

Connecticut



RACIAL PROFILING PROHIBITION PROJECT

State of Connecticut

Progress Report of the

Racial Profiling Prohibition Project

To The Connecticut General Assembly

January 2013

Prepared By:

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On behalf of:

Racial Profiling Prohibition Advisory Board

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January 1, 2013

In 2012, the Connecticut General Assembly enhanced the Alvin W. Penn Act to address racial profiling concerns in Connecticut. Specifically, the legislature modified the reporting requirements of traffic stop information while simultaneously establishing the Racial Profiling Prohibition Advisory Board. The advisory board works in consultation with the Office of Policy and Management and the Institute for Municipal and Regional Policy to design a system to implement Public Act 12-74.

Over the past seven months, through a grant made available by the Connecticut Department of Transportation and the National Highway Safety Administration, the advisory board has worked to establish standardized methods for the collection and analysis of traffic stop information. Additionally, the grant supports the advisory board's efforts to train law enforcement personnel and engage the public as the project evolves.

Essential to this effort are members of the advisory board, the Connecticut Department of Transportation, the National Highway Safety Administration, the Office of Policy and Management, the Criminal Justice information System and Central Connecticut State University. We thank all of the individuals within these entities for their dedication and commitment to this effort.

Sincerely,

William R. Dyson
Co-Chair

John DeCarlo
Co-Chair

Executive Summary

Connecticut's anti-racial profiling law, entitled The Alvin W. Penn Racial Profiling Prohibition Act (Connecticut General Statutes Sections 54-11 and 54-1m), 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.

During the 2012 legislative session the Connecticut General Assembly made several changes to the law through the passage of Public Act 12-74. The intent of revising this legislation was to ensure a more rigorous application of the initial law, while allowing for methods and guidelines to be put in place that would effectively infuse current and future best practices into all facets of its key provisions (e.g. the data collection/analysis, training, and complaint processes). A key element in the new legislation shifts responsibility of its implementation to the Office of Policy and Management (OPM), in consultation with a newly established Racial Profiling Prohibition Advisory Board. Aside from the release of this progress report, the major initial component of the law requires the development of a standardized method for the collection and analysis of data by July 1, 2013.

A significant factor in hampering initial implementation of the Alvin W. Penn Act in its first decade of existence was a lack of resources. In January 2012, at the request of OPM Under Secretary Michael Lawlor, and under the guidance of the state Department of Transportation, the Institute for Municipal and Regional Policy (IMRP) at Central Connecticut State University, began exploring an opportunity to secure federal grant funds to support implementation of the Alvin W. Penn Act. In May 2012, the IMRP was awarded \$1.2 million from the National Highway Traffic and Safety Administration for these purposes.

In the first several months of this project, the advisory board and IMRP project team – with guidance from several national experts on racial profiling - have made several recommendations for changes in the legislation and administrative action by the Office of Policy and Management to allow for the best possible analysis of information. In the sections below those recommendations are outlined, but it should be noted that the process of designing an effective system for collecting and analyzing data is ongoing.

Ultimately, the new standardized method is envisioned to more efficiently and effectively inform government officials, the public at large and police agencies of the information that is availed through the data collection process. Among other things, this method will serve as an early warning system for police chiefs to better understand and respond to traffic stop trends within their departments. The collection and analysis of traffic stop information in real time should allow them to respond to the communities they serve, enabling them to use the information as a powerful tool to enhance relationships between police agencies and their communities. It will also give OPM the tools necessary for overall management of the law.

It is important to note that a standardized method for data collection and analysis is only one component to prevent future profiling activities. Public awareness and education, effective training, a rigorous complaint process – all are tools within a diverse toolbox available to prevent

the occurrence of racial profiling in traffic stops and enhance trust between communities and law enforcement.

The time and effort necessary to comply with the July 2013 deadline for developing a standardized method for data collection and analysis necessitated a great amount of initial focus on this component. This work also allowed us to develop the legislative recommendations listed below in a timely manner per the CGA's 2013 legislative session. However, the advisory board and project team are also working to facilitate the use of all of aforementioned tools in the best manner possible to ensure ultimate compliance with the provisions of the Alvin W. Penn Act. This report reflects the current status of all project activities and recommendations for implementation of PA 12-74.

Recommendations for Legislative Action

- **Expand who is required to report:** Modify the current requirement for state and municipal police to collect racial profiling data to include other entities with police powers who make traffic stops while enforcing motor vehicle laws (Department of Motor Vehicle inspectors, State Capitol Police, college and university police departments, others)
- **Written Policies:** Modify the requirement for a written policy prohibiting racial profiling to include the new agencies recommended for inclusion under the law.
- **Clarify 'where' a stop occurs:** Clarify the law with respect to recording the location of a stop to mean the actual geographic location where the alleged violation that caused the stop to be made occurred.
- **Allow unique ID:** Modify the requirement that the name and badge number of the officer making the stop be recorded to allow police to use either the badge number or any other unique identifying number for the employee.
- **Require additional information on stops:** Modify the section of the law that specifies the types of information police must record for traffic stops to include (1) additional information relating to searches specifying the authority for and results of the search and (2) providing the statutory citations for any charge resulting from the traffic stop.
- **Exemption for reporting data:** Provide an exception to the data collection and reporting requirements for traffic stops made by police for instances where the officer making the stop is required to leave the scene for exigent or other circumstances.
- **Require monthly (preferred) or quarterly reporting:** To eliminate inconsistencies in reporting, clarify the law to establish monthly (preferred) or not less than quarterly reporting.

- **Require individual stop data:** The submission of traffic stop data should include data for each individual stop rather than a summary of stops information.
- **Encourage electronic reporting:** Specify that to the maximum practicable extent, submissions should be made in the form of an electronic document acceptable to OPM and that all agencies are capable of submitting data electronically by the end of 2014.
- **Change deadline for first report:** Change the deadline for OPM to submit its first report to the governor and General Assembly analyzing traffic stop and complaint data from January 1, 2014 to, at least March 1, 2014 or preferably July 1, 2014 to allow sufficient data to accumulate under the new requirements. The project team also recommends submitting a progress report on February 1, 2014 to the Judiciary Committee of the General Assembly.

Recommendations for Administrative Action by the Office of Policy and Management

- **Add another code for ethnicity:** Add another ethnicity code (“M”) to signify individuals of Middle Eastern/East Indian (South Asian) descent.
- **Add another code for status violations:** Add a code (“S”) in the data element identifying the nature of the traffic stop to differentiate stops made on the basis of license, registration, or other similar status violations.
- **Add codes for type of stop:** Add a new data element and three codes identifying the method used for making a stop to identify them as officer initiated, blind stops, or spot checks.
- **Add codes for search information:** Add codes specifying (1) the authority under which a search was conducted (Consent, Inventory, Other), (2) whether contraband and/or evidence were discovered (Yes/No), (3) search duration (three time ranges), and (4) whether or not the vehicle was towed from the scene as a result of the stop.
- **Prepare a best practice policy for police agencies:** The law requires state and municipal police agencies to have written policies that prohibit stopping or detaining anyone when the action is solely motivated by consideration of race, color, ethnicity, age, gender or sexual orientation and the action would constitute a violation of the person’s civil rights. The advisory board is compiling the current policies of police agencies with the goal of identifying any agencies that have yet to adopt policies and establishing a best practice policy for police agencies to implement.
- **Evaluate guidelines for receiving and processing complaints:** The advisory board is considering basic principles governing the way police agencies receive, process, resolve, and report complaints alleging racial profiling.

Next Steps for the Advisory Board

By July 1, 2013, OPM and the advisory board expect to have a functional standard method in place for police to follow when collecting and submitting traffic stop data to meet all requirements of PA 12-74. In order to allow proper planning time for police agencies to implement the changes required, the advisory board will develop a method for collection and submission of data. The system developed for July 2013 will not reflect the complete vision of the advisory board. Instead a phased approach will be implemented as outlined in this report.

Listed below are several key points to guide the future work of the advisory board.

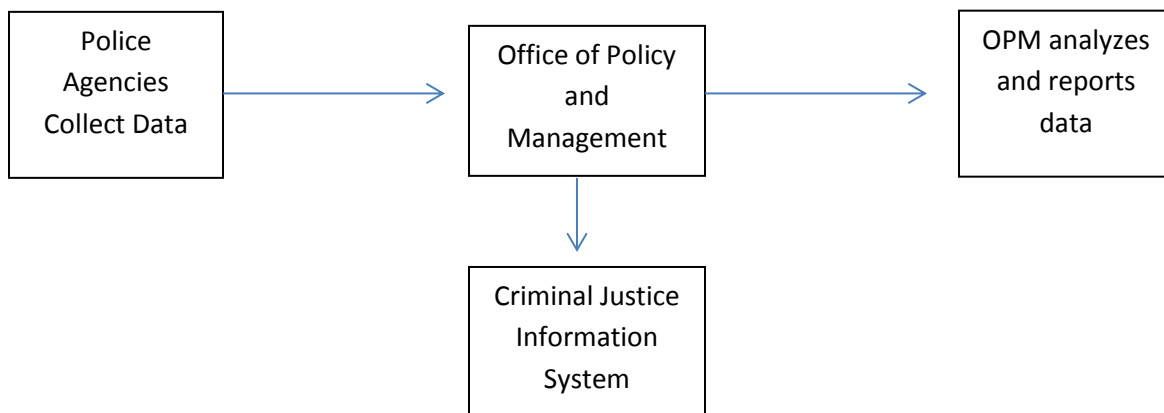
- **Identifying a phased approach for implementing improved traffic stop data reporting.**
- **Identifying options police will have in meeting the data collection and submission requirements of the law.** These options will include using a newly-designed form to record the data, police CAD/RMS systems modified to include the new data, a web-based browser application, or electronic ticketing (E-Citation) if it can be modified in time to include the new data requirements.
- **Identifying options for police to implement the law's requirement that a driver be notified of the right to file a complaint alleging discriminatory treatment.** There is no system in place for providing this notice and the necessity to do this beginning July 1, 2013 may require adoption of a temporary solution. The advisory board emphasizes that an instrument in which the notice appears with all of the other information pertinent to the stop in a single document would be best.
- **Defining the role the Criminal Justice Information System (CJIS)** will play as both a repository for the traffic stop data collected by police and a user-friendly interface to police and other governmental agencies, institutions, media, and members of the public wanting to access both the analysis and the data itself.
- **Investigating with other groups pursuing similar goals** – if desired and feasible - to develop and implement a single document for police to use in lieu of the several different documents. Such a document has the potential to address several of the board's most important concerns, most notably, providing police with a more effective method for collecting the required data and providing a driver with notice of the right to file a complaint of discriminatory treatment.
- **Coordinating the advisory board activities with those of the Traffic Records Coordinating Committee (TRCC)** in order to maximize the benefit of two of the committee's key initiatives, E-Crash and E-Citation, may have to this process. One example of this intersection of interests has been making the TRCC aware of how important inclusion of race and ethnicity in crash reporting documents may be to making accident data a useful benchmarking tool for analyzing traffic stop data.

- **Defining a Traffic Stop:** the advisory board has considered the question of whether legislation should define what constitutes a traffic stop. Police activities vary based on the nature of police and citizen interactions. Departments currently define traffic stops in a variety of ways. Once it becomes clear which activities should fall within a traffic stop and which should not, the two options to proceed are (1) amend the statute to include the definition or (2) allow OPM to create the definition administratively with the expectation that all police departments would adopt it as part of their racial profiling prohibition policies.

A Phased Approach

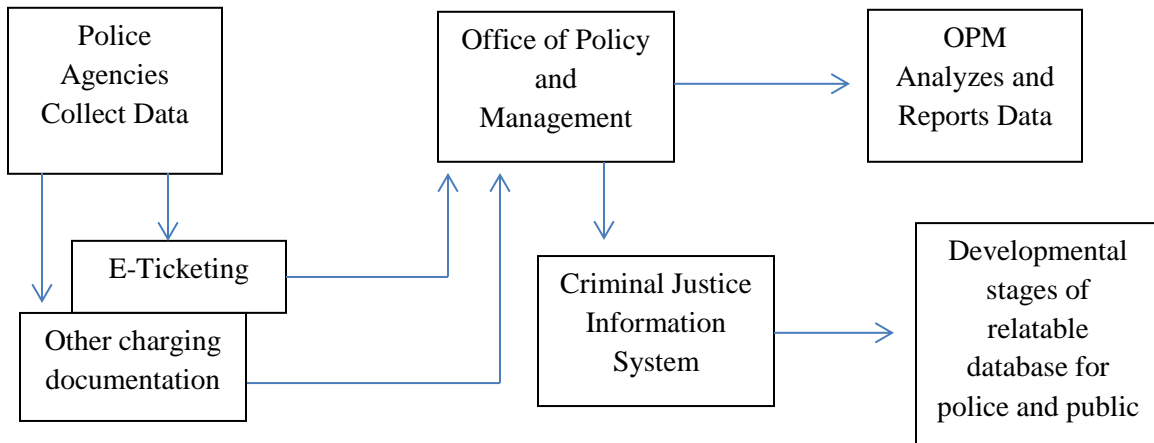
Mentioned in the steps outlined above and later in this report is the need for a phased approach to implementation of the law. The below charts help to indicate the system to collect and report data based on the phased approach the project team plans to pursue.

Phase I (July 1, 2013)



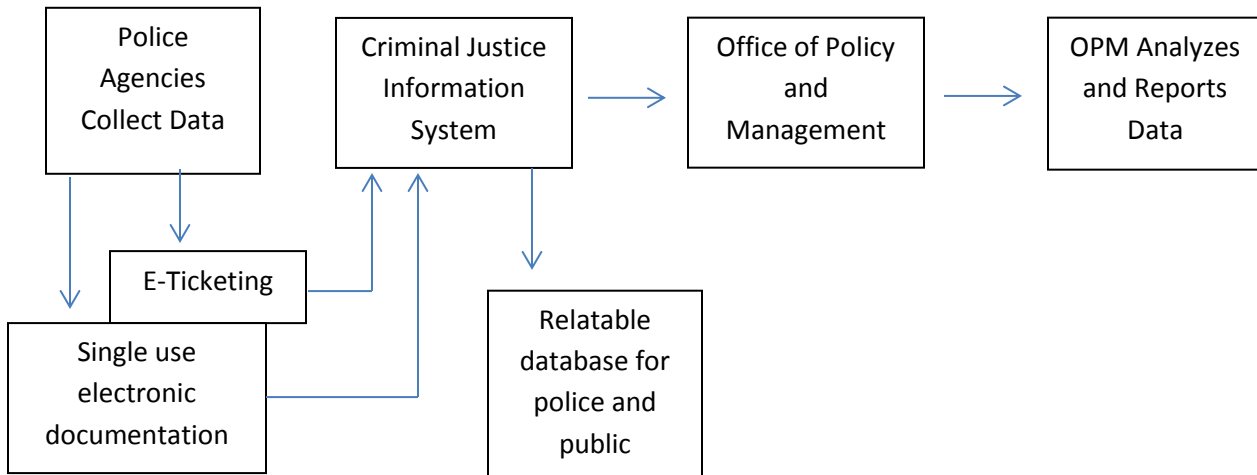
The above chart illustrates the process for collecting and processing information based on the requirements outlined in Public Act 12-74. Police agencies collect information during a traffic stop and submit that information to the Office of Policy and Management (OPM). The information can still be submitted using various formats and reporting timeframes. OPM will work with the Criminal Justice Information System (CJIS) to process, analyze and report information.

Phase II



In phase II, police agencies collect information during a traffic stop and submit that information in one of two ways to OPM. (1) Agencies will utilize electronic ticketing or (2) agencies collect data through a uniform charging document (hard copy) and submit the data. OPM will work with CJIS to process, analyze and report data and create a database for police and public consumption.

Phase III



In phase III, police agencies collect information during a traffic stop and submit that information in one of two ways to OPM. (1) Agencies will utilize electronic ticketing or (2) agencies collect data through a uniform charging document (electronic) and submit the data. OPM will work with CJIS to process, analyze and report data and create a database for police and public consumption.

**RACIAL PROFILING PROHIBITION PROJECT
ADVISORY BOARD MEMBERS**

Co-chair William Dyson, *Central Connecticut State University*
Co-chair John DeCarlo, *University of New Haven*

Glenn Cassis, *African American Affairs Commission*
Under Secretary Mike Lawlor, *Office of Policy Management*
Chris Sedelmaier, *University of New Haven*
Chief Douglas Fuchs, *Connecticut Police Chiefs Association*
Commissioner Reuben Bradford, *Department of Emergency Services and Public Protection*
Michael Gailor, *Chief State's Attorney Office*
Deborah Del Prete Sullivan, *Office of the Chief Public Defender*
Werner Oyanadel, *Latino and Puerto Rican Affairs Commission*
Robert Brothers, *Commission on Human Rights and Opportunities*
Tamara Lanier, *Connecticut National Association for the Advancement of Colored People*
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Representative Joe Verrengia, *Connecticut General Assembly*
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Chief Dean Esserman, *New Haven Police Department*
Captain Nick Boulter, *Simsbury Police Department*
Stephanie Johnson, *Community Member*

PART I: Overview of the Alvin W. Penn Law and PA 12-74

First enacted in 1999, Connecticut's anti-racial profiling law 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 (Connecticut General Statutes Sections 54-11 and 54-1m). During the 2012 legislative and special sessions the Connecticut General Assembly made several changes to this law including a key provision which shifted responsibility for its implementation to the Office of Policy and Management in consultation with a newly established Racial Profiling Prohibition Advisory Board.

