Connecticut RACIAL PROFILING PROHIBITION PROJECT

STATE OF CONNECTICUT

TRAFFIC STOP DATA ANALYSIS AND FINDINGS, 2018

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This report was written by the Institute for Municipal and Regional Policy (IMRP) at Central Connecticut State University with the help of Matthew B. Ross and Jesse Kalinowski who applied the statistical tests known as the "Veil of Darkness", "Synthetic Control", "Stop Disposition", and "KPT Hit Rate."

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PREAMBLE

This preamble was written by an ad-hoc committee of the Connecticut Racial Profiling Prohibition Project advisory board and endorsed unanimously by the board on December 6, 2018.

1. Racial Profiling has historically occurred and continues to occur throughout America.
2. The Alvin W. Penn Racial Profiling Law enacted by the Connecticut General Assembly in 1999 required state and local police to collect traffic stop data and report the data to the state.
3. The 2011 federal investigation into the East Haven Police Department brought this issue to the forefront in Connecticut again and led to the Connecticut General Assembly updating the Profiling Legislation in 2012.
4. Disparities across racial and ethnic groups occur in traffic stops in Connecticut.
5. Enforcing the law's data reporting requirement and collecting and analyzing racial disparities in traffic stop records in the primary charge of the advisory board.
    a. A broader analysis, utilizing multiple methodologies in the preferred method for measuring for the presence of racial disparities in traffic enforcement;
    b. Although no measure is 100% accurate in measuring disparities, the analysis utilized in Connecticut is sufficient in determining the presence of disparities;
    c. We will continue to modify and refine our methodologies based on the best available research and accepted practices in the field.
6. We will take a proactive approach in understanding, explaining and addressing disparities found in the analysis by:
    a. Utilizing input from all stakeholders to understand the underlying causes for such disparities;
    b. Clearly explaining to the public and stakeholders if there are justifiable reasons for such disparities;
    c. Reporting to the Office of Policy and Management instances where the Connecticut Racial Profiling Prohibition Project Advisory Board believes that a police department is in violation of the Alvin W. Penn law.

EXECUTIVE SUMMARY OF FINDINGS

The Alvin W. Penn Racial Profiling Prohibition Act (Public Act 99-198) was first enacted in 1999 in the State of Connecticut. The law prohibits any law enforcement agency in the state from stopping, detaining, or searching motorists when the stop is motivated solely by considerations of the race, color, ethnicity, age, gender, or sexual orientation of that individual (Connecticut General Statutes Sections 54-1l and 54-1m). In 2012 and 2013, the Connecticut General Assembly made several major revisions to the law in an effort to ensure its effective implementation. In accordance with these changes, police agencies began collecting data pertaining to all traffic stops on October 1, 2013.

In 2012, the Racial Profiling Prohibition Project Advisory Board was established to advise the Office of Policy and Management (OPM) in adopting the law's standardized methods and guidelines. The Institute for Municipal and Regional Policy (IMRP) at Central Connecticut State University was tasked to help oversee the design, evaluation, and management of the racial profiling study mandated by Public Act No. 12-74 and Public Act No. 13-75, "An Act Concerning Traffic Stop Information." The project staff worked with the state's Criminal Justice Information System (CJIS) to develop a system to collect consistent and universal traffic stop information and submit it to CJIS electronically on a monthly basis.

In Connecticut, there are a total of 94 municipal police departments: 29 departments employing more than 50 officers, 50 employing between 20 and 50 officers, and 15 with fewer than 20 officers. State police are comprised of 11 distinct troops. Although there are an additional 80 jurisdictions that do not have organized police departments and are provided police services by the state police, either directly or through provision of resident troopers, these stops were categorized with their overarching state police troops. Additionally, a total of 13 special agencies have the authority to conduct traffic stops.

As per section 54-1m of the Connecticut General Statutes, the IMRP is required to submit an annual report analyzing traffic stops records for all police departments in Connecticut. This is the fifth annual report published by the IMRP and presents the results from an analysis of approximately 510,000 traffic stops conducted during the 12-month study period from January 1, 2018 through December 31, 2018. This report serves as a screening tool, essentially highlighting areas where disparities between races and ethnicities are greatest in traffic enforcement throughout the state.

All departments and communities would benefit from carefully reviewing the findings in this report. Addressing statewide racial and ethnic disparities will require a collective effort of all law enforcement and community stakeholders. An atmosphere of open-mindedness, empathy, and honesty from all stakeholders remains necessary to create sustained police legitimacy and a safer, more just society. The authors of this report are hopeful that the information contained herein will be valuable to the citizens of Connecticut as they seek to fulfill the promise of the Alvin W. Penn Act. We are both humbled and grateful for the opportunity to be part of this important effort.

E.1: 2018 STATEWIDE TRAFFIC STOP ANALYSIS AND FINDINGS

Assessing racial disparities in policing data has been used for the last two decades as a policy tool to evaluate whether there exists the possibility that racial and ethnic bias is occurring within a given

jurisdiction. The statistical evaluation of policing data in Connecticut is an important step towards developing a transparent dialogue between law enforcement and the public at large. As such, it is the goal of this report to present the results of that evaluation in the most transparent and unbiased manner possible. The report is organized to lead the reader through a host of descriptive and statistical tests that vary in their assumptions and level of scrutiny. The intent behind this approach is to apply multiple tests as a screening filter for the possibility that any one test (1) produces false positive results or (2) reports a false negative.

The research strategy underlying the statistical analysis presented in Part I of this report was developed with three guiding principles in mind. Each principle was considered throughout the research process and when selecting the appropriate results to display publicly. A better understanding of these principles helps to frame the results presented in the technical portions of the analysis. In addition, by presenting these principles at the onset of the report, readers have a better context to understand the overall framework of the approach.

> *Principle 1: Acknowledge that statistical evaluation is limited to finding racial and ethnic disparities that are indicative of racial and ethnic bias but that, in the absence of a formal procedural investigation, cannot be considered comprehensive evidence.*
>
> *Principle 2: Apply a holistic approach for assessing racial and ethnic disparities in Connecticut policing data by using a variety of approaches that rely on well-respected techniques from existing literature.*
>
> *Principle 3: Outline the assumptions and limitations of each approach transparently so that the public and policy makers can use their judgment in drawing conclusions from the analysis.*

Seven distinct analytical tools were used to evaluate whether racial and ethnic disparities are present in the Connecticut policing data. The first analytical tool researchers used was a method referred to as the *Veil of Darkness.* The *Veil of Darkness* is a statistical technique that was developed by Jeffery Grogger and Greg Ridgeway (2006) and published in the *Journal of the American Statistical Association*. The *Veil of Darkness* examines a restricted sample of stops occurring during the "inter-twilight window" and assesses relative differences in the ratio of minority to non-minority stops that occur in daylight as compared to darkness. The inter-twilight window restricts stops to a fixed window of time throughout the year when visibility varies due to seasonality as well as the discrete daylight savings time shift. This technique relies on the idea that, if police officers are profiling motorists, they are better able to do so during daylight hours when race and ethnicity is more easily observed. After restricting the sample of stops to the inter-twilight window and controlling for things like the time of day and day of week, any remaining difference in the likelihood a minority motorist is stopped during daylight is attributed to disparate treatment. This analytical approach is considered the most rigorous and broadly applicable of all the tests presented in this report.

The second analytical tool used in the analysis is the synthetic control where the number of minority traffic stops in a given department is evaluated against a benchmark constructed using stops made by all other departments in Connecticut. Since departments differ in terms of their enforcement activity (i.e. time of stops, reason for stops, etc.) and the underlying demographics of the population on the roadway, this analysis relies on the rich statistical literature on propensity scores. Here, a

propensity score is a measure of how similar a stop made outside a given department is to a stop made by the department being analyzed. These measures of similarity are used to weight stops when constructing an individual benchmark for each department. This methodology ensures that there is an apples-to-apples comparison between the numbers of minorities stopped in a given town relative to their benchmark and allows for the interpretation of any remaining differences to be attributed to possible disparate treatment.

The three techniques contained in Part I, Section I.E are descriptive in nature and compare department-level data to three benchmarks (statewide average, estimated commuter driving populations, and resident population). These methods are referred to as population benchmarks and are commonly used to evaluate racial disparities in police data across the country. The statewide average comparison provides a simple and effective way to establish a baseline for all departments from which the relative differences between department stop numbers and the average for the state are compared. A comparison to the statewide average is presented alongside the context necessary to understand differences between local jurisdictions. Next, researchers adjust "static" residential census data to approximate the estimated driving demographics in a particular jurisdiction. Residential census data can be modified to create a reasonable estimate of the possible presence of many nonresidents likely to be driving in a given community because they work there and live elsewhere. This estimate is a composition of the driving population during typical commuting hours based on data provided by the U.S. Census Bureau. The final population benchmark comparison limits the analysis to stops involving only residents of the community and compares them to the community demographics based on the 2010 decennial census for residents age 16 and over. Although any one of these benchmarks cannot provide by itself a rigorous enough analysis to draw conclusions regarding racial disparities, if taken together with the more rigorous statistical methods they do serve as a useful tool.

The sixth analytical tool used in the analysis tests for disparities in the outcomes of traffic stops using a model that examines the distribution of dispositions conditional on race and the reason for the stop. Specifically, we test whether traffic stops made of minority motorists result in different outcomes relative to their white non-Hispanic peers. We provide one important cautionary note about interpreting this test as causal evidence of discrimination. Ideally, this test would be performed on data containing *all* violations observed by the police officer prior to making a traffic stop and where we would include a control for the number of total violations. In practice, data on traffic stops typically only contain the most severe reason that motivated the stop. In the absence of data on the full set of violations observed by police officers, we suggest that the reader interpret results from this test as providing descriptive evidence to be viewed in concert with other such empirical measures.

Lastly, an analysis of post-stop outcomes using a hit-rate approach following a technique published in the *Journal of Political Economy* by Knowles, Persico and Todd (2001). The hit-rate approach relies on the idea that motorists rationally adjust their propensity to carry contraband in response to their likelihood of being searched by police. Similarly, police officers rationally decide whether to search a motorist based on visible indicators of guilt and an expectation of the likelihood that a given motorist might have contraband. According to the model, a demographic group of motorists would be searched by police more often than white non-Hispanic motorists if they were more likely to carry contraband. However, the higher level of searches should be exactly proportional to the higher propensity for this group to carry contraband. Thus, in the absence of racial animus, we should expect

the rate of successful searches (i.e. the hit-rate) to be equal across different demographic groups regardless of differences in their propensity to carry contraband. [1]

Finally, we emphasize the message that any statistical test is only truly capable of identifying racial and ethnic disparities. Such findings provide a mechanism to indicate possible racial profiling but they cannot, without further investigation, provide sufficient evidence that racial profiling exists.

E.1 (A): Findings from the Statewide Analysis

Across Connecticut's municipal departments and State Police troops, a total of 17.1 percent of motorists stopped during the analysis period were observed to be Black while 15.2 percent of stops were Hispanic motorists.

The findings from the 2018 analysis of Connecticut's traffic stop data indicate that progress continues to be made in terms of the decision to stop a minority motorist. The results from the Veil of Darkness analysis indicate that a stopped motorist was not any more likely to have been a minority during periods of daylight relative to darkness. However, the aggregate analysis focused on the State Police found evidence suggesting that Hispanic motorists were more likely to be stopped during daylight. The results for State Police were found to be robust to the addition of a variety of controls. The level of statistical significance remained relatively consistent in sign when the sample was reduced to only moving violations but became somewhat noisier when officer fixed-effects are included. Estimates for Connecticut as a whole as well as the municipal department sample indicated little evidence of disparate treatment in the aggregate.

On the other hand, the results from the post-stop analysis indicated that minority motorists were subject to search more frequently than their non-Hispanic White counterparts and relative to their own likelihood of carrying contraband. In aggregate, Connecticut police departments exhibit a tendency to be much less successful in motorist searches across all minority groups as a whole and for the aggregate State Police and municipal department samples. In each of the past four reports, we have found evidence that minority motorists are subject to searches much more frequently relative to their non-Hispanic White counterparts despite those searches being far less successful. Our findings this year are estimated on a sample that excludes inventory searches and robust to a more restrictive subsample of only consent searches.

In the past four reports, we have noted that some elements of the Connecticut State Police appear across several tests each year. There have been one or more State Police troops identified each year in either or both of the Veil of Darkness and hit-rate tests. Using the Veil of Darkness, we have previously identified Troop K (2018 and 2017), Troop A (2017), Troop C (2017 and 2013-14), Troop B (2015-16), and Troop H (2014-15 and 2013-14).[2] Using the hit-rate test, we have previously identified Troop A (2018, 2015-16, and 2014-15), Troop G (2015-16), Troop K (2015-16), Troop L (2015-16), Troop F (2014-15 and 2013-14) Troop H (2014-15), Troop C (2014-15 and 2013-14), and

[1] Although some criticism has risen concerning the technique and extensions have suggested that more disaggregated groupings of searches be used in the test, the ability to implement such improvements is limited by the small overall sample of searches in a single year of traffic stops. Despite these limitations, the hit-rate analysis is still widely applied in practice and contributes to the overall understanding of post-stop police behavior in Connecticut.

[2] Note that not all of these results survived the robustness checks, i.e. we did not formally identity Troops A in 2017.

Troop I (2014-15 and 2013-14).[3] Although this year we have only formally identified Troop K, it warrants concern that the Connecticut State Police have appeared each year as having a statistically significant disparity in either or both of minority traffic stops and vehicular searches.

Veil of Darkness Analysis Findings, 2018

In an effort better identify racial and ethnic disparities at the department level, all of the analyses were repeated at the department level. Although there is evidence of a disparity at the state level, it is important to note that it is likely that specific departments are driving these statewide trends. The threshold for identifying individual departments was the presence of a disparity that was statistically significant at the 95 percent level in either the Black or Hispanic alone categories. By construction, the departments identified as having a statistically significant disparity are the largest contributors to the overall statewide results.[4] Here, the unit of analysis is a municipal department or State Police troop where disparities could be a function of a number of factors including institutional culture, departmental policy, or individual officers.[5]

The one municipal department and one State Police troop identified to exhibit a statistically significant racial or ethnic disparity include:

Bridgeport

The Bridgeport police department was identified as having a disparity in the rate of minority traffic stops using the Veil of Darkness test. This department was observed to have made 74.1 percent minority stops in 2018 during the inter-twilight window of which 42.4 percent were of Black and 30.5 were of Hispanic motorists. The Veil of Darkness analysis indicated a statistically significant disparity in the rate that Black motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a stopped motorist was Black increased by 1.2 during daylight. These results were statistically significant at a level greater than 99 percent and robust to the inclusion of a variety of controls including officer fixed effects as well as to a restricted subsample of moving violations.

State Police Troop K

The State Police Troop K was identified as having a disparity in the rate of minority traffic stops using the Veil of Darkness test. This department was observed to have made 20.1 percent minority stops in 2018 during the inter-twilight window of which 7.1 percent were of Black and 8.5 were of Hispanic motorists. The Veil of Darkness analysis indicated a statistically significant disparity in the rate that Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a stopped motorist was Hispanic increased by 1.7 during daylight. These results were statistically

[3] Note that not all of these results survived the robustness checks, i.e. we did not formally identity Troops A, K, or L in 2015-16 or Troop A this year.

[4] To identify departments, a disparity must have been estimated with at least a 95 percent level of confidence and have a false discovery rate of less than 10 percent. Put simply, there must have been at least a 95 percent chance that the motorists were more likely to be stopped at a higher rate relative to white non-Hispanics motorists. The false discovery rate of 10 percent allows for there to be a less than 10 percent chance that one of our identified estimates misidentifies a department.

[5] Since department or state police barrack estimates represent an average effect of stops made by individual officers weighted by the number of stops that they made in 2018, it is possible that officer-level disparities exist in departments which were not identified.

significant at a level greater than 99 percent and robust to the inclusion of a variety of controls including officer fixed effects as well as to a restricted subsample of moving violations.

Other Statistical and Descriptive Measure Analysis Findings, 2018

In addition to the one municipal police department and one State Police troop identified to exhibit statistically significant racial or ethnic disparities in the Veil of Darkness analysis, a number of other departments were identified using either the descriptive tests, stop disposition test or KPT hit-rate analysis. Identification in any one of these tests alone is not, in and of itself, sufficient to be identified for further analysis. However, these additional tests are designed as an additional screening tool to identify the jurisdictions where consistent disparities exceed certain thresholds that appear in the data. Although it is understood that certain assumptions have been made in the design of each of these measures, it is reasonable to believe that departments with consistent data disparities that separate them from the majority of other departments should be subject to further review and analysis with respect to the factors that may be causing these differences.

The results from estimating whether individual municipal departments stopped more minority motorists relative to their requisite synthetic control found no departments with a disparity that was statistically significant at the 95 percent level in the Black or Hispanic alone categories.

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 62 municipal police departments were identified with racial and ethnic disparities when compared to one or more of the descriptive measures, only *Darien, Manchester, Meriden, Newington, Norwich, Stratford, Waterbury, and Wethersfield* exceeded the disparity threshold in more than half the benchmark areas.

The results from the Stop Disposition test shows minority motorists stopped by municipal police departments were found to have a statistically different distribution of outcomes conditional on the basis for which they were stopped. In the departmental analysis, there were eight municipal departments found to have a disparity in the distribution of outcomes. However, none of these towns had a false discovery rate that was below the maximum threshold for formal identification of ten percent. These differences were statistically significant at the 95 percent level or above in the Black or Hispanic alone categories. However, we note that the number of violations might be corelated with more severe outcomes and race. Since this variable is unobservable in the current data and we are unable to rule out the possibility that the identified towns arose from chance, we strongly caution the reader about drawing any conclusions from this section alone.

Finally, 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 a total of two municipal police departments and one State Police Troop found to have a disparity in the hit-rate of minority motorists relative to White non-Hispanics motorists, which was statistically significant at the 95 percent level but the State Police Troop fell below the threshold of a 10 percent false discovery rate. The two municipal departments identified to exhibit a statistically significant racial or ethnic disparity in searches were:

New Haven

The New Haven police department was identified as having a disparity in the rate of minority vehicular searching using the hit-rate test. This department was observed to have found contraband in 51.7 percent of searches (31 of 60 searches) for non-Hispanic Caucasian motorists but only 20.9 percent (87 of 416 searches) for Black motorists and 42.1 percent (64 of 152 searches) for Hispanic motorists. A formal test of the differences between the non-Hispanic Caucasian and these minority hit-rates identified a statistically significant disparity for Black motorists. As mentioned, these results did not withstand restricting the sample to only consent searches but that was simply because the department did not make enough searches of non-Hispanic Caucasians to compute a hit-rate. On the other hand, the department made nearly 151 consent searches of Black motorists and 46 of Hispanic motorists with hit-rates of 7.9 and 15.2 percent respectively.

Waterbury

The Waterbury police department was identified as having a disparity in the rate of minority vehicular searching using the hit-rate test. This department was observed to have found contraband in 48.5 percent of searches (50 of 103 searches) for non-Hispanic Caucasian motorists but only 20 percent (23 of 115 searches) for Black motorists and 26.6 percent (21 of 79 searches) for Hispanic motorists. A formal test of the differences between the non-Hispanic Caucasian and these minority hit-rates identified a statistically significant disparity for both Black and Hispanic motorists. As mentioned, these results did not withstand restricting the sample to only consent searches but that was simply because the department did not make enough searches of non-Hispanic Caucasians to compute a hit-rate. On the other hand, the department made nearly 49 consent searches of Black motorists and 30 of Hispanic motorists with hit-rates of 2 and 3.3 percent respectively.

E.1 (B): Conclusions from the Statewide Analysis

The analysis presented in chapters III through VII of this report should be utilized as a screening tool by which researchers, law enforcement administrators, community members and other appropriate stakeholders focus resources on those departments displaying the greatest level of disparities in their respective stop data. As noted previously, racial and ethnic disparities in any traffic stop analysis do not, by themselves, provide conclusive evidence of racial profiling. Statistical disparities do, however, provide significant evidence of the presence of idiosyncratic data trends that warrant further analysis.

In order to determine if a departments racial and ethnic disparities warrant additional in-depth analysis, researchers review the results from the five analytical sections of the report (Veil of Darkness, Synthetic Control, Descriptive Statistics, Stop Disposition and KPT Hit-Rate). The threshold for identifying significant racial and ethnic disparities for departments is described in each section of the report (ex. departments with a disparity that was statistically significant at the 95 percent level in the black or Hispanic alone categories in the Veil of Darkness methodology were identified as statistically significant). A department is identified for a follow-up analysis if they meet any one of the following criteria:

1. A statistically significant disparity in the Veil of Darkness analysis

2. A statistically significant disparity in the synthetic control analyses and any one of the following analyses:
    a. Descriptive statistics
    b. Stop Disposition
    c. KPT-Hit Rate
3. A statistically significant disparity in the descriptive statistics, stop disposition, and KPT hit-rate analyses.

In general, we identified far fewer departments in 2018 relative to prior year's studies with only one municipal department (**Bridgeport**) and one State Police troop (**Troop K**). We should note that both Waterbury and New Haven were identified in the main hit-rate test but passed the robustness only due to the fact they did not make any consent searches of non-Hispanic Caucasian motorists. Thus, these two municipal departments only passed the robustness test because it could not be performed on their data.

Upon further review of Bridgeport traffic stop records, researchers learned that the first six months of 2018 data was inconsistently reported by the department. In early 2018, the department converted to a new records management system. Due to the system conversion, an indeterminate number of traffic stop records went unreported to the state. The missing records may have impacted the results of the departmental analysis. At the January 2020 Connecticut Racial Profiling Prohibition advisory board meeting the board approved the project staff's recommendation not to conduct an in-depth analysis that included incomplete records. The advisory board determined that the more appropriate course of action would be to conduct an in-depth analysis for Bridgeport with complete records submitted after the records management system conversion was completed. A supplemental analysis of Bridgeport traffic stop disparities will be completed and published in the coming months.

Although this year we have only formally identified Troop K with statistically significant racial and ethnic disparities, in the past four reports Connecticut State Police continue to appear across several tests. There have been one or more State Police troops identified each year in either or both of the Veil of Darkness and hit-rate tests. There are very different challenges associated with assessing the racial and ethnic disparities identified for the State Police compared to municipal police departments. State Police not only provides enforcement on Connecticut interstate highways and state roads but is also responsible for local policing services for 80 towns that don't have organized police departments. Staffing patterns and reporting procedures vary considerably from those followed by municipal departments. Due to the disparities identified over the past five years in the State Police data, researchers conducted a comprehensive five-year analysis of traffic stop disparities for the entire State Police, which can be found in chapter IX of this report.

Although further analysis is important, a major component of addressing concerns about the possibility of racial profiling in Connecticut is bringing law enforcement officials and community members together in an effort to build trust by discussing relationships between police and the community. Public forums should be held in each identified community to bring these groups together. They serve as an important tool to inform the public of the findings and outline steps for moving forward with additional analysis. The IMRP is committed to utilizing both data and dialogue to enhance relationships between the police and community.

BACKGROUND

First enacted in 1999, Connecticut's anti-racial profiling law entitled, the Alvin W. Penn Racial Profiling Prohibition Act (Public Act 99-198), prohibits any law enforcement agency from stopping, detaining, or searching any motorist when the stop is motivated solely by considerations of the race, color, ethnicity, age, gender or sexual orientation of that individual (Connecticut General Statutes Sections 54-1l and 54-1m). In 2012 and 2013, the Connecticut General Assembly made several changes to this law to create a system to address racial profiling concerns in Connecticut.

In 2012, the Racial Profiling Prohibition Project Advisory Board was established to advise OPM in adopting the law's standardized methods and guidelines. The Institute for Municipal and Regional Policy (IMRP) at Central Connecticut State University was tasked to help oversee the design, evaluation, and management of the racial profiling study mandated by PA 12-74 and PA 13-75, "An Act Concerning Traffic Stop Information." The IMRP worked with the advisory board and all appropriate parties to enhance the collection and analysis of traffic stop data in Connecticut.

Through September 30, 2013, police agencies collected traffic stop information based on requirements outlined in the original 1999 Alvin W. Penn law. Beginning October 1, 2013, police agencies had to submit traffic stop data for analysis under the new methods outlined by the Office of Policy and Management (OPM), as required by the amended racial profiling prohibition law. The law also authorized the OPM secretary to order appropriate penalties (i.e., the withholding of state funds) when municipal police departments, the Department of Emergency Services and Public Protection (DESPP), and other police departments fail to comply.

The National Highway Traffic and Safety Administration (NHTSA) provided resources for this project through a grant administered by the Connecticut Department of Transportation. The Racial Profiling Prohibition Project Advisory Board and the project staff have been meeting since May 2012 in an effort to outline a plan to successfully implement the requirements of the 2012 and 2013 legislation. The focus of the project's early phase was to better understand traffic stop data collection in other states. After an extensive review of best practices, working groups were formed and met monthly to discuss the different aspects of the project. These working groups included Data and System, Public Awareness, and Training work groups. The full advisory board held more than 20 meetings and the working groups met approximately 50 times.

The advisory board and IMRP also worked with law enforcement officials to create a data collection system that is efficient, not burdensome to the police collecting it, and provides information that is easy to work with when it is submitted. Police agencies in Connecticut vary in their levels of sophistication and technological capacity with respect to how they collect and report data. The project staff worked with the state's Criminal Justice Information System (CJIS) to develop a system to collect consistent and universal traffic stop information and submit it to CJIS electronically on a monthly basis.

The IMRP developed and maintains a project website (www.ctrp3.org) that informs the public of the advisory board's activities, statewide informational forums, and related news items on racial profiling. The website includes meeting agendas and minutes, press releases, and links to register for events. The website is updated weekly. In addition to the project website, the IMRP partnered with the Connecticut Data Collaborative to publish all traffic stop data on a quarterly basis. The public can

download the information in its original form or view summary tables for easy use. A full set of analytical tools will be available for more advanced users who are interested in data analysis.

Although much of the initial focus of this project was to develop a standardized method for data collection and analysis, there are other important components. The initiatives include a public awareness and education campaign, effective training for officers and departments, and a rigorous complaint process. Information about all of these initiatives is provided on the project website. These initiatives collectively represent different tools available for education and the prevention of racial profiling in policing. These tools were implemented in the hope of building and enhancing trust between communities and law enforcement in Connecticut.

In February 2014, the U.S. Department of Justice, Community Oriented Policing Services Division, sponsored a train-the-trainer program in Connecticut on "Fair and Impartial Policing (FIP)." The FIP program was established to train police officers and supervisors on fair and impartial policing by understanding both conscious and unconscious bias. This program was offered to police agencies throughout the state over the next year.

Lastly, a major component of addressing concerns about the possibility of racial profiling in Connecticut is bringing law enforcement officials and community members together to discuss relationships between police and the community. The project staff has conducted several public forums throughout the state to bring these groups together and will continue these dialogues in the foreseeable future. They serve as an important tool to inform the public of their rights and the role of law enforcement in serving their communities.

I: METHODOLOGICAL APPROACH UNDERLYING THE ANALYSIS

Assessing racial disparities in policing data has been used for the last two decades as a policy tool to evaluate whether racial bias exists within a given jurisdiction. Although there has always been widespread public support for the equitable treatment of individuals of all races, recent national headlines have brought this issue to the forefront of American consciousness and prompted a contentious national debate about policing policy. The statistical evaluation of policing data in Connecticut is an important step towards developing a transparent dialogue between law enforcement and the public. As such, this report's goal is to present the results of that evaluation in a transparent and unbiased manner.

The research strategy underlying this statistical analysis was developed with consideration to three guiding principles. Each principle served as an important foundation for the research process, particularly when selecting the appropriate results to disseminate to the public. A better understanding of these principles helps to frame the results in the technical portions of the analysis. Further, presenting these principles at the outset of the report provides readers with the appropriate context to understand our overall approach.

> *Principle 1: Acknowledge that statistical evaluation is limited to finding racial and ethnic disparities that are indicative of racial and ethnic bias but that, in the absence of a formal procedural investigation, cannot be considered comprehensive evidence.*
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> *Principle 2: Apply a holistic approach for assessing racial and ethnic disparities in Connecticut policing data by using a variety of approaches that rely on well-respected techniques from existing literature.*
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> *Principle 3: Outline the assumptions and limitations of each approach transparently so that the public and policy-makers can use their judgment in drawing conclusions from the analysis.*

The report is organized to lead the reader through a host of descriptive and statistical tests that vary in their assumptions and level of scrutiny. The intent behind this approach is to apply multiple tests as a screening filter for the possibility that any one test (1) produces false positive results or (2) reports a false negative. Seven distinct analytical tools were used to evaluate whether racial and ethnic disparities are present in the Connecticut policing data. In the analysis, the demography of motorists was grouped into four overlapping categories to ensure a large enough sample size for the statistical analysis. Although much of the analysis focuses on stops made of black (Hispanic or non-Hispanic) and Hispanic motorists (any race), the analysis was also conducted for aggregated groupings of all non-white motorists (Hispanic or non-Hispanic) as well as a combined sample of black and Hispanic motorists. In terms of identifying departments or state police barracks in individual tests, the estimated disparity (i.e. the higher likelihood of stopping a minority motorist) must have been estimated with at least a 95 percent level of statistical significance for either black or Hispanic motorists alone. Put simply, under the rigorous conditions set by each test, there must have

been at least a 95 percent chance that either black or Hispanic motorists were more likely to be stopped (or searched) at a higher rate relative to Caucasian non-Hispanic motorists.

The analysis begins by first presenting a method referred to as the Veil of Darkness was used to assess the existence of racial and ethnic disparities in stop data. The test is a statistical technique that was developed by Jeffery Grogger and Greg Ridgeway (2006) and published in the *Journal of the American Statistical Association*. The Veil of Darkness analysis examines a restricted sample of stops occurring during the "inter-twilight window" and assesses relative differences in the ratio of minority to non-minority stops that occur in daylight as compared to darkness. The inter-twilight window restricts stops to a fixed window of time throughout the year when visibility varies due to seasonality as well as the discrete daylight savings time shift. This technique relies on the idea that, if police officers are profiling motorists, they are better able to do so during daylight hours when race and ethnicity is more easily observed. After restricting the sample of stops to the inter-twilight window and controlling for things like the time of day and day of week, any remaining difference in the likelihood a minority motorist is stopped during daylight is attributed to disparate treatment. This analytical approach is considered the most rigorous and broadly applicable of all the tests presented in this report.

The second analytical tool used in the analysis is the synthetic control where the number of minority traffic stops in a given department is evaluated against a benchmark constructed using stops made by all other departments in Connecticut. Since departments differ in terms of their enforcement activity (i.e. time of stops, reason for stops, etc.) and the underlying demographics of the population on the roadway, this analysis relies on the rich statistical literature on propensity scores. Here, a propensity score is a measure of how similar a stop made outside a given department is to a stop made by the department being analyzed. These measures of similarity are used to weight stops when constructing an individual benchmark for each department. For example, if the department being analyzed has a high minority population and makes most of their stops on Friday nights at 7PM for speeding violations then stops made for speeding violations by departments with a similar residential population at this time and day will be given more weight when constructing the benchmark. This methodology ensures that there is an apples-to-apples comparison between the number of minorities stopped in a given town relative to their benchmark and allows for the interpretation of any remaining differences to be attributed to possible disparate treatment.

The three techniques contained in Chapter 5 are descriptive in nature and compare department-level data to three benchmarks (statewide average, estimated commuter driving populations, and resident population). These methods are referred to as population benchmarks and are commonly used to evaluate racial disparities in police data across the country. The statewide average comparison provides a simple and effective way to establish a baseline for all departments from which the relative differences between department stop numbers and the average for the state are compared. A comparison to the statewide average is presented alongside the context necessary to understand differences between local jurisdictions. Next, researchers adjust "static" residential census data to approximate the estimated driving demographics in a particular jurisdiction. Residential census data can be modified to create a reasonable estimate of the possible presence of many nonresidents likely to be driving in a given community because they work there and live elsewhere. This estimate is a composition of the driving population during typical commuting hours based on data provided by the U.S. Census Bureau. The final population benchmark comparison limits the analysis to stops involving only residents of the community and compares them to the community demographics

based on the most recent decennial census for residents age 16 and over. Although any one of these benchmarks cannot provide by itself a rigorous enough analysis to draw conclusions regarding racial disparities, if taken together with the more rigorous statistical methods they do serve as a useful tool.

The sixth analytical tool used in the analysis tests for disparities in the outcomes of traffic stops using a model that examines the distribution of dispositions conditional on race and the reason for the stop. Specifically, we test whether traffic stops made of minority motorists result in different outcomes relative to their white non-Hispanic peers. We provide one important cautionary note about interpreting this test as causal evidence of discrimination. Ideally, this test would be performed on data containing *all* violations observed by the police officer prior to making a traffic stop and where we would include a control for the number of total violations. In practice, data on traffic stops typically only contain the most severe reason that motivated the stop. In the absence of data on the full set of violations observed by police officers, we suggest that the reader interpret results from this test as providing descriptive evidence to be viewed in concert with other such empirical measures.

Lastly, an analysis of post-stop outcomes using a hit-rate approach following a technique published in the *Journal of Political Economy* by Knowles, Persico and Todd (2001). The hit-rate approach relies on the idea that motorists rationally adjust their propensity to carry contraband in response to their likelihood of being searched by police. Similarly, police officers rationally decide whether to search a motorist based on visible indicators of guilt and an expectation of the likelihood that a given motorist might have contraband. According to the model, a demographic group of motorists would be searched by police more often than white non-Hispanic motorists if they were more likely to carry contraband. However, the higher level of searches should be exactly proportional to the higher propensity for this group to carry contraband. Thus, in the absence of racial animus, we should expect the rate of successful searches (i.e. the hit-rate) to be equal across different demographic groups regardless of differences in their propensity to carry contraband. [6] In this test, discrimination is interpreted as a preference for searching minority motorists that shows up statistically as a lower hit-rate relative to Caucasian motorists. Note that this test inherently says nothing about disparate treatment in the decision to stop motorists as it is limited in scope to vehicular searches.

In short, we move forward with the overall goal of identifying the statistically significant racial and ethnic disparities in Connecticut policing data. A variety of statistical tests are applied to the data in the hope of providing a comprehensive approach based on the lessons learned from academic and policy applications. Our explanations of the mechanisms and assumptions that underlie each of the tests are intended to provide policymakers and the public with enough information to assess the data and draw their own conclusions from the findings.

Finally, we emphasize the message that any statistical test is only truly capable of identifying racial and ethnic disparities. Such findings provide a mechanism to indicate possible racial profiling but they cannot, without further investigation, provide sufficient evidence that racial profiling exists.

[6] Although some criticism has risen concerning the technique and extensions have suggested that more disaggregated groupings of searches be used in the test, the ability to implement such improvements is limited by the small overall sample of searches in a single year of traffic stops. Despite these limitations, the hit-rate analysis is still widely applied in practice and contributes to the overall understanding of post-stop police behavior in Connecticut.

II: CHARACTERISTICS OF TRAFFIC STOP DATA

This section examines general patterns of traffic enforcement activities in Connecticut for the study period of January 1, 2018 to December 31, 2018. Statewide and agency activity information can be used to identify variations in traffic stop patterns to help law enforcement and local communities understand more about traffic enforcement. Although some comparisons can be made between similar communities, we caution against comparing agencies' data in this section of the report. Please note that the tables included in this report present information from only a limited number of departments. Complete tables for all agencies are included in the technical appendix.

In Connecticut, more than 508,000 traffic stops were conducted during the 12-month study period. Almost 69% of the total stops were conducted by the 94 municipal police departments, 29% of the total stops were conducted by state police, and the remaining 2% of stops were conducted by other miscellaneous policing agencies. Figure 2.1 shows the aggregate number of traffic stops by month along with each demographic category. As can be seen below, the volume of traffic stops has a seasonal variation pattern. However, the proportion of minority stops remained relatively consistent across the year.

Figure 2. 1: Aggregate Traffic Stops by Month of the Year

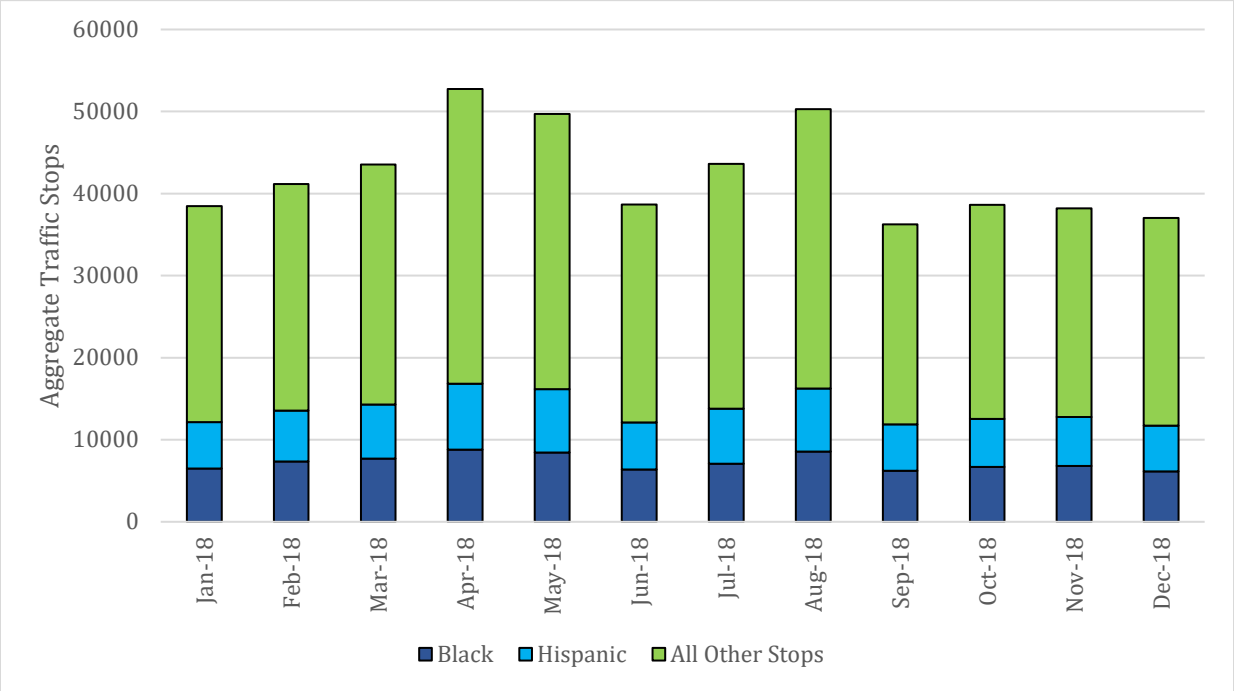


Figure 2.2 displays traffic stops by time of day for the entire analysis period. As can be seen from the figure, the total volume of traffic stops fluctuates significantly across different times of the day. The highest hourly volume of traffic stops in the sample occurred from five to six in the evening and accounted for 7.2% of all stops. It is not surprising that the volume of traffic stops increases between these hours as this is a peak commuting time in Connecticut. The lowest volume of traffic stops occurred between four and five in the morning and continued at a suppressed level during the morning commute. The low level of traffic stops during the morning commute is likely due to an

interest in maintaining a smooth flow of traffic during these hours. Discretionary traffic stops might be less likely to be made during these hours relative to others in the sample.

The evening commute, in contrast to the morning commute, represents a period when a significant proportion of traffic stops are made. The surge seen between the hours of four and seven at night represents the most significant period of traffic enforcement. In aggregate, stops occurring between these hours represented 19.5% of total stops. Interestingly, there seems to be a significant correlation between the proportion of minority stops and the overall volume of stops. In particular, the share of Hispanic and Black stops increase when the total volume of stops decrease.

Figure 2. 2: Aggregate Traffic Stops by Time of Day

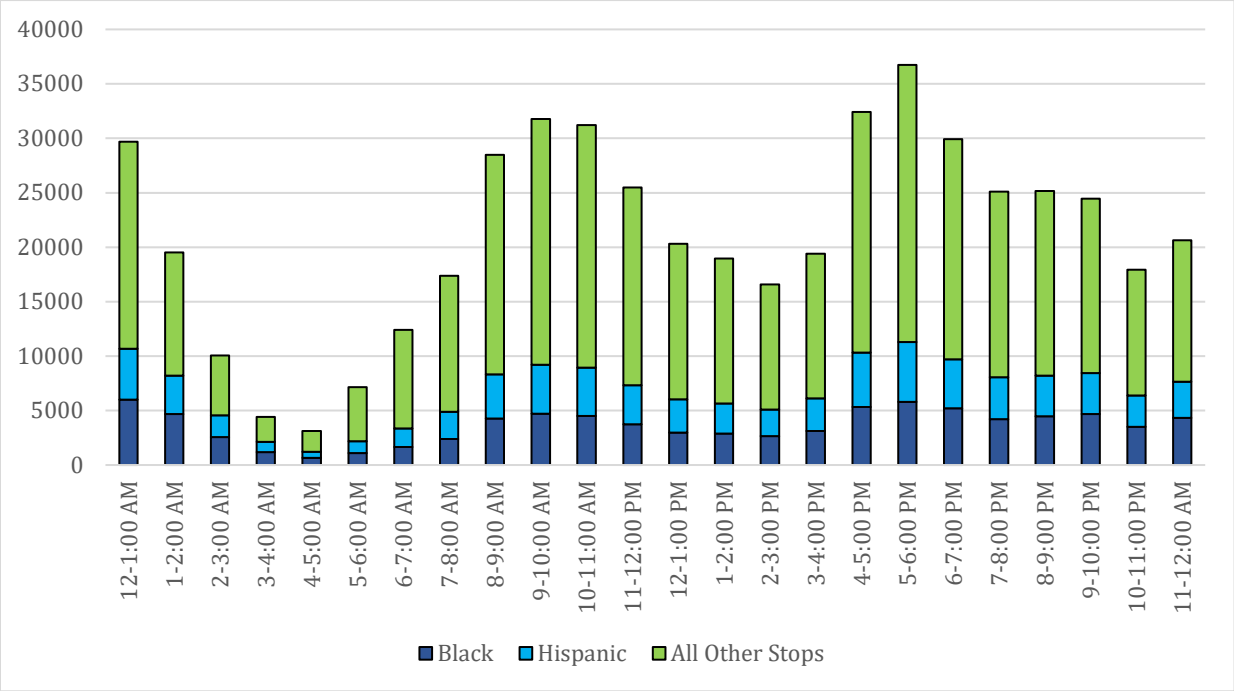
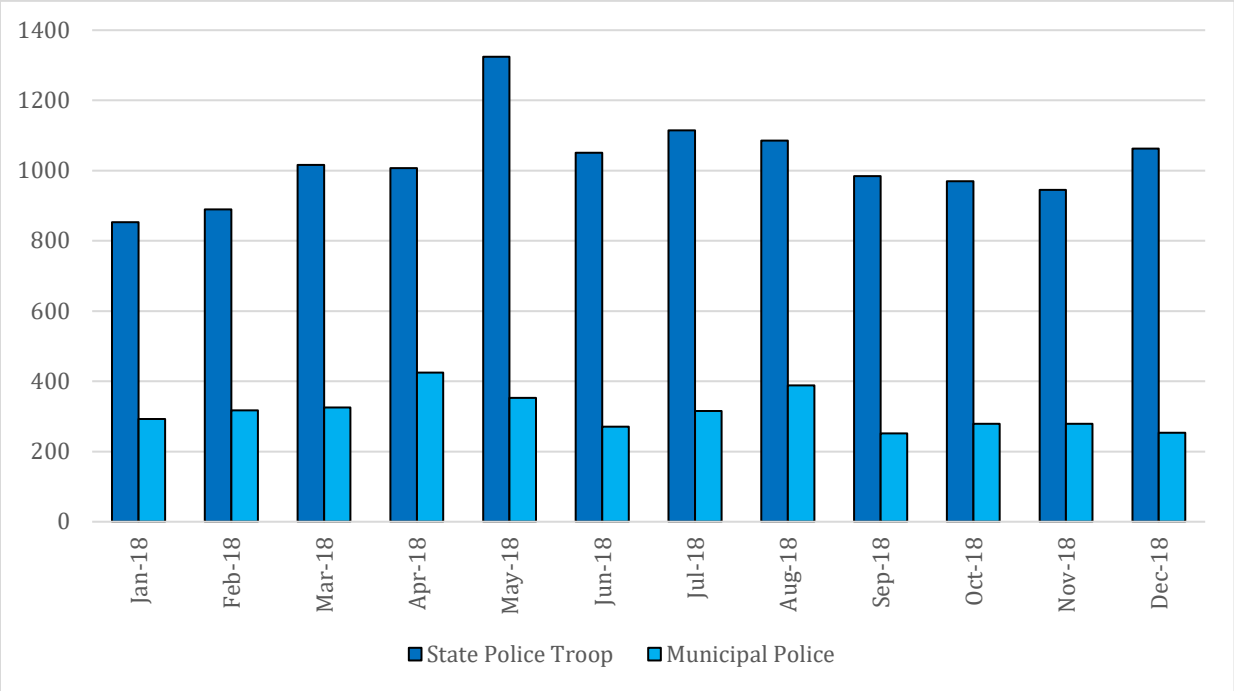


Figure 2.3 illustrates the average number of traffic stops by month for municipal police agencies and the state police. The data illustrates a fairly stable pattern of municipal traffic stop enforcement with the average number of traffic stops ranging from 252 to 425 each month for each agency. State police traffic stops are less stable by month relative to the municipal departments and range from a low of 853 to a high of 1324. This may be due to the nature of state police traffic enforcement activity that fluctuates for a variety of reasons including enforcement campaigns around the holidays.

Figure 2. 3: Average Number of Traffic Stops by Month for Police Agencies



The level of and reason for traffic stop enforcement varies greatly across agencies throughout the state for a number of reasons. For example, some enforcement is targeted to prevent accidents in dangerous areas, combat increased criminal activity, or respond to complaints from citizens. Those agencies with active traffic units produce a higher volume of traffic stops. The rate of traffic stops per 1,000 residents in the population helps to compare the stop activity between agencies. The five municipal police agencies with the highest stop rate per 1,000 residents are Windsor, Old Saybrook, Westport, Ridgefield, and Orange. Conversely, Middlebury, Shelton, North Branford, Bridgeport and Suffield have the lowest rate of stops per 1,000 residents. Table 2.1 shows the distribution of stops for the highest and lowest level of enforcement per 1,000 residents for police agencies. All department results are contained in the Table B.1 of Appendix B.

Table 2. 1: Municipal Police, Highest and Lowest Rates of Traffic Stops

Town Name	16+ Population*	Traffic Stops	Stops per 1,000 Residents
Connecticut	2,825,946	508,361	180
Municipal Departments with the Highest Rate of Traffic Stops			
Windsor	23,222	10,535	454
Old Saybrook	8,330	2,971	357
Westport	19,410	6,789	350
Ridgefield	18,111	6,235	344
Orange	11,017	3,772	342
Municipal Departments with the Lowest Rate of Traffic Stops			
Middlebury	5,843	81	14
Shelton	32,010	534	17
North Branford	11,549	193	17
Bridgeport	109,401	4,188	38
Suffield	10,782	489	45

* The population 16 years of age and older was obtained from the United States Census Bureau 2010 Decennial Census.

Table 2.2 presents some basic demographic data on persons stopped in Connecticut between January 1, 2018 and December 31, 2018. Nearly two-thirds (62.8%) of drivers stopped were male and the vast majority of drivers (85%) were Connecticut residents. Of the stops conducted by police departments other than state police, 87% were Connecticut residents. Of the stops made by state police, 79% were Connecticut residents. About one-third (37%) of drivers stopped were under the age of 30 compared to 25% over 50. The vast majority of stops in Connecticut were White Non-Hispanic drivers (64.6%);17.1% were Black Non-Hispanic drivers; 15.2% were Hispanic drivers; and 3.1% were Asian/Pacific Islander Non-Hispanic and American Indian/Alaskan Native Non-Hispanic drivers.

Table 2. 2: Statewide Driver Characteristics

Race and Ethnicity		Gender		Residency		Age	
White	64.6%	Male	62.8%	CT Resident	85.0%	16 to 20	8.0%
						21 to 30	28.6%
Black	17.1%					31 to 40	21.8%
						41 to 50	16.9%
Hispanic	15.2%	Female	37.2%	Non-Resident	15.0%	51 to 60	14.6%
						Older than 61	10.1%
Other	3.1%						

Table 2.3 presents data on the characteristics of the traffic stops in the state. Most traffic stops were made for a violation of the motor vehicle laws (88 percent) as opposed to a stop made for an investigatory purpose or motorist assist. The most common violation drivers were stopped for was speeding (28 percent). After a driver was stopped, over 40% were given a ticket while most of the remaining drivers received some kind of a warning (52%). Statewide, less than 1 percent of traffic stops resulted in the arrest of a driver and only 3 percent of stops resulted in a search being conducted.

Table 2. 3: Statewide Stop Characteristics

Classification of Stop		Basis for Stop	
Motor Vehicle Violation	88.0%	Speeding	28.0%
Equipment Violation	9.9%	Registration	9.8%
Investigatory	2.1%	Defective Lights	9.2%
Outcome of Stop		Cell Phone	8.2%
Uniform Arrest Report	0.8%	Misc. Moving Violation	7.5%
Misdemeanor Summons	5.4%	Traffic Control Signal	7.5%
Infraction Ticket	40.9%	Stop Sign	7.5%
Written Warning	13.9%	STC Violation	6.5%
Verbal Warning	37.6%	Seatbelt	3.1%
No Disposition	1.4%	Display of Plates	2.9%
Vehicles Searched	3.2%	All Other	9.8%

In addition to the difference in the volume of traffic stops across communities, agencies stopped drivers for a number of different reasons. Police record the statutory reason for stopping a motor vehicle for every stop. Those statutes are then sorted into 15 categories from speeding to registration violation to stop sign violation. For example, all statutory violations that are speed related are categorized as speeding. Although speeding is the most often cited reason for stopping a motor vehicle statewide, the results vary by jurisdiction.

The average municipal police department stops for speeding violations was 26% compared to the state police average of 34%. Due to the nature of state police highway operations, it is reasonable that its average for speeding is higher. In Middlebury, Portland, Thomaston, Weston, Ledyard, Bethel, Redding, Suffield, Ridgefield, Windsor Locks, Simsbury, Avon, and Guilford, more than 50% of the traffic stops were for speeding violations. On the other hand, the State Capitol Police, Yale University, Eastern Connecticut State University, and Orange stopped drivers for speeding less than 5% of the time. The three special police agencies (Yale, ECSU, and State Capitol Police) have limited jurisdiction and it is reasonable that they are not stopping a high percentage of drivers for speeding violations. Table 2.4 shows the top 10 departments where speeding (as a percentage of all stops) was the most common reason for the traffic stop. All department results are contained in the Table B.2 of Appendix B.

Table 2. 4: Highest Speeding Stop Rates across All Departments

Department Name	Total Stops	Speeding Violations
Western CT State University	42	76.2%
Middlebury	81	72.8%
Portland	873	66.1%
Thomaston	1,756	62.5%
Weston	365	61.6%
Ledyard*	2,959	59.2%
CSP Headquarters	15,872	55.5%
Bethel	3,345	55.2%
Redding	1,609	54.2%
Suffield	489	53.8%

Registration violations have been cited as a low discretion reason for stopping a motor vehicle, particularly due to the increased use of license plate readers to detect registration violations. Statewide, 9.8% of all traffic stops are for a registration violation. Table 2.5 presents the top 10 departments with the highest percentage of stops for registration violations. All department results are contained in the Table B.3 of Appendix B.

Table 2. 5: Highest Registration Violation Rates across All Departments

Department Name	Total Stops	Registration Violations
Easton	1,011	23.7%
Stratford	3,920	23.6%
Branford	4,835	23.1%
Troop B	5,016	22.7%
West Haven	7,871	22.1%
Farmington	4,516	21.6%
North Branford	193	20.2%
Shelton	534	20.0%
Troop L	8,417	19.4%
Troop G	13,213	19.3%

The Connecticut Department of Transportation and the National Highway Safety Administration work together every year to fund a variety of different driver safety campaigns. Some of the campaigns that we are most familiar with include: “Click it or Ticket,” “Drive Sober or get Pulled Over,” and “Move Over.” Each year law enforcement agencies receive federal grants to fund targeted traffic safety campaigns. Over the past few years there has been an increase in federal funding for distracted driver campaigns. This past year, Connecticut continued to see a significant number of traffic stops for distracted driving. Stops as the result of a cell phone violation are the fourth most common reason for stopping a driver. Statewide, 8% of all stops were the result of a cell phone violation and this rate varies across departments. Table 2.6 presents the top 10 departments with the highest percentage of stops for cell phone violations. All department results are contained in the Table B.4 of Appendix B.

Table 2. 6: Highest Cell Phone Violation Rates across All Departments

Department Name	Total Stops	Cell Phone Violations
Danbury	7,133	34.7%
Canton	653	24.5%
Stamford	15,505	22.3%
Plymouth	1,809	21.0%
Brookfield	2,117	20.6%
West Hartford	6,047	20.6%
Westport	6,789	20.3%
Meriden	2,193	18.7%
Hamden	8,049	17.9%
Naugatuck	3,555	15.9%

Some Connecticut residents have expressed concern about the stops made for violations that are perceived as more discretionary in nature; therefore, potentially making the driver more susceptible to possible police bias. Those stops are typically referred to as pretext stops and might include stops for defective lights, excessive window tint, or a display of plate violation each of which, though a possible violation of state law, leaves the police officer with considerable discretion with respect to actually making the stop. A statewide combined average for stopping drivers for any of these violations is 13.6%. Sixty municipal police departments exceeded that statewide average. The departments with the highest percentage of stops conducted for these violations are Winsted (42.4%), State Capitol Police (42.2%), West Haven (33.6%), Middletown (30.5%), and Plainfield (29.1%).

In communities with a larger proportion of stops due to these violations, it is recommended that the departments be proactive in discussing the reasons for these stops with members of the community and examine for themselves whether or not such stops produce disparate enforcement patterns.

Many have argued that it is difficult for police to determine the defining characteristics about a driver prior to stopping and approaching the vehicle. Similar to variations found across departments for the reason for the traffic stop, there are variations that occur with the outcome of the stop. These variations illustrate the influence that local police departments have on the enforcement of state traffic laws. Some communities may view infraction tickets as the best method to increase traffic safety, while others may consider warnings to be more effective. This analysis should help police departments and local communities understand their level and type of traffic enforcement when compared to other communities.

Less than half (41%) of drivers stopped in Connecticut received an infraction ticket, while 52% received either a written or verbal warning. Individual jurisdictions varied in their post-stop enforcement actions. Danbury issued infraction tickets in 66% of all traffic stops, which is the highest in the state. Middlebury only issued infraction tickets in 2.5% of all traffic stops, which is the lowest rate in the state. For state police, officers not assigned to a troop issued the highest infractions (90%) and Troop L issued the lowest number of infractions (49%). Table 2.7 presents the highest infraction rates across all departments. All department results are contained in the Table B.5 of Appendix B.

Table 2. 7: Highest Infraction Rates across All Departments

Department Name	Total Stops	Infraction Ticket
Highest Municipal Departments		
Danbury	7,133	66.4%
East Hartford	6,742	55.9%
Branford	4,835	55.8%
Fairfield	8,422	52.4%
Trumbull	2,374	51.7%
Meriden	2,193	51.4%
Bridgeport	4,188	50.1%
Norwalk	5,935	49.6%
New Haven	13,618	48.9%
Hartford	13,770	48.6%
Highest State Police Troops		
CSP Headquarters	15,872	90.0%
Troop C	17,684	70.1%
Troop E	13,289	70.1%
Troop H	12,337	69.4%
Troop G	13,213	68.4%

On the other hand, Middlebury issued warnings 94% of the time (the highest rate) and East Hartford issued warnings 27% of the time (the lowest rate). For state police, Troop L issued the highest percentage of warnings (41%) and the group of officers not assigned to a troop issued the lowest percentage of warnings (6.6%). Table 2.8 presents the highest warning rates across all departments. All department results are contained in the Table B.6 of Appendix B.

Table 2. 8: Highest Warning Rates across All Departments

Department Name	Total Stops	Resulted in Warning
Highest Municipal Departments		
Western CT State University	42	97.6%
Middlebury	81	93.8%
Seymour	4,225	91.0%
State Capitol Police	154	90.3%
Portland	873	90.0%
Torrington	6,607	89.6%
Weston	365	89.3%
Redding	1,609	88.9%
Wolcott	752	87.6%
Winsted	1,436	87.3%
Highest State Police Troops		
Troop L	8,417	41.4%
Troop B	5,016	38.0%
Troop K	12,975	32.4%
Troop A	15,153	29.5%
Troop I	8,392	29.4%

Statewide, less than 1% of all traffic stops resulted in the driver being arrested. As with infraction tickets and warnings, municipal departments varied in the percentage of arrests associated with

traffic stops. The Groton Town Police Department issued the most uniform arrest reports from a traffic stop, with 3.5% of all stops resulting in an arrest. Wallingford and Vernon also arrested more than 3% of all drivers stopped. The variation in arrest rates for state police is much smaller across troop levels. Table 2.9 presents the highest arrest rates across all departments. All department results are contained in the Table B.7 of Appendix B.

Table 2. 9: Highest Arrest Rates across All Departments

Department Name	Total Stops	Arrests
Groton Town	5,280	3.5%
Wallingford	6,283	3.4%
Vernon	3,014	3.1%
Waterbury	5,479	2.9%
New London	3,754	2.9%
Willimantic	2,756	2.6%
Middletown	3,174	2.4%
Stratford	3,920	2.4%
Norwich	3,882	2.2%
Milford	3,132	2.2%

Rarely do traffic stops in Connecticut result in a vehicle being searched. During the study period, only 3.2% of all traffic stops resulted in a search. Although searches are rare in Connecticut, they do vary across jurisdictions and the data provides information about enforcement activity throughout the state. When they search a vehicle, officers must report the supporting legal authority, and whether contraband was found. Forty departments exceeded the statewide average for searches, but the largest disparity was found in Waterbury (18.8%), Stratford (17.2%), and Vernon (13.3%). Of the remaining departments, 16 searched vehicles more than 5% of the time, 21 searched vehicles between 3.2 % and 5% of the time, and the remaining departments searched vehicles less than 3.2% of the time. Of the State Police Troops, only Troop G exceeded the statewide average for searches with 4.0% of all stops resulting in a search. Table 10 presents the highest search rates across all departments. All department results are contained in the Table B.8 of Appendix B.

Table 2. 10: Highest Searches Rates across All Departments

Department Name	Total Stops	Resulted in Search
Highest Municipal Departments		
Waterbury	5,479	18.8%
Stratford	3,920	17.2%
Vernon	3,014	13.3%
Derby	1,290	12.9%
Norwich	3,882	11.5%
Bridgeport	4,188	11.2%
Middletown	3,174	10.6%
Yale University	992	9.6%
Trumbull	2,374	8.8%
Willimantic	2,756	8.6%

III: ANALYSIS OF TRAFFIC STOPS, VEIL OF DARKNESS

The Veil of Darkness tests police traffic stop data for evidence of racial and ethnic disparities using variation in solar visibility The test operates under the key assumption that police officers are marginally better able to observe the race and ethnicity of motorists during daylight relative to darkness (Grogger and Ridgeway 2006; Ridgeway 2009; Horace and Rohlin 2018; Kalinowski et al. 2017, 2019a, 2019b).[7] The test relies on seasonal variation in the timing of sunset as well as the discrete daylight savings time shift to compare stops made at the same time in darkness versus daylight. The advantage of this methodology, relative to population-based benchmarks, is that it does not require any assumptions about the underlying risk-set of motorists on the roadway. Rather, the test presumes that the composition of motorists does not vary in response to changes in visibility.[8] Within a fixed window when the timing of sunset varies throughout the year, the racial composition of stops in darkness is used as a counterfactual for stops in daylight, i.e. when officers can better observe race.

More specifically, the Veil of Darkness test evaluates whether there exist statistically significant disparities in the likelihood that a stopped motorist is a minority during daylight relative to darkness. As detailed explicitly in Appendix A.2, Grogger and Ridgeway (2006) illustrate that under certain conditions the odds-ratio of a stopped motorist being a minority in daylight vs. darkness is equivalent to the odds-ratio that a minority motorist is stopped during daylight vs. darkness. In a practical context, these assumptions are that variation in travel and enforcement patterns (abject of discrimination) do not change differentially by race in response to daylight. To ensure that these conditions are met, the estimates condition on time and day of week. To further control for inherent differences in daylight and darkness, the sample is restricted to the inter-twilight window, a period of time during the day when solar visibility varies throughout the year (i.e. between the earliest eastern sunset and the latest western end to civil twilight). Conveniently, this window of time falls within the evening commute where we might expect the risk-set of motorists to be less susceptible to seasonal variation.

III.A: AGGREGATE ANALYSIS WITH VEIL OF DARKNESS, 2018

Table 3.1 presents the results from the *Veil of Darkness* test applied at the state-level during the inter-twilight window. These results were estimated using Equation 4 of Appendix A.2 with the standard errors clustered by department. The estimates include controls for hour, day of week, and department fixed-effects. The estimates rely on four definitions of race/ethnicity that are compared to Caucasian non-Hispanics and annotated accordingly. The minority definitions across each

[7] Applications of the so-called Veil of Darkness (herein the "Veil of Darkness") method include: Grogger and Ridgeway (2006) in Oakland, CA; Ridgeway (2009) in Cincinnati, OH; Ritter and Bael (2009) and Ritter (2017) in Minneapolis, MN; Worden et al. (2010; 2012) in Syracuse, NY while Horace and Rohlin (2016) in Syracuse, NY; Renauer et al. (2009) in Portland, OR; Taniguchi et al. (2016a, 2016b, 2016c, 2016d) in Durham, Greensboro, Raleigh, and Fayetteville; Masher (2016) in New Orleans, LA; Chanin et al. (2016) in San Diego, CA; Ross et al. (2015; 2016; 2017a; 2017b) in Connecticut and Connecticut; Criminal Justice Policy Research Institute (2017) in Corvallis PD, OR; Milyo (2017) in Columbia, MO; Smith et al. (2017) in San Jose, CA; and Wallace et al. (2017) in Maricopa, AZ.

[8] Note that this assumption allows for differential rates of traffic stops to exist across races and the potential for differences in guilt and driving behavior.

specification are not mutually exclusive in that the first specification includes all non-Caucasian motorists (regardless of ethnicity) while the third includes all Hispanic motorists (regardless of race). The second specification is restricted to only Black motorists (regardless of ethnicity, i.e. a subset of the first specification) and the fourth specification includes both Black and Hispanic motorists (i.e. combines the second and third specifications). The omitted control group across all specifications include only stops made of motorists who were observed to be Caucasian and non-Hispanics.

As shown below, the Hispanic coefficient estimate is statistically significant and positive while the coefficient on Black is negative but also statistically significant. Thus, we observe that there is an increase in the odds that a stopped motorist is Hispanic in daylight relative to darkness. As previously mentioned and discussed in detail in Appendix A.2, we should expect that (under the assumption of a constant relative risk-set) there will be a direct correspondence between changes to the odds-ratio for stopped motorists and that of motorists at risk of being stopped. A positive change in the odds that a minority motorist is stopped during daylight is thus indicative of discrimination. However, we also note that Kalinowski et al. (2017) report evidence suggesting that a negative and significant coefficient estimate may also indicate the presence of discrimination. Although the precision of these results increase when officer fixed-effects are included (Appendix C, Table C.1) but they do not withstand restricting the sample to moving violations (Table 3.4 and Appendix C, Table C.4). Not only do the estimates become statistically imprecise when only moving violations are examined but the coefficients approach zero. We interpret this as evidence that any disparity in Table 3.1 are due to a correlation between race/ethnicity, daylight, and different types of enforcement (equipment, seatbelt, and cellphone violations). Although such a correlation could potentially be the result of disparate treatment on the part of the police, it is impossible to disentangle the motivation for such behavior using this particular test.

Table 3. 1: Logistic Regression of Minority Status on Daylight with Department Fixed-Effects, All Traffic Stops 2018

LHS: Minority Status		Non-Caucasian	Black	Hispanic	Black or Hispanic
Daylight	Coefficient	-0.030	-0.046*	0.061***	0.002
	Standard Error	(0.023)	(0.025)	(0.020)	(0.017)
Sample Size		107014	102930	100181	121096
Pseudo R^2		0.136	0.167	0.115	0.141

Note 1: The coefficients are presented as log odds-ratios along with standard errors clustered at the department level. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: All specifications include controls for time of the day, day of the week, analysis year, and department fixed-effects.
Note 3: Sample includes all traffic stops made during the inter-twilight window in 2018.

Table 3.2 presents the results estimated from the subsample of all municipal police departments during the inter-twilight window in 2018. Here, we only find evidence a statistically significant negative disparity for Black motorists in the aggregate subsample of municipal departments. As mentioned, Kalinowski et al. (2017) report evidence suggesting that a decrease in the stop rate of minority motorists during daylight can be associated with discrimination but the data are not sufficient to conduct the additional tests necessary to make that determination. Results from applying a series of robustness tests are generally inconsistent and statistically insignificant. These additional results include restricting the sample to moving violations (Table 3.5) and officer rather than department fixed-effects (Appendix C, Table C.2), and the combination these specifications (i.e. officer fixed-effects with the sample of moving violations, Appendix C, Table C.5).

Table 3. 2: Logistic Regression of Minority Status on Daylight, Municipal Traffic Stops 2018

LHS: Minority Status		Non-Caucasian	Black	Hispanic	Black or Hispanic
Daylight	Coefficient	-0.059**	-0.068**	0.024	-0.030
	Standard Error	(0.028)	(0.029)	(0.028)	(0.025)
Sample Size		75514	72981	70418	87219
Pseudo R^2		0.152	0.179	0.123	0.146

Note 1: The coefficients are presented as log odds-ratios along with standard errors clustered at the department level. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: All specifications include controls for time of the day, day of the week, analysis year, and department fixed-effects.
Note 3: Sample includes all traffic stops made during the inter-twilight window in 2018.

Table 3.3 presents the results estimated from a subsample of all State Police troops during the inter-twilight window in 2018. The standard errors are clustered by troop and the results include controls for hour, day of week, and troop. The coefficient estimates on daylight are all positive but only statistically significant at a level above 95 percent for the Hispanic and combined Black or Hispanic categories. Results similar in magnitude and with comparably sized standard errors were found through the application of several robustness checks including restricting the sample to moving violations (Table 3.6), officer rather than department fixed-effects (Appendix C, Table C.3), and the combination these alternative specifications (Appendix C, Table C.6). We note that this disparity could be the product of explicit or implicit police discrimination as well as remaining unobserved changes to speed enforcement that are correlated with both race/ethnicity and daylight.

Table 3. 3: Logistic Regression of Minority Status on Daylight, State Police Traffic Stops 2018

LHS: Minority Status		Non-Caucasian	Black	Hispanic	Black or Hispanic
Daylight	Coefficient	0.052	0.024	0.214***	0.112***
	Standard Error	(0.041)	(0.045)	(0.043)	(0.034)
Sample Size		29836	28395	28352	32061
Pseudo R^2		0.064	0.082	0.065	0.079

Note 1: The coefficients are presented as log odds-ratios along with standard errors clustered at the department level. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: All specifications include controls for time of the day, day of the week, analysis year, and department fixed-effects.
Note 3: Sample includes all traffic stops made during the inter-twilight window in 2018.

As mentioned, the prior set of results aggregate all traffic stops across multiple departments and should be considered an average treatment effect which has been estimated from quasi-random variation in the timing of sunset. Although the results from this section indicate statistically significant disparity in the rate of minority traffic stops, they do not identify the specific underlying department(s) that are potentially driving the disparity. The results of a department-level analysis are presented in a later section and better identify the source of specific department-wide disparities. However, the next section provides an additional set of robustness checks using a select sample of moving violations. As will be discussed subsequently, these robustness checks are necessary because certain types of stops (e.g. headlight, seatbelt, and cell phone violations) may be correlated with darkness and race/ethnicity. Thus, including these types of stops could potentially bias the coefficient estimates towards zero and makes it less likely that we would detect discrimination.

III.B: AGGREGATE ROBUSTNESS CHECKS WITH VEIL OF DARKNESS, 2018

This section presents a robustness check on the initial specification using a more restrictive subsample of just moving violations. As mentioned, an analysis using all violations is potentially biased by specific violations that are correlated with visibility and race/ethnicity. To see why this might be a problem, imagine that minority motorists are more likely to have a broken head or tail light and that these violations are only observable to police during darkness. In that instance, comingling equipment violations with other moving violations might make it likely that more minorities stopped at night. Even in the presence of discrimination, these types of violations might have a large enough effect to bias the test statistic towards zero. In contrast, cellphone and seatbelt violations have the potential to bias the results upward if they are only observable to police in daylight and also correlated with race/ethnicity. Since both of these scenarios seem reasonable and the net effect of the bias is unclear, a reasonable robustness check is to simply limit the sample of traffic stops to moving violations.

Table 3.4 presents the aggregate results estimated from a sample of moving violations made during the inter-twilight window in 2018. As before, these results were estimated with the standard errors clustered by department and include controls for hour, day of week, and department. Relative to Table 3.1, the significant negative result for Black motorists and the significant positive result for Hispanic motorists have both become much less precise. The coefficient estimate for both these results have moved closer towards zero. In general, this robustness check suggests that the prior results may have been driven entirely by a correlation between certain types of violations, daylight, and race/ethnicity. Adding a high-dimensional set of officer fixed-effects (Appendix C, Table C.4) yields very similar results and actually pushes the coefficient estimates even closer to zero. As mentioned previously, these are aggregate estimates and specific departments in the sample may still show evidence of a disparity which is mitigated by the aggregation.

Table 3. 4: Logistic Regression of Minority Status on Daylight with Department Fixed-Effects, All Moving Violations 2018

LHS: Minority Status		Non-Caucasian	Black	Hispanic	Black or Hispanic
Daylight	Coefficient	0.007	-0.028	0.014	-0.013
	Standard Error	(0.025)	(0.027)	(0.028)	(0.021)
Sample Size		59919	57260	55532	65487
Pseudo R^2		0.123	0.158	0.101	0.129

Note 1: The coefficients are presented as log odds-ratios along with standard errors clustered at the department level. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: All specifications include controls for time of the day, day of the week, analysis year, and department fixed-effects.
Note 3: Sample includes all moving violations made during the inter-twilight window in 2018.

Table 3.5 presents the aggregate results estimated from a sample of municipal moving violations made during the inter-twilight window in 2018. As before, these results were estimated with the standard errors clustered by department and include controls for hour, day of week, and department. With the exception of the marginally significant coefficient for the combined Black or Hispanic specification, these results generally indicate no statistically significant disparity. Adding a high-dimensional set of officer fixed-effects (Appendix C, Table C.5) does little to increases the precision of the estimates and actually pushes the coefficient estimates towards zero. As before, we note that

these are aggregate estimates and specific departments in the sample may still show evidence of a disparity which is mitigated by the aggregation.

Table 3. 5: Logistic Regression of Minority Status on Daylight, Municipal Moving Violations 2018

LHS: Minority Status		Non-Caucasian	Black	Hispanic	Black or Hispanic
Daylight	Coefficient	-0.025	-0.046	-0.039	-0.050*
	Standard Error	(0.032)	(0.032)	(0.035)	(0.028)
Sample Size		40322	38814	37427	45007
Pseudo R^2		0.150	0.181	0.116	0.146

Note 1: The coefficients are presented as log odds-ratios along with standard errors clustered at the department level. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: All specifications include controls for time of the day, day of the week, analysis year, and department fixed-effects.
Note 3: Sample includes all moving violations made during the inter-twilight window in 2018.

Table 3.6 presents the results from the subsample of State Police moving violations during the inter-twilight window. As before, these results were estimated with the standard errors clustered by State Police troops and include controls for hour, day of week, and department. The coefficient estimates are positive across all groupings but only significant for Hispanic motorists. This indicates that the findings from Table 3.3 are robust to this subsample restriction and that the odds a minority motorist is stopped increases in daylight. We also find that the precision remains stable when a high dimensional set of officer fixed-effects are added (see Appendix C, Table C.6) but that the coefficient estimates move marginally closer to zero. Since the patrol areas of State Police troopers varies widely even within individual troops, this finding is not entirely surprising and does indeed suggest the presence of a disparity. As before, we note that this disparity could be the product of explicit or implicit police discrimination as well as remaining unobserved changes to speed enforcement that are correlated with both race/ethnicity and daylight.

Table 3. 6: Logistic Regression of Minority Status on Daylight, State Police Moving Violations 2018

LHS: Minority Status		Non-Caucasian	Black	Hispanic	Black or Hispanic
Daylight	Coefficient	0.096*	0.037	0.163**	0.090*
	Standard Error	(0.052)	(0.056)	(0.064)	(0.052)
Sample Size		18780	17692	17422	19612
Pseudo R^2		0.052	0.067	0.041	0.057

Note 1: The coefficients are presented as log odds-ratios along with standard errors clustered at the department level. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: All specifications include controls for time of the day, day of the week, analysis year, and department fixed-effects.
Note 3: Sample includes all moving violations made during the inter-twilight window in 2018.

The results presented in the state-level analysis provide strong evidence that a disparity exists in the rate of minority traffic stops by State Police departments in 2018. Although restricting the sample to moving violations reduces our estimation power, we still found that daylight had a positive effect on the odds that a Hispanic motorist is stopped by police. Thus, we conclude that minority motorists are disproportionately more likely to be stopped by State Police during periods of daylight suggesting possible adverse treatment. In the preceding section, the test will be applied to both individual municipal departments and State Police troops.

III.C: DEPARTMENT ANALYSIS WITH VEIL OF DARKNESS, 2018

The analysis presented at the state-level shows that the odds a stopped motorist is a minority increases in daylight relative to darkness. As noted in the introduction and detailed in Appendix A.2, we can directly attribute this disparity to a change in the odds that a minority motorist is stopped in daylight relative to darkness under reasonable assumptions about the counterfactual. By construction, the aggregate analysis from Section III.A and III.B does not investigate the source of these disparities in terms of specific municipal police departments or State Police troops. The analysis presented in this section seeks to better identify the sources of that disparity by running the same test for individual departments and State Police troops.

In this section, we estimate Equation 4 of Appendix A.2 separately for each municipal department and State Police troops. We calculate robust standard errors and include a vector of controls for hour, day of week, and department. We identify departments and State Police troops with a disparity that is statistically significant at the 95 percent level in either of the Hispanic or Black alone minority groups. The full set of results can be found in Table C.7 of Appendix C. Although we do not include officer fixed or restrict the sample to moving violations here, Appendix C, Tables C.8, C.9 and C.10 contain results with these more rigorous specifications. As discussed in detail below, we annotate those departments (with a +) that do not withstand the scrutiny of the robustness checks.

Table 3.7 presents the results from estimating the Veil of Darkness test statistic for individual departments using the 2018 sample. There were three municipal departments and one State Police troop found to have a disparity that was statistically significant at the 95 percent level in the Black or Hispanic categories and which had a false discovery rate below 10 percent. However, only two of these disparities persisted through the majority of the robustness checks which included officer fixed-effects, the moving violation subsample, and the combination of these specifications. In particular, the results for Hartford became less precise when the sample was restricted to just moving violations while Torrington lacked sufficient moving violations in the inter-twilight window to carry out that robustness check. Our results indicate that minority motorists are more likely to be stopped by police in daylight by the Bridgeport police department as well as Troop K. Both Hartford and Torrington also potentially show a disparity on this test, but the data prevents us from confidently assessing robustness in a manner sufficient to warrant formal identification.

Table 3. 7: Logistic Regression of Minority Status on Daylight, Select Department Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Bridgeport	Coefficient	0.175***	0.175***	-0.136+++	0.048
	Standard Error	(0.027)	(0.028)	(0.048)	(0.034)
	P-Value	0.001	0.001	0.004	0.150
	Q-Value	0.001	0.001	N/A	0.488
	Effective Sample	924	904	688	1255
	Pseudo R2	0.017	0.017	0.028	0.016

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
CSP Troop K	Coefficient	0.140	-0.025	0.507***	0.268++
	Standard Error	(0.127)	(0.137)	(0.158)	(0.119)
	P-Value	0.266	0.856	0.001	0.025
	Q-Value	0.640	N/A	0.032	0.193
	Effective Sample	2831	2729	2774	3000
	Pseudo R2	0.008	0.006	0.016	0.008
Hartford +	Coefficient	0.268+	0.275+	0.395***	0.326++
	Standard Error	(0.156)	(0.157)	(0.112)	(0.140)
	P-Value	0.086	0.079	0	0.019
	Q-Value	0.400	0.400	0.001	0.184
	Effective Sample	1881	1860	1465	2842
	Pseudo R2	0.025	0.025	0.034	0.025
Torrington +	Coefficient	0.623++	0.672***	1.090***	0.890***
	Standard Error	(0.277)	(0.229)	(0.268)	(0.167)
	P-Value	0.025	0.003	0	0.001
	Q-Value	0.193	0.057	0.001	0.001
	Effective Sample	1104	1069	1116	1165
	Pseudo R2	0.017	0.019	0.041	0.029

Note 1: The coefficients are presented along with robust standard errors. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: All specifications include controls for time of the day and day of the week.
Note 3: Sample includes all traffic stops made during the inter-twilight window in 2018.
Note 4: Q-Values were estimated using a false discovery rate procedure following Simes (1986) and later refined by Benjamini and Hochberg (1995) and Benjamini and Yekutieli (2001).
+ Results are not robust across subsequent specifications.

For the one municipal department and one State Police troop identified, we conclude that there is strong evidence that a disparity exists in the rate of minority traffic stops made during high visibility conditions. One overarching observation is that the largest and most persistent disparities driving the results for the aggregate State Police and municipal analyses are likely coming from these particular jurisdictions. Although it is impossible to clearly link these observed disparities to racial profiling as the differences could be driven by policing policy or individual bad actors, these results provide strong evidence that minority motorists are being treated differently by police in these areas.

IV: ANALYSIS OF TRAFFIC STOPS, SYNTHETIC CONTROL

Traditional approaches that rely on population-based benchmarks to evaluate policing data must make a variety of very strong assumptions about the underlying risk-set of motorists. These approaches, despite their flaws, are intuitively appealing because they offer tangible easily interpreted measures of potential discrimination. This section presents the results of a synthetic control analysis which has the same intuition as traditional population-based benchmarks or relative rate/disparity indices but remains grounded in rigorous statistical theory. A synthetic control is a unique benchmark constructed for each individual department using various stop-specific and town-level demographic characteristics as captured through inverse propensity score weighting. The synthetic control is then used to assess the effect of treatment on an outcome variable(s), in this case the probability that a minority motorist is involved in a police stop.[9]

Put simply, departments differ in terms of their enforcement activity (i.e. timing of stops and types of violations ect.) and the underlying demographics of the population on the roadway. This analysis accounts for these differences by estimating a measure of similarity called a propensity score. Here, a propensity score is a measure of how similar a stop made outside a given department is to a stop made by the department being analyzed. These measures of similarity are used to weight stops when constructing an individual benchmark for each department. For example, if the department being analyzed has a high minority population and makes most of their stops on Friday nights at 7PM for speeding violations then stops made for speeding by departments with a similar residential population at this time and day will be given more weight when constructing the benchmark. This methodology ensures that there is an apples-to-apples comparison between the number of minorities stopped in a given town relative to their benchmark and allows for the interpretation of any remaining differences to be attributed to possible disparate treatment.

Weighting the observations by the inverse of the propensity score ensures that the distribution of observable characteristics is consistent between department of interest and the so-called "synthetic control". As long as these observed variables fully capture selection into treatment, inverse propensity score weighting allows for an unbiased estimate of the effect of treatment on the outcome of interest. In the present context, constructing a synthetic control using inverse propensity score weights allow for an assessment of whether specific departments are disproportionately stopping minority motorists. A detailed description of the mechanics underlining this methodology as well as the current application can be found in Appendix A.3. Generally speaking, the synthetic control approach follows a rich and extensive literature spanning the fields of statistics, economics, and public policy. The application of similar methodologies to policing data have recently entered the criminal justice literature through notable applications by McCaffrey et al. (2004), Ridgeway (2006), and Ridgeway and MacDonald (2009).

[9] In the methodological discussion here and in the appendix, the details of the estimation procedure are presented as if a single treatment effect were estimated using a single outcome variable. However, the estimates were constructed for each municipal department using four different outcome variables for the minority groupings used throughout the report

IV.A: AGGREGATE ANALYSIS WITH SYNTHETIC CONTROL, 2018

Each individual municipal police department was examined independently by weighting observations with inverse propensity scores estimated using Equation 7 of Appendix A.3. The variables used to estimate the propensity scores are detailed in Table A.2 (1) of Appendix A.3. Treatment effects were estimated using Equation 8 of Appendix A.3 for individual departments and State Police troops across four demographic subgroups relative to Caucasian non-Hispanics. As before, we identify all departments found to have a disparity that is statistically significant at the 95 percent level in either the Hispanic or Black alone minority group. The full set of results for all departments can be found in Table D.1 of Appendix D. Although we do not use doubly-robust estimation here, Table D.2 of Appendix D contains results with this more rigorous modeling specification. So-called doubly-robust estimation is when the treatment regression is estimated with the variables used to construct the propensity score also included as controls in the model. We annotate those departments (with a +) that do not withstand this more rigorous approach.

Table 4.1 presents the results from estimating treatment effects of individual departments relative to their requisite synthetic control using the 2018 sample. There were three municipal departments found to have a disparity that was statistically significant at the 95 percent level in the Black or Hispanic categories and which had a false discovery rate below 10 percent. However, these did not persist through the more restrictive modeling specification that includes doubly-robust estimation. The fact that these results did not survive doubly-robust estimation suggest that each of their control groups are poorly matched to their overall distribution of covariates.

Table 4. 1: Inverse Propensity Score Weighted Logistic Regression of Minority Status on Treatment, Select Department Traffic Stops 2018 Department

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Derby +	Coefficient	0.094***	0.098***	0.043	0.136
	Standard Error	(0.013)	(0.026)	(0.001)	(0.001)
	P-Value	0.001	0	N/A	N/A
	Q-Value	0.001	0.001	N/A	N/A
	Effective Sample	265102	265102	265102	265102
Manchester +	Coefficient	0.061++	0.048***	-0.024+	0.023
	Standard Error	(0.024)	(0.001)	(0.012)	(0.001)
	P-Value	0.010	0.001	0.050	N/A
	Q-Value	0.308	0.043	N/A	N/A
	Effective Sample	122559	122559	122559	122559
Trumbull +	Coefficient	0.146***	0.141***	0.054	0.197
	Standard Error	(0.027)	(0.043)	(0.001)	(0.001)
	P-Value	0.001	0.001	N/A	N/A
	Q-Value	0.001	0.048	N/A	N/A
	Effective Sample	213078	213078	213078	213078

Note 1: The coefficients are presented along with robust standard errors. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: Propensity scores were estimated using principal components analysis of traffic stop characteristics as well as Census data selected using the Kaiser-Guttman stopping rule. Traffic stop characteristics include time of the day, day of the week, month, department

traffic stop volume, officer traffic stop volume, and type of traffic stop. Census demographics for both the primary and border towns include retail employment, entertainment employment, commuting population, vacant housing, rental housing, median earnings, population density, gender, age, race, and ethnicity.
Note 3: Sample includes all traffic stops made by the primary department and an inverse propensity score weighted sample of all other departments from October 2013 to September 2018.
Note 4: Q-Values were estimated using a false discovery rate procedure following Simes (1986) and later refined by Benjamini and Hochberg (1995) and Benjamini and Yekutieli (2001).
+ Results are not robust across subsequent specifications.

As noted previously, none of the departments identified above persisted through the additional robustness check contained in the Table D.2 of Appendix D. However, it is impossible to determine whether these robustness checks invalidated the findings in Table 18 or whether a balanced synthetic control is impossible to construct given the unique nature of these departments. Thus, we annotate the results for those departments and caution against any undue interpretation.

V: ANALYSIS OF TRAFFIC STOPS, DESCRIPTIVE STATISTICS AND INTUITIVE MEASURES

The descriptive statistics and benchmarks presented in this section help to understand patterns in Connecticut policing data. Although these simple statistics present an intriguing story, conclusions should not be drawn from any one measure alone. The two previously applied statistical tests of racial and ethnic disparities in the policing data are based solely on the policing data itself and rely on the construction of a theoretically derived identification strategy and a natural experiment. These results have been applied by academic and police researchers in numerous areas across the country and are generally considered to be the most current and relevant approaches to assessing policing data.

In all the benchmark analysis, the demography of motorists was grouped into three overlapping categories to ensure a large enough sample size for the analysis. Much of the analysis focuses on stops made of black (Hispanic or non-Hispanic) and Hispanic motorists (any race), the analysis also was conducted for aggregated groupings of all non-white motorists (Hispanic or non-Hispanic).

V.A: STATEWIDE AVERAGE COMPARISON

Comparing town data to statewide average data is frequently the first thing the public does when trying to understand and assess how a police department may be conducting traffic stops. In this section, a comparison to the statewide average is presented alongside the context necessary to understand the information. This benchmark does provide a simple and effective way to establish a baseline for all towns from which the relative differences between town stop numbers become more apparent. A detailed explanation of the methodology can be found in Appendix A.4. The analysis presented in this report only identified the departments for which the statewide average comparison indicated the largest distances between the net stop percentage and net resident population using 10 or more points as a threshold. Tables showing the calculations for all departments, rather than just those showing distance measures of more than 10 points, can be found in Appendix E of this report. Readers should note that this section focuses entirely on departments that exceeded the statewide average for stops in these racial groups.

Comparison of Minority Drivers to the State Average

The Minority category includes all racial classifications except for white drivers. Specifically, it covers Blacks, Hispanics, Asian/Pacific Islander, American Indian/Alaskan Native, and Other Race classifications included in the census data.

For the study period from January 1, 2018 through December 31, 2018, the statewide percentage of drivers stopped by police who were identified as Minority was 35.4%. A total of 29 departments stopped a higher percentage of Minority drivers than the state average, 15 of which exceeded the statewide average by more than 10 percentage points. The statewide average for Minority residents (16+) is 25.2%. Of the 29 towns that exceeded the statewide average for Minority drivers stopped, 20 also have Minority resident populations (16+) that exceeded the statewide average.

After the stop and resident population percentages were adjusted using the method described in Appendix A.3 (2), a total of 11 departments were found to have a relative distance between their net Minority driver stop percentage and net Minority driving age population percentage of more than 10 points. Table 5.1 shows the data for these 11 departments. All department results are contained in the Table E.1 of Appendix E.

Table 5. 1: Statewide Average Comparisons for Minority Drivers for Selected Towns

Municipal Department	Minority Stops	Difference Between Town and State Average	Minority Residents Age 16+	Difference Between Town and State Average	Distance Between Net Differences
Wethersfield	52.2%	16.8%	12.5%	-12.8%	29.6%
Stratford	60.3%	24.9%	27.2%	2.0%	22.9%
Newington	44.8%	9.4%	14.5%	-10.7%	20.1%
Darien	36.4%	1.0%	7.2%	-18.1%	19.0%
Trumbull	39.7%	4.3%	11.9%	-13.3%	17.6%
Berlin	31.8%	-3.6%	5.8%	-19.5%	15.9%
Woodbridge	38.0%	2.6%	12.8%	-12.4%	15.0%
Fairfield	34.4%	-1.0%	10.0%	-15.2%	14.3%
Wilton	31.5%	-3.9%	8.1%	-17.1%	13.3%
West Hartford	44.5%	9.1%	21.8%	-3.4%	12.6%
Waterford	30.1%	-5.3%	9.8%	-15.4%	10.0%
Connecticut	35.4%	0.0%	25.2%	0.0%	NA

Comparison of Black Drivers to the State Average

For the study period, the statewide percentage of motorists stopped by police who were identified as Black was 17.1 percent. A total of 27 departments stopped a higher percentage of Black motorists than the state average, 10 of which exceeded the statewide average by more than 10 percentage points. The statewide average for black residents (16+) is 9.1%. Of the 27 towns that exceeded the statewide average for black drivers stopped, 17 also have black resident populations (16+) that exceeded the statewide average.

After the stop and resident population percentages were adjusted using the method described in Appendix A.3 (2), a total of three departments were found to have a relative distance between their net black driver stop percentage and net black driving age population percentage of more than 10 points. Table 5.2 shows the data for these three towns. All department results are contained in the Table E.2 of Appendix E.

Table 5. 2: Statewide Average Comparisons for Black Drivers for Selected Towns

Municipal Department	Black Stops	Difference Between Town and State Average	Black Residents Age 16+	Difference Between Town and State Average	Distance Between Net Differences
Stratford	37.6%	20.5%	12.8%	3.6%	16.8%
Woodbridge	25.1%	8.0%	1.9%	-7.2%	15.2%
Trumbull	23.3%	6.2%	2.9%	-6.2%	12.4%
Connecticut	17.1%	0.0%	9.1%	0.0%	NA

Comparison of Hispanic Drivers to the Statewide Average

For the study period, the statewide percentage of drivers stopped by police who were identified as Hispanic was 15.2%. A total of 29 towns stopped a higher percentage of Hispanic drivers than the state average, nine of which exceeded the statewide average by more than 10 percentage points. Four of the 30 departments exceeded the statewide average by one percentage points of less. The statewide Hispanic resident population (16+) is 11.9%. The ratio of stopped Hispanic drivers to Hispanic residents (16+) on a statewide basis was slightly higher (15.2% Hispanic drivers' stopped/11.9% Hispanic residents). Of the 29 towns that exceeded the statewide average for Hispanic drivers stopped, 15 also have Hispanic resident populations (16+) that exceeded the statewide average.

After the stop and resident population percentages were adjusted using the method described in Appendix A.3 (2), a total of four towns were found to have a relative distance between their net Hispanic driver stop percentage and net Hispanic population percentage of more than 10 points. Table 5.3 shows the data for the towns named above. All department results are contained in the Table E.3 of Appendix E.

Table 5. 3: Statewide Average Comparisons for Hispanic Drivers for Selected Towns

Municipal Department	Hispanic Stops	Difference Between Town and State Average	Hispanic Residents Age 16+	Difference Between Town and State Average	Distance Between Net Differences
Wethersfield	31.8%	16.6%	7.1%	-4.8%	21.4%
Newington	23.2%	8.0%	6.4%	-5.5%	13.5%
Darien	18.9%	3.7%	3.5%	-8.4%	12.1%
Berlin	18.0%	2.8%	2.7%	-9.2%	12.0%
Connecticut	15.2%	0.0%	11.9%	0.0%	NA

V.B: ESTIMATED DRIVING POPULATION COMPARISON

The EDP analysis was confined to the 94 municipal police departments in Connecticut. There are 80 municipalities in Connecticut that either (1) do not have their own departments and rely upon the state police for their law and traffic enforcement services or (2) have one or more resident state troopers who either provide their police services or supervise local constables or law enforcement officers. Most of these communities are smaller and located in Connecticut's more rural areas. Once the state police stops made on limited access highways were removed from the data, we found that these towns generally had too few stops during the 6am to 10am and 3pm to 7pm periods to yield meaningful comparisons. Consequently, these towns were not considered appropriate candidates for the EDP analysis.

The only traffic stops included in this analysis were stops conducted Monday through Friday from 6:00am to 10:00am and 3:00pm to 7:00pm (peak commuting hours). Overall, when compared to their respective EDP, 80 departments had a disparity between the Minorities stopped and the proportion of non-whites estimated to be in the EDP. For many of these departments (23) the disparity was very small (less than five percentage points). In the remaining 14 communities, the disparity was negative, meaning that more whites were stopped than expected in the EDP numbers. However, the negative disparities were also very small in most communities. There were 90

departments with a disparity for Black drivers stopped and 77 departments with a disparity for Hispanic drivers stopped when compared to the respective EDPs.

Due to the margins of error inherent in the EDP estimates, we established a reasonable set of thresholds for determining if a department shows a disparity in its stops when compared to its EDP percentages. Departments that exceed their EDP percentages by greater than 10 percentage points in any of the three categories: (1) Minority (all race/ethnicity), (2) Black non-Hispanic, and (3) Hispanic, were identified in our tier one group. Table 5.4 shows the data for the departments meeting the tier one criteria. In addition, departments that exceeded their EDP percentage by more than five but less than 10 percentage points were identified in our tier two group for this benchmark if the ratio of the percentage of stops for the target group compared to the baseline measure for that group also was 1.75 or above (percentage of stops divided by benchmark percentage equals 1.75 or more) in any of the three categories: (1) Minority (all race/ethnicity), (2) Black non-Hispanic, or (3) Hispanic. Table 5.5 shows the data for the departments meeting the tier two criteria. Results for all departments are available in Tables E.4, E.5, and E.6 of Appendix E.

Table 5. 4: Highest Ratio of Stops to EDP (Tier I)

Department Name	Number of Stops	Stops	EDP	Absolute Difference	Ratio
Minority (All Non-White)					
Wethersfield	922	45.0%	16.6%	28.4%	2.71
East Hartford	2,852	68.1%	40.0%	28.1%	1.70
Stratford	1,158	54.8%	27.9%	27.0%	1.97
Darien	1,219	37.5%	15.9%	21.6%	2.36
Waterbury	1,692	60.9%	40.1%	20.7%	1.52
New Britain	2,217	59.4%	38.9%	20.5%	1.53
Newington	1,037	39.2%	19.0%	20.2%	2.06
Easton	397	25.9%	7.5%	18.4%	3.46
Windsor	4,155	50.9%	33.2%	17.7%	1.53
Meriden	720	49.0%	31.4%	17.6%	1.56
Hartford	4,393	67.5%	50.1%	17.4%	1.35
West Hartford	2,401	41.0%	24.1%	16.9%	1.70
Trumbull	653	34.8%	18.2%	16.5%	1.91
Fairfield	4,109	34.0%	17.5%	16.5%	1.94
Manchester	2,828	41.9%	26.7%	15.3%	1.57
New Haven	5,825	61.5%	46.3%	15.2%	1.33
Willimantic	666	44.1%	29.3%	14.8%	1.51
Berlin	1,490	27.4%	12.9%	14.5%	2.12
Woodbridge	793	31.7%	17.3%	14.3%	1.83
West Haven	1,996	49.6%	35.6%	14.1%	1.39
Waterford	1,248	27.6%	13.9%	13.7%	1.98
East Haven	516	29.8%	16.6%	13.3%	1.80
Derby	126	34.1%	21.1%	13.0%	1.61
Wallingford	2,296	28.2%	15.6%	12.5%	1.80
Bloomfield	792	54.8%	42.7%	12.1%	1.28
Redding	232	19.0%	7.6%	11.4%	2.51
Ansonia	1,033	36.3%	25.1%	11.2%	1.45
Middletown	816	32.8%	21.9%	11.0%	1.50
Wilton	1,142	28.3%	17.4%	10.9%	1.63
Norwich	744	35.1%	24.7%	10.4%	1.42

Department Name	Number of Stops	Stops	EDP	Absolute Difference	Ratio
Wolcott	303	18.5%	8.2%	10.3%	2.26
Brookfield	569	20.4%	10.3%	10.1%	1.98
South Windsor	1,572	27.9%	17.9%	10.0%	1.56
Black					
East Hartford	2,852	38.7%	17.0%	21.8%	2.28
Stratford	1,158	33.4%	12.1%	21.3%	2.76
New Haven	5,825	41.2%	22.6%	18.6%	1.82
Hartford	4,393	39.2%	21.6%	17.6%	1.82
Bridgeport	1,499	42.0%	26.5%	15.5%	1.59
Windsor	4,155	35.3%	20.1%	15.2%	1.76
Trumbull	653	20.8%	5.9%	15.0%	3.55
Woodbridge	793	19.4%	4.8%	14.6%	4.07
Bloomfield	792	45.6%	31.1%	14.4%	1.46
Waterbury	1,692	28.5%	14.3%	14.2%	1.99
Manchester	2,828	23.0%	9.9%	13.1%	2.32
Middletown	816	21.9%	9.7%	12.2%	2.26
Wethersfield	922	16.6%	4.9%	11.7%	3.38
Darien	1,219	15.1%	3.6%	11.5%	4.23
Norwich	744	18.8%	7.5%	11.3%	2.50
Fairfield	4,109	15.2%	5.3%	10.0%	2.89
Derby	126	16.7%	6.7%	10.0%	2.48
Hispanic					
Wethersfield	922	26.8%	8.7%	18.1%	3.09
Easton	397	18.6%	3.5%	15.1%	5.34
New Britain	2,217	40.9%	26.0%	14.8%	1.57
Newington	1,037	21.8%	8.9%	12.9%	2.45
Willimantic	666	35.3%	23.1%	12.2%	1.53
Darien	1,219	20.2%	8.0%	12.2%	2.53
Meriden	720	32.6%	21.1%	11.5%	1.54
Danbury	3,106	28.6%	18.6%	10.0%	1.54

Table 5. 5: High Ratio of Stops to EDP (Tier II)

Department Name	Number of Stops	Stops	EDP	Absolute Difference	Ratio
Minority (All Non-White)					
Newtown	1,330	18.3%	9.5%	8.9%	1.94
Coventry	299	12.7%	5.0%	7.7%	2.52
Plymouth	624	9.8%	4.6%	5.2%	2.13
Black					
Ansonia	1,033	18.7%	9.5%	9.2%	1.97
Newington	1,037	14.2%	5.5%	8.6%	2.56
Windsor Locks	362	15.5%	7.1%	8.3%	2.16
Waterford	1,248	11.9%	3.9%	8.0%	3.06
West Hartford	2,401	15.4%	7.6%	7.7%	2.01
Meriden	720	15.4%	7.7%	7.7%	1.99
North Haven	824	13.8%	6.3%	7.5%	2.20
Ledyard	786	11.6%	4.3%	7.3%	2.72
Westport	2,662	12.6%	5.3%	7.3%	2.37
Wallingford	2,296	10.7%	3.8%	6.9%	2.82
Vernon	413	12.1%	5.3%	6.8%	2.28

Department Name	Number of Stops	Stops	EDP	Absolute Difference	Ratio
South Windsor	1,572	12.3%	5.8%	6.5%	2.13
Cromwell	474	12.0%	5.6%	6.4%	2.14
Wolcott	303	8.9%	2.5%	6.4%	3.52
East Haven	516	10.5%	4.2%	6.3%	2.50
Easton	397	6.5%	0.9%	5.7%	7.46
Groton Town	1,003	11.1%	5.5%	5.6%	2.02
Berlin	1,490	9.1%	3.5%	5.6%	2.61
Newtown	1,330	7.5%	2.0%	5.5%	3.80
Groton City	636	11.0%	5.5%	5.5%	2.01
Enfield	1,933	9.7%	4.1%	5.5%	2.33
Naugatuck	935	10.3%	4.9%	5.4%	2.09
Shelton	77	10.4%	5.3%	5.1%	1.98
Hispanic					
Berlin	1,490	15.9%	6.6%	9.3%	2.42
Brookfield	569	14.2%	5.0%	9.3%	2.86
East Haven	516	17.6%	9.1%	8.5%	1.94
Fairfield	4,109	16.1%	8.2%	7.9%	1.95
Redding	232	11.6%	4.0%	7.6%	2.92
New Canaan	1,465	13.9%	6.4%	7.6%	2.19
Wallingford	2,296	15.9%	8.6%	7.3%	1.84
Bethel	1,333	15.5%	8.5%	7.0%	1.82
Waterford	1,248	13.1%	6.2%	6.9%	2.11
Ridgefield	2,450	12.8%	6.7%	6.1%	1.91
Weston	40	10.0%	4.2%	5.8%	2.36

V.C: RESIDENT ONLY STOP COMPARISON

Overall, when compared to the census, 79 departments stopped more non-white resident drivers than their non-white resident population. Again, the disparity for many of these departments was very small. In the remaining 5 communities, the disparity was negative, meaning that fewer non-white drivers were stopped than expected based on the population numbers. However, the negative disparities were also very small in most communities. Almost all departments (89 of 94) had a disparity for Black drivers stopped and 66 departments had a disparity for Hispanic drivers stopped when compared to the resident driving age population.

