

**Sul Ross State University Department of Public Safety  
TCLEOSE 2011 Racial Profiling Agency Report-Comparative Analysis  
1/1/2011 to 12/31/2011**

## **Tier 1 Baseline Comparison (Fair Roads Standard)**

**(II) Traffic-Contacts and Fair Roads Standard Comparison**

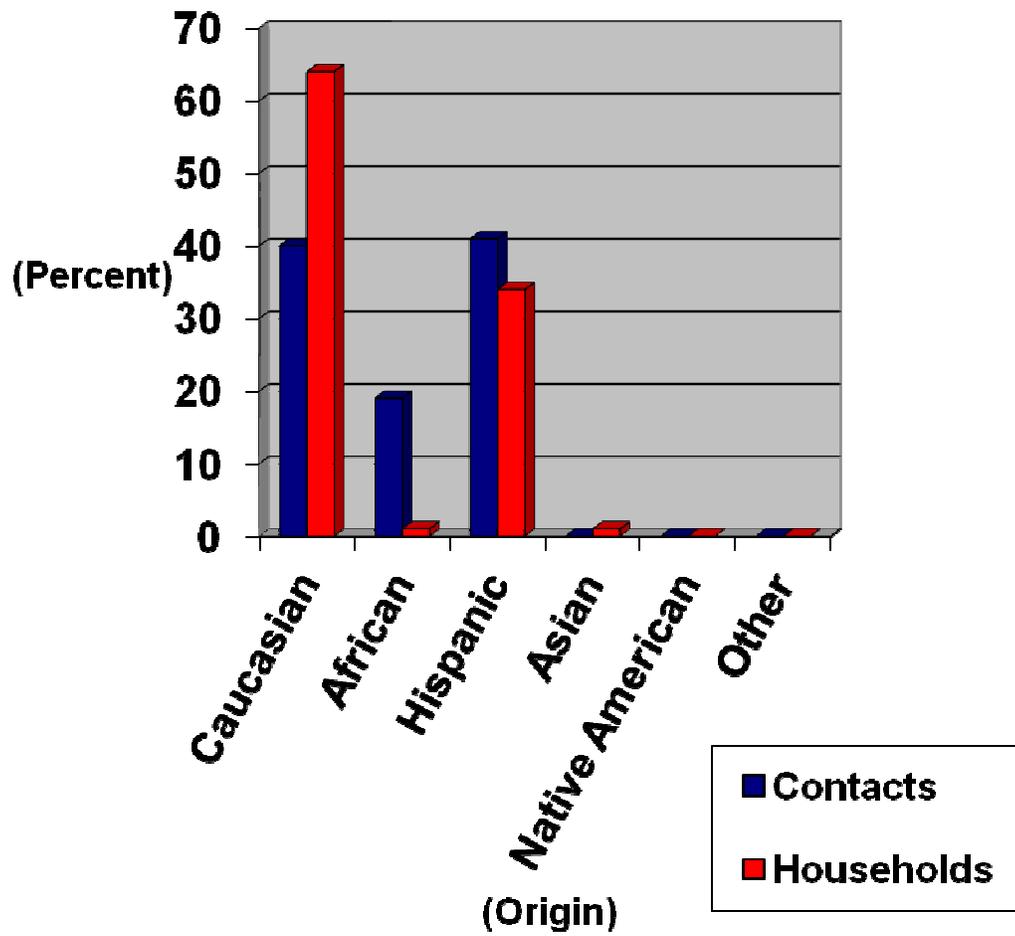
Comparison of traffic-related contacts with households in the Brewster County that have vehicle access (in percentages). (1/1/11—12/31/11)

<b>Race/Ethnicity*</b>	<b>Contacts (in percentages)</b>	<b>Households with vehicle access (in percentages)</b>
<b>Caucasian</b>	40 %	64%
<b>African</b>	19 %	1%
<b>Hispanic</b>	41 %	34%
<b>Asian</b>	0 %	1%
<b>Native American</b>	0 %	0%
<b>Other</b>	0 %	0%
<b>Total</b>	100 %	100%

\* Race/Ethnicity are defined by Senate Bill 1074 as being of a “particular descent, including Caucasian, African, Hispanic, Asian, or Native American”.

