CONNECTICUT RACIAL PROFILING
PROHIBITION PROJECT

Data Collection, Analysis, and Quality Subcommittee
MINUTES

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

Attendance: Stacey Manware, Lt. Col. Mark Davison, James McGennis, Kevin Neary

Staff: Ken Barone, Erica Escobar

I.   Welcome & Introductions

Stacey Manware called the meeting to order at 1:04 p.m.

II.   Approval of the June 11, 2024, minutes

A motion was made and seconded to approve the meeting minutes from June 11, 2024. The minutes were approved unanimously.

III.   Old Business

a.   Model Policy Work Group

Ken Barone provided an update to members on the Model Policy Work Group, which is focused on developing a model policy to ensure data integrity. The group is reviewing existing policies to determine if amendments are needed, particularly in traffic enforcement.

Ken has been working with IntegrAssure, who worked on the earlier report about how to improve data integrity, to lead this effort due to capacity issues. Their first step will be to assemble a working group to discuss objectives. They will then engage with police leaders across the state, interviewing various police chiefs and administrators to gather insights on current policies and their feasibility.

Once they collect this information, they will present several options for consideration. Developing or modifying a model policy will take time, but there is optimism that their research and interviews will lead to significant progress. The goal is to have something substantial by early next year.

The first meeting is likely scheduled for next week.

b. Parking violation exemption

Ken provided an update on the discussion around parking violation exemptions, emphasizing two main issues: parking violations and commercial vehicle exemptions. At the previous meeting, participants wanted time to consider these topics before making recommendations.

Concerns were raised about whether certain parking violations should be classified as traffic stops, particularly when a driver is present in the vehicle. It was proposed that parking violations for unoccupied vehicles (which account for a significant portion of tickets issued) should not be considered traffic stops and, therefore, do not need to be reported for racial profiling data. However, the group remains open to discussion regarding interactions involving occupied vehicles.

There is a consensus that if a vehicle is occupied and a police officer interacts with the driver, this could meet the definition of a traffic stop, necessitating reporting. Scenarios were discussed where a driver may leave the vehicle unattended, complicating how demographics would be reported. For instance, if three passengers are in a car without the driver present, it raises questions about whose demographics should be captured.

The goal is to create clear training documentation on these points, clarifying that parking violations should be reported only when a driver is present. It was noted that parking violations typically issued under Connecticut General Statutes 14-251 (which concerns occupied vehicles) should be reported, while those under 14-148 (for unoccupied vehicles) should be exempt. Next steps involve drafting simple guidelines to clarify these policies for law enforcement, including examples to ensure understanding.

Additionally, the group agreed to explore the possibility of clarifying the legal definitions surrounding traffic stops in upcoming legislative proposals, which could further address these nuances. They plan to share drafts for feedback to ensure clarity and effectiveness in implementation. Finally, it was suggested that any finalized guidelines be posted on the project's website to keep the public informed about what constitutes a traffic stop.

c. Commercial Vehicle exemption

The topic will be discussed at the next meeting due to time constraints.

IV.   New Business

a. Questions about passenger search data collection requirement

Ken provided an update on the passenger search data collection requirement. Over a year ago, several changes were authorized for the racial profiling database, which the full Advisory Board approved. These updates required a technical schema adjustment, recently rolled out to RMS vendors and police departments via a notice through the police academy.

NexGen, the RMS vendor for most Connecticut departments, raised a key question: the current system only allows for reporting one passenger search, despite the possibility of multiple passengers being searched. While the system collects data on vehicle, driver, and passenger searches, it does not support reporting multiple authorities for passenger searches.

The discussion highlighted the need for clarity in cases where multiple passengers are searched, as the system does not differentiate between searches or their authorities, potentially leading to data gaps.

The aim of this data collection is to enhance hit rate analysis, which evaluates search effectiveness, focusing on high-discretion searches.

Three options were considered:

1. **Maintain Current Structure**: Continue collecting data on whether a passenger was searched without specifying the authority.
2. **Modify the System**: Allow reporting of multiple authorities for passenger searches, though this may require significant schema adjustments.
3. **Remove Passenger Search Data**: Exempt passenger search information from the update to simplify data collection.

The group weighed the importance of comprehensive data against potential complexities. It was suggested that enabling multiple authority selections could provide a clearer representation of search practices.

Moving forward, a follow-up with CJIS is necessary to explore the feasibility of these options and determine the time and complexity of any modifications, ensuring clarity in data collection while enabling meaningful analysis.

b. 2023 Data Review

Ken is collaborating with Benchmark Analytics to establish a direct data pipeline to CJIS, enabling automated extraction and cleaning of data. The cleaned 2023 data indicates an increase in traffic enforcement compared to 2021 and 2022, but overall stops are still down 30% from pre-COVID levels. Although 2024 data shows some recovery, it's unlikely to reach 2019 levels.

Plans are underway to present the 2023 data differently, aiming to simplify reports for better understanding while retaining essential details. New techniques will analyze stop outcomes—such as infractions, warnings, arrests, and stop duration—across racial groups.

Additionally, mobility data from cell phones will be leveraged to better understand driving populations and identify those at greater risk of traffic violations. The October meeting will focus on sharing these new tools and gathering input to enhance the 2023 report.

The meeting was adjourned at 2:00 p.m.