Departments with a difference of 10 percentage points or more between the resident stops and the 16+ resident population in any of the three categories: (1) Minority (all race/ethnicity), (2) Black non-Hispanic, and (3) Hispanic, were identified in our tier one group. Table 5.6 shows the data for the departments meeting the tier one criteria. In addition, departments that exceeded their resident population percentage by more than five but less than 10 percentage points were identified in our tier two group for this benchmark if the ratio of the percentage of resident stops for the target group compared to the baseline measure for that group also was 1.75 or above (percentage of stopped residents divided by resident benchmark percentage equals 1.75 or more) in any of three categories: (1) Minority (all race/ethnicity), (2) Black non-Hispanic, and (3) Hispanic. Table 5.7 shows the data for the departments meeting the tier two criteria. Results for all departments are available in Tables E.7, E.8, and E.9 of Appendix E.

Table 5. 6: Highest Ratio of Resident Population to Resident Stops (Tier I)

Department Name	Number of Residents	Residents	Resident Stops	Minority Resident Stops	Difference	Ratio
Minority (All Non-White)						
Wethersfield	21,607	12.5%	2,905	51.5%	39.0%	4.13
Stratford	40,980	27.2%	1,335	55.7%	28.5%	2.05
Willimantic	20,176	34.6%	1,535	62.6%	28.1%	1.81
Waterbury	83,964	48.1%	2,970	75.8%	27.7%	1.58
Meriden	47,445	34.9%	1,568	57.3%	22.4%	1.64
Norwich	31,638	29.1%	2,063	50.2%	21.1%	1.72
East Hartford	40,229	51.6%	2,331	72.2%	20.6%	1.40
Derby	10,391	20.6%	250	40.8%	20.2%	1.98
New London	21,835	43.6%	1,660	63.0%	19.4%	1.44
New Britain	57,164	45.0%	6,764	64.1%	19.1%	1.42
Windsor	23,222	43.9%	3,424	62.9%	19.0%	1.43
Bloomfield	16,982	61.5%	764	80.0%	18.5%	1.30
New Haven	100,702	62.8%	7,512	81.3%	18.4%	1.29
Manchester	46,667	27.9%	3,330	46.3%	18.3%	1.66
Vernon	23,800	14.1%	1,147	31.4%	17.3%	2.23
Danbury	64,361	38.6%	1,612	54.7%	16.0%	1.41
Bristol	48,439	12.7%	1,511	28.1%	15.4%	2.21
Norwalk	68,034	40.8%	2,488	55.7%	15.0%	1.37
Groton City*	7,960	26.9%	527	40.2%	13.3%	1.50
Middletown	38,747	23.5%	2,932	36.2%	12.7%	1.54
Naugatuck	25,099	15.2%	1,641	27.6%	12.4%	1.82
Enfield	33,218	8.7%	6,498	20.9%	12.3%	2.42
Ansonia	14,979	25.6%	1,482	37.5%	11.9%	1.46
Hamden	50,012	30.9%	2,814	42.5%	11.5%	1.37
Cheshire	21,049	8.6%	2,204	19.3%	10.7%	2.24
West Haven	44,518	37.6%	3,812	48.3%	10.7%	1.28
West Hartford	49,650	21.8%	1,126	31.9%	10.1%	1.46
Black						
Stratford	40,980	12.76%	1,335	38.2%	25.4%	3.00
New Haven	100,702	32.16%	7,512	55.3%	23.1%	1.72
East Hartford	40,229	22.52%	2,331	42.6%	20.1%	1.89
Bloomfield	16,982	54.76%	764	74.7%	20.0%	1.36
Waterbury	83,964	17.37%	2,970	36.8%	19.4%	2.12
Windsor	23,222	32.20%	3,424	51.1%	18.9%	1.59
Norwich	31,638	8.96%	2,063	26.3%	17.3%	2.93
Bridgeport	109,401	31.82%	2,933	47.9%	16.0%	1.50
Manchester	46,667	10.15%	3,330	26.0%	15.9%	2.56
Wethersfield	21,607	2.75%	2,905	18.2%	15.5%	6.64
Hamden	50,012	18.28%	2,814	33.3%	15.0%	1.82
Norwalk	68,034	13.13%	2,488	27.9%	14.8%	2.12
New London	21,835	15.18%	1,660	29.9%	14.7%	1.97
Vernon	23,800	4.70%	1,147	19.3%	14.6%	4.10
Groton City*	7,960	7.70%	527	21.1%	13.4%	2.74
Middletown	38,747	11.68%	2,932	24.9%	13.3%	2.14
Derby	10,391	6.03%	250	18.8%	12.8%	3.12
Ansonia	14,979	9.74%	1,482	19.7%	10.0%	2.02

Department Name	Number of Residents	Residents	Resident Stops	Minority Resident Stops	Difference	Ratio
Bristol	48,439	3.24%	1,511	12.6%	9.4%	3.90
Meriden	47,445	7.80%	1,568	16.5%	8.7%	2.12
Enfield	33,218	2.63%	6,498	11.1%	8.5%	4.23
Naugatuck	25,099	4.11%	1,641	12.6%	8.4%	3.05
West Haven	44,518	17.70%	3,812	25.8%	8.1%	1.46
New Britain	57,164	10.67%	6,764	18.5%	7.9%	1.74
East Windsor	9,164	5.96%	492	13.8%	7.9%	2.32
Groton Town	31,520	6.07%	1,588	13.9%	7.8%	2.28
Ledyard	11,527	3.10%	741	10.8%	7.7%	3.48
Hispanic						
Willimantic	20,176	28.88%	1,535	54.5%	25.6%	1.89
Wethersfield	21,607	7.10%	2,905	31.3%	24.2%	4.40
Danbury	64,361	23.25%	1,612	41.7%	18.4%	1.79
Meriden	47,445	24.86%	1,568	39.7%	14.8%	1.60
New Britain	57,164	31.75%	6,764	44.0%	12.2%	1.39
Waterbury	83,964	27.54%	2,970	38.4%	10.8%	1.39

Table 5. 7: High Ratio of Resident Population to Resident Stops (Tier II)

Department Name	Number of Residents	Residents	Resident Stops	Minority Resident Stops	Difference	Ratio
Minority (All Non-White)						
New Milford	21,891	9.7%	795	19.0%	9.3%	1.96
Clinton	10,540	6.1%	528	12.1%	6.0%	1.98
Black						
Bristol	48,439	3.24%	1,511	12.6%	9.4%	3.90
Meriden	47,445	7.80%	1,568	16.5%	8.7%	2.12
Enfield	33,218	2.63%	6,498	11.1%	8.5%	4.23
Naugatuck	25,099	4.11%	1,641	12.6%	8.4%	3.05
East Windsor	9,164	5.96%	492	13.8%	7.9%	2.32
Groton Town	31,520	6.07%	1,588	13.9%	7.8%	2.28
Ledyard	11,527	3.10%	741	10.8%	7.7%	3.48
Cheshire	21,049	1.27%	2,204	8.9%	7.7%	7.02
Windsor Locks	10,117	4.27%	315	11.4%	7.2%	2.68
Avon	13,855	1.41%	298	8.4%	7.0%	5.93
Cromwell	11,357	3.69%	596	9.4%	5.7%	2.55
East Haven	24,114	2.47%	954	7.4%	5.0%	3.01
Hispanic						
Norwich	31,638	10.59%	2,063	20.1%	9.5%	1.89
Manchester	46,667	9.89%	3,330	17.3%	7.4%	1.75
Bristol	48,439	7.65%	1,511	14.2%	6.6%	1.86
New Milford	21,891	5.46%	795	11.7%	6.2%	2.14
Naugatuck	25,099	7.77%	1,641	13.8%	6.1%	1.78
Cheshire	21,049	2.35%	2,204	8.2%	5.9%	3.50
Bethel	14,675	6.65%	1,075	12.2%	5.5%	1.83
Brookfield	12,847	3.79%	659	9.3%	5.5%	2.44
Newington	24,978	6.39%	761	11.4%	5.0%	1.79

V.D: CONCLUSIONS FROM THE DESCRIPTIVE COMPARISONS

The descriptive tests outlined in the above sections are designed to be used as a screening tool to identify those jurisdictions with consistent data disparities that exceed certain thresholds. The tests compare stop data to three different benchmarks: (1) statewide average, (2) the estimated driving population, and (3) resident-only stops that each cover three driver categories: Black, Hispanic, and Minority. Department data is then measured against the resulting total of nine descriptive measures for evaluation purposes.

In order to classify the disparities within the descriptive benchmarks, any disparity greater than 10 percentage points for a measure was given a weight of one (1) point. Any disparity of more than five, but less than 10 percentage points accompanied by a disparity ratio of 1.75 or above was given a weight of 0.5 points. Therefore, a department could score no more than nine (9) total points.

Table 5.8 identifies the eight departments with significant disparities. A department was identified if the stop data was found to exceed the disparity threshold level in at least two of the three benchmark areas and a weighted total score of 4.5 or more. All department results are contained in Table E.10 of Appendix E.

Table 5. 8: Departments with the Greatest Number of Disparities Relative to Descriptive Benchmarks

Department Name	Statewide Average			Estimated Driving Population			Resident Population			Point Total
	M	B	H	M	B	H	M	B	H	
Wethersfield	29.6%		21.4%	28.4%	11.7%	18.1%	39.0%	15.5%	24.2%	8.0
Stratford	22.9%	16.8%		27.0%	21.3%		28.5%	25.4%		6.0
Darien	19.0%		12.1%	21.6%	11.5%	12.2%				5.0
Meriden				17.6%	7.7%	11.5%	22.4%	8.7%	14.8%	5.0
Newington	20.1%		13.5%	20.2%	8.6%	12.9%			5.0%	5.0
Waterbury				20.7%	14.2%		27.7%	19.4%	10.8%	5.0
Manchester				15.3%	13.1%		18.3%	15.9%	7.4%	4.5
Norwich				10.4%	11.3%		21.1%	17.3%	9.5%	4.5

VI. ANALYSIS OF STOP DISPOSITIONS

In this section, we test for disparities in the outcomes of traffic stops using a model that examines the distribution of dispositions conditional on race and the reason for the stop. Specifically, we test whether traffic stops made of minority motorists result in different outcomes relative to their Caucasian non-Hispanics peers following the model outlined in Equation 10 of Appendix A.6. Since ex-ante it is unclear whether discrimination would create more or less severe traffic stop outcomes in the data, we simply test for equality in the distribution of outcomes across demography conditional on the motivating reason for the stop. Rather than making unreasonable assumptions about how discrimination should affect outcomes, we simply assume that the overall distribution will not be equal across race. The intuition is similar to hit-rate style tests but where we are unable to ex-ante sign the direction that we expect bias to take. We implement the test by applying a multinomial logistic regression on the four possible stop outcomes and condition on race and the reason for the stop. We then conduct a joint hypothesis test on the interaction between an indicator of race and the reason for the stop.

We account for differences in outcomes not related to this interaction term by including additional controls for age, gender, hour, day of week, week of year, and officer fixed-effects. In terms of possible outcomes, we regress indicators for warning (no search), arrest (no search), ticket/misdemeanor (search), warning (search), arrest (search), and where ticket/misdemeanor (no search) is the omitted category. We condition on the basis of the stop using five indicators for stops made on the basis of equipment violation, seatbelt/cellphone, registration/license, all other violations, and where speeding violations are the omitted category. We provide one important cautionary note about interpreting our test as causal evidence of discrimination. Ideally, this test would be performed on data containing *all* violations observed by the police officer prior to making a traffic stop and where we would include a control for the number of total violations. In practice, data on traffic stops typically only contain the most severe reason that motivated the stop. In the absence of data on the full set of violations observed by police officers, we suggest that the reader interpret results from this test as providing descriptive evidence to be viewed in concert with other such empirical measures.

VI.A: AGGREGATE ANALYSIS OF STOP DISPOSITION, 2018

Table 6.1 presents the results of applying a multinomial logit to a sample of all traffic stops with four distinct stop outcomes regressed on race, stop basis, and their interaction. We present only the coefficient estimates on the interaction between race and the stop basis for each outcome relative to the omitted category, i.e. no search- ticket/misdemeanor issued. Across all specifications, we find strong evidence suggesting that minority motorists are treated differently than their Caucasian non-Hispanics counterparts even when they are stopped for the same reason. In particular, we find that minority drivers are more frequently given a warning and searched. The disparity is largest in magnitude for stops made on the basis of a license or registration problem and for stops ending in a warning. A joint hypothesis test across all the interaction terms and all outcomes indicates that the difference in outcomes are statistically significant at the 99 percent level for each demographic group relative to Caucasian non-Hispanics motorists.

Table 6. 1: Multinomial Logistic Regression of Outcome on Race/Ethnicity and Reason for Stop, All Traffic Stops 2018

	Non-White		Black		Hispanic		Black or Hispanic	
	Coef.	SE	Coef.	SE	Coef.	SE	Coef.	SE
No Search, Warning or No Action								
All Other	0.145	(0.294)	0.089	(0.32)	-0.009	(0.218)	-0.052	(0.328)
Equip.	0.18	(0.13)	0.1	(0.149)	0.037	(0.109)	0.238*	(0.131)
SB or Cell	0.402***	(0.1)	0.387***	(0.11)	0.301***	(0.077)	0.277***	(0.079)
Reg. or Lic.	0.395***	(0.134)	0.374**	(0.148)	0.294***	(0.086)	0.294***	(0.108)
No Search, Arrest								
All Other	-0.395**	(0.179)	-0.466**	(0.19)	-0.44***	(0.151)	-1.045***	(0.182)
Equip.	-0.037	(0.162)	-0.146	(0.163)	0.17	(0.139)	0.164	(0.135)
SB or Cell	-0.146	(0.227)	-0.172	(0.233)	0.154	(0.145)	0.045	(0.107)
Reg. or Lic.	0.084	(0.16)	-0.03	(0.162)	0.076	(0.151)	0.139	(0.12)
Search, Ticket or Misdemeanor								
All Other	-0.124	(0.221)	-0.224	(0.228)	0.042	(0.17)	1.131***	(0.202)
Equip.	-0.129	(0.158)	-0.245	(0.167)	0.068	(0.151)	0.424***	(0.155)
SB or Cell	-0.024	(0.166)	-0.08	(0.166)	0.182	(0.189)	0.13	(0.095)
Reg. or Lic.	0.245*	(0.146)	0.147	(0.15)	0.315**	(0.159)	0.691***	(0.107)
Search, Warning								
All Other	-0.1	(0.373)	-0.201	(0.389)	0.179	(0.296)	0.123	(0.443)
Equip.	-0.29	(0.182)	-0.4**	(0.197)	-0.187	(0.232)	1.197***	(0.167)
SB or Cell	0.368	(0.228)	0.316	(0.25)	0.307	(0.271)	0.167*	(0.094)
Reg. or Lic.	0.128	(0.277)	0.068	(0.287)	0.201	(0.27)	-0.083	(0.166)
Search, Arrest								
All Other	-0.679***	(0.227)	-0.802***	(0.239)	-0.475**	(0.19)	0.146	(0.183)
Equip.	-0.271*	(0.16)	-0.409**	(0.166)	-0.099	(0.158)	0.396***	(0.146)
SB or Cell	0.391	(0.252)	0.324	(0.252)	0.766**	(0.312)	0.209*	(0.117)
Reg. or Lic.	0.24	(0.251)	0.133	(0.258)	0.511*	(0.266)	0.32	(0.246)
Chi^2	130.44		145.96		123.59		357.97	
P-Value	0.000		0.000		0.000		0.000	
Sample Size	335,769		323,758		315,334		381,052	

Note 1: The coefficients are presented as log odds-ratios along with standard errors clustered at the department level. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: All specifications include controls for gender, age, hour, day of the week, and week of year fixed-effects.
Note 3: Q-Values were estimated using a false discovery rate procedure following Simes (1986) and later refined by Benjamini and Hochberg (1995) and Benjamini and Yekutieli (2001).

Table 6.2 presents the results of applying a multinomial logit to a subset of traffic stops made by municipal police departments. As before, we test for differences across four distinct stop outcomes for motorists of different races but who were stopped for the same reason. Across all specifications, we again find strong evidence suggesting that minority motorists are treated differently than their Caucasian non-Hispanics counterparts even when they are stopped for the same reason. For the sample of municipal stops, we find that minority motorists are more frequently given a warning with no search as well as searched and arrested relative to non-Hispanic Caucasian counterparts. As with the overall sample, a joint hypothesis test across all the interaction terms and all outcomes indicates that the difference in outcomes are statistically significant at the 99 percent level for each demographic group relative to Caucasian non-Hispanics motorists.

Table 6. 2: Multinomial Logistic Regression of Outcome on Race/Ethnicity and Reason for Stop, Municipal Traffic Stops 2018

	Non-White		Black		Hispanic		Black or Hispanic	
	Coef.	SE	Coef.	SE	Coef.	SE	Coef.	SE
No Search, Warning or No Action								
All Other	0.075	(0.402)	0.074	(0.422)	-0.048	(0.289)	-0.028	(0.362)
Equip.	0.164	(0.18)	0.128	(0.199)	0.086	(0.134)	0.081	(0.156)
SB or Cell	0.368***	(0.114)	0.41***	(0.125)	0.352***	(0.079)	0.355***	(0.092)
Reg. or Lic.	0.543***	(0.188)	0.575***	(0.204)	0.51***	(0.106)	0.542***	(0.144)
No Search, Arrest								
All Other	-0.251	(0.292)	-0.282	(0.3)	-0.382	(0.238)	-0.359	(0.257)
Equip.	-0.203	(0.232)	-0.287	(0.232)	0.07	(0.2)	-0.126	(0.193)
SB or Cell	-0.23	(0.275)	-0.167	(0.282)	0.121	(0.183)	-0.009	(0.181)
Reg. or Lic.	0.078	(0.215)	-0.01	(0.219)	0.142	(0.217)	0.048	(0.179)
Search, Ticket or Misdemeanor								
All Other	-0.159	(0.279)	-0.223	(0.288)	-0.164	(0.218)	-0.213	(0.24)
Equip.	-0.127	(0.203)	-0.196	(0.213)	-0.025	(0.187)	-0.139	(0.181)
SB or Cell	-0.125	(0.192)	-0.116	(0.195)	0.141	(0.197)	0.006	(0.176)
Reg. or Lic.	0.218	(0.179)	0.19	(0.188)	0.258	(0.167)	0.235	(0.151)
Search, Warning								
All Other	0.03	(0.453)	-0.023	(0.467)	-0.042	(0.303)	-0.069	(0.372)
Equip.	-0.207	(0.226)	-0.272	(0.239)	-0.384*	(0.219)	-0.341*	(0.187)
SB or Cell	0.299	(0.251)	0.285	(0.275)	-0.144	(0.254)	0.106	(0.223)
Reg. or Lic.	0.269	(0.315)	0.26	(0.329)	0.011	(0.263)	0.172	(0.283)
Search, Arrest								
All Other	-0.478	(0.317)	-0.543*	(0.326)	-0.496*	(0.254)	-0.536**	(0.267)
Equip.	-0.233	(0.217)	-0.309	(0.223)	-0.16	(0.186)	-0.262	(0.178)
SB or Cell	0.403	(0.29)	0.405	(0.293)	0.764**	(0.337)	0.562**	(0.27)
Reg. or Lic.	0.336	(0.301)	0.305	(0.309)	0.57**	(0.264)	0.434*	(0.26)
Chi^2	121.47		157.96		188.46		224.27	
P-Value	0.000		0.000		0.000		0.000	
Sample Size	218,179		212,235		205,595		252,843	

Note 1: The coefficients are presented as log odds-ratios along with standard errors clustered at the department level. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: All specifications include controls for gender, age, hour, day of the week, and week of year fixed-effects.
Note 3: Q-Values were estimated using a false discovery rate procedure following Simes (1986) and later refined by Benjamini and Hochberg (1995) and Benjamini and Yekutieli (2001).

Table 6.3 presents the results of applying a multinomial logit to a subset of traffic stops made by State Police departments. Again, our goal is to test for differences across four distinct stop outcomes for motorists of different races but who were stopped for the same reason. Across all specifications, we again find evidence suggesting that minority motorists are treated differently than their Caucasian non-Hispanics counterparts. For the sample of State Police stops, we find statistically significant differences in the way that minority motorists are stopped for suspicious activity. In particular, a joint hypothesis test across all the interaction terms and all outcomes indicates that the difference in outcomes are statistically significant at the 99 percent level.

Table 6. 3: Multinomial Logistic Regression of Outcome on Race/Ethnicity and Reason for Stop, State Police Traffic Stops 2018

	Non-White		Black		Hispanic		Black or Hispanic	
	Coef.	SE	Coef.	SE	Coef.	SE	Coef.	SE
No Search, Warning or No Action								
All Other	0.284***	(0.11)	0.125	(0.103)	0.17*	(0.1)	0.112	(0.092)
Equip.	0.205	(0.188)	0.071	(0.208)	-0.041	(0.09)	-0.013	(0.135)
SB or Cell	0.225	(0.143)	0.133	(0.16)	-0.004	(0.127)	0.008	(0.106)
Reg. or Lic.	0.144*	(0.083)	0.051	(0.068)	-0.013	(0.108)	-0.002	(0.081)
No Search, Arrest								
All Other	-0.543***	(0.152)	-0.62***	(0.146)	-0.329*	(0.171)	-0.463***	(0.133)
Equip.	-0.389*	(0.204)	-0.436**	(0.216)	0.072	(0.276)	-0.139	(0.207)
SB or Cell	-0.489	(0.387)	-0.808*	(0.463)	-0.054	(0.315)	-0.316***	(0.119)
Reg. or Lic.	-0.088	(0.227)	-0.182	(0.235)	-0.098	(0.209)	-0.139	(0.18)
Search, Ticket or Misdemeanor								
All Other	-0.336	(0.333)	-0.448	(0.336)	-0.152	(0.304)	-0.333	(0.321)
Equip.	-0.221	(0.264)	-0.363	(0.275)	-0.337	(0.342)	-0.382	(0.27)
SB or Cell	0.082	(0.316)	-0.06	(0.294)	-0.245	(0.485)	-0.136	(0.363)
Reg. or Lic.	0.593***	(0.181)	0.423**	(0.199)	0.323	(0.214)	0.359*	(0.201)
Search, Warning								
All Other	-0.662*	(0.296)	-0.949***	(0.364)	-0.247	(0.989)	-0.815*	(0.506)
Equip.	-0.442	(0.501)	-0.644	(0.483)	-0.144	(0.616)	-0.553	(0.462)
SB or Cell	0.813	(0.554)	0.654	(0.574)	1.455	(1.135)	0.899	(0.725)
Reg. or Lic.	-0.196	(0.479)	-0.372	(0.472)	0.895**	(0.379)	0.118	(0.374)
Search, Arrest								
All Other	-1.157***	(0.176)	-1.32***	(0.177)	-0.546**	(0.25)	-0.971***	(0.167)
Equip.	0.367	(0.477)	0.215	(0.486)	-0.355	(0.421)	0.037	(0.37)
SB or Cell	1.1***	(0.384)	0.985***	(0.369)	0.837	(0.694)	0.908**	(0.421)
Reg. or Lic.	-0.117	(0.481)	-0.257	(0.481)	-0.487	(0.472)	-0.357	(0.342)
Chi^2	20000000		7600000		2300000000		1500000000	
P-Value	0.000		0.000		0.000		0.000	
Sample Size	112885		107105		105635		123051	

Note 1: The coefficients are presented as log odds-ratios along with standard errors clustered at the department level. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: All specifications include controls for gender, age, hour, day of the week, and week of year fixed-effects.
Note 3: Q-Values were estimated using a false discovery rate procedure following Simes (1986) and later refined by Benjamini and Hochberg (1995) and Benjamini and Yekutieli (2001).

The previous set of estimates aggregate all traffic stops across multiple departments and should be considered an average effect. Although the results from this section find a statistically significant disparity in the rate of minority traffic stops made by municipal police departments in Connecticut, these results do not identify the geographic source of that disparity. The results of a department-level analysis are presented in the next section and better identify the source of specific department-wide disparities.

VI.B: DEPARTMENT ANALYSIS OF STOP DISPOSITION, 2018

The analysis presented at the state-level shows that minority motorists are treated differently, in terms of disposition, relative to their Caucasian non-Hispanics counterparts, even when they are stopped for the same reason. By construction, the aggregate analysis does not investigate the source

of these disparities in terms of specific municipal police departments or State Police troops. The analysis presented in this section seeks to better identify the sources of that disparity by running the same test for individual municipal departments and State Police troops. In this section, we estimate Equation 10 of Appendix A.6 separately for each municipal department and State Police troops. Thus, each set of estimates includes a vector of town-specific controls for hour, day of week, and department fixed-effects. We identify all departments and State Police troops found to have a disparity that is statistically significant at the 95 percent level in either of the Hispanic or Black alone minority groups. The full set of results are contained in Table F.1 of Appendix F.

Table 6.4 presents the results from estimating the test of equality in stop dispositions for minority motorists relative to their Caucasian non-Hispanics peers. As before, our test statistic is generated from a joint hypothesis test on the interaction between race and the basis for a traffic stop across all possible outcomes. For parsimony, we omit the coefficient estimates on these interaction terms and present only the chi-squared and level of significance for the joint hypothesis test. As shown below, we find that eight municipal departments were found to have a statistically significant disparity in the distribution of stop outcomes for minority motorists. However, none of these departments had a disparity that was below the ten percent false discovery rate threshold necessary for formal identification. Thus, we caution the reader from drawing any conclusions based on these results because there is a reasonable chance that they have arisen by chance. As noted, our ideal analysis would include data on every reason that a stop was made and all requisite outcomes.

Table 6. 4: Multinomial Logistic Regression of Outcome on Race/Ethnicity and Reason for Stop by Department, All Traffic Stops 2018

Department	Variable	Non-White	Black	Hispanic	Black or Hispanic
Bethel +	Chi^2	234.207	228.649	227.656+++	266.075
	P-Value	N/A	N/A	0	N/A
	Observations	2315	2245	2445	2639
	Pseudo R2	0.344	0.344	0.337	0.321
Bridgeport +	Chi^2	137.024+++	78.343+++	198.514+++	72.972+++
	P-Value	0	0	0	0
	Observations	1946	1904	1483	2607
	Pseudo R2	0.46	0.456	0.507	0.405
Greenwich +	Chi^2	1,477.22	510.515	233.210+++	117.684+++
	P-Value	N/A	N/A	0	0
	Observations	4228	3964	4525	5093
	Pseudo R2	0.248	0.246	0.254	0.243
Hartford +	Chi^2	160.880+++	394.244	42.488+++	107.972+++
	P-Value	0	N/A	0.002	0
	Observations	6408	6310	5322	8956
	Pseudo R2	0.291	0.287	0.317	0.264
Meriden +	Chi^2	145.570+++	221.776+++	278.959	430.753
	P-Value	0	0	N/A	N/A
	Observations	1055	1031	1313	1581
	Pseudo R2	0.377	0.382	0.337	0.308
New Britain +	Chi^2	1	1	130.731+++	248.281
	P-Value	1	1	0	N/A
	Observations	2521	2459	3645	4439
	Pseudo R2	0.344	0.351	0.282	0.272

Department	Variable	Non-White	Black	Hispanic	Black or Hispanic
Waterbury +	Chi^2	57.993+++	61.650+++	82.655+++	69.946+++
	P-Value	0	0	0	0
	Observations	2735	2705	2847	4021
	Pseudo R2	0.277	0.28	0.254	0.25
Windsor +	Chi^2	1	1	154.667+++	1
	P-Value	1	1	0	1
	Observations	7469	7123	4473	8019
	Pseudo R2	0.246	0.248	0.31	0.245

Note 1: The coefficients are presented as log odds-ratios along with standard errors clustered at the department level. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance. Variables concatenated with a + in place of a *, were found to have a false discovery rate greater than 10 percent.
Note 2: All specifications include controls for gender, age, hour, day of the week, and week of year fixed-effects.
Note 3: Q-Values were estimated using a false discovery rate procedure following Simes (1986) and later refined by Benjamini and Hochberg (1995) and Benjamini and Yekutieli (2001).
+ Results are not robust across subsequent specifications and/or had a false discovery rate above ten percent.

VII: ANALYSIS OF VEHICULAR SEARCHES

This section contains the results of an analysis of post-stop outcomes using a hit-rate approach following Knowles, Persico and Todd (2001). The hit-rate approach relies on the idea that motorists rationally adjust their propensity to carry contraband in response to their likelihood of being searched by police. Similarly, police officers rationally decide whether to search a motorist based on visible indicators of guilt and an expectation of the likelihood that a given motorist might have contraband. According to the model, we should expect police to search a demographic group of motorists more often than Caucasians if they were also more likely to carry contraband. However, the higher level of searches should be exactly proportional to the higher propensity of this group to carry contraband. Thus, in the absence of racial animus, we should expect the rate of successful searches (i.e. the hit-rate) to be equal across different demographic groups regardless of differences in their propensity to carry contraband. [10]

In this test, discrimination is interpreted as a preference for searching minority motorists that shows up in the data as a statistically lower hit-rate relative to Caucasian motorists. In technical terms, the testable implication derived from this model is that the equilibrium search strategy, in the absence of group bias, will result in an equalization of the rate of contraband that is found relative to the total number of searches (i.e. the hit-rate) across motorist groups. In our application, we test for the presence of a disparity in the rate of successful searches using a nonparametric test, the Pearson X^2 test. Note that this test inherently says nothing about disparate treatment in the decision to stop motorists as it is limited in scope to vehicular searches. We limit our analysis to discretionary searches which are defined as those characterized as consent or probable cause since inventory searches are likely correlated with other offenses as well as race. We also conduct a robustness check using just consent searches which are contained in the technical appendix. We annotate those departments (with a +) that did not withstand the scrutiny of this robustness check.

VII.A: AGGEGATE ANALYSIS WITH HIT-RATES, 2018

The analysis begins by aggregating all search data for Connecticut by demography and performing the non-parametric test of hit-rates. The rate that discretionary searches end in contraband being found for Caucasian non-Hispanics motorists is compared to each minority subgroup. The results of this test, applied to the aggregate search data for all departments in Connecticut, can be seen in Table 7.1. As seen below, the rate of successful searches (other and consent) for Caucasian non-Hispanics motorists was 50.3 percent in 2018. Relative to Caucasian non-Hispanics motorists, the hit-rate for each of the four minority subgroups was lower and ranged from 42.2 to 45.1 percent. The difference in hit-rates for each group was statistically significant at the 99 percent level. In aggregate, Connecticut police departments are less successful in motorist searches across all minority groups, which is a potential indicator of disparate treatment. These main results are consistent with a

[10] Although some criticism has risen concerning the technique and extensions have suggested that more disaggregated groupings of searches be used in the test, the ability to implement such improvements is limited by the small overall sample of searches in a single year of traffic stops. Despite these limitations, the hit-rate analysis is still widely applied in practice and contributes to the overall understanding of post-stop police behavior in Connecticut.

robustness check contained in Appendix G, Table G.1 where the sample has been restricted to only consent searches.

Table 7. 1: Chi-Square Test of Hit-Rate, All Discretionary Searches 2018

Variable	Caucasian	Non-Caucasian	Black	Hispanic	Black or Hispanic
Hit Rate	50.306%	42.359%***	42.216%***	45.116%***	43.476%***
Contraband	2700	1860	1809	1367	3119
Searches	5367	4391	4285	3030	7174
Chi2	N/A	61.29	62.65	20.9	57.6
P-Value	N/A	0.001	0.001	0.001	0.001

Note 1: The coefficients are presented along with robust standard errors. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: Sample includes all discretionary searches in 2018.

Table 7.2 provides the results of a hit-rate analysis for discretionary searches made in aggregate by municipal departments in 2018. The hit-rate in municipal departments for Caucasian non-Hispanics motorists was 52.3 percent. Relative to Caucasian non-Hispanics motorists, the hit-rate for each of the four minority subgroups was lower and ranged from 43 to 46.6 percent. Each of these differences were also statistically significant at the 99 percent level. Our interpretation of these coefficient estimates is that municipal departments in Connecticut may be disproportionately searching minority motorists relative to their Caucasian counterparts. These main results are consistent with a robustness check contained in Appendix G, Table G.2 where the sample has been restricted to only consent searches.

Table 7. 2: Chi-Square Test of Hit-Rate, Municipal Police Discretionary Searches 2018

Variable	Caucasian	Non-Caucasian	Black	Hispanic	Black or Hispanic
Hit Rate	52.327%	43.234%***	43%***	46.582%***	44.491%***
Contraband	2192	1591	1551	1179	2681
Searches	4189	3680	3607	2531	6026
Chi2	N/A	64.9	67.56	20.83	60.84
P-Value	N/A	0.001	0.001	0.001	0.001

Note 1: The coefficients are presented along with robust standard errors. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: Sample includes all discretionary searches made by municipal departments in 2018.

Table 7.3 provides the results of a hit-rate analysis for discretionary searches made in aggregate by State Police troops in 2018. The hit-rate in State Police for Caucasian non-Hispanics motorists was 41.5 percent. Relative to Caucasian non-Hispanics motorists, the hit-rate for each of the four minority subgroups was lower and ranged from 33.7 to 36 percent. Each of these differences were also statistically significant at the 99 percent level. Again, our interpretation of these coefficient estimates is that State Police Troops in Connecticut may be disproportionately searching minority motorists relative to their Caucasian counterparts. These main results are consistent with a robustness check contained in Appendix G, Table G.3 where the sample has been restricted to only consent searches.

Table 7. 3: Chi-Square Test of Hit-Rate, State Police Discretionary Searches 2018

Variable	Caucasian	Non-Caucasian	Black	Hispanic	Black or Hispanic
Hit Rate	41.5%	35.932%**	35.955%**	33.771%***	35.237%***
Contraband	459	235	224	154	370
Searches	1106	654	623	456	1050
Chi2	N/A	5.335	5.129	8.088	8.927
P-Value	N/A	0.02	0.024	0.004	0.003

Note 1: The coefficients are presented along with robust standard errors. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: Sample includes all discretionary searches made by State Police in 2018.

VII.B: DEPARTMENT ANALYSIS WITH HIT-RATES, 2018

In this subsection, differences in hit-rates are estimated independently for each municipal department and State Police troop. Here, we identify and present results for the only two municipal departments and one State Police troop found to have a disparity that is statistically significant at the 95 percent level. None of these results survived the robustness check where the sample is restricted to only consent searches. However, we note that New Haven and Waterbury only passed the robustness test because these departments did not make enough searches of non-Hispanic Caucasians to compute a hit-rate. However, they had extraordinarily low hit-rates for minority motorists. Although we would not ordinarily identify these two departments, the search patterns are extreme enough to warrant additional scrutiny. The full set of results can be found in Table G.4 of Appendix G and the robustness check can be found in Table G.5. Although we lack the ability to draw definitive conclusions from these results, we note that the results for New Haven are particularly striking given the large difference in the hit rates as well as in the overall volume of searches.

Table 7. 4: Chi-Square Test of Hit-Rate, Select Department Discretionary Searches 2018

Department	Variable	Caucasian	Non-Caucasian	Black	Hispanic	Black or Hispanic
CSP Troop A +	Hit Rate	42.856%	29.347%%++	30.587%%+	22.666%***	26.582%***
	Contraband	75	27	26	17	42
	Searches	175	92	85	75	158
	Chi2	N/A	4.66	3.625	9.201	9.649
	P-Value	N/A	0.03	0.057	0.002	0.002
	Q-Value	N/A	0.324	0.345	0.046	0.043
New Haven	Hit Rate	51.666%	20.863%***	20.913%***	###	26.343%***
	Contraband	31	87	87	64	147
	Searches	60	417	416	152	558
	Chi2	N/A	26.73	26.6	1.59	16.94
	P-Value	N/A	0.001	0.001	0.207	0
	Q-Value	N/A	0.001	0.001	0.621	0.001

Department	Variable	Caucasian	Non-Caucasian	Black	Hispanic	Black or Hispanic
Waterbury	Hit Rate	48.543%	19.658%***	20%***	26.582%***	22.750%***
	Contraband	50	23	23	21	43
	Searches	103	117	115	79	189
	Chi2	N/A	20.61	19.88	9.062	20.43
	P-Value	N/A	0.001	0.001	0.003	0.001
	Q-Value	N/A	0.001	0.001	0.046	0.001

Note 1: The coefficients are presented along with robust standard errors. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance. Variables concatenated with a + in place of a *, were found to have a false discovery rate greater than 10 percent.
Note 2: Sample includes all discretionary searches made by municipal departments and State Police in 2018.
Note 3: The test was only estimated when the combined sample of Caucasian and minority motorists exceeded 30 searches.
Note 4: Q-Values were estimated using a false discovery rate procedure following Simes (1986) and later refined by Benjamini and Hochberg (1995) and Benjamini and Yekutieli (2001).
+ Results are not robust across subsequent specifications and/or had a false discovery rate above ten percent.

VIII: FINDINGS FROM THE 2018 ANALYSIS

This section represents a summary of the findings from the one-year analysis of traffic stops conducted January 1, 2018 to December 31, 2018.

VIII.A: AGGREGATE FINDINGS FOR CONNECTICUT, 2018

Across Connecticut's municipal departments and State Police troops, a total of 17.1 percent of motorists stopped during the analysis period were observed to be Black while 15.2 percent of stops were Hispanic motorists.

The findings from the 2018 analysis of Connecticut's traffic stop data indicates that progress continues to be made in terms of the decision to stop a minority motorist. The results from the Veil of Darkness analysis indicate that a stopped motorist was not any more likely to have been a minority during periods of daylight relative to darkness. However, the aggregate analysis focused on the State Police found evidence suggesting that Hispanic motorists were more likely to be stopped during daylight. The results for State Police were found to be robust to the addition of a variety of controls. The level of statistical significance remained relatively consistent in sign when the sample was reduced to only moving violations but became somewhat noisier when officer fixed-effects are included. Estimates for Connecticut as a whole as well as the municipal department sample indicated little evidence of disparate treatment in the aggregate.

On the other hand, the results from the post-stop analysis indicated that minority motorists were subject to search more frequently than their non-Hispanic White counterparts and relative to their own likelihood of carrying contraband. In aggregate, Connecticut police departments exhibit a tendency to be much less successful in motorist searches across all minority groups as a whole and for the aggregate State Police and municipal department samples. In each of the past four reports, we have found evidence that minority motorists are subject to searches much more frequent relative to their non-Hispanic White counterparts despite those searches being far less successful. Our findings this year are estimated on a sample that excludes inventory searches and also robust to a more restrictive subsample of only consent searches.

In the past four reports, we have also noted that the Connecticut State Police continue to appear across several tests each year. In particular, there has been one or more State Police troops identified each year in either or both of the Veil of Darkness and hit-rate tests. Using the Veil of Darkness, we have previously identified Troop K (2018 and 2017), Troop A (2017), Troop C (2017 and 2013-14), Troop B (2015-16), and Troop H (2014-15 and 2013-14).[11] Using the hit-rate test, we have previously identified Troop A (2018, 2015-16, and 2014-15), Troop G (2015-16), Troop K (2015-16), Troop L (2015-16), Troop F (2014-15 and 2013-14) Troop H (2014-15), Troop C (2014-15 and 2013-14), and Troop I (2014-15 and 2013-14).[12] Although this year we have only formally identified Troop K, it

[11] Note that not all of these results survived the robustness checks, i.e. we did not formally identity Troops A in 2017.

[12] Note that not all of these results survived the robustness checks, i.e. we did not formally identity Troops A, K, or L in 2015-16 or Troop A this year.

warrants concern that the Connecticut State Police have appeared each year as having a statistically significant disparity in either or both of minority traffic stops and vehicular searches.

VIII.B: VEIL OF DARKNESS ANALYSIS FINDINGS, 2018

In an effort better identify racial and ethnic disparities at the department level, all of the analyses were repeated at the department level. Although there is evidence of a disparity at the state level, it is important to note that it is likely that specific departments are driving these statewide trends. The threshold for identifying individual departments was the presence of a disparity that was statistically significant at the 95 percent level in either the Black or Hispanic alone categories. By construction, the departments identified as having a statistically significant disparity are the largest contributors to the overall statewide results. [13] Here, the unit of analysis is a municipal department or State Police troop where disparities could be a function of a number of factors including institutional culture, departmental policy, or individual officers.[14]

The one municipal departments and one State Police troops identified to exhibit a statistically significant racial or ethnic disparity include:

Bridgeport

The Bridgeport police department was identified as having a disparity in the rate of minority traffic stops using the Veil of Darkness test. This department was observed to have made 74.1 percent minority stops in 2018 during the inter-twilight window of which 42.4 percent were of Black and 30.5 were of Hispanic motorists. The Veil of Darkness analysis indicated a statistically significant disparity in the rate that Black motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a stopped motorist was Black increased by 1.2 during daylight. These results were statistically significant at a level greater than 99 percent and robust to the inclusion of a variety of controls including officer fixed-effects as well as to a restricted subsample of moving violations.

State Police Troop K

The State Police Troop K was identified as having a disparity in the rate of minority traffic stops using the Veil of Darkness test. This department was observed to have made 20.1 percent minority stops in 2018 during the inter-twilight window of which 7.1 percent were of Black and 8.5 were of Hispanic motorists. The Veil of Darkness analysis indicated a statistically significant disparity in the rate that Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a stopped motorist was Hispanic increased by 1.7 during daylight. These results were statistically significant at a level greater than 99 percent and robust to the inclusion of a variety of

[13] To identify departments, a disparity must have been estimated with at least a 95 percent level of confidence and have a false discovery rate of less than 10 percent. Put simply, there must have been at least a 95 percent chance that the motorists were more likely to be stopped at a higher rate relative to white non-Hispanics motorists. The false discovery rate of 10 percent allows for there to be a less than 10 percent chance that one of our identified estimates misidentifies a department.

[14] Since department or state police barrack estimates represent an average effect of stops made by individual officers weighted by the number of stops that they made in 2018, it is possible that officer-level disparities exist in departments which were not identified.

controls including officer fixed effects as well as to a restricted subsample of moving violations.

VIII.C: OTHER STATISTICAL AND DESCRIPTIVE MEASURE FINDINGS, 2018

In addition to the one municipal police department and one State Police troop identified to exhibit statistically significant racial or ethnic disparities in the Veil of Darkness analysis, a number of other departments were identified using either the descriptive tests, stop disposition test or KPT hit-rate analysis. Identification in any one of these tests alone is not, in and of itself, sufficient to be identified for further analysis. However, these additional tests are designed as an additional screening tool to identify the jurisdictions where consistent disparities exceed certain thresholds that appear in the data. Although it is understood that certain assumptions have been made in the design of each of these measures, it is reasonable to believe that departments with consistent data disparities that separate them from the majority of other departments should be subject to further review and analysis with respect to the factors that may be causing these differences.

Synthetic Control Analysis

The results from estimating whether individual municipal departments stopped more minority motorists relative to their requisite synthetic control found no departments with a disparity that was statistically significant at the 95 percent level in the Black or Hispanic alone categories.

Descriptive Statistics 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 62 municipal police departments were identified with racial and ethnic disparities when compared to one or more of the descriptive measures, only *Darien, Manchester, Meriden, Newington, Norwich, Stratford, Waterbury, and Wethersfield* exceeded the disparity threshold in more than half the benchmark areas.

Stop Disposition Analysis:

In aggregate, minority motorists stopped by municipal police departments were found to have a statistically different distribution of outcomes conditional on the basis for which they were stopped. In the departmental analysis, there were eight municipal departments found to have a disparity in the distribution of outcomes. However, none of these towns had a false discovery rate that was below the maximum threshold for formal identification of ten percent. These differences were statistically significant at the 95 percent level or above in the Black or Hispanic alone categories. However, we note that the number of violations might be corelated with more severe outcomes and race. Since this variable is unobservable in the current data and we are unable to rule out the possibility that the identified towns arose from chance, we strongly caution the reader about drawing any conclusions from this section alone.

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 a total of two municipal police departments and one State Police Troop found to have a disparity in the hit-rate of minority motorists relative to White non-Hispanics motorists, which was statistically significant at the 95 percent level but the State Police Troop fell below the threshold of a 10 percent false discovery rate. The two municipal departments identified to exhibit a statistically significant racial or ethnic disparity in searches were:

New Haven

The New Haven police department was identified as having a disparity in the rate of minority vehicular searching using the hit-rate test. This department was observed to have found contraband in 51.7 percent of searches (31 of 60 searches) for non-Hispanic Caucasian motorists but only 20.9 percent (87 of 416 searches) for Black motorists and 42.1 percent (64 of 152 searches) for Hispanic motorists. A formal test of the differences between the non-Hispanic Caucasian and these minority hit-rates identified a statistically significant disparity for Black motorists. As mentioned, these results did not withstand restricting the sample to only consent searches but that was simply because the department did not make enough searches of non-Hispanic Caucasians to compute a hit-rate. On the other hand, the department made nearly 151 consent searches of Black motorists and 46 of Hispanic motorists with hit-rates of 7.9 and 15.2 percent respectively.

Waterbury

The Waterbury police department was identified as having a disparity in the rate of minority vehicular searching using the hit-rate test. This department was observed to have found contraband in 48.5 percent of searches (50 of 103 searches) for non-Hispanic Caucasian motorists but only 20 percent (23 of 115 searches) for Black motorists and 26.6 percent (21 of 79 searches) for Hispanic motorists. A formal test of the differences between the non-Hispanic Caucasian and these minority hit-rates identified a statistically significant disparity for both Black and Hispanic motorists. As mentioned, these results did not withstand restricting the sample to only consent searches but that was simply because the department did not make enough searches of non-Hispanic Caucasians to compute a hit-rate. On the other hand, the department made nearly 49 consent searches of Black motorists and 30 of Hispanic motorists with hit-rates of 2 and 3.3 percent respectively.

VIII.D: FOLLOW-UP ANALYSIS

The entirety chapters III through VII of this report should be utilized as a screening tool by which researchers, law enforcement administrators, community members and other appropriate stakeholders focus resources on those departments displaying the greatest level of disparities in their respective stop data. As noted previously, racial and ethnic disparities in any traffic stop analysis do not, by themselves, provide conclusive evidence of racial profiling. Statistical disparities do, however, provide significant evidence of the presence of idiosyncratic data trends that warrant further analysis.

In order to determine if a departments racial and ethnic disparities warrant additional in-depth analysis, researchers review the results from the five analytical sections of the report (Veil of Darkness, Synthetic Control, Descriptive Statistics, Stop Disposition and KPT Hit-Rate). The threshold for identifying significant racial and ethnic disparities for departments is described in each section of

the report (ex. departments with a disparity that was statistically significant at the 95 percent level in the black or Hispanic alone categories in the Veil of Darkness methodology were identified as statistically significant). A department is identified for a follow-up analysis if they meet any one of the following criteria:

1. A statistically significant disparity in the Veil of Darkness analysis
2. A statistically significant disparity in the synthetic control analyses and any one of the following analyses:
    a. Descriptive statistics
    b. Stop Disposition
    c. KPT-Hit Rate
3. A statistically significant disparity in the descriptive statistics, stop disposition, and KPT hit-rate analyses.

In general, we identified far fewer departments in 2018 relative to prior year's studies with only one municipal department and one State Police troop. We should note that both Waterbury and New Haven were identified in the main hit-rate test but passed the robustness only due to the fact they did not make any consent searches of non-Hispanic Caucasian motorists. Thus, these two municipal departments only passed the robustness test because it could not be performed on their data. Based on the above listed criteria it was recommended that an in-depth follow-up analysis should be conducted for the following departments: **(1) Bridgeport, and (2) Troop K.**

Upon further review of Bridgeport traffic stop records, researchers learned that the first six months of 2018 data was inconsistently reported by the department. In early 2018, the department converted to a new records management system. Due to the system conversion, an indeterminate number of traffic stop records went unreported to the state. The missing records may have impacted the results of the departmental analysis. At the January 2020 Connecticut Racial Profiling Prohibition advisory board meeting the board approved the project staff's recommendation not to conduct an in-depth analysis that included incomplete records. The advisory board determined that the more appropriate course of action would be to conduct an in-depth analysis for Bridgeport with complete records submitted after the records management system conversion was completed. A supplemental analysis of Bridgeport traffic stop disparities will be completed and published in the coming months.

Although this year we have only formally identified Troop K with statistically significant racial and ethnic disparities, in the past four reports Connecticut State Police continue to appear across several tests. There have been one or more State Police troops identified each year in either or both of the Veil of Darkness and hit-rate tests. There are very different challenges associated with assessing the racial and ethnic disparities identified for the State Police compared to municipal police departments. State Police not only provides enforcement on Connecticut interstate highways and state roads but is also responsible for local policing services for 80 towns that don't have organized police departments. Staffing patterns and reporting procedures vary considerably from those followed by municipal departments. Due to the disparities identified over the past five years in the State Police data, researchers conducted a comprehensive five-year analysis of traffic stop disparities for the entire State Police, which can be found in chapter IX of this report.

Although further analysis is important, a major component of addressing concerns about the possibility of racial profiling in Connecticut is bringing law enforcement officials and community members together in an effort to build trust by discussing relationships between police and the

community. Public forums should be held in each identified community to bring these groups together. They serve as an important tool to inform the public of the findings and outline steps for moving forward with additional analysis. The IMRP is committed to utilizing both data and dialogue to enhance relationships between the police and community

IX: STATE POLICE ADDITIONAL ANALYSIS

In this analysis, we present a series of robustness tests on the main analysis for the aggregate and troop-by-troop results for Connecticut State Police from 2013-2018.[15] Connecticut State Police not only provide enforcement on Connecticut interstate highways and state roads, but are also responsible for local policing services for 80 towns. Of the 80 towns patrolled by State Police, 57 contracts with the Department of Emergency Services and Public Protection (DESPP) for one or more resident state trooper. The resident state trooper is a state police officer that has been assigned by the Commissioner of DESPP to the contracted town. The resident trooper is responsible for supervising any constables that may be hired by the town. Although resident troopers supervise and direct the operations of town constables, the constables are local employees and not state police officers. Figure 9.1 provides the total number of constables by town and troop. Policing services for the remaining 23 towns that do not have their own organized police department or participate in the resident trooper program are provided by the local state police troop.

Table 9. 1: Towns that Employ Constables by Troop

Town Name	Number of Constables	Town Name	Number of Constables
Troop A		Troop F cont.	
Bridgewater	6	Essex	6
New Fairfield	8	Old Lyme	8
Oxford	15	Westbrook	11
Redding	1	Troop H	
Roxbury	4	East Granby	7
Southbury	23	Troop I	
Troop B		Beacon Falls	14
Barkhamsted	1	Bethany	5
New Hartford	5	Prospect	19
Salisbury	3	Troop K	
Troop C		Colchester	11
Ellington	16	East Haddam	9
Somers	8	Hebron	3
Stafford	10	Lebanon	5
Troop D		Marlborough	4
Hampton	1	Troop L	
Killingly	2	Bethlehem	9
Troop E		Burlington	11
Montville	25	Litchfield	2
Troop F		Washington	3
Chester	4	Woodbury	17
Deep River	2		

In discussions with State Police, one issue that was raised is that State Police direct the operations and provide supervision of local constables, but they are not hired or trained by the State Police. Under the current system, local constables report traffic stop data through the State Police records management system. Stops made by constable are included in our troop by troop analysis and

[15] Note that we use the older October to October study year definition for consistency with older reports.

considered in the same manner as stops made by trooper. Thus, State Police administrators were rightfully concerned that including constables with State Police troopers could potentially bias the results or confound both current and historical findings with respect to this agency. To address these concerns, we estimated both the Veil of Darkness and the Hit-Rate tests per study year in aggregate as well as separately for troopers and constables. In general, we find that removing traffic stops made by constables improves the precision of the underlying estimates and only exacerbates the evidence suggestive of a disparity against minorities.

IX.A: SUMMARY OF VEIL OF DARKNESS ANALYSIS

In the aggregate traffic stop data restricted to just moving violations within the inter-twilight window from 2013-18, we find that the odds a stopped motorist was a minority increased in daylight by 1.1 for both Black and Hispanic motorists. The results for Black motorist were marginally statistically significant at the 90% level while those for Hispanic motorists were not significant. Focusing on constables, we find the odds a stopped motorist was a minority decreased in daylight by 0.8 for Black and 0.9 for Hispanic motorists. Only the results for Black motorists were statistically significant but it remains unclear exactly whether we should interpret the decrease as evidence for or against the possibility of discrimination.[16] When constables are excluded from the estimation sample and we focused only on traffic stops made by troopers, the results become significantly more precise and larger in magnitude. In particular, the odds a stopped motorist was Black and Hispanic increased by 1.1 for both groups in daylight. Both results were statistically significant at the 99% confidence level.

Figure 9.2 plots the State Police results by individual year for the aggregate grouping as well as separately for constables and troopers. As seen in the figure, the results for the constable alone grouping are extremely imprecise and often negative when disaggregated by year. On the other hand, the results for the trooping alone grouping remains extremely precise and consistently indicative of discrimination against minorities. In particular, the results for 2014-15, 2016-17, and 2017-18 are significant for Black motorists at level greater than 95% confidence. Similarly, the results for 2016-17 and 2017-18 are significant for Hispanic motorists at a level greater than 95% confidence.

The following summarizes the results for the individual troops[17]:

Troop A

- Aggregate: No statistically significant disparity found in any year
- Constables: 2013-14 (Hispanic)
- Troopers: No statistically significant disparity found in any year

Troop B

- Aggregate: No statistically significant disparity found in any year
- Constables: Insufficient sample of moving violations in the inter-twilight window to run test

[16] Kalinowski, Ross, and Ross (2019) demonstrate that a decrease in the odds a minority is stopped in daylight can indicate the presence of discrimination when motorists adjust their driving behavior in response to discrimination.

[17] Note we only report positive disparities as it is unclear how to interpret negative coefficient estimates. This is consistent with how we have historically discussed results in the annual report.

- Troopers: No statistically significant disparity found in any year

Troop C

- Aggregate: 2013-14 (Hispanic), 2016-17 (Black and Hispanic)
  [Marginally significant in 2013-14 (Black)]
- Constables: Insufficient sample of moving violations in the inter-twilight window to run test
- Troopers: 2013-14 (Hispanic), 2016-17 (Black and Hispanic)
  [Marginally significant in 2013-14 (Black)]

Troop D

- Aggregate: 2013-14 (Black)
  [Marginally significant in 2017-18 (Black)]
- Constables: Insufficient sample of moving violations in the inter-twilight window to run test
- Troopers: 2013-14 (Black), 2014-15 (Black)
  [Marginally significant in 2017-18 (Black)]

Troop E

- Aggregate: No statistically significant disparity found in any year
  [Marginally significant in 2013-14 (Black), 2016-17 (Black), 2017-18 (Black and Hispanic)]
- Constables: 2015-16 (Hispanic), 2016-17 (Black)
- Troopers: 2013-14 (Black)
  [Marginally significant in 2013-14 (Black), 2017-18 (Black and Hispanic)]

Troop F

- Aggregate: No statistically significant disparity found in any year
  [Marginally significant in 2016-17 (Black), 2015-16 (Hispanic)]
- Constables: No statistically significant disparity found in any year
- Troopers: 2014-15 (Black)
  [Marginally significant in 2015-16 (Hispanic), 2016-17 (Black)]

Troop G

- Aggregate: No statistically significant disparity found in any year
- Constables: Insufficient sample of searches to run test
- Troopers: No statistically significant disparity found in any year

Troop H

- Aggregate: 2014-15 (Black)
  [Marginally significant in 2013-14 (Black), 2017-18 (Hispanic)]
- Constables: No statistically significant disparity found in any year
- Troopers: 2014-15 (Black), 2017-18 (Hispanic)
  [Marginally significant in 2013-14 (Black and Hispanic), 2017-18 (Black)]

Troop I

- Aggregate: 2014-15 (Hispanic)

- Constables: 2015-16 (Hispanic)
- Troopers: 2014-15 (Hispanic)
  [Marginally significant in 2017-18 (Black and Hispanic)]

Troop K

- Aggregate: No statistically significant disparity found in any year
  [Marginally significant in 2013-14 (Black and Hispanic), 2015-16 (Hispanic), 2016-17 (Hispanic), 2017-18 (Hispanic)]
- Constables: No statistically significant disparity found in any year
- Troopers: No statistically significant disparity found in any year
  [Marginally significant in 2013-14 (Black and Hispanic), 2015-16 (Hispanic), 2016-17 (Hispanic), 2017-18 (Black and Hispanic)]

Troop L

- Aggregate: 2015-16 (Black), 2016-17 (Black and Hispanic)
- Constables: No statistically significant disparity found in any year
- Troopers: 2016-17 (Black and Hispanic)
  [Marginally significant in 2015-16 (Black)]

CSP Headquarters

- Aggregate: 2016-17 (Hispanic)
  [Marginally significant in 2016-17 (Black)]
- Constables: Insufficient sample of moving violations in the inter-twilight window to run test
- Troopers: 2016-17 (Hispanic)
  [Marginally significant in 2016-17 (Black)]

IX.B: SUMMARY OF HIT-RATE ANALYSIS

In the subset of traffic stops where searches were made from 2013-18, we find that contraband was found in 42.3% of the 8,656 discretionary searches of white non-Hispanic motorists.[18] In contrast, we find that the contraband hit-rate was 33.8% of 3,982 searches made of Black motorists and 31.6% of 2,884 searches made of Hispanic motorists. Thus, Black and Hispanic motorists were searched more often in terms of the rate with which they are caught carrying contraband relative to white non-Hispanic motorists. The hit-rate for constables was 42% of 621 searches for white non-Hispanic motorists relative to 44.2% and 30.5% out of 86 Black searches and 59 Hispanic searches respectively. The hit-rate for troopers was 42.4% of 7,791 searches for white non-Hispanic motorists relative to 33.9% and 31.8% out of 3,766 Black searches and 2,752 Hispanic searches respectively. The aggregate and trooper disparities discussed above were found to be significant at the 99% confidence level based on a Pearson Chi-squared test while the disparities for constables were not significant.

Figure 9.3 disaggregates the State Police results by individual years for both constables and troopers. As seen in the figure, the results for the constable alone grouping are extremely imprecise when disaggregated by year. Further, the disparity often flips such that the hit-rate for white non-Hispanics

[18] Discretionary searches defined here as consent searches and searches labeled as other.

is sometimes smaller in magnitude than that of Black or Hispanic motorists. On the other hand, the results for the trooping alone grouping remains extremely precise and consistently indicative of discrimination against minorities in every single year and in both racial groups. Every single estimate for troopers was precisely estimated at a level at or above 95% confidence based on a Pearson Chi-squared test.

The following summarizes the results for the individual troops:

Troop A

- Aggregate: 2015-16 (Black), 2016-17 (Black and Hispanic), 2017-18 (Hispanic)
- Constables: Insufficient sample of searches to run test
- Troopers: 2015-16 (Black), 2016-17 (Black and Hispanic), 2017-18 (Black and Hispanic)

Troop B

- Aggregate: Insufficient sample of searches to run test
- Constables: Insufficient sample of searches to run test
- Troopers: Insufficient sample of searches to run test

Troop C

- Aggregate: 2013-14 (Black and Hispanic), 2014-15 (Hispanic)
- Constables: Insufficient sample of searches to run test
- Troopers: 2013-14 (Black and Hispanic), 2014-15 (Hispanic)

Troop D

- Aggregate: No statistically significant disparity found in any year
- Constables: Insufficient sample of searches to run test
- Troopers: No statistically significant disparity found in any year

Troop E

- Aggregate: No statistically significant disparity found in any year
- Constables: Insufficient sample of searches to run test
- Troopers: No statistically significant disparity found in any year

Troop F

- Aggregate: 2013-14 (Black), 2014-15 (Black)
- Constables: Insufficient sample of searches to run test
- Troopers: 2013-14 (Black), 2014-15 (Black)

Troop G

- Aggregate: 2013-14 (Hispanic), 2015-16 (Black and Hispanic), 2016-17 (Black and Hispanic)
- Constables: Insufficient sample of searches to run test
- Troopers: 2013-14 (Hispanic), 2015-16 (Black and Hispanic), 2016-17 (Black and Hispanic)

Troop H

- Aggregate: No statistically significant disparity found in any year

- Constables: Insufficient sample of searches to run test
- Troopers: No statistically significant disparity found in any year

Troop I

- Aggregate: 2013-14 (Hispanic)
- Constables: Insufficient sample of searches to run test
- Troopers: No statistically significant disparity found in any year

Troop K

- Aggregate: 2015-16 (Black)
- Constables: Insufficient sample of searches to run test
- Troopers: No statistically significant disparity found in any year

Troop L

- Aggregate: No statistically significant disparity found in any year
- Constables: Insufficient sample of searches to run test
- Troopers: No statistically significant disparity found in any year

CSP Headquarters

- Aggregate: No statistically significant disparity found in any year
- Constables: Insufficient sample of searches to run test
- Troopers: No statistically significant disparity found in any year

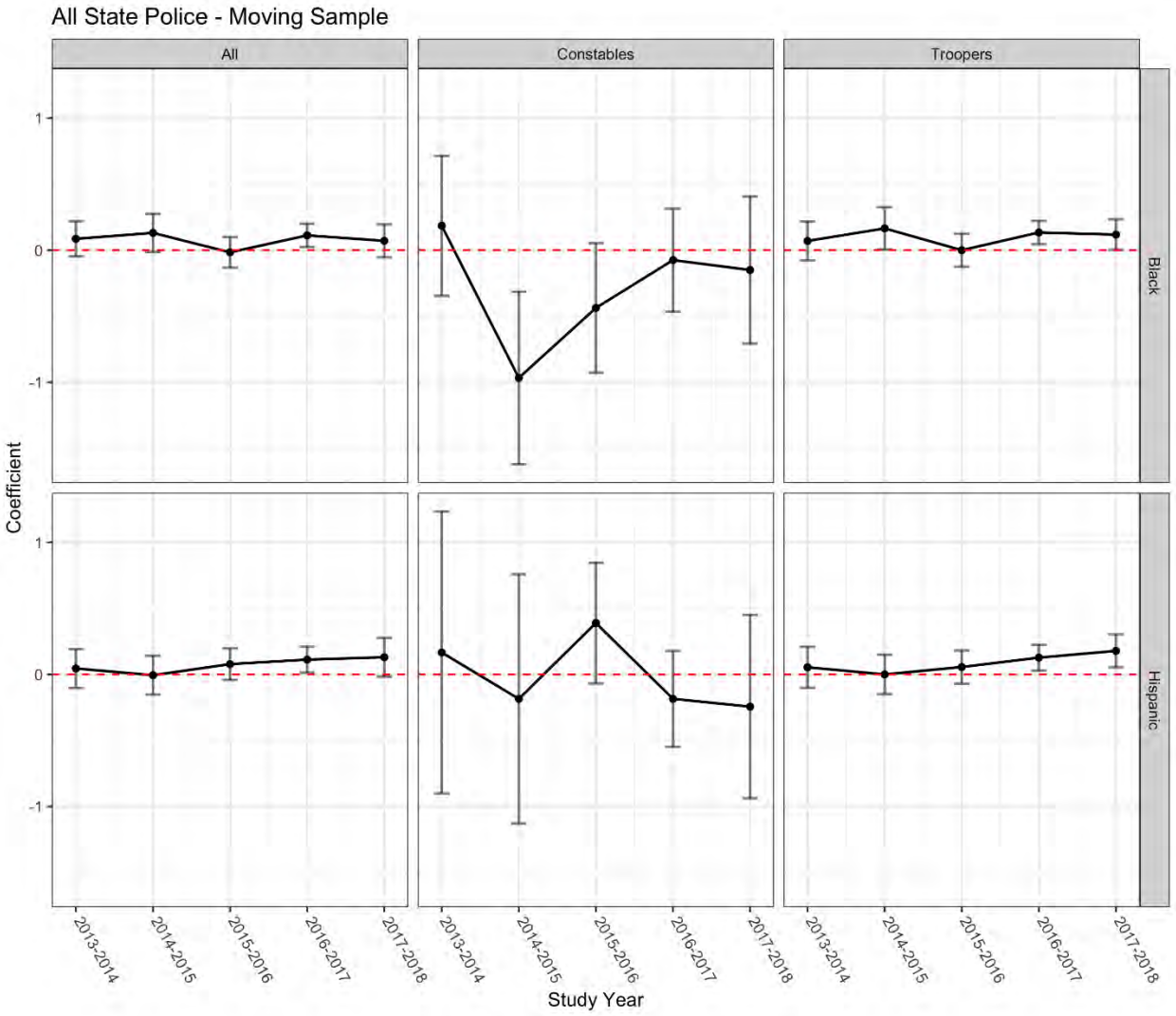
IX.C: MAIN EMPIRICAL RESULTS

The following section provides detailed empirical results of applying the Veil of Darkness and Hit-Rate tests to the Connecticut State Police data from 2013-18. Here, we provide the reader with a brief and non-technical overview of how to interpret the figures pertaining to each test. Note that there are figures containing annual estimates using the sample of all State Police troops as well as for each individual troop.

For the figures pertaining to the Veil of Darkness estimates, the top and bottom rows compare Black (regardless of ethnicity) and Hispanic (regardless of race) motorists respectively to white non-Hispanic motorists. The first column contains estimates from the sample containing all officers while the second and third columns contain estimates for the subsamples of troopers and constables alone. Within each of the six total panels in the figure, there are point estimates with associated 95% confidence intervals from annual regressions of race/ethnicity on daylight and a series of controls. Put simply, the dark line and dots represent the estimated change in the likelihood that a stopped motorist is a minority in daylight relative to darkness. That change is plotted along the vertical axis while different years are annotated on the horizontal axis. The error bars on each of these point estimates capture the precision of that estimates. Thus, we have confidently identified a disparity anytime the lower bound of the confidence bar meets or exceeds the red line representing zero. As explained elsewhere in the report, a disparity in this test means that we have precisely estimated an increase in the likelihood a minority motorist is stopped in daylight by police for a given year. See the notes below each figure for more detailed information about the specific sample selection and empirical modeling specifications used to generate each figure.

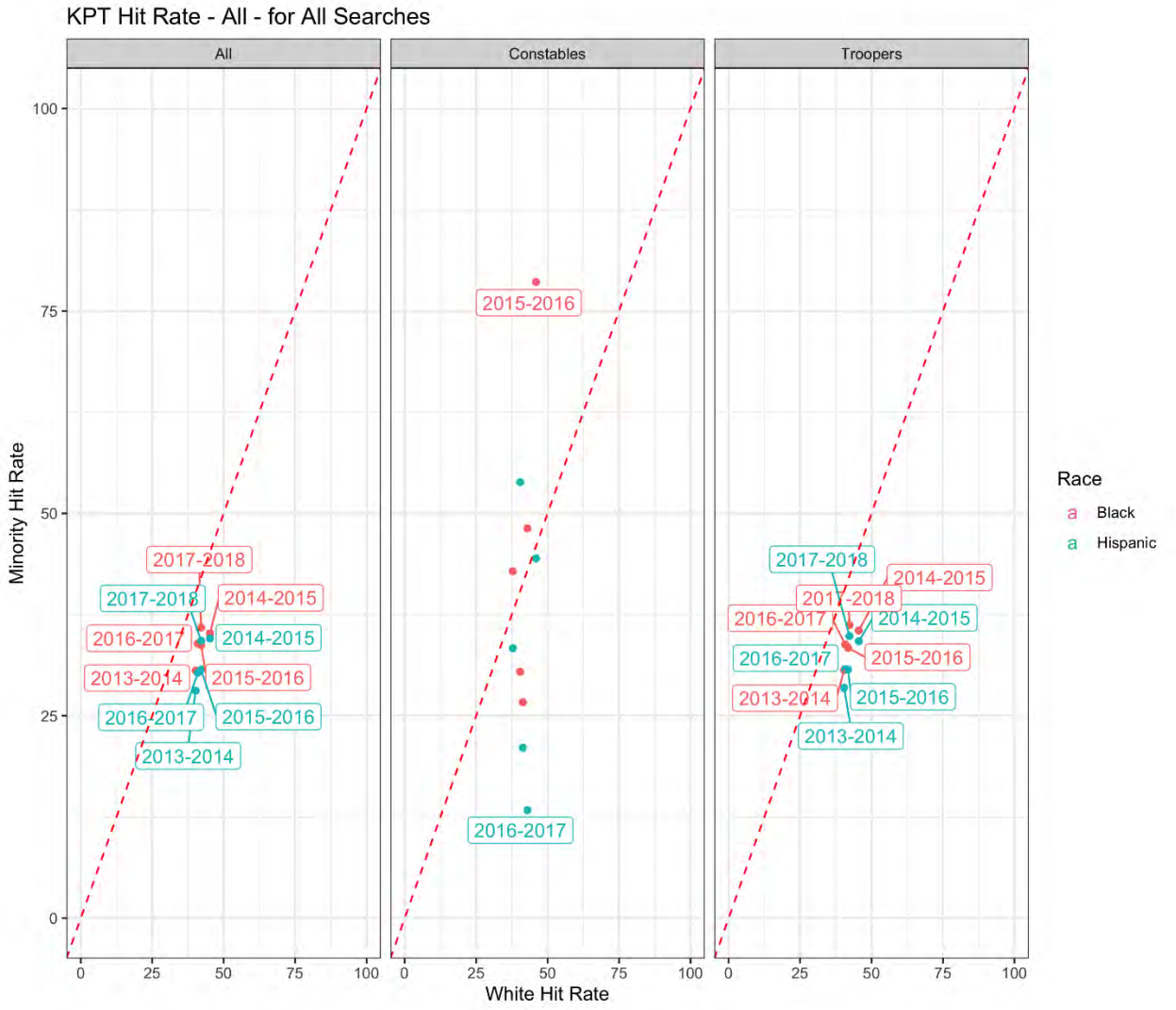
For the figures pertaining to the Hit-Rate analysis, the first column contains estimates from the sample containing all officers while the second and third columns contain estimates for the subsamples of troopers and constables alone. In these figures, the vertical axis plots the minority hit rate, i.e. the number of times contraband is found per search, while the horizontal axis plots the white non-Hispanic hit rate. The red 45-degree line represents parity, i.e. when white non-Hispanic motorists are searched just as often as the minority counterparts relative to how often contraband is found. According to the logic of this test, a disparity is present when minority motorists are searched disproportionately more than their white counterparts conditional on the number of times contraband is found, i.e. when the hit-rate is below the red 45-degree line. Annual estimates for the Black (regardless of ethnicity) and Hispanic (regardless of race) motorists are represented by red and green dots respectively. A label indicating the year is present only when a set of estimates was found to be statistically significant at a 95% confidence level using a Pearson Chi-squared test. See the notes below each figure for more detailed information about the specific sample selection and empirical modeling specifications used to generate each figure.

Figure 9. 1: Veil of Darkness Test for All Troops, Coefficient Estimates and Confidence Intervals from Regression of Race and Ethnicity on Daylight by Year



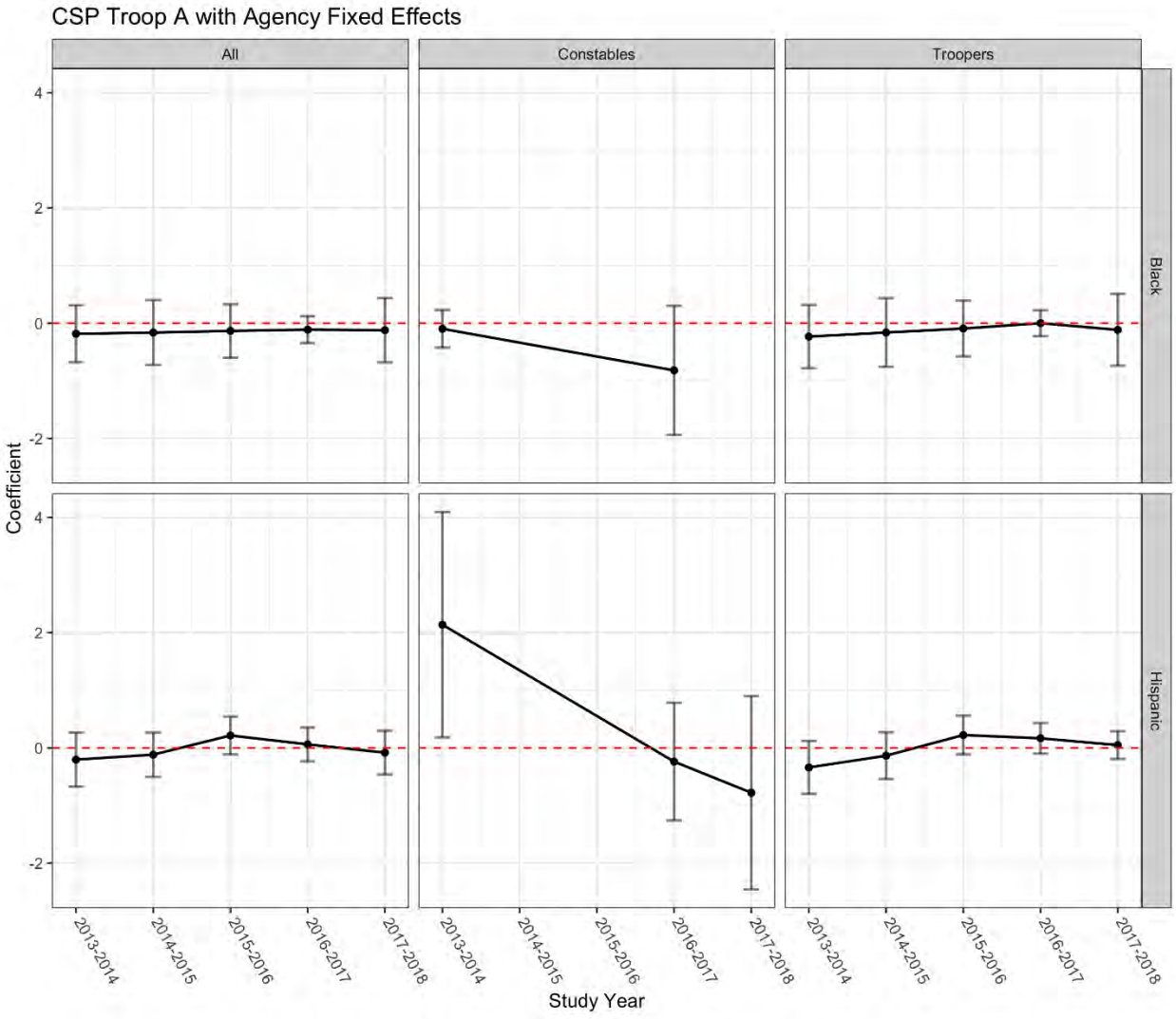
Notes: The figure displays a 95% confidence interval around coefficient estimates (log odds) of daylight from a series of yearly logistic regression of motorist race on visibility as well as controls for time of day, day of week, and troop. The sample of traffic stops includes only moving violations occurring within the evening inter-twilight window. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of one hundred or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure 9. 2: Hit-Rate Test for All Troops, Minority Relative to Caucasian Non-Hispanic Rate of Contraband Found Per Search by Year



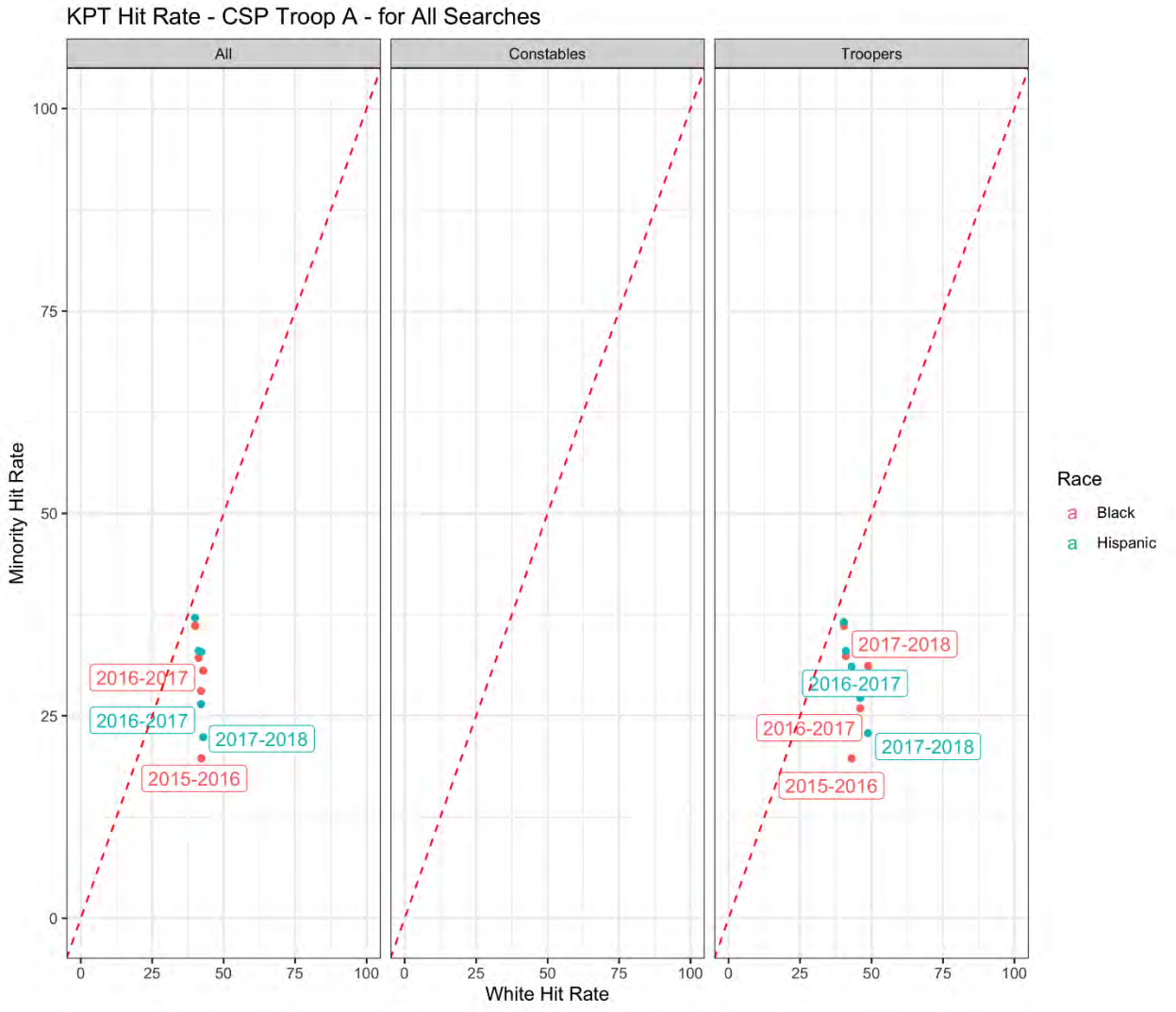
Notes: The figure displays the mean number of times contraband is found per search (i.e. the "hit-rate") for minority motorists relative to Caucasian non-Hispanic motorists. Results found to be significant at the 95% confidence level or higher are annotated with the study year. The sample of traffic stops includes only those leading to searches labeled as consent search or other. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of thirty or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure 9. 3: Veil of Darkness Test for Troop A, Coefficient Estimates and Confidence Intervals from Regression of Race and Ethnicity on Daylight by Year



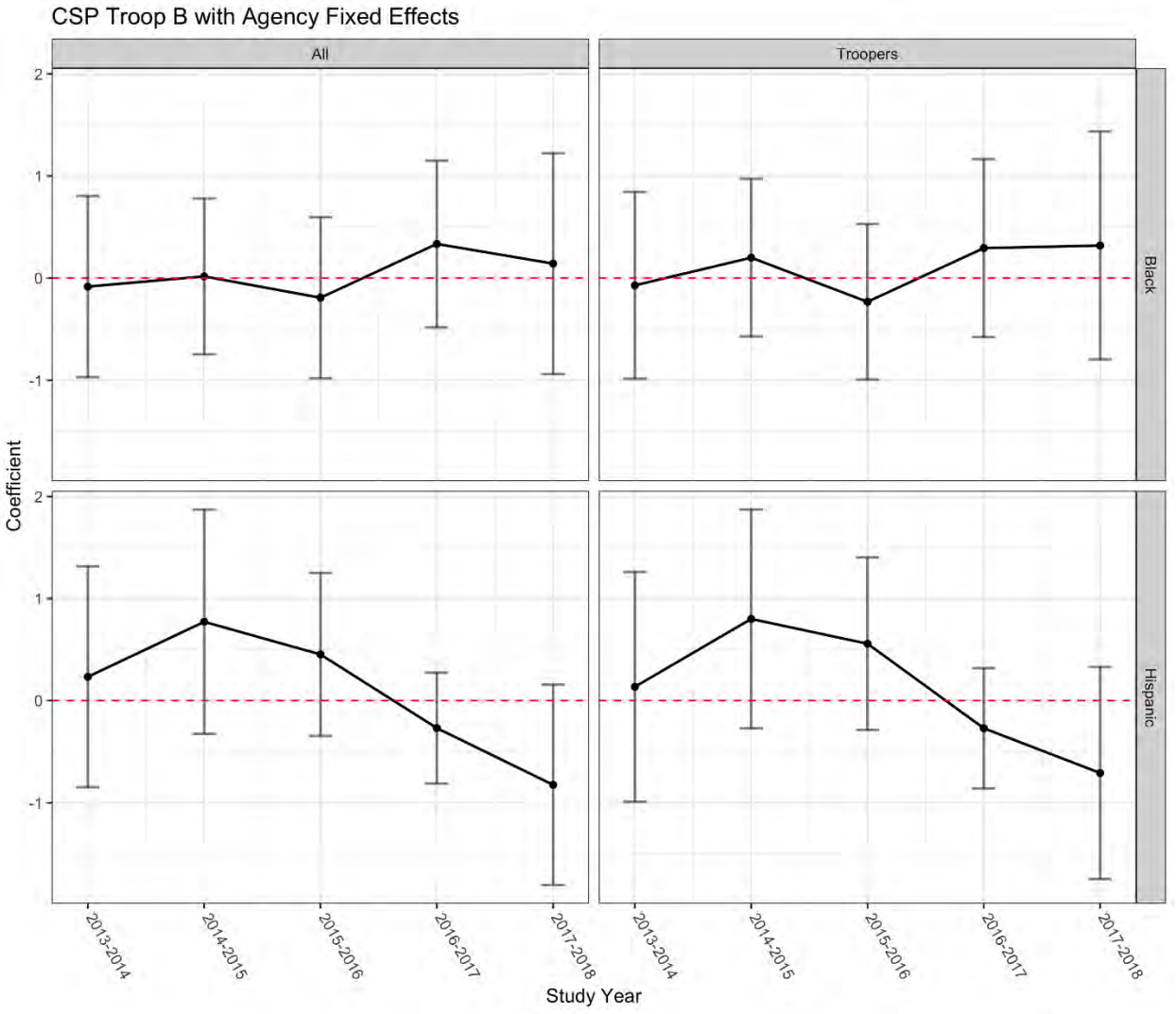
Notes: The figure displays a 95% confidence interval around coefficient estimates (log odds) of daylight from a series of yearly logistic regression of motorist race on visibility as well as controls for time of day, day of week, and troop. The sample of traffic stops includes only moving violations made by Troop A occurring within the evening inter-twilight window. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of one hundred or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure 9. 4: Hit-Rate Test for Troop A, Minority Relative to Caucasian Non-Hispanic Rate of Contraband Found Per Search by Year



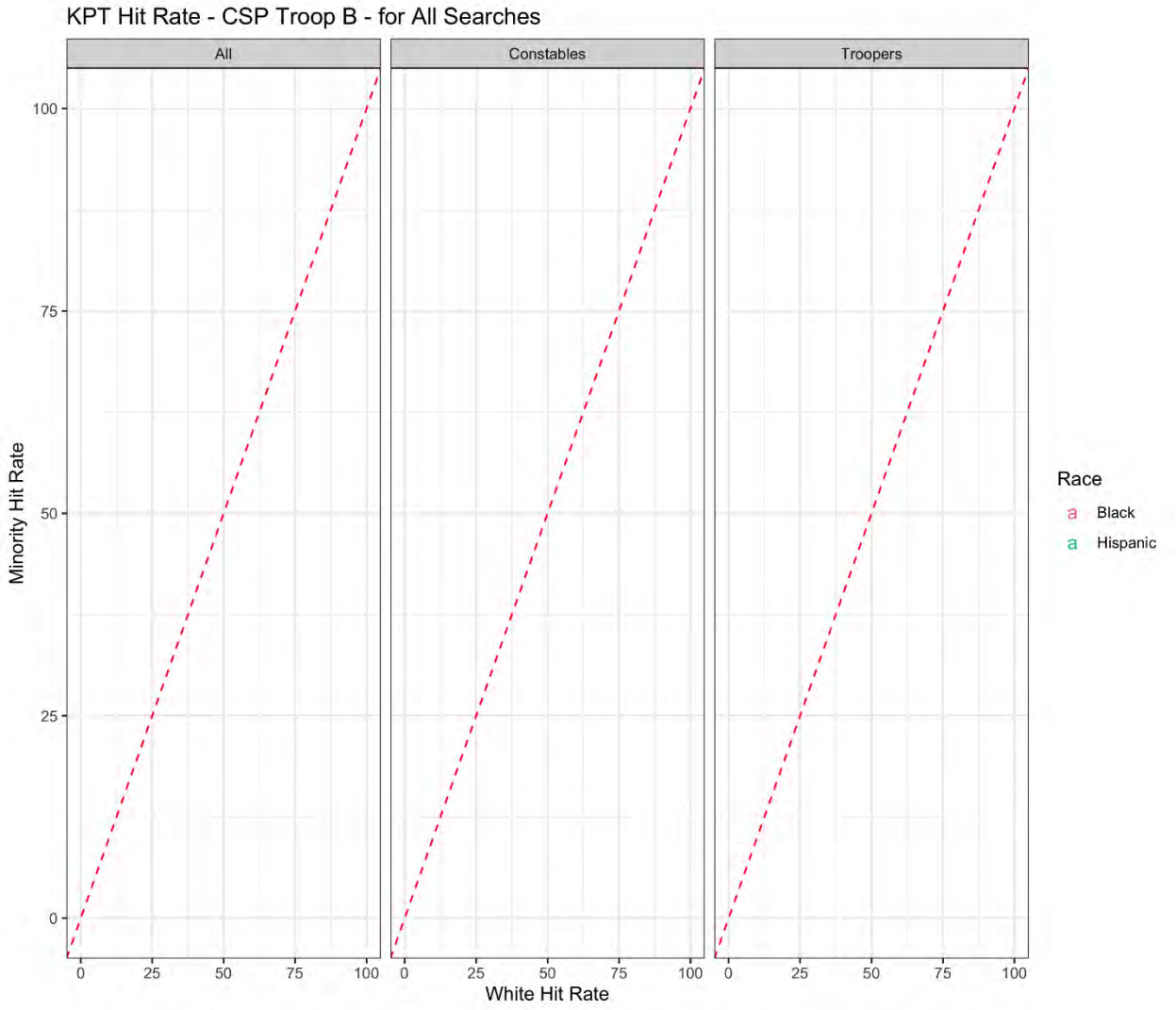
Notes: The figure displays the mean number of times contraband is found per search (i.e. the "hit-rate") for minority motorists relative to Caucasian non-Hispanic motorists. Results found to be significant at the 95% confidence level or higher are annotated with the study year. The sample of traffic stops includes only those made by Troop A leading to searches labeled as consent search or other. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of thirty or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure 9. 5: Veil of Darkness Test for Troop B, Coefficient Estimates and Confidence Intervals from Regression of Race and Ethnicity on Daylight by Year



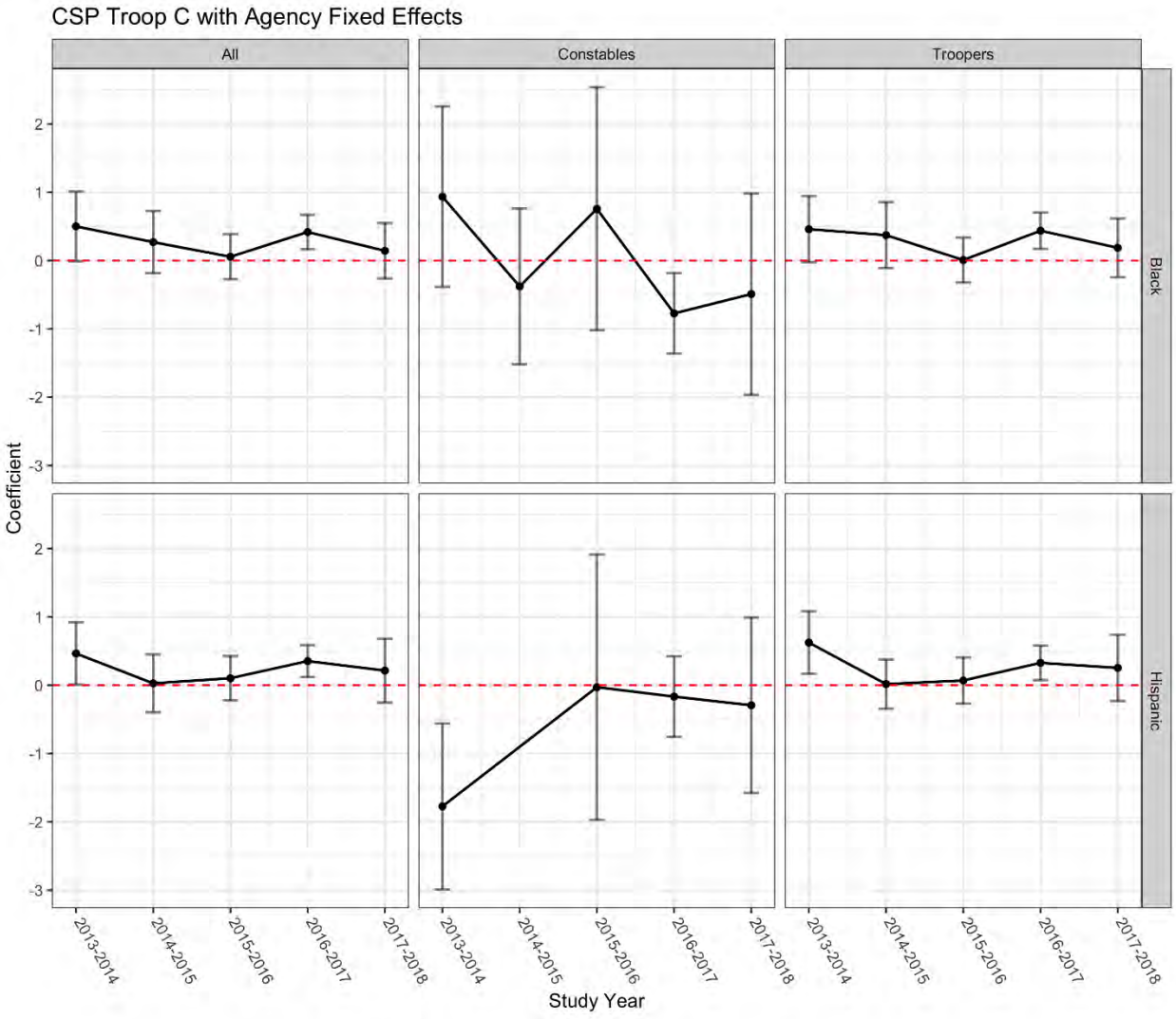
Notes: The figure displays a 95% confidence interval around coefficient estimates (log odds) of daylight from a series of yearly logistic regression of motorist race on visibility as well as controls for time of day, day of week, and troop. The sample of traffic stops includes only moving violations made by Troop B occurring within the evening inter-twilight window. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of one hundred or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure 9. 6: Hit-Rate Test for Troop B, Minority Relative to Caucasian Non-Hispanic Rate of Contraband Found Per Search by Year



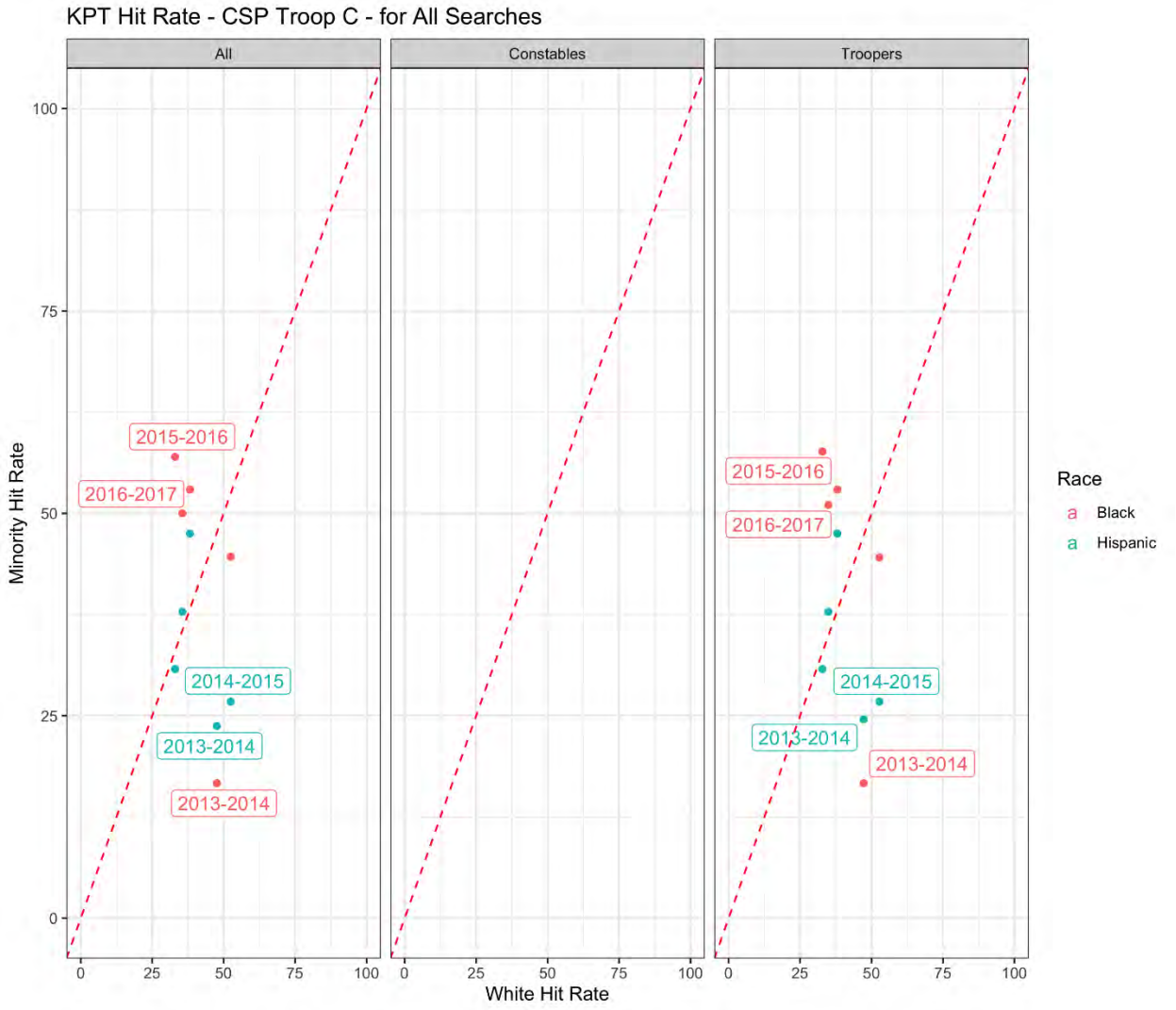
Notes: The figure displays the mean number of times contraband is found per search (i.e. the "hit-rate") for minority motorists relative to Caucasian non-Hispanic motorists. Results found to be significant at the 95% confidence level or higher are annotated with the study year. The sample of traffic stops includes only those made by Troop B leading to searches labeled as consent search or other. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of thirty or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure 9. 7: Veil of Darkness Test for Troop C, Coefficient Estimates and Confidence Intervals from Regression of Race and Ethnicity on Daylight by Year