\*\*Represents rounded figure

## Tier 1 (Contacts and Households/11)



**Tier 1 Data**  
**(Six-Year Comparative Analysis)**  
**(2006—2011)**

### **(III) Six-Year Tier 1 Data Comparison**

#### **Comparison of Six-Year Traffic-Related Contact Information (1/1/06---12/31/11)**

<b>Race/Ethnicity*</b>	<b>Traffic-Related Contacts (in percentages)</b>					
	<b>(06)</b>	<b>(07)</b>	<b>(08)</b>	<b>(09)</b>	<b>(10)</b>	<b>(11)</b>
<b>Caucasian</b>	34 %	44 %	64 %	55 %	38 %	40 %
<b>African</b>	5 %	4 %	1 %	24 %	8 %	19 %
<b>Hispanic</b>	60 %	51 %	35 %	20 %	54 %	41 %
<b>Asian</b>	1 %	1 %	0 %	0 %	0 %	0 %
<b>Native American</b>	0 %	0 %	0 %	0 %	0 %	0 %
<b>Other</b>	0 %	0 %	0 %	1 %	0 %	0 %
<b>Total</b>	100 %	100 %	100 %	100 %	100 %	100 %

\* Race/Ethnicity is defined by Texas Senate Bill 1074 as being of a “particular descent, including Caucasian, African, Hispanic, Asian, or Native American”.

\*\* Figure has been rounded.

**Comparison of Six-Year Traffic-Related Search Information  
(1/1/06---12/31/11)**

<b>Race/Ethnicity*</b>	<b>Traffic-Related Searches (in percentages)</b>					
	<b>(06)</b>	<b>(07)</b>	<b>(08)</b>	<b>(09)</b>	<b>(10)</b>	<b>(11)</b>
<b>Caucasian</b>	43 %	60 %	0 %	0 %	0 %	25 %
<b>African</b>	0 %	20 %	0 %	0 %	100 %	25 %
<b>Hispanic</b>	57 %	20 %	100 %	0 %	0 %	50 %
<b>Asian</b>	0 %	0 %	0 %	0 %	0 %	0 %
<b>Native American</b>	0 %	0 %	0 %	0 %	0 %	0 %
<b>Other</b>	0 %	0 %	0 %	0 %	0 %	0 %
<b>Total</b>	100 %	100 %	100 %	100 %	100 %	100 %

\* Race/Ethnicity is defined by Texas Senate Bill 1074 as being of a “particular descent, including Caucasian, African, Hispanic, Asian, or Native American”.

\*\* Figure has been rounded.

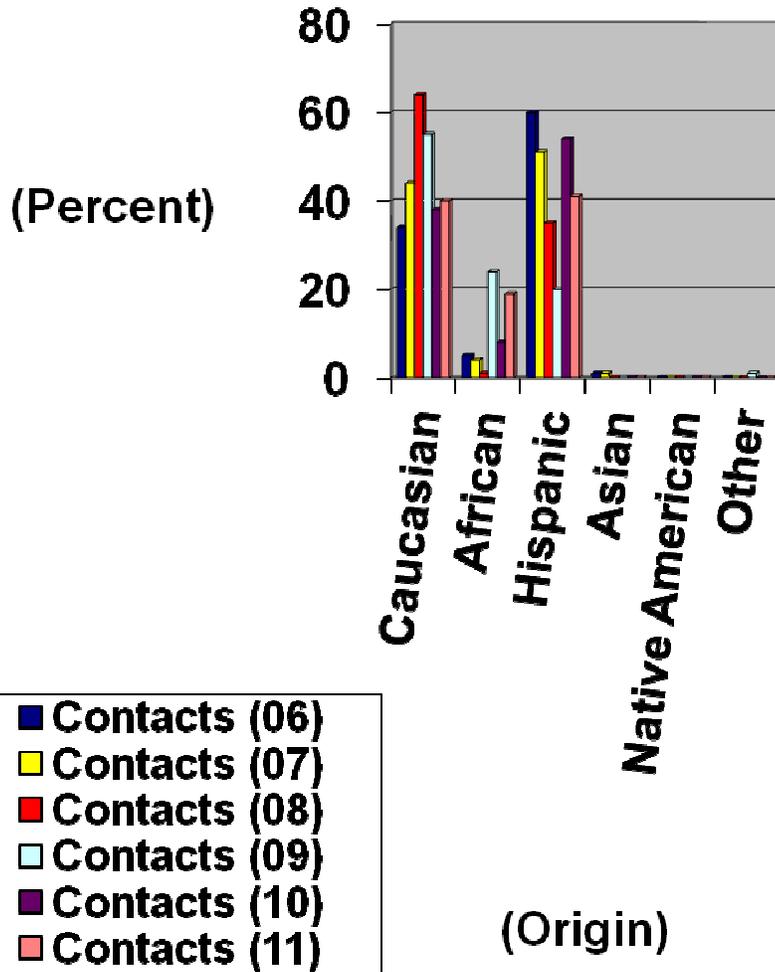
**Comparison of Six-Year Traffic-Related Arrest Information  
(1/1/06---12/31/11)**

