KIRK KERKORIAN SCHOOL OF MEDICINE | UNLV

Statistical Transparency of Policing (STOP) Report Using 2024 and Cumulative 2022-2024 Nevada Traffic Stop Data

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We also wish to acknowledge our collaborators for their expertise and partnership throughout this project. Through a grant from Arnold Venture, the Council of State Governments (CSG) and the University of Connecticut (UConn) provided critical support and technical guidance in conducting and interpreting the Solar Visibility Analysis, which enhanced the rigor and reach of our findings. In particular, we thank Ken Baron, MS and Mathew Ross, Ph.D. from UConn, and Chris Callaghan, MPA and Rachael Druckhammer, MS from CSG, for their collaboration, technical expertise, and ongoing commitment to the success of this work. Their insights and assistance were invaluable in shaping our analysis, ensuring methodological integrity and providing recommendations for future data collection efforts.

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Together, the efforts of these partners have been essential in advancing the goals of the STOP project. We are grateful for their ongoing collaboration and shared dedication to improving transparency and equity in traffic enforcement across Nevada.

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Executive Summary

In 2021, the Nevada legislature passed Senate Bill 236 (SB 236), mandating the Nevada Department of Public Safety (NV-DPS) to develop a standardized method for all law enforcement agencies to record traffic stop data. It also required certain police officers to record specific data elements related to particular traffic stops. These data include the driver's race, ethnicity, age, sex, and police actions taken during the stop. SB 236 also allowed for contracting with a third-party organization to "conduct a statistical analysis of the collected data aimed at identifying patterns or practices of profiling" (S.B. 236, 81st Leg., Reg. Sess., (Nev. 2021)).[1]

To support this work, the Nevada Statistical Transparency of Policing (STOP) project was created. This interdisciplinary initiative is led by the University of Nevada, Las Vegas (UNLV) through a collaboration between the Kirk Kerkorian School of Medicine at UNLV (hereafter School of Medicine), the School of Public Health, and the Department of Criminal Justice at the Greenspun College of Urban Affairs. The collaboration aims to examine and present Nevada's traffic stop data. This project aligns with similar efforts undertaken in other states to better understand disparities in traffic stops. Please visit our website at https://trafficsafety.sites.unlv.edu/statistical-transparency-of-policing/ to access all three available annual reports and to view our STOP data dashboard.

This is the third annual report from the STOP project. It presents a descriptive and advanced analysis of traffic stop data collected across Nevada from January to December 2024, along with a summary of aggregated data from January 2022 through December 2024. Traffic stop records used in this report were drawn from electronic traffic citation systems across 41 law enforcement agencies in 2022 and 42 agencies in 2023 and 2024, as required by SB 236 (2021).[1] In 2022 and 2023, SB 236 required officers to report traffic stop data if they issue a citation through an electronic citation system when making a traffic stop; in 2024, SB 236 added a requirement for officers also to report traffic stop data for "which a written citation or warning is issued" (S.B. 236, 81st Leg., Reg. Sess., (Nev. 2021).[1] Reporting was not required for tribal agencies; of the three tribal agencies in Nevada, Fallon Paiute Shoshone Tribal Police did not report any cases in 2022 but contributed data in 2023 and 2024, which is included in the merged dataset.

Importantly, this report focuses solely on traffic stops reported through the electronic citation system. Due to limitations in the available data, it does **not** include information on the reasons for stops, searches conducted, or arrests being made.

Building on the STOP Project's 2023 report, which focused primarily on descriptive analysis, this year's report incorporates advanced analyses made possible by having three years of traffic stop data (2022–2024). With this expanded dataset, we are now able to conduct more comprehensive, multi-year analyses that examine individual and agency-level factors to better understand the existence, nature, and extent of potential disparities in traffic stops. These analyses were further supported through a collaboration with the Council of State Governments (CSG) and the University of Connecticut (UConn), made possible by a grant funded by Arnold Ventures.

This year's report introduces the Solar Visibility Analysis to analyze Nevada traffic stops from 2022 to 2024, comparing the likelihood of stops in daylight versus darkness across racial and ethnic groups. The purpose of the Solar Visibility Analysis is to determine the role of

visibility and officer perception in traffic-related stops by law enforcement. The Solar Visibility Analysis compares the rate at which White and non-White drivers are stopped during daylight to the rate at which they are stopped in darkness, when it may be harder for officers to observe a driver's race. When there is a higher relative rate of non-White drivers stopped in daytime than in darkness, it may indicate potential racial bias. The approach is a highly rigorous method used for identifying potential racial disparities in traffic stop data. A detailed description of this method is provided in the Solar Visibility Analysis section, but this analysis involves utilizing several different statistical models. Findings from the Solar Visibility Analysis should be interpreted collectively across multiple models, robustness checks, and years of analysis rather than relying on isolated statistically significant results from a single specification or time period. In conjunction with this year's report, we have created a Reader's Guide to help explain the concepts used throughout this report and to help readers interpret the findings from the Solar Visibility Analysis; this guide can be found in Appendix A (p.74) of this report.

Highlights from this report

Descriptive Analysis

- This report analyzes a total of 507,219 traffic stops from 2024 and 1,253,749 aggregated traffic stops from 2022 to 2024.
- Among the 507,219 traffic stops from 2024, 72.7% of drivers were White, 70.8% were non-Hispanic, and 65.7% were male. In the aggregated 2022-2024 period, the proportions of drivers were similar: 73.8% White, 72.2% non-Hispanic, and 64.7% male.
- More than 61% of drivers were between the ages of 21 and 45 both in 2024 and in the aggregated 2022-2024 period.
- In 2024, the highest proportion of stops were made by Las Vegas Metropolitan Police Department (45%), followed by Nevada Highway Patrol (28%). In the aggregated 2022-2024 data, the highest proportion of stops were made by Las Vegas Metropolitan Police Department (41.4%), followed by the Nevada Highway Patrol (28.2%).
- A citation was the most common outcome of the traffic stops in both datasets (2024: 60.7% and aggregated 2022-2024: 64.1%).
- Overall, the traffic stop volumes remained nearly consistent throughout the year in both the 2024 and aggregated datasets, with a slight drop during the months of September and October. This trend was observed across all years of observation.
- In both datasets, the traffic stop rates were lower on weekends, followed by increasing trends of stops starting on Mondays.
- The highest traffic stop rates in these datasets occurred in the morning hours of 8am-11:59am (2024: 23.4%; aggregated 2022-2024: 24.7%) followed by afternoon hours of 12:00pm-3:59pm (2024: 20.1%; aggregated 2022-2024: 21.8%).

Solar Visibility Analysis

Statewide Estimates.

- 2024:
  - All non-White and Hispanic drivers: No consistent evidence of increased stops in daylight.
  - Black/African American drivers were stopped more often in daylight than in darkness across several statistical models. However, these differences were small and did not show up consistently when the data was tested in different ways.
- 2022–2024 aggregate:
  - All non-White and Hispanic drivers: No consistent evidence of increased stops in daylight.
  - Black/African American drivers were stopped 0.9 percentage points more often in daylight, a small increase of roughly 3% compared to the average stop rate of 28.5%. This difference was modest and varied slightly by season and by officer.

Agency-Level Estimates.

- 2024:
  - Black/African American drivers: One agency showed a modest increase in daylight stops involving Black/African American drivers.
  - Hispanic drivers: One agency showed a modest increase in daylight stops involving Hispanic drivers.
- 2022–2024 aggregate:
  - Black/African American drivers: Five agencies showed a modest increase in daylight stops involving Black/African American drivers. Results from all statistical models were not always consistent.
  - Hispanic drivers: One agency showed a modest increase in daylight stops involving Hispanic drivers.

Key Takeaways

The statewide Solar Visibility Analysis primarily showed that there are differences in the rate at which Black/African American drivers were stopped in daylight compared to darkness. These differences were unlikely to be due to chance and are therefore considered statistically significant; throughout the remainder of this report, findings meeting this threshold will be referred to as statistically significant, although the differences observed here were small in magnitude. At the statewide level, no differences were detected in the rates that all non-White and Hispanic drivers were stopped in daylight compared to darkness.

The analysis included 39 police agencies, of which seven demonstrated statistically significant differences in either the one-year and/or three-year study period. Only one agency showed statistically significant differences in both the one-year and three-year analyses. These findings suggest that the differences are not uniform statewide but may be more localized within certain agencies or jurisdictions. While these findings highlight the possibility of racial and ethnic disparities in traffic stop law enforcement, they should **not be interpreted as conclusive evidence of racial bias** without further, more detailed analysis and discussion with the agencies. Instead, the findings suggest that additional analysis of data and discussion may be appropriate.

Differences in traffic stop rates by race and ethnicity can be influenced by numerous factors, including, but not limited to, demographic differences in driving patterns, or variation in police deployment strategies at different times of the day. Police deployment strategies may be influenced by such factors as the location of traffic crashes, areas with high call-for-service activity, crime concentrations, and the presence of major traffic generators such as shopping and entertainment districts. Therefore, it may be appropriate to conduct additional analyses. Such analyses could examine how traffic enforcement decisions are made and post-stop outcomes, including citation rates, reasons for the stop, and vehicle search data, in greater detail. Importantly, identifying statistical differences should be just the first step. It should be followed by deeper analysis and ongoing dialogue to better understand and address potential underlying factors.

Discussions with Law Enforcement Agencies

The project team created a draft report with all relevant analyses in December 2025. In January 2026, the project team distributed the embargoed draft report to the seven agencies identified by the Solar Visibility Analysis as demonstrating statistically significant differences and offered to meet with each agency to review the draft's findings, answer questions, and discuss context. The project team then met with four agencies that expressed interest in discussing the draft report with the team. In the virtual meetings, the agencies provided operational context that may help understand the findings in the report. This context includes fluctuations in agency staffing, officers sometimes assigned patrolling areas outside their home jurisdictions, tourism and event-driven traffic patterns, variations in roadway use, and other factors.

I. Background

In its 2021 session, the Nevada legislature adopted Senate Bill 236 (SB 236), which required certain law enforcement officers to collect data regarding specific types of driver interactions. SB 236 designates the Nevada Department of Public Safety (DPS) as the lead agency responsible for implementing these requirements. The legislation also authorized DPS to contract with a third party to analyze the traffic stop data, and, if conducted, for the analysis to be shared with various specified parties through an annual report (S.B. 236, 81st Leg., Reg. Sess., (Nev. 2021)).[1] Nevada's legislation aligns with similar data-collection requirements that had already been implemented in other states.

This is the third annual report produced by the Statistical Transparency of Policing (STOP) Project, housed at the University of Nevada, Las Vegas. The project collaborates with DPS and other partners to analyze, and interpret Nevada's traffic stop data. The STOP Project is led by an interdisciplinary team from UNLV's Kirk Kerkorian School of Medicine at UNLV, School of Public Health, and Department of Criminal Justice at the Greenspun College of Urban Affairs. The overarching goal of the project is to analyze the traffic stop data collected under SB 236, with particular attention to potential **disparities in traffic enforcement**, and to share findings with specified parties in Nevada.

Nevada's SB 236 (2021) Requirements to Track and Analyze Traffic Stop Data

The traffic stop data analyzed in this report is collected pursuant to the requirements of Nevada's SB 236 (2021).[1] SB 236 requires that officers who issue a citation through an electronic traffic citation system between 2022 and 2025 must record specific information about the traffic stop. Beginning in 2024 and continuing through 2025, officers who issue a written citation or warning are also required to collect the same information. Law enforcement agencies must compile this data and report it to the DPS at least annually (S.B. 236, 81st Leg., Reg. Sess., Nev. 2021, Sections 17 and 17.5).[1] SB 236 defines a traffic stop as "any occasion when the driver of a motor vehicle is halted by a law enforcement officer for an alleged traffic violation or infraction" (S.B. 236, 81st Leg., Reg. Sess., (Nev. 2021), Section 16).[1] The statute requires officers to collect the following information: (1) the stop's date, time, and location; (2) the officer's perception of the "race, ethnicity, age, and sex of the person stopped"; (3) the nature of the stop and the statutory citation for the alleged violation that led to the stop; and (4) stop disposition information, including if the stop led to a warning, citation or summons, and if a search was performed (and if so, the type of search and its results), and if the stop led to an arrest (S.B. 236, 81st Leg., Reg. Sess., (Nev. 2021), Sections 17 and 17.5).[1] SB 236 also defines several key terms (S.B. 236, 81st Leg., Reg. Sess., (Nev. 2021), Sections 7-16).[1]

In implementing SB 236, the DPS is required to: (1) establish a standardized method for officers to record traffic stop data; (2) develop related procedures and training; and (3) update relevant forms to support consistent data collection (S.B. 236, 81st Leg., Reg. Sess., (Nev. 2021), Sections 17 and 17.5).[1]

SB 236 also allows DPS to contract with a third party in order to review and analyze the information collected by officers and agencies that results from the SB 236 requirements to facilitate "identifying patterns or practices of profiling" (S.B. 236, 81st Leg., Reg. Sess., (Nev. 2021), Section 18).[1] "Profiling" is defined in SB 236 as "the targeting of a person by a law enforcement agency or a law enforcement officer, on suspicion of the person having violated a

provision of law, based solely on the person's real or perceived age, race, ethnicity, color, national origin, language, sex, gender identity or sexual orientation, political affiliation, religion, homelessness or disability, unless the law enforcement agency or law enforcement officer is acting on a suspect description or information related to an identified or suspected violation of a provision of law" (S.B. 236, 81st Leg., Reg. Sess., (Nev. 2021), Section 14).[1]

SB 236 states that if the third party analyzes this traffic stop data, it must create reports of statistical findings to identify potential practices of profiling (S.B. 236, 81st Leg., Reg. Sess., (Nev. 2021), Section 18).[1] DPS must review the reports and may provide technical assistance or advice to any law enforcement agency discussed in the reports (S.B. 236, 81st Leg., Reg. Sess., (Nev. 2021), Section 19).[1] Finally, SB 236 requires DPS to record, track, and make publicly available the non-identifying information collected through this process (S.B. 236, 81st Leg., Reg. Sess., (Nev. 2021), Section 20).[1]

Disparities in Traffic Enforcement

Nevada's SB 236 (2021) was adopted to examine potential disparities in traffic enforcement. Recently, greater attention has been given to disparities in how police interactions vary for people based on their demographic characteristics, including race and ethnicity (NCSL, 2022).[2] Some studies find that non-White drivers are stopped by law enforcement more frequently than their White counterparts. Researchers have found, for instance, that Black/African American drivers are stopped more than their White counterparts, while Hispanic drivers are stopped at similar or lower rates than their not Hispanic counterparts (The Stanford Open Policing Project, n.d.).[3] Similarly, a California study reported that, Black/African American drivers were more likely to be stopped and more than twice as likely to be searched as White drivers, despite searches of Black/African American drivers being less likely to uncover contraband than searches of White drivers (Lofstrom et al., 2021).[4] Factors potentially contributing to this trend include differences in driving behavior, inconsistent training among officers, and bias (The Stanford Open Policing Project, n.d.).[3]

Lessons from Other States: Implementation and Findings

Other states in the United States (U.S.) have adopted a variety of strategies to detect and address disparities in traffic stops. These strategies include requiring law enforcement agencies to collect and analyze traffic stop data, explore possible reasons for findings that suggest disparities that then inform action, as well as prohibit racial profiling. Several states mandate the collection of demographic information (e.g., age, sex, race, ethnicity), as well as details such as the time, location, and reason for the stop. In some cases, this data is based on the perception of law enforcement officers. To ease implementation, these requirements are often phased in over time, and several states also enlist third parties to analyze, summarize, and report on the collected data (Pryor et al., 2020).[5]

Requirements similar to Nevada's SB 236 have been adopted in other states, including Connecticut, Illinois, California, and Oregon. Importantly, these states utilize multiple statistical analyses that consider various confounding variables to understand differences in who gets stopped. Examples of statistical tests used in conducting these analyses include: Chi-square analysis, which compares differences between variables such as race and ethnicity; benchmarking, which utilizes a baseline (such as Census data) to determine if the number of

stops match the expected rate; threshold tests and stop level hit rate tests – more complex and complete forms of benchmarking; the Solar Visibility Analysis, also known as decision to stop, which utilizes seasonal variation of daylight to assess disparities, and a predicted disposition analysis, which uses propensity scores to examine disparities in matched groups.

Data from these states yield interesting findings. In some states and at certain points in time, statistical analyses of traffic stop data show no difference in traffic stops based on race and ethnicity of those who are stopped. In other states, statistical analysis demonstrates differences based on race and ethnicity of who is stopped. For example, Connecticut used a series of statistical analyses to generate its findings. According to its most recent report, using the Solar Visibility Analysis, the likelihood of a Black/African American or Hispanic driver being stopped in Connecticut is the same from daylight to darkness, indicating no statistical differences (Ross & Barone, 2024).[6] In contrast, data collected in Oregon suggests that some agencies stop minority drivers more frequently than non-minority drivers; Certain police agencies indicated higher odds of minority individuals being stopped in the daylight. Statistically significant results indicated that in some agencies, Hispanic and Black/African American drivers were up to 1.91 and 2.17 times more likely to be stopped compared to White drivers, respectively (Oregon Criminal Justice Commission, 2024).[7] Illinois data showed that 95% of agencies had higher stop-rate ratios for Black/African American drivers and nearly 80% of these agencies also had higher stop-rate ratios for Hispanic drivers compared to White drivers (The Mountain-Whisper-Light: Statistics & Data Science and SC-B Consulting, Inc., 2021).[8] Furthermore, a benchmarking analysis from California suggests that Black/African American drivers were stopped more frequently (150% more than expected) compared to their White counterparts (Racial and Identity Profiling Advisory Board, 2022).[9]

2024 Traffic Stop Data and Comprehensive Data Report

This is the third report published by the STOP project. This report presents results from both descriptive and advanced statistical analyses of traffic stop data collected in Nevada from January to December 2024 through the electronic citation system. It also includes descriptive analyses of aggregated traffic stop data spanning January 1, 2022, through December 31, 2024, which were made available to the STOP team. Between 2022 and 2024, SB 236 required "each law enforcement officer that makes a traffic stop for which a citation is issued through an electronic traffic citation system [...to] record for each stop," certain traffic stop data, including when and where the stop occurred; the officer's perception of the driver's "race, ethnicity, age and sex"; the alleged violation and the nature of the stop; the outcomes of the stop, including if it led to a warning or a citation/summons; information about any resulting search performed; and information about any resulting arrest (S.B. 236, 81st Leg., Reg. Sess., (Nev. 2021), Section 17).[1] In addition, starting in 2024, SB 236 also required officers to record the same data for "traffic stops for which written citations or warnings are issued" (S.B. 236, 81st Leg., Reg. Sess., (Nev. 2021), Section 17.5).[1] Given these requirements, this report examines traffic stops contained in the electronic citation system. For such stops, the report is expected to focus on: where the stop occurred; the officer's perception of the driver's demographic characteristics; the alleged violation and nature of the stop; the outcome of the stop; and information about any resulting searches and any resulting arrests.

The advanced analysis introduced in this year's report, the Solar Visibility Analysis, analyzes Nevada traffic stops from 2022 to 2024, comparing the likelihood of stops in daylight versus darkness across racial and ethnic groups. The Solar Visibility Analysis compares the rate at which White and non-White drivers are stopped during daylight to the rate at which they are stopped in darkness, when it may be harder for officers to observe a driver's race. When there is a higher relative rate of non-White drivers stopped in daytime than in darkness, it may indicate potential racial bias. This approach is considered one of the most rigorous methods available for identifying potential racial differences in traffic stop data. While these analyses offer valuable insights and help illuminate trends, the results should still be interpreted with caution and not used to draw definitive conclusions about disparities.

However, limitations in the available data continue to affect the ability to report on several key aspects of traffic stops. This report includes only traffic data recorded in the electronic citation system and, due to incomplete information, does not analyze specific violations, the nature of the stop, or outcomes such as searches or arrests. In addition, driver sex and age are reported based on driver's license information rather than officer perception. Under SB 236, comprehensive reporting of traffic stops resulting in warnings was not required in 2022 or 2023. During this period, warnings were recorded inconsistently as agencies were still adapting to the electronic reporting system. In 2023, the data collection agency conducted periodic quality control measures that improved the representation of warnings, and these improvements, combined with additional officer training, increased the reliability of reporting. In 2024, warnings became a required reporting field, further strengthening completeness and quality. As a result, warnings data for 2022 and 2023 have now been retrospectively updated to reflect these improvements. Earlier reports may therefore have underestimated the number of warnings issued, and comparisons with prior publications should be made with caution.

II. Descriptive Analysis

2024 Descriptive Analysis

This portion of the report provides findings from the descriptive analysis of traffic stop data collected in Nevada from calendar year 2024 using the state's electronic citation system. In addition to the 2024 data, this section also includes descriptive summaries of aggregated data from 2022 through 2024, allowing for the identification of emerging trends over time. During this three-year period, S.B. 236 required that each law enforcement officer issuing an electronic citation record specific information for every traffic stop, including when and where the stop occurred; the officer's perception of the driver's race, ethnicity, age, and sex; the alleged violation and nature of the stop; and the outcomes of the stop, such as whether it resulted in a warning, citation, search, or arrest (S.B. 236, 81st Leg., Reg. Sess., Nev. 2021, Sec. 17).[1] Beginning in 2024, SB 236 expanded this requirement to include stops in which written citations or warnings were issued (S.B. 236, 81st Leg., Reg. Sess., Nev. 2021, Sec. 17.5).[1]

Accordingly, this section focuses on describing the distribution and characteristics of these traffic stops, including where and when they occurred, the demographic information recorded by officers, the nature of the alleged violations, and the outcomes of stops, searches, and arrests. More advanced analyses, designed to explore potential disparities and patterns in greater depth are presented in a separate section of this report.

Descriptive Analysis Methodological Approach

STOP Data Validation, Storage, and Data Dictionary

Building on the analysis presented in our 2023 report, this report also combines 2022 and 2023 findings with the new data from 2024. Data from 41 law enforcement agencies in 2022 and 42 law enforcement agencies in 2023-2024 were submitted to the Nevada Department of Public Safety, 306,485 traffic stop records in 2022 and 440,045 in 2023. Similarly, in 2024, data from the same 42 law enforcement agencies were submitted, totaling 507,219 traffic stop records.

The dataset underwent rigorous validation protocols to align with quality assurance standards. These steps were performed frequently to ensure the quality of the data. As questions about certain data elements arose, discussions with the data collection agency occurred to ensure data accuracy. Next, the data was reformatted, stored, and optimized in a data warehouse where physical, network, and process security measures were applied. Additionally, through collaborative engagement with the data collection agency, the detailed and comprehensive data dictionary developed in previous years was updated.

Data Analysis

This report examines traffic stop records reported through the electronic citation system from January to December 2024 from 42 Nevada law enforcement agencies. It also aggregates and then analyzes traffic stop records reported through the electronic traffic citation system from January 2022 to December 2024. First, data were cleaned and re-coded to run the analytical procedures. Univariate analyses were conducted to explore the data quantitatively to get more

insights about a single variable (including the missing data) and to summarize large quantities of data to reveal patterns. Cross tabulation, also called contingency analysis, was performed to analyze the intersection between two variables of interest with regards to traffic stops. Since most data elements were categorical (i.e., fit into a set of mutually exclusive groups), frequencies and proportions were used to describe the data. Data were visualized using bar and line graphs. Monthly and diurnal patterns were also investigated. All analyses were conducted using IBM SPSS Statistics (Version 29.0). (IBM Corp., Armonk, NY, USA).

Data Included in Analysis

The unit of descriptive analysis was traffic stops for which written citations or warnings were issued through the electronic citation system. Details about the data elements are provided in the Appendix B (Table B.1).

STOP reporting under Nevada Senate Bill 236 (SB 236) captures officer-initiated traffic enforcement activity. Therefore, these records reflect motor vehicles that officers pull over as they are being driven. The records used in this report do not include any citations generated by officers when they are responding to a crash or other incident, even if citations were issued during crash investigations. Because these systems serve different operational purposes and follow distinct workflows, systematic overlap between STOP citations and crash-related citations would not necessarily be expected. It should be assumed that citations resulting from a crash would not be included in STOP data.

The data elements examined were:

Date and Time the Stop Occurred: The date (month/day/year), and time (HH:MM) (where H is hours reported in military time (24-hour period) and M is minutes) that the stop occurred. Stop time was formatted into a 12-hour clock time. These data were categorized into days of the week and months.

Stop Results: The final disposition or outcome for traffic stops reported in the electronic citation system. The categories are citation and warning.

- **Citation**: A citation issued by a law enforcement officer through an electronic citation system that states the nature of the offense and lists a court appearance date, if required. It includes instructions on how the driver must respond.
- **Warning**: A notice given by a law enforcement officer to a driver stopped for an alleged violation or infraction and entered into an electronic citation system. Unlike a citation, a warning does not carry any legal penalties, fines, or requirements to appear in court, but it is recorded. (Note: warnings in this data may not represent all the warnings issued in 2022 and 2023; reporting warnings was not required by SB 236 in 2022 and 2023, but became required in 2024).

Perceived Race of the Driver: The law enforcement officer's perception of the race of the driver stopped. The categories are: American Indian/Native Alaskan, Asian, Black/African American, Hawaiian/Pacific Islander, and White.

Perceived Ethnicity of the Driver: The law enforcement officer's perception of the ethnicity of the driver stopped. The categories are: Not Hispanic and Hispanic.

Sex: The sex of the driver stopped as obtained by the law enforcement officer from the driver's license. The categories in this report are male and female. The data included a third category "X." Starting in 2019, Nevada allowed people to select Male (M), Female (F), or X as the sex on their drivers' licenses instead of choosing only M or F. Nevada drivers stopped in 2022 through 2024 may have had licenses issued before or after 2019. Therefore, drivers who would have selected X before 2019 if given the opportunity (and would presumably identify as nonbinary) would still have an M or F on their licenses even though they may not identify as M or F. As a result, and for consistency, drivers who were listed as X for sex on their drivers' licenses (n=339 in aggregated 2022-2024 dataset) were excluded from sex-based analysis to maintain consistency and comparability across the study period. Additionally, because sex information was derived from administrative licensing records rather than self-identified gender, the available data may not fully capture gender diversity within the population.

Age of the Driver: The age of the driver stopped, which is calculated as the integer portion of [Date of Stop] minus [Date of Birth] as obtained from the driver's license. This data was further categorized into age groups as defined by the U.S. National Highway Traffic Safety Administration (NHTSA) (Chang, 2008).[10]

Agency: The agency for which the law enforcement officer works.

Agency Group: Agencies with a number of traffic stops below one percent were aggregated in the "other" category.

Descriptive Analysis Findings

Traffic Stops by Demographic Characteristics of Drivers

This report details traffic stop data recorded through the electronic citation system from 2022 to 2024. In 2022, there were 306,485 traffic stops reported through the electronic citation system. Among all traffic stops, 77.6% of drivers were White, 15.0% were Black/African American, and 5.1% were Asian. Hispanic drivers accounted for 25.1%, while males represented 62.8% of drivers. The largest driver age groups were 26-30 years and 21-25 years, at 14.1% and 13.9% respectively.

In 2023, the total number of traffic stops recorded through the electronic citation system increased to 440,045. White drivers comprised 72.4%, Black/African American drivers made up

20.5%, and Asian drivers accounted for 5.0% of traffic stops recorded through the electronic citation system. Hispanic drivers made up 27.9% of the total, with males representing 64.7% of drivers. The largest age group remained 26-30 years, at 14.2%.

In 2024, the total number of traffic stops recorded through the electronic citation system increased to 507,219. White drivers comprised 72.7%, Black/African American drivers made up 18.9%, and Asian drivers accounted for 5.6% of traffic stops recorded through the electronic citation system. Hispanic drivers made up 29.1% of the total, with males representing 65.7% of drivers. The largest age group remained 26-30 years, at 13.6%.

Aggregating data from 2022-2024, a total of 1,253,749 traffic stops were recorded. White drivers represented 73.8%, Black/African American drivers made up 18.5%, and Asian drivers represented 5.3% of recorded traffic stops. Hispanic drivers accounted for 27.7%, and males comprised 64.7% of recorded traffic stops. The largest age group across the aggregated data was also 26-30 years, at 13.9% (Table 1, Figure 1-4).

Overall Trends (2022–2024)

From 2022 to 2024, the number of traffic stops recorded in the electronic citation system increased each year, from 306,485 in 2022 to 507,219 in 2024, a 65.5% overall rise. This growth may be attributed to at least three factors related to evolving reporting requirements and data collection practices. First, in 2022 and 2023, only traffic stops resulting in an electronically issued citation were required to be reported. Beginning in 2024, officers were also mandated to report data for "traffic stops for which written citations or warnings [were] issued" (S.B. 236, 81st Leg., Reg. Sess., Nev. 2021, Sec. 17.5)[1], which may explain part of the 2024 increase. Second, reporting practices across agencies likely became more consistent between 2022 and 2024 as implementation of the electronic system expanded. These two factors likely contributed to lower capture rates in earlier years, particularly 2022. Third, warnings from 2022 and 2023 were originally recorded inconsistently but were later reviewed and updated by the data collection agency and the UNLV team as part of enhanced quality control measures. Consequently, earlier annual reports may underestimate the number of warnings issued, and comparisons with prior annual reports should therefore be interpreted with caution.

Demographic trends showed modest shifts over time. The proportion of White drivers who were stopped declined slightly (from 77.6% to 72.7%), while Hispanic drivers who were stopped increased from 25.1% to 29.1%. Black/African American drivers who were stopped rose between 2022 and 2023 but slightly decreased in 2024. Male drivers who were stopped consistently represented the majority, increasing from 62.8% to 65.7%. The 26–30-year age group also remained the largest proportion of traffic stops across all three years.

Table 1: Counts and percentages of traffic stops with actions reported through the electronic citation system in Nevada by demographic characteristics of drivers

	Year Total (N)			
	2022 (n=306,485) n (%)	**2023 (n=440,045) n (%)**	**2024 (n=507,219) n (%)**	**2022-2024 (N=1,253,749) n (%)**
Officers' Perceived Race of the Driver, n (%)				
White	237,965 (77.6)	318,571 (72.4)	368,770 (72.7)	925,306 (73.8)
Black/African American	46,058 (15.0)	90,378 (20.5)	95,696 (18.9)	232,132 (18.5)
Asian	15,521 (5.1)	21,861 (5.0)	28,458 (5.6)	65,840 (5.3)
American Indian/Native Alaskan	3,563 (1.2)	4,136 (0.9)	4,213 (0.8)	11,912 (1.0)
Hawaiian/Pacific Islander	2,811 (0.9)	4,900 (1.1)	5,994 (1.2)	13,705 (1.1)
Officers' Perceived Ethnicity of the Driver, n (%)				
Not Hispanic	228,431 (74.5)	316,997 (72.0)	359,360 (70.8)	904,788 (72.2)
Hispanic	77,011 (25.1)	122,847 (27.9)	147,654 (29.1)	347,512 (27.7)

Table 1. [Continued]

	Year Total (N)			
	2022 (n=306,485) n (%)	**2023 (n=440,045) n (%)**	**2024 (n=507,219) n (%)**	**2022-2024 (N=1,253,749) n (%)**
Sex of the Driver, n (%)				
Male	192,582 (62.8)	284,840 (64.7)	333,194 (65.7)	810,616 (64.7)
Female	113,670 (37.1)	154,646 (35.1)	173,244 (34.2)	441,560 (35.2)
Age Group of the Driver, n (%)				
16-20 years	26,181 (8.5)	34,613 (7.9)	37,940 (7.0)	98,734 (7.9)
21-25 years	42,580 (13.9)	59,209 (13.5)	65,673 (12.9)	167,462 (13.4)
26-30 years	43,107 (14.1)	62,436 (14.2)	69,032 (13.6)	174,575 (13.9)
31-35 years	39.949 (13.0)	59,953 (13.6)	68,727 (13.5)	168,629 (13.4)
36-40 years	33,791 (11.0)	50,315 (11.4)	58,806 (11.6)	142,912 (11.4)
41-45 years	28,261 (9.2)	42,342 (9.6)	49,624 (9.8)	120,227 (9.6)

Table 1. [Continued]

	Year Total (N)			
	2022 (n=306,485) n (%)	**2023 (n=440,045) n (%)**	**2024 (n=507,219) n (%)**	**2022-2024 (N=1,253,749) n (%)**
Age Group of the Driver, n (%)				
46-50 years	23,032 (7.5)	32,779 (7.4)	39,312 (7.8)	95,123 (7.6)
51-55 years	20,720 (6.8)	30,057 (6.8)	35,310 (7.0)	86,087 (6.9)
56-60 years	17,036 (5.6)	24,092 (5.5)	28,476 (5.6)	69,604 (5.6)
61-65 years	12,821 (4.2)	18,035 (4.1)	21,976 (4.3)	52,832 (4.2)
Over 65 years	18,120 (5.9)	24,373 (5.5)	30,420 (6.0)	72,913 (5.8)

Note: Percentages do not always equal 100% due to missing values or unknown values.

Note: Drivers who were listed as under 16 years old (n=4,190 in the aggregated 2022-2024 data set) were excluded from analysis due to potential inconsistencies.

Note: Sex was obtained from driver's license records. Records categorized as "X" were excluded because of potential inconsistencies in classification across years and the small sample size (n = 339).

Note: Recorded traffic stops rose between 2022 and 2024 due to expanded reporting requirements under S.B. 236, evolving agency practices, and quality-control updates by the data collection agency with input from the UNLV team. Comparisons with prior reports should be made cautiously.

