



JJPOC Meeting Minutes

March 21st, 2019

2:00PM

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Attendance:

Abby Anderson	John Frassinelli	Eleanor Michael	Rep. Toni Walker
Erica Bromley	Eulalia Garcia	Ken Mysogland	Sen. Gary Winfield
Kenneth Butricks	Hector Glynn	Marc Pelka	TYJI Staff:
Francis Carino	Derrick Gordon	Chief Marshall Porter	William Carbone
Hon. Judge Patrick Carroll	Rep. Robin Green	Rep. Robyn Porter	Colleen Conroy
Hon. Judge Bernadette Conway	Susan Hamilton	Christine Rapillo	Susan Cusano
Sarah Eagan	Brian Hill	Gary Roberge	Erika Nowakowski
Tais Ericson	John Holland	Martha Stone	Alex Scranton
Senator George Logan			

Representative Toni Walker called the meeting to order and welcomed everyone.

Rep. Toni Walker asked for a motion to accept the meeting minutes of February 6th, 2019. The motion to accept the meeting minutes was seconded and passed unanimously.

Update on Progress

Rep. Toni Walker announced that the Council of State Governments Justice Center, in partnership with the Office of Juvenile Justice and Delinquency Prevention (OJJDP), selected Connecticut to participate in their 18-month Improving Outcomes for Youth (IOYouth) program. IOYouth helps states align their policies, practices, and resource allocation with what research shows works to reduce recidivism and improve outcomes for youth while enhancing public safety.

Preliminary Data Review on “Car Theft”

Marc Pelka, Undersecretary for Criminal Justice at the Office of Policy and Management, introduced Ken Barone, Project Manager with the Institute for Municipal and Regional Policy (IMRP) at Central Connecticut State University (CCSU), for his presentation of research conducted surrounding the topic of car theft in the state of Connecticut.

Preliminary data shows that CT motor vehicle thefts largely mirrors the national trend over the past 10 years with thefts dropping 17% in CT and 19% nationally. Looking further back, motor



vehicle thefts are down 43% in CT over the last 20 years. More recently, there has been an increase in both CT and nationally during the prior 3 years.

Another key finding of the research is what Ken Barone calls the “Spoke and Wheel Trend”. The research showed that as motor vehicle thefts started to decrease from the major urban areas (New Haven, Hartford, Bridgeport), they began to increase in the surrounding suburban communities. It was also observed that the top 10 communities that contribute the highest number of motor vehicle thefts are now contributing less to the total than they were 10 years ago.

When looking at data from municipal police departments, it is observed that in communities with a population of less than 25,000, there was a 20.8% increase in motor vehicle thefts over the last 10 years (665 in 2008 and 803 in 2017) and communities with a population of 25,000 – 50,000 saw a 7.0% increase (1,004 in 2008 and 1,074 in 2017). However, municipalities with a population of 50,000 – 100,000 saw a 15.9% decrease (2,291 in 2008 to 1,926 in 2017). The biggest decrease of 29.5% was observed in cities with a population of 100,000 and above (4,431 in 2008 and 3,123 in 2017). While the data does show that smaller communities have seen increases in the number of thefts, the numbers are smaller compared to the decreases seen in the state’s larger cities.

Waterbury appears to be an outlier among large cities in the data. Of the top 5 departments in the state with the most motor vehicle thefts over the last 10 years, Waterbury is the only one to see a significant increase in the number of thefts. Waterbury has seen a 91% increase in the number of motor vehicle thefts. For comparison, over the same time period Bridgeport has seen a 37% decrease, Hartford has seen a 49% decrease, New Britain has seen a 38% decrease and New Haven has seen a 51% decrease. Waterbury went from having the least number of motor vehicle thefts of these 5 cities in 2008 to having the most in 2017.

The last key part of the research looked at the age distribution of the arrestees. The age group of 24 and under has consistently contributed to roughly 60% of all motor vehicle theft arrests in the last 10 years. When broken down further, as more 15 to 19-year-olds are arrested, there is a smaller number of 20 to 24-year-olds and vice versa. It should be noted that the arrest rate for motor vehicle theft is very low, with a clearance rate of approximately 14% nationwide.

Barone concluded with his key takeaways of the research. He found that regional influences appear to impact motor vehicle rates, so regional solutions are likely to provide the best solutions to the problem. In addition, a coordinated educational campaign should be utilized by the communities most impacted by thefts. He also warned that additional data is still needed to better assess the regional problems from Waterbury and suburban communities of central Connecticut before any conclusions should be drawn.

After the presentation, Chief Marshall Porter from Glastonbury shared his perspective on the topic. He noted that Glastonbury is one of the communities that has seen a statistically significant increase in the number of motor vehicle thefts. His data shows that a large number of the thefts can be attributed to a relatively small number of juveniles.



A lengthy conversation continued among the members of the JJPOC. One of the main points that kept coming up was the fact that more data needs to be collected on the areas where there has been increases in the number of motor vehicle thefts. There has been a subgroup by the Data Sharing Workgroup that is dedicated to specifically looking at motor vehicle thefts and coming up with solutions. Next steps of the subgroup include working directly with police departments such as Waterbury and Glastonbury and gathering as much data as needed to assess the full extent of the problem. Another suggestion involved talking with departments like New Haven, Hartford and Bridgeport to see what they have done over the course of the past 10 years to decrease the number of thefts.

Other members noted the importance of looking at other underlying causes of the thefts, specifically cuts of after-school program funding and rise in numbers of truancy in Waterbury. There was also talk surrounding the chronic, repeat offenders and what type of services they were/are receiving.

Due to time restraints, the other topics on the agenda were postponed until the April 18th, 2019 meeting.

Next Meeting: April 18th, 2019 2:00pm

Meeting adjourned at 3:30pm.

*Audio and/or video of the meeting can be found on https://www.cga.ct.gov/app/taskforce.asp?TF=20141215_Juvenile%20Justice%20Policy%20and%20Oversight%20Committee