

LEAGUE CITY POLICE DEPARTMENT

2025

RACIAL PROFILING ANALYSIS

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Executive Summary

Article 2B.0053-2B.0055 of the Texas Code of Criminal Procedure (CCP) requires the annual reporting to the local governing body of data collected on motor vehicle stops in which a ticket, citation, or warning was issued and to arrests made as a result of those stops, in addition to data collection and reporting requirements. Article 2B.0055 of the CCP directs that “a comparative analysis of the information compiled under 2B.0054” be conducted, with specific attention to the below areas:

1. evaluate and compare the number of motor vehicle stops, within the applicable jurisdiction, of persons who are recognized as racial or ethnic minorities and persons who are not recognized as racial or ethnic minorities;
2. examine the disposition of motor vehicle stops made by officers employed by the agency, categorized according to the race or ethnicity of affected persons, as appropriate, including any searches resulting from stops within the applicable jurisdiction;
3. evaluate and compare the number of searches resulting from motor vehicle stops within the applicable jurisdiction and whether contraband or other evidence was discovered in the course of those searches; and
4. information relating to each complaint filed with the agency alleging that a peace officer employed by the agency has engaged in racial profiling.

The analysis of material and data from the League City Police Department revealed the following:

- **A COMPREHENSIVE REVIEW OF THE LEAGUE CITY POLICE DEPARTMENT’S RACIAL PROFILING POLICY (POLICY 616) SHOWS THAT THE LEAGUE CITY POLICE DEPARTMENT IS FULLY IN COMPLIANCE WITH ARTICLE 2B.0053 OF THE TEXAS CODE OF CRIMINAL PROCEDURE.**
- **A REVIEW OF THE INFORMATION PRESENTED AND SUPPORTING DOCUMENTATION REVEALS THAT THE LEAGUE CITY POLICE DEPARTMENT IS FULLY IN COMPLIANCE WITH TEXAS LAW ON TRAINING AND EDUCATION REGARDING RACIAL PROFILING.**
- **A REVIEW OF THE DOCUMENTATION PRODUCED BY THE DEPARTMENT IN BOTH PRINT AND ELECTRONIC FORM REVEALS THAT THE DEPARTMENT IS FULLY IN COMPLIANCE WITH APPLICABLE TEXAS LAW ON THE RACIAL PROFILING COMPLAINT PROCESS AND PUBLIC EDUCATION ABOUT THE COMPLAINT PROCESS.**
- **ANALYSIS OF THE DATA REVEALS THAT THE DEPARTMENT IS FULLY IN COMPLIANCE WITH APPLICABLE TEXAS LAW ON THE COLLECTION OF RACIAL PROFILING DATA.**
- **THE LEAGUE CITY POLICE DEPARTMENT IS FULLY IN COMPLIANCE WITH APPLICABLE TEXAS LAW CONCERNING THE REPORTING OF INFORMATION TO TCOLE.**
- **THE LEAGUE CITY POLICE DEPARTMENT IS FULLY IN COMPLIANCE WITH APPLICABLE TEXAS LAW REGARDING CCP ARTICLES 2B.0053-2B.0055.**

Introduction

This report details an analysis of the League City Police Department's policies, training, and statistical information on racial profiling for the year 2025. This report has been prepared to specifically comply with Article 2B.0053, 2B.0054, and 2B.0055 of the Texas Code of Criminal Procedure (CCP) regarding the compilation and analysis of traffic stop data. Specifically, the analysis will address Articles 2B.0052 – 2B.0055 of the CCP and make a determination of the level of compliance with those articles by the League City Police Department in 2025. The full copies of the applicable laws pertaining to this report are contained in Appendix A.

This report is divided into six sections: (1) League City Police Department's policy on racial profiling; (2) League City Police Department's training and education on racial profiling; (3) League City Police Department's complaint process and public education on racial profiling; (4) analysis of League City Police Department's traffic stop data; (5) additional traffic stop data to be reported to TCOLE; and (6) League City Police Department's compliance with applicable laws on racial profiling.

For the purposes of this report and analysis, the following definition of racial profiling is used: racial profiling means 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 (Texas CCP Article 2B.0051(4)).

