	0.69 (0.16)	–
District 4*Black	0.59* (0.14)	0.43* (0.11)	0.63 (0.17)
District 5*Black	1.23 (0.20)	0.91 (0.18)	1.31 (0.27)
District 7*Black	1.27 (0.24)	0.93 (0.20)	1.35 (0.31)
Constant	1.39* (0.07)	0.66* (0.06)	1.43* (0.10)
<i>N</i>	17,846	17,846	17,846
Wald χ^2	213.19*	213.19*	213.19*
Pseudo R^2	0.013	0.013	0.013
Linear Hypothesis χ^2	14.41*	14.41*	14.41*

* $p < 0.05$

Table F4: Results for Differences in District-level Disparity in Citations, Odds Ratios (Black v. White)

	Model D4	Model D5	Model D7
Black	0.55* (0.11)	1.15 (0.13)	1.18 (0.18)
District 1	0.81* (0.05)	1.30* (0.08)	1.61* (0.11)
District 2	0.39* (0.04)	0.62* (0.06)	0.77* (0.08)
District 3	0.83* (0.07)	1.34* (0.10)	1.66* (0.14)
District 4	–	1.60* (0.09)	1.99* (0.12)
District 5	0.62* (0.03)	–	1.24* (0.06)
District 7	0.50* (0.03)	0.80* (0.04)	–
District 1*Black	1.70* (0.40)	0.81 (0.13)	0.79 (0.15)
District 2*Black	2.30* (0.59)	1.10 (0.21)	1.07 (0.23)
District 3*Black	1.60 (0.43)	0.76 (0.16)	0.74 (0.17)
District 4*Black	–	0.48* (0.11)	0.46* (0.12)
District 5*Black	2.09* (0.49)	–	0.97 (0.19)
District 7*Black	2.15* (0.55)	1.03 (0.20)	–
Constant	1.71* (0.07)	1.07* (0.03)	0.86* (0.03)
<i>N</i>	17,846	17,846	17,846
Wald χ^2	213.19*	213.19*	213.19*
Pseudo R^2	0.013	0.013	0.013
Linear Hypothesis χ^2	14.41*	14.41*	14.41*

* $p < 0.05$

Minority v. White Drivers

Table F5: Results for Differences in District-level Disparity in Citations, Odds Ratios (Minority v. White)

	Model D1	Model D2	Model D3
Minority	0.94 (0.07)	1.29* (0.12)	0.97 (0.10)
District 1	–	2.07* (0.19)	0.85* (0.07)
District 2	0.48* (0.05)	–	0.41* (0.04)
District 3	1.17* (0.09)	2.42* (0.25)	–
District 4	1.37* (0.08)	2.83* (0.25)	1.17* (0.09)
District 5	0.71* (0.04)	1.47* (0.13)	0.61* (0.04)
District 7	0.67* (0.04)	1.39* (0.12)	0.58* (0.04)
District 1*Minority	–	0.73* (0.09)	0.97 (0.12)
District 2*Minority	1.36* (0.16)	–	1.33* (0.18)
District 3*Minority	1.03 (0.12)	0.75* (0.10)	–
District 4*Minority	1.45* (0.16)	1.06 (0.14)	1.41* (0.19)
District 5*Minority	1.41* (0.12)	1.03 (0.11)	1.37* (0.15)
District 7*Minority	1.59* (0.16)	1.17 (0.14)	1.55* (0.19)
Constant	1.42* (0.07)	0.69* (0.06)	1.66* (0.11)
<i>N</i>	24,506	24,506	24,506
Wald χ^2	475.32*	475.32*	475.32*
Pseudo R^2	0.016	0.016	0.016
Linear Hypothesis χ^2	31.40*	31.40*	31.40*

* $p < 0.05$

Table F6: Results for Differences in District-level Disparity in Citations, Odds Ratios (Minority v. White)

