REPORT ON ANALYSIS OF TRAFFIC STOP DATA COLLECTED UNDER VIRGINIA'S COMMUNITY POLICING ACT

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Virginia Department of Criminal Justice Services
1100 Bank Street, Richmond, VA 23219
www.dcjs.virginia.gov

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Executive Summary

Background

2026 marks the sixth year the Virginia Department of Criminal Justice Services (DCJS) has published an annual report analyzing traffic stop data from the Virginia State Police's Community Policing Database, as mandated by the *Code of Virginia* § 9.1-192. This report contains a review of how the data was collected and analyzed as well as preliminary findings from 1,048,265 traffic stops reported in Virginia during the 12-month period between January 1, 2025, and December 31, 2025. Also presented are findings from analyses of statewide data; aggregated data from the seven Virginia State Police (VSP) Divisions; and data from each individual law enforcement agency that reported sufficient data to the Community Policing Database.

The information presented in this report should be interpreted with caution. Although these analyses identified disparities in traffic stop rates related to race/ethnicity, it does *NOT* allow us to determine or measure specific reasons for these disparities. Most importantly for this study, this analysis does *NOT* allow us to determine the extent to which these disparities may or may not be due to bias-based profiling or to other factors that can vary depending on race or ethnicity. These other factors include:

- Differences in locations where police focus their patrol activities.
- Differences in underlying regional populations.
- Differences in driving patterns among individuals and across racial/ethnic groups.
- Lack of a scientifically established baseline for accurately determining the number of drivers in each racial/ethnic group who are on the road in any given area and subject to being stopped while driving.

The analysis of racial disparities in traffic enforcement is a complex field with many potential contributing factors. Many data elements play influential roles in racial/ethnic patterns of traffic enforcement but are unavailable to DCJS. Factors such as the race and/or gender of the officer performing the stop, agency policies and community priorities in driving enforcement policies, as well as police report narratives outlining legal justifications for stop, search, and arrest, can all inform stop patterns but are not included in the current data collected under the Community Policing Act (CPA).

Additionally, the data presented in this report cannot reflect any stop trends from agencies which did not provide data or records that were excluded for completeness issues. As such, while the report presents stop, search, and arrest disparities based on the available data, the dataset should not be considered as 100% complete. Any disparities should NOT be construed as evidence of bias due to the existence of contributing factors, the study of which falls outside the scope of these analyses.

This report does not tabulate the many positive actions that can occur pursuant to a traffic stop such as seizures of guns, confiscation of drugs, ensuring valid and current drivers' licenses, arrests of individuals with outstanding warrants, and removal of impaired drivers from public roadways. The Community Policing Act imposes narrow requirements for data collection and analysis, and any benefits of traffic or pedestrian stops are not within the scope of the law.

Key Findings

Despite the limitations noted earlier, DCJS staff were able to identify differences in traffic stop rates for persons in different racial/ethnic groups for calendar year 2025. This was done by comparing the percentage of persons in each racial/ethnic group in Virginia's population 15 years and older (generally the legal age to drive in Virginia) to

the percentage of persons in each racial/ethnic group among drivers in traffic stops. The ratio between these two percentages was used to calculate a statewide Disparity Index (DI) for stops for each driver group. Traffic stop DIs were not calculated for agencies such as airport or campus PDs because population breakouts by age and race/ethnicity were not available for these specific areas.

The overall finding of this analysis is that, statewide, Black, Native American, and to a much lesser degree Hispanic drivers in Virginia were disproportionately stopped by law enforcement when compared to other drivers between January 1, 2025, and December 31, 2025, relative to their numbers in Virginia's driving-age population. This disparity was noted for stops of Virginia resident drivers as well as out-of-state drivers and to a lesser extent for local resident drivers. Among the small percentage of traffic stops made for investigative reasons, Hispanic and Asian drivers were disproportionately stopped relative to their population percentage.

DCJS staff also examined differences in what happens to drivers in different racial/ethnic groups once a stop has occurred. This analysis was conducted only for those agencies reporting a sufficient number of searches and actions taken toward the driver. This was done by comparing the percentage of drivers stopped in each racial/ethnic group to the percentage in each group for which the stop resulted in a particular outcome such as a search or arrest. Differences between driver racial/ethnic groups were found regarding the reasons a stop was made, whether a search of individuals or the vehicle occurred, and what action was taken toward the driver (warning, citation, arrest, etc.).

Compared with stops of drivers from other racial groups, stops of Black and Hispanic drivers were generally more likely to result in a search or an arrest. This finding is consistent with traffic stop research conducted in other states, and with the general findings of the previous DCJS CPA reports.

A statistical method known as a chi-square test of association showed that high to moderate levels of overrepresentation were not always statistically significant. Over one third of law enforcement agencies (LEAs) showed an overrepresentation of Black and Hispanic drivers for searches; however, chi-square testing suggests that no more than 16% of agencies had a statistically significant overrepresentation of either group with respect to searches. This pattern continued for arrest with nearly one third of agencies exhibiting overrepresentation for Black and Hispanic drivers but chi-square testing suggesting that overrepresentation was statistically significant at less than 14% of agencies.

Driver Racial/Ethnicity Analysis of Statewide Traffic Stops

In total, 1,144,265 traffic stops made in Virginia were analyzed, representing all stops with full data reported by VSP and 304 other PDs and SOs for the calendar year 2025. All references to "2024" refer to the previous analysis year.

- White and Asian/Pacific Islander drivers continue to be stopped at rates near or below their representation in the driving-age population statewide. This underrepresentation occurred not only for drivers stopped, but also for all related measures including reasons for stops, searches of drivers and vehicles, and stop outcomes such as arrests or citations.
- During the current reporting period, Black drivers were stopped at a higher rate than White drivers. Although an estimated 19.4% of Virginia's driving-age population in 2025 was Black, 29.6% of drivers stopped were Black, comparable to 29.6% stopped in 2023 and 29.1% stopped in 2024.
- Black drivers who were stopped were searched at higher rates than White drivers. 2.2% of stopped Black drivers had a search of their person or vehicle conducted (similar to 2.1% in 2024 and down from 2.5% in 2023), compared to 1.2% of White drivers (compared to 1.5% in 2024).
- Black drivers who were stopped were arrested at higher rates than White drivers. 1.1% of Black

drivers stopped were arrested, compared to 0.5% of White drivers. These rates are both decreases from the 1.4% for Black drivers and 0.7% for Whited drivers stopped in 2024.

- Hispanic drivers (of any race) were stopped at marginally higher rates than White drivers. Hispanic drivers made up a slightly higher proportion (10.2%, up from 9.9% in 2024) of Virginia's driving-age population in the 2025 dataset and constituted 11.3% of all drivers stopped compared to 11.2% in 2024.
- Hispanic drivers who were stopped were searched at higher rates (2.5%) than White drivers (1.5%) or Black drivers (2.2%), comparable to the previous two years.
- Hispanic drivers who were stopped were arrested at higher rates (1.3%) than either White drivers (0.5%) or Black drivers (1.1%). These rates are slightly decreased from 2024.
- Native American drivers were stopped at marginally higher rates than White drivers. While they made up 0.3% of Virginia's driving-age population in the dataset, they made up 0.4% of drivers stopped. Due to the low frequency of Native American individuals in Virginia's population, their disparity index rates in these analyses are especially prone to sensitivity. Stopped Native American Drivers were largely underrepresented in searches and arrests.

Driver Racial/Ethnicity Analysis of Traffic Stops: Agency-Level

Virginia State Police

Across the seven Divisions of the Virginia State Police, moderate overrepresentation of Black and Hispanic drivers regarding the number of drivers stopped relative to their proportion of the driving age population was noted for all Divisions.

Black drivers were moderately overrepresented for searches of the driver or vehicle in six divisions compared to the number of drivers stopped. Hispanic drivers were moderately overrepresented for searches in all seven VSP divisions; however, this is a decrease from the high overrepresentation in three Divisions seen in 2024. In addition, a slight decrease in overrepresentation of Asian drivers with regard to searches was noted.

White drivers experienced no overrepresentation in arrests in any VSP Division in 2025. This is a decrease from three Divisions showing moderate overrepresentation in 2024. For Black drivers, the number of divisions reporting high overrepresentation in arrests dropped from five to zero, with those divisions plus one additional division reporting moderate overrepresentation. Similarly, for Hispanic drivers, the number of divisions reporting high overrepresentation in arrests dropped from six to one, with the remaining six divisions reporting moderate overrepresentation.

Agencies Serving Counties and Independent Cities

Overrepresentation of Black drivers was found for the majority (78.9%) of City and County LEAs regarding the number of local resident drivers stopped compared to their proportion of the eligible driver population. Overrepresentation of Hispanic drivers decreased to 35.4% of agencies in 2025 from 57.6% in 2024. Overrepresentation in stops of Asian drivers also decreased to 2.8% from 19.2% of agencies in 2024.

52% of LEAs serving cities and counties reported high or moderate overrepresentation in searches of Black drivers and 41.2% reported overrepresentation in searches of Hispanic drivers compared to 10.1% reporting overrepresentation in searches of White drivers.

Similarly, 46.6% of agencies reported high or moderate overrepresentation in arrests of Black drivers and 32.5% of agencies reported overrepresentation in arrests of Hispanic drivers, compared to 10.8% reporting overrepresentation in arrests of White drivers.

Agencies Serving Towns

For stops of local residents, 75.9% of LEAs serving towns reported overrepresentation of Black drivers stopped compared to their proportion of the local driving population. Overrepresentation of Hispanic drivers was observed for 44.6% of town LEAs, compared to 8.9% for White drivers.

For searches of drivers, 24.4% of town agencies reported overrepresentation in searches of Black drivers and 20% reported overrepresentation in searches of Hispanic drivers compared to 17.4% for White drivers. The rates for Black and Hispanic driver continue a decreasing trend (roughly 10% and 5% per year, respectively), beginning in 2023.

For arrests of drivers following traffics stops conducted by LEAs serving towns, overrepresentation was comparable across Black drivers (21.7% of LEAs), Hispanic drivers (20% of LEAs), and White drivers (22.6% of LEAs).

Data on Complaints Alleging Excessive Use of Force

The Community Policing Act also directs DCJS to obtain data from VSP on "*the prevalence of complaints alleging the use of excessive force."* Use-of-force data is reported to VSP by local LEAs on the VSP SP-335 form. Use-of-force data reporting under HB 1250 began on July 1, 2020. DCJS examined the data that agencies reported to VSP for the period from January 1, 2025–December 31, 2025 (see Appendix M). Due to the limited amount of data reported, no analysis of the data is presented in this report. VSP and DCJS continue to examine future options for reporting use-of-force data to include an online data portal and repository. Therefore, the focus of the current report is on the analysis of traffic stop data.

Conclusions and Recommendation

As with the previous five reports, the overall finding of this analysis is that, statewide, Black and Hispanic drivers in Virginia were disproportionately stopped by law enforcement when compared to White drivers based on the number of drivers stopped relative to their numbers in Virginia's driving-age population. This disparity was also observed for searches and arrests occurring after a stop, although to a much lesser extent.

Although this analysis identified disparities in traffic stop rates related to race/ethnicity, **it does not allow us to determine or measure specific reasons for these disparities.** Most importantly for this study, this analysis does ***NOT*** allow us to determine the extent to which these disparities may be due to bias-based profiling or other factors that can vary depending on race or ethnicity.

STANDING RECOMMENDATION: *The percentages and Disparity Indexes (DIs) presented in this report should not be interpreted to indicate that any individual law enforcement agency is practicing bias-based profiling. Given the limitations noted above, these figures should only be used to identify where the numbers indicate that certain ethnic/racial groups are being disproportionately stopped, which may bear further review to identify why this is occurring and whether any action should be considered to reduce or eliminate it.*

This is a standing recommendation given the limitations of the CPA's current data fields. In addition, any year-to-year comparison of CPA findings should take into consideration both methodological differences and external factors involved in each year's report.

RECOMMENDATION #16: *DCJS reiterates a recommendation from the first Traffic Stop report submitted in 2022.*

> *Collect data on the race/ethnicity, age, and gender of drivers involved in traffic accidents in each Virginia locality. (It would not be necessary to collect personally identifiable information on the driver, only the demographic data.) How and where this data would be collected and stored would need to be determined, but the data would need to be maintained in a way that would allow DCJS to compare it with traffic stop data for each locality.*

During the 2023 data collection window, DCJS and VSP explored the possibility of this recommendation and determined that race/ethnicity data was currently unavailable from either the Virginia Department of Transportation, the Department of Motor Vehicles, or the State Police. Verifiable driver demographic information in combination with vehicle crash data is critical to establishing a driver population estimate for benchmarking traffic stop totals against. Population estimates are a crude measure by which to estimate who is actively using roadways. One option would be for DMV to collect race/ethnicity data for drivers and allow DCJS to access the Traffic Records Electronic Data System (TREDS) database and crossmatch driver data with vehicle accidents to create a driver population estimate.