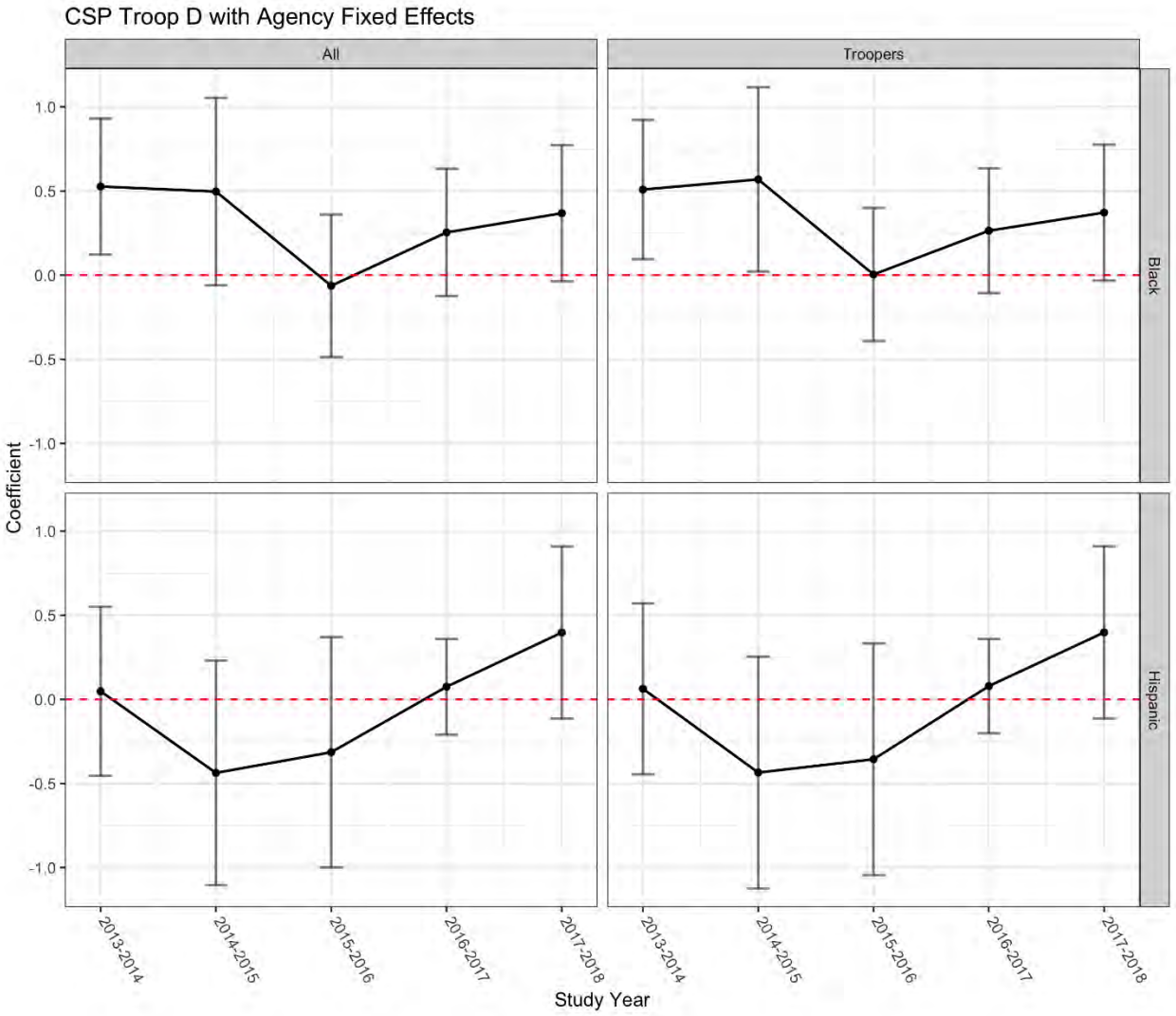
Notes: The figure displays a 95% confidence interval around coefficient estimates (log odds) of daylight from a series of yearly logistic regression of motorist race on visibility as well as controls for time of day, day of week, and troop. The sample of traffic stops includes only moving violations made by Troop C occurring within the evening inter-twilight window. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of one hundred or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure 9. 8: Hit-Rate Test for Troop C, Minority Relative to Caucasian Non-Hispanic Rate of Contraband Found Per Search by Year



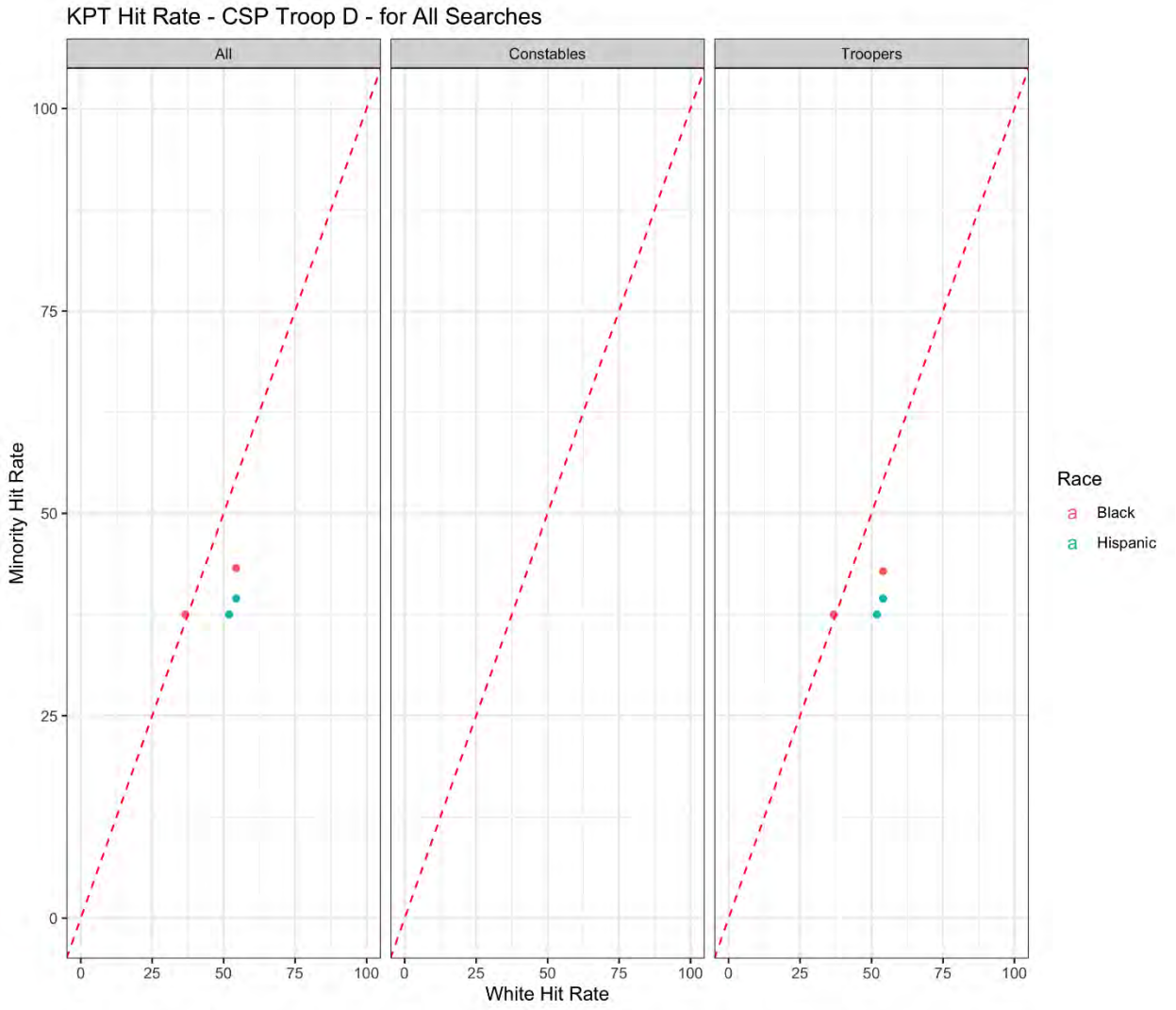
Notes: The figure displays the mean number of times contraband is found per search (i.e. the "hit-rate") for minority motorists relative to Caucasian non-Hispanic motorists. Results found to be significant at the 95% confidence level or higher are annotated with the study year. The sample of traffic stops includes only those made by Troop c leading to searches labeled as consent search or other. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of thirty or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure 9. 9: Veil of Darkness Test for Troop D, Coefficient Estimates and Confidence Intervals from Regression of Race and Ethnicity on Daylight by Year



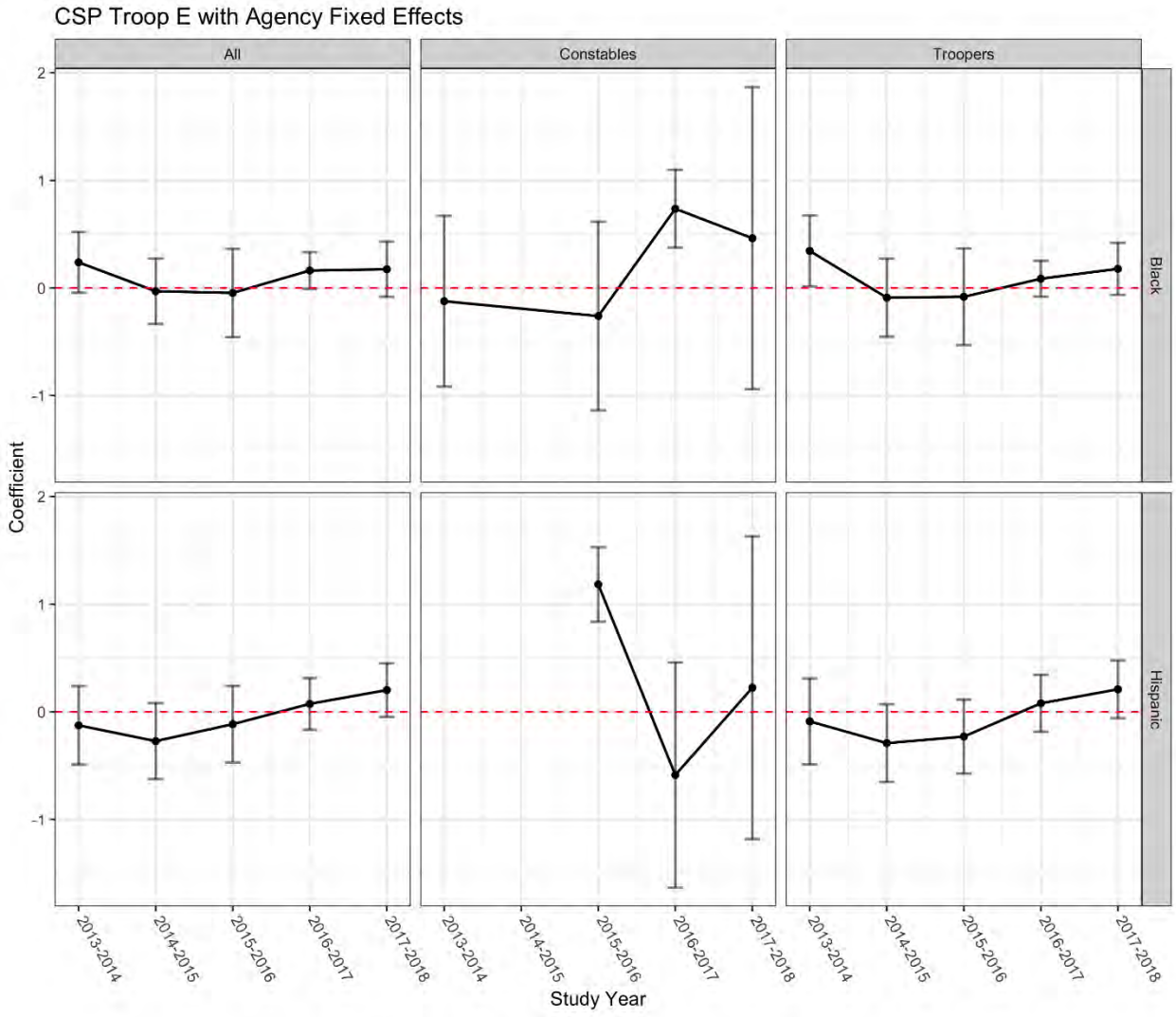
Notes: The figure displays a 95% confidence interval around coefficient estimates (log odds) of daylight from a series of yearly logistic regression of motorist race on visibility as well as controls for time of day, day of week, and troop. The sample of traffic stops includes only moving violations made by Troop D occurring within the evening inter-twilight window. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of one hundred or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure 9. 10: Hit-Rate Test for Troop D, Minority Relative to Caucasian Non-Hispanic Rate of Contraband Found Per Search by Year



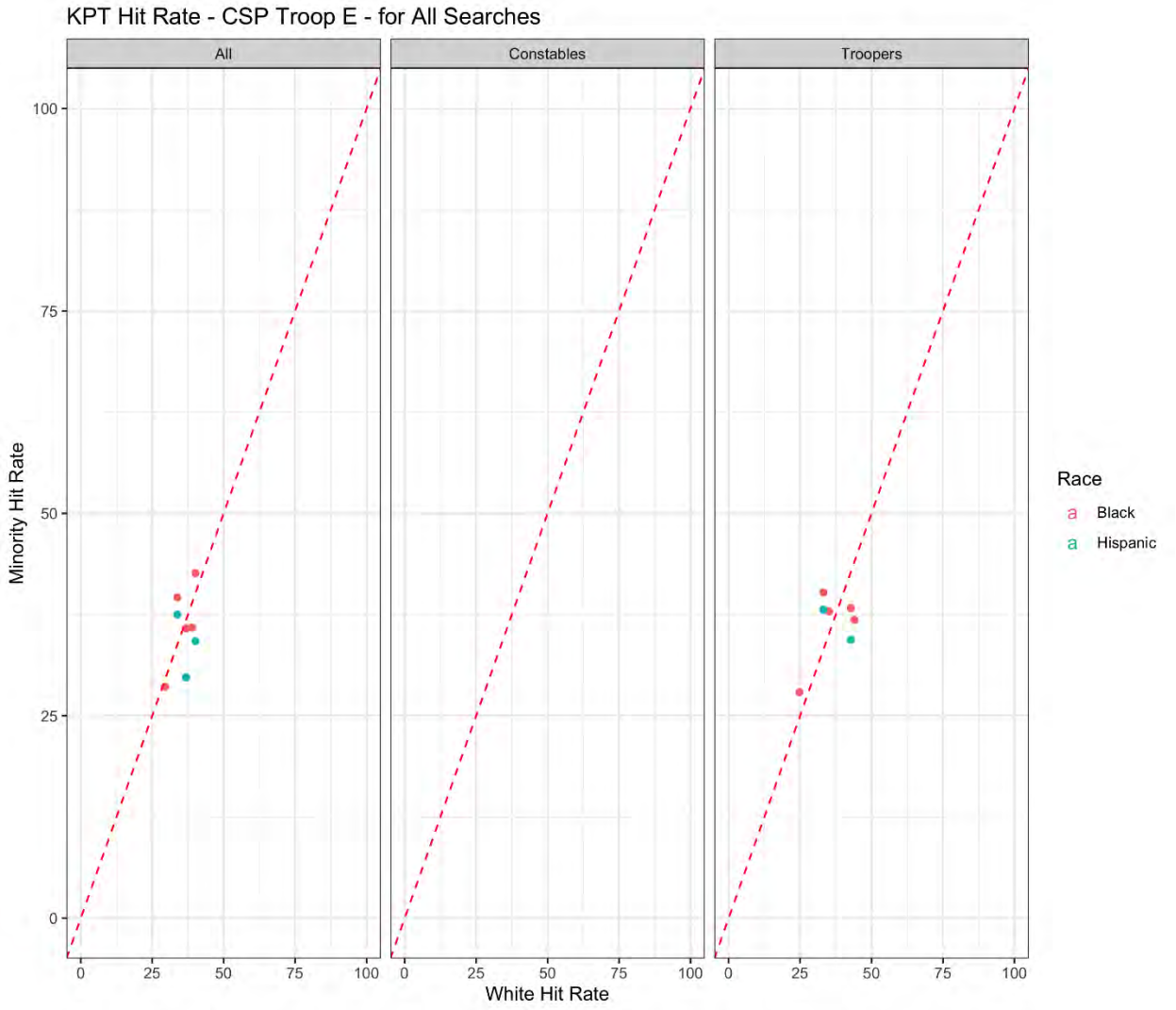
Notes: The figure displays the mean number of times contraband is found per search (i.e. the "hit-rate") for minority motorists relative to Caucasian non-Hispanic motorists. Results found to be significant at the 95% confidence level or higher are annotated with the study year. The sample of traffic stops includes only those made by Troop D leading to searches labeled as consent search or other. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of thirty or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure 9. 11: Veil of Darkness Test for Troop E, Coefficient Estimates and Confidence Intervals from Regression of Race and Ethnicity on Daylight by Year



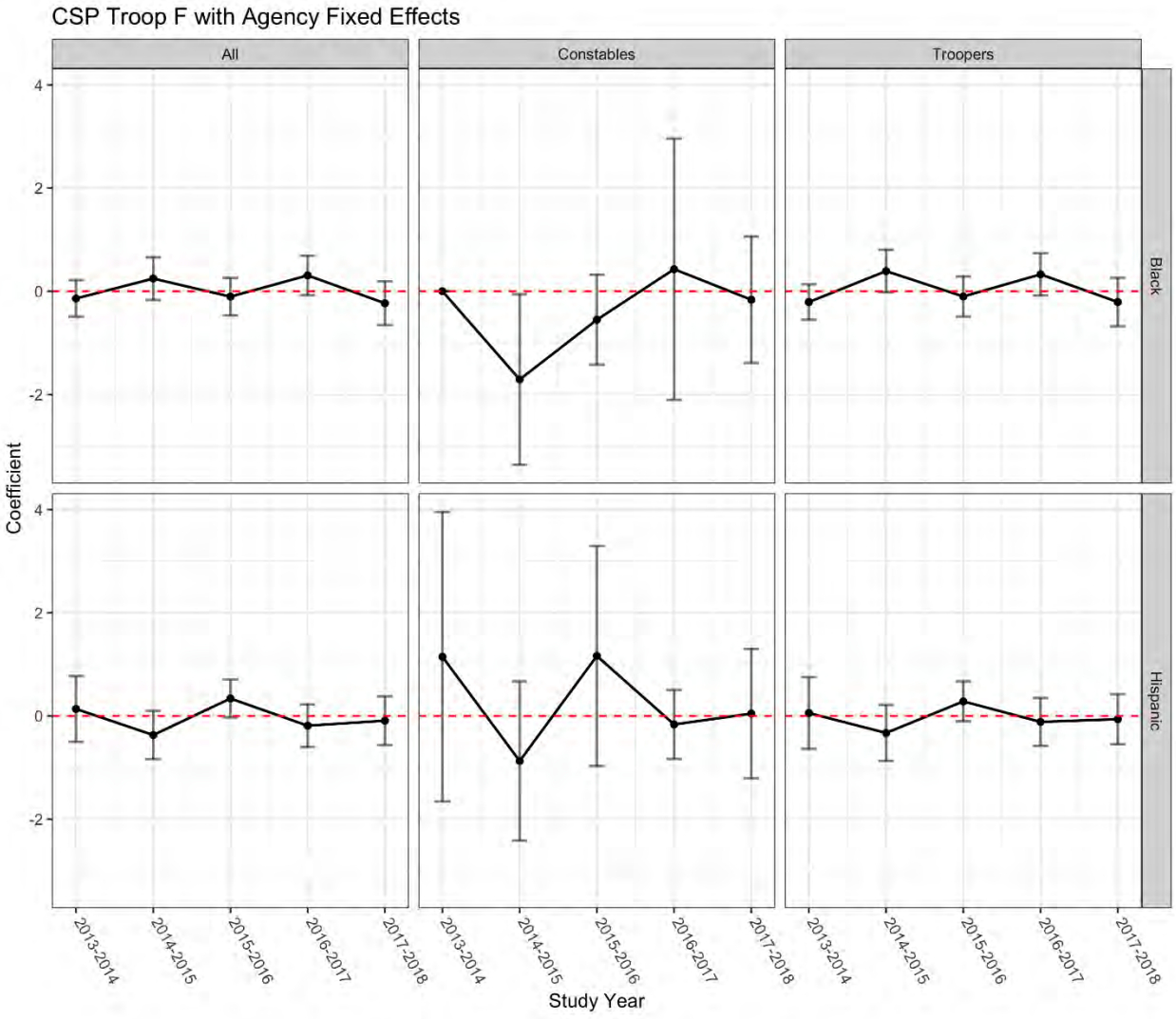
Notes: The figure displays a 95% confidence interval around coefficient estimates (log odds) of daylight from a series of yearly logistic regression of motorist race on visibility as well as controls for time of day, day of week, and troop. The sample of traffic stops includes only moving violations made by Troop E occurring within the evening inter-twilight window. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of one hundred or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure 9. 12: Hit-Rate Test for Troop E, Minority Relative to Caucasian Non-Hispanic Rate of Contraband Found Per Search by Year



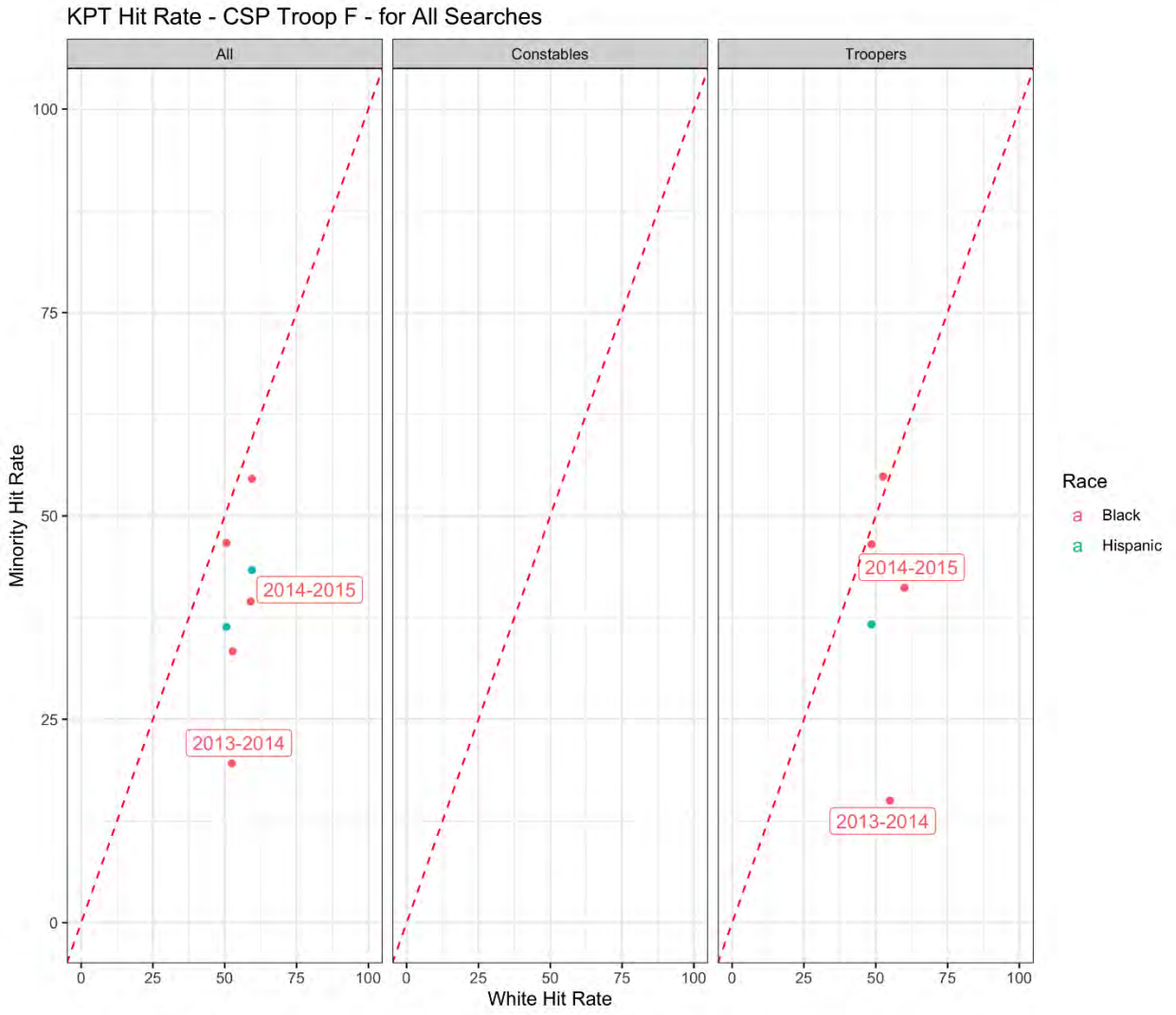
Notes: The figure displays the mean number of times contraband is found per search (i.e. the "hit-rate") for minority motorists relative to Caucasian non-Hispanic motorists. Results found to be significant at the 95% confidence level or higher are annotated with the study year. The sample of traffic stops includes only those made by Troop E leading to searches labeled as consent search or other. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of thirty or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure 9. 13: Veil of Darkness Test for Troop F, Coefficient Estimates and Confidence Intervals from Regression of Race and Ethnicity on Daylight by Year



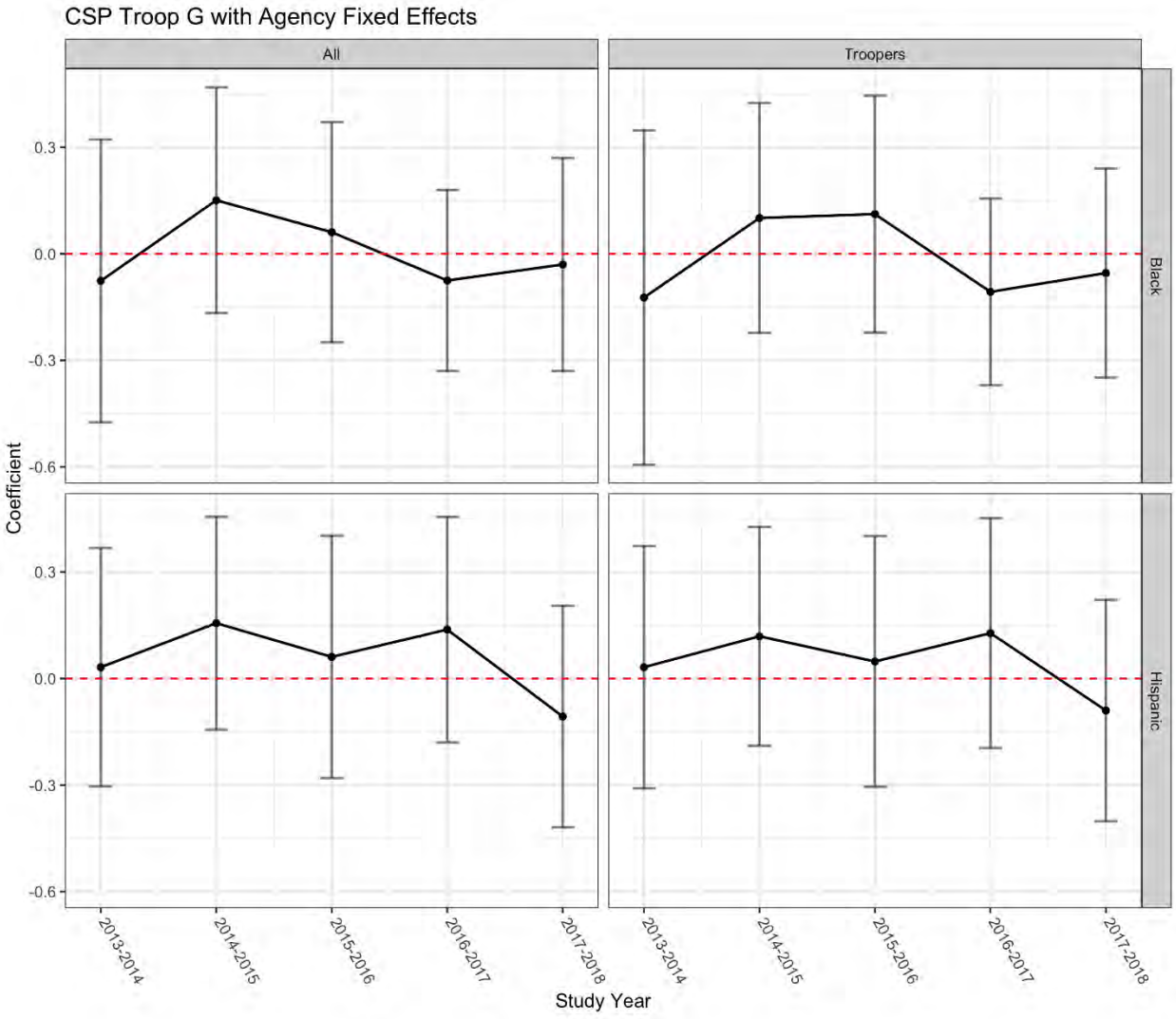
Notes: The figure displays a 95% confidence interval around coefficient estimates (log odds) of daylight from a series of yearly logistic regression of motorist race on visibility as well as controls for time of day, day of week, and troop. The sample of traffic stops includes only moving violations made by Troop F occurring within the evening inter-twilight window. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of one hundred or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure 9. 14: Hit-Rate Test for Troop F, Minority Relative to Caucasian Non-Hispanic Rate of Contraband Found Per Search by Year



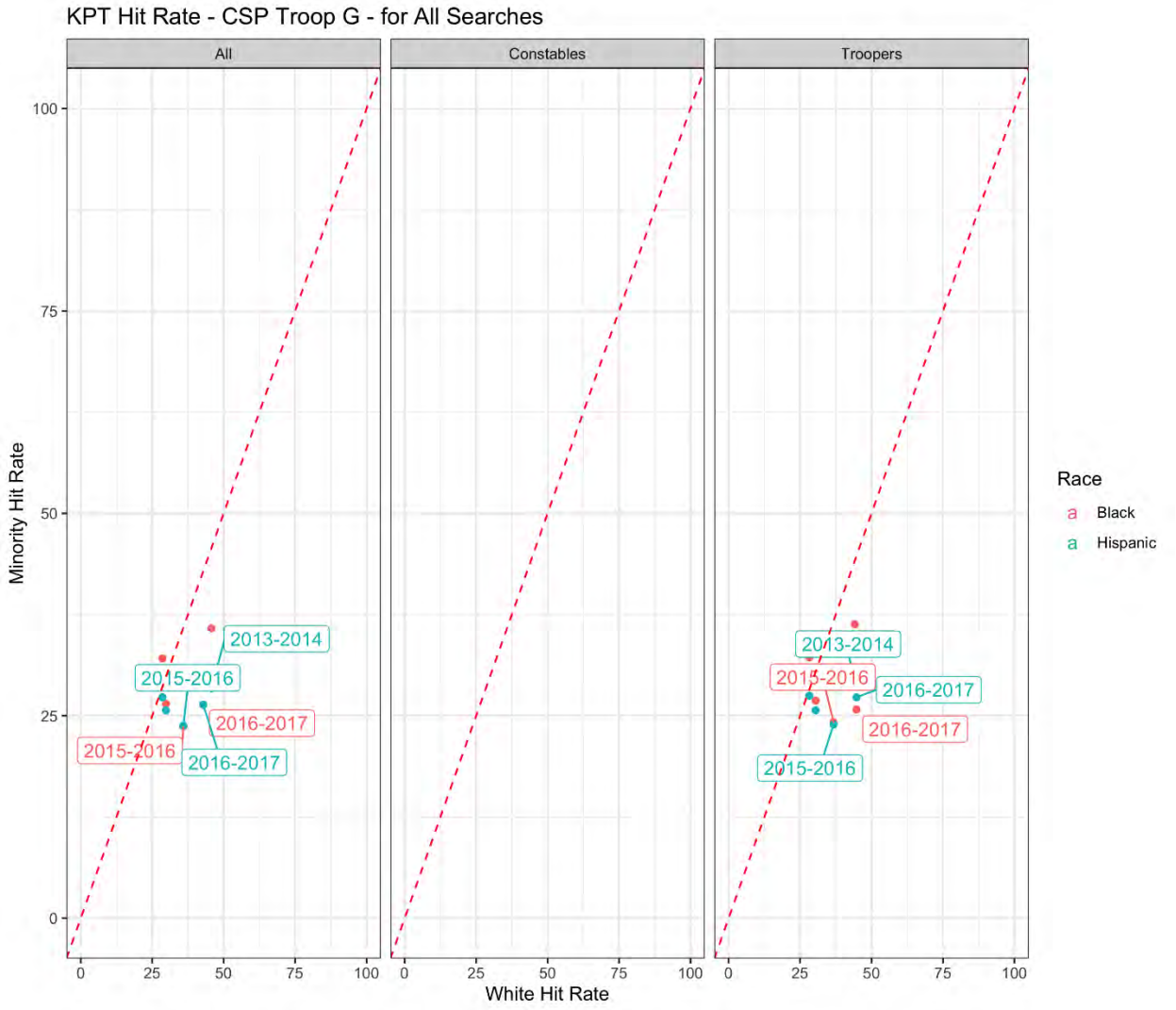
Notes: The figure displays the mean number of times contraband is found per search (i.e. the "hit-rate") for minority motorists relative to Caucasian non-Hispanic motorists. Results found to be significant at the 95% confidence level or higher are annotated with the study year. The sample of traffic stops includes only those made by Troop F leading to searches labeled as consent search or other. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of thirty or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure 9. 15: Veil of Darkness Test for Troop G, Coefficient Estimates and Confidence Intervals from Regression of Race and Ethnicity on Daylight by Year



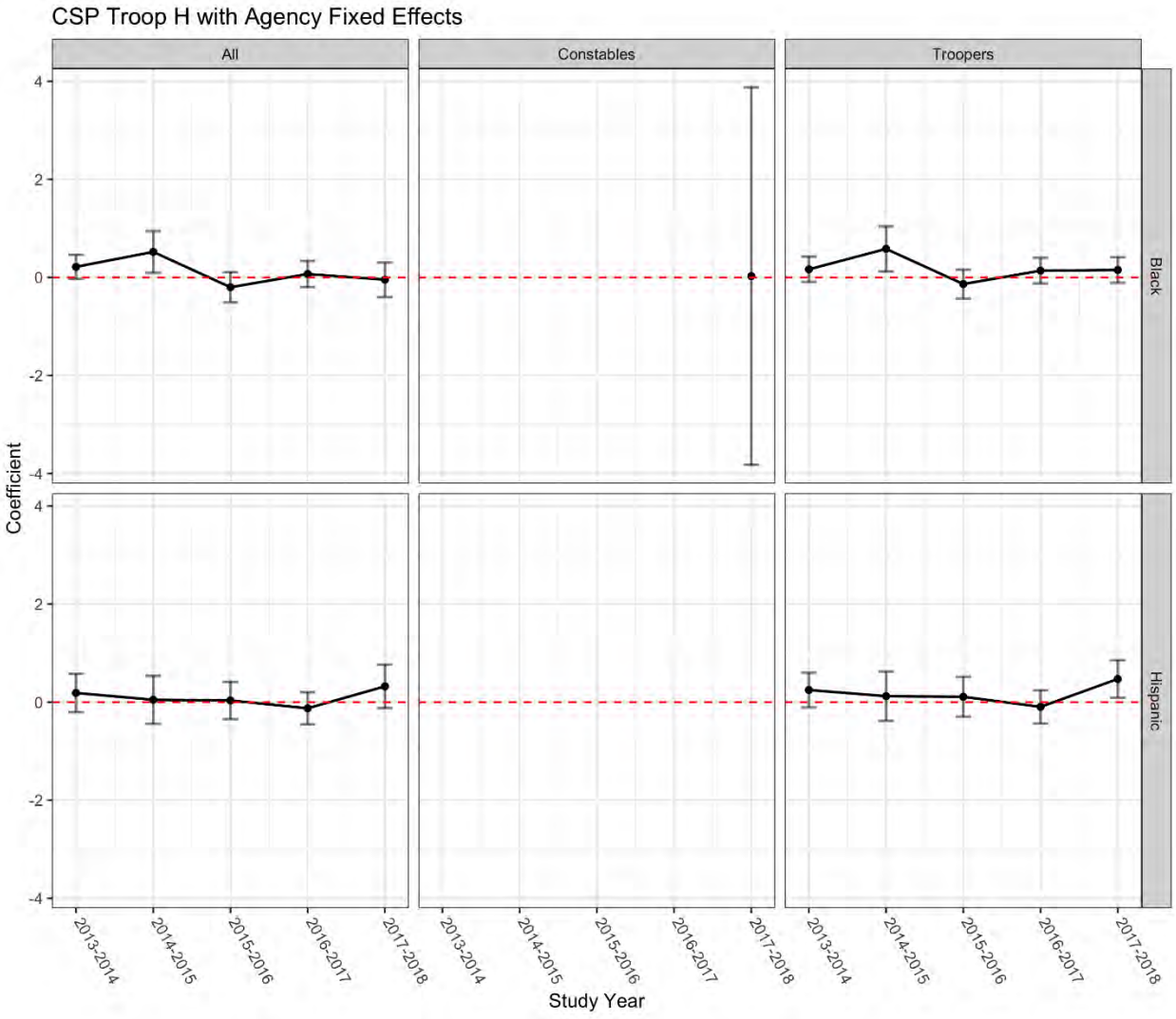
Notes: The figure displays a 95% confidence interval around coefficient estimates (log odds) of daylight from a series of yearly logistic regression of motorist race on visibility as well as controls for time of day, day of week, and troop. The sample of traffic stops includes only moving violations made by Troop G occurring within the evening inter-twilight window. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of one hundred or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure 9. 16: Hit-Rate Test for Troop G, Minority Relative to Caucasian Non-Hispanic Rate of Contraband Found Per Search by Year



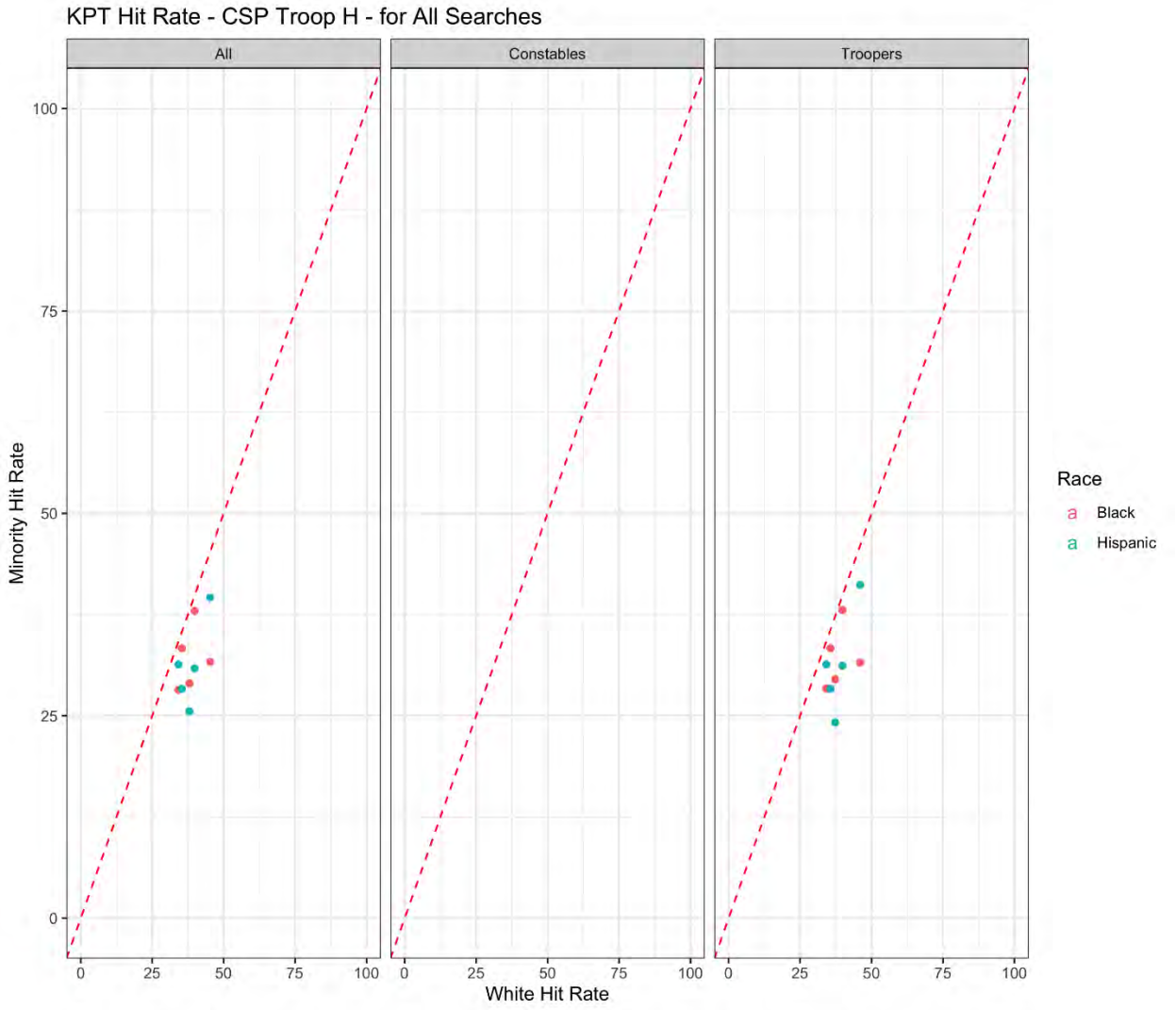
Notes: The figure displays the mean number of times contraband is found per search (i.e. the "hit-rate") for minority motorists relative to Caucasian non-Hispanic motorists. Results found to be significant at the 95% confidence level or higher are annotated with the study year. The sample of traffic stops includes only those made by Troop G leading to searches labeled as consent search or other. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of thirty or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure 9. 17: Veil of Darkness Test for Troop H, Coefficient Estimates and Confidence Intervals from Regression of Race and Ethnicity on Daylight by Year



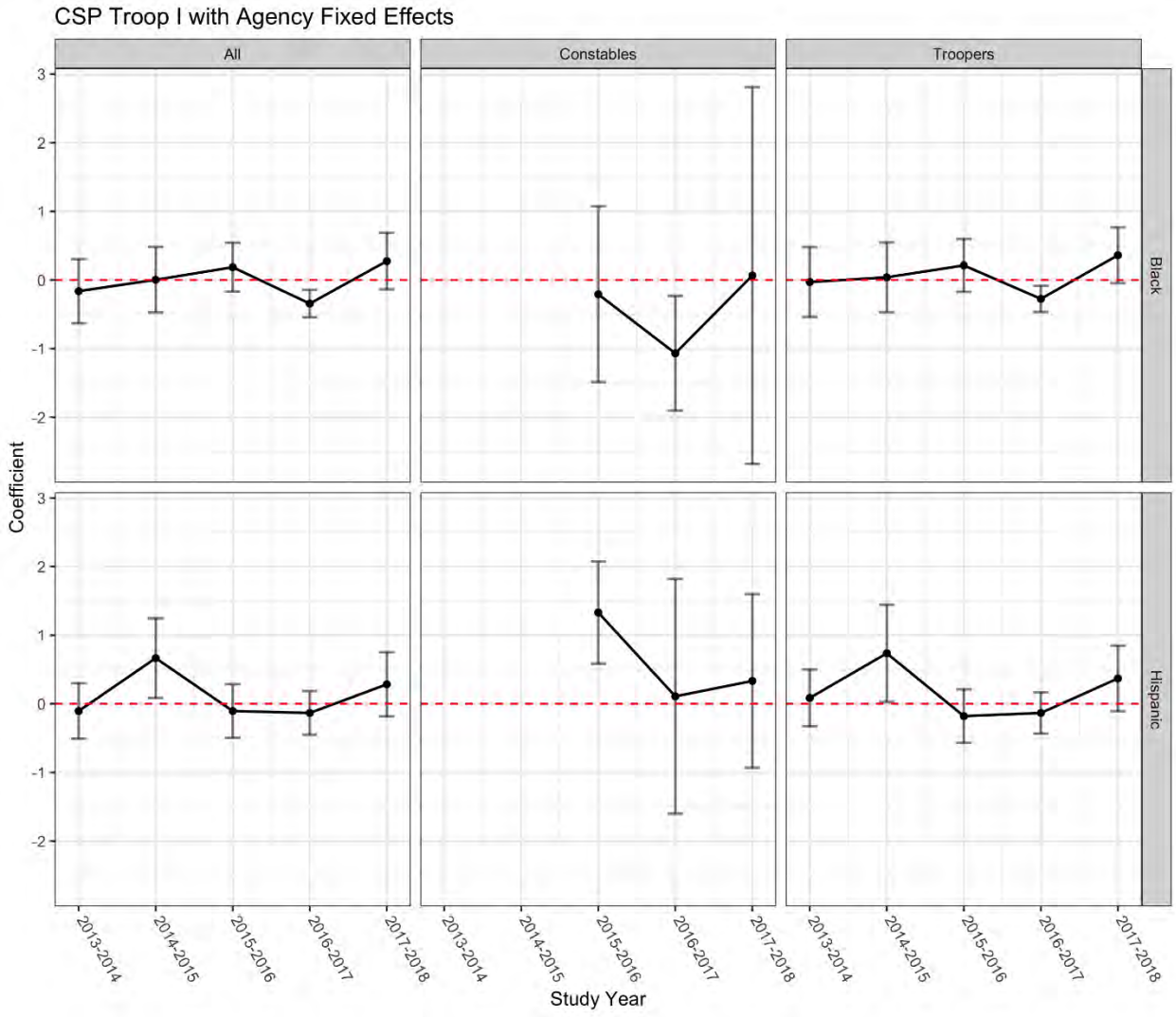
Notes: The figure displays a 95% confidence interval around coefficient estimates (log odds) of daylight from a series of yearly logistic regression of motorist race on visibility as well as controls for time of day, day of week, and troop. The sample of traffic stops includes only moving violations made by Troop H occurring within the evening inter-twilight window. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of one hundred or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure 9. 18: Hit-Rate Test for Troop H, Minority Relative to Caucasian Non-Hispanic Rate of Contraband Found Per Search by Year



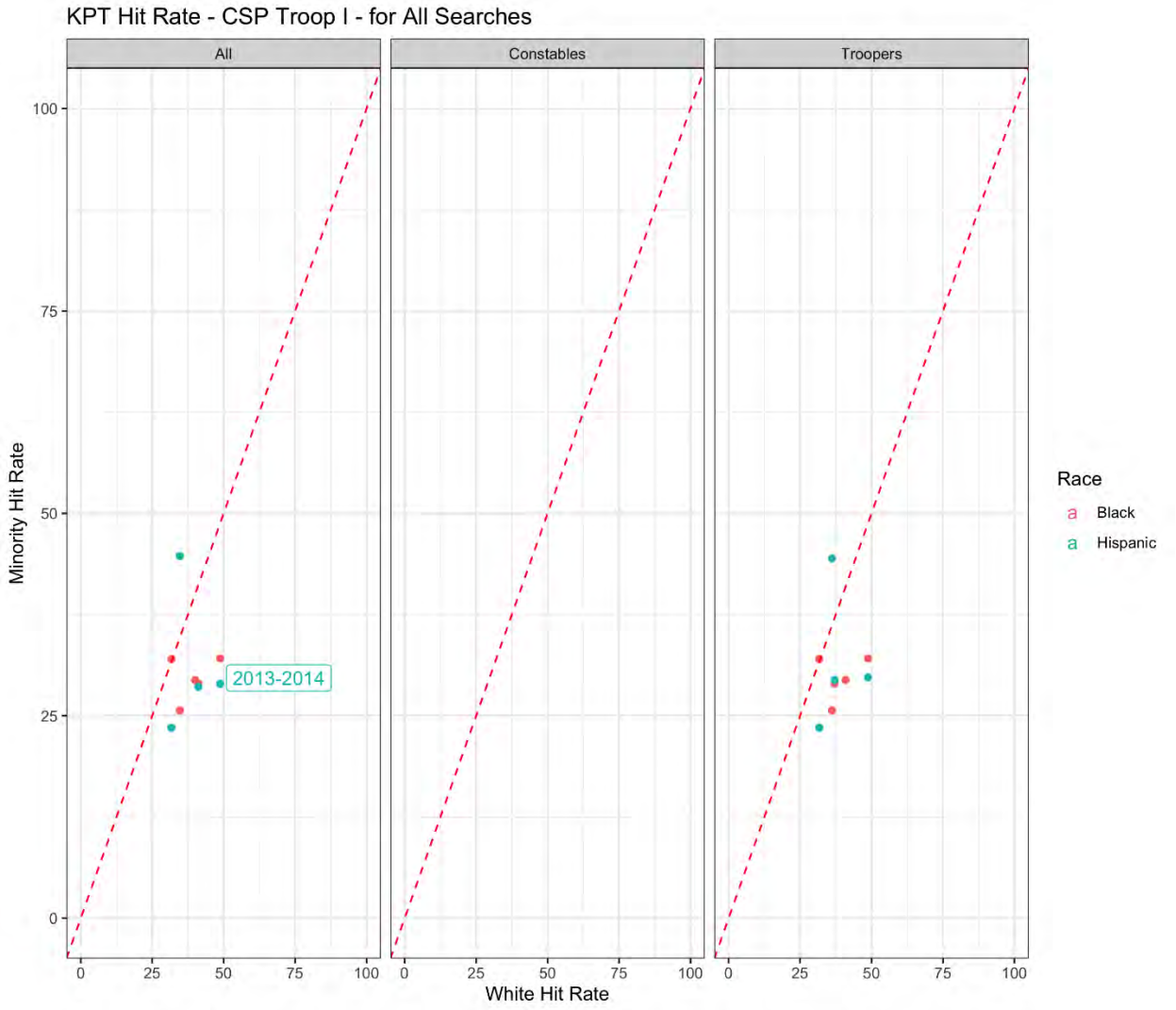
Notes: The figure displays the mean number of times contraband is found per search (i.e. the "hit-rate") for minority motorists relative to Caucasian non-Hispanic motorists. Results found to be significant at the 95% confidence level or higher are annotated with the study year. The sample of traffic stops includes only those made by Troop H leading to searches labeled as consent search or other. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of thirty or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure 9. 19: Veil of Darkness Test for Troop I, Coefficient Estimates and Confidence Intervals from Regression of Race and Ethnicity on Daylight by Year



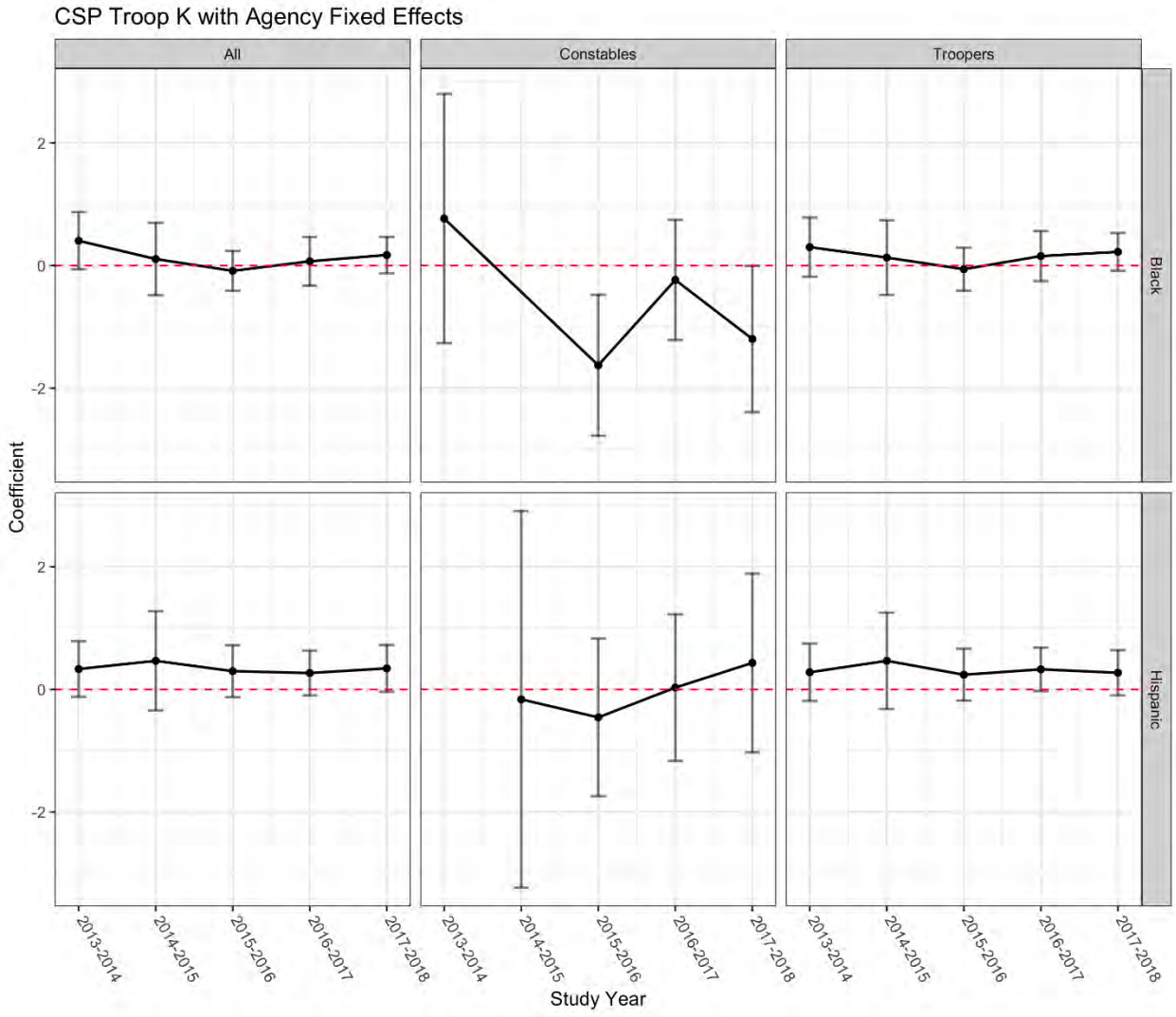
Notes: The figure displays a 95% confidence interval around coefficient estimates (log odds) of daylight from a series of yearly logistic regression of motorist race on visibility as well as controls for time of day, day of week, and troop. The sample of traffic stops includes only moving violations made by Troop I occurring within the evening inter-twilight window. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of one hundred or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure 9. 20: Hit-Rate Test for Troop I, Minority Relative to Caucasian Non-Hispanic Rate of Contraband Found Per Search by Year



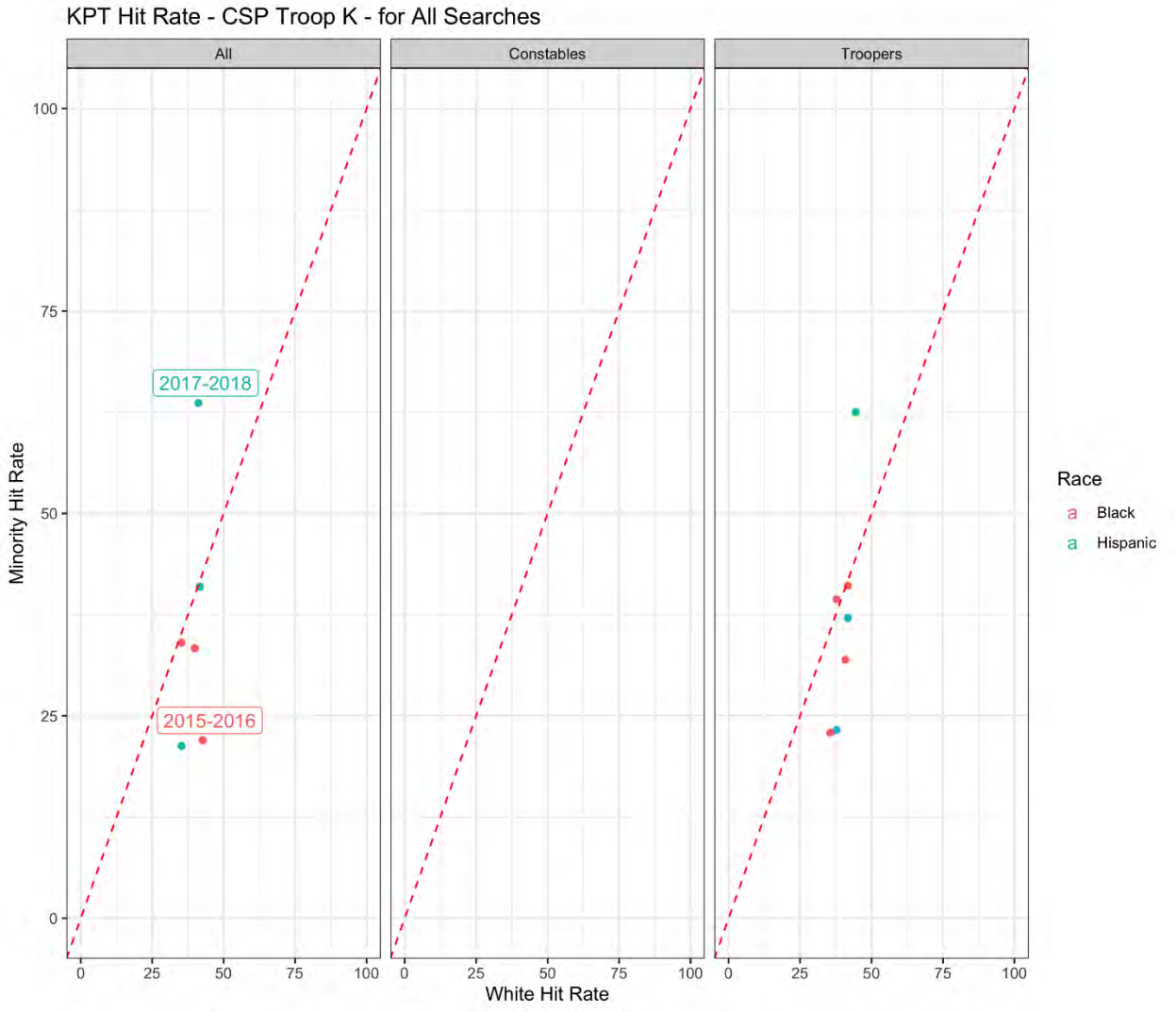
Notes: The figure displays the mean number of times contraband is found per search (i.e. the "hit-rate") for minority motorists relative to Caucasian non-Hispanic motorists. Results found to be significant at the 95% confidence level or higher are annotated with the study year. The sample of traffic stops includes only those made by Troop I leading to searches labeled as consent search or other. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of thirty or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure 9. 21: Veil of Darkness Test for Troop K, Coefficient Estimates and Confidence Intervals from Regression of Race and Ethnicity on Daylight by Year



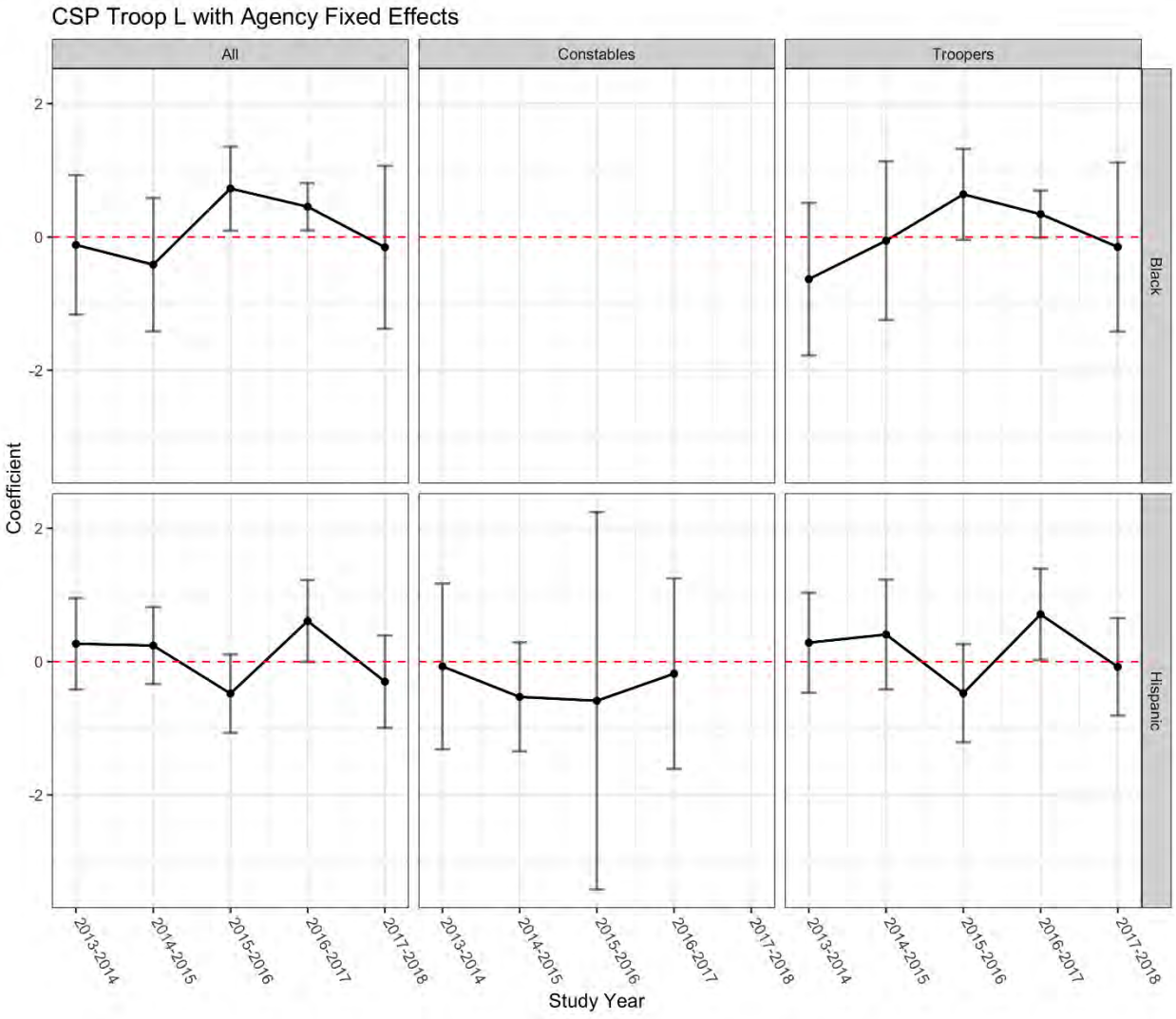
Notes: The figure displays a 95% confidence interval around coefficient estimates (log odds) of daylight from a series of yearly logistic regression of motorist race on visibility as well as controls for time of day, day of week, and troop. The sample of traffic stops includes only moving violations made by Troop K occurring within the evening inter-twilight window. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of one hundred or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure 9. 22: Hit-Rate Test for Troop K, Minority Relative to Caucasian Non-Hispanic Rate of Contraband Found Per Search by Year



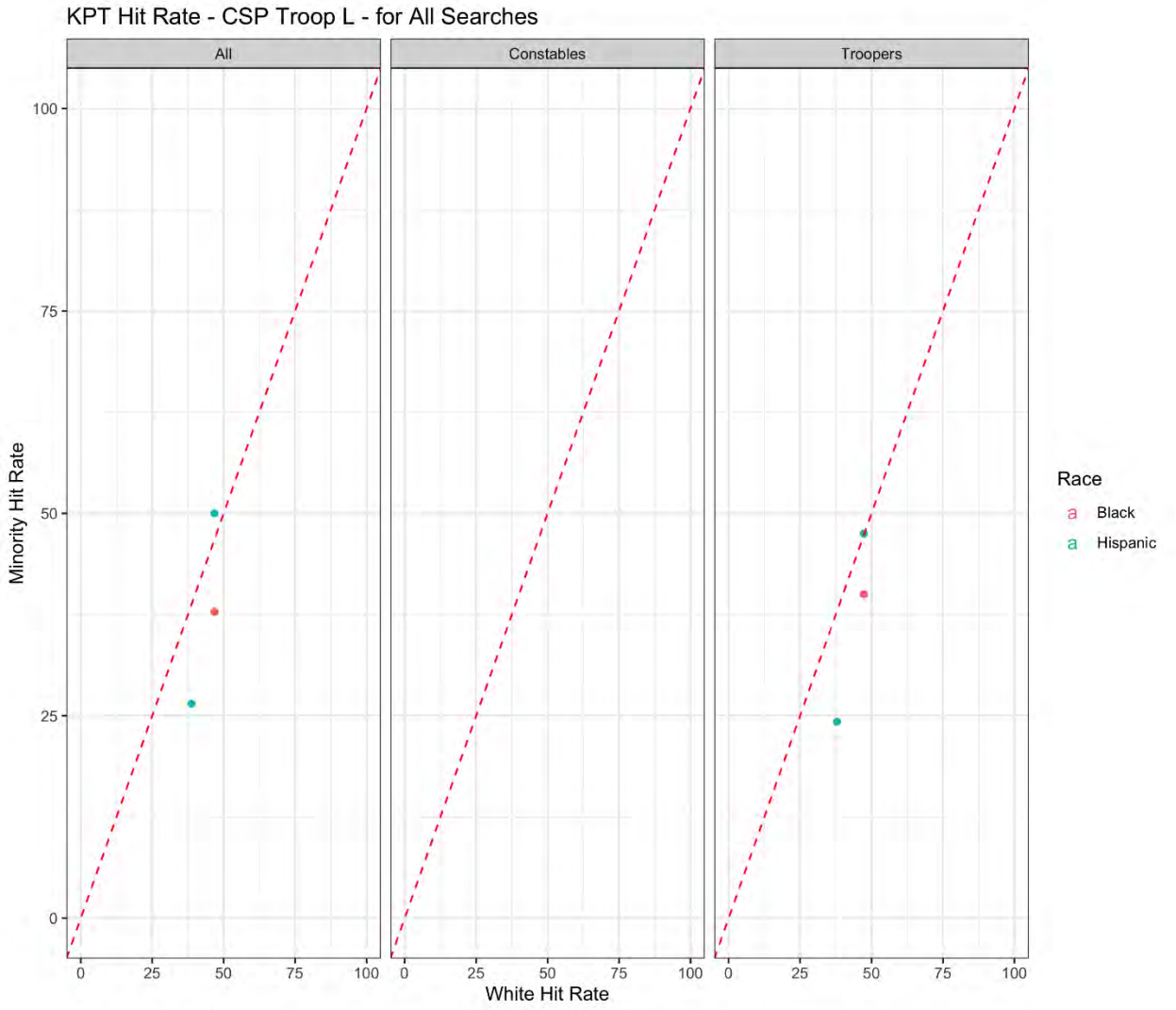
Notes: The figure displays the mean number of times contraband is found per search (i.e. the "hit-rate") for minority motorists relative to Caucasian non-Hispanic motorists. Results found to be significant at the 95% confidence level or higher are annotated with the study year. The sample of traffic stops includes only those made by Troop K leading to searches labeled as consent search or other. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of thirty or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure 9. 23: Veil of Darkness Test for Troop L, Coefficient Estimates and Confidence Intervals from Regression of Race and Ethnicity on Daylight by Year



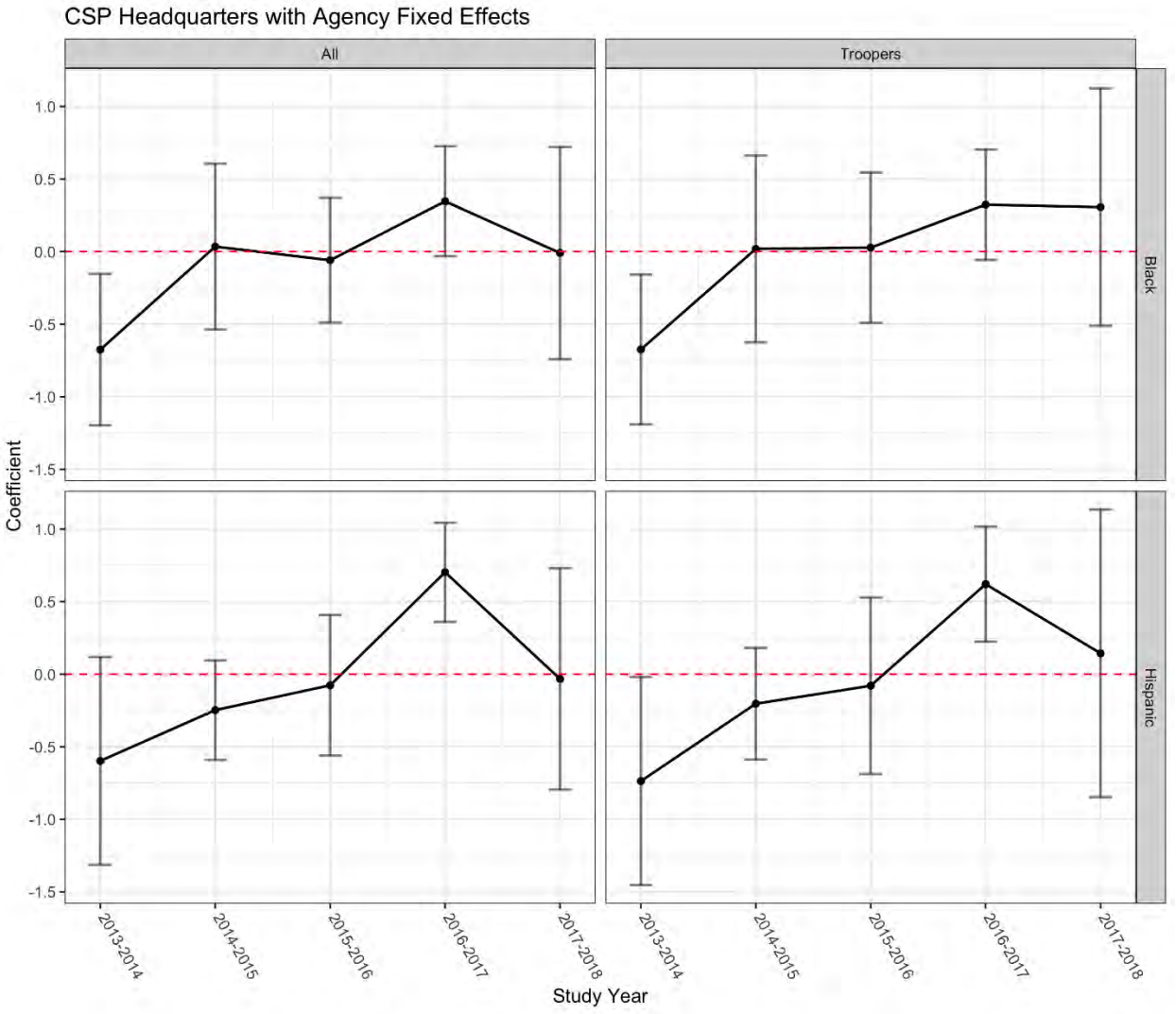
Notes: The figure displays a 95% confidence interval around coefficient estimates (log odds) of daylight from a series of yearly logistic regression of motorist race on visibility as well as controls for time of day, day of week, and troop. The sample of traffic stops includes only moving violations made by Troop L occurring within the evening inter-twilight window. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of one hundred or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure 9. 24: Hit-Rate Test for Troop L, Minority Relative to Caucasian Non-Hispanic Rate of Contraband Found Per Search by Year



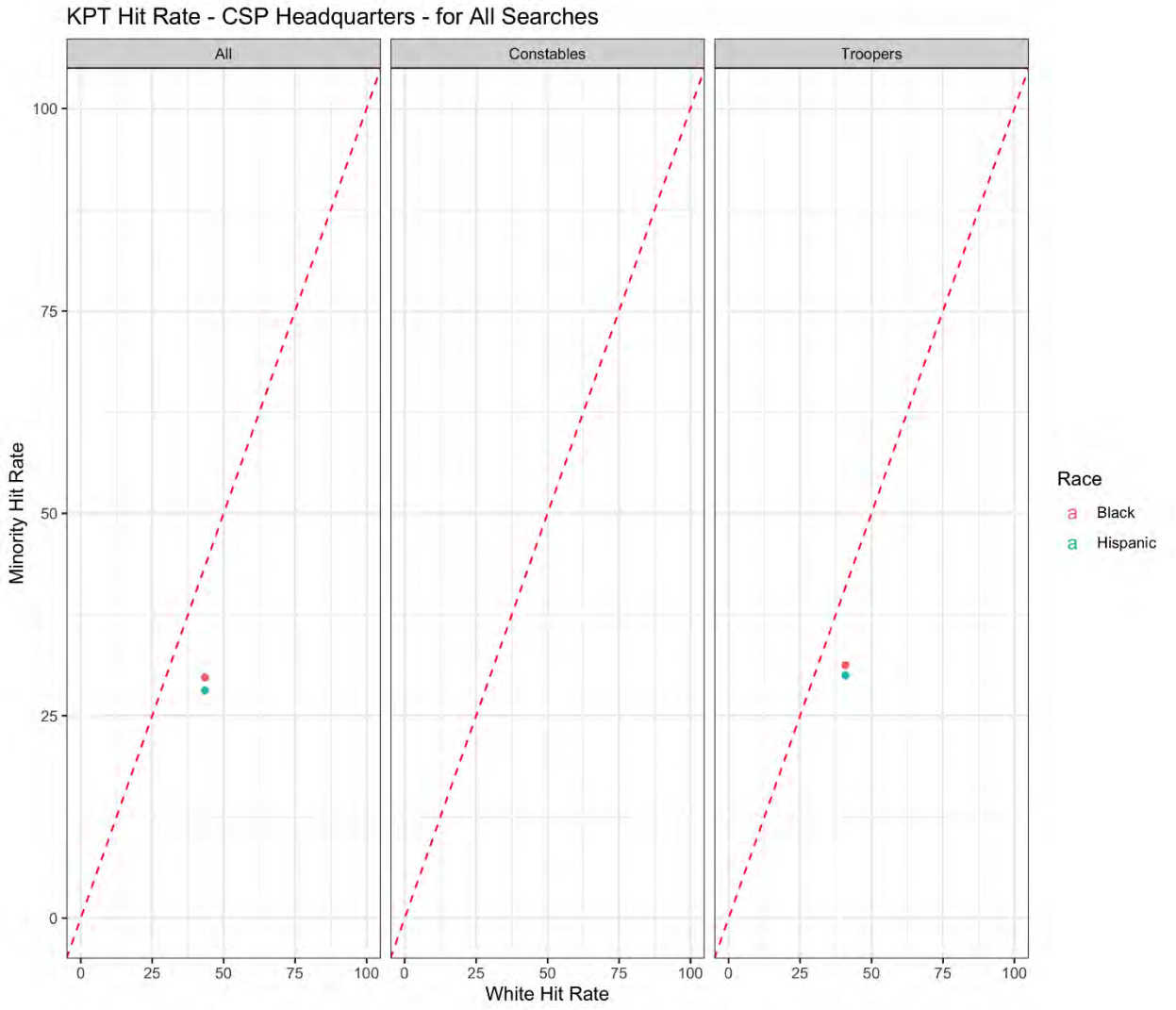
Notes: The figure displays the mean number of times contraband is found per search (i.e. the "hit-rate") for minority motorists relative to Caucasian non-Hispanic motorists. Results found to be significant at the 95% confidence level or higher are annotated with the study year. The sample of traffic stops includes only those made by Troop L leading to searches labeled as consent search or other. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of thirty or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure 9. 25: Veil of Darkness Test for CSP HQ, Coefficient Estimates and Confidence Intervals from Regression of Race and Ethnicity on Daylight by Year



Notes: The figure displays a 95% confidence interval around coefficient estimates (log odds) of daylight from a series of yearly logistic regression of motorist race on visibility as well as controls for time of day, day of week, and troop. The sample of traffic stops includes only moving violations made by CSP HQ occurring within the evening inter-twilight window. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of one hundred or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure 9. 26: Hit-Rate Test for CSP HQ, Minority Relative to Caucasian Non-Hispanic Rate of Contraband Found Per Search by Year



Notes: The figure displays the mean number of times contraband is found per search (i.e. the "hit-rate") for minority motorists relative to Caucasian non-Hispanic motorists. Results found to be significant at the 95% confidence level or higher are annotated with the study year. The sample of traffic stops includes only those made by CSP HQ leading to searches labeled as consent search or other. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of thirty or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

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APPENDIX A

A.1: METHODOLOGY FOR THE VEIL OF DARKNESS TEST

Let the parameter K_{ideal} capture the true level of disparate treatment for minority group *m* relative to majority group *w:*

$$K_{ideal} = \frac{P(S|V', m)P(S|V, m)}{P(S|V', w)P(S|V, w)} \quad (1)$$

The parameter captures the odds that a minority motorist is stopped during perfect visibility (V') relative to those in complete darkness (V). The parameter $K_{ideal} = 1$ in the absence of discrimination and $K_{ideal} > 1$ when minority motorists face adverse treatment.

Applying Baye's rule to Equation 1 such that:

$$K_{ideal} = \frac{P(m|V', S)P(w|V, S)}{P(w|V', S)P(m|V, S)} * \frac{P(m|V)P(w|V')}{P(w|V)P(m|V')} \quad (2)$$

The first term in K_{ideal} is the ratio of the odds that a stopped motorist is a minority during daylight relative to the same odds in darkness. Unlike Equation 1 which would detailed data on roadway demography, the odds ratio in Equation 2 can be estimated using data on stop outcomes. The second term in K_{ideal} is a measure of the relative risk-set of motorists on the roadway which captures any differences in the demographic composition of motorists associated with visibility. The second term will be equal unity if the composition of motorists is uncorrelated with solar visibility.

Assuming that the risk-set of motorists is uncorrelated with variation in solar visibility, a test statistic for K_{ideal} is then simply:

$$K_{vod} = \frac{P(m|S, \delta = 1)P(w|S, \delta = 0)}{P(w|S, \delta = 1)P(m|S, \delta = 0)} \quad (3)$$

Since we do not have continuous data on visibility, the variable δ is a binary indicator representing daylight.

The test statistic K_{vod} will be greater than or equal to the parameter K_{ideal} and exceed unity if the following conditions hold:

1) $K_{ideal} > 1$; The true parameter shows that there is a racial or ethnic disparity in the rate of minority police stops.
2) $P(V|\delta = 0) < P(V|\delta = 1)$; Darkness reduces the ability of officers to discern the race and ethnicity of motorists.
3) $\frac{P(m|V)P(w|V')}{P(w|V)P(m|V')} = 1$; The relative risk-set is constant across the analysis window.

Estimating the test statistic K_{vod} does not provide a quantitative measure for evaluating disparate treatment in policing data but does qualitatively identify the presence of disparate treatment. More concretely, the test identifies the presence of a racial or ethnic disparity if the test statistic K_{vod} is

greater than one. Given the restrictive nature of the test statistic, it is reasonable (but not conclusive) to attribute the existence of this disparity to racially biased policing practices.

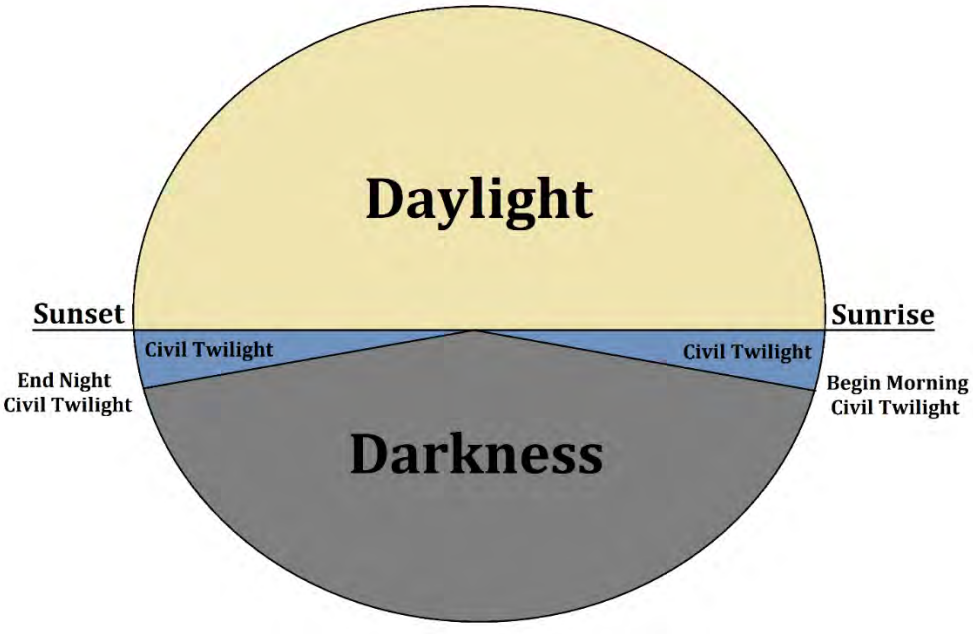
Assuming that the assumptions outlined above hold, Equation 4 can be estimated using a logistic regression in the following form:

$$ln\left(\frac{P(m|\delta)}{1-P(m|\delta)}\right) = \beta_0 + \delta + \mu \quad (4)$$

In practice, it is unlikely that the third assumption (a constant relative risk-set) will hold without including additional controls in Equation 4. Thus, we amend Equation 4 by including controls for time of day (indicators capturing 15 minute intervals), day of week, and statewide daily traffic stop volume. In estimates using data from all departments across the state, we also include department fixed-effects. The aggregate three-year sample also allows for the inclusion of officer fixed-effects.

The analysis requires that periods of darkness and daylight be properly identified. Following Grogger and Ridgeway (2006), the analysis is restricted to stops made within the inter-twilight window- that is, the time between the earliest sunset and latest end to civil twilight. As is shown in Figure A.2 (1), civil twilight is defined as the period when the sun is between zero and six degrees below the horizon and where its luminosity is transitioning from daylight to darkness. The motivation for limiting the analysis to the inter-twilight window is to help control for possible differences in the driving population.

Figure A.2 (1): Diagram of Civil Twilight and Solar Variation

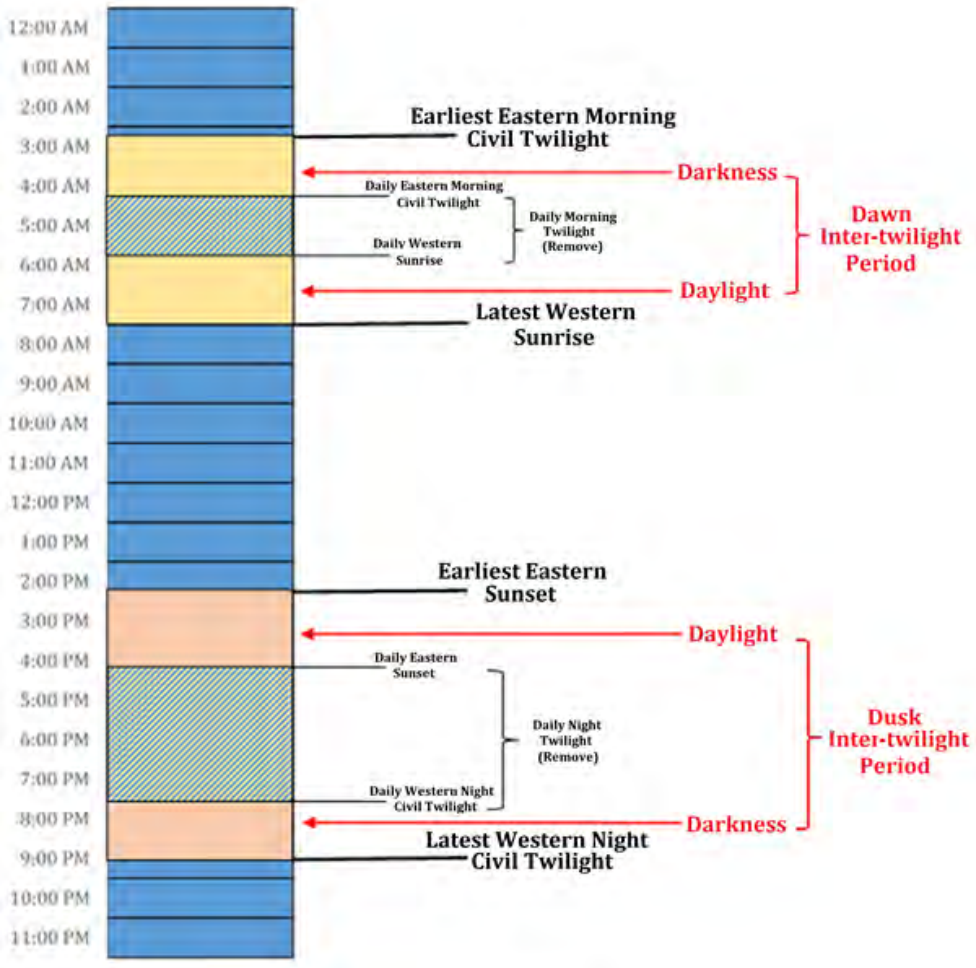


In this analysis, we rely primarily on a combined inter-twilight window that includes traffic stops made at both dawn and dusk. The dawn inter-twilight window is constructed from astronomical data and occurs in the morning hours. The dusk inter-twilight window, on the other hand, is constructed from the same astronomical data but occurs in the evening hours. The combined inter-twilight window relies on a sample that is created by pooling these timeframes and including an additional

control variable that identifies the period. The inter-twilight window was identified by attaching astronomical data from the United States Naval Observatory (USNO) to the traffic stop data. As discussed previously, past applications of this method have focused on single large urban geographies and have had no need to consider the possibilities of differential astronomical impacts. The definition for both the dawn and dusk inter-twilight windows was amended to accommodate cross-municipal variation by utilizing data from the easternmost (Newport, RI) and westernmost (Westerly, RI) points available in the USNO data.

The USNO data was merged with the policing data and used to identify the presence of darkness. Again, the presence of darkness was the primary explanatory variable used to identify the presence of racial disparities in the Connecticut policing data. As a result, any observation in the data that occurred during twilight on any given day were dropped. The twilight period varied on a daily basis throughout the year and was identified using the USNO data. Twilight was defined in the dawn inter-twilight window as the time between the daily eastern start of civil twilight and western sunrise. Similarly, twilight was defined in the dusk inter-twilight window as the time between the daily eastern sunset and western end to civil twilight. The full delineation of the policing data is displayed graphically in Figure A.2 (2).

Figure A.2 (2): Delineation of Inter-twilight windows



A.2: METHODOLOGY FOR THE SYNTHETIC CONTROL TEST

Rosenbaum and Rubin (1983) characterize the propensity score as the probability of assignment to treatment conditional on pretreatment variables. The key insight is that conditional on this scalar function, assignment to treatment will be independent of the outcome variable. Simply put, given some *observed* pretreatment variables, it is possible to identify the conditional probability of treatment. Correctly adjusting for this conditional probability allows for the bias associated with *observed* covariates to be statistically controlled. If these observed covariates are correlated with unobserved variables, these confounding factors will also be controlled for statistically. This methodology allows for a causal interpretation of the difference between outcomes associated with treatment and control.

Hirano et al. (2003) note that a useful adjustment is to weight observations according to their propensity scores. This adjustment effectively creates a balanced sample among treatment and control observations. Conveniently, when the estimate of interest is the treatment effect on the treated, only potential control observations need to be weighted. In this context, the weight that balances the sample and removes bias associated with pretreatment confounding factors is exactly the inverse of the propensity score. Ridgeway and MacDonald (2009) apply this technique in the context of policing data by matching the joint distribution of a particular officer's stop features to those by other officers. The analysis proceeds by extending this technique for the purposes of developing synthetic controls of municipal police departments using microdata on police stops in combination with U.S. Census Bureau data on demographic and employment characteristics.

We begin using the dataset of k demographic and employment characteristics for county subdivision j in Connecticut. This set of variables also contains characteristics including: the racial and ethnic composition of the town, age and gender demographics, population size, land area, population density, housing characteristics, commuter patterns, employment in retail and entertainment sectors, and the aggregate racial and ethnic composition of all contiguous towns. A detailed list of the stop-specific and town-level characteristics can be found in Appendix C, Table 28a. We then applied principal components analysis to reduce dimensionality and assure orthogonality. Components were selected using Guttman-Kaiser's stopping rule, which suggests only keeping those with an Eigen value of 1.2 or larger.

Formally, the *i'th* loading factor is simply:

$$w_{(i)} = \underset{\|w\| = 1}{\arg max} \left\{ \sum_k \left[w \cdot x_j \right]^2 \right\}. \tag{5}$$

Indices were then constructed for each component satisfying Guttman-Kaiser's stopping rule where:

$$y_{j,(i)} = \sum_k w_{(i)} x_j \tag{6}$$

Next, we attach the components capturing residential demographic and economic characteristics to the traffic stop data. We then conduct a second principal components analysis using variables from

the traffic stop data itself, again to reduce dimensionality and ensure orthogonality. Traffic stop characteristics include time of the day, day of the week, month, department traffic stop volume, officer traffic stop volume, and type of traffic stop.

We then estimate propensity scores for each *j* department using a logistic regression of the form:

$$ln\left(\frac{F(j)}{1-F(j)}\right) = \beta_0 + \sum_i y_{j,(i)} \tag{7}$$

Propensity score p_j are used to construct weights $w_i = 1$for the department of interest (i.e. the treatment group) and equal to $w_i = p_j/(1-p_j)$ for stops made in all other departments. Applying a propensity score weight to stops made by other departments in the state creates a synthetic control group with a comparable distribution of stop-specific and town-level characteristics. The propensity score and resulting weight for those stops with characteristics that are drastically different than stops made by the department of interest will approach zero. As a result, the synthetic control will consist of the stops that are similar, in terms of stop-specific and town-level characteristics, to those made by the department of interest. The construction of a synthetic control group using propensity scores allows the comparison to reflect the average treatment effect on the treated and abstract from potential bias in so far as the observable covariates control for selection into treatment.

Hirano and Imbens (2001) extend the weighting framework to what Robins and Ritov (1997) refer to as doubly robust estimation. That is, including additional covariates to a semi-parametric least-squares regression model enables capture of a more precise estimate of the treatment effect. It is shown in both of these discussions that such an estimator is consistent if either of the models is specified correctly. Ridgeway and MacDonald (2009) further extend the doubly robust propensity score framework to policing data. Specifically, the authors look at whether the department of interest deviates from the synthetic control along the outcome dimension. Here, we provide estimates with and without so called doubly-robust estimation of treatment effects.

Treatment effects are estimated using a logistic regression of the form:

$$ln\left(\frac{F(m)}{1-F(m)}\right) = w_i\left(\beta_0 + t(j) + \sum_i y_{j,(i)}\right) \tag{8}$$

Where $t(j)$ is an indicator of treatment and $\sum_i y_{j,(i)}$ is a series of covariates included in the propensity score where the dimensionality has been reduced using principle components. If a particular department is designated as a treatment to a group of stops, it follows that the outcome of interest would be motorist race. The question is then simply, does the intervention by a particular department result in a relatively higher stop rate of minority motorists, controlling for all observable factors? Combining inverse propensity score weighting with regression analysis allows for a more precise answer to this question. In the circumstance where the synthetic control and individual department do not perfectly match along all dimensions of stop features, there is potential for bias in any comparison, especially if those features by which they differentiate relate to a motorist's race. Doubly robust estimation helps to remove this source of potential bias by controlling for these features,

resulting in a much more accurate department effect. The share of minority motorists stopped within a department was evaluated through a direct comparison with a unique synthetic control.

Table A.3: Variables Included in Synthetic Control Methodology

Variable	Primary Town		Border Town	
	Percent	Count	Percent	Count
Male 18 to 24	X			
Male 25 to 34	X			
Male 35 to 54	X			
Male 55 to 64	X			
Male > 65	X			
Female 18 to 24	X			
Female 25 to 34	X			
Female 35 to 54	X			
Female 55 to 64	X			
Female 65+	X			
Total Population		X		X
White Population		X		X
Hispanic Population		X		X
Black Population		X		X
Asian + P.I. + N.A. Population		X		X
Other Population		X		X
Labor Force Participation	X			
Employment Rate	X			
Commute Alone	X			
Commute Carpool	X			
Commute Public Transit	X			
Commute Walk	X			
Income < 25k	X			
Income 26k to 50k	X			
Income 51k to 75k	X			
Income 76k to 100k	X			
Income 101k to 150k	X			
Income > 150k	X			
Employment Retail		X		
Employment Entertainment		X		
Vacant Housing		X		
Land Area		X		
Population Density		X		

Note 1: The source of all variables is the Census Bureau's 2016 American Community Survey 5 year estimates.
Note 2: Composite variables for border towns are constructed as weighted means where the weights are the length of each border segment.

A.3: DESCRIPTIVE STATISTICS METHODOLOGY

This section presents the methodology used to compare department-level data and three population based benchmarks commonly used across the country: (1) statewide average, (2) estimated commuter driving population, and (3) resident population. Although any one of these benchmarks cannot provide by itself a rigorous enough analysis to draw conclusions regarding racial profiling, if taken together with the more rigorous statistical methods, they do help to highlight those jurisdictions where disparities are significant and may justify further analysis. Any benchmark approach contains implicit assumptions that must be recognized and understood. The implicit assumptions are outlined in an effort to provide transparency to this research process.

A.3 (1): Problems with Approaches Using Traditional Benchmarks

A traditional approach to evaluating racial and ethnic disparities in policing data has been to apply population-based benchmarks. Although these benchmarks vary in their construction, the general methodology is consistent. Typically, the approach amounts to using residential data from the U.S Census Bureau to compare with the rate of minority traffic stops in a given geographic jurisdiction. In recent years, researchers have refined this approach by adjusting the residential census data to account for things like commuter sheds, access to vehicles, and differences over time. The population-based benchmark is an appealing approach for researchers and policymakers both because of its ease of implementation and intuitive interpretation. There are, however, numerous implicit assumptions that underlie the application of these benchmarks and are seldom presented in a transparent manner.

The goal of this analysis is to evaluate racial and ethnic disparities in the Connecticut policing data using (1) intuitive measures that compare the data against uniformly applied benchmarks and (2) sophisticated econometric techniques that compare the data against itself without relying on benchmarks. The goal of this section is to clearly outline the assumptions that often accompany traditional benchmarks. We do, however, present two nontraditional benchmarks in this chapter that develop a more convincing approximation and can be used to descriptively assess the data. By presenting these benchmarks alongside our more econometric methods, we provide the context for our findings. In addition, the descriptive data presents jurisdictional information in cases where samples may be too small to provide statistically meaningful results from the more stringent tests.

Although there are a number of examples, the most prominent application of a population-based benchmark is a study by the San Jose Police Department (2002) that received a great deal of criticism. A more recent example is a report by researchers from Northeastern University (McDevitt et al. 2014) using Connecticut policing data. Although adjusted and unadjusted population-based benchmarks can be intuitively appealing, they have drawn serious criticism from academics and policymakers alike because of the extent to which they are unable to account for all of the possible unobserved variables that may affect the driving population in a geography at any given time (Walker 2001; Fridell 2004; Persico and Todd 2004; Grogger and Ridgeway 2006; Mosher and Pickerill 2012). In an effort to clarify the implicit assumptions that underlie these approaches, an informal discussion of each is presented.

The implicit assumption that must be made when comparing the rate of minority stops in policing data to a population-based (or otherwise constructed) benchmark include the following.

Destination Commuter Traffic

The application of population-based benchmarks does not account for motorists who work but do not live in a given geography. Again, the application of population-based benchmarks implicitly assumes that the demographic distribution of destination commuter traffic, on average, matches the population-based benchmark. This assumption is trivial for geographies with low levels of industrial or commercial development where destination commuter traffic is small. On the other hand, areas with a high level of industrial or commercial development attract workers from neighboring geographies and this assumption becomes more tenuous. This differential impact creates a non-random distribution of error across geographies. While this shortcoming is impossible to avoid using population-based analysis, McDevitt et al. (2004) made a notable effort to adjust static residential population demographics by creating an "estimated driving populations" for jurisdictions in Connecticut.

Pass-through Commuter Traffic

A small but not insubstantial amount of traffic also comes from pass-through commuters. Although most commuter traffic likely occurs via major highways that form the link between origin and destination geographies, the commuter traffic in some towns likely contains a component of motorists who do not live or work in a given geography but must travel through the area on their way to work. As in the previous case, the application of a population-based benchmark must implicitly assume that the demographic distribution of these motorists matches the population-based benchmark. The distribution of error associated with this assumption is, again, very likely non-random. Specifically, it seems likely that a town's proximity to a major highway may impact the level of pass-through commuter traffic from geographies further away from the major highway and, as a result, affect the magnitude of the potential error. Unfortunately, little useful data exists to quantify the extent to which this affects any particular jurisdiction. Alternatives that survey actual traffic streams are prohibitively expensive and time-consuming to conduct on a statewide basis and, unfortunately, are subject to their own set of implicit assumptions that can affect distribution of error.

Recreational Traffic

Surges in recreational traffic are not accounted for in evaluation methods that utilize population-based benchmarks. In order to apply population-based benchmarks as a test statistic, it must be implicitly assumed that the demographic distribution of recreational traffic, on average, matches the population-based benchmark. Although these assumptions are not disaggregated as with commuter traffic above, this assumption must apply to both destination and pass-through commuter traffic. Although the assumption is troublesome on its face, it becomes more concerning when considering the distribution of the associated error during specific seasons of the year. Specifically, recreational traffic likely has a differential effect across both geographic locations and over time.

Differential Exposure Rates

The exposure rate can be defined as the cumulative driving time of an individual on the road. The application of a population-based benchmark must implicitly assume that exposure rates are, on

average, equivalent across demographic groups. Although exposure rates may differ based on cultural factors like driving behavior, there are also many more factors that play an important role. An example might be the differences in age distribution across racial demographics. If a specific minority population is, on average, younger, and younger motorists have a greater exposure rate than older motorists; then one might falsely attribute a racial or ethnic disparity across these groups when there is simply a different exposure to law enforcement. Although census-based estimation methods exist to apply these demographically based exposure differences to a given population, they are best suited to situations where a single or very limited number of jurisdictions must be analyzed.

Temporal Controls

The lack of temporal controls in population-based benchmarks does not account for differences in the rate of stops across different times and days in the week. Assuming, that the above four assumptions hold and the population-based benchmark is representative of the demographic distribution of the driving population, then temporal controls are not an issue. However, if any of these assumptions do not hold, the lack of temporal controls may further magnify potential bias. Imagine that we believe the only assumption pertaining to exposure rates is invalid. It seems plausible that younger motorists are more likely to drive on weekend evenings than older motorists. If more stops were being made on weekend evenings than during the week and, as described above, minority groups were more prevalent in younger segments of the population, we might observe a racial or ethnic disparity simply because population-based benchmarks do not control for these temporal differences in policing patterns.

When one or more of the implicit assumptions associated with a population-based benchmark is violated, it can become a biased test statistic of racial disparities in policing data. Furthermore, since the source and direction of any such bias are unknown, it is impossible to determine if the bias is positive or negative, thus creating the potential for both type one (false positive) and two error (false negative). Further, the bias also is likely to be non-random across different geographies within the state. It might be that the bias disproportionately impacts urban areas compared to rural areas, tourist destinations compared to non-tourist destinations, geographies closer to highways, or based on similar policing patterns.

