Connecticut RACIAL PROFILING PROHIBITION PROJECT

Minutes

Thursday, November 18, 2021
10:00 a.m. – 11:00 a.m.
Zoom

Advisory Board Members Present: William Dyson (Chair), Andrew Clark, Marc Pelka, Vernon Riddick, Rashad Glass, Michael Gailor, Tanya Hughes, Cheryl Sharp, Tamara Lanier, Shannon Trice, Werner Oyanadel, Kathryn Overturf, Raymond Davis, Chief Fusaro, Robert Klin, Rev. Jake Joseph

Staff: Ken Barone, James Fazzalaro, Natalie Casanova

Guests: Michelle Riordan-Nord, Paul Gately, Bill Baldwin, Captain Mennone, Chief John Ventura, Deputy Chief John Litwin, Chief Bill Palmieri, Frankie Graziano, Chief Jeff Kreitz, Chief Joseph McNeil, Kelan Lyons, Lou Gonzalez, Ryan Paulsson, Sam Arciola, Scott Custer, Sean Hughes, Chief Brian Eckblom, John Lynch, Captain Robert Cipolla

I. Welcome & Introductions
   a. *Chair Dyson convened the meeting at 10:05am. Members introduced themselves.*

II. Approval of the August 19, 2021 meeting minutes
   a. *A motion was made by Chief Fusaro and seconded by Tanya Hughes to approve the minuted. The minutes from 8/19/2021 were approved via voice vote.*

III. Old Business
   a. *There was no old business.*

IV. New Business

   a. New Member Approval: Chief Vernon Riddick (West Hartford Police)
      i. *CPCA made a recommendation to add Chief Vernon Riddick of the West Hartford Police Department as a permanent members of the advisory board. Chief Fusaro stated that Chief Riddick provides a unique perspective, and it would be beneficial to have him as a*

member. Ken Barone mentioned that the Chief has been actively participating in the Policy Work Group meetings. Tamara Lanier stated that she has worked with him on NOBLE (National Organization of Black Law Enforcement Officers), and he will notably enrich his contributions. Werner Oyanadel appreciated that Chief Riddick reached out to him to learn more about the commission. He asked how many police officers currently serve on the board and Ken Barone mentioned with the addition of Chief Riddick 5 of the 22 members would be law enforcement. A motion was made by Chief Fusaro to add Chief Riddick to the Advisory Board and seconded by Werner Oyanadel. The motion was unanimously approved via voice vote.

b. Presentation: 2020 Traffic Stop Data and Analysis report (preliminary findings)

   i. *Ken Barone provided a preliminary report of findings from the 2020 statewide traffic stop analysis. This is not the final report, which is still being completed by project staff.*

   Overall, CT saw a 53% reduction traffic stops in 2020. On average, there were only 86 traffic stops per 1000 residents in 2020. Down from 191 in 2019. Although there were fewer stops in 2020, the proportion of stops increased for Black and Hispanic Drivers. Infraction tickets decreased by 7% points in 2020, while verbal warnings increased. These changes likely linked to the pandemic that changed the way traffic enforcement was done.

   The Veil of Darkness methodology indicated that the likelihood a stopped motorist was Black or Hispanic within the inter-twilight window averaged 18.08% and 15.61% respectively as compared to 75.03% non-Hispanic Caucasian. We find a disparity for Hispanic motorists and a negative disparity for Black motorists. The 2020 analysis identified statistically significant disparity for Black motorist in State Troop D and Headquarters for 2020. In the 3-year aggregate analysis, researchers found statistically significant racial and ethnic disparities in Hartford, Middletown, Torrington, Ridgefield, and State Police Troop D and Troop L.

   The results from the Synthetic Control test found 24 municipal police departments, and 3 State Police troops to have a disparity that was statistically significant at the 95 percent level in the Black or Hispanic alone categories. Bridgeport, Cheshire, State Police Troop H, East Haven, Meriden, Newington, North Haven, Orange, Wallingford, Waterford, Wethersfield, and Wolcott were identified in the 2020 sample and the aggregate 2018 to 2020 sample. Berlin, State Police Troop G, State Police Troop I, Hamden, New Britain, New Haven,

Ridgefield, and South Windsor were identified only in the 2020 sample. Lastly, Avon, Brookfield, Easton, Farmington, Groton Town, Plainville, and Stonington were identified only in the three-year aggregate analysis.