	Model D4	Model D5	Model D7
Minority	1.37* (0.12)	1.33* (0.07)	1.50* (0.11)
District 1	0.73* (0.04)	1.40* (0.08)	1.48* (0.09)
District 2	0.35* (0.03)	0.68* (0.06)	0.72* (0.06)
District 3	0.86* (0.06)	1.64* (0.12)	1.74* (0.13)
District 4	–	1.92* (0.09)	2.03* (0.10)
District 5	0.52* (0.02)	–	1.06 (0.05)
District 7	0.49* (0.03)	0.95 (0.04)	–
District 1*Minority	0.69* (0.08)	0.71* (0.06)	0.63* (0.06)
District 2*Minority	0.94 (0.12)	0.97 (0.11)	0.86 (0.10)
District 3*Minority	0.71* (0.09)	0.73* (0.08)	0.65* (0.08)
District 4*Minority	–	1.03 (0.11)	0.91 (0.11)
District 5*Minority	0.97 (0.10)	–	0.89 (0.08)
District 7*Minority	1.10 (0.13)	1.13 (0.10)	–
Constant	1.94* (0.07)	1.01 (0.03)	0.96 (0.03)
<i>N</i>	24,506	24,506	24,506
Wald χ^2	475.32*	475.32*	475.32*
Pseudo R^2	0.016	0.016	0.016
Linear Hypothesis χ^2	31.40*	31.40*	31.40*

* $p < 0.05$

Appendix G: Modeling District Differences in Disparity in Searches

Hispanic v. White

Table G1: Results for Differences in District-level Disparity in Searches, Odds Ratios (Hispanic v. White)

	Model D1	Model D2	Model D3
Hispanic	1.15 (0.37)	0.76 (0.52)	1.25 (0.67)
District 1	—	1.94 (1.10)	1.30 (0.50)
District 2	0.52 (0.29)	—	0.67 (0.41)
District 3	0.77 (0.29)	1.49 (0.92)	—
District 4	Omitted	Omitted	Omitted
District 5	0.12* (0.05)	0.24* (0.16)	0.16* (0.08)
District 7	0.17* (0.08)	0.33 (0.23)	0.22* (0.12)
District 1*Hispanic	—	1.50 (1.13)	0.92 (0.57)
District 2*Hispanic	0.66 (0.50)	—	0.61 (0.53)
District 3*Hispanic	1.09 (0.68)	1.64 (1.42)	—
District 4*Hispanic	Omitted	Omitted	Omitted
District 5*Hispanic	1.81 (1.18)	2.72 (2.40)	1.66 (1.29)
District 7*Hispanic	1.52 (1.15)	2.29 (2.20)	1.40 (1.21)
Constant	0.02* (0.00)	0.01* (0.00)	0.01* (0.00)
<i>N</i>	17,285	17,285	17,285
Wald χ^2	47.08*	47.08*	47.08*
Pseudo R^2	0.053	0.053	0.053
Linear Hypothesis χ^2	1.64	1.64	1.64

* $p < 0.05$

There were 0 searches conducted in District 4 in 2025.

Table G2: Results for Differences in District-level Disparity in Searches, Odds Ratios (Hispanic v. White)

	Model D4	Model D5	Model D7
Hispanic	N/A	2.08 (1.18)	1.75 (1.19)
District 1	N/A	8.06* (3.52)	5.83* (2.81)
District 2	N/A	4.16* (2.71)	3.01 (2.05)
District 3	N/A	6.20* (3.09)	4.49* (2.41)
District 4	–	Omitted	Omitted
District 5	N/A	–	0.72 (0.42)
District 7	N/A	1.38 (0.80)	–
District 1*Hispanic	N/A	0.55 (0.36)	0.66 (0.49)
District 2*Hispanic	N/A	0.37 (0.32)	0.44 (0.42)
District 3*Hispanic	N/A	0.60 (0.47)	0.72 (0.62)
District 4*Hispanic	–	Omitted	Omitted
District 5*Hispanic	N/A	–	1.19 (1.05)
District 7*Hispanic	N/A	0.84 (0.75)	–
Constant	N/A	0.00* (0.00)	0.00* (0.00)
<i>N</i>	N/A	17,285	17,285
Wald χ^2	N/A	47.08*	47.08*
Pseudo R^2	N/A	0.053	0.053
Linear Hypothesis χ^2	N/A	1.64	1.64

* $p < 0.05$

There were 0 searches conducted in District 4 in 2025.

