



Data Collection, Analysis, and Quality Subcommittee Minutes

Tuesday, January 13, 2026
1:00 p.m. – 2:00 p.m.
Zoom

Attendance: Lt. Col. Mark Davison, James McGennis, Dr. Michael Mascari, Chief Vern Riddick, Kevin Neary

Staff: Ken Barone, Erica Escobar, Jim Fazzalaro

I. Welcome & Introductions

The meeting was called to order at 1:03 p.m.

II. Approval of the November 18, 2025, minutes

A motion was made and seconded to approve the meeting minutes of November 18, 2025. The minutes were approved unanimously.

III. Old Business

a. Data Schema Changes Roll Out

An update was shared on the Data Schema Changes rollout. The subcommittee has been working to implement five to six updates to the data system over the past year. Changes include additional gender options, revised enforcement categories with a new “T” designation for technology enforcement, clarified search authorization fields, inclusion of driver home zip codes, and ticket numbers for easier record matching.

NexGen has rolled out these updates to the majority of their clients, with Accucomm finalizing rollout to six clients. A few agencies, notably New Haven and Hartford, have not yet implemented the changes. New Haven is transitioning to a new RMS system and is expected to adopt the schema within six weeks. Hartford has not submitted data through its RMS vendor in over 18 months and has been submitting monthly Excel files instead—a process that is unsustainable long-term. The subcommittee plans to invite

Hartford representatives to the next meeting to discuss their transition plan and timeline before considering any formal letter.

Testing of the new schema has been successful, and while the new fields are being accepted, they will not be fully usable for analysis until April or July due to a staggered rollout period. The subcommittee will continue to monitor the implementation and data quality.

IV. New Business

a. 2025 End of Year Data Review

Ken Barone provided an update on the 2025 traffic stop data review. Of the 76 reporting agencies, most submit data through NextGen. A monthly report identifying missing data has been sent to the vendor, which typically resolves most issues within 7–10 days. Six non-NextGen agencies were contacted directly to address missing submissions. A complete 2025 dataset is expected earlier than usual, likely by early to mid-February.

Approximately 400,000 traffic stops have been recorded statewide to date, with the final 2025 total projected between 440,000 and 460,000 stops—an increase from 413,000 in 2024, continuing the post-COVID upward trend.

Ken Barone also shared a follow-up on regional traffic enforcement. Analysis of 2024 data showed that for most departments, fewer than 1% of stops occur outside town boundaries, with higher rates limited to a small number of departments participating in regional traffic units. Based on this, no new data designation will be added, and the issue will be addressed analytically.

V. General Discussion

a. 2026 Subcommittee Priorities

The last agenda item focused on 2026 subcommittee priorities, with an invitation for feedback on additional areas the subcommittee should engage in.

The first priority is accessing infraction data. As part of the audit, the subcommittee needs to compare data collected with what is submitted to the attraction database. Since infraction numbers are now being collected, matching should be straightforward, but access to the full infraction data is required. The previous long-standing MOU with Judicial has expired, so reauthorization is needed. Judicial has been asked to provide a list of all data elements in their system, which the subcommittee will review to determine which elements are necessary and feasible to request.

The second priority is finalizing department data summaries, either quarterly or biannually. These summaries are intended to feed data back to departments, highlight trends or deviations, and provide a useful feedback mechanism. Benchmark Analytics will automate the summaries based on guidance from the subcommittee, defining content and format, while staff will oversee and vet the utility of the dashboards. Additionally, a 30-day trial with Sigma Squared, a more advanced analytics platform developed by Harvard economists, is underway to explore more statistically rigorous analyses, including trend and disparity evaluations. The subcommittee will review their outputs to determine potential usefulness.

The third priority is evaluating the potential use of mobility data as a tool for benchmarking traffic stop data. Academic research from Massachusetts and New Jersey will be presented to the subcommittee to assess applicability in Connecticut. If the tool is deemed useful, the subcommittee would vet it before recommending its adoption to the board.

Overall, the subcommittee's focus is on ensuring access to critical data, establishing effective and automated reporting tools, and exploring innovative analytical approaches. Vendor partnerships, including Benchmark Analytics and Sigma Squared, support these priorities, while the goal remains to provide departments with useful tools and insights at no cost. The subcommittee will continue to review outputs, refine priorities, and seek additional feedback as needed.

There was no further discussion, and the meeting adjourned at 1:34 p.m.