RECOMMENDATION #17: *DCJS could provide more context for the traffic stop analysis by publishing empirical papers addressing the following:*

- *Benchmark issues and comparison of data to multiple benchmarks*
- *Further analysis into searches and arrests of Hispanic pedestrian populations in Northern Virginia*
- *LEA staffing shortages and its effect on data reporting mandated by the CPA*

In order to keep the traffic stop report and the pedestrian supplement at reasonable lengths, in-depth contextual information and comparable research will be the subject of a series of smaller papers which will allow for study of the bias issue while preserving the main report for data reporting purposes only.

Authority for Report

In 2020, Virginia policymakers enacted *Code of Virginia* § 52-30.3*,* which directed the Virginia State Police to create a uniform statewide database (the Community Policing Report Database) to collect data on law-enforcement motor vehicle and investigatory stops, and on complaints alleging the use of excessive force. All Virginia state and local law enforcement agencies were required to report this data to the Virginia State Police.

In 2020, Virginia policymakers also enacted the *Code* § 9.1-192, which directed the Virginia Department of Criminal Justice Services[1] (DCJS) to obtain data contained in the Community Policing Reporting Database, analyze the data to determine the existence and prevalence of the practice of bias-based profiling and the prevalence of complaints alleging the use of excessive force, and prepare an annual report on the findings of this analysis.

§ 9.1-192. Community Policing Reporting Database; annual report

A. The Department shall periodically access the Community Policing Reporting Database, which is maintained by the Department of State Police in accordance with § 52-30.3, for the purposes of analyzing the data to determine the existence and prevalence of the practice of bias-based profiling and the prevalence of complaints alleging the use of excessive force. The Department shall maintain all records relating to the analysis, validation, and interpretation of such data. The Department may seek assistance in analyzing the data from any accredited public or private institution of higher education in the Commonwealth or from an independent body having the experience, staff expertise, and technical support capability to provide such assistance.

B. The Director shall annually report the findings and recommendations resulting from the analysis and interpretation of the data from the Community Policing Reporting Database to the Governor, the General Assembly, and the Attorney General beginning on or before July 1, 2021, and each July 1 thereafter. The report shall also include information regarding state or local law enforcement agencies that have failed or refused to report the required data to the Department of State Police as required by §§ 15.2-1609.10, 15.2-1722.1, and 52-30.2. A copy of the Director's report shall also be provided to each attorney for the Commonwealth of the county or city in which a reporting law-enforcement agency is located. *2020, c. 1165, § 9.1-191.*

This report is the sixth report prepared by DCJS in response to the § 9.1-192 mandate.

DCJS wishes to acknowledge the efforts made by the Virginia State Police, other state law enforcement agencies, and the numerous large and small local police departments and sheriff's offices that worked to establish the traffic stop data collection and reporting system that made this report possible.

[1] In the *Code of Virginia*, the "Department" refers to the Virginia Department of Criminal Justice Services (DCJS).

Introduction

The "Bias-Based Profiling" Issue

Traffic stops are one of the most commonly occurring types of encounters between law enforcement and the public. The Bureau of Justice Statistics (*US DOJ - BJS, 2024*) reports that of the 18.5% of Americans, approximately 49 million, who had contact with the police in the last year, over one-third of those contacts were police-initiated traffic stops. While citizen-initiated contacts - which include reporting of a possible crime, report of a non-crime emergency, and non-emergency reports - account for over half of reported contacts with law enforcement, it is traffic stops which receive the most scrutiny.

> "*It is no exaggeration to say that traffic stops are the epicenter of police-citizen interactions. Perceptions about their fairness will go a long way toward shaping citizens' opinions of the police*…." (Baumgartner, Epp and Shoub, 2018).

Discussions about fairness in police traffic stops often center around race and ethnicity – do police practice biased-based profiling when deciding who to stop, or in choosing to initiate a search or arrest during a stop? Anti-racial-profiling legislation has been introduced in all 50 states to address issues regarding police use of force, data transparency, training and certification, as well as civilian oversight.

Previous research has identified various factors other than bias-based profiling that could help to explain why members of a given racial/ethnic group may be stopped at a higher or lower rate than their presence in the driving-age population would suggest. These include:

- Different driving rates or patterns by different racial groups (perhaps linked to differences in housing or employment locations, in use of public transportation, etc.) *(NCSA, 2023; Yoo, 2023).*
- Socioeconomic impacts on vehicle maintenance which may lead to racial/ethnic trends in the rate of equipment violations.
- Different rates of policing in different areas (i.e., racial minorities may be more likely to drive in or through higher-crime areas, which are policed more than other areas). *(Cai and Gaebler, 2022).*
- Different agency practices – i.e., some law enforcement agencies differ on how much discretion they give officers in deciding when to make a stop or degree of leniency regarding the severity of a citation *(Goncalves & Mello, 2021).*

Factors Influencing Calendar Year 2025 Data Trends

- New population (2024) estimates for counties and independent cities were published in June 2025 which resulted in updated proportions of race groups within each jurisdiction. These proportions, or jurisdiction rates, were calculated in the same manner as in previous reports.
- Population benchmarks were calculated for each VSP Division independently based on the 2024 census population estimates for each county and independent city contained within the Division.
- Data collection and reporting are now 100% conducted online via the Virginia Crime Repository commissioned and deployed by VSP. Adjustments to the user interface continue to improve error rates.

Limitations

The Community Policing Act (CPA) is in the intermediate stages of implementation. Major improvements in the data collection and reporting process have increased the completeness of the annual datasets, yet DCJS is not able to definitively say that data reporting is 100% accurate. As the report notes (see Appendix M), several police departments and sheriff's offices – especially smaller agencies with limited resources – continue to face challenges fulfilling the requirements for data collection and reporting.

There are two key limitations with regard to the race/ethnicity data and analysis in this report.

First, Virginia lacks a standardized mechanism for reporting the race or ethnicity of its licensed drivers. Currently, law enforcement officers must either make their own determination about a driver's race/ethnicity (which may or may not be accurate) or ask for that information in the course of the traffic stop, which could raise constitutional concerns or escalate the perception of conflict in certain situations. In traffic stops where the race or ethnicity of the driver is difficult to assess given the circumstances of the stop, the officer can elect to record "Unknown." However, this results in a traffic stop record that DCJS cannot use in the CPA analysis due to the missing datapoint.

The second limitation is the inherent difficulty in accurately assessing the racial/ethnic distribution of the actual driver population in a given jurisdiction. Currently, researchers across the United States have no precise measure of how often drivers of a given racial/ethnic group drive in their communities. Within each racial/ethnic group's population in a locality, some individuals do not drive at all; they may be incapable of driving, not have a driver's license or a motor vehicle, or simply choose not to drive even if they can. Others may drive, but rarely, and others still may be more likely to use public transportation than drive. Drivers often cross county and state lines, resulting in a racial distribution for the driving population that is different from the distribution of the jurisdiction's population.

Both of these limitations could be addressed by the collection of race and ethnicity data through the Department of Motor Vehicles and by allowing DCJS access to the DMV TREDS database in order to construct a driver population estimate based on crash data.

The current analysis uses each racial/ethnic group's proportion of the resident driving-age population as a benchmark for measuring traffic stop disparities. This approach provides only a crude measure of each group's exposure to potential traffic stops; in other words, a racial/ethnic group's proportion of the driving age population in a locality provides only a rough *estimate* of that group's proportion of the *actual* driving population in that locality.

How the Data Was Collected and Reported

Virginia State Police (VSP) Data Collection System

Developed by the Virginia State Police, the *Community Policing Data Collection Instructions and Technical Specifications Version 5.3* provides guidance for all Virginia law enforcement agencies (LEAs) regarding the reporting of data required by the CPA.

The variables VSP identified to be reported under the Virginia Community Policing Act are shown in Table 1:

Table 1. Traffic Stop Data Reported Under the Community Policing Act, Effective July 1, 2022

Incident Details	*Subject Details*	*Additional Stop Details*
Record ID	Driver race	Persons searched
Stop date	Driver ethnicity	Vehicle searched
ORI (Originating Agency Identifier)	Driver age	Physical force by officer
Location	Driver gender	Physical force by subject
Jurisdiction Code	Driver English speaking (Y/N)	
Initial Reason for Stop	Driver residency (state or local)	
Person Type	Action taken	
	Type of violation	
	Specific violation	
	Virginia Crime Code (optional)	

Law enforcement agencies began collecting this year's data on January 1, 2025. Data was reported through the Virginia Crime Repository, an online data reporting and repository site developed in conjunction with VSP. LEAs were instructed to submit traffic stop data for each month by the 15th of the following month; however, the data repository is 'live and in real time' and agencies can make any needed corrections to traffic data at any time. All data used for the analysis in this report was "frozen" on February 19, 2026. Community Policing Act data is publicly available through the Virginia Open Data Portal well as the Virginia Crime Repository. The repository also provides a method for agencies without their own capacity to post website data to meet the public reporting requirement of the CPA.

VSP's Data Analytics and Reporting Team continues to work with the developers of the Virginia Crime Repository to create parameters for data entry to ensure correctness and adherence to VSP's technical specifications. Annual training is provided for agency staff responsible for data reporting to ensure adherence to updated requirements. This continual process of improvement has led to substantially improved data quantity and quality overall.

Data on Complaints Alleging Use of Excessive Force

In addition to directing DCJS to analyze data on traffic stops, the *Code of Virginia* § 9.1-192 directs DCJS to obtain data on complaints alleging the use of excessive force by law enforcement, and to analyze this data to examine the prevalence of excessive use of force. Use-of-force data is reported to VSP by local LEAs on VSP's SP- 335 form.

Use-of-force data reporting began on July 1, 2020. Appendix P provides a summary of the data that agencies have reported to VSP for the period from January 1, 2025–December 31, 2025. Due to the limited amount of data reported, no analysis of the data is presented in this report; only the numbers of complaints reported are shown. VSP and DCJS continue to examine future options for reporting use-of-force data.

How the Data Was Analyzed

Selection of Data to Analyze

The Virginia Department of Criminal Justice Services retrieved Virginia Community Policing Act data from the Virginia Crime Repository in February 2026 A total of 1,242,854 traffic stop records for the period from January 1, 2025 through December 31, 2025 were downloaded.

DCJS and VSP conducted a review of the data and identified traffic stop records to be excluded from the analysis dataset for various reasons. Stops made at checkpoints or performed as "Calls for Service" were eliminated because these stops are not discretionary (i.e., all vehicles passing through the checkpoint are stopped). Records were excluded if they were not "reported completely" (that is, if data elements in the record were not reported with valid data values as defined in *VSP Data Collection Instructions and Technical Specifications Version 5.3).* Records removed for these reasons are listed in Table 2.

Table 2. Records Excluded from Traffic Stop Analysis

Data Element	*Criteria for DCJS Analysis Dataset*	*Number of records null or out of bounds*	*Total number of records to exclude*
Reason for Stop	"E" Equipment Violation "T" Traffic Violation "S" Terry Stop "O" Other Investigative Stop	9,676 – "A" Accident 20,875 – "C" Calls for Service 4,440 – "P" Checkpoint 4,947 – "W" Warrant Service	38,938
Person Type	"D" Driver	3,186 – "P" Passenger 10,632 – "O" Other	13,818
Age	15 or greater	9,860 – age less than 15 or Unknown	9,860
Race	"A" Asian "B" Black "N" Native American "W" White "U" included if Ethnicity is "H"	35,973– "U" (and Ethnicity "U")	35,973
Total Records Excluded from Analysis			98,589

Based on the records review described above, 98,589 of the original 1,242,854 records were excluded, leaving a final statewide analysis dataset containing a total of 1,144,265 (92.1%) records on drivers aged 15 years and older that were stopped by Virginia LEAs from January 1, 2025, through December 31, 2025. These records were based on data retrieved from Virginia Crime Repository on February 19, 2026.

A growing percentage (3.5%) of Virginia's population identify themselves as being of two or more racial/ethnic identities. Comparably, the initial dataset for this year's report had 35,973 (3.3%) of the drivers stopped reported as unknown race and ethnicity. Given that the purpose of this report is to explore racial bias, subjects with a reported race of "Unknown" were excluded. Population benchmarking accounted for the exclusion of mixed-race persons as well.

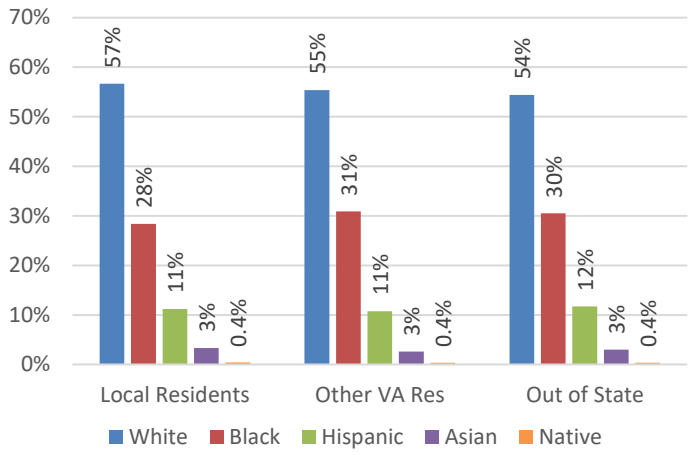
Overview of Statewide Data

The final statewide dataset contained a total of 1,144,265 traffic stops of drivers aged 15 years and older reported by Virginia LEAs during the period from January 1, 2025, through December 31, 2025[2].