League City Police Department Policy on Racial Profiling

A review of League City Police Department's racial profiling policy revealed that the department has adopted policies in compliance with Article 2B.0053 of the Texas CCP (see Appendix B). There are seven specific requirements mandated by Article 2B.0053 that a law enforcement agency must address. All seven are clearly covered in League City Police Department's racial profiling policy (Policy 616). League City Police Department policies provide clear direction that racial profiling is prohibited and all violations of the policy will be investigated in accordance with Policy 616 and if the complaint is sustained, appropriate corrective action and/or disciplinary action will be taken in accordance with the Department's discipline guide. The policies also provide a very clear statement of the agency's philosophy regarding equal treatment of all persons regardless of race, ethnicity, or national origin. Appendix C lists the applicable statute and corresponding League City Police Department regulation.

A COMPREHENSIVE REVIEW OF LEAGUE CITY POLICE DEPARTMENT'S RACIAL PROFILING POLICY SHOWS THAT THE LEAGUE CITY POLICE DEPARTMENT IS FULLY IN COMPLIANCE WITH ARTICLE 2B.0053 OF THE TEXAS CODE OF CRIMINAL PROCEDURE.

League City Police Department Training and Education on Racial Profiling

Texas Occupation Code § 1701.253 and § 1701.402 require that curriculum be established and training certificates issued on racial profiling for all Texas peace officers. Documentation provided by League City Police Department reveals that racial profiling training and certification is current for all officers in 2025.

A REVIEW OF THE INFORMATION PRESENTED AND SUPPORTING DOCUMENTATION REVEALS THAT THE LEAGUE CITY POLICE DEPARTMENT IS FULLY IN COMPLIANCE WITH TEXAS LAW ON TRAINING AND EDUCATION REGARDING RACIAL PROFILING.

League City Police Department Complaint Process and Public Education on Racial Profiling

Article 2B.0053 §(b)3-4 of the Texas Code of Criminal Procedure requires that law enforcement agencies implement a complaint process on racial profiling and that the agency provide public education on the complaint process. League City Police Department's racial profiling policy Section 616.06 (Public Education) and Section 616.05 (Complaint Investigation) covers this requirement. The League City Police Department has also provided information on the complaint process on the League City website ([Office of Professional Standards | The League City Official Website!](#)).

A REVIEW OF THE DOCUMENTATION PRODUCED BY THE DEPARTMENT REVEALS THAT THE DEPARTMENT IS FULLY IN COMPLIANCE WITH APPLICABLE TEXAS LAW ON THE RACIAL PROFILING COMPLAINT PROCESS AND PUBLIC EDUCATION ABOUT THE COMPLAINT PROCESS.

League City Police Department Statistical Data on Racial Profiling

Article 2B.0053(b) 6 and Article 2B.0054 requires that law enforcement agencies collect statistical information on motor vehicle stops in which a ticket, citation, or warning was issued and to arrests made as a result of those stops, in addition to other information noted previously. League City Police Department submitted statistical information on all motor vehicle stops in 2025 and accompanying information on the race/ethnicity of the person stopped. Accompanying this data was the relevant information required to be collected and reported by law.

ANALYSIS OF THE DATA REVEALS THAT THE DEPARTMENT IS FULLY IN COMPLIANCE WITH APPLICABLE TEXAS LAW ON THE COLLECTION OF RACIAL PROFILING DATA.

