

Plano Police Department
2020 Report
Racial Profiling



*...in partnership
with the community...*

Executive Summary

The Plano Police Department is pleased to present the following information to the Plano City Council regarding compliance with the Texas Code of Criminal Procedure on racial profiling. For the past nineteen years, this report has been required and provided in accordance with Texas law. This report analyzes all motor vehicle stop data from the 2020 calendar year in order to ensure that Plano officers are policing in a constitutionally proscribed manner.

Traffic Safety is one of the primary responsibilities of a police department. In 2019, Texas experienced 3,610 traffic fatalities compared to 1,403 homicides. Reducing these unnecessary deaths is the primary reason police engage in traffic enforcement. However, motor vehicle stops are not just about enforcing traffic laws. Stopping vehicles for traffic violations is also one of the primary methods police use to reduce other crimes as well. Criminals travel to and around Plano, and the effective enforcement of traffic laws allow officers to investigate and often intercede in other criminal activities or capture fugitives. Understanding that traffic enforcement is a primary function of the police, it is also imperative that we ensure our enforcement efforts are within the requirements of the law and Constitution of the state of Texas and the United States. Active traffic enforcement is one of the reasons Plano continues to remain one of the safest cities in the United States.

Over the past year, officers made 70,218 motor vehicle stops. Caucasian drivers were 49.08 percent of all stops while African American drivers were 19.89 percent of the stops. Hispanic drivers and Asian drivers accounted for 17.19 percent and 13.70 percent, respectively, of the motor vehicles stops. Texas law also requires officers to indicate whether they were aware of the driver's race before the stop. Motor vehicle stops involving moving traffic violations and vehicle traffic violations accounted for 99.04 percent of all motor vehicle stops, with 86.51 percent of the stops being for moving traffic violations. Additionally, the data indicates that in less than one-percent of all motor vehicle stops did officers know the race of the driver before the stop. Officers generally stop vehicles for an observed traffic violation and are unable to tell the race and ethnicity of the driver until they approach the vehicle on foot.

The decision to issue a citation, a warning, or a verbal warning to a driver is left to the officer's discretion. In 2020, citations were issued in 34.72 percent of motor vehicle stops, while verbal warnings and written warnings were issued 32.59 percent and 30.54 percent, respectively, in stops. Officers issued citations, written warnings, and verbal warnings equitably across the race groups. When examining the disposition of motor vehicle stops by race or ethnicity, Caucasian drivers received, a citation in 33.63 percent of motor vehicle stops compared to African American drivers who were issued a citation in 32.92 percent of the stops and Asian drivers received a citation 33.61 percent of the time. Hispanic drivers received a citation in 40.89 percent of the stops. It is possible that the higher percentage of citations issued to Hispanic drivers is attributed to the fact that over 72 percent of all no driver license violation citations were issued to Hispanic drivers.

Asian, African American, and Hispanic drivers were given verbal warnings 34.72 percent, 35.55 percent and 33.66 percent, respectively, when stopped as compared to Caucasian drivers who received a verbal warning in 30.45 percent of their motor vehicle stops. Officers issued a written warning to Asian, African American, and Hispanic drivers 31.19 percent, 27.84 percent, and 22.30 percent, respectively, when stopped as compared to Caucasian drivers who were issued written warnings in 34.29 percent of motor vehicle stops.

In 2020, officers arrested individuals in 1,511 motor vehicle stops. These arrests accounted for only 2.15 percent of all motor vehicle stops. In 41 of the arrests, officers also issued the driver a written warning and in 175 of the arrests, the driver was issued a citation. In 67.44 percent of motor vehicle stops, the arrest was based on a violation of the penal code. Arrests for outstanding warrants accounted for 26.94 percent of the stops and violations of traffic laws accounted for 5.63 percent of the arrests.

African American drivers accounted for the largest percentage of arrests, 3.69 percent, when compared to motor vehicle stops involving African Americans. Of the 516 arrests of African American drivers, 34.1 percent of the arrests were for outstanding warrant arrests. Motor vehicle stops involving Hispanic drivers resulted in an arrest 3.15 percent of the time, while Caucasian drivers were arrested in 1.64 percent of their stops. Outstanding warrant arrests accounted for 30 percent of Asian driver's arrest, 25 percent of Caucasian driver's arrest, and 20 percent of Hispanic driver's arrest. Arrests for outstanding warrants are non-discretionary arrests. Warrants are issued by a magistrate commanding a peace officer to arrest the individual named in the warrant.

In 2020, officers conducted a search in 3.91 percent of motor vehicle stops. The various types of searches conducted included consent searches, searches where contraband or evidence was in plain view, searches incident to arrest, probable cause, and inventory searches. The Texas Commission on Law Enforcement established these search types. Officers searched African American drivers and Hispanic drivers in 7.02 percent and 5.58 percent of motor vehicle stops, respectively, while Caucasian drivers were searched in 2.92 percent motor vehicle stops

Officers are allowed to search vehicles when they have probable cause to believe there is evidence of a crime present. However, officers occasionally ask drivers for permission to search their vehicle when they have some suspicion of finding contraband or evidence of a crime, but that suspicion falls short of probable cause. Drivers have the right to deny the officer's request. During 2020, there were 814 consent searches permitted by drivers. This is an increase of 22 requests from 2019. The number of consent searches equate to an officer requesting consent to search slightly more than twice per day.

In this report, we analyze the "hit rate," which is based on the number of consent searches where an officer located evidence or contraband unrelated to the initial reason for the stop. The hit rate analysis is used to determine if there is a disparate impact in the officers' use of the consent search. Significant differences in hit rate between racial groups may indicate officers are targeting specific groups for consent searches. The total hit rate across all race groups was 38.08 percent. The data shows the hit rate for drivers in all race groups was similar and within 2 percent of the total hit rate. This indicates the officers are not using the consent search to target minorities at a higher rate for searches.

The Plano Police Department strives to provide training and leadership to ensure that our officers engage in constitutional policing and is committed to the prevention of any form of bias-based policing. The department provides officers with in-depth instruction, in our academy and during continuing in-service training, on the importance non-biased policing, the law governing racial profiling, and the department's policy on racial profiling (Attachment A). In addition to our training efforts, police supervisors are required to conduct random video reviews of motor vehicle stops each quarter. Supervisors did not observe any indication of biased-based policing during this review process.