Race/Ethnicity*	Traffic-Related Arrests (in percentages)					
	(06)	(07)	(08)	(09)	(10)	(11)
<b>Caucasian</b>	40 %	41 %	53 %	38 %	40 %	60 %
<b>African</b>	6 %	7 %	0 %	38 %	20 %	20 %
<b>Hispanic</b>	54 %	52 %	47 %	24 %	40 %	20 %
<b>Asian</b>	0 %	0 %	0 %	0 %	0 %	0 %
<b>Native American</b>	0 %	0 %	0 %	0 %	0 %	0 %
<b>Other</b>	0 %	0 %	0 %	0 %	0 %	0 %
<b>Total</b>	100 %	100 %	100 %	100 %	100 %	100 %

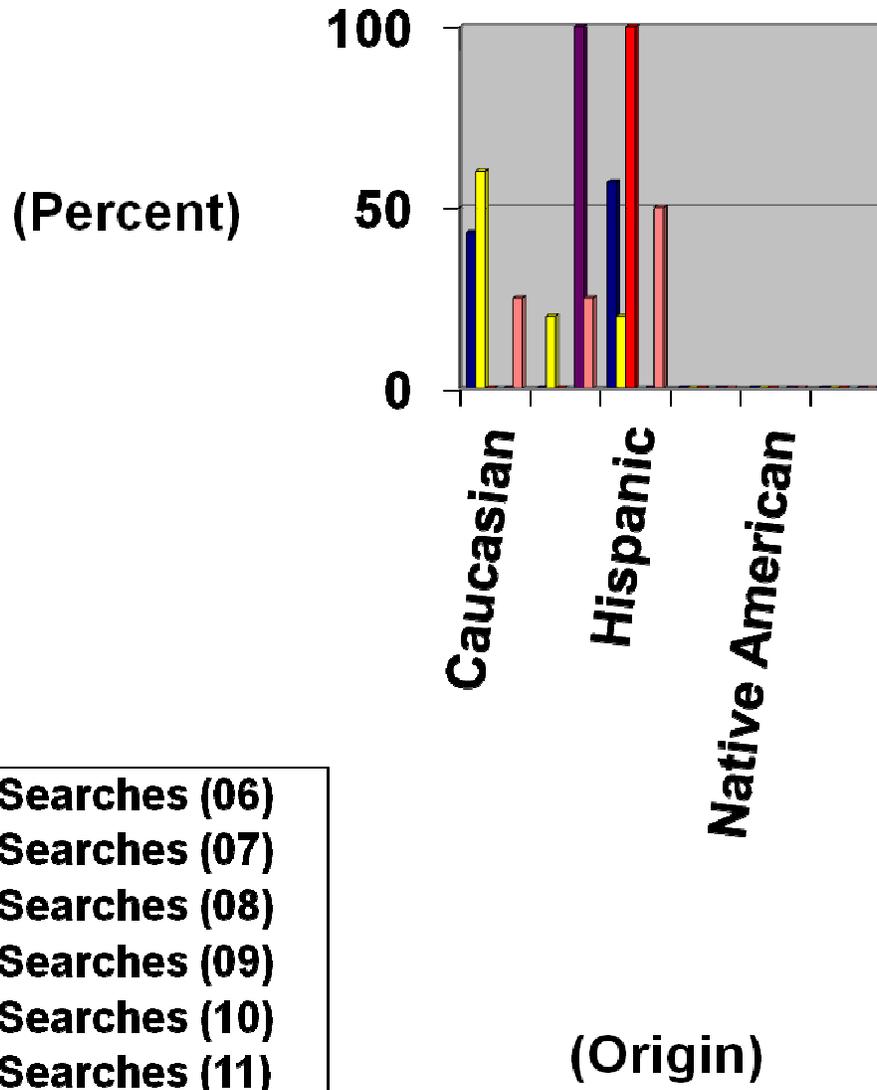
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\*\* Figure has been rounded.