Analysis of the Data

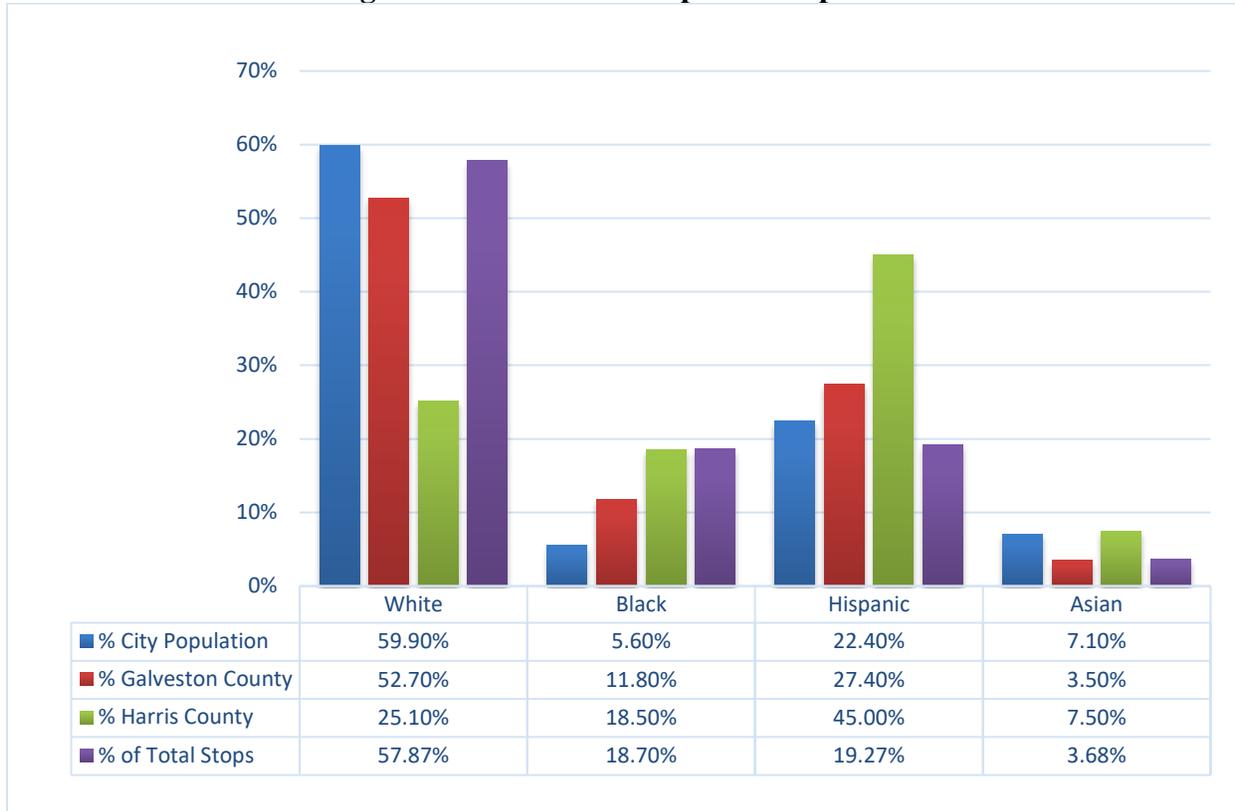
Comparative Analysis #1:

Evaluate and compare the number of motor vehicle stops, within the applicable jurisdiction, of persons who are recognized as racial or ethnic minorities and persons who are not recognized as racial or ethnic minorities. Texas Code of Criminal Procedure Article 2B.0055(c)(1)(A)

The first chart depicts the percentages of people stopped by race/ethnicity among the total 20,327 motor vehicle stops in which a ticket, citation, or warning was issued, including arrests made, in 2025.¹

¹ There were 96 motor vehicle stops of drivers considered Alaska Native/American Indian. These motor vehicle stops were not charted in the first figure of this report due to the small number of cases relative to the population of League City and relative to the total number of motor vehicle stops among all drivers (20,327).

Chart 1: Percentage of Motor Vehicle Stops in Comparison to Benchmarks



White drivers constituted 57.87 percent of all drivers stopped, whereas Whites constituted 59.90 percent of the city population, 52.70 percent of the Galveston County population, and 25.10 percent of the Harris County population.²

Black drivers constituted 18.70 percent of all drivers stopped, whereas Blacks constituted 5.60 percent of the city population, 11.80 percent of the Galveston County population, and 18.50 percent of the Harris County population.

Hispanic drivers constituted 19.27 percent of all drivers stopped, whereas Hispanics constituted 22.40 percent of the city population, 27.40 percent of the Galveston County population, and 45.00 percent of the Harris County population.

Asian drivers constituted 3.68 percent of all drivers stopped, whereas Asians constituted 7.10 percent of the city population, 3.50 percent of the Galveston County population, and 7.50 percent of the Harris County population.

The chart shows that White drivers are stopped at rates slightly lower than the percentage of Whites found in the city population but higher than the percentage of Whites found in the county populations. Black drivers are stopped at rates higher than the percentage of Blacks found in the

² City and County populations were derived from 2024 American Community Survey estimates of the US Census Bureau.

city population and Galveston County population but almost equal to the percentage of Blacks in the Harris County population. Hispanic drivers are stopped at rates lower than the percentage of Hispanics found in the city and county populations. Asian drivers are stopped at rates lower than the percentage of Asians found in the city population and Harris County population but almost equal to the percentage of Asians found in the Galveston County population.

Methodological Issues

Upon examination of the data, it is important to note that differences in overall stop rates of a particular racial or ethnic group, compared to that racial or ethnic group's proportion of the population, cannot be used to make determinations that officers have or have not racially profiled any given individual motorist. Claims asserting racial profiling of an individual motorist from the aggregate data utilized in this report are erroneous.