- Drivers were further categorized as Local residents - residing in the jurisdiction in which the stop was made
- Other Virginia residents - residing outside the stop jurisdiction but elsewhere in Virginia
- Out of state – residing outside Virginia

As shown in Figure 1, the race and ethnicity profiles of each residential category are sufficiently similar to combine them for statewide analysis.

Figure 1. Percentage Race & Ethnicity of Stopped Drivers by Virginia Residency



Selection of Driver Populations by Agency Jurisdiction

- For statewide analysis, all reported traffic stops were included in the dataset. The percentage of drivers (resident and out-of-state) stopped in each racial/ethnic group was compared to the percentage of driving-age individuals in each racial/ethnic group for the statewide population.
- For agencies with statewide jurisdiction, traffic stops of Virginia residents were used for analysis. This includes VSP when viewed as a single agency (i.e., all seven VSP Divisions combined). The percentage of Virginia resident drivers stopped in each racial/ethnic group was compared to the percentage of driving-age individuals in each racial/ethnic group for the statewide population
- At the VSP Division level (7 regions), analysis focused on Virginia residents. For each Division, the percentage of Virginia resident drivers stopped in each racial/ethnic group was compared to the percentage of driving-age individuals in each racial/ethnic group for that division/region.
- For local LEAs (County, City, and Town) analysis was based on traffic stops of local residents – drivers residing in the jurisdiction of the LEA conducting the traffic stop. The percentage of local resident drivers stopped in each racial/ethnic group was compared to the percentage of driving-age individuals in each racial/ethnic group for the local population.

[2] This is a continuation of the revised data collection window implemented in the 2024 report. Should the General Assembly amend CPA legislation and adopt a report deadline later in the calendar year, DCJS would be able to analyze fiscal year data (July–July) rather than calendar year (January–December) data. In the 2021, 2022, and 2023 reports, the 4th quarter of the fiscal year (April–June) containing the spring and early summer months, which are notably heavier traffic months, were not included due to the report submission deadline. This report will be the third to contain 12 months of traffic stop data.

Analysis Approach

The approaches used in this analysis include calculation of a Disparity Index to indicate disproportionality as well as a chi-square analysis comparing observed numbers of traffic stop outcomes to what would be expected if demographics had equal odds of experiencing a given outcome.

Disparity Index

To provide a standardized method for identifying and comparing disparities between different racial/ethnic groups in traffic stops and in the events that occurred after a stop was made, DCJS calculated a Disparity Index (DI). The DI indicates the degree to which members of any racial/ethnic group were stopped relative to the group's presence in the driving-age population. As previously stated, knowing the resident population aged 15+ years for each racial/ethnic group is not the same as knowing the actual number of drivers on the road in each group. It is only an approximation.

$$\frac{\text{Group's percentage of stops reported by agency}}{\text{Group's percentage of population aged 15+ years in locality served by agency}}$$

For events that occurred after a traffic stop was made, such as a search or an arrest, DCJS calculated a DI by comparing the percentage of drivers in each racial/ethnic group stopped to the percentage of drivers for which each event such as a search or arrest occurred.

$$\frac{\text{Group's percentage for each stop reason, search, or stop outcome reported}}{\text{Group's percentage of all stops reported by agency}}$$

Since the actual percentage of drivers in each group who were stopped is known, and we know the actual percentage of drivers in each group where a search occurred or an arrest was made, this difference in baselining analysis of post-stop events allows DCJS to draw from the entire pool of drivers stopped regardless of residency status. These post-stop analysis methods are unchanged from prior years. Further details regarding methodology are presented in Appendix I.

Chi-square Analysis

A method known as a chi-square test of association was used to identify where groups of minority drivers were overrepresented to a statistically significant extent among agencies' searches and arrests. Chi-square testing involves a comparison of actual counts to "expected" counts. The latter represent the number of searches or arrests that would have taken place if minority drivers and White drivers were searched or arrested at exactly the same rate.[3]

Test results determined whether there was a statistically significant difference between actual and expected searches or arrests of minority drivers for a given agency. In this context, statistical significance means that the difference between actual and expected counts is not attributable to random chance, which confirms that

[3] Expected counts followed a formula that is standard for chi-square testing. The expected number of minority searches was equal to the number of minority stops multiplied by the combined rate of search for minority and White drivers. The expected number of minority arrests was equal to the number of minority stops multiplied by the combined rate of arrest for minority and White drivers.

minority drivers and White drivers did not have equal odds of being searched or arrested during a traffic stop conducted by the tested agency.

Two caveats are necessary with respect to statistical significance. The first is that statistically significant results do not differentiate between unlawful bias and other non-random factors as the cause of disparate odds of search or arrest. Statistical significance only rules out random chance as a potential explanation for the difference between actual and expected counts. The second caveat is that statistical significance does not quantify the degree to which actual and expected counts diverge. It is possible for the difference between actual and expected counts to be definitively non-random (i.e., statistically significant) while also being quite small. This report uses supplementary metrics to measure the gap between actual and expected counts of searches and arrests, as described below.

Chi-square tests were run at the agency level for Black, Hispanic, Asian, and Native American drivers. Testing included records for all drivers (i.e., was not restricted to residents of the jurisdiction where the stop took place). Tests were conducted for all agencies and all minority groups that satisfied basic procedural thresholds.[4]

Agencies were flagged for additional attention if they conducted more minority searches or arrests than expected and chi-square testing results were statistically significant. Two supplementary metrics were calculated for each flagged agency—the difference between actual and expected counts of searches or arrests (actual - expected) and the ratio (actual / expected) of actual to expected counts of searches or arrests. The difference measures the raw number of searches or arrests by which the agency surpassed its expected count. The ratio measures by how many times the agency surpassed the expected count.

Findings from Analysis of Statewide Traffic Stop Data

Traffic Stops and Outcomes

Reasons for Traffic Stops

Over 94.6% (1,081,829) of all stops reported were made for traffic or equipment violations. The vast majority (84.1%) of these were for traffic violations; 10.5% were for equipment violations. This finding is consistent with traffic stop data from previous reports, where violations made up the majority of reasons for stops. However, the percentage of traffic stops stemming from a violation continues to decrease (94.6%) compared to previous years (96.7% in 2024 and 98.1% in 2023).

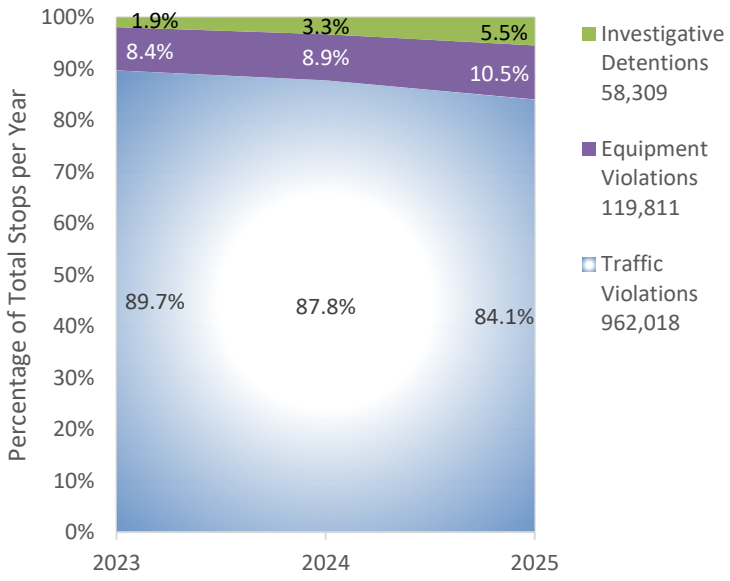
A corresponding increase in the percentage of investigative stops was observed. Investigative traffic stops are based on an officer's "reasonable suspicion" that the driver or passengers are involved in criminal activity. These types of stops made up 5.5% of all stops.) This is an increase from 3.3% in 2024 and 1.9% in 2023. This difference of 2.2% is equivalent to 24,030 stops.

[4] Chi-square rules require that most or all expected frequencies be greater than or equal to 5. This report requires that all expected counts meet this 5 or greater threshold. Expected counts consisted of minority drivers searched or arrested, minority drivers not searched or arrested, White drivers searched or arrested, and White drivers not searched or arrested.

Figure 2. presents the reasons for traffic stops statewide for 2023-2025.

The decreasing share of officer-initiated stops from 2023 to 2025 stemming from traffic violations may be due in part to the increased use of ASEs (Automated Speed-Enforcement systems) and RLR (Red Light Running cameras). Virginia has rapidly increased usage of these methods since 2023. In 2025, 53 agencies used ASE's to enforce speed limits, primarily in high-risk areas such as school and work zones, issuing over 600,000 citations. With the severe staffing shortages many agencies currently face, the increased use of technology has become a necessity.

Figure 2. Reasons for Traffic Stops (CY2025)



All stops - both resident and non-resident

Person and Vehicle Searches

Only 1.8% (20,101) of the 1,144,265 stops made resulted in law enforcement searching the driver and/or the vehicle. Table 3 shows a breakdown of searches made during the stops.

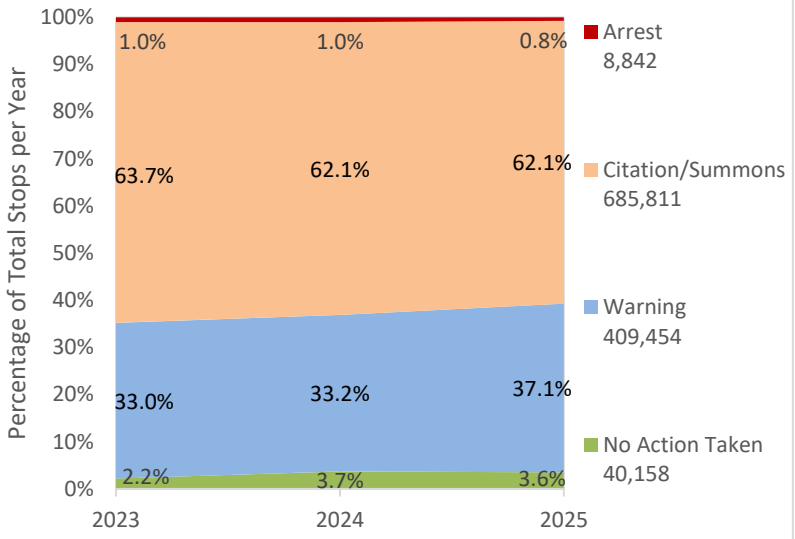
Table 3. Driver and Vehicle Searches, Virginia Statewide (CY2025)		
	All Drivers (state and non-state residents)	
	Number of Stops	*Percent of Stops*
No Search	1,124,164	98.2%
Driver, vehicle, or both searched	20,101	1.8%
Total	1,144,265	100.0%

Outcomes of Stops

The most frequent outcome of a stop was issuance of a citation or summons. A warning was issued in a third of the stops. Less than 1% of stops resulted in the arrest of the driver. These findings are consistent with previous reports.

Figure 3 provides a breakdown of the outcomes for the 1,144,265 traffic stops. Over the last three years, very little change was observed in the percentages of traffic stops resulting in any of the four typical outcomes. Issuance of a citation continues to be the most common outcome, followed by receiving a written warning. No law enforcement action is taken in comparatively few cases, and incidence of arrest is extremely rare.

Figure 3. Outcomes of Traffic Stops (CY2025)



All stops - both resident and non-resident

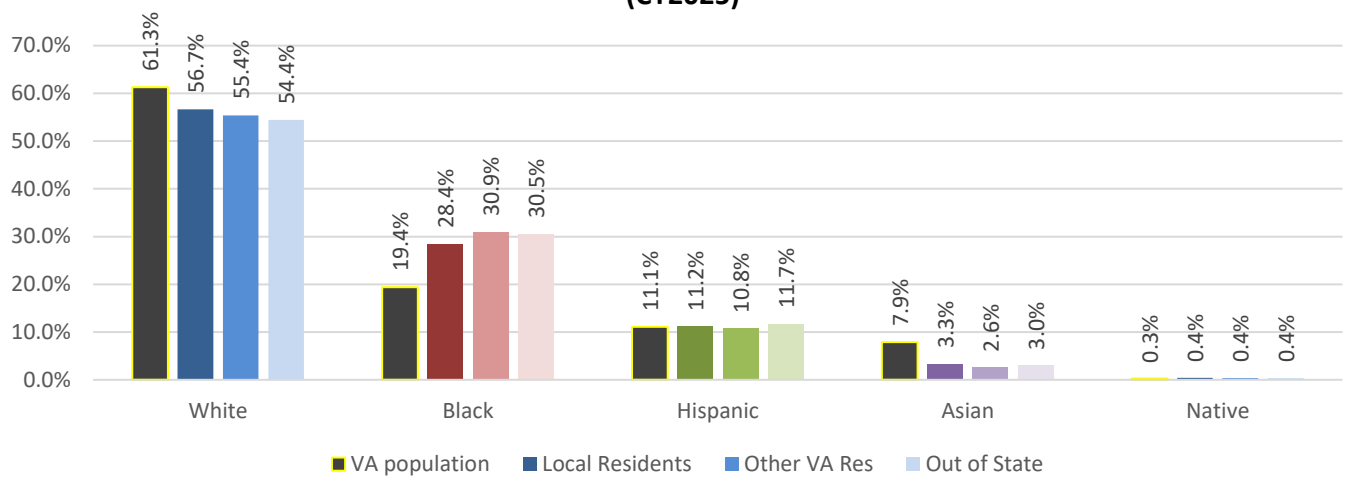
Demographics of Drivers Stopped

Population figures used in this report are from Vintage 2024 post-Census estimates of the resident population of the United States published by the Census Bureau Population Division. Racial/ethnic categories used in this report are based on legacy U.S. Census definitions of four racial groups. The Black category used in this report includes Black or African American; the White category includes Non-Hispanic White or Caucasian; the Native American category includes Non-Hispanic Native Americans or Alaskan Natives; and the Asian category includes Non-Hispanic Asian, Native Hawaiian, or Other Pacific Islanders. The Hispanic category can include any race with Hispanic origin (see Appendix I for details). Throughout this report, the labels White, Black, Asian, and Native American should be understood to include only Non-Hispanic individuals within those racial categories.