Police agencies are required to continue collecting traffic stop information between July 1, 2012 and July 1, 2013 in the same manner as had been required by the law prior to July 1, 2012. Although police agencies must continue to collect and maintain the data, they are not required to submit it to OPM unless requested. Police agencies will be required to submit traffic stop data for analysis under the new methods by October 1, 2013.

PA 12-74 gives authority to the Secretary of the Office of Police and Management if municipal police departments and Department of Emergency Services and Public Protection (DESPP) fail to comply with the law to order appropriate penalties in the form of withholding of state funds.

The law also created the Racial Profiling Prohibition Project Advisory Board for the purposes of advising OPM with respect to the adoption of the standardized methods and guidelines outlined in the law.

Requirements of PA 12-74:

1. Municipal police departments and the Department of Emergency Services and Public Protection (DESPP) shall adopt a written policy that prohibits using race, color, ethnicity, age, gender or sexual orientation as the motivation for a traffic stop.
2. By July 1, 2013, the Office of Policy and Management (OPM) establish and implement a standardized method to achieve the following:
 - a. A form to be developed to record traffic stop information. The information to be collected includes:
 - i. Date and time of stop
 - ii. Location of stop
 - iii. Name and badge number of Officer
 - iv. Race, color, ethnicity, age and gender of operator of motor vehicle (based on the observation and perception of the officer)
 - v. Nature of alleged traffic violation and the statutory citation of the violation

- vi. Disposition of the stop, including whether a warning, citation or summons was issued, whether a search was conducted and whether a custodial arrest was made
 - vii. Any other information deemed appropriate
- b. A notice must be given to the person stopped that if the person believes they have been stopped, detained or subject to a search based on a protected class they may file a complaint with the appropriate law enforcement
- c. Instructions on how to file a complaint must be given to the person stopped
- 3. A standardized method should be established to report complaints
- 4. A standardized method should be established for agencies to report data to OPM for analysis
- 5. By July 1, 2013, the act required the development and implementation of guidelines to train officers on how to complete the traffic stop form

Part II: Racial Profiling Prohibition Project Overview

The Institute for Municipal and Regional Policy (IMRP) at Central Connecticut State University, in consultation with the Office of Policy and Management (OPM), has established a Racial Profiling Prohibition Advisory Board to help oversee the design, evaluation, and management of the racial profiling study mandated by PA 12-74, “An Act Concerning Traffic Stop Information.” The IMRP is working with the advisory board and all appropriate parties to enhance the collection and analysis of traffic stop data in Connecticut. Resources for the project are being made available through the National Highway Traffic and Safety Administration (NHTSA) grant, as administered through the Connecticut Department of Transportation.

The primary purpose of the project is to monitor and prohibit racial profiling in Connecticut and to comply with NHTSA grant requirements and are outlined below.

1. Analyze current racial profiling law and make recommendations to the Connecticut General Assembly to better align the statute to legislative intent and current best practices.
2. Ensure compliance with the racial profiling law in as efficient, effective, transparent and inclusive a manner possible.
3. Ensure compliance with NHTSA requirements of Section 1906 funding to include:
 - a. Fund activities to prohibit racial profiling in the enforcement of State laws regulating the use of Federal-aid highways
 - b. Collect, maintain and provide public access to traffic stop data
 - c. Evaluate the results of such data; and develop and implement programs to reduce the occurrence of racial profiling, including programs to train law enforcement officers.

❖ *Project Activities*

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 PA 12-74. The focus of this early phase of the project has been to better understand traffic stop data collection in other states. Four working groups were established to advise on various aspects of the process including; the standardized method for collecting, recording, reporting, and analyzing racial profiling data required by PA 12-74 and to accomplish tasks required to complete the Racial Profiling Prohibition Project.

System and Process Working Group assists the project team in areas of study that relates to shaping the system and process that when established should meet the requirements of PA 12-74. Some of the group’s activities include: (1) benchmarking the current system and identifying the methods police agencies currently use to collect and report traffic stop information; (2) developing a model for implementing the new requirements that can address the different needs

of police agencies and the public; (3) determining an implementation schedule for complying with the law; and (4) identifying what resources and timeframe may be necessary to migrate all agencies to fully electronic data collection and submission.

Additionally, the group works to evaluate how best to implement the law's requirement that drivers be informed of their right to file a complaint of discriminatory treatment as well as assessing whether additional police agencies not currently under the law should be included in its provisions.

Data, Methodology, and Analysis Working Group assists the project team in identifying the data and methodology necessary to conduct a meaningful analysis of traffic stop data. The work includes a process to determine data elements that are necessary, useful, and feasible to require additionally of police agencies to collect. It explores ways to benchmark racial profiling within the available data and develop a methodology that can result in meaningful analysis of the data collected. Our work has been guided by the Police Executive Research Forum (PERF) and many of their resources, specifically, "By the Numbers: A Guide for Analyzing Race Data from Vehicle Stops" by Lorie Fridell.

This work group has also explored the use of post-stop data as another method for additional analysis. Post-stop analysis has been used in other states including: Massachusetts, Rhode Island, Maryland, Missouri, Illinois, North Carolina, Texas and Florida.

Public Awareness Working Group assists the project team in aspects of the project that relate to informing the public of the work being done and engaging it in the study process and results. The group will look at: what features might be useful to include in the project website, how best to coordinate public awareness and outreach efforts, how and where to conduct public listening sessions, and how to best implement the public complaint process to meet citizens' needs but avoid frivolous complaints to police agencies. The group will also assist the team in determining the best ways to make the traffic stop data and analysis accessible to police agencies and the public.

The Racial Profiling Prohibition Advisory Board and project team strongly believe that the public is a crucial component to developing an effective tool for collecting and analyzing traffic stop information and assisting with the overall implementation of the Alvin W. Penn Act. Below is an outline of activities that the project team has undertaken.

The Racial Profiling Prohibition Project has developed and maintained a 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 minutes, agendas, press releases, and links to register for events and the website is updated weekly.

Public outreach activities have included an ongoing series of informational sessions throughout the state to clarify the updates to the racial profiling law. Through ongoing public forums, the project team has shared plans for implementation of the racial profiling law and offered the

public an opportunity to react and discuss. An informational session was held at Central Connecticut State University on November 26th. Two additional events were held at Quinnebaug Valley Community College in Danielson, CT on December 5th and the Bridgeport YMCA on December 12th. Outreach for informational sessions included save the dates and press releases disseminated through the advisory board members and media lists. We will continue our efforts to partner with state and local elected officials in the development of future informational sessions.

The Public Awareness Working Group has developed marketing collateral materials to further public awareness efforts. The group has drafted a brochure to inform the public about the objective of the Connecticut Racial Profiling Prohibition Project (CTRP3), the definition of racial profiling, and the guidelines of the laws that prohibit its practice. Additional brochures will concentrate on informing the public of their rights during traffic stops and offer helpful tips on handling encounters with law enforcement. The second marketing collateral in development is a Public Service Announcements meant to drive web traffic to the CTRP3 website and reach a broader audience outside of the public forums. The PSAs will serve to be informative and emotion provoking. Several theme ideas will be presented to the Public Awareness Advisory Board at the next meeting on December 10th with production beginning soon after.

Training Working Group assists in aspects of the project that relate to informing police agencies of the changes being made to the system for collecting and submitting data. The group will look at best practices for providing such training and what the training should cover, both initially and on an ongoing basis. The group may also look at ways to inform and work with police agencies to make the best use of the data and analysis to help them evaluate the performance of their personnel.

Summary of Police Survey Information

The advisory board surveyed all municipal police agencies and the Connecticut State Police in order gain knowledge of the current system. The goal of the survey was to gather information on existing racial profiling policies as well as prior methods used to collect and submit traffic stop data to the required state agencies. The information gained from the survey will help to inform the advisory board in the development and promulgation of a best practice policy and standardized method as it pertains to PA 12-74. This information below is summarized based on the 73 police agencies and the State Police that have reported information.

Question		
How is traffic stop data collected?	48 police agencies collect information electronically	24 police agencies collect information using a paper form
How many traffic stops were made in 2011?	Of the agencies reporting, 467,051 traffic stops were made in 2011. The project staff developed an estimate for total traffic stops in Connecticut to include those agencies that have not completed the survey. It was determined that there is an estimate of approximately 585,000 traffic stops a year in Connecticut.	

For a complete summary of data collected from the survey, please see Appendix II.

PART III: To Whom Should the Law Apply?

In Connecticut, traffic law enforcement on the local level may be provided in three ways. According to the General Assembly's Office of Legislative Research, there are 92 municipalities that maintain their own independent police departments. In another 56 municipalities, law enforcement services are provided under the auspices of one or more resident state troopers. In 29 of these municipalities, the resident troopers supervise local police officers or constables. In the remaining, the resident troopers are the sole providers of all services. Finally, there are 25 towns in which there are neither local police departments nor resident troopers. In these jurisdictions, the local law enforcement services are provided by State Police operating out of the troop that has geographic responsibility for the town.

The entities listed above along with the State Police on the highway system are not the only ones that may conduct traffic stops in Connecticut. A number of other agencies also have authority under the statutes to enforce motor vehicle laws within their respective jurisdictions. These include the State Capitol Police and the Motor Vehicle Department inspectors who have been designated by the motor vehicle commissioner with law enforcement powers. As well as various university police departments (University of Connecticut, units of the State University System, and several private universities such as Yale, New Haven, and Wesleyan). To the extent that these and other smaller police entities contribute to the overall number of traffic stop interactions with the public, there would seem to be a valid case to be made for them to also record and submit data on the stops they are making.

Recommendation: *Expand who is required to report*

The recommendation is that the law be expanded to include the State Capitol Police, Motor Vehicle Department, the various university police departments, and any other agencies that have the statutory authority to enforce motor vehicle laws by stopping vehicles and their drivers.

Part IV: Inconsistencies in Data Submission

In an effort to establish a benchmark for the status of data collection and submission efforts prior to passage of PA 12-74, the project team and advisory board reviewed both the statute and samples of the data submissions for the last several years. This review revealed significant differences and inconsistencies in the timeframes, forms, and formats of the submissions. Please see Appendix VI for samples of police department data submissions to the African American Affairs Commission (AAAC).

The majority of agencies provided data on a stop-by-stop basis, that is, the information required by the statute was provided for each traffic stop conducted during the target period. However, some departments provided data in the form of an activity summary rather than for each stop individually. The required race, ethnicity, age, gender and other information was aggregated to show the total number of stops falling into each data category.

There was a great variation in the format of data submissions. Many were submitted as spreadsheets in Excel format, while many others were sent as text documents. Though fewer in numbers, others were formatted as Word documents, PDF files, or even faxed hard copy documents.

These various timeframes, forms, and formats made it difficult, if not impossible, for the AAAC to process and analyze the data as it had neither the personnel nor the resources to reconcile all of the inconsistencies in the submissions. Compiling the differing formats of the submissions is difficult to do without the technical capacity to manipulate the data. Creating a consistent analysis when some reports were on a stop-by-stop basis while others were in multi-month summary form is an even greater challenge.

The inconsistencies in the data submissions stem largely from the language of the statute itself. The various forms, formats, and time periods included in the individual agency reports are all possible under the reporting provisions of the Alvin W. Penn Act, even as it was modified by PA 12-74. Unless this language is clarified, the inconsistencies in the data submissions are likely to continue. The relevant provision of PA 12-74 states:

“(h) Not later than October 1 2013, and *annually* thereafter, each municipal police department and the Department of Emergency Services and Public Protection shall, if a standardized method has been developed and implemented pursuant to subsection (b) of this section, use such method and any form developed and promulgated under the method to provide to the Office of Policy and Management *a summary report* of the information recorded pursuant to subsection (d) of this section.”

While the statutory language was adequate to accomplish the initial objectives of the Alvin W. Penn Act, which was to establish a requirement that would allow for a one-time assessment of police agencies, it clearly is no longer adequate for the type of analysis envisioned pursuant to

PA 12-74. Such an analysis will require both a consistent reporting period and data submissions made for all individual stops rather than in the form of summaries of aggregated stop data. The General Assembly's addition of the requirement in PA 12-74 that police record the name and badge number of the police officer for each stop seems to indicate an interest in stop-by-stop rather than summary data. While clarifying the law to accomplish this objective would require some police departments to change their current procedures, the number of departments affected seems to be relatively small as the majority of departments still provide data on a stop-by-stop basis.

Recommendation: *Require monthly (preferred) or quarterly reporting*

The advisory board and project team recommends that the law be changed to accomplish the objective of police agencies submitting data on individual stops rather than as a summary of stop data and that such data be submitted on an ongoing period basis rather than as an annual report. These changes should specify (1) a reporting period (monthly reporting would be preferred but in no case should it be less than quarterly), (2) submission of the required data on all individual stops rather than as a summary of stops, and (3) all submissions must be made in the form of an electronic document acceptable to OPM (no faxed or mailed hard copy documents).

Part V: Benchmarking Traffic Stop Data

Benchmarking Data from Municipalities

Collecting and reporting the right type of data for traffic stops is an important part of implementing the requirements of the law, but it is only part of the process. The other major component is developing a meaningful methodology for analyzing the traffic stop data in the context of assessing whether or not specific police activities show any evidence of bias. This process, known as “benchmarking,” has historically involved comparing traffic stop activities in a specific jurisdiction with race, ethnicity, gender, and other demographic information as they are represented in census data for the jurisdiction. By default, almost all jurisdictions that have attempted to analyze traffic stop data for bias have used census data for the resident population of the jurisdiction being examined. Even if these jurisdictions have considered options other than the use of this unadjusted census data, they have almost always chosen to use the resident population data based on its ready availability versus the complexity of developing other methods to benchmark the data. There are some limited exceptions to this approach that will be described later in this section.

Even though most jurisdictions default to the use of resident population demographics, they also recognize the inadequacy of this approach. An analysis of data on people *stopped* in a jurisdiction that benchmarks performance against demographic data on people *living* in the jurisdiction is inherently limited. The demographic makeup of those driving through a jurisdiction may differ significantly from those residing in the community. Figuring out how to estimate the demographics of the driving population has proven to be more challenging a process than most jurisdictions have been willing to undertake.

❖ *Estimating Driving Population by Modifying Census Data*

Estimating driving population by modifying census data appears to have the greatest potential for development as the primary way to analyze traffic stop data once the new method required by PA 12-74 is implemented on July 1, 2013. The model currently being considered by the project team and advisory board is based on concepts developed by Northeastern University’s Institute on Race and Justice for use in Rhode Island and Massachusetts. These appear to be the only states that are currently using modified census data as a benchmark. Other states have considered this model, but chose not to attempt it due to the difficulty or expense of developing it. Connecticut’s relatively small size and number of jurisdictions places it between Rhode Island and Massachusetts, which may make it an ideal candidate for a model similar to the one used in those states.

The adjusted census data model being evaluated for use in Connecticut would attempt to create a driving population estimate for each jurisdiction that would account for both the residents using the roads and the nonresidents traveling through the jurisdiction for employment, recreation,

business, and other purposes. An explanation of the methodology developed for Rhode Island and Massachusetts is provided in detail in Appendix III of this report.

The value of adjusting census data to create an estimated driving population is that customized benchmarks can be developed for different areas of a state with unique characteristics in terms of employment, recreational, or commercial centers. The Southeastern Connecticut casino region may be an area where this method could be deployed. Comparing traffic stop data with resident demographic information for a jurisdiction with gaming facilities would be of little value. An estimate that can account for those who are driving to and from these facilities for recreational and employment reasons is more valid for the purposes of benchmarking stop data.

This benchmark model does not have to be fully functional on July 1, 2013, but the goal is for it to be sufficiently developed, if only for a limited geographical area of the state, so that it can be evaluated and modified as necessary for full implementation by the end of 2013 or early 2014.

❖ *Alternatives to Modified Census Data*

The project team reviewed extensive research on the subject of benchmarking traffic data, and identified the following alternative methods:

1. DMV Data
2. Motor Vehicle Accident records
3. Blind vs. Not Blind Enforcement Methods
4. Low Discretion Stops vs. High Discretion Stops
5. Internal Benchmarking (matching officers/groups of officers)
6. Observational Data
7. Crime Data
8. Transportation Data
9. Survey Data

The project team discussed the potential of using DMV licensed driver data, motor vehicle accident records, and blind/not blind enforcement information as possible additional benchmarking methods to enhance our current efforts. In the next six months (January-June 2013) we will continue to evaluate these benchmarking concepts to determine what role, if any, they may play in creating a multi-layered approach to data analysis.

Accident and License Data

Using accident data and/or driver license information to estimate driving population in a jurisdiction has promise, but limitations exist that make it difficult to utilize them in the immediate future. Some researchers in this area believe that certain types of accident data can provide a fairly accurate estimate of driving population in a particular jurisdiction. However, the value of accident data is somewhat limited to areas with sufficient volumes of accidents that

provide an adequate sample to produce benchmarks. By law in Connecticut, accidents for which a police-investigation occurs must result in an accident report the police file with the Department of Transportation. Further, the ability to use accident data for benchmarking purposes is limited in CT because the accident reporting form, known as a PR-1, does not contain race or ethnicity information for those involved in the accident. Without that information, accident data lacks relevance as a potential benchmark.

Fortunately, a multi-disciplinary effort guided by the Traffic Records Coordinating Committee (TRCC), has been underway for several years to revise crash reporting to accommodate new federal requirements. The form and content of the accident report form is being significantly revised as part of this broad effort. The project team recently addressed the committee to inform them of the initiative underway to implement the requirements of PA 12-74. They were advised that the inclusion of race and ethnicity data as part of a revised accident report form would be valuable in making accident data an effective benchmarking tool. The Project Team will continue to participate to work with the TRCC, but a revised accident record form is unlikely to be available until the beginning of 2015.