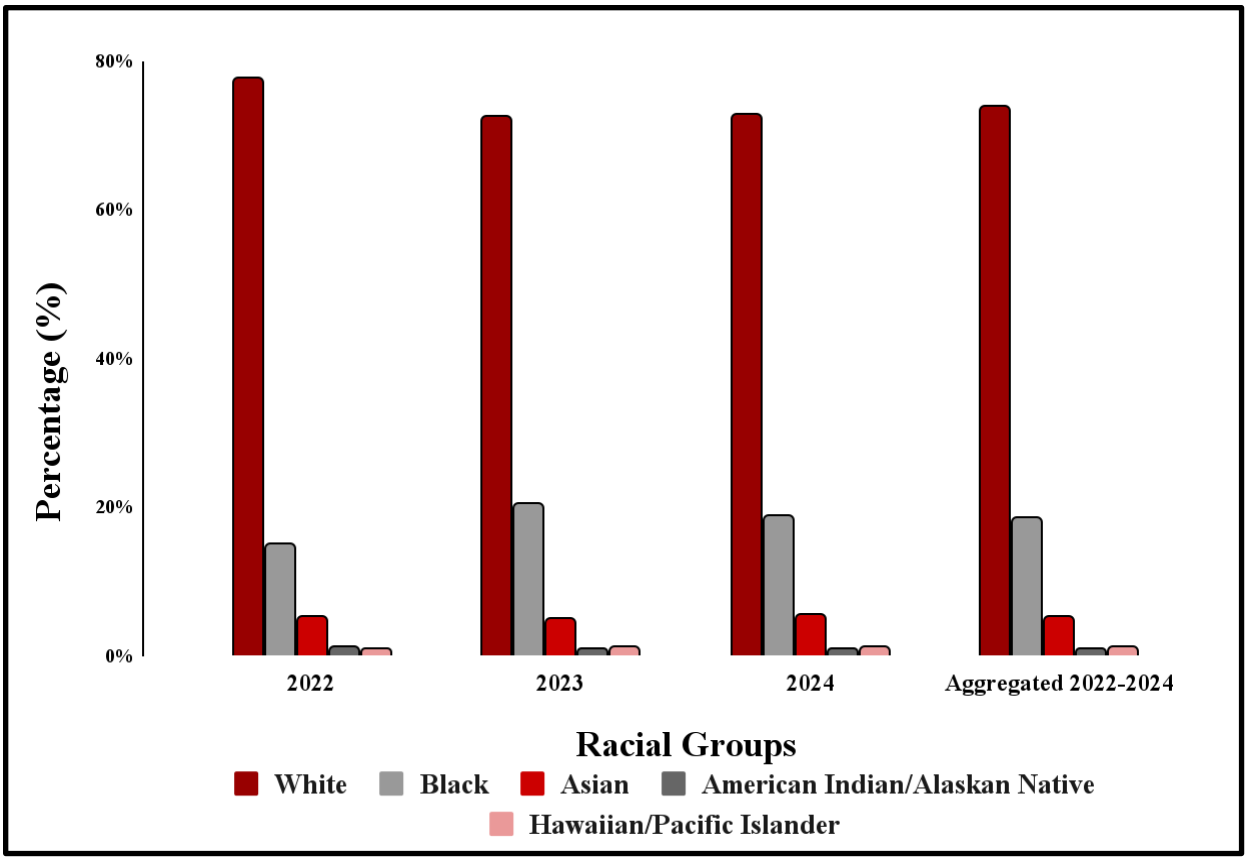

Figure 1. Bar chart displaying percentages of 2022-2024 traffic stops with actions reported through the electronic citation system in Nevada by officers' perceived race of drivers

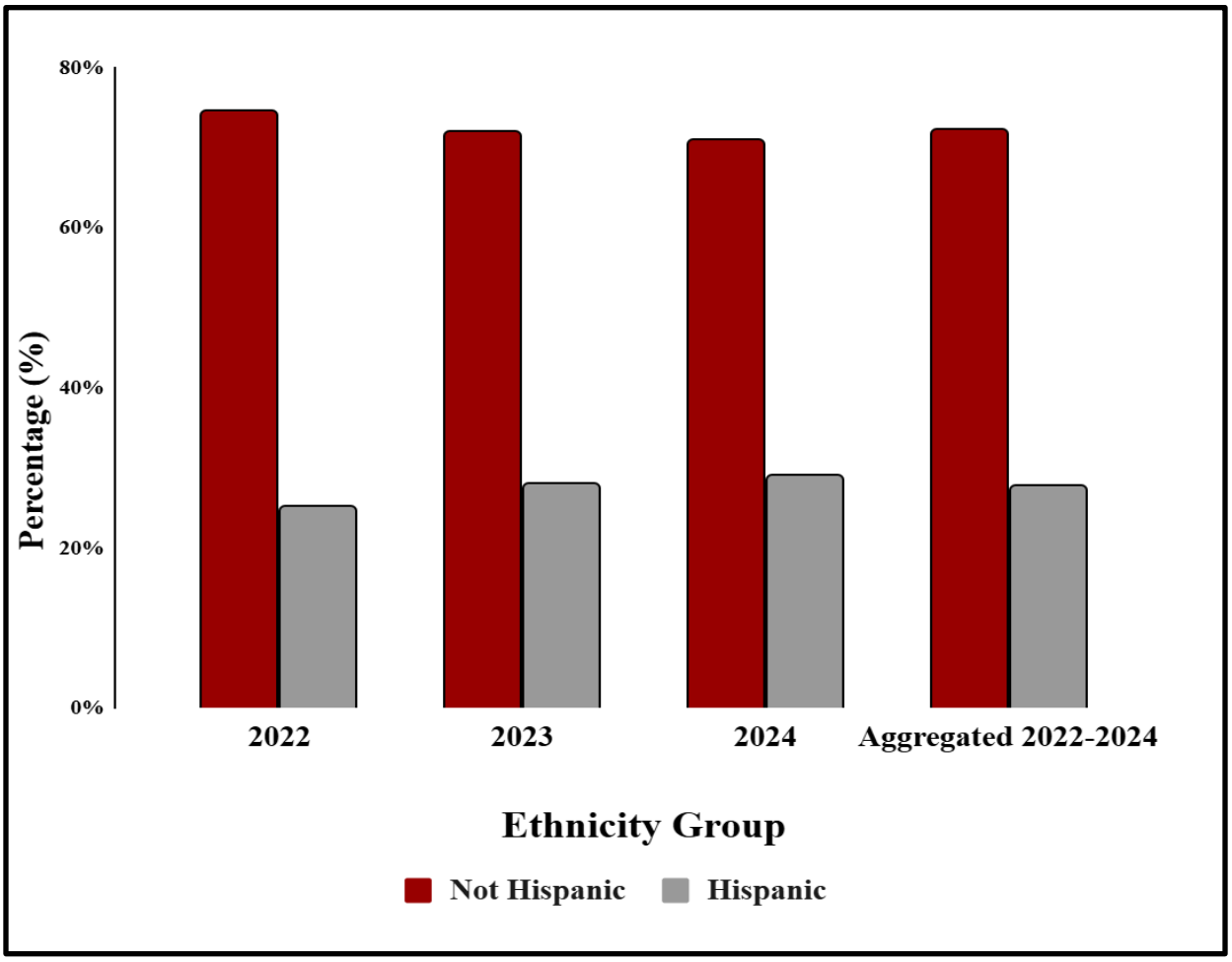

Figure 2. Bar chart displaying percentages of 2022-2024 traffic stops with actions reported through the electronic citation system in Nevada by officers' perceived ethnicity of drivers

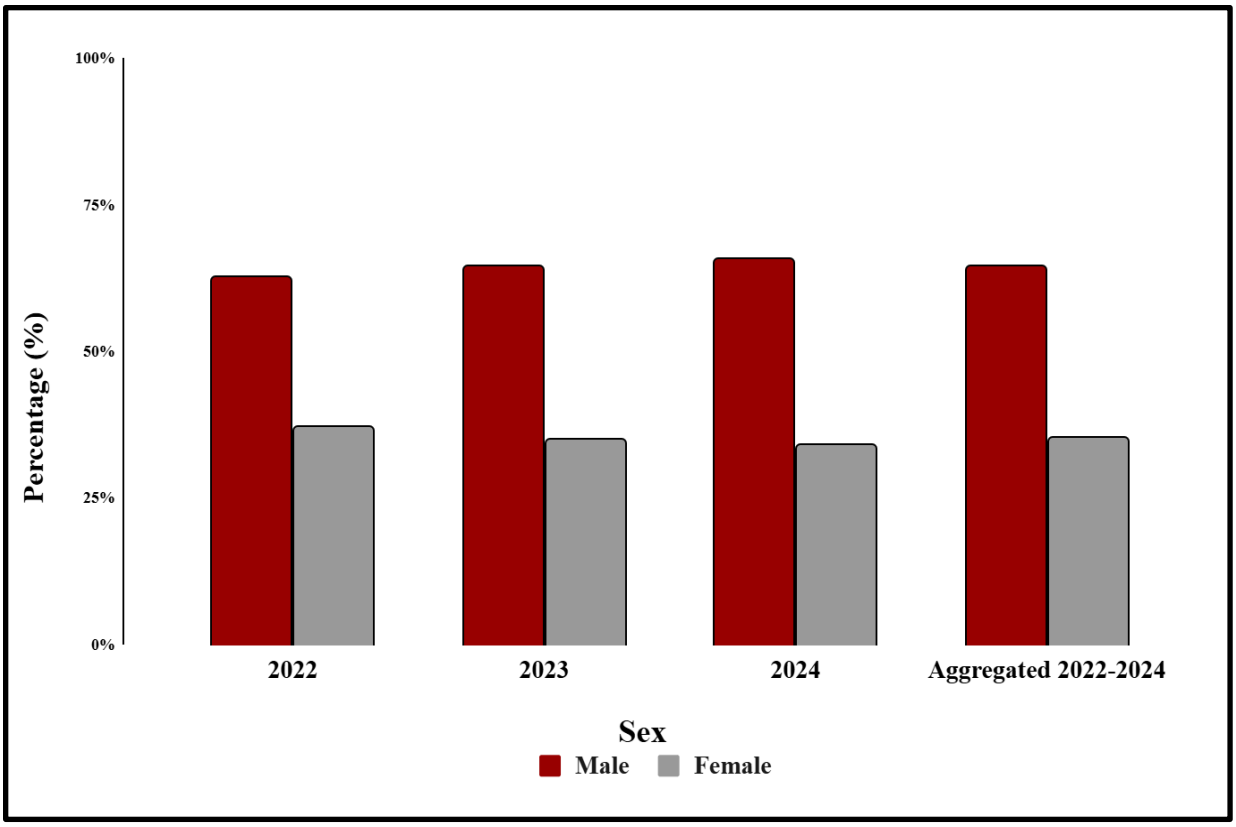

Figure 3. Bar chart displaying percentages of 2022-2024 traffic stops with actions reported through the electronic citation system in Nevada by the sex of drivers

Note: Drivers who were listed as X for sex on their drivers' licenses (n=339 in the aggregated 2022-2024 dataset) were excluded from analysis.

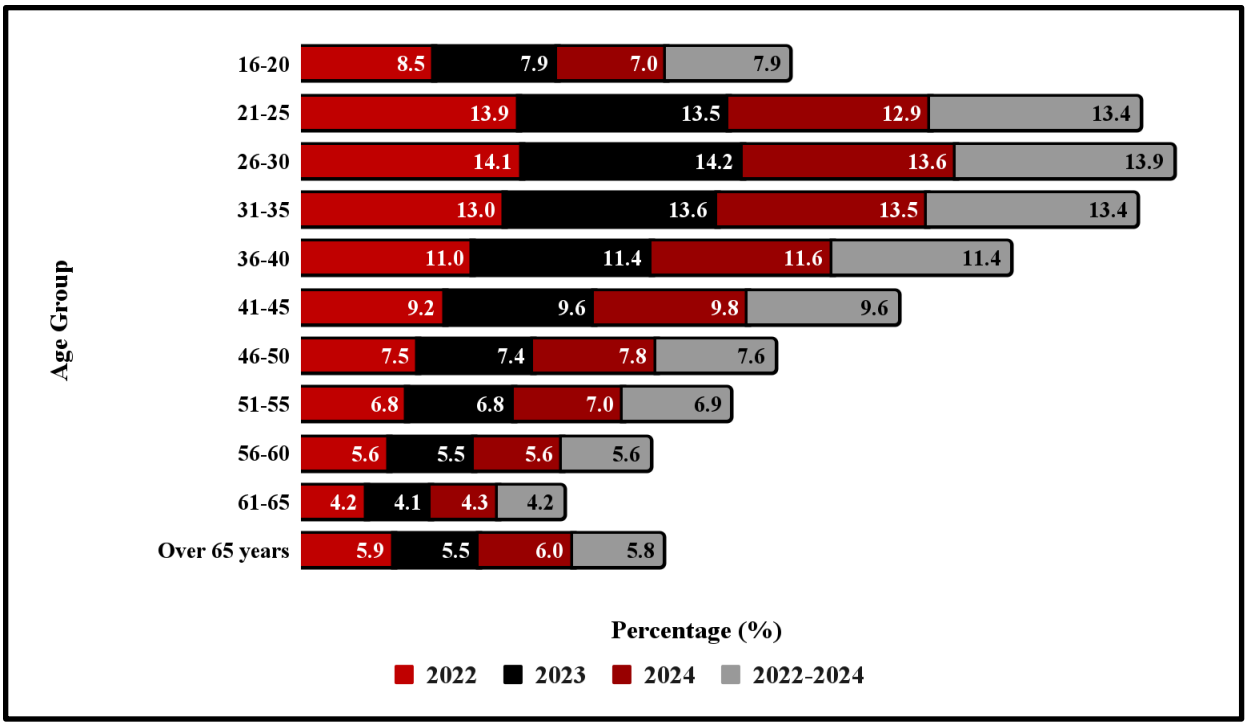

Figure 4. Bar chart displaying percentages of 2022-2024 traffic stops with actions reported through the electronic citation system in Nevada by age group of drivers

Note: Drivers who were listed as under 16 years old (n=4,190 in the aggregated 2022-2024 data set) were excluded from analysis.

Traffic Stops by Agency

Across all years, the highest proportion of traffic stops in the dataset were made by two agencies: the Nevada Highway Patrol (2022: 34%; 2023: 24.4%; 2024: 28.0%) and the Las Vegas Metropolitan Police Department (2022: 27.8%; 2023: 46.8%; 2024: 45.0%). When aggregating the data from all three years, 28.2% of traffic stops were made by the Nevada Highway Patrol and 41.4% by the Las Vegas Metropolitan Police Department (Table 2).

Table 2: Counts and percentages of 2022-2024 traffic stops with actions reported through the electronic citation system in Nevada by agency

	Year Total (N)			
Agencies/Agency Group	**2022 (n=306,485) n (%)**	**2023 (n=440,045) n (%)**	**2024 (n=507,219) n (%)**	**2022-2024 (N=1,253,749) n (%)**
Nevada Highway Patrol	104,124 (34.0)	107,224 (24.4)	142,076 (28.0)	353,424 (28.2)
Las Vegas Metro PD	85,322 (27.8)	205,853 (46.8)	228,480 (45.0)	519,655 (41.4)
Henderson PD	19,780 (6.5)	22,266 (5.1)	24,360 (4.8)	66,406 (5.3)
North Las Vegas PD	12,961 (4.2)	17,943 (4.1)	15,428 (3.0)	46,332 (3.7)
Reno PD	13,200 (4.3)	9,872 (2.2)	8,301 (1.6)	31,373 (2.5)
Clark County SD PD	9,976 (3.3)	10,894 (2.5)	13,358 (2.6)	34,228 (2.7)
Carson City SO	8,662 (2.8)	9,277 (2.1)	7,515 (1.5)	25,454 (2.0)
Washoe County SO	9,400 (3.1)	13,255 (3.0)	14,280 (2.8)	36,935 (2.9)
Nye County SO	6,433 (2.1)	9,347 (2.1)	10,385 (2.0)	26,165 (2.1)
Sparks PD	5,160 (1.7)	5,455 (1.2)	5,827 (1.1)	16,442 (1.3)
Douglas County SO	6,734 (2.2)	5,722 (1.3)	6,242 (1.2)	18,698 (1.5)

Table 2. [Continued]

	Year Total (N)			
Agencies/Agency Group	**2022 (n=306,485) n (%)**	**2023 (n=440,045) n (%)**	**2024 (n=507,219) n (%)**	**2022-2024 (N=1,253,749) n (%)**
Tribal Agencies	2,480 (0.8)	1,628 (0.4)	1,926 (0.4)	6,034 (0.5)
Other Agencies	22,253 (7.3)	21,309 (4.8)	29,041(5.7)	72,603 (5.8)

Note: Percentages do not always equal 100% due to missing values or unknown values.
Note: SO-Sheriff's Office; PD-Police Department; SD-School District
Note: Thirty agencies, each reporting less than one percent of all reported traffic stops, were aggregated into the category "Other Agencies." Tribal agencies were grouped together and not categorized as "Other Agencies."
Note: Recorded traffic stops rose between 2022 and 2024 due to expanded reporting requirements under S.B. 236, evolving agency practices, and quality-control updates by the data collection agency with input from the UNLV team. Comparisons with prior reports should be made cautiously.

Outcomes of All Traffic Stops

A citation was the most common outcome of the traffic stops reported in all three data sets, representing 87.9% of reported traffic stop outcomes in 2022, 58.4% of reported traffic stops in 2023, 60.7% of reported traffic stop outcomes in 2024, and 64.1% in the aggregated 2022-2024 dataset. Warnings represented 21.9%, 41.4%, 39.0%, and 35.7% of traffic stops in 2022, 2023, 2024, and aggregated 2022-2024 datasets respectively (Table 3, Figure 5).

Table 3: Counts and percentages of 2022-2024 traffic stops reported through an electronic citation system in Nevada by result of stop

	Year Total (N)			
Traffic Stop Outcome	**2022 (n=306,485) n (%)**	**2023 (n=440,045) n (%)**	**2024 (n=507,219) n (%)**	**2022-2024 (N=1,253,749) n (%)**
Citation	238,973 (78.0)	256,951 (58.4)	308,116 (60.7)	804,040 (64.1)
Warning	67,076 (21.9)	182,065 (41.4)	198,028 (39.0)	447,169 (35.7)

Note: Percentages do not equal 100% because some traffic stops resulted in arrests. The background section explains why this report did not focus on arrests.
Note: Recorded traffic stops rose between 2022 and 2024 due to expanded reporting requirements under S.B. 236, evolving agency practices, and quality-control updates by the data collection agency with input from the UNLV team. Comparisons with prior reports should be made cautiously.
Note: Warnings were identified based on electronic citation system records. The available data do not differentiate between written and verbal warnings.

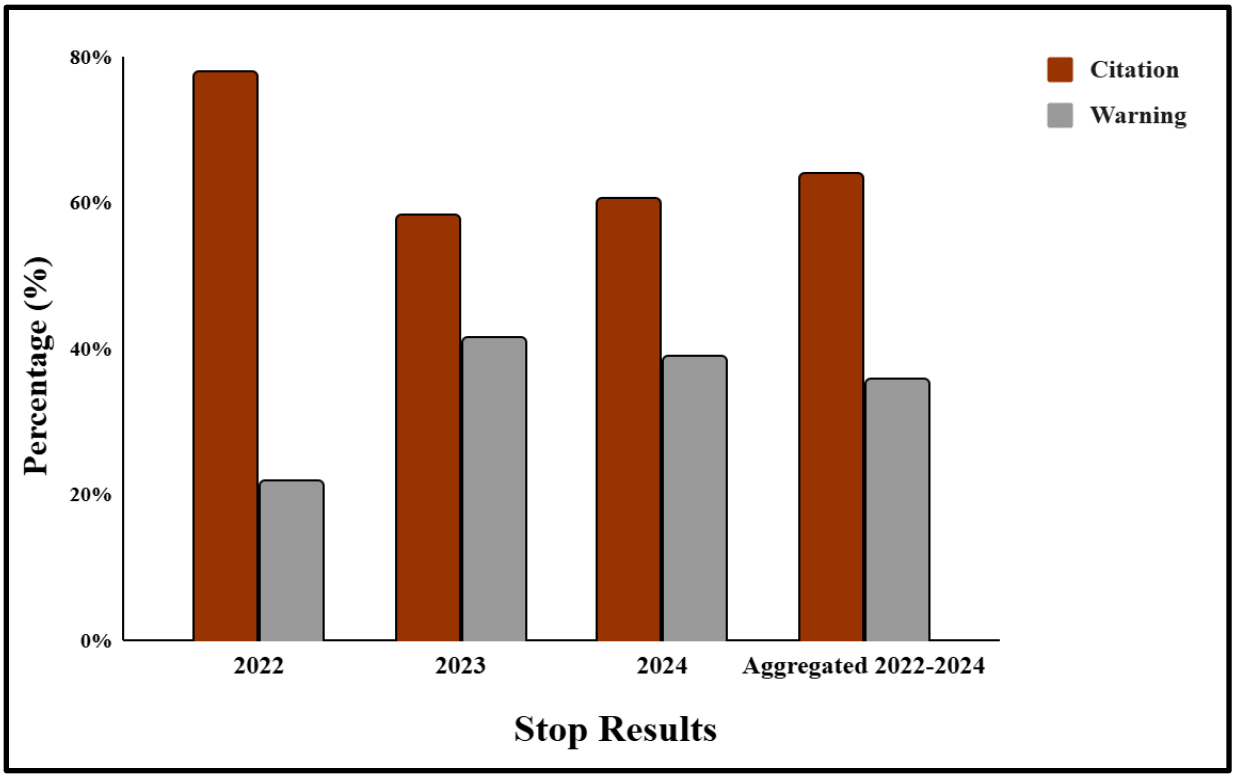

Figure 5. Bar chart displaying percentages of 2022-2024 traffic stops that resulted in citations or warnings reported through an electronic citation system in Nevada

Note: Warnings were identified based on electronic citation system records. The available data do not differentiate between written and verb

Temporal Trends

Traffic Stops by Month. The traffic stop rate remained nearly consistent throughout each year in the 2022, 2023, and 2024 datasets, with a slight drop during the months of September and October. In 2022, the highest percentage of traffic stops were reported in March (9.5%) followed by January (9.1%). In 2023, the highest percentage of traffic stops were reported in March (10.3%) followed by April (9.3%). In 2024, the highest percentage of traffic stops were reported in May (9.2%), followed by March (9.1%). When aggregating the data from all three years, the most traffic stops were reported in March (9.6%) followed by April and May (8.9%) (Table 4, Figure 6).

Table 4: Counts and percentages of 2022-2024 traffic stops made by Nevada law enforcement agencies with actions reported through the electronic citation system by month of stop

	Year Total (N)			
Month	**2022 (n=306,485) n (%)**	**2023 (n=440,045) n (%)**	**2024 (n=507,219) n (%)**	**2022-2024 (N=1,253,749) n (%)**
January	27,782 (9.1)	39,054 (8.9)	42,305 (8.3)	109,141 (8.7)
February	26,131 (8.5)	38,091 (8.7)	40,098 (7.9)	104,320 (8.3)
March	29,186 (9.5)	45,418 (10.3)	46,264 (9.1)	120,868 (9.6)
April	25,779 (8.4)	40,985 (9.3)	44,998 (8.9)	111,762 (8.9)
May	25,838 (8.4)	39,091 (8.9)	46,847 (9.2)	111,776 (8.9)
June	23,756 (7.8)	37,192 (8.5)	43,783 (8.6)	104,731 (8.4)

Table 4. [Continued]

	Year Total (N)			
Month	**2022 (n=306,485) n (%)**	**2023 (n=440,045) n (%)**	**2024 (n=507,219) n (%)**	**2022-2024 (N=1,253,749) n (%)**
July	24,048 (7.8)	35,353 (8.0)	41,155 (8.1)	100,556 (8.0)
August	27,154 (8.9)	36,144 (8.2)	42,702 (8.4)	106,000 (8.5)
September	22,570 (7.4)	32,375 (7.4)	38,098 (7.5)	93,043 (7.4)
October	22,559 (7.4)	29,317 (6.7)	36,944 (7.3)	88,820 (7.1)
November	25,413 (8.3)	33,628 (7.6)	42,450 (8.4)	101,491 (8.1)
December	26,268 (8.6)	33,397 (7.6)	41,575 (8.2)	101.240 (8.1)

Note: Recorded traffic stops rose between 2022 and 2024 due to expanded reporting requirements under S.B. 236, evolving agency practices, and quality-control updates by the data collection agency with input from the UNLV team. Comparisons with prior reports should be made cautiously.

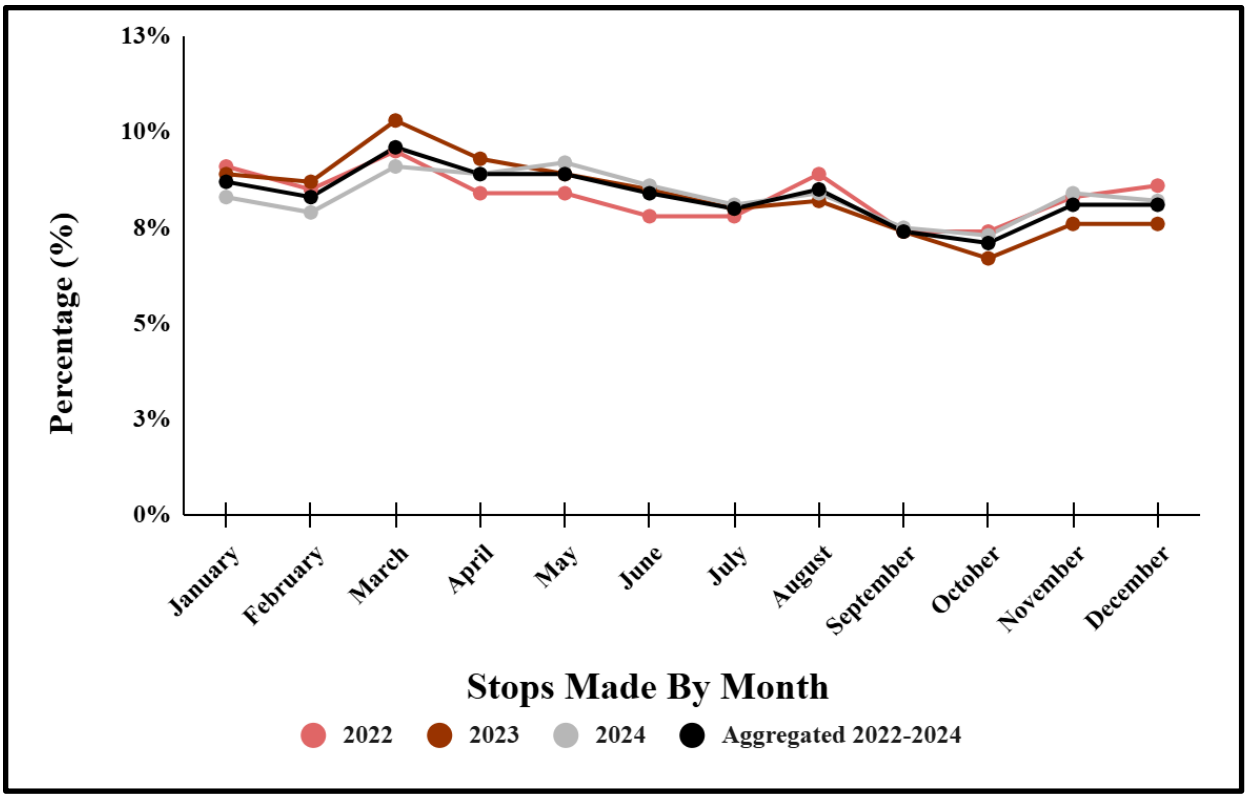

Figure 6. Line graph showing percentages of 2022-2024 traffic stops made by Nevada law enforcement agencies with actions reported through the electronic citation system by month

Traffic Stops by Day of the Week. The traffic stop rate in all three datasets was relatively lower on weekends followed by increasing trends starting from Mondays (Table 5, Figure 7). In 2022 and 2023, the highest percentage of traffic stops were reported on Wednesdays (17.7% and 16.7%), followed by Thursdays (17.4% and 16.1%). In 2024, the highest percentage of traffic stops were reported on Wednesdays and Fridays (15.5%). When aggregating the data from all three years, the highest percentage of traffic stops were reported on Wednesdays (16.5%), followed by Thursdays (16.1%).

Table 5: Counts and percentages of 2022-2024 traffic stops with actions reported through the electronic citation system in Nevada by day the stop occurred

	Year Total (N)			
Day of the Week	**2022 (n=306,485) n (%)**	**2023 (n=440,045) n (%)**	**2024 (n=507,219) n (%)**	**2022-2024 (N=1,253,749) n (%)**
Monday	40,433 (13.2)	57,618 (13.1)	72,211 (14.2)	170,262 (13.6)
Tuesday	51,051 (16.7)	69,258 (15.7)	77,592 (15.3)	197,901 (15.8)
Wednesday	54,153 (17.7)	73,645 (16.7)	78,777 (15.5)	206,575 (16.5)
Thursday	53,449 (17.4)	70,865 (16.1)	77,103 (15.2)	201,417 (16.1)
Friday	44,690 (14.6)	66,611 (15.1)	78,769 (15.5)	190,070 (15.2)
Saturday	35,677 (11.6)	55,068 (12.5)	64,846 (12.8)	155,591 (12.4)
Sunday	27,032 (8.8)	46,980 (10.7)	57,921 (11.4)	131,933 (10.5)

Note: Recorded traffic stops rose between 2022 and 2024 due to expanded reporting requirements under S.B. 236, evolving agency practices, and quality-control updates by the data collection agency with input from the UNLV team. Comparisons with prior reports should be made cautiously. Earlier reports may therefore underestimate the number of warnings issued, and comparisons with prior publications should be made with caution.

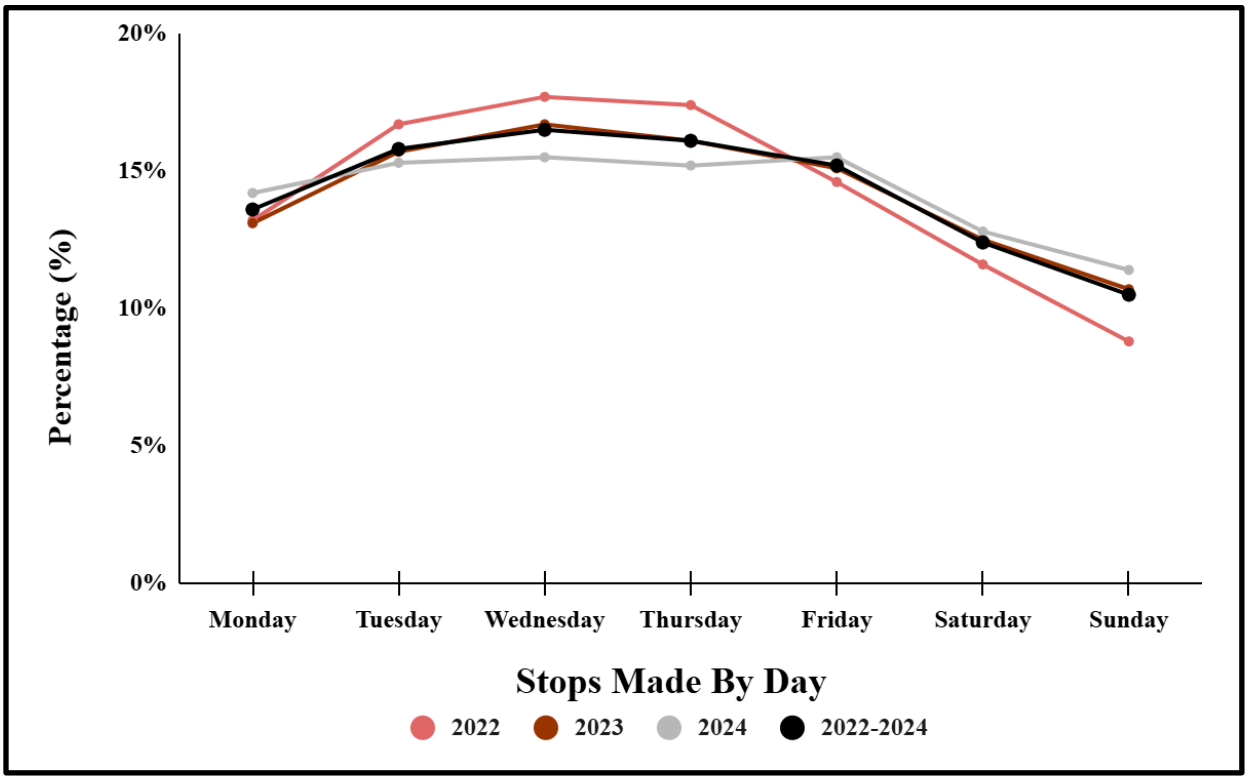

Figure 7. Line graph showing percentages of 2022-2024 traffic stops with actions reported through the electronic citation system in Nevada by days of the week

Traffic Stops by Time Blocks in the Day. The highest traffic stop rates in the 2022, 2023, 2024 and aggregated 2022-2024 datasets were in the morning hours of 8am-11:59am (27.8%, 28.1%, 23.4, and 24.7 % respectively) followed by the afternoon hours of noon-3:59pm (25.5%, 21.1%, 20.1%, and 21.8% respectively) (Table 6, Figure 8).

