Minutes

Thursday, October 17, 2019
10:00 a.m. – 11:30 a.m.
Legislative Office Building, Room 1B

Present: William Dyson, Ken Barone, Andrew Clark, George Sinclair, Ana Maria Mitchell, Amy Bepko, Chief Neil Dryfe, Werner Oyanadel, Rashad Glass, Brian Foley, Alex Simonetti, Taylor Caldwell

The meeting was called to order at 10:05 a.m.

I.   Welcome

Chairman Dyson welcomed the advisory board and thanked them for attending.

II.   Approval of the September 12, 2019 minutes

Andrew Clark made a motion to approve the September 12, 2019 meeting minutes. The motion was seconded by Chief Neil Dryfe and the minutes were approved.

III.   Approval of Chief Ronnell Higgins to the advisory board

Chairman Dyson informed advisory board members that Chief Higgins was unable to attend the meeting due to storm related problems in the New Haven area. This item was tabled until the November meeting.

IV.   General Announcements

Ana Maria Mitchell, IMRP community outreach coordinator, announced that there will be a public forum in Waterbury on November 13, 2019. The forum will take place at the Silas Bronson Library from 5:30 p.m. to 8:00 p.m. The forum will be filmed and highlights from the forum will be made available to the advisory board and members of the public on our website. All advisory board members are welcomed and encouraged to attend.

Ken Barone informed members that the Policy Work Group would be meeting in the next few weeks to discuss the definition of racial profiling. The group hopes to have a proposal for the board to consider by the end of the year.

Ken also informed members that the three-year data audit for the New Milford Police Department was underway. Based on the format of the data provided by the department it is anticipated to take between 3-5 weeks to complete the audit and present findings to the advisory board.

V.   2018 Traffic Stop Data Analysis and Findings preliminary results presentation

Ken Barone presented the preliminary findings from the 2018 Traffic Stop Data Analysis and Findings report. The information presented in this report included traffic stop data collected from January 1, 2018 through December 31, 2018. The report relied on a series of methodological approaches to assess disparities in traffic stops. In total, three descriptive measures and four statistical methods were used. As a result of the analysis, the findings reported are summarized below.

Across Connecticut's municipal departments and State Police troops, a total of 15.5 percent of motorists stopped during the analysis period were observed to be Black while 13.3 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 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.**

Once the in-depth follow-up reports are completed, the full report will be available online.

    VI.   Survey of License Plate Reader Usage in Connecticut

Due to time considerations, this agenda item was tabled for the November meeting.

    VII.   General Discussion

The next Meeting is scheduled for Thursday, November 7, 2019 at 10:00 a.m. (L.O.B. room 1B) where Dr. Cato Laurencin will be presenting information on Urban Trauma and other related research to the advisory board.

There was no further discussion and the meeting was adjourned at 11:35 a.m.