Using licensed drivers to establish a benchmark in a jurisdiction, rather than its resident population, has the advantage of focusing analysis on these residents of the community who are also licensed drivers. The demographic makeup of this group is a more accurate reflection of who might be on the community's roads at any given time. In the past, race and ethnicity was included on the front of a driver's license: ironically, the information was removed from the license because it was feared that it might be used to discriminate against certain populations for insurance, mortgage financing, or other purposes. The project team and advisory board are exploring the possibility of once again making this information available on the driver's license so that race and ethnicity of the driving population can become a functional adjunct benchmark in the traffic stop data analysis. While it may be difficult to display race and ethnicity data on the front of the license, it may be possible to encode it as part of the information contained in the barcode strip of the license. It must be recognized that it would take six years for the change to be fully implemented in all drivers' licenses as they come up for renewal. The project team and advisory board will continue to explore the viability of reintroducing race and ethnicity information on drivers' licenses in some form.

Benchmarking Data from the State Police

PA 12-74 requires municipal police departments and the Department of Emergency Services and Public Protection (DESPP) to record traffic stop data. There are very different challenges between municipal police departments and DESPP. As a result, differentiation must be made between the types of patrol, in order to correctly benchmark state police information.

According to an April 25, 2011 Office of Legislative Research Report on Connecticut Police Departments, 81 towns are under State Police jurisdiction, either because they do not have their

own organized police department, or have agreed to let State Police supervise their police or constables. Of the 81 State Police towns, 56 have resident state troopers; the other 25 are served by the state police troop responsible for the town.

According to results from a survey distributed by the advisory board, the state police conducted approximately 175,000 traffic stops in the last calendar year. The total number of traffic stops reflects stops made on Connecticut interstates, state roads, and municipal roads monitored by state police through the resident state trooper or local barracks.

The analysis will need to differentiate the types of stops made by state troopers for the purpose of benchmarking. A motor vehicle stop made by a resident state trooper on a local road should be treated similarly to a stop made by other municipal police departments. A motor vehicle stop made by a state trooper on an interstate highway will need to be treated in a different manner. The population driving on our major highway system in Connecticut is more difficult to calculate using the same benchmark for local roads. State Troopers also face different conditions during a motor vehicle stop on an interstate highway. We are exploring with state police the possibility of allowing the Criminal Justice Information System (CJIS) to extract data to determine the type of road on which the motor vehicle stop occurred by using the location. This should be done through the Computer Aided Dispatch (CAD) system used in patrol vehicles for the state police.

The advisory board has been exploring ways that other states have dealt with a benchmark for the interstate highway systems. In Massachusetts and Rhode Island researchers conducted rolling observations over a period of months to determine the estimated driving population of the major highways. Both states recognized the different types of populations driving on interstate highways and municipal roads, including the drastically higher number of out-of-state residents. In the study period of 2001-2003 the State of Rhode Island conducted rolling road survey observations across an eighteen month period. Approximately three surveys were taken each month and were spaced out across weekday and weekend dates. A staggered start and stop methodology was used to vary the types of observations being made. Northeastern University's Institute on Race and Justice developed and applied this same concept to Massachusetts' interstate highway system.

Part VI: Traffic Stop Data Collection

An extensive effort has been made to identify the traffic stop data that must be collected and submitted to make analysis possible. Throughout the early stages of the project, the board has been particularly conscious of: (1) striking a reasonable balance between the need for additional data and the burden this has on police making traffic stops, and (2) only asking for this additional information when readily obtaining information from another source is not possible or cannot be done without undue hardship. The board has reviewed and continues to evaluate an extensive list of possible new data elements with these objectives in mind. The following sub-sections outline (1) data elements required by PA 12-74, (2) stops resulting from blind enforcement mechanisms and (3) new post-stop data elements.

❖ *Data Elements Required by PA 12-74 (Effective July 1, 2013)*

The law currently requires police to record the following data for each traffic stop they make:

1. Date and time of the stop;
2. Location of the stop;
3. Name and badge number of the officer making the stop;
4. Race, color, ethnicity, age, and gender of the driver based on the observation and perception of the officer responsible for reporting the stop;
5. The nature of the alleged traffic or other type of violation that caused the stop to be made and the statutory citation for the violation;
6. The disposition of the stop including whether a warning, citation, or summons was issued; whether a search was conducted, and whether a custodial arrest was made; and
7. Any other information deemed appropriate as part of the standardized method OPM must develop and implement.

Most of these data items have been required since the initial implementation of the law. A standard form with specific codes was developed for police to follow when recording the required data. There is a need to clarify the definition of some data elements and those are listed below.

- Date (month/day/year) of stop
- Time of stop (no time format is specified, but most agencies appear to default to use of 24-hour military format)
- Location (undefined)
 - The law is not specific with respect to the meaning of traffic stop “location.” The original form developed for collection of traffic stop statistics contains a space where the town or jurisdiction in which the stop was made had to be recorded. There was no provision made for an actual geographic location of the stop (either street address or road location) and most police agencies have never included geographic location in their

data. The advisory board recommends that the requirement of “location” of the stop should be clarified to specify that the location recorded is that of where the violation occurred.

- Officer name and badge number
 - When evaluating this data element, it was revealed that some police agencies, state police among them, reuse badge numbers as personnel turn over so that over a period of time more than one officer may have that badge number. To avoid confusion when looking at data over time, the board decided that this provision could be modified to allow the police agencies the flexibility to use either badge numbers or a unique identification number the agency assigns to the officer.
- Officer perception of driver race, color, ethnicity, age, and gender

Current Race designations are:

W—White
B—Black
I—Indian American/Alaskan Native
A—Asian/Pacific Islander
U—Unknown

The advisory board will consider the importance of the category “unknown.” As we clarify the procedures for recording race and ethnicity information it may not be necessary to record that data element.

Current Ethnicity designations are:

H—Hispanic
N—Not Hispanic
U—Unknown

The advisory board is considering adding an ethnicity code to identify Middle Eastern or East Indian origin, similar to what is required in Massachusetts and Texas. Massachusetts also provides an optional space for providing “Additional Race Information.” This additional code would be an “M” to indicate Middle Eastern origin.

- Driver Age is entered as a whole number; presumably based on license information.
- Driver Gender is entered as: M—Male, F—Female, U—Unknown
- Nature of alleged traffic or other violation that caused stop to be made
 - Police are currently asked to identify the nature of the stop in one of three categories below:

I—Investigation, Criminal
V—Violation, Motor Vehicle
E—Equipment, Motor Vehicle

The advisory board is contemplating adding an additional “S” code to this list to separately identify violations of license, registration, or insurance requirements: so-called “status” violations from other types of motor vehicle violations.

- Statutory citation of alleged violation

The statutory citation for the alleged violation that forms the basis for the stop was not required by the law prior to passage of PA 12-74, but it was made part of the original reporting form as an additional data item. It is now mandatory under PA 12-74.

- Disposition of stop, including whether a warning, citation, or summons was issued; whether a search was conducted; and whether a custodial arrest was made
 - There are six codes that are currently being used to indicate the disposition of the traffic stop. They are:
 1. U—Uniform Arrest Report

This takes place when the police officer determines that a criminal offense occurred or the driver is wanted under an arrest warrant. The driver is taken into police custody.

2. M—Misdemeanor Summons

This is issued for less serious criminal offenses or motor vehicle violations that are not infractions or serious criminal offenses. A driver issued a misdemeanor summons is not always arrested or detained, but must appear in court.

3. I—Infraction Ticket

The infraction ticket is issued for lesser motor vehicle violations. It generally does not involve arrest, nor is a court appearance required if the driver chooses not to contest the infraction.

4. W—Written Warning

Written warnings are typically given when the officer determines no more significant enforcement action is required. The warning (DMV Form P-2) identifies the nature of the defective vehicle equipment, if that is what led to the warning, or provides space for the officer to identify what other minor violation is the basis for the warning. Police agency policies regarding non-equipment related violations may differ.

5. V—Verbal Warning

Verbal warnings are given when the police officer wants to make the driver aware of minor traffic violations that the officer does not want to deal with more severely.

6. N—No Disposition

A traffic stop would be classified in this category if it results in none of the five other outcomes. One example of this might be when an officer responds to a citizen complaint of a suspicious vehicle. The officer might stop the vehicle to investigate, but determine that no criminal or motor vehicle violations exist and the encounter ends with no action being taken.

PA 12-74 changed the requirement in the prior law that the data reported by police indicate if an arrest was made as a result of the stop to one requiring an indication of whether or not a *custodial* arrest resulted. The current disposition classifications need to be reviewed in light of that change to determine if they adequately identify that outcome.

The law requires only that the data reported by police indicate whether or not a search resulted from the stop. This is done by either a “Yes” or “No” entry in the report. No other information relating to the basis of the search, the type of search, its outcome, or its duration must be provided. Post-stop data elements are discussed in the below portion of this report.

- Any other information deemed appropriate

The current traffic stop reporting form requires each law enforcement agency to provide its Department ORI. The ORI is a unique identification code number assigned by the FBI for every law enforcement agency in the United States. It is a data element that is not required by PA 12-74. Since police agencies submitting data are already identifiable by agency name, there appears to be no reason for also requiring the ORI, so this item may be eliminated.

Recommendation: *Clarifying Data Elements in PA 12-74*

As noted above the advisory board is recommending these modifications to the existing data items:

- clarify the stop “location” requirement to specify that it be the geographic location where the violation leading to the stop occurs
- specify in that either a police officer’s badge number or any other unique identifying number for the officer be recorded for each stop
- adding a new “M” ethnicity code to designate someone of Middle Eastern origin
- adding a new “S” code to the nature of alleged violation data element to separately identify those stops that are made for license, registration, or insurance status violations from other types of motor vehicle violations
- Some traffic stops result in the officer being called away from the scene to address a more urgent matter. The data required for collection in the case of those calls will be difficult to capture because the stop was not completed, and the officer may not have had the time to collect identifying information. We are recommending that PA 12-74 be

modified to require the recording of information absent exigent or other circumstances that may require an officer to leave the scene.

❖ *Stops Resulting From Blind Enforcement Techniques*

The project team and advisory board have actively considered a method to distinguish certain traffic stops based on the relatively non-discretionary nature of the stop decision. The theory behind this differentiation is that for certain stops, such as those made during a radar or laser speeding operation, or stops made based on a return from a license plate reader, the decision to make the stop is relatively “blind” of any perception the officer may have of the person’s race, ethnicity, gender, or age. The rationale for identifying these types of police activities at the data entry level is that since the mechanism used to stop the driver is more or less “blind”, the police officer’s perception of a driver’s race, ethnicity, gender, and other identifying information is probably not a determining factor in the decision to make the stop; but it could be a factor in what transpires after the stop is made. Thus, if a meaningful analysis of these “blind” stops is to be generated, it needs to focus on the outcomes of the stops and not on the making of the stop itself.

A significant number of state and local stops are made during traffic enforcement initiatives that use electronic and other means such as radar or laser devices to identify speeding vehicles in a traffic stream. At least theoretically, radar/laser based stops involve significantly less officer discretion than similar stops made on routine patrols. The officer operating the electronic equipment usually only identifies the vehicle itself by make, model, and color, and either pursues it or identifies it for other officers further down the road to pull over for enforcement. In this case, the decision to stop the vehicle is relatively “blind” with respect to the driver’s race, ethnicity, gender, etc.

Stops resulting from the use of license plate reader technology are a similar type of relatively “blind” enforcement that is increasing in use by law enforcement. These stops are made using a device that reads a vehicle’s license plate and immediately connects it to databases that can provide real time return of information regarding the vehicle’s registration status, whether it has been reported as stolen and other facts. Based on the return of information, the officer can decide whether or not to stop the vehicle for investigation. As with radar/laser based stops, the driver’s race, ethnicity, age, and gender are not particularly relevant to whether the stop is made, but could factor into the end result of the stop.

Sobriety checkpoints used for enforcement of drunk driving laws are a third area in which the decision to stop a driver may be relatively blind. Guidelines that the courts have established when reviewing the constitutionality of checkpoints require police agencies to operate them in certain ways. One of these requirements is that police follow an established policy with respect to who will be stopped at the checkpoint. An example might involve stopping every driver, every other driver, every third driver, etc. That decision is left to each department, but the courts expect

that it will be applied uniformly and consistently for the each respective checkpoint. Historically these checkpoints usually result in few drunk driving arrests, but significant numbers of other types of violations.

Law enforcement agencies conduct checkpoints to enforce seat belt use compliance frequently around holiday weekends. Seat belt checkpoints differ from sobriety checkpoints in that an essential part of the checkpoint operation involves the police officer looking directly at the driver and passengers to determine if seat belts are in use.

There are other types of police operations that may also have to be examined as to whether they fit into the “blind” enforcement category, such as commercial vehicle enforcement and special enforcement initiatives to target specific activities like cell phone use or specific unsafe driving behaviors.

Determining which category a specific stop falls into is not currently something that can be accomplished at the “back end” of an analytical process. Being able to specify the type of stop at the data collection level would seem to be an important step in identifying which set of benchmarks are the most appropriate to apply in the analysis. The advisory board has considered several ways of making this distinction and believes a relatively simple change to the data reporting requirements can accomplish this purpose without overburdening officers. It would involve the officer entering one of three choices to categorize the enforcement technique used in making the stop. The key to this approach is to identify the choices as comprehensively and unambiguously as possible to avoid confusion on the part of the recording officer.

Recommendation: *Blind Enforcement Classification*

The advisory board recommends that a new data item be required that would be capable of identifying or “tagging” stops made using certain kinds of “blind” enforcement or other enforcement methods that are not exclusively officer-initiated techniques. Under this data element, the officer would choose from three categories—Officer Initiated, Blind Enforcement, or Spot Check. Each of these categories will be unambiguously defined so that police can identify the correct choice without confusion. Among the things included in the Blind Enforcement category would be radar/laser, license plate readers, DUI checkpoints, truck weighing operations, certain security related activities conducted at Bradley International Airport, and stops made based on returns from radiation detection devices. The Spot Check category would include any spot checks for seat belt use, cellphone use, or any other activity except for DUI checkpoints. By tagging these stops at the data entry level, they could be readily identified for a more relevant type of post-stop outcome analysis.

❖ *Post-Stop Data Elements*

The project team and advisory board have examined a method to differentiate certain traffic stops based on the non-discretionary nature of the stop decision. The theory behind this

differentiation is that for certain stops the decision to stop the vehicle is relatively “blind” of any perception the officer might have of the driver’s race, ethnicity, gender, or age. The analysis of stops made using these “blind” enforcement techniques should focus on the results of the stop and not the making of the stop itself. To do this type of alternate benchmark analysis, additional information will need to be collected at the stop that (1) “tags” the stop as resulting from one of the identified “blind” enforcement techniques, and (2) provides important information relative to the results of the stop. Currently, Connecticut law requires the officer must record the statutory citation of the violation that formed the basis for the stop, and whether a search was conducted.

The project team has identified and compiled information on eight other jurisdictions (Illinois, Maryland, Massachusetts, Missouri, North Carolina, Texas, Rhode Island, and Miami-Dade County) that require police to collect some type of data to analyze post-stop activities (Appendix IV). After careful review, a consensus was reached to obtain new data on certain aspects of post-stop activity. These new data elements will provide the advisory board the capacity to analyze stop data from the perspective of what happened as a result of the stop. However, the project staff has worked to strike a reasonable balance between the data items required and the time and effort required of police to collect the additional data.

Additional post-stop data elements considered by the advisory board are listed below:

1. Authority for Search

Police must have the authority to search a vehicle as outlined in current case law. There are different levels of discretion, and below are the data elements that have been outlined for collection to determine the authority for conducting a search.

- i. Consent
- ii. Inventory
- iii. Other (Including: Probable Cause, Incident to Arrest, Reasonable Suspicion, Plain View Contraband, Exigent Circumstances)

It is important to separate consent searches for the purpose of analysis because the operator of the motor vehicle gives permission for the vehicle to be searched. Law enforcement officials also pointed out that inventory searches can be standard operating procedure if a vehicle is seized. There is little or no discretion in conducting a search based on inventory.

2. Search Disposition

The outcome of the search has been the source of much discussion by the advisory board. After careful review of current efforts to analyze disposition of searches in other states, it was determined that there was no need to collect more than the one category listed below.

- i. Contraband and/or Evidence Discovered (Yes or No)

Contraband and/or evidence discovered can be used as a catch-all to include drugs, alcohol, paraphernalia, currency, weapons, stolen property, instrumentalities of crime and other. If it is determined that greater information is required from individual searches, the information will be available in the report written by the officer.

3. Driver Arrested (Yes or No)

As a requirement of the current PA 12-74 officers must record whether an arrest was made.

4. Statutory Violation

The statutory violation of the driver will capture information on the outcome of the stop including whether criminal or motor vehicle laws were broken.

5. Duration of Stop

There is a perception among some community members that some racial or ethnic groups are stopped for greater amounts of time than others. The state of Massachusetts requires officers to submit the duration of the stop in increments of 15 minutes. It was determined that the duration of the stop could assist in creating a more comprehensive analysis, and the most effective way to gather information would be to replicate the Massachusetts method.

The length of a traffic stop can vary based on a range of factors, including the procedures followed by individual police officers. The length of a traffic stop can also be skewed in the case of a vehicle needing to be towed, thus it is advisable to include a data element to determine if the vehicle was towed.

Recommendation: *Additional Post Stop Data Elements*

The project team and advisory board recommend that the above data elements be added to those currently required by the law to conduct an effective post-stop data analysis. This post-stop analytical capability would be used to evaluate results of certain types of stops, particularly, those involving “blind” enforcement methods.