For example, concluding that a particular driver of a specific race/ethnicity was racially profiled simply because members of that particular racial/ethnic group as a whole were stopped at a higher rate than their proportion of the population—are as erroneous as claims that a particular driver of a specific race/ethnicity could NOT have been racially profiled simply because the percentage of stops among members of a particular racial/ethnic group as a whole were stopped at a lower frequency than that group's proportion of the particular population base (e.g., city or county populations). In short, aggregate data as required by law and presented in this report cannot be used to prove or disprove that a member of a particular racial/ethnic group was racially profiled. Next, we discuss the reasons why using aggregate data—as currently required by the state racial profiling law—are inappropriate to use in making claims that any individual motorist was racially profiled.

Issue #1: Using Group-Level Data to Explain Individual Officer Decisions

The law dictates that police agencies compile aggregate-level data regarding the *rates* at which agencies *collectively* stop motorists in terms of their race/ethnicity. These aggregated data are to be subsequently analyzed in order to determine whether or not *individual* officers are “racially profiling” motorists. This methodological error, commonly referred to as the “ecological fallacy,” defines the dangers involved in making assertions about individual officer decisions based on the examination of aggregate stop data. **In short, one cannot prove that an individual officer has racially profiled any individual motorist based on the rate at which a department stops any given group of motorists.** In sum, aggregate level data cannot be used to assess individual officer decisions, but the state racial profiling law requires this assessment.

Issue #2: Problems Associated with Population Base-Rates

There has been considerable debate as to what the most appropriate population “base-rate” is in determining whether or not racial/ethnic disparities exist. The base-rate serves as the benchmark for comparison purposes. The outcome of analyses designed to determine whether or not disparities exist is dependent on which base-rate is used. While this report utilized the most recent Census figures as a population base-rate, this population measure can become quickly outdated, can be inaccurate, and may not keep pace with changes experienced in city and county population measures. Utilizing a different base rate can make differences regarding whether disproportionality

exists or not. Even then, as noted above, disproportionality in the rate of stops among different racial/ethnic groups does not automatically equate to a finding of racial profiling.

In addition, the validity of the benchmark base-rate becomes even more problematic if analyses fail to distinguish between residents and non-residents who are stopped. This is because the existence of significant proportions of non-resident stops will lead to invalid conclusions if racial/ethnic comparisons are made exclusively to resident population figures. **In sum, a valid measure of the driving population does not exist. As a proxy, census data is used which is problematic as an indicator of the driving population.** In addition, stopped motorists who are not residents of the city or county where the motor vehicle stop occurred are not included in the benchmark base-rate.

Issue #3: Officers Do Not Know the Race/Ethnicity of the Motorist Prior to the Stop

As illustrated in Table 3 near the end of this report, of the 20,327 motor vehicle stops in 2025, the officer knew the race/ethnicity of the motorist prior to the stop in 3.4% of the stops (699/20,327). This percentage is consistent across law enforcement agencies throughout Texas. An analysis of all annual racial profiling reports submitted to the Texas Commission on Law Enforcement, as required by the Texas racial profiling law, found that in 2.9% of the traffic stops in Texas, the officer knew the race/ethnicity of the motorist prior to the stop.³ The analysis included 1,186 Texas law enforcement agencies and more than 3.25 million traffic stops.

As noted, the legal definition of racial profiling in the Texas Code of Criminal Procedure Article 2B.0051(4) is “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.”

League City PD officers rarely know the race/ethnicity of the motorist prior to the stop. This factor further invalidates any conclusions drawn from the stop data presented in Chart 1. If an officer does not know the race/ethnicity of the motorist prior to the stop, then the officer cannot, by legal definition, be racial profiling. Racial profiling is a law-enforcement action based on the race/ethnicity of an individual. If the officer does not know the person's race/ethnicity before the action (in this case, stopping a vehicle), then racial profiling cannot occur.

Based on this factor, post-stop outcomes are more relevant for a racial profiling assessment, as presented later in this report, in comparison to initial motor vehicle stop data disaggregated by race/ethnicity. Once the officer has contacted the motorist after the stop, the officer has identified the person's race/ethnicity and all subsequent actions are more relevant to a racial profiling assessment than the initial stop data.

In short, the methodological problems outlined above point to the limited utility of using aggregate level comparisons of the rates at which different racial/ethnic groups are stopped in order to determine whether or not racial profiling exists within a given jurisdiction.

³ Winkler, Jordan M. (2016). *Racial Disparity in Traffic Stops: An Analysis of Racial Profiling Data in Texas*. Master's Thesis. University of North Texas.