As required by Article 2.132 of the Texas Code of Criminal Procedure, we provide public education relating the department's compliment and complaint process, including providing the telephone number, mailing

address, and e-mail address to make a compliment or complaint on citations and warning tickets issued. The process for filing a compliment or complaint is also on the department's web site and located in the lobbies of the department's facilities.

During 2020, the Department received three citizen complaints regarding bias-based policing. This number is down from the nine citizen complaints received in 2019. The Department's Professional Standards Unit investigated two of the complaints and determined they were unfounded. The Unit investigated the third complaint, filed six months after the alleged incident occurred. The Unit closed the complaint after an investigation found no evidence of racial profiling or biased-based policing.

In 2020, we did not have any motor vehicle stops that resulted in the officers using force that caused the driver to suffer bodily injury.

Analysis of the 2020 data indicates that Plano officers are using traffic enforcement to reduce traffic crashes and intercede in criminal activity in a manner consistent with non-bias policing practices. The department is committed to continuing training and outreach activities as well as studying our policies and procedures to ensure we continue to practice non-bias policing.

The Racial Profiling Report submitted to the Texas Commission on Law Enforcement (TCOLE) is included in this report as Attachment B and provides the racial profile data that the department is required to submit to the Plano city council in accordance with Article 2.132 of the Texas Code of Criminal Procedure.

Comparative Analysis

Article 2.134 of the Texas Code of Criminal Procedures requires agencies to conduct a comparative analysis to:

- evaluate and compare the number of motor vehicle stops, within the jurisdiction, of persons who are recognized as racial or ethnic minorities and persons who are not recognized as racial or ethnic minorities;
- examine the disposition of motor vehicle stops made by officers employed by the department, categorized according to the race or ethnicity of the affected persons, as appropriate, including any searches resulting from stops within the jurisdiction; and
- evaluate and compare the number of searches resulting from motor vehicle stops within the jurisdiction and whether contraband or other evidence was discovered in the course of those searches;

Choosing the Correct Comparison Data

Over the years, various organizations have advocated the use of different comparison data including city and regional population data, vehicle availability data, and driver's license data. These datasets have unique issues when used for comparative analysis of motor vehicle stops. However, in cities that surround major metropolitan areas where race and ethnicity populations differ, the use of the city's racial and ethnicity population does not provide an accurate data-set for comparison purposes. Using population data from the United States Census Bureau for comparison purposes is also flawed because the data includes individuals of all ages, including those who are not legally able to drive or do not drive.

Additionally, Plano officers only have jurisdiction to stop vehicles traveling within the city limits. In 2020, over 48 percent of the motor vehicles stops were drivers who lived outside the city of Plano. Also, this percentage of non-Plano resident drivers most likely is higher than 48 percent due to the fact the department does not require officers to collect a driver's home address when issuing a verbal warning following a traffic stop.

The most accurate comparative data is the racial percentages of actual drivers in the city of Plano. In 2001, the Department of Civil Engineering at the University of Kentucky completed a study for the United States Department of Transportation that found the racial estimates from a distribution of "not-at-fault" drivers involved in crashes closely mirrored the driving population because all drivers have an equal chance of being the victim of a traffic crash. Historically, we have found the race of "not-at-fault" drivers involved in crashes in Plano more closely mirrored the race of drivers stopped by officers than the city's population demographics.

Motor Vehicle Stops

An analysis of motor vehicle stops by race and ethnicity of the drivers found Caucasians accounted for 49.1 percent of all stops, while African American drivers were 19.9 percent of all stops, Hispanic drivers were 17.2 percent of stops, and Asian drivers were 13.7 percent of all stops. When compared to the race and ethnicity of drivers in the "not-at-fault" crash data in Plano (Plano's driving pool), our analysis found African American drivers were stopped 3.5 percentage points more than their presence in the driving pool. Hispanic drivers were stopped 1.9 percentage points than their presence in the driving pool.

Caucasian drivers were stopped 2.4 percentage points lower than their presense in the driving pool, while Asian drivers were stopped 3.1 percentage points less than their presense in the driving pool.

Analysis of motor vehicle stops found that in less than one percent of the stops the officer knew the race or ethnicity of the driver before the stop. Officers reported they knew the driver was African American in approximatley one percent of the stops, and they knew the race or ethincity of the driver to be less than one percent in stops involving Asian, Caucasians, and Hispanics.

Comparative Analysis of 2020 Motor Vehicle Stops to Plano Populations by Race / Ethnicity						
Motor Vehicle Stops						
Race / Ethnicity	African American	Asian/Pacific Islander	Caucasian	Hispanic	American Indian/Alaska Native	Total
2020 Motor Vehicle Stops	13,965	9,623	34,466	12,073	91	70,218
Percent of Motor Vehicle Stops	19.89%	13.70%	49.08%	17.19%	0.13%	100.00%
Plano Demographics						
Race / Ethnicity	African American	Asian/Pacific Islander	Caucasian	Hispanic	American Indian/Alaska Native	Total
* Race / Ethnicity Percent	8.69%	21.80%	53.76%	15.42%	0.33%	100.00%
Plano "Not at Fault Driver" Crash Data						
Driving Population in Plano	16.37%	16.78%	51.52%	15.25%	0.08%	100.00%

Reason for Motor Vehicle Stop

Motor vehicle stops involving moving traffic violations and vehicle traffic violations accounted for 99.04 percent of all motor vehicle stops, with 86.51 percent of the stops being for moving traffic violations. Motor vehicle stops for moving traffic violations and vehicle traffic violations were fairly distributed across the race and ethnicity groups.

Reason for Stop						
Race / Ethnicity	African American	Asian/Pacific Islander	Caucasian	Hispanic	American Indian/Alaska Native	Total
Violation of Law	58	20	92	50	2	222
Percent of Motor Vehicle Stops	0.42%	0.21%	0.27%	0.41%	2.20%	0.32%
Pre-existing Knowledge	153	30	153	116	0	452
Percent of Motor Vehicle Stops	1.10%	0.31%	0.44%	0.96%	0.00%	0.64%
Moving Traffic Violation	11,622	8,342	30,572	10,128	84	60,748
Percent of Motor Vehicle Stops	83.22%	86.69%	88.70%	83.89%	92.31%	86.51%
Vehicle Traffic Violation	2,132	1,231	3,649	1,779	5	8,796
Percent of Motor Vehicle Stops	15.27%	12.79%	10.59%	14.74%	5.49%	12.53%

Reason for Arrest

Arrests for a violation of the Penal Code accounted for 67.4 percent of all arrests. Arrests of drivers with an outstanding warrant accounted for 27.0 percent of all arrests. See the below chart for a statistical analysis of the reasons for arrest.