Black v. White

Table G3: Results for Differences in District-level Disparity in Searches, Odds Ratios (Black v. White)

	Model D1	Model D2	Model D3
Black	1.02 (0.49)	2.19 (1.60)	0.44 (0.36)
District 1	–	1.93 (1.13)	1.30 (0.54)
District 2	0.52 (0.30)	–	0.67 (0.44)
District 3	0.77 (0.32)	1.48 (0.96)	–
District 4	Omitted	Omitted	Omitted
District 5	0.15* (0.07)	0.28 (0.19)	0.19* (0.10)
District 7	0.20* (0.11)	0.39 (0.28)	0.27* (0.16)
District 1*Black	–	0.47 (0.41)	2.30 (2.15)
District 2*Black	2.14 (1.87)	–	4.93 (5.33)
District 3*Black	0.43 (0.41)	0.20 (0.22)	–
District 4*Black	Omitted	Omitted	Omitted
District 5*Black	6.81* (5.51)	3.18 (3.10)	15.67* (16.16)
District 7*Black	Omitted	Omitted	Omitted
Constant	0.02* (0.00)	0.01* (0.01)	0.02* (0.01)
<i>N</i>	13,614	13,614	13,614
Wald χ^2	27.91*	27.91*	27.91*
Pseudo <i>R</i> ²	0.050	0.050	0.050
Linear Hypothesis χ^2	8.74*	8.74*	8.74*

**p* < 0.05

There were 0 searches conducted in District 4 in 2025.

Table G4: Results for Differences in District-level Disparity in Searches, Odds Ratios (Black v. White)

	Model D4	Model D5	Model D7
Black	N/A	6.97 (4.53)	N/A
District 1	N/A	6.87 (3.16)	N/A
District 2	N/A	3.56 (2.41)	N/A
District 3	N/A	5.29 (2.85)	N/A
District 4	–	Omitted	Omitted
District 5	N/A	–	N/A
District 7	N/A	1.41 (0.88)	–
District 1*Black	N/A	0.15 (0.12)	N/A
District 2*Black	N/A	0.31 (0.31)	N/A
District 3*Black	N/A	0.06 (0.07)	N/A
District 4*Black	–	Omitted	Omitted
District 5*Black	N/A	–	N/A
District 7*Black	Omitted	Omitted	–
Constant	N/A	0.00 (0.00)	N/A
<i>N</i>	N/A	13,614	N/A
Wald χ^2	N/A	27.91*	N/A
Pseudo <i>R</i> ²	N/A	0.050	N/A
Linear Hypothesis χ^2	N/A	8.74*	N/A

**p* < 0.05

There were 0 searches conducted in District 4 in 2025.

Minority v. White

Table G3: Results for Differences in District-level Disparity in Searches, Odds Ratios (Minority v. White)

