



Data Collection, Analysis, and Quality Subcommittee Minutes

Tuesday, December 10, 2024
1:00 p.m. – 2:00 p.m.
Zoom

Attendance: Stacey Manware, Lt. Col. Mark Davison, James McGennis, Kevin Neary, Chief Vern Riddick, Diana Gugliotta

Staff: Ken Barone, Erica Escobar

I. Welcome & Introductions

Stacey Manware called the meeting to order at 1:07 p.m.

II. Approval of September 10, 2024, minutes

A motion was made and seconded to approve the meeting minutes from September 10, 2024. The minutes were approved unanimously.

III. Old Business

a. 2025 Data Collection System Update timeline

Ken Barone provided an update on the 2025 Data Collection System timeline. Changes to the profiling system were approved for the first time in 12 years, allowing CJIS to accept new data fields. Over the summer, CJIS created technical documentation for vendors. Initially, a January launch was planned, but progress depends on vendors working with their clients, as no funding is provided.

Nexgen, the largest vendor with over 70 departments, outlined a plan: they will develop changes in January, test in February and March, and complete client system updates between April and June. The new data fields will likely be fully integrated by July 1, 2025. Other vendors are testing now and may go live sooner. Ken Barone acknowledged that the initial goal of a January 1st launch was overly optimistic but believes the revised timeline is more realistic. The final system upgrade will be coordinated with training, which is

held twice a year, with the next session in February to inform departments about the changes.

b. Parking and Commercial Vehicle Clarification Proposal

The group discussed the parking and commercial vehicle clarification proposal. The subcommittee recommended exempting parking violations from the racial profiling data collection system, with exceptions for unoccupied vehicles and those not in transit. If a vehicle is in operation and leaving the area after a parking violation, it would be considered a traffic stop.

The proposal stated that traffic stops must be reported for commercial vehicles, with exemptions for truck weighing operations, safety inspections, and tax law enforcement. It was agreed that truck weighing operations should be exempt from reporting since they are mandatory stops. The group also discussed the consistency of reporting for DUI checkpoints and agreed that further clarification may be needed in the future.

The group decided to proceed with the commercial vehicle reporting clarification as written, with plans to present it to the full advisory board. The discussion on DUI checkpoints will be revisited later.

IV. New Business

a. Monthly or Quarterly Data Summary Presentation

The group discussed updates to the presentation of traffic stop data. Due to delays in data reporting and cleaning, they agreed on a quarterly update format rather than monthly. The new format includes state-level summaries and key demographics, with visual representations of trends.

A key issue arose regarding inaccurate race data from a CSP Trooper, which included over 1,000 stops misreported as American Indian/Alaskan Native. The group recommended removing all of Trooper Melanson's 2023 data from the dataset, acknowledging it was falsified. This decision followed prior instances where officers from Norwalk and Hartford were found to have falsified data, leading to removing their traffic stop records. The group agreed that any bad data should be removed following internal investigations and formal findings of falsification.

There was discussion about creating a standard operating procedure (SOP) for handling bad data, ensuring transparency and consistent decision-making. A footnote would explain the removal of Trooper Melanson's data from the report, ensuring clarity for the public. The group considered codifying these processes in bylaws for the advisory board and subcommittees.

b. Updated Data Website

The Connecticut Data Collaborative has hosted traffic stop data since 2013, ensuring public access as required by federal regulations. The data has been cleaned and posted online for inspection. However, the previous website design was difficult to use, prompting a revamp to improve the presentation. Although the updated site is still under development, it will feature a more user-friendly layout, summary data, analysis, and raw data tables.

The new site will allow users to filter data by year, department, and other categories like stop type, search information, and demographic breakdowns by race and ethnicity. Raw data will also be available for download in Excel format without personally identifiable information. Researchers and the public can access data at the state or department level, and a set of instructions will guide users in navigating the tables.

While the current site is live, it is considered clunky and lacks instructions, making data use difficult. The new website will address these issues and is expected to be finalized by mid-January, after which it will be reviewed and approved before going live. Feedback will be solicited from stakeholders before the final version is launched.

V. General Discussion

a. Model Policy Work Group

Ken provided an update on the automated data reports for police departments. These reports, developed by Benchmark Analytics, aim to provide police chiefs with insights into data trends, allowing them to identify potential issues at the department or officer level. The goal is to establish a metric for ensuring data integrity. Samples of the reports will be presented at the next meeting for review and approval before mass production. The discussion will be postponed until after the new year.

The meeting was adjourned at 2:05 p.m.