Reason for Arrest						
Race / Ethnicity	African American	Asian/Pacific Islander	Caucasian	Hispanic	American Indian/Alaska Native	Total
Violation of Penal Code	307	30	397	282	3	1,019
Percent of Motor Vehicle Stops	2.20%	0.31%	1.15%	2.34%	3.30%	1.45%
Violation of Traffic Law	33	3	27	22	0	85
Percent of Motor Vehicle Stops	0.24%	0.03%	0.08%	0.18%	0.00%	0.12%
Violation of City Ordinance	0	0	0	0	0	0
Percent of Motor Vehicle Stops	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Outstanding Warrant	176	14	141	76	0	407
Percent of Motor Vehicle Stops	1.26%	0.15%	0.41%	0.63%	0.00%	0.58%

Arrests

In 2020, officers made 1,511 arrests as the result of motor vehicle stops. These arrests accounted for 2.15 percent of all motor vehicle stops across the races. In 3.69 percent of motor vehicle stops involving African Americans the driver was arrested. Hispanic drivers were arrested in 3.15 percent of motor vehicle stops while Caucasian drivers were arrested in 1.64 percent of motor vehicle stops. The resulting disparity can be attributed to several factors.

When officers stop a motor vehicle, they check to see if the driver has an outstanding arrest warrant. Since Plano is part of the North Texas Regional Wanted Persons Database, as a result, there is an increased chance of encountering a driver from a surrounding area who has an outstanding warrant. For example, in 2020, 62 percent of African American drivers arrested for outstanding warrants were from other cities. African American drivers had the largest percentage of arrests for outstanding warrants, 34.1 percent of arrests, while warrant arrests accounted for 30 percent of Asian driver's arrests, 25 percent of Caucasian driver's arrests, and 20 percent of Hispanic driver's arrests.

In addition, the Texas Transportation Code requires drivers to present a valid driver's license upon a police officer's request. If the driver does not present an identification or presents a fictitious one, they may be arrested. In 2020, Plano officers arrested 31 individuals for not having identification or presenting false identification offenses.

When evidence of other offenses is discovered during a stop, for instance; the officer smelled marijuana, the driver is intoxicated, or appears to be in possession of stolen property, the driver may be arrested. In 2020, there were 921 arrests for offenses discovered during the motor vehicle stop. These arrests accounted for approximately 61 percent of all arrests from motor vehicle stops. African American drivers were arrested for a discovered offense in 1.90 percent of motor vehicle stops and Hispanic drivers were arrested in 2.15 percent of stops, while Caucasian drivers were arrested in 1.05 percent of motor vehicle stops.

Comparative Analysis of 2020 Motor Vehicle Stops Dispositions - Arrests						
Motor Vehicle Stops						
Race / Ethnicity	African American	Asian/Pacific Islander	Caucasian	Hispanic	American Indian/Alaska Native	Total
2020 Motor Vehicle Stops	13,965	9,623	34,466	12,073	91	70,218
Percent of Motor Vehicle Stops	19.89%	13.70%	49.08%	17.19%	0.13%	100.00%
Motor Vehicle Stop Dispositions - Arrests						
Race / Ethnicity	African American	Asian/Pacific Islander	Caucasian	Hispanic	American Indian/Alaska Native	Total
All Arrests	516	47	565	380	3	1,511
Percent of Motor Vehicle Stops	3.69%	0.49%	1.64%	3.15%	3.30%	2.15%
Arrests Only	430	41	489	332	3	1,295
Percent of Motor Vehicle Stops	3.08%	0.43%	1.42%	2.75%	3.30%	1.84%
Arrests with Citation Issued	71	5	59	40	0	175
Percent of Motor Vehicle Stops	0.51%	0.05%	0.17%	0.33%	0.00%	0.25%
Arrests and Written Warning Issued	15	1	17	8	0	41
Percent of Motor Vehicle Stops	0.11%	0.01%	0.05%	0.07%	0.00%	0.06%
Required Arrests Resulting From Motor Vehicle Stops						
Race / Ethnicity	African American	Asian/Pacific Islander	Caucasian	Hispanic	American Indian/Alaska Native	Total
Warrant Arrests	176	14	141	76	0	407
Percent of Motor Vehicle Stops	1.26%	0.15%	0.41%	0.63%	0.00%	0.58%
No Driver License/False Id Arrests	14	0	6	11	0	31
Percent of Motor Vehicle Stops	0.10%	0.00%	0.02%	0.09%	0.00%	0.04%
Arrests for Discovered Offenses	265	31	363	260	2	921
Percent of Motor Vehicle Stops	1.90%	0.32%	1.05%	2.15%	2.20%	1.31%

Citations

When an officer stops a vehicle for a traffic violation, and does not observe other violations, the officer has the discretion to issue a citation, a written warning, or a verbal warning. Even if the officer gives a verbal warning, the officer must still submit motor vehicle stop data required by law. Officers often consider the seriousness or danger created by the violation in making the decision to issue a citation.

Analyzing citations issued within race or ethnicity group data showed officers issued a citation to African American drivers in 32.9 percent of motor vehicle stops. Asian drivers and Caucasian drivers both received a citation in 33.6 percent of the stops. Hispanic drivers received citations in 40.9 percent stops. The disparity in citation issued to Hispanic drivers may be attributed to the fact that over 72 percent of all no driver license violation citations were issued to Hispanic drivers.

Warning Tickets

When comparing warning tickets to motor vehicle stops within each race or ethnicity group, our analysis found officers issued African American drivers written warning tickets in 27.8 percent of motor vehicle stops, while Hispanics received a written warning in 22.3 percent of the stops. Asian drivers and Caucasian drivers received a written warning in 31.2 percent and 34.3 percent of motor vehicle stops, respectively.

Verbal Warnings

A comparison of verbal warnings issued within each race or ethnicity group, found officers issued verbal warning tickets to African American drivers in 35.5 percent of motor vehicle stops, Asian drivers in 34.7 percent of the stops, and Hispanic drivers in 33.7 percent of the stops. Caucasian drivers received a verbal warning in 30.4 percent of motor vehicle stops.