Percentage of Traffic Stops by Driver Race/Ethnicity

Figure 4 compares the percentage of each racial/ethnic group among Virginia resident and non-resident drivers stopped to the percentage of each racial/ethnic group in Virginia's driving-age population (age 15+).

Figure 4. Percent of Virginia Resident and Non-Resident Drivers Stopped Compared to Estimated Percent of Driver-Age Population, Virginia Statewide (CY2025)

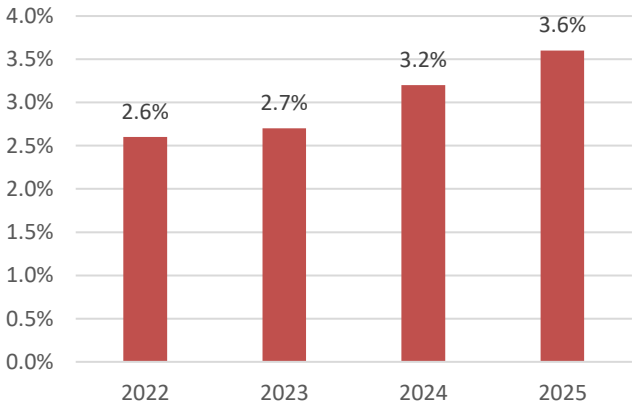


White drivers continued to make up more than half (56.7% - 54.4%) of drivers stopped statewide regardless of residential status, although that is lower than the population percentage of 61.3%. Black drivers continued to make up just under a third (28.4% - 30.9%) of drivers stopped statewide, although Virginia's population is just under 20% Black. The percentage of Hispanic drivers stopped was only slightly higher (10.8% - 11.7%) than their population percentage of 11.1%. Asian drivers continue to be stopped at less than half (2.6% - 3.3%) of their 7.9% of Virginia's population would indicate. Native American drivers (0.4%) continue to be stopped at a rate comparable to their percentage of the population.

English Speaking Status of Subjects

The vast majority (96.4%) of all drivers stopped for either traffic/equipment violations or investigative detentions spoke English. This continues a slight but consistent decline from 96.8% in 2024 and 97.3% in 2023. The reciprocal trend of an increasing percentage of drivers reported to not speak English is shown in Figure 5. The 0.4 percentage point increase from 3.2% in 2024 to 3.6% in 2025 equates to just over 4,500 more non-English speaking drivers stopped on Virginia's roadways in 2025 compared to the previous year.

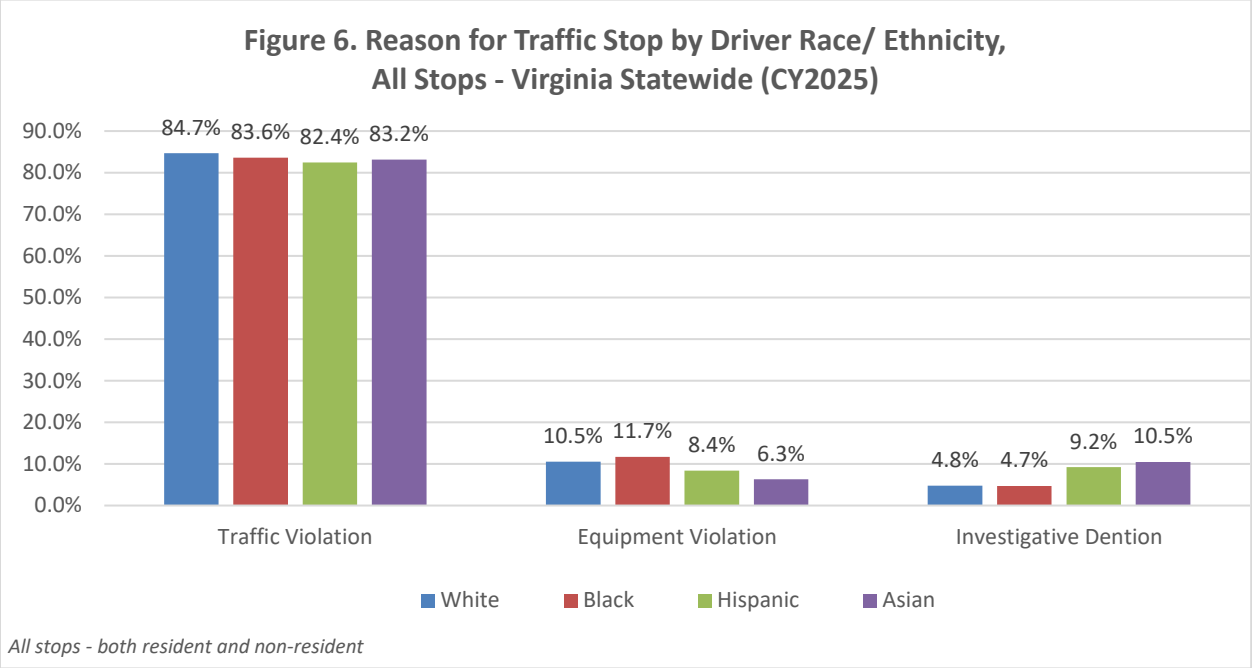
Figure 5. Percentage of Traffic Stops Involving non-English Speaking Drivers



All Stops - both resident and non-resident

Reason for Traffic Stops, by Driver Race/Ethnicity

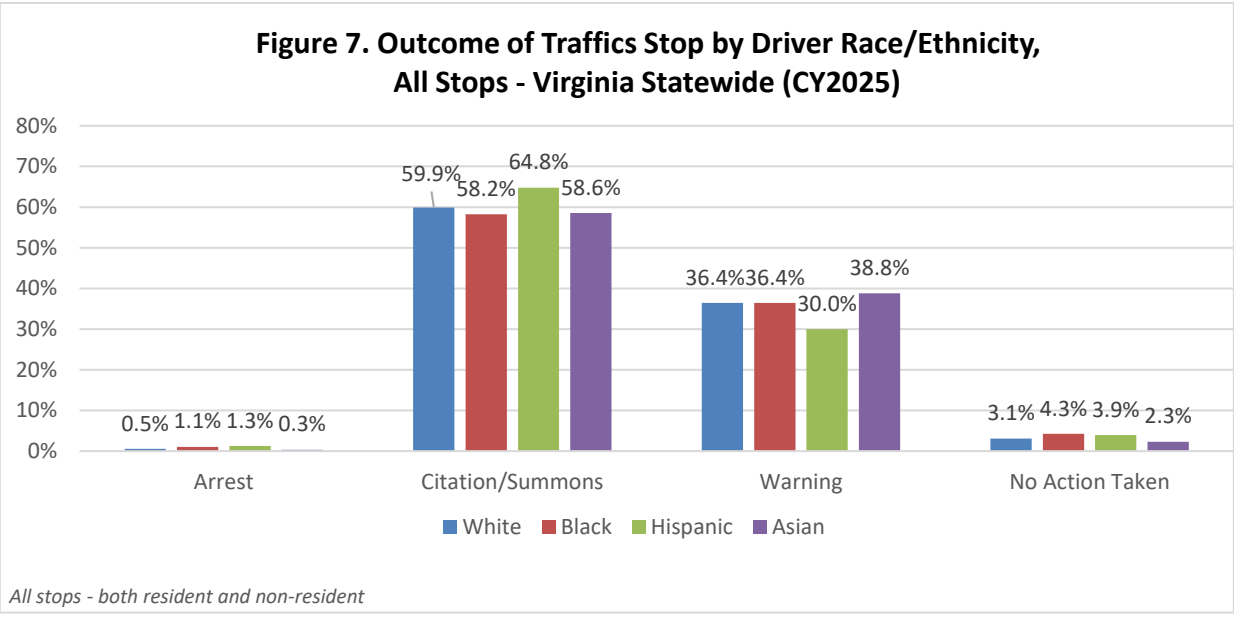
Figure 6 presents the reasons for traffic stops, by driver race/ethnicity. Native American drivers were excluded from the figure due to the small numbers in each stop category.



Traffic violations were the overwhelming reason for driver stops among all racial/ethnic groups. A slightly larger proportion of White drivers (84.7%) were stopped for traffic violations than Black (83.6%), Hispanic (82.4%), or Asian (83.2%) drivers. A slightly larger proportion of Black drivers (11.7%) were stopped for equipment violations than White (10.5%), Hispanic (8.4%), or Asian (6.3%) drivers. However, a larger share of Hispanic and Asian drivers were stopped for other investigative reasons (9.2% and 10.5%, respectively) compared to White or Black drivers (4.8% and 4.7%, respectively).

Outcome of Traffic Stops, by Driver Race/Ethnicity

Figure 7 presents the outcome of traffic stops, by driver race/ethnicity from 2025. Outcomes were coded based on the most serious outcome of the stop, even though more than one outcome was possible for a stop. Native American drivers were excluded from the figure due to the small numbers in each stop category.



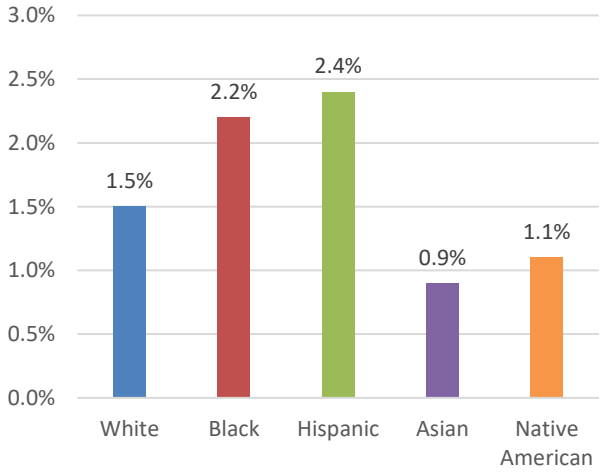
As in previous reports, issuance of a citation or summons was the most likely outcome of a traffic stop in 2025, regardless of driver race/ethnicity. Warnings were the second most likely outcome for all drivers, occurring roughly one-third of the time, across all driver race/ethnicities.

Searches Made During Traffic Stops, by Driver Race/Ethnicity

A law enforcement officer conducting a search of a vehicle or person during a traffic stop remains a relatively uncommon event. Figure 8 shows the percentage of drivers in each racial/ethnic group for which a search was conducted during a traffic stop in 2025. "Search" means the driver and/or the vehicle was searched.

Overall, searches of drivers and/or vehicles were rare following traffic stops. Only 1.8% (or 1 out of 56) of all driver stops resulted in such a search. As can be seen, Black and Hispanic drivers who were stopped were searched at higher rates than White drivers.

Figure 8. Search Rate by Race/Ethnicity, All Stops - Virginia Statewide (CY2025)



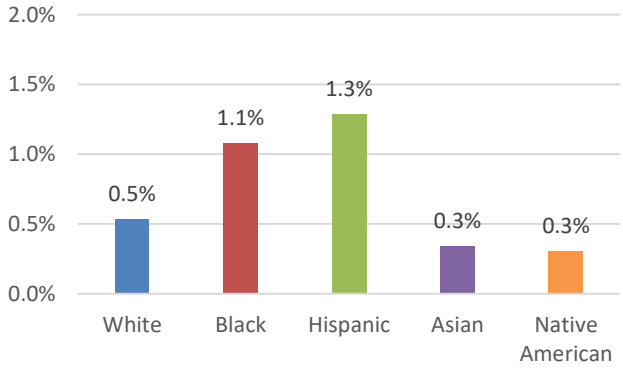
All Stops - both resident and non-resident

Arrests Made During Traffic Stops, by Driver Race/Ethnicity

The likelihood of being arrested following a traffic stop also remains a relatively uncommon event. Figure 9 shows the percentage of drivers in each racial/ethnic group for which an arrest was made following a traffic stop during 2025.