The question then becomes: If the assumptions inherent in population-based benchmarks make them less than ideal as indicators of possible bias, why include them in a statewide analysis of policing data? One answer is that excluding them as part of a multi-level analysis guarantees only that when others inevitably use these measures as a way to interpret the data, it is highly likely to be done inappropriately. Comparing a town's stop percentages to its residential population may not be a good way to draw conclusions about its performance but, in the absence of better alternatives, it inevitably becomes the default method for making comparisons. Providing an enhanced way to estimate the impact commuters have on the driving population and primarily analyzing the stops made during the periods of the day when those commuters are the most likely to be a significant component of the driving population improves that comparison.

Another answer to the question is that the population-based and other benchmarks are not used as indicators of bias, but rather as descriptive indicators for understanding each town's data. Since the purpose of this study is to uniformly apply a set of descriptive measures and statistical tests to all

towns in order to identify possible candidates for more targeted analysis, having a broad array of possible applicable measures enhances the robustness of the screening process. Relying solely on benchmarking to accomplish this would not be effective, but using these non-statistical methods to complement and enhance the more technical evaluation results in a report that examines the data from many possible angles.

The third answer to the question is that the benchmarks and intuitive measures developed for this study can be useful in cases where an insufficient sample size make it difficult to draw meaningful conclusions from the formal statistical tests. The descriptive measures can serve a supportive role in this regard.

A.3 (2): Statewide Average Comparison

Although it is relatively easy to compare individual town stop data to the statewide average, this can be misleading if done without regard to differences in town characteristics. If, for example, the statewide average for a particular racial category of drivers stopped was 10% and the individual data for two towns was 18% and 38% respectively, a superficial comparison of both towns to the statewide average might suggest that the latter town, at 38%, could be performing less satisfactorily. However, that might not actually be the case if the town with the higher stop percentage also had a significantly higher resident population of driving age people than the statewide average. It is important to establish a context within which to make the comparisons when using the statewide average as a descriptive benchmark.

Comparing town data to statewide average data is frequently the first thing the public does when trying to understand and assess how a police department may be conducting traffic stops. Although these comparisons are inevitable and have a significant intuitive appeal, the reader is cautioned against basing any conclusions about the data exclusively upon this measure. In this section, a comparison to the statewide average is presented alongside the context necessary to understand the pitfall of interpreting these statistics on face value.

The method chosen to make the statewide average comparison is as follows:

- The towns that exceeded the statewide average for the three racial categories being compared to the state average were selected.
- The amount that each town's stop percentage exceeded the state average stop percentage was determined.
- The amount that each town's resident driving age population exceeded the state average for the racial group being measured was determined.
- The net differences in these two measures were determined and used to assess orders of magnitude differences in these factors.

While it is clear that a town's relative proportion of driving age residents in a racial group is not, in and of itself, capable of explaining differences in stop percentages between towns, it does provide a simple and effective way to establish a baseline for all towns from which the relative differences between town stop numbers become more apparent. To provide additional context, two additional factors were identified: (1) if the town shares a border with one or more towns whose age 16 and over resident population for that racial group exceeds the state average and (2) the percentage of nonresident drivers stopped for that racial group, in that town.

A.3 (3): Estimated Driving Population Comparison

Adjusting "static" residential census data to approximate the estimated driving demographics in a particular jurisdiction provides a more accurate benchmark method than previous census-based approaches. At any given time, nonresidents may use any road to commute to work or travel to and from entertainment venues, retail centers, tourist destinations, etc. in a particular town. It is impossible to account for all driving in a community at any given time, particularly for the random, itinerant driving trips sometimes made for entertainment or recreational purposes. However, residential census data can be modified to create a reasonable estimate of the possible presence of many nonresidents likely to be driving in a given community because they work there and live elsewhere. This methodology is an estimate of the composition of the driving population during typical commuting hours.

Previously, the most significant effort to modify census data was conducted by Northeastern University's Institute on Race and Justice. The institute created the estimated driving population (EDP) model for traffic stop analyses in Connecticut and Massachusetts. A summary of the steps used in the analysis is shown below in Table A.3 (1).

Table A.3 (1): Northeastern University Institute on Race and Justice Methodology for EDP Models in Rhode Island and Massachusetts

Step 1	Identify all the communities falling within a 30 mile distance of a given target community. Determine the racial and ethnic breakdown of the resident population of each of the communities in the contributing pool.
Step 2	Modify the potentially eligible contributing population of each contributing community by factoring in (a) vehicle ownership within the demographic, (b) numbers of persons within the demographic commuting more than 10 miles to work, and (c) commuting time in minutes. The modified number becomes the working estimate of those in each contributing community who may possibly be traveling to the target community for employment.
Step 3	Using four factors, (a) percentage of state employment, (b) percentage of state retail trade, (c) percentage of state food and accommodation sales, and (d) percentage of average daily road volume, rank order all communities in the state. Based on the average of all four ranking factors, place all communities in one of four groups thus approximating their ability to draw persons from the eligible nonresident pool of contributing communities.
Step 4	Determine driving population estimate for each community by combining resident and nonresident populations in proportions determined by which group the community falls into as determined in Step 3. (Range: 60% resident/40% nonresident for highest category communities to 90% resident/10% nonresident for lowest ranking communities)

Although the EDP model created for Rhode Island and Massachusetts is a significant improvement in creating an effective benchmark, limitations of the census data at the time required certain assumptions to be made about the estimated driving population. They used information culled from certain transportation planning studies to set a limit to the towns they would include in their potential pool of nonresident commuters. Only those towns located within a 30 minute driving time of a target town were included in the nonresident portion of the EDP model. This approach assumed only those who potentially could be drawn to a community for employment, and did not account for how many people actually commute. Retail, entertainment, and other economic indicators were used to rank order communities into groups to determine the percentage of nonresident drivers to be

included in the EDP. A higher rank would lead to a higher percentage of nonresidents being included in the EDP.

Since development of the Rhode Island and Massachusetts model, significant enhancements were made to the U.S. Census Bureau data. It is now possible to get more nuanced estimates of those who identify their employment location as somewhere other than where they live. Since the 2004 effort by Northeastern University to benchmark Rhode Island and Massachusetts' data, the Census Bureau has developed new tools that can provide more targeted information that can be used to create a more useful estimated driving population for analyzing weekday daytime traffic stops.

The source of this improved data is a database known as the LEHD Origin-Destination Employer Statistics (LODES). LEHD is an acronym for "Local Employer Household Dynamics" and is a partnership between the U.S. Census Bureau and its partner states. LODES data is available through an online application called *OnTheMap* operated by the Census Bureau. The data estimates where people work and where workers live. The partnership's main purpose is to merge data from workers with data from employers to produce a collection of synthetic and partially synthetic labor market statistics including LODES and the Quarterly Workforce Indicators.

Under the LEHD Partnership, states agree to share Unemployment Insurance earnings data and the Quarterly Census of Employment and Wages data with the Census Bureau. The LEHD program combines the administrative data, additional administrative data, and data from censuses and surveys. From these data, the program creates statistics on employment, earnings, and job flows at detailed levels of geography and industry. In addition, the LEHD program uses this data to create workers' residential patterns. The LEHD program is part of the Center for Economic Studies at the U.S. Census Bureau.

It was determined that the data available through LODES, used in conjunction with data available in the 2010 census, could provide the tools necessary to create an advanced EDP model. The result was the creation of an individualized EDP for each of the 169 towns in Connecticut that reflects, to a certain extent, the estimated racial and ethnic demographic makeup of all persons identified in the data as working in the community but residing elsewhere. Table A.3 (2) shows the steps in this procedure.

Table A.3 (2): Central Connecticut State University Institute for Municipal and Regional Policy Methodology for EDP Model in Connecticut

Step 1	For each town, LODES data was used to identify all those employed in the town but residing in some other location regardless of how far away they lived from the target community.
Step 2	ACS* five-year average estimated data was used to adjust for individuals commuting by some means other than driving, such as those using public transportation.
Step 3	For all Connecticut towns contributing commuters, racial and ethnic characteristics of the commuting population were determined by using the jurisdictions' 2010 census demographics.
Step 4	For communities contributing more than 10 commuters who live outside of Connecticut, racial and ethnic characteristics of the commuting population were determined using the jurisdictions' 2010 census demographics.

Step 5	For communities contributing fewer than 10 commuters who live outside of Connecticut, racial and ethnic characteristics of the commuting population were determined using the demographic data for the county in which they live.
Step 6	The numbers for all commuters from the contributing towns were totaled and represent the nonresident portion of the given town's EDP. This was combined with the town's resident driving age population. The combined nonresident and resident numbers form the town's complete EDP.
Step 7	To avoid double counting, those both living and working in the target town were counted as part of the town's resident population and not its commuting population.

*American Community Survey, U.S. Census Bureau

Structured in this way, each town's EDP should reflect an improved estimate of the racial and ethnic makeup of the driving population who might be on a municipality's streets at some time during a typical weekday/daytime period. The more sophisticated methodology central to the LODES data should make this EDP, even with its inherent limitations, superior to previous uses of an EDP model. To an extent, it mirrors the process used by the Census Bureau to develop from ACS estimates the commuter-adjusted daytime populations (estimates of changes to daytime populations based on travel for employment) for minor civil divisions in several states, including Connecticut. This type of data is subject to a margin of error based on differing sample sizes and other factors. For the estimated daytime populations the Census Bureau calculated for 132 Connecticut communities, it reported margins of error ranging from 1.1% (Bridgeport) to 9.6% (East Granby). The average margin of error for all 132 towns was 3.7%.

It is important to understand that the EDPs used in this report are a first attempt to use this tool in assessing traffic stop data. Much of the data used to create the EDPs comes from the same sources the Census Bureau used to create its commuter-adjusted daytime population estimates so it is reasonable to expect a similar range in the margins of error in the EDP. While the limitations of the model must be recognized, its value as a new tool to help understand some of the traffic stop data should not be dismissed. It represents a significant improvement over the use of resident census demographics as an elementary analytical tool and can hopefully be improved as the process of analyzing stop data progresses.

It was determined that a limited application of the EDP can be used to assess stops that occur during typical morning and evening commuting periods, when the nonresident workers have the highest probability of actually being on the road. Traffic volume and populations can change significantly during peak commuting hours. For example, Bloomfield has a predominately Minority resident population (61.5%). According to *OnTheMap*, 17,007 people work in Bloomfield, but live somewhere else and we are estimating that about 73% of those people are likely to be white. The total working population exceeds the driving age resident population of 16,982 and it is reasonable to assume that the daytime driver population would change significantly due to workers in Bloomfield. According to the ACS Journey to Work survey, 73% of Connecticut residents travel to work between 6:00am and 10:00am. The census currently does not have complete state level data on residents' travel from work to home. In the areas where evening commute information is available, it is consistently between the hours of 3:00pm and 7:00pm. In addition to looking at census information to understand peak commuting hours, the volume of nonresident traffic stops in several Connecticut communities was also reviewed, based on our theory that the proportion of nonresidents stopped should increase during peak commuting hours.

The only traffic stops included in this analysis were stops conducted Monday through Friday from 6:00am to 10:00am and 3:00pm to 7:00pm (peak commuting hours). Due to the margins of error inherent in the EDP estimates, we established a reasonable set of thresholds for determining if a department shows a disparity in its stops when compared to its EDP percentages. Departments that exceed their EDP percentages by greater than 10 percentage points in any of the three categories: (1) Minority (all race/ethnicity), (2) Black non-Hispanic, and (3) Hispanic, were identified in our tier one group. In addition, departments that exceeded their EDP percentage by more than five but less than 10 percentage points were identified in our tier two group for this benchmark if the ratio of the percentage of stops for the target group compared to the baseline measure for that group also was 1.75 or above (percentage of stops divided by benchmark percentage equals 1.75 or more) in any of the three categories: (1) Minority (all race/ethnicity), (2) Black non-Hispanic, or (3) Hispanic.

A.3 (4): Resident Only Stop Comparison

Some questioned the accuracy of the estimated driving population. As a result, we have limited the next part of the analysis to stops involving only residents of the community and compared them to the community demographics based on the 2010 decennial census for residents age 16 and over.

While comparing resident-only stops to resident driving age population eliminates the influence out-of-town drivers on the roads at any given time may be having on a town's stop data, the mere existence of a disparity is not in and of itself significant unless it does so by a significant amount. Such disparities may exist for several reasons including high police presence on high crime areas.

Therefore, we established a reasonable set of thresholds for determining if a department shows a significant enough disparity in its resident stops compared to its resident population to be identified. Departments with a difference of 10 percentage points or more between the resident stops and the 16+ resident population in any of the three categories: (1) Minority (all race/ethnicity), (2) Black non-Hispanic, and (3) Hispanic, were identified in our tier one group. In addition, departments that exceeded their resident population percentage by more than five but less than 10 percentage points were identified in our tier two group for this benchmark if the ratio of the percentage of resident stops for the target group compared to the baseline measure for that group also was 1.75 or above(percentage of stopped residents divided by resident benchmark percentage equals 1.75 or more) in any of three categories: (1) Minority (all race/ethnicity), (2) Black non-Hispanic, and (3) Hispanic.

A.4: METHODOLOGY FOR THE EQUALITY OF DISPOSITION TEST

We propose a simple test of equality in the distribution of outcomes for motorists of different races conditional on the reason that they were stopped. Specifically, we test whether traffic stops made of minority motorists result in different outcomes relative to their White Non-Hispanic peers. Since ex-ante it is unclear whether discrimination would create more or less severe traffic stop outcomes in the data, we simply tests for equality in the distribution of outcomes across demography conditional on the motivating reason for the stop. To illustrate this point, imagine a simplified case where there are only two outcomes for a traffic stop- one resulting in a violation and the other resulting in a warning. On the one hand, discriminatory police officers might treat minority motorists more harshly conditional on the reason they were stopped. However, discriminatory police might also make more pretextual traffic stops for lower level offenses motivated by the fact that they may observe evidence of a more severe crime once the vehicle is stopped. In this case, we would expect that discriminatory police officers issue more warnings to minority motorists as a result of pretextual traffic stops and racial profiling. Rather than making unreasonable assumptions about the net-effect of such countervailing forces, we simply assume that the overall distribution of outcomes will not be equal across race in the presence of discrimination. The intuition is similar to hit-rate style tests but where we are unable to ex-ante sign the direction that we expect bias to take.

Here, we aggregate all search and arrest data (driver, passenger, and vehicle) into a singular aggregate statistic for whether a traffic stop resulted in these outcomes. In cases where a traffic stop resulted in a combination of outcomes, say an arrest and a ticket or where one individual in the car was searcher but others were not, we aggregate to the more severe outcome i.e. arrest in the first case and search in the latter. Since we have combined data on driver and passenger outcomes, we also amend the race variable to represent whether there was any minority person in the vehicle at the time of the stop. For example, unlike in other sections where the Hispanic category represents the demography of the driver, here it represents whether any individual in the vehicle was observed to be Hispanic.

We also aggregate the detailed outcome data into six categories, which include: (1) no search, ticket or misdemeanor, (2) no search, warning or no action, (3) no search, arrest, (4) search, ticker or misdemeanor, (5) search, warning or no action, and (6) search, arrest. Thus, we estimate the full set of *J-1* outcomes relative to a baseline outcome using multinomial logit. We assume that the log odds $\eta_{j,i}$ that a traffic stop *i* has an outcome *j* relative to the omitted baseline category (no search, ticket or misdemeanor) follows a linear model of the form

$$\eta_{j,i} = \beta_{j,0} + \beta_{\mathrm{j},1}^{T} reason_i + \beta_{\mathrm{j},2} m_i + \beta_{\mathrm{j},3}^{T} [reason_i * m_i] \quad (9)$$

where m_i is an indicator equal to one if anyone in the vehicle is a minority and zero if the vehicle contains only White Non-Hispanic motorists. The variable $reason_i$ is a vector of indicators constructed by aggregating the detailed reason for stop data into six categories which include: (1) speed or moving, (2) equipment, (3) seatbelt or cellphone, (4) registration or license, (5) warrant or criminal activity, and (6) all other. Although omitted from Equation 10 for parsimony, we also control for potential compositional differences across demographic groups by including gender and age.

Similarly, we include a series of controls for day of week, time of day, week of year, and depending on the specification either department or officer fixed-effects.

The key variable of interest in Equation 9 is the interaction term between minority status and the motivating reason for the traffic stop. As noted, we assume only that these coefficient estimates will be statistically different than zero in the presence of discrimination and do not put any emphasis on a particular sign. To identify discrimination in context of our empirical framework, we test whether the interaction between the reason a stop was made and minority status is statistically different from zero across all six of the outcomes modeled. Thus, we operationalize our test by performing a joint chi-squared hypothesis test on the 25 interaction terms across all non-omitted outcomes and possible reasons for the stop.

We provide one important cautionary note about interpreting our test as causal evidence of discrimination. Ideally, this test would be performed on data containing *all* violations observed by the police officer prior to making a traffic stop and where we would include a control for the number of total violations. In practice, data on traffic stops typically only contain the most severe reason that motivated the stop. Imagining that minority motorists were more likely to be stopped based on police observing multiple violations, the data might show that they receive worse outcomes conditional on the primary motivating reason for the stop. However, this might be a function of the unobserved variable (i.e. number and type of secondary violation) rather than a disparity. Intuitively, it seems reasonable that motorists with multiple violations are treated differently by police relative to those with a single violation and that there might be differences across race in the probability of having multiple violations conditional on being stopped. In the absence of data on the full set of violations observed by police officers, we suggest that the reader interpret results from this test as providing descriptive evidence to be viewed in concert with other such empirical measures.

A.5: METHODOLOGY FOR THE HIT-RATE TEST

The logic of the hit-rate test follows from a simplified game theoretic exposition. In the absence of disparate treatment, the costs of searching different groups of motorists are equal. Police officers make decisions to search in an effort to maximize their expectations of finding contraband. The implication being that police will be more likely to search a group that has a higher probability of carrying contraband, i.e. participate in statistical discrimination. In turn, motorists from the targeted demography understand this aspect of police behavior and respond by lowering their rate of carrying contraband. This iterative process continues within demographic groups until, in equilibrium, it is expected that an equalization of hit-rates across groups is found.

Knowles et al. introduce disparate treatment via search costs incurred by officers that differ across demographic groups. An officer with a lower search cost for a specific demographic group will be more likely to search motorists from that group. The result of this action will be an observable increase in the number of targeted searches for that group. As above, the targeted group will respond rationally and reduce their exposure by carrying less contraband. Eventually, the added benefit associated with a higher probability of finding contraband in the non-targeted group will offset the lower cost of search for that group. As a result, one would expect the hit-rates to differ across demographic groups in the presence of disparate treatment.

Knowles et al. (2001) developed a theoretical model with testable implications that can be used to evaluate statistical disparities in the rate of searches across demographic groups. Following Knowles et al. an empirical test of the null hypothesis (that no racial or ethnic disparity exists) in Equation 10 is presented.

$$P(H = 1 \mid m, S) = P(H = 1|S\ ) \ \forall\ r, c \tag{10}$$

Equation 10 computes the probability of a search resulting in a hit across different demographic groups. If the null hypothesis was true and there was no racial or ethnic disparity across these groups, one would expect the hit-rates across minority and non-minority groups to reach equilibrium. As discussed previously, this expectation stems from a game-theoretic model where officers and motorists optimize their behaviors based on knowledge of the other party's actions. In more concrete terms, one would expect motorists to lower their propensity to carry contraband as searches increase while officers would raise their propensity to search vehicles that are more likely to have contraband. Essentially, the model allows for statistical discrimination but finds if there is bias-based discrimination.

An important cautionary note about hit-rate tests related to an implicit infra-marginality assumption. Specifically, several papers have explored generalizations and extensions of the framework and found that, in certain circumstances, empirical testing using hit-rate tests can suffer from the infra-marginality problem as well as differences in the direction of bias across officers (see Antonovics and Knight 2004; Anwar and Fang 2006; Dharmapala and Ross 2003). Knowles and his colleagues responded to these critiques with further refinements of their model that provide additional evidence of its validity (Persico and Todd 2004). Although the results from a hit-rate analysis help contextualize post-stop activity within departments, the results should only be considered as supplementary evidence.

APPENDIX B: CHARACTERISTICS OF TRAFFIC STOPS DATA TABLES

Table B.1: Rate of Traffic Stops per 1,000 Residents (Sorted Alphabetically)

Town Name	2010 16 and Over Census Pop.	2018 Traffic Stops	Stops per Resident	Stops per 1,000 Residents
State of CT	2,825,946	508,361	0.18	180
Ansonia	14,979	3,541	0.24	236
Avon	13,855	1,001	0.07	72
Berlin	16,083	4,758	0.30	296
Bethel	14,675	3,345	0.23	228
Bloomfield	16,982	2,363	0.14	139
Branford	23,532	4,835	0.21	205
Bridgeport	109,401	4,188	0.04	38
Bristol	48,439	3,388	0.07	70
Brookfield	12,847	2,117	0.16	165
Canton	7,992	653	0.08	82
Cheshire	21,049	3,495	0.17	166
Clinton	10,540	1,114	0.11	106
Coventry	9,779	1,827	0.19	187
Cromwell	11,357	1,625	0.14	143
Danbury	64,361	7,133	0.11	111
Darien	14,004	2,947	0.21	210
Derby	10,391	1,290	0.12	124
East Hampton	10,255	821	0.08	80
East Hartford	40,229	6,742	0.17	168
East Haven	24,114	2,387	0.10	99
East Lyme*	13,816	1,200	0.09	87
East Windsor	9,164	1,927	0.21	210
Easton	5,553	1,011	0.18	182
Enfield	33,218	8,587	0.26	259
Fairfield	45,567	8,422	0.18	185
Farmington	20,318	4,516	0.22	222
Glastonbury	26,217	3,869	0.15	148
Granby	8,716	565	0.06	65
Greenwich	46,370	7,724	0.17	167
Groton*	31,520	7,123	0.23	226
Guilford	17,672	1,091	0.06	62
Hamden	50,012	8,049	0.16	161
HartforD	93,669	13,770	0.15	147
Ledyard*	11,527	2,959	0.26	257
Madison	14,073	2,465	0.18	175
Manchester	46,667	7,390	0.16	158
Meriden	47,445	2,193	0.05	46
Middlebury	5,843	81	0.01	14
Middletown	38,747	3,174	0.08	82
Milford	43,135	3,132	0.07	73
Monroe	14,918	2,726	0.18	183
Naugatuck	25,099	3,555	0.14	142
New Britain	57,164	7,074	0.12	124
New Canaan	14,138	4,322	0.31	306
New Haven	100,702	13,618	0.14	135
New London	21,835	3,754	0.17	172
New Milford	21,891	1,529	0.07	70

Table B.1: Rate of Traffic Stops per 1,000 Residents (Sorted Alphabetically)

Town Name	2010 16 and Over Census Pop.	2018 Traffic Stops	Stops per Resident	Stops per 1,000 Residents
Newington	24,978	3,818	0.15	153
Newtown	20,171	3,792	0.19	188
North Branford	11,549	193	0.02	17
North Haven	19,608	2,332	0.12	119
Norwalk	68,034	5,935	0.09	87
Norwich	31,638	3,882	0.12	123
Old Saybrook	8,330	2,971	0.36	357
Orange	11,017	3,772	0.34	342
Plainfield	11,918	1,387	0.12	116
Plainville	14,605	2,204	0.15	151
Plymouth	9,660	1,809	0.19	187
Portland	7,480	873	0.12	117
Putnam	7,507	1,277	0.17	170
Redding	6,955	1,609	0.23	231
Ridgefield	18,111	6,235	0.34	344
Rocky Hill	16,224	3,255	0.20	201
Seymour	13,260	4,225	0.32	319
Shelton	32,010	534	0.02	17
Simsbury	17,773	3,115	0.18	175
South Windsor	20,162	4,172	0.21	207
Southington	34,301	6,990	0.20	204
Stamford	98,070	15,505	0.16	158
Stonington	15,078	3,517	0.23	233
Stratford	40,980	3,920	0.10	96
Suffield	10,782	489	0.05	45
Thomaston	6,224	1,756	0.28	282
Torrington	29,251	6,607	0.23	226
Trumbull	27,678	2,374	0.09	86
Vernon	23,800	3,014	0.13	127
Wallingford	36,530	6,283	0.17	172
Waterbury	83,964	5,479	0.07	65
Waterford	15,760	4,316	0.27	274
Watertown	18,154	2,278	0.13	125
West Hartford	49,650	6,047	0.12	122
West Haven	44,518	7,871	0.18	177
Weston	7,255	365	0.05	50
Westport	19,410	6,789	0.35	350
Wethersfield	21,607	3,150	0.15	146
Wilton	12,973	4,299	0.33	331
Winchester	9,133	1,436	0.16	157
Windham	20,176	2,756	0.14	137
Windsor	23,222	10,535	0.45	454
Windsor Locks	10,117	1,191	0.12	118
Wolcott	13,175	752	0.06	57
Woodbridge	7,119	1,975	0.28	277

Table B.2: Basis for Stop (Sorted by % Speeding)

Department Name	Total	Speed Related	Cell Phone	Registration	Defective Lights	Display of Plates	Equipment Violation	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation	Window Tint
Western CT State University	42	76.2%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	9.5%	0.0%	11.9%	0.0%	0.0%	0.0%	0.0%	0.0%
Middlebury	81	72.8%	0.0%	13.6%	2.5%	0.0%	0.0%	0.0%	3.7%	0.0%	2.5%	1.2%	0.0%	2.5%	0.0%	1.2%
Portland	873	66.1%	0.9%	2.2%	1.8%	0.2%	0.1%	2.6%	1.0%	0.0%	7.4%	0.6%	0.1%	16.7%	0.1%	0.0%
Thomaston	1,756	62.5%	1.4%	1.4%	10.0%	1.9%	0.2%	4.8%	3.2%	1.4%	5.4%	1.1%	0.5%	5.9%	0.3%	0.1%
Weston	365	61.6%	1.1%	0.3%	7.9%	1.9%	0.0%	4.9%	4.4%	0.0%	15.1%	0.0%	0.3%	2.2%	0.0%	0.0%
Ledyard*	2,959	59.2%	0.9%	3.9%	15.7%	3.6%	0.1%	4.9%	4.8%	0.5%	1.6%	1.6%	0.3%	0.8%	1.1%	1.0%
CSP Headquarters	15,872	55.5%	8.7%	7.1%	0.3%	0.3%	0.1%	4.7%	2.1%	14.8%	0.2%	0.8%	2.9%	0.5%	0.6%	1.4%
Bethel	3,345	55.2%	6.8%	2.5%	11.3%	0.5%	0.1%	2.1%	1.7%	1.2%	12.1%	0.1%	0.2%	4.7%	0.2%	1.1%
Redding	1,609	54.2%	2.7%	12.7%	6.3%	0.3%	0.1%	5.8%	2.2%	0.9%	13.7%	0.2%	0.4%	0.1%	0.3%	0.1%
Suffield	489	53.8%	2.2%	1.4%	11.9%	0.0%	0.0%	19.8%	1.8%	0.6%	6.1%	0.6%	0.2%	1.4%	0.0%	0.0%
Ridgefield	6,235	53.4%	12.3%	9.1%	8.1%	0.1%	0.0%	1.6%	1.7%	1.3%	6.0%	0.2%	2.6%	3.2%	0.2%	0.4%
Windsor Locks	1,191	53.1%	3.5%	4.1%	8.1%	0.8%	0.3%	3.5%	4.3%	1.6%	9.5%	1.1%	0.4%	7.3%	0.3%	2.0%
Simsbury	3,115	51.7%	11.2%	1.7%	11.8%	0.8%	0.1%	5.2%	1.6%	0.7%	7.5%	0.2%	0.1%	7.3%	0.0%	0.1%
Avon	1,001	50.5%	1.7%	5.1%	7.8%	0.3%	0.0%	8.6%	8.3%	0.0%	7.5%	0.3%	0.1%	9.8%	0.0%	0.0%
Guilford	1,091	50.2%	9.9%	2.2%	11.5%	0.0%	0.0%	2.3%	2.1%	5.4%	8.8%	0.3%	0.5%	6.4%	0.5%	0.0%
Enfield	8,587	49.5%	2.7%	5.3%	9.3%	2.6%	0.3%	6.9%	1.9%	3.6%	4.1%	2.3%	0.6%	9.3%	0.5%	1.2%
Granby	565	49.4%	9.9%	2.3%	10.8%	2.3%	0.5%	6.0%	3.9%	4.4%	4.1%	0.4%	1.6%	3.7%	0.2%	0.5%
Windsor	10,535	47.8%	3.2%	4.1%	19.3%	1.0%	0.0%	2.6%	0.6%	1.2%	7.8%	0.6%	0.5%	10.2%	0.1%	0.9%
Newtown	3,792	47.0%	3.3%	8.0%	9.3%	3.6%	0.2%	10.5%	1.9%	1.0%	5.9%	2.6%	2.2%	3.9%	0.3%	0.1%
Old Saybrook	2,971	46.4%	3.1%	5.7%	14.7%	0.8%	0.1%	7.7%	3.2%	0.4%	7.8%	1.2%	0.7%	7.2%	0.3%	0.7%
Southington	6,990	45.2%	6.5%	7.3%	17.5%	1.1%	0.2%	4.5%	1.5%	2.1%	5.1%	1.3%	1.3%	5.6%	0.2%	0.5%
Easton	1,011	42.8%	0.8%	23.7%	5.1%	1.0%	0.0%	3.8%	3.8%	1.2%	13.8%	1.3%	1.3%	1.0%	0.3%	0.1%
Waterford	4,316	42.1%	3.8%	0.9%	14.4%	9.0%	0.4%	10.6%	1.9%	2.1%	1.1%	0.6%	0.4%	11.1%	0.1%	1.6%
Madison	2,465	40.8%	4.5%	13.8%	9.0%	1.5%	0.1%	6.8%	1.7%	2.2%	10.6%	0.6%	5.9%	1.9%	0.2%	0.3%
Bristol	3,388	40.4%	6.4%	9.4%	7.0%	1.7%	0.1%	6.1%	2.2%	4.0%	7.9%	2.2%	0.4%	10.9%	0.3%	0.8%
Putnam	1,277	37.3%	14.6%	3.2%	17.2%	4.2%	0.0%	6.2%	2.0%	4.2%	5.3%	0.9%	0.2%	4.1%	0.5%	0.1%
Coventry	1,827	36.6%	3.6%	11.8%	12.4%	4.4%	0.2%	8.2%	2.2%	4.2%	2.8%	2.8%	7.1%	2.7%	0.2%	0.7%
Wolcott	752	36.0%	5.3%	0.3%	7.4%	0.8%	0.0%	3.6%	3.3%	0.3%	39.5%	0.7%	0.3%	1.7%	0.3%	0.5%
New Milford	1,529	35.3%	1.6%	3.3%	27.2%	0.8%	1.1%	9.9%	4.4%	0.4%	5.0%	0.7%	0.5%	9.4%	0.4%	0.0%
Troop L	8,417	35.1%	3.2%	19.4%	4.9%	2.2%	0.7%	6.3%	3.7%	1.7%	3.2%	3.2%	13.9%	0.6%	0.8%	1.0%
Wilton	4,299	35.0%	8.9%	5.8%	15.0%	1.7%	0.3%	12.0%	2.6%	0.9%	5.5%	0.5%	0.2%	9.1%	0.3%	2.1%
East Lyme	1,200	34.3%	2.9%	6.3%	16.2%	0.8%	0.4%	10.1%	5.8%	0.4%	6.8%	2.1%	7.7%	5.8%	0.3%	0.2%
New Canaan	4,322	34.2%	10.2%	9.9%	16.9%	2.6%	0.0%	5.9%	2.9%	1.0%	8.9%	0.7%	0.2%	5.2%	0.5%	0.9%
Troop C	17,684	34.1%	2.1%	11.6%	5.5%	1.2%	0.1%	5.3%	3.8%	2.0%	2.5%	1.0%	28.8%	1.2%	0.5%	0.4%
Monroe	2,726	33.2%	11.4%	7.1%	12.2%	2.8%	0.2%	9.3%	2.8%	3.0%	13.3%	0.6%	0.5%	2.1%	0.3%	1.2%
Department of Motor Vehicle	1,663	32.7%	7.6%	12.6%	4.1%	4.5%	1.7%	13.9%	5.7%	0.9%	1.6%	1.5%	3.5%	4.6%	1.0%	4.0%
Troop H	12,337	32.5%	2.8%	12.7%	1.8%	1.5%	0.1%	13.2%	8.1%	0.8%	1.1%	2.9%	18.9%	1.6%	1.3%	0.8%
Stonington	3,517	32.2%	6.6%	5.4%	13.1%	0.3%	0.1%	12.1%	5.7%	1.0%	13.5%	1.1%	1.7%	6.7%	0.4%	0.3%
Fairfield	8,422	32.1%	13.6%	8.9%	6.1%	2.5%	0.2%	5.1%	3.8%	5.7%	8.6%	3.6%	1.7%	6.3%	0.6%	1.3%
Naugatuck	3,555	31.9%	15.9%	8.6%	14.2%	2.3%	0.0%	4.9%	3.6%	1.6%	8.7%	1.4%	0.3%	5.5%	0.3%	0.8%
East Hampton	821	31.9%	6.2%	5.4%	5.7%	1.2%	0.4%	25.0%	3.7%	1.7%	8.0%	1.6%	0.0%	8.6%	0.2%	0.4%
Seymour	4,225	31.3%	4.9%	0.9%	18.4%	2.1%	0.4%	6.8%	2.2%	3.0%	22.3%	0.2%	1.3%	5.6%	0.1%	0.5%
Troop A	15,153	31.0%	3.3%	16.6%	3.8%	3.8%	0.1%	11.3%	4.6%	7.6%	1.8%	2.4%	9.7%	2.1%	1.3%	0.5%

Table B.2: Basis for Stop (Sorted by % Speeding)

Department Name	Total	Speed Related	Cell Phone	Registration	Defective Lights	Display of Plates	Equipment Violation	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation	Window Tint
East Hartford	6,742	30.9%	7.6%	13.8%	2.3%	2.9%	0.1%	3.4%	2.5%	7.4%	8.3%	10.6%	4.1%	3.5%	1.2%	1.5%
Troop I	8,392	30.9%	3.8%	12.9%	2.9%	1.4%	0.0%	15.5%	4.7%	2.3%	2.7%	2.3%	16.1%	2.4%	1.6%	0.5%
Troop B	5,016	30.7%	2.2%	22.7%	4.7%	1.5%	0.2%	6.8%	5.2%	3.2%	3.8%	3.2%	12.9%	1.6%	0.7%	0.6%
Troop F	14,708	30.6%	4.1%	11.1%	3.8%	0.7%	0.4%	8.6%	5.4%	2.6%	2.9%	1.0%	26.5%	1.0%	0.7%	0.5%
Canton	653	30.5%	24.5%	2.1%	9.6%	0.5%	0.0%	9.3%	5.2%	0.6%	5.1%	0.6%	0.0%	11.2%	0.3%	0.5%
Darien	2,947	30.4%	12.7%	4.0%	11.3%	9.8%	0.0%	3.9%	3.8%	5.0%	4.4%	0.1%	5.2%	6.5%	0.2%	2.6%
North Haven	2,332	30.2%	7.1%	15.8%	10.5%	2.5%	0.3%	4.4%	2.0%	1.9%	6.7%	4.9%	2.5%	9.3%	0.8%	1.1%
Troop E	13,289	30.1%	1.6%	14.6%	2.9%	1.1%	0.1%	8.6%	3.4%	1.7%	1.3%	2.4%	28.7%	1.9%	1.0%	0.6%
Shelton	534	30.0%	1.9%	20.0%	6.4%	3.2%	0.7%	9.2%	5.2%	0.0%	9.9%	4.5%	0.7%	7.3%	0.6%	0.4%
Troop G	13,213	29.6%	4.2%	19.3%	2.4%	1.4%	0.0%	20.4%	5.4%	2.6%	0.4%	2.4%	6.5%	2.2%	2.1%	1.1%
East Windsor	1,927	29.2%	13.4%	3.4%	24.6%	0.4%	0.0%	6.7%	2.8%	0.1%	12.0%	1.3%	0.4%	5.3%	0.3%	0.1%
Troop K	12,975	28.6%	2.7%	16.6%	3.3%	2.3%	0.2%	4.7%	3.9%	1.4%	3.9%	1.7%	28.4%	1.1%	1.0%	0.3%
Troop D	10,574	28.3%	1.0%	13.2%	3.7%	1.4%	0.2%	5.4%	6.3%	1.5%	2.9%	2.3%	31.1%	1.3%	0.9%	0.4%
Norwich	3,882	27.9%	7.8%	4.6%	15.8%	1.6%	0.1%	12.2%	4.9%	1.9%	5.8%	4.1%	1.3%	11.4%	0.4%	0.2%
Berlin	4,758	26.6%	15.6%	7.8%	14.5%	2.2%	0.0%	8.1%	1.3%	6.4%	4.4%	1.2%	2.1%	9.5%	0.1%	0.2%
Branford	4,835	25.7%	7.6%	23.1%	4.4%	0.8%	0.2%	4.0%	4.4%	0.7%	6.5%	2.8%	0.6%	16.6%	0.5%	1.9%
Rocky Hill	3,255	25.7%	12.1%	8.1%	19.1%	2.6%	0.1%	6.3%	1.2%	1.3%	13.8%	0.9%	1.1%	7.2%	0.2%	0.2%
Derby	1,290	25.5%	3.3%	11.4%	8.3%	3.7%	0.1%	9.1%	2.9%	0.1%	11.2%	10.3%	1.2%	8.8%	0.9%	3.3%
Woodbridge	1,975	24.7%	10.7%	15.8%	7.2%	5.2%	0.2%	4.3%	3.2%	3.7%	4.6%	5.6%	6.8%	6.9%	1.1%	0.2%
Clinton	1,114	24.0%	9.4%	6.5%	23.5%	2.7%	0.1%	11.7%	3.2%	0.6%	6.2%	0.4%	1.3%	9.8%	0.3%	0.4%
Greenwich	7,724	23.7%	7.5%	12.4%	11.7%	4.5%	0.1%	8.8%	2.6%	0.5%	14.0%	1.3%	3.2%	7.7%	0.6%	1.4%
South Windsor	4,172	23.6%	13.8%	10.1%	13.4%	7.8%	0.0%	3.1%	1.4%	8.5%	9.9%	1.7%	0.3%	5.5%	0.4%	0.6%
Cromwell	1,625	23.6%	9.0%	9.2%	15.1%	1.4%	0.1%	10.5%	2.5%	2.2%	6.6%	1.8%	0.3%	17.0%	0.2%	0.6%
Cheshire	3,495	23.2%	6.4%	1.5%	4.7%	1.1%	0.1%	3.0%	51.2%	2.0%	3.3%	0.4%	0.2%	2.1%	0.1%	0.8%
Milford	3,132	23.1%	12.1%	2.0%	11.5%	5.5%	0.0%	5.7%	15.1%	2.7%	10.9%	1.4%	0.4%	9.2%	0.2%	0.2%
Brookfield	2,117	23.1%	20.6%	3.7%	16.3%	1.0%	0.0%	13.6%	3.1%	0.3%	5.8%	0.5%	0.1%	11.2%	0.3%	0.4%
Bridgeport	4,188	22.9%	13.4%	4.4%	5.3%	2.9%	0.2%	6.5%	4.7%	2.9%	17.9%	3.1%	0.5%	12.2%	0.9%	2.3%
Meriden	2,193	22.7%	18.7%	3.5%	4.5%	1.5%	0.2%	3.9%	13.8%	2.2%	12.8%	4.3%	0.4%	10.0%	1.0%	0.6%
Westport	6,789	22.3%	20.3%	7.5%	10.1%	2.3%	0.1%	4.8%	2.6%	1.4%	10.1%	0.8%	5.9%	10.8%	0.1%	1.0%
Danbury	7,133	22.3%	34.7%	4.8%	5.4%	1.9%	0.1%	4.8%	3.4%	3.6%	4.2%	1.1%	0.5%	12.0%	0.7%	0.6%
Groton City	1,785	22.1%	15.2%	2.3%	10.4%	0.7%	0.0%	2.4%	2.2%	4.1%	21.2%	1.8%	2.6%	13.4%	0.6%	0.8%
West Hartford	6,047	21.9%	20.6%	11.8%	5.9%	2.8%	0.2%	10.6%	4.7%	0.8%	4.7%	4.1%	1.4%	8.4%	0.6%	1.7%
Central CT State Unviversity	1,348	21.7%	2.2%	10.2%	20.5%	0.7%	0.1%	5.9%	5.7%	1.8%	9.6%	2.7%	5.3%	13.1%	0.4%	0.1%
North Branford	193	21.2%	2.1%	20.2%	2.1%	2.1%	0.0%	11.4%	11.9%	0.5%	3.6%	3.6%	14.5%	4.7%	1.6%	0.5%
New Britain	7,074	19.9%	10.6%	5.9%	7.3%	2.8%	0.3%	5.9%	2.0%	7.2%	20.1%	4.1%	0.4%	10.3%	0.4%	2.8%
New Haven	13,618	19.6%	4.1%	5.8%	6.3%	5.2%	0.0%	1.3%	18.3%	1.1%	3.8%	1.1%	2.7%	27.2%	0.4%	2.9%
Waterbury	5,479	19.4%	9.3%	15.1%	3.1%	3.2%	0.4%	8.2%	2.8%	5.9%	7.6%	8.0%	1.9%	10.3%	1.0%	3.9%
Groton Long Point	58	19.0%	12.1%	0.0%	10.3%	0.0%	0.0%	6.9%	0.0%	3.4%	48.3%	0.0%	0.0%	0.0%	0.0%	0.0%
Norwalk	5,935	18.2%	15.8%	14.4%	6.1%	4.2%	0.5%	7.1%	3.0%	1.5%	11.6%	1.9%	3.5%	7.8%	1.2%	3.3%
Hartford	13,770	18.2%	15.5%	1.1%	6.2%	7.6%	0.3%	7.9%	3.4%	6.4%	15.2%	1.4%	1.0%	10.7%	0.3%	4.7%
Ansonia	3,541	17.5%	9.1%	1.9%	18.9%	3.8%	0.3%	4.6%	2.0%	1.2%	29.4%	1.1%	0.0%	9.0%	0.4%	0.8%
Newington	3,818	17.3%	1.7%	19.2%	13.0%	2.7%	1.6%	17.7%	2.3%	0.9%	5.2%	4.1%	0.1%	10.9%	0.6%	2.7%
Glastonbury	3,869	16.8%	14.9%	13.1%	16.0%	3.1%	0.4%	8.7%	1.4%	3.6%	8.9%	4.3%	0.7%	5.7%	0.3%	2.2%

Table B.2: Basis for Stop (Sorted by % Speeding)

Department Name	Total	Speed Related	Cell Phone	Registration	Defective Lights	Display of Plates	Equipment Violation	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation	Window Tint
East Haven	2,387	16.6%	5.2%	13.5%	8.1%	7.8%	0.0%	9.5%	3.4%	0.1%	19.9%	3.1%	0.1%	7.0%	0.6%	5.1%
Plainville	2,204	16.3%	12.1%	4.3%	16.6%	4.2%	0.1%	6.2%	18.6%	4.7%	6.4%	1.4%	0.5%	7.2%	0.1%	1.3%
Winsted	1,436	16.2%	1.7%	1.5%	20.8%	21.1%	0.2%	9.8%	3.6%	1.7%	13.4%	1.6%	0.6%	7.0%	0.6%	0.3%
Hamden	8,049	15.9%	17.9%	5.7%	5.7%	0.9%	0.1%	3.2%	10.6%	3.4%	19.8%	2.2%	3.1%	10.9%	0.6%	0.1%
Wethersfield	3,150	15.8%	9.0%	13.4%	10.5%	5.5%	0.2%	10.7%	2.0%	0.6%	9.0%	8.9%	1.1%	11.2%	0.1%	1.8%
Plainfield	1,387	15.4%	1.7%	5.0%	22.6%	5.8%	0.4%	18.4%	4.4%	3.9%	13.7%	3.4%	0.0%	4.4%	0.6%	0.3%
Southern CT State University	345	15.4%	12.2%	11.0%	8.4%	0.3%	0.0%	9.6%	10.7%	4.3%	3.5%	8.7%	0.6%	14.5%	0.6%	0.3%
University of Connecticut	3,263	14.8%	10.2%	6.4%	22.6%	3.6%	0.4%	13.5%	3.3%	1.7%	15.7%	0.4%	1.0%	4.6%	0.0%	1.7%
Trumbull	2,374	14.8%	15.5%	18.8%	11.8%	6.2%	0.3%	3.8%	3.0%	0.7%	9.2%	3.3%	0.9%	10.4%	0.4%	0.8%
Watertown	2,278	14.6%	12.6%	15.6%	10.5%	8.6%	0.1%	3.2%	2.0%	5.0%	17.3%	1.6%	0.7%	7.0%	0.2%	1.1%
Farmington	4,516	14.3%	12.9%	21.6%	9.9%	2.0%	0.3%	12.6%	1.6%	0.8%	10.0%	3.4%	3.2%	6.6%	0.2%	0.7%
Torrington	6,607	14.0%	1.3%	1.8%	16.3%	2.1%	0.6%	2.2%	38.8%	0.3%	13.1%	0.4%	0.6%	8.3%	0.2%	0.2%
Vernon	3,014	13.8%	1.5%	5.6%	18.6%	5.6%	1.3%	28.9%	1.7%	1.0%	9.6%	1.9%	0.9%	9.0%	0.2%	0.4%
Manchester	7,390	12.9%	10.5%	14.7%	15.2%	3.6%	0.2%	4.8%	1.4%	12.1%	5.7%	5.3%	0.8%	10.0%	0.6%	2.3%
Middletown	3,174	12.8%	1.9%	15.6%	19.8%	7.4%	0.4%	8.9%	2.8%	1.8%	11.9%	5.1%	0.3%	8.2%	0.3%	2.8%
Groton Town	5,280	12.6%	2.7%	10.4%	18.5%	4.7%	0.2%	21.8%	2.3%	1.5%	6.3%	3.3%	2.4%	12.4%	0.5%	0.6%
Plymouth	1,809	11.9%	21.0%	5.9%	7.1%	5.5%	0.6%	11.4%	18.4%	2.3%	8.3%	2.4%	0.2%	2.7%	0.6%	1.6%
Bloomfield	2,363	10.5%	3.8%	3.7%	12.1%	7.9%	0.0%	6.8%	1.2%	3.2%	25.3%	2.3%	2.2%	18.2%	0.2%	2.5%
New London	3,754	10.4%	11.1%	1.1%	15.4%	1.0%	0.3%	6.9%	5.6%	3.2%	16.1%	0.6%	1.3%	26.4%	0.2%	0.6%
Stamford	15,505	9.6%	22.3%	0.4%	12.1%	3.3%	0.1%	4.7%	5.6%	3.6%	9.3%	0.1%	0.4%	24.5%	0.1%	3.8%
Wallingford	6,283	9.5%	14.1%	8.5%	12.5%	9.1%	0.4%	7.6%	3.1%	6.8%	6.9%	5.7%	0.7%	11.9%	0.6%	2.6%
Willimantic	2,756	8.9%	10.1%	8.5%	20.8%	2.9%	0.1%	11.5%	6.9%	1.3%	13.3%	4.0%	1.1%	7.6%	0.2%	2.8%
West Haven	7,871	8.8%	3.1%	22.1%	25.6%	6.2%	0.6%	5.6%	3.6%	0.9%	10.7%	0.9%	0.4%	9.1%	1.1%	1.2%
Stratford	3,920	7.9%	2.9%	23.6%	11.8%	9.1%	0.1%	7.1%	3.6%	2.6%	11.8%	5.4%	0.7%	9.7%	0.5%	3.2%
Orange	3,772	3.8%	4.9%	8.1%	0.6%	0.5%	0.1%	0.6%	70.4%	1.1%	0.9%	4.2%	0.8%	2.1%	1.6%	0.3%
Eastern CT State University	204	3.4%	3.4%	1.0%	6.9%	0.0%	0.0%	2.0%	5.9%	1.5%	75.0%	1.0%	0.0%	0.0%	0.0%	0.0%
Yale University	992	1.3%	1.4%	7.7%	10.9%	4.0%	0.0%	1.8%	32.5%	0.8%	1.8%	3.9%	0.0%	33.0%	0.2%	0.7%
State Capitol Police	154	0.0%	0.6%	0.0%	41.6%	0.0%	0.0%	11.7%	0.6%	0.0%	2.6%	0.6%	0.6%	39.6%	1.3%	0.6%

Table B.3: Basis for Stop (Sorted by % Registration)

Department Name	Total	Registration	Speed Related	Cell Phone	Defective Lights	Display of Plates	Equipment Violation	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation	Window Tint
Easton	1,011	23.7%	42.8%	0.8%	5.1%	1.0%	0.0%	3.8%	3.8%	1.2%	13.8%	1.3%	1.3%	1.0%	0.3%	0.1%
Stratford	3,920	23.6%	7.9%	2.9%	11.8%	9.1%	0.1%	7.1%	3.6%	2.6%	11.8%	5.4%	0.7%	9.7%	0.5%	3.2%
Branford	4,835	23.1%	25.7%	7.6%	4.4%	0.8%	0.2%	4.0%	4.4%	0.7%	6.5%	2.8%	0.6%	16.6%	0.5%	1.9%
Troop B	5,016	22.7%	30.7%	2.2%	4.7%	1.5%	0.2%	6.8%	5.2%	3.2%	3.8%	3.2%	12.9%	1.6%	0.7%	0.6%
West Haven	7,871	22.1%	8.8%	3.1%	25.6%	6.2%	0.6%	5.6%	3.6%	0.9%	10.7%	0.9%	0.4%	9.1%	1.1%	1.2%
Farmington	4,516	21.6%	14.3%	12.9%	9.9%	2.0%	0.3%	12.6%	1.6%	0.8%	10.0%	3.4%	3.2%	6.6%	0.2%	0.7%
North Branford	193	20.2%	21.2%	2.1%	2.1%	2.1%	0.0%	11.4%	11.9%	0.5%	3.6%	3.6%	14.5%	4.7%	1.6%	0.5%
Shelton	534	20.0%	30.0%	1.9%	6.4%	3.2%	0.7%	9.2%	5.2%	0.0%	9.9%	4.5%	0.7%	7.3%	0.6%	0.4%
Troop L	8,417	19.4%	35.1%	3.2%	4.9%	2.2%	0.7%	6.3%	3.7%	1.7%	3.2%	3.2%	13.9%	0.6%	0.8%	1.0%
Troop G	13,213	19.3%	29.6%	4.2%	2.4%	1.4%	0.0%	20.4%	5.4%	2.6%	0.4%	2.4%	6.5%	2.2%	2.1%	1.1%
Newington	3,818	19.2%	17.3%	1.7%	13.0%	2.7%	1.6%	17.7%	2.3%	0.9%	5.2%	4.1%	0.1%	10.9%	0.6%	2.7%
Trumbull	2,374	18.8%	14.8%	15.5%	11.8%	6.2%	0.3%	3.8%	3.0%	0.7%	9.2%	3.3%	0.9%	10.4%	0.4%	0.8%
Troop A	15,153	16.6%	31.0%	3.3%	3.8%	3.8%	0.1%	11.3%	4.6%	7.6%	1.8%	2.4%	9.7%	2.1%	1.3%	0.5%
Troop K	12,975	16.6%	28.6%	2.7%	3.3%	2.3%	0.2%	4.7%	3.9%	1.4%	3.9%	1.7%	28.4%	1.1%	1.0%	0.3%
Woodbridge	1,975	15.8%	24.7%	10.7%	7.2%	5.2%	0.2%	4.3%	3.2%	3.7%	4.6%	5.6%	6.8%	6.9%	1.1%	0.2%
North Haven	2,332	15.8%	30.2%	7.1%	10.5%	2.5%	0.3%	4.4%	2.0%	1.9%	6.7%	4.9%	2.5%	9.3%	0.8%	1.1%
Middletown	3,174	15.6%	12.8%	1.9%	19.8%	7.4%	0.4%	8.9%	2.8%	1.8%	11.9%	5.1%	0.3%	8.2%	0.3%	2.8%
Watertown	2,278	15.6%	14.6%	12.6%	10.5%	8.6%	0.1%	3.2%	2.0%	5.0%	17.3%	1.6%	0.7%	7.0%	0.2%	1.1%
Waterbury	5,479	15.1%	19.4%	9.3%	3.1%	3.2%	0.4%	8.2%	2.8%	5.9%	7.6%	8.0%	1.9%	10.3%	1.0%	3.9%
Manchester	7,390	14.7%	12.9%	10.5%	15.2%	3.6%	0.2%	4.8%	1.4%	12.1%	5.7%	5.3%	0.8%	10.0%	0.6%	2.3%
Troop E	13,289	14.6%	30.1%	1.6%	2.9%	1.1%	0.1%	8.6%	3.4%	1.7%	1.3%	2.4%	28.7%	1.9%	1.0%	0.6%
Norwalk	5,935	14.4%	18.2%	15.8%	6.1%	4.2%	0.5%	7.1%	3.0%	1.5%	11.6%	1.9%	3.5%	7.8%	1.2%	3.3%
East Hartford	6,742	13.8%	30.9%	7.6%	2.3%	2.9%	0.1%	3.4%	2.5%	7.4%	8.3%	10.6%	4.1%	3.5%	1.2%	1.5%
Madison	2,465	13.8%	40.8%	4.5%	9.0%	1.5%	0.1%	6.8%	1.7%	2.2%	10.6%	0.6%	5.9%	1.9%	0.2%	0.3%
Middlebury	81	13.6%	72.8%	0.0%	2.5%	0.0%	0.0%	0.0%	3.7%	0.0%	2.5%	1.2%	0.0%	2.5%	0.0%	1.2%
East Haven	2,387	13.5%	16.6%	5.2%	8.1%	7.8%	0.0%	9.5%	3.4%	0.1%	19.9%	3.1%	0.1%	7.0%	0.6%	5.1%
Wethersfield	3,150	13.4%	15.8%	9.0%	10.5%	5.5%	0.2%	10.7%	2.0%	0.6%	9.0%	8.9%	1.1%	11.2%	0.1%	1.8%
Troop D	10,574	13.2%	28.3%	1.0%	3.7%	1.4%	0.2%	5.4%	6.3%	1.5%	2.9%	2.3%	31.1%	1.3%	0.9%	0.4%
Glastonbury	3,869	13.1%	16.8%	14.9%	16.0%	3.1%	0.4%	8.7%	1.4%	3.6%	8.9%	4.3%	0.7%	5.7%	0.3%	2.2%
Troop I	8,392	12.9%	30.9%	3.8%	2.9%	1.4%	0.0%	15.5%	4.7%	2.3%	2.7%	2.3%	16.1%	2.4%	1.6%	0.5%
Redding	1,609	12.7%	54.2%	2.7%	6.3%	0.3%	0.1%	5.8%	2.2%	0.9%	13.7%	0.2%	0.4%	0.1%	0.3%	0.1%
Troop H	12,337	12.7%	32.5%	2.8%	1.8%	1.5%	0.1%	13.2%	8.1%	0.8%	1.1%	2.9%	18.9%	1.6%	1.3%	0.8%
Department of Motor Vehicle	1,663	12.6%	32.7%	7.6%	4.1%	4.5%	1.7%	13.9%	5.7%	0.9%	1.6%	1.5%	3.5%	4.6%	1.0%	4.0%
Greenwich	7,724	12.4%	23.7%	7.5%	11.7%	4.5%	0.1%	8.8%	2.6%	0.5%	14.0%	1.3%	3.2%	7.7%	0.6%	1.4%
West Hartford	6,047	11.8%	21.9%	20.6%	5.9%	2.8%	0.2%	10.6%	4.7%	0.8%	4.7%	4.1%	1.4%	8.4%	0.6%	1.7%
Coventry	1,827	11.8%	36.6%	3.6%	12.4%	4.4%	0.2%	8.2%	2.2%	4.2%	2.8%	2.8%	7.1%	2.7%	0.2%	0.7%
Troop C	17,684	11.6%	34.1%	2.1%	5.5%	1.2%	0.1%	5.3%	3.8%	2.0%	2.5%	1.0%	28.8%	1.2%	0.5%	0.4%
Derby	1,290	11.4%	25.5%	3.3%	8.3%	3.7%	0.1%	9.1%	2.9%	0.1%	11.2%	10.3%	1.2%	8.8%	0.9%	3.3%
Troop F	14,708	11.1%	30.6%	4.1%	3.8%	0.7%	0.4%	8.6%	5.4%	2.6%	2.9%	1.0%	26.5%	1.0%	0.7%	0.5%
Southern CT State University	345	11.0%	15.4%	12.2%	8.4%	0.3%	0.0%	9.6%	10.7%	4.3%	3.5%	8.7%	0.6%	14.5%	0.6%	0.3%
Groton Town	5,280	10.4%	12.6%	2.7%	18.5%	4.7%	0.2%	21.8%	2.3%	1.5%	6.3%	3.3%	2.4%	12.4%	0.5%	0.6%
Central CT State Unviversity	1,348	10.2%	21.7%	2.2%	20.5%	0.7%	0.1%	5.9%	5.7%	1.8%	9.6%	2.7%	5.3%	13.1%	0.4%	0.1%
South Windsor	4,172	10.1%	23.6%	13.8%	13.4%	7.8%	0.0%	3.1%	1.4%	8.5%	9.9%	1.7%	0.3%	5.5%	0.4%	0.6%
New Canaan	4,322	9.9%	34.2%	10.2%	16.9%	2.6%	0.0%	5.9%	2.9%	1.0%	8.9%	0.7%	0.2%	5.2%	0.5%	0.9%

Table B.3: Basis for Stop (Sorted by % Registration)

Department Name	Total	Registration	Speed Related	Cell Phone	Defective Lights	Display of Plates	Equipment Violation	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation	Window Tint
Bristol	3,388	9.4%	40.4%	6.4%	7.0%	1.7%	0.1%	6.1%	2.2%	4.0%	7.9%	2.2%	0.4%	10.9%	0.3%	0.8%
Cromwell	1,625	9.2%	23.6%	9.0%	15.1%	1.4%	0.1%	10.5%	2.5%	2.2%	6.6%	1.8%	0.3%	17.0%	0.2%	0.6%
Ridgefield	6,235	9.1%	53.4%	12.3%	8.1%	0.1%	0.0%	1.6%	1.7%	1.3%	6.0%	0.2%	2.6%	3.2%	0.2%	0.4%
Fairfield	8,422	8.9%	32.1%	13.6%	6.1%	2.5%	0.2%	5.1%	3.8%	5.7%	8.6%	3.6%	1.7%	6.3%	0.6%	1.3%
Naugatuck	3,555	8.6%	31.9%	15.9%	14.2%	2.3%	0.0%	4.9%	3.6%	1.6%	8.7%	1.4%	0.3%	5.5%	0.3%	0.8%
Willimantic	2,756	8.5%	8.9%	10.1%	20.8%	2.9%	0.1%	11.5%	6.9%	1.3%	13.3%	4.0%	1.1%	7.6%	0.2%	2.8%
Wallingford	6,283	8.5%	9.5%	14.1%	12.5%	9.1%	0.4%	7.6%	3.1%	6.8%	6.9%	5.7%	0.7%	11.9%	0.6%	2.6%
Orange	3,772	8.1%	3.8%	4.9%	0.6%	0.5%	0.1%	0.6%	70.4%	1.1%	0.9%	4.2%	0.8%	2.1%	1.6%	0.3%
Rocky Hill	3,255	8.1%	25.7%	12.1%	19.1%	2.6%	0.1%	6.3%	1.2%	1.3%	13.8%	0.9%	1.1%	7.2%	0.2%	0.2%
Newtown	3,792	8.0%	47.0%	3.3%	9.3%	3.6%	0.2%	10.5%	1.9%	1.0%	5.9%	2.6%	2.2%	3.9%	0.3%	0.1%
Berlin	4,758	7.8%	26.6%	15.6%	14.5%	2.2%	0.0%	8.1%	1.3%	6.4%	4.4%	1.2%	2.1%	9.5%	0.1%	0.2%
Yale University	992	7.7%	1.3%	1.4%	10.9%	4.0%	0.0%	1.8%	32.5%	0.8%	1.8%	3.9%	0.0%	33.0%	0.2%	0.7%
Westport	6,789	7.5%	22.3%	20.3%	10.1%	2.3%	0.1%	4.8%	2.6%	1.4%	10.1%	0.8%	5.9%	10.8%	0.1%	1.0%
Southington	6,990	7.3%	45.2%	6.5%	17.5%	1.1%	0.2%	4.5%	1.5%	2.1%	5.1%	1.3%	1.3%	5.6%	0.2%	0.5%
CSP Headquarters	15,872	7.1%	55.5%	8.7%	0.3%	0.3%	0.1%	4.7%	2.1%	14.8%	0.2%	0.8%	2.9%	0.5%	0.6%	1.4%
Monroe	2,726	7.1%	33.2%	11.4%	12.2%	2.8%	0.2%	9.3%	2.8%	3.0%	13.3%	0.6%	0.5%	2.1%	0.3%	1.2%
Clinton	1,114	6.5%	24.0%	9.4%	23.5%	2.7%	0.1%	11.7%	3.2%	0.6%	6.2%	0.4%	1.3%	9.8%	0.3%	0.4%
University of Connecticut	3,263	6.4%	14.8%	10.2%	22.6%	3.6%	0.4%	13.5%	3.3%	1.7%	15.7%	0.4%	1.0%	4.6%	0.0%	1.7%
East Lyme	1,200	6.3%	34.3%	2.9%	16.2%	0.8%	0.4%	10.1%	5.8%	0.4%	6.8%	2.1%	7.7%	5.8%	0.3%	0.2%
Plymouth	1,809	5.9%	11.9%	21.0%	7.1%	5.5%	0.6%	11.4%	18.4%	2.3%	8.3%	2.4%	0.2%	2.7%	0.6%	1.6%
New Britain	7,074	5.9%	19.9%	10.6%	7.3%	2.8%	0.3%	5.9%	2.0%	7.2%	20.1%	4.1%	0.4%	10.3%	0.4%	2.8%
New Haven	13,618	5.8%	19.6%	4.1%	6.3%	5.2%	0.0%	1.3%	18.3%	1.1%	3.8%	1.1%	2.7%	27.2%	0.4%	2.9%
Wilton	4,299	5.8%	35.0%	8.9%	15.0%	1.7%	0.3%	12.0%	2.6%	0.9%	5.5%	0.5%	0.2%	9.1%	0.3%	2.1%
Hamden	8,049	5.7%	15.9%	17.9%	5.7%	0.9%	0.1%	3.2%	10.6%	3.4%	19.8%	2.2%	3.1%	10.9%	0.6%	0.1%
Old Saybrook	2,971	5.7%	46.4%	3.1%	14.7%	0.8%	0.1%	7.7%	3.2%	0.4%	7.8%	1.2%	0.7%	7.2%	0.3%	0.7%
Vernon	3,014	5.6%	13.8%	1.5%	18.6%	5.6%	1.3%	28.9%	1.7%	1.0%	9.6%	1.9%	0.9%	9.0%	0.2%	0.4%
Stonington	3,517	5.4%	32.2%	6.6%	13.1%	0.3%	0.1%	12.1%	5.7%	1.0%	13.5%	1.1%	1.7%	6.7%	0.4%	0.3%
East Hampton	821	5.4%	31.9%	6.2%	5.7%	1.2%	0.4%	25.0%	3.7%	1.7%	8.0%	1.6%	0.0%	8.6%	0.2%	0.4%
Enfield	8,587	5.3%	49.5%	2.7%	9.3%	2.6%	0.3%	6.9%	1.9%	3.6%	4.1%	2.3%	0.6%	9.3%	0.5%	1.2%
Avon	1,001	5.1%	50.5%	1.7%	7.8%	0.3%	0.0%	8.6%	8.3%	0.0%	7.5%	0.3%	0.1%	9.8%	0.0%	0.0%
Plainfield	1,387	5.0%	15.4%	1.7%	22.6%	5.8%	0.4%	18.4%	4.4%	3.9%	13.7%	3.4%	0.0%	4.4%	0.6%	0.3%
Danbury	7,133	4.8%	22.3%	34.7%	5.4%	1.9%	0.1%	4.8%	3.4%	3.6%	4.2%	1.1%	0.5%	12.0%	0.7%	0.6%
Norwich	3,882	4.6%	27.9%	7.8%	15.8%	1.6%	0.1%	12.2%	4.9%	1.9%	5.8%	4.1%	1.3%	11.4%	0.4%	0.2%
Bridgeport	4,188	4.4%	22.9%	13.4%	5.3%	2.9%	0.2%	6.5%	4.7%	2.9%	17.9%	3.1%	0.5%	12.2%	0.9%	2.3%
Plainville	2,204	4.3%	16.3%	12.1%	16.6%	4.2%	0.1%	6.2%	18.6%	4.7%	6.4%	1.4%	0.5%	7.2%	0.1%	1.3%
Windsor	10,535	4.1%	47.8%	3.2%	19.3%	1.0%	0.0%	2.6%	0.6%	1.2%	7.8%	0.6%	0.5%	10.2%	0.1%	0.9%
Windsor Locks	1,191	4.1%	53.1%	3.5%	8.1%	0.8%	0.3%	3.5%	4.3%	1.6%	9.5%	1.1%	0.4%	7.3%	0.3%	2.0%
Darien	2,947	4.0%	30.4%	12.7%	11.3%	9.8%	0.0%	3.9%	3.8%	5.0%	4.4%	0.1%	5.2%	6.5%	0.2%	2.6%
Ledyard*	2,959	3.9%	59.2%	0.9%	15.7%	3.6%	0.1%	4.9%	4.8%	0.5%	1.6%	1.6%	0.3%	0.8%	1.1%	1.0%
Bloomfield	2,363	3.7%	10.5%	3.8%	12.1%	7.9%	0.0%	6.8%	1.2%	3.2%	25.3%	2.3%	2.2%	18.2%	0.2%	2.5%
Brookfield	2,117	3.7%	23.1%	20.6%	16.3%	1.0%	0.0%	13.6%	3.1%	0.3%	5.8%	0.5%	0.1%	11.2%	0.3%	0.4%
Meriden	2,193	3.5%	22.7%	18.7%	4.5%	1.5%	0.2%	3.9%	13.8%	2.2%	12.8%	4.3%	0.4%	10.0%	1.0%	0.6%
East Windsor	1,927	3.4%	29.2%	13.4%	24.6%	0.4%	0.0%	6.7%	2.8%	0.1%	12.0%	1.3%	0.4%	5.3%	0.3%	0.1%
New Milford	1,529	3.3%	35.3%	1.6%	27.2%	0.8%	1.1%	9.9%	4.4%	0.4%	5.0%	0.7%	0.5%	9.4%	0.4%	0.0%

Table B.3: Basis for Stop (Sorted by % Registration)

Department Name	Total	Registration	Speed Related	Cell Phone	Defective Lights	Display of Plates	Equipment Violation	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation	Window Tint
Putnam	1,277	3.2%	37.3%	14.6%	17.2%	4.2%	0.0%	6.2%	2.0%	4.2%	5.3%	0.9%	0.2%	4.1%	0.5%	0.1%
Bethel	3,345	2.5%	55.2%	6.8%	11.3%	0.5%	0.1%	2.1%	1.7%	1.2%	12.1%	0.1%	0.2%	4.7%	0.2%	1.1%
Granby	565	2.3%	49.4%	9.9%	10.8%	2.3%	0.5%	6.0%	3.9%	4.4%	4.1%	0.4%	1.6%	3.7%	0.2%	0.5%
Groton City	1,785	2.3%	22.1%	15.2%	10.4%	0.7%	0.0%	2.4%	2.2%	4.1%	21.2%	1.8%	2.6%	13.4%	0.6%	0.8%
Guilford	1,091	2.2%	50.2%	9.9%	11.5%	0.0%	0.0%	2.3%	2.1%	5.4%	8.8%	0.3%	0.5%	6.4%	0.5%	0.0%
Portland	873	2.2%	66.1%	0.9%	1.8%	0.2%	0.1%	2.6%	1.0%	0.0%	7.4%	0.6%	0.1%	16.7%	0.1%	0.0%
Canton	653	2.1%	30.5%	24.5%	9.6%	0.5%	0.0%	9.3%	5.2%	0.6%	5.1%	0.6%	0.0%	11.2%	0.3%	0.5%
Milford	3,132	2.0%	23.1%	12.1%	11.5%	5.5%	0.0%	5.7%	15.1%	2.7%	10.9%	1.4%	0.4%	9.2%	0.2%	0.2%
Ansonia	3,541	1.9%	17.5%	9.1%	18.9%	3.8%	0.3%	4.6%	2.0%	1.2%	29.4%	1.1%	0.0%	9.0%	0.4%	0.8%
Torrington	6,607	1.8%	14.0%	1.3%	16.3%	2.1%	0.6%	2.2%	38.8%	0.3%	13.1%	0.4%	0.6%	8.3%	0.2%	0.2%
Simsbury	3,115	1.7%	51.7%	11.2%	11.8%	0.8%	0.1%	5.2%	1.6%	0.7%	7.5%	0.2%	0.1%	7.3%	0.0%	0.1%
Cheshire	3,495	1.5%	23.2%	6.4%	4.7%	1.1%	0.1%	3.0%	51.2%	2.0%	3.3%	0.4%	0.2%	2.1%	0.1%	0.8%
Winsted	1,436	1.5%	16.2%	1.7%	20.8%	21.1%	0.2%	9.8%	3.6%	1.7%	13.4%	1.6%	0.6%	7.0%	0.6%	0.3%
Suffield	489	1.4%	53.8%	2.2%	11.9%	0.0%	0.0%	19.8%	1.8%	0.6%	6.1%	0.6%	0.2%	1.4%	0.0%	0.0%
Thomaston	1,756	1.4%	62.5%	1.4%	10.0%	1.9%	0.2%	4.8%	3.2%	1.4%	5.4%	1.1%	0.5%	5.9%	0.3%	0.1%
Hartford	13,770	1.1%	18.2%	15.5%	6.2%	7.6%	0.3%	7.9%	3.4%	6.4%	15.2%	1.4%	1.0%	10.7%	0.3%	4.7%
New London	3,754	1.1%	10.4%	11.1%	15.4%	1.0%	0.3%	6.9%	5.6%	3.2%	16.1%	0.6%	1.3%	26.4%	0.2%	0.6%
Eastern CT State University	204	1.0%	3.4%	3.4%	6.9%	0.0%	0.0%	2.0%	5.9%	1.5%	75.0%	1.0%	0.0%	0.0%	0.0%	0.0%
Waterford	4,316	0.9%	42.1%	3.8%	14.4%	9.0%	0.4%	10.6%	1.9%	2.1%	1.1%	0.6%	0.4%	11.1%	0.1%	1.6%
Seymour	4,225	0.9%	31.3%	4.9%	18.4%	2.1%	0.4%	6.8%	2.2%	3.0%	22.3%	0.2%	1.3%	5.6%	0.1%	0.5%
Stamford	15,505	0.4%	9.6%	22.3%	12.1%	3.3%	0.1%	4.7%	5.6%	3.6%	9.3%	0.1%	0.4%	24.5%	0.1%	3.8%
Weston	365	0.3%	61.6%	1.1%	7.9%	1.9%	0.0%	4.9%	4.4%	0.0%	15.1%	0.0%	0.3%	2.2%	0.0%	0.0%
Wolcott	752	0.3%	36.0%	5.3%	7.4%	0.8%	0.0%	3.6%	3.3%	0.3%	39.5%	0.7%	0.3%	1.7%	0.3%	0.5%
Western CT State University	42	0.0%	76.2%	0.0%	0.0%	0.0%	0.0%	2.4%	9.5%	0.0%	11.9%	0.0%	0.0%	0.0%	0.0%	0.0%
Groton Long Point	58	0.0%	19.0%	12.1%	10.3%	0.0%	0.0%	6.9%	0.0%	3.4%	48.3%	0.0%	0.0%	0.0%	0.0%	0.0%
State Capitol Police	154	0.0%	0.0%	0.6%	41.6%	0.0%	0.0%	11.7%	0.6%	0.0%	2.6%	0.6%	0.6%	39.6%	1.3%	0.6%

Table B.4: Basis for Stop (Sorted by % Cell Phone)

Department Name	Total	Cell Phone	Speed Related	Registration	Defective Lights	Display of Plates	Equipment Violation	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation	Window Tint
Danbury	7,133	34.7%	22.3%	4.8%	5.4%	1.9%	0.1%	4.8%	3.4%	3.6%	4.2%	1.1%	0.5%	12.0%	0.7%	0.6%
Canton	653	24.5%	30.5%	2.1%	9.6%	0.5%	0.0%	9.3%	5.2%	0.6%	5.1%	0.6%	0.0%	11.2%	0.3%	0.5%
Stamford	15,505	22.3%	9.6%	0.4%	12.1%	3.3%	0.1%	4.7%	5.6%	3.6%	9.3%	0.1%	0.4%	24.5%	0.1%	3.8%
Plymouth	1,809	21.0%	11.9%	5.9%	7.1%	5.5%	0.6%	11.4%	18.4%	2.3%	8.3%	2.4%	0.2%	2.7%	0.6%	1.6%
Brookfield	2,117	20.6%	23.1%	3.7%	16.3%	1.0%	0.0%	13.6%	3.1%	0.3%	5.8%	0.5%	0.1%	11.2%	0.3%	0.4%
West Hartford	6,047	20.6%	21.9%	11.8%	5.9%	2.8%	0.2%	10.6%	4.7%	0.8%	4.7%	4.1%	1.4%	8.4%	0.6%	1.7%
Westport	6,789	20.3%	22.3%	7.5%	10.1%	2.3%	0.1%	4.8%	2.6%	1.4%	10.1%	0.8%	5.9%	10.8%	0.1%	1.0%
Meriden	2,193	18.7%	22.7%	3.5%	4.5%	1.5%	0.2%	3.9%	13.8%	2.2%	12.8%	4.3%	0.4%	10.0%	1.0%	0.6%
Hamden	8,049	17.9%	15.9%	5.7%	5.7%	0.9%	0.1%	3.2%	10.6%	3.4%	19.8%	2.2%	3.1%	10.9%	0.6%	0.1%
Naugatuck	3,555	15.9%	31.9%	8.6%	14.2%	2.3%	0.0%	4.9%	3.6%	1.6%	8.7%	1.4%	0.3%	5.5%	0.3%	0.8%
Norwalk	5,935	15.8%	18.2%	14.4%	6.1%	4.2%	0.5%	7.1%	3.0%	1.5%	11.6%	1.9%	3.5%	7.8%	1.2%	3.3%
Berlin	4,758	15.6%	26.6%	7.8%	14.5%	2.2%	0.0%	8.1%	1.3%	6.4%	4.4%	1.2%	2.1%	9.5%	0.1%	0.2%
Hartford	13,770	15.5%	18.2%	1.1%	6.2%	7.6%	0.3%	7.9%	3.4%	6.4%	15.2%	1.4%	1.0%	10.7%	0.3%	4.7%
Trumbull	2,374	15.5%	14.8%	18.8%	11.8%	6.2%	0.3%	3.8%	3.0%	0.7%	9.2%	3.3%	0.9%	10.4%	0.4%	0.8%
Groton City	1,785	15.2%	22.1%	2.3%	10.4%	0.7%	0.0%	2.4%	2.2%	4.1%	21.2%	1.8%	2.6%	13.4%	0.6%	0.8%
Glastonbury	3,869	14.9%	16.8%	13.1%	16.0%	3.1%	0.4%	8.7%	1.4%	3.6%	8.9%	4.3%	0.7%	5.7%	0.3%	2.2%
Putnam	1,277	14.6%	37.3%	3.2%	17.2%	4.2%	0.0%	6.2%	2.0%	4.2%	5.3%	0.9%	0.2%	4.1%	0.5%	0.1%
Wallingford	6,283	14.1%	9.5%	8.5%	12.5%	9.1%	0.4%	7.6%	3.1%	6.8%	6.9%	5.7%	0.7%	11.9%	0.6%	2.6%
South Windsor	4,172	13.8%	23.6%	10.1%	13.4%	7.8%	0.0%	3.1%	1.4%	8.5%	9.9%	1.7%	0.3%	5.5%	0.4%	0.6%
Fairfield	8,422	13.6%	32.1%	8.9%	6.1%	2.5%	0.2%	5.1%	3.8%	5.7%	8.6%	3.6%	1.7%	6.3%	0.6%	1.3%
East Windsor	1,927	13.4%	29.2%	3.4%	24.6%	0.4%	0.0%	6.7%	2.8%	0.1%	12.0%	1.3%	0.4%	5.3%	0.3%	0.1%
Bridgeport	4,188	13.4%	22.9%	4.4%	5.3%	2.9%	0.2%	6.5%	4.7%	2.9%	17.9%	3.1%	0.5%	12.2%	0.9%	2.3%
Farmington	4,516	12.9%	14.3%	21.6%	9.9%	2.0%	0.3%	12.6%	1.6%	0.8%	10.0%	3.4%	3.2%	6.6%	0.2%	0.7%
Darien	2,947	12.7%	30.4%	4.0%	11.3%	9.8%	0.0%	3.9%	3.8%	5.0%	4.4%	0.1%	5.2%	6.5%	0.2%	2.6%
Watertown	2,278	12.6%	14.6%	15.6%	10.5%	8.6%	0.1%	3.2%	2.0%	5.0%	17.3%	1.6%	0.7%	7.0%	0.2%	1.1%
Ridgefield	6,235	12.3%	53.4%	9.1%	8.1%	0.1%	0.0%	1.6%	1.7%	1.3%	6.0%	0.2%	2.6%	3.2%	0.2%	0.4%
Southern CT State University	345	12.2%	15.4%	11.0%	8.4%	0.3%	0.0%	9.6%	10.7%	4.3%	3.5%	8.7%	0.6%	14.5%	0.6%	0.3%
Rocky Hill	3,255	12.1%	25.7%	8.1%	19.1%	2.6%	0.1%	6.3%	1.2%	1.3%	13.8%	0.9%	1.1%	7.2%	0.2%	0.2%
Milford	3,132	12.1%	23.1%	2.0%	11.5%	5.5%	0.0%	5.7%	15.1%	2.7%	10.9%	1.4%	0.4%	9.2%	0.2%	0.2%
Groton Long Point	58	12.1%	19.0%	0.0%	10.3%	0.0%	0.0%	6.9%	0.0%	3.4%	48.3%	0.0%	0.0%	0.0%	0.0%	0.0%
Plainville	2,204	12.1%	16.3%	4.3%	16.6%	4.2%	0.1%	6.2%	18.6%	4.7%	6.4%	1.4%	0.5%	7.2%	0.1%	1.3%
Monroe	2,726	11.4%	33.2%	7.1%	12.2%	2.8%	0.2%	9.3%	2.8%	3.0%	13.3%	0.6%	0.5%	2.1%	0.3%	1.2%
Simsbury	3,115	11.2%	51.7%	1.7%	11.8%	0.8%	0.1%	5.2%	1.6%	0.7%	7.5%	0.2%	0.1%	7.3%	0.0%	0.1%
New London	3,754	11.1%	10.4%	1.1%	15.4%	1.0%	0.3%	6.9%	5.6%	3.2%	16.1%	0.6%	1.3%	26.4%	0.2%	0.6%
Woodbridge	1,975	10.7%	24.7%	15.8%	7.2%	5.2%	0.2%	4.3%	3.2%	3.7%	4.6%	5.6%	6.8%	6.9%	1.1%	0.2%
New Britain	7,074	10.6%	19.9%	5.9%	7.3%	2.8%	0.3%	5.9%	2.0%	7.2%	20.1%	4.1%	0.4%	10.3%	0.4%	2.8%
Manchester	7,390	10.5%	12.9%	14.7%	15.2%	3.6%	0.2%	4.8%	1.4%	12.1%	5.7%	5.3%	0.8%	10.0%	0.6%	2.3%
University of Connecticut	3,263	10.2%	14.8%	6.4%	22.6%	3.6%	0.4%	13.5%	3.3%	1.7%	15.7%	0.4%	1.0%	4.6%	0.0%	1.7%
New Canaan	4,322	10.2%	34.2%	9.9%	16.9%	2.6%	0.0%	5.9%	2.9%	1.0%	8.9%	0.7%	0.2%	5.2%	0.5%	0.9%
Willimantic	2,756	10.1%	8.9%	8.5%	20.8%	2.9%	0.1%	11.5%	6.9%	1.3%	13.3%	4.0%	1.1%	7.6%	0.2%	2.8%
Granby	565	9.9%	49.4%	2.3%	10.8%	2.3%	0.5%	6.0%	3.9%	4.4%	4.1%	0.4%	1.6%	3.7%	0.2%	0.5%
Guilford	1,091	9.9%	50.2%	2.2%	11.5%	0.0%	0.0%	2.3%	2.1%	5.4%	8.8%	0.3%	0.5%	6.4%	0.5%	0.0%
Clinton	1,114	9.4%	24.0%	6.5%	23.5%	2.7%	0.1%	11.7%	3.2%	0.6%	6.2%	0.4%	1.3%	9.8%	0.3%	0.4%

Table B.4: Basis for Stop (Sorted by % Cell Phone)

Department Name	Total	Cell Phone	Speed Related	Registration	Defective Lights	Display of Plates	Equipment Violation	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation	Window Tint
Waterbury	5,479	9.3%	19.4%	15.1%	3.1%	3.2%	0.4%	8.2%	2.8%	5.9%	7.6%	8.0%	1.9%	10.3%	1.0%	3.9%
Ansonia	3,541	9.1%	17.5%	1.9%	18.9%	3.8%	0.3%	4.6%	2.0%	1.2%	29.4%	1.1%	0.0%	9.0%	0.4%	0.8%
Cromwell	1,625	9.0%	23.6%	9.2%	15.1%	1.4%	0.1%	10.5%	2.5%	2.2%	6.6%	1.8%	0.3%	17.0%	0.2%	0.6%
Wethersfield	3,150	9.0%	15.8%	13.4%	10.5%	5.5%	0.2%	10.7%	2.0%	0.6%	9.0%	8.9%	1.1%	11.2%	0.1%	1.8%
Wilton	4,299	8.9%	35.0%	5.8%	15.0%	1.7%	0.3%	12.0%	2.6%	0.9%	5.5%	0.5%	0.2%	9.1%	0.3%	2.1%
CSP Headquarters	15,872	8.7%	55.5%	7.1%	0.3%	0.3%	0.1%	4.7%	2.1%	14.8%	0.2%	0.8%	2.9%	0.5%	0.6%	1.4%
Norwich	3,882	7.8%	27.9%	4.6%	15.8%	1.6%	0.1%	12.2%	4.9%	1.9%	5.8%	4.1%	1.3%	11.4%	0.4%	0.2%
Department of Motor Vehicle	1,663	7.6%	32.7%	12.6%	4.1%	4.5%	1.7%	13.9%	5.7%	0.9%	1.6%	1.5%	3.5%	4.6%	1.0%	4.0%
Branford	4,835	7.6%	25.7%	23.1%	4.4%	0.8%	0.2%	4.0%	4.4%	0.7%	6.5%	2.8%	0.6%	16.6%	0.5%	1.9%
East Hartford	6,742	7.6%	30.9%	13.8%	2.3%	2.9%	0.1%	3.4%	2.5%	7.4%	8.3%	10.6%	4.1%	3.5%	1.2%	1.5%
Greenwich	7,724	7.5%	23.7%	12.4%	11.7%	4.5%	0.1%	8.8%	2.6%	0.5%	14.0%	1.3%	3.2%	7.7%	0.6%	1.4%
North Haven	2,332	7.1%	30.2%	15.8%	10.5%	2.5%	0.3%	4.4%	2.0%	1.9%	6.7%	4.9%	2.5%	9.3%	0.8%	1.1%
Bethel	3,345	6.8%	55.2%	2.5%	11.3%	0.5%	0.1%	2.1%	1.7%	1.2%	12.1%	0.1%	0.2%	4.7%	0.2%	1.1%
Stonington	3,517	6.6%	32.2%	5.4%	13.1%	0.3%	0.1%	12.1%	5.7%	1.0%	13.5%	1.1%	1.7%	6.7%	0.4%	0.3%
Southington	6,990	6.5%	45.2%	7.3%	17.5%	1.1%	0.2%	4.5%	1.5%	2.1%	5.1%	1.3%	1.3%	5.6%	0.2%	0.5%
Cheshire	3,495	6.4%	23.2%	1.5%	4.7%	1.1%	0.1%	3.0%	51.2%	2.0%	3.3%	0.4%	0.2%	2.1%	0.1%	0.8%
Bristol	3,388	6.4%	40.4%	9.4%	7.0%	1.7%	0.1%	6.1%	2.2%	4.0%	7.9%	2.2%	0.4%	10.9%	0.3%	0.8%
East Hampton	821	6.2%	31.9%	5.4%	5.7%	1.2%	0.4%	25.0%	3.7%	1.7%	8.0%	1.6%	0.0%	8.6%	0.2%	0.4%
Wolcott	752	5.3%	36.0%	0.3%	7.4%	0.8%	0.0%	3.6%	3.3%	0.3%	39.5%	0.7%	0.3%	1.7%	0.3%	0.5%
East Haven	2,387	5.2%	16.6%	13.5%	8.1%	7.8%	0.0%	9.5%	3.4%	0.1%	19.9%	3.1%	0.1%	7.0%	0.6%	5.1%
Orange	3,772	4.9%	3.8%	8.1%	0.6%	0.5%	0.1%	0.6%	70.4%	1.1%	0.9%	4.2%	0.8%	2.1%	1.6%	0.3%
Seymour	4,225	4.9%	31.3%	0.9%	18.4%	2.1%	0.4%	6.8%	2.2%	3.0%	22.3%	0.2%	1.3%	5.6%	0.1%	0.5%
Madison	2,465	4.5%	40.8%	13.8%	9.0%	1.5%	0.1%	6.8%	1.7%	2.2%	10.6%	0.6%	5.9%	1.9%	0.2%	0.3%
Troop G	13,213	4.2%	29.6%	19.3%	2.4%	1.4%	0.0%	20.4%	5.4%	2.6%	0.4%	2.4%	6.5%	2.2%	2.1%	1.1%
New Haven	13,618	4.1%	19.6%	5.8%	6.3%	5.2%	0.0%	1.3%	18.3%	1.1%	3.8%	1.1%	2.7%	27.2%	0.4%	2.9%
Troop F	14,708	4.1%	30.6%	11.1%	3.8%	0.7%	0.4%	8.6%	5.4%	2.6%	2.9%	1.0%	26.5%	1.0%	0.7%	0.5%
Troop I	8,392	3.8%	30.9%	12.9%	2.9%	1.4%	0.0%	15.5%	4.7%	2.3%	2.7%	2.3%	16.1%	2.4%	1.6%	0.5%
Waterford	4,316	3.8%	42.1%	0.9%	14.4%	9.0%	0.4%	10.6%	1.9%	2.1%	1.1%	0.6%	0.4%	11.1%	0.1%	1.6%
Bloomfield	2,363	3.8%	10.5%	3.7%	12.1%	7.9%	0.0%	6.8%	1.2%	3.2%	25.3%	2.3%	2.2%	18.2%	0.2%	2.5%
Coventry	1,827	3.6%	36.6%	11.8%	12.4%	4.4%	0.2%	8.2%	2.2%	4.2%	2.8%	2.8%	7.1%	2.7%	0.2%	0.7%
Windsor Locks	1,191	3.5%	53.1%	4.1%	8.1%	0.8%	0.3%	3.5%	4.3%	1.6%	9.5%	1.1%	0.4%	7.3%	0.3%	2.0%
Eastern CT State University	204	3.4%	3.4%	1.0%	6.9%	0.0%	0.0%	2.0%	5.9%	1.5%	75.0%	1.0%	0.0%	0.0%	0.0%	0.0%
Derby	1,290	3.3%	25.5%	11.4%	8.3%	3.7%	0.1%	9.1%	2.9%	0.1%	11.2%	10.3%	1.2%	8.8%	0.9%	3.3%
Troop A	15,153	3.3%	31.0%	16.6%	3.8%	3.8%	0.1%	11.3%	4.6%	7.6%	1.8%	2.4%	9.7%	2.1%	1.3%	0.5%
Newtown	3,792	3.3%	47.0%	8.0%	9.3%	3.6%	0.2%	10.5%	1.9%	1.0%	5.9%	2.6%	2.2%	3.9%	0.3%	0.1%
Troop L	8,417	3.2%	35.1%	19.4%	4.9%	2.2%	0.7%	6.3%	3.7%	1.7%	3.2%	3.2%	13.9%	0.6%	0.8%	1.0%
Windsor	10,535	3.2%	47.8%	4.1%	19.3%	1.0%	0.0%	2.6%	0.6%	1.2%	7.8%	0.6%	0.5%	10.2%	0.1%	0.9%
West Haven	7,871	3.1%	8.8%	22.1%	25.6%	6.2%	0.6%	5.6%	3.6%	0.9%	10.7%	0.9%	0.4%	9.1%	1.1%	1.2%
Old Saybrook	2,971	3.1%	46.4%	5.7%	14.7%	0.8%	0.1%	7.7%	3.2%	0.4%	7.8%	1.2%	0.7%	7.2%	0.3%	0.7%
East Lyme	1,200	2.9%	34.3%	6.3%	16.2%	0.8%	0.4%	10.1%	5.8%	0.4%	6.8%	2.1%	7.7%	5.8%	0.3%	0.2%
Stratford	3,920	2.9%	7.9%	23.6%	11.8%	9.1%	0.1%	7.1%	3.6%	2.6%	11.8%	5.4%	0.7%	9.7%	0.5%	3.2%
Troop H	12,337	2.8%	32.5%	12.7%	1.8%	1.5%	0.1%	13.2%	8.1%	0.8%	1.1%	2.9%	18.9%	1.6%	1.3%	0.8%
Troop K	12,975	2.7%	28.6%	16.6%	3.3%	2.3%	0.2%	4.7%	3.9%	1.4%	3.9%	1.7%	28.4%	1.1%	1.0%	0.3%

Table B.4: Basis for Stop (Sorted by % Cell Phone)

Department Name	Total	Cell Phone	Speed Related	Registration	Defective Lights	Display of Plates	Equipment Violation	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation	Window Tint
Redding	1,609	2.7%	54.2%	12.7%	6.3%	0.3%	0.1%	5.8%	2.2%	0.9%	13.7%	0.2%	0.4%	0.1%	0.3%	0.1%
Groton Town	5,280	2.7%	12.6%	10.4%	18.5%	4.7%	0.2%	21.8%	2.3%	1.5%	6.3%	3.3%	2.4%	12.4%	0.5%	0.6%
Enfield	8,587	2.7%	49.5%	5.3%	9.3%	2.6%	0.3%	6.9%	1.9%	3.6%	4.1%	2.3%	0.6%	9.3%	0.5%	1.2%
Suffield	489	2.2%	53.8%	1.4%	11.9%	0.0%	0.0%	19.8%	1.8%	0.6%	6.1%	0.6%	0.2%	1.4%	0.0%	0.0%
Troop B	5,016	2.2%	30.7%	22.7%	4.7%	1.5%	0.2%	6.8%	5.2%	3.2%	3.8%	3.2%	12.9%	1.6%	0.7%	0.6%
Central CT State Unviversity	1,348	2.2%	21.7%	10.2%	20.5%	0.7%	0.1%	5.9%	5.7%	1.8%	9.6%	2.7%	5.3%	13.1%	0.4%	0.1%
Troop C	17,684	2.1%	34.1%	11.6%	5.5%	1.2%	0.1%	5.3%	3.8%	2.0%	2.5%	1.0%	28.8%	1.2%	0.5%	0.4%
North Branford	193	2.1%	21.2%	20.2%	2.1%	2.1%	0.0%	11.4%	11.9%	0.5%	3.6%	3.6%	14.5%	4.7%	1.6%	0.5%
Shelton	534	1.9%	30.0%	20.0%	6.4%	3.2%	0.7%	9.2%	5.2%	0.0%	9.9%	4.5%	0.7%	7.3%	0.6%	0.4%
Middletown	3,174	1.9%	12.8%	15.6%	19.8%	7.4%	0.4%	8.9%	2.8%	1.8%	11.9%	5.1%	0.3%	8.2%	0.3%	2.8%
Winsted	1,436	1.7%	16.2%	1.5%	20.8%	21.1%	0.2%	9.8%	3.6%	1.7%	13.4%	1.6%	0.6%	7.0%	0.6%	0.3%
Avon	1,001	1.7%	50.5%	5.1%	7.8%	0.3%	0.0%	8.6%	8.3%	0.0%	7.5%	0.3%	0.1%	9.8%	0.0%	0.0%
Plainfield	1,387	1.7%	15.4%	5.0%	22.6%	5.8%	0.4%	18.4%	4.4%	3.9%	13.7%	3.4%	0.0%	4.4%	0.6%	0.3%
Newington	3,818	1.7%	17.3%	19.2%	13.0%	2.7%	1.6%	17.7%	2.3%	0.9%	5.2%	4.1%	0.1%	10.9%	0.6%	2.7%
Troop E	13,289	1.6%	30.1%	14.6%	2.9%	1.1%	0.1%	8.6%	3.4%	1.7%	1.3%	2.4%	28.7%	1.9%	1.0%	0.6%
New Milford	1,529	1.6%	35.3%	3.3%	27.2%	0.8%	1.1%	9.9%	4.4%	0.4%	5.0%	0.7%	0.5%	9.4%	0.4%	0.0%
Vernon	3,014	1.5%	13.8%	5.6%	18.6%	5.6%	1.3%	28.9%	1.7%	1.0%	9.6%	1.9%	0.9%	9.0%	0.2%	0.4%
Thomaston	1,756	1.4%	62.5%	1.4%	10.0%	1.9%	0.2%	4.8%	3.2%	1.4%	5.4%	1.1%	0.5%	5.9%	0.3%	0.1%
Yale University	992	1.4%	1.3%	7.7%	10.9%	4.0%	0.0%	1.8%	32.5%	0.8%	1.8%	3.9%	0.0%	33.0%	0.2%	0.7%
Torrington	6,607	1.3%	14.0%	1.8%	16.3%	2.1%	0.6%	2.2%	38.8%	0.3%	13.1%	0.4%	0.6%	8.3%	0.2%	0.2%
Weston	365	1.1%	61.6%	0.3%	7.9%	1.9%	0.0%	4.9%	4.4%	0.0%	15.1%	0.0%	0.3%	2.2%	0.0%	0.0%
Troop D	10,574	1.0%	28.3%	13.2%	3.7%	1.4%	0.2%	5.4%	6.3%	1.5%	2.9%	2.3%	31.1%	1.3%	0.9%	0.4%
Portland	873	0.9%	66.1%	2.2%	1.8%	0.2%	0.1%	2.6%	1.0%	0.0%	7.4%	0.6%	0.1%	16.7%	0.1%	0.0%
Ledyard*	2,959	0.9%	59.2%	3.9%	15.7%	3.6%	0.1%	4.9%	4.8%	0.5%	1.6%	1.6%	0.3%	0.8%	1.1%	1.0%
Easton	1,011	0.8%	42.8%	23.7%	5.1%	1.0%	0.0%	3.8%	3.8%	1.2%	13.8%	1.3%	1.3%	1.0%	0.3%	0.1%
State Capitol Police	154	0.6%	0.0%	0.0%	41.6%	0.0%	0.0%	11.7%	0.6%	0.0%	2.6%	0.6%	0.6%	39.6%	1.3%	0.6%
Western CT State University	42	0.0%	76.2%	0.0%	0.0%	0.0%	0.0%	2.4%	9.5%	0.0%	11.9%	0.0%	0.0%	0.0%	0.0%	0.0%
Middlebury	81	0.0%	72.8%	13.6%	2.5%	0.0%	0.0%	0.0%	3.7%	0.0%	2.5%	1.2%	0.0%	2.5%	0.0%	1.2%

Table B.5: Outcome of Stop (Sorted by % Infraction Ticket)