Comparative Analysis of 2020 Motor Vehicle Stops Dispositions - Citations and Warnings						
Motor Vehicle Stops						
Race / Ethnicity	African American	Asian/Pacific Islander	Caucasian	Hispanic	American Indian/Alaska Native	Total
2020 Motor Vehicle Stops	13,965	9,623	34,466	12,073	91	70,218
Percent of Motor Vehicle Stops	19.9%	13.7%	49.1%	17.2%	0.1%	100.0%
Motor Vehicle Stop Dispositions - Citations and Warnings						
Race / Ethnicity	African American	Asian/Pacific Islander	Caucasian	Hispanic	American Indian/Alaska Native	Total
Citations Issued	4,597	3,234	11,590	4,937	22	24,380
Percent of Motor Vehicle Stops	32.9%	33.6%	33.6%	40.9%	24.2%	34.7%
Written Warnings Issued	3,888	3,001	11,817	2,692	48	21,446
Percent of Motor Vehicle Stops	27.8%	31.2%	34.3%	22.3%	52.7%	30.5%
Verbal Warnings Issued	4,964	3,341	10,494	4,064	18	22,881
Percent of Motor Vehicle Stops	35.5%	34.7%	30.4%	33.7%	19.8%	32.6%

Searches and Contraband or Other Evidence

In 2020, officers conducted searches in 2,745 motor vehicle stops. This equates to 3.91 percent of all stops. Officers are required to search all individuals arrested and detainees whom the officer believes presents a danger to the officer or others. Additionally, officers must conduct a search when contraband is in plain view for the officer to see, when they have articulable probable cause, and anytime an officer has a person's vehicle towed. These searches are considered "non-discretionary" and account for 70 percent of all searches. Officers searched African American drivers and Hispanic drivers in 7.0 percent and 5.6 percent of motor vehicle stops, respectively, while Caucasian drivers were searched in 2.9 percent motor vehicle stops.

Searches based on probable cause or reasonable suspicion account for the largest percentage (3.2 percent) of searches of African American drivers. Searches of Hispanic drivers based on probable cause or reasonable suspicion is also the largest percentage of search at 1.8 percent. However, contraband or evidence was found during 68.2 percent and 75.0 percent of the searches respectively.

Consent searches can be an indicator of biased-based policing. During 2020, consent searches occurred in approximately 1.2 percent of motor vehicle stops. Officers asked African American drivers and Hispanic drivers for consent to search in 1.64 and 1.71 percent of motor vehicle stops, respectively.

One of the most effective methods for evaluating bias in policing is the use of consent search “hit rates.” The hit rate is the number of consent searches conducted where additional evidence or contraband found is unrelated to the original stop. A significantly lower hit rate for minority drivers than for Caucasian drivers can indicate officers are asking for consent to search based on other factors other than reasonable suspicion which disproportionately impacts minorities. The hit rate on consent searches in 2020 is approximately equal among the races. The total hit rate across all race groups was 38.08 percent. The data shows the hit rate for drivers in all race groups was similar and within 2 percent of the total hit rate. This indicates the officers are not using the consent search to target minorities at a higher rate for searches.

This hit rate for consent searches of Caucasians and Hispanics are within less than one percentage point of the average. The hit rate for consent searches of Asian drivers is approximately four percentage points below the average, while the hit rate for African Americans is 2 percentage points below the average. The overall hit rate data indicates Officers are making decisions using approximately the same rationale or criteria for all groups when requesting consent to search and not on arbitrary factors, such as race.

An analysis of the 2,745 searches shows contraband or evidence was located in 51.4 percent of the searches. In African American drivers who were searched, contraband was found during 52.6 percent of the searches. Contraband was found in 42 percent of searches of Asian drivers, 49.5 percent of searches of Caucasian drivers and in 53.4 percent of searches of Hispanic drivers. Drugs were the leading contraband type seized, with 24.6 percent of searches resulting in officers finding drugs. The percent of drug seizures across the races or ethnicity groups was fairly evenly distributed. See the below table for additional information.

Comparative Analysis of Searches by Race / Ethnicity						
Motor Vehicle Stops						
Race / Ethnicity	African American	Asian/Pacific Islander	Caucasian	Hispanic	American Indian/Alaska Native	Total
Motor Vehicle Stops	13,965	9,623	34,466	12,073	91	70,218
Percent of Motor Vehicle Stops	19.89%	13.70%	49.08%	17.19%	0.13%	100.00%
Search Types						
Race / Ethnicity	African American	Asian/Pacific Islander	Caucasian	Hispanic	American Indian/Alaska Native	Total
All Searches	981	81	1,005	674	4	2,745
Percent of Motor Vehicle Stops	7.02%	0.84%	2.92%	5.58%	4.40%	3.91%
Contraband / Evidence Found	516	34	497	360	3	1,410
Contraband / Evidence Found Percent	52.60%	41.98%	49.45%	53.41%	75.00%	51.37%
Consent Searches	229	28	349	206	2	814
Percent of Motor Vehicle Stops	1.64%	0.29%	1.01%	1.71%	2.20%	1.16%
Contraband / Evidence Found	83	11	134	80	2	310
Contraband / Evidence Found Percent	36.24%	39.29%	38.40%	38.83%	100.00%	38.08%
Contraband/Evidence in Plain View	69	6	58	61	0	194
Percent of Motor Vehicle Stops	0.49%	0.06%	0.17%	0.51%	0.00%	0.28%
Contraband / Evidence Found	69	6	58	61	0	194
Contraband / Evidence Found Percent	100.00%	100.00%	100.00%	100.00%	0.00%	100.00%
Incident to Arrest	235	25	280	187	1	728
Percent of Motor Vehicle Stops	1.68%	0.26%	0.81%	1.55%	1.10%	1.04%
Contraband / Evidence Found	58	0	56	58	0	172
Contraband / Evidence Found Percent	24.68%	0.00%	20.00%	31.02%	0.00%	23.63%
Probable Cause/Reasonable Suspicion	444	21	309	212	1	987
Percent of Motor Vehicle Stops	3.18%	0.22%	0.90%	1.76%	1.10%	1.41%
Contraband / Evidence Found	303	16	246	159	1	725
Contraband / Evidence Found Percent	68.24%	76.19%	79.61%	75.00%	100.00%	73.45%
Towing Inventory	4	1	9	8	0	22
Percent of Motor Vehicle Stops	0.03%	0.01%	0.03%	0.07%	0.00%	0.03%
Contraband / Evidence Found	3	1	3	2	0	9
Contraband / Evidence Found Percent	75.00%	100.00%	33.33%	25.00%	0.00%	40.91%