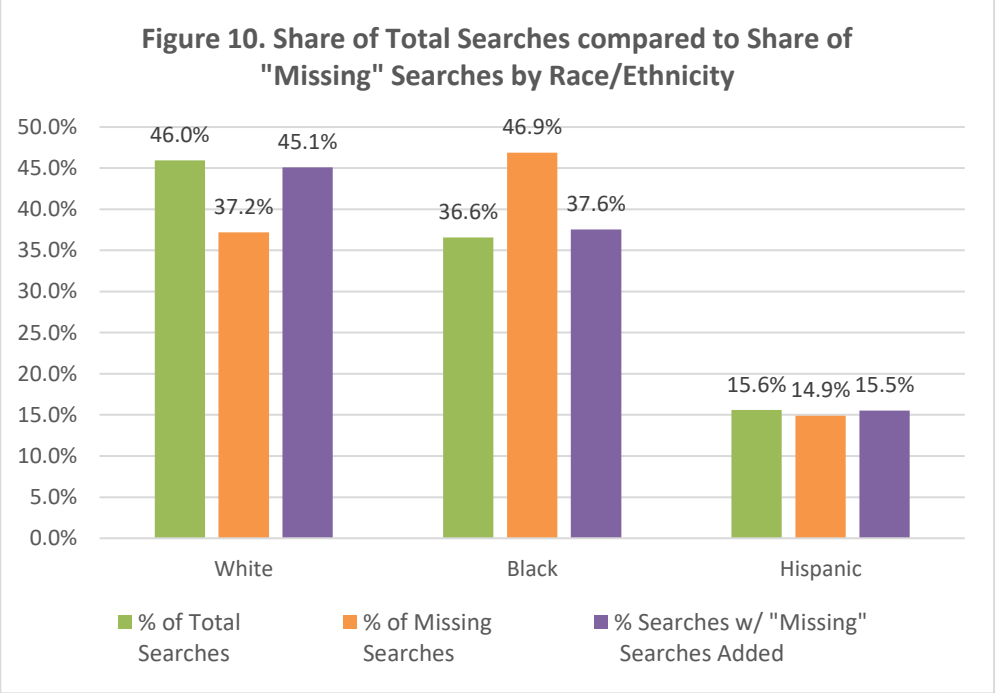
The arrest rate for Black drivers following a traffic stop was 1.1%, compared with 0.5% for White drivers. For Hispanic drivers, 1.3% of stops resulted in an arrest. Arrest rates following a traffic stop for both Asian and Native American drivers was 0.3%.

Figure 9. Arrest Rate by Race/Ethnicity, All Stops - Virginia Statewide (CY2025)



All Stops - both resident and non-resident

DCJS was informed by VSP that a reporting error was noted for 2025 searches. 24% of traffic stops that resulted in an arrest did not report an accompanying search (2,161 out of 8,842 arrests). The occasion of an individual being arrested without being searched would only occur if the individual was arrested and then released at the scene without being taken into custody, which does not happen very often. For the analyses in this report, only the reported searches (20,101) are included.



To understand any potential systematic differences in population proportions these likely missing cases could introduce, DCJS examined the racial demographics of this "missing" group compared against the general population of drivers whose searches were reported, see Figure 10. The proportion of arrests without a documented search was higher for Black drivers than for White or Hispanic drivers. As such, DCJS believes our search disparity analyses are likely to be conservative when it comes to Black drivers being searched.

Table 9 presents the totals and percentages for searches in the dataset.

Table 4. Reported Searches and Possible Un-reported Searches (CY2025)

	# of Reported Searches	*% of Reported Searches*	*# of Missing Probable Searches*	*% of Missing Probable Searches*	*% Searches w/ Missing Probable Searches Added*
White	9,238	46.0%	804	37.2%	45.1%
Black	7,349	36.6%	1,013	46.9%	37.6%
Hispanic	3,135	15.6%	322	14.9%	15.5%
Asian	330	1.6%	16	0.7%	1.6%
Native	49	0.2%	6	0.3%	0.2%
Total	20,101	100%	2,161	100%	100%

Use of Force

The CPA data includes fields on whether an officer used physical force against a subject, or a subject used force against an officer. Instances of either force type continue to constitute just over 0.1% of all traffic stops (1,635 cases combined). Use of force counts by race/ethnicity can be found in the statewide summary Table 6, and the agency tables in Appendices B–E. Table 5 presents totals for use of physical force during traffic stops for 2025.

Table 5. Use of Physical Force (CY2025)

Type of Force	*Number of Stops*	*Percent Within Stops With Force Reported*	*Percentage of All Stops*
Officer Against Driver Only	720	44.0%	0.063%
Driver Against Officer Only	495	30.3%	0.043%
Both	420	25.7%	0.037%
Any Physical Force	1,635	100.0%	0.143%

Summary of Statewide Race/Ethnicity Analysis

Table 6 presents the Disparity Indices (DIs) for drivers in each race/ethnicity group regarding:

- The number of drivers stopped compared to their percentage of the driving age population
- Initial reason for traffic stop
- Outcome of traffic stop
- Additional events occurring during traffic stop
  - Search or vehicle or person
  - Use of force on the part of the officer or driver

Disparity Indices are categorized as follows:

- No overrepresentation (DI <= 1.09)
  - The percentage of stopped drivers belonging to a given race/ethnicity group is virtually the same or less compared to their percentage of the total driving age population.[5]
- Moderate overrepresentation (DI > 1.09 and <=1.99)
  - The percentage of stopped drivers belonging to a given race/ethnicity group is between 10% and 100% (twice the expected percentage) compared to the their percentage of the total driving age population.
- High overrepresentation (DI => 2.0)
  - The percentage of stopped drivers belonging to a given race/ethnicity group is greater than twice the expected percentage compared to their percentage of the total driving age population.

[5] For stop DIs, the comparison population was the driving age population. For events following stops, such as action taken, searches and arrests, the comparison population was the population of drivers stopped.

Table 6: Traffic Stop Report: All Stops - Virginia Statewide

Stops Dated January 1, 2025 – December 31, 2025

	Total	White	Black-African American	Hispanic (any race)	Asian-Pacific Islander	Native American or Alaska Native
Population Demographics						
Number Age 15+ in CY2023 Population	6,530,174	4,075,653	1,249,266	668,007	518,138	19,137
Percent Age 15+ in CY2023 Population	100.%	62.41%	19.13%	10.23%	7.93%	0.29%
Drivers Stopped						
Number of Drivers Age 15+ Stopped	1,144,265	636,850	338,594	128,867	35,345	4,609
Percent of Drivers Age 15+ Stopped	100.%	55.66%	29.59%	11.26%	3.09%	0.40%
Disparity Index		0.9	1.6	1.1	0.4	1.4
Reason for Stop						
Number Stopped for Traffic Violation	962,018	539,336	283,127	106,241	29,399	3,915
Percent Stopped for Traffic Violation	100.%	56.06%	29.43%	11.04%	3.06%	0.41%
Disparity Index		1.0	1.0	1.0	1.0	1.0
Number Stopped for Equipment Violation	119,811	66,895	39,532	10,763	2,234	387
Percent Stopped for Equipment Violation	100.%	55.83%	33.00%	8.98%	1.86%	0.32%
Disparity Index		1.0	1.1	0.8	0.6	0.8
Number Stopped for Investigative Reason	62,436	30,619	15,935	11,863	3,712	307
Percent Stopped for Investigative Reason	100.%	49.04%	25.52%	19.00%	5.95%	0.49%
Disparity Index		0.9	0.9	1.7	1.9	1.2
Outcome of Stop						
Number of Stops with Warning Issued	409,454	232,074	123,340	38,662	13,713	1,665
Percent of Stops with Warning Issued	100.%	56.68%	30.12%	9.44%	3.35%	0.41%
Disparity Index		1.0	1.0	0.8	1.1	1.0
Number of Stops with Citation/Summons issued	685,811	381,633	197,168	83,489	20,696	2,825
Percent of Stops with Citation/Summons issued	100%	55.65%	28.75%	12.17%	3.02%	0.41%
Disparity Index		1.0	1.0	1.1	1.0	1.0
Number of Stops with Driver Arrested	8,842	3,409	3,642	1,657	120	14
Percent of Stops with Driver Arrested	100.%	38.55%	41.19%	18.74%	1.36%	0.16%
Disparity Index		0.7	1.4	1.7	0.4	0.4
Number of Stops with No Enforcement Action	40,158	19,734	14,444	5,059	816	105
Percent of Stops with No Enforcement Action	100.%	49.14%	35.97%	12.60%	2.03%	0.26%
Disparity Index		0.9	1.2	1.1	0.7	0.6
Additional Details of Stop						
Number of Stops with Driver or Vehicle Search	20,101	9,238	7,349	3,135	330	49
Percent of Stops with Driver or Vehicle Search	100.%	45.96%	36.56%	15.60%	1.64%	0.24%
Disparity Index		0.8	1.2	1.4	0.5	0.6
Number of Stops with Office Force Against Subject	1,140	553	413	145	22	7
Percent of Stops with Office Force Against Subject	100.%	48.51%	36.23%	12.72%	1.93%	0.61%
Disparity Index		0.9	1.2	1.1	0.6	1.5
Number of Stops with Subject Force Against Officer	915	433	346	119	13	4
Percent of Stops with Subject Force Against Officer	100.%	47.32%	37.81%	13.01%	1.42%	0.44%
Disparity Index		0.9	1.3	1.2	0.5	1.1

Data sources:
Community Policing Data Collection, Virginia Department of State Police, February 2026.
Vintage 2024 postcensal estimates of the resident population of the United States (July 1, 2025), by year, county, binned age, race, Hispanic origin, and sex. Available from: https://www2.census.gov/programs-surveys/popest/datasets/2020-2021/counties/asrh/cc-est2024-alldata-51.csv as of February 2026.
Prepared by: Virginia Department of Criminal Justice Services Research Center, July 1, 2026.
Search can involve driver, vehicle, or both.
The disparity index for small numbers of stops and small populations should be interpreted with caution because of the small numbers involved.

As Table 6 shows, Black and Hispanic drivers were disproportionately stopped and tended to have higher rates of search and arrest when they were stopped, compared to Non-Hispanic White, or Asian drivers in Virginia. (Native American as well, but the total numbers of events are so small as to render to DI's prone to inflation.) This finding is consistent with findings of previous reports. This summary includes both out-of-state drivers and Virginia residents. See Appendix A for complete DI tables and Appendices B–E for individual agency Stop Tables.

- During the 2025 reporting period, Black drivers were moderately overrepresented in traffic stops. Although only 19.1% of Virginia's driving-age population in the dataset were Black, 29.6% of drivers stopped were Black, resulting in a DI of 1.6, similar to 2024.
- Black drivers were also moderately overrepresented among stopped drivers who were searched (DI=1.2) or arrested (DI=1.4).

Hispanic drivers (of any race) were also stopped at higher rates than White drivers, although not to the same extent as Black drivers. Although Hispanic persons made up only 10.23% of Virginia's driving-age population in the dataset, they made up 11.26% of drivers stopped, resulting in a DI of 1.1, similar to 2024

- Hispanic drivers were also moderately overrepresented among stopped drivers who were searched (DI=1.4) or arrested (DI=1.7).
- Native American Drivers were stopped at marginally higher rates than White drivers. While they made up 0.29% of Virginia's driving-age population in the dataset, they made up 0.40% of drivers stopped. Due to the low frequency of Native American individuals in Virginia's population, their disparity index rates in these analyses are especially prone to sensitivity. Stopped Native American Drivers were largely underrepresented in searches and arrests.
- White and Asian/Pacific Islander drivers continue to be stopped at rates near or below their representation in the driving-age population statewide This underrepresentation also occurs for all related measures including reasons for stops, searches of drivers and vehicles, and stop outcomes such as arrests orcitations with the single exception for stops of Asian driver for investigative detentions.

Analysis of Virginia State Police Traffic Stop Data

Virginia State Police Traffic Stop Analysis

Virginia has the third largest state-maintained highway system in the U.S. with 1,119 miles of interstate roadway. VSP provides traffic enforcement on these high-speed roadways as well as other state roadways throughout Virginia. Due to Virginia's geography and size, these enforcement duties are divided among seven VSP divisions, with each division including multiple counties, cities, and towns. Disparity Indices (DIs) were calculated for all traffic stops conducted by VSP in each of the seven divisions. Traffic stop totals were compared to population estimates for the each of the seven divisions. DIs were also calculated for the events following the stop and were compared to traffic stop totals rather than population estimates.

VSP accounted for 22.5% of all traffic stops reported for 2025.

Table 7 presents the DIs for each of the seven Divisions of the Virginia State Police with regard to stops, searches, and arrests of White, Black, Hispanic, Asian, and Native American drivers.

Table 7. Analysis and Disparity Indices (DIs) for VSP, Divisions I–VII for Traffic Stops and Subsequent Searches and Arrests by Race/Ethnicity (CY2025)
Light highlights indicate moderate over-representation. Dark highlights indicate high over-representation.