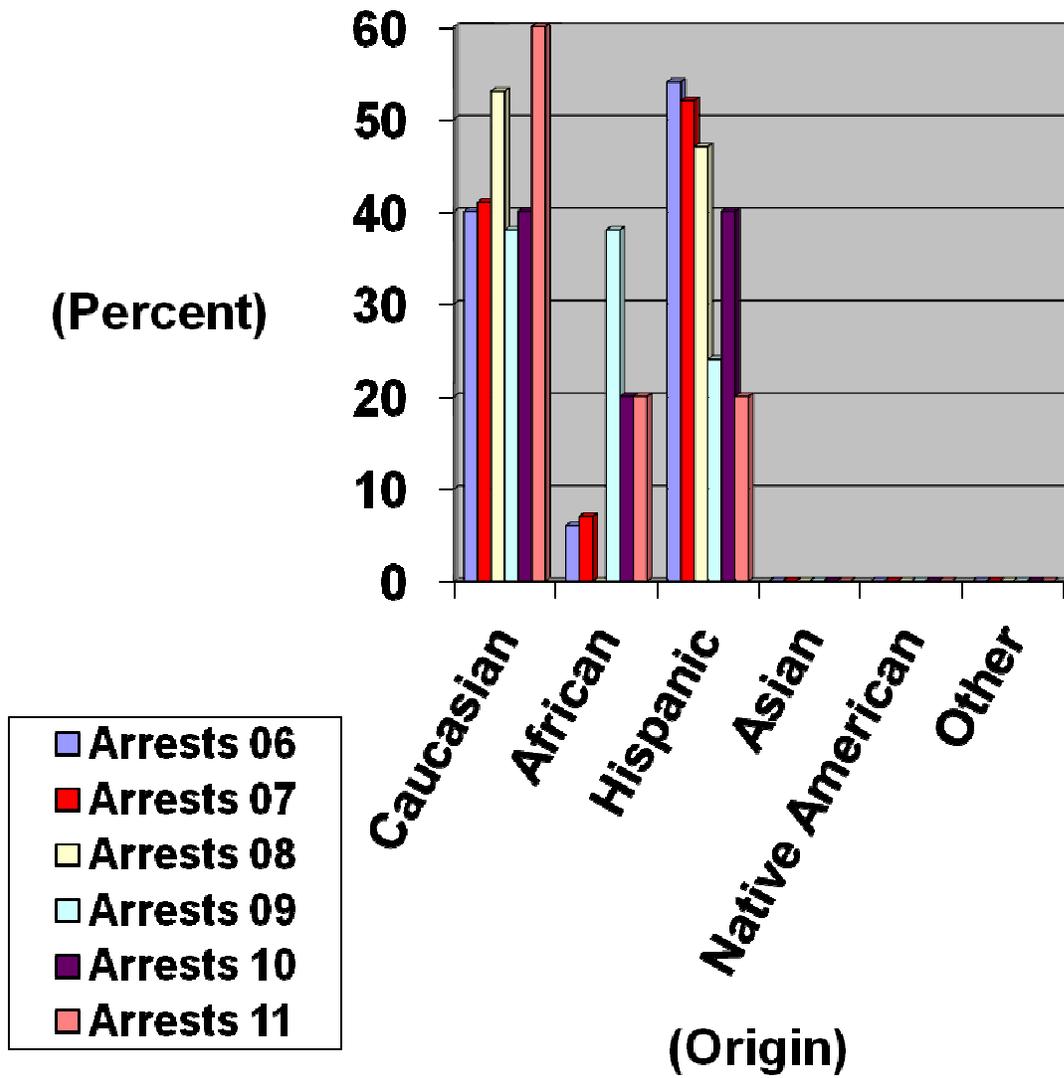
### Tier 1 Data (Contacts 06-11)