Part VII: A Phased Approach to Reporting Traffic Stop Information

Ideally, collection of the traffic stop data necessary to implement the requirements of the law needs to be efficient, not overly burdensome to the police collecting it, and easy to deal with when it has been submitted. However, since police agencies in Connecticut are at various levels of sophistication and technology with respect to the ways in which they collect and report the data, expecting them all to be equally capable of implementing the requirements and methodology by July 1, 2013 is not realistic. Therefore, the advisory board's overall goal is that all police agencies be recording and submitting their required data electronically by the end of 2014.

Some of the agencies at the highest end of the technological spectrum are collecting and recording the data already required for compliance with the law through capturing the necessary data elements in their CAD/RMS systems. These agencies are most likely to be among the first able to adopt any new data requirements, if given sufficient time for their vendors to make necessary changes to their CAD/RMS systems.

Other police agencies may need more time to adapt. The advisory board has been collecting data through its survey of police agencies, which it anticipates will identify the police agencies that are likely to be early, middle, and late adopters of the new requirements and electronic submission of data. This process will also hopefully be able to identify the resources that expedite this implementation. Below is a list of the data collection options for police agencies on July 1, 2013:

1. A new form will be developed and police officers will record information on this hard copy form. This information will be recorded electronically through a system established by the individual department. This is essentially the default option.
2. Police agencies will collect information using their CAD/RMS systems. This will require the CAD/RMS vendors to modify software to allow for the collection of new data elements. The information in the CAD/RMS systems can be submitted to OPM for analysis. The rate at which law enforcement agencies can use this option will depend on how quickly their CAD/RMS systems can be adapted to the new requirements.
3. The state is in the process of developing a web browser for the collection of information, including race and ethnicity data. This web browser will be available as an option for agencies not using electronic citation or the CAD/RMS system and would negate the need for recording data on hard copy forms.
4. Some police agencies will be using an electronic citation system (E-Citation), and if this program is adapted to include the new traffic stop data elements, it will provide the agencies using it with an electronic option to record and submit their data for analysis.

Some of these processes can be phased out or avoided if the state moves towards a system of complete electronic collection of data. The electronic citation method is preferred and is discussed more in-depth in the following section.

Another option that is being discussed by the advisory board involves the development of a uniform charging process, which, if used by all law enforcement entities, would provide an avenue to accomplish several specific goals of PA 12-74. Law enforcement has voiced support for standardizing and streamlining charging processes to accomplish similar tasks – specifically citations, misdemeanor summons, and written warnings. While the advisory board is not the only entity tasked with collecting and analyzing traffic stop data in the interest of developing and instituting a uniform charging process, the motivation to do so is unique to this group. Developing this single process will require the support and cooperation of both the Judicial Branch and several executive branch agencies.

❖ *Electronic Citation and Electronic Crash Information*

The Traffic Records Coordinating Committee (TRCC) is a group consisting of representatives from numerous agencies, institutions, and organizations; all of whom have some role in collecting, processing, using, and evaluating various types of traffic records. The TRCC has met regularly for several years to provide the opportunity for all of these entities to discuss, evaluate, and coordinate their activities and interests. The TRCC agenda contains a number of initiatives, but two of the most significant are E-Citation and E-Crash.

While the TRCC and advisory board activities are separate, yet parallel processes, a significant effort is being made to interconnect them. Project staff regularly attends TRCC meetings to keep abreast of its initiatives and to keep TRCC informed of the board's activities under its legislative mandate. Although E-Citation proceeds independently of the advisory board's initiative under PA 12-74, aspects of it may be directly affected by the changes in traffic stop data collection the advisory board is recommending. Since both processes directly affect each other, the advisory board continues to make a significant effort in keeping TRCC aware of the progress it is making, so that the two processes complement rather than conflict with each other.

Electronic Citation (E-Citation): is an initiative that, when fully implemented, will result in the capability for all police agencies to record and submit all of the traffic citations they issue in a fully electronic form. This initiative promises both to save police significant time in processing traffic stops at the roadside, and to expedite submission of these actions for adjudication. The state police are significantly ahead in the use of E-Citation and have reported significant increases in efficiency as a result. Some local police agencies are participating in a pilot program of the E-Citation concept at this time as well.

The implementation curve for this initiative is similar to what the advisory board has observed for its own initiative: that some police agencies are in a position to implement changes more rapidly than others. E-Citation requires the police vehicle to be equipped with a printer and

associated mounting hardware at a cost of approximately \$800 per vehicle. E-Citation proponents estimate that equipping all police vehicles with E-Citation would cost approximately \$3.2 million. The rate at which E-Citation propagates through the law enforcement community will depend on provision of that funding. The faster E-Citation can be implemented, the sooner more police agencies can meet the requirements of PA12-74 in the most efficient manner.

E-Citation may be an important vehicle to implement the requirements for (1) new data collection, and (2) driver notice of the right to file a complaint: two of the most important aspects of the traffic stop data process once it is implemented in July 2013. If it is modified to include the additional data elements being proposed by the advisory board, as well as the notice now required pursuant to PA 12-74, an important step will have been taken both in meeting the requirements of the law, and in advancing the goal of electronic submission of data. Some discussions have already taken place with potential partners in making these changes happen and more are planned over the next several months.

Still, the significance of E-Citation in meeting the requirements of PA 12-74 relies on the rate at which the law enforcement community migrates toward it and, as previously mentioned, this is dependent on funding a full implementation of the program.

Electronic Crash (E-Crash): is the second TRCC initiative that has significance for the advisory board under its mandate. As described earlier in this report, developing meaningful benchmarks for analyzing traffic stop data is critical to accomplishing the goals of PA 12-74. Although the board is focusing on using a modified census data model as its initial benchmark, it is actively exploring other ways to compliment census data. One of these is motor vehicle crash data, but as was explained earlier, there exists a significant impediment to using crash data for benchmarking since the current forms used for submitting crash data do not include race or ethnicity. Without this information, crash data has no value for benchmarking.

Under the E-Crash initiative, the form for recording and submitting crash data is being fundamentally redesigned. The advisory board has been, and will continue to make its case to the TRCC for inclusion of this information in the redesigned form so that crash data may eventually become a useful tool in analyzing traffic stop data.

❖ *The role of the Criminal Justice Information System (CJIS)*

The advisory board envisions that CJIS will play a pivotal role in achieving both of these goals. Initially, it will have the task of taking the traffic stop data submissions from the many police agencies and reconciling them into a fully functional database. This will require CJIS to process data on more than 600,000 traffic stops annually; data which is submitted in several forms and formats. CJIS participation on the advisory board during this phase has helped to pinpoint issues that must be addressed in the coming months to make this process work, as well as the resources it needs to accomplish this goal.

Identifying the issues and process for achieving an effective access point for the data and analysis is a focus of the advisory board's work over the next six months. It involves not only aspects of the process that affect CJIS, but also those related to the development, testing, and implementation of the benchmarking model discussed earlier in this report. Ultimately, the effectiveness of this end-user interface will be critical to the success of the project. Preliminary discussions and evaluation of the most desirable alternatives have been encouraging. Refining these concepts and deciding how best to implement them is a priority. Indications are encouraging that the final product will provide a complete, readily available, and most importantly, a user-friendly access point for the traffic stop data and analysis.

❖ Developing Standards and Protocols to Access Data

This is likely to be one of the most challenging tasks still facing the advisory board. It has two main components: (1) determining a best practice model for benchmarking and analyzing the available data, and (2) determining how each type of user of the data, from police agencies to government agencies and educational institutions, researchers, advocacy groups, media, and subsequently the general public, will be able to view and access the data and analysis. The advisory board must evaluate how each of these entities interacts with the data, and decide what protocols will have to be followed to use the data in the CJIS system.

The advisory board is aware it cannot control how each entity may use the data that will be provided through CJIS. Anyone who can access the data may use it to draw conclusions that may or may not be valid, or in the appropriate context. The advisory board intends to develop a best practice approach for analyzing traffic stop data that not only reflects the principles it has identified for its own analysis, but also identifies what approaches to using the data are ineffective or inappropriate. Doing this will not only inform potential users of the best approaches for using the data, but also discourage overly simplistic analyses that are not statistically valid or conceptually sound.

Part VIII: Profiling Concerns based on Religious Affiliation

The Racial Profiling Prohibition Advisory Board has focused time on discussing the inclusion of religion as a possible data element to be collected. There are several members of religious communities, including Muslim and Sikh, who have expressed concern of profiling within their communities. It has been a difficult subject upon which to achieve consensus or closure. Identifying religious orientation may be possible in limited circumstances, but is near impossible, without inquiry at the stop, to determine for the majority of the general driving population.

This has been a lengthy deliberation of the advisory board and many members have expressed that inquiring into religious affiliation would place the officer in a situation where it could be perceived that profiling is occurring. Identifying religious preference by asking the driver does not seem to be a viable option.

The advisory board has worked to identify some potential solutions to the concerns of profiling based on religious affiliation. Those solutions are listed below:

1. Collect additional race/ethnicity data elements that might act as a proxy for this information. For example, it was suggested that we model our categories for ethnicity after the Massachusetts racial profiling form to include a Middle Eastern/East Indian designation.
2. Address the concerns of profiling based on religious affiliation through more effective public outreach and police training programs.

It should also be noted that it is against the law to discriminate an individual based on religion. The Commission on Human Rights and Opportunities has a process in place for filing a complaint if you feel that you have been discriminated based on your religious affiliation. The current racial profiling legislation also requires notice to be given to the driver of how to file a complaint if they feel they have been profiled based on their religion, or other reasons.

Part IX: Addressing Complaints of Profiling

The process for filing a racial profiling complaint in Connecticut has been met with some confusion from citizens attempting to file a complaint. Any person who believes that a law enforcement agent has engaged in bias-based policing has the right to file a formal complaint. This right existed under the public act passed in 1999 and was enhanced with the passage of PA 12-74.

The original Alvin W. Penn act of 1999 established a protocol for reviewing complaints of racial profiling, as outlined below:

“Each municipal police department and the Department of Public Safety shall provide to the Chief State's Attorney (1) a copy of each complaint received pursuant to this section, and (2) written notification of the review and disposition of such complaint.”

The act also required the Chief State's Attorney to develop:

(2) a form, in both printed and electronic format, to be used to report complaints pursuant to section 2 of this act by persons who believe they have been subjected to a motor vehicle stop by a police officer solely on the basis of their race, color, ethnicity, age, gender or sexual orientation.

Complaints are not filed directly with the Chief State's Attorney office. They are filed with the respective departments pursuant to procedures adopted by the departments. When a complaint is filed the Chief State's Attorney Office receives a copy of the complaint and disposition of the complaint. All individual identifying information is removed before submission. The complaint is then reviewed to determine whether any further action by the Chief State Attorney is required.

The Commission on Human Rights and Opportunities (CHRO) also has a process for filing complaints for a variety of issues, including complaints of profiling if an individual believes they were profiled during a traffic stop.

Listed below is a brief summary of process of the process for filing a complaint with CHRO:

1. A phone call, letter, or visit to the office can be made to file a complaint within 180 days of the alleged incident.
2. An investigation is conducted by CHRO to determine if there is “reasonable cause” to believe that an individual's rights were violated under the law.

The project team has identified some possible issues with the current complaint process outlined above:

1. Filing a complaint with the police department where an incident was alleged to occur can be intimidating. An internal investigation is completed to determine the outcome of the allegation.
 - It can be difficult to access the complaint form.
 - Some complaint forms are also used as commendation forms, which can add to the confusion.

- The process for reviewing complaints is not uniform with each department.
- 2. Lack of public awareness about the complaint process.
 - Filing can be done at the local level, with CHRO and the Chief State's Attorney
- 3. There can be a perceived weakness with the internal investigation and the outcome.

The modifications made to the Alvin W. Penn act in 2012 (PA 12-74) modifies and addresses the complaint process. The Office of Policy and Management must develop and implement a standardized method to do the following:

1. *“(i) Notice to be given to the person stopped that if such person believes that such person has been stopped, detained or subjected to a search solely because of race, color, ethnicity, age, gender, sexual orientation, religion or membership in any other protected class, such person may file a complaint with the appropriate law enforcement agency, and (ii) instructions to be given to the person stopped on how to file such complaint”*
2. *“To be used to report complaints pursuant to this section by any person who believes such person has been subjected to a motor vehicle stop by a police officer solely on the basis of race, color, ethnicity, age, gender, sexual orientation or religion”*

The majority of traffic stops result in some sort of documentation being provided to the motorist whether it be in the form of a citation, misdemeanor summons, or written warning. Combining these currently separate common forms into a uniform data collection process would enable law enforcement officers to collect traffic stop data and fulfill their duties without the burden of multiple forms. The electronic citation process could resolve the need for a uniform hard copy charging process.

In order for officers to be in compliance with this section of the law several options have been identified below:

1. Officers hand the motorist a separate document at the conclusion of the stop with information on the right to file a complaint if he or she feels that the stop resulted from profiling. This would be the method used if information is captured in the CAD/RMS system or through a hard copy form.
2. Electronic citation will allow for instructions to be added to the printed receipt on the driver's right to file a complaint. This would only be the case for stops that result in written warnings, infractions, or misdemeanor summons. Verbal warnings would still require a separate notice to be distributed to the driver, unless some other solution can be found.
3. If there is a uniform charging process established, instructions on filing a complaint can be added to the document that is produced. An embedded notice to the driver as part of the appropriate uniform charging process would solve these issues.

The law enforcement community has resisted providing additional paperwork to motorists who have been stopped to avoid confrontation with those motorists who feel they were unfairly

targeted. Additionally, in terms of mechanics (handing a motorist a slip of paper), this requirement has the potential to be implemented only by willing participants. Verbal warnings would require the officer to distribute a notice to the driver of the motor vehicle. The advisory board emphasizes that providing a separate notice document is a short-term solution to the immediate need for meeting the law's notice requirement beginning July 1, 2013, and needs to be replaced rapidly with an option that provides the motorist with the required notice as part of the document that results from the stop itself.

The law still requires that a copy of the complaint be given to the Chief State's Attorney and the Office of Policy and Management:

(e) Each municipal police department and the Department of Emergency Services and Public Protection shall provide to the Chief State's Attorney and the Office of Policy and Management (1) a copy of each complaint received pursuant to this section, and (2) written notification of the review and disposition of such complaint. No copy of such complaint shall include any other identifying information about the complainant such as the complainant's operator's license number, name or address.

The advisory board will need to discuss with OPM and the Chief State's Attorney what their role will be in reviewing complaints. Expectations will be clearly outlined and available to the public upon reviewing the future complaint process.

The project staff will work with OPM, the Chief State's Attorney, and the advisory board to develop a best practice policy for how departments should handle profiling complaints. The project staff will also be exploring the development of a standardized method for reporting and investigating complaints of profiling to be used by all police agencies in Connecticut. Legislative action establishing principles in statute that departments follow in taking, handling, and reporting profiling complaints may be necessary to assure consistency of approach.

Part X: Conclusion

This report reflects the work of the Racial Profiling Prohibition Project advisory board and project team since May 2012. Efforts thus far have largely focused on putting into motion a structure to fully implement the standardized method of data collection and analysis component of PA 12-74, beginning on July 1, 2013. The advisory board and project team believe the changes recommended in this report are essential to fully implement a system that can be supported by police agencies and communities.

A focus on the collection and analysis of data was necessary to bring these recommendations to light for the 2013 CGA legislative session. However, the project team and advisory board understand the important nature of public awareness, education and training to be developed in the coming months. Public outreach has been a useful and necessary component to the project development to date. A full-scale public awareness campaign is in the process of being developed to further inform and engage the public centered on key implementation dates. Training for police agencies will focus on (1) implementation of the changes in the Alvin W. Penn Act, (2) unconscious bias and (3) proper citizen and police interactions. All of these efforts combined are designed to most effectively prevent the occurrence of racial profiling in traffic stops and enhance trust between communities and law enforcement.

Through the use of national experts, the maximization of newly developed technological capabilities, and the collaboration with relevant statewide initiatives, the project team and advisory board are developing a model that will not only be beneficial for Connecticut, but has the potential to set the standard for racial profiling prohibition initiatives nationally. We welcome the opportunity to share the progress of our activity to date and look forward to realizing full implementation of the Alvin W. Penn Act in the months and years ahead.

More information will be available as the project evolves on our website at [**www.ctrp3.org**](http://www.ctrp3.org).

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The Institute for Municipal and Regional Policy (IMRP) is a non-partisan, University-based organization dedicated to enriching the quality of local, state and national public policy. The IMRP tackles critical and often under addressed urban issues with the intent of ensuring the most positive outcomes for affected individuals and entities. In doing so, the IMRP bridges the divide between academia, policymakers, practitioners and the community.

Working for fair, effective and just public policy through applied research and community engagement, the IMRP utilizes the resources of CCSU students, staff and faculty to develop, shape and improve public policy on issues of municipal and regional concern. The IMRP accomplishes this through a variety of targeted approaches such as: public education and dialogue; published reports, articles and policy papers; pilot program design, implementation and oversight; and the facilitation of collaborations between the University, government, private organizations and the general community.

The IMRP aspires to be a respected and visible presence throughout the State of Connecticut, known for its ability to promote, develop and implement just, effective public policy. The IMRP adheres to non-partisan, evidence-based practices and conducts and disseminates its scientific research in accordance with strict, ethical standards.

The IMRP is responsive to social and community concerns by initiating projects addressing specific needs and interests of the general public and policymakers, as well as sponsoring conferences, forums, and professional trainings. Access to state-of-the-art technology and multi-media enhances the IMRP's ability to advance best practices to improve the quality of public policy in the State of Connecticut and nationwide.