Table 1 reports the summaries for the total number of motor vehicle stops in which a ticket, citation, or warning was issued, and to arrests made as a result of those stops, by the League City Police Department in 2025. Table 1 and associated analyses are utilized to satisfy the comparative analyses as required by Texas law, and specifically, Article 2B.0055 of the CCP.

Comparative Analysis #2:

Examine the disposition of motor vehicle stops made by officers employed by the agency, categorized according to the race or ethnicity of affected persons, as appropriate, including any searches resulting from stops within the applicable jurisdiction. Texas Code of Criminal Procedure Article 2B.0055(c)(1)(B)

As shown in Table 1, there were a total of 20,327 motor vehicle stops in 2025 in which a ticket, citation, or warning was issued. The table also shows arrests made as a result of those stops. Roughly 55 percent of all stops resulted in a verbal warning (11,262/20,327) and roughly 33 percent of stops resulted in a citation (6,726/20,327). Together, these actions account for roughly 88 percent of all stop outcomes and will be discussed in greater detail below.

Regarding **verbal warnings**, White motorists received a verbal warning in roughly 58 percent of stops involving White motorists (6,766/11,763), Black motorists received a verbal warning in roughly 54 percent of stops of Black motorists, Hispanic motorists received a verbal warning in roughly 49 percent of stops of Hispanic motorists, and Asian motorists received a verbal warning in roughly 60 percent of stops of Asian motorists.

Regarding **citations**, White motorists received a citation in roughly 33 percent of stops involving White motorists (3,928/11,763), Black motorists received a citation in roughly 31 percent of stops of Black motorists, Hispanic motorists received a citation in roughly 34 percent of stops of Hispanic motorists, and Asian motorists received a citation in roughly 34 percent of stops of Asian motorists.

Of the 20,327 total stops in 2025, 975 **arrests** [written warning and arrest (9), citation and arrest (205) and arrest only (761)] were made, and this accounts for 4.8 percent of all stops. White motorists were arrested in 3.8 percent of stops involving White motorists (448/11,763), Black motorists were arrested in 8.1 percent of stops involving Black motorists, Hispanic motorists were arrested in 5.2 percent of stops involving Hispanic motorists, and Asian motorists were arrested in 1.6 percent of stops involving Asian motorists.

As illustrated in Table 1, most arrests were based on an **outstanding warrant** (40.8%; 398/975) or a **violation of the penal code** (32.3%; 315/975).

Finally, as presented in Table 1, **physical force resulting in bodily injury** occurred in 13 of the 20,327 traffic stops in 2025. Physical force resulting in bodily injury occurred in 0.06 percent of all traffic stops (13/20,327). Of the 13 stops in which physical force resulted in bodily injury, in 12 the injury occurred to the suspect only, and in one the officer only.

Table 1: Traffic Stops and Outcomes by Race/Ethnicity

Stop Table	White	Black	Hispanic /Latino	Asian /Pacific Islander	Alaska Native /American Indian	Total
Number of Stops	11,763	3,802	3,917	749	96	20,327
Gender						
Female	4,761	1,411	1,080	267	34	7,553
Male	7,002	2,391	2,837	482	62	12,774
Reason for Stop						
Violation of Law	244	60	62	11	3	380
Preexisting Knowledge	263	242	727	6	2	1,240
Moving Traffic Violation	5,517	1,455	1,443	442	50	8,907
Vehicle Traffic Violation	5,739	2,045	1,685	290	41	9,800
Result of Stop						
Verbal Warning	6,766	2,054	1,935	447	60	11,262
Written Warning	621	244	461	37	1	1,364
Citation	3,928	1,197	1,317	253	31	6,726
Written Warning and Arrest	6	3	0	0	0	9
Citation and Arrest	82	60	57	4	2	205
Arrest	360	244	147	8	2	761
Arrest Based On						
Violation of Penal Code	158	98	50	8	1	315
Violation of Traffic Law	96	68	96	2	0	262
Violation of City Ordinance	0	0	0	0	0	0
Outstanding Warrant	194	141	58	2	3	398
Physical Force Resulting in Bodily Injury Used?						
No	11,757	3,799	3,914	748	96	20,314
Yes	6	3	3	1	0	13

Comparative Analysis #3:

Evaluate and compare the number of searches resulting from motor vehicle stops within the applicable jurisdiction and whether contraband or other evidence was discovered in the course of those searches. Texas Code of Criminal Procedure Article 2B.0055(c)(1)(C)

In 2025, a total of 995 **searches** of motorists were conducted, or roughly 5 percent of all stops resulted in a search (995/20,327). Among searches within each racial/ethnic group, White motorists were searched in roughly 4 percent of all stops of White motorists (494/11,763), Black motorists were searched in roughly 9 percent of all stops of Black motorists, Hispanic motorists were searched in roughly 4 percent of all stops of Hispanic motorists, and Asian motorists were searched in roughly 1 percent of all stops of Asian motorists.