Table 6: Counts and percentages of 2022-2024 traffic stops with actions reported through the electronic citation system in Nevada by time block of day the stop occurred

	Year Total (N)			
Time Block	**2022 (n =306,485) n (%)**	**2023 (n= 440,045) n (%)**	**2024 (n = 507,219) n (%)**	**2022-2024 (N = 1,253,749) n (%)**
12:00am–3:59am	14,576 (4.8)	34,439 (7.8)	39,526 (7.8)	88,541 (7.1)
4:00am–7:59am	36,298 (11.8)	51,716 (11.8)	60,978 (12.0)	148,992 (11.9)
8:00am–11:59am	85,128 (27.8)	106,003 (28.1)	118,885 (23.4)	310,016 (24.7)
12:00pm–3:59pm	78,169 (25.5)	92,813 (21.1)	101,784 (20.1)	272,766 (21.8)
4:00pm–7:59pm	56,672 (18.5)	85,761 (19.5)	102,241 (20.2)	244,674 (19.5)
8:00pm–11:59pm	35,642 (11.6)	69,313 (15.8)	83,805 (16.5)	188,760 (15.1)

Note: Comprehensive reporting of warnings was not required under SB 236 until 2024. Warnings from 2022 and 2023 were recorded inconsistently but have since been retrospectively updated following quality control measures and improved reporting practices. Earlier reports may therefore underestimate the number of warnings issued, and comparisons with prior publications should be made with caution.

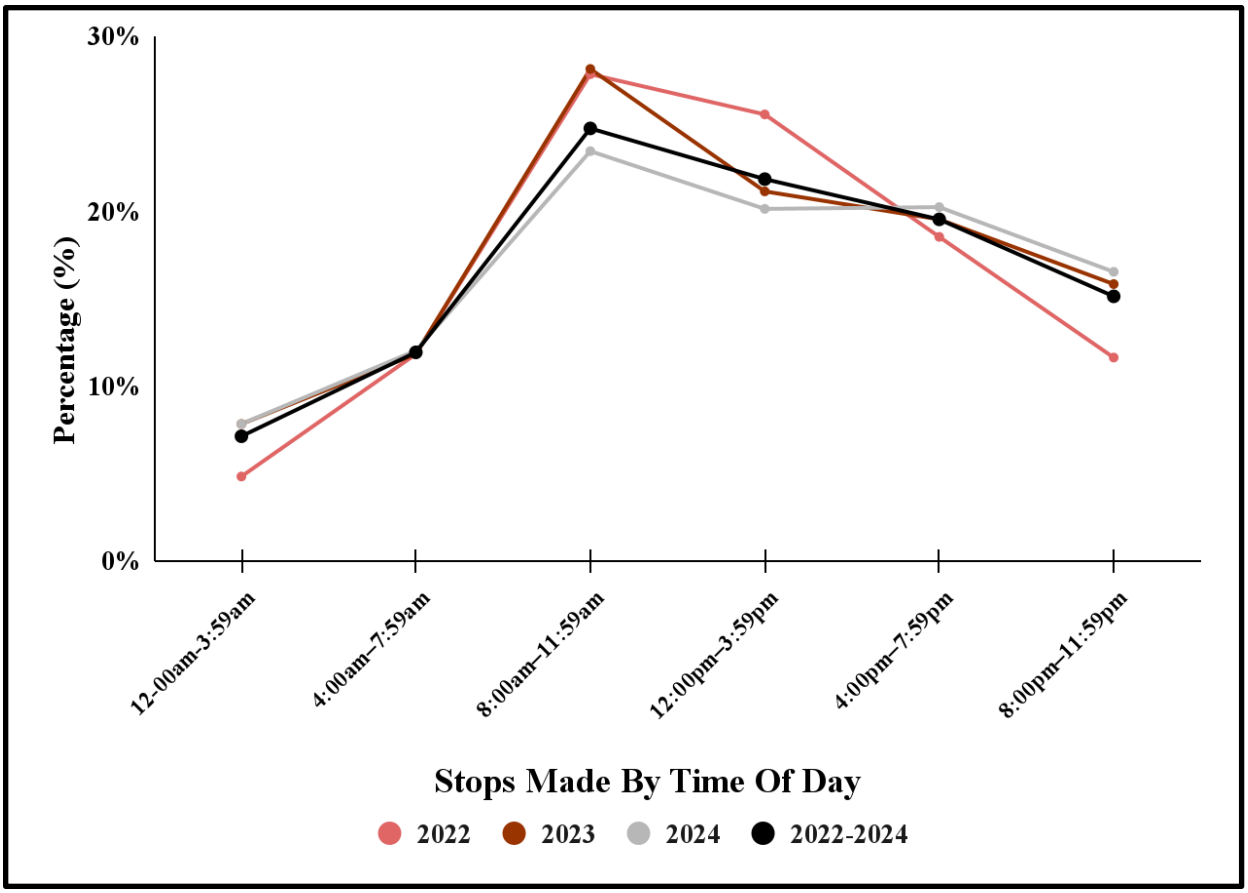

Figure 8. Line graph showing percentages of 2022-2024 traffic stops with actions reported through the electronic citation system in Nevada by time block of day the stop occurred

Demographics of Drivers Stopped by Agency

This section of the report presents demographic characteristics of drivers stopped and data recorded in the electronic citation system by specific law enforcement agencies. To do this, data is aggregated by agency and across years to create a larger number of traffic stops. With this larger number of traffic stops, it is possible to present the officer-perceived race of the driver by agency. Therefore, this data is not presented separately for 2022, 2023 and 2024, but is instead aggregated for all three years of data.

Officer-Perceived Race of Drivers by Law Enforcement Agency. In the aggregated 2022-2024 traffic stop data across all law enforcement agencies, the majority of traffic stops reported through the electronic citation system involved White drivers, followed by Black/African American drivers (Table 7).

Table 7: Cross tabulation of officer perceived race of drivers by agency, for 2022-2024 aggregated traffic stops with actions reported through the electronic citation system in Nevada (N=1,253,749)

Categories	Officer-Perceived Race of Drivers n (%)				
Agency	**White**	**Black/African American**	**Asian**	**American Indian/ Native Alaskan**	**Hawaiian/ Pacific Islander**
Nevada Highway Patrol	284,934 (80.6)	39,740 (11.2)	18,501 (5.2)	6,048 (1.7)	2,285 (0.6)
Las Vegas Metro PD	334,030 (64.3)	141,722 (27.3)	33,295 (6.4)	2,403 (0.5)	7,522 (1.4)
Henderson PD	49,868 (75.1)	11,770 (17.7)	3,421 (5.2)	121 (0.2)	1,111 (1.7)
North Las Vegas PD	27,456 (59.3)	16,632 (35.9)	1,164 (2.5)	57 (0.1)	543 (1.2)
Reno PD	27,530 (87.8)	2,176 (6.9)	931 (3.0)	138 (0.4)	184 (0.6)
Clark County SD PD	22,674 (66.2)	8,269 (24.2)	2,545 (7.4)	141 (0.4)	572 (1.7)
Carson City SO	24,486 (96.2)	463 (1.8)	292 (1.1)	172 (0.7)	39 (0.2)
Washoe County SO	33,729 (91.3)	1,511 (4.1)	1,009 (2.7)	313 (0.8)	296 (0.8)
Nye County SO	22,489 (86.0)	1,864 (7.1)	921 (3.5)	341 (1.3)	301 (1.2)

Table 7. [Continued]

Categories	Officer-Perceived Race of Drivers n (%)				
Agency	**White**	**Black/African American**	**Asian**	**American Indian/ Native Alaskan**	**Hawaiian/ Pacific Islander**
Sparks PD	14,614 (88.9)	1,072 (6.5)	474 (2.9)	102 (0.6)	153 (0.9)
Douglas County SO	16,998 (90.9)	492 (2.6)	688 (3.7)	376 (2.0)	90 (0.5)
Tribal Agencies	4,893 (81.1)	235 (3.9)	228 (3.8)	575 (9.5)	28 (0.5)
Other Agencies	61,605 (84.9)	6,186 (8.5)	2,371 (3.3)	1,125 (1.5)	581 (0.8)

Note: Percentages are calculated within each agency and may not total 100% due to rounding.
Note: SO-Sheriff's Office; PD-Police Department; SD-School District
Note: Comprehensive reporting of warnings was not required under SB 236 until 2024. Warnings from 2022 and 2023 were recorded inconsistently but have since been retrospectively updated following quality control measures and improved reporting practices. Earlier reports may therefore underestimate the number of warnings issued, and comparisons with prior publications should be made with caution.

Officer-Perceived Ethnicity of Drivers by Law Enforcement Agency. In the aggregated 2022-2024 traffic stop data, across all law enforcement agencies, the majority of traffic stops were reported among Not Hispanic drivers (Table 8).

Table 8: Cross tabulation of officer perceived drivers' ethnicity by agency, for 2022-2024 aggregated traffic stops with actions reported through the electronic citation system in Nevada (N=1,253,749)

Categories	Officer Perceived Drivers' Ethnicity n (%)	
Agency	**Not Hispanic**	**Hispanic**
Nevada Highway Patrol	268,470 (75.9)	84,893 (24.0)
Las Vegas Metro PD	354,935 (68.3)	164,715 (31.7)
Henderson PD	51,117 (77.0)	15,280 (23.0)
North Las Vegas PD	27,959 (60.4)	17,951 (38.8)
Reno PD	23,605 (75.3)	7,556 (24.1)
Clark County SD PD	21,928 (64.1)	12,297 (35.9)
Carson City SO	19,544 (76.8)	5,903 (23.2)
Washoe County SO	28,539 (77.3)	8,393 (22.7)
Nye County SO	21,225 (81.2)	4,869 (18.6)

Table 8. [Continued]

Categories	Officer Perceived Drivers' Ethnicity n (%)	
Agency	**Not Hispanic**	**Hispanic**
Sparks PD	11,854 (72.1)	4,582 (27.9)
Douglas County SO	15,434 (82.5)	3,263 (17.5)
Tribal Agencies	4,940 (81.9)	1,080 (17.9)
Other Agencies	55,238 (76.1)	16,730 (23.0)

Note: Percentages are calculated within each agency and may not total 100% due to rounding.
Note: SO-Sheriff's Office; PD-Police Department; SD-School District
Note: Comprehensive reporting of warnings was not required under SB 236 until 2024. Warnings from 2022 and 2023 were recorded inconsistently but have since been retrospectively updated following quality control measures and improved reporting practices. Earlier reports may therefore underestimate the number of warnings issued, and comparisons with prior publications should be made with caution.

Sex of Drivers by Law Enforcement Agency. In the aggregated 2022-2024 traffic stop data across all law enforcement agencies, most traffic stops reported through the electronic citation system were reported among male drivers (Table 9).

Table 9: Cross tabulation of sex of the driver by agency, for Nevada 2022-2024 aggregated traffic stops with actions reported through the electronic citation system (N=1,253,749)

Categories	Sex of the Driver n (%)	
Agency	**Male**	**Female**
Nevada Highway Patrol	239,808 (67.9)	113,339 (32.1)
Las Vegas Metro PD	331,617 (63.8)	187,473 (36.1)
Henderson PD	39,182 (59.0)	27,190 (40.9)
North Las Vegas PD	28,238 (60.9)	17,665 (38.1)
Reno PD	19275 (61.4)	12057 (38.4)
Clark County SD PD	17,546 (51.3)	16,675 (48.7)
Carson City SO	15,611 (61.3)	9,808 (38.5)
Washoe County SO	12,028 (32.6)	24,840 (67.3)
Nye County SO	18,244 (69.7)	7,892 (30.2)

Table 9. [Continued]

Categories	Sex of the Driver n (%)	
Agency	**Male**	**Female**
Sparks PD	9,810 (59.7)	6,618 (40.3)
Douglas County SO	12,464 (66.7)	6,226 (33.3)
Tribal Agencies	4,410 (73.2)	1,617 (26.8)
Other Agencies	49,571 (68.3)	22,972 (31.7)

Note: Percentages are calculated within each agency and may not total 100% due to rounding.
Note: SO-Sheriff's Office; PD-Police Department; SD-School District
Note: Comprehensive reporting of warnings was not required under SB 236 until 2024. Warnings from 2022 and 2023 were recorded inconsistently but have since been retrospectively updated following quality control measures and improved reporting practices. Earlier reports may therefore underestimate the number of warnings issued, and comparisons with prior publications should be made with caution.

Age of Drivers by Law Enforcement Agency. In the aggregated 2022-2024 traffic stop data, the largest age groups of drivers reported through the electronic citation system were 21-25 years and 26-30 years for the Nevada Highway Patrol, North Las Vegas Police Department (PD), and Reno PD. The largest age groups of drivers reported through the electronic citation system were 26-30 years and 31-35 years for Las Vegas Metropolitan Police Department and the Henderson PD (Table 10).

Table 10: Cross tabulation of drivers' age group by agency, for aggregated traffic stops with actions reported through the electronic citation system 2022-2024 (N=1,253,749)

Categories	Drivers' Age Group n (%)										
Agency	**16-20 years**	**21-25 years**	**26-30 years**	**31-35 years**	**36-40 years**	**41-45 years**	**46-50 years**	**51-55 years**	**56-60 years**	**61-65 years**	**Over 65 years**
Nevada Highway Patrol	27,890 (7.9)	50,048 (14.2)	49,905 (14.1)	46,158 (13.1)	38,905 (11.0)	32,465 (9.2)	26,371 (7.5)	24,149 (6.8)	19,812 (5.6)	15,725 (4.4)	21,424 (6.1)
Las Vegas Metro PD	35,527 (6.8)	69,456 (13.4)	75,840 (14.6)	74,740 (14.4)	62,238 (12.0)	52,120 (10.0)	40,717 (7.8)	36,051 (6.9)	27,951 (5.4)	19,513 (3.8)	24,204 (4.7)
Henderson PD	4,932 (7.4)	7,885 (11.9)	8,913 (13.4)	8,590 (12.9)	7,788 (11.7)	6,818 (10.3)	5,310 (8.0)	4,841 (7.3)	3,856 (5.8)	2,833 (4.3)	4,436 (6.7)
North Las Vegas PD	4,349 (9.5)	7,472 (16.3)	7,199 (15.7)	6,625 (14.4)	5,288 (11.5)	4,137 (9.0)	3,073 (6.7)	2,685 (5.8)	2,017 (4.4)	1,372 (3.0)	1,549 (3.4)
Reno PD	3,976 (12.7)	4,894 (15.6)	4,218 (13.4)	3,676 (11.7)	3,014 (9.6)	2,530 (8.1)	2,037 (6.5)	1,903 (6.1)	1,643 (5.2)	1,320 (4.2)	2,018 (6.4)
Clark County SD PD	2,565 (10.1)	3,063 (12.0)	2,948 (11.6)	2,945 (11.6)	2,421 (9.5)	2,125 (8.3)	1,688 (6.6)	1,643 (6.5)	1,570 (6.2)	1,438 (5.6)	2,594 (10.2)
Carson City SO	19,544 (76.8)	5,903 (23.2)	Carson City SO	19,544 (76.8)	5,903 (23.2)	Carson City SO	19,544 (76.8)	5,903 (23.2)	Carson City SO	19,544 (76.8)	5,903 (23.2)

Table 10. [Continued]

Categories	Drivers' Age Group n (%)										
Agency	**16-20 years**	**21-25 years**	**26-30 years**	**31-35 years**	**36-40 years**	**41-45 years**	**46-50 years**	**51-55 years**	**56-60 years**	**61-65 years**	**Over 65 years**
Washoe County SO	3,362 (9.1)	4,274 (11.6)	4,201 (11.4)	4,144 (11.2)	3,989 (10.8)	3,431 (9.3)	2,841 (7.7)	2,728 (7.4)	2,457 (6.7)	2,049 (5.5)	3,219 (8.7)
Nye County SO	1,646 (6.3)	2,728 (10.4)	2,922 (11.2)	3,011 (11.5)	2,737 (10.5)	2,395 (9.2)	2,110 (8.1)	2,180 (8,3)	2,033 (7.8)	1,595 (6.1)	2,740 (10.5)
Sparks PD	2,119 (12.9)	2,264 (13.8)	2,039 (12.4)	2,030 (12.3)	1,655 (10.1)	1,420 (8.6)	1,090 (6.6)	982 (6.0)	840 (5.1)	719 (4.4)	1,119 (6.8)
Douglas County SO	2,036 (10.9)	2,101 (11.2)	2,158 (11.5)	2,134 (11.4)	1,915 (10.2)	1,642 (8.8)	1,284 (6.9)	1,205 (6.4)	1,105 (5.9)	1,081 (5.8)	1,942 (10.4)
Tribal Agencies	350 (5.8)	590 (9.8)	748 (12.4)	739 (12.2)	762 (12.6)	642 (10.6)	469 (7.8)	489 (8.1)	395 (6.5)	318 (5.3)	500 (8.3)
Other Agencies	7,082 (9.8)	9,351 (12.9)	9,335 (12.9)	8,893 (12.2)	7,564 (10.4)	6,711 (9.2)	5,190 (7.1)	4,855 (6.7)	4,219 (5.8)	3,624 (5.0)	5,161 (7.1)

Note: Percentages are calculated within each agency and may not total 100% due to rounding.
Note: SO-Sheriff's Office; PD-Police Department; SD-School District
Note: Comprehensive reporting of warnings was not required under SB 236 until 2024. Warnings from 2022 and 2023 were recorded inconsistently but have since been retrospectively updated following quality control measures and improved reporting practices. Earlier reports may therefore underestimate the number of warnings issued, and comparisons with prior publications should be made with caution.

III. Solar Visibility Analysis

Solar Visibility Analysis compares the likelihood of stops in daylight versus darkness to help understand differences in police traffic stops across racial and ethnic groups. The purpose of the Solar Visibility Analysis is to determine the role of visibility and officer perception in traffic-related stops by law enforcement. These analyses were further supported through a collaboration with the Council of State Governments and the University of Connecticut, made possible by a grant funded by Arnold Ventures. All data shared with CSG and UConn were shared and accessed in full compliance with established data use agreements and memoranda of understanding (MOUs), ensuring adherence to required data security, confidentiality, and agency-specific protocols.

Solar Visibility Analysis Methodological Approach

The method of the Solar Visibility Analysis is based on the assumption that police officers are marginally better at observing certain characteristics of drivers, including race and ethnicity, during daylight compared to darkness (Grogger and Ridgeway 2006; Ridgeway 2009; Horace and Rohlin 2020; Knode et al. 2025; Kalinowski et al. 2019, 2020, 2023).[11-17*] The timing of sunset and sunrise varies throughout the year due to two primary factors: (1) seasonal changes caused by the Earth's axial tilt and elliptical orbit around the sun, and (2) discrete shifts resulting from the spring and fall transitions to and from Daylight Saving Time. Leveraging these two sources of variation, we can effectively compare stops made in darkness versus daylight, at the same time of day and on the same day of the week. Unlike methods that use population-based benchmarks, Solar Visibility Analysis does not require assumptions about the underlying risk-set of individuals on the road. Instead, it presumes that the composition of individuals and police enforcement behavior does not vary in response to visibility changes.[†] By

[*]Statewide multi-agency studies relying on Solar Visibility, also known as the Veil of Darkness (VOD), include Connecticut (Kalinowski et al. 2023; Ross et al. 2015, 2016, 2017a, 2017b, 2018, 2020a, 2021a, 2022, 2023)[17-26], Rhode Island (Ross et al. 2020b, 2021b)[27-28], California (Lofstrom et al. 2022)[29], Oregon (Oregon DOJ dashboard), and Massachusetts (Ross 2023)[30]. Agency-specific studies relying on the VOD include in Oakland, CA (Grogger and Ridgeway, 2006)[11]; Cincinnati, OH (Ridgeway, 2009)[31]; Minneapolis, MN (Ritter and Bael, 2009; Ritter, 2017)[32-33]; Syracuse, NY (Horace and Rohlin, 2016; Worden et al. 2010, 2012)[16, 34-35]; Portland, OR (Renauer, Henning, and Covelli, 2009)[36]; Durham Greensboro, Raleigh, and Fayetteville, North Carolina (Taniguchi et al. 2016a, 2016b, 2016c, 2016d)[37-40]; San Diego, CA (Chanin et al. 2016)[41]; Columbia, MO (Milyo, 2017)[42]; San Jose, CA (Smith et al. 2017)[43]; Maricopa, AZ (Wallace et al. 2017)[44]; Portland, ME (McDevitt et al. 2022)[45], Douglas Co, KS (Iwama and McDevitt, 2023)[46]; Tennessee State Police (Kalinowski et al. 2023)[17]; Texas Highway Patrol (Kalinowski et al. 2019, Mello et al. 2024)[15,47]; Massachusetts State Police (Kalinowski et al. 2023)[17]; and New Jersey State Police (Ross, 2023)[48]. There has also been a highly cited national application of Veil of Darkness on 100 million traffic stops from 21 state patrol agencies and 35 municipal police agencies published in Nature Human Behavior (Pierson et al. 2020).[49]

[†] This assumption allows for the existence of differential rates of traffic stops across racial groups, as well as potential differences in guilt and driving behavior. This assumption has been rigorously tested in numerous scholarly publications employing this methodology through "balancing tests." These tests demonstrate that characteristics of White drivers (e.g., sex/gender, age, and vehicle characteristics) do not significantly vary between daylight and darkness conditions (see Kalinowski et al., 2023).[17]

comparing the racial composition of stops in darkness to those in daylight within a fixed window where sunset timing varies throughout the year, we can use stops made in darkness as a comparison point for those made in daylight, helping to provide insights into how visibility may play a role in traffic stop patterns. The Solar Visibility Analysis specifically examines whether the probability that a stopped driver is non-White increases from darkness to daylight, relative to the change in probability for a White non-Hispanic driver. In other words, this test examines the probability of a stopped driver belonging to a specific racial group across daylight and darkness. Our ultimate goal, however, is to make an inference about whether there are changes to the probability that a driver is stopped given their race, not the probability of race given being stopped. While we can directly calculate the probability of race given being stopped using traffic stop data, we unfortunately cannot directly calculate the probability of being stopped conditional on race without detailed information on the underlying driving population. Importantly, Grogger and Ridgeway (2006) demonstrate that under certain conditions, the likelihood of stopping a non-White individual in daylight versus darkness is equivalent to the likelihood of a stopped individual being non-White in daylight versus darkness. Practically, this assumes that variations in travel and enforcement patterns occur similarly across racial groups and are not influenced by differences in lighting conditions.

To meet these conditions, the estimates are adjusted for the time, day of the week, and location. Additionally, to account for inherent differences between daylight and darkness, the sample is restricted to the inter-twilight window—a period during the day when solar visibility varies throughout the year (i.e., between the earliest eastern sunset and the latest western end of civil twilight, as well as the earliest eastern beginning of civil twilight and the latest western sunrise). Conveniently, these two windows overlap with the morning and evening commutes, when the risk set of individuals is also least likely to be affected by seasonal variation. The assumptions inherent to this method have been tested in a number of peer-reviewed scholarly papers and have been shown to hold in a variety of settings.[‡] However, the analysis includes a number of additional robustness tests to ensure that they are met in the present context. Findings from the Solar Visibility Analysis should be interpreted collectively across multiple models, robustness checks, and years of analysis rather than relying on isolated statistically significant results from a single specification or time period.

Aggregate Solar Visibility by Year

In this section, we present graphical estimates of the Solar Visibility Analysis for Nevada, focusing first on results from the 2024 sample, followed by estimates using the full three-year dataset combined from 2022 to 2024. The figures in this section display the results of the Solar Visibility Analysis applied to traffic stops conducted during the inter-twilight period in Nevada across multiple specifications. We estimate the likelihood of a stop by race/ethnicity using ordinary least squares (OLS). In this model, we compare whether a stop happened in

‡ Refer to footnote * on page 46.

daylight or darkness (the daylight indicator) and relate it to race/ethnicity (a yes/no variable). The race and ethnicity categories were defined differently in the Solar Visibility Analysis and in the descriptive analysis. In both analyses, a person who is categorized as “Asian” and “Black/African American” could be of any ethnicity (i.e., “Hispanic” and “non-Hispanic”). For purposes of the Solar Visibility Analysis, a person who is categorized as having a "Hispanic" ethnicity could be of any race. However, only a person who is both non-Hispanic and White is categorized as “White.” White drivers are the reference group, meaning all other groups are compared to them.

To make our results more reliable, we grouped and compared stops that happened around the same time and within the same law enforcement agency. This helps account for patterns that make stops within those groups more alike. Figure 9 and 10 summarize five versions of the same underlying statistical model, each comparing the likelihood of being stopped in daylight versus darkness by race, while sequentially adjusting for different potential sources of bias. Each specification isolates a specific concern. such as driver characteristics, officer differences, seasonal variation, or violation type, to test the robustness of the main daylight–darkness comparison. The first pair of bars in Figure 9 (Primary Specifications) shows how the chances of being stopped in daylight compared to darkness differ by race. For non-White and Hispanic drivers overall, the results mostly show lower or similar chances of being stopped in daylight, meaning there is no clear evidence of bias. In contrast, for Black/African American drivers, we find sporadic evidence of a statistically significant increase in the likelihood of being stopped in daylight. However, this difference for Black/African American drivers is not consistent across the majority of robustness tests and, when present, is small in size. The second pair of bars in Figure 9 (Balancing Correction) addresses a key potential source of bias: the assumption that the underlying risk set—the driving population at risk of being stopped—remains constant across variations in daylight visibility. Because we lack data on the full driving population, we are unable to formally test for balance in driver characteristics between daylight and darkness. To account for this limitation, we estimate an alternative model that includes controls for individual-level attributes such as gender and age, effectively relaxing the assumption of balance. The adjusted analysis produced results similar to the main findings, suggesting that visible driver traits like age or gender did not account for the differences observed earlier. The third pair of bars in Figure 9 (No Location Controls) addresses another concern pertaining to potential bias from unobserved variables related to officer-specific characteristics, such as officers’ assigned duties, shift schedules, and patrol areas, that are not accounted for in our primary set of control variables. These unobserved differences across officers may confound our main estimates. To address this, we estimate a model that includes officer fixed effects, allowing us to control for time-invariant characteristics at the officer level. The results from this specification show statistically significant differences for non-White, Black/African American, and Hispanic drivers in 2024. However, we note again that these differences do not appear consistently across alternative specifications and are small in terms of their relative magnitudes.

The fourth pair of bars in Figure 9 (DST) addresses the concern that our identification strategy relies on seasonal changes to sunset, which could be violating the underlying assumption that the driving population stays relatively the same in daylight and in darkness throughout the year. To check this, we looked at a 70-day period around the spring and fall Daylight Saving Time changes, 35 days before and after each shift. Instead of focusing only on daylight, we compared stop patterns before and after the time change, when there is more daylight. The results showed no clear differences, suggesting that some of the earlier patterns may be due to seasonal changes rather than daylight alone. These alternative estimates do not yield statistically significant positive differences, suggesting that some of the main effects may partially reflect seasonal patterns rather than daylight alone.

The last pair of bars in Figure 9 (Moving Violations) examines whether the primary results might be affected by including certain non-moving violations, such as lighting, cellphone, and seatbelt infractions. These types of stops could be linked to both visibility and race/ethnicity, partly because of underlying socioeconomic factors. To check this, we reran the analysis after removing these types of stops. However, we acknowledge limitations to this approach because of a lack of specificity in the data about the reason for the stop. Again, these alternative estimates do not yield evidence of increases in daylight stops, suggesting that some portion of the main effects.

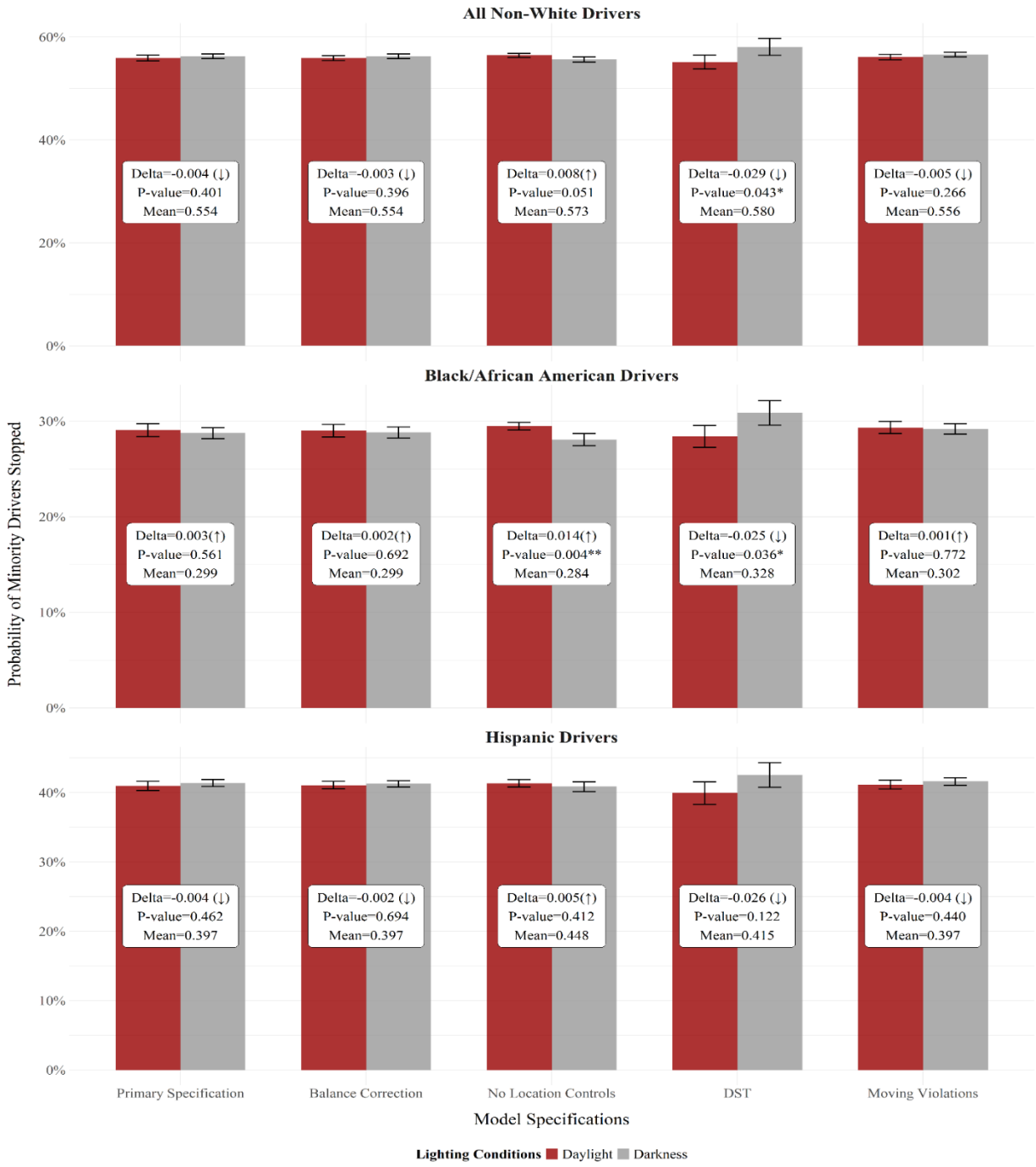

Figure 9: Solar Visibility Analysis by Race/Ethnicity for Primary and Robustness Specifications (2024)

Note: Positive estimated mean differences indicate a higher proportion of stops involving non-White drivers during daylight relative to darkness, whereas negative estimated mean differences indicate a lower proportion. Confidence intervals that do not cross zero are considered statistically significant. Results should be interpreted cautiously within the context of the model specifications and study years.

*Note: DST refers to Daylight Savings Time. Error bars represent 95% confidence intervals. Delta values show the difference between daylight and darkness stop rates, with negative values (↓) indicating higher stop rates in darkness and positive values (↑) indicating higher rates in daylight. Statistical significance: *p<0.05, **p<0.01, ***p<0.001.*

Figure 10 presents the results of the Solar Visibility Analysis applied to an aggregated sample of traffic stops conducted during the inter-twilight period in Nevada during the three-year period beginning in 2022 and ending in 2024. The figure reports how the chances of being stopped in daylight versus darkness differ by race and ethnicity. In the aggregate sample, the coefficients for Hispanic drivers were never both positive in magnitude and statistically significant, indicating no evidence of increased stops during daylight hours. However, for Black/African American drivers, we find a statistically significant ($p = 0.011$) increase in the probability of being stopped in daylight: 0.9 percentage points higher, or a 3.16 percent increase, compared to the overall average of 28.5 percent. These findings suggest evidence of a statistically significant difference for Black/African American drivers in Nevada during the aggregate period. While statistically significant, the meaningful difference is relatively small. As with the 2024 data alone, we conducted robustness checks to better understand the potential source of bias in the estimates. We identified a marginally statistically significant difference for Black/African American drivers across three of four robustness tests. The robustness check that relies on seasonal sunset changes and the discrete shift associated with DST did not yield statistically significant positive difference for Black/African American drivers, suggesting that some portion of the main effects may be sensitive to seasonal variation. We identified a statistical difference across all racial and ethnic groups when we estimated a model that includes officer fixed effects, allowing us to control for time-invariant characteristics at the officer level. It is worth noting that non-White and Hispanic drivers were only identified across one specification and were not identified in the main specification. In simpler terms, the three-year data shows some evidence that Black/African American drivers are marginally more likely to be stopped in daylight, though the effect is small and partly sensitive to seasonal or officer-level factors. Detailed state-level statistics are provided in Appendix Tables C.1 to C.10.