	Division I	***Division II***	***Division III***	***Division IV***	***Division V***	***Division VI***	***Division VII***
White *Stops*	0.8	0.8	0.8	0.9	0.8	0.9	0.8
Searches	0.6	0.7	0.7	1.0	0.6	0.8	0.6
Arrests	0.7	0.7	0.8	1.00	0.6	0.8	0.5
Black *Stops*	1.5	1.8	1.8	4.1	1.5	1.4	2.3
Searches	1.3	1.2	1.3	0.6	1.3	1.4	1.1
Arrests	1.2	1.3	1.4	1.1	1.3	1.4	1.1
Hispanic *Stops*	1.5	1.4	1.6	2.8	1.1	1.4	2.3
Searches	1.8	1.6	2.0	1.4	1.4	1.6	1.7
Arrests	1.7	1.9	1.5	1.1	1.4	2.2	1.8
Asian *Stops*	0.4	0.8	0.5	2.0	0.3	0.7	0.3
Searches	0.6	3.9	6.2	0.7	2.7	1.3	0.3
Arrests	0.8	0.6	0.5	0.0	0.3	0.5	0.4
Native Amer*. Stops*	0.7	0.8	0.4	0.4	0.8	0.5	3.4
Searches	1.7	0.0	0.0	7.0	1.6	3.1	0.4
Arrests	1.7	0.0	0.0	0.0	0.8	0.0	0.8

Driver Stop DIs for VSP

Across the seven Virginia State Police Divisions, moderate overrepresentation of Black and Hispanic drivers regarding the number of drivers stopped relative to their proportion of the *eligible driver* population was noted for all Divisions. A slight increase in overrepresentation of Hispanic drivers from 2024 is observed with the one division showing no overrepresentation in 2024 moving into moderate overrepresentation in 2025. Stop rates for Asian and Native American drivers remain unchanged from the previous year.

Analysis of Post-stop Actions DIs for VSP

Searches Conducted

White and Black driver representation remains unchanged from 2024. While White drivers show no overrepresentation in searches, Black drivers are moderately overrepresented for searches of the driver or vehicle in six divisions. Hispanic drivers were moderately overrepresented for searches in all seven VSP divisions; however, this is a decrease from high overrepresentation in three divisions in 2024. A slight decrease in the overrepresentation of Asian drivers with regard to searches was noted. High and moderate overrepresentation of Native American drivers increased somewhat from the previous year; however, traffic stop totals of Native American drivers are very small, and results can be misleading.

Driver Arrests

White drivers experienced no overrepresentation in arrests in any VSP division in 2025. This is a decrease from three divisions showing moderate overrepresentation in 2024. For Black drivers, the number of divisions reporting high overrepresentation in arrests dropped from five to zero, with those divisions plus one additional division reporting moderate overrepresentation. Similarly, for Hispanic drivers, the number of divisions reporting high overrepresentation in arrests dropped from six to one, with the remaining six divisions reporting moderate overrepresentation.

Analysis of Local Agency Traffic Stop Data

This section provides a summary of the findings from the analysis of traffic stop data for Law Enforcement Agencies serving independent cities, counties, and towns. Tables providing stop details for each LEA are provided in Appendices C and D.

Non-Reporting Agencies

VSP provided DCJS with a list of 360 individual Law Enforcement Agencies[6] operating in Virginia. However, only 311 of these agencies were included in the traffic stop analysis. Agencies not included (see Appendix M) were for reasons such as:

- The agencies did not begin reporting traffic stop data to VSP or were unable to submit a file that passed VSP review until after the VSP review cutoff of February 19, 2026.
- The agencies have no primary law enforcement duties (typically a sheriff's office that provides staff and security for jails and courthouses) or reported their stops under the primary agency for their jurisdiction due to a shared data collection system.
- All of the agencies' cases were removed from the DCJS analysis dataset per the exclusion criteria listed in Table 2.
- The agencies' jurisdictions do not include public roadways (typically agencies serving some colleges or universities or commercial properties).

City and County Agency Traffic Stop Analysis

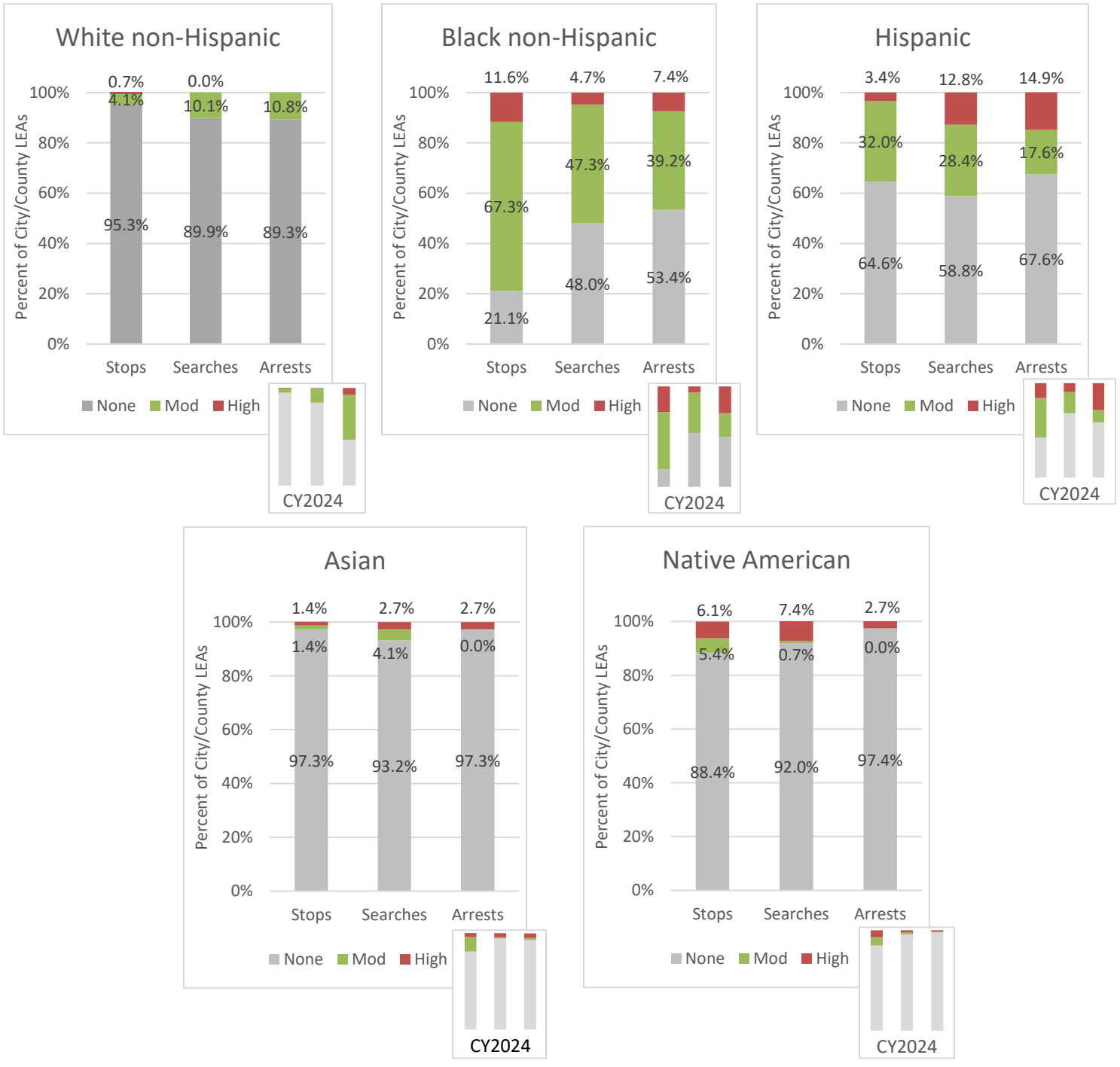
In addition to assisting VSP with traffic enforcement on Virginia's interstate highways, the 148 City and County LEAs serving Virginia's cities and counties patrol over 58,456 miles of non-interstate roadway as well as 10,561 miles of urban streets. DCJS examined traffic stop data for the 147 City and County LEAs reporting traffic stops in 2025. These local LEAs accounted for 62.3% (712,925) of the total number of all traffic stops in Virginia in 2025 and 64.1% (327,893) of stops of local residents.

DIs were calculated for traffic stops of local residents (meaning residents of the city or county under the jurisdiction of the LEA performing the stop) as well as for events following the stop (such as the initial reason for the stop, whether a search was conducted, and outcomes of the stop). Individual agency information can be found in Appendix C.

[6] Sixty-one (61)) Virginia agencies were not included in the analysis because they either do not make any traffic stops, they do not patrol public roadways, or DCJS did not receive their data until after February 18, 2025. See Appendix M for non-reporting agencies.

Figure 11 illustrates the percentage of City and County LEAs with Disparity Indices (DIs) indicating high, moderate, or no overrepresentation for stops, searches, and arrests. Stop DIs are calculated for local residents only, while DIs for searches and arrests are calculated for all stops regardless of residential status due to the rarity of occurrence.

Figure 11. Percentage of City & County Law Enforcement Agencies Exhibiting Disparity Indices (DIs) in the Moderate to High Range for Stops and Subsequent Searches and Arrests by Race/Ethnicity (CY2025)[7]



[7] Stop DI's compare stops of local residents to population benchmarks.
Search and Arrest DIs include all stops and use the agency stop rate for comparison rather than the population rate.

Driver Stop DIs for City and County Agencies

Overrepresentation of Black drivers is found for the majority (78.9%, slightly less than the 81% in 2024) of City and County LEAs regarding the number of local resident drivers stopped relative to their proportion of the eligible driver population in that jurisdiction. Overrepresentation of Hispanic drivers decreased to 35.4% of agencies in 2025 from 57.6% in 2024. Overrepresentation of Asian drivers in stops of local residents also decreased to 2.8% of agencies from 19.2% in 2024.

Analysis of Events Following Traffic Stops for City and County Agencies

Searches Conducted

Figure 11 illustrates that for all searches pursuant to traffic stops *regardless of residency*, across all 147 City and County LEAs:

- More agencies reported high or moderate overrepresentation in searches of Black and Hispanic drivers than for other racial/ethnic groups.
  - Between 2024 and 2025, the proportion of agencies reporting *no* overrepresentation in searches of Black drivers decreased from 53.7% to 48.0%.
  - Between 2024 and 2025, the proportion of agencies reporting *no* overrepresentation in searches of Hispanic drivers decreased from 68.1% to 58.8%.

In figures illustrating searches and arrests, agencies with zero stops of drivers of a given racial/ethnic group were included in the no overrepresentation group. Agencies with at least one stopped driver but no searches for that group are included as well.

Driver Arrests

Figure 11 shows that for arrests pursuant to traffic stops *regardless of residency*, across 147 LEAs:

- As was the case for searches, more agencies reported high or moderate overrepresentation in arrests of Black and Hispanic drivers than for other racial/ethnic groups. However, the percentage of agencies reporting no overrepresentation for Black drivers decreased from 2024 while the percentage of agencies reporting no overrepresentation for Hispanic drivers remained virtually unchanged.:
  - Between 2024 and 2025, the proportion of agencies reporting no overrepresentation in arrests of Black drivers decreased from 60.5% to 53.4%.
  - Between 2024 and 2025, the proportion of agencies reporting no overrepresentation in arrests of Hispanic drivers increased from 66.7% to 67.6%.

For stops of Black and Hispanic Virginia resident drivers, the percentage of City and County LEAs reporting no overrepresentation was much lower (21.1% and 64.6% respectively) than that of the percentage of City and County LEAs reporting no overrepresentation for stops of White (97.0%), Asian (95.3%), and Native American (88.4%) drivers. Similar patterns were noted for searches and arrests, although to a lesser degree.