As illustrated in Table 2, the most common reason for a search was probable cause (47.1%; 469/995). Among **searches based on probable cause** within each racial/ethnic group, White motorists were searched based on probable cause in roughly 38 percent of all searches of White motorists (186/494), Black motorists were searched based on probable cause in roughly 67 percent of all searches of Black motorists, Hispanic motorists were searched based on probable cause in roughly 33 percent of all searches of Hispanic motorists, and Asian motorists were searched based on probable cause in 40 percent of all searches of Asian motorists.

Regarding searches, it should be further noted that 256 out of the 995 searches (see Table 2), or roughly 26 percent of all searches, were based on **consent**, which are regarded as discretionary as opposed to non-discretionary searches. Relative to the total number of stops (20,327), discretionary consent searches occurred in 1.3 percent of stops.

Among **consent searches** within each racial/ethnic group, White motorists were searched based on consent in roughly 37 percent of all searches of White motorists (182/494), Black motorists were searched based on consent in roughly 11 percent of all searches of Black motorists, Hispanic motorists were searched based on consent in roughly 23 percent of all searches of Hispanic motorists, and Asian motorists were not searched based on consent in 2025.

Of the searches that occurred in 2025, and as shown in Table 2, **contraband was discovered** in 488 or roughly 49 percent of all searches (488/995 total searches). Among the searches in which contraband was discovered, roughly 71 percent of the time the contraband discovered was drugs (348/488). Finally, as illustrated in Table 2, when contraband was discovered, motorists were arrested roughly 42 percent of the time (203 arrests / 488 contraband discoveries).

Table 2: Search Outcomes by Race/Ethnicity

Search Table	White	Black	Hispanic /Latino	Asian /Pacific Islander	Alaska Native /American Indian	Total
Search Conducted						
Yes	494	341	149	10	1	995
No	11,269	3,461	3,768	739	95	19,332
Reason for Search						
Consent	182	39	35	0	0	256
Contraband in Plain View	20	16	7	2	0	45
Probable Cause	186	229	49	4	1	469
Inventory	70	34	26	2	0	132
Incident to Arrest	36	23	32	2	0	93
Was Contraband Discovered						
Yes	230	193	57	7	1	488
No	264	148	92	3	0	507
Description of Contraband						
Drugs	163	144	34	6	1	348
Weapons	4	5	2	0	0	11
Currency	0	0	0	0	0	0
Alcohol	22	6	10	0	0	38
Stolen Property	3	1	2	0	0	6
Other	38	37	9	1	0	85
Did Discovery of Contraband Result in Arrest?						
Yes	100	72	27	3	1	203
No	130	121	30	4	0	285

Comparative Analysis #4:

Information relating to each complaint filed with the agency alleging that a peace officer employed by the agency has engaged in racial profiling. Texas Code of Criminal Procedure Article 2B.0055(c)(2)

In 2025, internal records indicate that the League City Police Department received 3 complaints alleging that a peace officer employed by the agency engaged in racial profiling. Upon

investigation, all the complaints were unfounded and thus did not result in disciplinary action against the officers.

Additional Analysis:

Statistical analysis of motor vehicle stops relative to the gender population of the agency's reporting area. This analysis is presented in the report based on a December 2020 email sent from TCOLE to law enforcement executives in Texas.

In 2025, 20,327 motor vehicle stops were made by the League City Police Department. Of these stops, 7,553 or roughly 37 percent were female drivers (7,553/20,327), and roughly 63 percent were male drivers (see Table 1).

According to 2024 American Community Survey (ACS) 1-year city and county population estimates of the U.S. Census Bureau, League City was composed of 50.4 percent females and 49.6 percent males. Galveston County ACS estimates indicate that females accounted for 51 percent of the county population and males accounted for 49 percent of the county population. Harris County ACS estimates indicate that females accounted for 50.4 percent of the county population and males accounted for 49.6 percent of the county population.

Overall, in 2025, males were stopped at rates higher than their proportion of the city and county populations.

Additional Information Required to be Reported to TCOLE

Table 3 provides additional information relative to motor vehicle stops in 2025 by the League City Police Department. These data are required to be collected by the League City Police Department under the Texas Code of Criminal Procedure Article 2B.0054.