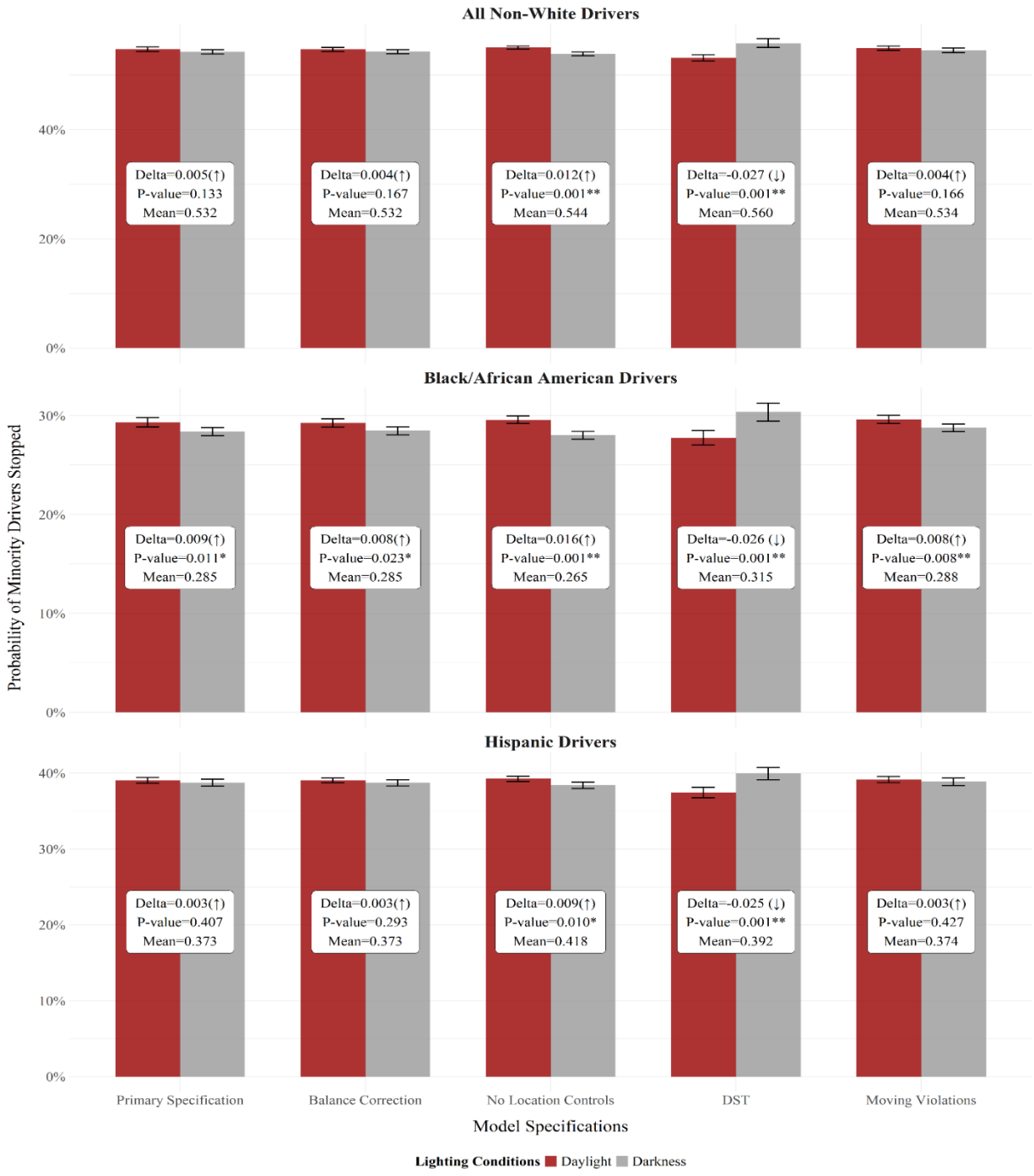

Figure 10: Solar Visibility Analysis by Race/Ethnicity for Primary and Robustness Specifications (2022 to 2024)

Note: Positive estimated mean differences indicate a higher proportion of stops involving non-White drivers during daylight relative to darkness, whereas negative estimated mean differences indicate a lower proportion. Confidence intervals that do not cross zero are considered statistically significant. Results should be interpreted cautiously within the context of the model specifications and study years

*Note: DST refers to Daylight Savings Time. Error bars represent 95% confidence intervals. Delta values show the difference between daylight and darkness stop rates, with negative values (↓) indicating higher stop rates in darkness and positive values (↑) indicating higher rates in daylight. Statistical significance: *p<0.05, **p<0.01, ***p<0.001.*

Solar Visibility Analysis by Agency

The statewide analysis shows that Black/African American drivers are more likely to be stopped in daylight than in darkness. This difference is based on the assumption that, if daylight made no difference, Black/African American and non-White drivers would be stopped at the same rate in daylight as in darkness. The statewide analysis does not show which police agencies may be driving these differences. To identify where these differences may be concentrated, we look more closely by running the test separately for each agency to see if differences appear at the local level. In this section, we graphically present an estimate of the Solar Visibility Analysis separately for each police agency. We first provide results for the 2024 sample of the data. However, we also leverage the full three-year sample from 2022 to 2024 and graphically present estimates of the effect of daylight for smaller agencies, which previously had an insufficiently small sample to run the test annually. Although restricting the sample of stops to the inter-twilight window is necessary to mitigate the risk of violating the identifying assumptions of the Solar Visibility Analysis, it is a relatively onerous sample restriction. It significantly reduces the estimation power in small samples. The figures and discussion below highlight only the agencies with a statistically significant difference in the Black/African American or Hispanic alone categories for either the 2024 or combined 2022 to 2024 samples. The full results are in Tables C.11 and C.12 of Appendix C. For both sets of estimates, we used robust standard errors and control for the hour of the day and day of the week. An agency is considered to have a difference only if three conditions are met: the difference for Hispanic or Black/African American drivers is statistically significant at the 95% level, it remains even when the sample is limited to moving violations only, and the false discovery rate (FDR), which is a test to filter out false positives, is below 10% in both versions of the test. A full set of results and all robustness tests can be found in Tables C.11 to C.20 of Appendix C. Agency-specific statistically significant findings may be attributed to differences in traffic volume, enforcement priorities, reporting practices, or sample size. Statistically significant findings should not be interpreted as conclusive evidence of racial bias. It is important to note that agency-specific findings from the Solar Visibility Analysis should be interpreted collectively across multiple models, robustness checks, and years of analysis rather than relying on isolated statistically significant results from a single specification or time period.

Figure 11 plots the likelihood that a Black/African American (right panel) or Hispanic (left panel) driver was stopped relative to a White driver in daylight versus darkness by an agency in 2024. Individual points on the figure represent specific agencies. The dashed diagonal line represents the line of equality, where stop rates would be identical in daylight and darkness. The solid blue line shows the fitted regression line through the data points. The results indicate that the University of Nevada, Las Vegas agency had a statistically significant increase ($p = 0.001$) in the probability of being stopped in daylight: 33.8 percentage points or a 74 percent increase relative to the mean of 45.6 percent for Black/African American drivers in 2024. The difference was consistent across all specifications used in the robustness checks. In the moving

violations subsample, but not the full sample of stops, Lyon County showed a statistically significant difference (p = 0.0400) for Hispanic drivers in 2024. That is, stops increased by 7.0 percentage points or a 31.4% increase relative from the 22.3% baseline.

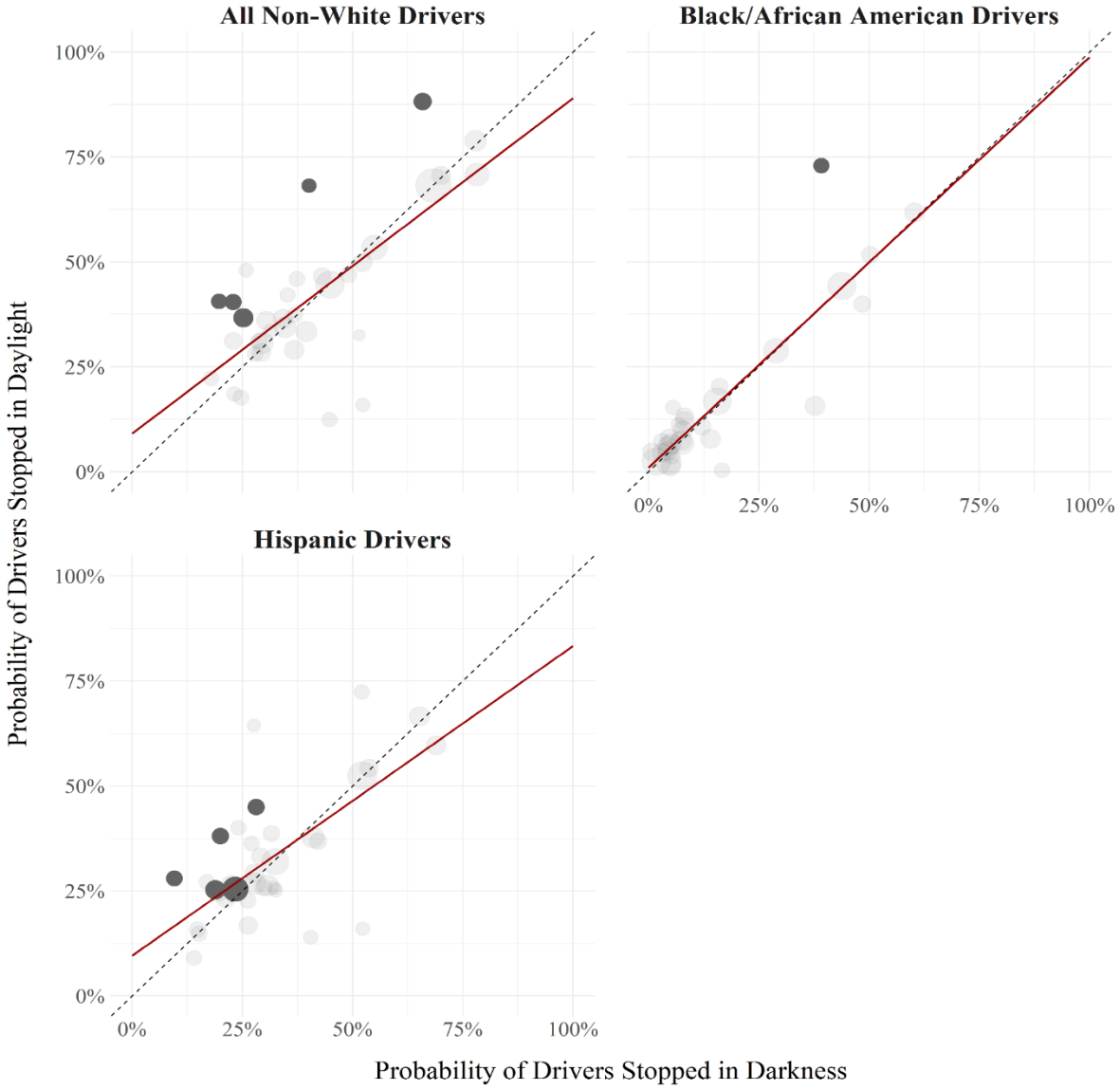

Figure 11: Solar Visibility Analysis by Agency (2024)

Note: Positive estimated mean differences indicate a higher proportion of stops involving non-White drivers during daylight relative to darkness, whereas negative estimated mean differences indicate a lower proportion. Confidence intervals that do not cross zero are considered statistically significant. Results should be interpreted cautiously within the context of the model specifications and study years.

Note: The dashed diagonal line represents the line of equality, where stop rates would be identical in daylight and in darkness. The solid red line shows the fitted regression line through the data points.

Figure 12 explores heterogeneity in traffic stop patterns across law enforcement agencies during the combined period from 2022 to 2024. As in previous figures, the vertical axis represents the predicted probability that a stop involved a non-White driver during daylight, and the horizontal

axis reflects the same probability during darkness. Each marker represents an agency, with its size corresponding to the statistical precision of the estimate. The dashed 45-degree line indicates parity—i.e., no difference between daylight and darkness stop rates.

In the top-left panel, we plot the likelihood that non-White drivers were stopped in daylight relative to darkness. Across all agencies, 20 showed a higher likelihood of stopping non-White drivers during daylight. However, only 3 agencies exhibited results that were statistically significant at the 95% confidence level–that is to say, only three agencies showed differences strong enough that they are unlikely to be due to chance alone. After applying a second filter, just 1 of those had an FDR below 10%–meaning only one agency passed additional tests designed to filter out false positives.

The top-right panel presents the same analysis for Black/African American drivers. Here, 17 agencies exhibited a higher likelihood of stopping Black/African American drivers in daylight, with 5 agencies reaching 95% confidence and 4 of those maintaining an FDR below 10%.

For Hispanic drivers (bottom-left panel), 20 agencies showed a higher likelihood of stops in daylight, but only 5 met the 95% confidence threshold, and 2 maintained an FDR below 10%. Detailed agency-level statistics are provided in Appendix Tables C.11 to C.20.

Focusing on Black/African American and Hispanic drivers and limiting the analysis to agencies that meet the robustness criteria outlined in the previous section, we identify six agencies where daylight-based differences are statistically detectable. These are: Boulder City (Black/African American), Henderson (Black/African American), Las Vegas Metro (Black/African American), Lyon County (Hispanic), Nevada Highway Patrol (Black/African American), and Nye County (Black/African American). In these agencies, Black/African American or Hispanic individuals are more frequently stopped during times of day when their racial/ethnic identity is more readily visible. These results do not necessarily indicate racial or ethnic bias because several factors may help explain the observed discrepancies, for example, demographic differences in driving patterns or variations in police deployment strategies at different times of day. Nevertheless, the findings suggest that traffic stop patterns within these agencies may disparately impact different groups, even when enforcement practices appear consistent across groups, and additional analysis of these agencies could be appropriate.

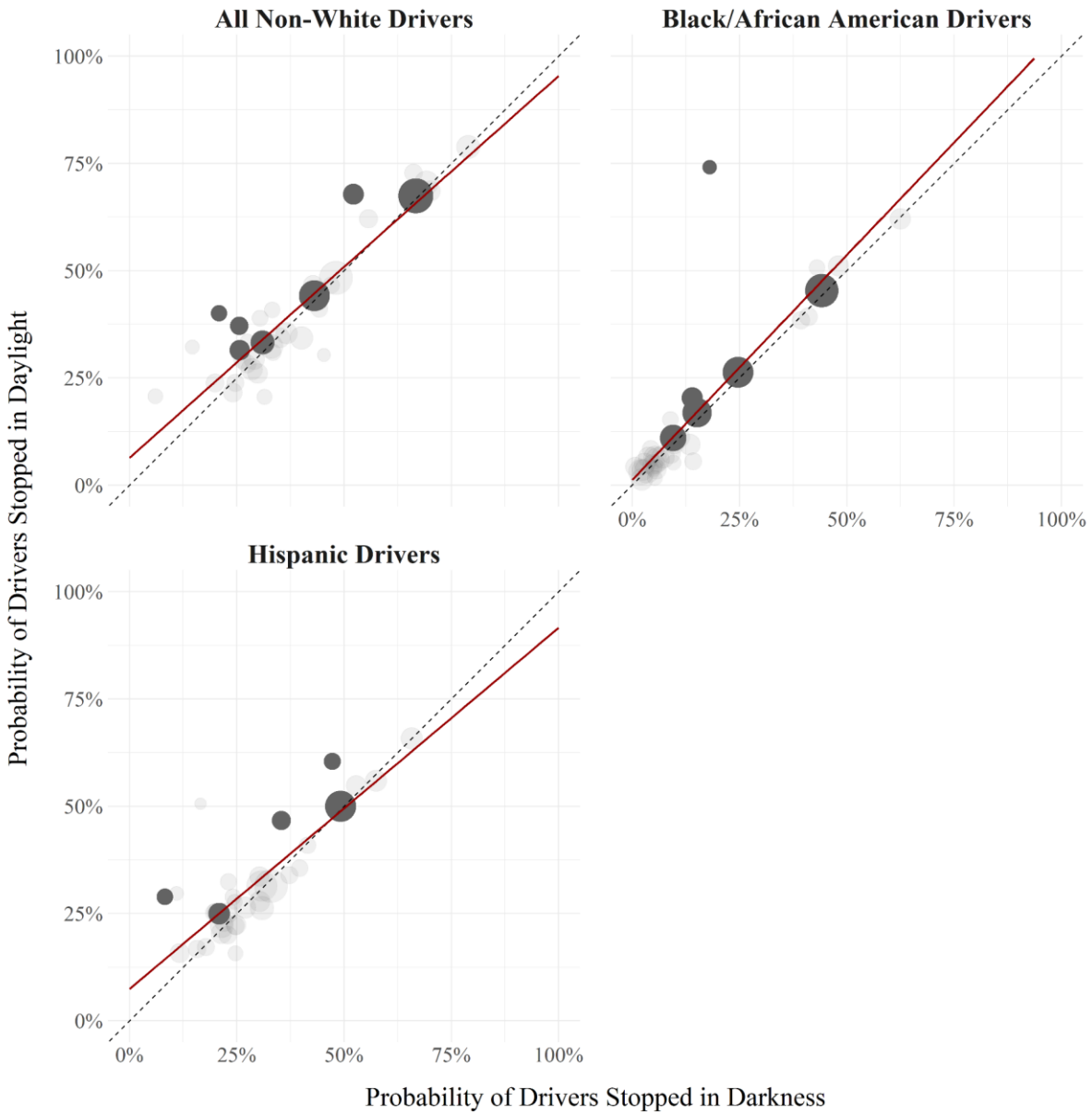

Figure 12: Solar Visibility Analysis by Agency (2022 to 2024)

Note: Positive estimated mean differences indicate a higher proportion of stops involving non-White drivers during daylight relative to darkness, whereas negative estimated mean differences indicate a lower proportion. Confidence intervals that do not cross zero are considered statistically significant. Results should be interpreted cautiously within the context of the model specifications and study years.

Note: The dashed diagonal line represents the line of equality, where stop rates would be identical in daylight and in darkness. The solid red line shows the fitted regression line through the data points.

IV. Conclusions

As the third annual report of the Nevada Statistical Transparency of Policing (STOP) project, this year's analysis marks an important step forward in understanding statewide traffic stop patterns. With three full years of data, we expanded beyond descriptive statistics to include Nevada's first application of the Solar Visibility Analysis, conducted in partnership with experts from Council of State Governments (CSG) and University of Connecticut (UConn) who have extensive experience using advanced analytical methods to examine racial and ethnic disparities in traffic enforcement. Their collaboration strengthened the rigor and validity of Nevada's inaugural solar visibility findings.

While the results show small differences in daylight versus darkness stop rates, particularly for Black/African American drivers, these differences are, in most cases, modest and require further investigation before drawing conclusions. At the agency level, two agencies were identified with statistically significant differences during the 2024 study year and six agencies were identified during the three-year analysis. Only one agency showed differences in both the one-year and three-year analyses.

Building on this progress, the STOP team anticipates continuing the Solar Visibility Analysis in the next annual report, which will include traffic stop data from 2025. Continued collaboration, improved data quality, and sustained engagement with law enforcement agencies and community partners remain essential to advancing transparency and understanding in Nevada's traffic enforcement practices.

Limitations and Data Collection Recommendations

This report provides a quantitative baseline for traffic stops contained in the electronic citation system. However, there are limitations, which are important to acknowledge.

First, this report is primarily exploratory and provides descriptive statistics along with one advanced statistical test, the Solar Visibility Analysis. The intent is not to make broad inferences, as more complete variables are needed to perform further advanced analyses, such as the Decision to Stop analysis, Prediction Disposition Analysis, and Hit-rate Analysis, which have been conducted by investigators in other states. For example, executing a Hit-rate Analysis requires reliable data on whether a search was conducted and its outcomes, data that are currently limited in Nevada and will continue to limit future analyses.

Next, data on traffic stops for which outcomes were searches and/or arrests were not fully assessed in this report due to the incompleteness of the data. To facilitate the assessment of searches and/or arrests, data collection agencies should explore the possibility of establishing linkages between citation systems and other systems that contain search and arrest data.

In addition, the warnings reported through the electronic citation system may not represent all warnings issued in 2022-2023; reporting of warnings was not required by SB 236 in 2022 and 2023 but was required in 2024. Similarly, the citations reported through the electronic citation system may not represent all citations issued in traffic stops in 2022-2023 because in

2022 and 2023, SB 236 required reporting only citations *issued through an electronic citation system.* Starting in 2024, law enforcement agencies were required to report written citations and warnings into the system. After reporting requirements changed, warnings became a required field and were more consistently recorded. Caution must be used when comparing this report with earlier versions, since the data has been updated to reflect those changes in requirements.

Data about the reason for the stop and the alleged violation by the driver was not collected and not available to the research team. These data are necessary to accurately assess any potential disparities in reasons why drivers are being pulled over. The Nevada Office of Traffic Safety and Tyler Technology are considering modifying the databases to allow for collecting the nature of the alleged violation that led to the stop (reason for the stop) in the future. If collected, this data could be useful for future analysis.

Additionally, Section 17 of SB 236 requires officers to collect "The race, ethnicity, age and sex of the person stopped, based on the observations of the law enforcement officer responsible for reporting the stop" (S.B. 236, 81st Leg., Reg. Sess., (Nev. 2021)).[1] However, data regarding the driver's age and sex in this report are derived from the driver's license and thus are not based on the officers' perceptions. The available data was also insufficient to consider stops of drivers who identified as neither male nor female, imputed as X in the data (see discussion in Data Elements, above).

Table 11 below summarizes the data that must be reported under SB 236. It also explains what data was available to the research team to complete this report. In addition, Table 11 highlights (1) limitations based on the data available to the research team and (2) the impact of these limitations on this and future assessments of traffic stop data. Annual reports provide valuable information.

Solar Visibility Analysis Limitations

In addition, the SVA methodology is subject to several limitations. First, SVA may not take into account all relevant factors. For example, the approach assumes that there is no seasonality in patterns of driving when it is more vs. less visible at the same time of evening. In places with substantial seasonal variation in traffic patterns, such as places with seasonal fluctuations in tourism, this assumption may be violated. This means that changes in seasonal driving patterns may potentially influence observed stop patterns independent of lighting conditions. This is one type of residual confounding bias, the notion that not all potentially confounding variables are controlled for.

Second, the SVA relies on a qualitative distinction between daylight and darkness as a proxy for visibility. As a result, the analysis does not directly measure visibility because it does not account for important contextual factors such as ambient lighting (e.g., streetlights), weather conditions affecting natural light, or vehicle characteristics (e.g., color, window tinting, or other modifications).

It would be important to investigate further agencies where there are statistically significant differences. Similarly, an SVA finding of no statistically significant difference does not eliminate the possibility of true differences. Table 12 below summarizes the limitations associated with SVA; it explains each limitation and how it impacts the findings.

The STOP Project Team is currently working on creating an interactive data dashboard to access, visualize, and help understand traffic stop data already collected. This presents a critical opportunity to enhance public access and use of this data and is consistent with what several other states provide with similar programs. We anticipate adding 2025 data to the dashboard in 2026. Reporting of traffic stop data under the original state requirement becomes voluntary on January 1, 2026 and reporting of data beyond this time frame is to be determined. However, continuous updates to a Nevada dashboard by the STOP Project Team are contingent on receiving both data collected in the future and adequate funding.

Table 11: Traffic stop data availability and limitations based on based on SB 236 requirements and practices from other states

Data to be collected per SB 236	Data available to research team	Limitations based on the available data	Impact of data limitations on this and future reports
Date of the stop	Stop date (month/day/year)	None	None
Time of the stop	Stop time reported in military time (24-hour period)	None	None
Location of the stop	• Primary street (Including Interstate and State Routes for Highway Patrol) • Cross block • Cross Street (Including Mile Markers Highway Patrol) • County	None	None
Demographics: race and ethnicity of the driver, based on the observations of the law enforcement officer reporting the stop	The race and ethnicity of the driver based on the observations of the law enforcement officer reporting the stop	None	None
Demographics: age and sex of the driver based on the observations of the law enforcement officer reporting the stop	The age and sex of the driver as obtained from the driver's license.	The data are ages and sexes based on driver's licenses rather than as perceived by officers.	This may confound analysis to identify potential disparities in stops based on perceived age and sex.

Table 11. [Continued]

Data to be collected per SB 236	Data available to research team	Limitations based on the available data	Impact of data limitations on this and future reports
The nature of, and the statutory citation for, the alleged violation that caused the stop to be made	Data element (alleged reason for the stop) was not collected and not available to the research team in the 2022 and 2023 traffic stop data. However, the disposition of the stop was available (see below).	It is not possible to assess potential disparities in reasons for stops and associated stop dispositions without this data.	Data about the reason for the stop is not examined in this report.
Disposition of the stop - if a warning was issued	Warnings entered into the electronic citation system	The warnings reported through the electronic citation system may not represent all the warnings issued in 2022-2023; reporting warnings in 2022 and 2023 was not required by SB 236.	This limits the ability to identify potential disparities in disposition of stops that resulted in warnings.
Disposition of the stop - if a citation or summons was issued	Citations/summons entered into the electronic citation system	The citations/summons entered into the citation system may not represent all citations/summons issued in the state between 2022 and 2024	Limit the ability to conduct a more comprehensive analysis of data related to citation/summons.

Table 11. [Continued]

Data to be collected per SB 236	Data available to research team	Limitations based on the available data	Impact of data limitations on this and future reports
Disposition of the stop - if the stop led to an arrest	Arrests entered into the electronic citation system	The data on arrests were incomplete. Data related to traffic stops that resulted in formal warnings and/or citations are gathered in the "citation" system. Data concerning stops resulting in arrests are collected in specific law enforcement agency systems, separate from the "citation" system. While data concerning some stops that resulted in arrests are included in the citation system, an unknown number, and likely many, are not. The lack of integration between the "citation" system and the additional agency systems leads to incomplete data about stops culminating in arrests.	The incompleteness of data on arrests limits the ability to identify potential disparities in arrests.
Disposition of the stop - if a search was performed (and if so, the type of search and whether anything was found as a result of the search)	• Person search conducted and reported through the electronic citation system • Vehicle search conducted and reported through the electronic citation system • Type of contraband code, if any was found, that was reported through the electronic citation system • Type of contraband description, if any was found, that was reported through the electronic citation system	The data on searches were incomplete. An unknown number and likely many searches of both vehicles and drivers are linked to arrests.	The incompleteness of data on searches limits the ability to identify potential disparities in searches and the results of searches (hit rate).

Table 12. Summary of Methodological, Analytical, and Interpretive Limitations Relevant to the STOP Project Findings

Limitation Area	Description	Potential Impact on Findings	Considerations for Interpretation
Electronic Citation System Data Only	The report includes only traffic stops recorded through the electronic citation system and may not capture all law enforcement interactions statewide.	Some traffic stops, warnings, or agency activities may not be fully represented in the dataset.	Findings should be interpreted as reflective of available electronic citation system data rather than all statewide traffic enforcement activity.
Changes in Reporting Requirements Over Time	Reporting requirements under SB 236 evolved between 2022 and 2024, particularly regarding warnings.	Comparisons across years may be influenced by changing reporting practices and improvements in data collection.	Trends over time should be interpreted cautiously, particularly for warning-related outcomes.
Incomplete or Missing Data	Certain variables, including stop reasons, searches, and arrests, were incomplete or inconsistently available.	Some analyses could not be conducted or may not fully capture all aspects of traffic stop activity.	Results reflect the available data elements and may not represent the full context of each stop.
Officer-Perceived Demographic Data	Race and ethnicity were based on officer perception rather than self-identification. Sex and age were obtained from driver's license records.	Demographic misclassification may occur and may affect subgroup analyses.	Demographic findings should be interpreted as perceived or administratively recorded characteristics rather than self-reported identities.
Exclusion of "X" Sex Category	Drivers categorized as "X" on driver's licenses were excluded because of small sample size and classification inconsistencies across years.	Gender-diverse populations may not be fully represented in sex-based analyses.	Sex-based findings should be interpreted within the limitations of available administrative data.
Descriptive Analysis Limitations	Descriptive analyses summarize observed patterns but do not establish causation.	Observed differences between groups may reflect multiple unmeasured factors.	Findings should not be interpreted as evidence of causality or intentional discrimination.
Potential Residual Confounding	The analyses cannot account for all possible confounding factors influencing traffic stop patterns.	Observed disparities may be partially influenced by unmeasured operational, geographic, or behavioral factors.	Results should be interpreted cautiously and in context with other analyses.
Solar Visibility Analysis Limitations	The Solar Visibility Analysis uses daylight and darkness as indirect measures of officers' ability to perceive driver race prior to a stop.	Daylight conditions may not perfectly reflect real-world visibility or decision-making conditions.	Findings may suggest patterns warranting further examination but cannot conclusively establish racial bias or intent.
Operational and Environmental Influences	Traffic density, deployment strategies, roadway characteristics, weather conditions, seasonal travel patterns, and special events may influence stop patterns.	Differences observed across agencies or time periods may reflect operational realities rather than disparities alone.	Results should be interpreted alongside local agency context and operational practices.
Variability Across Models and Years	Some statistically significant findings were not consistently observed across all models, robustness checks, or years.	Isolated findings may not represent stable or consistent patterns over time.	Findings should be interpreted collectively across all analyses rather than relying on a single statistically significant result.
Agency-Level Differences	Agencies vary substantially in size, traffic volume, enforcement priorities, and reporting practices.	Smaller agencies may produce fewer stable estimates and greater year-to-year variability.	Agency-level findings should be interpreted cautiously and within local operational context.
Statistical Significance vs Practical Significance	Statistically significant findings may represent relatively small differences in magnitude.	Small effect sizes may not necessarily indicate meaningful practical differences.	Statistical significance should not be interpreted as conclusive evidence of bias or substantial disparity.

Future Activities/ Directions

The STOP Project Team is currently working on creating an interactive data dashboard to access, visualize, and help understand traffic stop data already collected. This presents a critical opportunity to enhance public access and use of this data and is consistent with what several other states provide with similar programs. We anticipate adding 2025 data to the dashboard in 2026. Reporting becomes voluntary on January 1, 2026 and reporting of data beyond this time frame is to be determined. However, continuous updates to a Nevada dashboard by the STOP Project Team are contingent on receiving both data collected in the future and adequate funding.

The STOP Program, in collaboration with OTS, plans to produce another report by the end of 2026, provided there are adequate resources. That report will analyze data collected in 2025 and provide aggregated data, like in this report, which will include traffic stop data in the electronic citation system between 2022 and 2025. The intent of the 2026 report is to continue the descriptive analysis as well as the Solar Visibility Analysis. The STOP Program is also working on a dashboard where the public can explore this data.

However, the future of collecting and analyzing traffic stop data state-wide remains unclear in Nevada. The SB 236 (2021) requirement to collect and report traffic stop data expires at the end of 2025. In the 2025 legislative session, the Nevada legislature adopted SB 85. SB 85 proposed to extend the major requirements of SB 236 (2021), including the requirements to collect and report traffic stop data, indefinitely (S.B. 85, 83rd Leg., Reg. Sess., Nev. 2025).[50] However, SB 85 (2025) was vetoed by the governor. Because the mandatory collection and reporting requirements expire at the end of 2025, data entry by law enforcement and collection beginning on January 1, 2026 becomes voluntary. Future, comprehensive, state-wide analyses to assess potential disparities would necessitate all agencies reporting quality traffic stop data.

This analysis sought to identify statistically significant racial and ethnic disparities in traffic stop data across Nevada. The findings do reveal patterns that merit further examination within a small number of agencies. The findings do not allow for direct conclusions about racial disparities, which can be influenced by numerous contextual factors, including crash locations, call-for-service patterns, crime rates, and the presence of major traffic generators such as shopping or entertainment districts. To explore these contributing factors, we encourage agencies to partner with researchers to examine where and why agency-level traffic enforcement activity occurs. It is essential that the analysis does not end with identifying agencies exhibiting significant disparities. Conducting additional, targeted, agency-specific analyses could enable better understanding why these disparities occur and how they manifest. Such transparency is an important step toward strengthening trust between communities and police agencies. This work should be understood as part of a continuing effort among the public, police agencies, and implementing authorities to develop a more comprehensive understanding of racial and ethnic disparities in traffic enforcement.

Any follow-up analyses should be developed collaboratively between researchers and individual agencies, ensuring that they reflect both departmental operations and the unique characteristics of the communities they serve. Mapping traffic stops can provide a critical foundation for this work, which should be complemented through a more detailed review of post-stop outcomes—such as citation rates, search activity, contraband recovery, and stated reasons for stops. We encourage this type of future analysis.

V. Discussions with Law Enforcement Agencies

As part of the work on this report, the project team reached out to agencies with statistically significant differences identified in the analysis to ensure the findings were interpreted within appropriate operational context.

A draft report was finalized in December 2025 and distributed to the seven identified agencies in January 2026. The project team offered to meet with each agency. The project team then scheduled meetings with the four agencies that expressed interest in discussing the draft report with the team. These meetings were designed to provide agencies an opportunity to review their findings, ask questions about methodology, and offer contextual information that may assist in interpreting results. They occurred in February and March 2026. Please see Table 13 for a detailed timeline of our process of meeting with law enforcement agencies identified with differences in this report.