Department Name	N	Infraction	UAR	Mis. Sum.	Written Warning	Verbal Warning	No Disposition
CSP Headquarters	15,872	90.0%	0.5%	2.2%	1.0%	5.6%	0.6%
Troop C	17,684	70.1%	0.2%	2.8%	13.1%	13.1%	0.6%
Troop E	13,289	70.1%	0.4%	5.2%	2.9%	20.4%	1.1%
Troop H	12,337	69.4%	1.6%	6.6%	2.3%	18.1%	1.9%
Troop G	13,213	68.4%	0.7%	6.2%	1.4%	21.9%	1.5%
Troop F	14,708	67.3%	0.4%	3.1%	7.9%	20.0%	1.3%
Danbury	7,133	66.4%	1.6%	2.2%	0.2%	28.3%	1.4%
Department of Motor Vehicle	1,663	64.9%	0.1%	4.7%	9.7%	19.7%	1.0%
Troop D	10,574	64.7%	0.3%	5.4%	6.1%	22.9%	0.6%
Troop A	15,153	63.7%	0.4%	4.8%	4.2%	25.3%	1.6%
Troop K	12,975	62.3%	0.2%	4.1%	5.1%	27.2%	1.1%
Troop I	8,392	61.5%	0.7%	6.7%	6.1%	23.3%	1.7%
East Hartford	6,742	55.9%	1.6%	11.9%	6.1%	20.7%	3.9%
Branford	4,835	55.8%	0.3%	6.6%	0.1%	34.0%	3.3%
Fairfield	8,422	52.4%	0.6%	5.4%	0.5%	38.6%	2.4%
Trumbull	2,374	51.7%	0.3%	9.6%	4.3%	31.6%	2.5%
Meriden	2,193	51.4%	1.7%	9.7%	6.9%	29.3%	1.0%
Troop B	5,016	50.9%	0.5%	8.5%	24.4%	13.6%	2.3%
Bridgeport	4,188	50.1%	1.7%	8.5%	0.5%	35.9%	3.2%
Norwalk	5,935	49.6%	1.0%	4.4%	1.8%	41.9%	1.4%
New Haven	13,618	48.9%	0.8%	4.8%	10.0%	34.8%	0.6%
Troop L	8,417	48.9%	0.7%	6.5%	9.2%	32.2%	2.4%
Hartford	13,770	48.6%	2.2%	8.4%	3.8%	36.4%	0.8%
Waterbury	5,479	46.2%	2.9%	15.9%	0.5%	31.9%	2.6%
West Hartford	6,047	46.1%	2.1%	5.6%	1.3%	41.8%	3.1%
Southern CT State University	345	44.6%	0.6%	15.4%	18.3%	16.5%	4.6%
Manchester	7,390	41.8%	0.3%	8.1%	3.0%	44.6%	2.2%
New Britain	7,074	41.2%	1.5%	10.2%	0.6%	45.7%	0.7%
New London	3,754	40.3%	2.9%	5.0%	12.4%	38.2%	1.3%
Hamden	8,049	39.2%	0.1%	3.4%	4.6%	51.4%	1.3%
North Branford	193	37.8%	0.5%	7.8%	32.1%	14.0%	7.8%
Greenwich	7,724	37.6%	0.4%	2.9%	21.0%	36.6%	1.5%
Groton City	1,785	36.1%	0.5%	4.0%	21.2%	37.3%	0.8%
Glastonbury	3,869	36.1%	0.3%	7.3%	15.5%	39.8%	1.1%
Woodbridge	1,975	35.9%	0.1%	11.4%	12.6%	38.4%	1.5%
Darien	2,947	34.9%	0.9%	2.9%	12.9%	47.5%	0.9%
Ridgefield	6,235	33.5%	0.3%	1.5%	43.1%	20.8%	0.8%
Berlin	4,758	32.9%	0.5%	5.5%	26.9%	32.0%	2.2%
Stamford	15,505	32.4%	0.1%	2.1%	0.4%	63.3%	1.6%
Bristol	3,388	32.4%	0.9%	5.8%	38.8%	16.0%	6.1%
East Lyme	1,200	32.3%	0.8%	5.8%	31.5%	27.7%	1.8%
Shelton	534	32.0%	0.0%	6.2%	0.7%	56.4%	4.7%
Farmington	4,516	32.0%	1.3%	7.7%	3.6%	53.5%	1.9%
Derby	1,290	31.8%	1.6%	16.3%	0.0%	48.1%	2.3%
Westport	6,789	31.3%	0.6%	2.8%	35.4%	28.6%	1.3%
Canton	653	30.6%	0.9%	6.3%	6.3%	53.9%	2.0%
Wallingford	6,283	29.3%	3.4%	11.4%	1.3%	52.1%	2.6%
Stratford	3,920	28.5%	2.4%	9.6%	0.2%	57.1%	2.2%
North Haven	2,332	28.3%	0.2%	7.5%	2.7%	59.4%	2.0%
Plymouth	1,809	28.2%	1.5%	3.4%	1.2%	62.2%	3.5%
Stonington	3,517	26.0%	0.6%	3.0%	0.8%	67.6%	2.0%
New Canaan	4,322	25.5%	0.3%	2.7%	0.6%	69.4%	1.5%
Monroe	2,726	25.5%	0.2%	4.0%	23.0%	46.7%	0.7%
Granby	565	25.3%	0.5%	6.7%	33.5%	33.6%	0.4%
Plainville	2,204	25.3%	0.6%	2.7%	0.8%	70.2%	0.4%
Naugatuck	3,555	25.0%	1.0%	3.6%	16.4%	53.0%	1.0%
South Windsor	4,172	24.9%	0.3%	4.8%	1.9%	66.6%	1.4%
Groton Long Point	58	24.1%	0.0%	0.0%	58.6%	15.5%	1.7%

Table B.5: Outcome of Stop (Sorted by % Infraction Ticket)

Department Name	N	Infraction	UAR	Mis. Sum.	Written Warning	Verbal Warning	No Disposition
Eastern CT State University	204	23.5%	0.0%	1.5%	28.9%	46.1%	0.0%
Orange	3,772	23.4%	0.1%	9.4%	2.4%	63.8%	1.0%
Brookfield	2,117	22.9%	0.8%	2.2%	10.3%	62.1%	1.7%
Watertown	2,278	22.7%	0.4%	4.2%	48.4%	22.4%	1.8%
Enfield	8,587	22.6%	0.5%	3.9%	62.9%	9.9%	0.2%
Cromwell	1,625	22.4%	0.4%	5.4%	10.2%	58.2%	3.4%
Newington	3,818	21.7%	0.9%	9.2%	55.4%	11.4%	1.4%
Newtown	3,792	21.4%	0.5%	5.7%	7.9%	63.1%	1.4%
Rocky Hill	3,255	21.1%	0.6%	3.0%	4.4%	70.6%	0.3%
Ledyard*	2,959	20.2%	0.4%	5.9%	23.1%	50.2%	0.2%
Ansonia	3,541	19.3%	0.2%	5.1%	0.3%	74.6%	0.6%
New Milford	1,529	18.2%	1.2%	5.8%	30.5%	42.2%	2.2%
Bethel	3,345	18.1%	0.4%	1.6%	42.4%	37.3%	0.3%
West Haven	7,871	18.0%	0.5%	3.5%	1.3%	75.3%	1.4%
Middletown	3,174	17.5%	2.4%	11.5%	7.3%	58.5%	2.8%
Norwich	3,882	17.4%	2.2%	10.3%	52.9%	15.7%	1.4%
Windsor Locks	1,191	17.3%	0.4%	4.9%	46.9%	29.8%	0.8%
Coventry	1,827	17.2%	0.2%	10.4%	22.1%	47.2%	2.8%
Yale University	992	17.0%	1.2%	12.6%	14.5%	53.7%	0.9%
Clinton	1,114	16.6%	1.3%	2.9%	46.1%	30.7%	2.5%
Bloomfield	2,363	16.5%	1.2%	9.2%	46.9%	25.4%	0.8%
East Windsor	1,927	16.5%	0.9%	2.9%	24.0%	54.9%	0.9%
Wethersfield	3,150	16.2%	1.4%	15.3%	3.4%	61.9%	1.8%
Easton	1,011	16.1%	0.0%	3.6%	69.5%	8.1%	2.7%
Madison	2,465	16.1%	0.3%	2.3%	52.5%	28.2%	0.7%
Guilford	1,091	16.0%	0.3%	1.6%	76.6%	4.9%	0.5%
Wilton	4,299	15.9%	0.4%	3.0%	30.3%	49.0%	1.4%
East Haven	2,387	15.8%	2.0%	10.1%	0.4%	69.7%	2.1%
Groton Town	5,280	15.3%	3.5%	6.8%	39.2%	35.0%	0.2%
Milford	3,132	15.3%	2.2%	3.7%	22.8%	54.8%	1.2%
Southington	6,990	14.9%	0.2%	5.1%	73.5%	6.2%	0.2%
Cheshire	3,495	14.7%	0.4%	3.2%	75.5%	5.6%	0.5%
Vernon	3,014	14.5%	3.1%	8.2%	54.2%	19.1%	0.9%
University of Connecticut	3,263	14.4%	0.6%	2.5%	18.0%	63.7%	0.7%
East Hampton	821	13.4%	0.4%	7.6%	68.2%	9.6%	0.9%
Central CT State University	1,348	12.8%	0.1%	4.5%	3.9%	77.9%	0.7%
Waterford	4,316	12.7%	0.4%	5.4%	29.9%	49.2%	2.3%
Old Saybrook	2,971	12.1%	1.0%	5.2%	70.0%	11.5%	0.2%
Suffield	489	12.1%	0.4%	8.8%	27.6%	51.1%	0.0%
Simsbury	3,115	11.5%	0.2%	2.0%	15.1%	71.2%	0.1%
Thomaston	1,756	11.3%	0.3%	3.5%	19.1%	65.3%	0.5%
Windsor	10,535	11.0%	0.1%	3.5%	1.1%	83.8%	0.6%
Putnam	1,277	10.9%	1.5%	2.9%	42.5%	42.2%	0.0%
Willimantic	2,756	10.8%	2.6%	7.4%	5.8%	71.3%	2.1%
Wolcott	752	8.5%	0.4%	2.7%	23.3%	64.4%	0.8%
Avon	1,001	8.4%	2.0%	3.5%	21.5%	62.8%	1.8%
Weston	365	7.7%	0.0%	1.9%	34.5%	54.8%	1.1%
Redding	1,609	7.6%	0.0%	1.7%	71.9%	17.0%	1.7%
Seymour	4,225	6.8%	0.1%	1.8%	0.9%	90.2%	0.3%
Winsted	1,436	6.7%	0.9%	3.7%	11.3%	76.0%	1.5%
Plainfield	1,387	6.6%	0.9%	7.4%	1.3%	83.3%	0.4%
Torrington	6,607	6.4%	0.6%	2.6%	14.4%	75.2%	0.7%
Portland	873	5.6%	0.1%	3.9%	62.7%	27.4%	0.3%
State Capitol Police	154	4.5%	0.0%	4.5%	3.2%	87.0%	0.6%
Middlebury	81	2.5%	0.0%	1.2%	17.3%	76.5%	2.5%
Western CT State University	42	0.0%	0.0%	0.0%	76.2%	21.4%	2.4%

Table B.6: Outcome of Stop (Sorted by % Warning)

Department Name	N	Warning	Infraction	UAR	Mis. Sum.	No Disposition
Western CT State University	42	97.6%	0.0%	0.0%	0.0%	2.4%
Middlebury	81	93.8%	2.5%	0.0%	1.2%	2.5%
Seymour	4,225	91.0%	6.8%	0.1%	1.8%	0.3%
State Capitol Police	154	90.3%	4.5%	0.0%	4.5%	0.6%
Portland	873	90.0%	5.6%	0.1%	3.9%	0.3%
Torrington	6,607	89.6%	6.4%	0.6%	2.6%	0.7%
Weston	365	89.3%	7.7%	0.0%	1.9%	1.1%
Redding	1,609	88.9%	7.6%	0.0%	1.7%	1.7%
Wolcott	752	87.6%	8.5%	0.4%	2.7%	0.8%
Winsted	1,436	87.3%	6.7%	0.9%	3.7%	1.5%
Simsbury	3,115	86.3%	11.5%	0.2%	2.0%	0.1%
Windsor	10,535	84.9%	11.0%	0.1%	3.5%	0.6%
Putnam	1,277	84.7%	10.9%	1.5%	2.9%	0.0%
Plainfield	1,387	84.6%	6.6%	0.9%	7.4%	0.4%
Thomaston	1,756	84.4%	11.3%	0.3%	3.5%	0.5%
Avon	1,001	84.3%	8.4%	2.0%	3.5%	1.8%
Central CT State University	1,348	81.8%	12.8%	0.1%	4.5%	0.7%
University of Connecticut	3,263	81.7%	14.4%	0.6%	2.5%	0.7%
Guilford	1,091	81.6%	16.0%	0.3%	1.6%	0.5%
Old Saybrook	2,971	81.5%	12.1%	1.0%	5.2%	0.2%
Cheshire	3,495	81.2%	14.7%	0.4%	3.2%	0.5%
Madison	2,465	80.6%	16.1%	0.3%	2.3%	0.7%
Bethel	3,345	79.7%	18.1%	0.4%	1.6%	0.3%
Southington	6,990	79.6%	14.9%	0.2%	5.1%	0.2%
Wilton	4,299	79.3%	15.9%	0.4%	3.0%	1.4%
Waterford	4,316	79.1%	12.7%	0.4%	5.4%	2.3%
East Windsor	1,927	78.9%	16.5%	0.9%	2.9%	0.9%
Suffield	489	78.7%	12.1%	0.4%	8.8%	0.0%
East Hampton	821	77.8%	13.4%	0.4%	7.6%	0.9%
Milford	3,132	77.7%	15.3%	2.2%	3.7%	1.2%
Easton	1,011	77.6%	16.1%	0.0%	3.6%	2.7%
Willimantic	2,756	77.1%	10.8%	2.6%	7.4%	2.1%
Clinton	1,114	76.8%	16.6%	1.3%	2.9%	2.5%
Windsor Locks	1,191	76.7%	17.3%	0.4%	4.9%	0.8%
West Haven	7,871	76.6%	18.0%	0.5%	3.5%	1.4%
Rocky Hill	3,255	75.0%	21.1%	0.6%	3.0%	0.3%
Eastern CT State University	204	75.0%	23.5%	0.0%	1.5%	0.0%
Ansonia	3,541	74.9%	19.3%	0.2%	5.1%	0.6%
Groton Town	5,280	74.2%	15.3%	3.5%	6.8%	0.2%
Groton Long Point	58	74.1%	24.1%	0.0%	0.0%	1.7%
Vernon	3,014	73.3%	14.5%	3.1%	8.2%	0.9%
Ledyard*	2,959	73.2%	20.2%	0.4%	5.9%	0.2%
Enfield	8,587	72.8%	22.6%	0.5%	3.9%	0.2%
New Milford	1,529	72.7%	18.2%	1.2%	5.8%	2.2%
Brookfield	2,117	72.4%	22.9%	0.8%	2.2%	1.7%
Bloomfield	2,363	72.3%	16.5%	1.2%	9.2%	0.8%
Newtown	3,792	71.0%	21.4%	0.5%	5.7%	1.4%
Plainville	2,204	71.0%	25.3%	0.6%	2.7%	0.4%
Watertown	2,278	70.9%	22.7%	0.4%	4.2%	1.8%
East Haven	2,387	70.1%	15.8%	2.0%	10.1%	2.1%
New Canaan	4,322	70.0%	25.5%	0.3%	2.7%	1.5%
Monroe	2,726	69.7%	25.5%	0.2%	4.0%	0.7%
Naugatuck	3,555	69.4%	25.0%	1.0%	3.6%	1.0%
Coventry	1,827	69.3%	17.2%	0.2%	10.4%	2.8%
Norwich	3,882	68.6%	17.4%	2.2%	10.3%	1.4%
South Windsor	4,172	68.6%	24.9%	0.3%	4.8%	1.4%
Stonington	3,517	68.4%	26.0%	0.6%	3.0%	2.0%
Cromwell	1,625	68.4%	22.4%	0.4%	5.4%	3.4%

Table B.6: Outcome of Stop (Sorted by % Warning)

Department Name	N	Warning	Infraction	UAR	Mis. Sum.	No Disposition
Yale University	992	68.2%	17.0%	1.2%	12.6%	0.9%
Granby	565	67.1%	25.3%	0.5%	6.7%	0.4%
Newington	3,818	66.8%	21.7%	0.9%	9.2%	1.4%
Orange	3,772	66.2%	23.4%	0.1%	9.4%	1.0%
Middletown	3,174	65.8%	17.5%	2.4%	11.5%	2.8%
Wethersfield	3,150	65.3%	16.2%	1.4%	15.3%	1.8%
Westport	6,789	64.0%	31.3%	0.6%	2.8%	1.3%
Ridgefield	6,235	63.9%	33.5%	0.3%	1.5%	0.8%
Stamford	15,505	63.7%	32.4%	0.1%	2.1%	1.6%
Plymouth	1,809	63.4%	28.2%	1.5%	3.4%	3.5%
North Haven	2,332	62.1%	28.3%	0.2%	7.5%	2.0%
Darien	2,947	60.4%	34.9%	0.9%	2.9%	0.9%
Canton	653	60.2%	30.6%	0.9%	6.3%	2.0%
East Lyme	1,200	59.2%	32.3%	0.8%	5.8%	1.8%
Berlin	4,758	58.9%	32.9%	0.5%	5.5%	2.2%
Groton City	1,785	58.5%	36.1%	0.5%	4.0%	0.8%
Greenwich	7,724	57.6%	37.6%	0.4%	2.9%	1.5%
Stratford	3,920	57.3%	28.5%	2.4%	9.6%	2.2%
Farmington	4,516	57.2%	32.0%	1.3%	7.7%	1.9%
Shelton	534	57.1%	32.0%	0.0%	6.2%	4.7%
Hamden	8,049	56.1%	39.2%	0.1%	3.4%	1.3%
Glastonbury	3,869	55.3%	36.1%	0.3%	7.3%	1.1%
Bristol	3,388	54.8%	32.4%	0.9%	5.8%	6.1%
Wallingford	6,283	53.3%	29.3%	3.4%	11.4%	2.6%
Woodbridge	1,975	51.0%	35.9%	0.1%	11.4%	1.5%
New London	3,754	50.6%	40.3%	2.9%	5.0%	1.3%
Derby	1,290	48.1%	31.8%	1.6%	16.3%	2.3%
Manchester	7,390	47.6%	41.8%	0.3%	8.1%	2.2%
New Britain	7,074	46.3%	41.2%	1.5%	10.2%	0.7%
North Branford	193	46.1%	37.8%	0.5%	7.8%	7.8%
New Haven	13,618	44.8%	48.9%	0.8%	4.8%	0.6%
Norwalk	5,935	43.7%	49.6%	1.0%	4.4%	1.4%
West Hartford	6,047	43.1%	46.1%	2.1%	5.6%	3.1%
Troop L	8,417	41.4%	48.9%	0.7%	6.5%	2.4%
Hartford	13,770	40.1%	48.6%	2.2%	8.4%	0.8%
Fairfield	8,422	39.1%	52.4%	0.6%	5.4%	2.4%
Troop B	5,016	38.0%	50.9%	0.5%	8.5%	2.3%
Bridgeport	4,188	36.5%	50.1%	1.7%	8.5%	3.2%
Meriden	2,193	36.3%	51.4%	1.7%	9.7%	1.0%
Trumbull	2,374	35.9%	51.7%	0.3%	9.6%	2.5%
Southern CT State University	345	34.8%	44.6%	0.6%	15.4%	4.6%
Branford	4,835	34.1%	55.8%	0.3%	6.6%	3.3%
Waterbury	5,479	32.4%	46.2%	2.9%	15.9%	2.6%
Troop K	12,975	32.4%	62.3%	0.2%	4.1%	1.1%
Troop A	15,153	29.5%	63.7%	0.4%	4.8%	1.6%
Department of Motor Vehicle	1,663	29.4%	64.9%	0.1%	4.7%	1.0%
Troop I	8,392	29.4%	61.5%	0.7%	6.7%	1.7%
Troop D	10,574	29.0%	64.7%	0.3%	5.4%	0.6%
Danbury	7,133	28.4%	66.4%	1.6%	2.2%	1.4%
Troop F	14,708	28.0%	67.3%	0.4%	3.1%	1.3%
East Hartford	6,742	26.7%	55.9%	1.6%	11.9%	3.9%
Troop C	17,684	26.2%	70.1%	0.2%	2.8%	0.6%
Troop E	13,289	23.3%	70.1%	0.4%	5.2%	1.1%
Troop G	13,213	23.3%	68.4%	0.7%	6.2%	1.5%
Troop H	12,337	20.4%	69.4%	1.6%	6.6%	1.9%
CSP Headquarters	15,872	6.6%	90.0%	0.5%	2.2%	0.6%

Table B.7: Outcome of Stop (Sorted by % Uniform Arrest Report)

Department Name	N	UAR	Infraction	Mis. Sum.	Written Warning	Verbal Warning	No Disposition
Groton Town	5,280	3.5%	15.3%	6.8%	39.2%	35.0%	0.2%
Wallingford	6,283	3.4%	29.3%	11.4%	1.3%	52.1%	2.6%
Vernon	3,014	3.1%	14.5%	8.2%	54.2%	19.1%	0.9%
Waterbury	5,479	2.9%	46.2%	15.9%	0.5%	31.9%	2.6%
New London	3,754	2.9%	40.3%	5.0%	12.4%	38.2%	1.3%
Willimantic	2,756	2.6%	10.8%	7.4%	5.8%	71.3%	2.1%
Middletown	3,174	2.4%	17.5%	11.5%	7.3%	58.5%	2.8%
Stratford	3,920	2.4%	28.5%	9.6%	0.2%	57.1%	2.2%
Norwich	3,882	2.2%	17.4%	10.3%	52.9%	15.7%	1.4%
Milford	3,132	2.2%	15.3%	3.7%	22.8%	54.8%	1.2%
Hartford	13,770	2.2%	48.6%	8.4%	3.8%	36.4%	0.8%
West Hartford	6,047	2.1%	46.1%	5.6%	1.3%	41.8%	3.1%
Avon	1,001	2.0%	8.4%	3.5%	21.5%	62.8%	1.8%
East Haven	2,387	2.0%	15.8%	10.1%	0.4%	69.7%	2.1%
Bridgeport	4,188	1.7%	50.1%	8.5%	0.5%	35.9%	3.2%
Meriden	2,193	1.7%	51.4%	9.7%	6.9%	29.3%	1.0%
Troop H	12,337	1.6%	69.4%	6.6%	2.3%	18.1%	1.9%
East Hartford	6,742	1.6%	55.9%	11.9%	6.1%	20.7%	3.9%
Danbury	7,133	1.6%	66.4%	2.2%	0.2%	28.3%	1.4%
Derby	1,290	1.6%	31.8%	16.3%	0.0%	48.1%	2.3%
New Britain	7,074	1.5%	41.2%	10.2%	0.6%	45.7%	0.7%
Plymouth	1,809	1.5%	28.2%	3.4%	1.2%	62.2%	3.5%
Putnam	1,277	1.5%	10.9%	2.9%	42.5%	42.2%	0.0%
Wethersfield	3,150	1.4%	16.2%	15.3%	3.4%	61.9%	1.8%
Farmington	4,516	1.3%	32.0%	7.7%	3.6%	53.5%	1.9%
Clinton	1,114	1.3%	16.6%	2.9%	46.1%	30.7%	2.5%
Yale University	992	1.2%	17.0%	12.6%	14.5%	53.7%	0.9%
Bloomfield	2,363	1.2%	16.5%	9.2%	46.9%	25.4%	0.8%
New Milford	1,529	1.2%	18.2%	5.8%	30.5%	42.2%	2.2%
Naugatuck	3,555	1.0%	25.0%	3.6%	16.4%	53.0%	1.0%
Old Saybrook	2,971	1.0%	12.1%	5.2%	70.0%	11.5%	0.2%
Norwalk	5,935	1.0%	49.6%	4.4%	1.8%	41.9%	1.4%
Newington	3,818	0.9%	21.7%	9.2%	55.4%	11.4%	1.4%
Canton	653	0.9%	30.6%	6.3%	6.3%	53.9%	2.0%
Winsted	1,436	0.9%	6.7%	3.7%	11.3%	76.0%	1.5%
Bristol	3,388	0.9%	32.4%	5.8%	38.8%	16.0%	6.1%
Darien	2,947	0.9%	34.9%	2.9%	12.9%	47.5%	0.9%
East Windsor	1,927	0.9%	16.5%	2.9%	24.0%	54.9%	0.9%
Plainfield	1,387	0.9%	6.6%	7.4%	1.3%	83.3%	0.4%
East Lyme	1,200	0.8%	32.3%	5.8%	31.5%	27.7%	1.8%
New Haven	13,618	0.8%	48.9%	4.8%	10.0%	34.8%	0.6%
Brookfield	2,117	0.8%	22.9%	2.2%	10.3%	62.1%	1.7%
Troop L	8,417	0.7%	48.9%	6.5%	9.2%	32.2%	2.4%
Troop I	8,392	0.7%	61.5%	6.7%	6.1%	23.3%	1.7%
Troop G	13,213	0.7%	68.4%	6.2%	1.4%	21.9%	1.5%
Fairfield	8,422	0.6%	52.4%	5.4%	0.5%	38.6%	2.4%
Plainville	2,204	0.6%	25.3%	2.7%	0.8%	70.2%	0.4%
Westport	6,789	0.6%	31.3%	2.8%	35.4%	28.6%	1.3%
University of Connecticut	3,263	0.6%	14.4%	2.5%	18.0%	63.7%	0.7%
Stonington	3,517	0.6%	26.0%	3.0%	0.8%	67.6%	2.0%
Torrington	6,607	0.6%	6.4%	2.6%	14.4%	75.2%	0.7%
Rocky Hill	3,255	0.6%	21.1%	3.0%	4.4%	70.6%	0.3%
Southern CT State University	345	0.6%	44.6%	15.4%	18.3%	16.5%	4.6%
Granby	565	0.5%	25.3%	6.7%	33.5%	33.6%	0.4%
Newtown	3,792	0.5%	21.4%	5.7%	7.9%	63.1%	1.4%
North Branford	193	0.5%	37.8%	7.8%	32.1%	14.0%	7.8%
Groton City	1,785	0.5%	36.1%	4.0%	21.2%	37.3%	0.8%
CSP Headquarters	15,872	0.5%	90.0%	2.2%	1.0%	5.6%	0.6%

Table B.7: Outcome of Stop (Sorted by % Uniform Arrest Report)

Department Name	N	UAR	Infraction	Mis. Sum.	Written Warning	Verbal Warning	No Disposition
West Haven	7,871	0.5%	18.0%	3.5%	1.3%	75.3%	1.4%
Enfield	8,587	0.5%	22.6%	3.9%	62.9%	9.9%	0.2%
Berlin	4,758	0.5%	32.9%	5.5%	26.9%	32.0%	2.2%
Troop B	5,016	0.5%	50.9%	8.5%	24.4%	13.6%	2.3%
Troop F	14,708	0.4%	67.3%	3.1%	7.9%	20.0%	1.3%
Ledyard*	2,959	0.4%	20.2%	5.9%	23.1%	50.2%	0.2%
Cromwell	1,625	0.4%	22.4%	5.4%	10.2%	58.2%	3.4%
Cheshire	3,495	0.4%	14.7%	3.2%	75.5%	5.6%	0.5%
Greenwich	7,724	0.4%	37.6%	2.9%	21.0%	36.6%	1.5%
Troop A	15,153	0.4%	63.7%	4.8%	4.2%	25.3%	1.6%
Windsor Locks	1,191	0.4%	17.3%	4.9%	46.9%	29.8%	0.8%
Wilton	4,299	0.4%	15.9%	3.0%	30.3%	49.0%	1.4%
Troop E	13,289	0.4%	70.1%	5.2%	2.9%	20.4%	1.1%
Suffield	489	0.4%	12.1%	8.8%	27.6%	51.1%	0.0%
Wolcott	752	0.4%	8.5%	2.7%	23.3%	64.4%	0.8%
Watertown	2,278	0.4%	22.7%	4.2%	48.4%	22.4%	1.8%
Bethel	3,345	0.4%	18.1%	1.6%	42.4%	37.3%	0.3%
Waterford	4,316	0.4%	12.7%	5.4%	29.9%	49.2%	2.3%
East Hampton	821	0.4%	13.4%	7.6%	68.2%	9.6%	0.9%
Manchester	7,390	0.3%	41.8%	8.1%	3.0%	44.6%	2.2%
Troop D	10,574	0.3%	64.7%	5.4%	6.1%	22.9%	0.6%
Ridgefield	6,235	0.3%	33.5%	1.5%	43.1%	20.8%	0.8%
South Windsor	4,172	0.3%	24.9%	4.8%	1.9%	66.6%	1.4%
Trumbull	2,374	0.3%	51.7%	9.6%	4.3%	31.6%	2.5%
Thomaston	1,756	0.3%	11.3%	3.5%	19.1%	65.3%	0.5%
Madison	2,465	0.3%	16.1%	2.3%	52.5%	28.2%	0.7%
Guilford	1,091	0.3%	16.0%	1.6%	76.6%	4.9%	0.5%
Branford	4,835	0.3%	55.8%	6.6%	0.1%	34.0%	3.3%
Glastonbury	3,869	0.3%	36.1%	7.3%	15.5%	39.8%	1.1%
New Canaan	4,322	0.3%	25.5%	2.7%	0.6%	69.4%	1.5%
Troop C	17,684	0.2%	70.1%	2.8%	13.1%	13.1%	0.6%
Troop K	12,975	0.2%	62.3%	4.1%	5.1%	27.2%	1.1%
Coventry	1,827	0.2%	17.2%	10.4%	22.1%	47.2%	2.8%
Simsbury	3,115	0.2%	11.5%	2.0%	15.1%	71.2%	0.1%
Monroe	2,726	0.2%	25.5%	4.0%	23.0%	46.7%	0.7%
Southington	6,990	0.2%	14.9%	5.1%	73.5%	6.2%	0.2%
North Haven	2,332	0.2%	28.3%	7.5%	2.7%	59.4%	2.0%
Ansonia	3,541	0.2%	19.3%	5.1%	0.3%	74.6%	0.6%
Stamford	15,505	0.1%	32.4%	2.1%	0.4%	63.3%	1.6%
Portland	873	0.1%	5.6%	3.9%	62.7%	27.4%	0.3%
Woodbridge	1,975	0.1%	35.9%	11.4%	12.6%	38.4%	1.5%
Seymour	4,225	0.1%	6.8%	1.8%	0.9%	90.2%	0.3%
Hamden	8,049	0.1%	39.2%	3.4%	4.6%	51.4%	1.3%
Central CT State University	1,348	0.1%	12.8%	4.5%	3.9%	77.9%	0.7%
Department of Motor Vehicle	1,663	0.1%	64.9%	4.7%	9.7%	19.7%	1.0%
Windsor	10,535	0.1%	11.0%	3.5%	1.1%	83.8%	0.6%
Orange	3,772	0.1%	23.4%	9.4%	2.4%	63.8%	1.0%
Shelton	534	0.0%	32.0%	6.2%	0.7%	56.4%	4.7%
Groton Long Point	58	0.0%	24.1%	0.0%	58.6%	15.5%	1.7%
Eastern CT State University	204	0.0%	23.5%	1.5%	28.9%	46.1%	0.0%
Easton	1,011	0.0%	16.1%	3.6%	69.5%	8.1%	2.7%
Weston	365	0.0%	7.7%	1.9%	34.5%	54.8%	1.1%
Redding	1,609	0.0%	7.6%	1.7%	71.9%	17.0%	1.7%
State Capitol Police	154	0.0%	4.5%	4.5%	3.2%	87.0%	0.6%
Middlebury	81	0.0%	2.5%	1.2%	17.3%	76.5%	2.5%
Western CT State University	42	0.0%	0.0%	0.0%	76.2%	21.4%	2.4%

Table B.8: Number of Searches (Sorted by % Search)

Department Name	Stops	Searches	
		N	%
Waterbury	5,479	1,032	18.8%
Stratford	3,920	675	17.2%
Vernon	3,014	400	13.3%
Derby	1,290	166	12.9%
Norwich	3,882	446	11.5%
Bridgeport	4,188	470	11.2%
Middletown	3,174	335	10.6%
Yale University	992	95	9.6%
Trumbull	2,374	209	8.8%
Willimantic	2,756	236	8.6%
Milford	3,132	266	8.5%
Norwalk	5,935	444	7.5%
University of Connecticut	3,263	234	7.2%
Wallingford	6,283	397	6.3%
East Haven	2,387	134	5.6%
East Hampton	821	46	5.6%
Naugatuck	3,555	196	5.5%
Wethersfield	3,150	167	5.3%
Glastonbury	3,869	202	5.2%
West Hartford	6,047	294	4.9%
Clinton	1,114	53	4.8%
Plainfield	1,387	65	4.7%
Newington	3,818	172	4.5%
New Britain	7,074	317	4.5%
Meriden	2,193	98	4.5%
Hartford	13,770	613	4.5%
Old Saybrook	2,971	132	4.4%
Groton Town	5,280	234	4.4%
Enfield	8,587	378	4.4%
East Lyme	1,200	52	4.3%
West Haven	7,871	330	4.2%
Plymouth	1,809	74	4.1%
New Haven	13,618	544	4.0%
Troop G	13,213	524	4.0%
East Hartford	6,742	262	3.9%
Danbury	7,133	271	3.8%
New Milford	1,529	58	3.8%
Darien	2,947	107	3.6%
Farmington	4,516	152	3.4%
New London	3,754	125	3.3%
Manchester	7,390	238	3.2%
Berlin	4,758	153	3.2%
Southern CT State University	345	11	3.2%
Fairfield	8,422	254	3.0%
Ledyard*	2,959	89	3.0%

Table B.8: Number of Searches (Sorted by % Search)

Department Name	Stops	Searches	
		N	%
Wilton	4,299	129	3.0%
Plainville	2,204	65	2.9%
Monroe	2,726	80	2.9%
Thomaston	1,756	51	2.9%
Watertown	2,278	66	2.9%
Bloomfield	2,363	68	2.9%
Putnam	1,277	36	2.8%
South Windsor	4,172	114	2.7%
North Haven	2,332	62	2.7%
Newtown	3,792	99	2.6%
Bristol	3,388	88	2.6%
Brookfield	2,117	53	2.5%
Suffield	489	12	2.5%
Wolcott	752	18	2.4%
Troop A	15,153	350	2.3%
Winsted	1,436	32	2.2%
Waterford	4,316	96	2.2%
Greenwich	7,724	166	2.1%
Shelton	534	11	2.1%
Branford	4,835	97	2.0%
Seymour	4,225	83	2.0%
Torrington	6,607	129	2.0%
State Capitol Police	154	3	1.9%
Rocky Hill	3,255	63	1.9%
Cromwell	1,625	31	1.9%
Windsor	10,535	199	1.9%
Windsor Locks	1,191	22	1.8%
Westport	6,789	115	1.7%
Troop C	17,684	291	1.6%
Troop E	13,289	215	1.6%
Ansonia	3,541	57	1.6%
Troop H	12,337	197	1.6%
Granby	565	9	1.6%
Troop I	8,392	133	1.6%
Southington	6,990	110	1.6%
Woodbridge	1,975	31	1.6%
Groton City	1,785	27	1.5%
Troop B	5,016	74	1.5%
Coventry	1,827	24	1.3%
Troop F	14,708	193	1.3%
Stamford	15,505	196	1.3%
East Windsor	1,927	24	1.2%
Middlebury	81	1	1.2%
Guilford	1,091	13	1.2%
New Canaan	4,322	50	1.2%

Table B.8: Number of Searches (Sorted by % Search)

Department Name	Stops	Searches	
		N	%
Ridgefield	6,235	72	1.2%
Troop L	8,417	95	1.1%
Avon	1,001	11	1.1%
Weston	365	4	1.1%
Cheshire	3,495	37	1.1%
Troop D	10,574	109	1.0%
Troop K	12,975	130	1.0%
Simsbury	3,115	28	0.9%
MTA Stamford	240	2	0.8%
Easton	1,011	8	0.8%
Bethel	3,345	26	0.8%
Canton	653	5	0.8%
Central CT State University	1,348	9	0.7%
Portland	873	5	0.6%
Hamden	8,049	46	0.6%
North Branford	193	1	0.5%
Redding	1,609	8	0.5%
Stonington	3,517	16	0.5%
Department of Motor Vehicle	1,663	7	0.4%
CSP Headquarters	15,872	38	0.2%
Madison	2,465	5	0.2%
Orange	3,772	1	0.0%
Eastern CT State University	204	0	0.0%
Groton Long Point	58	0	0.0%
Western CT State University	42	0	0.0%

APPENDIX C: VEIL OF DARKNESS ANALYSIS DATA TABLES

Table C.1: Logistic Regression of Minority Status on Daylight with Officer Fixed Effects, All Traffic Stops 2018

LHS: Minority Status		Non-Caucasian	Black	Hispanic	Black or Hispanic
Daylight	Coefficient	-0.029	-0.037	0.072***	0.009
	Standard Error	(0.024)	(0.025)	(0.018)	(0.018)
Sample Size		103,716	98,447	96,101	119,144
Pseudo R^2		0.104	0.120	0.094	0.108

Note 1: The coefficients are presented as log odds-ratios along with standard errors clustered at the department level. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: All specifications include controls for time of the day, day of the week, analysis year, and department fixed-effects.
Note 3: Sample includes all traffic stops made during the inter-twilight window in 2018.

Table C.2: Logistic Regression of Minority Status on Daylight with Officer Fixed Effects, All Municipal Traffic Stops 2018

LHS: Minority Status		Non-Caucasian	Black	Hispanic	Black or Hispanic
Daylight	Coefficient	-0.046	-0.048	0.064**	-0.001
	Standard Error	(0.032)	(0.032)	(0.027)	(0.028)
Sample Size		73,323	70,090	67,783	86,023
Pseudo R^2		0.104	0.119	0.090	0.104

Note 1: The coefficients are presented as log odds-ratios along with standard errors clustered at the department level. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: All specifications include controls for time of the day, day of the week, analysis year, and department fixed-effects.
Note 3: Sample includes all traffic stops made during the inter-twilight window in 2018.

Table C.3: Logistic Regression of Minority Status on Daylight with Officer Fixed Effects, All State Police Traffic Stops 2018

LHS: Minority Status		Non-Caucasian	Black	Hispanic	Black or Hispanic
Daylight	Coefficient	0.035	0.021	0.175***	0.090***
	Standard Error	(0.043)	(0.048)	(0.043)	(0.035)
Sample Size		28,749	26,769	26,908	31,285
Pseudo R^2		0.096	0.109	0.105	0.112

Note 1: The coefficients are presented as log odds-ratios along with standard errors clustered at the department level. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: All specifications include controls for time of the day, day of the week, analysis year, and department fixed-effects.
Note 3: Sample includes all traffic stops made during the inter-twilight window in 2018.

Table C.4: Logistic Regression of Minority Status on Daylight with Officer Fixed Effects, All Moving Violations 2018

LHS: Minority Status		Non-Caucasian	Black	Hispanic	Black or Hispanic
Daylight	Coefficient	0.004	-0.019	0.000	-0.014
	Standard Error	(0.025)	(0.030)	(0.028)	(0.025)
Sample Size		56,634	52,507	50,906	63,193
Pseudo R^2		0.096	0.109	0.083	0.100

Note 1: The coefficients are presented as log odds-ratios along with standard errors clustered at the department level. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: All specifications include controls for time of the day, day of the week, analysis year, and department fixed-effects.
Note 3: Sample includes all moving violations made during the inter-twilight window in 2018.

Table C.5: Logistic Regression of Minority Status on Daylight with Officer Fixed Effects, All Municipal Moving Violations 2018

LHS: Minority Status		Non-Caucasian	Black	Hispanic	Black or Hispanic
Daylight	Coefficient	-0.014	-0.029	-0.027	-0.032
	Standard Error	(0.028)	(0.032)	(0.032)	(0.024)
Sample Size		37,963	35,508	34,316	43,429
Pseudo R^2		0.098	0.111	0.081	0.098

Note 1: The coefficients are presented as log odds-ratios along with standard errors clustered at the department level. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: All specifications include controls for time of the day, day of the week, analysis year, and department fixed-effects.
Note 3: Sample includes all moving violations made during the inter-twilight window in 2018.

Table C.6: Logistic Regression of Minority Status on Daylight with Officer Fixed Effects, All State Police Moving Violations 2018

LHS: Minority Status		Non-Caucasian	Black	Hispanic	Black or Hispanic
Daylight	Coefficient	0.087*	0.054	0.130**	0.082*
	Standard Error	(0.052)	(0.059)	(0.061)	(0.048)
Sample Size		17,859	16,247	15,879	18,855
Pseudo R^2		0.090	0.098	0.089	0.097

Note 1: The coefficients are presented as log odds-ratios along with standard errors clustered at the department level. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: All specifications include controls for time of the day, day of the week, analysis year, and department fixed-effects.
Note 3: Sample includes all moving violations made during the inter-twilight window in 2018.

Table C.7: Logistic Regression of Minority Status on Daylight by Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Ansonia	Coefficient	-0.079	-0.094	-0.421+	-0.240
	Standard Error	(0.238)	(0.230)	(0.256)	(0.216)
	P-Value	0.736	0.680	0.100	0.266
	Q-Value	N/A	N/A	N/A	N/A
	Observations	739	722	679	856
	Pseudo R2	0.027	0.021	0.018	0.012
Berlin	Coefficient	-0.158	-0.268	-0.014	-0.104
	Standard Error	(0.277)	(0.291)	(0.247)	(0.203)
	P-Value	0.570	0.356	0.954	0.609
	Q-Value	N/A	N/A	N/A	N/A
	Observations	861	835	881	999
	Pseudo R2	0.017	0.029	0.017	0.013
Bethel	Coefficient	0.158	0.133	-0.472+	-0.286
	Standard Error	(0.300)	(0.439)	(0.246)	(0.246)
	P-Value	0.598	0.762	0.054	0.247
	Q-Value	0.823	0.898	N/A	N/A
	Observations	623	608	676	725
	Pseudo R2	0.021	0.030	0.020	0.017
Bloomfield	Coefficient	0.270	0.261	N/A	0.347
	Standard Error	(0.196)	(0.199)	N/A	(0.221)
	P-Value	0.171	0.187	N/A	0.115
	Q-Value	0.518	0.533	N/A	0.430
	Observations	569	565	N/A	597
	Pseudo R2	0.052	0.052	N/A	0.046
Branford	Coefficient	-0.527	-0.504	-0.101	-0.321
	Standard Error	(0.377)	(0.314)	(0.303)	(0.256)
	P-Value	0.163	0.108	0.739	0.209
	Q-Value	N/A	N/A	N/A	N/A
	Observations	768	762	796	840
	Pseudo R2	0.043	0.039	0.025	0.016
Bridgeport	Coefficient	0.175***	0.175***	-0.136+++	0.048
	Standard Error	(0.027)	(0.028)	(0.048)	(0.034)
	P-Value	0.001	0.001	0.004	0.150
	Q-Value	0.001	0.001	N/A	0.488
	Observations	924	904	688	1255
	Pseudo R2	0.017	0.017	0.028	0.016
Bristol	Coefficient	-0.282	-0.291	0.386++	0.116
	Standard Error	(0.204)	(0.228)	(0.172)	(0.152)
	P-Value	0.166	0.201	0.024	0.444
	Q-Value	N/A	N/A	0.193	0.772
	Observations	958	947	988	1098
	Pseudo R2	0.034	0.037	0.012	0.014
Central CT State University	Coefficient	N/A	N/A	N/A	-0.294
	Standard Error	N/A	N/A	N/A	(0.300)
	P-Value	N/A	N/A	N/A	0.328
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	539
	Pseudo R2	N/A	N/A	N/A	0.012
Cheshire	Coefficient	-0.578+++	-0.737+++	-0.375	-0.603++
	Standard Error	(0.209)	(0.257)	(0.425)	(0.254)
	P-Value	0.006	0.004	0.375	0.017
	Q-Value	N/A	N/A	N/A	N/A
	Observations	694	677	657	738
	Pseudo R2	0.019	0.016	0.029	0.013

*Results were not available across all specifications for departments not listed in this table.

Table C.7: Logistic Regression of Minority Status on Daylight by Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
CSP Headquarters	Coefficient	0.300+	0.493***	0.397++	0.430***
	Standard Error	(0.165)	(0.181)	(0.157)	(0.141)
	P-Value	0.071	0.007	0.012	0.002
	Q-Value	0.377	0.090	0.115	0.045
	Observations	1472	1398	1357	1669
	Pseudo R2	0.024	0.029	0.016	0.018
CSP Troop A	Coefficient	-0.123	-0.076	-0.072	-0.071
	Standard Error	(0.153)	(0.142)	(0.109)	(0.101)
	P-Value	0.423	0.588	0.505	0.476
	Q-Value	N/A	N/A	N/A	N/A
	Observations	2853	2751	2915	3341
	Pseudo R2	0.003	0.003	0.003	0.002
CSP Troop B	Coefficient	-0.096	-0.123	0.122	-0.008
	Standard Error	(0.446)	(0.393)	(0.328)	(0.246)
	P-Value	0.828	0.753	0.709	0.968
	Q-Value	N/A	N/A	0.893	N/A
	Observations	941	923	934	970
	Pseudo R2	0.020	0.037	0.027	0.024
CSP Troop C	Coefficient	0.224	0.184	0.163	0.172
	Standard Error	(0.138)	(0.188)	(0.189)	(0.115)
	P-Value	0.104	0.331	0.393	0.136
	Q-Value	0.430	0.685	0.737	0.463
	Observations	4548	4221	4216	4574
	Pseudo R2	0.009	0.014	0.009	0.010
CSP Troop D	Coefficient	0.163	0.215	0.007	0.087
	Standard Error	(0.150)	(0.140)	(0.182)	(0.129)
	P-Value	0.280	0.127	0.968	0.497
	Q-Value	0.657	0.451	1	0.797
	Observations	3047	2953	3016	3152
	Pseudo R2	0.010	0.012	0.017	0.009
CSP Troop E	Coefficient	0.002	-0.012	0.338++	0.159+
	Standard Error	(0.108)	(0.112)	(0.133)	(0.090)
	P-Value	0.985	0.912	0.010	0.081
	Q-Value	1	N/A	0.115	0.400
	Observations	3981	3742	3691	4144
	Pseudo R2	0.009	0.014	0.009	0.008
CSP Troop F	Coefficient	-0.002	0.086	0.137	0.085
	Standard Error	(0.150)	(0.180)	(0.148)	(0.129)
	P-Value	0.986	0.629	0.349	0.513
	Q-Value	N/A	0.825	0.704	0.797
	Observations	3415	3288	3285	3556
	Pseudo R2	0.016	0.017	0.014	0.014
CSP Troop G	Coefficient	-0.059	-0.167	0.284	0.029
	Standard Error	(0.195)	(0.196)	(0.178)	(0.180)
	P-Value	0.765	0.393	0.111	0.869
	Q-Value	N/A	N/A	0.430	0.966
	Observations	1955	1829	1769	2421
	Pseudo R2	0.008	0.008	0.019	0.010
CSP Troop H	Coefficient	0.101	0.079	0.162	0.092
	Standard Error	(0.170)	(0.146)	(0.165)	(0.119)
	P-Value	0.551	0.591	0.328	0.439
	Q-Value	0.823	0.823	0.685	0.772
	Observations	1500	1399	1336	1730
	Pseudo R2	0.007	0.008	0.008	0.004

*Results were not available across all specifications for departments not listed in this table.

Table C.7: Logistic Regression of Minority Status on Daylight by Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
CSP Troop I	Coefficient	-0.244+	-0.207	0.214	-0.050
	Standard Error	(0.143)	(0.156)	(0.158)	(0.116)
	P-Value	0.090	0.182	0.175	0.666
	Q-Value	N/A	N/A	0.519	N/A
	Observations	1619	1524	1408	1784
	Pseudo R2	0.017	0.017	0.014	0.009
CSP Troop K	Coefficient	0.140	-0.025	0.507***	0.268++
	Standard Error	(0.127)	(0.137)	(0.158)	(0.119)
	P-Value	0.266	0.856	0.001	0.025
	Q-Value	0.640	N/A	0.032	0.193
	Observations	2831	2729	2774	3000
	Pseudo R2	0.008	0.006	0.016	0.008
CSP Troop L	Coefficient	0.566***	0.481	0.404++	0.386+
	Standard Error	(0.208)	(0.372)	(0.187)	(0.228)
	P-Value	0.007	0.195	0.030	0.089
	Q-Value	0.090	0.546	0.216	0.400
	Observations	1646	1610	1643	1720
	Pseudo R2	0.020	0.027	0.012	0.017
Danbury	Coefficient	0.238	N/A	-0.041	-0.006
	Standard Error	(0.244)	N/A	(0.189)	(0.141)
	P-Value	0.328	N/A	0.830	0.966
	Q-Value	0.685	N/A	N/A	N/A
	Observations	510	N/A	721	801
	Pseudo R2	0.017	N/A	0.016	0.016
Darien	Coefficient	N/A	N/A	N/A	0.275
	Standard Error	N/A	N/A	N/A	(0.216)
	P-Value	N/A	N/A	N/A	0.203
	Q-Value	N/A	N/A	N/A	0.555
	Observations	N/A	N/A	N/A	518
	Pseudo R2	N/A	N/A	N/A	0.043
East Hartford	Coefficient	0.165	0.194	0.064	0.150
	Standard Error	(0.202)	(0.193)	(0.079)	(0.135)
	P-Value	0.414	0.312	0.421	0.264
	Q-Value	0.757	0.679	0.762	0.640
	Observations	833	797	630	1079
	Pseudo R2	0.014	0.014	0.014	0.013
East Haven	Coefficient	N/A	N/A	0.316	0.115
	Standard Error	N/A	N/A	(0.275)	(0.165)
	P-Value	N/A	N/A	0.252	0.481
	Q-Value	N/A	N/A	0.637	0.797
	Observations	N/A	N/A	511	580
	Pseudo R2	N/A	N/A	0.032	0.027
East Windsor	Coefficient	0.209	0.163	0.092	0.136
	Standard Error	(0.202)	(0.252)	(0.185)	(0.133)
	P-Value	0.303	0.515	0.620	0.305
	Q-Value	0.675	0.797	0.823	0.675
	Observations	567	559	545	618
	Pseudo R2	0.018	0.035	0.024	0.025
Enfield	Coefficient	0.094	0.064	0.075	0.064
	Standard Error	(0.160)	(0.185)	(0.149)	(0.131)
	P-Value	0.554	0.726	0.610	0.621
	Q-Value	0.823	0.898	0.823	0.823
	Observations	3385	3315	3314	3634
	Pseudo R2	0.006	0.006	0.008	0.004

*Results were not available across all specifications for departments not listed in this table.

Table C.7: Logistic Regression of Minority Status on Daylight by Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Fairfield	Coefficient	-0.075	0.032	0.143	0.093
	Standard Error	(0.104)	(0.122)	(0.097)	(0.096)
	P-Value	0.467	0.782	0.136	0.335
	Q-Value	N/A	0.907	0.463	0.685
	Observations	2552	2451	2415	2901
	Pseudo R2	0.008	0.012	0.021	0.014
Farmington	Coefficient	-0.148	-0.041	-0.115	-0.104
	Standard Error	(0.230)	(0.238)	(0.384)	(0.254)
	P-Value	0.522	0.857	0.764	0.680
	Q-Value	N/A	N/A	N/A	N/A
	Observations	974	903	904	1014
	Pseudo R2	0.026	0.034	0.020	0.025
Glastonbury	Coefficient	-0.240	-0.218	-0.476	-0.358
	Standard Error	(0.257)	(0.349)	(0.505)	(0.377)
	P-Value	0.349	0.531	0.347	0.342
	Q-Value	N/A	N/A	N/A	N/A
	Observations	839	782	800	913
	Pseudo R2	0.012	0.024	0.037	0.029
Greenwich	Coefficient	-0.094	-0.068	0.035	0.008
	Standard Error	(0.119)	(0.143)	(0.177)	(0.128)
	P-Value	0.428	0.629	0.838	0.943
	Q-Value	N/A	N/A	0.948	1
	Observations	1880	1730	1944	2159
	Pseudo R2	0.017	0.009	0.007	0.006
Groton City	Coefficient	-0.319++	-0.407++	-0.654	-0.578++
	Standard Error	(0.131)	(0.179)	(0.522)	(0.282)
	P-Value	0.016	0.023	0.209	0.041
	Q-Value	N/A	N/A	N/A	N/A
	Observations	550	515	518	596
	Pseudo R2	0.037	0.054	0.052	0.046
Groton Town	Coefficient	-0.488++	-0.546+	-0.370+	-0.472++
	Standard Error	(0.230)	(0.301)	(0.192)	(0.209)
	P-Value	0.034	0.070	0.052	0.025
	Q-Value	N/A	N/A	N/A	N/A
	Observations	1103	1059	1055	1185
	Pseudo R2	0.024	0.037	0.017	0.019
Hamden	Coefficient	0.006	-0.014	0.681+	0.107
	Standard Error	(0.201)	(0.209)	(0.372)	(0.209)
	P-Value	0.976	0.944	0.067	0.611
	Q-Value	1	N/A	0.375	0.823
	Observations	1687	1646	1223	1805
	Pseudo R2	0.013	0.016	0.017	0.013
Hartford	Coefficient	0.268+	0.275+	0.395***	0.326++
	Standard Error	(0.156)	(0.157)	(0.112)	(0.140)
	P-Value	0.086	0.079	0	0.019
	Q-Value	0.400	0.400	0.001	0.184
	Observations	1881	1860	1465	2842
	Pseudo R2	0.025	0.025	0.034	0.025
Ledyard	Coefficient	-0.125	-0.131	-0.554++	-0.287
	Standard Error	(0.342)	(0.284)	(0.273)	(0.219)
	P-Value	0.713	0.643	0.043	0.192
	Q-Value	N/A	N/A	N/A	N/A
	Observations	813	784	704	853
	Pseudo R2	0.014	0.013	0.046	0.016

*Results were not available across all specifications for departments not listed in this table.

Table C.7: Logistic Regression of Minority Status on Daylight by Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Manchester	Coefficient	-0.064	-0.086	0.079	-0.008
	Standard Error	(0.131)	(0.127)	(0.101)	(0.096)
	P-Value	0.625	0.493	0.433	0.924
	Q-Value	N/A	N/A	0.772	N/A
	Observations	1895	1827	1616	2193
	Pseudo R2	0.010	0.008	0.007	0.006
Middletown	Coefficient	-0.001	-0.046	0.416++	0.090
	Standard Error	(0.135)	(0.153)	(0.193)	(0.136)
	P-Value	0.992	0.765	0.030	0.508
	Q-Value	N/A	N/A	0.216	0.797
	Observations	848	834	684	936
	Pseudo R2	0.006	0.006	0.032	0.006
Monroe	Coefficient	-0.717+++	-0.638+++	-0.456+++	-0.528+++
	Standard Error	(0.264)	(0.244)	(0.163)	(0.148)
	P-Value	0.007	0.008	0.004	0
	Q-Value	N/A	N/A	N/A	0.001
	Observations	666	655	661	719
	Pseudo R2	0.035	0.039	0.019	0.025
Naugatuck	Coefficient	0.316+	0.328+	0.195	0.194
	Standard Error	(0.163)	(0.171)	(0.156)	(0.146)
	P-Value	0.054	0.054	0.209	0.187
	Q-Value	0.335	0.335	0.558	0.533
	Observations	798	789	806	922
	Pseudo R2	0.024	0.027	0.014	0.014
New Britain	Coefficient	-0.152+	-0.168++	-0.007	-0.072
	Standard Error	(0.087)	(0.085)	(0.079)	(0.075)
	P-Value	0.082	0.048	0.925	0.333
	Q-Value	N/A	N/A	N/A	N/A
	Observations	1080	1050	1547	1893
	Pseudo R2	0.017	0.019	0.010	0.010
New Canaan	Coefficient	-0.453	-0.591+	0.063	-0.170
	Standard Error	(0.289)	(0.323)	(0.256)	(0.202)
	P-Value	0.115	0.067	0.805	0.402
	Q-Value	N/A	N/A	0.925	N/A
	Observations	961	917	986	1057
	Pseudo R2	0.025	0.021	0.009	0.008
New Haven	Coefficient	-0.028	-0.017	0.136	0.026
	Standard Error	(0.136)	(0.134)	(0.150)	(0.127)
	P-Value	0.830	0.898	0.365	0.837
	Q-Value	N/A	N/A	0.705	0.948
	Observations	3440	3374	2030	4267
	Pseudo R2	0.013	0.014	0.019	0.014
New London	Coefficient	0.131	0.101	-0.200	-0.074
	Standard Error	(0.180)	(0.196)	(0.194)	(0.130)
	P-Value	0.463	0.609	0.301	0.574
	Q-Value	0.787	0.823	N/A	N/A
	Observations	628	621	639	823
	Pseudo R2	0.028	0.028	0.021	0.018
Newington	Coefficient	0.324+	0.223	0.266	0.230
	Standard Error	(0.187)	(0.212)	(0.324)	(0.250)
	P-Value	0.083	0.294	0.411	0.356
	Q-Value	0.400	0.672	0.757	0.705
	Observations	843	793	878	1041
	Pseudo R2	0.014	0.013	0.017	0.012

*Results were not available across all specifications for departments not listed in this table.

Table C.7: Logistic Regression of Minority Status on Daylight by Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Newtown	Coefficient	0.129	0.150	0.212	0.192
	Standard Error	(0.233)	(0.296)	(0.402)	(0.282)
	P-Value	0.578	0.611	0.597	0.495
	Q-Value	0.823	0.823	0.823	0.797
	Observations	838	817	819	891
	Pseudo R2	0.017	0.028	0.029	0.017
Norwalk	Coefficient	-0.126	-0.145	-0.090	-0.128
	Standard Error	(0.234)	(0.226)	(0.240)	(0.218)
	P-Value	0.591	0.519	0.707	0.559
	Q-Value	N/A	N/A	N/A	N/A
	Observations	1191	1152	1058	1494
	Pseudo R2	0.014	0.017	0.019	0.017
Norwich	Coefficient	0.189	0.233	-0.180	0.057
	Standard Error	(0.153)	(0.164)	(0.291)	(0.173)
	P-Value	0.216	0.155	0.535	0.741
	Q-Value	0.568	0.488	N/A	0.898
	Observations	753	722	673	838
	Pseudo R2	0.013	0.014	0.021	0.008
Old Saybrook	Coefficient	-0.014	0.004	0.513+	0.391
	Standard Error	(0.476)	(0.580)	(0.268)	(0.280)
	P-Value	0.975	0.995	0.056	0.163
	Q-Value	N/A	1	0.335	0.504
	Observations	873	856	924	956
	Pseudo R2	0.020	0.014	0.028	0.021
Orange	Coefficient	0.026	-0.001	-0.187	-0.059
	Standard Error	(0.233)	(0.277)	(0.216)	(0.194)
	P-Value	0.910	0.998	0.382	0.763
	Q-Value	1	N/A	N/A	N/A
	Observations	1059	1046	1008	1119
	Pseudo R2	0.008	0.008	0.023	0.008
Plainville	Coefficient	0.291	-0.029	0.456	0.300
	Standard Error	(0.465)	(0.532)	(0.308)	(0.280)
	P-Value	0.532	0.954	0.140	0.284
	Q-Value	0.811	N/A	0.463	0.657
	Observations	615	607	642	691
	Pseudo R2	0.065	0.068	0.020	0.034
Ridgefield	Coefficient	0.365	0.689++	0.173	0.358++
	Standard Error	(0.231)	(0.270)	(0.264)	(0.140)
	P-Value	0.115	0.010	0.512	0.009
	Q-Value	0.430	0.115	0.797	0.115
	Observations	848	805	855	921
	Pseudo R2	0.009	0.018	0.027	0.018
Rocky Hill	Coefficient	0.075	0.133	-0.041	0.028
	Standard Error	(0.238)	(0.363)	(0.407)	(0.324)
	P-Value	0.754	0.713	0.916	0.931
	Q-Value	0.898	0.893	N/A	1
	Observations	879	839	813	901
	Pseudo R2	0.021	0.014	0.027	0.016
Seymour	Coefficient	-0.691++	-0.726++	-0.700+++	-0.694+++
	Standard Error	(0.270)	(0.293)	(0.222)	(0.145)
	P-Value	0.010	0.013	0.002	0
	Q-Value	N/A	N/A	N/A	0.001
	Observations	803	784	810	866
	Pseudo R2	0.034	0.048	0.032	0.030

*Results were not available across all specifications for departments not listed in this table.

Table C.7: Logistic Regression of Minority Status on Daylight by Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Simsbury	Coefficient	-0.254	-0.298	-0.289	-0.294
	Standard Error	(0.331)	(0.261)	(0.598)	(0.310)
	P-Value	0.441	0.252	0.628	0.342
	Q-Value	N/A	N/A	N/A	N/A
	Observations	842	815	805	864
	Pseudo R2	0.023	0.030	0.034	0.019
South Windsor	Coefficient	0.043	-0.114	0.379	0.083
	Standard Error	(0.224)	(0.207)	(0.319)	(0.164)
	P-Value	0.848	0.583	0.233	0.606
	Q-Value	0.952	N/A	0.602	0.823
	Observations	1028	929	889	1038
	Pseudo R2	0.013	0.012	0.020	0.009
Southington	Coefficient	-0.028	0.143	-0.393	-0.083
	Standard Error	(0.293)	(0.333)	(0.405)	(0.234)
	P-Value	0.921	0.665	0.331	0.721
	Q-Value	N/A	0.852	N/A	N/A
	Observations	1620	1587	1585	1689
	Pseudo R2	0.008	0.008	0.028	0.009
Stamford	Coefficient	-0.103	-0.050	-0.010	-0.032
	Standard Error	(0.083)	(0.089)	(0.094)	(0.078)
	P-Value	0.222	0.566	0.907	0.679
	Q-Value	N/A	N/A	N/A	N/A
	Observations	3624	3462	3729	4635
	Pseudo R2	0.014	0.014	0.014	0.014
Stratford	Coefficient	0.259	0.273	N/A	0.137
	Standard Error	(0.166)	(0.172)	N/A	(0.182)
	P-Value	0.120	0.114	N/A	0.449
	Q-Value	0.442	0.430	N/A	0.772
	Observations	697	673	N/A	886
	Pseudo R2	0.016	0.014	N/A	0.010
Torrington	Coefficient	0.623++	0.672***	1.090***	0.890***
	Standard Error	(0.277)	(0.229)	(0.268)	(0.167)
	P-Value	0.025	0.003	0	0.001
	Q-Value	0.193	0.057	0.001	0.001
	Observations	1104	1069	1116	1165
	Pseudo R2	0.017	0.019	0.041	0.029
Trumbull	Coefficient	-0.356+++	-0.379++	-0.513++	-0.423+++
	Standard Error	(0.135)	(0.159)	(0.224)	(0.135)
	P-Value	0.008	0.017	0.021	0.002
	Q-Value	N/A	N/A	N/A	N/A
	Observations	683	660	560	749
	Pseudo R2	0.016	0.017	0.034	0.021
University of Connecticut	Coefficient	-0.105	-0.028	-0.261	-0.123
	Standard Error	(0.349)	(0.574)	(0.453)	(0.428)
	P-Value	0.762	0.961	0.564	0.772
	Q-Value	N/A	N/A	N/A	N/A
	Observations	633	564	547	606
	Pseudo R2	0.025	0.043	0.014	0.018
Wallingford	Coefficient	-0.333+	-0.259	0.232+	0.043
	Standard Error	(0.202)	(0.226)	(0.126)	(0.142)
	P-Value	0.100	0.252	0.064	0.758
	Q-Value	N/A	N/A	0.375	0.898
	Observations	1497	1462	1606	1786
	Pseudo R2	0.012	0.014	0.008	0.004

*Results were not available across all specifications for departments not listed in this table.

Table C.7: Logistic Regression of Minority Status on Daylight by Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Waterbury	Coefficient	-0.467+++	-0.469+++	-0.204	-0.337+
	Standard Error	(0.180)	(0.178)	(0.202)	(0.174)
	P-Value	0.009	0.008	0.310	0.054
	Q-Value	N/A	N/A	N/A	N/A
	Observations	851	845	877	1255
	Pseudo R2	0.013	0.014	0.010	0.008
Waterford	Coefficient	-0.172	-0.130	0.123	0.009
	Standard Error	(0.202)	(0.202)	(0.180)	(0.149)
	P-Value	0.391	0.518	0.490	0.948
	Q-Value	N/A	N/A	0.797	1
	Observations	1198	1173	1157	1350
	Pseudo R2	0.013	0.012	0.007	0.006
Watertown	Coefficient	0.115	0.115	-0.187	-0.090
	Standard Error	(0.389)	(0.391)	(0.421)	(0.354)
	P-Value	0.768	0.768	0.657	0.799
	Q-Value	0.898	0.898	N/A	N/A
	Observations	558	557	559	595
	Pseudo R2	0.029	0.034	0.027	0.017
West Hartford	Coefficient	-0.018	-0.232	-0.126	-0.162
	Standard Error	(0.125)	(0.151)	(0.152)	(0.138)
	P-Value	0.879	0.126	0.412	0.243
	Q-Value	N/A	N/A	N/A	N/A
	Observations	1682	1480	1566	1904
	Pseudo R2	0.010	0.016	0.013	0.012
West Haven	Coefficient	-0.131	-0.128	-0.008	-0.068
	Standard Error	(0.120)	(0.123)	(0.141)	(0.116)
	P-Value	0.277	0.294	0.949	0.558
	Q-Value	N/A	N/A	N/A	N/A
	Observations	1527	1497	1408	1958
	Pseudo R2	0.008	0.008	0.004	0.004
Westport	Coefficient	-0.068	-0.032	-0.428++	-0.219
	Standard Error	(0.266)	(0.273)	(0.192)	(0.217)
	P-Value	0.795	0.902	0.026	0.310
	Q-Value	N/A	N/A	N/A	N/A
	Observations	1357	1322	1284	1446
	Pseudo R2	0.024	0.027	0.017	0.012
Wethersfield	Coefficient	0.008	0.101	0.135	0.108
	Standard Error	(0.287)	(0.294)	(0.252)	(0.231)
	P-Value	0.976	0.731	0.593	0.637
	Q-Value	1	0.898	0.823	0.827
	Observations	552	533	635	766
	Pseudo R2	0.014	0.016	0.013	0.008
Willimantic	Coefficient	N/A	N/A	0.248	0.252
	Standard Error	N/A	N/A	(0.272)	(0.286)
	P-Value	N/A	N/A	0.361	0.377
	Q-Value	N/A	N/A	0.705	0.718
	Observations	N/A	N/A	537	593
	Pseudo R2	N/A	N/A	0.012	0.007
Wilton	Coefficient	-0.118	-0.115	0.194	0.081
	Standard Error	(0.203)	(0.248)	(0.174)	(0.189)
	P-Value	0.564	0.643	0.264	0.669
	Q-Value	N/A	N/A	0.640	0.852
	Observations	1000	915	982	1104
	Pseudo R2	0.014	0.013	0.019	0.008

*Results were not available across all specifications for departments not listed in this table.

Table C.7: Logistic Regression of Minority Status on Daylight by Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Windsor	Coefficient	-0.400+++	-0.486+++	0.007	-0.388+++
	Standard Error	(0.128)	(0.120)	(0.134)	(0.109)
	P-Value	0.002	0	0.958	0
	Q-Value	N/A	0.001	1	0.001
	Observations	2510	2378	1498	2626
	Pseudo R2	0.021	0.028	0.012	0.020
Woodbridge	Coefficient	-0.250	-0.232	0.782	0.019
	Standard Error	(0.236)	(0.272)	(0.493)	(0.268)
	P-Value	0.287	0.391	0.112	0.939
	Q-Value	N/A	N/A	0.430	1
	Observations	658	631	505	681
	Pseudo R2	0.021	0.025	0.048	0.021

*Results were not available across all specifications for departments not listed in this table.

Table C.8: Logistic Regression of Minority Status on Daylight by Department with Officer Fixed-Effects, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Ansonia	Coefficient	-0.216	-0.214	-0.504+	-0.328
	Standard Error	(0.264)	(0.248)	(0.282)	(0.231)
	P-Value	0.414	0.389	0.074	0.156
	Q-Value	N/A	N/A	N/A	N/A
	Observations	733	716	669	851
	Pseudo R2	0.054	0.048	0.039	0.029
Berlin	Coefficient	-0.090	-0.307	-0.187	-0.199
	Standard Error	(0.293)	(0.305)	(0.232)	(0.221)
	P-Value	0.757	0.314	0.421	0.368
	Q-Value	N/A	N/A	N/A	N/A
	Observations	808	753	874	996
	Pseudo R2	0.056	0.059	0.056	0.041
Bethel	Coefficient	0.308	0.393	-0.442	-0.185
	Standard Error	(0.384)	(0.591)	(0.312)	(0.356)
	P-Value	0.421	0.505	0.156	0.605
	Q-Value	0.727	0.825	N/A	N/A
	Observations	520	505	593	657
	Pseudo R2	0.039	0.065	0.059	0.041
Bloomfield	Coefficient	0.321+	0.314+	N/A	0.486***
	Standard Error	(0.165)	(0.166)	N/A	(0.168)
	P-Value	0.052	0.059	N/A	0.004
	Q-Value	0.301	0.323	N/A	0.079
	Observations	561	557	N/A	587
	Pseudo R2	0.096	0.096	N/A	0.092
Branford	Coefficient	-0.712+	-0.675++	-0.041	-0.352
	Standard Error	(0.388)	(0.316)	(0.370)	(0.293)
	P-Value	0.065	0.032	0.910	0.230
	Q-Value	N/A	N/A	N/A	N/A
	Observations	692	686	717	794
	Pseudo R2	0.098	0.094	0.081	0.048
Bridgeport	Coefficient	0.187***	0.184***	-0.118+++	0.056***
	Standard Error	(0.008)	(0.008)	(0.034)	(0.019)
	P-Value	0.001	0.001	0	0.006
	Q-Value	0.029	0.029	0.001	0.090
	Observations	917	898	687	1248
	Pseudo R2	0.027	0.028	0.030	0.019
Bristol	Coefficient	-0.349	-0.365	0.273	0.032
	Standard Error	(0.233)	(0.257)	(0.195)	(0.172)
	P-Value	0.136	0.156	0.163	0.853
	Q-Value	N/A	N/A	0.492	0.981
	Observations	908	881	926	1068
	Pseudo R2	0.089	0.107	0.059	0.063
Central CT State University	Coefficient	N/A	N/A	N/A	-0.293
	Standard Error	N/A	N/A	N/A	(0.323)
	P-Value	N/A	N/A	N/A	0.363
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	534
	Pseudo R2	N/A	N/A	N/A	0.030
Cheshire	Coefficient	-0.699+++	-0.933+++	-0.837+++	-0.875+++
	Standard Error	(0.229)	(0.263)	(0.314)	(0.207)
	P-Value	0.002	0	0.008	0
	Q-Value	N/A	0.001	N/A	0.001
	Observations	664	647	575	720
	Pseudo R2	0.087	0.109	0.150	0.104

*Results were not available across all specifications for departments not listed in this table.

Table C.8: Logistic Regression of Minority Status on Daylight by Department with Officer Fixed-Effects, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
CSP Headquarters	Coefficient	0.196	0.340	0.402++	0.347++
	Standard Error	(0.188)	(0.219)	(0.185)	(0.158)
	P-Value	0.296	0.120	0.029	0.028
	Q-Value	0.657	0.437	0.238	0.238
	Observations	1455	1381	1311	1655
	Pseudo R2	0.052	0.064	0.032	0.039
CSP Troop A	Coefficient	-0.140	-0.096	-0.160	-0.136
	Standard Error	(0.123)	(0.115)	(0.120)	(0.093)
	P-Value	0.256	0.407	0.182	0.142
	Q-Value	N/A	N/A	N/A	N/A
	Observations	2687	2519	2845	3300
	Pseudo R2	0.063	0.070	0.063	0.075
CSP Troop B	Coefficient	-0.289	-0.382	0.081	-0.146
	Standard Error	(0.523)	(0.558)	(0.323)	(0.275)
	P-Value	0.578	0.492	0.800	0.596
	Q-Value	N/A	N/A	0.944	N/A
	Observations	888	795	792	869
	Pseudo R2	0.059	0.101	0.068	0.054
CSP Troop C	Coefficient	0.128	0.115	0.017	0.067
	Standard Error	(0.143)	(0.192)	(0.192)	(0.109)
	P-Value	0.368	0.546	0.927	0.545
	Q-Value	0.693	0.834	0.994	0.834
	Observations	4398	4004	3833	4370
	Pseudo R2	0.068	0.070	0.086	0.075
CSP Troop D	Coefficient	0.063	0.162	-0.134	-0.007
	Standard Error	(0.155)	(0.158)	(0.184)	(0.137)
	P-Value	0.685	0.307	0.465	0.958
	Q-Value	0.915	0.660	N/A	N/A
	Observations	2903	2675	2947	3092
	Pseudo R2	0.056	0.052	0.068	0.050
CSP Troop E	Coefficient	-0.027	-0.034	0.301++	0.144
	Standard Error	(0.101)	(0.118)	(0.127)	(0.089)
	P-Value	0.788	0.774	0.017	0.103
	Q-Value	N/A	N/A	0.187	0.412
	Observations	3951	3706	3602	4121
	Pseudo R2	0.043	0.043	0.048	0.037
CSP Troop F	Coefficient	0.125	0.202	0.246+	0.194
	Standard Error	(0.158)	(0.189)	(0.142)	(0.137)
	P-Value	0.430	0.287	0.082	0.158
	Q-Value	0.734	0.652	0.368	0.492
	Observations	3276	3101	3196	3489
	Pseudo R2	0.090	0.087	0.093	0.083
CSP Troop G	Coefficient	-0.004	-0.120	0.404++	0.096
	Standard Error	(0.197)	(0.196)	(0.180)	(0.182)
	P-Value	0.978	0.540	0.025	0.601
	Q-Value	N/A	N/A	0.238	0.878
	Observations	1921	1793	1736	2402
	Pseudo R2	0.050	0.059	0.086	0.061
CSP Troop H	Coefficient	0.050	0.079	0.142	0.059
	Standard Error	(0.197)	(0.178)	(0.171)	(0.130)
	P-Value	0.801	0.657	0.409	0.652
	Q-Value	0.944	0.899	0.727	0.899
	Observations	1465	1351	1247	1685
	Pseudo R2	0.059	0.065	0.071	0.064

*Results were not available across all specifications for departments not listed in this table.

Table C.8: Logistic Regression of Minority Status on Daylight by Department with Officer Fixed-Effects, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
CSP Troop I	Coefficient	-0.212	-0.200	0.268+	-0.032
	Standard Error	(0.152)	(0.171)	(0.145)	(0.116)
	P-Value	0.164	0.241	0.064	0.777
	Q-Value	N/A	N/A	0.328	N/A
	Observations	1572	1466	1349	1758
	Pseudo R2	0.037	0.041	0.046	0.037
CSP Troop K	Coefficient	0.064	-0.078	0.398++	0.172
	Standard Error	(0.115)	(0.146)	(0.155)	(0.118)
	P-Value	0.574	0.593	0.009	0.144
	Q-Value	0.856	N/A	0.128	0.492
	Observations	2734	2565	2518	2919
	Pseudo R2	0.059	0.064	0.065	0.065
CSP Troop L	Coefficient	0.405+	0.386	0.219	0.237
	Standard Error	(0.234)	(0.418)	(0.204)	(0.245)
	P-Value	0.085	0.356	0.282	0.331
	Q-Value	0.368	0.693	0.652	0.671
	Observations	1517	1430	1515	1629
	Pseudo R2	0.075	0.087	0.096	0.085
Danbury	Coefficient	N/A	N/A	0.148	0.192
	Standard Error	N/A	N/A	(0.231)	(0.172)
	P-Value	N/A	N/A	0.523	0.263
	Q-Value	N/A	N/A	0.834	0.652
	Observations	N/A	N/A	711	790
	Pseudo R2	N/A	N/A	0.046	0.046
Darien	Coefficient	N/A	N/A	N/A	0.284
	Standard Error	N/A	N/A	N/A	(0.209)
	P-Value	N/A	N/A	N/A	0.173
	Q-Value	N/A	N/A	N/A	0.492
	Observations	N/A	N/A	N/A	505
	Pseudo R2	N/A	N/A	N/A	0.086
East Hartford	Coefficient	0.199	0.218	0.119	0.181
	Standard Error	(0.216)	(0.202)	(0.074)	(0.143)
	P-Value	0.354	0.280	0.107	0.206
	Q-Value	0.693	0.652	0.418	0.560
	Observations	828	792	628	1072
	Pseudo R2	0.034	0.034	0.024	0.025
East Haven	Coefficient	N/A	N/A	N/A	0.105
	Standard Error	N/A	N/A	N/A	(0.168)
	P-Value	N/A	N/A	N/A	0.528
	Q-Value	N/A	N/A	N/A	0.834
	Observations	N/A	N/A	N/A	562
	Pseudo R2	N/A	N/A	N/A	0.054
East Windsor	Coefficient	0.259	0.186	0.007	0.116
	Standard Error	(0.238)	(0.268)	(0.200)	(0.144)
	P-Value	0.275	0.488	0.971	0.421
	Q-Value	0.652	0.814	1	0.727
	Observations	546	538	539	618
	Pseudo R2	0.056	0.075	0.082	0.057
Enfield	Coefficient	0.189	0.152	0.048	0.104
	Standard Error	(0.152)	(0.179)	(0.150)	(0.130)
	P-Value	0.212	0.391	0.744	0.419
	Q-Value	0.569	0.717	0.919	0.727
	Observations	3372	3302	3272	3634
	Pseudo R2	0.037	0.035	0.048	0.032

*Results were not available across all specifications for departments not listed in this table.

Table C.8: Logistic Regression of Minority Status on Daylight by Department with Officer Fixed-Effects, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Fairfield	Coefficient	-0.001	0.123	0.170+	0.143
	Standard Error	(0.115)	(0.137)	(0.089)	(0.103)
	P-Value	0.990	0.368	0.057	0.164
	Q-Value	N/A	0.693	0.323	0.492
	Observations	2491	2391	2397	2874
	Pseudo R2	0.039	0.048	0.064	0.052
Farmington	Coefficient	-0.190	-0.021	-0.172	-0.136
	Standard Error	(0.233)	(0.231)	(0.367)	(0.263)
	P-Value	0.416	0.922	0.638	0.607
	Q-Value	N/A	N/A	N/A	N/A
	Observations	945	828	867	1004
	Pseudo R2	0.075	0.068	0.076	0.070
Glastonbury	Coefficient	0.075	0.097	-0.240	-0.061
	Standard Error	(0.192)	(0.240)	(0.375)	(0.208)
	P-Value	0.694	0.683	0.521	0.765
	Q-Value	0.919	0.915	N/A	N/A
	Observations	832	764	749	903
	Pseudo R2	0.041	0.071	0.090	0.076
Greenwich	Coefficient	-0.081	0.002	0.020	0.024
	Standard Error	(0.134)	(0.162)	(0.197)	(0.134)
	P-Value	0.544	0.990	0.913	0.856
	Q-Value	N/A	1	0.985	0.981
	Observations	1801	1531	1851	2121
	Pseudo R2	0.045	0.043	0.048	0.041
Groton City	Coefficient	-0.384+++	-0.439++	-0.584	-0.544+
	Standard Error	(0.133)	(0.179)	(0.592)	(0.308)
	P-Value	0.004	0.014	0.324	0.078
	Q-Value	N/A	N/A	N/A	N/A
	Observations	536	501	502	584
	Pseudo R2	0.050	0.076	0.067	0.057
Groton Town	Coefficient	-0.634++	-0.681++	-0.358++	-0.529++
	Standard Error	(0.259)	(0.340)	(0.173)	(0.208)
	P-Value	0.014	0.046	0.039	0.010
	Q-Value	N/A	N/A	N/A	N/A
	Observations	1047	968	1005	1148
	Pseudo R2	0.054	0.078	0.096	0.068
Hamden	Coefficient	-0.093	-0.128	0.538	-0.021
	Standard Error	(0.196)	(0.207)	(0.405)	(0.203)
	P-Value	0.637	0.537	0.182	0.916
	Q-Value	N/A	N/A	0.507	N/A
	Observations	1672	1629	1044	1796
	Pseudo R2	0.074	0.082	0.070	0.079
Hartford	Coefficient	0.279++	0.289++	0.409***	0.340***
	Standard Error	(0.141)	(0.142)	(0.100)	(0.123)
	P-Value	0.046	0.041	0	0.006
	Q-Value	0.298	0.272	0.001	0.090
	Observations	1857	1836	1446	2805
	Pseudo R2	0.086	0.086	0.064	0.067
Ledyard	Coefficient	-0.115	-0.115	-0.541+	-0.280
	Standard Error	(0.363)	(0.303)	(0.310)	(0.236)
	P-Value	0.749	0.703	0.082	0.236
	Q-Value	N/A	N/A	N/A	N/A
	Observations	785	756	700	849
	Pseudo R2	0.028	0.029	0.061	0.028

*Results were not available across all specifications for departments not listed in this table.

Table C.8: Logistic Regression of Minority Status on Daylight by Department with Officer Fixed-Effects, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Manchester	Coefficient	-0.101	-0.118	0.054	-0.039
	Standard Error	(0.136)	(0.130)	(0.111)	(0.100)
	P-Value	0.456	0.368	0.626	0.693
	Q-Value	N/A	N/A	0.898	N/A
	Observations	1879	1811	1584	2181
	Pseudo R2	0.043	0.041	0.035	0.029
Middletown	Coefficient	-0.064	-0.112	0.379+	0.043
	Standard Error	(0.123)	(0.134)	(0.209)	(0.120)
	P-Value	0.601	0.397	0.068	0.725
	Q-Value	N/A	N/A	0.328	0.919
	Observations	827	813	642	926
	Pseudo R2	0.039	0.041	0.071	0.035
Monroe	Coefficient	-0.690++	-0.582+++	-0.470++	-0.497+++
	Standard Error	(0.275)	(0.199)	(0.219)	(0.157)
	P-Value	0.012	0.004	0.032	0.002
	Q-Value	N/A	N/A	N/A	N/A
	Observations	634	623	618	700
	Pseudo R2	0.067	0.076	0.046	0.050
Naugatuck	Coefficient	0.326++	0.331++	0.280+	0.234+
	Standard Error	(0.146)	(0.168)	(0.153)	(0.140)
	P-Value	0.026	0.048	0.068	0.093
	Q-Value	0.238	0.300	0.328	0.391
	Observations	782	773	798	918
	Pseudo R2	0.045	0.041	0.039	0.032
New Britain	Coefficient	-0.079	-0.104	0.064	0.003
	Standard Error	(0.085)	(0.093)	(0.076)	(0.071)
	P-Value	0.344	0.264	0.405	0.962
	Q-Value	N/A	N/A	0.727	1
	Observations	1055	1025	1544	1889
	Pseudo R2	0.034	0.035	0.037	0.032
New Canaan	Coefficient	-0.314	-0.316	0.174	-0.010
	Standard Error	(0.261)	(0.257)	(0.321)	(0.243)
	P-Value	0.230	0.219	0.587	0.962
	Q-Value	N/A	N/A	0.865	N/A
	Observations	949	877	977	1053
	Pseudo R2	0.068	0.085	0.057	0.046
New Haven	Coefficient	0.144	0.178++	0.270+	0.202++
	Standard Error	(0.093)	(0.086)	(0.144)	(0.093)
	P-Value	0.119	0.037	0.061	0.028
	Q-Value	0.437	0.264	0.324	0.238
	Observations	3353	3285	1943	4160
	Pseudo R2	0.092	0.097	0.079	0.086
New London	Coefficient	0.028	-0.013	-0.240	-0.168
	Standard Error	(0.250)	(0.273)	(0.239)	(0.174)
	P-Value	0.907	0.961	0.316	0.335
	Q-Value	0.985	N/A	N/A	N/A
	Observations	613	606	627	812
	Pseudo R2	0.057	0.056	0.052	0.046
Newington	Coefficient	0.416++	0.337	0.344	0.324
	Standard Error	(0.173)	(0.211)	(0.305)	(0.236)
	P-Value	0.016	0.112	0.257	0.170
	Q-Value	0.187	0.426	0.652	0.492
	Observations	835	753	865	1036
	Pseudo R2	0.046	0.028	0.054	0.046

*Results were not available across all specifications for departments not listed in this table.

Table C.8: Logistic Regression of Minority Status on Daylight by Department with Officer Fixed-Effects, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Newtown	Coefficient	0.101	0.048	0.116	0.087
	Standard Error	(0.245)	(0.333)	(0.402)	(0.303)
	P-Value	0.675	0.884	0.772	0.772
	Q-Value	0.915	0.981	0.939	0.939
	Observations	780	736	784	854
	Pseudo R2	0.071	0.093	0.079	0.075
Norwalk	Coefficient	0.107	0.083	0.086	0.016
	Standard Error	(0.237)	(0.238)	(0.256)	(0.219)
	P-Value	0.652	0.726	0.739	0.940
	Q-Value	0.899	0.919	0.919	1
	Observations	1166	1126	1008	1474
	Pseudo R2	0.107	0.120	0.068	0.096
Norwich	Coefficient	0.224	0.261	-0.224	0.065
	Standard Error	(0.160)	(0.170)	(0.312)	(0.188)
	P-Value	0.163	0.123	0.472	0.726
	Q-Value	0.492	0.437	N/A	0.919
	Observations	725	685	623	811
	Pseudo R2	0.056	0.054	0.056	0.043
Old Saybrook	Coefficient	0.012	0.093	0.560++	0.474+
	Standard Error	(0.509)	(0.600)	(0.263)	(0.284)
	P-Value	0.981	0.876	0.032	0.094
	Q-Value	1	0.981	0.252	0.391
	Observations	824	742	900	933
	Pseudo R2	0.075	0.057	0.048	0.039
Orange	Coefficient	0.083	0.048	-0.123	0.003
	Standard Error	(0.252)	(0.296)	(0.266)	(0.218)
	P-Value	0.740	0.866	0.642	0.990
	Q-Value	0.919	0.981	N/A	1
	Observations	1048	1035	990	1109
	Pseudo R2	0.032	0.039	0.061	0.041
Plainville	Coefficient	0.500	0.202	0.300	0.301
	Standard Error	(0.503)	(0.579)	(0.293)	(0.277)
	P-Value	0.319	0.727	0.305	0.277
	Q-Value	0.666	0.919	0.660	0.652
	Observations	567	505	630	677
	Pseudo R2	0.103	0.094	0.067	0.075
Ridgefield	Coefficient	0.321	0.731+++	0.296	0.451***
	Standard Error	(0.230)	(0.280)	(0.286)	(0.156)
	P-Value	0.159	0.008	0.298	0.004
	Q-Value	0.492	0.128	0.657	0.079
	Observations	848	759	825	920
	Pseudo R2	0.059	0.048	0.064	0.048
Rocky Hill	Coefficient	0.131	0.275	0.328	0.234
	Standard Error	(0.266)	(0.356)	(0.273)	(0.244)
	P-Value	0.620	0.439	0.228	0.335
	Q-Value	0.898	0.742	0.597	0.671
	Observations	872	832	791	897
	Pseudo R2	0.061	0.054	0.104	0.064
Seymour	Coefficient	-0.720++	-0.792++	-0.465+	-0.620+++
	Standard Error	(0.344)	(0.361)	(0.250)	(0.153)
	P-Value	0.035	0.028	0.061	0
	Q-Value	N/A	N/A	N/A	0.001
	Observations	770	699	782	838
	Pseudo R2	0.068	0.096	0.075	0.067

*Results were not available across all specifications for departments not listed in this table.

Table C.8: Logistic Regression of Minority Status on Daylight by Department with Officer Fixed-Effects, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Simsbury	Coefficient	-0.164	-0.231	-0.272	-0.270
	Standard Error	(0.305)	(0.233)	(0.591)	(0.300)
	P-Value	0.592	0.324	0.646	0.368
	Q-Value	N/A	N/A	N/A	N/A
	Observations	788	713	751	810
	Pseudo R2	0.050	0.043	0.052	0.028
South Windsor	Coefficient	0.127	-0.027	0.344	0.112
	Standard Error	(0.221)	(0.252)	(0.345)	(0.179)
	P-Value	0.566	0.915	0.319	0.527
	Q-Value	0.852	N/A	0.666	0.834
	Observations	1026	927	849	1037
	Pseudo R2	0.028	0.034	0.057	0.037
Southington	Coefficient	0.037	0.210	-0.416	-0.071
	Standard Error	(0.310)	(0.351)	(0.460)	(0.247)
	P-Value	0.902	0.549	0.367	0.774
	Q-Value	0.985	0.834	N/A	N/A
	Observations	1574	1541	1479	1655
	Pseudo R2	0.039	0.046	0.063	0.039
Stamford	Coefficient	-0.101	-0.041	-0.014	-0.024
	Standard Error	(0.086)	(0.096)	(0.094)	(0.078)
	P-Value	0.243	0.669	0.880	0.757
	Q-Value	N/A	N/A	N/A	N/A
	Observations	3622	3459	3728	4634
	Pseudo R2	0.043	0.050	0.067	0.056
Stratford	Coefficient	0.182	0.209	N/A	0.028
	Standard Error	(0.207)	(0.211)	N/A	(0.208)
	P-Value	0.377	0.324	N/A	0.889
	Q-Value	0.699	0.666	N/A	0.981
	Observations	687	661	N/A	877
	Pseudo R2	0.079	0.081	N/A	0.065
Torrington	Coefficient	0.597++	0.702***	1.207***	0.962***
	Standard Error	(0.287)	(0.245)	(0.172)	(0.125)
	P-Value	0.037	0.004	0.001	0.001
	Q-Value	0.264	0.079	0.001	0.001
	Observations	1016	983	1033	1148
	Pseudo R2	0.048	0.046	0.074	0.059
Trumbull	Coefficient	-0.241+	-0.236	-0.384	-0.308++
	Standard Error	(0.129)	(0.148)	(0.256)	(0.149)
	P-Value	0.063	0.111	0.134	0.037
	Q-Value	N/A	N/A	N/A	N/A
	Observations	669	647	544	742
	Pseudo R2	0.059	0.067	0.063	0.054
University of Connecticut	Coefficient	0.174	N/A	N/A	0.185
	Standard Error	(0.291)	N/A	N/A	(0.388)
	P-Value	0.547	N/A	N/A	0.634
	Q-Value	0.834	N/A	N/A	0.899
	Observations	620	N/A	N/A	566
	Pseudo R2	0.068	N/A	N/A	0.056
Wallingford	Coefficient	-0.352+	-0.286	0.254+	0.035
	Standard Error	(0.207)	(0.238)	(0.148)	(0.158)
	P-Value	0.087	0.231	0.083	0.823
	Q-Value	N/A	N/A	0.368	0.962
	Observations	1430	1387	1526	1751
	Pseudo R2	0.035	0.041	0.029	0.028

*Results were not available across all specifications for departments not listed in this table.

Table C.8: Logistic Regression of Minority Status on Daylight by Department with Officer Fixed-Effects, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Waterbury	Coefficient	-0.402++	-0.407++	-0.182	-0.303+
	Standard Error	(0.190)	(0.192)	(0.208)	(0.168)
	P-Value	0.035	0.032	0.377	0.071
	Q-Value	N/A	N/A	N/A	N/A
	Observations	839	833	869	1244
	Pseudo R2	0.037	0.037	0.026	0.026
Waterford	Coefficient	-0.188	-0.187	0.181	0.004
	Standard Error	(0.207)	(0.202)	(0.155)	(0.140)
	P-Value	0.361	0.358	0.238	0.978
	Q-Value	N/A	N/A	0.612	1
	Observations	1192	1167	1143	1346
	Pseudo R2	0.025	0.027	0.052	0.026
Watertown	Coefficient	0.453	0.476	-0.187	0.090
	Standard Error	(0.333)	(0.333)	(0.416)	(0.358)
	P-Value	0.174	0.153	0.652	0.799
	Q-Value	0.492	0.492	N/A	0.944
	Observations	516	515	538	589
	Pseudo R2	0.112	0.122	0.129	0.093
West Hartford	Coefficient	-0.192	-0.421++	-0.175	-0.268+
	Standard Error	(0.148)	(0.182)	(0.182)	(0.163)
	P-Value	0.193	0.020	0.337	0.097
	Q-Value	N/A	N/A	N/A	N/A
	Observations	1657	1450	1543	1888
	Pseudo R2	0.090	0.123	0.170	0.138
West Haven	Coefficient	-0.184	-0.188	-0.028	-0.114
	Standard Error	(0.134)	(0.140)	(0.138)	(0.119)
	P-Value	0.170	0.178	0.837	0.337
	Q-Value	N/A	N/A	N/A	N/A
	Observations	1512	1481	1394	1941
	Pseudo R2	0.025	0.027	0.019	0.018
Westport	Coefficient	-0.074	-0.035	-0.345+	-0.222
	Standard Error	(0.308)	(0.310)	(0.207)	(0.232)
	P-Value	0.810	0.911	0.094	0.340
	Q-Value	N/A	N/A	N/A	N/A
	Observations	1318	1283	1220	1422
	Pseudo R2	0.100	0.107	0.065	0.068
Wethersfield	Coefficient	0.041	0.104	0.115	0.061
	Standard Error	(0.284)	(0.289)	(0.252)	(0.232)
	P-Value	0.885	0.718	0.649	0.794
	Q-Value	0.981	0.919	0.899	0.944
	Observations	540	521	631	763
	Pseudo R2	0.061	0.064	0.056	0.046
Willimantic	Coefficient	N/A	N/A	0.305	0.270
	Standard Error	N/A	N/A	(0.282)	(0.298)
	P-Value	N/A	N/A	0.280	0.365
	Q-Value	N/A	N/A	0.652	0.693
	Observations	N/A	N/A	525	585
	Pseudo R2	N/A	N/A	0.067	0.048
Wilton	Coefficient	-0.013	-0.010	0.280	0.156
	Standard Error	(0.256)	(0.291)	(0.203)	(0.228)
	P-Value	0.958	0.968	0.167	0.493
	Q-Value	N/A	N/A	0.492	0.814
	Observations	983	881	923	1092
	Pseudo R2	0.037	0.041	0.054	0.043

*Results were not available across all specifications for departments not listed in this table.

Table C.8: Logistic Regression of Minority Status on Daylight by Department with Officer Fixed-Effects, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Windsor	Coefficient	-0.442+++	-0.513+++	0.020	-0.405+++
	Standard Error	(0.137)	(0.130)	(0.148)	(0.123)
	P-Value	0.001	0	0.887	0.001
	Q-Value	N/A	0.001	0.981	N/A
	Observations	2506	2374	1485	2621
	Pseudo R2	0.052	0.059	0.034	0.050
Woodbridge	Coefficient	-0.223	-0.240	N/A	-0.025
	Standard Error	(0.263)	(0.284)	N/A	(0.282)
	P-Value	0.395	0.397	N/A	0.930
	Q-Value	N/A	N/A	N/A	N/A
	Observations	653	624	N/A	676
	Pseudo R2	0.050	0.083	N/A	0.082

*Results were not available across all specifications for departments not listed in this table.

Table C.9: Logistic Regression of Minority Status on Daylight by Department, All Moving Violations 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Ansonia	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Berlin	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Bethel	Coefficient	N/A	N/A	-0.416	-0.340
	Standard Error	N/A	N/A	(0.266)	(0.245)
	P-Value	N/A	N/A	0.118	0.164
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	525	562
	Pseudo R2	N/A	N/A	0.035	0.028
Bloomfield	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Branford	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Bridgeport	Coefficient	0.358***	0.328***	N/A	0.178***
	Standard Error	(0.061)	(0.057)	N/A	(0.039)
	P-Value	0.001	0.001	N/A	0.001
	Q-Value	0.001	0.001	N/A	0.001
	Observations	558	546	N/A	747
	Pseudo R2	0.032	0.032	N/A	0.029
Bristol	Coefficient	-0.565+	-0.564+	0.177	-0.100
	Standard Error	(0.298)	(0.328)	(0.314)	(0.222)
	P-Value	0.057	0.085	0.573	0.653
	Q-Value	N/A	N/A	0.972	N/A
	Observations	592	582	596	665
	Pseudo R2	0.028	0.029	0.014	0.017
Central CT State University	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Cheshire	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A

*Results were not available across all specifications for departments not listed in this table.

Table C.9: Logistic Regression of Minority Status on Daylight by Department, All Moving Violations 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
CSP Headquarters	Coefficient	0.177	0.214	0.146	0.148
	Standard Error	(0.238)	(0.277)	(0.246)	(0.212)
	P-Value	0.458	0.441	0.551	0.486
	Q-Value	0.936	0.924	0.971	0.953
	Observations	556	518	507	604
	Pseudo R2	0.029	0.032	0.023	0.019
CSP Troop A	Coefficient	-0.405++	-0.411+	-0.305++	-0.354+++
	Standard Error	(0.180)	(0.224)	(0.143)	(0.135)
	P-Value	0.025	0.068	0.032	0.008
	Q-Value	N/A	N/A	N/A	N/A
	Observations	1249	1195	1237	1389
	Pseudo R2	0.014	0.017	0.017	0.009
CSP Troop B	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
CSP Troop C	Coefficient	0.289+	0.194	0.223	0.209
	Standard Error	(0.168)	(0.230)	(0.184)	(0.155)
	P-Value	0.087	0.397	0.224	0.175
	Q-Value	0.609	0.894	0.739	0.689
	Observations	3136	2870	2854	3113
	Pseudo R2	0.014	0.017	0.009	0.013
CSP Troop D	Coefficient	0.244	0.280	0.189	0.221
	Standard Error	(0.188)	(0.231)	(0.229)	(0.193)
	P-Value	0.195	0.226	0.407	0.250
	Q-Value	0.689	0.739	0.894	0.745
	Observations	2026	1952	2001	2100
	Pseudo R2	0.010	0.019	0.023	0.016
CSP Troop E	Coefficient	0.045	0.012	0.333++	0.148
	Standard Error	(0.114)	(0.100)	(0.168)	(0.104)
	P-Value	0.695	0.902	0.048	0.157
	Q-Value	1	1	0.467	0.689
	Observations	2980	2775	2713	3059
	Pseudo R2	0.009	0.014	0.010	0.009
CSP Troop F	Coefficient	0.039	0.123	-0.034	0.027
	Standard Error	(0.195)	(0.246)	(0.173)	(0.165)
	P-Value	0.837	0.619	0.847	0.870
	Q-Value	1	0.972	N/A	1
	Observations	2321	2218	2190	2388
	Pseudo R2	0.017	0.013	0.025	0.013
CSP Troop G	Coefficient	0.063	-0.064	-0.107	-0.104
	Standard Error	(0.200)	(0.209)	(0.214)	(0.197)
	P-Value	0.754	0.758	0.617	0.596
	Q-Value	1	N/A	N/A	N/A
	Observations	1130	1042	939	1291
	Pseudo R2	0.008	0.008	0.021	0.014
CSP Troop H	Coefficient	0.187	0.118	0.382++	0.194
	Standard Error	(0.181)	(0.166)	(0.173)	(0.141)
	P-Value	0.305	0.479	0.028	0.166
	Q-Value	0.788	0.953	0.407	0.689
	Observations	949	876	814	1034
	Pseudo R2	0.016	0.018	0.014	0.010

*Results were not available across all specifications for departments not listed in this table.