As previously noted, the League City Police Department received 3 complaints alleging that a peace officer employed by the agency engaged in racial profiling in 2025. Upon investigation, all complaints were unfounded. Furthermore, as previously discussed, of the 20,327 motor vehicle stops in 2025, the officer knew the race/ethnicity of the motorist prior to the stop in 3.4% of the stops (699/20,327).

Table 3: Additional Information

Additional Information	Total
Was Race/Ethnicity Known Prior to Stop	
Yes	699
No	19,628
Approximate Location of Stop	
City Street	13,041
US Highway	2,419
County Road	1,706
State Highway	2,459
Private Property/Other	702
Number of Complaints of Racial Profiling	
Resulted in Disciplinary Action	0
Did Not Result in Disciplinary Action	3

Analysis of Racial Profiling Compliance by League City Police Department

The foregoing analysis shows that the League City Police Department is fully in compliance with all relevant Texas laws concerning racial profiling, including the existence of a formal policy prohibiting racial profiling by its officers, officer training and educational programs, a formalized complaint process, and the collection of data in compliance with the law.

In addition to providing summary reports and analysis of the data collected by the League City Police Department in 2025, this report also included an extensive presentation of some of the limitations involved in the level of data collection currently required by law and the methodological problems associated with analyzing such data for the League City Police Department as well as police agencies across Texas.

Appendix A
Racial Profiling Statutes and Laws

TEXAS CODE OF CRIMINAL PROCEDURE
CHAPTER 2B. LAW ENFORCEMENT INTERACTIONS WITH PUBLIC

SUBCHAPTER A. GENERAL PROVISIONS

Art. 2B.0001. DEFINITIONS. In this chapter:

- (1) "Commission" means the Texas Commission on Law Enforcement.
- (2) "Department" means the Department of Public Safety of the State of Texas.

Added by Acts 2023, 88th Leg., R.S., Ch. 765 (H.B. 4504), Sec. 1.001, eff. January 1, 2025.

SUBCHAPTER B. RACIAL PROFILING; MOTOR VEHICLE STOPS

Art. 2B.0051. DEFINITIONS. In this subchapter:

- (1) "Bodily injury" has the meaning assigned by Section 1.07, Penal Code.
- (2) "Motor vehicle stop" means an occasion in which a peace officer stops a motor vehicle for an alleged violation of a law or ordinance.
- (3) "Race or ethnicity" means the following categories:
 - (A) Alaska native or American Indian;
 - (B) Asian or Pacific Islander;
 - (C) black;
 - (D) Hispanic or Latino; and
 - (E) white.
- (4) "Racial profiling" means 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.

Added by Acts 2023, 88th Leg., R.S., Ch. 765 (H.B. 4504), Sec. 1.001, eff. January 1, 2025.

Art. 2B.0052. RACIAL PROFILING PROHIBITED. A peace officer may not engage in racial profiling.

Added by Acts 2023, 88th Leg., R.S., Ch. 765 (H.B. 4504), Sec. 1.001, eff. January 1, 2025.

Art. 2B.0053. LAW ENFORCEMENT POLICY ON RACIAL PROFILING.

(a) In this article, "law enforcement agency" means an agency of this state, or of a county, municipality, or other political subdivision of this state, that employs peace officers who make motor vehicle stops in the routine performance of the officers'

official duties.

(b) Each law enforcement agency shall adopt a detailed written policy on racial profiling. The policy must:

- (1) clearly define acts constituting racial profiling;
- (2) strictly prohibit peace officers employed by the agency from engaging in racial profiling;
- (3) implement a process by which an individual may file a complaint with the agency if the individual believes that a peace officer employed by the agency has engaged in racial profiling with respect to the individual;
- (4) provide public education relating to the agency's compliment and complaint process, including providing the telephone number, mailing address, and e-mail address to make a compliment or complaint with respect to each ticket, citation, or warning issued by a peace officer;
- (5) require the agency employing a peace officer to take appropriate corrective action against the peace officer after an investigation shows that the peace officer has engaged in racial profiling in violation of the agency's policy adopted under this article;
- (6) require collection of information relating to motor vehicle stops in which a ticket, citation, or warning 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; and
 - (F) the reason for the stop; and
- (7) require 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; 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 this state.

(c) On the commencement of an investigation by a law enforcement agency of a complaint described by Subsection (b) (3) in which there is a video or audio recording of the occurrence that is the basis for the complaint, the agency shall promptly

provide a copy of the recording to the peace officer who is the subject of the complaint on written request by the officer for a copy of the recording.