	Model D1	Model D2	Model D3
Minority	1.14 (0.33)	1.07 (0.64)	1.19 (0.56)
District 1	–	2.01 (1.12)	1.32 (0.50)
District 2	0.50 (0.28)	–	0.66 (0.40)
District 3	0.76 (0.29)	1.52 (0.92)	–
District 4	Omitted	Omitted	Omitted
District 5	0.13* (0.06)	0.26* (0.17)	0.17 (0.08)
District 7	0.17* (0.08)	0.34 (0.23)	0.22 (0.12)
District 1*Minority	–	1.07 (0.71)	0.96 (0.53)
District 2*Minority	0.94 (0.62)	–	0.90 (0.69)
District 3*Minority	1.04 (0.57)	1.11 (0.85)	–
District 4*Minority	Omitted	Omitted	Omitted
District 5*Minority	2.37 (1.37)	2.53 (1.98)	2.27 (1.56)
District 7*Minority	1.93 (1.33)	2.06 (1.79)	1.85 (1.45)
Constant	0.02* (0.00)	0.01* (0.00)	0.01 (0.00)
<i>N</i>	19,802	19,802	19,802
Wald χ^2	47.37*	47.37*	47.37*
Pseudo R^2	0.045	0.045	0.045
Linear Hypothesis χ^2	3.06	3.06	3.06

* $p < 0.05$; There were 0 searches conducted in District 4 in 2025.

Table G4: Results for Differences in District-level Disparity in Searches, Odds Ratios (Minority v. White)

	Model D4	Model D5	Model D7
Minority	N/A	2.70* (1.35)	2.20 (1.37)
District 1	N/A	7.80* (3.40)	5.96* (2.85)
District 2	N/A	3.89* (2.50)	2.97 (2.00)
District 3	N/A	5.90* (2.93)	4.51* (2.40)
District 4	–	Omitted	Omitted
District 5	N/A	–	0.76 (0.44)
District 7	N/A	1.31 (0.75)	–
District 1*Minority	N/A	0.42 (0.24)	0.52 (0.36)
District 2*Minority	N/A	0.40 (0.31)	0.49 (0.42)
District 3*Minority	N/A	0.44 (0.30)	0.54 (0.42)
District 4*Minority	–	Omitted	Omitted
District 5*Minority	N/A	–	1.23 (0.99)
District 7*Minority	N/A	0.81 (0.65)	–
Constant	N/A	0.00* (0.00)	0.00* (0.00)
<i>N</i>	N/A	19,802	19,802
Wald χ^2	N/A	47.37*	47.37*
Pseudo R^2	N/A	0.045	0.045
Linear Hypothesis χ^2	N/A	3.06	3.06

* $p < 0.05$

There were 0 searches conducted in District 4 in 2025.

Appendix H: Modeling District Differences in Disparity in Arrest Outcomes

Hispanic v. White

Table H1: Results for Differences in District-level Disparity in Arrests, Odds Ratios (Hispanic v. White)

	Model D1	Model D2	Model D3
Hispanic	1.37* (0.17)	1.06 (0.24)	1.60* (0.32)
District 1	—	1.71* (0.35)	1.37* (0.21)
District 2	0.59* (0.12)	—	0.80 (0.18)
District 3	0.73* (0.11)	1.25 (0.28)	—
District 4	0.37* (0.05)	0.64* (0.13)	0.51* (0.08)
District 5	0.68* (0.07)	1.16 (0.23)	0.93 (0.13)
District 7	0.30* (0.04)	0.52* (0.11)	0.42* (0.07)
District 1*Hispanic	—	1.29 (0.34)	0.85 (0.20)
District 2*Hispanic	0.78 (0.20)	—	0.66 (0.20)
District 3*Hispanic	1.17 (0.28)	1.51 (0.46)	—
District 4*Hispanic	1.72* (0.39)	2.21* (0.66)	1.47 (0.40)
District 5*Hispanic	1.29 (0.21)	1.66* (0.42)	1.10 (0.25)
District 7*Hispanic	1.80* (0.42)	2.32* (0.70)	1.54 (0.43)
Constant	0.10* (0.01)	0.06* (0.01)	0.07* (0.01)
<i>N</i>	21,851	21,851	21,851
Wald χ^2	225.17*	225.17*	225.17*
Pseudo R^2	0.026	0.026	0.026
Linear Hypothesis χ^2	13.91*	13.91*	13.91*