## Tier 1 Data (Searches 06-11)



## Tier 1 Data (Arrests 06-11)



# **Analysis and Interpretation of Data**

**Analysis**

The Texas Racial Profiling Law requires that all police departments in Texas collect data when a traffic-related citation is issued or an arrest is made. In addition, the law requires that agencies report this information to their local governing authority once a year by March 1. The purpose in collecting and presenting this information is to determine if a particular police officer is engaging in the practice of profiling minority motorists. Despite the fact most agree that it is good practice for police departments to be accountable to their community, it is very difficult to determine if police departments are engaging in racial profiling, from the review of aggregate data. That is, it is challenging to detect specific “individual” racist behavior from the study and analysis of aggregate-level “institutional” data on traffic-related contacts.

Despite this, the Sul Ross State University Department of Public Safety, in response to the requirements of The Texas Racial Profiling Law (S.B. 1074), reported and analyzed its 2011 traffic contact data. Thus, three different types of analyses were conducted. The first of these involved a careful evaluation of the 2010 traffic-stop data. This particular analysis measured, as required by the Texas Racial Profiling Law, the number and percentage of Caucasians, African Americans, Hispanics, Asians, Native Americans, and individuals belonging to the “other” category, that came in contact with the police and were issued a traffic-related citation or arrested in 2011. In addition, the analysis included information relevant to the number and percentage of searches (table 1) while indicating the type of search (i.e., consensual or probable cause) conducted. Finally, the data analysis highlighted the number and percentage of individuals who, after they were issued a citation, were subsequently arrested.

The second type of analysis included in this report, related to the comparison of the 2010 traffic contact data with an appropriate baseline. It should be noted that there is also a great deal of disagreement, in the academic literature, over the type/form of baseline to be used when analyzing traffic-related contact information. Of all the baseline measures available, the Sul Ross State University Department of Public Safety decided to adopt, as a baseline measure, the Fair Roads Standard. This particular baseline is based on data obtained through the U.S. Census Bureau (2000) relevant to the number of households in a particular jurisdiction that have access to vehicles while controlling for race and ethnicity. It should be noted that census data presents challenges to any effort made at establishing a fair and accurate racial profiling analysis. In other words, census data contains information on all residents of a particular community, regardless of the fact they may or may not be among the driving population.

The Sul Ross State University Department of Public Safety opted to use this form of comparison (i.e., census data relevant to households with vehicles) in an attempt to demonstrate its “transparency” before the community. The Fair Roads Standard data obtained is relevant to the county of Brewster.

Finally, a third type of analysis was conducted while using the 2006--2011 traffic contact data. Specifically, all traffic-related contacts made in 2011 were compared to similar figures reported from 2006 to 2011. When considering this analysis, it was determined that comparing six years of traffic contact data may highlight possible areas of consistency with regards to traffic-related contacts. In other words, the six-year comparison has the potential of revealing

indicators that a trend of police-initiated contacts with regards to members of a specific minority group, is in fact, developing. The overall analysis of data indicates that the Sul Ross State University Department of Public Safety has been consistent in regards to traffic/pedestrian stops for the past six years.

#### Tier 1 (2011) Traffic-Related Contact Analysis

The Tier 1 data collected in 2011 showed that traffic/pedestrian related contact, search, and arrest information were comparable to prior years.

#### Fair Roads Standard Analysis

When comparing traffic contacts to the census data relevant to the number of “households” in Brewster County who indicated, in the 2000 census, that they had access to vehicles, the analysis produced the following findings: the number of traffic related contact, search, and arrest information were consistent with the number of households having vehicles.

#### Six-Year Comparison

The six-year comparison (06-11) showed similarities with respect to the traffic-related contacts. As evident in table 3, the percentage of traffic-related contacts were comparable throughout the six-year comparison.

#### Summary

The Fair Roads Standard analysis showed that the Sul Ross State University Department of Public Safety came in contact (in traffic-related incidents) with persons consistent with the number of households in Brewster County having vehicle access.