CONNECTICUT RACIAL PROFILING PROHIBITION PROJECT

Data Collection, Analysis, and Quality Subcommittee
Minutes

Tuesday, November 18, 2025
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

Guests: Dean Esserman, Jeff Schlanger

I. Welcome & Introductions

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

II. Approval of the October 14, 2025 minutes

A motion was made and seconded to approve the meeting minutes of October 14, 2025. The minutes were approved unanimously.

III. Old Business

a. Data Integrity Model Policy Draft

The meeting included an update and discussion on the revised Data Integrity Model Policy draft. The version under review incorporated changes based on previous feedback from both the Policy and Data Subcommittees. The updates focused on refining definitions, ensuring alignment with existing documentation, and adjusting the audit and reporting structure to better support agency flexibility while maintaining accountability.

During discussion, members raised questions and concerns related to the audit structure, including whether the February 15th deadline allowed enough time for complete annual sampling and whether the proposed sample size guidelines were practical, particularly for larger agencies. The group agreed that the policy language should provide clear expectations while allowing departments discretion to scale based on operational capacity. Members also discussed the purpose of the review as a "reasonableness"

accuracy check rather than a mandate for comprehensive footage review or rigid documentation submission.

There was general consensus that the revised policy reflects prior feedback and provides a reasonable approach for implementation. The committee agreed to move the updated draft forward to the full CTRP3 Advisory Board for consideration, with the long-term goal of posting the finalized policy and related statement to CTRP3's website and presenting it to POSTC for alignment with accreditation standards.

IV.   New Business

a.   Proposed new designation for Regional Traffic Units

An update was shared on the proposed new designation for regional traffic units. A draft of the 2023–2024 preliminary findings was recently distributed to law enforcement agencies. In recent weeks, several law enforcement leaders proactively requested meetings to review their data, ask clarifying questions, and better understand the findings. These discussions were constructive and focused on interpretation and improvement, reflecting increased engagement with the data as a policy and accountability tool.

During these discussions, members raised concerns related to officers assigned to regional traffic units. Officers participating in regional traffic enforcement frequently conduct traffic stops outside their home jurisdictions, yet those stops are reported under the officer's employing department. While the location of the stop is accurately captured, the enforcement activity is attributed to the home department, which can disproportionately affect analysis for smaller communities.

At present, there is no mechanism in the data set to identify stops made as part of a regional traffic unit, limiting the ability to isolate or account for this activity during analysis. It was noted that in prior analyses, isolating stops associated with regional traffic enforcement affected whether disparities were observed, particularly where stops occurred in neighboring jurisdictions with different demographic characteristics.

Members discussed adding a designation within the existing enforcement category to identify stops conducted as part of a regional traffic unit. This approach would allow analysts to appropriately account for or exclude these stops where necessary. Adding a new standalone data field was discussed but noted to be cost-prohibitive and administratively burdensome at this time.

Members also raised concerns that adding a fourth, mutually exclusive enforcement category could result in the loss of important detail related to existing enforcement types, such as technology enforcement or spot checks,

potentially affecting data validity. An alternative approach—adding a separate yes/no indicator for regional traffic participation—was acknowledged as methodologically preferable but not feasible in the short term due to system constraints.

V.   General Discussion

Before closing, Ken Barone proposed skipping the December meeting, noting that end-of-year schedules and holidays make attendance difficult and that there is no pressing need for the subcommittee to convene next month.

He also shared that the meeting schedule for the next calendar year is being finalized with an effort to be more mindful of members' time. Instead of monthly meetings, the proposed plan is to shift to six meetings per year—approximately every other month—while keeping the current schedule of Tuesdays at 1:00 p.m. The full board would follow a similar structure. Additional meetings may be scheduled if urgent matters arise.

With no objections, the subcommittee will move forward with this plan and circulate the updated calendar.

There was no further discussion, and the meeting adjourned at 1:53 p.m.