Other Racial Profiling Prohibition Project Staff include:

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Appendix I

Recommendations for Changes to Racial Profiling Law

Need Legislative Action

Sec. 1(a)—Written Policies Prohibiting Profiling

Modify requirement for a written policy prohibiting profiling in traffic stops to include the other agencies to be brought under the law as explained below.

Sec. 1 (b)(1)—Scope of Law and Data to Be Collected

Modify first sentence to include under the scope of the law, besides municipal and State Police, any other entities with police powers who make traffic stops while enforcing motor vehicle laws (DMV inspectors, State Capitol Police, college and university police departments, etc.)

NOTE: This change will have to be reflected throughout the law whenever the reference to “municipal police department and the Department of Emergency Services and Public Protection” appears. There are many such references throughout the law.

Modify subdivision (B) on location of stop to say “geographic location of the alleged violation that caused the stop to be made

Modify subdivision (C) to say “name and badge or other unique identifying number” (Some departments, including State Police, reuse badge numbers. This would allow departments that do this to use a unique identification number, such as the employee number, to identify an individual officer.)

Modify subdivision (F) to include (1) additional information related to the performance of searches such as the authority for the search and the results of the search and (2) require specification of the citations for any charges resulting from the stop. (The current law requires citations for the alleged violation that caused the stop to be made but does not require identification of the charges that result from the stop.)

Sec. 1 (c) (h)—Reporting Requirements

As this subsection currently reads, assuming OPM has the standardized method in place, police agencies must “not later than October 1, 2013, and annually thereafter,” submit to OPM a summary report of the information recorded pursuant to the law. This wording creates inconsistency in the way traffic stop data historically has been submitted to AAAC that makes effective analysis of it extremely difficult.

We are proposing that the reporting requirement be rewritten to accomplish these objectives:

- Establish a periodic rather than annual reporting requirement (monthly reporting would be preferred but in no case should it be less than quarterly)
- Submissions should show data for all stops individually and not be summaries
- To the maximum practicable extent, submissions should be made in the form of an electronic document acceptable to OPM. The law should also establish a date, possibly the end of 2014 by which all data submissions are made in electronic form.

Sec. 1 (c)(i)—Analysis of Traffic Stop and Complaint Data by OPM

The law currently states that OPM must submit a report to the Governor, General Assembly and any other entity deemed appropriate reviewing the prevalence and disposition of traffic stops and complaints reported pursuant to the law. This must be done “not later than January 1, 2014, and annually thereafter”

There is some concern that this report deadline may not afford collection of a sufficient amount of data to make the initial report to the governor and General Assembly a meaningful one. Departments have until October 1, 2013 to begin submitting data and the law is not specific as to how far back they must go in the data they submit. Thus, by the end of 2013, OPM may have as little as three months of data on which to base its initial evaluation.

- We are recommending that the January 1, 2014 reporting deadline be changed to at a minimum, March 1, 2014, and preferably to July 1, 2014.

Exception to Recording and Reporting Requirement

The law requires a police officer to record the required information for every traffic stop he or she initiates. However, in a significant number of cases, once having made the stop a police officer may be called to another higher priority situation and the officer does not complete the stop. The Advisory Board recommends that the law be modified to reflect this situation by adding language that would exempt an officer from recording traffic stop data when required to leave the scene for exigent or other circumstances.

Recommendations that OPM Can Implement Administratively without Specific Legislative Action

We are making several recommendations that OPM can implement administratively. Specifically, these include:

- Adding a “M” race/ethnicity code to signify those of Middle eastern/East Indian (South Asian) descent

- Adding a “S” code to the “I”, “V”, and “E” codes police currently use to indicate the nature of a traffic stop (criminal investigative, motor vehicle violation, motor vehicle equipment) to separately identify stops made on the basis of license, registration, or insurance compliance. The “S” code would indicate a “Status” violation
- Adding a new data element and three codes to separate stops made using so-called “blind” enforcement techniques such as radar/laser, license plate readers, checkpoints, and spot checks checkpoints. These codes would separate stops into three categories—Officer Initiated, Blind Enforcement, and Spot Check. The activities included in the Blind Enforcement would be clearly and unambiguously defined to avoid confusion by officers is selecting which category applies.
- In order to augment the current requirement to indicate whether or not a search was conducted, the Advisory Board recommends that additional codes be developed to identify the authority under which the search was conducted, whether or not contraband and/or evidence was discovered, the duration of the search, and whether or not the vehicle was towed from the scene.

Defining a Traffic Stop

The Advisory Board has been considering the necessity for defining a traffic stop. It has not been decided whether this should be done statutorily or administratively by OPM as it implements the new standardized method. Specifics of this definition are still being discussed but should the board decide that being incorporated in the law is the preferred option, language will have to be crafted to accomplish this.

Appendix II

Connecticut Racial Profiling Prohibition Project Police Agency Survey Summary

As of January 1, 2013 seventy-one (71) police agencies have responded to this survey, including the State Police (which includes all of the resident state trooper jurisdictions).

Q1: Does your Police Agency have a policy prohibiting Racial Profiling?

62 Police Agencies responded YES

9 Police Agencies responded NO

Q2: Does your agency collect traffic stop data?

69 Police Agencies responded YES

2 Police Agencies responded NO

Q3: How is traffic stop data collected?

48 Police Agencies reported collecting traffic stop data electronically

22 Police Agencies reported collecting traffic stop data using a paper form

Q4: What is the format used to collect traffic stop data electronically (if applicable)?

40 Police Agencies reported that they collect traffic stop data using their CAD/RMS system

Q5: Where has your agency submitted traffic stop data?

48 Police Agencies reported submitting traffic stop data to the African American Affairs Commission

10 Police Agencies reported submitting traffic stop data to the Chief State's Attorney

4 Police Agencies reported submitting traffic stop data to "other"

8 Police Agencies reported submitting traffic stop data to nobody

Q6: What was the last calendar year your agency submitted traffic stop data?

2012: 24 Police Agencies

2011: 28 Police Agencies

2010: 3 Police Agencies

Before 2010: 5 Police Agencies

Q7: Why is your agency no longer collecting traffic stop data?

4 Police Agencies reported not collecting traffic stop data because it was no longer required

4 Police Agencies reported not collecting traffic stop data because it was a low priority

Q8: What format does your agency use to submit traffic stop data?

16 submitted using a TEXT file

27 submitted using an EXCEL file

15 submitted by mailing paper copies

Q9: Who is your RMS vendor?

HUNT: 15 Police Agencies

IMC: 9 Police Agencies

New World Solutions: 6 Police Agencies

NexGen: 24 Police Agencies

Sungard: 3 Police Agencies

Tiburon: 3 Police Agencies

Q10: How many traffic stops were made in 2011?

447,298 traffic stops made by 67 police agencies

Q11: How many traffic stops resulted in some action being taken?

393,821 traffic stops made by 61 police agencies

Q12: How many complaints have been filed in the past 2 calendar years?

41 complaints have been filed in the past 2 calendar years from 71 police agencies

Appendix III

Rhode Island

Adjusting Census Data to Estimate Driving Population in a Jurisdiction

Push-Pull Model

Northeastern University's Institute on Race and Justice developed a methodology for evaluating traffic stop data that uses adjusted census data. They created a model to calculate a driving population estimate (DPE) for each community that tries to account for the factors that both *push* drivers out of surrounding communities and *pull* drivers into target cities from surrounding communities.

Step 1-Determining the degree to which surrounding communities contribute to driving population of target community.

Assumption--Driving population of a jurisdiction is primarily influenced by communities that fall within a 30-mile perimeter.

For each of the 38 municipalities collecting traffic stop data they identified all cities that fell within 30 miles of the target city, including those in Massachusetts and Connecticut.

Step 2—Using census data, they determined the racial/ethnic breakdown for the contributing communities for each Rhode Island jurisdiction.

Step 3—Once each contributing communities demographic breakdown was determined, they determine how many people are eligible to be pushed from them using these factors;

- 1) percentage of people in the community who own cars,
- 2) percentage of people who drive more than 10 miles to commute to work based on Journey to Work data provided by the census Bureau,
- 3) travel time in minutes between the contributing city and the target city

The Push Calculation was as follows:

(Contributing City Pop.)(% Vehicle Owners)(% Driving more than 10 miles to work)

Distance in Minutes from Target City

Once it was determined how many people each community was contributing to the target city, they divided each contributing population by the racial/ethnic census breakdown of the community. They then aggregated the total for each racial group for all contributing cities (City A white+ City B white+ City C white...etc=Total Contributing Whites)

This process gave them a pool of drivers from each racial group for each target city that made up the transient driving population for that city.

Step 4—Determine what proportion of each target city’s population was residential and what proportion was transient.

Assumption—People travel to or pass through other communities to shop, work, eat or recreate, or to take care of other business. They created a measure of the relative economic and social attraction of each city using four indicators:

- 1) percent of State employment,
- 2) percent of State retail trade
- 3) percent of State food and accommodation sales,
- 4) percent of State average daily road volume

An average of the four measures was taken to create a final ranking of the relative draw of each city. Each city was then ranked from 1 (high draw) to 4 (low draw).

Using assumptions based on certain planning studies they determined a *draw ratio* for each of the four classifications as follows:

Draw Class	% Residential	% Contributing	Example Cities
High	60%	40%	Providence, Warwick
Moderate High	70%	30%	Pawtucket, Newport
Moderate Low	80%	20%	Westerly, Johnson
Low	90%	10%	Glocester, Foster

Step 5—Adjusting population totals to calculate a final DPE for each community.

A final driving population estimate was determined for each community by adjusting the relative population by the draw ration for that city. For example, the DPE for Providence would be based for each racial/ethnic category on 60% of its resident population and 40% of its contributing population.

The DPE model was tested for accuracy in two communities using stationary roadway survey samples and in both cases the researchers concluded that the estimated DPE closely matched the roadside survey results.

For stops made by the University of Rhode Island Police, the student demographic population was used as the comparative measure.

Benchmarking State Police Activity

The driving population estimate used for benchmarking State Police activity was determined through a process involving three rolling observational surveys conducted each month on the Interstate Highways with a total of 9,584 observations taken over an 18-month period.

Disparity Measures Used

1. Difference in percent between stop and driving population
This describes the disparity between the racial/ethnic group in the modified census estimate and the percent in the population of drivers
2. Ratio of stop population to estimated driving population
- 3.

They felt most confident that observed racial disparities were not due to chance or error for all jurisdictions that fell above the statewide average on both measures. They used each community's placement on the two measures to determine which ones should be considered for a second level review using two additional factors:

1. context of the encounter (place, time, and season) and
2. characteristics of the stop (reason for stop, basis for stop).

Appendix IV

Post-Stop Data Elements Chart

Data Element	Illinois	Maryland	Massachusetts	Miami-Dade County	Missouri	North Carolina	Texas	Rhode Island
Search Conducted Y/N	X		X		X	X	X	X
Authority for Search								
<i>Consent</i>		X	X	X	X	X (indicate basis for request)		X
<i>Consent Search Requested Y/N</i>	X			X				X
<i>Consent Given Y/N</i>	X						X	
<i>Search Conducted on Other than Consent Basis</i>	X							
<i>Inventory</i>			X	X	X			
<i>Probable Cause</i>		X	X	X		X (indicate circumstances)	X (Supporting facts)	X
<i>Drug/Alcohol Odor</i>					X			
<i>Incident to Arrest</i>		X	X	X	X			
<i>Exigent Circumstances</i>		X						
<i>Plain View Contraband</i>					X		X	
<i>Reasonable Suspicion</i>			X			X (indicate circumstances)	X	X
<i>Reasonable suspicion-Weapon (Terry)</i>					X			
<i>Drug Dog Alert</i>	X	X (K-9)			X			
<i>Other</i>		X		X				
Did Dog Alert to contraband Y/N	X							
If alert was vehicle searched Y/N	X							
If searched was contraband found	X							
Was Driver Frisked Y/N				X				X
What Was Searched								
<i>Driver</i>	X		X	X	X	X		
<i>Vehicle</i>	X		X	X		X		X
<i>Property</i>					X	X		
<i>Driver and Property</i>					X			
<i>Passengers</i>	X		X	X		X		
<i>Person Only</i>		X						
<i>Property Only</i>		X						
<i>Both Person and Property</i>		X						
Duration of Search—Range					X			
Duration of Search—Actual Time				X				
Search Disposition								
<i>Contraband only</i>		X						

<i>Property only</i>		X						
<i>Both Contraband and Property</i>		X						
<i>Nothing</i>		X						
Contraband Discovered Y/N	X		X		X	X (must specify type and amount of contraband)	X (describe)	X*
<i>Drugs/Alcohol/Paraphernalia</i>	X		X	X	X			
<i>Amount of Drugs--Range</i>	X							
<i>Currency</i>			X		X			
<i>Weapon</i>	X		X	X	X			
<i>Stolen Property</i>	X				X			
<i>Instrumentalities of Crime</i>				X				
<i>Fruits of Crime</i>				X				
<i>Other</i>	X		X	X	X			
<i>Nothing Found</i>			X					
<i>Contraband in Plain view Y/N</i>				X				
<i>Was property seized</i>						X (must describe)		
* Rhode Island law specifies that police must indicate whether any contraband, including money, was seized in the course of the search and if so, the nature of the contraband.								
Driver Arrested Y/N					X			
<i>Penal Code Violation</i>							X	
<i>Outstanding warrant</i>					X		X	
<i>Resisting Arrest</i>					X			
<i>Property Crime</i>					X			
<i>Offense Against Person</i>					X			
<i>Drug Violation</i>					X			
<i>Traffic Violation</i>					X		X	
<i>DWI/BAC</i>					X			
<i>Other</i>					X			
<i>Driver arrested based on search</i>		X				X	X	X
<i>Driver arrested based on traffic stop</i>		X				X		X
<i>Driver arrested for other reason</i>		X						
Duration of Stop--Range			X					
Duration of Stop--Actual								X
Physical Resistance from Driver/Passengers								X
Police Use of force on driver/Passengers for any Reason								X
Did Injuries Result from Stop								X
Did Stop Result in Subsequent Investigation and Result								X

Appendix V

Public Act No. 12-74

AN ACT CONCERNING TRAFFIC STOP INFORMATION.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Section 1. Section 54-1m of the 2012 supplement to the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2012*):

(a) Each municipal police department and the Department of Emergency Services and Public Protection shall adopt a written policy that prohibits the stopping, detention or search of any person when such action is solely motivated by considerations of race, color, ethnicity, age, gender or sexual orientation, and [the] such action would constitute a violation of the civil rights of the person.

(b) Not later than July 1, 2013, the Office of Policy and Management, in consultation with the Racial Profiling Prohibition Project Advisory Board established in section 2 of this act, and the Criminal Justice Information System Governing Board shall, within available resources, develop and implement a standardized method:

(1) To be used by police officers of municipal police departments and the Department of Emergency Services and Public Protection to record traffic stop information. The standardized method and any form developed and implemented pursuant to such standardized method shall allow the following information to be recorded: (A) Date and time of the stop; (B) location of the stop; (C) name and badge number of the police officer making the stop; (D) race, color, ethnicity, age and gender of the operator of the motor vehicle that is stopped, provided the identification of such characteristics shall be based on the observation and perception of the police officer responsible for reporting the stop; (E) the nature of the alleged traffic violation or other violation that caused the stop to be made and the statutory citation for such violation; (F) the disposition of the stop including whether a warning, citation or summons was issued, whether a search was conducted and whether a custodial arrest was made; and (G) any other information deemed appropriate. The method shall also provide for (i) notice to be given to the person stopped that if such person believes that such person has been stopped, detained or subjected to a search solely because of race, color, ethnicity, age, gender, sexual orientation, religion or membership in any other protected class, such person may file a complaint with the appropriate law enforcement agency, and (ii) instructions to be given to the person stopped on how to file such complaint;

(2) To be used to report complaints pursuant to this section by any person who believes such person has been subjected to a motor vehicle stop by a police officer solely on the basis of race, color, ethnicity, age, gender, sexual orientation or religion; and

(3) To be used by each municipal police department and the Department of Emergency Services and Public Protection to report data to the Office of Policy and Management pursuant to subsection (h) of this section.

(c) Not later than July 1, 2013, the Office of Policy and Management, in consultation with the Racial Profiling Prohibition Project Advisory Board, shall develop and implement guidelines to be used by each municipal police department and the Department of Emergency Services and Public Protection in (1) training police officers of such agency in the completion of the form developed and implemented pursuant to subdivision (1) of subsection (b) of this section, and (2) evaluating the information collected by police officers of such municipal police department and the Department of Emergency Services and Public Protection pursuant to subsection (e) of this section for use in the counseling and training of such police officers.

[(b) Each] (d) On and after July 1, 2013, each municipal police department and the Department of Emergency Services and Public Protection shall, [using the form developed and promulgated pursuant to subsection (h)] if a standardized method and form have been developed and implemented pursuant to subdivision (1) of subsection (b) of this section, record and retain the [following information: (1) The number of persons stopped for traffic violations; (2) characteristics of race, color, ethnicity, gender and age of such persons, provided the identification of such characteristics shall be based on the observation and perception of the police officer responsible for reporting the stop and the information shall not be required to be provided by the person stopped; (3) the nature of the alleged traffic violation that resulted in the stop; (4) whether a warning or citation was issued, an arrest made or a search conducted as a result of the stop; and (5)] information required to be recorded pursuant to such standardized method and any additional information that such municipal police department or the Department of Emergency Services and Public Protection, as the case may be, deems appropriate, provided such information [does] shall not include any other identifying information about any person stopped for a traffic violation such as the person's operator's license number, name or address.