Description of Contraband						
Race / Ethnicity	African American	Asian/Pacific Islander	Caucasian	Hispanic	American Indian/Alaska Native	Total
Drugs	255	18	249	152	2	676
Percent of Searches	25.99%	22.22%	24.78%	22.55%	50.00%	24.63%
Currency	15	0	6	4	0	25
Percent of Searches	1.53%	0.00%	0.60%	0.59%	0.00%	0.91%
Weapons	12	0	9	3	0	24
Percent of Searches	1.22%	0.00%	0.90%	0.45%	0.00%	0.03%
Alcohol	52	2	66	84	0	204
Percent of Searches	5.30%	2.47%	6.57%	12.46%	0.00%	7.43%
Stolen Property	6	0	5	9	0	20
Percent of Searches	0.61%	0.00%	0.50%	1.34%	0.00%	0.73%
Other	176	14	162	108	1	461
Percent of Searches	17.94%	17.28%	16.12%	16.02%	25.00%	16.79%

Use of Force during Motor Vehicle Stops

Article 2.32 of the Texas Code of Criminal Procedure requires the department to report whether the officer used physical force that resulted in bodily injury during the stop. Plano officers made 70,218 motor vehicle stops and 1,511 arrests; there were no incidents of officers using physical force that resulted in bodily injury to the drivers stopped.

Citizen Complaints

During 2020, the Department received three citizen complaints regarding bias-based policing. The Department's Professional Standards Unit investigated two of the complaints and determined they were unfounded. The Unit investigated the third complaint, filed six months after the alleged incident occurred. The Unit closed the complaint after an investigation found no evidence of racial profiling or biased-based policing.

Training and Community Engagement

The Plano Police Department provides significant training to officers both in the police academy and during in-service. During the academy training, officers receive a total of 22 hours of training on cultural diversity, multiculturalism, and racial profiling. In 2020, all officers received training on Implicit Bias. The department has initiated several community engagement programs, such as UNIDOS, to ensure citizens know how to respond to police during traffic stops and how to make a complaint to the Professional Standards Unit. During most of 2020, much of the department's community engagement efforts were curtailed due to the COVID 19 pandemic.

Conclusion

After a thorough analysis of the data collected, there is no evidence that Plano police officers are racially profiling individuals or employing biased-based policing when performing their duties. The Plano Police Department continues to provide oversight and training to all employees to promote fair, equitable enforcement of the laws and to maintain a positive relationship with all members of our community. We are committed to working with our community and law enforcement professionals to ensure the department is employing the best practices to eliminate the impact of bias in our enforcement efforts. Please contact the Plano Police Department Public Information Office for additional information regarding this report.

Attachment A – Plano Police Administrative Directive 112.032 Professional Police Contacts

ADMINISTRATIVE DIRECTIVE – 112.032 PROFESSIONAL POLICE CONTACTS

EFFECTIVE DATE: August 31, 2001
AFFECTS: Sworn Personnel

REVISION DATE: August 11, 2020

I. PURPOSE

The purpose of this administrative directive is to unequivocally state that racial or bias-based profiling in the Plano Police Department is totally unacceptable. This directive also provides guidelines for officers to prevent such occurrences, and to protect our officers when they act within the law and from unwarranted accusations. This directive strictly prohibits the use of racial or bias based profiling by employees of the Plano Police Department.

II. POLICY

It is the policy of this department to patrol in a proactive manner, to aggressively investigate suspicious persons and circumstances, and to actively enforce the statutes, laws, and ordinances while insisting that individuals will only be stopped or detained when there exists reasonable suspicion to believe they have committed, are committing, or are about to commit, an infraction of the law. Employees of the Plano Police Department are prohibited from engaging in practices of racial or bias-based profiling. Any employee found, after thorough investigation and review, to have engaged in racial or bias-based profiling shall be subject to disciplinary action, which may include indefinite suspension. In accordance with Administrative Directive 108.003, any person or persons alleging racial or bias-based profiling may file a complaint against any employee(s) of the department. For purposes of this directive, an employee refers to both non-sworn and sworn employees of the Plano Police Department unless otherwise stated.

III. DEFINITIONS

- A. Bias-based Profiling – The detention, interdiction, search or seizure of any person based upon the person's age, gender, sexual orientation, race, color, creed, ethnicity, national origin, or similar personal characteristic.
- B. Racial Profiling – A law enforcement-initiated action based on an individual's race, ethnicity, or national origin rather than on the individual's behavior or on information identifying the individual as having engaged in criminal activity.
 - 1. Examples of racial profiling include but are not limited to the following:
 - a. Detaining a driver who is speeding in a stream of traffic, where most other drivers are speeding, because of the driver's race, ethnicity, or national origin.
 - b. Detaining the driver of a vehicle based on the determination that a person of that race, ethnicity, or national origin is unlikely to own or possess that specific make or model of vehicle.
 - c. Detaining an individual based on the determination that a person of that race, ethnicity or national origin does not belong in a specific part of town or a specific place.
- C. Race or Ethnicity – Means of a particular descent, including Caucasian, African, Hispanic, Asian, Native American or Middle Eastern descent.
- D. Motor Vehicle Stop – An occasion in which a peace officer stops a motor vehicle for an alleged violation of a law or ordinance.
- E. Reasonable Suspicion – Also known as articulable suspicion. Specific, articulable facts and circumstances, and reasonable inferences from those facts and circumstances, that would lead a person of reasonable prudence to believe that some type of criminal activity is afoot, and the person(s) detained are somehow involved.
- F. Detention – Any restriction upon a person's liberty imposed by a peace officer.

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- G. Seizure – any taking of property from an individual without the individual's consent or any restriction of an individual's liberty without the individual's consent. A detention will be considered a seizure, as will an arrest.

IV. PROCEDURES

A. Training

1. Officers will receive initial and annual training in proactive enforcement tactics, including training in officer safety, courtesy, cultural diversity, the laws governing search and seizure, racial profiling, and interpersonal communication skills. Training will also cover bias based profiling issues including legal aspects.
2. Training programs will emphasize the need to respect the rights of all persons to be free from unreasonable government intrusion or police action.
3. The Professional Standards Unit shall make available to the public information describing the process by which a complaint may be filed. The information will be readily accessible to the public in the police department lobby and other City facilities open to the public, including but not limited to the Municipal Center and public libraries.