* $p < 0.05$

Table H2: Results for Differences in District-level Disparity in Arrests, Odds Ratios (Hispanic v. White)

	Model D4	Model D5	Model D7
Hispanic	2.35* (0.44)	1.76* (0.19)	2.46* (0.48)
District 1	2.67* (0.34)	1.47* (0.15)	3.28* (0.43)
District 2	1.57* (0.33)	0.86 (0.17)	1.92* (0.41)
District 3	1.95* (0.31)	1.08 (0.15)	2.39* (0.39)
District 4	–	0.55* (0.06)	1.23 (0.17)
District 5	1.81* (0.21)	–	2.23* (0.27)
District 7	0.82 (0.12)	0.45* (0.05)	–
District 1*Hispanic	0.58* (0.13)	0.78 (0.13)	0.55* (0.13)
District 2*Hispanic	0.45* (0.13)	0.60* (0.15)	0.43* (0.13)
District 3*Hispanic	0.68 (0.19)	0.91 (0.21)	0.65 (0.18)
District 4*Hispanic	–	1.33 (0.29)	0.95 (0.26)
District 5*Hispanic	0.75 (0.16)	–	0.71 (0.16)
District 7*Hispanic	1.05 (0.28)	1.40 (0.31)	–
Constant	0.04* (0.00)	0.07* (0.00)	0.03* (0.00)
<i>N</i>	21,851	21,851	21,851
Wald χ^2	225.17*	225.17*	225.17*
Pseudo R^2	0.026	0.026	0.026
Linear Hypothesis χ^2	13.91*	13.91*	13.91*

* $p < 0.05$

Black v. White

Table H3: Results for Differences in District-level Disparity in Arrests, Odds Ratios (Black v. White)

	Model D1	Model D2	Model D3
Black	1.32 (0.24)	1.68 (0.50)	1.25 (0.38)
District 1	–	1.72* (0.37)	1.39* (0.23)
District 2	0.58* (0.13)	–	0.81 (0.19)
District 3	0.72* (0.12)	1.24 (0.30)	–
District 4	0.38* (0.05)	0.65 (0.15)	0.52* (0.09)
District 5	0.69* (0.08)	1.18 (0.25)	0.96 (0.15)
District 7	0.29* (0.04)	0.49* (0.11)	0.40* (0.07)
District 1*Black	–	0.79 (0.27)	1.05 (0.38)
District 2*Black	1.27 (0.44)	–	1.34 (0.57)
District 3*Black	0.95 (0.34)	0.75 (0.32)	–
District 4*Black	0.78 (0.35)	0.62 (0.31)	0.82 (0.42)
District 5*Black	1.58 (0.41)	1.24 (0.43)	1.67 (0.59)
District 7*Black	1.42 (0.54)	1.12 (0.50)	1.50 (0.68)
Constant	0.10* (0.01)	0.06* (0.01)	0.07* (0.01)
<i>N</i>	17,941	17,941	17,941
Wald χ^2	143.04*	143.04*	143.04*
Pseudo R^2	0.026	0.026	0.026
Linear Hypothesis χ^2	5.32	5.32	5.32

* $p < 0.05$

Table H4: Results for Differences in District-level Disparity in Arrests, Odds Ratios (Black v. White)