Table C.9: Logistic Regression of Minority Status on Daylight by Department, All Moving Violations 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
CSP Troop I	Coefficient	-0.166	-0.126	0.273	0.019
	Standard Error	(0.171)	(0.170)	(0.256)	(0.144)
	P-Value	0.328	0.460	0.287	0.887
	Q-Value	N/A	N/A	0.763	1
	Observations	1063	996	902	1143
	Pseudo R2	0.029	0.032	0.017	0.013
CSP Troop K	Coefficient	0.247	0.081	0.458***	0.266++
	Standard Error	(0.153)	(0.152)	(0.149)	(0.114)
	P-Value	0.107	0.598	0.002	0.019
	Q-Value	0.619	0.972	0.045	0.345
	Observations	1919	1836	1835	2018
	Pseudo R2	0.009	0.006	0.013	0.008
CSP Troop L	Coefficient	0.319	0.026	0.108	0.048
	Standard Error	(0.291)	(0.483)	(0.216)	(0.231)
	P-Value	0.270	0.957	0.615	0.833
	Q-Value	0.745	1	0.972	1
	Observations	930	906	928	965
	Pseudo R2	0.017	0.027	0.008	0.016
Danbury	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Darien	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
East Hartford	Coefficient	N/A	N/A	N/A	0.020
	Standard Error	N/A	N/A	N/A	(0.234)
	P-Value	N/A	N/A	N/A	0.926
	Q-Value	N/A	N/A	N/A	1
	Observations	N/A	N/A	N/A	630
	Pseudo R2	N/A	N/A	N/A	0.009
East Haven	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
East Windsor	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Enfield	Coefficient	0.020	-0.082	0.024	-0.039
	Standard Error	(0.172)	(0.210)	(0.174)	(0.143)
	P-Value	0.904	0.694	0.892	0.785
	Q-Value	1	N/A	1	N/A
	Observations	2577	2520	2510	2720
	Pseudo R2	0.007	0.006	0.004	0.003

*Results were not available across all specifications for departments not listed in this table.

Table C.9: Logistic Regression of Minority Status on Daylight by Department, All Moving Violations 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Fairfield	Coefficient	0.140	0.314	0.115	0.221
	Standard Error	(0.150)	(0.203)	(0.130)	(0.140)
	P-Value	0.352	0.122	0.377	0.112
	Q-Value	0.851	0.629	0.874	0.619
	Observations	1666	1597	1569	1805
	Pseudo R2	0.010	0.017	0.008	0.010
Farmington	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Glastonbury	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Greenwich	Coefficient	0.001	-0.019	0.057	0.032
	Standard Error	(0.195)	(0.238)	(0.252)	(0.193)
	P-Value	0.995	0.933	0.819	0.862
	Q-Value	1	N/A	1	1
	Observations	1089	997	1099	1194
	Pseudo R2	0.016	0.010	0.016	0.008
Groton City	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Groton Town	Coefficient	-0.430+	-0.540+	-0.739++	-0.653+++
	Standard Error	(0.252)	(0.282)	(0.310)	(0.222)
	P-Value	0.086	0.054	0.017	0.003
	Q-Value	N/A	N/A	N/A	N/A
	Observations	580	554	556	620
	Pseudo R2	0.025	0.041	0.054	0.032
Hamden	Coefficient	0.009	-0.019	0.192	0.004
	Standard Error	(0.280)	(0.289)	(0.372)	(0.247)
	P-Value	0.972	0.944	0.606	0.981
	Q-Value	1	N/A	0.972	1
	Observations	695	675	526	736
	Pseudo R2	0.016	0.021	0.008	0.014
Hartford	Coefficient	0.289+	0.298+	0.182	0.264+
	Standard Error	(0.150)	(0.152)	(0.164)	(0.150)
	P-Value	0.052	0.050	0.264	0.076
	Q-Value	0.467	0.467	0.745	0.609
	Observations	943	927	654	1329
	Pseudo R2	0.025	0.024	0.024	0.019
Ledyard	Coefficient	0.026	0.101	N/A	-0.261
	Standard Error	(0.418)	(0.441)	N/A	(0.347)
	P-Value	0.950	0.818	N/A	0.449
	Q-Value	1	1	N/A	N/A
	Observations	535	516	N/A	560
	Pseudo R2	0.028	0.035	N/A	0.037

*Results were not available across all specifications for departments not listed in this table.

Table C.9: Logistic Regression of Minority Status on Daylight by Department, All Moving Violations 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Manchester	Coefficient	-0.059	-0.037	0.308	0.114
	Standard Error	(0.252)	(0.238)	(0.234)	(0.186)
	P-Value	0.814	0.875	0.187	0.540
	Q-Value	N/A	N/A	0.689	0.971
	Observations	609	584	510	678
	Pseudo R2	0.014	0.013	0.024	0.012
Middletown	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Monroe	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Naugatuck	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
New Britain	Coefficient	-0.001	0.010	0.223+	0.137
	Standard Error	(0.104)	(0.114)	(0.135)	(0.104)
	P-Value	0.994	0.924	0.097	0.184
	Q-Value	N/A	1	0.615	0.689
	Observations	669	646	851	1053
	Pseudo R2	0.024	0.026	0.009	0.010
New Canaan	Coefficient	0.207	0.020	0.112	0.025
	Standard Error	(0.465)	(0.578)	(0.349)	(0.317)
	P-Value	0.657	0.971	0.746	0.936
	Q-Value	0.995	1	1	1
	Observations	532	509	555	581
	Pseudo R2	0.027	0.029	0.020	0.014
New Haven	Coefficient	-0.028	-0.006	0.221	0.082
	Standard Error	(0.133)	(0.130)	(0.193)	(0.137)
	P-Value	0.828	0.964	0.250	0.547
	Q-Value	N/A	N/A	0.745	0.971
	Observations	1445	1405	953	1751
	Pseudo R2	0.016	0.017	0.037	0.018
New London	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Newington	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A

*Results were not available across all specifications for departments not listed in this table.

Table C.9: Logistic Regression of Minority Status on Daylight by Department, All Moving Violations 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Newtown	Coefficient	0.039	N/A	-0.231	-0.182
	Standard Error	(0.342)	N/A	(0.592)	(0.416)
	P-Value	0.906	N/A	0.695	0.660
	Q-Value	1	N/A	N/A	N/A
	Observations	511	N/A	503	542
	Pseudo R2	0.018	N/A	0.037	0.014
Norwalk	Coefficient	-0.257	-0.277	-0.675+++	-0.462++
	Standard Error	(0.236)	(0.233)	(0.219)	(0.194)
	P-Value	0.275	0.236	0.002	0.017
	Q-Value	N/A	N/A	N/A	N/A
	Observations	592	574	548	732
	Pseudo R2	0.028	0.032	0.043	0.034
Norwich	Coefficient	N/A	N/A	N/A	0.245
	Standard Error	N/A	N/A	N/A	(0.175)
	P-Value	N/A	N/A	N/A	0.164
	Q-Value	N/A	N/A	N/A	0.689
	Observations	N/A	N/A	N/A	520
	Pseudo R2	N/A	N/A	N/A	0.017
Old Saybrook	Coefficient	0.180	0.513	0.870+	0.772++
	Standard Error	(0.500)	(0.558)	(0.513)	(0.370)
	P-Value	0.716	0.358	0.090	0.037
	Q-Value	1	0.851	0.609	0.462
	Observations	569	558	594	613
	Pseudo R2	0.048	0.050	0.050	0.045
Orange	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Plainville	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Ridgefield	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Rocky Hill	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Seymour	Coefficient	-0.432	-0.483	-0.781+++	-0.638+++
	Standard Error	(0.435)	(0.509)	(0.280)	(0.231)
	P-Value	0.321	0.342	0.004	0.006
	Q-Value	N/A	N/A	N/A	N/A
	Observations	524	512	530	560
	Pseudo R2	0.045	0.072	0.048	0.034

*Results were not available across all specifications for departments not listed in this table.

Table C.9: Logistic Regression of Minority Status on Daylight by Department, All Moving Violations 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Simsbury	Coefficient	-0.532+	-0.731++	N/A	-0.805++
	Standard Error	(0.310)	(0.305)	N/A	(0.351)
	P-Value	0.086	0.017	N/A	0.021
	Q-Value	N/A	N/A	N/A	N/A
	Observations	530	511	N/A	540
	Pseudo R2	0.023	0.079	N/A	0.037
South Windsor	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Southington	Coefficient	0.165	0.512	-0.356	0.178
	Standard Error	(0.384)	(0.451)	(0.625)	(0.370)
	P-Value	0.666	0.256	0.568	0.630
	Q-Value	0.995	0.745	N/A	0.973
	Observations	926	885	862	956
	Pseudo R2	0.032	0.054	0.035	0.023
Stamford	Coefficient	-0.178	-0.118	0.061	0.002
	Standard Error	(0.142)	(0.171)	(0.101)	(0.108)
	P-Value	0.210	0.490	0.546	0.986
	Q-Value	N/A	N/A	0.971	1
	Observations	1765	1682	1848	2206
	Pseudo R2	0.014	0.013	0.014	0.013
Stratford	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Torrington	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Trumbull	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
University of Connecticut	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Wallingford	Coefficient	-0.842+++	-1.059+++	0.054	-0.310
	Standard Error	(0.298)	(0.372)	(0.225)	(0.245)
	P-Value	0.004	0.004	0.810	0.207
	Q-Value	N/A	N/A	1	N/A
	Observations	538	525	565	605
	Pseudo R2	0.048	0.056	0.032	0.023

*Results were not available across all specifications for departments not listed in this table.

Table C.9: Logistic Regression of Minority Status on Daylight by Department, All Moving Violations 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Waterbury	Coefficient	N/A	N/A	N/A	-0.435+++
	Standard Error	N/A	N/A	N/A	(0.120)
	P-Value	N/A	N/A	N/A	0
	Q-Value	N/A	N/A	N/A	0.001
	Observations	N/A	N/A	N/A	656
	Pseudo R2	N/A	N/A	N/A	0.018
Waterford	Coefficient	-0.256	-0.252	0.193	-0.057
	Standard Error	(0.231)	(0.246)	(0.372)	(0.210)
	P-Value	0.266	0.305	0.605	0.785
	Q-Value	N/A	N/A	0.972	N/A
	Observations	786	765	737	850
	Pseudo R2	0.025	0.025	0.014	0.013
Watertown	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
West Hartford	Coefficient	0.263	0.223	-0.495+	-0.136
	Standard Error	(0.261)	(0.344)	(0.259)	(0.268)
	P-Value	0.314	0.518	0.057	0.611
	Q-Value	0.788	0.971	N/A	N/A
	Observations	728	628	624	739
	Pseudo R2	0.019	0.018	0.014	0.008
West Haven	Coefficient	-0.140	-0.136	-0.352+	-0.229
	Standard Error	(0.231)	(0.225)	(0.210)	(0.194)
	P-Value	0.544	0.549	0.093	0.239
	Q-Value	N/A	N/A	N/A	N/A
	Observations	643	630	567	774
	Pseudo R2	0.018	0.017	0.017	0.014
Westport	Coefficient	-0.165	-0.233	-0.462	-0.377
	Standard Error	(0.386)	(0.393)	(0.298)	(0.275)
	P-Value	0.667	0.552	0.122	0.168
	Q-Value	N/A	N/A	N/A	N/A
	Observations	772	749	737	807
	Pseudo R2	0.021	0.034	0.043	0.017
Wethersfield	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Willimantic	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Wilton	Coefficient	-0.056	-0.071	0.395	0.216
	Standard Error	(0.202)	(0.293)	(0.293)	(0.277)
	P-Value	0.782	0.810	0.178	0.437
	Q-Value	N/A	N/A	0.689	0.924
	Observations	683	614	647	716
	Pseudo R2	0.032	0.023	0.048	0.019

*Results were not available across all specifications for departments not listed in this table.

Table C.9: Logistic Regression of Minority Status on Daylight by Department, All Moving Violations 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Windsor	Coefficient	-0.277++	-0.349++	-0.028	-0.284++
	Standard Error	(0.130)	(0.140)	(0.200)	(0.134)
	P-Value	0.034	0.012	0.887	0.034
	Q-Value	N/A	N/A	N/A	N/A
	Observations	1753	1659	1089	1831
	Pseudo R2	0.016	0.019	0.020	0.017
Woodbridge	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A

*Results were not available across all specifications for departments not listed in this table.

Table C.10: Logistic Regression of Minority Status on Daylight by Department with Officer Fixed-Effects, All Moving Violations 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Ansonia	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Berlin	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Bethel	Coefficient	N/A	N/A	N/A	-0.298
	Standard Error	N/A	N/A	N/A	(0.307)
	P-Value	N/A	N/A	N/A	0.331
	Observations	N/A	N/A	N/A	503
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	0.059
Bloomfield	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Branford	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Bridgeport	Coefficient	0.300***	0.273***	N/A	0.128***
	Standard Error	(0.009)	(0.010)	N/A	(0.028)
	P-Value	0.001	0.001	N/A	0.001
	Observations	555	544	N/A	744
	Q-Value	0.025	0.025	N/A	0.001
	Pseudo R2	0.048	0.050	N/A	0.037
Bristol	Coefficient	-0.870++	-0.904++	-0.140	-0.400
	Standard Error	(0.391)	(0.407)	(0.307)	(0.286)
	P-Value	0.026	0.026	0.651	0.162
	Observations	549	530	527	637
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	0.092	0.105	0.072	0.065
Central CT State University	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Cheshire	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A

*Results were not available across all specifications for departments not listed in this table.

Table C.10: Logistic Regression of Minority Status on Daylight by Department with Officer Fixed-Effects, All Moving Violations 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
CSP Headquarters	Coefficient	0.174	N/A	N/A	0.185
	Standard Error	(0.246)	N/A	N/A	(0.223)
	P-Value	0.479	N/A	N/A	0.407
	Observations	526	N/A	N/A	584
	Q-Value	0.888	N/A	N/A	0.859
	Pseudo R2	0.061	N/A	N/A	0.048
CSP Troop A	Coefficient	-0.425+	-0.462	-0.298+	-0.349++
	Standard Error	(0.232)	(0.289)	(0.162)	(0.156)
	P-Value	0.068	0.109	0.065	0.025
	Observations	1172	1095	1141	1315
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	0.094	0.104	0.063	0.067
CSP Troop B	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
CSP Troop C	Coefficient	0.138	0.093	-0.027	0.041
	Standard Error	(0.180)	(0.244)	(0.174)	(0.149)
	P-Value	0.441	0.699	0.875	0.779
	Observations	3039	2680	2518	2964
	Q-Value	0.869	0.967	N/A	0.967
	Pseudo R2	0.076	0.085	0.097	0.090
CSP Troop D	Coefficient	0.143	0.246	0.150	0.188
	Standard Error	(0.224)	(0.286)	(0.238)	(0.224)
	P-Value	0.519	0.388	0.527	0.402
	Observations	1937	1776	1914	2026
	Q-Value	0.888	0.859	0.888	0.859
	Pseudo R2	0.054	0.054	0.076	0.057
CSP Troop E	Coefficient	-0.003	-0.023	0.289	0.119
	Standard Error	(0.098)	(0.096)	(0.180)	(0.104)
	P-Value	0.973	0.813	0.108	0.250
	Observations	2948	2737	2637	3035
	Q-Value	N/A	N/A	0.481	0.765
	Pseudo R2	0.046	0.046	0.046	0.039
CSP Troop F	Coefficient	0.221	0.286	0.146	0.174
	Standard Error	(0.221)	(0.270)	(0.192)	(0.200)
	P-Value	0.317	0.291	0.446	0.381
	Observations	2203	2011	1885	2303
	Q-Value	0.805	0.765	0.869	0.859
	Pseudo R2	0.094	0.089	0.126	0.101
CSP Troop G	Coefficient	0.170	0.026	0.071	0.014
	Standard Error	(0.216)	(0.216)	(0.228)	(0.202)
	P-Value	0.430	0.903	0.754	0.939
	Observations	1095	1006	901	1266
	Q-Value	0.869	0.981	0.967	0.991
	Pseudo R2	0.054	0.059	0.086	0.064
CSP Troop H	Coefficient	0.115	0.123	0.611++	0.246
	Standard Error	(0.192)	(0.195)	(0.246)	(0.170)
	P-Value	0.549	0.526	0.013	0.149
	Observations	902	820	692	975
	Q-Value	0.888	0.888	0.244	0.595
	Pseudo R2	0.075	0.086	0.085	0.081

*Results were not available across all specifications for departments not listed in this table.

Table C.10: Logistic Regression of Minority Status on Daylight by Department with Officer Fixed-Effects, All Moving Violations 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
CSP Troop I	Coefficient	-0.107	-0.071	0.261	0.039
	Standard Error	(0.166)	(0.165)	(0.270)	(0.151)
	P-Value	0.519	0.663	0.333	0.794
	Observations	1016	941	845	1118
	Q-Value	N/A	N/A	0.805	0.967
	Pseudo R2	0.054	0.054	0.067	0.050
CSP Troop K	Coefficient	0.190	0.041	0.273++	0.125
	Standard Error	(0.150)	(0.174)	(0.129)	(0.118)
	P-Value	0.203	0.814	0.035	0.291
	Observations	1824	1689	1641	1964
	Q-Value	0.703	0.967	0.361	0.765
	Pseudo R2	0.063	0.065	0.057	0.061
CSP Troop L	Coefficient	0.173	-0.203	-0.078	-0.123
	Standard Error	(0.337)	(0.595)	(0.307)	(0.296)
	P-Value	0.603	0.731	0.800	0.675
	Observations	759	706	849	893
	Q-Value	0.935	N/A	N/A	N/A
	Pseudo R2	0.074	0.100	0.119	0.104
Danbury	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Darien	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Derby	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
East Hartford	Coefficient	N/A	N/A	N/A	0.057
	Standard Error	N/A	N/A	N/A	(0.245)
	P-Value	N/A	N/A	N/A	0.814
	Observations	N/A	N/A	N/A	625
	Q-Value	N/A	N/A	N/A	0.967
	Pseudo R2	N/A	N/A	N/A	0.018
East Haven	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
East Windsor	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A

*Results were not available across all specifications for departments not listed in this table.

Table C.10: Logistic Regression of Minority Status on Daylight by Department with Officer Fixed-Effects, All Moving Violations 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Enfield	Coefficient	0.076	-0.017	-0.043	-0.035
	Standard Error	(0.158)	(0.196)	(0.188)	(0.140)
	P-Value	0.625	0.926	0.814	0.800
	Observations	2544	2456	2447	2706
	Q-Value	0.935	N/A	N/A	N/A
	Pseudo R2	0.041	0.041	0.054	0.039
Fairfield	Coefficient	0.181	0.363+	0.152	0.254+
	Standard Error	(0.158)	(0.219)	(0.138)	(0.150)
	P-Value	0.247	0.098	0.270	0.090
	Observations	1610	1539	1538	1786
	Q-Value	0.765	0.481	0.765	0.481
	Pseudo R2	0.032	0.041	0.029	0.028
Farmington	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Glastonbury	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Greenwich	Coefficient	-0.026	-0.071	0.050	0.021
	Standard Error	(0.236)	(0.275)	(0.291)	(0.214)
	P-Value	0.912	0.796	0.865	0.916
	Observations	1025	844	980	1147
	Q-Value	N/A	N/A	0.981	0.981
	Pseudo R2	0.059	0.074	0.064	0.064
Groton City	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Groton Town	Coefficient	-0.430	N/A	N/A	-0.607+++
	Standard Error	(0.287)	N/A	N/A	(0.222)
	P-Value	0.136	N/A	N/A	0.006
	Observations	551	N/A	N/A	559
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	0.063	N/A	N/A	0.048
Hamden	Coefficient	-0.138	-0.172	N/A	-0.082
	Standard Error	(0.229)	(0.239)	N/A	(0.216)
	P-Value	0.544	0.474	N/A	0.703
	Observations	672	650	N/A	712
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	0.107	0.128	N/A	0.108
Hartford	Coefficient	0.314+	0.324++	0.119	0.266
	Standard Error	(0.160)	(0.165)	(0.175)	(0.164)
	P-Value	0.050	0.050	0.493	0.101
	Observations	928	912	639	1307
	Q-Value	0.361	0.361	0.888	0.481
	Pseudo R2	0.068	0.065	0.054	0.048

*Results were not available across all specifications for departments not listed in this table.

Table C.10: Logistic Regression of Minority Status on Daylight by Department with Officer Fixed-Effects, All Moving Violations 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Ledyard	Coefficient	-0.002	0.065	N/A	-0.261
	Standard Error	(0.449)	(0.467)	N/A	(0.365)
	P-Value	0.996	0.887	N/A	0.472
	Observations	519	500	N/A	555
	Q-Value	N/A	0.981	N/A	N/A
	Pseudo R2	0.046	0.054	N/A	0.050
Manchester	Coefficient	0.045	0.075	N/A	0.142
	Standard Error	(0.252)	(0.252)	N/A	(0.194)
	P-Value	0.857	0.764	N/A	0.465
	Observations	588	563	N/A	669
	Q-Value	0.981	0.967	N/A	0.885
	Pseudo R2	0.087	0.079	N/A	0.067
Middletown	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Monroe	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Naugatuck	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
New Britain	Coefficient	0.046	0.035	0.246+	0.155
	Standard Error	(0.111)	(0.128)	(0.148)	(0.118)
	P-Value	0.671	0.785	0.094	0.189
	Observations	650	626	846	1047
	Q-Value	0.962	0.967	0.481	0.689
	Pseudo R2	0.046	0.045	0.039	0.030
New Canaan	Coefficient	N/A	N/A	0.107	0.007
	Standard Error	N/A	N/A	(0.372)	(0.337)
	P-Value	N/A	N/A	0.773	0.981
	Observations	N/A	N/A	545	578
	Q-Value	N/A	N/A	0.967	1
	Pseudo R2	N/A	N/A	0.059	0.052
New Haven	Coefficient	0.167	0.203+	0.409+	0.270++
	Standard Error	(0.108)	(0.108)	(0.210)	(0.127)
	P-Value	0.123	0.059	0.052	0.034
	Observations	1373	1335	875	1655
	Q-Value	0.519	0.381	0.361	0.361
	Pseudo R2	0.057	0.061	0.071	0.057
New London	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A

*Results were not available across all specifications for departments not listed in this table.

Table C.10: Logistic Regression of Minority Status on Daylight by Department with Officer Fixed-Effects, All Moving Violations 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Newington	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Newtown	Coefficient	N/A	N/A	N/A	-0.160
	Standard Error	N/A	N/A	N/A	(0.444)
	P-Value	N/A	N/A	N/A	0.717
	Observations	N/A	N/A	N/A	512
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	0.071
Norwalk	Coefficient	-0.063	-0.103	-0.492++	-0.324+
	Standard Error	(0.239)	(0.245)	(0.245)	(0.187)
	P-Value	0.794	0.672	0.043	0.082
	Observations	559	540	521	714
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	0.130	0.142	0.100	0.115
Norwich	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Old Saybrook	Coefficient	N/A	N/A	0.930+	0.879++
	Standard Error	N/A	N/A	(0.476)	(0.365)
	P-Value	N/A	N/A	0.050	0.016
	Observations	N/A	N/A	528	578
	Q-Value	N/A	N/A	0.361	0.246
	Pseudo R2	N/A	N/A	0.089	0.068
Orange	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Plainville	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Ridgefield	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Rocky Hill	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A

*Results were not available across all specifications for departments not listed in this table.

Table C.10: Logistic Regression of Minority Status on Daylight by Department with Officer Fixed-Effects, All Moving Violations 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Seymour	Coefficient	N/A	N/A	N/A	-0.633+++
	Standard Error	N/A	N/A	N/A	(0.226)
	P-Value	N/A	N/A	N/A	0.004
	Observations	N/A	N/A	N/A	518
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	0.079
Simsbury	Coefficient	N/A	N/A	N/A	-0.792++
	Standard Error	N/A	N/A	N/A	(0.351)
	P-Value	N/A	N/A	N/A	0.024
	Observations	N/A	N/A	N/A	500
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	0.046
South Windsor	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Southington	Coefficient	0.254	0.518	-0.319	0.177
	Standard Error	(0.418)	(0.455)	(0.739)	(0.363)
	P-Value	0.542	0.254	0.666	0.626
	Observations	791	726	651	902
	Q-Value	0.888	0.765	N/A	0.935
	Pseudo R2	0.070	0.097	0.079	0.079
Stamford	Coefficient	-0.172	-0.104	0.103	0.037
	Standard Error	(0.150)	(0.181)	(0.096)	(0.112)
	P-Value	0.254	0.563	0.282	0.735
	Observations	1747	1664	1826	2206
	Q-Value	N/A	N/A	0.765	0.967
	Pseudo R2	0.045	0.048	0.068	0.059
Stratford	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Torrington	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Trumbull	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
University of Connecticut	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A

*Results were not available across all specifications for departments not listed in this table.

Table C.10: Logistic Regression of Minority Status on Daylight by Department with Officer Fixed-Effects, All Moving Violations 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Wallingford	Coefficient	N/A	N/A	N/A	-0.167
	Standard Error	N/A	N/A	N/A	(0.331)
	P-Value	N/A	N/A	N/A	0.611
	Observations	N/A	N/A	N/A	546
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	0.074
Waterbury	Coefficient	N/A	N/A	N/A	-0.250
	Standard Error	N/A	N/A	N/A	(0.180)
	P-Value	N/A	N/A	N/A	0.164
	Observations	N/A	N/A	N/A	645
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	0.048
Waterford	Coefficient	-0.272	-0.305	0.173	-0.094
	Standard Error	(0.248)	(0.261)	(0.397)	(0.225)
	P-Value	0.275	0.239	0.660	0.672
	Observations	765	744	730	846
	Q-Value	N/A	N/A	0.962	N/A
	Pseudo R2	0.043	0.052	0.028	0.028
Watertown	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
West Hartford	Coefficient	0.194	0.064	-0.505	-0.199
	Standard Error	(0.351)	(0.503)	(0.352)	(0.358)
	P-Value	0.578	0.898	0.151	0.579
	Observations	710	602	602	724
	Q-Value	0.916	0.981	N/A	N/A
	Pseudo R2	0.054	0.083	0.122	0.079
West Haven	Coefficient	-0.204	-0.202	-0.437+	-0.324
	Standard Error	(0.287)	(0.286)	(0.231)	(0.241)
	P-Value	0.477	0.477	0.057	0.181
	Observations	629	616	542	759
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	0.068	0.071	0.039	0.043
Westport	Coefficient	-0.254	-0.419	-0.460+	-0.523++
	Standard Error	(0.442)	(0.469)	(0.272)	(0.261)
	P-Value	0.563	0.370	0.090	0.046
	Observations	716	667	627	768
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	0.109	0.126	0.120	0.083
Wethersfield	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Willimantic	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A

*Results were not available across all specifications for departments not listed in this table.

Table C.10: Logistic Regression of Minority Status on Daylight by Department with Officer Fixed-Effects, All Moving Violations 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Wilton	Coefficient	0.052	0.111	0.463	0.323
	Standard Error	(0.256)	(0.375)	(0.338)	(0.337)
	P-Value	0.836	0.767	0.171	0.338
	Observations	675	578	582	691
	Q-Value	0.976	0.967	0.651	0.805
	Pseudo R2	0.063	0.043	0.082	0.052
Windsor	Coefficient	-0.344+++	-0.418+++	-0.108	-0.352+++
	Standard Error	(0.131)	(0.143)	(0.187)	(0.135)
	P-Value	0.008	0.004	0.559	0.008
	Observations	1749	1655	1053	1826
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	0.046	0.056	0.054	0.048
Woodbridge	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A

*Results were not available across all specifications for departments not listed in this table.

Table C.11: List of Departments Where No Results were Available across all Specifications

1. Avon	14. Groton Long Point	27. Redding
2. Brookfield	15. Guilford	28. Southern CT State Univ.
3. Canton	16. Madison	29. Shelton
4. Clinton	17. Meriden	30. Stonington
5. Coventry	18. Milford	31. Suffield
6. Cromwell	19. MTA Police	32. Thomaston
7. Derby	20. New Milford	33. Vernon
8. Dept. of Motor Vehicle	21. North Branford	34. Western CT State Univ.
9. East Hampton	22. North Haven	35. Weston
10. East Lyme	23. Plainfield	36. Windsor Locks
11. Easton	24. Plymouth	37. Winsted
12. Eastern CT State Univ.	25. Portland	38. Wolcott
13. Granby	26. Putnam	39. Yale University

APPENDIX D: SYNTHETIC CONTROL ANALYSIS DATA TABLES

Table D.1: Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Ansonia	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	3541	3541	3541	3541
Avon	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	1001	1001	1001	1001
Berlin	Coefficient	-0.045	-0.037	0.071	0.035
	Standard Error	(0.001)	(0.001)	(0.128)	(0.001)
	P-Value	N/A	N/A	0.578	N/A
	Q-Value	N/A	N/A	1	N/A
	Effective Sample	88381	88381	88381	88381
Bethel	Coefficient	-0.057	-0.065	0.014	-0.048
	Standard Error	(0.054)	(0.001)	(0.001)	(0.001)
	P-Value	0.303	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	142346	142346	142346	142346
Bloomfield	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	2363	2363	2363	2363
Branford	Coefficient	-0.041+	-0.032	-0.057	-0.090
	Standard Error	(0.025)	(0.025)	(0.054)	(0.074)
	P-Value	0.093	0.209	0.286	0.221
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	249189	249189	249189	249189
Bridgeport	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	4188	4188	4188	4188
Bristol	Coefficient	-0.034	-0.023	-0.065+++	-0.090++
	Standard Error	(0.020)	(0.026)	(0.019)	(0.045)
	P-Value	0.107	0.386	0.001	0.043
	Q-Value	N/A	N/A	0.001	N/A
	Effective Sample	222408	222408	222408	222408
Brookfield	Coefficient	-0.041	-0.050+++	-0.001	-0.052
	Standard Error	(0.001)	(0.010)	(0.001)	(0.001)
	P-Value	N/A	0	N/A	N/A
	Q-Value	N/A	0.001	N/A	N/A
	Effective Sample	264213	264213	264213	264213
Canton	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	653	653	653	653
CCSU	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	1348	1348	1348	1348

*Results were not available for ECSU, Groton Long Point, Middlebury, North Branford, SCSU, State Capitol PD, and WCSU

Table D.1: Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Cheshire	Coefficient	-0.017	-0.012	-0.067++	-0.078+++
	Standard Error	(0.001)	(0.001)	(0.029)	(0.020)
	P-Value	N/A	N/A	0.026	0
	Q-Value	N/A	N/A	N/A	0.001
	Effective Sample	248931	248931	248931	248931
Clinton	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	1114	1114	1114	1114
Coventry	Coefficient	-0.001	-0.008	-0.057	-0.074
	Standard Error	(0.096)	(0.001)	(0.057)	(0.001)
	P-Value	0.990	N/A	0.321	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	99051	99051	99051	99051
Cromwell	Coefficient	-0.085	-0.100	-0.020	-0.118++
	Standard Error	(0.001)	(0.001)	(0.001)	(0.048)
	P-Value	N/A	N/A	N/A	0.014
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	154184	154184	154184	154184
CSP Headquarters	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	15872	15872	15872	15872
CSP Troop A	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	15148	15148	15148	15148
CSP Troop B	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	5016	5016	5016	5016
CSP Troop C	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	17684	17684	17684	17684
CSP Troop D	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	10574	10574	10574	10574
CSP Troop E	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	13289	13289	13289	13289
CSP Troop F	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	14708	14708	14708	14708

*Results were not available for ECSU, Groton Long Point, Middlebury, North Branford, SCSU, State Capitol PD, and WCSU

Table D.1: Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
CSP Troop G	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	13213	13213	13213	13213
CSP Troop H	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	12337	12337	12337	12337
CSP Troop I	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	8392	8392	8392	8392
CSP Troop K	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	12975	12975	12975	12975
CSP Troop L	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	8417	8417	8417	8417
Danbury	Coefficient	-0.074	-0.064	0.123+	0.059
	Standard Error	(0.001)	(0.001)	(0.065)	(0.001)
	P-Value	N/A	N/A	0.061	N/A
	Q-Value	N/A	N/A	1	N/A
	Effective Sample	251801	251801	251801	251801
Darien	Coefficient	0.027+	0.032	0.050	0.079
	Standard Error	(0.014)	(0.001)	(0.030)	(0.001)
	P-Value	0.082	N/A	0.111	N/A
	Q-Value	1	N/A	1	N/A
	Effective Sample	247118	247118	247118	247118
Derby	Coefficient	0.094***	0.098***	0.043	0.136
	Standard Error	(0.013)	(0.026)	(0.001)	(0.001)
	P-Value	0.001	0	N/A	N/A
	Q-Value	0.001	0.001	N/A	N/A
	Effective Sample	265102	265102	265102	265102
DMV	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	1663	1663	1663	1663
East Hampton	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	821	821	821	821
East Hartford	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	6742	6742	6742	6742

*Results were not available for ECSU, Groton Long Point, Middlebury, North Branford, SCSU, State Capitol PD, and WCSU

Table D.1: Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
East Haven	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	2387	2387	2387	2387
East Lyme	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	1200	1200	1200	1200
East Windsor	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	1927	1927	1927	1927
Easton	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	1011	1011	1011	1011
Enfield	Coefficient	-0.101	-0.101	-0.037	-0.136
	Standard Error	(0.090)	(0.067)	(0.001)	(0.001)
	P-Value	0.261	0.128	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	219897	219897	219897	219897
Fairfield	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	8422	8422	8422	8422
Farmington	Coefficient	0.061	0.020	-0.003	0.017
	Standard Error	(0.052)	(0.032)	(0.001)	(0.037)
	P-Value	0.241	0.526	N/A	0.633
	Q-Value	1	1	N/A	1
	Effective Sample	163409	163409	163409	163409
Glastonbury	Coefficient	-0.002	-0.029	-0.030++	-0.061
	Standard Error	(0.021)	(0.018)	(0.014)	(0.001)
	P-Value	0.935	0.122	0.035	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	160555	160555	160555	160555
Granby	Coefficient	-0.035++	-0.018	-0.014	-0.032
	Standard Error	(0.017)	(0.014)	(0.001)	(0.001)
	P-Value	0.035	0.209	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	159074	159074	159074	159074
Greenwich	Coefficient	-0.043	-0.076	0.034	-0.041
	Standard Error	(0.001)	(0.057)	(0.001)	(0.052)
	P-Value	N/A	0.180	N/A	0.428
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	265877	265877	265877	265877
Groton City	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	1785	1785	1785	1785

*Results were not available for ECSU, Groton Long Point, Middlebury, North Branford, SCSU, State Capitol PD, and WCSU

Table D.1: Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Groton Town	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	5280	5280	5280	5280
Guilford	Coefficient	-0.037	-0.037+	-0.025	-0.061
	Standard Error	(0.028)	(0.020)	(0.019)	(0.001)
	P-Value	0.201	0.076	0.199	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	110239	110239	110239	110239
Hamden	Coefficient	0.076	0.083	-0.101	-0.018
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	251123	251123	251123	251123
Hartford	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	13770	13770	13770	13770
Ledyard	Coefficient	0.048	0.032	-0.010	0.020
	Standard Error	(0.041)	(0.035)	(0.001)	(0.024)
	P-Value	0.254	0.342	N/A	0.370
	Q-Value	1	1	N/A	1
	Effective Sample	136565	136565	136565	136565
Madison	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	2465	2465	2465	2465
Manchester	Coefficient	0.061++	0.048***	-0.024+	0.023
	Standard Error	(0.024)	(0.001)	(0.012)	(0.001)
	P-Value	0.010	0.001	0.050	N/A
	Q-Value	0.308	0.043	N/A	N/A
	Effective Sample	122559	122559	122559	122559
Meriden	Coefficient	-0.128	-0.129	0.100++	-0.035
	Standard Error	(0.001)	(0.001)	(0.045)	(0.041)
	P-Value	N/A	N/A	0.026	0.405
	Q-Value	N/A	N/A	0.560	N/A
	Effective Sample	234225	234225	234225	234225
Middletown	Coefficient	0.082***	0.092	-0.054	0.039
	Standard Error	(0.004)	(0.001)	(0.001)	(0.026)
	P-Value	0.001	N/A	N/A	0.136
	Q-Value	0.043	N/A	N/A	1
	Effective Sample	215352	215352	215352	215352
Milford	Coefficient	0.039	0.035	-0.008	0.027
	Standard Error	(0.001)	(0.048)	(0.050)	(0.048)
	P-Value	N/A	0.467	0.853	0.584
	Q-Value	N/A	1	N/A	1
	Effective Sample	197341	197341	197341	197341
Monroe	Coefficient	0.012	0.019	-0.003	0.023
	Standard Error	(0.027)	(0.017)	(0.001)	(0.032)
	P-Value	0.660	0.268	N/A	0.470
	Q-Value	1	1	N/A	1
	Effective Sample	77593	77593	77593	77593

*Results were not available for ECSU, Groton Long Point, Middlebury, North Branford, SCSU, State Capitol PD, and WCSU

Table D.1: Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Naugatuck	Coefficient	-0.120	-0.104	-0.082	-0.190+++
	Standard Error	(0.001)	(0.001)	(0.059)	(0.016)
	P-Value	N/A	N/A	0.172	0.001
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	117350	117350	117350	117350
New Britain	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	7074	7074	7074	7074
New Canaan	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	4322	4322	4322	4322
New Haven	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	13618	13618	13618	13618
New London	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	3754	3754	3754	3754
New Milford	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	1529	1529	1529	1529
Newington	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	3818	3818	3818	3818
Newtown	Coefficient	-0.067+++	-0.065+++	-0.119	-0.182+++
	Standard Error	(0.016)	(0.009)	(0.001)	(0.018)
	P-Value	0	0	N/A	0.001
	Q-Value	0.001	0.001	N/A	N/A
	Effective Sample	177138	177138	177138	177138
North Haven	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	2332	2332	2332	2332
Norwalk	Coefficient	0.037	0.032	0.023	0.057
	Standard Error	(0.034)	(0.032)	(0.001)	(0.064)
	P-Value	0.275	0.321	N/A	0.372
	Q-Value	1	1	N/A	1
	Effective Sample	182784	182784	182784	182784
Norwich	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	3882	3882	3882	3882

*Results were not available for ECSU, Groton Long Point, Middlebury, North Branford, SCSU, State Capitol PD, and WCSU

Table D.1: Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Old Saybrook	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	2971	2971	2971	2971
Orange	Coefficient	-0.178	-0.164++	-0.046	-0.207
	Standard Error	(0.001)	(0.071)	(0.001)	(0.186)
	P-Value	N/A	0.024	N/A	0.264
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	224176	224176	224176	224176
Plainfield	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	1387	1387	1387	1387
Plainville	Coefficient	-0.119	-0.093	-0.016	-0.104+++
	Standard Error	(0.001)	(0.001)	(0.001)	(0.032)
	P-Value	N/A	N/A	N/A	0.002
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	242448	242448	242448	242448
Plymouth	Coefficient	-0.071+++	-0.050+++	-0.061+++	-0.109+++
	Standard Error	(0.004)	(0.009)	(0.009)	(0.007)
	P-Value	0.001	0	0	0.001
	Q-Value	N/A	0.001	0.001	N/A
	Effective Sample	73114	73114	73114	73114
Portland	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	873	873	873	873
Putnam	Coefficient	-0.020	-0.010	-0.041	-0.052
	Standard Error	(0.093)	(0.019)	(0.046)	(0.001)
	P-Value	0.818	0.587	0.375	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	189223	189223	189223	189223
Redding	Coefficient	-0.020	-0.029+	0.027	-0.002
	Standard Error	(0.001)	(0.016)	(0.021)	(0.001)
	P-Value	N/A	0.059	0.224	N/A
	Q-Value	N/A	N/A	1	N/A
	Effective Sample	161508	161508	161508	161508
Ridgefield	Coefficient	-0.086	-0.089	-0.023	-0.108
	Standard Error	(0.111)	(0.001)	(0.041)	(0.001)
	P-Value	0.439	N/A	0.592	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	263101	263101	263101	263101
Rocky Hill	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	3255	3255	3255	3255
Seymour	Coefficient	-0.116+	-0.108+++	-0.028	-0.134
	Standard Error	(0.064)	(0.008)	(0.001)	(0.001)
	P-Value	0.070	0.001	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	131551	131551	131551	131551

*Results were not available for ECSU, Groton Long Point, Middlebury, North Branford, SCSU, State Capitol PD, and WCSU

Table D.1: Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Shelton	Coefficient	-0.032++	0.003	-0.039+++	-0.035+
	Standard Error	(0.016)	(0.016)	(0.012)	(0.020)
	P-Value	0.048	0.841	0.001	0.082
	Q-Value	N/A	1	0.001	N/A
	Effective Sample	162045	162045	162045	162045
Simsbury	Coefficient	-0.109	-0.123+++	-0.085	-0.203
	Standard Error	(0.001)	(0.045)	(0.001)	(0.001)
	P-Value	N/A	0.006	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	269759	269759	269759	269759
South Windsor	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	4172	4172	4172	4172
Southington	Coefficient	-0.127	-0.115+++	-0.114+++	-0.226
	Standard Error	(0.001)	(0.017)	(0.028)	(0.001)
	P-Value	N/A	0	0	N/A
	Q-Value	N/A	0.001	0.001	N/A
	Effective Sample	261813	261813	261813	261813
Stamford	Coefficient	0.017	0.014	0.052	0.068
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	264536	264536	264536	264536
Stonington	Coefficient	-0.254+++	-0.238	-0.086	-0.321
	Standard Error	(0.014)	(0.001)	(0.001)	(0.001)
	P-Value	0.001	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	120493	120493	120493	120493
Stratford	Coefficient	0.075	0.079+	0.050	0.122***
	Standard Error	(0.001)	(0.046)	(0.001)	(0.023)
	P-Value	N/A	0.094	N/A	0.001
	Q-Value	N/A	1	N/A	0.001
	Effective Sample	207338	207338	207338	207338
Suffield	Coefficient	-0.093+++	-0.094+++	-0.075+++	-0.165+++
	Standard Error	(0.008)	(0.010)	(0.008)	(0.012)
	P-Value	0.001	0.001	0.001	0.001
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	251328	251328	251328	251328
Thomaston	Coefficient	-0.143	-0.127+++	-0.043	-0.167+++
	Standard Error	(0.001)	(0.017)	(0.001)	(0.043)
	P-Value	N/A	0	N/A	0
	Q-Value	N/A	0.001	N/A	0.001
	Effective Sample	108776	108776	108776	108776
Torrington	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	6607	6607	6607	6607
Trumbull	Coefficient	0.146***	0.141***	0.054	0.197
	Standard Error	(0.027)	(0.043)	(0.001)	(0.001)
	P-Value	0.001	0.001	N/A	N/A
	Q-Value	0.001	0.048	N/A	N/A
	Effective Sample	213078	213078	213078	213078

*Results were not available for ECSU, Groton Long Point, Middlebury, North Branford, SCSU, State Capitol PD, and WCSU

Table D.1: Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
UCONN	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	3263	3263	3263	3263
Vernon	Coefficient	-0.006	-0.013	-0.039	-0.048
	Standard Error	(0.035)	(0.068)	(0.001)	(0.076)
	P-Value	0.875	0.850	N/A	0.533
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	70895	70895	70895	70895
Wallingford	Coefficient	0.008	0.010	0.023	0.034
	Standard Error	(0.001)	(0.013)	(0.014)	(0.001)
	P-Value	N/A	0.398	0.126	N/A
	Q-Value	N/A	1	1	N/A
	Effective Sample	168494	168494	168494	168494
Waterbury	Coefficient	0.074++	0.090+++	0.071+	0.157++
	Standard Error	(0.032)	(0.034)	(0.035)	(0.067)
	P-Value	0.019	0.008	0.050	0.018
	Q-Value	0.460	0.289	1	0.460
	Effective Sample	221105	221105	221105	221105
Waterford	Coefficient	0.004	0.019	0.004	0.020
	Standard Error	(0.001)	(0.028)	(0.009)	(0.001)
	P-Value	N/A	0.465	0.630	N/A
	Q-Value	N/A	1	1	N/A
	Effective Sample	230565	230565	230565	230565
Watertown	Coefficient	-0.086+++	-0.061+++	-0.050	-0.108
	Standard Error	(0.025)	(0.023)	(0.001)	(0.001)
	P-Value	0	0.008	N/A	N/A
	Q-Value	0.001	N/A	N/A	N/A
	Effective Sample	156917	156917	156917	156917
West Hartford	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	6047	6047	6047	6047
West Haven	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	7871	7871	7871	7871
Weston	Coefficient	-0.024	-0.029+	-0.017	-0.046+++
	Standard Error	(0.017)	(0.014)	(0.017)	(0.012)
	P-Value	0.162	0.054	0.300	0
	Q-Value	N/A	N/A	N/A	0.001
	Effective Sample	175386	175386	175386	175386
Westport	Coefficient	-0.024	-0.017	-0.032	-0.046
	Standard Error	(0.075)	(0.001)	(0.001)	(0.001)
	P-Value	0.745	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	65030	65030	65030	65030
Wethersfield	Coefficient	-0.116+++	-0.122+++	0.090	-0.030
	Standard Error	(0.043)	(0.041)	(0.001)	(0.019)
	P-Value	0.008	0.003	N/A	0.122
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	261096	261096	261096	261096

*Results were not available for ECSU, Groton Long Point, Middlebury, North Branford, SCSU, State Capitol PD, and WCSU

Table D.1: Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Willimantic	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	2756	2756	2756	2756
Wilton	Coefficient	0.010	-0.018	0.063	0.043
	Standard Error	(0.072)	(0.001)	(0.001)	(0.061)
	P-Value	0.884	N/A	N/A	0.476
	Q-Value	1	N/A	N/A	1
	Effective Sample	64648	64648	64648	64648
Windsor	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	10535	10535	10535	10535
Windsor Locks	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	1191	1191	1191	1191
Winsted	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	1436	1436	1436	1436
Wolcott	Coefficient	0.004	0.003	-0.014	-0.017
	Standard Error	(0.019)	(0.021)	(0.014)	(0.001)
	P-Value	0.837	0.888	0.284	N/A
	Q-Value	1	1	N/A	N/A
	Effective Sample	23855	23855	23855	23855
Woodbridge	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	1975	1975	1975	1975
Yale	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	992	992	992	992

*Results were not available for ECSU, Groton Long Point, Middlebury, North Branford, SCSU, State Capitol PD, and WCSU

Table D.2: Doubly-Robust Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Ansonia	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	3541	3541	3541	3541
Avon	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	1001	1001	1001	1001
Berlin	Coefficient	0.052	0.020	0.100	0.126
	Standard Error	N/A	(0.001)	N/A	(0.001)
	P-Value	1	N/A	0.999	N/A
	Q-Value	1	N/A	1	N/A
	Effective Sample	88381	88381	88381	88381
Bethel	Coefficient	0.017	-0.010	0.030	0.017
	Standard Error	N/A	N/A	(0.001)	N/A
	P-Value	1	1	N/A	1
	Q-Value	1	N/A	N/A	1
	Effective Sample	142346	142346	142346	142346
Bloomfield	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	2363	2363	2363	2363
Branford	Coefficient	-0.538	-0.453	0.280	-0.129
	Standard Error	N/A	(0.001)	N/A	(0.001)
	P-Value	1	N/A	1	N/A
	Q-Value	N/A	N/A	1	N/A
	Effective Sample	249189	249189	249189	249189
Bridgeport	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	4188	4188	4188	4188
Bristol	Coefficient	0.118	0.097	-0.054	0.054
	Standard Error	N/A	(0.001)	N/A	N/A
	P-Value	1	N/A	1	1
	Q-Value	1	N/A	N/A	1
	Effective Sample	222408	222408	222408	222408
Brookfield	Coefficient	0.048	-0.020	0.573	0.550
	Standard Error	(0.001)	N/A	(0.001)	N/A
	P-Value	N/A	1	N/A	1
	Q-Value	N/A	N/A	N/A	1
	Effective Sample	264213	264213	264213	264213
Canton	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	653	653	653	653
CCSU	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A

*Results were not available for ECSU, Groton Long Point, Middlebury, North Branford, SCSU, State Capitol PD, and WCSU

Table D.2: Doubly-Robust Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Cheshire	Coefficient	-1.304	-1.259	1.213	0.229
	Standard Error	N/A	N/A	(0.001)	N/A
	P-Value	1	1	N/A	1
	Q-Value	N/A	N/A	N/A	1
	Effective Sample	248931	248931	248931	248931
Clinton	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	1114	1114	1114	1114
Coventry	Coefficient	-0.140	0.009	-0.671	-0.742
	Standard Error	(0.001)	N/A	N/A	N/A
	P-Value	N/A	1	1	1
	Q-Value	N/A	1	N/A	N/A
	Effective Sample	99051	99051	99051	99051
Cromwell	Coefficient	1.865	2.089	3.170	5.492
	Standard Error	N/A	(0.001)	N/A	(0.001)
	P-Value	1	N/A	1	N/A
	Q-Value	1	N/A	N/A	N/A
	Effective Sample	154184	154184	154184	154184
CSP Headquarters	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
CSP Troop A	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
CSP Troop B	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
CSP Troop C	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
CSP Troop D	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
CSP Troop E	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
CSP Troop F	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A

*Results were not available for ECSU, Groton Long Point, Middlebury, North Branford, SCSU, State Capitol PD, and WCSU

Table D.2: Doubly-Robust Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
CSP Troop G	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
CSP Troop H	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
CSP Troop I	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
CSP Troop K	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
CSP Troop L	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
Danbury	Coefficient	0.194	0.209	-0.270	-0.063
	Standard Error	(0.001)	(0.001)	N/A	N/A
	P-Value	N/A	N/A	0.998	1
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	251801	251801	251801	251801
Darien	Coefficient	-0.188	-0.126	-0.448	-0.561
	Standard Error	(0.001)	N/A	(0.001)	(0.001)
	P-Value	N/A	1	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	247118	247118	247118	247118
Derby	Coefficient	-0.523	-0.439	0.076	-0.379
	Standard Error	(0.001)	(0.001)	N/A	(0.001)
	P-Value	N/A	N/A	1	N/A
	Q-Value	N/A	N/A	1	N/A
	Effective Sample	265102	265102	265102	265102
DMV	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
East Hampton	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
East Hartford	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A

*Results were not available for ECSU, Groton Long Point, Middlebury, North Branford, SCSU, State Capitol PD, and WCSU

Table D.2: Doubly-Robust Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
East Haven	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
East Lyme	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
East Windsor	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
Easton	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	1011	1011	1011	1011
Enfield	Coefficient	-0.196	-0.035	0.046	0.006
	Standard Error	N/A	(0.001)	(0.001)	(0.001)
	P-Value	1	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	219897	219897	219897	219897
Fairfield	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	8422	8422	8422	8422
Farmington	Coefficient	-0.869	-0.603	-0.578	-1.215
	Standard Error	(0.001)	N/A	N/A	N/A
	P-Value	N/A	1	1	1
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	163409	163409	163409	163409
Glastonbury	Coefficient	0.352	0.347	0.184	0.518
	Standard Error	(0.001)	N/A	(0.001)	N/A
	P-Value	N/A	1	N/A	1
	Q-Value	N/A	1	N/A	1
	Effective Sample	160555	160555	160555	160555
Granby	Coefficient	-0.079	-0.017	-0.474	-0.467
	Standard Error	(0.001)	N/A	(0.001)	(0.001)
	P-Value	N/A	1	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	159074	159074	159074	159074
Greenwich	Coefficient	0.981	0.851	0.806	1.656
	Standard Error	N/A	N/A	(0.001)	N/A
	P-Value	0.999	0.999	N/A	0.999
	Q-Value	1	1	N/A	1
	Effective Sample	265877	265877	265877	265877
Groton City	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A

*Results were not available for ECSU, Groton Long Point, Middlebury, North Branford, SCSU, State Capitol PD, and WCSU

Table D.2: Doubly-Robust Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Groton Town	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
Guilford	Coefficient	0.014	0.112	0.588	0.652
	Standard Error	(0.001)	N/A	(0.001)	(0.001)
	P-Value	N/A	1	N/A	N/A
	Q-Value	N/A	1	N/A	N/A
	Effective Sample	110239	110239	110239	110239
Hamden	Coefficient	0.451	0.368	0.382	0.740
	Standard Error	(0.001)	N/A	(0.001)	N/A
	P-Value	N/A	1	N/A	1
	Q-Value	N/A	1	N/A	1
	Effective Sample	251123	251123	251123	251123
Hartford	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	13770	13770	13770	13770
Ledyard	Coefficient	0.165	0.145	-0.028	0.119
	Standard Error	(0.001)	(0.001)	N/A	(0.001)
	P-Value	N/A	N/A	1	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	136565	136565	136565	136565
Madison	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	2465	2465	2465	2465
Manchester	Coefficient	0.083	0.079	-0.020	0.057
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	122559	122559	122559	122559
Meriden	Coefficient	-0.229	-0.128	-0.071	-0.195
	Standard Error	(0.001)	(0.001)	N/A	N/A
	P-Value	N/A	N/A	1	1
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	234225	234225	234225	234225
Middletown	Coefficient	0.014	0.108	-0.291	-0.178
	Standard Error	(0.001)	(0.001)	N/A	(0.001)
	P-Value	N/A	N/A	1	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	215352	215352	215352	215352
Milford	Coefficient	-0.680	-0.326	-0.402	-0.708
	Standard Error	N/A	(0.001)	(0.001)	N/A
	P-Value	1	N/A	N/A	1
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	197341	197341	197341	197341
Monroe	Coefficient	-0.004	0.050	-0.023	0.032
	Standard Error	(0.001)	N/A	N/A	(0.001)
	P-Value	N/A	1	1	N/A
	Q-Value	N/A	1	N/A	N/A
	Effective Sample	77593	77593	77593	77593

*Results were not available for ECSU, Groton Long Point, Middlebury, North Branford, SCSU, State Capitol PD, and WCSU

Table D.2: Doubly-Robust Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Naugatuck	Coefficient	-0.210	-0.215	-0.216	-0.426
	Standard Error	(0.001)	N/A	(0.001)	(0.001)
	P-Value	N/A	1	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	117350	117350	117350	117350
New Britain	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
New Canaan	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
New Haven	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
New London	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
New Milford	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
Newington	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	3818	3818	3818	3818
Newtown	Coefficient	-1.200	-1.347	-0.277	-1.618
	Standard Error	N/A	(0.001)	N/A	(0.001)
	P-Value	0.994	N/A	0.998	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	177138	177138	177138	177138
North Haven	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
Norwalk	Coefficient	0.021	-0.004	0.131	0.135
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	1	1	1	1
	Q-Value	1	N/A	1	1
	Effective Sample	182784	182784	182784	182784
Norwich	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	3882	3882	3882	3882

*Results were not available for ECSU, Groton Long Point, Middlebury, North Branford, SCSU, State Capitol PD, and WCSU

Table D.2: Doubly-Robust Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Old Saybrook	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
Orange	Coefficient	-0.481	-0.351	-0.131	-0.485
	Standard Error	(0.001)	N/A	N/A	(0.001)
	P-Value	N/A	1	1	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	224176	224176	224176	224176
Plainfield	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	1387	1387	1387	1387
Plainville	Coefficient	0.188	0.202	0.412	0.587
	Standard Error	N/A	N/A	(0.001)	(0.001)
	P-Value	1	1	N/A	N/A
	Q-Value	1	1	N/A	N/A
	Effective Sample	242448	242448	242448	242448
Plymouth	Coefficient	0.165	0.076	0.052	0.141
	Standard Error	N/A	N/A	N/A	(0.001)
	P-Value	1	1	1	N/A
	Q-Value	1	1	1	N/A
	Effective Sample	73114	73114	73114	73114
Portland	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	873	873	873	873
Putnam	Coefficient	-0.020	0.026	-0.059	-0.037
	Standard Error	N/A	(0.001)	(0.001)	N/A
	P-Value	1	N/A	N/A	1
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	189223	189223	189223	189223
Redding	Coefficient	0.493	0.407	-0.245	0.158
	Standard Error	(0.001)	N/A	(0.001)	(0.001)
	P-Value	N/A	1	N/A	N/A
	Q-Value	N/A	1	N/A	N/A
	Effective Sample	161508	161508	161508	161508
Ridgefield	Coefficient	0.490	0.504	0.014	0.490
	Standard Error	N/A	(0.001)	(0.001)	N/A
	P-Value	1	N/A	N/A	1
	Q-Value	1	N/A	N/A	1
	Effective Sample	263101	263101	263101	263101
Rocky Hill	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
Seymour	Coefficient	-0.059	-0.027	0.061	0.037
	Standard Error	N/A	N/A	(0.001)	N/A
	P-Value	1	1	N/A	1
	Q-Value	N/A	N/A	N/A	1
	Effective Sample	131551	131551	131551	131551

*Results were not available for ECSU, Groton Long Point, Middlebury, North Branford, SCSU, State Capitol PD, and WCSU

Table D.2: Doubly-Robust Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Shelton	Coefficient	-0.165	-0.046	-0.014	-0.021
	Standard Error	N/A	N/A	(0.001)	N/A
	P-Value	1	1	N/A	1
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	162045	162045	162045	162045
Simsbury	Coefficient	-0.365	-0.381	-0.725	-1.097
	Standard Error	N/A	N/A	(0.001)	(0.001)
	P-Value	0.999	0.999	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	269759	269759	269759	269759
South Windsor	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
Southington	Coefficient	0.354	0.501	0.771	1.277
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	261813	261813	261813	261813
Stamford	Coefficient	-1.429	-0.606	-1.452	-2.039
	Standard Error	N/A	N/A	(0.001)	(0.001)
	P-Value	0.999	1	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	264536	264536	264536	264536
Stonington	Coefficient	-0.264	-0.182	-0.093	-0.270
	Standard Error	(0.001)	N/A	(0.001)	(0.001)
	P-Value	N/A	1	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	120493	120493	120493	120493
Stratford	Coefficient	-0.157	-0.004	0.653	0.598
	Standard Error	N/A	N/A	(0.001)	N/A
	P-Value	1	1	N/A	1
	Q-Value	N/A	N/A	N/A	1
	Effective Sample	207338	207338	207338	207338
Suffield	Coefficient	-0.115	0.407	0.833	1.185
	Standard Error	N/A	(0.001)	(0.001)	N/A
	P-Value	0.999	N/A	N/A	0.996
	Q-Value	N/A	N/A	N/A	1
	Effective Sample	251328	251328	251328	251328
Thomaston	Coefficient	0.035	0.003	-0.219	-0.211
	Standard Error	(0.001)	N/A	(0.001)	N/A
	P-Value	N/A	1	N/A	1
	Q-Value	N/A	1	N/A	N/A
	Effective Sample	108776	108776	108776	108776
Torrington	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	6607	6607	6607	6607
Trumbull	Coefficient	0.777	0.521	0.621	1.146
	Standard Error	N/A	(0.001)	(0.001)	(0.001)
	P-Value	1	N/A	N/A	N/A
	Q-Value	1	N/A	N/A	N/A
	Effective Sample	213078	213078	213078	213078

*Results were not available for ECSU, Groton Long Point, Middlebury, North Branford, SCSU, State Capitol PD, and WCSU

Table D.2: Doubly-Robust Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
UCONN	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
Vernon	Coefficient	0.705	0.806	-0.773	0.018
	Standard Error	N/A	(0.001)	N/A	N/A
	P-Value	1	N/A	1	1
	Q-Value	1	N/A	N/A	1
	Effective Sample	70895	70895	70895	70895
Wallingford	Coefficient	0.358	0.252	0.104	0.340
	Standard Error	(0.001)	(0.001)	(0.001)	N/A
	P-Value	N/A	N/A	N/A	1
	Q-Value	N/A	N/A	N/A	1
	Effective Sample	168494	168494	168494	168494
Waterbury	Coefficient	-0.052	-0.039	0.289	0.252
	Standard Error	N/A	(0.001)	N/A	N/A
	P-Value	1	N/A	1	1
	Q-Value	N/A	N/A	1	1
	Effective Sample	221105	221105	221105	221105
Waterford	Coefficient	0.412	0.463	0.050	0.505
	Standard Error	N/A	(0.001)	(0.001)	(0.001)
	P-Value	1	N/A	N/A	N/A
	Q-Value	1	N/A	N/A	N/A
	Effective Sample	230565	230565	230565	230565
Watertown	Coefficient	-0.189	-0.116	0.094	-0.032
	Standard Error	N/A	(0.001)	N/A	(0.001)
	P-Value	1	N/A	1	N/A
	Q-Value	N/A	N/A	1	N/A
	Effective Sample	156917	156917	156917	156917
West Hartford	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
West Haven	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
Weston	Coefficient	-0.017	-0.019	-0.012	-0.032
	Standard Error	N/A	(0.001)	(0.001)	N/A
	P-Value	1	N/A	N/A	1
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	175386	175386	175386	175386
Westport	Coefficient	-0.006	-0.003	-0.041	-0.043
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	1	1	1	1
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	65030	65030	65030	65030
Wethersfield	Coefficient	-0.754	-0.736	0.305	-0.352
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	1	1	1	1
	Q-Value	N/A	N/A	1	N/A
	Effective Sample	261096	261096	261096	261096

*Results were not available for ECSU, Groton Long Point, Middlebury, North Branford, SCSU, State Capitol PD, and WCSU

Table D.2: Doubly-Robust Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2018

Department	Variable	Non-Caucasian	Black	Hispanic	Black or Hispanic
Willimantic	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
Wilton	Coefficient	0.025	-0.013	0.097	0.076
	Standard Error	(0.001)	(0.001)	(0.001)	N/A
	P-Value	N/A	N/A	N/A	1
	Q-Value	N/A	N/A	N/A	1
	Effective Sample	64648	64648	64648	64648
Windsor	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	10535	10535	10535	10535
Windsor Locks	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
Winsted	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A
Wolcott	Coefficient	0.004	0.004	-0.043	-0.039
	Standard Error	N/A	N/A	N/A	(0.001)
	P-Value	1	1	1	N/A
	Q-Value	1	1	N/A	N/A
	Effective Sample	23855	23855	23855	23855
Woodbridge	Coefficient	0.001	0.001	0.001	0.001
	Standard Error	(0.001)	(0.001)	(0.001)	(0.001)
	P-Value	1	1	1	1
	Q-Value	1	1	1	1
	Effective Sample	1975	1975	1975	1975
Yale	Coefficient	N/A	N/A	N/A	N/A
	Standard Error	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A
	Effective Sample	N/A	N/A	N/A	N/A

*Results were not available for ECSU, Groton Long Point, Middlebury, North Branford, SCSU, State Capitol PD, and WCSU

APPENDIX E: DESCRIPTIVE STATISTICS ANALYSIS DATA TABLES

Table E.1: Statewide Average Comparisons for Minority Motorists, All Departments, 2018

Department Name	Minority Stops	Difference Between Town and State Average	Minority Residents Age 16+	Difference Between Town and State Average	Difference Between Net Differences
Ansonia	36.3%	0.9%	25.6%	0.4%	0.5%
Avon	23.0%	-12.4%	9.8%	-15.4%	3.0%
Berlin	31.8%	-3.6%	5.8%	-19.5%	15.9%
Bethel	25.3%	-10.1%	13.5%	-11.7%	1.6%
Bloomfield	64.7%	29.3%	61.5%	36.3%	-6.9%
Branford	16.0%	-19.4%	8.5%	-16.7%	-2.7%
Bridgeport	72.0%	36.6%	73.3%	48.0%	-11.4%
Bristol	28.4%	-7.0%	12.7%	-12.5%	5.5%
Brookfield	21.5%	-13.9%	8.1%	-17.1%	3.2%
Canton	10.4%	-25.0%	3.3%	-22.0%	-3.0%
Cheshire	24.2%	-11.2%	8.6%	-16.6%	5.4%
Clinton	15.7%	-19.7%	6.1%	-19.1%	-0.6%
Coventry	16.8%	-18.6%	3.8%	-21.4%	2.8%
Cromwell	23.0%	-12.4%	10.6%	-14.7%	2.3%
Danbury	40.4%	5.0%	38.6%	13.4%	-8.4%
Darien	36.4%	1.0%	7.2%	-18.1%	19.0%
Derby	40.5%	5.1%	20.6%	-4.7%	9.7%
East Hampton	7.2%	-28.2%	4.6%	-20.6%	-7.6%
East Hartford	68.5%	33.1%	51.6%	26.4%	6.7%
East Haven	33.9%	-1.5%	14.0%	-11.3%	9.7%
East Lyme	17.0%	-18.4%	16.5%	-8.7%	-9.7%
East Windsor	24.6%	-10.8%	14.6%	-10.7%	-0.2%
Easton	21.4%	-14.0%	5.6%	-19.7%	5.6%
Enfield	22.2%	-13.2%	8.7%	-16.6%	3.4%
Fairfield	34.4%	-1.0%	10.0%	-15.2%	14.3%
Farmington	27.4%	-8.0%	12.6%	-12.6%	4.7%
Glastonbury	28.5%	-6.9%	11.8%	-13.4%	6.5%
Granby	7.8%	-27.6%	3.2%	-22.0%	-5.6%
Greenwich	36.7%	1.3%	18.0%	-7.3%	8.5%
Groton City*	32.9%	-2.5%	26.9%	1.7%	-4.1%
Groton Long Point*	10.3%	-25.1%	0.0%	-25.2%	0.2%
Groton Town	31.2%	-4.2%	20.4%	-4.8%	0.6%
Guilford	9.8%	-25.6%	5.7%	-19.6%	-6.0%
Hamden	41.3%	5.9%	30.9%	5.7%	0.2%
Hartford	73.9%	38.5%	80.8%	55.5%	-17.0%
Ledyard	31.1%	-4.3%	13.4%	-11.8%	7.6%
Madison	8.0%	-27.4%	4.3%	-21.0%	-6.4%
Manchester	46.6%	11.2%	27.9%	2.7%	8.5%
Meriden	54.4%	19.0%	34.9%	9.6%	9.4%
Middlebury	6.2%	-29.2%	5.6%	-19.7%	-9.6%
Middletown	36.3%	0.9%	23.5%	-1.7%	2.6%
Milford	26.4%	-9.0%	11.6%	-13.6%	4.6%
Monroe	17.8%	-17.6%	7.6%	-17.7%	0.1%
Naugatuck	32.2%	-3.2%	15.2%	-10.1%	6.9%
New Britain	63.7%	28.3%	45.0%	19.8%	8.5%
New Canaan	25.8%	-9.6%	7.2%	-18.1%	8.5%
New Haven	64.3%	28.9%	62.8%	37.6%	-8.7%
New London	44.5%	9.1%	43.6%	18.3%	-9.3%
New Milford	21.4%	-14.0%	9.7%	-15.5%	1.5%

*Census populations within the political sub-division are used as the basis for the benchmark

Table E.1: Statewide Average Comparisons for Minority Motorists, All Departments, 2018

Department Name	Minority Stops	Difference Between Town and State Average	Minority Residents Age 16+	Difference Between Town and State Average	Difference Between Net Differences
Newington	44.8%	9.4%	14.5%	-10.7%	20.1%
Newtown	19.1%	-16.3%	5.8%	-19.5%	3.2%
North Branford	12.4%	-23.0%	5.0%	-20.2%	-2.8%
North Haven	26.7%	-8.7%	10.5%	-14.7%	6.0%
Norwalk	47.8%	12.4%	40.8%	15.6%	-3.1%
Norwich	43.0%	7.6%	29.1%	3.9%	3.8%
Old Saybrook	12.9%	-22.5%	5.2%	-20.1%	-2.5%
Orange	15.3%	-20.1%	10.7%	-14.5%	-5.6%
Plainfield	9.7%	-25.7%	5.3%	-19.9%	-5.8%
Plainville	19.8%	-15.6%	10.0%	-15.2%	-0.3%
Plymouth	15.2%	-20.2%	2.5%	-22.8%	2.6%
Portland	9.3%	-26.1%	4.6%	-20.6%	-5.5%
Putnam	5.7%	-29.7%	3.4%	-21.9%	-7.8%
Redding	20.8%	-14.6%	4.4%	-20.9%	6.3%
Ridgefield	21.7%	-13.7%	7.3%	-17.9%	4.2%
Rocky Hill	22.8%	-12.6%	17.2%	-8.0%	-4.5%
Seymour	18.3%	-17.1%	9.8%	-15.5%	-1.6%
Shelton	17.6%	-17.8%	10.8%	-14.4%	-3.4%
Simsbury	13.3%	-22.1%	7.6%	-17.6%	-4.5%
South Windsor	32.5%	-2.9%	14.6%	-10.6%	7.8%
Southington	15.3%	-20.1%	6.2%	-19.1%	-1.1%
Stamford	45.3%	9.9%	43.9%	18.6%	-8.8%
Stonington	9.0%	-26.4%	4.4%	-20.9%	-5.5%
Stratford	60.3%	24.9%	27.2%	2.0%	22.9%
Suffield	10.4%	-25.0%	4.9%	-20.3%	-4.7%
Thomaston	9.2%	-26.2%	2.1%	-23.1%	-3.0%
Torrington	11.2%	-24.2%	11.0%	-14.2%	-10.0%
Trumbull	39.7%	4.3%	11.9%	-13.3%	17.6%
Vernon	34.2%	-1.2%	14.1%	-11.2%	9.9%
Wallingford	30.9%	-4.5%	11.1%	-14.1%	9.6%
Waterbury	63.2%	27.8%	48.1%	22.9%	5.0%
Waterford	30.1%	-5.3%	9.8%	-15.4%	10.0%
Watertown	16.6%	-18.8%	5.8%	-19.4%	0.6%
West Hartford	44.5%	9.1%	21.8%	-3.4%	12.6%
West Haven	52.5%	17.1%	37.6%	12.4%	4.8%
Weston	16.2%	-19.2%	7.3%	-18.0%	-1.3%
Westport	23.8%	-11.6%	8.3%	-16.9%	5.3%
Wethersfield	52.2%	16.8%	12.5%	-12.8%	29.6%
Willimantic	46.4%	11.0%	34.6%	9.3%	1.7%
Wilton	31.5%	-3.9%	8.1%	-17.1%	13.3%
Windsor	58.0%	22.6%	43.9%	18.7%	3.9%
Windsor Locks	31.8%	-3.6%	12.7%	-12.5%	8.9%
Winsted	10.4%	-25.0%	6.1%	-19.1%	-5.8%
Wolcott	23.4%	-12.0%	5.4%	-19.8%	7.8%
Woodbridge	38.0%	2.6%	12.8%	-12.4%	15.0%

*Census populations within the political sub-division are used as the basis for the benchmark

Table E.2: Statewide Average Comparisons for Black Motorists, All Departments, 2018

Department Name	Black Stops	Difference Between Town and State Average	Black Residents Age 16+	Difference Between Town and State Average	Difference Between Net Differences
Ansonia	19.7%	2.6%	9.7%	0.6%	2.0%
Avon	11.8%	-5.3%	1.4%	-7.7%	2.4%
Berlin	11.7%	-5.4%	0.7%	-8.5%	3.1%
Bethel	7.1%	-10.0%	1.7%	-7.4%	-2.7%
Bloomfield	55.5%	38.4%	54.8%	45.6%	-7.2%
Branford	6.0%	-11.1%	1.8%	-7.4%	-3.7%
Bridgeport	42.7%	25.6%	31.8%	22.7%	2.9%
Bristol	12.5%	-4.6%	3.2%	-5.9%	1.3%
Brookfield	4.6%	-12.5%	1.1%	-8.1%	-4.4%
Canton	4.9%	-12.2%	0.0%	-9.1%	-3.1%
Cheshire	11.8%	-5.3%	1.3%	-7.8%	2.5%
Clinton	3.3%	-13.8%	0.0%	-9.1%	-4.7%
Coventry	6.1%	-11.0%	0.8%	-8.3%	-2.6%
Cromwell	14.8%	-2.3%	3.7%	-5.4%	3.2%
Danbury	8.0%	-9.1%	6.4%	-2.7%	-6.4%
Darien	15.0%	-2.1%	0.0%	-9.1%	7.0%
Derby	21.3%	4.2%	6.0%	-3.1%	7.3%
East Hampton	3.7%	-13.4%	1.1%	-8.0%	-5.4%
East Hartford	40.1%	23.0%	22.5%	13.4%	9.6%
East Haven	13.7%	-3.4%	2.5%	-6.6%	3.2%
East Lyme	6.3%	-10.8%	5.9%	-3.2%	-7.5%
East Windsor	13.7%	-3.4%	6.0%	-3.2%	-0.2%
Easton	6.0%	-11.1%	0.0%	-9.1%	-1.9%
Enfield	10.9%	-6.2%	2.6%	-6.5%	0.3%
Fairfield	15.9%	-1.2%	1.7%	-7.4%	6.1%
Farmington	10.8%	-6.3%	2.2%	-6.9%	0.6%
Glastonbury	12.0%	-5.1%	1.8%	-7.3%	2.2%
Granby	4.1%	-13.0%	0.9%	-8.2%	-4.8%
Greenwich	10.3%	-6.8%	2.0%	-7.1%	0.3%
Groton City*	15.4%	-1.7%	7.7%	-1.4%	-0.3%
Groton Long Point*	1.7%	-15.4%	0.0%	-9.1%	-6.3%
Groton Town	16.5%	-0.6%	6.1%	-3.0%	2.5%
Guilford	3.3%	-13.8%	0.7%	-8.4%	-5.4%
Hamden	30.0%	12.9%	18.3%	9.2%	3.8%
Hartford	42.7%	25.6%	35.8%	26.7%	-1.1%
Ledyard	16.4%	-0.7%	3.1%	-6.0%	5.3%
Madison	2.2%	-14.9%	0.5%	-8.6%	-6.3%
Manchester	26.6%	9.5%	10.2%	1.0%	8.5%
Meriden	17.3%	0.2%	7.8%	-1.3%	1.5%
Middlebury	1.2%	-15.9%	0.0%	-9.1%	-6.7%
Middletown	24.5%	7.4%	11.7%	2.6%	4.9%
Milford	13.7%	-3.4%	2.2%	-6.9%	3.5%
Monroe	8.4%	-8.7%	1.3%	-7.8%	-0.9%
Naugatuck	14.7%	-2.4%	4.1%	-5.0%	2.6%
New Britain	18.6%	1.5%	10.7%	1.6%	-0.1%
New Canaan	8.2%	-8.9%	1.1%	-8.1%	-0.8%
New Haven	43.1%	26.0%	32.2%	23.0%	3.0%
New London	21.1%	4.0%	15.2%	6.1%	-2.1%
New Milford	5.7%	-11.4%	1.7%	-7.4%	-4.0%

*Census populations within the political sub-division are used as the basis for the benchmark

Table E.2: Statewide Average Comparisons for Black Motorists, All Departments, 2018

Department Name	Black Stops	Difference Between Town and State Average	Black Residents Age 16+	Difference Between Town and State Average	Difference Between Net Differences
Newington	18.2%	1.1%	3.0%	-6.1%	7.2%
Newtown	8.5%	-8.6%	0.7%	-8.4%	-0.2%
North Branford	8.3%	-8.8%	1.3%	-7.8%	-1.0%
North Haven	15.2%	-1.9%	2.9%	-6.2%	4.3%
Norwalk	23.1%	6.0%	13.1%	4.0%	2.0%
Norwich	22.2%	5.1%	9.0%	-0.2%	5.2%
Old Saybrook	3.4%	-13.7%	0.0%	-9.1%	-4.6%
Orange	8.9%	-8.2%	1.3%	-7.8%	-0.4%
Plainfield	3.8%	-13.3%	1.0%	-8.2%	-5.1%
Plainville	7.1%	-10.0%	2.7%	-6.4%	-3.6%
Plymouth	6.9%	-10.2%	0.0%	-9.1%	-1.1%
Portland	3.6%	-13.5%	1.9%	-7.2%	-6.3%
Putnam	2.5%	-14.6%	1.2%	-7.9%	-6.6%
Redding	5.1%	-12.0%	0.0%	-9.1%	-2.9%
Ridgefield	6.1%	-11.0%	0.8%	-8.4%	-2.6%
Rocky Hill	11.2%	-5.9%	3.8%	-5.4%	-0.6%
Seymour	8.9%	-8.2%	2.2%	-6.9%	-1.3%
Shelton	10.7%	-6.4%	2.1%	-7.1%	0.6%
Simsbury	5.9%	-11.2%	1.5%	-7.7%	-3.6%
South Windsor	14.9%	-2.2%	3.7%	-5.4%	3.3%
Southington	6.4%	-10.7%	1.3%	-7.8%	-2.9%
Stamford	19.3%	2.2%	12.9%	3.7%	-1.5%
Stonington	4.1%	-13.0%	0.8%	-8.3%	-4.7%
Stratford	37.6%	20.5%	12.8%	3.6%	16.8%
Suffield	4.7%	-12.4%	1.4%	-7.7%	-4.7%
Thomaston	3.9%	-13.2%	0.0%	-9.1%	-4.1%
Torrington	3.8%	-13.3%	2.1%	-7.0%	-6.3%
Trumbull	23.3%	6.2%	2.9%	-6.2%	12.4%
Vernon	20.4%	3.3%	4.7%	-4.4%	7.8%
Wallingford	11.6%	-5.5%	1.3%	-7.8%	2.3%
Waterbury	30.2%	13.1%	17.4%	8.3%	4.8%
Waterford	14.4%	-2.7%	2.3%	-6.8%	4.1%
Watertown	7.8%	-9.3%	1.2%	-7.9%	-1.4%
West Hartford	17.2%	0.1%	5.7%	-3.5%	3.6%
West Haven	28.5%	11.4%	17.7%	8.6%	2.8%
Weston	6.3%	-10.8%	1.3%	-7.9%	-2.9%
Westport	12.2%	-4.9%	1.2%	-7.9%	3.0%
Wethersfield	18.3%	1.2%	2.7%	-6.4%	7.6%
Willimantic	8.1%	-9.0%	4.1%	-5.0%	-3.9%
Wilton	11.0%	-6.1%	1.0%	-8.1%	2.0%
Windsor	42.4%	25.3%	32.2%	23.1%	2.2%
Windsor Locks	20.7%	3.6%	4.3%	-4.8%	8.5%
Winsted	4.5%	-12.6%	1.0%	-8.1%	-4.6%
Wolcott	11.2%	-5.9%	1.5%	-7.6%	1.7%
Woodbridge	25.1%	8.0%	1.9%	-7.2%	15.2%

*Census populations within the political sub-division are used as the basis for the benchmark

Table E.3: Statewide Average Comparisons for Hispanic Motorists, All Departments, 2018

Department Name	Hispanic Stops	Difference Between Town and State Average	Hispanic Residents Age 16+	Difference Between Town and State Average	Difference Between Net Differences
Ansonia	15.3%	0.1%	14.0%	2.1%	-2.0%
Avon	7.3%	-7.9%	2.8%	-9.2%	1.2%
Berlin	18.0%	2.8%	2.7%	-9.2%	12.0%
Bethel	15.4%	0.2%	6.7%	-5.3%	5.5%
Bloomfield	8.7%	-6.5%	4.8%	-7.1%	0.6%
Branford	8.7%	-6.5%	3.4%	-8.5%	2.0%
Bridgeport	28.0%	12.8%	36.2%	24.3%	-11.5%
Bristol	14.6%	-0.6%	7.6%	-4.3%	3.7%
Brookfield	13.8%	-1.4%	3.8%	-8.1%	6.7%
Canton	2.9%	-12.3%	1.9%	-10.0%	-2.3%
Cheshire	10.4%	-4.8%	2.3%	-9.6%	4.7%
Clinton	9.9%	-5.3%	4.4%	-7.5%	2.2%
Coventry	7.6%	-7.6%	2.2%	-9.7%	2.1%
Cromwell	5.3%	-9.9%	3.9%	-8.0%	-1.9%
Danbury	30.7%	15.5%	23.3%	11.3%	4.2%
Darien	18.9%	3.7%	3.5%	-8.4%	12.1%
Derby	17.9%	2.7%	12.4%	0.5%	2.3%
East Hampton	2.1%	-13.1%	2.0%	-9.9%	-3.2%
East Hartford	26.6%	11.4%	22.9%	11.0%	0.4%
East Haven	18.3%	3.1%	8.4%	-3.5%	6.6%
East Lyme	7.5%	-7.7%	5.1%	-6.8%	-0.9%
East Windsor	9.9%	-5.3%	4.3%	-7.6%	2.2%
Easton	13.7%	-1.5%	2.6%	-9.4%	7.9%
Enfield	9.5%	-5.7%	4.0%	-7.9%	2.2%
Fairfield	15.9%	0.7%	4.5%	-7.4%	8.1%
Farmington	10.9%	-4.3%	3.2%	-8.7%	4.4%
Glastonbury	11.5%	-3.7%	3.6%	-8.3%	4.6%
Granby	3.0%	-12.2%	1.4%	-10.5%	-1.7%
Greenwich	20.8%	5.6%	9.2%	-2.8%	8.3%
Groton City*	13.3%	-1.9%	11.8%	-0.1%	-1.8%
Groton Long Point*	8.6%	-6.6%	0.0%	-11.9%	5.3%
Groton Town	11.5%	-3.7%	7.4%	-4.5%	0.8%
Guilford	4.0%	-11.2%	2.9%	-9.0%	-2.2%
Hamden	9.6%	-5.6%	7.6%	-4.3%	-1.3%
Hartford	30.1%	14.9%	41.0%	29.1%	-14.2%
Ledyard	10.8%	-4.4%	4.6%	-7.3%	3.0%
Madison	4.7%	-10.5%	1.7%	-10.2%	-0.4%
Manchester	17.1%	1.9%	9.9%	-2.0%	3.9%
Meriden	35.8%	20.6%	24.9%	13.0%	7.6%
Middlebury	1.2%	-14.0%	2.2%	-9.7%	-4.3%
Middletown	10.0%	-5.2%	6.8%	-5.1%	0.0%
Milford	9.8%	-5.4%	4.4%	-7.5%	2.1%
Monroe	7.6%	-7.6%	4.3%	-7.6%	0.0%
Naugatuck	16.1%	0.9%	7.8%	-4.1%	5.1%
New Britain	43.5%	28.3%	31.8%	19.8%	8.4%
New Canaan	13.8%	-1.4%	2.7%	-9.2%	7.8%
New Haven	19.2%	4.0%	24.8%	12.9%	-8.9%
New London	21.9%	6.7%	25.1%	13.2%	-6.4%
New Milford	14.1%	-1.1%	5.5%	-6.5%	5.3%

*Census populations within the political sub-division are used as the basis for the benchmark

Table E.3: Statewide Average Comparisons for Hispanic Motorists, All Departments, 2018

Department Name	Hispanic Stops	Difference Between Town and State Average	Hispanic Residents Age 16+	Difference Between Town and State Average	Difference Between Net Differences
Newington	23.2%	8.0%	6.4%	-5.5%	13.5%
Newtown	8.4%	-6.8%	2.9%	-9.0%	2.2%
North Branford	3.6%	-11.6%	2.3%	-9.6%	-2.0%
North Haven	9.1%	-6.1%	3.3%	-8.6%	2.6%
Norwalk	22.0%	6.8%	22.7%	10.8%	-3.9%
Norwich	17.1%	1.9%	10.6%	-1.3%	3.2%
Old Saybrook	7.4%	-7.8%	2.9%	-9.0%	1.2%
Orange	5.2%	-10.0%	2.5%	-9.4%	-0.6%
Plainfield	5.1%	-10.1%	3.3%	-8.6%	-1.5%
Plainville	11.5%	-3.7%	5.2%	-6.7%	3.0%
Plymouth	7.5%	-7.7%	2.5%	-9.4%	1.8%
Portland	4.5%	-10.7%	2.8%	-9.2%	-1.6%
Putnam	2.6%	-12.6%	2.2%	-9.7%	-2.9%
Redding	12.8%	-2.4%	2.4%	-9.5%	7.1%
Ridgefield	12.2%	-3.0%	3.5%	-8.4%	5.5%
Rocky Hill	7.9%	-7.3%	4.7%	-7.3%	0.0%
Seymour	8.0%	-7.2%	5.5%	-6.4%	-0.8%
Shelton	6.9%	-8.3%	5.2%	-6.7%	-1.5%
Simsbury	4.2%	-11.0%	2.6%	-9.3%	-1.7%
South Windsor	10.4%	-4.8%	3.6%	-8.3%	3.5%
Southington	7.0%	-8.2%	2.8%	-9.1%	0.9%
Stamford	23.0%	7.8%	22.9%	11.0%	-3.2%
Stonington	3.2%	-12.0%	1.9%	-10.0%	-2.0%
Stratford	20.6%	5.4%	11.9%	0.0%	5.4%
Suffield	4.1%	-11.1%	2.2%	-9.7%	-1.4%
Thomaston	4.0%	-11.2%	2.1%	-9.8%	-1.3%
Torrington	6.3%	-8.9%	6.9%	-5.0%	-3.9%
Trumbull	14.0%	-1.2%	5.1%	-6.9%	5.6%
Vernon	11.1%	-4.1%	5.2%	-6.7%	2.6%
Wallingford	17.2%	2.0%	6.7%	-5.2%	7.2%
Waterbury	32.3%	17.1%	27.5%	15.6%	1.5%
Waterford	13.5%	-1.7%	4.1%	-7.8%	6.2%
Watertown	8.2%	-7.0%	3.0%	-8.9%	1.9%
West Hartford	19.1%	3.9%	8.8%	-3.1%	7.1%
West Haven	22.7%	7.5%	16.0%	4.1%	3.4%
Weston	7.7%	-7.5%	3.1%	-8.9%	1.3%
Westport	9.7%	-5.5%	3.2%	-8.7%	3.2%
Wethersfield	31.8%	16.6%	7.1%	-4.8%	21.4%
Willimantic	37.0%	21.8%	28.9%	17.0%	4.8%
Wilton	15.1%	-0.1%	2.7%	-9.2%	9.1%
Windsor	11.6%	-3.6%	7.3%	-4.6%	1.0%
Windsor Locks	8.7%	-6.5%	3.5%	-8.5%	2.0%
Winsted	4.9%	-10.3%	4.3%	-7.6%	-2.6%
Wolcott	10.8%	-4.4%	2.8%	-9.1%	4.7%
Woodbridge	9.2%	-6.0%	2.7%	-9.2%	3.2%

*Census populations within the political sub-division are used as the basis for the benchmark

Table E.4: Ratio of Minority EDP to Minority Stops, All Departments, 2018

Department Name	Number of Stops	% Minority Stops	% Minority EDP	Absolute Difference	Ratio
Ansonia	1,033	36.3%	25.1%	11.2%	1.45
Avon	205	18.0%	13.3%	4.8%	1.36
Berlin	1,490	27.4%	12.9%	14.5%	2.12
Bethel	1,333	25.4%	16.5%	8.9%	1.54
Bloomfield	792	54.8%	42.7%	12.1%	1.28
Branford	1,472	15.1%	13.1%	2.0%	1.15
Bridgeport	1,499	71.6%	61.8%	9.8%	1.16
Bristol	924	22.1%	14.2%	7.9%	1.55
Brookfield	569	20.4%	10.3%	10.1%	1.98
Canton	261	6.5%	6.9%	-0.4%	0.95
Cheshire	1,226	19.2%	14.5%	4.7%	1.32
Clinton	410	14.4%	8.4%	6.0%	1.71
Coventry	299	12.7%	5.0%	7.7%	2.52
Cromwell	474	18.1%	15.7%	2.5%	1.16
Danbury	3,106	38.4%	32.0%	6.5%	1.20
Darien	1,219	37.5%	15.9%	21.6%	2.36
Derby	126	34.1%	21.1%	13.0%	1.61
East Hampton	266	4.5%	5.8%	-1.3%	0.78
East Hartford	2,852	68.1%	40.0%	28.1%	1.70
East Haven	516	29.8%	16.6%	13.3%	1.80
East Lyme	292	11.0%	10.7%	0.3%	1.02
East Windsor	670	20.6%	19.2%	1.4%	1.07
Easton	397	25.9%	7.5%	18.4%	3.46
Enfield	1,933	20.6%	12.6%	8.0%	1.63
Fairfield	4,109	34.0%	17.5%	16.5%	1.94
Farmington	1,578	22.9%	18.8%	4.0%	1.21
Glastonbury	1,202	23.9%	16.0%	7.9%	1.50
Granby	236	5.9%	6.3%	-0.4%	0.94
Greenwich	2,126	31.2%	24.6%	6.5%	1.27
Groton City	636	27.8%	18.4%	9.4%	1.51
Groton Long Point	18	16.7%	18.4%	-1.7%	0.91
Groton Town	1,003	25.1%	18.4%	6.7%	1.37
Guilford	407	9.6%	8.3%	1.3%	1.15
Hamden	4,446	37.2%	29.5%	7.7%	1.26
Hartford	4,393	67.5%	50.1%	17.4%	1.35
Ledyard	786	21.6%	15.8%	5.8%	1.37
Madison	833	7.9%	6.5%	1.5%	1.22
Manchester	2,828	41.9%	26.7%	15.3%	1.57
Meriden	720	49.0%	31.4%	17.6%	1.56
Middlebury	23	0.0%	11.4%	-11.4%	0.00
Middletown	816	32.8%	21.9%	11.0%	1.50
Milford	834	21.8%	18.0%	3.9%	1.21
Monroe	877	13.7%	11.6%	2.1%	1.18
Naugatuck	935	26.2%	16.9%	9.3%	1.55
New Britain	2,217	59.4%	38.9%	20.5%	1.53
New Canaan	1,465	22.1%	13.8%	8.3%	1.60
New Haven	5,825	61.5%	46.3%	15.2%	1.33

Table E.4: Ratio of Minority EDP to Minority Stops, All Departments, 2018

Department Name	Number of Stops	% Minority Stops	% Minority EDP	Absolute Difference	Ratio
New London	1,005	38.5%	33.7%	4.8%	1.14
New Milford	377	16.7%	11.3%	5.4%	1.48
Newington	1,037	39.2%	19.0%	20.2%	2.06
Newtown	1,330	18.3%	9.5%	8.9%	1.94
North Branford	77	7.8%	8.8%	-1.0%	0.89
North Haven	824	24.2%	17.5%	6.6%	1.38
Norwalk	2,395	40.0%	36.9%	3.1%	1.08
Norwich	744	35.1%	24.7%	10.4%	1.42
Old Saybrook	665	13.8%	8.5%	5.3%	1.63
Orange	1,302	15.4%	19.5%	-4.1%	0.79
Plainfield	212	7.1%	6.7%	0.3%	1.05
Plainville	825	16.4%	14.3%	2.1%	1.15
Plymouth	624	9.8%	4.6%	5.2%	2.13
Portland	264	7.6%	7.0%	0.6%	1.08
Putnam	281	3.9%	6.1%	-2.2%	0.64
Redding	232	19.0%	7.6%	11.4%	2.51
Ridgefield	2,450	22.0%	13.1%	8.9%	1.68
Rocky Hill	882	19.3%	19.6%	-0.3%	0.98
Seymour	1,244	16.2%	12.4%	3.7%	1.30
Shelton	77	14.3%	17.2%	-2.9%	0.83
Simsbury	1,213	11.8%	11.3%	0.4%	1.04
South Windsor	1,572	27.9%	17.9%	10.0%	1.56
Southington	1,850	11.8%	10.2%	1.6%	1.15
Stamford	6,866	40.4%	38.8%	1.6%	1.04
Stonington	670	7.3%	7.4%	0.0%	0.99
Stratford	1,158	54.8%	27.9%	27.0%	1.97
Suffield	170	7.1%	8.6%	-1.6%	0.82
Thomaston	426	4.9%	6.4%	-1.5%	0.77
Torrington	1,710	12.2%	12.2%	0.0%	1.00
Trumbull	653	34.8%	18.2%	16.5%	1.91
Vernon	413	23.5%	15.4%	8.1%	1.52
Wallingford	2,296	28.2%	15.6%	12.5%	1.80
Waterbury	1,692	60.9%	40.1%	20.7%	1.52
Waterford	1,248	27.6%	13.9%	13.7%	1.98
Watertown	932	13.8%	10.6%	3.3%	1.31
West Hartford	2,401	41.0%	24.1%	16.9%	1.70
West Haven	1,996	49.6%	35.6%	14.1%	1.39
Weston	40	12.5%	9.5%	3.0%	1.32
Westport	2,662	25.2%	18.1%	7.1%	1.40
Wethersfield	922	45.0%	16.6%	28.4%	2.71
Willimantic	666	44.1%	29.3%	14.8%	1.51
Wilton	1,142	28.3%	17.4%	10.9%	1.63
Winchester	443	8.1%	7.0%	1.1%	1.16
Windsor	4,155	50.9%	33.2%	17.7%	1.53
Windsor Locks	362	27.6%	18.8%	8.9%	1.47
Wolcott	303	18.5%	8.2%	10.3%	2.26
Woodbridge	793	31.7%	17.3%	14.3%	1.83

Table E.5: Ratio of Black EDP to Black Stops, All Departments, 2018

Department Name	Number of Stops	% Black Stops	% Black EDP	Absolute Difference	Ratio
Ansonia	1,033	18.7%	9.5%	9.2%	1.97
Avon	205	6.8%	3.5%	3.4%	1.97
Berlin	1,490	9.1%	3.5%	5.6%	2.61
Bethel	1,333	7.2%	2.9%	4.3%	2.45
Bloomfield	792	45.6%	31.1%	14.4%	1.46
Branford	1,472	5.5%	4.1%	1.4%	1.35
Bridgeport	1,499	42.0%	26.5%	15.5%	1.59
Bristol	924	7.9%	3.9%	4.0%	2.01
Brookfield	569	3.2%	2.0%	1.1%	1.57
Canton	261	2.3%	1.5%	0.8%	1.53
Cheshire	1,226	8.3%	3.9%	4.4%	2.11
Clinton	410	2.7%	1.2%	1.5%	2.26
Coventry	299	5.4%	1.2%	4.2%	4.46
Cromwell	474	12.0%	5.6%	6.4%	2.14
Danbury	3,106	7.8%	6.1%	1.6%	1.27
Darien	1,219	15.1%	3.6%	11.5%	4.23
Derby	126	16.7%	6.7%	10.0%	2.48
East Hampton	266	1.9%	1.5%	0.3%	1.22
East Hartford	2,852	38.7%	17.0%	21.8%	2.28
East Haven	516	10.5%	4.2%	6.3%	2.50
East Lyme	292	3.1%	1.8%	1.3%	1.71
East Windsor	670	10.6%	7.9%	2.7%	1.34
Easton	397	6.5%	0.9%	5.7%	7.46
Enfield	1,933	9.7%	4.1%	5.5%	2.33
Fairfield	4,109	15.2%	5.3%	10.0%	2.89
Farmington	1,578	7.0%	5.9%	1.1%	1.19
Glastonbury	1,202	8.2%	4.3%	3.9%	1.90
Granby	236	3.4%	2.2%	1.2%	1.52
Greenwich	2,126	8.0%	5.6%	2.4%	1.42
Groton City	636	11.0%	5.5%	5.5%	2.01
Groton Long Point	18	5.6%	5.5%	0.1%	1.02
Groton Town	1,003	11.1%	5.5%	5.6%	2.02
Guilford	407	3.2%	1.9%	1.3%	1.67
Hamden	4,446	25.8%	16.1%	9.7%	1.60
Hartford	4,393	39.2%	21.6%	17.6%	1.82
Ledyard	786	11.6%	4.3%	7.3%	2.72
Madison	833	2.2%	1.4%	0.8%	1.55
Manchester	2,828	23.0%	9.9%	13.1%	2.32
Meriden	720	15.4%	7.7%	7.7%	1.99
Middlebury	23	0.0%	2.6%	-2.6%	0.00
Middletown	816	21.9%	9.7%	12.2%	2.26
Milford	834	10.1%	5.6%	4.5%	1.80
Monroe	877	5.8%	3.0%	2.8%	1.91
Naugatuck	935	10.3%	4.9%	5.4%	2.09
New Britain	2,217	16.9%	10.0%	6.9%	1.70
New Canaan	1,465	5.3%	3.5%	1.9%	1.54
New Haven	5,825	41.2%	22.6%	18.6%	1.82

Table E.5: Ratio of Black EDP to Black Stops, All Departments, 2018

Department Name	Number of Stops	% Black Stops	% Black EDP	Absolute Difference	Ratio
New London	1,005	16.5%	11.4%	5.1%	1.44
New Milford	377	3.7%	2.3%	1.4%	1.62
Newington	1,037	14.2%	5.5%	8.6%	2.56
Newtown	1,330	7.5%	2.0%	5.5%	3.80
North Branford	77	6.5%	2.9%	3.6%	2.27
North Haven	824	13.8%	6.3%	7.5%	2.20
Norwalk	2,395	19.1%	12.0%	7.1%	1.59
Norwich	744	18.8%	7.5%	11.3%	2.50
Old Saybrook	665	3.3%	1.6%	1.7%	2.10
Orange	1,302	8.8%	6.3%	2.6%	1.41
Plainfield	212	2.4%	1.5%	0.8%	1.56
Plainville	825	4.8%	4.3%	0.6%	1.14
Plymouth	624	4.3%	0.8%	3.5%	5.47
Portland	264	2.7%	2.7%	0.0%	0.99
Putnam	281	1.8%	1.8%	0.0%	0.98
Redding	232	5.2%	1.1%	4.0%	4.56
Ridgefield	2,450	5.6%	2.7%	2.9%	2.09
Rocky Hill	882	8.2%	5.8%	2.4%	1.41
Seymour	1,244	7.2%	3.4%	3.8%	2.10
Shelton	77	10.4%	5.3%	5.1%	1.98
Simsbury	1,213	4.6%	3.4%	1.2%	1.36
South Windsor	1,572	12.3%	5.8%	6.5%	2.13
Southington	1,850	4.4%	2.8%	1.6%	1.58
Stamford	6,866	16.9%	11.7%	5.2%	1.44
Stonington	670	3.6%	1.8%	1.8%	1.98
Stratford	1,158	33.4%	12.1%	21.3%	2.76
Suffield	170	2.4%	2.9%	-0.5%	0.81
Thomaston	426	1.9%	1.6%	0.3%	1.19
Torrington	1,710	3.7%	2.9%	0.8%	1.27
Trumbull	653	20.8%	5.9%	15.0%	3.55
Vernon	413	12.1%	5.3%	6.8%	2.28
Wallingford	2,296	10.7%	3.8%	6.9%	2.82
Waterbury	1,692	28.5%	14.3%	14.2%	1.99
Waterford	1,248	11.9%	3.9%	8.0%	3.06
Watertown	932	5.8%	3.0%	2.8%	1.91
West Hartford	2,401	15.4%	7.6%	7.7%	2.01
West Haven	1,996	25.9%	16.4%	9.5%	1.58
Weston	40	2.5%	2.1%	0.4%	1.21
Westport	2,662	12.6%	5.3%	7.3%	2.37
Wethersfield	922	16.6%	4.9%	11.7%	3.38
Willimantic	666	8.1%	4.2%	3.9%	1.92
Wilton	1,142	8.8%	4.7%	4.1%	1.88
Winchester	443	2.3%	1.4%	0.8%	1.58
Windsor	4,155	35.3%	20.1%	15.2%	1.76
Windsor Locks	362	15.5%	7.1%	8.3%	2.16
Wolcott	303	8.9%	2.5%	6.4%	3.52
Woodbridge	793	19.4%	4.8%	14.6%	4.07

Table E.6: Ratio of Hispanic EDP to Hispanic Stops, All Departments, 2018

Department Name	Number of Stops	% Hispanic Stops	% Hispanic EDP	Absolute Difference	Ratio
Ansonia	1,033	16.2%	13.5%	2.7%	1.20
Avon	205	5.4%	4.9%	0.5%	1.10
Berlin	1,490	15.9%	6.6%	9.3%	2.42
Bethel	1,333	15.5%	8.5%	7.0%	1.82
Bloomfield	792	8.8%	8.5%	0.3%	1.04
Branford	1,472	8.5%	5.6%	2.8%	1.50
Bridgeport	1,499	28.2%	30.4%	-2.2%	0.93
Bristol	924	13.2%	8.1%	5.1%	1.63
Brookfield	569	14.2%	5.0%	9.3%	2.86
Canton	261	2.3%	3.6%	-1.3%	0.64
Cheshire	1,226	9.1%	6.2%	2.9%	1.46
Clinton	410	9.0%	5.2%	3.9%	1.75
Coventry	299	6.4%	2.8%	3.6%	2.31
Cromwell	474	3.6%	6.8%	-3.2%	0.53
Danbury	3,106	28.6%	18.6%	10.0%	1.54
Darien	1,219	20.2%	8.0%	12.2%	2.53
Derby	126	16.7%	11.8%	4.8%	1.41
East Hampton	266	1.1%	2.6%	-1.5%	0.43
East Hartford	2,852	27.3%	17.8%	9.5%	1.54
East Haven	516	17.6%	9.1%	8.5%	1.94
East Lyme	292	5.1%	3.9%	1.2%	1.32
East Windsor	670	8.8%	7.2%	1.6%	1.22
Easton	397	18.6%	3.5%	15.1%	5.34
Enfield	1,933	9.3%	6.0%	3.2%	1.53
Fairfield	4,109	16.1%	8.2%	7.9%	1.95
Farmington	1,578	8.4%	8.0%	0.3%	1.04
Glastonbury	1,202	10.3%	6.1%	4.2%	1.69
Granby	236	1.7%	2.8%	-1.1%	0.61
Greenwich	2,126	18.4%	12.4%	5.9%	1.48
Groton City	636	11.3%	7.3%	4.1%	1.56
Groton Long Point	18	11.1%	7.3%	3.9%	1.53
Groton Town	1,003	11.9%	7.3%	4.6%	1.63
Guilford	407	4.4%	4.0%	0.4%	1.09
Hamden	4,446	9.4%	8.6%	0.8%	1.09
Hartford	4,393	27.2%	24.4%	2.8%	1.12
Ledyard	786	7.3%	6.3%	0.9%	1.14
Madison	833	4.8%	2.8%	2.0%	1.69
Manchester	2,828	16.4%	10.2%	6.2%	1.60
Meriden	720	32.6%	21.1%	11.5%	1.54
Middlebury	23	0.0%	5.6%	-5.6%	0.00
Middletown	816	9.8%	7.8%	2.0%	1.26
Milford	834	9.4%	7.7%	1.7%	1.21
Monroe	877	6.2%	6.1%	0.1%	1.01
Naugatuck	935	14.4%	8.8%	5.7%	1.65
New Britain	2,217	40.9%	26.0%	14.8%	1.57
New Canaan	1,465	13.9%	6.4%	7.6%	2.19
New Haven	5,825	18.4%	18.6%	-0.2%	0.99

Table E.6: Ratio of Hispanic EDP to Hispanic Stops, All Departments, 2018

Department Name	Number of Stops	% Hispanic Stops	% Hispanic EDP	Absolute Difference	Ratio
New London	1,005	20.3%	18.6%	1.7%	1.09
New Milford	377	11.1%	6.2%	4.9%	1.79
Newington	1,037	21.8%	8.9%	12.9%	2.45
Newtown	1,330	8.6%	4.8%	3.7%	1.78
North Branford	77	0.0%	4.0%	-4.0%	0.00
North Haven	824	8.4%	7.1%	1.2%	1.17
Norwalk	2,395	18.0%	19.9%	-1.9%	0.90
Norwich	744	14.1%	9.5%	4.6%	1.49
Old Saybrook	665	8.4%	4.4%	4.0%	1.91
Orange	1,302	5.3%	7.7%	-2.4%	0.69
Plainfield	212	4.2%	3.8%	0.4%	1.10
Plainville	825	10.5%	7.4%	3.1%	1.42
Plymouth	624	5.0%	3.4%	1.5%	1.44
Portland	264	3.4%	3.7%	-0.3%	0.93
Putnam	281	1.8%	3.4%	-1.7%	0.52
Redding	232	11.6%	4.0%	7.6%	2.92
Ridgefield	2,450	12.8%	6.7%	6.1%	1.91
Rocky Hill	882	7.5%	7.4%	0.1%	1.01
Seymour	1,244	7.4%	6.7%	0.7%	1.10
Shelton	77	3.9%	8.3%	-4.4%	0.47
Simsbury	1,213	4.0%	4.4%	-0.4%	0.92
South Windsor	1,572	8.5%	6.1%	2.5%	1.40
Southington	1,850	5.9%	5.1%	0.8%	1.17
Stamford	6,866	20.6%	20.0%	0.6%	1.03
Stonington	670	2.5%	3.3%	-0.8%	0.76
Stratford	1,158	19.6%	12.7%	6.9%	1.55
Suffield	170	3.5%	4.0%	-0.5%	0.88
Thomaston	426	2.1%	4.2%	-2.1%	0.50
Torrington	1,710	7.7%	7.2%	0.5%	1.07
Trumbull	653	11.3%	8.3%	3.0%	1.36
Vernon	413	8.5%	6.0%	2.5%	1.41
Wallingford	2,296	15.9%	8.6%	7.3%	1.84
Waterbury	1,692	31.4%	22.7%	8.8%	1.39
Waterford	1,248	13.1%	6.2%	6.9%	2.11
Watertown	932	7.0%	5.6%	1.4%	1.24
West Hartford	2,401	17.9%	10.3%	7.6%	1.74
West Haven	1,996	22.2%	15.2%	7.0%	1.46
Weston	40	10.0%	4.2%	5.8%	2.36
Westport	2,662	10.7%	8.4%	2.3%	1.28
Wethersfield	922	26.8%	8.7%	18.1%	3.09
Willimantic	666	35.3%	23.1%	12.2%	1.53
Wilton	1,142	13.7%	8.1%	5.7%	1.70
Winchester	443	5.0%	4.6%	0.4%	1.09
Windsor	4,155	10.9%	9.1%	1.8%	1.20
Windsor Locks	362	9.9%	7.3%	2.7%	1.37
Wolcott	303	8.3%	4.3%	3.9%	1.90
Woodbridge	793	8.6%	5.5%	3.0%	1.55

Table E.7: Ratio of Minority Residents to Minority Resident Stops, All Departments, 2018

Department Name	Number of Residents	Minority Residents	Resident Stops	Minority Resident Stops	Difference	Ratio
Ansonia	14,979	25.6%	1,482	37.5%	11.9%	1.46
Avon	13,855	9.8%	298	17.1%	7.3%	1.74
Berlin	16,083	5.8%	1,163	8.9%	3.1%	1.54
Bethel	14,675	13.5%	1,075	18.8%	5.3%	1.39
Bloomfield	16,982	61.5%	764	80.0%	18.5%	1.30
Branford	23,532	8.5%	1,867	9.4%	0.9%	1.10
Bridgeport	109,401	73.3%	2,933	81.2%	7.9%	1.11
Bristol	48,439	12.7%	1,511	28.1%	15.4%	2.21
Brookfield	12,847	8.1%	659	14.0%	5.8%	1.72
Canton	7,992	3.3%	144	7.6%	4.4%	2.35
Cheshire	21,049	8.6%	2,204	19.3%	10.7%	2.24
Clinton	10,540	6.1%	528	12.1%	6.0%	1.98
Coventry	9,779	3.8%	732	7.8%	4.0%	2.05
Cromwell	11,357	10.6%	596	14.9%	4.4%	1.41
Danbury	64,361	38.6%	1,612	54.7%	16.0%	1.41
Darien	14,004	7.2%	615	6.0%	-1.2%	0.84
Derby	10,391	20.6%	250	40.8%	20.2%	1.98
East Hampton	10,255	4.6%	426	4.5%	-0.1%	0.97
East Hartford	40,229	51.6%	2,331	72.2%	20.6%	1.40
East Haven	24,114	14.0%	954	22.7%	8.8%	1.63
East Lyme	18,768	16.3%	410	10.0%	-6.3%	0.61
East Windsor	9,164	14.6%	492	23.2%	8.6%	1.59
Easton	5,553	5.6%	201	6.5%	0.9%	1.16
Enfield	33,218	8.7%	6,498	20.9%	12.3%	2.42
Fairfield	45,567	10.0%	1,368	11.6%	1.6%	1.16
Farmington	20,318	12.6%	781	21.8%	9.2%	1.73
Glastonbury	26,217	11.8%	1,415	17.1%	5.3%	1.45
Granby	8,716	3.2%	209	4.3%	1.1%	1.35
Greenwich	46,370	18.0%	2,140	22.1%	4.1%	1.23
Groton City*	7,960	26.9%	527	40.2%	13.3%	1.50
Groton Long Point*	2,030	0.0%	12	0.0%	0.0%	N/A
Groton Town	31,520	20.4%	1,588	28.3%	7.9%	1.39
Guilford	17,672	5.7%	473	6.1%	0.5%	1.08
Hamden	50,012	30.9%	2,814	42.5%	11.5%	1.37
Hartford	93,669	80.8%	12,426	75.0%	-5.8%	0.93
Ledyard	11,527	13.4%	741	21.3%	7.9%	1.59
Madison	14,073	4.3%	1,020	3.8%	-0.4%	0.90
Manchester	46,667	27.9%	3,330	46.3%	18.3%	1.66
Meriden	47,445	34.9%	1,568	57.3%	22.4%	1.64
Middlebury	5,843	5.6%	33	3.0%	-2.5%	0.54
Middletown	38,747	23.5%	2,932	36.2%	12.7%	1.54
Milford	43,135	11.6%	1,661	13.4%	1.8%	1.16
Monroe	14,918	7.6%	795	7.5%	0.0%	1.00
Naugatuck	25,099	15.2%	1,641	27.6%	12.4%	1.82

*Census populations within the political sub-division are used as the basis for the benchmark.