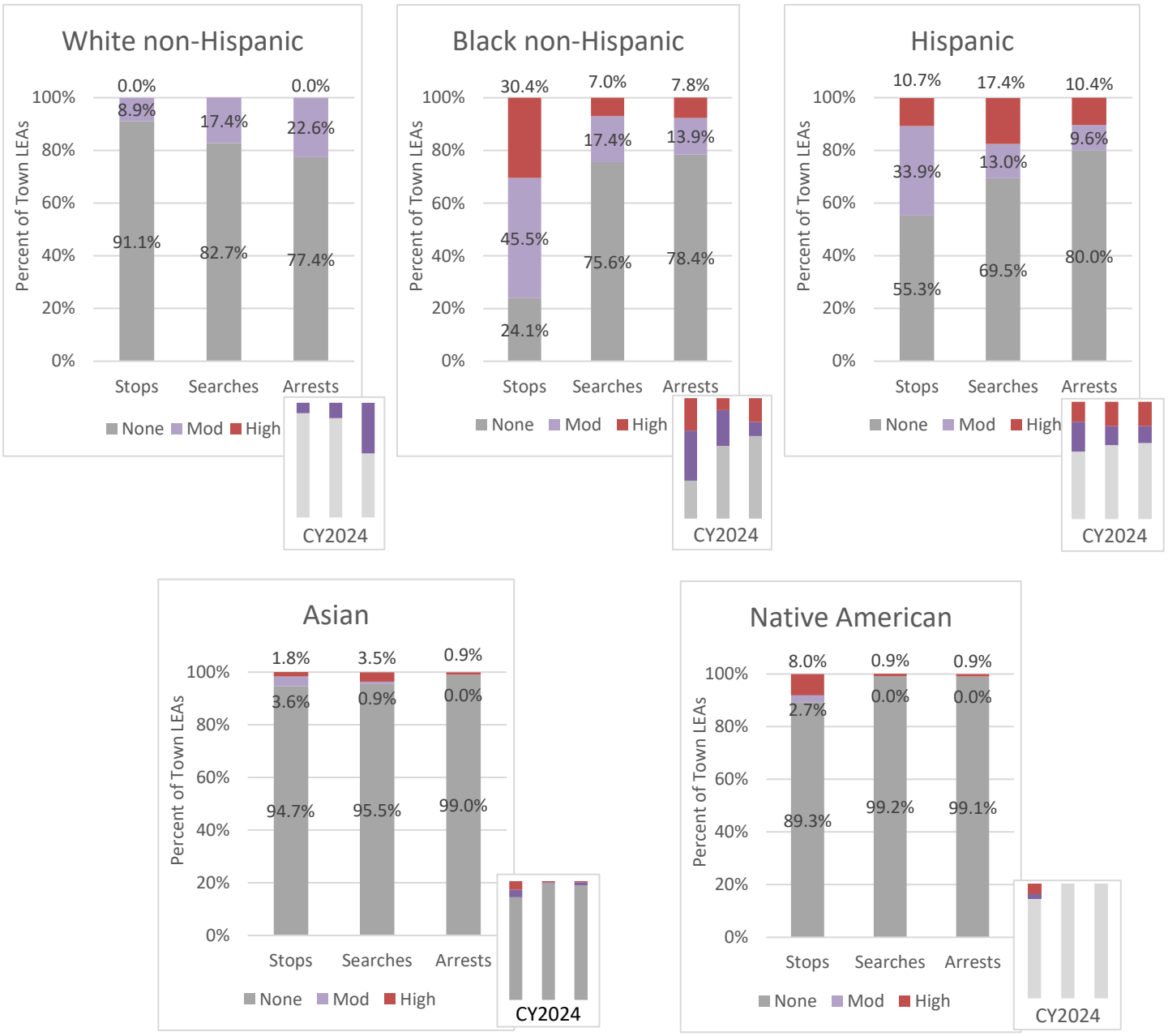
Town Agencies Traffic Stop Analysis

111 local law enforcement agencies serving towns reported traffic stops for 2025. Racial/ethnic data for the resident population aged 15+ years was not available for these smaller jurisdictions; therefore, population benchmarks for the surrounding City/County jurisdiction were used to compare traffic stop data for these

agencies. DIs were then calculated for local resident drivers who were stopped. Due to the small percentage of stops resulting in searches or arrests, stops of non-residents are included in the analysis of events following stops. Individual agency information can be found in Appendix D.

Figure 12 illustrates the percentage of Town LEAs with Disparity Indices (DIs) indicating high, moderate, or no overrepresentation for stops, searches, and arrests. 111 town LEAs accounted for 12.2% (139,074) of ALL traffic stops reported for 2025 and 10.3% (52,916) of local resident traffic stops.

Figure 12. Percentage of Town Law Enforcement Agencies Exhibiting Disparity Indices (DIs) in the Moderate to High Range for Traffic Stops and Subsequent Searches and Arrests by Race/Ethnicity (CY2025)[8]



[8]Stop DIs compare stops of local residents to population benchmarks.
Search and Arrest DIs include all stops and use the agency stop rate for comparison rather than the population rate.

Driver Stop DIs for Town Agencies

Figure 12 shows that for all stops of local residents, across all 111 agencies:

- Black and Hispanic drivers predominate in both high and moderate overrepresentation. An overall increase in overrepresentation was observed for Black drivers and, to a lesser degree, Hispanic drivers.
  - Between 2024 and 2025, the proportion of agencies reporting *no* overrepresentation of Black drivers in traffic stops decreased from 31.5% to 24.1%.
  - Between 2024 and 2025, the proportion of agencies reporting *no* overrepresentation of Hispanic drivers in traffic stops decreased from 57.6% to 55.3%.

Analysis of Events Following Traffic Stops for Town Agencies

Searches Conducted

Figure 12 shows that for all stops *regardless of residency*, across all 111 agencies serving towns:

- As with city and county agencies, but to a much lesser degree, more town agencies reported High or Moderate overrepresentation in searches of Black and Hispanic drivers than for other racial/ethnic groups. However, the percentage of agencies reporting *no* overrepresentation for searches of Black and Hispanic drivers continued an increasing trend beginning in 2023:
  - The proportion of agencies reporting no overrepresentation in searches of Black drivers increased to 75.6% in 2025 from 60.3% in 2024 and 51.7% in 2023.
  - The proportion of agencies reporting no overrepresentation in searches of Hispanic drivers increased to 69.5% in 2025 from 63.0% in 2024 and 56.1% in 2023.

Driver Arrests

Figure 12 shows that for all stops *regardless of residency*, across all 111 agencies serving towns:

- Similar to searches, high overrepresentation in arrests of Black and Hispanic drivers was observed compared to other racial/ethnic groups, but more agencies reported slightly more moderate overrepresentation for White drivers than for other groups.
  - The proportion of town agencies reporting moderate overrepresentation in arrests of White drivers increased to 22.6% in 2025, which is an increase from 18.9% in 2024. A reciprocal decrease in no overrepresentation was observed.
- As noted for searches, the percentage of town agencies reporting no overrepresentation for Black and Hispanic drivers with regard to arrests following traffic stops continues to increase from previous years.
  - The proportion of agencies reporting no overrepresentation in arrests of Black drivers increased to 78.4% in 2025 from 71.2% in 2024 and 56.1% in 2023.
  - For 2025 the proportion of agencies reporting no overrepresentation in arrests of Hispanic drivers was 80.0%, an increase from 74.8% in 2024 and 65.9% in 2023.

Analysis of Traffic Stops by Other Agencies

There were 41 "Other" state, local and private agencies serving locations that have no defined, stable population. Typically, these were agencies that serve larger college/university campuses with public roads or locations such as state parks, airports, railroads, or other commercial locations.

Traffic Stops for Other Agencies

Due to the limited jurisdiction areas of the smaller agencies in this group, driving-age population data for each racial/ethnic group was not available for the areas served by these agencies. Driver stop DIs are, therefore, not considered to be a reliable measure due to the benchmarking difficulties. However, it was possible to examine the percentage of drivers in each racial/ethnic group among stops made by these agencies and these percentages were compared to those for groups of all drivers stopped statewide.

Table 8 reflects the percentages of driver stops from each racial/ethnic group. "Other" agencies accounted for 2.75% of statewide traffic stops in 2025 and exhibit the same pattern as in the larger dataset. Black drivers are stopped at a rate higher than would be expected, given their proportion of the population. The same was seen for Hispanic drivers, although to a much lesser degree.

Table 8. Race/Ethnicity of Drivers Stopped by Other Agencies, Virginia Statewide by State Resident and Total Count (CY2025)[9]

		VA Resident Drivers		Out-of-State Drivers		All Drivers	
Race/ Ethnicity	*Percent of VA Driver Population*	*Drivers Stopped*	*Percent*	*Drivers Stopped*	*Percent*	*Drivers Stopped*	*Percent*
White	61.3%	14,019	52.2%	3,973	48.2%	17,922	51.3%
Black	19.4%	8,109	30.2%	2,722	33.0%	10,831	30.9%
Hispanic	11.1%	2,788	10.4%	1,144	13.9%	3,932	11.2%
Asian	7.9%	1,852	6.9%	385	4.7%	2,237	6.4%
Native	0.30%	64	0.2%	15	0.2%	79	0.2%
Total	100.00%	26,832	100.00%	8,239	100.00%	35,071	100.00%

Analysis of Events Following Traffic Stops for Other Agencies

Once a stop was made, a DI could be calculated to examine racial/ethnic driver overrepresentation for searches and arrests made following the stop. These are discussed below.

Searches Conducted

Figure 13 shows the percentages of the 41 other LEAs with driver search DIs indicating High, Moderate, or No overrepresentation[10] for each racial/ethnicity group, compared to the number of drivers stopped for each group.

[9] Stop DIs compare stops of all drivers regardless of residency.

[7] Other agencies with zero searches or zero stops within a group are included under the "No Overrepresentation" category.

Figure 13. Percentage of Other Law Enforcement Agencies Exhibiting Disparity Indices (DIs) in the Moderate to High Range for Searches and Arrests Following Traffic Stops by Race/Ethnicity (CY2025)[11]

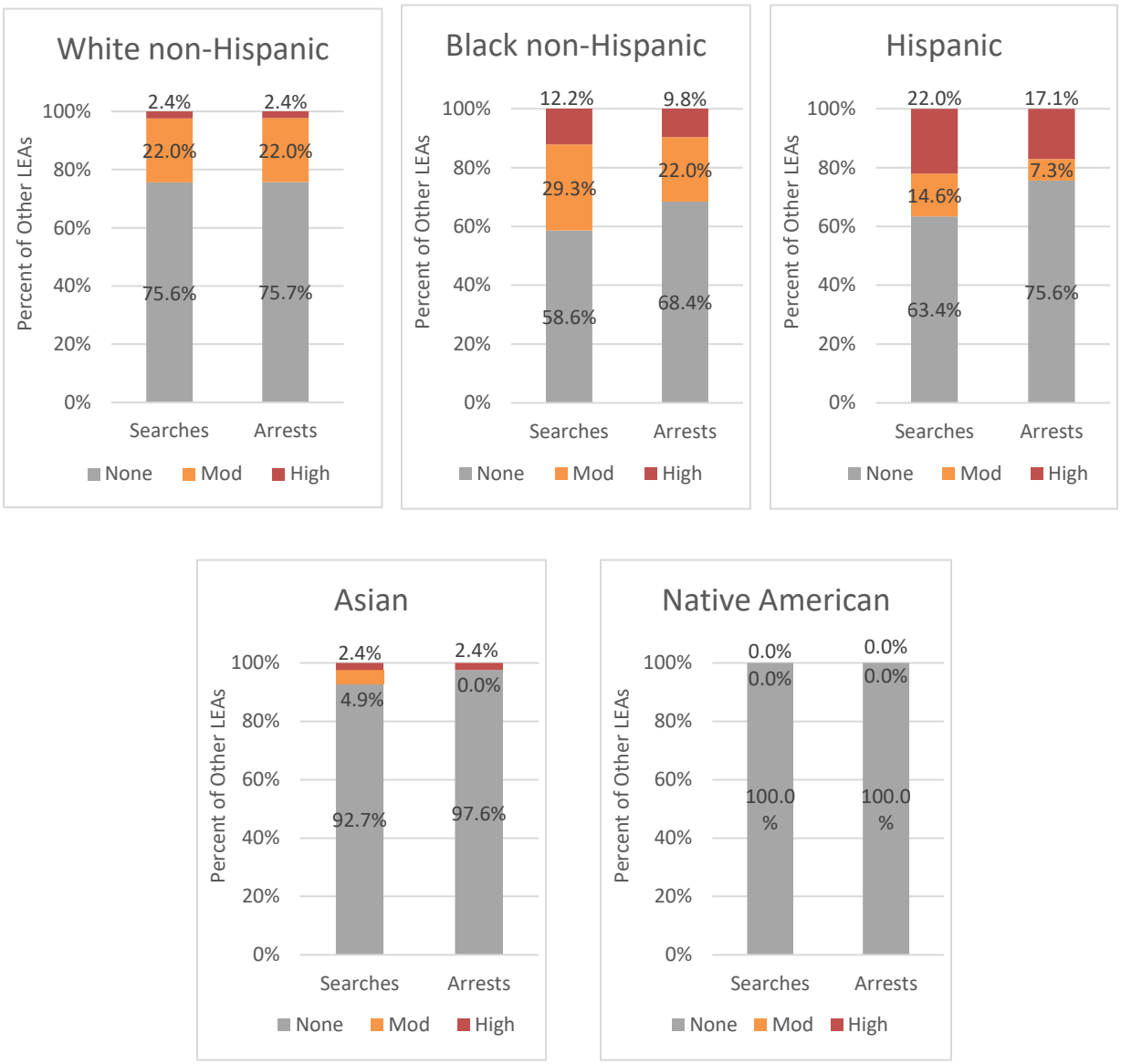


Figure 13 shows that *regardless of residency*, across all 41 agencies serving larger college/university campuses, state parks, airports, railroads, or other commercial locations with access to public roads:

- Black and Hispanic drivers experienced more overrepresentation with regard to being searched following a traffic stop relative to other groups of drivers.
- The proportion of "Other" agencies reporting any overrepresentation of Black drivers with regard to searches decreased slightly from 43.9% in 2024 to 41.5%% in 2025 A reciprocal decrease in the percentage of other agencies reporting no overrepresentation for Black drivers increased from 56.2% to 58.6%.

[11] Search and Arrest DIs include all stops and use the agency stop rate for comparison rather than the population rate.

- Between 2024 and 2025, the proportion of "Other" agencies reporting overrepresentation in searches of Hispanic drivers increased from 17.1% to 36.6% with a reciprocal decrease in no overrepresentation from 82.9% to 63.4%.
- Overrepresentation of White drivers with regard to searches was observed in 26.4% of "Other" LEAs.