Through these conversations, agencies shared information that may help explain their agency-specific findings:

- Recent staffing fluctuations and vacancies may have affected enforcement patterns
- Ongoing adaptation of STOP data collection systems and reporting requirements
- Patrol area expansions
- Tourism and event-driven traffic patterns
- Variations in roadway use
- Participation in enforcement task forces that resulted in officers conducting stops outside their primary jurisdiction

These conversations provided valuable contextual insight that may help explain certain patterns observed in the analysis. However, additional follow-up analyses would be needed to identify whether these and/or other factors impacted agency-level differences in stops. We view this engagement process as an important component of transparency, collaboration, and continuous improvement. Our team plans to use a similar approach for any agencies identified in the analysis of 2025 traffic stop data.

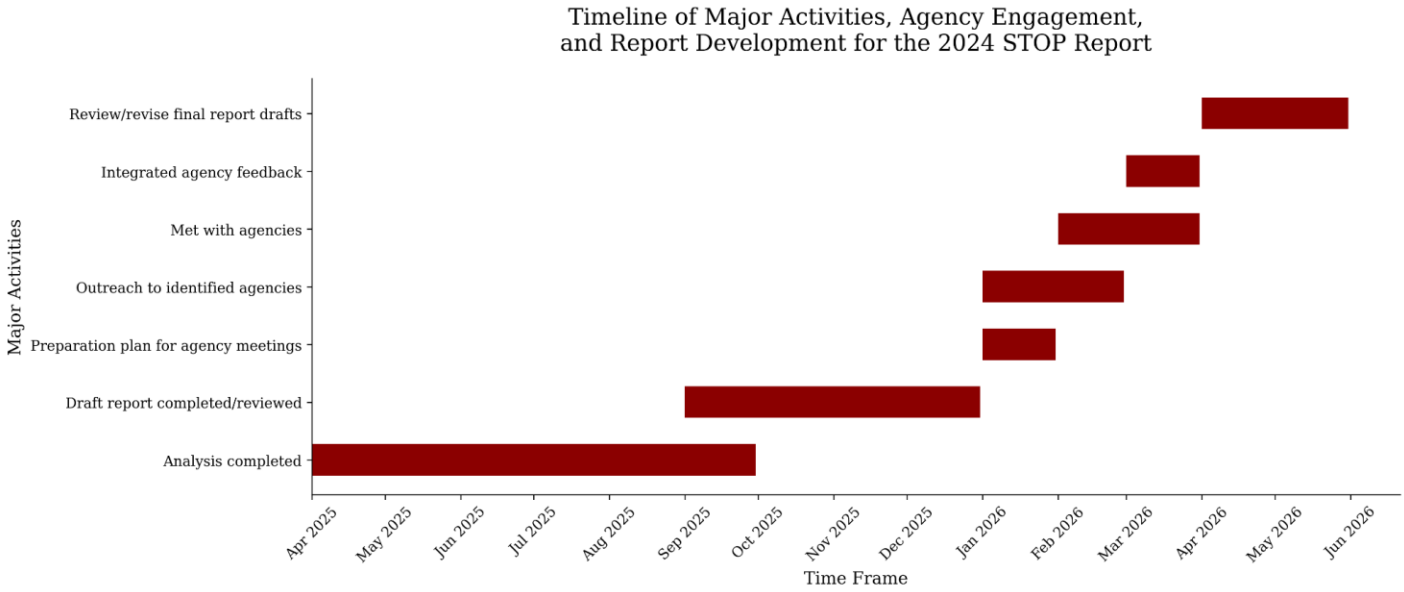

Figure 13: Timeline of Major Activities, Agency Engagement, and Report Development for the 2024 STOP Report

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Appendix A: 2024 Statistical Transparency of Policing (STOP) Report Reader's Guide

The purpose of this Reader's Guide is to support a broad audience in understanding the findings presented in the 2024 STOP Report. Traffic stop data analyses often involve technical terminology, statistical concepts, and detailed tables that can be difficult to interpret without additional context. This guide is designed to make the report more accessible by breaking down key elements and providing clear explanations of how to read and interpret the results.

The Reader's Guide serves as a companion document, helping readers navigate the report with greater confidence. It does not introduce new findings, but instead clarifies how to understand the information already presented. Whether you are a community member, policymaker, researcher, or practitioner, this guide is intended to ensure that the report's insights are transparent and meaningful.

To achieve this, the guide includes several key components. First, it provides an interpretation guide for the appendix tables, which explain how to read statistical outputs, identify meaningful differences, and understand important indicators used throughout the report. Second, it offers a glossary of commonly used terms, translating technical language into plain, accessible definitions. Finally, it includes a set of frequently asked questions (FAQs) that address common points of confusion and highlight key considerations when interpreting the findings.

Together, these elements are designed to promote clarity, reduce misinterpretation, and enhance the usability of the 2024 STOP Report for all audiences. If a reader has any further questions, they can contact the STOP team via stopproject@medicine.unlv.edu

Interpretation Guide for Appendix Tables

This guide is designed to help readers understand the statistical results presented in the appendix tables of the 2024 STOP Report. These tables summarize results from statistical models that examine differences in traffic stop patterns under varying conditions. The sections below explain key terms and provide guidance on how to interpret the findings.

How to Read the Tables

When reviewing appendix tables, focus on three key elements:

- Coefficient
  - Indicates the direction and size of the difference between groups.
- Statistical Significance (P-Value / Q-Value)
  - Helps determine whether the observed difference is likely due to chance.
- Context (Model Type)
  - Each table uses a slightly different model to test whether results are consistent under different assumptions.

Tip: A result can be statistically significant but still small in magnitude. Consider both significance and size when interpreting results.

Key Terms and Concepts

Coefficient

A coefficient shows the direction and size of the relationship between variables in the model. In these tables, coefficients reflect how outcomes differ between groups under daylight versus darkness. **Coefficients show associations, not causation.**

- A positive coefficient suggests the outcome is more likely in daylight.
- A negative coefficient suggests the outcome is less likely in daylight.
- Values closer to zero indicate smaller differences.

Comparison Groups

These are the groups being compared in the analysis. The tables include the following comparisons:

- Any Non-White (American Indian/Native Alaskan, Asian, Black/African American, Hawaiian/Pacific Islander and Hispanic) vs. White
- Black/African American vs. White
- Hispanic vs. White

Each comparison examines how outcomes differ between the listed group and White drivers, who serve as the reference group in this analysis. Using a common reference group allows for consistent comparisons across all analyses and helps identify whether stop patterns differ among racial and ethnic groups.

Standard Error

The standard error measures how precise the coefficient estimate is. It reflects how precisely the coefficient estimates the true difference in traffic stop patterns between racial and ethnic groups.

- Smaller standard errors indicate more precise estimates and greater confidence in the coefficient.
- Larger standard errors indicate more uncertainty in the estimate.

P-Value

The p-value is used to assess whether an observed difference (such as a difference in traffic stops between racial or ethnic groups) is likely due to random variation. It helps determine whether the observed result is consistent with the assumption that there is no true difference between groups.

- Lower p-values (typically less than 0.05) suggest the result is unlikely due to random chance and may be statistically significant.
- Higher p-values suggest the result could reasonably occur due to chance.

Important: A p-value does not indicate the probability that a result is true or false, nor does it measure the size or importance of a difference.

Q-Value

The q-value adjusts for multiple comparisons and helps control for false positives when many tests are conducted.

- Lower q-values indicate more reliable findings.
- Higher q-values suggest greater uncertainty.

Y Mean

The average value of the outcome variable. This provides context for understanding the size of the coefficient.

Sample Size / Observations

The total number of traffic stops included in the analysis. Larger sample sizes generally produce more reliable estimates.

Average (Mean)

Represents the proportion of observations in a category.
For example, a value of 0.427 means that 42.7% of stops fall into that category.

Ordinary Least Squares (OLS)

OLS is a statistical method used to estimate relationships between variables by fitting a line that best represents the data.

Overview of Tables

Statewide Analyses (Tables B.1–B.10)

These tables present results across all participating agencies combined. Odd-numbered tables include 2024 single year data. Even-numbered tables include aggregated 2022-2024 data.

Tables B.1–B.2: OLS Regression (All Traffic Stops)

- Examines whether the racial composition of stopped drivers differs between daylight and darkness across all traffic stops.

Tables B.3–B.4: OLS with Balancing Corrections

- Adjusts for factors such as age and gender and assumes the population at risk of being stopped remains stable across lighting conditions.

Tables B.5–B.6: OLS with Officer Fixed Effects

- Controls for differences between officers (such as assignments, patrol areas, and schedules) to better isolate within-officer patterns.

Tables B.7–B.8: OLS with Daylight Saving Time (DST) Robustness Check

- Compares stop patterns before and after Daylight Saving Time changes to assess whether results remain consistent when daylight conditions shift.

Tables B.9–B.10: OLS (Moving Violations Only)

- Restricts the analysis to moving violations to determine whether results are influenced by non-moving stops (e.g., equipment or administrative violations).

Agency-Level Analyses (Tables B.11–B.20)

These tables replicate the same models described above, but results are presented separately for each agency.

Glossary

Agency – The law enforcement organization responsible for conducting the traffic stop.

Agency Group – A grouping of smaller agencies for analytical purposes.

Age of the Driver – The driver's age calculated using date of birth and categorized into defined age groups.

Benchmarking – A method that compares observed data to a baseline (e.g., population data) to evaluate differences.

Bias (Statistical) – A systematic error that leads to incorrect or misleading conclusions.

Chi-Square Analysis – A statistical test used to determine whether there is a significant association between categorical variables.

Citation – An official notice issued by a law enforcement officer that describes a traffic violation and may require a court appearance or response.

Confidence Interval – The probability that a statistical estimate reflects the true value in the population.

Confounding Variables – Variables that influence both independent and dependent variables, potentially distorting results.

Control Variables – Variables included in a model to account for other factors that may influence the outcome.

Cross Tabulation (Contingency Analysis) – A statistical method used to examine relationships between two categorical variables.

Discrimination – The prejudicial treatment of different categories of people due to their race/ethnicity, age, sex, disability or other demographic characteristic.

Dependent Variable – The outcome variable that is being explained or predicted in an analysis.

Descriptive Analysis – A method used to summarize and describe the main features of a dataset using counts and percentages.

Disparities – Differences in outcomes or treatment between groups, often examined across demographic characteristics.

Electronic Citation System – A digital process allowing law enforcement officers to capture driver information, generate tickets, and transmit data to courts or agencies via a mobile device.

False Discovery Rate (FDR) – The expected proportion of false positives among all significant results.

Frequencies – The number of times a value or category appears in a dataset.

Fixed Effects – A statistical method that controls for unobserved characteristics within groups (e.g., officers or agencies).

Independent Variable – A variable that is used to explain or predict changes in another variable.

Ordinary Least Squares (OLS) Regression – A regression method that estimates relationships by minimizing the sum of squared differences between observed and predicted values.

Perceived Ethnicity of the Driver – The ethnicity of the driver as perceived by the officer, typically categorized as Hispanic or Not Hispanic.

Perceived Race of the Driver – The race of the driver as identified by the law enforcement officer based on observation.

Percentage Points – The simple numerical difference between two percentages (i.e., an increase from 5% to 8% would result in 3 percentage points because 8-5=3).

Profiling – When law enforcement targets a person for suspected legal violations based solely on characteristics such as age, race, ethnicity, gender, religion, or similar traits, rather than specific evidence or a credible suspect description tied to a particular crime.

Proportions – The relative share of a category compared to the total, often expressed as a percentage.

Propensity Score Analysis – A statistical method used to compare similar groups while controlling for confounding variables.

Racial Bias – The actions, attitudes, policies, or systems that unfairly favor or disfavor individuals based on race or ethnicity.

Regression Analysis – A statistical technique used to examine the relationship between a dependent variable and one or more independent variables.

Statistical Analysis – The process of collecting, exploring, and interpreting data to find patterns, trends, or insights.

Solar Visibility Test/Analysis – An analysis that determines the role of visibility as a result of daylight hours and officer perception in traffic-related stops. This analysis tests the likelihood of a non-White driver as compared to a White driver of being stopped in the daylight versus darkness.

Sex of the Driver – The sex of the driver as recorded from their driver's license.

Statistical Significance – A determination that a result is unlikely to have occurred by chance.

Threshold Test – A statistical method used to detect bias by estimating decision thresholds.

Traffic Stops – A temporary, lawful detention of a driver and their vehicle by law enforcement, typically initiated when an officer suspects a traffic violation.

Univariate Analysis – Analysis of a single variable to understand its distribution and characteristics

Frequently Asked Questions (FAQs)

1. What is the purpose of the STOP report?
The STOP report analyzes traffic stop data to identify patterns and assess whether meaningful differences exist across groups. Its goal is to promote transparency and provide data that can inform policy, training, and community discussions.

2. Does the report determine whether discrimination occurred?
No. The analyses identify statistical differences in outcomes (such as stop rates), but they cannot determine intent or prove discrimination. The results highlight where further review may be warranted.

3. What does "statistically significant" mean?
A statistically significant result means that an observed difference is unlikely to be due to random chance. However, statistical significance does not necessarily mean the difference is large or practically meaningful.

4. What is the difference between statistical significance and magnitude?
Statistical significance refers to whether a difference is likely real, while magnitude refers to how large that difference is. A result can be statistically significant but still small in size.

5. Why are some differences described as "small" even if they are statistically significant?
Large datasets can detect very small differences that are statistically significant. The report emphasizes both significance and magnitude to provide a more complete understanding of the results.

6. What is the Solar Visibility Analysis?
This analysis compares stop rates at the same time of day during daylight and darkness to assess whether visibility of drivers is associated with stop decisions. It helps control for certain external factors, but it also has limitations and should be interpreted carefully. The Solar Visibility Analysis can also be referred to as the Veil of Darkness method in some academic literature.

7. Why are results presented at both the statewide and agency level?
Statewide results provide an overall picture, while agency-level analyses highlight local variation. Patterns may differ across agencies, so both perspectives are important.

8. Why do some agencies not appear in certain analyses?
Some analyses require a minimum amount of data to produce reliable results. Agencies with insufficient data or missing information may be excluded from specific analyses.

9. What should I focus on when reviewing the appendix tables?
Focus on whether results are statistically significant, the direction of the difference, and the magnitude. The interpretation guide in this document provides step-by-step instructions for reading these tables.

10. Can these results be used to compare agencies directly?
Caution is recommended. Agencies operate in different contexts (e.g., population, traffic patterns, enforcement practices), which can influence results. Differences across agencies should be interpreted carefully.

11. What are some limitations of the analysis?
The analyses may be affected by factors not captured in the data (such as driving behavior or environmental conditions). Additionally, some methods rely on assumptions that may not hold in all contexts.

12. How should these findings be used?
The findings are best used as a starting point for discussion, further analysis, and potential policy or practice review. They are not definitive conclusions on their own.

Appendix B: Methodological Notes

Table B. 1: Details of the data elements along with their types for descriptive analysis

Variable	Variable Type/Scale	Variable Source	Categories	Additional Comments
Perceived Race	Categorical	Original form	White, Black/African American, Asian, American Indian/Alaskan Native, Hawaiian/Pacific Islander	
Perceived Ethnicity of Driver	Categorical	Original form	Hispanic, Not Hispanic	
Sex of Driver	Categorical	Original form	Male, Female, X	'X' category excluded
Age of Driver	Continuous	Original form		
Age of Driver	Categorical	Derived form (Age Group)		Age < 16 excluded
Stop Results	Categorical	Original form	Citation, Warning, Arrest	
Agency Group	Categorical	Derived form		

Note: Original refers to the form of the variable received from the data collection agency. Derived variables were created by re-coding the original variables using established standards. A categorical variable has a set number of groups, while a continuous variable is numerical in nature and can have an infinite number of possible values.

Table B. 2: Details of the data elements required for the Solar Visibility Analysis

Variable	Variable Type/Scale	Variable Source	Categories	Additional Comments
Asian	Binary	Derived form (Perceived Race)	1 = Asian, 0 = White	Perceived race as "Asian"; can be any ethnicity
Black/African American	Binary	Derived form (Perceived Race)	1 = Black/African American, 0 = White	Perceived race as "Black/African American"; can be any ethnicity
Hispanic	Binary	Derived form (Perceived Ethnicity)	1 = Hispanic, 0 = White	Perceived ethnicity "Hispanic"; can be any race
Not White	Binary	Derived form (Perceived Race and Perceived Ethnicity)	1 = Non-White or Hispanic, 0 = White non-Hispanic	Includes all racial minorities + Hispanic of any race
Evening inter-twilight window	Binary	Derived form (Date, Time, and Location of the Stop Occurred)	1 = Within the evening inter-twilight period, 0 = Outside of the evening inter-twilight period for the year	Used for sample restriction across all models
Morning inter-twilight window	Binary	Derived form (Date, Time, and Location of the Stop Occurred)	1 = Within the morning inter-twilight period, 0 = Outside of the morning inter-twilight period for the year	Used for sample restriction across all models
Daylight	Binary	Derived form (Date, Time, and Location of the Stop Occurred)	1 = The stop occurred during daylight, 0 = The stop occurred during darkness	Primary predictor used across all models

Table B. 2. [Continued]

Variable	Variable Type/Scale	Variable Source	Categories	Additional Comments
Time	Categorical	Derived form (Time of the stop)	30-minute increments	Time × Year fixed-effect interaction
Year	Categorical	Derived form (Date of the stop)	2022, 2022, 2024	Time × Year, DOW × Year, Location × Year fixed-effect interactions used in models 1, 2, 4, and 5. Model 3 uses Time × Year and DOW × Year fixed effects but drops Location × Year.
Day of the week (DOW)	Categorical	Derived form (Date of the stop)	Monday-Sunday	DOW × Year fixed-effect interaction
Location	Categorical	Derived form (Location of the Stop Occurred)	Address strings denoting the following: • Primary streets (Including Interstate and State Routes for Highway Patrol) • Counties	Location × Year fixed-effect interaction
Sex	Categorial	Original form	Male, Female, X, Non-binary	Interaction term in Model 2; "X" is excluded from the analysis
Age Group	Categorical	Derived form (Age of Driver)	10-year intervals (16-25, 26-35, etc.)	Interaction term in Model 2

Table B. 2. [Continued]

Variable	Variable Type/Scale	Variable Source	Categories	Additional Comments
Agency	Categorical	Original form	Law enforcement agencies	Agency × Year fixed-effect interaction used in Model 3
Officer Identification	Categorical	Anonymized form	Individual officer anonymized identifiers	Officer × Year fixed-effect interaction used in Model 3
Daylight Savings Time Dummy	Binary	Derived form (Date, Time, and Location of the Stop Occurred)	1 = Daylight Savings Time period, 0 = Standard time	Main predictor in Model 4
Daylight Savings Time Running	Continuous	Derived form (Date, Time, and Location of the Stop Occurred)	Running variables for Daylight Savings Time	Model 4 control variable
Daylight Savings Time Post-Period	Continuous	Derived form (Date, Time, and Location of the Stop Occurred)	Post-Daylight Savings Time variable	Model 4 control variable
Excluded Violations	Binary	Derived form (Offense)	1 = Excluded, 0 = Included	Used for sample restriction in Model 5, excluding lighting, cellphone, seatbelt, and equipment violations

Appendix C: Solar Visibility Analysis Data Tables

Table C. 1: Primary Model, Ordinary Least Squares Regression of Non-White Status on Daylight, All Traffic Stops 2024

LHS: Minority Status		Non-White	Black/African American	Hispanic
Daylight	Coefficient	-0.004	0.003	-0.004
	Standard Error	0.0042	0.0053	0.0054
P Value		0.401	0.561	0.462
Y Mean		0.554	0.299	0.397
Sample Size		91,845	56,694	68,202

Table C. 2: Primary Model, Ordinary Least Squares Regression of Non-White Status on Daylight, All Traffic Stops 2022-24

LHS: Minority Status		Non-White	Black/African American	Hispanic
Daylight	Coefficient	0.005	0.009	0.003
	Standard Error	0.0031	0.0037	0.0036
P Value		0.011	0.407	0.133
Y Mean		0.285	0.373	0.532
Sample Size		161,396	187,440	252,675

Table C. 3: Model 2, Ordinary Least Squares Regression of Non-White Status on Daylight (Balancing Corrections), All Traffic Stops 2024

LHS: Minority Status		Non-White	Black/African American	Hispanic
Daylight	Coefficient	-0.003	0.002	-0.002
	Standard Error	0.004	0.0053	0.0047
P Value		0.692	0.694	0.396
Y Mean		0.299	0.397	0.554
Sample Size		56,694	68,202	91,845

Table C. 4: Model 2: Ordinary Least Squares Regression of Non-White Status on Daylight (Balancing Corrections), All Traffic Stops 2022-24

LHS: Minority Status		Non-White	Black/African American	Hispanic
Daylight	Coefficient	0.004	0.008	0.003
	Standard Error	0.0028	0.0034	0.0031
P Value		0.023	0.293	0.167
Y Mean		0.285	0.373	0.532
Sample Size		161,396	187,440	252,675

Table C. 5: Model 3, Ordinary Least Squares Regression of Non-White Status on Daylight with Officer Fixed Effects, 2024

LHS: Minority Status		Non-White	Black/African American	Hispanic
Daylight	Coefficient	0.008	0.014	0.005
	Standard Error	0.0041	0.005	0.0059
P Value		0.051	0.004	0.412
Y Mean		0.573	0.284	0.448
Sample Size		91,457	56,207	67,763

Table C. 6: Model 3, Ordinary Least Squares Regression of Non-White Status on Daylight with Officer Fixed Effects, 2022-24

LHS: Minority Status		Non-White	Black/African American	Hispanic
Daylight	Coefficient	0.012	0.016	0.009
	Standard Error	0.0027	0.0037	0.0034
P Value		0.001	0.001	0.01
Y Mean		0.544	0.265	0.418
Sample Size		251,765	160,303	186,406

Table C. 7: Model 4, Ordinary Least Squares Regression of Non-White Status on Daylight with DST Robustness Check, 2024

LHS: Minority Status		Non-White	Black/African American	Hispanic
Daylight	Coefficient	-0.029	-0.025	-0.026
	Standard Error	0.0145	0.0119	0.0169
P Value		0.043	0.036	0.122
Y Mean		0.58	0.328	0.415
Sample Size		33,955	20,896	24,949

Table C. 8: Model 4, Ordinary Least Squares Regression of Non-White Status on Daylight with DST Robustness Check, 2022-24

LHS: Minority Status		Non-White	Black/African American	Hispanic
Daylight	Coefficient	-0.027	-0.026	-0.025
	Standard Error	0.0066	0.008	0.0071
P Value		0.001	0.001	0.001
Y Mean		0.56	0.315	0.392
Sample Size		93,201	59,636	68,896

Table C. 9: Model 5, Ordinary Least Squares Regression of Non-White Status on Daylight for moving violations only, 2024

LHS: Minority Status		Non-White	Black/African American	Hispanic
Daylight	Coefficient	-0.005	0.001	-0.004
	Standard Error	0.0043	0.0048	0.0056
P Value		0.266	0.772	0.44
Y Mean		0.556	0.302	0.397
Sample Size		85,800	52,944	63,561

Table C. 10: Model 5, Ordinary Least Squares Regression of Non-White Status on Daylight for moving violations only, 2022-24

LHS: Minority Status		Non-White	Black/African American	Hispanic
Daylight	Coefficient	0.004	0.008	0.003
	Standard Error	0.0031	0.0032	0.0038
P Value		0.166	0.008	0.427
Y Mean		0.534	0.288	0.374
Sample Size		238,315	152,242	176,244

Table C. 11: Primary Model, Ordinary Least Squares Regression of Non-White Status on Daylight by Agency, All Traffic Stops, 2024

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Boulder City PD	Any Non-White vs. White	761	0.427	0.035	0.0489	0.473	0.774
	Black/African American vs. White	510	0.171	0.042	0.0605	0.485	0.762
	Hispanic vs. White	607	0.299	0.04	0.0445	0.367	0.629
Carlin PD	Any Non-White vs. White	8	0.144	-0.364	0.1515	0.016	0.077
	Black/African American vs. White	2	0.043	0	N/A	N/A	N/A
	Hispanic vs. White	8	0.119	-0.364	0.1515	0.016	0.096
Carson City SO	Any Non-White vs. White	867	0.281	0.012	0.0169	0.473	0.774
	Black/African American vs. White	615	0.024	0.007	0.0065	0.279	0.678
	Hispanic vs. White	836	0.257	-0.012	0.0174	0.505	0.727
Churchill County SO	Any Non-White vs. White	155	0.258	-0.046	0.1095	0.675	0.868
	Black/African American vs. White	127	0.058	0.006	0.0287	0.824	0.876
	Hispanic vs. White	139	0.17	-0.05	0.094	0.592	0.772

Table C. 11. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Clark County Parks Police	Any Non-White vs. White	0	N/A	N/A	N/A	N/A	N/A
	Black/African American vs. White	0	N/A	N/A	N/A	N/A	N/A
	Hispanic vs. White	0	N/A	N/A	N/A	N/A	N/A
Clark County SD	Any Non-White vs. White	1,546	0.704	-0.075	0.0132	0.001	0.012
	Black/African American vs. White	729	0.446	-0.085	0.0546	0.119	0.506
	Hispanic vs. White	1,094	0.559	-0.093	0.0285	0.001	0.036
Douglas County SO	Any Non-White vs. White	1,077	0.25	-0.009	0.0331	0.779	0.907
	Black/African American vs. White	797	0.03	-0.024	0.0108	0.03	0.255
	Hispanic vs. White	996	0.186	0.019	0.0423	0.66	0.772
Elko County SO	Any Non-White vs. White	111	0.278	0.021	0.1363	0.875	0.938
	Black/African American vs. White	74	0.039	0.041	0.0412	0.321	0.708
	Hispanic vs. White	104	0.227	-0.065	0.1643	0.691	0.777

Table C. 11. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Elko PD	Any Non-White vs. White	64	0.29	0.002	0.0918	0.981	0.981
	Black/African American vs. White	47	0.04	0.072	0.063	0.254	0.678
	Hispanic vs. White	61	0.244	-0.035	0.0778	0.652	0.772
Esmeralda County SO	Any Non-White vs. White	236	0.342	0.005	0.0818	0.954	0.981
	Black/African American vs. White	169	0.102	0.098	0.1008	0.333	0.708
	Hispanic vs. White	203	0.243	-0.041	0.0612	0.504	0.727
Eureka County SO	Any Non-White vs. White	98	0.308	0.175	0.0731	0.017	0.077
	Black/African American vs. White	69	0.036	0.041	0.0604	0.493	0.762
	Hispanic vs. White	94	0.264	0.181	0.066	0.006	0.096
Fallon PD	Any Non-White vs. White	88	0.252	0.043	0.097	0.656	0.868
	Black/African American vs. White	71	0.042	0.077	0.0431	0.074	0.476
	Hispanic vs. White	84	0.168	0.01	0.0771	0.892	0.933

Table C. 11. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Henderson PD	Any Non-White vs. White	4,388	0.501	-0.016	0.0094	0.089	0.246
	Black/African American vs. White	2,835	0.266	-0.001	0.0104	0.905	0.932
	Hispanic vs. White	3,292	0.334	-0.032	0.0163	0.048	0.157
Humboldt County SO	Any Non-White vs. White	106	0.257	0.221	0.1454	0.128	0.329
	Black/African American vs. White	67	0.021	-0.037	0.0309	0.227	0.678
	Hispanic vs. White	98	0.219	0.158	0.1031	0.124	0.298
Lander County SO	Any Non-White vs. White	49	0.224	-0.314	0.245	0.201	0.482
	Black/African American vs. White	39	0.034	-0.088	0.2065	0.67	0.814
	Hispanic vs. White	47	0.169	-0.34	0.2369	0.152	0.342
Las Vegas Metro PD	Any Non-White vs. White	40,138	0.686	-0.002	0.0034	0.579	0.834
	Black/African American vs. White	22,833	0.464	0.004	0.0067	0.593	0.801
	Hispanic vs. White	26,522	0.518	0.002	0.0064	0.814	0.888

Table C. 11. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Las Vegas DPS	Any Non-White vs. White	556	0.724	0.005	0.0347	0.883	0.938
	Black/African American vs. White	343	0.538	0.013	0.0506	0.79	0.876
	Hispanic vs. White	352	0.563	0.005	0.0389	0.907	0.933
Lincoln County SO	Any Non-White vs. White	518	0.28	0.115	0.0301	0.001	0.012
	Black/African American vs. White	387	0.058	0.035	0.0453	0.444	0.762
	Hispanic vs. White	464	0.189	0.049	0.0512	0.337	0.625
Lovelock PD	Any Non-White vs. White	8	0.412	0	N/A	N/A	N/A
	Black/African American vs. White	6	0	0	N/A	N/A	N/A
	Hispanic vs. White	6	0.31	0	N/A	N/A	N/A
Lyon County SO	Any Non-White vs. White	555	0.288	0.083	0.0465	0.076	0.228
	Black/African American vs. White	414	0.057	0.014	0.03	0.636	0.801
	Hispanic vs. White	519	0.227	0.064	0.0298	0.033	0.14

Table C. 11. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Mesquite PD	Any Non-White vs. White	161	0.421	0.085	0.0866	0.325	0.731
	Black/African American vs. White	100	0.064	0.015	0.0208	0.457	0.762
	Hispanic vs. White	145	0.367	0.071	0.067	0.287	0.574
Mineral County SO	Any Non-White vs. White	744	0.348	-0.077	0.0273	0.005	0.03
	Black/African American vs. White	559	0.105	-0.014	0.0431	0.745	0.873
	Hispanic vs. White	634	0.247	-0.096	0.0387	0.013	0.096
Nevada DPS - Capitol Police	Any Non-White vs. White	56	0.533	-0.025	0.0338	0.466	0.774
	Black/African American vs. White	40	0.331	-0.221	0.0269	0.001	0.017
	Hispanic vs. White	40	0.354	0.168	0.0673	0.012	0.096
Nevada Highway Patrol	Any Non-White vs. White	29,253	0.432	-0.004	0.0067	0.54	0.81
	Black/African American vs. White	19,246	0.162	0.012	0.0071	0.098	0.476
	Hispanic vs. White	23,789	0.302	-0.006	0.0079	0.47	0.727

Table C. 11. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
North Las Vegas PD	Any Non-White vs. White	3,805	0.796	0.01	0.0191	0.61	0.845
	Black/African American vs. White	2,115	0.638	0.014	0.026	0.596	0.801
	Hispanic vs. White	2,374	0.666	0.013	0.0264	0.611	0.772
Nye County SO	Any Non-White vs. White	1,139	0.312	-0.003	0.02	0.886	0.938
	Black/African American vs. White	830	0.092	0.04	0.0331	0.224	0.678
	Hispanic vs. White	986	0.221	0.02	0.01	0.043	0.155
Pershing County SO	Any Non-White vs. White	16	0.346	-0.189	0.2631	0.471	0.774
	Black/African American vs. White	5	0.056	0	N/A	N/A	N/A
	Hispanic vs. White	13	0.292	-0.074	0.1713	0.665	0.772
Reno PD	Any Non-White vs. White	1,590	0.381	-0.061	0.0208	0.003	0.022
	Black/African American vs. White	1,129	0.106	-0.062	0.0281	0.029	0.255
	Hispanic vs. White	1,412	0.306	-0.045	0.0187	0.015	0.096

Table C. 11. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Reno-Tahoe Airport PD	Any Non-White vs. White	95	0.272	0.209	0.0968	0.031	0.124
	Black/African American vs. White	75	0.058	0.042	0.0867	0.628	0.801
	Hispanic vs. White	82	0.176	0.184	0.0791	0.02	0.103
Sparks PD	Any Non-White vs. White	826	0.397	-0.021	0.0637	0.743	0.907
	Black/African American vs. White	483	0.105	0.05	0.0435	0.253	0.678
	Hispanic vs. White	709	0.317	-0.054	0.0571	0.347	0.625
Storey County SO	Any Non-White vs. White	808	0.298	0.054	0.0296	0.065	0.213
	Black/African American vs. White	595	0.077	0.023	0.0315	0.473	0.762
	Hispanic vs. White	713	0.219	0.039	0.0249	0.121	0.298
Univ. of Nevada-Reno	Any Non-White vs. White	108	0.326	0.023	0.0824	0.781	0.907
	Black/African American vs. White	80	0.109	-0.163	0.0988	0.098	0.476
	Hispanic vs. White	97	0.222	0.102	0.0926	0.27	0.572

Table C. 11. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Univ. of Nevada-Las Vegas	Any Non-White vs. White	191	0.698	0.224	0.0472	0.001	0.012
	Black/African American vs. White	102	0.456	0.338	0.0954	0.001	0.017
	Hispanic vs. White	123	0.538	0.201	0.1065	0.059	0.177
Washoe County SD	Any Non-White vs. White	0	N/A	N/A	N/A	N/A	N/A
	Black/African American vs. White	0	N/A	N/A	N/A	N/A	N/A
	Hispanic vs. White	0	N/A	N/A	N/A	N/A	N/A
Washoe County SO	Any Non-White vs. White	1,291	0.309	0.022	0.0292	0.458	0.774
	Black/African American vs. White	890	0.062	0.002	0.0224	0.946	0.946
	Hispanic vs. White	1,169	0.242	0.014	0.0314	0.648	0.772
West Wendover PD	Any Non-White vs. White	116	0.471	0.281	0.1367	0.04	0.144
	Black/African American vs. White	60	0.046	-0.008	0.013	0.562	0.801
	Hispanic vs. White	98	0.421	0.367	0.1989	0.065	0.18

Table C. 11. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
White Pine County SO	Any Non-White vs. White	62	0.236	-0.07	0.0838	0.401	0.774
	Black/African American vs. White	50	0.035	-0.013	0.0565	0.812	0.876
	Hispanic vs. White	57	0.178	-0.003	0.0794	0.966	0.966
Winnemucca PD	Any Non-White vs. White	40	0.315	-0.325	0.1068	0.002	0.018
	Black/African American vs. White	27	0.036	-0.287	0.2574	0.265	0.678
	Hispanic vs. White	38	0.275	-0.266	0.1264	0.035	0.14
Yerington PD	Any Non-White vs. White	164	0.405	0.068	0.1024	0.508	0.795
	Black/African American vs. White	102	0.087	0.016	0.0218	0.47	0.762
	Hispanic vs. White	147	0.326	0.092	0.1063	0.388	0.635

Note: Fields with "N/A" indicate that there was not sufficient information to produce a value. These fields are left without a value due to insufficient data or if there were not enough stops to run the specific model.