Table E.7: Ratio of Minority Residents to Minority Resident Stops, All Departments, 2018

Department Name	Number of Residents	Minority Residents	Resident Stops	Minority Resident Stops	Difference	Ratio
New Britain	57,164	45.0%	6,764	64.1%	19.1%	1.42
New Canaan	14,138	7.2%	1,257	10.5%	3.4%	1.47
New Haven	100,702	62.8%	7,512	81.3%	18.4%	1.29
New London	21,835	43.6%	1,660	63.0%	19.4%	1.44
New Milford	21,891	9.7%	795	19.0%	9.3%	1.96
Newington	24,978	14.5%	761	23.7%	9.1%	1.63
Newtown	20,171	5.8%	1,122	4.8%	-0.9%	0.84
North Branford	11,549	5.0%	65	9.2%	4.2%	1.84
North Haven	19,608	10.5%	579	10.2%	-0.3%	0.97
Norwalk	68,034	40.8%	2,488	55.7%	15.0%	1.37
Norwich	31,638	29.1%	2,063	50.2%	21.1%	1.72
Old Saybrook	8,330	5.2%	823	8.6%	3.5%	1.68
Orange	11,017	10.7%	383	4.4%	-6.3%	0.41
Plainfield	11,918	5.3%	659	7.7%	2.4%	1.45
Plainville	14,605	10.0%	566	14.8%	4.8%	1.48
Plymouth	9,660	2.5%	451	5.8%	3.3%	2.33
Portland	7,480	4.6%	436	5.3%	0.6%	1.14
Putnam	7,507	3.4%	1,124	5.3%	2.0%	1.58
Redding	6,955	4.4%	441	5.7%	1.3%	1.30
Ridgefield	18,111	7.3%	1,998	7.8%	0.5%	1.07
Rocky Hill	16,224	17.2%	1,236	17.4%	0.2%	1.01
Seymour	13,260	9.8%	1,508	13.6%	3.8%	1.39
Shelton	32,010	10.8%	284	10.6%	-0.3%	0.98
Simsbury	17,773	7.6%	1,307	8.3%	0.6%	1.08
South Windsor	20,162	14.6%	1,326	23.6%	9.0%	1.62
Southington	34,301	6.2%	2,952	7.1%	1.0%	1.16
Stamford	98,070	43.9%	8,665	49.6%	5.8%	1.13
Stonington	15,078	4.4%	1,158	4.1%	-0.3%	0.93
Stratford	40,980	27.2%	1,335	55.7%	28.5%	2.05
Suffield	10,782	4.9%	84	1.2%	-3.7%	0.24
Thomaston	6,224	2.1%	514	3.3%	1.2%	1.58
Torrington	29,251	11.0%	3,055	15.3%	4.3%	1.39
Trumbull	27,678	11.9%	456	15.6%	3.7%	1.31
Vernon	23,800	14.1%	1,147	31.4%	17.3%	2.23
Wallingford	36,530	11.1%	2,285	16.9%	5.8%	1.52
Waterbury	83,964	48.1%	2,970	75.8%	27.7%	1.58
Waterford	15,760	9.8%	781	14.5%	4.6%	1.47
Watertown	18,154	5.8%	1,033	6.8%	1.0%	1.16
West Hartford	49,650	21.8%	1,126	31.9%	10.1%	1.46
West Haven	44,518	37.6%	3,812	48.3%	10.7%	1.28
Weston	7,255	7.3%	158	8.9%	1.6%	1.22
Westport	19,410	8.3%	1,763	6.2%	-2.0%	0.75
Wethersfield	21,607	12.5%	2,905	51.5%	39.0%	4.13
Willimantic	20,176	34.6%	1,535	62.6%	28.1%	1.81

*Census populations within the political sub-division are used as the basis for the benchmark.

Table E.7: Ratio of Minority Residents to Minority Resident Stops, All Departments, 2018

Department Name	Number of Residents	Minority Residents	Resident Stops	Minority Resident Stops	Difference	Ratio
Wilton	12,973	8.1%	807	11.3%	3.2%	1.39
Windsor	23,222	43.9%	3,424	62.9%	19.0%	1.43
Windsor Locks	10,117	12.7%	315	21.6%	8.9%	1.70
Winsted	9,133	6.1%	628	9.2%	3.1%	1.51
Wolcott	13,175	5.4%	369	7.3%	1.9%	1.35
Woodbridge	7,119	12.8%	303	16.2%	3.3%	1.26

*Census populations within the political sub-division are used as the basis for the benchmark.

Table E.8: Ratio of Black Residents to Black Resident Stops, All Departments, 2018

Department Name	Number of Residents	Black Residents	Resident Stops	Black Resident Stops	Difference	Ratio
Ansonia	14,979	9.74%	1,482	19.7%	10.0%	2.02
Avon	13,855	1.41%	298	8.4%	7.0%	5.93
Berlin	16,083	0.65%	1,163	2.5%	1.8%	3.82
Bethel	14,675	1.74%	1,075	3.5%	1.8%	2.03
Bloomfield	16,982	54.76%	764	74.7%	20.0%	1.36
Branford	23,532	1.76%	1,867	3.4%	1.6%	1.91
Bridgeport	109,401	31.82%	2,933	47.9%	16.0%	1.50
Bristol	48,439	3.24%	1,511	12.6%	9.4%	3.90
Brookfield	12,847	1.05%	659	2.3%	1.2%	2.17
Canton	7,992	0.00%	144	2.1%	2.1%	N/A
Cheshire	21,049	1.27%	2,204	8.9%	7.7%	7.02
Clinton	10,540	0.00%	528	1.1%	1.1%	N/A
Coventry	9,779	0.79%	732	2.0%	1.3%	2.60
Cromwell	11,357	3.69%	596	9.4%	5.7%	2.55
Danbury	64,361	6.42%	1,612	11.2%	4.7%	1.74
Darien	14,004	0.00%	615	1.1%	1.1%	N/A
Derby	10,391	6.03%	250	18.8%	12.8%	3.12
East Hampton	10,255	1.10%	426	1.9%	0.8%	1.70
East Hartford	40,229	22.52%	2,331	42.6%	20.1%	1.89
East Haven	24,114	2.47%	954	7.4%	5.0%	3.01
East Lyme	18,768	4.66%	410	1.7%	-2.9%	0.37
East Windsor	9,164	5.96%	492	13.8%	7.9%	2.32
Easton	5,553	0.00%	201	1.0%	1.0%	N/A
Enfield	33,218	2.63%	6,498	11.1%	8.5%	4.23
Fairfield	45,567	1.73%	1,368	3.8%	2.1%	2.19
Farmington	20,318	2.20%	781	7.0%	4.8%	3.19
Glastonbury	26,217	1.80%	1,415	4.9%	3.1%	2.70
Granby	8,716	0.92%	209	1.9%	1.0%	2.09
Greenwich	46,370	2.03%	2,140	4.4%	2.4%	2.19
Groton City*	7,960	7.70%	527	21.1%	13.4%	2.74
Groton Long Point*	2,030	0.00%	12	0.0%	0.0%	N/A
Groton Town	31,520	6.07%	1,588	13.9%	7.8%	2.28
Guilford	17,672	0.70%	473	1.5%	0.8%	2.11
Hamden	50,012	18.28%	2,814	33.3%	15.0%	1.82
Hartford	93,669	35.80%	12,426	43.4%	7.6%	1.21
Ledyard	11,527	3.10%	741	10.8%	7.7%	3.48
Madison	14,073	0.49%	1,020	1.2%	0.7%	2.40
Manchester	46,667	10.15%	3,330	26.0%	15.9%	2.56
Meriden	47,445	7.80%	1,568	16.5%	8.7%	2.12
Middlebury	5,843	0.00%	33	0.0%	0.0%	N/A
Middletown	38,747	11.68%	2,932	24.9%	13.3%	2.14
Milford	43,135	2.23%	1,661	5.1%	2.8%	2.26
Monroe	14,918	1.32%	795	2.6%	1.3%	2.00
Naugatuck	25,099	4.11%	1,641	12.6%	8.4%	3.05
New Britain	57,164	10.67%	6,764	18.5%	7.9%	1.74

*Census populations within the political sub-division are used as the basis for the benchmark.

Table E.8: Ratio of Black Residents to Black Resident Stops, All Departments, 2018

Department Name	Number of Residents	Black Residents	Resident Stops	Black Resident Stops	Difference	Ratio
New Canaan	14,138	1.06%	1,257	2.5%	1.4%	2.32
New Haven	100,702	32.16%	7,512	55.3%	23.1%	1.72
New London	21,835	15.18%	1,660	29.9%	14.7%	1.97
New Milford	21,891	1.69%	795	5.7%	4.0%	3.36
Newington	24,978	2.99%	761	7.9%	4.9%	2.63
Newtown	20,171	0.68%	1,122	1.3%	0.7%	1.96
North Branford	11,549	1.33%	65	6.2%	4.8%	4.61
North Haven	19,608	2.91%	579	5.5%	2.6%	1.90
Norwalk	68,034	13.13%	2,488	27.9%	14.8%	2.12
Norwich	31,638	8.96%	2,063	26.3%	17.3%	2.93
Old Saybrook	8,330	0.00%	823	1.8%	1.8%	N/A
Orange	11,017	1.31%	383	1.6%	0.3%	1.20
Plainfield	11,918	0.96%	659	3.2%	2.2%	3.30
Plainville	14,605	2.73%	566	5.1%	2.4%	1.88
Plymouth	9,660	0.00%	451	3.1%	3.1%	N/A
Portland	7,480	1.87%	436	1.1%	-0.7%	0.61
Putnam	7,507	1.17%	1,124	2.5%	1.3%	2.13
Redding	6,955	0.00%	441	1.1%	1.1%	N/A
Ridgefield	18,111	0.77%	1,998	1.5%	0.7%	1.96
Rocky Hill	16,224	3.77%	1,236	6.9%	3.1%	1.83
Seymour	13,260	2.25%	1,508	5.4%	3.1%	2.39
Shelton	32,010	2.07%	284	5.6%	3.6%	2.72
Simsbury	17,773	1.46%	1,307	2.3%	0.8%	1.57
South Windsor	20,162	3.68%	1,326	6.5%	2.8%	1.76
Southington	34,301	1.34%	2,952	2.3%	1.0%	1.75
Stamford	98,070	12.86%	8,665	20.4%	7.5%	1.58
Stonington	15,078	0.82%	1,158	1.9%	1.1%	2.33
Stratford	40,980	12.76%	1,335	38.2%	25.4%	3.00
Suffield	10,782	1.40%	84	0.0%	-1.4%	0.00
Thomaston	6,224	0.00%	514	0.6%	0.6%	N/A
Torrington	29,251	2.12%	3,055	4.6%	2.5%	2.18
Trumbull	27,678	2.90%	456	6.4%	3.5%	2.19
Vernon	23,800	4.70%	1,147	19.3%	14.6%	4.10
Wallingford	36,530	1.34%	2,285	4.2%	2.9%	3.18
Waterbury	83,964	17.37%	2,970	36.8%	19.4%	2.12
Waterford	15,760	2.29%	781	6.4%	4.1%	2.79
Watertown	18,154	1.24%	1,033	3.3%	2.1%	2.66
West Hartford	49,650	5.65%	1,126	9.4%	3.8%	1.67
West Haven	44,518	17.70%	3,812	25.8%	8.1%	1.46
Weston	7,255	1.25%	158	3.2%	1.9%	2.52
Westport	19,410	1.22%	1,763	2.2%	1.0%	1.82
Wethersfield	21,607	2.75%	2,905	18.2%	15.5%	6.64
Willimantic	20,176	4.08%	1,535	7.0%	2.9%	1.71
Wilton	12,973	1.01%	807	2.1%	1.1%	2.09
Windsor	23,222	32.20%	3,424	51.1%	18.9%	1.59

*Census populations within the political sub-division are used as the basis for the benchmark.

Table E.8: Ratio of Black Residents to Black Resident Stops, All Departments, 2018

Department Name	Number of Residents	Black Residents	Resident Stops	Black Resident Stops	Difference	Ratio
Windsor Locks	10,117	4.27%	315	11.4%	7.2%	2.68
Winsted	9,133	1.04%	628	4.6%	3.6%	4.44
Wolcott	13,175	1.53%	369	3.8%	2.3%	2.47
Woodbridge	7,119	1.94%	303	5.3%	3.3%	2.72

*Census populations within the political sub-division are used as the basis for the benchmark.

Table E.9: Ratio of Hispanic Residents to Hispanic Resident Stops, All Departments, 2018

Department Name	Number of Residents	Hispanic Residents	Resident Stops	Hispanic Resident Stops	Difference	Ratio
Ansonia	14,979	14.03%	1,482	16.9%	2.8%	1.20
Avon	13,855	2.76%	298	2.3%	-0.4%	0.85
Berlin	16,083	2.67%	1,163	4.3%	1.6%	1.61
Bethel	14,675	6.65%	1,075	12.2%	5.5%	1.83
Bloomfield	16,982	4.78%	764	4.6%	-0.2%	0.96
Branford	23,532	3.45%	1,867	4.3%	0.9%	1.26
Bridgeport	109,401	36.20%	2,933	32.3%	-3.9%	0.89
Bristol	48,439	7.65%	1,511	14.2%	6.6%	1.86
Brookfield	12,847	3.79%	659	9.3%	5.5%	2.44
Canton	7,992	1.94%	144	2.1%	0.1%	1.07
Cheshire	21,049	2.35%	2,204	8.2%	5.9%	3.50
Clinton	10,540	4.41%	528	8.7%	4.3%	1.97
Coventry	9,779	2.21%	732	3.8%	1.6%	1.73
Cromwell	11,357	3.90%	596	2.2%	-1.7%	0.56
Danbury	64,361	23.25%	1,612	41.7%	18.4%	1.79
Darien	14,004	3.49%	615	2.3%	-1.2%	0.65
Derby	10,391	12.37%	250	20.4%	8.0%	1.65
East Hampton	10,255	2.02%	426	0.7%	-1.3%	0.35
East Hartford	40,229	22.91%	2,331	27.5%	4.5%	1.20
East Haven	24,114	8.43%	954	13.6%	5.2%	1.62
East Lyme	18,768	6.65%	410	3.4%	-3.2%	0.51
East Windsor	9,164	4.34%	492	8.9%	4.6%	2.06
Easton	5,553	2.56%	201	5.0%	2.4%	1.95
Enfield	33,218	4.00%	6,498	8.2%	4.2%	2.05
Fairfield	45,567	4.51%	1,368	5.8%	1.3%	1.30
Farmington	20,318	3.20%	781	5.0%	1.8%	1.56
Glastonbury	26,217	3.60%	1,415	4.7%	1.1%	1.32
Granby	8,716	1.39%	209	1.9%	0.5%	1.38
Greenwich	46,370	9.15%	2,140	12.1%	3.0%	1.32
Groton City*	7,960	11.80%	527	15.4%	3.6%	1.30
Groton Long Point*	2,030	0.00%	12	0.0%	0.0%	N/A
Groton Town	31,520	7.40%	1,588	10.4%	3.0%	1.40
Guilford	17,672	2.90%	473	1.7%	-1.2%	0.58
Hamden	50,012	7.58%	2,814	7.8%	0.2%	1.03
Hartford	93,669	41.02%	12,426	30.6%	-10.4%	0.75
Ledyard	11,527	4.57%	741	6.6%	2.0%	1.45
Madison	14,073	1.73%	1,020	1.6%	-0.2%	0.91
Manchester	46,667	9.89%	3,330	17.3%	7.4%	1.75
Meriden	47,445	24.86%	1,568	39.7%	14.8%	1.60
Middlebury	5,843	2.22%	33	0.0%	-2.2%	0.00
Middletown	38,747	6.77%	2,932	9.9%	3.1%	1.46
Milford	43,135	4.45%	1,661	5.8%	1.3%	1.30
Monroe	14,918	4.30%	795	3.1%	-1.2%	0.73
Naugatuck	25,099	7.77%	1,641	13.8%	6.1%	1.78
New Britain	57,164	31.75%	6,764	44.0%	12.2%	1.39

*Census populations within the political sub-division are used as the basis for the benchmark.

Table E.9: Ratio of Hispanic Residents to Hispanic Resident Stops, All Departments, 2018

Department Name	Number of Residents	Hispanic Residents	Resident Stops	Hispanic Resident Stops	Difference	Ratio
New Canaan	14,138	2.69%	1,257	4.3%	1.6%	1.60
New Haven	100,702	24.79%	7,512	25.0%	0.2%	1.01
New London	21,835	25.08%	1,660	32.2%	7.1%	1.28
New Milford	21,891	5.46%	795	11.7%	6.2%	2.14
Newington	24,978	6.39%	761	11.4%	5.0%	1.79
Newtown	20,171	2.86%	1,122	2.0%	-0.8%	0.72
North Branford	11,549	2.31%	65	3.1%	0.8%	1.33
North Haven	19,608	3.26%	579	1.9%	-1.4%	0.58
Norwalk	68,034	22.67%	2,488	26.2%	3.5%	1.15
Norwich	31,638	10.59%	2,063	20.1%	9.5%	1.89
Old Saybrook	8,330	2.93%	823	4.6%	1.7%	1.58
Orange	11,017	2.54%	383	0.5%	-2.0%	0.21
Plainfield	11,918	3.33%	659	3.9%	0.6%	1.18
Plainville	14,605	5.18%	566	8.1%	2.9%	1.57
Plymouth	9,660	2.47%	451	2.0%	-0.5%	0.81
Portland	7,480	2.75%	436	3.7%	0.9%	1.33
Putnam	7,507	2.20%	1,124	2.3%	0.1%	1.05
Redding	6,955	2.37%	441	2.5%	0.1%	1.05
Ridgefield	18,111	3.46%	1,998	3.1%	-0.4%	0.88
Rocky Hill	16,224	4.65%	1,236	4.8%	0.1%	1.03
Seymour	13,260	5.53%	1,508	6.6%	1.1%	1.20
Shelton	32,010	5.17%	284	4.9%	-0.2%	0.95
Simsbury	17,773	2.61%	1,307	2.4%	-0.2%	0.91
South Windsor	20,162	3.62%	1,326	5.2%	1.6%	1.44
Southington	34,301	2.80%	2,952	2.7%	-0.1%	0.98
Stamford	98,070	22.87%	8,665	26.6%	3.7%	1.16
Stonington	15,078	1.91%	1,158	0.9%	-1.0%	0.50
Stratford	40,980	11.92%	1,335	16.2%	4.3%	1.36
Suffield	10,782	2.20%	84	1.2%	-1.0%	0.54
Thomaston	6,224	2.09%	514	2.3%	0.2%	1.12
Torrington	29,251	6.92%	3,055	9.2%	2.3%	1.33
Trumbull	27,678	5.06%	456	5.5%	0.4%	1.08
Vernon	23,800	5.21%	1,147	9.7%	4.5%	1.86
Wallingford	36,530	6.71%	2,285	10.9%	4.2%	1.63
Waterbury	83,964	27.54%	2,970	38.4%	10.8%	1.39
Waterford	15,760	4.07%	781	5.6%	1.6%	1.38
Watertown	18,154	2.99%	1,033	2.7%	-0.3%	0.91
West Hartford	49,650	8.78%	1,126	12.4%	3.6%	1.42
West Haven	44,518	15.96%	3,812	21.2%	5.3%	1.33
Weston	7,255	3.06%	158	3.2%	0.1%	1.03
Westport	19,410	3.19%	1,763	1.8%	-1.4%	0.57
Wethersfield	21,607	7.10%	2,905	31.3%	24.2%	4.40
Willimantic	20,176	28.88%	1,535	54.5%	25.6%	1.89
Wilton	12,973	2.74%	807	3.1%	0.4%	1.13
Windsor	23,222	7.33%	3,424	8.2%	0.8%	1.12

*Census populations within the political sub-division are used as the basis for the benchmark.

Table E.9: Ratio of Hispanic Residents to Hispanic Resident Stops, All Departments, 2018

Department Name	Number of Residents	Hispanic Residents	Resident Stops	Hispanic Resident Stops	Difference	Ratio
Windsor Locks	10,117	3.46%	315	7.3%	3.8%	2.11
Winsted	9,133	4.28%	628	4.1%	-0.1%	0.97
Wolcott	13,175	2.83%	369	2.2%	-0.7%	0.77
Woodbridge	7,119	2.68%	303	1.3%	-1.4%	0.49

*Census populations within the political sub-division are used as the basis for the benchmark.

Table E.10: Departments with Disparities Relative to Descriptive Benchmarks, 2018 (Sorted by Total Score)

	State Average			EDP			Resident Population			
Department Name	M	B	H	M	B	H	M	B	H	Total
Wethersfield	29.6%		21.4%	28.4%	11.7%	18.1%	39.0%	15.5%	24.2%	8.0
Stratford	22.9%	16.8%		27.0%	21.3%		28.5%	25.4%		6.0
Darien	19.0%		12.1%	21.6%	11.5%	12.2%				5.0
Meriden				17.6%	7.7%	11.5%	22.4%	8.7%	14.8%	5.0
Newington	20.1%		13.5%	20.2%	8.6%	12.9%			5.0%	5.0
Waterbury				20.7%	14.2%		27.7%	19.4%	10.8%	5.0
Manchester				15.3%	13.1%		18.3%	15.9%	7.4%	4.5
Norwich				10.4%	11.3%		21.1%	17.3%	9.5%	4.5
Berlin	15.9%		12.0%	14.5%	5.6%	9.3%				4.0
Bloomfield				12.1%	14.4%		18.5%	20.0%		4.0
Derby				13.0%	10.0%		20.2%	12.8%		4.0
East Hartford				28.1%	21.8%		20.6%	20.1%		4.0
Middletown				11.0%	12.2%		12.7%	13.3%		4.0
New Britain				20.5%		14.8%	19.1%		12.2%	4.0
New Haven				15.2%	18.6%		18.4%	23.1%		4.0
Trumbull	17.6%	12.4%		16.5%	15.0%					4.0
Willimantic				14.8%		12.2%	28.1%		25.6%	4.0
Windsor				17.7%	15.2%		19.0%	18.9%		4.0
Woodbridge	15.0%	15.2%		14.3%	14.6%					4.0
Ansonia				11.2%	9.2%		11.9%	10.0%		3.5
Fairfield	14.3%			16.5%	10.0%	7.9%				3.5
West Hartford	12.6%			16.9%	7.7%		10.1%			3.5
Danbury						10.0%	16.0%		18.4%	3.0
Waterford	10.0%			13.7%	8.0%	6.9%				3.0
East Haven				13.3%	6.3%	8.5%		5.0%		2.5
Easton				18.4%	5.7%	15.1%				2.5
Groton City					5.5%		13.3%	13.4%		2.5
Naugatuck					5.4%		12.4%	8.4%	6.1%	2.5
Vernon					6.8%		17.3%	14.6%		2.5
Bridgeport					15.5%			16.0%		2.0
Bristol							15.4%	9.4%	6.6%	2.0
Brookfield				10.1%		9.3%			5.5%	2.0
Cheshire							10.7%	7.7%	5.9%	2.0
Enfield					5.5%		12.3%	8.5%		2.0
Hamden							11.5%	15.0%		2.0
Hartford				17.4%	17.6%					2.0
New London							19.4%	14.7%		2.0
Norwalk							15.0%	14.8%		2.0
Wallingford				12.5%	6.9%	7.3%				2.0
West Haven				14.1%			10.7%			2.0
Wilton	13.3%			10.9%						2.0
Redding				11.4%		7.6%				1.5
South Windsor				10.0%	6.5%					1.5
Wolcott				10.3%	6.4%					1.5
Bethel						7.0%			5.5%	1.0
Cromwell					6.4%			5.7%		1.0
Groton Town					5.6%			7.8%		1.0
Ledyard					7.3%			7.7%		1.0
New Milford							9.3%		6.2%	1.0
Newtown				8.9%	5.5%					1.0
Windsor Locks					8.3%			7.2%		1.0
Avon								7.0%		0.5
Clinton							6.0%			0.5
Coventry				7.7%						0.5
East Windsor								7.9%		0.5
New Canaan						7.6%				0.5
North Haven					7.5%					0.5
Plymouth				5.2%						0.5
Ridgefield						6.1%				0.5
Shelton					5.1%					0.5
Weston						5.8%				0.5
Westport					7.3%					0.5

APPENDIX F: STOP DISPOSITION ANALYSIS DATA TABLES

Table F.1: Multinomial Logistic Regression of Outcome on Minority Status and Reason for Stop by Department, All Traffic Stops 2018

Department	Variable	Non-White	Black	Hispanic	Black or Hispanic
Ansonia	Chi^2	1	455.832	6,980.04	1
	P-Value	1	N/A	N/A	1
	Observations	1709	1685	1560	1988
	Pseudo R2	0.448	0.449	0.467	0.425
Avon	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	685	658	626	715
	Pseudo R2	0.565	0.568	0.538	0.508
Berlin	Chi^2	2,922.19	534.028	330.045	1,187.19
	P-Value	N/A	N/A	N/A	N/A
	Observations	3028	2954	3198	3636
	Pseudo R2	0.377	0.33	0.326	0.347
Bethel	Chi^2	234.207	228.649	227.656+++	266.075
	P-Value	N/A	N/A	0	N/A
	Observations	2315	2245	2445	2639
	Pseudo R2	0.344	0.344	0.337	0.321
Bloomfield	Chi^2	1	1	N/A	288.196
	P-Value	1	1	N/A	N/A
	Observations	1083	1075	N/A	1163
	Pseudo R2	0.497	0.495	N/A	0.414
Branford	Chi^2	1	1	1	8,891.93
	P-Value	1	1	1	N/A
	Observations	3229	3191	3274	3486
	Pseudo R2	0.243	0.243	0.23	0.229
Bridgeport	Chi^2	137.024+++	78.343+++	198.514+++	72.972+++
	P-Value	0	0	0	0
	Observations	1946	1904	1483	2607
	Pseudo R2	0.46	0.456	0.507	0.405
Bristol	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	2168	2145	2204	2517
	Pseudo R2	0.328	0.33	0.321	0.305
Brookfield	Chi^2	7,122.53	1,686.99	1	1
	P-Value	N/A	N/A	1	1
	Observations	1277	1237	1363	1428
	Pseudo R2	0.515	0.54	0.523	0.499
Canton	Chi^2	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Central CT State University	Chi^2	4,136.13	1	1	1
	P-Value	N/A	1	1	1
	Observations	755	726	747	932
	Pseudo R2	0.671	0.679	0.634	0.621
Cheshire	Chi^2	6,857.56	6,557.22	1	1
	P-Value	N/A	N/A	1	1
	Observations	2876	2812	2749	3131
	Pseudo R2	0.293	0.291	0.289	0.282

Table F.1: Multinomial Logistic Regression of Outcome on Minority Status and Reason for Stop by Department, All Traffic Stops 2018

Department	Variable	Non-White	Black	Hispanic	Black or Hispanic
Clinton	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	724	703	752	783
	Pseudo R2	0.583	0.619	0.588	0.611
Coventry	Chi^2	3007555328	191,131.78	153,746.41	376,671.56
	P-Value	N/A	N/A	N/A	N/A
	Observations	1479	1433	1433	1530
	Pseudo R2	0.264	0.259	0.246	0.263
Cromwell	Chi^2	13,433.84	1	22,125.26	1
	P-Value	N/A	1	N/A	1
	Observations	1017	995	886	1049
	Pseudo R2	0.476	0.481	0.492	0.488
CSP Headquarters	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	12762	12071	11903	14313
	Pseudo R2	0.128	0.13	0.127	0.126
CSP Troop A	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	10739	10328	10720	12408
	Pseudo R2	0.128	0.129	0.13	0.127
CSP Troop B	Chi^2	1	1	1	1,691.41
	P-Value	1	1	1	N/A
	Observations	4125	4038	4063	4300
	Pseudo R2	0.185	0.187	0.199	0.185
CSP Troop C	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	14597	13338	13151	14810
	Pseudo R2	0.187	0.185	0.19	0.188
CSP Troop D	Chi^2	8,088.10	3,068.80	1	1
	P-Value	N/A	N/A	1	1
	Observations	8951	8610	8751	9214
	Pseudo R2	0.148	0.158	0.152	0.156
CSP Troop E	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	10603	9968	9691	11078
	Pseudo R2	0.14	0.137	0.136	0.133
CSP Troop F	Chi^2	1	15,286.21	1	1
	P-Value	1	N/A	1	1
	Observations	11628	11058	10985	12276
	Pseudo R2	0.115	0.115	0.119	0.118
CSP Troop G	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	7848	7383	6947	9685
	Pseudo R2	0.128	0.131	0.137	0.129
CSP Troop H	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	8477	7989	7408	9878
	Pseudo R2	0.122	0.122	0.137	0.123

Table F.1: Multinomial Logistic Regression of Outcome on Minority Status and Reason for Stop by Department, All Traffic Stops 2018

Department	Variable	Non-White	Black	Hispanic	Black or Hispanic
CSP Troop I	Chi^2	778.416	1,208.98	1	1
	P-Value	N/A	N/A	1	1
	Observations	5598	5306	4879	6367
	Pseudo R2	0.158	0.164	0.162	0.15
CSP Troop K	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	10578	10171	10183	11301
	Pseudo R2	0.172	0.172	0.18	0.175
CSP Troop L	Chi^2	8,897.18	1	5,543.85	1
	P-Value	N/A	1	N/A	1
	Observations	6979	6845	6954	7421
	Pseudo R2	0.149	0.15	0.156	0.152
Danbury	Chi^2	1,511.85	555.346	1	1
	P-Value	N/A	N/A	1	1
	Observations	3971	3882	5108	5542
	Pseudo R2	0.294	0.259	0.273	0.264
Darien	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	2029	1968	2047	2444
	Pseudo R2	0.412	0.412	0.386	0.354
Derby	Chi^2	1	1	3,407.99	42,924.19
	P-Value	1	1	N/A	N/A
	Observations	742	732	674	886
	Pseudo R2	0.462	0.462	0.442	0.402
Department of Motor Vehicle	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	1132	1087	1065	1283
	Pseudo R2	0.248	0.246	0.252	0.254
East Hampton	Chi^2	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
East Hartford	Chi^2	1	1	1	277.111
	P-Value	1	1	1	N/A
	Observations	4234	4138	3275	5623
	Pseudo R2	0.286	0.291	0.3	0.257
East Haven	Chi^2	1	10,486.29	1	1
	P-Value	1	N/A	1	1
	Observations	1198	1180	1246	1497
	Pseudo R2	0.368	0.361	0.347	0.293
East Lyme	Chi^2	1	51,502.09	205,757.28	1
	P-Value	1	N/A	N/A	1
	Observations	849	822	839	898
	Pseudo R2	0.441	0.455	0.449	0.449
East Windsor	Chi^2	1005570	403,261.69	105,989.94	3113538
	P-Value	N/A	N/A	N/A	N/A
	Observations	1309	1295	1256	1447
	Pseudo R2	0.624	0.617	0.589	0.568

Table F.1: Multinomial Logistic Regression of Outcome on Minority Status and Reason for Stop by Department, All Traffic Stops 2018

Department	Variable	Non-White	Black	Hispanic	Black or Hispanic
Easton	Chi^2	4,069.96	3,688.71	5,002.83	2,854.36
	P-Value	N/A	N/A	N/A	N/A
	Observations	710	704	762	812
	Pseudo R2	0.372	0.37	0.368	0.377
Eastern CT State University	Chi^2	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Enfield	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	6232	6120	6002	6733
	Pseudo R2	0.317	0.321	0.324	0.314
Fairfield	Chi^2	685.963	1,478.76	1	1
	P-Value	N/A	N/A	1	1
	Observations	5656	5473	5432	6546
	Pseudo R2	0.273	0.273	0.273	0.261
Farmington	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	2835	2684	2695	3044
	Pseudo R2	0.254	0.256	0.246	0.247
Glastonbury	Chi^2	1	1	1	1,809.06
	P-Value	1	1	1	N/A
	Observations	2608	2479	2488	2838
	Pseudo R2	0.377	0.381	0.389	0.37
Granby	Chi^2	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Greenwich	Chi^2	1,477.22	510.515	233.210+++	117.684+++
	P-Value	N/A	N/A	0	0
	Observations	4228	3964	4525	5093
	Pseudo R2	0.248	0.246	0.254	0.243
Groton City	Chi^2	1	11,334.22	6,175.15	7,190.58
	P-Value	1	N/A	N/A	N/A
	Observations	987	942	895	1081
	Pseudo R2	0.375	0.382	0.356	0.379
Groton Long Point	Chi^2	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Groton Town	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	2789	2712	2555	3064
	Pseudo R2	0.27	0.277	0.287	0.261
Guilford	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	863	841	849	878
	Pseudo R2	0.504	0.513	0.513	0.522

Table F.1: Multinomial Logistic Regression of Outcome on Minority Status and Reason for Stop by Department, All Traffic Stops 2018

Department	Variable	Non-White	Black	Hispanic	Black or Hispanic
Hamden	Chi^2	339.382	500.658	1,085.35	240.074
	P-Value	N/A	N/A	N/A	N/A
	Observations	4822	4735	3677	5220
	Pseudo R2	0.402	0.374	0.409	0.372
Hartford	Chi^2	160.880+++	394.244	42.488+++	107.972+++
	P-Value	0	N/A	0.002	0
	Observations	6408	6310	5322	8956
	Pseudo R2	0.291	0.287	0.317	0.264
Ledyard	Chi^2	2,042.64	1	1	1
	P-Value	N/A	1	1	1
	Observations	2474	2370	2192	2643
	Pseudo R2	0.301	0.312	0.319	0.308
Madison	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	1901	1882	1926	1969
	Pseudo R2	0.188	0.187	0.202	0.2
Manchester	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	4915	4753	4123	5712
	Pseudo R2	0.289	0.289	0.3	0.268
Meriden	Chi^2	145.570+++	221.776+++	278.959	430.753
	P-Value	0	0	N/A	N/A
	Observations	1055	1031	1313	1581
	Pseudo R2	0.377	0.382	0.337	0.308
Middlebury	Chi^2	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Middletown	Chi^2	1	1	1,253.38	2,918.09
	P-Value	1	1	N/A	N/A
	Observations	2016	1985	1630	2220
	Pseudo R2	0.277	0.28	0.333	0.268
Milford	Chi^2	551.013	973.687	1,800.77	754.513
	P-Value	N/A	N/A	N/A	N/A
	Observations	2078	2024	1935	2266
	Pseudo R2	0.386	0.393	0.407	0.37
Monroe	Chi^2	974.525	2,869.35	1	1
	P-Value	N/A	N/A	1	1
	Observations	1889	1856	1848	2017
	Pseudo R2	0.328	0.324	0.333	0.316
Naugatuck	Chi^2	590.133	683.888	1	1
	P-Value	N/A	N/A	1	1
	Observations	2430	2390	2414	2828
	Pseudo R2	0.259	0.259	0.272	0.246
New Britain	Chi^2	1	1	130.731+++	248.281
	P-Value	1	1	0	N/A
	Observations	2521	2459	3645	4439
	Pseudo R2	0.344	0.351	0.282	0.272

Table F.1: Multinomial Logistic Regression of Outcome on Minority Status and Reason for Stop by Department, All Traffic Stops 2018

Department	Variable	Non-White	Black	Hispanic	Black or Hispanic
New Canaan	Chi^2	1	1	1	2,917.04
	P-Value	1	1	1	N/A
	Observations	2967	2835	3023	3316
	Pseudo R2	0.231	0.232	0.232	0.224
New Haven	Chi^2	1	1	357.755	1
	P-Value	1	1	N/A	1
	Observations	7468	7307	4868	9039
	Pseudo R2	0.282	0.282	0.214	0.268
New London	Chi^2	795.601	375.699	1	1
	P-Value	N/A	N/A	1	1
	Observations	1509	1487	1465	1876
	Pseudo R2	0.384	0.382	0.354	0.308
New Milford	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	997	978	1065	1137
	Pseudo R2	0.418	0.412	0.404	0.391
Newington	Chi^2	1	1	645.307	1,751.77
	P-Value	1	1	N/A	N/A
	Observations	1898	1815	1954	2439
	Pseudo R2	0.379	0.382	0.333	0.31
Newtown	Chi^2	1	1,334.05	1	1
	P-Value	1	N/A	1	1
	Observations	2765	2696	2691	2947
	Pseudo R2	0.252	0.25	0.239	0.241
North Branford	Chi^2	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
North Haven	Chi^2	1	963.491	862.934	1,346.46
	P-Value	1	N/A	N/A	N/A
	Observations	1685	1650	1544	1819
	Pseudo R2	0.312	0.319	0.335	0.296
Norwalk	Chi^2	1	1	360.381	1
	P-Value	1	1	N/A	1
	Observations	3451	3332	3235	4234
	Pseudo R2	0.245	0.247	0.244	0.228
Norwich	Chi^2	348.278	1	1	1
	P-Value	N/A	1	1	1
	Observations	2291	2207	2043	2651
	Pseudo R2	0.305	0.321	0.352	0.298
Old Saybrook	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	2128	2081	2166	2246
	Pseudo R2	0.4	0.402	0.397	0.391
Orange	Chi^2	825.185	551.443	1	695.791
	P-Value	N/A	N/A	1	N/A
	Observations	3188	3150	3008	3319
	Pseudo R2	0.5	0.499	0.477	0.523

Table F.1: Multinomial Logistic Regression of Outcome on Minority Status and Reason for Stop by Department, All Traffic Stops 2018

Department	Variable	Non-White	Black	Hispanic	Black or Hispanic
Plainfield	Chi^2	267,184.59	74519728	7,624.92	1
	P-Value	N/A	N/A	N/A	1
	Observations	839	831	842	874
	Pseudo R2	0.647	0.648	0.524	0.537
Plainville	Chi^2	161.085+++	291.691	1,031.18	553.95
	P-Value	0	N/A	N/A	N/A
	Observations	1490	1472	1543	1659
	Pseudo R2	0.572	0.578	0.561	0.537
Plymouth	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	1288	1276	1293	1383
	Pseudo R2	0.507	0.505	0.493	0.505
Portland	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	615	609	607	633
	Pseudo R2	0.666	0.666	0.672	0.669
Putnam	Chi^2	1,516,569.63	114,753.57	18,489.56	1
	P-Value	N/A	N/A	N/A	1
	Observations	1050	1044	1049	1071
	Pseudo R2	0.572	0.577	0.56	0.579
Redding	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	1121	1080	1178	1246
	Pseudo R2	0.412	0.398	0.402	0.4
Ridgefield	Chi^2	4,293.39	1,492.51	1,737.59	1,287.18
	P-Value	N/A	N/A	N/A	N/A
	Observations	4854	4668	5004	5361
	Pseudo R2	0.237	0.239	0.231	0.218
Rocky Hill	Chi^2	1	1	1,529.34	10,492.54
	P-Value	1	1	N/A	N/A
	Observations	2168	2087	1993	2286
	Pseudo R2	0.363	0.363	0.363	0.351
Southern CT State University	Chi^2	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Seymour	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	2528	2491	2445	2713
	Pseudo R2	0.402	0.405	0.386	0.379
Shelton	Chi^2	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Simsbury	Chi^2	1	1	1,822.13	1
	P-Value	1	1	N/A	1
	Observations	2380	2303	2269	2414
	Pseudo R2	0.282	0.284	0.28	0.287

Table F.1: Multinomial Logistic Regression of Outcome on Minority Status and Reason for Stop by Department, All Traffic Stops 2018

Department	Variable	Non-White	Black	Hispanic	Black or Hispanic
South Windsor	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	3036	2827	2675	3193
	Pseudo R2	0.349	0.349	0.363	0.34
Southington	Chi^2	756.335	730.258	649.012	568.434
	P-Value	N/A	N/A	N/A	N/A
	Observations	5506	5405	5442	5822
	Pseudo R2	0.303	0.303	0.307	0.3
Stamford	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	7260	7017	7352	9268
	Pseudo R2	0.303	0.305	0.282	0.284
State Capitol Police	Chi^2	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Stonington	Chi^2	950.931	646.289	8,008.00	11,359.18
	P-Value	N/A	N/A	N/A	N/A
	Observations	2317	2270	2238	2342
	Pseudo R2	0.333	0.337	0.344	0.344
Stratford	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	2259	2200	1639	2736
	Pseudo R2	0.279	0.279	0.3	0.252
Suffield	Chi^2	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Thomaston	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	1418	1398	1394	1453
	Pseudo R2	0.395	0.402	0.404	0.397
Torrington	Chi^2	236.352	329.196	238.36	632.015
	P-Value	N/A	N/A	N/A	N/A
	Observations	4718	4671	4725	4891
	Pseudo R2	0.312	0.317	0.324	0.317
Trumbull	Chi^2	79.253+++	1	1	1
	P-Value	0	1	1	1
	Observations	1540	1501	1341	1773
	Pseudo R2	0.365	0.333	0.418	0.354
University of Connecticut	Chi^2	1	661.127	1	6,650.83
	P-Value	1	N/A	1	N/A
	Observations	1976	1798	1748	1981
	Pseudo R2	0.31	0.326	0.342	0.319
Vernon	Chi^2	188.548+++	1,015.86	1	1,906.49
	P-Value	0	N/A	1	N/A
	Observations	1397	1369	1217	1554
	Pseudo R2	0.312	0.317	0.361	0.293

Table F.1: Multinomial Logistic Regression of Outcome on Minority Status and Reason for Stop by Department, All Traffic Stops 2018

Department	Variable	Non-White	Black	Hispanic	Black or Hispanic
Wallingford	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	3744	3657	3944	4533
	Pseudo R2	0.256	0.259	0.252	0.229
Waterbury	Chi^2	57.993+++	61.650+++	82.655+++	69.946+++
	P-Value	0	0	0	0
	Observations	2735	2705	2847	4021
	Pseudo R2	0.277	0.28	0.254	0.25
Waterford	Chi^2	1,694.39	1,343.05	4,625.98	5,278.98
	P-Value	N/A	N/A	N/A	N/A
	Observations	2895	2831	2777	3267
	Pseudo R2	0.218	0.229	0.232	0.196
Watertown	Chi^2	544.132	1,012.84	1	1
	P-Value	N/A	N/A	1	1
	Observations	1527	1517	1519	1642
	Pseudo R2	0.372	0.374	0.412	0.395
Western CT State University	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
West Hartford	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	3633	3319	3414	4234
	Pseudo R2	0.259	0.266	0.252	0.234
West Haven	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	4522	4451	4088	5793
	Pseudo R2	0.257	0.259	0.275	0.229
Weston	Chi^2	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Westport	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	4523	4433	4286	4955
	Pseudo R2	0.25	0.252	0.256	0.244
Wethersfield	Chi^2	1	1	1	1
	P-Value	1	1	1	1
	Observations	1451	1421	1706	2147
	Pseudo R2	0.305	0.307	0.312	0.261
Willimantic	Chi^2	1	1	308.881	283.868
	P-Value	1	1	N/A	N/A
	Observations	1152	1130	1691	1829
	Pseudo R2	0.388	0.398	0.272	0.254
Wilton	Chi^2	1	1	1,585.82	1
	P-Value	1	1	N/A	1
	Observations	2679	2521	2635	2983
	Pseudo R2	0.324	0.342	0.337	0.31

Table F.1: Multinomial Logistic Regression of Outcome on Minority Status and Reason for Stop by Department, All Traffic Stops 2018

Department	Variable	Non-White	Black	Hispanic	Black or Hispanic
Windsor	Chi^2	1	1	154.667+++	1
	P-Value	1	1	0	1
	Observations	7469	7123	4473	8019
	Pseudo R2	0.246	0.248	0.31	0.245
Windsor Locks	Chi^2	1,097.28	6,271.01	715.736	1,708.96
	P-Value	N/A	N/A	N/A	N/A
	Observations	860	839	711	924
	Pseudo R2	0.435	0.453	0.467	0.446
Winsted	Chi^2	1	1	169910	1
	P-Value	1	1	N/A	1
	Observations	955	944	938	991
	Pseudo R2	0.558	0.559	0.542	0.547
Wolcott	Chi^2	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A
	Observations	N/A	N/A	N/A	N/A
	Pseudo R2	N/A	N/A	N/A	N/A
Woodbridge	Chi^2	90,649.59	20,705.84	1	1
	P-Value	N/A	N/A	1	1
	Observations	1513	1461	1171	1612
	Pseudo R2	0.289	0.294	0.289	0.284
Yale University	Chi^2	1	1	N/A	1
	P-Value	1	1	N/A	1
	Observations	527	501	N/A	603
	Pseudo R2	0.465	0.476	N/A	0.402

APPENDIX G: SEARCH ANALYSIS DATA TABLES

Table G.1: Chi-Square Test of Hit-Rate, Consent Searches 2018

Variable	Caucasian	Non-Caucasian	Black	Hispanic	Black or Hispanic
Hit Rate	31.398%	24.742%***	24.850%***	27.035%***	25.732%***
Contraband	676	384	376	332	693
Searches	2153	1552	1513	1228	2693
Chi2	N/A	19.561	18.613	7.111	18.94
P-Value	N/A	0.001	0.001	0.008	0.001

Note 1: The coefficients are presented along with robust standard errors. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: Sample includes all consent searches in 2018.

Table G.2: Chi-Square Test of Hit-Rate, Municipal Police Consent Searches 2018

Variable	Caucasian	Non-Caucasian	Black	Hispanic	Black or Hispanic
Hit Rate	31.184%	23.972%***	24.096%***	24.924%***	24.398%***
Contraband	503	303	300	248	537
Searches	1613	1264	1245	995	2201
Chi2	N/A	18.281	17.472	11.76	21.614
P-Value	N/A	0.001	0.001	0.001	0.001

Note 1: The coefficients are presented along with robust standard errors. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: Sample includes all consent searches made by municipal departments in 2018.

Table G.3: Chi-Square Test of Hit-Rate, State Police Consent Searches 2018

Variable	Caucasian	Non-Caucasian	Black	Hispanic	Black or Hispanic
Hit Rate	28.40%	25.29%	25.21%	29.70%	26.91%
Contraband	138	65	60	60	116
Searches	486	257	238	202	431
Chi2	N/A	0.814	0.815	0.119	0.25
P-Value	N/A	0.367	0.365	0.73	0.616

Note 1: The coefficients are presented along with robust standard errors. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: Sample includes all consent searches made by State Police in 2018.

Table G.4: Chi-Square Test of Hit-Rate by Department, All Discretionary Searches, 2018

Department	Variable	Caucasian	Non-Caucasian	Black	Hispanic	Black or Hispanic
Bloomfield	Hit Rate	N/A	67.44%	67.44%	N/A	65.96%
	Contraband	N/A	29	29	N/A	31
	Searches	N/A	43	43	N/A	47
	Chi2	N/A	0.284	0.284	N/A	0.208
	P-Value	N/A	0.593	0.593	N/A	0.648
	Q-Value	N/A	0.954	0.954	N/A	0.954
Branford	Hit Rate	40%	N/A	N/A	N/A	N/A
	Contraband	18	N/A	N/A	N/A	N/A
	Searches	45	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Bridgeport	Hit Rate	N/A	34.483%%+	34.118%%+	29.79%	32.576%%+
	Contraband	N/A	30	29	14	43
	Searches	N/A	87	85	47	132
	Chi2	N/A	3.446	3.345	2.163	3.094
	P-Value	N/A	0.063	0.067	0.141	0.079
	Q-Value	N/A	0.345	0.351	0.479	0.374
Bristol	Hit Rate	54.05%	N/A	N/A	N/A	52.27%
	Contraband	20	N/A	N/A	N/A	23
	Searches	37	N/A	N/A	N/A	44
	Chi2	N/A	N/A	N/A	N/A	0.026
	P-Value	N/A	N/A	N/A	N/A	0.873
	Q-Value	N/A	N/A	N/A	N/A	0.994
Brookfield	Hit Rate	78.95%	N/A	N/A	N/A	N/A
	Contraband	30	N/A	N/A	N/A	N/A
	Searches	38	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Clinton	Hit Rate	52%	N/A	N/A	N/A	N/A
	Contraband	17	N/A	N/A	N/A	N/A
	Searches	33	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
CSP Troop A	Hit Rate	42.86%	29.347%%++	30.587%%+	22.666%***	26.582%***
	Contraband	75	27	26	17	42
	Searches	175	92	85	75	158
	Chi2	N/A	4.66	3.625	9.201	9.649
	P-Value	N/A	0.03	0.057	0.002	0.002
	Q-Value	N/A	0.324	0.345	0.046	0.043
CSP Troop B	Hit Rate	43.14%	N/A	N/A	N/A	N/A
	Contraband	22	N/A	N/A	N/A	N/A
	Searches	51	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
CSP Troop C	Hit Rate	35.83%	51.785%%++	52.941%%++	44.74%	47.673%%+
	Contraband	67	29	27	17	41
	Searches	187	56	51	38	86
	Chi2	N/A	4.591	4.909	1.07	3.457
	P-Value	N/A	0.032	0.027	0.3	0.063
	Q-Value	N/A	0.324	0.324	0.739	0.345

*Results were not available across all specifications for departments not listed in this table.

Table G.4: Chi-Square Test of Hit-Rate by Department, All Discretionary Searches, 2018

Department	Variable	Caucasian	Non-Caucasian	Black	Hispanic	Black or Hispanic
CSP Troop D	Hit Rate	48.53%	N/A	N/A	N/A	N/A
	Contraband	33	N/A	N/A	N/A	N/A
	Searches	68	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
CSP Troop E	Hit Rate	39.23%	40.48%	35.90%	N/A	31.48%
	Contraband	51	17	14	N/A	17
	Searches	130	42	39	N/A	54
	Chi2	N/A	0.02	0.141	N/A	0.982
	P-Value	N/A	0.885	0.707	N/A	0.321
	Q-Value	N/A	0.994	0.955	N/A	0.739
CSP Troop F	Hit Rate	59.09%	57.14%	54.54%	N/A	50%
	Contraband	65	20	18	N/A	31
	Searches	110	35	33	N/A	62
	Chi2	N/A	0.041	0.215	N/A	1.328
	P-Value	N/A	0.838	0.643	N/A	0.248
	Q-Value	N/A	0.994	0.954	N/A	0.661
CSP Troop G	Hit Rate	28.57%	31.02%	32.07%	27.27%	30.91%
	Contraband	36	76	76	39	115
	Searches	126	245	237	143	372
	Chi2	N/A	0.237	0.47	0.056	0.244
	P-Value	N/A	0.626	0.492	0.813	0.62
	Q-Value	N/A	0.954	0.916	0.994	0.954
CSP Troop H	Hit Rate	45.28%	32.26%	31.67%	39.62%	35.46%
	Contraband	24	20	19	21	39
	Searches	53	62	60	53	110
	Chi2	N/A	2.052	2.213	0.347	1.457
	P-Value	N/A	0.151	0.136	0.555	0.226
	Q-Value	N/A	0.492	0.479	0.954	0.646
CSP Troop I	Hit Rate	31.71%	32%	32%	23.53%	30.38%
	Contraband	13	16	16	8	24
	Searches	41	50	50	34	79
	Chi2	N/A	0.001	0.001	0.616	0.021
	P-Value	N/A	0.976	0.976	0.432	0.88
	Q-Value	N/A	0.994	0.994	0.833	0.994
CSP Troop K	Hit Rate	39.74%	N/A	N/A	N/A	59.090%%++
	Contraband	31	N/A	N/A	N/A	26
	Searches	78	N/A	N/A	N/A	44
	Chi2	N/A	N/A	N/A	N/A	4.23
	P-Value	N/A	N/A	N/A	N/A	0.039
	Q-Value	N/A	N/A	N/A	N/A	0.345
CSP Troop L	Hit Rate	48.61%	N/A	N/A	N/A	N/A
	Contraband	35	N/A	N/A	N/A	N/A
	Searches	72	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Danbury	Hit Rate	N/A	N/A	N/A	N/A	44.74%
	Contraband	N/A	N/A	N/A	N/A	17
	Searches	N/A	N/A	N/A	N/A	38
	Chi2	N/A	N/A	N/A	N/A	0.248
	P-Value	N/A	N/A	N/A	N/A	0.617
	Q-Value	N/A	N/A	N/A	N/A	0.954

*Results were not available across all specifications for departments not listed in this table.

Table G.4: Chi-Square Test of Hit-Rate by Department, All Discretionary Searches, 2018

Department	Variable	Caucasian	Non-Caucasian	Black	Hispanic	Black or Hispanic
Darien	Hit Rate	N/A	62.16%	62.16%	N/A	60.78%
	Contraband	N/A	23	23	N/A	31
	Searches	N/A	37	37	N/A	51
	Chi2	N/A	0	0	N/A	0.013
	P-Value	N/A	0.994	0.994	N/A	0.91
	Q-Value	N/A	0.994	0.994	N/A	0.994
Derby	Hit Rate	26.47%	N/A	N/A	N/A	35.00%
	Contraband	9	N/A	N/A	N/A	14
	Searches	34	N/A	N/A	N/A	40
	Chi2	N/A	N/A	N/A	N/A	0.624
	P-Value	N/A	N/A	N/A	N/A	0.428
	Q-Value	N/A	N/A	N/A	N/A	0.833
East Hartford	Hit Rate	51.06%	41.26%	40.85%	47.27%	42.49%
	Contraband	24	59	58	26	82
	Searches	47	143	142	55	193
	Chi2	N/A	1.381	1.501	0.145	1.126
	P-Value	N/A	0.239	0.219	0.703	0.287
	Q-Value	N/A	0.657	0.643	0.955	0.739
East Haven	Hit Rate	45.71%	N/A	N/A	N/A	46.51%
	Contraband	16	N/A	N/A	N/A	20
	Searches	35	N/A	N/A	N/A	43
	Chi2	N/A	N/A	N/A	N/A	0.004
	P-Value	N/A	N/A	N/A	N/A	0.944
	Q-Value	N/A	N/A	N/A	N/A	0.994
East Lyme	Hit Rate	39.47%	N/A	N/A	N/A	N/A
	Contraband	15	N/A	N/A	N/A	N/A
	Searches	38	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Enfield	Hit Rate	55.31%	59.57%	56.82%	54.54%	55.56%
	Contraband	99	28	25	18	40
	Searches	179	47	44	33	72
	Chi2	N/A	0.275	0.032	0.007	0.001
	P-Value	N/A	0.6	0.856	0.935	0.971
	Q-Value	N/A	0.954	0.994	0.994	0.994
Fairfield	Hit Rate	60.61%	49.42%	48.235%%+	63.93%	55.24%
	Contraband	60	43	41	39	79
	Searches	99	87	85	61	143
	Chi2	N/A	2.342	2.826	0.177	0.688
	P-Value	N/A	0.126	0.093	0.674	0.407
	Q-Value	N/A	0.474	0.428	0.955	0.828
Farmington	Hit Rate	66.67%	63.42%	59.46%	N/A	56.67%
	Contraband	26	26	22	N/A	34
	Searches	39	41	37	N/A	60
	Chi2	N/A	0.093	0.423	N/A	0.99
	P-Value	N/A	0.76	0.514	N/A	0.319
	Q-Value	N/A	0.968	0.926	N/A	0.739
Glastonbury	Hit Rate	50.00%	0.43333	N/A	58.06%	51.67%
	Contraband	28	13	N/A	18	31
	Searches	56	30	N/A	31	60
	Chi2	N/A	0.347	N/A	0.521	0.032
	P-Value	N/A	0.555	N/A	0.469	0.857
	Q-Value	N/A	0.954	N/A	0.887	0.994

*Results were not available across all specifications for departments not listed in this table.

Table G.4: Chi-Square Test of Hit-Rate by Department, All Discretionary Searches, 2018

Department	Variable	Caucasian	Non-Caucasian	Black	Hispanic	Black or Hispanic
Greenwich	Hit Rate	42.31%	22.857%%+	22.857%%+	28.26%	25.926%%++
	Contraband	22	8	8	13	21
	Searches	52	35	35	46	81
	Chi2	N/A	3.503	3.503	2.098	3.884
	P-Value	N/A	0.061	0.061	0.148	0.048
	Q-Value	N/A	0.345	0.345	0.488	0.345
Groton Town	Hit Rate	45.53%	53.13%	53.23%	39.47%	46.94%
	Contraband	56	34	33	15	46
	Searches	123	64	62	38	98
	Chi2	N/A	0.972	0.977	0.432	0.043
	P-Value	N/A	0.324	0.323	0.51	0.834
	Q-Value	N/A	0.739	0.739	0.926	0.994
Hartford	Hit Rate	41.27%	31.12%	31.12%	28.389%%++	30.347%%+
	Contraband	26	103	103	67	166
	Searches	63	331	331	236	547
	Chi2	N/A	2.476	2.476	3.849	3.125
	P-Value	N/A	0.115	0.115	0.05	0.076
	Q-Value	N/A	0.467	0.467	0.345	0.374
Ledyard	Hit Rate	42.86%	46.15%	47.22%	N/A	44.90%
	Contraband	21	18	17	N/A	22
	Searches	49	39	36	N/A	49
	Chi2	N/A	0.096	0.159	N/A	0.041
	P-Value	N/A	0.757	0.689	N/A	0.838
	Q-Value	N/A	0.968	0.955	N/A	0.994
Manchester	Hit Rate	50.00%	52.78%	52.78%	47.54%	51.19%
	Contraband	49	57	57	29	86
	Searches	98	108	108	61	168
	Chi2	N/A	0.158	0.158	0.09	0.035
	P-Value	N/A	0.689	0.689	0.763	0.851
	Q-Value	N/A	0.955	0.955	0.968	0.994
Meriden	Hit Rate	0.76563	56.250%%++	57.446%%++	63.854%%+	61.240%%++
	Contraband	49	27	27	53	79
	Searches	64	48	47	83	129
	Chi2	N/A	5.189	4.586	2.746	4.495
	P-Value	N/A	0.023	0.032	0.097	0.034
	Q-Value	N/A	0.307	0.324	0.437	0.324
Middletown	Hit Rate	52.86%	57.14%	55.88%	69.766%%+	58.99%
	Contraband	74	80	76	30	105
	Searches	140	140	136	43	178
	Chi2	N/A	0.518	0.254	3.834	1.197
	P-Value	N/A	0.47	0.614	0.05	0.273
	Q-Value	N/A	0.887	0.954	0.345	0.714
Milford	Hit Rate	29.86%	37%	38.20%	42.86%	38.53%
	Contraband	43	34	34	15	47
	Searches	144	91	89	35	122
	Chi2	N/A	1.424	1.73	2.171	2.213
	P-Value	N/A	0.232	0.187	0.141	0.136
	Q-Value	N/A	0.649	0.577	0.479	0.479
Monroe	Hit Rate	63.64%	N/A	N/A	N/A	N/A
	Contraband	21	N/A	N/A	N/A	N/A
	Searches	33	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A

*Results were not available across all specifications for departments not listed in this table.

Table G.4: Chi-Square Test of Hit-Rate by Department, All Discretionary Searches, 2018

Department	Variable	Caucasian	Non-Caucasian	Black	Hispanic	Black or Hispanic
Naugatuck	Hit Rate	51%	N/A	N/A	N/A	55.00%
	Contraband	25	N/A	N/A	N/A	22
	Searches	49	N/A	N/A	N/A	40
	Chi2	N/A	N/A	N/A	N/A	0.14
	P-Value	N/A	N/A	N/A	N/A	0.708
	Q-Value	N/A	N/A	N/A	N/A	0.955
New Britain	Hit Rate	59.15%	56.12%	56.84%	54.54%	56.00%
	Contraband	42	55	54	90	140
	Searches	71	98	95	165	250
	Chi2	N/A	0.155	0.089	0.428	0.224
	P-Value	N/A	0.694	0.764	0.513	0.635
	Q-Value	N/A	0.955	0.968	0.926	0.954
New Haven	Hit Rate	51.67%	20.863%***	20.913%***	42.10%	26.343%***
	Contraband	31	87	87	64	147
	Searches	60	417	416	152	558
	Chi2	N/A	26.732	26.599	1.59	16.94
	P-Value	N/A	0.001	0.001	0.207	0
	Q-Value	N/A	0.001	0.001	0.621	0.001
New London	Hit Rate	50.00%	42.31%	42.31%	N/A	41.89%
	Contraband	26	22	22	N/A	31
	Searches	52	52	52	N/A	74
	Chi2	N/A	0.619	0.619	N/A	0.81
	P-Value	N/A	0.43	0.43	N/A	0.368
	Q-Value	N/A	0.833	0.833	N/A	0.783
New Milford	Hit Rate	76.74%	N/A	N/A	N/A	N/A
	Contraband	33	N/A	N/A	N/A	N/A
	Searches	43	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Newington	Hit Rate	38.78%	55.81%	57.500%%+	44.90%	50.56%
	Contraband	19	24	23	22	45
	Searches	49	43	40	49	89
	Chi2	N/A	2.671	3.098	0.377	1.764
	P-Value	N/A	0.101	0.078	0.538	0.184
	Q-Value	N/A	0.446	0.374	0.949	0.577
Newtown	Hit Rate	62.16%	N/A	N/A	N/A	N/A
	Contraband	23	N/A	N/A	N/A	N/A
	Searches	37	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Norwalk	Hit Rate	61.62%	67.46%	67.26%	52.81%	62.26%
	Contraband	61	114	113	47	160
	Searches	99	169	168	89	257
	Chi2	N/A	0.939	0.875	1.486	0.012
	P-Value	N/A	0.331	0.349	0.223	0.911
	Q-Value	N/A	0.742	0.757	0.643	0.994
Norwich	Hit Rate	46.83%	47.69%	47.69%	47.37%	48.51%
	Contraband	59	31	31	18	49
	Searches	126	65	65	38	101
	Chi2	N/A	0.013	0.013	0.003	0.064
	P-Value	N/A	0.908	0.908	0.953	0.8
	Q-Value	N/A	0.994	0.994	0.994	0.994

*Results were not available across all specifications for departments not listed in this table.

Table G.4: Chi-Square Test of Hit-Rate by Department, All Discretionary Searches, 2018

Department	Variable	Caucasian	Non-Caucasian	Black	Hispanic	Black or Hispanic
Old Saybrook	Hit Rate	58.72%	N/A	N/A	N/A	N/A
	Contraband	64	N/A	N/A	N/A	N/A
	Searches	109	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Plainfield	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	51	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Plainville	Hit Rate	70.00%	N/A	N/A	N/A	N/A
	Contraband	28	N/A	N/A	N/A	N/A
	Searches	40	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Plymouth	Hit Rate	42.22%	N/A	N/A	N/A	N/A
	Contraband	19	N/A	N/A	N/A	N/A
	Searches	45	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Ridgefield	Hit Rate	56.25%	N/A	N/A	N/A	N/A
	Contraband	18	N/A	N/A	N/A	N/A
	Searches	32	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Rocky Hill	Hit Rate	33.33%	N/A	N/A	N/A	N/A
	Contraband	11	N/A	N/A	N/A	N/A
	Searches	33	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Seymour	Hit Rate	19.35%	N/A	N/A	N/A	N/A
	Contraband	6	N/A	N/A	N/A	N/A
	Searches	31	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
South Windsor	Hit Rate	N/A	N/A	N/A	N/A	83.33%
	Contraband	N/A	N/A	N/A	N/A	35
	Searches	N/A	N/A	N/A	N/A	42
	Chi2	N/A	N/A	N/A	N/A	0.87
	P-Value	N/A	N/A	N/A	N/A	0.351
	Q-Value	N/A	N/A	N/A	N/A	0.757
Southington	Hit Rate	61.11%	N/A	N/A	N/A	N/A
	Contraband	44	N/A	N/A	N/A	N/A
	Searches	72	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A

*Results were not available across all specifications for departments not listed in this table.

Table G.4: Chi-Square Test of Hit-Rate by Department, All Discretionary Searches, 2018

Department	Variable	Caucasian	Non-Caucasian	Black	Hispanic	Black or Hispanic
Stamford	Hit Rate	29.41%	21.74%	20.59%	32.61%	25.44%
	Contraband	10	15	14	15	29
	Searches	34	69	68	46	114
	Chi2	N/A	0.728	0.981	0.093	0.212
	P-Value	N/A	0.393	0.321	0.759	0.643
	Q-Value	N/A	0.827	0.739	0.968	0.954
Stratford	Hit Rate	36.07%	34.20%	33.83%	34.34%	33.52%
	Contraband	44	92	90	34	120
	Searches	122	269	266	99	358
	Chi2	N/A	0.128	0.184	0.071	0.261
	P-Value	N/A	0.72	0.667	0.79	0.609
	Q-Value	N/A	0.957	0.955	0.991	0.954
Torrington	Hit Rate	64.79%	N/A	N/A	N/A	N/A
	Contraband	46	N/A	N/A	N/A	N/A
	Searches	71	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Trumbull	Hit Rate	67.93%	46.269%%++	45.455%%++	62.50%	51.020%%++
	Contraband	36	31	30	20	50
	Searches	53	67	66	32	98
	Chi2	N/A	5.627	6.007	0.261	4.008
	P-Value	N/A	0.017	0.014	0.609	0.045
	Q-Value	N/A	0.259	0.231	0.954	0.345
UCONN	Hit Rate	69.49%	67.74%	N/A	N/A	78.95%
	Contraband	41	21	N/A	N/A	45
	Searches	59	31	N/A	N/A	57
	Chi2	N/A	0.028	N/A	N/A	1.351
	P-Value	N/A	0.865	N/A	N/A	0.245
	Q-Value	N/A	0.994	N/A	N/A	0.661
Vernon	Hit Rate	71.81%	61.320%%+	60.951%%+	64.82%	62.263%%+
	Contraband	135	65	64	35	99
	Searches	188	106	105	54	159
	Chi2	N/A	3.427	3.644	0.981	3.572
	P-Value	N/A	0.064	0.056	0.321	0.059
	Q-Value	N/A	0.345	0.345	0.739	0.345
Wallingford	Hit Rate	60.62%	66.20%	67.14%	56.88%	60.57%
	Contraband	117	47	47	62	106
	Searches	193	71	70	109	175
	Chi2	N/A	0.685	0.93	0.404	0
	P-Value	N/A	0.407	0.335	0.524	0.991
	Q-Value	N/A	0.828	0.742	0.935	0.994
Waterbury	Hit Rate	48.54%	19.658%***	20%***	26.582%***	22.750%***
	Contraband	50	23	23	21	43
	Searches	103	117	115	79	189
	Chi2	N/A	20.614	19.875	9.062	20.433
	P-Value	N/A	0.001	0.001	0.003	0.001
	Q-Value	N/A	0.001	0.001	0.046	0.001
Waterford	Hit Rate	39.02%	N/A	N/A	N/A	47.83%
	Contraband	16	N/A	N/A	N/A	22
	Searches	41	N/A	N/A	N/A	46
	Chi2	N/A	N/A	N/A	N/A	0.683
	P-Value	N/A	N/A	N/A	N/A	0.409
	Q-Value	N/A	N/A	N/A	N/A	0.828

*Results were not available across all specifications for departments not listed in this table.

Table G.4: Chi-Square Test of Hit-Rate by Department, All Discretionary Searches, 2018

Department	Variable	Caucasian	Non-Caucasian	Black	Hispanic	Black or Hispanic
West Hartford	Hit Rate	71.74%	60%	59.68%	64.52%	62.58%
	Contraband	66	39	37	60	97
	Searches	92	65	62	93	155
	Chi2	N/A	2.369	2.433	1.11	2.157
	P-Value	N/A	0.123	0.119	0.291	0.142
	Q-Value	N/A	0.474	0.469	0.739	0.479
West Haven	Hit Rate	33.33%	30%	29.17%	N/A	32.90%
	Contraband	16	15	14	N/A	25
	Searches	48	50	48	N/A	76
	Chi2	N/A	0.126	0.194	N/A	0.003
	P-Value	N/A	0.722	0.66	N/A	0.959
	Q-Value	N/A	0.957	0.955	N/A	0.994
Westport	Hit Rate	52.17%	51%	53.33%	N/A	51%
	Contraband	24	24	24	N/A	33
	Searches	46	47	45	N/A	65
	Chi2	N/A	0.01	0.012	N/A	0.02
	P-Value	N/A	0.915	0.912	N/A	0.884
	Q-Value	N/A	0.994	0.994	N/A	0.994
Wethersfield	Hit Rate	62.12%	57.50%	57.50%	48.49%	51.89%
	Contraband	41	23	23	32	55
	Searches	66	40	40	66	106
	Chi2	N/A	0.222	0.222	2.482	1.728
	P-Value	N/A	0.637	0.637	0.115	0.188
	Q-Value	N/A	0.954	0.954	0.467	0.577
Willimantic	Hit Rate	28.32%	N/A	N/A	28.57%	26%
	Contraband	32	N/A	N/A	28	31
	Searches	113	N/A	N/A	98	118
	Chi2	N/A	N/A	N/A	0.002	0.122
	P-Value	N/A	N/A	N/A	0.967	0.726
	Q-Value	N/A	N/A	N/A	0.994	0.957
Wilton	Hit Rate	66%	N/A	N/A	N/A	70.46%
	Contraband	33	N/A	N/A	N/A	31
	Searches	50	N/A	N/A	N/A	44
	Chi2	N/A	N/A	N/A	N/A	0.214
	P-Value	N/A	N/A	N/A	N/A	0.643
	Q-Value	N/A	N/A	N/A	N/A	0.954
Windsor	Hit Rate	N/A	72.34%	72.34%	N/A	73.08%
	Contraband	N/A	34	34	N/A	38
	Searches	N/A	47	47	N/A	52
	Chi2	N/A	0.004	0.004	N/A	0.014
	P-Value	N/A	0.947	0.947	N/A	0.902
	Q-Value	N/A	0.994	0.994	N/A	0.994

*Results were not available across all specifications for departments not listed in this table.

Table G.5: Chi-Square Test of Hit-Rate by Department, All Consent Searches, 2018

Department	Variable	Caucasian	Non-Caucasian	Black	Hispanic	Black or Hispanic
Bloomfield	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Branford	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Bridgeport	Hit Rate	N/A	N/A	N/A	N/A	20.00%
	Contraband	N/A	N/A	N/A	N/A	10
	Searches	N/A	N/A	N/A	N/A	50
	Chi2	N/A	N/A	N/A	N/A	1.932
	P-Value	N/A	N/A	N/A	N/A	0.164
	Q-Value	N/A	N/A	N/A	N/A	0.547
Bristol	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Brookfield	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Clinton	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
CSP Troop A	Hit Rate	19.67%	N/A	N/A	N/A	5.13%++
	Contraband	12	N/A	N/A	N/A	2
	Searches	61	N/A	N/A	N/A	39
	Chi2	N/A	N/A	N/A	N/A	4.179
	P-Value	N/A	N/A	N/A	N/A	0.041
	Q-Value	N/A	N/A	N/A	N/A	0.49
CSP Troop B	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
CSP Troop C	Hit Rate	31.97%	47.62%+	50.0%++	43.33%	44.62%+
	Contraband	39	20	19	13	29
	Searches	122	42	38	30	65
	Chi2	N/A	3.322	4.077	1.381	2.931
	P-Value	N/A	0.068	0.043	0.239	0.086
	Q-Value	N/A	0.49	0.49	0.549	0.49

*Results were not available across all specifications for departments not listed in this table.

Table G.5: Chi-Square Test of Hit-Rate by Department, All Consent Searches, 2018

Department	Variable	Caucasian	Non-Caucasian	Black	Hispanic	Black or Hispanic
CSP Troop D	Hit Rate	50.00%	N/A	N/A	N/A	N/A
	Contraband	19	N/A	N/A	N/A	N/A
	Searches	38	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
CSP Troop E	Hit Rate	26.79%	N/A	N/A	N/A	N/A
	Contraband	15	N/A	N/A	N/A	N/A
	Searches	56	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
CSP Troop F	Hit Rate	39.47%	N/A	N/A	N/A	39.47%
	Contraband	15	N/A	N/A	N/A	15
	Searches	38	N/A	N/A	N/A	38
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	1
	Q-Value	N/A	N/A	N/A	N/A	1
CSP Troop G	Hit Rate	18.75%	7.14%++	7.59%+	21.05%	13.53%
	Contraband	9	6	6	12	18
	Searches	48	84	79	57	133
	Chi2	N/A	4.085	3.566	0.086	0.755
	P-Value	N/A	0.043	0.059	0.768	0.384
	Q-Value	N/A	0.49	0.49	0.911	0.735
CSP Troop H	Hit Rate	N/A	N/A	N/A	N/A	28.89%
	Contraband	N/A	N/A	N/A	N/A	13
	Searches	N/A	N/A	N/A	N/A	45
	Chi2	N/A	N/A	N/A	N/A	0.059
	P-Value	N/A	N/A	N/A	N/A	0.808
	Q-Value	N/A	N/A	N/A	N/A	0.92
CSP Troop I	Hit Rate	N/A	N/A	N/A	N/A	30.77%
	Contraband	N/A	N/A	N/A	N/A	12
	Searches	N/A	N/A	N/A	N/A	39
	Chi2	N/A	N/A	N/A	N/A	1.733
	P-Value	N/A	N/A	N/A	N/A	0.187
	Q-Value	N/A	N/A	N/A	N/A	0.547
CSP Troop K	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
CSP Troop L	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Danbury	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A

*Results were not available across all specifications for departments not listed in this table.

Table G.5: Chi-Square Test of Hit-Rate by Department, All Consent Searches, 2018

Department	Variable	Caucasian	Non-Caucasian	Black	Hispanic	Black or Hispanic
Darien	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Derby	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
East Hartford	Hit Rate	N/A	47.17%	47.17%	N/A	46.91%+
	Contraband	N/A	25	25	N/A	38
	Searches	N/A	53	53	N/A	81
	Chi2	N/A	2.522	2.522	N/A	2.891
	P-Value	N/A	0.112	0.112	N/A	0.089
	Q-Value	N/A	0.49	0.49	N/A	0.49
East Haven	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
East Lyme	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Enfield	Hit Rate	26.09%	N/A	N/A	N/A	N/A
	Contraband	12	N/A	N/A	N/A	N/A
	Searches	46	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Fairfield	Hit Rate	36.96%	N/A	N/A	N/A	34.15%
	Contraband	17	N/A	N/A	N/A	14
	Searches	46	N/A	N/A	N/A	41
	Chi2	N/A	N/A	N/A	N/A	0.075
	P-Value	N/A	N/A	N/A	N/A	0.785
	Q-Value	N/A	N/A	N/A	N/A	0.911
Farmington	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Glastonbury	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A

*Results were not available across all specifications for departments not listed in this table.

Table G.5: Chi-Square Test of Hit-Rate by Department, All Consent Searches, 2018

Department	Variable	Caucasian	Non-Caucasian	Black	Hispanic	Black or Hispanic
Greenwich	Hit Rate	N/A	N/A	N/A	N/A	14.71%
	Contraband	N/A	N/A	N/A	N/A	5
	Searches	N/A	N/A	N/A	N/A	34
	Chi2	N/A	N/A	N/A	N/A	0.119
	P-Value	N/A	N/A	N/A	N/A	0.728
	Q-Value	N/A	N/A	N/A	N/A	0.911
Groton Town	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Hartford	Hit Rate	27.78%	16.67%	16.67%	18.37%	17.47%
	Contraband	10	33	33	27	58
	Searches	36	198	198	147	332
	Chi2	N/A	2.506	2.506	1.588	2.29
	P-Value	N/A	0.112	0.112	0.208	0.129
	Q-Value	N/A	0.49	0.49	0.547	0.528
Ledyard	Hit Rate	35.00%	38.24%	38.71%	N/A	38.10%
	Contraband	14	13	12	N/A	16
	Searches	40	34	31	N/A	42
	Chi2	N/A	0.082	0.104	N/A	0.085
	P-Value	N/A	0.773	0.748	N/A	0.771
	Q-Value	N/A	0.911	0.911	N/A	0.911
Manchester	Hit Rate	20.00%	N/A	N/A	N/A	26.83%
	Contraband	6	N/A	N/A	N/A	11
	Searches	30	N/A	N/A	N/A	41
	Chi2	N/A	N/A	N/A	N/A	0.444
	P-Value	N/A	N/A	N/A	N/A	0.504
	Q-Value	N/A	N/A	N/A	N/A	0.842
Meriden	Hit Rate	N/A	N/A	N/A	N/A	18.75%
	Contraband	N/A	N/A	N/A	N/A	6
	Searches	N/A	N/A	N/A	N/A	32
	Chi2	N/A	N/A	N/A	N/A	0.358
	P-Value	N/A	N/A	N/A	N/A	0.549
	Q-Value	N/A	N/A	N/A	N/A	0.892
Middletown	Hit Rate	24.24%	38.71%	38.71%	N/A	32.56%
	Contraband	8	12	12	N/A	14
	Searches	33	31	31	N/A	43
	Chi2	N/A	1.557	1.557	N/A	0.628
	P-Value	N/A	0.211	0.211	N/A	0.428
	Q-Value	N/A	0.547	0.547	N/A	0.787
Milford	Hit Rate	25.00%	26.67%	26.67%	N/A	31.37%
	Contraband	18	8	8	N/A	16
	Searches	72	30	30	N/A	51
	Chi2	N/A	0.03	0.03	N/A	0.606
	P-Value	N/A	0.86	0.86	N/A	0.435
	Q-Value	N/A	0.92	0.92	N/A	0.787
Monroe	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A

*Results were not available across all specifications for departments not listed in this table.

Table G.5: Chi-Square Test of Hit-Rate by Department, All Consent Searches, 2018

Department	Variable	Caucasian	Non-Caucasian	Black	Hispanic	Black or Hispanic
Naugatuck	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
New Britain	Hit Rate	N/A	N/A	N/A	38.30%	38.33%
	Contraband	N/A	N/A	N/A	18	23
	Searches	N/A	N/A	N/A	47	60
	Chi2	N/A	N/A	N/A	0.856	0.911
	P-Value	N/A	N/A	N/A	0.354	0.34
	Q-Value	N/A	N/A	N/A	0.699	0.689
New Haven	Hit Rate	N/A	7.95%	7.95%	15.22%	9.74%
	Contraband	N/A	12	12	7	19
	Searches	N/A	151	151	46	195
	Chi2	N/A	2.693	2.693	0.153	1.725
	P-Value	N/A	0.101	0.101	0.694	0.188
	Q-Value	N/A	0.49	0.49	0.911	0.547
New London	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
New Milford	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Newington	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Newtown	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Norwalk	Hit Rate	38.30%	41.18%	40.00%	35.42%	37.76%
	Contraband	18	21	20	17	37
	Searches	47	51	50	48	98
	Chi2	N/A	0.085	0.028	0.085	0.004
	P-Value	N/A	0.771	0.864	0.771	0.949
	Q-Value	N/A	0.911	0.92	0.911	0.964
Norwich	Hit Rate	31.65%	N/A	N/A	N/A	22.22%
	Contraband	25	N/A	N/A	N/A	8
	Searches	79	N/A	N/A	N/A	36
	Chi2	N/A	N/A	N/A	N/A	1.072
	P-Value	N/A	N/A	N/A	N/A	0.3
	Q-Value	N/A	N/A	N/A	N/A	0.649

*Results were not available across all specifications for departments not listed in this table.

Table G.5: Chi-Square Test of Hit-Rate by Department, All Consent Searches, 2018

Department	Variable	Caucasian	Non-Caucasian	Black	Hispanic	Black or Hispanic
Old Saybrook	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Plainfield	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	47	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Plainville	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Plymouth	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Ridgefield	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Rocky Hill	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Seymour	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
South Windsor	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Southington	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A

*Results were not available across all specifications for departments not listed in this table.

Table G.5: Chi-Square Test of Hit-Rate by Department, All Consent Searches, 2018

Department	Variable	Caucasian	Non-Caucasian	Black	Hispanic	Black or Hispanic
Stamford	Hit Rate	N/A	N/A	N/A	N/A	8.51%
	Contraband	N/A	N/A	N/A	N/A	4
	Searches	N/A	N/A	N/A	N/A	47
	Chi2	N/A	N/A	N/A	N/A	0.156
	P-Value	N/A	N/A	N/A	N/A	0.693
	Q-Value	N/A	N/A	N/A	N/A	0.911
Stratford	Hit Rate	18.00%	14.89%	15.05%	19.57%	16.06%
	Contraband	9	14	14	9	22
	Searches	50	94	93	46	137
	Chi2	N/A	0.234	0.209	0.039	0.1
	P-Value	N/A	0.628	0.647	0.843	0.751
	Q-Value	N/A	0.911	0.911	0.92	0.911
Torrington	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Trumbull	Hit Rate	N/A	N/A	N/A	N/A	16.13%++
	Contraband	N/A	N/A	N/A	N/A	5
	Searches	N/A	N/A	N/A	N/A	31
	Chi2	N/A	N/A	N/A	N/A	4.922
	P-Value	N/A	N/A	N/A	N/A	0.027
	Q-Value	N/A	N/A	N/A	N/A	0.49
UCONN	Hit Rate	68.63%	N/A	N/A	N/A	77.55%
	Contraband	35	N/A	N/A	N/A	38
	Searches	51	N/A	N/A	N/A	49
	Chi2	N/A	N/A	N/A	N/A	1.009
	P-Value	N/A	N/A	N/A	N/A	0.314
	Q-Value	N/A	N/A	N/A	N/A	0.66
Vernon	Hit Rate	65.18%	55.56%	55.56%	61.36%	57.60%
	Contraband	88	45	45	27	72
	Searches	135	81	81	44	125
	Chi2	N/A	1.983	1.983	0.21	1.577
	P-Value	N/A	0.158	0.158	0.646	0.209
	Q-Value	N/A	0.547	0.547	0.911	0.547
Wallingford	Hit Rate	26.47%	N/A	N/A	N/A	25.00%
	Contraband	9	N/A	N/A	N/A	10
	Searches	34	N/A	N/A	N/A	40
	Chi2	N/A	N/A	N/A	N/A	0.02
	P-Value	N/A	N/A	N/A	N/A	0.884
	Q-Value	N/A	N/A	N/A	N/A	0.927
Waterbury	Hit Rate	N/A	1.96%	2.04%	3.33%	2.60%
	Contraband	N/A	1	1	1	2
	Searches	N/A	51	49	30	77
	Chi2	N/A	1.511	1.412	0.522	1.351
	P-Value	N/A	0.218	0.234	0.469	0.245
	Q-Value	N/A	0.547	0.549	0.825	0.549
Waterford	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A

*Results were not available across all specifications for departments not listed in this table.

Table G.5: Chi-Square Test of Hit-Rate by Department, All Consent Searches, 2018

Department	Variable	Caucasian	Non-Caucasian	Black	Hispanic	Black or Hispanic
West Hartford	Hit Rate	57.90%	N/A	N/A	N/A	33.33%++
	Contraband	22	N/A	N/A	N/A	12
	Searches	38	N/A	N/A	N/A	36
	Chi2	N/A	N/A	N/A	N/A	4.489
	P-Value	N/A	N/A	N/A	N/A	0.034
	Q-Value	N/A	N/A	N/A	N/A	0.49
West Haven	Hit Rate	N/A	N/A	N/A	N/A	16.13%
	Contraband	N/A	N/A	N/A	N/A	5
	Searches	N/A	N/A	N/A	N/A	31
	Chi2	N/A	N/A	N/A	N/A	0.006
	P-Value	N/A	N/A	N/A	N/A	0.939
	Q-Value	N/A	N/A	N/A	N/A	0.964
Westport	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Wethersfield	Hit Rate	N/A	N/A	N/A	N/A	36.67%
	Contraband	N/A	N/A	N/A	N/A	11
	Searches	N/A	N/A	N/A	N/A	30
	Chi2	N/A	N/A	N/A	N/A	0.199
	P-Value	N/A	N/A	N/A	N/A	0.656
	Q-Value	N/A	N/A	N/A	N/A	0.911
Willimantic	Hit Rate	19.32%	N/A	N/A	17.28%	15.46%
	Contraband	17	N/A	N/A	14	15
	Searches	88	N/A	N/A	81	97
	Chi2	N/A	N/A	N/A	0.116	0.479
	P-Value	N/A	N/A	N/A	0.732	0.488
	Q-Value	N/A	N/A	N/A	0.911	0.836
Wilton	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A
Windsor	Hit Rate	N/A	N/A	N/A	N/A	N/A
	Contraband	N/A	N/A	N/A	N/A	N/A
	Searches	N/A	N/A	N/A	N/A	N/A
	Chi2	N/A	N/A	N/A	N/A	N/A
	P-Value	N/A	N/A	N/A	N/A	N/A
	Q-Value	N/A	N/A	N/A	N/A	N/A

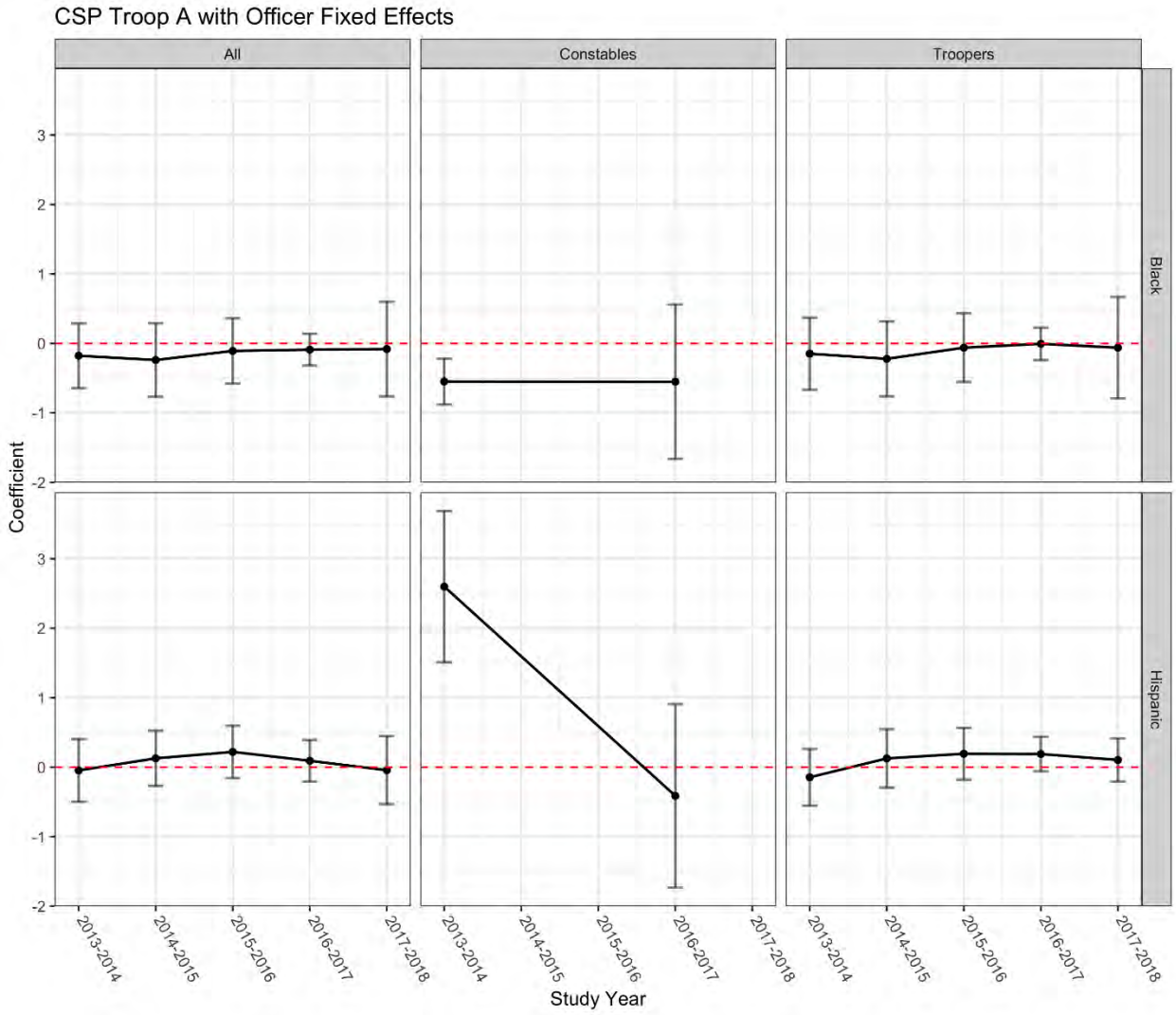
*Results were not available across all specifications for departments not listed in this table.