The descriptive tests are designed as an additional tool to identify disparities that exceed certain thresholds that appear in a series of census-based benchmarks. Those three benchmarks are: (1) statewide average, (2) the estimated commuter driving population, and (3) resident-only stops. Although 71 municipal police departments were identified with racial and ethnic disparities when compared to one or more of the descriptive measures, only Stratford, Meriden, Newington, Windsor Locks, New Britain, Waterbury, Vernon, West Hartford, Wolcott, Woodbridge, East Hartford, Wethersfield, Norwich, Orange, and South Windsor exceeded the disparity threshold in more than half the benchmark areas.

In aggregate, minority motorists stopped by police departments were found to have a statistically different distribution of outcomes conditional on the basis for which they were stopped. However, in the departmental analysis, there were no departments found to have a statistically significant disparity in post-stop outcomes in 2020.

Lastly, researchers conducted the KPT Hit-Rate analysis. The results of this test, applied to the aggregate search data for all departments in Connecticut show that departments are less successful in motorist searches across all minority groups, which is a potential indicator of disparate treatment. There was no municipal police departments or State Police Troops found to have a disparity in the hit-rate of minority motorists relative to White non-Hispanics motorists for the 2020 sample. It is worth noting that this is largely due to the fact that the overall sample of searches was extremely small in 2020 likely due to the COVID 19 pandemic. In the combined 2018-20 aggregate sample, there was one municipal police department and one State Police troop found to have a disparity in the hit-rate of minority motorists relative to White non-Hispanic motorists (Hartford PD and State Police Troop G).

Based on the pre-established criteria used to identified departments for additional analysis, researchers identified Hartford, Middletown, and Torrington with statistically significant disparities that warrant additional analysis.

ii. *Chair Dyson asked if there were any questions or comments following the presentation. Michael Gailor requested that a copy of the draft report be sent to members. Ken Barone said that he would share a*

copy but wanted to reiterate that these are only preliminary findings, and the final report will not be ready for months.

Chief Fusaro asked if the Veil of Darkness results were pointing to "reverse discrimination." Ken Barone stated that researchers found fewer Black motorist were being stopped in daylight compared to darkness. However, some studied indicate that this could be the result of Black motorists changing their driving in daylight versus darkness. We made a note of that, and we want to try to keep exploring this trend. Chief Fusaro also asked is we should explore whether officers are also changing their behavior regarding stopping motorists. Ken Barone said that he will ask the research team to explore this. James Fazzalaro stated that it could be both Black motorists and officers changing their behavior. It is very well known that there is scrutiny in this state and that could impact how they act on the road. Parties are aware that data matters in this process and that we use it to monitor what goes on.

Raymond Davis asked why the reports don't explore disparities for other racial and ethnic groups like Asian pacific islander? Ken Barone said that we mostly focus on the three groups because data is limited for other racial and ethnic groups. However, he will explore with the research team the possibility of conducting a multi-year analysis to review this data with larger sample sizes.

Marc Pelka states that he wanted to commend the work of the IMRP. This was an impressive analysis. He also asked if in the upcoming report there is an ability to show some analysis from the past 5 or 7 seven years? Ken Barone said that was a good idea and could be incorporated in this report.

Cheryl Sharp states that we need to consider some of the social constructs that impacted changes in police enforcement or driving behavior. Chief Riddick stated that he agreed with Cheryl's point. Tanya Hughes stated that she believes just the fact that we're watching has impacted activity for both officers and drivers. People are watching what we're doing as well.

    c.   Future Traffic Stop Database Modifications- Policy Work Group proposal

        Due to time constraints, Ken Barone suggested that we table this item for the next meeting.

V.   General Discussion

    a.   CTRP3 Social Media Campaign Launch

      i. *Natalie Casanova explained how the CTRP3 is developing a social media campaign for the project and will be launching platforms on Instagram, Facebook, and Twitter with hopes to increase public engagement with the project as whole. She further explained that this will involve Advisory Board members participating in some upcoming projects to increase interest in the CTRP3 and paint a clearer picture of the type of work done here.*

b. CTRP3 and CHRO High School Art Competition
      i. *Natalie Casanova also informed the board of another upcoming CTRP3 project in conjunction with the CHRO, the Winter Break Arts Competition. He explained that the topic for this year is racial profiling with six different prompts for students to choose from and high students can use any form of art expression including songs, poems, speeches, artwork, etc. The rules and rubric will be published on the CTRP3 website shortly and the high students can send submissions to imrp@uconn.edu and ana.mitchell@ct.gov. Natalie Casanova continued by stating that the submissions for students will begin December 1st and close January 1st with January 19th as a confirmed date for the virtual ceremony. We hope to see many of you there.*

There was no further business and the meeting was adjourned at 11:32 a.m.