Table C. 12: Primary Model, Ordinary Least Squares Regression of Non-White Status on Daylight by Agency, All Traffic Stops, 2022-24

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Boulder City PD	Any Non-White vs. White	1,482	0.418	0.039	0.0246	0.117	0.361
	Black/African American vs. White	976	0.165	0.063	0.0191	0.001	0.009
	Hispanic vs. White	1,203	0.294	0.032	0.0244	0.186	0.555
Carlin PD	Any Non-White vs. White	58	0.13	0.147	0.1291	0.256	0.631
	Black/African American vs. White	42	0.024	0	N/A	N/A	N/A
	Hispanic vs. White	56	0.094	0.214	0.1538	0.165	0.555
Carson City SO	Any Non-White vs. White	4,424	0.269	0.002	0.0187	0.894	0.933
	Black/African American vs. White	3,196	0.024	0.01	0.0079	0.207	0.566
	Hispanic vs. White	4,275	0.241	-0.005	0.0162	0.743	0.875
Churchill County SO	Any Non-White vs. White	332	0.262	0.039	0.0372	0.298	0.689
	Black/African American vs. White	271	0.066	0	0.0228	0.99	0.99
	Hispanic vs. White	301	0.172	0.04	0.027	0.135	0.555

Table C. 12. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Clark County Parks Police	Any Non-White vs. White	47	0.664	0.157	0.0203	0.001	0.018
	Black/African American vs. White	23	0.474	0.561	0.231	0.015	0.108
	Hispanic vs. White	22	0.492	0.341	0.7723	0.659	0.813
Clark County SD	Any Non-White vs. White	4,996	0.69	-0.015	0.0186	0.435	0.732
	Black/African American vs. White	2,568	0.438	-0.018	0.0362	0.615	0.913
	Hispanic vs. White	3,517	0.537	-0.016	0.0168	0.341	0.664
Douglas County SO	Any Non-White vs. White	4,254	0.261	-0.014	0.016	0.375	0.694
	Black/African American vs. White	3,187	0.034	-0.001	0.0089	0.932	0.973
	Hispanic vs. White	3,894	0.191	-0.01	0.0197	0.6	0.793
Elko County SO	Any Non-White vs. White	655	0.265	0.009	0.0377	0.816	0.931
	Black/African American vs. White	493	0.049	-0.008	0.0358	0.817	0.973
	Hispanic vs. White	601	0.197	-0.028	0.0402	0.485	0.722

Table C. 12. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Elko PD	Any Non-White vs. White	640	0.287	0.029	0.0446	0.508	0.741
	Black/African American vs. White	475	0.035	0.011	0.0188	0.559	0.875
	Hispanic vs. White	594	0.229	0.055	0.0514	0.288	0.629
Esmeralda County SO	Any Non-White vs. White	732	0.375	0.077	0.0819	0.35	0.694
	Black/African American vs. White	515	0.124	0.063	0.0755	0.402	0.762
	Hispanic vs. White	618	0.267	0.047	0.0726	0.516	0.722
Eureka County SO	Any Non-White vs. White	347	0.274	-0.037	0.0219	0.089	0.309
	Black/African American vs. White	260	0.039	-0.01	0.0556	0.861	0.973
	Hispanic vs. White	327	0.218	-0.027	0.042	0.527	0.722
Fallon PD	Any Non-White vs. White	663	0.261	-0.008	0.0462	0.86	0.933
	Black/African American vs. White	523	0.062	-0.019	0.0231	0.399	0.762
	Hispanic vs. White	596	0.168	0.01	0.042	0.814	0.886

Table C. 12. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Henderson PD	Any Non-White vs. White	13,148	0.474	0.002	0.0033	0.519	0.741
	Black/African American vs. White	9,141	0.252	0.016	0.0043	0.001	0.009
	Hispanic vs. White	9,985	0.305	-0.016	0.0034	0.001	0.012
Humboldt County SO	Any Non-White vs. White	366	0.261	0.061	0.1377	0.66	0.871
	Black/African American vs. White	259	0.019	0.036	0.0261	0.171	0.513
	Hispanic vs. White	346	0.229	0.031	0.1164	0.788	0.884
Lander County SO	Any Non-White vs. White	223	0.241	-0.109	0.1143	0.341	0.694
	Black/African American vs. White	167	0.037	-0.036	0.1188	0.763	0.973
	Hispanic vs. White	206	0.181	-0.09	0.1244	0.468	0.722
Las Vegas Metro PD	Any Non-White vs. White	109,446	0.667	0.007	0.0029	0.015	0.105
	Black/African American vs. White	65,262	0.45	0.012	0.0034	0.001	0.009
	Hispanic vs. White	71,202	0.488	0.009	0.0042	0.038	0.201

Table C. 12. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Las Vegas DPS	Any Non-White vs. White	1,152	0.705	0.012	0.0104	0.229	0.626
	Black/African American vs. White	692	0.508	0.031	0.0204	0.13	0.493
	Hispanic vs. White	746	0.544	0.02	0.0228	0.374	0.678
Lincoln County SO	Any Non-White vs. White	632	0.292	0.116	0.0394	0.003	0.037
	Black/African American vs. White	464	0.059	0.041	0.0474	0.391	0.762
	Hispanic vs. White	565	0.201	0.053	0.0439	0.229	0.605
Lovelock PD	Any Non-White vs. White	8	0.459	0	N/A	N/A	N/A
	Black/African American vs. White	6	0.07	0	N/A	N/A	N/A
	Hispanic vs. White	6	0.333	0	N/A	N/A	N/A
Lyon County SO	Any Non-White vs. White	1,627	0.271	0.058	0.0229	0.011	0.102
	Black/African American vs. White	1,226	0.048	0.027	0.0179	0.137	0.493
	Hispanic vs. White	1,513	0.212	0.041	0.0171	0.017	0.126

Table C. 12. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Mesquite PD	Any Non-White vs. White	540	0.417	-0.014	0.0646	0.83	0.931
	Black/African American vs. White	324	0.059	0.012	0.0128	0.336	0.762
	Hispanic vs. White	489	0.364	-0.04	0.054	0.455	0.722
Mineral County SO	Any Non-White vs. White	1,582	0.357	-0.007	0.0219	0.765	0.913
	Black/African American vs. White	1,165	0.11	0.002	0.0218	0.938	0.973
	Hispanic vs. White	1,347	0.253	-0.025	0.0232	0.287	0.629
Nevada DPS - Capitol Police	Any Non-White vs. White	397	0.593	0.064	0.0337	0.057	0.234
	Black/African American vs. White	268	0.387	-0.009	0.0433	0.841	0.973
	Hispanic vs. White	269	0.424	0.113	0.0319	0.001	0.012
Nevada Highway Patrol	Any Non-White vs. White	73,759	0.424	0.01	0.0043	0.017	0.105
	Black/African American vs. White	49,352	0.164	0.018	0.0051	0.001	0.009
	Hispanic vs. White	60,179	0.295	0.006	0.0043	0.186	0.555

Table C. 12. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
North Las Vegas PD	Any Non-White vs. White	10,291	0.788	-0.001	0.0114	0.908	0.933
	Black/African American vs. White	5,809	0.631	-0.004	0.0191	0.82	0.973
	Hispanic vs. White	6,248	0.649	0	0.0163	0.976	0.976
Nye County SO	Any Non-White vs. White	5,303	0.311	-0.006	0.0101	0.558	0.765
	Black/African American vs. White	3,969	0.094	0.016	0.0074	0.035	0.18
	Hispanic vs. White	4,564	0.214	0.006	0.0121	0.629	0.803
Pershing County SO	Any Non-White vs. White	55	0.292	-0.15	0.3857	0.698	0.871
	Black/African American vs. White	25	0.056	0	0	0.448	0.806
	Hispanic vs. White	40	0.207	-0.494	0.4822	0.306	0.629
Reno PD	Any Non-White vs. White	5,745	0.353	-0.058	0.0123	0.001	0.018
	Black/African American vs. White	4,065	0.098	-0.039	0.0175	0.026	0.156
	Hispanic vs. White	5,049	0.274	-0.046	0.011	0.001	0.012

Table C. 12. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Reno-Tahoe Airport PD	Any Non-White vs. White	176	0.279	0.193	0.0867	0.026	0.137
	Black/African American vs. White	132	0.077	-0.044	0.1163	0.705	0.973
	Hispanic vs. White	148	0.176	0.207	0.0755	0.006	0.056
Sparks PD	Any Non-White vs. White	2,485	0.387	-0.032	0.0493	0.521	0.741
	Black/African American vs. White	1,571	0.096	-0.002	0.023	0.946	0.973
	Hispanic vs. White	2,215	0.313	-0.033	0.0482	0.496	0.722
Storey County SO	Any Non-White vs. White	1,686	0.29	0.023	0.0107	0.03	0.139
	Black/African American vs. White	1,253	0.072	-0.015	0.0205	0.471	0.807
	Hispanic vs. White	1,505	0.216	0.023	0.0221	0.306	0.629
Univ. Of Nevada-Reno	Any Non-White vs. White	297	0.336	-0.025	0.0655	0.706	0.871
	Black/African American vs. White	214	0.111	-0.087	0.0498	0.081	0.364
	Hispanic vs. White	259	0.23	0.009	0.0303	0.757	0.875

Table C. 12. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Univ. of Nevada-Las Vegas	Any Non-White vs. White	402	0.678	0.066	0.0392	0.092	0.309
	Black/African American vs. White	227	0.45	0.076	0.0802	0.341	0.762
	Hispanic vs. White	260	0.5	0.132	0.0616	0.032	0.197
Washoe County SD	Any Non-White vs. White	0	N/A	N/A	N/A	N/A	N/A
	Black/African American vs. White	0	N/A	N/A	N/A	N/A	N/A
	Hispanic vs. White	0	N/A	N/A	N/A	N/A	N/A
Washoe County SO	Any Non-White vs. White	3,351	0.31	-0.011	0.016	0.492	0.741
	Black/African American vs. White	2,276	0.056	-0.006	0.0126	0.634	0.913
	Hispanic vs. White	3,026	0.248	-0.025	0.0196	0.195	0.555
West Wendover PD	Any Non-White vs. White	425	0.479	-0.005	0.0588	0.936	0.936
	Black/African American vs. White	232	0.05	0.001	0.0099	0.937	0.973
	Hispanic vs. White	381	0.434	-0.007	0.0632	0.917	0.942

Table C. 12. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
White Pine County SO	Any Non-White vs. White	458	0.259	-0.025	0.0299	0.412	0.726
	Black/African American vs. White	352	0.037	-0.01	0.0151	0.516	0.844
	Hispanic vs. White	426	0.188	-0.006	0.0472	0.893	0.942
Winnemucca PD	Any Non-White vs. White	89	0.318	0.176	0.1922	0.36	0.694
	Black/African American vs. White	64	0.044	-0.147	0.1051	0.163	0.513
	Hispanic vs. White	84	0.278	0.187	0.2148	0.385	0.678
Yerington PD	Any Non-White vs. White	246	0.37	0.085	0.0717	0.237	0.626
	Black/African American vs. White	161	0.061	0.021	0.0171	0.22	0.566
	Hispanic vs. White	223	0.298	0.094	0.0693	0.175	0.555

Note: Fields with "N/A" indicate that there was not sufficient information to produce a value. These fields are left without a value due to insufficient data or if there were not enough stops to run the specific model.

Table C. 13: Model 2, Ordinary Least Squares Regression of Non-White Status on Daylight by Agency (Balancing Corrections), 2024

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Boulder City PD	Any Non-White vs. White	761	0.427	0.035	0.0461	0.443	0.748
	Black/African American vs. White	510	0.171	0.053	0.06	0.373	0.696
	Hispanic vs. White	607	0.299	0.036	0.0454	0.432	0.648
Carlin PD	Any Non-White vs. White	8	0.144	-1	0	0.001	0.006
	Black/African American vs. White	2	0.043	0	N/A	N/A	N/A
	Hispanic vs. White	8	0.119	-1	0	0.001	0.009
Carson City SO	Any Non-White vs. White	867	0.281	0.014	0.0221	0.534	0.748
	Black/African American vs. White	615	0.024	0.008	0.007	0.277	0.673
	Hispanic vs. White	836	0.257	-0.008	0.0225	0.708	0.75
Churchill County SO	Any Non-White vs. White	155	0.258	-0.047	0.1248	0.707	0.795
	Black/African American vs. White	127	0.058	0.019	0.0248	0.447	0.696
	Hispanic vs. White	139	0.17	-0.074	0.0933	0.428	0.648

Table C. 13. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Clark County Parks Police	Any Non-White vs. White	0	N/A	N/A	N/A	N/A	N/A
	Black/African American vs. White	0	N/A	N/A	N/A	N/A	N/A
	Hispanic vs. White	0	N/A	N/A	N/A	N/A	N/A
Clark County SD	Any Non-White vs. White	1,546	0.704	-0.067	0.0109	0.001	0.006
	Black/African American vs. White	729	0.446	-0.065	0.0545	0.234	0.62
	Hispanic vs. White	1,094	0.559	-0.08	0.0229	0.001	0.009
Douglas County SO	Any Non-White vs. White	1,077	0.25	-0.004	0.0361	0.918	0.918
	Black/African American vs. White	797	0.03	-0.02	0.0127	0.109	0.529
	Hispanic vs. White	996	0.186	0.028	0.043	0.512	0.663
Elko County SO	Any Non-White vs. White	111	0.278	0.019	0.1121	0.865	0.91
	Black/African American vs. White	74	0.039	0.044	0.0441	0.323	0.696
	Hispanic vs. White	104	0.227	-0.078	0.1421	0.585	0.663

Table C. 13. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Elko PD	Any Non-White vs. White	64	0.29	-0.094	0.1527	0.54	0.748
	Black/African American vs. White	47	0.04	0.081	0.0683	0.237	0.62
	Hispanic vs. White	61	0.244	-0.118	0.1403	0.401	0.648
Esmeralda County SO	Any Non-White vs. White	236	0.342	0.037	0.072	0.607	0.748
	Black/African American vs. White	169	0.102	0.119	0.0978	0.224	0.62
	Hispanic vs. White	203	0.243	-0.015	0.0572	0.799	0.822
Eureka County SO	Any Non-White vs. White	98	0.308	0.191	0.0621	0.002	0.01
	Black/African American vs. White	69	0.036	0.049	0.0565	0.385	0.696
	Hispanic vs. White	94	0.264	0.188	0.0682	0.006	0.031
Fallon PD	Any Non-White vs. White	88	0.252	0.056	0.0861	0.516	0.748
	Black/African American vs. White	71	0.042	0.079	0.0391	0.044	0.299
	Hispanic vs. White	84	0.168	0.008	0.066	0.907	0.907

Table C. 13. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Henderson PD	Any Non-White vs. White	4,388	0.501	-0.013	0.0096	0.189	0.486
	Black/African American vs. White	2,835	0.266	-0.001	0.0111	0.936	0.978
	Hispanic vs. White	3,292	0.334	-0.026	0.0161	0.106	0.294
Humboldt County SO	Any Non-White vs. White	106	0.257	0.269	0.1022	0.008	0.036
	Black/African American vs. White	67	0.021	-0.026	0.0323	0.415	0.696
	Hispanic vs. White	98	0.219	0.227	0.0931	0.015	0.068
Lander County SO	Any Non-White vs. White	49	0.224	-0.242	0.1917	0.206	0.494
	Black/African American vs. White	39	0.034	0.179	0.2749	0.516	0.714
	Hispanic vs. White	47	0.169	-0.313	0.1923	0.104	0.294
Las Vegas Metro PD	Any Non-White vs. White	40,138	0.686	-0.003	0.0038	0.415	0.748
	Black/African American vs. White	22,833	0.464	0.002	0.0066	0.819	0.96
	Hispanic vs. White	26,522	0.518	0.003	0.0055	0.528	0.663

Table C. 13. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Las Vegas DPS	Any Non-White vs. White	556	0.724	0.018	0.0343	0.609	0.748
	Black/African American vs. White	343	0.538	0.003	0.0417	0.952	0.978
	Hispanic vs. White	352	0.563	0.023	0.0407	0.574	0.663
Lincoln County SO	Any Non-White vs. White	518	0.28	0.126	0.0339	0.001	0.006
	Black/African American vs. White	387	0.058	0.035	0.0469	0.454	0.696
	Hispanic vs. White	464	0.189	0.066	0.0443	0.134	0.301
Lovelock PD	Any Non-White vs. White	8	0.412	0	N/A	N/A	N/A
	Black/African American vs. White	6	0	0	N/A	N/A	N/A
	Hispanic vs. White	6	0.31	0	N/A	N/A	N/A
Lyon County SO	Any Non-White vs. White	555	0.288	0.095	0.0481	0.047	0.173
	Black/African American vs. White	414	0.057	0.019	0.0304	0.525	0.714
	Hispanic vs. White	519	0.227	0.073	0.0312	0.019	0.076

Table C. 13. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Mesquite PD	Any Non-White vs. White	161	0.421	0.05	0.0692	0.47	0.748
	Black/African American vs. White	100	0.064	0.011	0.027	0.674	0.88
	Hispanic vs. White	145	0.367	0.035	0.061	0.571	0.663
Mineral County SO	Any Non-White vs. White	744	0.348	-0.061	0.0335	0.067	0.213
	Black/African American vs. White	559	0.105	0.003	0.0531	0.96	0.978
	Hispanic vs. White	634	0.247	-0.081	0.0272	0.003	0.022
Nevada DPS - Capitol Police	Any Non-White vs. White	56	0.533	-0.02	0.0486	0.677	0.786
	Black/African American vs. White	40	0.331	-0.192	0.0295	0.001	0.011
	Hispanic vs. White	40	0.354	0.239	0.0346	0.001	0.009
Nevada Highway Patrol	Any Non-White vs. White	29,253	0.432	-0.003	0.0069	0.616	0.748
	Black/African American vs. White	19,246	0.162	0.011	0.0069	0.104	0.529
	Hispanic vs. White	23,789	0.302	-0.004	0.008	0.589	0.663

Table C. 13. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
North Las Vegas PD	Any Non-White vs. White	3,805	0.796	0.012	0.0199	0.534	0.748
	Black/African American vs. White	2,115	0.638	0.011	0.0276	0.699	0.88
	Hispanic vs. White	2,374	0.666	0.021	0.0293	0.47	0.651
Nye County SO	Any Non-White vs. White	1,139	0.312	-0.009	0.014	0.518	0.748
	Black/African American vs. White	830	0.092	0.038	0.0275	0.168	0.598
	Hispanic vs. White	986	0.221	0.018	0.0118	0.121	0.301
Pershing County SO	Any Non-White vs. White	16	0.346	0	0	0.401	0.748
	Black/African American vs. White	5	0.056	0	N/A	N/A	N/A
	Hispanic vs. White	13	0.292	0	0	0.159	0.318
Reno PD	Any Non-White vs. White	1,590	0.381	-0.069	0.0188	0.001	0.006
	Black/African American vs. White	1,129	0.106	-0.065	0.0278	0.019	0.162
	Hispanic vs. White	1,412	0.306	-0.055	0.0189	0.004	0.024

Table C. 13. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Reno-Tahoe Airport PD	Any Non-White vs. White	95	0.272	0.192	0.1122	0.087	0.241
	Black/African American vs. White	75	0.058	-0.003	0.0933	0.974	0.978
	Hispanic vs. White	82	0.176	0.171	0.1028	0.097	0.294
Sparks PD	Any Non-White vs. White	826	0.397	-0.032	0.066	0.623	0.748
	Black/African American vs. White	483	0.105	0.038	0.0398	0.343	0.696
	Hispanic vs. White	709	0.317	-0.061	0.0614	0.321	0.578
Storey County SO	Any Non-White vs. White	808	0.298	0.062	0.0314	0.048	0.173
	Black/African American vs. White	595	0.077	0.023	0.0325	0.471	0.696
	Hispanic vs. White	713	0.219	0.042	0.0275	0.126	0.301
Univ. Of Nevada-Reno	Any Non-White vs. White	108	0.326	0.028	0.1008	0.778	0.849
	Black/African American vs. White	80	0.109	-0.138	0.099	0.164	0.598
	Hispanic vs. White	97	0.222	0.109	0.1025	0.288	0.546

Table C. 13. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Univ. of Nevada-Las Vegas	Any Non-White vs. White	191	0.698	0.23	0.0485	0.001	0.006
	Black/African American vs. White	102	0.456	0.285	0.0852	0.001	0.011
	Hispanic vs. White	123	0.538	0.238	0.1038	0.022	0.079
Washoe County SD	Any Non-White vs. White	0	N/A	N/A	N/A	N/A	N/A
	Black/African American vs. White	0	N/A	N/A	N/A	N/A	N/A
	Hispanic vs. White	0	N/A	N/A	N/A	N/A	N/A
Washoe County SO	Any Non-White vs. White	1,291	0.309	0.019	0.0294	0.511	0.748
	Black/African American vs. White	890	0.062	0.001	0.0233	0.978	0.978
	Hispanic vs. White	1,169	0.242	0.013	0.0327	0.682	0.744
West Wendover PD	Any Non-White vs. White	116	0.471	0.241	0.1333	0.071	0.213
	Black/African American vs. White	60	0.046	0.056	0.0725	0.44	0.696
	Hispanic vs. White	98	0.421	0.311	0.2177	0.153	0.318

Table C. 13. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
White Pine County SO	Any Non-White vs. White	62	0.236	0.006	0.0397	0.885	0.91
	Black/African American vs. White	50	0.035	0.01	0.0332	0.752	0.913
	Hispanic vs. White	57	0.178	0.057	0.0666	0.396	0.648
Winnemucca PD	Any Non-White vs. White	40	0.315	-0.698	0.1563	0.001	0.006
	Black/African American vs. White	27	0.036	-0.267	0.0659	0.001	0.011
	Hispanic vs. White	38	0.275	-0.692	0.1327	0.001	0.009
Yerington PD	Any Non-White vs. White	164	0.405	0.098	0.1083	0.366	0.748
	Black/African American vs. White	102	0.087	0.071	0.0521	0.176	0.598
	Hispanic vs. White	147	0.326	0.078	0.1062	0.464	0.651

Note: Fields with "N/A" indicate that there was not sufficient information to produce a value. These fields are left without a value due to insufficient data or if there were not enough stops to run the specific model.

Table C. 14: Model 2, Ordinary Least Squares Regression of Non-White Status on Daylight by Agency (Balancing Corrections), 2022-24

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Boulder City PD	Any Non-White vs. White	1,482	0.418	0.043	0.0228	0.06	0.247
	Black/African American vs. White	976	0.165	0.073	0.0215	0.001	0.009
	Hispanic vs. White	1,203	0.294	0.033	0.0249	0.183	0.484
Carlin PD	Any Non-White vs. White	58	0.13	0.308	0.1498	0.04	0.185
	Black/African American vs. White	42	0.024	0	N/A	N/A	N/A
	Hispanic vs. White	56	0.094	0.299	0.1378	0.03	0.123
Carson City SO	Any Non-White vs. White	4,424	0.269	0.004	0.0192	0.845	0.868
	Black/African American vs. White	3,196	0.024	0.009	0.0077	0.237	0.569
	Hispanic vs. White	4,275	0.241	-0.004	0.0164	0.828	0.909
Churchill County SO	Any Non-White vs. White	332	0.262	0.061	0.0346	0.076	0.256
	Black/African American vs. White	271	0.066	0.003	0.0156	0.833	0.914
	Hispanic vs. White	301	0.172	0.053	0.0288	0.064	0.215

Table C. 14. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Clark County Parks Police	Any Non-White vs. White	47	0.664	0.393	0.1122	0.001	0.012
	Black/African American vs. White	23	0.474	0.88	0.1694	0.001	0.009
	Hispanic vs. White	22	0.492	-2.467	0.1846	0.001	0.007
Clark County SD	Any Non-White vs. White	4,996	0.69	-0.015	0.0181	0.416	0.686
	Black/African American vs. White	2,568	0.438	-0.021	0.0355	0.55	0.856
	Hispanic vs. White	3,517	0.537	-0.017	0.0157	0.291	0.567
Douglas County SO	Any Non-White vs. White	4,254	0.261	-0.015	0.0161	0.34	0.629
	Black/African American vs. White	3,187	0.034	-0.001	0.0091	0.907	0.933
	Hispanic vs. White	3,894	0.191	-0.01	0.0199	0.607	0.804
Elko County SO	Any Non-White vs. White	655	0.265	0.008	0.0387	0.829	0.868
	Black/African American vs. White	493	0.049	-0.012	0.0324	0.703	0.873
	Hispanic vs. White	601	0.197	-0.024	0.0405	0.545	0.776

Table C. 14. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Elko PD	Any Non-White vs. White	640	0.287	0.03	0.0467	0.515	0.71
	Black/African American vs. White	475	0.035	0.005	0.0211	0.825	0.914
	Hispanic vs. White	594	0.229	0.052	0.0538	0.331	0.585
Esmeralda County SO	Any Non-White vs. White	732	0.375	0.084	0.072	0.245	0.533
	Black/African American vs. White	515	0.124	0.059	0.0739	0.422	0.76
	Hispanic vs. White	618	0.267	0.053	0.0638	0.407	0.666
Eureka County SO	Any Non-White vs. White	347	0.274	-0.023	0.0301	0.439	0.686
	Black/African American vs. White	260	0.039	0.028	0.0388	0.463	0.794
	Hispanic vs. White	327	0.218	-0.023	0.0473	0.629	0.804
Fallon PD	Any Non-White vs. White	663	0.261	-0.03	0.0449	0.501	0.71
	Black/African American vs. White	523	0.062	-0.027	0.0205	0.187	0.481
	Hispanic vs. White	596	0.168	-0.008	0.0438	0.857	0.909

Table C. 14. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Henderson PD	Any Non-White vs. White	13,148	0.474	-0.002	0.0034	0.537	0.71
	Black/African American vs. White	9,141	0.252	0.01	0.0044	0.03	0.135
	Hispanic vs. White	9,985	0.305	-0.016	0.0041	0.001	0.007
Humboldt County SO	Any Non-White vs. White	366	0.261	0.067	0.1216	0.58	0.74
	Black/African American vs. White	259	0.019	0.037	0.027	0.17	0.476
	Hispanic vs. White	346	0.229	0.039	0.1146	0.733	0.904
Lander County SO	Any Non-White vs. White	223	0.241	-0.08	0.126	0.527	0.71
	Black/African American vs. White	167	0.037	-0.019	0.1523	0.899	0.933
	Hispanic vs. White	206	0.181	-0.062	0.1282	0.63	0.804
Las Vegas Metro PD	Any Non-White vs. White	109,446	0.667	0.005	0.0027	0.075	0.256
	Black/African American vs. White	65,262	0.45	0.009	0.0038	0.021	0.118
	Hispanic vs. White	71,202	0.488	0.007	0.0035	0.046	0.17

Table C. 14. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Las Vegas DPS	Any Non-White vs. White	1,152	0.705	0.017	0.0126	0.172	0.398
	Black/African American vs. White	692	0.508	0.031	0.0207	0.132	0.475
	Hispanic vs. White	746	0.544	0.028	0.0284	0.332	0.585
Lincoln County SO	Any Non-White vs. White	632	0.292	0.124	0.0386	0.001	0.012
	Black/African American vs. White	464	0.059	0.041	0.0484	0.393	0.76
	Hispanic vs. White	565	0.201	0.064	0.0386	0.096	0.296
Lovelock PD	Any Non-White vs. White	8	0.459	0	N/A	N/A	N/A
	Black/African American vs. White	6	0.07	0	N/A	N/A	N/A
	Hispanic vs. White	6	0.333	0	N/A	N/A	N/A
Lyon County SO	Any Non-White vs. White	1,627	0.271	0.059	0.0236	0.012	0.08
	Black/African American vs. White	1,226	0.048	0.024	0.0176	0.172	0.476
	Hispanic vs. White	1,513	0.212	0.044	0.0169	0.01	0.062

Table C. 14. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Mesquite PD	Any Non-White vs. White	540	0.417	-0.027	0.0648	0.673	0.778
	Black/African American vs. White	324	0.059	0.008	0.0151	0.598	0.856
	Hispanic vs. White	489	0.364	-0.05	0.0627	0.427	0.666
Mineral County SO	Any Non-White vs. White	1,582	0.357	-0.004	0.0198	0.832	0.868
	Black/African American vs. White	1,165	0.11	0.011	0.0217	0.611	0.856
	Hispanic vs. White	1,347	0.253	-0.02	0.0172	0.245	0.533
Nevada DPS - Capitol Police	Any Non-White vs. White	397	0.593	0.064	0.0404	0.113	0.303
	Black/African American vs. White	268	0.387	0.002	0.0543	0.966	0.966
	Hispanic vs. White	269	0.424	0.125	0.0383	0.001	0.007
Nevada Highway Patrol	Any Non-White vs. White	73,759	0.424	0.01	0.004	0.012	0.08
	Black/African American vs. White	49,352	0.164	0.017	0.0047	0.001	0.009
	Hispanic vs. White	60,179	0.295	0.006	0.0039	0.105	0.299

Table C. 14. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
North Las Vegas PD	Any Non-White vs. White	10,291	0.788	-0.002	0.0111	0.883	0.883
	Black/African American vs. White	5,809	0.631	-0.008	0.0195	0.67	0.861
	Hispanic vs. White	6,248	0.649	0.003	0.016	0.871	0.909
Nye County SO	Any Non-White vs. White	5,303	0.311	-0.008	0.0093	0.393	0.686
	Black/African American vs. White	3,969	0.094	0.017	0.0074	0.023	0.118
	Hispanic vs. White	4,564	0.214	0.004	0.013	0.773	0.909
Pershing County SO	Any Non-White vs. White	55	0.292	-0.856	0.356	0.016	0.085
	Black/African American vs. White	25	0.056	-1	0	0.001	0.009
	Hispanic vs. White	40	0.207	0	0	0.001	0.007
Reno PD	Any Non-White vs. White	5,745	0.353	-0.059	0.012	0.001	0.012
	Black/African American vs. White	4,065	0.098	-0.04	0.0175	0.023	0.118
	Hispanic vs. White	5,049	0.274	-0.047	0.0102	0.001	0.007

Table C. 14. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Reno-Tahoe Airport PD	Any Non-White vs. White	176	0.279	0.18	0.1063	0.091	0.281
	Black/African American vs. White	132	0.077	-0.076	0.1109	0.495	0.81
	Hispanic vs. White	148	0.176	0.214	0.0869	0.014	0.074
Sparks PD	Any Non-White vs. White	2,485	0.387	-0.039	0.051	0.445	0.686
	Black/African American vs. White	1,571	0.096	-0.005	0.0224	0.826	0.914
	Hispanic vs. White	2,215	0.313	-0.038	0.0507	0.45	0.666
Storey County SO	Any Non-White vs. White	1,686	0.29	0.028	0.0112	0.013	0.08
	Black/African American vs. White	1,253	0.072	-0.018	0.0214	0.408	0.76
	Hispanic vs. White	1,505	0.216	0.027	0.0213	0.201	0.496
Univ. Of Nevada-Reno	Any Non-White vs. White	297	0.336	-0.035	0.0706	0.622	0.742
	Black/African American vs. White	214	0.111	-0.075	0.0473	0.113	0.452
	Hispanic vs. White	259	0.23	-0.007	0.0377	0.849	0.909

Table C. 14. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Univ. of Nevada-Las Vegas	Any Non-White vs. White	402	0.678	0.064	0.0413	0.123	0.303
	Black/African American vs. White	227	0.45	0.074	0.0772	0.336	0.712
	Hispanic vs. White	260	0.5	0.129	0.0581	0.027	0.123
Washoe County SD	Any Non-White vs. White	0	N/A	N/A	N/A	N/A	N/A
	Black/African American vs. White	0	N/A	N/A	N/A	N/A	N/A
	Hispanic vs. White	0	N/A	N/A	N/A	N/A	N/A
Washoe County SO	Any Non-White vs. White	3,351	0.31	-0.008	0.015	0.6	0.74
	Black/African American vs. White	2,276	0.056	-0.006	0.0116	0.621	0.856
	Hispanic vs. White	3,026	0.248	-0.021	0.0192	0.267	0.549
West Wendover PD	Any Non-White vs. White	425	0.479	0.013	0.0567	0.812	0.868
	Black/African American vs. White	232	0.05	0.007	0.0141	0.642	0.856
	Hispanic vs. White	381	0.434	0.009	0.0613	0.884	0.909

Table C. 14. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
White Pine County SO	Any Non-White vs. White	458	0.259	-0.033	0.0329	0.322	0.627
	Black/African American vs. White	352	0.037	-0.019	0.0198	0.328	0.712
	Hispanic vs. White	426	0.188	-0.006	0.0505	0.913	0.913
Winnemucca PD	Any Non-White vs. White	89	0.318	0.281	0.1778	0.115	0.303
	Black/African American vs. White	64	0.044	-0.014	0.0679	0.838	0.914
	Hispanic vs. White	84	0.278	0.267	0.2161	0.216	0.499
Yerington PD	Any Non-White vs. White	246	0.37	0.08	0.073	0.275	0.565
	Black/African American vs. White	161	0.061	0.036	0.0265	0.171	0.476
	Hispanic vs. White	223	0.298	0.068	0.0879	0.437	0.666

Note: Fields with "N/A" indicate that there was not sufficient information to produce a value. These fields are left without a value due to insufficient data or if there were not enough stops to run the specific model.