Table G.6: List of Departments with No Results Available across all Specifications

Ansonia	Easton	Redding
Avon	Granby	SCSU
Berlin	Groton City	Shelton
Bethel	Groton Long Point	Simsbury
Canton	Guilford	Stonington
Capitol Police	Hamden	Suffield
CCSU	Madison	Thomaston
Cheshire	Middlebury	Watertown
Coventry	New Canaan	Weston
Cromwell	North Branford	Windsor Locks
CSP Headquarters	North Haven	Winsted
DMV	Orange	Wolcott
East Hampton	Portland	Woodbridge
East Windsor	Putnam	Yale

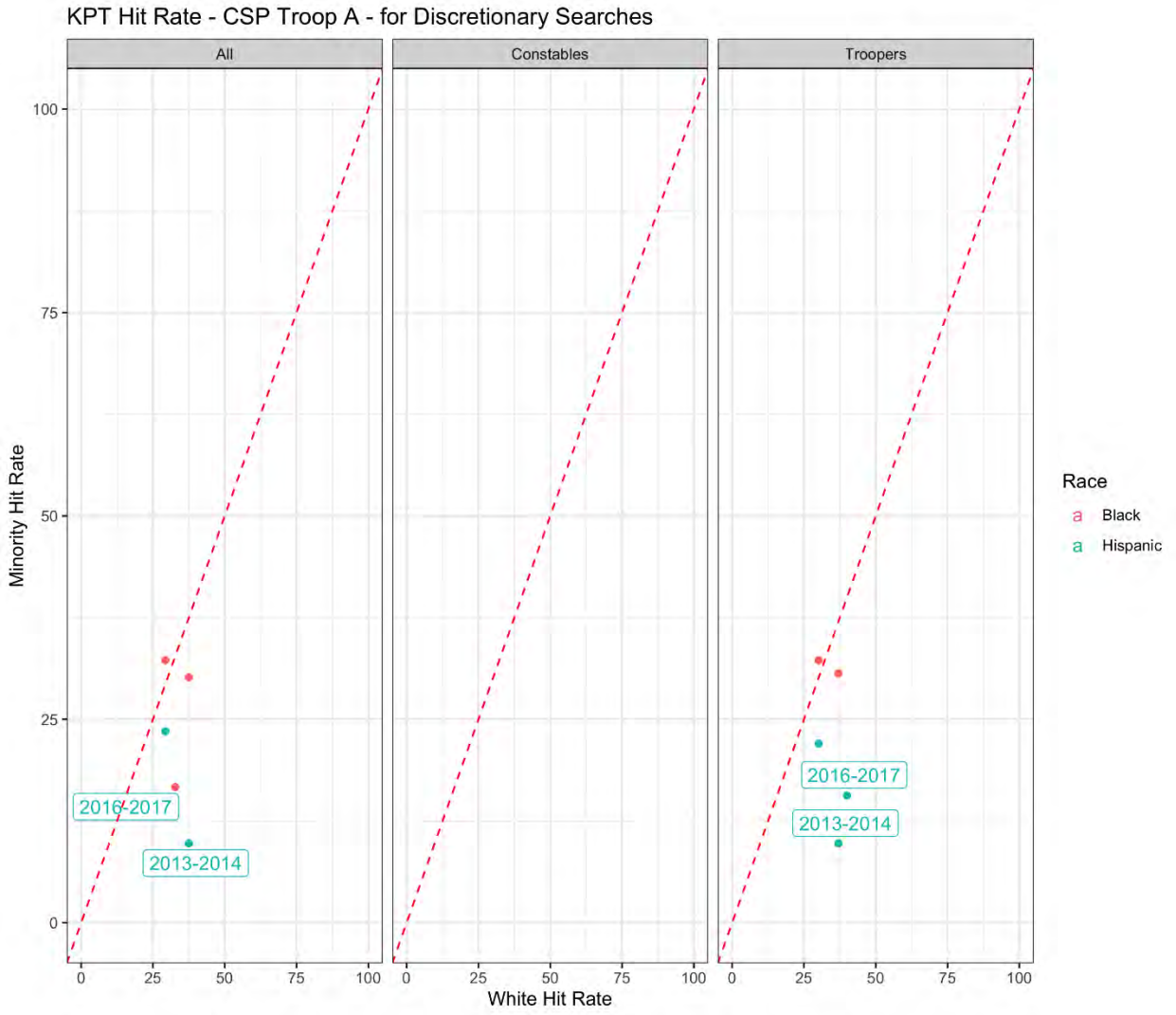
APPENDIX H: STATE POLICE ANALYSIS ROBUSTNESS CHECKS

Figure H.1: Veil of Darkness Test for Troop A, Coefficient Estimates and Confidence Intervals from Regression of Race and Ethnicity on Daylight and Officer Fixed-Effects by Year



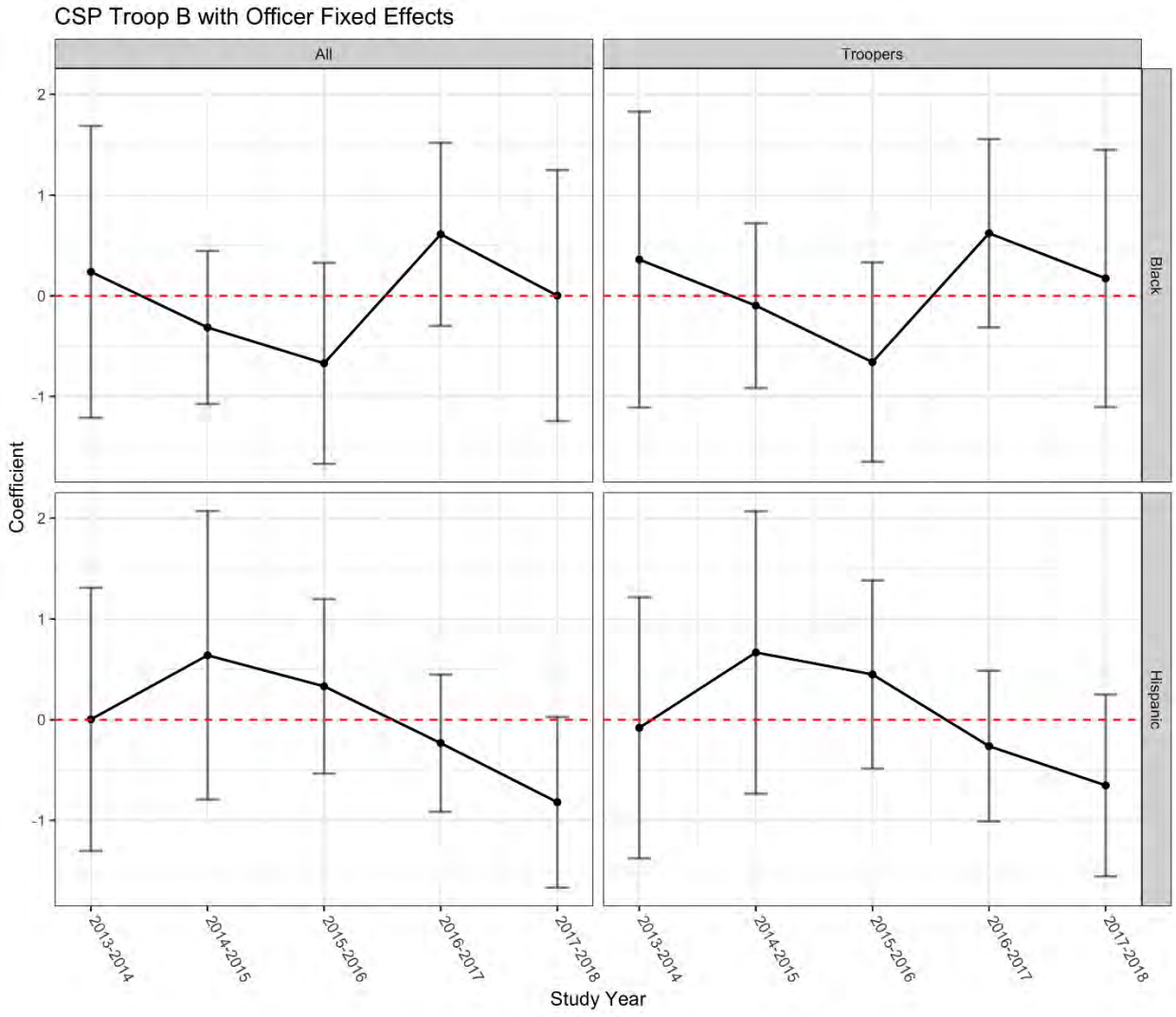
Notes: The Figure displays a 95% confidence interval around coefficient estimates (log odds) of daylight from a series of yearly logistic regression of motorist race on visibility as well as controls for time of day, day of week, and troop. The sample of traffic stops includes only moving violations made by Troop A occurring within the evening inter-twilight window. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of one hundred or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure H.2: Hit-Rate Test for Troop A, Minority Relative to Caucasian Non-Hispanic Rate of Contraband Found Per Consent Search by Year



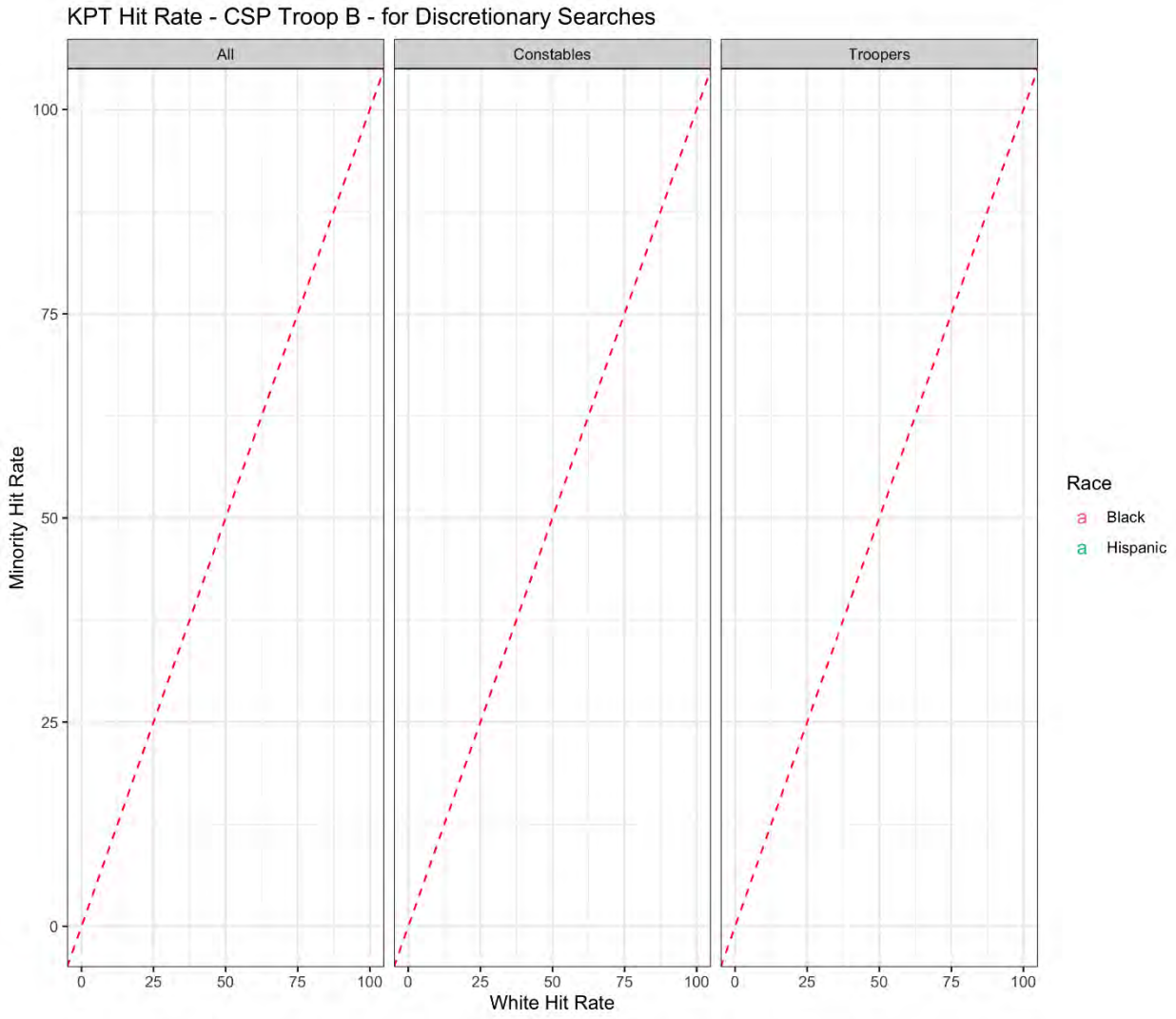
Notes: The Figure displays the mean number of times contraband is found per search (i.e. the "hit-rate") for minority motorists relative to Caucasian non-Hispanic motorists. Results found to be significant at the 95% confidence level or higher are annotated with the study year. The sample of traffic stops includes only those made by Troop A leading to searches labeled as consent search or other. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of thirty or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure H.3: Veil of Darkness Test for Troop B, Coefficient Estimates and Confidence Intervals from Regression of Race and Ethnicity on Daylight and Officer Fixed-Effects by Year



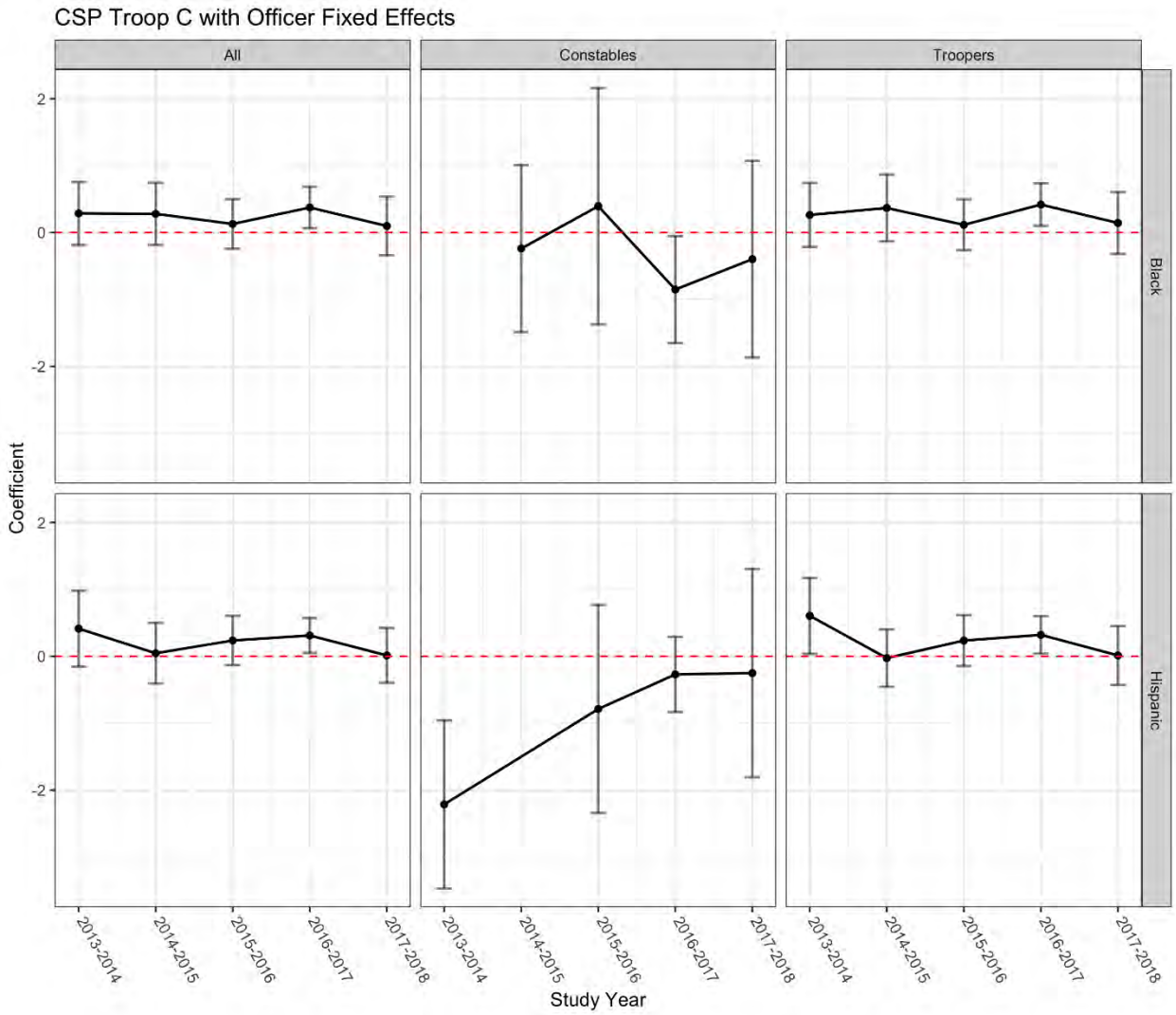
Notes: The Figure displays a 95% confidence interval around coefficient estimates (log odds) of daylight from a series of yearly logistic regression of motorist race on visibility as well as controls for time of day, day of week, and troop. The sample of traffic stops includes only moving violations made by Troop B occurring within the evening inter-twilight window. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of one hundred or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure H.4: Hit-Rate Test for Troop B, Minority Relative to Caucasian Non-Hispanic Rate of Contraband Found Per Consent Search by Year



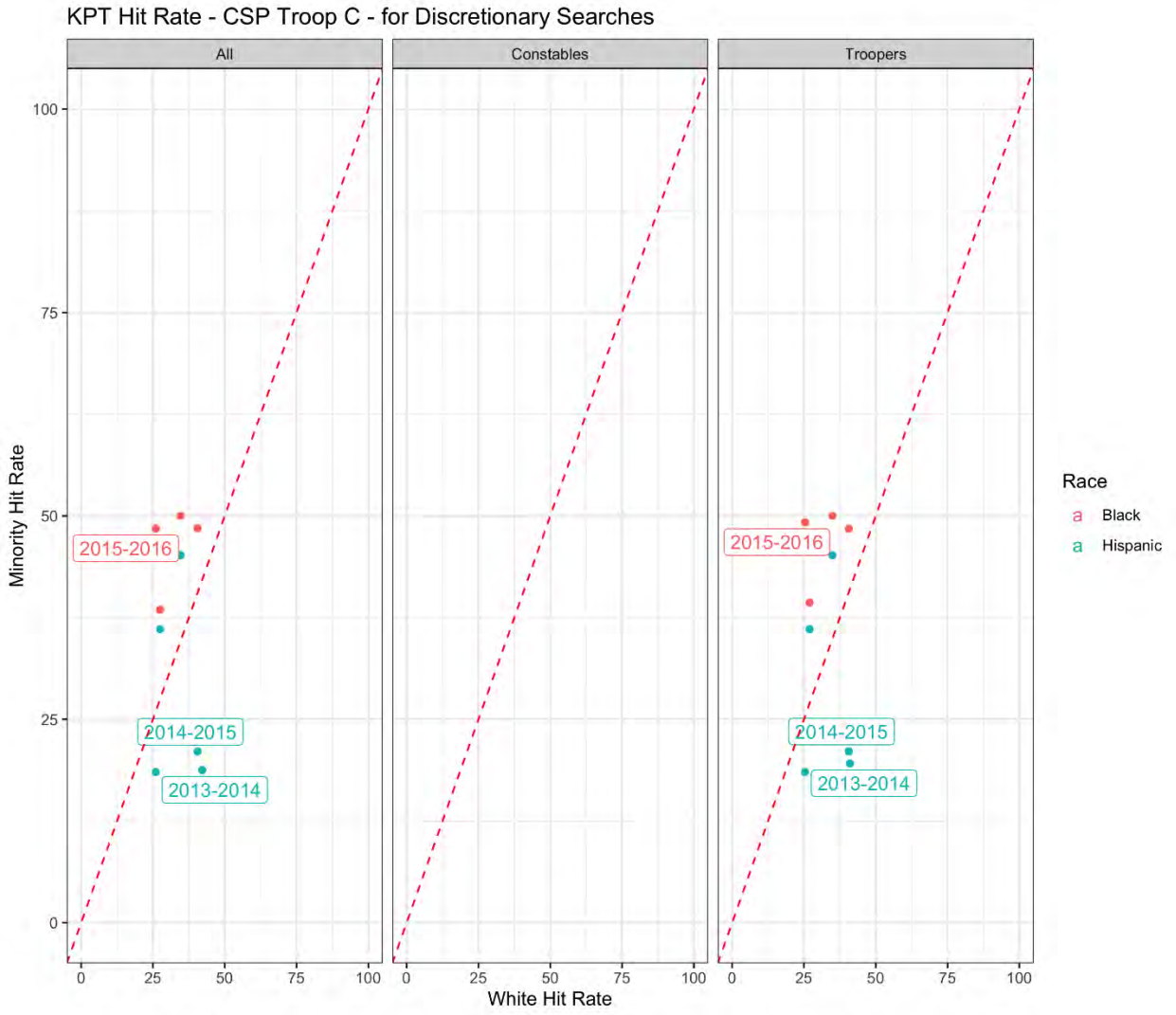
Notes: The Figure displays the mean number of times contraband is found per search (i.e. the "hit-rate") for minority motorists relative to Caucasian non-Hispanic motorists. Results found to be significant at the 95% confidence level or higher are annotated with the study year. The sample of traffic stops includes only those made by Troop B leading to searches labeled as consent search or other. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of thirty or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure H.5: Veil of Darkness Test for Troop C, Coefficient Estimates and Confidence Intervals from Regression of Race and Ethnicity on Daylight and Officer Fixed-Effects by Year



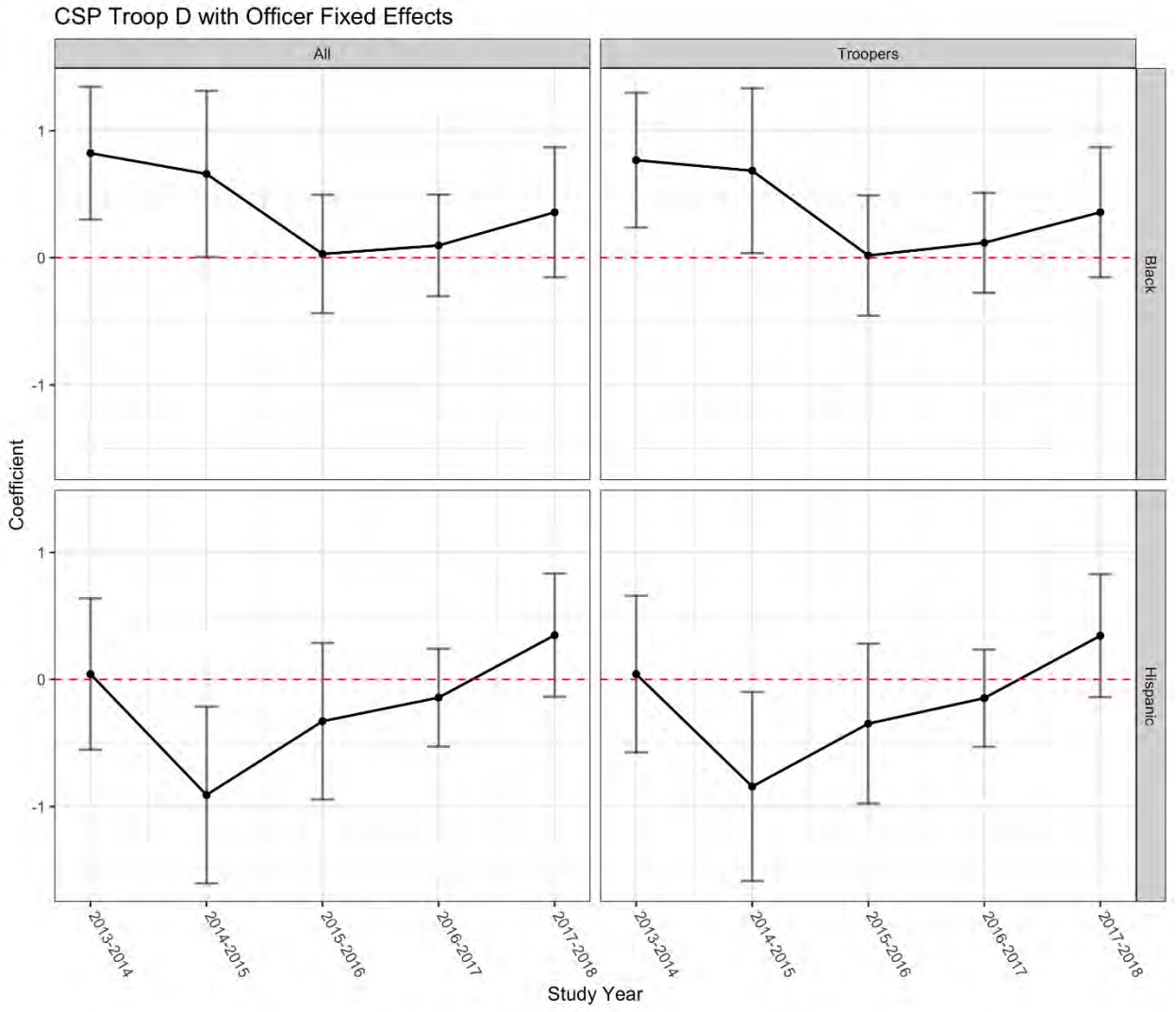
Notes: The Figure displays a 95% confidence interval around coefficient estimates (log odds) of daylight from a series of yearly logistic regression of motorist race on visibility as well as controls for time of day, day of week, and troop. The sample of traffic stops includes only moving violations made by Troop C occurring within the evening inter-twilight window. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of one hundred or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure H.6: Hit-Rate Test for Troop C, Minority Relative to Caucasian Non-Hispanic Rate of Contraband Found Per Consent Search by Year



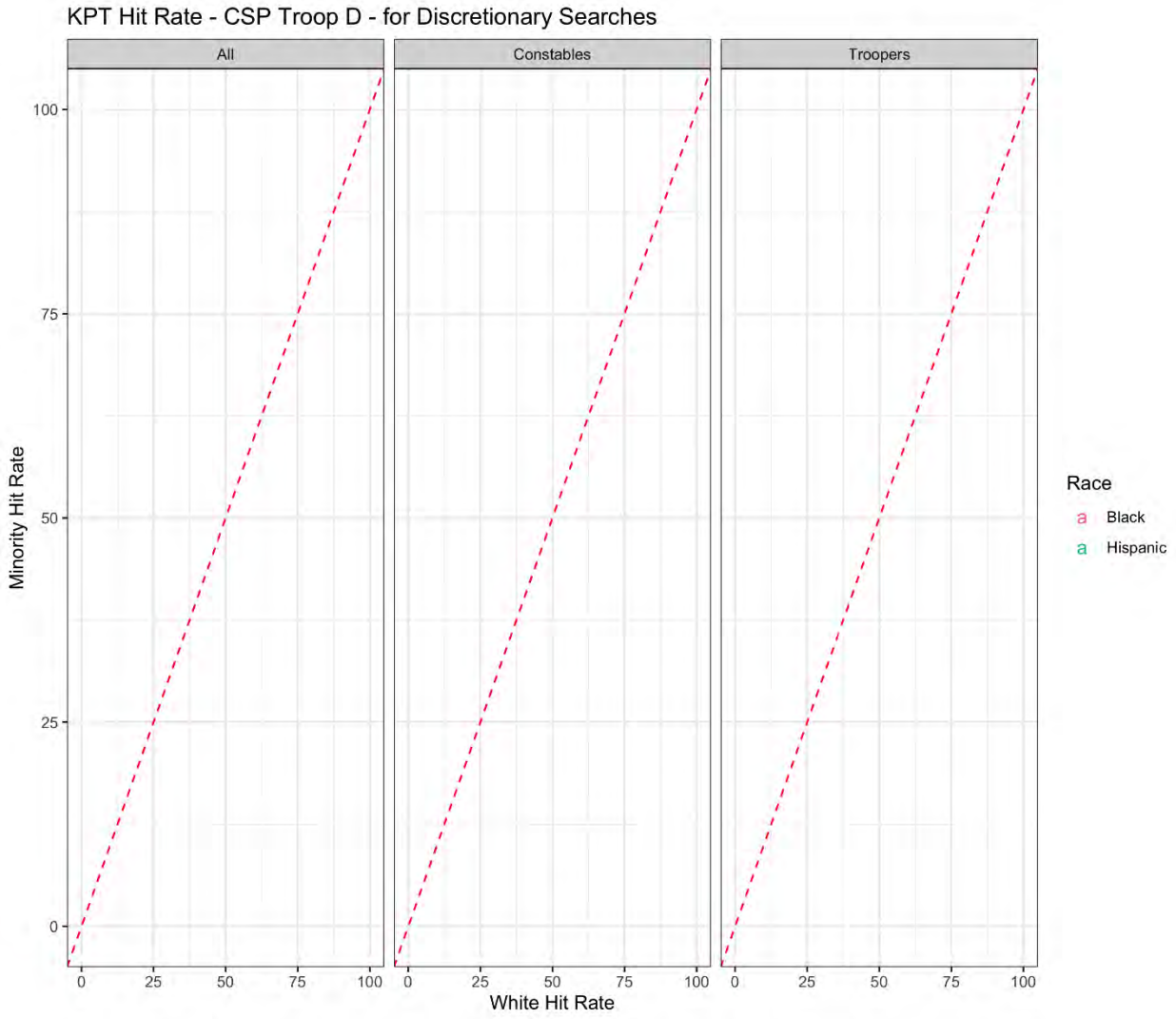
Notes: The Figure displays the mean number of times contraband is found per search (i.e. the "hit-rate") for minority motorists relative to Caucasian non-Hispanic motorists. Results found to be significant at the 95% confidence level or higher are annotated with the study year. The sample of traffic stops includes only those made by Troop c leading to searches labeled as consent search or other. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of thirty or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure H.7: Veil of Darkness Test for Troop D, Coefficient Estimates and Confidence Intervals from Regression of Race and Ethnicity on Daylight and Officer Fixed-Effects by Year



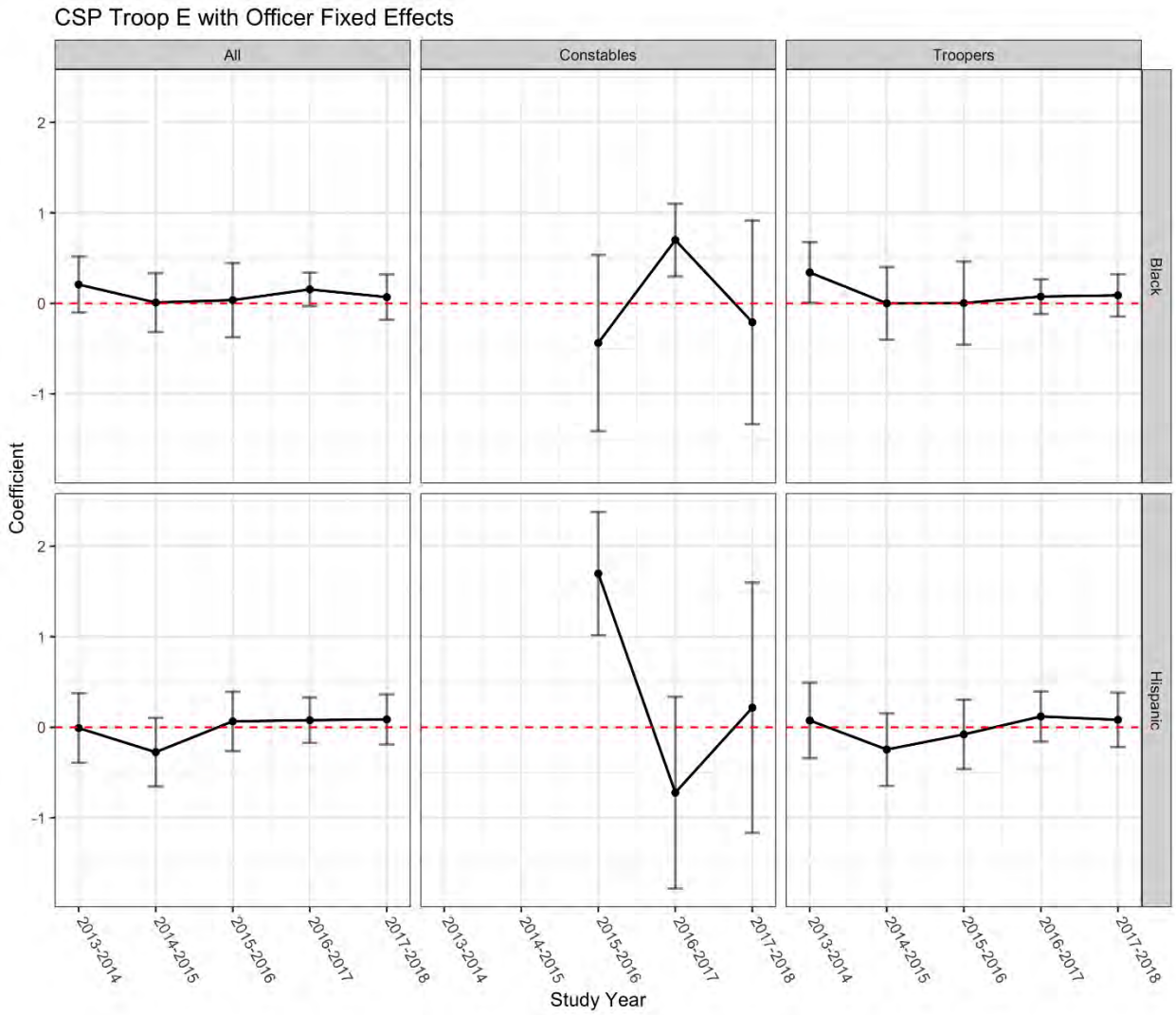
Notes: The Figure displays a 95% confidence interval around coefficient estimates (log odds) of daylight from a series of yearly logistic regression of motorist race on visibility as well as controls for time of day, day of week, and troop. The sample of traffic stops includes only moving violations made by Troop D occurring within the evening inter-twilight window. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of one hundred or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure H.8: Hit-Rate Test for Troop D, Minority Relative to Caucasian Non-Hispanic Rate of Contraband Found Per Consent Search by Year



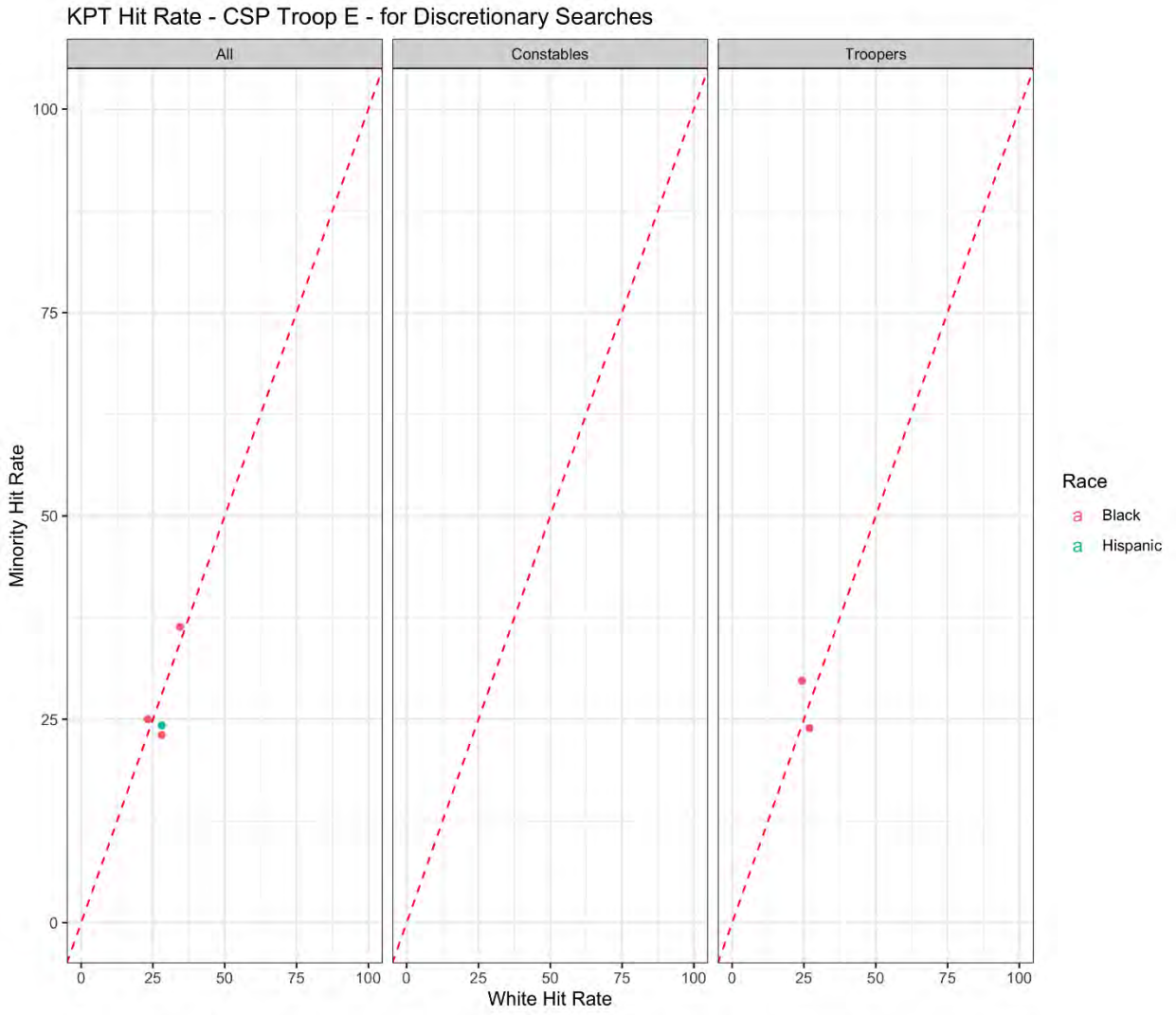
Notes: The Figure displays the mean number of times contraband is found per search (i.e. the "hit-rate") for minority motorists relative to Caucasian non-Hispanic motorists. Results found to be significant at the 95% confidence level or higher are annotated with the study year. The sample of traffic stops includes only those made by Troop D leading to searches labeled as consent search or other. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of thirty or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure H.9: Veil of Darkness Test for Troop E, Coefficient Estimates and Confidence Intervals from Regression of Race and Ethnicity on Daylight and Officer Fixed-Effects by Year



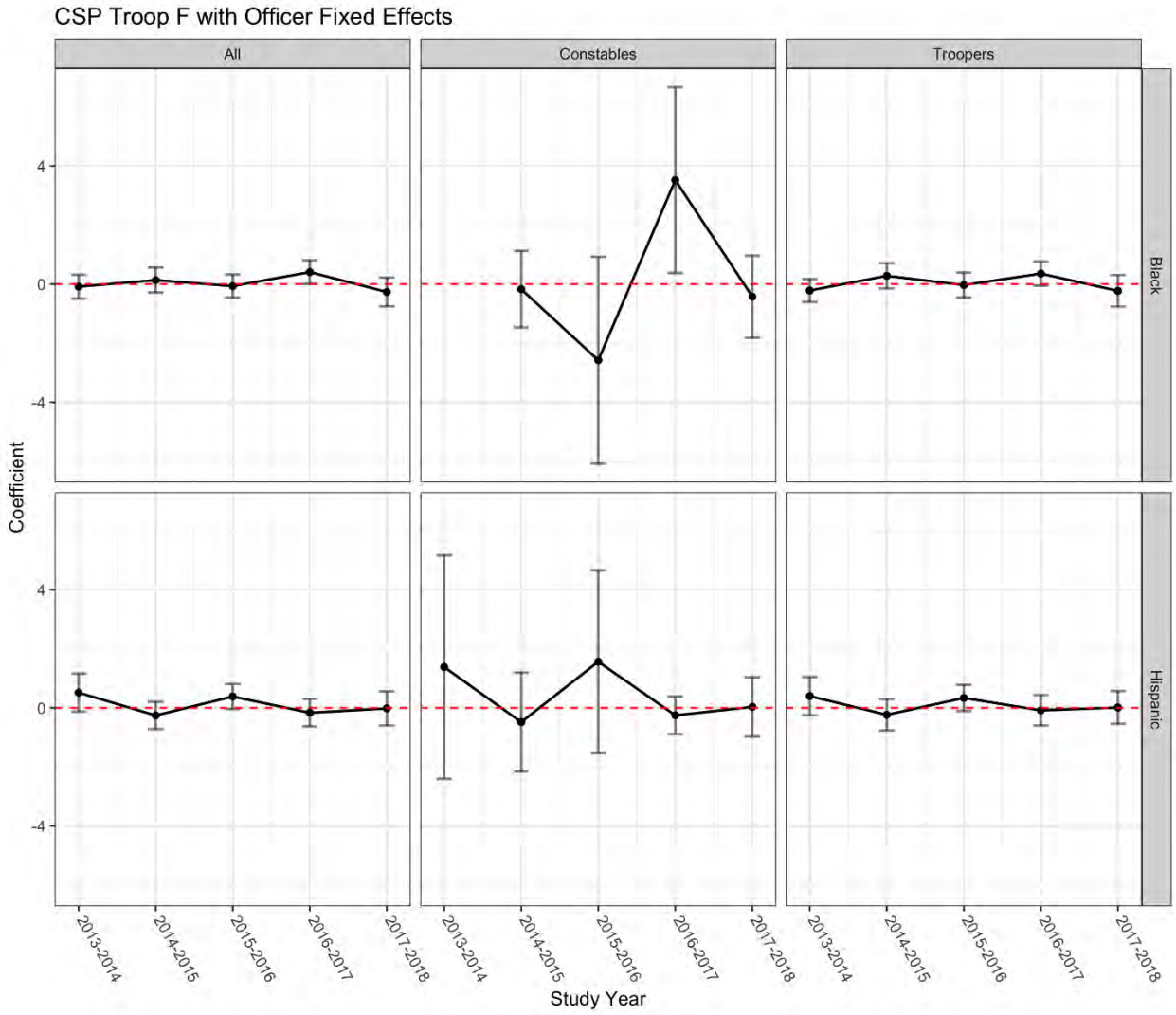
Notes: The Figure displays a 95% confidence interval around coefficient estimates (log odds) of daylight from a series of yearly logistic regression of motorist race on visibility as well as controls for time of day, day of week, and troop. The sample of traffic stops includes only moving violations made by Troop E occurring within the evening inter-twilight window. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of one hundred or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure H.10: Hit-Rate Test for Troop E, Minority Relative to Caucasian Non-Hispanic Rate of Contraband Found Per Consent Search by Year



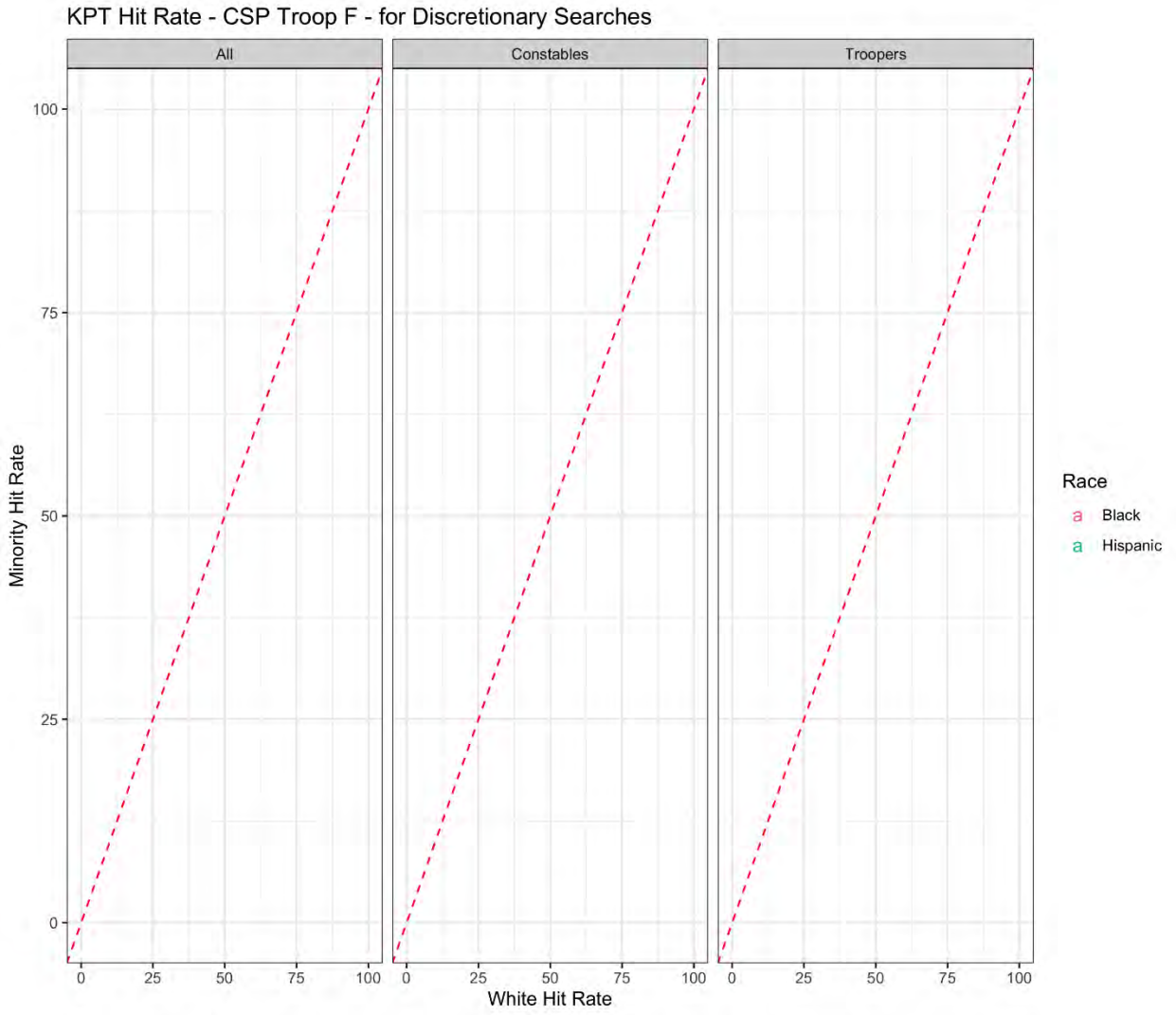
Notes: The Figure displays the mean number of times contraband is found per search (i.e. the "hit-rate") for minority motorists relative to Caucasian non-Hispanic motorists. Results found to be significant at the 95% confidence level or higher are annotated with the study year. The sample of traffic stops includes only those made by Troop E leading to searches labeled as consent search or other. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of thirty or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure H.11: Veil of Darkness Test for Troop F, Coefficient Estimates and Confidence Intervals from Regression of Race and Ethnicity on Daylight and Officer Fixed-Effects by Year



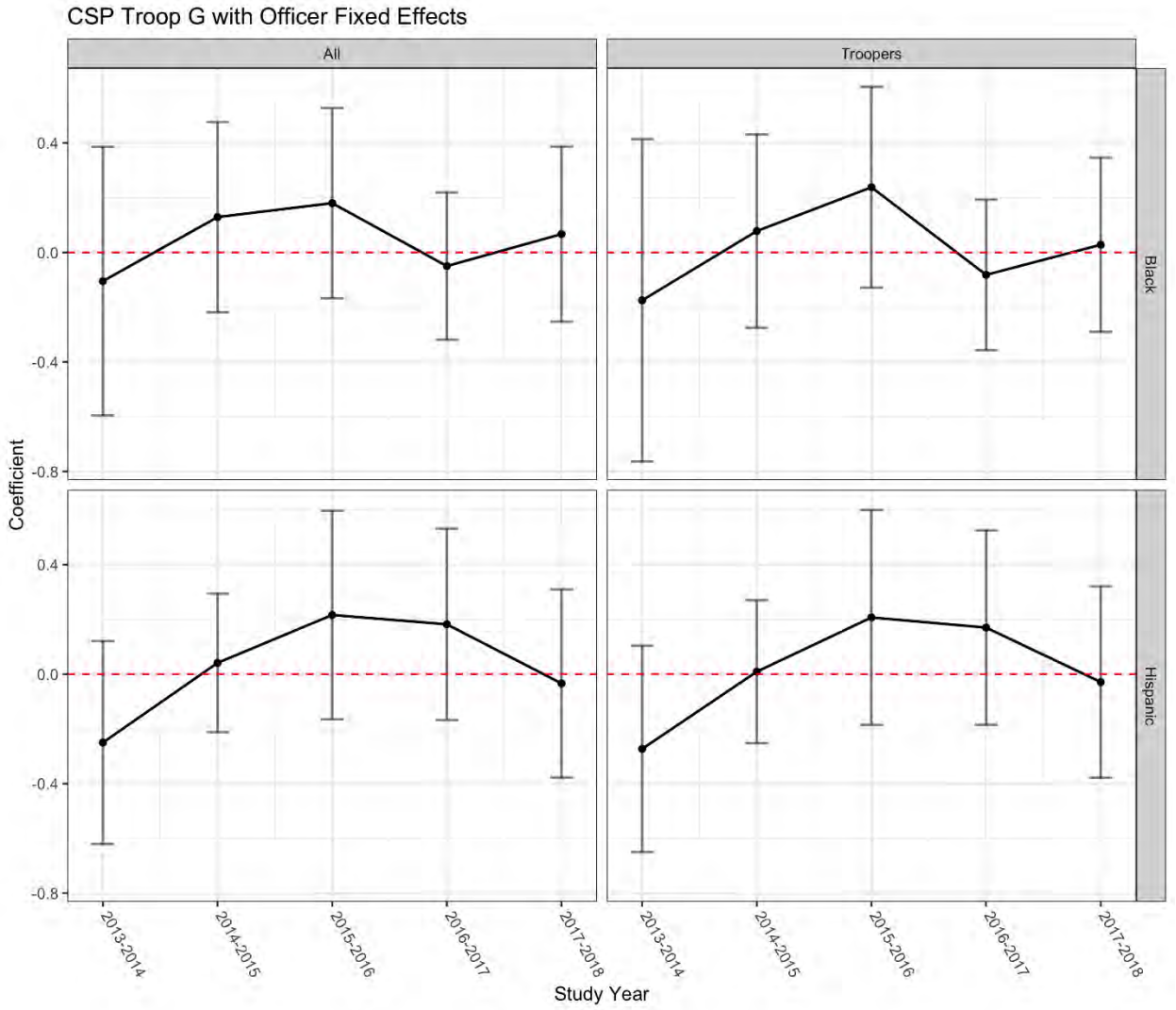
Notes: The Figure displays a 95% confidence interval around coefficient estimates (log odds) of daylight from a series of yearly logistic regression of motorist race on visibility as well as controls for time of day, day of week, and troop. The sample of traffic stops includes only moving violations made by Troop F occurring within the evening inter-twilight window. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of one hundred or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure H.12: Hit-Rate Test for Troop F, Minority Relative to Caucasian Non-Hispanic Rate of Contraband Found Per Consent Search by Year



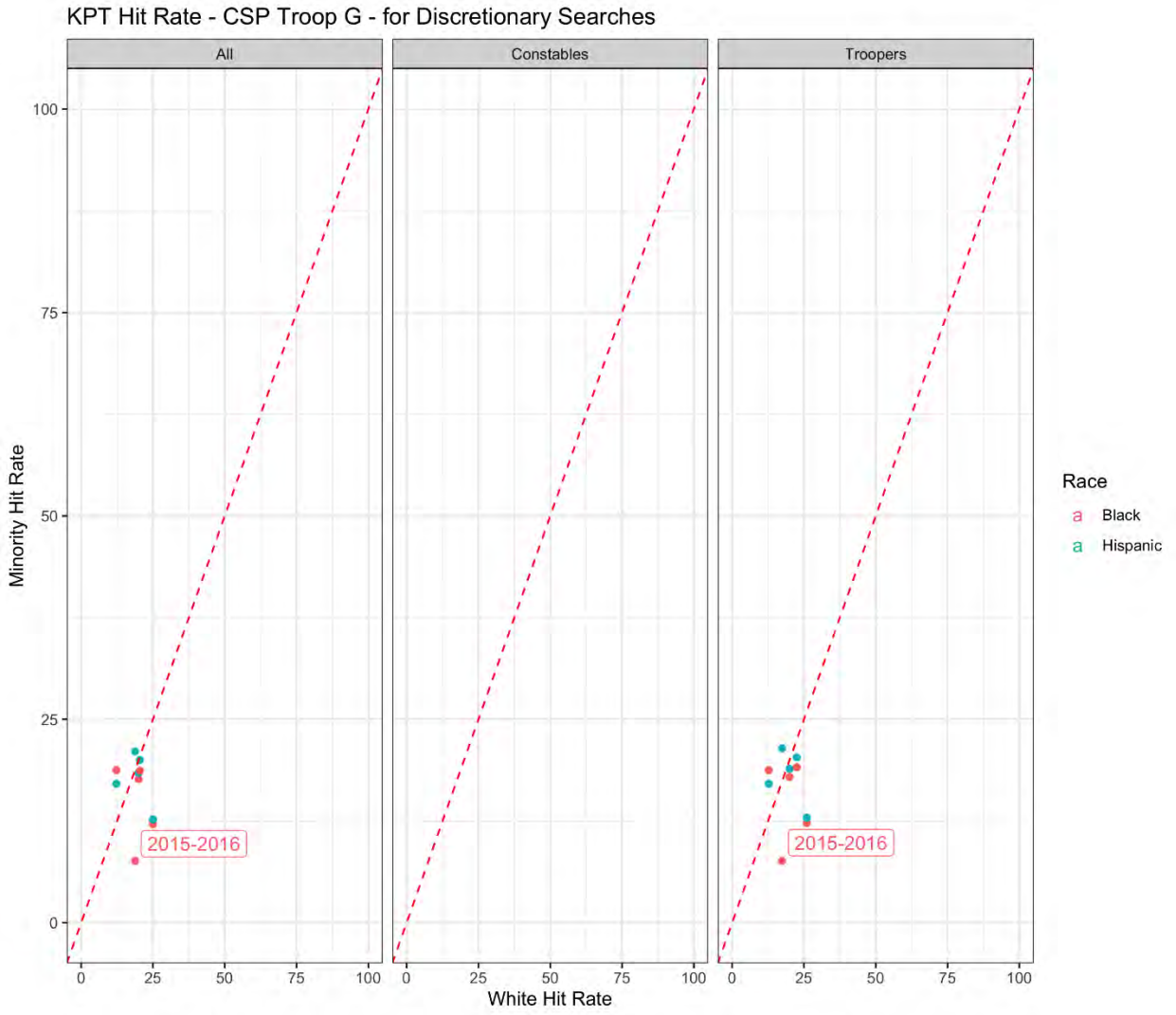
Notes: The Figure displays the mean number of times contraband is found per search (i.e. the "hit-rate") for minority motorists relative to Caucasian non-Hispanic motorists. Results found to be significant at the 95% confidence level or higher are annotated with the study year. The sample of traffic stops includes only those made by Troop F leading to searches labeled as consent search or other. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of thirty or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure H.13: Veil of Darkness Test for Troop G, Coefficient Estimates and Confidence Intervals from Regression of Race and Ethnicity on Daylight and Officer Fixed-Effects by Year



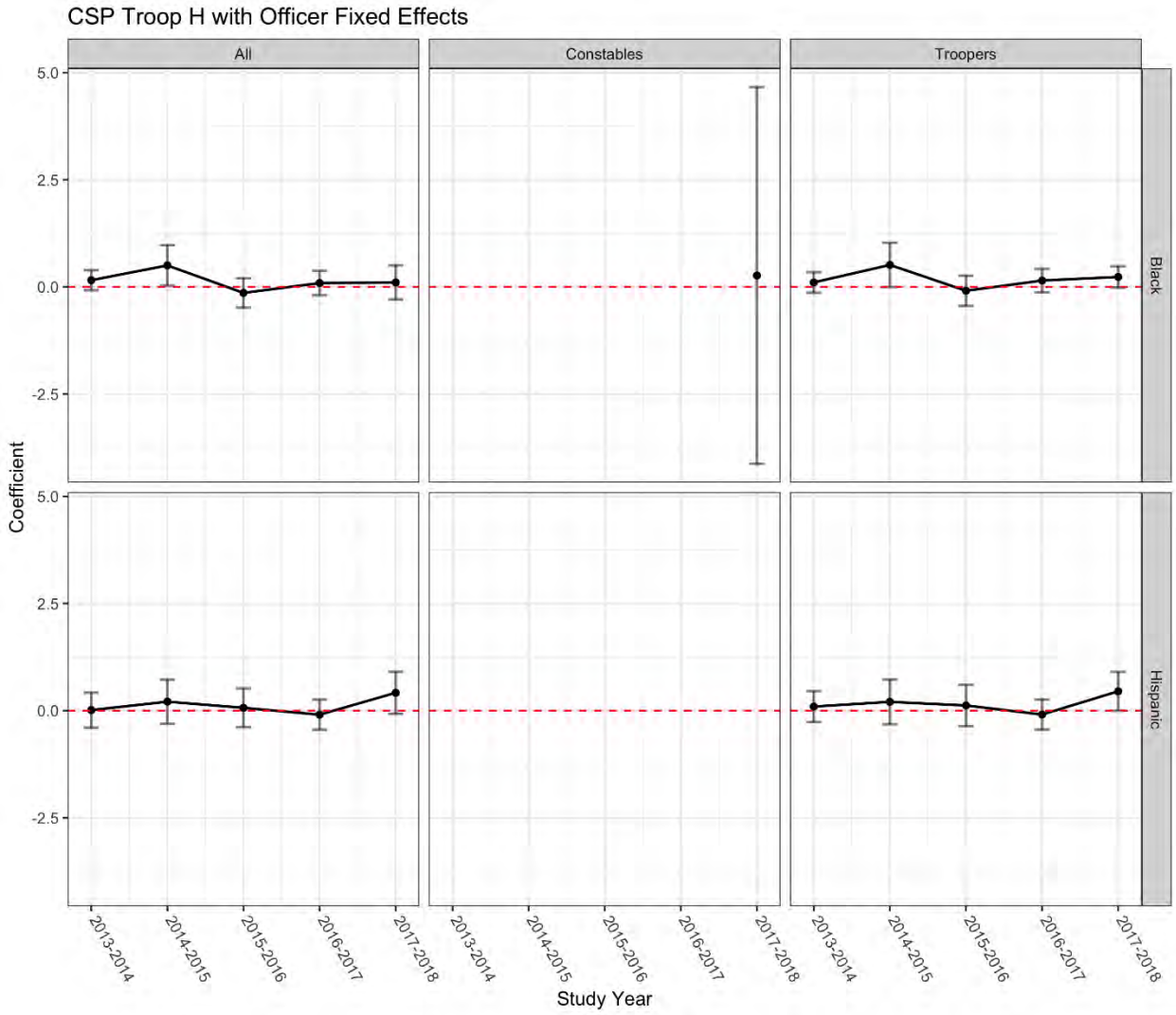
Notes: The Figure displays a 95% confidence interval around coefficient estimates (log odds) of daylight from a series of yearly logistic regression of motorist race on visibility as well as controls for time of day, day of week, and troop. The sample of traffic stops includes only moving violations made by Troop G occurring within the evening inter-twilight window. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of one hundred or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure H.14: Hit-Rate Test for Troop G, Minority Relative to Caucasian Non-Hispanic Rate of Contraband Found Per Consent Search by Year



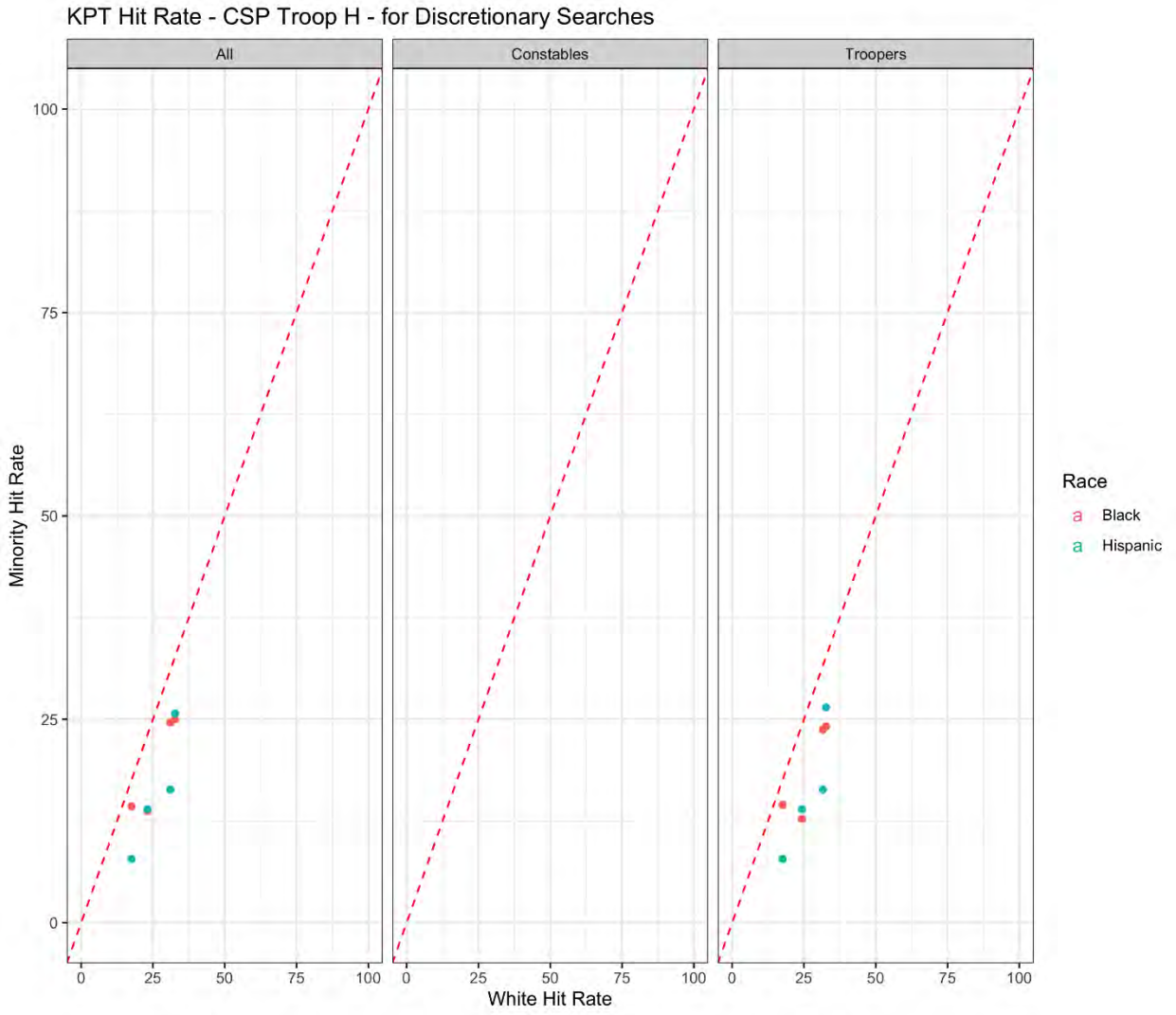
Notes: The Figure displays the mean number of times contraband is found per search (i.e. the "hit-rate") for minority motorists relative to Caucasian non-Hispanic motorists. Results found to be significant at the 95% confidence level or higher are annotated with the study year. The sample of traffic stops includes only those made by Troop G leading to searches labeled as consent search or other. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of thirty or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure H.15: Veil of Darkness Test for Troop H, Coefficient Estimates and Confidence Intervals from Regression of Race and Ethnicity on Daylight and Officer Fixed-Effects by Year



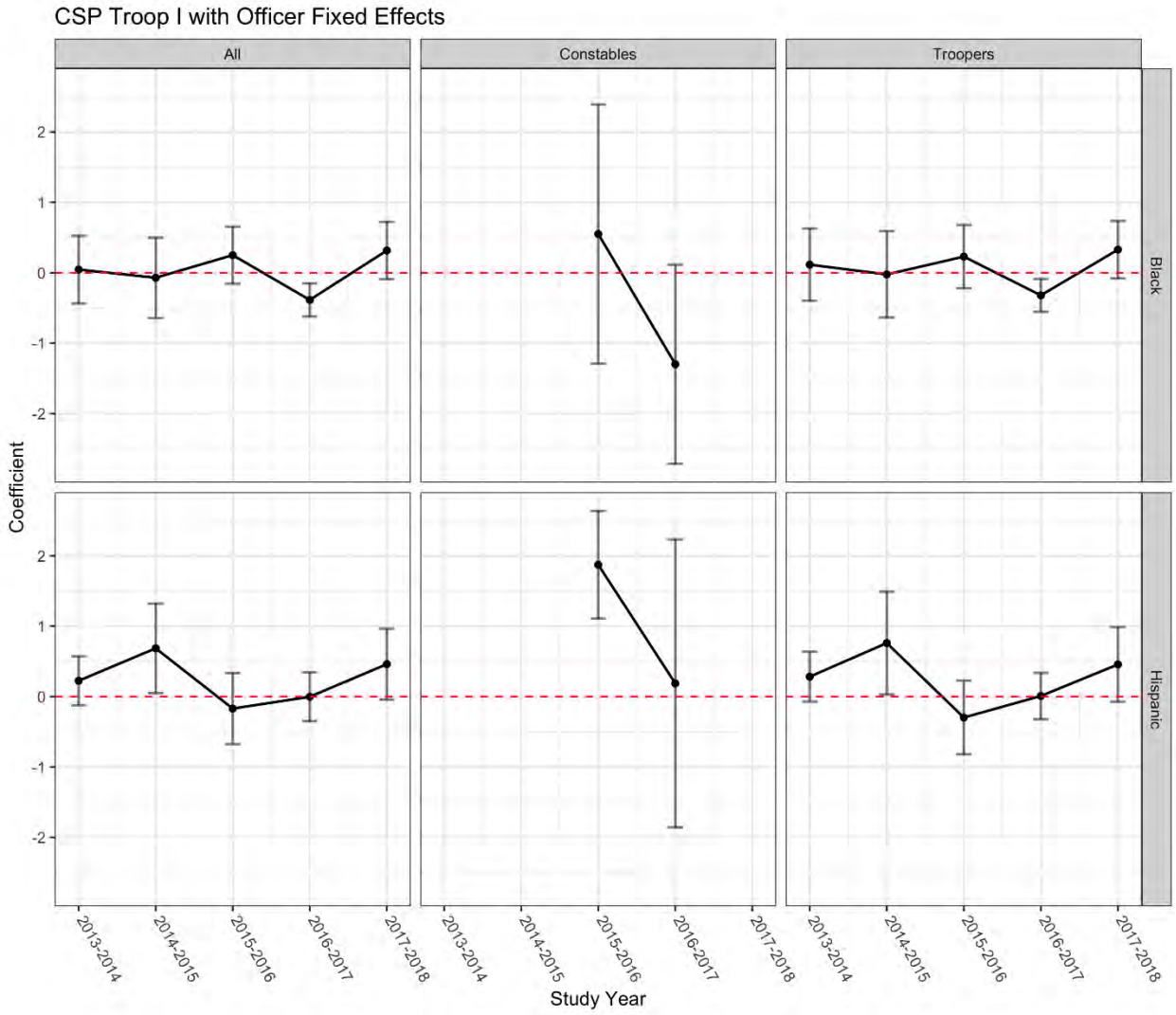
Notes: The Figure displays a 95% confidence interval around coefficient estimates (log odds) of daylight from a series of yearly logistic regression of motorist race on visibility as well as controls for time of day, day of week, and troop. The sample of traffic stops includes only moving violations made by Troop H occurring within the evening inter-twilight window. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of one hundred or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure H.16: Hit-Rate Test for Troop H, Minority Relative to Caucasian Non-Hispanic Rate of Contraband Found Per Consent Search by Year



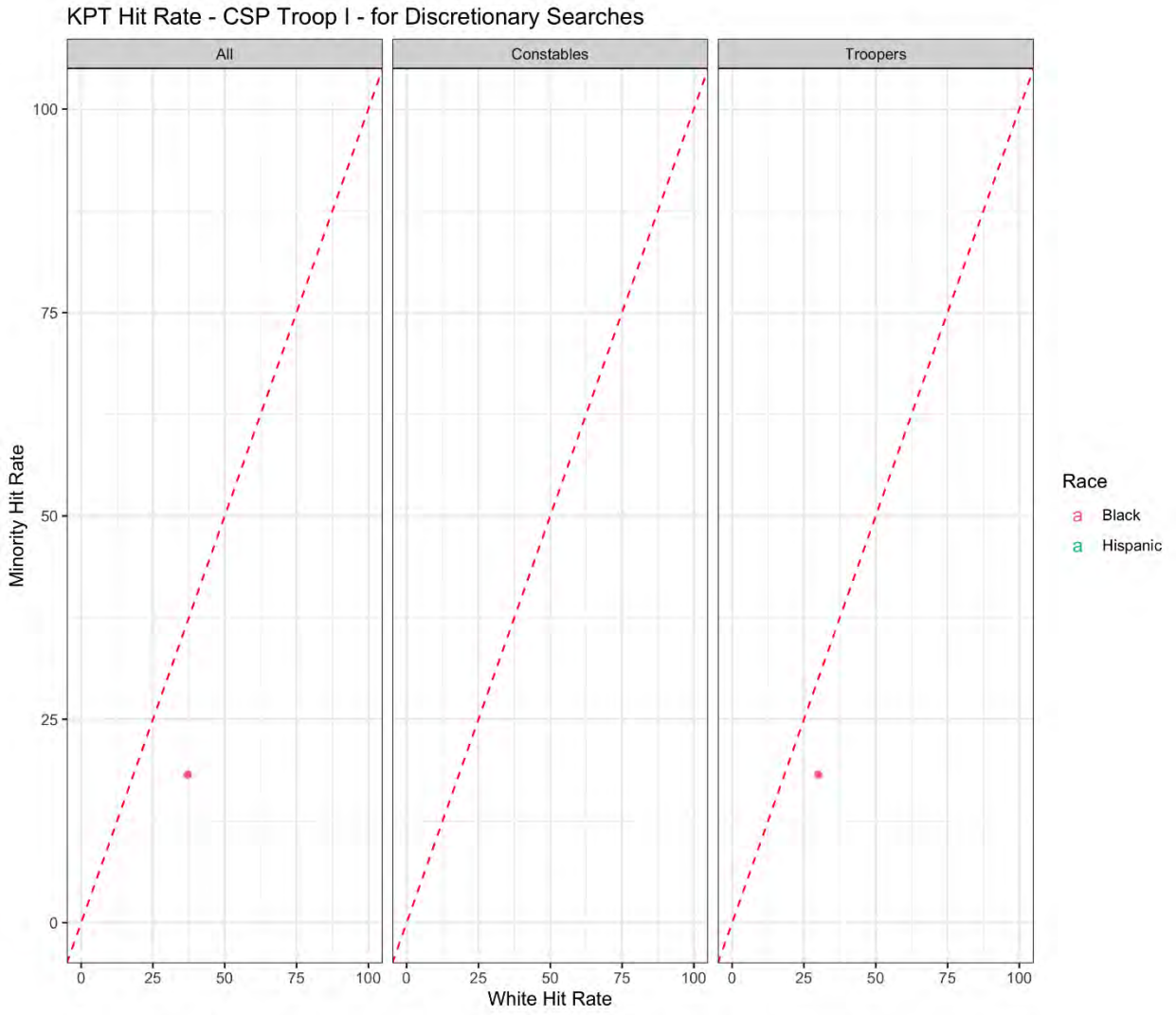
Notes: The Figure displays the mean number of times contraband is found per search (i.e. the "hit-rate") for minority motorists relative to Caucasian non-Hispanic motorists. Results found to be significant at the 95% confidence level or higher are annotated with the study year. The sample of traffic stops includes only those made by Troop H leading to searches labeled as consent search or other. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of thirty or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure H.17: Veil of Darkness Test for Troop I, Coefficient Estimates and Confidence Intervals from Regression of Race and Ethnicity on Daylight and Officer Fixed-Effects by Year



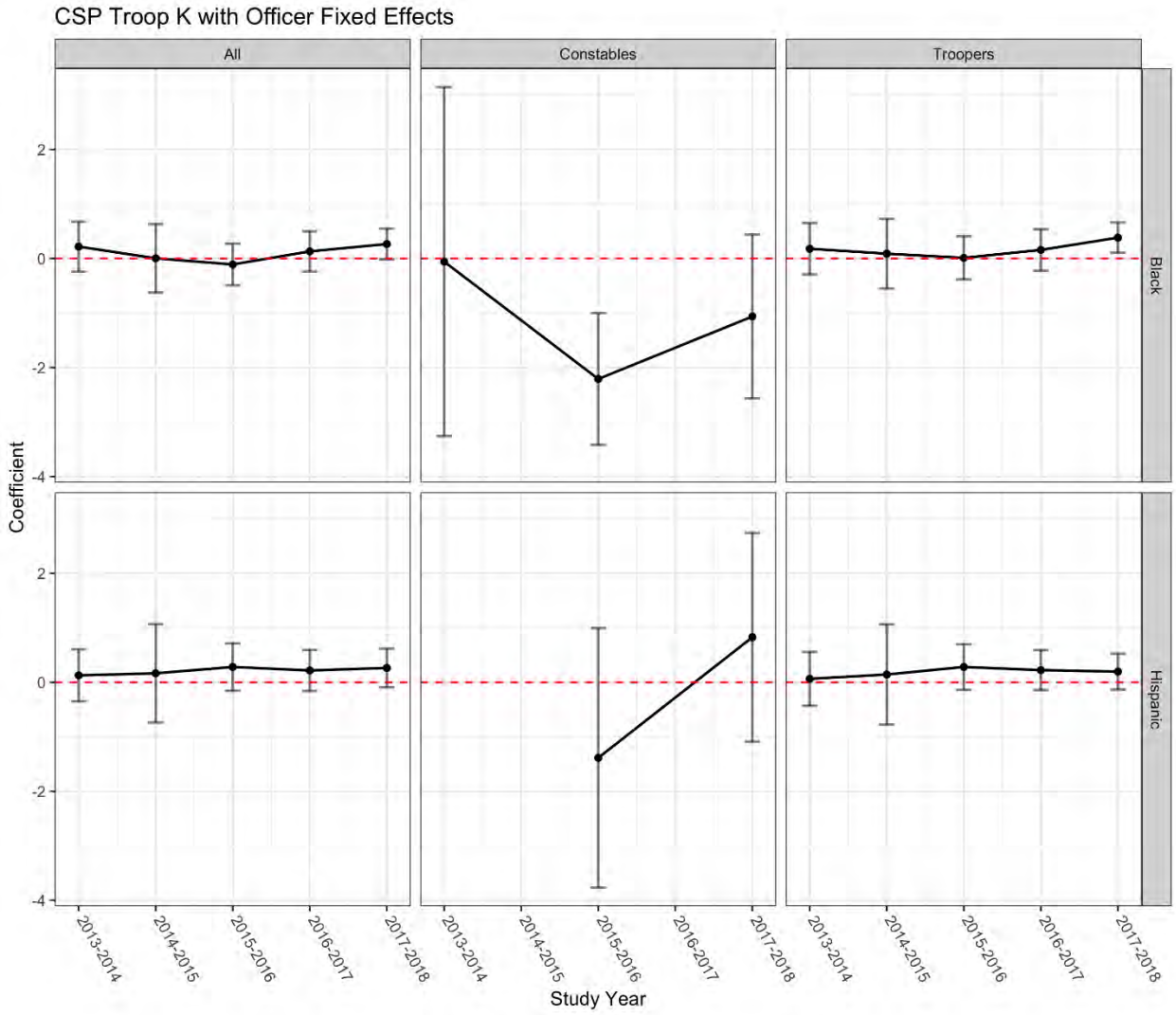
Notes: The Figure displays a 95% confidence interval around coefficient estimates (log odds) of daylight from a series of yearly logistic regression of motorist race on visibility as well as controls for time of day, day of week, and troop. The sample of traffic stops includes only moving violations made by Troop I occurring within the evening inter-twilight window. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of one hundred or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure H.18: Hit-Rate Test for Troop I, Minority Relative to Caucasian Non-Hispanic Rate of Contraband Found Per Consent Search by Year



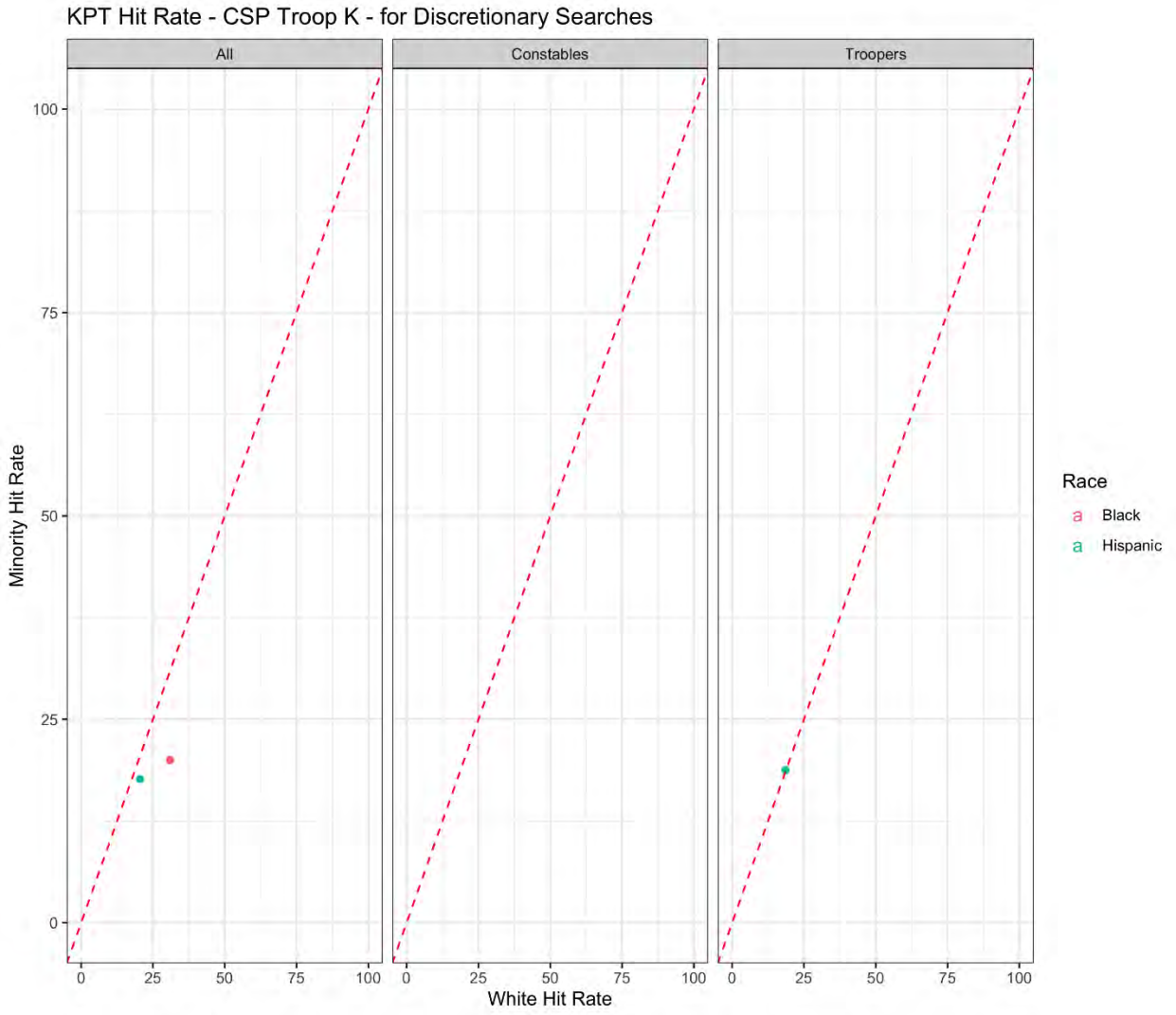
Notes: The Figure displays the mean number of times contraband is found per search (i.e. the "hit-rate") for minority motorists relative to Caucasian non-Hispanic motorists. Results found to be significant at the 95% confidence level or higher are annotated with the study year. The sample of traffic stops includes only those made by Troop I leading to searches labeled as consent search or other. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of thirty or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure H.19: Veil of Darkness Test for Troop K, Coefficient Estimates and Confidence Intervals from Regression of Race and Ethnicity on Daylight and Officer Fixed-Effects by Year



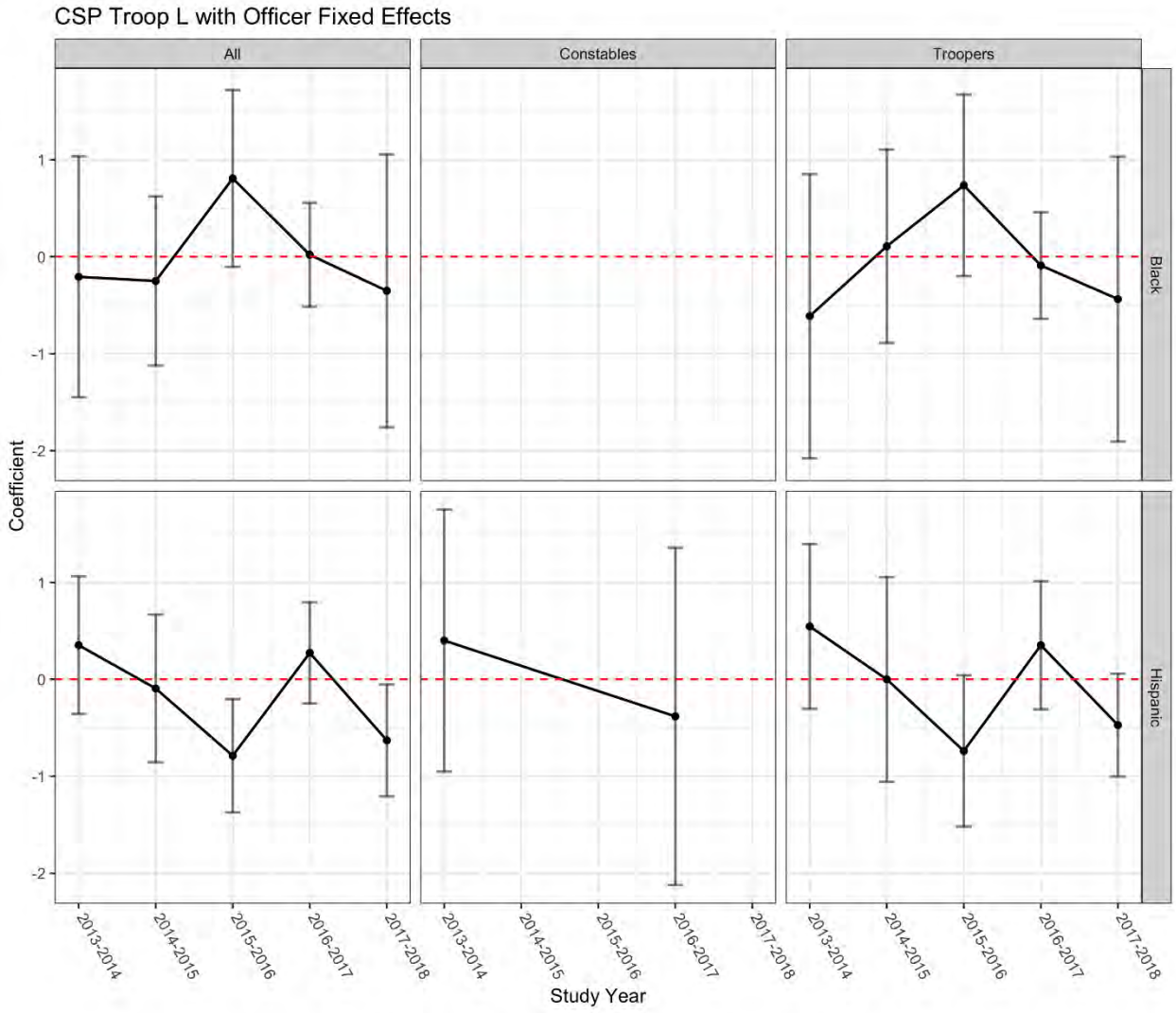
Notes: The Figure displays a 95% confidence interval around coefficient estimates (log odds) of daylight from a series of yearly logistic regression of motorist race on visibility as well as controls for time of day, day of week, and troop. The sample of traffic stops includes only moving violations made by Troop K occurring within the evening inter-twilight window. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of one hundred or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure H.20: Hit-Rate Test for Troop K, Minority Relative to Caucasian Non-Hispanic Rate of Contraband Found Per Consent Search by Year



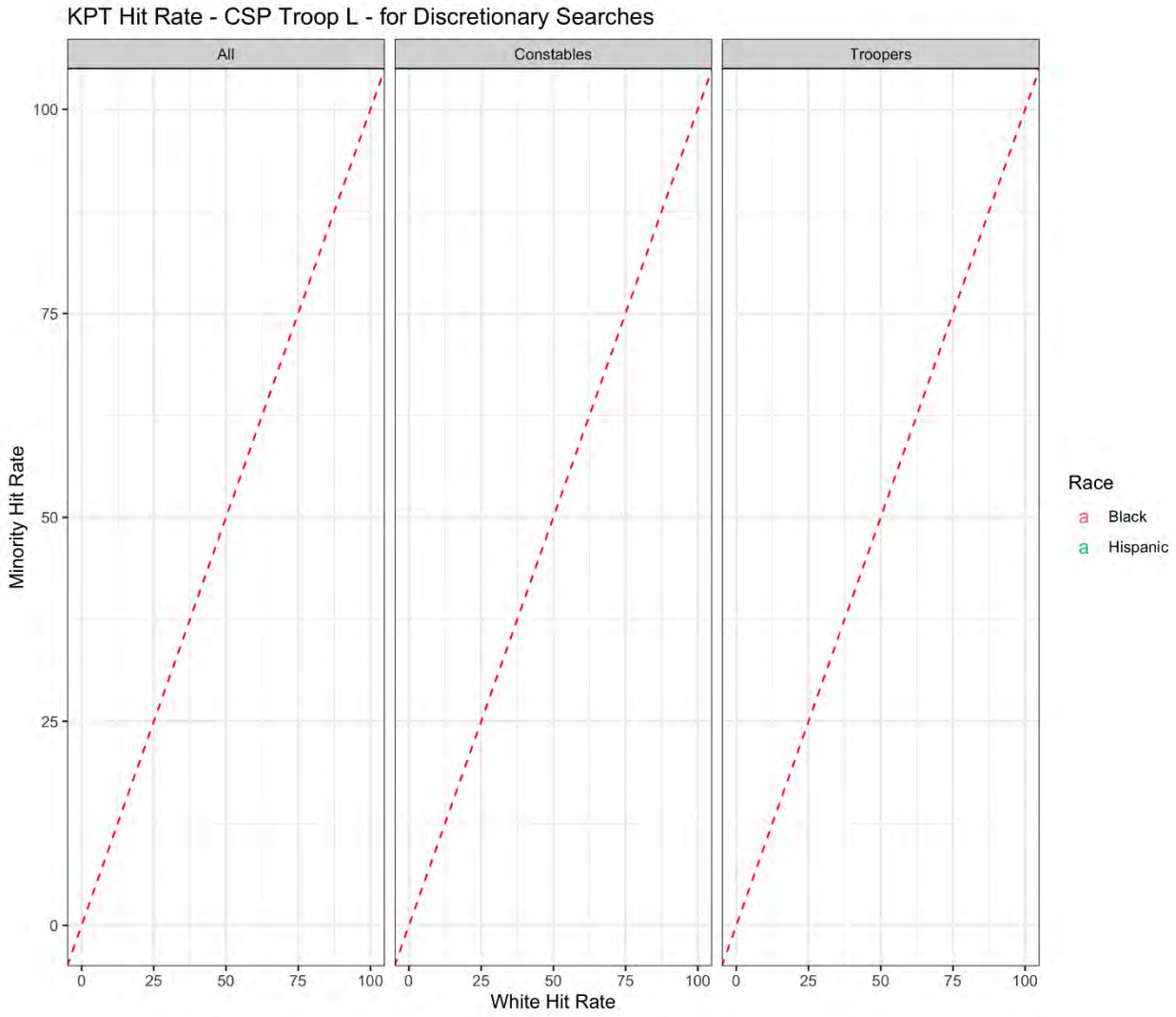
Notes: The Figure displays the mean number of times contraband is found per search (i.e. the "hit-rate") for minority motorists relative to Caucasian non-Hispanic motorists. Results found to be significant at the 95% confidence level or higher are annotated with the study year. The sample of traffic stops includes only those made by Troop K leading to searches labeled as consent search or other. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of thirty or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure H.21: Veil of Darkness Test for Troop L, Coefficient Estimates and Confidence Intervals from Regression of Race and Ethnicity on Daylight and Officer Fixed-Effects by Year



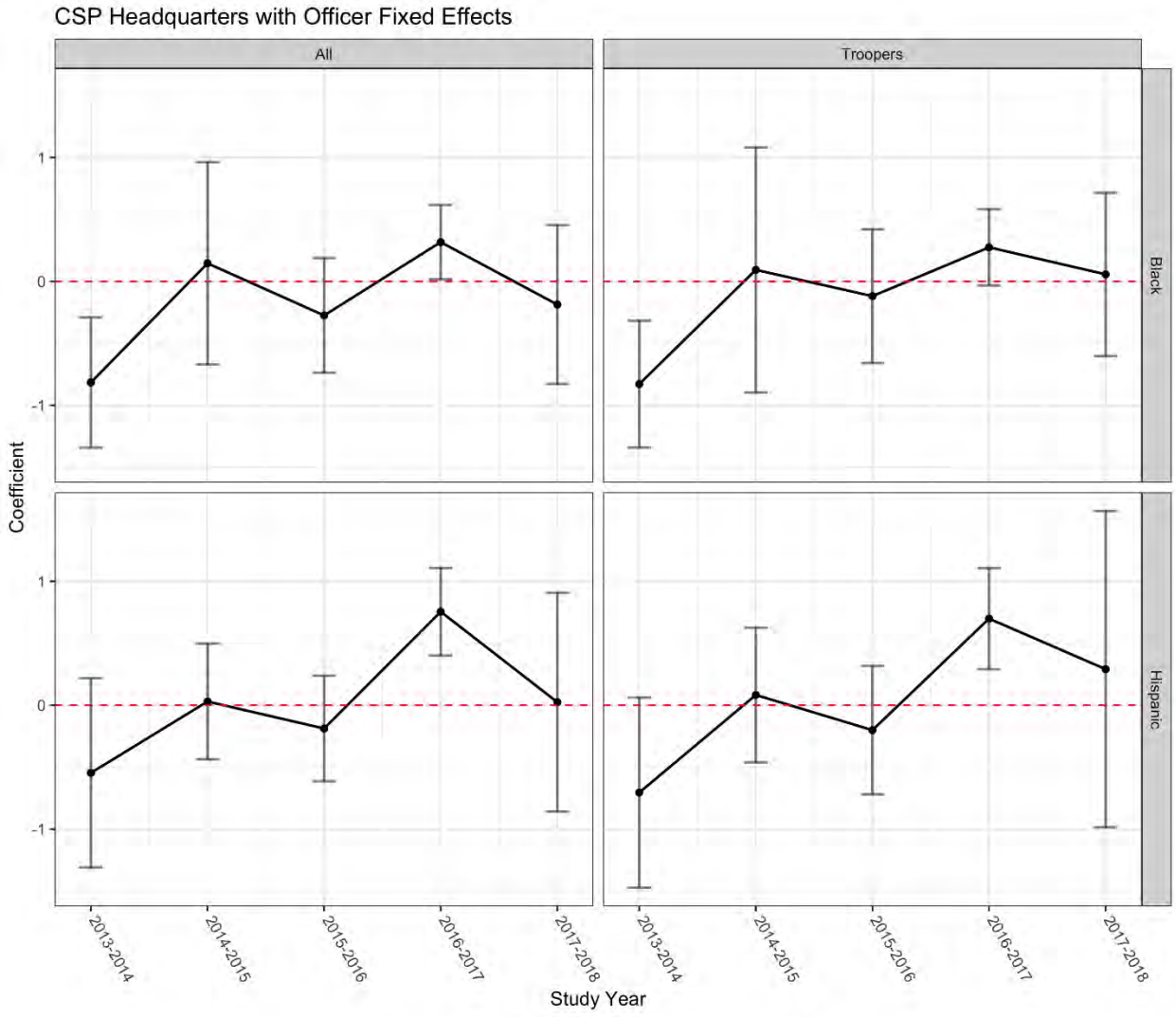
Notes: The Figure displays a 95% confidence interval around coefficient estimates (log odds) of daylight from a series of yearly logistic regression of motorist race on visibility as well as controls for time of day, day of week, and troop. The sample of traffic stops includes only moving violations made by Troop L occurring within the evening inter-twilight window. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of one hundred or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure H.22: Hit-Rate Test for Troop L, Minority Relative to Caucasian Non-Hispanic Rate of Contraband Found Per Consent Search by Year



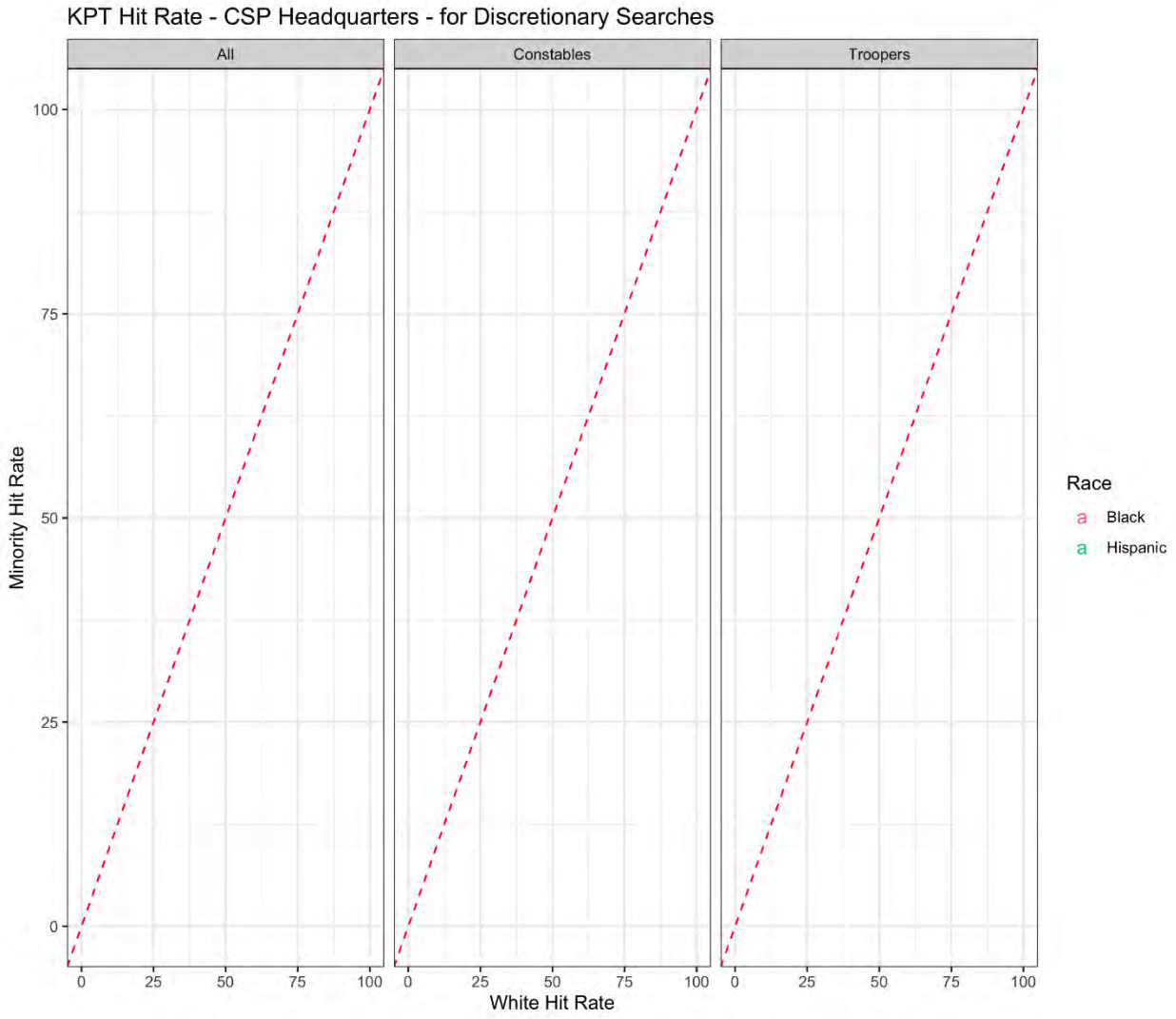
Notes: The Figure displays the mean number of times contraband is found per search (i.e. the "hit-rate") for minority motorists relative to Caucasian non-Hispanic motorists. Results found to be significant at the 95% confidence level or higher are annotated with the study year. The sample of traffic stops includes only those made by Troop L leading to searches labeled as consent search or other. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of thirty or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure H.23: Veil of Darkness Test for CSP HQ, Coefficient Estimates and Confidence Intervals from Regression of Race and Ethnicity on Daylight and Officer Fixed-Effects by Year



Notes: The Figure displays a 95% confidence interval around coefficient estimates (log odds) of daylight from a series of yearly logistic regression of motorist race on visibility as well as controls for time of day, day of week, and troop. The sample of traffic stops includes only moving violations made by CSP HQ occurring within the evening inter-twilight window. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of one hundred or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.

Figure H.24: Hit-Rate Test for CSP HQ, Minority Relative to Caucasian Non-Hispanic Rate of Contraband Found Per Consent Search by Year



Notes: The Figure displays the mean number of times contraband is found per search (i.e. the "hit-rate") for minority motorists relative to Caucasian non-Hispanic motorists. Results found to be significant at the 95% confidence level or higher are annotated with the study year. The sample of traffic stops includes only those made by CSP HQ leading to searches labeled as consent search or other. For consistency with the older reports, study years correspond to the prior year's November through current year's October. Any estimates based on a sample of thirty or fewer observations have been omitted to avoid any undue interpretation of potentially imprecise estimates.