B. Stops / Detentions

1. Individuals shall only be subjected to stops, seizures or detentions based upon reasonable suspicion that they have committed, are committing, or are about to commit an infraction.
2. In the absence of a specific, credible report containing a physical description, a person's gender, gender identity, sexual orientation, race, color, creed, ethnicity, national origin, age, disability status, or similar personal characteristic or any combination of these shall not be a factor in determining probable cause for an arrest or reasonable suspicion for a stop.

C. Oversight

1. Enforcement of statutes, laws, and ordinances will be accompanied by consistent, ongoing supervisory oversight to ensure that officers do not go beyond the parameters of reasonableness in conducting such activities.
2. Supervisors shall randomly review the Mobile Digital Video Recording (MDVR) recordings of each of their subordinates.
3. The supervisor shall determine compliance with this and other applicable directives.
4. The supervisor shall discuss their assessment with the respective employee.
5. The supervisor shall report their assessment each calendar quarter, via chain of command, to the Division Commander. The reports shall be uniformly structured and contain:
 - a. The name of the employee under review
 - b. The date and time stamp of each contact reviewed
 - c. A written assessment of each contact reviewed, which shall include:
 - (1) The race/ethnicity of the person detained
 - (2) Whether a search was conducted
 - (3) If a search was conducted, whether consent was provided by the person
 - (4) The quality of the video recording
 - (5) The quality of the audio recording

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(6) Whether employee actions were in accordance with department policy and procedures

(7) A summary of the feedback provided to the employee

d. The Division Commander shall review the supervisor's reports.

D. Seven Point Violator Contact

1. Absent some articulable reason for deviation, officers shall utilize the following seven-step action, in the order specified, when conducting motor vehicle stops.

a. Greeting and identifying the police officer and the Police Department. The greeting is accomplished in the most natural way for the officer. The officer will introduce their self as Officer Doe with the Plano Police Department. This is a courtesy we owe every person stopped. The objectives in the greeting are to employ business courtesy, to help make the person feel at ease, and to establish a common ground free of superiority or deference.

b. Example: "Hello. I'm Officer Doe, with the Plano Police Department."

c. Stating the reason for the stop. This will be done upon initial contact as a basic courtesy. The officer should ascertain whether extenuating circumstances might morally justify the infraction to a normal, prudent person. This offers the individual stopped an opportunity to justify their actions if a reason exists and, if none, places them in the position of admitting the violation. Listen politely and allow the person ample opportunity to explain their perspective. However, with the above exception, one should refrain from asking questions concerning the person's knowledge of the violation committed. Remarks made by the officer should be in the form of a statement rather than a question. Example: "The reason your vehicle was stopped was for speeding, 55 in a 40 mph zone. Do you have an emergency?"

d. Identifying the individual detained and checking their condition as well as the vehicle. The officer should identify every individual stopped by requesting their driver license. If the person has no license, the officer should ask for other forms of identification, preferably one that carries the person's description. The officer should not accept an identification document if offered in a wallet, case or purse – ask the person to remove the document and accept that only. The officer, after identifying the person, should call him by name for the remainder of the interview.

e. State the action being taken. The officer should make a clear statement, in a firm but calm manner that will leave no doubt as to the action being taken. For example, "You are receiving a citation for the offense of speeding. Officers should refrain from using the word "I" during the interview. Place emphasis on the person and the violation committed by using the word "you". This technique keeps the person from shifting blame onto the officer. Officers have the option of informing the person of the action being taken during the first or second contact.

f. Taking the action. Issue the citation, take the person into custody, or call their attention to the seriousness of the violation and possible consequences (warning).

g. Explaining what the person is to do. Explain to the person exactly what action he must take. That is, he is to sign the citation and contact the court within a certain time frame, or, he is under arrest and will be required to post a cash bond, etc. In some cases a short explanation helps to dispel much of the uncertainty in the mind of the person detained. Make the explanation clear and be sure that the person understands. Example: "You will need to contact the Municipal Court within fifteen (15) days to arrange

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for a court date and/or pay the fine. This information is on the back of your copy."

- h. Leaving. Closing the contact with the person is awkward for many officers. It is an opportunity to create feelings of friendliness if the proper technique is used. An expression of helpfulness and service is desired. The leave-taking should be as firm and impersonal as the approach. A "take care" or "drive carefully" spoken in a sincere, yet business-like tone is sufficient. Do not use the trite expression, "have a nice day" or "good afternoon", which would be inappropriate in these circumstances. When the contact with the person has been broken, make sure the driver is able to merge safely back into the traffic stream.

E. Enforcement Action

1. Appropriate enforcement action should always be completed. A written warning, citation, juvenile notice/warning, or arrest should be made when probable cause exists. Verbal warnings may be issued when appropriate. Field Contact Cards shall be completed when the stop or detention was made based on reasonable suspicion and no other enforcement action will be taken.
2. No person, once cited or warned, shall be detained beyond the point where there exists no reasonable suspicion of further criminal activity, and no person or vehicle shall be searched in the absence of a warrant, a legally recognized exception to the warrant requirement, or the person's voluntary consent.
3. An officer shall not use a person's gender, gender identity, sexual orientation, race, color, creed, ethnicity, national origin, age, disability status, or similar personal characteristics or any combination of these factors as a basis to take any law enforcement action against the person.
4. Officers are prohibited from contacting the person's employer regarding the violation or enforcement action unless the officer receives permission from a lieutenant or above to do so.

F. Mobile Digital Vehicle Recording (MDVR) Equipment

1. Officers shall ensure the MDVR is activated to record both, video and sound before the stop, to document the behavior of the person and the vehicle's actions, and shall remain activated until the person is released to resume their journey (refer to AD 112.024).
2. Officers are responsible for ensuring the vehicle's recording equipment is fully operational throughout their tour of duty. Any equipment failures or repairs needed should be immediately reported to the on-duty shift supervisor.
3. Vehicles with non-functioning MDVRs are to be placed out of service and not driven as operational vehicles.
4. Should a MDVR fail during a motor vehicle stop or a stop is not recorded, the officer shall note such on the citation, the juvenile warning/notice, the written warning, arrest report, or Field Information card.
5. MDVR Recordings shall be retained for a period of ninety (90) days, in accordance with Administrative Directive 112.024. However, if a complaint is filed alleging an employee engaged in racial profiling with respect to a motor vehicle or pedestrian stop, the video and audio or audio record of the stop shall be retained until final disposition of the complaint. Upon the commencement of such a complaint, and pursuant to their written request, the officer who is the subject of the complaint shall be provided a copy of the recording.