	Model D4	Model D5	Model D7
Black	1.03 (0.42)	2.08* (0.37)	1.88 (0.63)
District 1	2.65* (0.38)	1.45* (0.16)	3.50* (0.53)
District 2	1.54 (0.35)	0.84 (0.18)	2.04* (0.47)
District 3	1.91* (0.34)	1.05 (0.16)	2.53* (0.46)
District 4	–	0.55* (0.07)	1.32 (0.22)
District 5	1.82* (0.24)	–	2.41* (0.33)
District 7	0.76 (0.12)	0.41* (0.06)	–
District 1*Black	1.28 (0.57)	0.63 (0.16)	0.7 (0.27)
District 2*Black	1.62 (0.82)	0.80 (0.28)	0.89 (0.40)
District 3*Black	1.21 (0.62)	0.60 (0.21)	0.67 (0.30)
District 4*Black	–	0.50 (0.22)	0.55 (0.29)
District 5*Black	2.02 (0.90)	–	1.11 (0.42)
District 7*Black	1.82 (0.95)	0.90 (0.34)	–
Constant	0.04* (0.00)	0.07* (0.00)	0.03* (0.00)
<i>N</i>	17,941	17,941	17,941
Wald χ^2	143.04*	143.04*	143.04*
Pseudo R^2	0.026	0.026	0.026
Linear Hypothesis χ^2	5.32	5.32	5.32

* $p < 0.05$

Minority v. White Drivers

Table H5: Results for Differences in District-level Disparity in Arrests, Odds Ratios (Minority v. White)

	Model D1	Model D2	Model D3
Minority	1.35* (0.15)	1.24 (0.26)	1.42 (0.25)
District 1	–	1.72* (0.34)	1.37* (0.20)
District 2	0.58* (0.12)	–	0.80 (0.18)
District 3	0.73* (0.11)	1.25 (0.28)	–
District 4	0.37* (0.05)	0.64* (0.13)	0.51* (0.08)
District 5	0.68* (0.07)	1.17 (0.22)	0.94 (0.13)
District 7	0.31* (0.04)	0.53* (0.11)	0.43* (0.07)
District 1*Minority	–	1.09 (0.26)	0.95 (0.20)
District 2*Minority	0.92 (0.22)	–	0.88 (0.24)
District 3*Minority	1.05 (0.22)	1.14 (0.32)	–
District 4*Minority	1.57* (0.32)	1.71* (0.46)	1.50 (0.37)
District 5*Minority	1.28 (0.19)	1.39 (0.32)	1.22 (0.25)
District 7*Minority	1.69* (0.33)	1.84* (0.49)	1.61* (0.39)
Constant	0.10* (0.01)	0.06* (0.01)	0.07* (0.01)
<i>N</i>	24,647	24,647	24,647
Wald χ^2	248.18*	248.18*	248.18*
Pseudo R^2	0.024	0.024	0.024
Linear Hypothesis χ^2	12.29*	12.29*	12.29*

* $p < 0.05$

Table H6: Results for Differences in District-level Disparity in Arrests, Odds Ratios (Minority v. White)

	Model D4	Model D5	Model D7
Minority	2.12* (0.36)	1.73* (0.16)	2.28* (0.37)
District 1	2.68* (0.34)	1.47* (0.15)	3.22* (0.42)
District 2	1.56* (0.32)	0.85 (0.16)	1.88* (0.39)
District 3	1.95* (0.31)	1.07 (0.15)	2.35* (0.38)
District 4	–	0.55* (0.06)	1.20 (0.17)
District 5	1.83* (0.21)	–	2.20* (0.26)
District 7	0.83 (0.12)	0.45* (0.05)	–
District 1*Minority	0.64* (0.13)	0.78 (0.11)	0.59* (0.12)
District 2*Minority	0.58* (0.16)	0.72 (0.17)	0.54* (0.14)
District 3*Minority	0.67* (0.16)	0.82 (0.17)	0.62* (0.15)
District 4*Minority	–	1.23 (0.24)	0.93 (0.22)
District 5*Minority	0.81 (0.16)	–	0.76 (0.14)
District 7*Minority	1.07 (0.25)	1.32 (0.25)	–
Constant	0.04* (0.00)	0.07* (0.00)	0.03* (0.00)
<i>N</i>	24,647	24,647	24,647
Wald χ^2	248.18*	248.18*	248.18*
Pseudo R^2	0.024	0.024	0.024
Linear Hypothesis χ^2	12.29*	12.29*	12.29*

* $p < 0.05$