[(c)] (e) Each municipal police department and the Department of Emergency Services and Public Protection shall provide to the Chief State's Attorney and the [African-American Affairs Commission] Office of Policy and Management (1) a copy of each complaint received pursuant to this section, and (2) written notification of the review and disposition of such complaint. No copy of such complaint shall [contain] include any other identifying information about the complainant such as [his or her] the complainant's operator's license number, name or address.

[(d)] (f) Any police officer who in good faith records traffic stop information pursuant to the requirements of this section shall not be held civilly liable for the act of recording such information unless the officer's conduct was unreasonable or reckless.

[(e)] (g) If a municipal police department or the Department of Emergency Services and Public Protection fails to comply with the provisions of this section, the [Chief State's Attorney may] Office of Policy and Management shall recommend and the Secretary of the Office of Policy and Management may order an appropriate penalty in the form of the withholding of state funds from such municipal police department or the Department of Emergency Services and Public Protection.

[(f) On or before October 1, 2000] (h) Not later than October 1, 2013, and annually thereafter, each municipal police department and the Department of Emergency Services and Public Protection shall, if a standardized method has been developed and implemented pursuant to subsection (b) of this section, use such method and any form developed and promulgated under the method to provide to the [Chief State's Attorney and the African-American Affairs Commission, in such form as the Chief State's Attorney shall prescribe,] Office of Policy and Management a summary report of the information recorded pursuant to subsection [(b)] (d) of this section.

[(g) The African-American Affairs Commission] (i) The Office of Policy and Management shall, within available resources, review the prevalence and disposition of traffic stops and complaints reported pursuant to this section. Not later than January 1, [2004] 2014, and annually thereafter, the [African-American Affairs Commission] office shall report the results of any such review, including any recommendations, to the Governor, the General Assembly and [to] any other entity [said commission deems] deemed appropriate. [the results of such review, including any recommendations.]

(j) Not later than January 1, 2013, the Office of Policy and Management shall submit a report to the joint standing committee of the General Assembly having cognizance of matters relating to the judiciary on the office's progress in developing a standardized method and guidelines pursuant to this section. Such report may include recommendations for amendments to this section.

[(h) The Chief State's Attorney, in conjunction with the Commissioner of Emergency Services and Public Protection, the Attorney General, the Chief Court Administrator, the Police Officer Standards and Training Council, the Connecticut Police Chiefs Association and the Connecticut Coalition of Police and Correctional Officers, shall develop and promulgate: (1) A form, in both printed and electronic format, to be used by police officers when making a traffic stop to record the race, color, ethnicity, gender and age of the operator of the motor vehicle that is stopped, the location of the stop, the reason for the stop and other information that is required to be recorded pursuant to subsection (b) of this section; and (2) a form, in both printed and electronic format, to be used to report complaints pursuant to this section by persons who believe they have been subjected to a motor vehicle stop by a police officer solely on the basis of their race, color, ethnicity, age, gender or sexual orientation.]

Sec. 2. (NEW) (*Effective from passage*) (a) There is established, within available resources, a Racial Profiling Prohibition Project Advisory Board for the purpose of advising the Office of Policy and Management with respect to the adoption of standardized methods and guidelines pursuant to section 54-1m of the general statutes, as amended by this act. The board shall be within the Office of Policy and Management for administrative purposes only.

(b) The board shall include the following members:

- (1) The Chief State's Attorney, or a designee;
 - (2) The Chief Public Defender, or a designee;
 - (3) The president of the Connecticut Police Chiefs Association, or a designee;
 - (4) The executive director of the African-American Affairs Commission, or a designee;
 - (5) The executive director of the Latino and Puerto Rican Affairs Commission, or a designee;
 - (6) The executive director of the Asian Pacific American Affairs Commission, or a designee;
 - (7) The executive director of the Commission on Human Rights and Opportunities, or a designee;
 - (8) The Commissioner of Emergency Services and Public Protection, or a designee;
 - (9) The Commissioner of Transportation, or a designee;
 - (10) The director of the Institute for Municipal and Regional Policy at Central Connecticut State University, or a designee; and
 - (11) Such other members as the board may prescribe.
- (c) The chairpersons of the joint standing committee of the General Assembly having cognizance of matters relating to the judiciary shall select two chairpersons of the board from among the members of the board.

Appendix VI

SAMPLES OF POLICE DEPARTMENT DATA SUBMISSIONS TO AAAC

Norwalk Monthly Report Oct. 2010 Excel Format

Milford Monthly Report Sept. 2011 Excel Format

(includes Officer/Badge # information)

Stamford Monthly Report Jan. 2011 Excel Format

(includes location information)

New Haven Monthly Reports Apr. 2010 & April 2011 Excel Format

Plainville Monthly Report Sept. 2011 Word Document

Madison Monthly Report Sept. 2011 Text Format

North Branford Monthly Report Nov. 2011 Text Format

Wallingford Six Month Report Jan-June 2009 Excel Format

(Discrepancy in Time data column)

New Canaan Four-Month Summary Report Sept-Dec 2011 Excel Format

Wethersfield Quarterly Summary Report 2011 PDF Document

Putnam 2008 Annual Summary Report Faxed Hard Copy

Berlin 2010 Annual Report Excel Format

(Berlin submission also includes a separate analysis of its annual data provided
as PDF Document)

Total Entries 65

XLS

Norwalk Police Department Car Stop Statistics October 2010

Date	Time	Event Number	Age	Gender	Ethnicity	Race	Stop Natu	Dispositio	Statute Number	Vehicle Search
10/01/10	0:17	10-52529		20 Male	Non Hispa	Wht	2	Infraction	14-299	No
10/02/10	9:40	10-52829		26 Female	Hispanic	Wht	2	Infraction	14-301	No
10/05/10	1:27			55 Male	Hispanic	Wht	3	Written W		No
10/05/10	8:29	10-53342		37 Female		Blk	2	Infraction	14-218a	No
10/05/10	9:20	10-53348		47 Male	Non Hispa	Wht	2	Infraction	14-296aa(b)	No
10/05/10	9:26	10-53349		57 Male		Wht	2	Infraction	14-218a	No
10/05/10	18:35	10-53422		25 Female	Unknown	Wht	2	Infraction	14-299	No
10/05/10	19:24	10-53432		25 Male	Non Hispa	Wht	2	Infraction	14-218a	No
10/05/10	19:47	10-53436		50 Male	Non Hispa	Wht	2	Infraction	14-218a	No
10/05/10	20:09	10-53440		55 Female	Non Hispa	Wht	2	Infraction	14-218a	No
10/05/10	23:56	10-53459		30 Female	Unknown	Wht	2	Misd. Sum	14-147c	No
10/06/10	9:50			26 Female	Hispanic	Wht	2	Infraction		No
10/06/10	11:27	10-53542		46 Female	Non Hispa	Wht	2	Infraction	14-296aa(b)	No
10/06/10	22:11	10-53647		23		Blk	2	Misd. Sum	14-301 14-215	No
10/07/10	7:27	10-53691		48 Male	Non Hispa	Wht	2	Infraction	14-296aa(b)	No
10/07/10	9:34	10-53712		41 Male	Hispanic	Wht	2	Infraction	14-299	No
10/07/10	18:35	10-53801		31 Male	Non Hispa	Wht	2	Infraction	14-299	No
10/08/10	5:44	10-53148		30 Male	Hispanic	Wht	2	Infraction	14-13	No
10/08/10	5:52	10-53892			Unknown	Blk	2	Infraction	14-299	No
10/08/10	9:55	10-53929		51 Female	Hispanic	Wht	2	Infraction	14-36a	No
10/08/10	23:29	10-54076		28 Male	Non Hispa	Wht	2	Infraction	14-299	No
10/09/10	1:11	10-54092		25 Male	Non Hispa	Ind./ Amei	2	Infraction	14-242	No
10/09/10	2:49	10-54112		29 Male	Unknown	Blk	2	Verbal	14-301	No
10/09/10	12:25	10-54180		66 Male		Wht	2	Infraction	14-299	No
10/10/10	1:13	10-54304		32 Male	Hispanic	Wht	2	Infraction	14-121a	No
10/10/10	2:16	10-54319		20 Male	Unknown	Blk	2	Infraction	53a-12a	No
10/10/10	10:37	10-54359		18 Female	Non Hispa	Wht	2	Infraction	14-299	No
10/10/10	10:42	10-54875		38 Female	Non Hispa	Wht	2	Infraction	14-12a	No
10/10/10	13:28	10-54380		54 Male	Non Hispa	Wht	2	Infraction	14-301	No
10/10/10	13:42	10-54385		50 Male	Non Hispa	Blk	2	Misd. Sum	14-215 14-301	No
10/11/10	9:18	10-54490		24 Male	Non Hispa	Wht	2	Misd. Sum	14-299	No
10/11/10	17:20	10-54556		Male	Hispanic	Wht	2	Infraction	14-99g(g)	No
10/11/10	20:40	10-54594		23 Male	Non Hispa	Wht	2	Infraction	14-99g(g)	No
10/11/10	22:20	10-54605		24 Male	Non Hispa	Blk	2	Infraction	14-99g(g)	No
10/12/10	8:52	10-54659		47 Male	Non Hispa	Blk	2	Infraction	14-296aa(b)	No
10/12/10	17:17	10-54761		31		Wht	2	Infraction	14-301	No

MILFORD Sept 2011 Format XLS
TOTAL ENTRIES 540

DATE	TIME	EVENT	OFFICER/BADGE	REGISTRATION	STATE	GENDER	RACE	ETHNICITY	AGE	STOP NATURE	DISPOSITION	VEHICLE SEARCH
9/8/2011	1143	91155	MACHARELLI/58	645KJK	CT	F	W	UNK	47	MV VIOL	WRITT WARN	N
9/8/2011	0807	91128	BEDDEKER/33	633JCF	CT	M	W	NON HISP	36	MV VIOL	WRITT WARN	N
9/8/2011	1007	6721	BEDDEKER/33	365JRE	CT	M	W	HISP	25	MV VIOL	WRITT WARN	N
9/7/2011	1722	91064	CACCHILLO/50	EPV379	SC	M	W	NON HISP	30	EQUIP VIOL	WRITT WARN	N
9/7/2011	2039	91085	NOSS/94	1183CF	CT	M	W	NON HISP	57	MV VIOL	WRITT WARN	N
9/7/2011	1831	91073	NOSS/94	874JLF	CT	F	W	NON HISP	53	MV VIOL	WRITT WARN	N
9/7/2011	2321	91104	LIMA/43	954VNZ	CT	M	W	NON HISP	20	MV VIOL	WRITT WARN	N
9/7/2011	2124	91089	LIMA/43	335VNG	CT	M	B	NON HISP	54	MV VIOL	WRITT WARN	N
9/7/2011	2317	91103	CACCHILLO/50	844JEX	CT	M	W	UNK	21	EQUIP VIOL	WRITT WARN	N
9/7/2011	0800	91074	CHILLAR0	829JAC	CT	M	W	NON HISP	27	EQUIP VIOL	WRITT WARN	N
9/2/2011	0035	90426	COVELLI/05	878FOV	CT	M	W	NON HISP	20	EQUIP VIOL	WRITT WARN	N
9/2/2011	0746	90255	COVELLI/05	674YGR	CT	M	W	NON HISP	26	MV VIOL	WRITT WARN	N
9/8/2011	0252	91118	OWENS/102	236JWWT	CT	M	W	NON HISP	44	MV VIOL	WRITT WARN	N
9/8/2011	0639	91125	OWENS/102	726JDB	CT	M	W	NON HISP	51	MV VIOL	WRITT WARN	N
9/8/2011	0130	91111	OKEEFE/101	374JWC	CT	M	W	UNK	31	EQUIP VIOL	WRITT WARN	N
9/7/2011	1353	91038	DOERR/64	399JWUJ	CT	F	W	NON HISP	58	MV VIOL	WRITT WARN	N
9/7/2011	0148	6695	MCNEMAR/82	362JMN	CT	M	W	NON HISP	36	MV VIOL	WRITT WARN	N
9/7/2011	1117	91020	CRUZ/86	157SJV	CT	M	W	NON HISP	51	MV VIOL	WRITT WARN	N
9/8/2011	1200	91156	MACHARELLI/58	MCZIEZ	CT	F	W	UNK	53	MV VIOL	WRITT WARN	N
9/8/2011	1830	91205	ROBBINS/32	159MBJ	CT	M	W	NON HISP	21	MV VIOL	WRITT WARN	N
9/7/2011	1314	91035	HOLDER/96	740JHN	CT	M	W	NON HISP	50	MV VIOL	WRITT WARN	N
9/7/2011	0935	91004	HOLDER/96	516JDC	CT	M	W	NON HISP	49	MV VIOL	WRITT WARN	N
9/7/2011	1439	91045	HOLDER/96	BR651	CT	M	W	NON HISP	78	MV VIOL	WRITT WARN	N
9/7/2011	1135	91023	BEDDEKER/33	351NJV	CT	F	W	NON HISP	60	MV VIOL	WRITT WARN	N
9/7/2011	1115	91019	BEDDEKER/33	276JRY	CT	F	W	NON HISP	24	MV VIOL	WRITT WARN	N
9/7/2011	0546	90989	LACEY/103	163JTB	CT	F	B	NON HISP	45	MV VIOL	NO ACTION	N
9/7/2011	1032	91011	MACHARELLI/58	767JFD	CT	F	W	UNK	69	MV VIOL	WRITT WARN	N
9/7/2011	0723	90994	LACEY/103	7470901	FL	F	W	NON HISP	48	MV VIOL	WRITT WARN	N
9/7/2011	0425	90987	MCNEMAR/82	276EG	CT	F	B	NON HISP	40	MV VIOL	WRITT WARN	N
9/7/2011	0119	90979	LACEY/103	504JXA	CT	M	W	NON HISP	35	MV VIOL	WRITT WARN	N
9/7/2011	0735	90996	OKEEFE/101	870JCF	CT	F	W	UNK	46	MV VIOL	WRITT WARN	N
9/7/2011	0032	90925	BETHKE/22	764JIR	CT	F	W	NON HISP	26	EQUIP VIOL	WRITT WARN	N
9/7/2011	0546	90989	OKEEFE/101	551YBM	CT	M	W	UNK	37	EQUIP VIOL	WRITT WARN	N
9/6/2011	2243	90974	LIMA/43	599JJO	CT	M	W	NON HISP	28	EQUIP VIOL	WRITT WARN	N
9/6/2011	0509	90889	MAURO/104	162JMX	CT	M	W	HISP	41	MV VIOL	WRITT WARN	N
9/6/2011	1853	90839	MCDOONELL/86	848JCG	CT	M	W	NON HISP	20	EQUIP VIOL	WRITT WARN	N
9/6/2011	2341	90869	NIELSEN/25	311JFY	CT	M	W	NON HISP	19	EQUIP VIOL	WRITT WARN	N
9/6/2011	2310	90868	NIELSEN/25	665JXV	CT	M	W	NON HISP	25	MV VIOL	WRITT WARN	N
9/6/2011	0036	90873	NIELSEN/25	288JNX	CT	M	W	NON HISP	24	EQUIP VIOL	WRITT WARN	N
9/2/2011	1827	90380	SIKORSKY/97	704JMV	CT	M	W	NON HISP	26	MV VIOL	WRITT WARN	N
9/2/2011	1826	90379	ROBBINS/32	899JCV	CT	M	W	NON HISP	25	MV VIOL	WRITT WARN	N
9/2/2011	1839	90382	ROBBINS/32	429JOU	CT	M	W	NON HISP	68	MV VIOL	WRITT WARN	N
9/2/2011	2250	90417	SIKORSKY/97	352JMV	CT	M	W	NON HISP	23	MV VIOL	WRITT WARN	N
9/2/2011	0305	90417	OWENS/102	958JXZ	CT	M	W	HISP	29	MV VIOL	WRITT WARN	N
9/3/2011	2110	554	OKEEFE/38	127JWC	CT	M	W	UNK	64	MV VIOL	WRITT WARN	N
9/3/2011	2335	90511	OKEEFE/38	985JWC	CT	F	W	NON HISP	17	EQUIP VIOL	WRITT WARN	N
9/3/2011	2140	90560	DUNN/19	200JGC	CT	F	W	UNK	58	EQUIP VIOL	WRITT WARN	N
9/4/2011	0100	90378	DUNN/19	710NSI	CT	M	W	HISP	30	EQUIP VIOL	WRITT WARN	N
9/3/2011	1110	90569	STAIROVSKY/12	76JWCT	CT	M	W	UNK	23	EQUIP VIOL	WRITT WARN	N
9/4/2011	0215	90585	MAURO/104	363JVN	CT	M	W	NON HISP	31	MV VIOL	WRITT WARN	N
9/4/2011	0406	90595	MCNEMAR/82	249YRB	CT	M	W	NON HISP	32	MV VIOL	WRITT WARN	N
9/4/2011	0247	90690	LACEY/103	503JOW	CT	F	W	NON HISP	24	EQUIP VIOL	WRITT WARN	N
9/1/2011	2249	90229	NOSS/94	329JEL	CT	F	W	NON HISP	34	EQUIP VIOL	WRITT WARN	N
9/1/2011	2129	90212	OSPINAA/41	FPK7J3	NY	F	W	NON HISP	17	MV VIOL	WRITT WARN	N
9/1/2011	2249	90228	LIMA/43	967JUA	CT	M	W	NON HISP	25	EQUIP VIOL	WRITT WARN	N
9/1/2011	0039	90242	NIELSEN/25	391JTL	CT	M	B	HISP	38	MV VIOL	WRITT WARN	N
9/1/2011	2237	90225	NIELSEN/25	466JTP	CT	M	W	NON HISP	18	MV VIOL	WRITT WARN	N
9/1/2011	2217	90221	NIELSEN/25	625JNH	CT	F	B	NON HISP	34	MV VIOL	WRITT WARN	N
9/1/2011	2150	90217	NIELSEN/25	365JAC	CT	M	W	NON HISP	34	MV VIOL	WRITT WARN	N