Table C. 15: Model 3, Ordinary Least Squares Regression of Non-White Status on Daylight by Agency with Officer Fixed Effects, 2024

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Boulder City PD	Any Non-White vs. White	761	0.498	0.004	0.0606	0.942	0.996
	Black/African American vs. White	508	0.25	0.018	0.0544	0.744	0.816
	Hispanic vs. White	607	0.352	0.038	0.0697	0.585	0.839
Carlin PD	Any Non-White vs. White	13	0.5	-0.031	0.0595	0.607	0.981
	Black/African American vs. White	10	0	0	N/A	N/A	N/A
	Hispanic vs. White	13	0.5	-0.031	0.0595	0.607	0.839
Carson City SO	Any Non-White vs. White	860	0.322	0.013	0.0365	0.724	0.981
	Black/African American vs. White	607	0.023	0	0.011	0.972	0.986
	Hispanic vs. White	829	0.287	-0.002	0.0379	0.954	0.964
Churchill County SO	Any Non-White vs. White	155	0	0.041	0.0903	0.652	0.981
	Black/African American vs. White	128	0	0.055	0.0465	0.233	0.601
	Hispanic vs. White	140	0	0.015	0.0615	0.81	0.925

Table C. 15. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Clark County Parks Police	Any Non-White vs. White	0	N/A	N/A	N/A	N/A	N/A
	Black/African American vs. White	0	N/A	N/A	N/A	N/A	N/A
	Hispanic vs. White	0	N/A	N/A	N/A	N/A	N/A
Clark County SD	Any Non-White vs. White	1,539	0.74	-0.013	0.0285	0.659	0.981
	Black/African American vs. White	716	0.444	-0.031	0.0628	0.624	0.758
	Hispanic vs. White	1,084	0.631	0.006	0.0299	0.84	0.925
Douglas County SO	Any Non-White vs. White	1,071	0.282	0.004	0.0348	0.905	0.996
	Black/African American vs. White	789	0.012	-0.02	0.0108	0.059	0.33
	Hispanic vs. White	990	0.229	0.025	0.0453	0.584	0.839
Elko County SO	Any Non-White vs. White	108	0.4	0	0.094	0.996	0.996
	Black/African American vs. White	70	0	0.065	0.0541	0.227	0.601
	Hispanic vs. White	100	0.4	-0.091	0.0995	0.358	0.678

Table C. 15. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Elko PD	Any Non-White vs. White	60	0	-0.101	0.1114	0.365	0.657
	Black/African American vs. White	43	0	0.071	0.0673	0.294	0.601
	Hispanic vs. White	57	0	-0.114	0.1085	0.293	0.586
Esmeralda County SO	Any Non-White vs. White	236	N/A	0.02	0.151	0.896	0.996
	Black/African American vs. White	168	N/A	0.081	0.1006	0.419	0.601
	Hispanic vs. White	203	N/A	0.005	0.1154	0.964	0.964
Eureka County SO	Any Non-White vs. White	96	0.231	0.266	0.0802	0.001	0.007
	Black/African American vs. White	71	0.063	0.059	0.0735	0.425	0.601
	Hispanic vs. White	92	0.189	0.259	0.0611	0.001	0.012
Fallon PD	Any Non-White vs. White	88	0.286	-0.045	0.0587	0.445	0.763
	Black/African American vs. White	68	0	0.056	0.0504	0.266	0.601
	Hispanic vs. White	82	0.286	0.015	0.083	0.856	0.925

Table C. 15. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Henderson PD	Any Non-White vs. White	4,359	0.565	-0.023	0.0113	0.044	0.158
	Black/African American vs. White	2,791	0.248	-0.004	0.0086	0.68	0.797
	Hispanic vs. White	3,258	0.451	-0.031	0.0159	0.05	0.2
Humboldt County SO	Any Non-White vs. White	105	0.5	0.203	0.1387	0.142	0.341
	Black/African American vs. White	67	0.182	-0.032	0.0406	0.43	0.601
	Hispanic vs. White	98	0.4	0.233	0.0935	0.013	0.072
Lander County SO	Any Non-White vs. White	53	0.1	-0.036	0.1077	0.736	0.981
	Black/African American vs. White	45	0	0.052	0.0284	0.068	0.33
	Hispanic vs. White	51	0.1	-0.056	0.1152	0.629	0.839
Las Vegas Metro PD	Any Non-White vs. White	39,936	0.692	0.009	0.0042	0.044	0.158
	Black/African American vs. White	22,587	0.427	0.022	0.0087	0.011	0.125
	Hispanic vs. White	26,292	0.56	0.008	0.0065	0.214	0.493

Table C. 15. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Las Vegas DPS	Any Non-White vs. White	549	0.758	-0.015	0.0513	0.776	0.996
	Black/African American vs. White	335	0.5	0.038	0.0495	0.442	0.601
	Hispanic vs. White	340	0.652	-0.022	0.0684	0.75	0.919
Lincoln County SO	Any Non-White vs. White	518	0.357	0.113	0.0305	0.001	0.007
	Black/African American vs. White	387	0.1	0.039	0.0495	0.436	0.601
	Hispanic vs. White	464	0.308	0.062	0.0416	0.139	0.37
Lovelock PD	Any Non-White vs. White	9	N/A	0	N/A	N/A	N/A
	Black/African American vs. White	6	N/A	0	N/A	N/A	N/A
	Hispanic vs. White	6	N/A	0	N/A	N/A	N/A
Lyon County SO	Any Non-White vs. White	554	0.326	0.119	0.0431	0.006	0.036
	Black/African American vs. White	410	0.043	0.017	0.028	0.542	0.709
	Hispanic vs. White	519	0.282	0.101	0.033	0.002	0.018

Table C. 15. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Mesquite PD	Any Non-White vs. White	152	0.25	0.072	0.1804	0.691	0.981
	Black/African American vs. White	94	0	0.09	0.0653	0.167	0.547
	Hispanic vs. White	136	0.25	-0.042	0.1404	0.766	0.919
Mineral County SO	Any Non-White vs. White	744	0.385	-0.065	0.0205	0.001	0.007
	Black/African American vs. White	559	0.111	-0.016	0.045	0.725	0.816
	Hispanic vs. White	636	0.25	-0.081	0.0349	0.02	0.09
Nevada DPS - Capitol Police	Any Non-White vs. White	55	0.429	0.206	0.1048	0.05	0.164
	Black/African American vs. White	40	0.259	0.042	0.015	0.005	0.119
	Hispanic vs. White	40	0.286	0.32	0.0524	0.001	0.012
Nevada Highway Patrol	Any Non-White vs. White	29,247	0.463	0.01	0.007	0.158	0.345
	Black/African American vs. White	19,224	0.184	0.012	0.0054	0.022	0.15
	Hispanic vs. White	23,780	0.355	0.003	0.009	0.757	0.919

Table C. 15. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
North Las Vegas PD	Any Non-White vs. White	3,786	0.749	0.022	0.0123	0.076	0.21
	Black/African American vs. White	2,086	0.528	0.037	0.0137	0.007	0.119
	Hispanic vs. White	2,355	0.635	0.02	0.0167	0.233	0.493
Nye County SO	Any Non-White vs. White	1,138	0.422	0.006	0.0303	0.831	0.996
	Black/African American vs. White	829	0.108	0.042	0.03	0.158	0.547
	Hispanic vs. White	985	0.318	0.023	0.0126	0.075	0.245
Pershing County SO	Any Non-White vs. White	15	N/A	2	0	0.001	0.007
	Black/African American vs. White	0	N/A	N/A	N/A	N/A	N/A
	Hispanic vs. White	12	N/A	2	0	0.001	0.012
Reno PD	Any Non-White vs. White	1,550	0.503	-0.04	0.0331	0.225	0.45
	Black/African American vs. White	1,089	0.133	-0.048	0.0299	0.105	0.446
	Hispanic vs. White	1,372	0.43	-0.021	0.0272	0.432	0.733

Table C. 15. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Reno-Tahoe Airport PD	Any Non-White vs. White	93	0.13	0.237	0.1083	0.029	0.149
	Black/African American vs. White	74	0	0.049	0.0977	0.617	0.758
	Hispanic vs. White	80	0.091	0.217	0.0884	0.014	0.072
Sparks PD	Any Non-White vs. White	816	0.541	-0.001	0.0548	0.98	0.996
	Black/African American vs. White	468	0.049	0.032	0.0363	0.379	0.601
	Hispanic vs. White	695	0.506	-0.044	0.0588	0.451	0.733
Storey County SO	Any Non-White vs. White	802	0.338	0.058	0.0276	0.034	0.153
	Black/African American vs. White	590	0.136	0.024	0.0298	0.421	0.601
	Hispanic vs. White	707	0.24	0.047	0.0245	0.056	0.202
Univ. Of Nevada-Reno	Any Non-White vs. White	106	0.226	0.178	0.107	0.097	0.249
	Black/African American vs. White	79	0.04	-0.068	0.059	0.251	0.601
	Hispanic vs. White	94	0.2	0.205	0.1403	0.144	0.37

Table C. 15. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Univ. of Nevada-Las Vegas	Any Non-White vs. White	191	0.679	0.297	0.0721	0.001	0.007
	Black/African American vs. White	100	0.4	0.301	0.1304	0.021	0.15
	Hispanic vs. White	121	0.571	0.447	0.1756	0.011	0.072
Washoe County SD	Any Non-White vs. White	0	N/A	N/A	N/A	N/A	N/A
	Black/African American vs. White	0	N/A	N/A	N/A	N/A	N/A
	Hispanic vs. White	0	N/A	N/A	N/A	N/A	N/A
Washoe County SO	Any Non-White vs. White	1,273	0.235	0.006	0.033	0.848	0.996
	Black/African American vs. White	875	0.064	-0.003	0.028	0.907	0.964
	Hispanic vs. White	1,150	0.185	0.005	0.0317	0.874	0.925
West Wendover PD	Any Non-White vs. White	113	0.5	0.243	0.1281	0.058	0.174
	Black/African American vs. White	57	0.2	-0.002	0.0924	0.986	0.986
	Hispanic vs. White	95	0.333	0.26	0.1646	0.114	0.342

Table C. 15. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
White Pine County SO	Any Non-White vs. White	62	0.091	0.007	0.0621	0.913	0.996
	Black/African American vs. White	49	0.091	-0.037	0.0365	0.306	0.601
	Hispanic vs. White	59	0	0.054	0.0743	0.468	0.733
Winnemucca PD	Any Non-White vs. White	34	N/A	-0.383	0.2752	0.163	0.345
	Black/African American vs. White	25	N/A	-0.142	0.162	0.381	0.601
	Hispanic vs. White	31	N/A	-0.293	0.242	0.226	0.493
Yerington PD	Any Non-White vs. White	164	0.389	0.109	0.1102	0.324	0.614
	Black/African American vs. White	100	0.108	0.054	0.0402	0.177	0.547
	Hispanic vs. White	147	0.34	0.094	0.1185	0.426	0.733

Note: Fields with "N/A" indicate that there was not sufficient information to produce a value. These fields are left without a value due to insufficient data or if there were not enough stops to run the specific model.

Table C. 16: Model 3, Ordinary Least Squares Regression of Non-White Status on Daylight by Agency with Officer Fixed Effects, 2022-24

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Boulder City PD	Any Non-White vs. White	1,485	0.487	0.021	0.0221	0.336	0.654
	Black/African American vs. White	974	0.217	0.038	0.0244	0.118	0.688
	Hispanic vs. White	1,204	0.355	0.03	0.0328	0.359	0.561
Carlin PD	Any Non-White vs. White	60	0.333	0.2	0.1038	0.053	0.245
	Black/African American vs. White	45	0	0	N/A	N/A	N/A
	Hispanic vs. White	58	0.333	0.327	0.1687	0.053	0.177
Carson City SO	Any Non-White vs. White	4,412	0.323	0.017	0.0236	0.473	0.7
	Black/African American vs. White	3,180	0.03	0.017	0.0073	0.022	0.192
	Hispanic vs. White	4,263	0.299	0.009	0.0229	0.701	0.765
Churchill County SO	Any Non-White vs. White	328	0.36	0.061	0.0461	0.183	0.521
	Black/African American vs. White	267	0.059	0.01	0.0237	0.662	0.858
	Hispanic vs. White	298	0.273	0.059	0.028	0.034	0.177

Table C. 16. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Clark County Parks Police	Any Non-White vs. White	44	0.889	0.736	0.1708	0.001	0.009
	Black/African American vs. White	20	0.75	0.246	0.2706	0.363	0.812
	Hispanic vs. White	16	0.8	0	N/A	N/A	N/A
Clark County SD	Any Non-White vs. White	4,968	0.722	0.006	0.0163	0.691	0.804
	Black/African American vs. White	2,538	0.424	-0.004	0.0302	0.883	0.937
	Hispanic vs. White	3,491	0.607	0.009	0.018	0.6	0.745
Douglas County SO	Any Non-White vs. White	4,243	0.257	0.008	0.0087	0.331	0.654
	Black/African American vs. White	3,174	0.024	0	0.0073	0.948	0.976
	Hispanic vs. White	3,884	0.214	0.003	0.0132	0.817	0.84
Elko County SO	Any Non-White vs. White	653	0.345	0	0.0449	0.995	0.995
	Black/African American vs. White	487	0.05	-0.01	0.0487	0.834	0.937
	Hispanic vs. White	598	0.305	-0.022	0.0355	0.534	0.696

Table C. 16. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Elko PD	Any Non-White vs. White	631	0.289	0.012	0.0293	0.67	0.804
	Black/African American vs. White	467	0.048	0	0.0244	0.986	0.986
	Hispanic vs. White	586	0.203	0.056	0.0363	0.122	0.293
Esmeralda County SO	Any Non-White vs. White	732	0.4	0.072	0.0905	0.426	0.685
	Black/African American vs. White	514	0.25	0.034	0.0767	0.657	0.858
	Hispanic vs. White	617	0.25	0.063	0.0638	0.323	0.561
Eureka County SO	Any Non-White vs. White	342	0.265	-0.029	0.0237	0.229	0.53
	Black/African American vs. White	259	0.053	-0.033	0.0585	0.576	0.812
	Hispanic vs. White	323	0.217	-0.037	0.0174	0.035	0.177
Fallon PD	Any Non-White vs. White	658	0.327	-0.048	0.0485	0.319	0.654
	Black/African American vs. White	514	0.029	-0.023	0.0252	0.358	0.812
	Hispanic vs. White	589	0.233	0.004	0.039	0.92	0.92

Table C. 16. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Henderson PD	Any Non-White vs. White	13,067	0.491	0.003	0.0056	0.558	0.762
	Black/African American vs. White	9,031	0.223	0.018	0.0058	0.003	0.035
	Hispanic vs. White	9,883	0.364	-0.012	0.0075	0.109	0.28
Humboldt County SO	Any Non-White vs. White	361	0.463	0.085	0.1058	0.419	0.685
	Black/African American vs. White	255	0.083	-0.009	0.0117	0.435	0.812
	Hispanic vs. White	343	0.421	0.133	0.0784	0.09	0.249
Lander County SO	Any Non-White vs. White	226	0.207	-0.092	0.1076	0.394	0.685
	Black/African American vs. White	172	0.042	0.032	0.0227	0.155	0.731
	Hispanic vs. White	209	0.115	-0.064	0.1037	0.536	0.696
Las Vegas Metro PD	Any Non-White vs. White	109,086	0.679	0.016	0.003	0.001	0.009
	Black/African American vs. White	64,825	0.421	0.023	0.0034	0.001	0.035
	Hispanic vs. White	70,780	0.539	0.016	0.0048	0.001	0.018

Table C. 16. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Las Vegas DPS	Any Non-White vs. White	1,122	0.806	0.001	0.03	0.981	0.995
	Black/African American vs. White	661	0.6	0.022	0.0353	0.538	0.812
	Hispanic vs. White	709	0.708	0.019	0.0468	0.684	0.765
Lincoln County SO	Any Non-White vs. White	632	0.378	0.119	0.0295	0.001	0.009
	Black/African American vs. White	459	0.115	0.054	0.0532	0.305	0.812
	Hispanic vs. White	563	0.303	0.063	0.0307	0.041	0.177
Lovelock PD	Any Non-White vs. White	13	0.667	0	N/A	N/A	N/A
	Black/African American vs. White	6	0	0	N/A	N/A	N/A
	Hispanic vs. White	6	0.667	0	N/A	N/A	N/A
Lyon County SO	Any Non-White vs. White	1,618	0.33	0.051	0.0296	0.083	0.341
	Black/African American vs. White	1,211	0.036	0.012	0.0223	0.58	0.812
	Hispanic vs. White	1,502	0.29	0.043	0.0204	0.035	0.177

Table C. 16. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Mesquite PD	Any Non-White vs. White	519	0.412	0.016	0.0666	0.806	0.877
	Black/African American vs. White	301	0	0.037	0.0446	0.412	0.812
	Hispanic vs. White	469	0.333	-0.039	0.0641	0.541	0.696
Mineral County SO	Any Non-White vs. White	1,579	0.402	-0.011	0.0223	0.635	0.804
	Black/African American vs. White	1,161	0.147	0.005	0.0288	0.871	0.937
	Hispanic vs. White	1,346	0.264	-0.024	0.0268	0.374	0.561
Nevada DPS - Capitol Police	Any Non-White vs. White	401	0.578	0.044	0.0321	0.176	0.521
	Black/African American vs. White	268	0.403	0.009	0.0508	0.856	0.937
	Hispanic vs. White	270	0.399	0.077	0.0394	0.05	0.177
Nevada Highway Patrol	Any Non-White vs. White	73,737	0.458	0.012	0.0044	0.006	0.044
	Black/African American vs. White	49,322	0.188	0.015	0.005	0.003	0.035
	Hispanic vs. White	60,149	0.35	0.005	0.0047	0.264	0.528

Table C. 16. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
North Las Vegas PD	Any Non-White vs. White	10,231	0.768	0.015	0.0113	0.197	0.521
	Black/African American vs. White	5,722	0.565	0.018	0.0187	0.328	0.812
	Hispanic vs. White	6,174	0.645	0.021	0.0162	0.19	0.402
Nye County SO	Any Non-White vs. White	5,294	0.374	0.007	0.0128	0.577	0.762
	Black/African American vs. White	3,952	0.105	0.012	0.0098	0.219	0.766
	Hispanic vs. White	4,555	0.285	0.014	0.0106	0.185	0.402
Pershing County SO	Any Non-White vs. White	46	0.667	0.086	0.2945	0.771	0.864
	Black/African American vs. White	11	0.333	0	N/A	N/A	N/A
	Hispanic vs. White	33	0.6	-0.382	0.1387	0.006	0.054
Reno PD	Any Non-White vs. White	5,641	0.474	-0.032	0.0166	0.051	0.245
	Black/African American vs. White	3,971	0.131	-0.024	0.0176	0.167	0.731
	Hispanic vs. White	4,941	0.408	-0.023	0.0126	0.072	0.216

Table C. 16. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Reno-Tahoe Airport PD	Any Non-White vs. White	172	0.217	0.212	0.0941	0.024	0.148
	Black/African American vs. White	128	0.06	-0.044	0.126	0.728	0.879
	Hispanic vs. White	144	0.096	0.232	0.084	0.006	0.054
Sparks PD	Any Non-White vs. White	2,457	0.442	-0.019	0.0483	0.695	0.804
	Black/African American vs. White	1,534	0.084	-0.012	0.0183	0.518	0.812
	Hispanic vs. White	2,185	0.386	-0.023	0.0511	0.658	0.765
Storey County SO	Any Non-White vs. White	1,680	0.337	0.022	0.0138	0.114	0.422
	Black/African American vs. White	1,247	0.115	-0.015	0.0215	0.48	0.812
	Hispanic vs. White	1,497	0.253	0.022	0.0229	0.338	0.561
Univ. Of Nevada-Reno	Any Non-White vs. White	290	0.257	0.095	0.0674	0.159	0.521
	Black/African American vs. White	213	0.018	-0.022	0.0595	0.717	0.879
	Hispanic vs. White	251	0.225	0.113	0.0587	0.054	0.177

Table C. 16. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Univ. of Nevada-Las Vegas	Any Non-White vs. White	392	0.679	0.183	0.0541	0.001	0.009
	Black/African American vs. White	209	0.4	0.197	0.109	0.07	0.49
	Hispanic vs. White	249	0.571	0.342	0.079	0.001	0.018
Washoe County SD	Any Non-White vs. White	0	N/A	N/A	N/A	N/A	N/A
	Black/African American vs. White	0	N/A	N/A	N/A	N/A	N/A
	Hispanic vs. White	0	N/A	N/A	N/A	N/A	N/A
Washoe County SO	Any Non-White vs. White	3,292	0.235	-0.004	0.0203	0.836	0.884
	Black/African American vs. White	2,221	0.052	-0.009	0.0149	0.531	0.812
	Hispanic vs. White	2,968	0.185	-0.009	0.0213	0.679	0.765
West Wendover PD	Any Non-White vs. White	420	0.524	-0.025	0.0335	0.45	0.694
	Black/African American vs. White	225	0.091	-0.013	0.0227	0.555	0.812
	Hispanic vs. White	378	0.412	-0.027	0.0362	0.45	0.648

Table C. 16. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
White Pine County SO	Any Non-White vs. White	454	0.275	-0.02	0.0353	0.564	0.762
	Black/African American vs. White	345	0.026	-0.013	0.0099	0.188	0.731
	Hispanic vs. White	425	0.26	0.016	0.0488	0.749	0.793
Winnemucca PD	Any Non-White vs. White	79	1	-0.296	0.2424	0.222	0.53
	Black/African American vs. White	58	N/A	-0.142	0.1824	0.436	0.812
	Hispanic vs. White	72	1	-0.202	0.2247	0.369	0.561
Yerington PD	Any Non-White vs. White	242	0.377	0.073	0.0893	0.41	0.685
	Black/African American vs. White	157	0.085	0.04	0.0341	0.245	0.78
	Hispanic vs. White	218	0.306	0.084	0.0841	0.317	0.561

Note: Fields with "N/A" indicate that there was not sufficient information to produce a value. These fields are left without a value due to insufficient data or if there were not enough stops to run the specific model.

Table C. 17: Model 4, Ordinary Least Squares Regression of Non-White Status on Daylight by Agency with DST Robustness Check, 2024

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Boulder City PD	Any Non-White vs. White	270	0.431	0.096	0.2226	0.667	0.957
	Black/African American vs. White	176	0.155	0.216	0.1232	0.08	0.4
	Hispanic vs. White	211	0.3	-0.117	0.2144	0.584	0.905
Carlin PD	Any Non-White vs. White	2	0.143	0	N/A	N/A	N/A
	Black/African American vs. White	0			N/A	N/A	N/A
	Hispanic vs. White	2	0.143	0	N/A	N/A	N/A
Carson City SO	Any Non-White vs. White	351	0.313	0.062	0.0827	0.454	0.938
	Black/African American vs. White	245	0.024	-0.066	0.0553	0.235	0.653
	Hispanic vs. White	336	0.284	0.128	0.0928	0.169	0.555
Churchill County SO	Any Non-White vs. White	67	0.215	-0.013	0.2755	0.964	0.988
	Black/African American vs. White	51	0.046	0.192	0.2866	0.503	0.69
	Hispanic vs. White	59	0.127	-0.169	0.1093	0.122	0.54

Table C. 17. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Clark County Parks Police	Any Non-White vs. White	0	N/A	N/A	N/A	N/A	N/A
	Black/African American vs. White	0	N/A	N/A	N/A	N/A	N/A
	Hispanic vs. White	0	N/A	N/A	N/A	N/A	N/A
Clark County SD	Any Non-White vs. White	537	0.658	0.084	0.0984	0.391	0.928
	Black/African American vs. White	241	0.345	0.178	0.2038	0.383	0.69
	Hispanic vs. White	363	0.531	0.109	0.07	0.118	0.54
Douglas County SO	Any Non-White vs. White	350	0.253	-0.03	0.0887	0.734	0.957
	Black/African American vs. White	258	0.033	0.021	0.0372	0.578	0.69
	Hispanic vs. White	322	0.189	-0.15	0.0639	0.019	0.147
Elko County SO	Any Non-White vs. White	23	0.324	0.017	0.4958	0.972	0.988
	Black/African American vs. White	13	0.041	0	N/A	N/A	N/A
	Hispanic vs. White	20	0.268	0.084	0.4834	0.862	0.921

Table C. 17. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Elko PD	Any Non-White vs. White	18	0.314	0.409	4.4839	0.927	0.988
	Black/African American vs. White	11	0.014	0	N/A	N/A	N/A
	Hispanic vs. White	17	0.273	1.111	3.9925	0.781	0.921
Esmeralda County SO	Any Non-White vs. White	82	0.376	-0.356	0.1035	0.001	0.008
	Black/African American vs. White	62	0.129	-0.183	0.1692	0.28	0.69
	Hispanic vs. White	69	0.271	-0.177	0.1685	0.293	0.699
Eureka County SO	Any Non-White vs. White	49	0.328	0.274	0.4885	0.575	0.957
	Black/African American vs. White	38	0.023	0.144	0.1655	0.385	0.69
	Hispanic vs. White	48	0.306	0.166	0.458	0.717	0.921
Fallon PD	Any Non-White vs. White	15	0.212	0	N/A	N/A	N/A
	Black/African American vs. White	15	0.041	0	N/A	N/A	N/A
	Hispanic vs. White	15	0.14	0	N/A	N/A	N/A

Table C. 17. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Henderson PD	Any Non-White vs. White	1,380	0.532	-0.031	0.0573	0.586	0.957
	Black/African American vs. White	873	0.316	-0.041	0.0679	0.543	0.69
	Hispanic vs. White	1,056	0.352	-0.014	0.0699	0.838	0.921
Humboldt County SO	Any Non-White vs. White	30	0.337	-0.456	0.4569	0.318	0.896
	Black/African American vs. White	15	0	0	N/A	N/A	N/A
	Hispanic vs. White	29	0.299	-0.44	0.4842	0.363	0.703
Lander County SO	Any Non-White vs. White	12	0.236	0	N/A	N/A	N/A
	Black/African American vs. White	10	0.067	0	N/A	N/A	N/A
	Hispanic vs. White	12	0.143	0	N/A	N/A	N/A
Las Vegas Metro PD	Any Non-White vs. White	15,704	0.693	-0.037	0.0161	0.021	0.109
	Black/African American vs. White	8954	0.474	-0.055	0.0129	0.001	0.013
	Hispanic vs. White	10,268	0.523	-0.033	0.0247	0.178	0.555

Table C. 17. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Las Vegas DPS	Any Non-White vs. White	205	0.699	0.048	0.1166	0.681	0.957
	Black/African American vs. White	107	0.52	-0.036	0.1745	0.839	0.874
	Hispanic vs. White	140	0.523	0.027	0.1498	0.859	0.921
Lincoln County SO	Any Non-White vs. White	191	0.287	0.051	0.1753	0.772	0.957
	Black/African American vs. White	140	0.055	0.071	0.0546	0.194	0.606
	Hispanic vs. White	174	0.203	0.077	0.1754	0.66	0.921
Lovelock PD	Any Non-White vs. White	0	N/A	N/A	N/A	N/A	N/A
	Black/African American vs. White	0	N/A	N/A	N/A	N/A	N/A
	Hispanic vs. White	0	N/A	N/A	N/A	N/A	N/A
Lyon County SO	Any Non-White vs. White	221	0.267	0.063	0.0727	0.389	0.928
	Black/African American vs. White	167	0.037	-0.119	0.08	0.137	0.571
	Hispanic vs. White	206	0.216	0.114	0.0849	0.179	0.555

Table C. 17. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Mesquite PD	Any Non-White vs. White	48	0.418	-0.049	0.1562	0.752	0.957
	Black/African American vs. White	37	0.061	0	N/A	N/A	N/A
	Hispanic vs. White	45	0.348	-0.048	0.1877	0.798	0.921
Mineral County SO	Any Non-White vs. White	269	0.337	-0.136	0.2023	0.503	0.957
	Black/African American vs. White	202	0.119	-0.1	0.076	0.19	0.606
	Hispanic vs. White	230	0.225	-0.169	0.1716	0.324	0.699
Nevada DPS - Capitol Police	Any Non-White vs. White	24	0.593	-1.971	0.1914	0.001	0.008
	Black/African American vs. White	14	0.421	-1.911	N/A	N/A	N/A
	Hispanic vs. White	15	0.353	-1	0	0.001	0.015
Nevada Highway Patrol	Any Non-White vs. White	10,500	0.441	-0.034	0.0198	0.085	0.329
	Black/African American vs. White	6,929	0.156	-0.01	0.02	0.624	0.69
	Hispanic vs. White	8,506	0.306	-0.025	0.0209	0.223	0.628

Table C. 17. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
North Las Vegas PD	Any Non-White vs. White	1,331	0.809	-0.004	0.032	0.901	0.988
	Black/African American vs. White	765	0.662	-0.041	0.0702	0.556	0.69
	Hispanic vs. White	800	0.684	-0.026	0.0513	0.618	0.912
Nye County SO	Any Non-White vs. White	392	0.317	0.061	0.0757	0.419	0.928
	Black/African American vs. White	288	0.091	-0.057	0.0637	0.375	0.69
	Hispanic vs. White	341	0.22	0.06	0.0626	0.338	0.699
Pershing County SO	Any Non-White vs. White	0	N/A	N/A	N/A	N/A	N/A
	Black/African American vs. White	0	N/A	N/A	N/A	N/A	N/A
	Hispanic vs. White	0	N/A	N/A	N/A	N/A	N/A
Reno PD	Any Non-White vs. White	513	0.349	-0.03	0.0959	0.758	0.957
	Black/African American vs. White	353	0.104	0.078	0.0301	0.009	0.075
	Hispanic vs. White	452	0.27	-0.004	0.1062	0.968	0.998

Table C. 17. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Reno-Tahoe Airport PD	Any Non-White vs. White	51	0.293	0.015	0.6113	0.981	0.988
	Black/African American vs. White	39	0.108	0.833	0.3471	0.016	0.1
	Hispanic vs. White	42	0.171	0.123	0.568	0.828	0.921
Sparks PD	Any Non-White vs. White	288	0.475	-0.105	0.0943	0.266	0.831
	Black/African American vs. White	152	0.121	0.065	0.1313	0.622	0.69
	Hispanic vs. White	251	0.382	-0.159	0.0879	0.071	0.44
Storey County SO	Any Non-White vs. White	308	0.311	-0.132	0.1194	0.268	0.831
	Black/African American vs. White	226	0.081	-0.013	0.1197	0.915	0.915
	Hispanic vs. White	265	0.217	-0.087	0.1079	0.418	0.72
Univ. Of Nevada-Reno	Any Non-White vs. White	28	0.339	-0.269	0.6049	0.657	0.957
	Black/African American vs. White	18	0.091	1.476	0	0.001	0.013
	Hispanic vs. White	26	0.259	-0.003	1.1527	0.998	0.998

Table C. 17. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Univ. of Nevada-Las Vegas	Any Non-White vs. White	70	0.753	0.394	0.1171	0.001	0.008
	Black/African American vs. White	36	0.543	0.248	0.521	0.635	0.69
	Hispanic vs. White	42	0.606	0.33	0.3991	0.409	0.72
Washoe County SD	Any Non-White vs. White	0	N/A	N/A	N/A	N/A	N/A
	Black/African American vs. White	0	N/A	N/A	N/A	N/A	N/A
	Hispanic vs. White	0	N/A	N/A	N/A	N/A	N/A
Washoe County SO	Any Non-White vs. White	403	0.369	0.001	0.0738	0.988	0.988
	Black/African American vs. White	270	0.083	-0.053	0.0772	0.497	0.69
	Hispanic vs. White	368	0.295	0.068	0.1055	0.516	0.842
West Wendover PD	Any Non-White vs. White	53	0.505	0.381	0.2157	0.077	0.329
	Black/African American vs. White	35	0.085	0.18	0.2246	0.423	0.69
	Hispanic vs. White	46	0.432	0.264	0.2339	0.26	0.672

Table C. 17. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
White Pine County SO	Any Non-White vs. White	22	0.197	0	N/A	N/A	N/A
	Black/African American vs. White	21	0.019	0	N/A	N/A	N/A
	Hispanic vs. White	21	0.159	0	N/A	N/A	N/A
Winnemucca PD	Any Non-White vs. White	21	0.333	1.015	0.1958	0.001	0.008
	Black/African American vs. White	14	0.067	0	N/A	N/A	N/A
	Hispanic vs. White	18	0.3	0.846	0.0155	0.001	0.015
Yerington PD	Any Non-White vs. White	57	0.379	-0.612	0.2293	0.008	0.05
	Black/African American vs. White	29	0.025	0.191	0.2576	0.457	0.69
	Hispanic vs. White	53	0.306	-0.637	0.2682	0.018	0.147

Note: Fields with "N/A" indicate that there was not sufficient information to produce a value. These fields are left without a value due to insufficient data or if there were not enough stops to run the specific model.