Driver Arrests

Figure 13 shows the percentages of the 41 other LEAs with driver arrest DIs indicating High, Moderate, or No overrepresentation[12] for each racial/ethnicity group.

- The proportion of "Other" agencies reporting overrepresentation in arrests of Black drivers increased from 22.0% to 31.8% between 2024 and 2025.
- For Hispanic drivers, the proportion of "Other" agencies reporting overrepresentation in arrests increased from 22.0% to 24.4% between 2024 and 2025.
- 24.4% of "Other" agencies also reported overrepresentation in arrests of White drivers.

DIs for individual "Other" agencies are shown in Appendix E.

Chi-Square Testing for Searches and Arrests

Comparison of Observed and Expected Frequencies

Chi-square tests of association were used to identify cases where minority drivers were overrepresented to a statistically significant extent among an agency's searches or arrests. Separate tests were run at the agency level for Black, Hispanic, Asian, and Native American drivers. Tests were conducted for all agencies and all minority groups that satisfied basic procedural thresholds. The table below displays the number of agencies that were eligible for testing and the number of agencies that were flagged for statistically significant overrepresentations of minority drivers.

[12] Other agencies with zero arrests, and therefore DIs of zero, are included in Figure 17 under the "No Overrepresentation" category.

Table 9. Agencies where Minority Drivers were Searched or Arrested at Significantly Higher Rates than White non-Hispanic drivers (CY2025, all stops)			
Demographic	*# of Agencies Tested*[1]	*# of Agencies Significant*[2]	*% Significant of Agencies Tested*
Black			
Searches	262	42	16.0%
Arrests	210	29	13.8%
Hispanic			
Searches	250	37	14.8%
Arrests	207	27	13.0%
Asian/Pacific Islander			
Searches	224	4	1.8%
Arrests	178	2	1.1%
Native American			
Searches	173	8	4.6%
Arrests	139	4	2.9%

[1] *Although the data set included 311 agencies, many were not eligible for chi-square testing because they failed to meet procedural requirements related to "expected" frequencies. In essence, ineligible agencies conducted extremely few searches or arrests, particularly of minority drivers.*

[2] *Agencies were counted in the "Significant" column if (a) drivers from the minority group were searched or arrested at a higher rate than White non-Hispanic drivers and (b) testing confirmed the difference in rates to be statistically significant at p<0.01.*

Although many agencies exhibited high to moderate overrepresentation for searches and arrests of minority drivers, the number/percentage of agencies exhibiting statistically significant differences in the rates at which these events occurred was much lower. Table 10 presents a comparative view of the percentage of agencies showing moderate to high overrepresentation of Black and Hispanic drivers compared to the percentage of agencies showing statistically significant results.

Table 10. Percentage of Agencies Showing Overrepresentation in Searches and Arrests of Minority Drivers compared to Percentage of Agencies with Statistically Significant Chi-Square Results (CY2025)								
Demographic	*VSP*	*Cities & Counties*	*Towns*	*Other*	*# and % Agencies w/ Overrepresentation*[1]		*# and % Significant of Agencies Tested*	
Black					*Total*	*% out of 311*		
Searches	6	77	28	17	128	41.2%	42	16.0%
Arrests	7	69	25	13	114	36.7%	29	13.8%
Hispanic								
Searches	7	61	35	15	118	37.9%	37	14.8%
Arrests	7	48	23	10	88	28.3%	27	13.0%
Asian/Pacific Islander								
Searches	4	10	5	3	22	7.1%	4	1.8%
Arrests	0	4	1	1	6	1.9%	2	1.1%
Native American								
Searches	4	12	1	0	17	5.5%	8	4.6%
Arrests	1	4	1	0	6	1.9%	4	2.9%

[1] *Percentage of total number (311) of agencies including each of the 7 divisions of the VSP as a separate agency*

Two supplementary metrics were calculated for the agencies flagged as having statistically significant overrepresentations of minority drivers in the previous tables. These metrics incorporate the actual number of minority searches or arrests conducted by an agency and the number of minority searches or arrests that the agency would be expected to conduct if search or arrest rates were exactly the same for minority drivers and White drivers. Table 11 presents the number of agencies that meet those criteria. See Appendix L for detailed analysis.

Table 11. Number of LEAs* with Observed-Expected Differences Greater than 25 and Found to be Statistically Significant (CY2025)

	Searches	*Arrests*
Black Drivers	18	10
Hispanic Drivers	11	6

*Each Division of VSP counted as a separate agency

Interpretation of Findings

The overall finding of this analysis is that, statewide, Black and Hispanic drivers in Virginia were disproportionately stopped by law enforcement when compared to other drivers, based on the number of drivers stopped relative to their numbers in Virginia's population. Stops of Black and Hispanic drivers were also more likely to result in a search or an arrest. This finding is consistent with previous reports as well as traffic stop research conducted in other states.

Although these Virginia traffic stop analyses identified disparities in traffic stop rates related to race/ethnicity, they do not allow us to determine or measure specific reasons for these disparities, nor do they allow us to parse out what may be disparities due to bias-based profiling from other possible factors.

Previous research has identified various factors that could contribute to why members of a racial/ethnic group may be stopped at a higher or lower rate than their presence in the population, including:

- Bias (explicit or implicit) by law enforcement officers towards a racial/ethnic group (*Baumgartner, Epp, and Shoub, 2018; Pierson et. al, 2020).*
- Different driving rates or patterns by different racial/ethnic groups – perhaps linked to differences in housing or employment locations, in use of public transportation, etc. *(NCSA, 2023; Yoo, 2023*).
- Different rates of policing in different areas – i.e., minorities may be more likely to drive in or through higher crime areas, which are policed more than other areas (*Cai and Gaebler, 2022*).
- Different agency practices, such as LEAs differing on how much discretion they give officers in deciding when to make a stop as well as tendencies toward leniency on an individual officer level (*Goncalves & Mello, 2021*).

The Virginia Department of Criminal Justice Services did not attempt to make a judgement about what Disparity Index (DI) values constitute a "good" or a "bad" degree of overrepresentation. The DI is a way of showing that a disparity existed and, to some extent, the relative degrees of disparity that existed between different LEAs.

The Community Policing Act directed DCJS to obtain driver traffic stop data "for the purposes of analyzing the data to determine the existence and prevalence of the practice of bias-based profiling and the prevalence of complaints alleging the use of excessive force."

The overriding challenge to empirically determining to what extent bias-based profiling may be contributing to these disparities is what is referred to as the "benchmark problem." To help determine if bias is a factor in driver stops, one would need to be able to compare the proportion of stops made for each racial/ethnic group to the appropriate benchmark: the number of drivers in each racial/ethnic group who are actually driving on the road and subject to being stopped. Researchers have not yet found an accurate way to do this.

This analysis used each racial/ethnic group's proportion of the resident population as a benchmark for measuring traffic stop disparities. However, resident population provides, at best, a crude measure of exposure to traffic stops. A given racial/ethnic group's proportion of the resident population aged 15+ years in a locality is not the same as that group's proportion of the *driving* population in that locality. The driving population for a group is what is exposed to potential traffic stops, not the entire aged 15+ years residential population. Some residents do not drive at all. They may be incapable of driving, not have a driver's license or a motor vehicle, or simply choose not to drive. Not all residents of a locality drive. Others may drive, but rarely. In some localities, some racial/ethnic groups may be more likely than others to use public transportation rather than drive. All of these variables affect drivers' time spent on the road and thus, their exposure to being stopped.

Transient drivers also complicate comparisons of stopped drivers with the demographics of the resident driver-age population. A locality may have a small number of Black residents, but a large number of Black drivers from other localities that regularly drive through or into that locality (for example, someone living in one locality but driving daily into another locality where they work). Therefore, a much higher number of Black drivers could be subject to traffic stops than there are in the Black resident population to which these drivers are compared. This could drastically inflate the calculated disparity rate for the agency serving this locality.

Methods have been identified to allow for a better understanding of the factors that can confound measures of traffic stop disparities, and these include:

- Comparing the percentages of traffic stops made for each driver racial/ethnic group during daylight hours to those of drivers stopped during nighttime hours. (*Pierson et al, 2020*)
- Comparing the percentage of traffic stops made for drivers in each racial/ethnic group to the percentage of these drivers involved in traffic accidents. (*Yoo, 2023*)
- Comparing how often contraband is found when searches are made involving stopped drivers in each racial/ethnic group.
- Identifying traffic stops in which the role of bias-based profiling may be minimal or nonexistent.

Virginia could use the methods above to improve its traffic stop data collection, reporting, and analysis provided that the scope of the data collected were expanded to include more granular datapoints.

Conclusions and Recommendations

The overall finding of this analysis is that, statewide, Black and Hispanic drivers in Virginia were disproportionately stopped by law enforcement when compared to White drivers, based on the number of drivers stopped relative to their numbers in Virginia's driving-age population. This disparity was also observed for searches and arrests occurring after a stop, although to a much lesser extent.

Further analysis of expected numbers of stops, searches, and arrests compared to observed occurrences indicate that while the Disparity Indices represent absolute levels of disproportionality varying from 10% to over 100% for a substantial share of LEAs, only a fraction of those agencies meet the threshold required to assert that the differences between expected and observed number of events may be due to something other than random chance. Said differently, in most cases the disproportionate outcomes identified by the DI were not statistically significant.

Although this Virginia traffic stop analysis identified disparities in traffic stop rates related to race/ethnicity, it does *not* allow us to determine or measure specific reasons for these disparities. Most importantly for this study, it does *not* allow us to determine the extent to which these disparities may be due to bias-based profiling or due to other factors that can vary depending on race or ethnicity.

STANDING RECOMMENDATION: *The percentages and Disparity Indexes (DIs) presented in this report should not be interpreted to indicate that any individual law enforcement agency is practicing bias-based profiling. Given the limitations noted above, these figures should only be used to identify where the numbers indicate that certain ethnic/racial groups are being disproportionately stopped, which may bear further review to identify why this is occurring and whether any action should be considered to reduce or eliminate it.*

This is a standing recommendation given the limitations of the CPA's current data fields. In addition, any year-to-year comparison of CPA findings should take into consideration both methodological differences and external factors involved in each year's report.

New Recommendation for 2027

RECOMMENDATION#16: *DCJS reiterates Recommendation #3 from the first Traffic Stop report submitted in 2022.*

> *Collect data on the race/ethnicity, age, and gender of drivers involved in traffic accidents in each Virginia locality. (It would not be necessary to collect personally identifiable information on the driver, only the demographic data.) How and where this data would be collected and stored would need to be determined, but the data would need to be maintained in a way that would allow DCJS to compare it with traffic stop data for each locality.*

During 2023 data collection window, DCJS and VSP explored the possibility of this recommendation and determined that this data was currently unavailable from either the Virginia Department of Transportation, the Department of Motor Vehicles, or the State Police. Verifiable driver demographic information in combination with vehicle crash data is critical to establishing a driver population estimate for benchmarking traffic stop totals against. Population estimates are a crude measure by which to estimate who is actively using roadways. One option would be for DMV to collect race/ethnicity data for drivers and allow DCJS to access the TREDS database and cross-match driver data with vehicle accidents to create a driver population estimate.

RECOMMENDATION #17: *DCJS could provide more context for the traffic stop analysis by publishing empirical papers addressing the following:*

- *Benchmark issues and comparison of data to multiple benchmarks*
- *Further analysis into searches and arrests of Hispanic pedestrian populations in NVA*
- *LEA staffing shortages and its effect on data reporting mandated by the CPA*

In order to keep the traffic stop report and the pedestrian supplement at reasonable lengths, in depth contextual information and comparable research will be the subject of a series of smaller papers which will allow for study of the bias issue while preserving the main report for data reporting purposes only.

Appendices *(available online)*

All Appendices can be found at the following webpage:
www.dcjs.virginia.gov/content/community-policing-reports

Appendix A: Driver Stop Volumes and Disparity Indices for Stops by Agency

Appendix B: Traffic Stop Tables for Virginia State Police Divisions

Appendix C: Traffic Stop Tables for Law Enforcement Agencies Serving Cities and Counties

Appendix D: Traffic Stop Tables for Law Enforcement Agencies Serving Towns

Appendix E: Traffic Stop Tables for Other Law Enforcement Agencies

Appendix F: Statewide Stop Tables

Appendix G: Background Information and Demographic Considerations

Appendix H: Age and Gender Tables

Appendix I: Disparity Index (DI) Methodology and Benchmarking

Appendix J: Disparity Indices for Stops of Non-local Virginia Resident Drivers by Local Agencies

Appendix K: Disparity Indices for Stops of Out-of-State Drivers by Local Agencies

Appendix L: Chi Square and Residual Testing Methodology

Appendix M: Law Enforcement Agencies Not Reporting Traffic Stop Data

Appendix N: Bias-Based Profiling Legislation (SB 5030) Effective July 1, 2021

Appendix O: VSP Community Policing Data Collection Instructions and Technical Specifications (V 5.3)

Appendix P: Use of Force Data

Appendix Q: References

Appendix R: Recommendations from Past Reports

Appendix S: 2026 Driver Dataset Dictionary

Appendix T: 2026 Driver Dataset User Guide

Appendix U: 2026 Driver Pre-aggregated Dataset