G. Consent to Search

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1. It is not necessary for a consent search to be supported by reasonable suspicion or probable cause. Voluntary consent to search may be utilized by officers for the search of both persons and property, and may be used at any point during the detention.
 2. The officer should ask for consent to search a vehicle before the person detained is released and the initial detention is completed. However, any further detention or consent to search at this point must be completely voluntary by the driver or owner of the vehicle, or the person being detained.
 3. It is strongly recommended that consent searches only be conducted with consent documented in writing.
- H. City of Plano Equal Rights Ordinance Complaint Process
1. When responding to a complaint regarding a potential violation of Plano's Equal Rights Ordinance, officers shall:
 - a. Contact a supervisor.
 - b. Document all pertinent information in an information report.
 - c. Inform the alleged victim to submit an Equal Rights Ordinance Violation Complaint Form to the Director of Human Resources within ninety (90) days.
 - d. Direct the alleged victim to the City of Plano website for information on the complaint process and form.
- I. Reporting (Effective January 1, 2018)
1. When completing a citation, a written warning, a juvenile notice/warning, an adult or juvenile arrest report or a field information card, officers shall report the following information:
 - a. The street address or approximate location of the stop;
 - b. The initial reason for the stop;
 - c. The person's gender;
 - d. The race and ethnicity of the individual detained as listed on their government issued identification, if the individual does not have any form of government issued identification, the officer may ask the individual to self-identify or determine the individuals race or ethnicity to the best of their ability.
 - e. Whether the officer knew the race or ethnicity of the individual detained before detaining that individual.
 - f. Whether a search was conducted as a result of the stop, and, if so
 - g. Whether the individual detained consented to the search, or
 - (1) Whether any contraband or other evidence was discovered in the course of the search and a description of the contraband or evidence;
 - h. The reason for the search, including whether:
 - (1) Any contraband or other evidence was in plain view;
 - (2) Any probable cause or reasonable suspicion existed to perform the search; or
 - (3) The search was performed as a result of the towing of the motor vehicle or the arrest of any person in the motor vehicle;

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- i. Whether the officer made an arrest as a result of the stop or the search, including a statement of whether the arrest was based on a violation of the Penal Code, a violation of a traffic law or ordinance, or an outstanding warrant and a statement of the offense charged;
 - j. Whether the officer issued a verbal or written warning or a ticket or citation as a result of the stop, and
 - k. Whether the officer used physical force that resulted in bodily injury, as that term is defined by Section 1.07, Texas Penal Code, during the stop.
2. The Planning and Research Division Manager will submit a cumulative report to the Office of the Chief of Police concerning citation and arrest data described in section IV.
3. The Planning and Research Division Manager will perform an annual comparative analysis of the data collected in accordance with section IV. in this directive.
 - a. Analysis will be based on a calendar year.
 - b. Summary reports of the analysis must be submitted to the Office of the Chief of Police
 - c. The report must:
 - (1) Evaluate and compare the number of motor vehicle stops, in Plano, of persons who are recognized as racial or ethnic minorities;
 - (2) Examine the disposition of motor vehicle stops, categorized according to the race or ethnicity of affected persons including any searches resulting from stops in Plano;
 - (3) Include contact information relating to each complaint within the department alleging bias or racial profiling and any corrective action taken; and
 - (4) Not include identifying information about an officer or about the person stopped.
4. The Professional Standards Sergeant shall have supervisory oversight of all MDVR recordings.
5. The Office of the Chief of Police shall submit to the Texas Commission on Law Enforcement and to the Office of the City Manager, no later than March 1 of each year an annual report concerning citation and arrest data recorded in the preceding year.

Racial Profiling Report | Full report

Agency Name: **PLANO POLICE DEPT.**

Reporting Date: **02/26/2021**

TCOLE Agency Number: **TX0430600**

Chief Administrator: **ED DRAIN**

Agency Contact Information: **DANNY ALEXANDER**

Phone: **(972) 941-2270**

Email: **dannya@plano.gov**

Mailing Address: **P. O. BOX 860358, PLANO, TX 75086-0358**

This Agency filed a full report

PLANO POLICE DEPT. has adopted a detailed written policy on racial profiling. Our policy:

- 1) clearly defines acts constituting racial profiling;
- 2) strictly prohibits peace officers employed by the **PLANO POLICE DEPT.** from engaging in racial profiling;
- 3) implements a process by which an individual may file a complaint with the **PLANO POLICE DEPT.** if the individual believes that a peace officer employed by the **PLANO POLICE DEPT.** has engaged in racial profiling with respect to the individual;
- 4) provides public education relating to the agency's complaint process;
- 5) requires appropriate corrective action to be taken against a peace officer employed by the **PLANO POLICE DEPT.** who, after an investigation, is shown to have engaged in racial profiling in violation of the **PLANO POLICE DEPT.** policy;
- 6) requires collection of information relating to motor vehicle stops in which a warning or citation is issued and to arrests made as a result of those stops, including information relating to:
 - a. the race or ethnicity of the individual detained;
 - b. whether a search was conducted and, if so, whether the individual detained consented to the search;

- c. whether the peace officer knew the race or ethnicity of the individual detained before detaining that individual;
 - d. whether the peace officer used physical force that resulted in bodily injury during the stop;
 - e. the location of the stop;
 - f. the reason for the stop.
- 7) requires the chief administrator of the agency, regardless of whether the administrator is elected, employed, or appointed, to submit an annual report of the information collected under Subdivision (6) to:
- a. the Commission on Law Enforcement; and
 - b. the governing body of each county or municipality served by the agency, if the agency is an agency of a county, municipality, or other political subdivision of the state.

The PLANO POLICE DEPT. has satisfied the statutory data audit requirements as prescribed in Article 2.133(c), Code of Criminal Procedure during the reporting period.

Executed by: ED DRAIN

Chief Administrator

Date: 02/26/2021

Total stops: 70,218

Street address or approximate location of the stop

City street: 55,232US highway: 2,841State highway: 2,299County road: 10Private property or other: 9,836

Was race or ethnicity known prior to stop?

Yes: 498No: 69,720

Race or ethnicity

Alaska Native/American Indian: 91Asian/Pacific Islander: 9,623Black: 13,965White: 34,466Hispanic/Latino: 12,073

Gender

Female:

Total 28,386Alaska Native/American Indian 36Asian/Pacific Islander 3,464Black 6,143White 14,556 Hispanic/Latino 4,187

Male:

Total 41,832Alaska Native/American Indian 55Asian/Pacific Islander 6,159Black 7,822White 19,910 Hispanic/Latino 7,886

Reason for stop?