<u>Date</u>	<u>Time</u>	<u>OCA Number</u>	<u>Rac</u>	<u>Ethni</u>	<u>Age</u>	<u>Sex</u>	<u>Description</u>	<u>Disp</u>	<u>Actual Incid Location</u>
01/01/2011	9:32	1101010076	W	N	49	F	VNM	4A	LONG RIDGE RD // STARK PL
01/01/2011	9:58	1101010083	W	N	37	M	VNM	4A	LONG RIDGE RD // COLD SPRING RD
01/01/2011	10:22	1101010085	W	N	26	M	VNM	4A	LONG RIDGE RD // WISHING WELL LN
01/01/2011	11:31	1101010092	W	N	45	F	VNI	4A	120 LONG RIDGE RD
01/01/2011	13:17	1101010105	W	N	37	M	VNI	4A	LONG RIDGE RD // TERRACE AV
01/01/2011	13:31	1101010106	W	N	44	F	VNI	4A	LONG RIDGE RD // TERRACE AV
01/01/2011	13:51	1101010109	W	N	27	M	VNI	4A	BAKER PL
01/01/2011	14:06	1101010110	W	N	32	F	VNM	4A	LONG RIDGE RD // STARK PL
01/01/2011	14:28	1101010114	W	N	41	M	VNM	4A	BROOK RUN LN
01/01/2011	17:43	1101010127	W	N	21	M	EYV	2C	SUMMER ST // HOOVER AV
01/01/2011	18:06	1101010131	W	H	25	M	VNV	4A	HIGH RIDGE RD // KNOLLWOOD AV
01/01/2011	19:22	1101010142	W	N	44	M	VNI	4A	996 HIGH RIDGE RD
01/01/2011	22:05	1101010166	W	N	39	M	VNV	3C	ELM ST // N STATE ST
01/01/2011	22:18	1101010168	W	N	28	M	VYN	4A	PEPPER RIDGE RD // NUTMEG LN
01/02/2011	0:12	1101020004	W	H	25	M	VNV	2C	WASHINGTON BLVD // BRIDGE ST
01/02/2011	14:10	1101020071	W	N	20	M	VNM	3A	E MAIN ST // 195 EXIT S
01/02/2011	17:36	1101020094	W	N	40	M	VNV	2B	263 TRESSER BLVD
01/03/2011	6:18	1101030014	W	N	30	M	VNI	2C	WASHINGTON BLVD // NORTH ST
01/03/2011	7:41	1101030023	W	N	40	M	VNV	2C	666 SUMMER ST
01/03/2011	9:52	1101030042	W	N	47	F	VNI	2C	BEDFORD ST // LOCUST LN
01/03/2011	10:03	1101030044	W	N	35	F	VNI	2C	BEDFORD ST // LOCUST LN
01/03/2011	10:45	1101030054	W	N	29	M	VNV	2C	BEDFORD ST // OAK ST
01/03/2011	11:10	1101030061	W	N	46	F	VNI	2C	SUMMER ST // BEDFORD ST
01/04/2011	7:24	1101040019	B	N	43	M	VNI	2C	33 BROAD ST
01/04/2011	11:02	1101040046	W	N	43	F	VNI	4A	PEPPER RIDGE RD // PEPPER RIDGE PL
01/04/2011	11:19	1101040048	W	N	50	M	VNI	4A	CRESTWOOD DR // PEPPER RIDGE RD
01/04/2011	16:19	1101040096	W	N	39	F	VNI	4A	MC CLEAN AV // LONG RIDGE RD
01/04/2011	16:58	1101040105	W	N	20	F	VNI	4A	LONG RIDGE RD // TERRACE AV
01/04/2011	18:36	1101040122	W	N	25	M	VNV	4E	HAIG AV // GRAY FARMS RD
01/04/2011	21:18	1101040147	W	N	42	M	VNM	4A	LONG RIDGE RD // STARK PL
01/04/2011	22:05	1101040152	W	N	20	M	VNI	4A	LONG RIDGE RD // TERRACE AV
01/04/2011	22:15	1101040155	W	N	40	F	VNM	4A	LONG RIDGE RD // TERRACE AV
01/04/2011	23:54	1101040170	W	N	76	M	VNV	2C	2700 SUMMER ST
01/04/2011	23:58	1101040172	W	N	41	F	VNV	2C	20 BROAD ST
01/05/2011	0:39	1101050005	B	N	26	F	VNV	2C	BROAD ST // WASHINGTON BLVD
01/05/2011	6:21	1101050028	W	N	61	M	VNV	2C	THIRD ST // SUMMER ST
01/05/2011	8:28	1101050037	W	H	37	F	ENI	2A	189 HENRY ST
01/05/2011	9	1101050046	W	N	47	M	VN'	2B	EDITH SHERMAN DR // TRESSER BLV'

STAMFORD
Jan 2011
XLS
10/14/11
ENR4/43
195
Also had
Jan - Nov
Cumulative
sheet

NEW HAVEN APRIL 2610 XLS

ORI		TIME	CN#	RACE	ETHNIC	AGE	SEX	REASON	INCIDENT/VIOLATION	SEARCH ? DISPO	ENTRY METHOD
CT0009300	93	4/26/2010	1046	101040553	W	N	31 F	V = MOTOR VEHICLE VI	14-301	(Y/N)	W M
CT0009300	93	4/1/2010	127	110018091	W	N	23 M	V = MOTOR VEHICLE VI	WRONG WAY DOW	N	V P
CT0009300	93	4/1/2010	147	110018096	W	H	23 M	V = MOTOR VEHICLE VI	14-215	N	M P
CT0009300	93	4/1/2010	939	110018140	B	N	26 M	V = MOTOR VEHICLE VI	14-301	N	I P
CT0009300	93	4/1/2010	1105	110018155	B	N	17 M	V = MOTOR VEHICLE VI	14-213B,14-14	N	M P
CT0009300	93	4/3/2010	103	110018600	B	N	21 M	V = MOTOR VEHICLE VI	14-299, 14-21	N	M P
CT0009300	93	4/3/2010	33	110018594	B	N	23 M	E = EQUIPMENT VIOLAT	14-96A(A)	N	W P
CT0009300	93	4/1/2010	2245	110018296	B	N	19 M	V = MOTOR VEHICLE VI	14-215, 14-29	N	M P
CT0009300	93	4/2/2010	1016	110018387	W	N	31 M	V = MOTOR VEHICLE VI	14-299	N	I P
CT0009300	93	4/2/2010	1216	110018420	W	H	50 M	V = MOTOR VEHICLE VI	14-299	N	I P
CT0009300	93	4/2/2010	1439	110018455	B	N	23 F	V = MOTOR VEHICLE VI	14-100AC1	N	W P
CT0009300	93	4/4/2010	236	110018822	B	N	21 F	I = INVESTIGATION	14-232A1	N	I P
CT0009300	93	4/3/2010	1019	110018643	B	N	31 M	V = MOTOR VEHICLE VI	14-283E/14-24	N	I P
CT0009300	93	4/7/2010	1431	110019562	W	H	34 F	V = MOTOR VEHICLE VI	14-299	N	I P
CT0009300	93	4/5/2010	1104	110019025	W	H	51 M	V = MOTOR VEHICLE VI	14-296AA(B)/1	N	I P
CT0009300	93	4/7/2010	156	110019464	W	H	23 M	V = MOTOR VEHICLE VI	14-222/14-213	N	M P
CT0009300	93	4/7/2010	44	110019453	B	N	81 F	V = MOTOR VEHICLE VI	14-96AA/14-36	N	I P
CT0009300	93	4/7/2010	544	110019474	B	N	42 F	E = EQUIPMENT VIOLAT	14-96B	N	W P
CT0009300	93	4/7/2010	530	110019473	B	N	48 M	V = MOTOR VEHICLE VI	14-101	N	W P
CT0009300	93	4/8/2010	913	110019756	W	H	25 F	V = MOTOR VEHICLE VI	14-299	N	I P
CT0009300	93	4/8/2010	2113	110019905	W	H	28 M	V = MOTOR VEHICLE VI	14-213B/14-36	N	M P
CT0009300	93	4/10/2010	51	110020212	B	N	19 M	E = EQUIPMENT VIOLAT	14-99GG/14-36	Y	I P
CT0009300	93	4/9/2010	1807	110020073	B	N	29 F	V = MOTOR VEHICLE VI	14-299	N	M P
CT0009300	93	4/10/2010	930	110020275	B	N	33 F	V = MOTOR VEHICLE VI	14-215, 14-10	N	M P
CT0009300	93	4/10/2010	1358	110020308	B	N	39 M	V = MOTOR VEHICLE VI	14-299	N	W P
CT0009300	93	4/10/2010	843	110020270	B	N	66 M	V = MOTOR VEHICLE VI	14-299	N	I P
CT0009300	93	4/10/2010	1424	110020313	W	U	28 M	V = MOTOR VEHICLE VI	14-299,14-13	N	I P
CT0009300	93	4/11/2010	234	110020486	B	N	19 M	E = EQUIPMENT VIOLAT	14-96AA	N	I P
CT0009300	93	4/11/2010	144	110020472	W	H	20 F	E = EQUIPMENT VIOLAT	14-96AA	N	I P
CT0009300	93	4/11/2010	51	110020455	W	H	25 F	E = EQUIPMENT VIOLAT	14-96AA	N	I P
CT0009300	93	4/10/2010	1758	110020367	B	H	49 F	V = MOTOR VEHICLE VI	14-227A/14-24	N	U P
CT0009300	93	4/5/2010	1207	110019042	W	N	31 F	V = MOTOR VEHICLE VI	14-296AAB/14-	N	I P
CT0009300	93	4/14/2010	311	110021150	B	N	30 F	V = MOTOR VEHICLE VI	14	N	W P
CT0009300	93	4/14/2010	119	110021135	W	N	22 F	E = EQUIPMENT VIOLAT	14-96P(A)	N	I P
CT0009300	93	4/14/2010	233	110021148	W	N	35 M	E = EQUIPMENT VIOLAT	14-96A(A) 14-	N	I P
CT0009300	93	4/13/2010	851	110020942	B	N	66 M	V = MOTOR VEHICLE VI	14-299	N	W P
CT0009300	93	4/15/2010	330	110021416	B	U	20 M	V = MOTOR VEHICLE VI	14-36(B)(1),	N	M P
CT0009300	93	4/14/2010	1850	110021320	B	U	19 M	V = MOTOR VEHICLE VI	14-296ABB	N	I P
CT0009300	93	4/14/2010	2110	110021370	B	U	33 M	V = MOTOR VEHICLE VI	14-299	N	I P
CT0009300	93	4/14/2010	1814	110021305	B	N	35 M	V = MOTOR VEHICLE VI	14-100AC2	N	I P
CT0009300	93	4/14/2010	2010	110021352	B	N	24 M	V = MOTOR VEHICLE VI	14-100AC2	N	I P
CT0009300	93	4/14/2010	1930	110021337	B	N	43 F	V = MOTOR VEHICLE VI	14-296AAB	N	I P
CT0009300	93	4/14/2010	924	110021177	W	N	49 M	V = MOTOR VEHICLE VI	14-301	N	W P
CT0009300	93	4/15/2010	1414	110021525	B	N	32 M	V = MOTOR VEHICLE VI	14-36	N	I P
CT0009300	93	4/16/2010	857	110021705	W	H	30 M	V = MOTOR VEHICLE VI	14-233	N	M P
CT0009300	93	4/15/2010	2105	110021640	W	N	42 M	V = MOTOR VEHICLE VI	14-227A	N	M P
CT0009300	93	4/17/2010	231	110021968	B	N	36 M	V = MOTOR VEHICLE VI	14-301	N	V P
CT0009300	93	4/17/2010	411	110021977	W	N	23 M	E = EQUIPMENT VIOLAT	14-96	N	I P
CT0009300	93	4/20/2010	415	110022697	W	N	28 F	V = MOTOR VEHICLE VI	14-299	N	I P
CT0009300	93	4/20/2010	1232	110022670	W	H	22 F	E = EQUIPMENT VIOLAT	14-99(G)(B)	Y	I P
CT0009300	93	4/19/2010	1945	110022628	B	N	40 F	E = EQUIPMENT VIOLAT	14-99(G)(B)	N	I P
CT0009300	93	4/19/2010	1047	110022657	B	N	56 M	V = MOTOR VEHICLE VI	14-301	N	I P
ORI		TIME	CN#	RACE	ETHNIC	AGE	SEX	REASON	INCIDENT/VIOLATION	SEARCH ? DISPO	ENTRY METHOD
CT0009300	93	4/19/2010	2001	110022629	B	N	38 M	E = EQUIPMENT VIOLAT	14-99(G)(B)	N	I P
CT0009300	93	4/18/2010	912	110022284	B	N	27 F	V = MOTOR VEHICLE VI	14-301	N	I P
CT0009300	93	4/18/2010	855	110022282	W	N	74 M	V = MOTOR VEHICLE VI	14-301	N	W P
CT0009300	93	4/21/2010	1235	110023056	W	H	29 M	V = MOTOR VEHICLE VI	14-299	N	I M
CT0009300	93	4/21/2010	1149	110023038	W	H	54 F	V = MOTOR VEHICLE VI	14-99FC	N	W P
CT0009300	93	4/21/2010	931	110022996	W	N	19 M	V = MOTOR VEHICLE VI	14-301	N	W P
CT0009300	93	4/21/2010	2102	110023184	B	N	61 M	V = MOTOR VEHICLE VI	14-96B	N	W P
CT0009300	93	4/21/2010	2111	110023191	B	N	25 M	V = MOTOR VEHICLE VI	14-96B	N	W P
CT0009300	93	4/21/2010	2121	110023192	B	U	27 F	V = MOTOR VEHICLE VI	14-299	N	W P
CT0009300	93	4/21/2010	2219	110023208	W	N	30 M	V = MOTOR VEHICLE VI	14-243AAB	N	W P
CT0009300	93	4/21/2010	2144	110023197	B	N	43 M	V = MOTOR VEHICLE VI	14-96B	N	W P
CT0009300	93	4/21/2010	2154	110023203	B	N	46 M	V = MOTOR VEHICLE VI	14-299	N	I P
CT0009300	93	4/21/2010	2055	110023182	B	N	46 F	V = MOTOR VEHICLE VI	14-299	N	W P
CT0009300	93	4/21/2010	2116	110023194	B	U	32 M	V = MOTOR VEHICLE VI	14-296AAB	N	I P
CT0009300	93	4/22/2010	2105	110023472	B	N	50 F	V = MOTOR VEHICLE VI	14-296AAB	N	I P
CT0009300	93	4/22/2010	1855	110023416	W	N	35 F	V = MOTOR VEHICLE VI	14-299	N	I P
CT0009300	93	4/22/2010	2020	110023458	W	N	33 F	V = MOTOR VEHICLE VI	14-299AAB	N	I P
CT0009300	93	4/22/2010	1945	110023438	W	N	58 F	V = MOTOR VEHICLE VI	14-301	N	I P
CT0009300	93	4/22/2010	1835	110023402	W	N	50 M	V = MOTOR VEHICLE VI	14-296AAB	N	I P
CT0009300	93	4/21/2010	1105	110023285	B	N	34 M	V = MOTOR VEHICLE VI	14-96C 14-36B	N	I P
CT0009300	93	4/22/2010	1049	110023280	W	N	35 F	E = EQUIPMENT VIOLAT	14-18F	N	W P
CT0009300	93	4/22/2010	1003	1010023269	W	N	43 M	V = MOTOR VEHICLE VI	14-301	N	I P
CT0009300	93	4/20/2010	1830	110022859	U	N	49 M	V = MOTOR VEHICLE VI	14-147C 14-21	N	M P
CT0009300	93	4/20/2010	1743	110022839	B	N	70 M	V = MOTOR VEHICLE VI	14-299	N	I P