Table C. 18: Model 4, Ordinary Least Squares Regression of Non-White Status on Daylight by Agency with DST Robustness Check, 2022-24

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Boulder City PD	Any Non-White vs. White	511	0.442	0.125	0.0877	0.154	0.476
	Black/African American vs. White	327	0.156	0.083	0.0593	0.161	0.531
	Hispanic vs. White	416	0.321	0.047	0.1087	0.662	0.868
Carlin PD	Any Non-White vs. White	2	0.125	0	N/A	N/A	N/A
	Black/African American vs. White	0	N/A	N/A	N/A	N/A	N/A
	Hispanic vs. White	2	0.111	0	N/A	N/A	N/A
Carson City SO	Any Non-White vs. White	1,742	0.294	0.021	0.0635	0.737	0.895
	Black/African American vs. White	1,254	0.025	0.007	0.0195	0.738	0.931
	Hispanic vs. White	1,685	0.267	0.023	0.0627	0.715	0.868
Churchill County SO	Any Non-White vs. White	135	0.205	-0.149	0.2568	0.562	0.87
	Black/African American vs. White	110	0.049	0.001	0.1684	0.997	0.997
	Hispanic vs. White	121	0.125	-0.175	0.1633	0.285	0.65

Table C. 18. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Clark County Parks Police	Any Non-White vs. White	0	N/A	N/A	N/A	N/A	N/A
	Black/African American vs. White	0	N/A	N/A	N/A	N/A	N/A
	Hispanic vs. White	0	N/A	N/A	N/A	N/A	N/A
Clark County SD	Any Non-White vs. White	1,873	0.637	-0.015	0.1023	0.882	0.916
	Black/African American vs. White	972	0.385	0.094	0.1127	0.407	0.672
	Hispanic vs. White	1,317	0.481	-0.049	0.1151	0.668	0.868
Douglas County SO	Any Non-White vs. White	1,469	0.268	-0.085	0.0615	0.169	0.479
	Black/African American vs. White	1,083	0.034	-0.026	0.0201	0.203	0.553
	Hispanic vs. White	1,345	0.198	-0.083	0.0695	0.231	0.65
Elko County SO	Any Non-White vs. White	206	0.269	-0.162	0.2248	0.47	0.87
	Black/African American vs. White	148	0.051	0.044	0.1189	0.708	0.931
	Hispanic vs. White	184	0.2	-0.117	0.3094	0.706	0.868

Table C. 18. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Elko PD	Any Non-White vs. White	236	0.273	0.055	0.0954	0.563	0.87
	Black/African American vs. White	178	0.022	-0.013	0.0425	0.765	0.931
	Hispanic vs. White	217	0.22	0.003	0.1011	0.978	0.978
Esmeralda County SO	Any Non-White vs. White	220	0.392	0.2	0.1556	0.2	0.523
	Black/African American vs. White	160	0.138	0.138	0.0873	0.114	0.47
	Hispanic vs. White	188	0.279	0.091	0.1854	0.623	0.868
Eureka County SO	Any Non-White vs. White	137	0.271	0.206	0.1097	0.061	0.259
	Black/African American vs. White	107	0.041	-0.075	0.0754	0.32	0.621
	Hispanic vs. White	129	0.226	0.153	0.1794	0.394	0.788
Fallon PD	Any Non-White vs. White	284	0.239	0.074	0.1126	0.509	0.87
	Black/African American vs. White	224	0.052	0.071	0.045	0.113	0.47
	Hispanic vs. White	252	0.156	0.139	0.11	0.207	0.64

Table C. 18. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Henderson PD	Any Non-White vs. White	4,835	0.488	0.022	0.0415	0.605	0.874
	Black/African American vs. White	3,372	0.286	0.003	0.0436	0.943	0.972
	Hispanic vs. White	3,710	0.299	0.026	0.039	0.501	0.852
Humboldt County SO	Any Non-White vs. White	134	0.282	-0.237	0.41	0.563	0.87
	Black/African American vs. White	87	0.016	-0.033	0.0654	0.609	0.837
	Hispanic vs. White	128	0.244	-0.162	0.3358	0.63	0.868
Lander County SO	Any Non-White vs. White	46	0.266	1.014	0.345	0.003	0.026
	Black/African American vs. White	30	0.042	0.383	0	0.001	0.017
	Hispanic vs. White	42	0.2	0.114	1.6541	0.945	0.978
Las Vegas Metro PD	Any Non-White vs. White	41,728	0.679	-0.043	0.0079	0.001	0.011
	Black/African American vs. White	24,986	0.467	-0.054	0.0108	0.001	0.017
	Hispanic vs. White	27,080	0.499	-0.042	0.0097	0.001	0.011

Table C. 18. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Las Vegas DPS	Any Non-White vs. White	446	0.69	0.093	0.1074	0.388	0.825
	Black/African American vs. White	247	0.496	0.132	0.1199	0.272	0.621
	Hispanic vs. White	302	0.522	0.1	0.1625	0.537	0.868
Lincoln County SO	Any Non-White vs. White	215	0.294	0.029	0.1768	0.868	0.916
	Black/African American vs. White	152	0.054	0.07	0.0552	0.206	0.553
	Hispanic vs. White	195	0.212	0.054	0.1688	0.748	0.877
Lovelock PD	Any Non-White vs. White	0	N/A	N/A	N/A	N/A	N/A
	Black/African American vs. White	0	N/A	N/A	N/A	N/A	N/A
	Hispanic vs. White	0	N/A	N/A	N/A	N/A	N/A
Lyon County SO	Any Non-White vs. White	738	0.269	0.018	0.0443	0.677	0.878
	Black/African American vs. White	560	0.051	-0.053	0.0321	0.102	0.47
	Hispanic vs. White	682	0.211	0.054	0.0517	0.296	0.65

Table C. 18. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Mesquite PD	Any Non-White vs. White	176	0.436	-0.09	0.1416	0.526	0.87
	Black/African American vs. White	109	0.066	-0.154	0.0758	0.043	0.355
	Hispanic vs. White	163	0.377	0.016	0.1412	0.911	0.978
Mineral County SO	Any Non-White vs. White	588	0.344	0.039	0.0779	0.617	0.874
	Black/African American vs. White	430	0.113	0.009	0.0637	0.892	0.95
	Hispanic vs. White	499	0.233	-0.049	0.0629	0.436	0.824
Nevada DPS - Capitol Police	Any Non-White vs. White	135	0.632	-0.112	0.2868	0.697	0.878
	Black/African American vs. White	89	0.444	-0.08	0.472	0.865	0.95
	Hispanic vs. White	84	0.444	-0.323	0.4544	0.477	0.852
Nevada Highway Patrol	Any Non-White vs. White	26,169	0.432	-0.023	0.0129	0.07	0.264
	Black/African American vs. White	17,579	0.155	-0.009	0.0126	0.476	0.683
	Hispanic vs. White	21,373	0.297	-0.025	0.014	0.079	0.384

Table C. 18. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
North Las Vegas PD	Any Non-White vs. White	3,714	0.807	-0.007	0.0163	0.686	0.878
	Black/African American vs. White	2,109	0.664	0.011	0.0412	0.79	0.931
	Hispanic vs. White	2,205	0.674	-0.032	0.025	0.2	0.64
Nye County SO	Any Non-White vs. White	2,111	0.319	0.02	0.0211	0.342	0.793
	Black/African American vs. White	1,584	0.098	-0.04	0.0219	0.066	0.436
	Hispanic vs. White	1,832	0.211	0.045	0.0279	0.104	0.442
Pershing County SO	Any Non-White vs. White	2	0.393	0	N/A	N/A	N/A
	Black/African American vs. White	2	0.075	0	N/A	N/A	N/A
	Hispanic vs. White	2	0.275	0	N/A	N/A	N/A
Reno PD	Any Non-White vs. White	1,733	0.35	-0.064	0.0367	0.082	0.279
	Black/African American vs. White	1,230	0.111	-0.038	0.0363	0.301	0.621
	Hispanic vs. White	1,511	0.259	-0.05	0.0468	0.281	0.65

Table C. 18. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Reno-Tahoe Airport PD	Any Non-White vs. White	67	0.333	0.047	0.5203	0.928	0.928
	Black/African American vs. White	53	0.115	0.347	0.4132	0.401	0.672
	Hispanic vs. White	55	0.193	0.09	0.4569	0.843	0.955
Sparks PD	Any Non-White vs. White	952	0.431	-0.075	0.0396	0.06	0.259
	Black/African American vs. White	607	0.103	0.043	0.0305	0.16	0.531
	Hispanic vs. White	859	0.359	-0.096	0.0366	0.008	0.068
Storey County SO	Any Non-White vs. White	577	0.308	-0.123	0.1319	0.35	0.793
	Black/African American vs. White	434	0.079	-0.061	0.0706	0.385	0.672
	Hispanic vs. White	503	0.221	-0.076	0.1316	0.565	0.868
Univ. Of Nevada-Reno	Any Non-White vs. White	98	0.354	0.026	0.1857	0.889	0.916
	Black/African American vs. White	60	0.116	0.223	0.1809	0.218	0.553
	Hispanic vs. White	84	0.246	-0.191	0.1871	0.306	0.65

Table C. 18. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Univ. of Nevada-Las Vegas	Any Non-White vs. White	158	0.695	0.22	0.117	0.06	0.259
	Black/African American vs. White	83	0.476	-0.085	0.4303	0.843	0.95
	Hispanic vs. White	89	0.519	0.476	0.2447	0.052	0.354
Washoe County SD	Any Non-White vs. White	0	N/A	N/A	N/A	N/A	N/A
	Black/African American vs. White	0	N/A	N/A	N/A	N/A	N/A
	Hispanic vs. White	0	N/A	N/A	N/A	N/A	N/A
Washoe County SO	Any Non-White vs. White	1,081	0.377	0.01	0.0564	0.866	0.916
	Black/African American vs. White	709	0.077	-0.048	0.0238	0.043	0.355
	Hispanic vs. White	986	0.306	0.067	0.0511	0.187	0.64
West Wendover PD	Any Non-White vs. White	169	0.481	-0.026	0.1458	0.858	0.916
	Black/African American vs. White	101	0.066	0.089	0.1177	0.45	0.682
	Hispanic vs. White	155	0.429	-0.006	0.1532	0.969	0.978

Table C. 18. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
White Pine County SO	Any Non-White vs. White	171	0.234	-0.617	0.29	0.033	0.224
	Black/African American vs. White	135	0.018	-0.128	0.1282	0.32	0.621
	Hispanic vs. White	157	0.176	-0.567	0.3123	0.069	0.384
Winnemucca PD	Any Non-White vs. White	21	0.253	1.015	0.1958	0.001	0.011
	Black/African American vs. White	14	0.026	0	N/A	N/A	N/A
	Hispanic vs. White	18	0.213	0.846	0.0155	0.001	0.011
Yerington PD	Any Non-White vs. White	89	0.33	-0.681	0.1815	0.001	0.011
	Black/African American vs. White	49	0.022	0.165	0.2216	0.455	0.682
	Hispanic vs. White	82	0.264	-0.674	0.2121	0.001	0.011

Note: Fields with "N/A" indicate that there was not sufficient information to produce a value. These fields are left without a value due to insufficient data or if there were not enough stops to run the specific model.

Table C. 19: Model 5, Ordinary Least Squares Regression of Non-White Status on Daylight for Moving Violations Only by Agency Check, 2024

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Boulder City PD	Any Non-White vs. White	712	0.427	0.037	0.0522	0.484	0.697
	Black/African American vs. White	487	0.172	0.039	0.0582	0.503	0.722
	Hispanic vs. White	568	0.298	0.042	0.0461	0.362	0.566
Carlin PD	Any Non-White vs. White	8	0.149	-0.364	0.1515	0.016	0.072
	Black/African American vs. White	2	0.044	0	N/A	N/A	N/A
	Hispanic vs. White	8	0.122	-0.364	0.1515	0.016	0.14
Carson City SO	Any Non-White vs. White	762	0.282	0.032	0.0187	0.09	0.223
	Black/African American vs. White	545	0.024	0.013	0.0088	0.149	0.447
	Hispanic vs. White	736	0.257	0.008	0.0212	0.713	0.78
Churchill County SO	Any Non-White vs. White	116	0.248	0.007	0.1118	0.949	0.997
	Black/African American vs. White	96	0.057	0.046	0.0204	0.023	0.165
	Hispanic vs. White	106	0.17	-0.035	0.0666	0.596	0.695

Table C. 19. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Clark County Parks Police	Any Non-White vs. White	0	N/A	N/A	N/A	N/A	N/A
	Black/African American vs. White	0	N/A	N/A	N/A	N/A	N/A
	Hispanic vs. White	0	N/A	N/A	N/A	N/A	N/A
Clark County SD	Any Non-White vs. White	1,501	0.707	-0.082	0.0165	0.001	0.012
	Black/African American vs. White	709	0.449	-0.102	0.0453	0.025	0.165
	Hispanic vs. White	1,055	0.562	-0.105	0.0375	0.005	0.105
Douglas County SO	Any Non-White vs. White	1,000	0.252	-0.025	0.0392	0.52	0.72
	Black/African American vs. White	740	0.03	-0.022	0.0134	0.104	0.343
	Hispanic vs. White	922	0.187	0.001	0.0454	0.977	0.993
Elko County SO	Any Non-White vs. White	106	0.275	0	0.096	0.997	0.997
	Black/African American vs. White	73	0.04	0.042	0.0429	0.327	0.62
	Hispanic vs. White	99	0.224	-0.083	0.1289	0.52	0.675

Table C. 19. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Elko PD	Any Non-White vs. White	60	0.287	0.012	0.0708	0.87	0.949
	Black/African American vs. White	45	0.039	0	N/A	N/A	N/A
	Hispanic vs. White	58	0.242	0.001	0.0624	0.993	0.993
Esmeralda County SO	Any Non-White vs. White	231	0.342	0.003	0.0832	0.971	0.997
	Black/African American vs. White	165	0.102	0.099	0.1075	0.357	0.62
	Hispanic vs. White	198	0.243	-0.038	0.0599	0.521	0.675
Eureka County SO	Any Non-White vs. White	95	0.311	0.144	0.085	0.091	0.223
	Black/African American vs. White	67	0.037	0.024	0.066	0.718	0.846
	Hispanic vs. White	91	0.266	0.155	0.0797	0.052	0.16
Fallon PD	Any Non-White vs. White	69	0.25	-0.052	0.115	0.651	0.808
	Black/African American vs. White	57	0.044	0.083	0.0335	0.014	0.154
	Hispanic vs. White	66	0.165	-0.111	0.0833	0.182	0.354

Table C. 19. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Henderson PD	Any Non-White vs. White	4,197	0.501	-0.013	0.011	0.236	0.5
	Black/African American vs. White	2,711	0.266	0.002	0.0112	0.874	0.93
	Hispanic vs. White	3,158	0.335	-0.031	0.0176	0.083	0.223
Humboldt County SO	Any Non-White vs. White	104	0.262	0.282	0.1034	0.006	0.036
	Black/African American vs. White	66	0.022	-0.038	0.032	0.231	0.545
	Hispanic vs. White	96	0.222	0.217	0.0797	0.006	0.105
Lander County SO	Any Non-White vs. White	41	0.228	-0.361	0.209	0.084	0.223
	Black/African American vs. White	32	0.032	-0.231	0.3345	0.49	0.722
	Hispanic vs. White	39	0.175	-0.381	0.1967	0.053	0.16
Las Vegas Metro PD	Any Non-White vs. White	37,960	0.686	-0.003	0.0037	0.456	0.697
	Black/African American vs. White	21,641	0.465	0	0.0055	0.952	0.982
	Hispanic vs. White	25,100	0.517	0.002	0.0062	0.699	0.78

Table C. 19. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Las Vegas DPS	Any Non-White vs. White	540	0.725	0.015	0.0308	0.624	0.802
	Black/African American vs. White	333	0.539	0.025	0.0423	0.548	0.754
	Hispanic vs. White	341	0.564	0.018	0.0333	0.586	0.695
Lincoln County SO	Any Non-White vs. White	449	0.278	0.11	0.0398	0.006	0.036
	Black/African American vs. White	338	0.059	0.037	0.0522	0.479	0.722
	Hispanic vs. White	402	0.183	0.053	0.0656	0.42	0.588
Lovelock PD	Any Non-White vs. White	8	0.406	0	N/A	N/A	N/A
	Black/African American vs. White	6	0	0	N/A	N/A	N/A
	Hispanic vs. White	6	0.296	0	N/A	N/A	N/A
Lyon County SO	Any Non-White vs. White	531	0.284	0.086	0.051	0.093	0.223
	Black/African American vs. White	396	0.055	0.012	0.0321	0.717	0.846
	Hispanic vs. White	495	0.223	0.07	0.0341	0.04	0.16

Table C. 19. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Mesquite PD	Any Non-White vs. White	136	0.433	0.077	0.1291	0.551	0.735
	Black/African American vs. White	84	0.068	-0.059	0.0463	0.205	0.545
	Hispanic vs. White	122	0.376	0.105	0.0677	0.122	0.261
Mineral County SO	Any Non-White vs. White	606	0.352	-0.089	0.0274	0.001	0.012
	Black/African American vs. White	455	0.108	-0.04	0.0388	0.303	0.62
	Hispanic vs. White	515	0.248	-0.1	0.0464	0.032	0.16
Nevada DPS - Capitol Police	Any Non-White vs. White	56	0.526	-0.025	0.0338	0.466	0.697
	Black/African American vs. White	40	0.333	-0.221	0.0269	0.001	0.017
	Hispanic vs. White	40	0.348	0.168	0.0673	0.012	0.14
Nevada Highway Patrol	Any Non-White vs. White	26,815	0.431	-0.007	0.0063	0.236	0.5
	Black/African American vs. White	17,645	0.162	0.011	0.0063	0.082	0.319
	Hispanic vs. White	21,770	0.301	-0.009	0.0072	0.199	0.367

Table C. 19. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
North Las Vegas PD	Any Non-White vs. White	3,615	0.797	0.012	0.0159	0.451	0.697
	Black/African American vs. White	2,015	0.641	0.016	0.0233	0.494	0.722
	Hispanic vs. White	2,247	0.666	0.018	0.0208	0.382	0.566
Nye County SO	Any Non-White vs. White	1,008	0.315	0.005	0.0239	0.825	0.938
	Black/African American vs. White	727	0.093	0.062	0.0316	0.048	0.226
	Hispanic vs. White	873	0.222	0.023	0.0207	0.257	0.45
Pershing County SO	Any Non-White vs. White	13	0.353	-0.067	0.0717	0.353	0.697
	Black/African American vs. White	5	0.057	0	N/A	N/A	N/A
	Hispanic vs. White	9	0.298	0	N/A	N/A	N/A
Reno PD	Any Non-White vs. White	1,554	0.38	-0.053	0.0211	0.012	0.062
	Black/African American vs. White	1,104	0.106	-0.06	0.0287	0.037	0.203
	Hispanic vs. White	1,381	0.306	-0.036	0.0184	0.051	0.16

Table C. 19. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Reno-Tahoe Airport PD	Any Non-White vs. White	92	0.268	0.218	0.0923	0.018	0.072
	Black/African American vs. White	73	0.057	0.068	0.0733	0.351	0.62
	Hispanic vs. White	80	0.174	0.189	0.0815	0.021	0.147
Sparks PD	Any Non-White vs. White	785	0.395	-0.022	0.0657	0.734	0.881
	Black/African American vs. White	453	0.104	0.052	0.0437	0.23	0.545
	Hispanic vs. White	676	0.314	-0.051	0.0588	0.388	0.566
Storey County SO	Any Non-White vs. White	758	0.299	0.053	0.0309	0.087	0.223
	Black/African American vs. White	558	0.078	0.018	0.0321	0.574	0.758
	Hispanic vs. White	663	0.219	0.041	0.0253	0.109	0.254
Univ. Of Nevada-Reno	Any Non-White vs. White	91	0.338	-0.017	0.0805	0.834	0.938
	Black/African American vs. White	68	0.119	-0.182	0.1062	0.087	0.319
	Hispanic vs. White	82	0.23	0.082	0.094	0.381	0.566

Table C. 19. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Univ. of Nevada-Las Vegas	Any Non-White vs. White	185	0.696	0.209	0.0503	0.001	0.012
	Black/African American vs. White	97	0.452	0.323	0.0969	0.001	0.017
	Hispanic vs. White	121	0.535	0.175	0.1065	0.101	0.253
Washoe County SD	Any Non-White vs. White	0	N/A	N/A	N/A	N/A	N/A
	Black/African American vs. White	0	N/A	N/A	N/A	N/A	N/A
	Hispanic vs. White	0	N/A	N/A	N/A	N/A	N/A
Washoe County SO	Any Non-White vs. White	1,184	0.303	0.023	0.0301	0.445	0.697
	Black/African American vs. White	817	0.062	0	0.0224	0.985	0.985
	Hispanic vs. White	1,067	0.235	0.018	0.0303	0.544	0.68
West Wendover PD	Any Non-White vs. White	108	0.467	0.233	0.1073	0.03	0.108
	Black/African American vs. White	59	0.047	-0.007	0.0138	0.597	0.758
	Hispanic vs. White	92	0.417	0.316	0.1643	0.055	0.16

Table C. 19. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
White Pine County SO	Any Non-White vs. White	62	0.24	-0.07	0.0838	0.401	0.697
	Black/African American vs. White	50	0.034	-0.013	0.0565	0.812	0.893
	Hispanic vs. White	57	0.182	-0.003	0.0794	0.966	0.993
Winnemucca PD	Any Non-White vs. White	38	0.327	-0.294	0.0993	0.003	0.027
	Black/African American vs. White	25	0.033	-0.298	0.2786	0.285	0.62
	Hispanic vs. White	36	0.288	-0.247	0.1125	0.028	0.16
Yerington PD	Any Non-White vs. White	146	0.406	0.07	0.0982	0.473	0.697
	Black/African American vs. White	91	0.101	-0.009	0.03	0.758	0.863
	Hispanic vs. White	130	0.321	0.132	0.0863	0.127	0.261

Note: Fields with "N/A" indicate that there was not sufficient information to produce a value. These fields are left without a value due to insufficient data or if there were not enough stops to run the specific model.

Table C. 20: Model 5, Ordinary Least Squares Regression of Non-White Status on Daylight for Moving Violations Only by Agency Check, 2022-24

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Boulder City PD	Any Non-White vs. White	1,369	0.416	0.042	0.0274	0.126	0.466
	Black/African American vs. White	909	0.164	0.064	0.016	0.001	0.009
	Hispanic vs. White	1,105	0.293	0.043	0.0288	0.139	0.432
Carlin PD	Any Non-White vs. White	55	0.135	0.16	0.1394	0.251	0.751
	Black/African American vs. White	39	0.025	0	N/A	N/A	N/A
	Hispanic vs. White	53	0.097	0.236	0.1676	0.159	0.453
Carson City SO	Any Non-White vs. White	3,945	0.272	0.009	0.0221	0.695	0.804
	Black/African American vs. White	2,847	0.025	0.01	0.0086	0.242	0.615
	Hispanic vs. White	3,808	0.243	0.003	0.0206	0.875	0.925
Churchill County SO	Any Non-White vs. White	268	0.261	0.061	0.0417	0.146	0.491
	Black/African American vs. White	220	0.069	0.015	0.0144	0.296	0.691
	Hispanic vs. White	244	0.172	0.041	0.0279	0.14	0.432

Table C. 20. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Clark County Parks Police	Any Non-White vs. White	38	0.662	-0.043	0.4206	0.919	0.945
	Black/African American vs. White	18	0.466	0.53	0.2264	0.019	0.111
	Hispanic vs. White	11	0.489	-1	0	0.001	0.009
Clark County SD	Any Non-White vs. White	4,822	0.691	-0.011	0.0216	0.603	0.773
	Black/African American vs. White	2,487	0.44	-0.021	0.0366	0.568	0.828
	Hispanic vs. White	3,388	0.538	-0.017	0.0218	0.447	0.719
Douglas County SO	Any Non-White vs. White	4,078	0.262	-0.015	0.0172	0.385	0.773
	Black/African American vs. White	3,058	0.035	0	0.0095	0.975	0.996
	Hispanic vs. White	3,729	0.192	-0.013	0.0217	0.562	0.743
Elko County SO	Any Non-White vs. White	618	0.263	0.006	0.0343	0.864	0.913
	Black/African American vs. White	471	0.05	-0.018	0.0315	0.56	0.828
	Hispanic vs. White	566	0.196	-0.03	0.0335	0.371	0.624

Table C. 20. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Elko PD	Any Non-White vs. White	627	0.288	0.032	0.0409	0.433	0.773
	Black/African American vs. White	467	0.035	0	0.0211	0.996	0.996
	Hispanic vs. White	582	0.23	0.064	0.052	0.221	0.494
Esmeralda County SO	Any Non-White vs. White	719	0.375	0.074	0.0866	0.391	0.773
	Black/African American vs. White	504	0.124	0.062	0.0813	0.445	0.828
	Hispanic vs. White	606	0.267	0.048	0.0735	0.512	0.722
Eureka County SO	Any Non-White vs. White	326	0.28	-0.034	0.0319	0.282	0.751
	Black/African American vs. White	243	0.041	-0.015	0.0581	0.795	0.956
	Hispanic vs. White	307	0.224	-0.02	0.0458	0.67	0.8
Fallon PD	Any Non-White vs. White	616	0.262	-0.02	0.0449	0.66	0.788
	Black/African American vs. White	483	0.064	-0.018	0.0235	0.455	0.828
	Hispanic vs. White	552	0.167	0	0.039	0.991	0.991

Table C. 20. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Henderson PD	Any Non-White vs. White	12,632	0.475	0.002	0.0036	0.66	0.788
	Black/African American vs. White	8,771	0.254	0.014	0.0042	0.001	0.009
	Hispanic vs. White	9,607	0.305	-0.017	0.0044	0.001	0.009
Humboldt County SO	Any Non-White vs. White	351	0.261	0.078	0.131	0.551	0.773
	Black/African American vs. White	246	0.019	0.019	0.0321	0.551	0.828
	Hispanic vs. White	332	0.229	0.053	0.1056	0.613	0.782
Lander County SO	Any Non-White vs. White	209	0.247	-0.088	0.1274	0.488	0.773
	Black/African American vs. White	155	0.037	-0.043	0.1343	0.751	0.956
	Hispanic vs. White	192	0.186	-0.065	0.1416	0.646	0.797
Las Vegas Metro PD	Any Non-White vs. White	104,310	0.668	0.007	0.0029	0.015	0.139
	Black/African American vs. White	62,344	0.453	0.01	0.003	0.001	0.009
	Hispanic vs. White	67,773	0.488	0.01	0.0046	0.029	0.134

Table C. 20. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Las Vegas DPS	Any Non-White vs. White	1,119	0.705	0.012	0.011	0.284	0.751
	Black/African American vs. White	671	0.509	0.033	0.0234	0.153	0.5
	Hispanic vs. White	722	0.543	0.019	0.0191	0.31	0.546
Lincoln County SO	Any Non-White vs. White	559	0.291	0.118	0.0476	0.013	0.139
	Black/African American vs. White	412	0.06	0.045	0.0556	0.416	0.828
	Hispanic vs. White	499	0.197	0.06	0.0522	0.25	0.498
Lovelock PD	Any Non-White vs. White	8	0.471	0	N/A	N/A	N/A
	Black/African American vs. White	6	0.075	0	N/A	N/A	N/A
	Hispanic vs. White	6	0.339	0	N/A	N/A	N/A
Lyon County SO	Any Non-White vs. White	1,541	0.27	0.066	0.0243	0.007	0.13
	Black/African American vs. White	1,157	0.048	0.03	0.0214	0.157	0.5
	Hispanic vs. White	1,430	0.211	0.047	0.0169	0.005	0.037

Table C. 20. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Mesquite PD	Any Non-White vs. White	477	0.422	-0.036	0.0672	0.593	0.773
	Black/African American vs. White	286	0.062	-0.013	0.0058	0.023	0.115
	Hispanic vs. White	429	0.366	-0.06	0.0492	0.225	0.494
Mineral County SO	Any Non-White vs. White	1,333	0.36	-0.018	0.0216	0.396	0.773
	Black/African American vs. White	973	0.111	-0.004	0.0192	0.854	0.956
	Hispanic vs. White	1,132	0.254	-0.033	0.0258	0.198	0.494
Nevada DPS - Capitol Police	Any Non-White vs. White	387	0.591	0.062	0.0358	0.082	0.337
	Black/African American vs. White	261	0.384	-0.014	0.0511	0.787	0.956
	Hispanic vs. White	261	0.421	0.114	0.0297	0.001	0.009
Nevada Highway Patrol	Any Non-White vs. White	68,497	0.424	0.008	0.0041	0.054	0.285
	Black/African American vs. White	45,806	0.165	0.018	0.0046	0.001	0.009
	Hispanic vs. White	55,758	0.295	0.003	0.0042	0.527	0.722

Table C. 20. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
North Las Vegas PD	Any Non-White vs. White	9,728	0.789	0	0.0097	0.99	0.99
	Black/African American vs. White	5,503	0.634	-0.003	0.0164	0.874	0.956
	Hispanic vs. White	5,883	0.65	0.003	0.0145	0.853	0.925
Nye County SO	Any Non-White vs. White	4,794	0.314	0.005	0.0103	0.606	0.773
	Black/African American vs. White	3,597	0.096	0.023	0.009	0.011	0.077
	Hispanic vs. White	4,112	0.214	0.014	0.0121	0.256	0.498
Pershing County SO	Any Non-White vs. White	42	0.286	-0.164	0.4706	0.728	0.805
	Black/African American vs. White	11	0.052	0	N/A	N/A	N/A
	Hispanic vs. White	28	0.205	-0.704	0.4306	0.102	0.377
Reno PD	Any Non-White vs. White	5,618	0.353	-0.054	0.0126	0.001	0.037
	Black/African American vs. White	3,977	0.098	-0.038	0.0177	0.032	0.14
	Hispanic vs. White	4,935	0.273	-0.041	0.0104	0.001	0.009

Table C. 20. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Reno-Tahoe Airport PD	Any Non-White vs. White	173	0.277	0.199	0.0875	0.023	0.17
	Black/African American vs. White	130	0.077	-0.028	0.1194	0.812	0.956
	Hispanic vs. White	146	0.173	0.21	0.0781	0.007	0.043
Sparks PD	Any Non-White vs. White	2,346	0.383	-0.033	0.0487	0.504	0.773
	Black/African American vs. White	1,479	0.096	-0.004	0.0217	0.869	0.956
	Hispanic vs. White	2,093	0.308	-0.031	0.0489	0.524	0.722
Storey County SO	Any Non-White vs. White	1,624	0.291	0.021	0.0103	0.038	0.234
	Black/African American vs. White	1,205	0.073	-0.017	0.0211	0.409	0.828
	Hispanic vs. White	1,444	0.215	0.023	0.0211	0.269	0.498
Univ. Of Nevada-Reno	Any Non-White vs. White	268	0.347	-0.038	0.0553	0.492	0.773
	Black/African American vs. White	190	0.117	-0.088	0.061	0.148	0.5
	Hispanic vs. White	234	0.238	0	0.0279	0.986	0.991

Table C. 20. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
Univ. of Nevada-Las Vegas	Any Non-White vs. White	379	0.677	0.07	0.0399	0.079	0.337
	Black/African American vs. White	212	0.452	0.087	0.075	0.246	0.615
	Hispanic vs. White	244	0.498	0.126	0.057	0.027	0.134
Washoe County SD	Any Non-White vs. White	0	N/A	N/A	N/A	N/A	N/A
	Black/African American vs. White	0	N/A	N/A	N/A	N/A	N/A
	Hispanic vs. White	0	N/A	N/A	N/A	N/A	N/A
Washoe County SO	Any Non-White vs. White	3,135	0.306	-0.01	0.0177	0.555	0.773
	Black/African American vs. White	2,129	0.056	-0.007	0.0128	0.568	0.828
	Hispanic vs. White	2,826	0.244	-0.024	0.0195	0.227	0.494
West Wendover PD	Any Non-White vs. White	384	0.457	0.035	0.0539	0.521	0.773
	Black/African American vs. White	228	0.052	0	0.01	0.964	0.996
	Hispanic vs. White	342	0.408	0.042	0.0621	0.498	0.722

Table C. 20. [Continued]

Agency	Comparison	Observations	Average	Coefficient	Standard Error	P-Value	Q-Value
White Pine County SO	Any Non-White vs. White	446	0.259	-0.029	0.0315	0.363	0.773
	Black/African American vs. White	340	0.038	-0.01	0.0155	0.524	0.828
	Hispanic vs. White	414	0.189	-0.013	0.048	0.79	0.913
Winnemucca PD	Any Non-White vs. White	79	0.325	0.075	0.2256	0.74	0.805
	Black/African American vs. White	55	0.042	-0.159	0.1171	0.174	0.507
	Hispanic vs. White	74	0.286	0.038	0.2325	0.869	0.925
Yerington PD	Any Non-White vs. White	217	0.368	0.052	0.0722	0.468	0.773
	Black/African American vs. White	139	0.067	-0.007	0.0218	0.764	0.956
	Hispanic vs. White	195	0.291	0.103	0.0556	0.065	0.267

Note: Fields with "N/A" indicate that there was not sufficient information to produce a value. These fields are left without a value due to insufficient data or if there were not enough stops to run the specific model.