Violation of law:

Total 222
Alaska Native/American Indian 2 Asian/Pacific Islander 20 Black 58
White 92 Hispanic/Latino 50

Pre existing knowledge: _____

Total 452
Alaska Native/American Indian 0 Asian/Pacific Islander 30 Black 153
White 153 Hispanic/Latino 116

Moving traffic violation: _____

Total 60,748
Alaska Native/American Indian 84 Asian/Pacific Islander 8,342 Black 11,622
White 30,572 Hispanic/Latino 10,128

Vehicle traffic violation: _____

Total 8,796
Alaska Native/American Indian 5 Asian/Pacific Islander 1,231 Black 2,132
White 3,649 Hispanic/Latino 1,779

Was a search conducted?

Yes:

Total 2,745
Alaska Native/American Indian 4 Asian/Pacific Islander 81 Black 981
White 1,005 Hispanic/Latino 674

No:

Total 67,473
Alaska Native/American Indian 87 Asian/Pacific Islander 9,542 Black 12,984
White 33,461 Hispanic/Latino 11,399

Reason for Search?

Consent:

Total 814
Alaska Native/American Indian 2 Asian/Pacific Islander 28 Black 229
White 349 Hispanic/Latino 206

Contraband:

Total 194
Alaska Native/American Indian 0 Asian/Pacific Islander 6 Black 69
White 58 Hispanic/Latino 61

Probable cause:

Total 987

Alaska Native/American Indian 1

Asian/Pacific Islander 21

Black 444

White 309 Hispanic/Latino 212

Inventory:

Total 22

Alaska Native/American Indian 0

Asian/Pacific Islander 1

Black 4

White 9 Hispanic/Latino 8

Incident to arrest:

Total 728

Alaska Native/American Indian 1

Asian/Pacific Islander 25

Black 235

White 280 Hispanic/Latino 187

Was Contraband discovered?

Yes:

Total 1,410

Alaska Native/American Indian 3

Asian/Pacific Islander 34

Black 516

White 497

Hispanic/Latino 360

Did the finding result in arrest (total should equal previous column)?

Yes 2 No 1

Yes 15 No 19

Yes 284 No 232

Yes 290 No 207

Yes 206 No 154

No:

Total 1,335

Alaska Native/American Indian 1

Asian/Pacific Islander 47

Black 465

White 508 Hispanic/Latino 314

Description of contraband

Drugs:

Total 676

Alaska Native/American Indian 2

Asian/Pacific Islander 18

Black 255

White 249 Hispanic/Latino 152

Currency:

Total 25

Alaska Native/American Indian	<u>0</u>	Asian/Pacific Islander	<u>0</u>	Black	<u>15</u>
White	<u>6</u>	Hispanic/Latino	<u>4</u>		

Weapons:

Total	<u>24</u>				
Alaska Native/American Indian	<u>0</u>	Asian/Pacific Islander	<u>0</u>	Black	<u>12</u>
White	<u>9</u>	Hispanic/Latino	<u>3</u>		

Alcohol:

Total	<u>204</u>				
Alaska Native/American Indian	<u>0</u>	Asian/Pacific Islander	<u>2</u>	Black	<u>52</u>
White	<u>66</u>	Hispanic/Latino	<u>84</u>		

Stolen property:

Total	<u>20</u>				
Alaska Native/American Indian	<u>0</u>	Asian/Pacific Islander	<u>0</u>	Black	<u>6</u>
White	<u>5</u>	Hispanic/Latino	<u>9</u>		

Other:

Total	<u>461</u>				
Alaska Native/American Indian	<u>1</u>	Asian/Pacific Islander	<u>14</u>	Black	<u>176</u>
White	<u>162</u>	Hispanic/Latino	<u>108</u>		

Result of the stop

Verbal warning:

Total	<u>22,881</u>				
Alaska Native/American Indian	<u>18</u>	Asian/Pacific Islander	<u>3,341</u>	Black	<u>4,964</u>
White	<u>10,494</u>	Hispanic/Latino	<u>4,064</u>		

Written warning:

Total	<u>21,446</u>				
Alaska Native/American Indian	<u>48</u>	Asian/Pacific Islander	<u>3,001</u>	Black	<u>3,888</u>
White	<u>11,817</u>	Hispanic/Latino	<u>2,692</u>		

Citation:

Total	<u>24,380</u>				
Alaska Native/American Indian	<u>22</u>	Asian/Pacific Islander	<u>3,234</u>	Black	<u>4,597</u>
White	<u>11,590</u>	Hispanic/Latino	<u>4,937</u>		

Written warning and arrest:

Total 41
Alaska Native/American Indian 0 Asian/Pacific Islander 1 Black 15
White 17 Hispanic/Latino 8

Citation and arrest:

Total 175
Alaska Native/American Indian 0 Asian/Pacific Islander 5 Black 71
White 59 Hispanic/Latino 40

Arrest:

Total 1,295
Alaska Native/American Indian 3 Asian/Pacific Islander 41 Black 430
White 489 Hispanic/Latino 332

Arrest based on

Violation of Penal Code:

Total 1,019
Alaska Native/American Indian 3 Asian/Pacific Islander 30 Black 307
White 397 Hispanic/Latino 282

Violation of Traffic Law:

Total 85
Alaska Native/American Indian 0 Asian/Pacific Islander 3 Black 33
White 27 Hispanic/Latino 22

Violation of City Ordinance:

Total 0
Alaska Native/American Indian 0 Asian/Pacific Islander 0 Black 0
White 0 Hispanic/Latino 0

Outstanding Warrant:

Total 407
Alaska Native/American Indian 0 Asian/Pacific Islander 14 Black 176
White 141 Hispanic/Latino 76

Was physical force resulting in bodily injury used during stop

Yes:

Total 0

Alaska Native/American Indian 0

Asian/Pacific Islander 0

Black 0

White 0 Hispanic/Latino 0

No:

Total 70,218

Alaska Native/American Indian 91

Asian/Pacific Islander 9,623

Black 13,965

White 34,466 Hispanic/Latino 12,073

Number of complaints of racial profiling

Total 3

Resulted in disciplinary action 0

Did not result in disciplinary action 3

Submitted electronically to the



The Texas Commission on Law Enforcement