Plainville Police
19 Neal Ct
Plainville, CT 06062

SEPT 2011 WOOD
TOTAL ENTRIES 262

Matthew Catania, Chief of Police
(860) 747-1616
(860) 747-0728

Racial Profiling/Traffic Stop Statistical Report

Date	Time	Race	Sex	Ethn	Age	Nature	Search	Disposition	Incident Num	Officer	Dispatcher
09/01/2011	21:31	W	M	N	25	V	No	V	201101011223	Peterson,Eric,635	Doughty,Dana,2602
09/01/2011	21:46	W	M	N	54	V	No	V	201101011226	Peterson,Eric,635	Doughty,Dana,2602
09/01/2011	22:06	W	M	N	28	V	No	I	201101011227	Peterson,Eric,635	Doughty,Dana,2602
09/01/2011	22:29	W	M	N	17	V	No	V	201101011229	Peterson,Eric,635	Doughty,Dana,2602
09/01/2011	23:11	W	M	N	19	V	No	V	201101011232	Arvai,Gregory,341	Roper,Brian,849
09/01/2011	23:41	W	M	N	20	V	No	V	201101011234	Peterson,Eric,635	Roper,Brian,849
09/02/2011	0:09	B	M	N	23	V	No	I	201101011237	Peterson,Eric,635	Roper,Brian,849
09/02/2011	0:21	W	M	N	48	V	No	V	201101011239	Peterson,Eric,635	Roper,Brian,849
09/02/2011	0:45	W	M	N	29	V	No	N	201101011240	Miller,Timothy,595	Roper,Brian,849
09/02/2011	1:33	W	F	N	19	V	No	V	201101011242	Miller,Timothy,595	Roper,Brian,849
09/02/2011	1:35	W	F	H	65	V	No	I	201101011243	Arvai,Gregory,341	Roper,Brian,849
09/02/2011	2:16	W	M	N	44	V	No	V	201101011246	Arvai,Gregory,341	Roper,Brian,849
09/02/2011	2:21	W	F	N	23	V	No	I	201101011247	Arvai,Gregory,341	Roper,Brian,849
09/02/2011	2:36	B	F	N	24	V	No	I	201101011248	Arvai,Gregory,341	Roper,Brian,849
09/02/2011	2:53	W	M	N	55	V	No	I	201101011250	Arvai,Gregory,341	Roper,Brian,849
09/02/2011	6:43	W	M	N	23	V	No	I	201101011256	Arvai,Gregory,341	Roper,Brian,849
09/02/2011	6:54	W	M	H	32	V	No	I	201101011257	Arvai,Gregory,341	Roper,Brian,849
09/02/2011	8:35	W	F	N	28	V	No	I	201101011263	Arvai,Gregory,341	Roper,Brian,849
09/02/2011	17:23	W	F	N	26	V	No	V	201101011287	Chase,Stephen,415	Doughty,Dana,2602
09/02/2011	18:30	W	F	N	24	V	No	V	201101011294	Damore,Matthew,464	Doughty,Dana,2602
09/02/2011	20:03	W	M	N	53	V	No	V	201101011300	Chase,Stephen,415	Doughty,Dana,2602
09/02/2011	20:42	B	M	N	17	V	No	V	201101011304	Eno,Jon,470	Doughty,Dana,2602
09/02/2011	21:14	W	M	N	17	V	No	V	201101011306	Buden,Patrick,390	Doughty,Dana,2602
09/02/2011	21:56	W	F	N	31	V	No	V	201101011308	Damore,Matthew,464	Doughty,Dana,2602
09/02/2011	22:02	W	F	N	22	V	No	I	201101011310	Buden,Patrick,390	Doughty,Dana,2602
09/03/2011	0:59	W	M	N	37	V	Yes	M	201101011319	Mullins,Nicholas,625	Roper,Brian,849
09/03/2011	1:09	A	M	N	29	V	No	V	201101011320	Buden,Patrick,390	Roper,Brian,849
09/03/2011	1:22	W	M	N	18	V	No	V	201101011321	Buden,Patrick,390	Roper,Brian,849
09/03/2011	2:00	W	M	N	35	V	No	V	201101011324	Mullins,Nicholas,625	Roper,Brian,849
09/03/2011	18:54	W	F	N	46	V	No	I	201101011350	Damore,Matthew,464	Moschini,Thomas,996
09/03/2011	18:55	W	F	N	40	V	No	I	201101011351	Murphy,Shane,354	Moschini,Thomas,996
09/04/2011	1:09	W	M	N	38	V	No	V	201101011369	Rivard,Marc,720	Roper,Brian,849
09/04/2011	2:08	W	M	N	22	V	No	V	201101011373	Fenn,Jamie,352	Roper,Brian,849
09/04/2011	20:23	W	M	N	25	V	No	I	201101011394	Huntley,Patrick,515	Wales,Robert,852
09/04/2011	21:12	W	M	N	25	V	No	V	201101011396	Huntley,Patrick,515	Wales,Robert,852
09/04/2011	21:28	B	F	N	47	V	No	V	201101011397	Fenn,Jamie,352	Wales,Robert,852
09/04/2011	22:18	W	M	N	40	V	No	V	201101011398	Murphy,Shane,354	Wales,Robert,852
09/04/2011	22:48	A	F	N	30	V	No	V	201101011400	Huntley,Patrick,515	Wales,Robert,852
09/04/2011	23:04	W	M	N	31	V	No	V	201101011403	Fenn,Jamie,352	Wales,Robert,852
09/05/2011	1:24	W	M	N	27	V	No	V	201101011409	Blajerski,Roman,351	Moschini,Thomas,996
09/05/2011	17:28	W	M	N	39	V	No	I	201101011438	Chase,Stephen,415	Wales,Robert,852
09/05/2011	17:41	W	M	H	33	V	No	I	201101011439	Connoy,Mark,348	Wales,Robert,852
09/05/2011	17:43	W	F	N	22	V	No	I	201101011440	Chase,Stephen,415	Wales,Robert,852
09/05/2011	17:44	W	M	H	54	V	No	V	201101011441	Damore,Matthew,464	Wales,Robert,852
09/05/2011	18:01	W	F	N	40	V	No	M	201101011443	Chase,Stephen,415	Wales,Robert,852
09/05/2011	18:17	B	M	N	26	V	No	I	201101011444	Chase,Stephen,415	Wales,Robert,852
09/05/2011	18:53	W	M	N	18	V	No	I	201101011445	Damore,Matthew,464	Wales,Robert,852
09/05/2011	19:07	W	F	N	20	V	No	I	201101011446	Rivard,Marc,720	Connoy,Mark,348
09/05/2011	19:11	W	M	N	60	V	No	V	201101011447	Damore,Matthew,464	Connoy,Mark,348
09/05/2011	19:19	W	M	N	28	V	No	M	201101011448	Damore,Matthew,464	Connoy,Mark,348
09/05/2011	19:37	W	F	N	51	V	No	I	201101011449	Rivard,Marc,720	Wales,Robert,852
09/05/2011	19:55	W	F	N	86	V	No	V	201101011451	Rivard,Marc,720	Wales,Robert,852

10172011110253

Date(s): 09/01/2011 to: 09/30/2011

Madison
Sept 2011 txt

Total Records 290

Madison Sep 2011.txt

CT00076000760901201120091100010854	WN78MV14-299	NVD
CT00076000760901201120171100010855	WN37FV14-12A*	NID
CT00076000760902201105451100010871	WN60MV14-299	NVD
CT00076000760902201122581100010913	WN24MV14-236	NVD
CT00076000760902201123161100010915	WN40FV14-236	NVD
CT00076000760902201123411100010916	WN36MV14-236	NVD
CT00076000760903201101151100010918	WN43FV14-218a	NVD
CT00076000760903201101251100010919	BU47MV14-236	NVD
CT00076000760903201101301100010920	WN26MV14-218a	NVD
CT00076000760903201101421100010921	WH36MV14-242	NVD
CT00076000760903201101571100010922	WN23MV14-242	NID
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CT00076000760903201121391100010978	WN47FV14-242	NVD
CT00076000760903201122101100010981	WN43MV14-12a	NVD
CT00076000760903201122461100010984	WN17FE14-96C	NVD
CT00076000760903201123041100010987	WN46MV14-96c	NVD
CT00076000760904201119151100011016	WN40FV14-299	NVD
CT00076000760904201121021100011024	WN53FV14-96U	NVD
CT00076000760904201121041100011025	WN41MV14-236	NVD
CT00076000760904201121121100011026	WN49MV14-31	NVD
CT00076000760904201122171100011029	WN46MV14-246	NVD
CT00076000760904201123481100011031	WN24MV14-218A	NVD
CT00076000760905201105521100011040	WN37MV14-219	NVD
CT00076000760905201113231100011053	WN46FV14-296AAB	NWD
CT00076000760905201113411100011054	WN41MV14-12A	NVD
CT00076000760905201114121100011057	WN50MV14-12A	NID
CT00076000760905201115141100011061	AN40MV14-12(A)*	NID
CT00076000760905201115161100011062	WN34MV14-233	NID
CT00076000760905201116381100011069	WN56MV14-12(A)	NWD
CT00076000760905201116391100011070	WN51MV14-219(C)(2)	YMD
CT00076000760905201118201100011075	WN41FV14-299	NWD
CT00076000760905201119311100011078	WN49ME14-96	NVD
CT00076000760905201121301100011083	WN36MV14-236	NVD
CT00076000760905201122401100011089	WN19MV14-218	NVD
CT00076000760905201122581100011090	WN45MV14-218A	NVD
CT00076000760906201106461100011095	WN35MV14-301	NWD
CT00076000760906201107151100011096	WN44ME14-96aa	NVD
CT00076000760906201118221100011124	WN34MV14-242	NVD
CT00076000760907201115251100011157	WN41FV14-236	NVD
CT00076000760907201117171100011163	WN55MV14-96aa	NVD
CT00076000760907201117301100011165	WN44MV14-12a	NID
CT00076000760908201108441100011179	WN46FV14-235	NWD
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CT00076000760908201109101100011181	WN62FV14-235	NWD
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CT00076000760908201109591100011185	WN52FV14-301	NVD
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CT00076000760908201114211100011195	WN17MV14-218A	NWD
CT00076000760908201114391100011196	WN23FV14-301	NVD
CT00076000760908201119391100011206	WN74FE14-96B	NVD
CT00076000760908201120471100011208	WN21MV14-242	NWD
CT00076000760908201121091100011209	WN46MV14-236	NVD
CT00076000760908201121111100011210	WN41MV14-164CN	NWD
CT00076000760908201121221100011211	WN50FV14-36A	NID
CT00076000760908201121471100011213	WN72FV14-218A	NVD
CT00076000760908201122051100011214	AN31MV14-96A	NVD
CT00076000760908201122191100011215	WN35MV14-219C	NMD
CT00076000760909201112581100011227	WN40MV14-100AC1	NVD
CT00076000760909201113351100011229	WN39MV14-296AAB	NID
CT00076000760909201116541100011238	WN49MV14-125	NID
CT00076000760909201117251100011239	WN59MV14-100AC1	NID
CT00076000760909201117531100011240	WH21MV14-18A	NWD
CT00076000760909201118031100011241	WN26MV14-296AAB	NWD

**Traffic and Related Stops
Summary Report of Wethersfield Police (159P)**

01/01/2011 - 03/31/2011

Race/Ethnicity		Count	Fraction	Gender	Count	Fraction	Age	Count	Fraction	Nature of Violation	Count	Fraction	Action taken	Count	Fraction
Black	Count	82	0.09	Male	47	0.57	<16	0	0.00	Violation	63	0.77	Warnings	58	0.71
				Female	35	0.43	16-20	5	0.06	Equipment	14	0.17	Citations	20	0.24
				Unknown	0	0.00	21-30	22	0.27	Criminal Investigation	5	0.06	Arrests	2	0.02
Ethnicity				Hispanic	1	0.01	31-50	46	0.56	None	0	0.00	No Action	2	0.02
				Non-Hispanic	81	0.99	51-64	9	0.11				Vehicle Searched	5	0.06
				Unknown	0	0.00	65 and +	0	0.00				No search	77	0.94
Race/Ethnicity		Count	Fraction	Gender	Count	Fraction	Age	Count	Fraction	Nature of Violation	Count	Fraction	Action taken	Count	Fraction
White	Count	435	0.48	Male	281	0.65	<16	0	0.00	Violation	343	0.79	Warnings	303	0.70
				Female	153	0.35	16-20	57	0.13	Equipment	70	0.16	Citations	118	0.27
				Unknown	1	0.00	21-30	132	0.30	Criminal Investigation	22	0.05	Arrests	2	0.00
Ethnicity				Hispanic	153	0.35	31-50	162	0.37	None	0	0.00	No Action	12	0.03
				Non-Hispanic	271	0.62	51-64	65	0.15				Vehicle Searched	9	0.02
				Unknown	10	0.02	65 and +	19	0.04				No search	426	0.98
Race/Ethnicity		Count	Fraction	Gender	Count	Fraction	Age	Count	Fraction	Nature of Violation	Count	Fraction	Action taken	Count	Fraction
Native American	Count	1	0.00	Male	1	1.00	<16	0	0.00	Violation	1	1.00	Warnings	1	1.00
				Female	0	0.00	16-20	0	0.00	Equipment	0	0.00	Citations	0	0.00
				Unknown	0	0.00	21-30	0	0.00	Criminal Investigation	0	0.00	Arrests	0	0.00
Ethnicity				Hispanic	0	0.00	31-50	0	0.00	None	0	0.00	No Action	0	0.00
				Non-Hispanic	1	1.00	51-64	1	1.00				Vehicle Searched	0	0.00
				Unknown	0	0.00	65 and +	0	0.00				No search	1	1.00
Race/Ethnicity		Count	Fraction	Gender	Count	Fraction	Age	Count	Fraction	Nature of Violation	Count	Fraction	Action taken	Count	Fraction
Asian/Pacific Islander	Count	7	0.01	Male	5	0.71	<16	0	0.00	Violation	7	1.00	Warnings	6	0.86
				Female	2	0.29	16-20	1	0.14	Equipment	0	0.00	Citations	1	0.14
				Unknown	0	0.00	21-30	1	0.14	Criminal Investigation	0	0.00	Arrests	0	0.00
Ethnicity				Hispanic	0	0.00	31-50	4	0.57	None	0	0.00	No Action	0	0.00
				Non-Hispanic	7	1.00	51-64	1	0.14				Vehicle Searched	0	0.00
				Unknown	0	0.00	65 and +	0	0.00				No search	7	1.00
Race/Ethnicity		Count	Fraction	Gender	Count	Fraction	Age	Count	Fraction	Nature of Violation	Count	Fraction	Action taken	Count	Fraction
Unknown	Count	372	0.41	Male	21	0.06	<16	1	0.00	Violation	351	0.94	Warnings	245	0.66
				Female	16	0.04	16-20	31	0.08	Equipment	14	0.04	Citations	120	0.32
				Unknown	335	0.90	21-30	114	0.31	Criminal Investigation	7	0.02	Arrests	0	0.00
Ethnicity				Hispanic	2	0.01	31-50	168	0.45	None	0	0.00	No Action	7	0.02
				Non-Hispanic	14	0.04	51-64	46	0.12				Vehicle Searched	7	0.02
				Unknown	356	0.96	65 and +	12	0.03				No search	364	0.98

Putnam Police Department

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Operator Age/Sex/Race
 From: 01/01/2008 Thru: 12/31/2008

<u>Race / Sex</u>	<u>< 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-55</u>	<u>> 55</u>	<u>Totals</u>
White							
Male	12	104	123	173	252	84	748
Female	10	63	86	132	249	48	588
Totals	22	167	209	305	501	132	1336
Black							
Male	0	2	1	4	7	2	16
Female	0	0	1	4	2	1	8
Totals	0	2	2	8	9	3	24
Asian							
Male	0	1	0	1	3	0	5
Female	0	0	0	0	1	0	1
Totals	0	1	0	1	4	0	6
Indian							
Male	0	0	0	1	0	0	1
Female	0	0	0	2	0	0	2
Totals	0	0	0	3	0	0	3
Unknown							
Male	0	6	3	10	6	7	32
Female	0	8	6	0	10	6	30
Totals	0	14	9	10	16	13	62
All Races							
Male	12	113	127	189	268	93	802
Female	10	71	93	138	262	55	629
<u>Totals</u>	<u>22</u>	<u>184</u>	<u>220</u>	<u>327</u>	<u>530</u>	<u>148</u>	<u>1431</u>

PUTNAM POLICE DEPARTMENT
 189 CHURCH ST.
 PUTNAM, CT 06260

BEALIN 2010
Total Entries - 6259

Date	Time	Age	Gender	Race	Ethnicity	Stop Nature	Statute	Search	Disposition	Case #
01012010	0025		28 M	W	N	E	14-96	N	W	2010-00006
01012010	1051		55 M	B	N	E	14-96	N	W	2010-00026
01012010	1209		20 M	W	N	E	14-104	N	W	2010-00028
01012010	1809		45 F	B	N	E	14-18	N	V	2010-00040
01012010	2055		19 M	W	N	E	14-96	N	W	2010-00048
01012010	2106		20 F	W	N	E	14-96	N	W	2010-00050
01012010	2336		29 F	W	N	E	14-96	N	W	2010-00053
01012010	2349		23 F	W	N	E	14-96	N	W	2010-00057
01022010	0001		21 M	W	N	E	14-96	N	W	2010-00059
01022010	0103		26 M	W	H	E	14-96	N	W	2010-00061
01022010	0139		28 M	W	N	E	14-96	N	V	2010-00064
01022010	0625		31 F	W	N	E	14-96	N	W	2010-01001
01022010	2354		47 M	B	N	E	14-96	N	W	2010-00149
01032010	2322		29 M	W	N	E	14-96	N	W	2010-00218
01042010	0026		19 F	W	N	E	14-96	N	W	2010-00222
01042010	1903		46 M	W	N	E	14-96	N	V	2010-00278
01042010	2047		48 M	W	N	E	14-96	N	V	2010-00282
01042010	2344		26 M	W	N	E	14-96	N	W	2010-00290
01052010	11378		23 M	W	H	E	14-99	N	M	2010-00326
01052010	1310		34 M	B	N	E	14-18	N	W	2010-00331
01052010	1900		63 M	W	N	E	14-18	Y	U	2010-00344
01062010	0052		32 M	W	H	E	14-96	N	W	2010-00356
01062010	1013		23 F	W	N	E	14-147	Y	M	2010-00405
01062010	1141	UNK	F	W	N	E	14-215	N	N	2010-00410
01062010	1902		39 F	W	N	E	14-96	N	V	2010-00427
01062010	1943		49 M	W	N	E	14-96	N	W	2010-00431
01062010	2019		25 M	W	N	E	14-96	N	W	2010-00434
01072010	2344		52 F	W	N	E	14-96	N	W	2010-00437
01072010	1247		20 M	W	N	E	14-96	N	W	2010-00439
01072010	0549		29 F	W	H	E	14-96	N	W	2010-00458
01072010	0902		48 F	W	N	E	14-164	N	I	2010-00469