(d) A law enforcement agency shall review the data collected under Subsection (b)(6) to identify any improvements the agency could make in the agency's practices and policies regarding motor vehicle stops.

(e) A report required under Subsection (b)(7) may not include identifying information about a peace officer who makes a motor vehicle stop or about an individual who is stopped or arrested by a peace officer. This subsection does not affect the collection of information required by a policy under Subsection (b)(6).

(f) The commission shall begin disciplinary procedures against the chief administrator of a law enforcement agency if the commission finds that the chief administrator intentionally failed to submit a report required under Subsection (b)(7).

Added by Acts 2023, 88th Leg., R.S., Ch. 765 (H.B. 4504), Sec. 1.001, eff. January 1, 2025.

Art. 2B.0054. REPORTS REQUIRED FOR MOTOR VEHICLE STOPS. (a) A peace officer who makes a motor vehicle stop shall report to the law enforcement agency that employs the officer information relating to the stop, including:

(1) a physical description of any individual operating the motor vehicle who is detained as a result of the stop, including:

(A) the individual's gender; and

(B) the individual's race or ethnicity, as stated by the individual or, if the individual does not state the individual's race or ethnicity, as determined by the officer to the best of the officer's ability;

(2) the initial reason for the stop;

(3) whether the officer conducted a search as a result of the stop and, if so:

(A) whether the individual detained consented to the search;

(B) the reason for the search, including whether:

(i) any contraband or other evidence was in plain view;

(ii) any probable cause or reasonable suspicion

stops, within the applicable jurisdiction, of:

(i) individuals recognized as members of racial or ethnic minority groups; and

(ii) individuals not recognized as members of racial or ethnic minority groups;

(B) examine the disposition of motor vehicle stops made by officers employed by the agency, categorized according to the race or ethnicity of the individuals affected, as appropriate, including any searches resulting from stops within the applicable jurisdiction; and

(C) evaluate and compare the number of searches resulting from motor vehicle stops within the applicable jurisdiction and whether contraband or other evidence was discovered during those searches; and

(2) information relating to each complaint filed with the agency alleging that a peace officer employed by the agency has engaged in racial profiling.

(d) A report required under Subsection (b) may not include identifying information about a peace officer who makes a motor vehicle stop or about an individual who is stopped or arrested by a peace officer. This subsection does not affect the reporting of information required under Article 2B.0054(a)(1).

(e) The commission, in accordance with Section 1701.162, Occupations Code, shall develop guidelines for compiling and reporting information as required by this article.

(f) The commission shall begin disciplinary procedures against the chief administrator of a law enforcement agency if the commission finds that the chief administrator intentionally failed to submit a report required under Subsection (b).

Added by Acts 2023, 88th Leg., R.S., Ch. 765 (H.B. 4504), Sec. 1.001, eff. January 1, 2025.

Art. 2B.0056. PRIMA FACIE EVIDENCE. The data collected as a result of the reporting requirements of Articles 2B.0053 and 2B.0055 does not constitute prima facie evidence of racial profiling.

Added by Acts 2023, 88th Leg., R.S., Ch. 765 (H.B. 4504), Sec. 1.001, eff. January 1, 2025.

Art. 2B.0057. LIABILITY. A peace officer is not liable for damages arising from an act relating to the collection or reporting of information as required by Article 2B.0054 or under a policy adopted under Article 2B.0053.

Added by Acts 2023, 88th Leg., R.S., Ch. 765 (H.B. 4504), Sec. 1.001, eff. January 1, 2025.

Art. 2B.0058. CIVIL PENALTY. (a) If the chief administrator of a local law enforcement agency intentionally fails to submit the incident-based data required by Article 2B.0055, the agency is liable to the state for a civil penalty in an amount not to exceed \$5,000 for each violation. The attorney general may sue to collect a civil penalty under this subsection.

(b) From money appropriated to the agency for the administration of the agency, the executive director of a state law enforcement agency that intentionally fails to submit the incident-based data required by Article 2B.0055 shall remit to the comptroller the amount of \$1,000 for each violation.

(c) Money collected under this article shall be deposited in the state treasury to the credit of the general revenue fund.

Added by Acts 2023, 88th Leg., R.S., Ch. 765 (H.B. 4504), Sec. 1.001, eff. January 1, 2025.

Art. 2B.0059. RULES. The department may adopt rules to implement Articles 2B.0052, 2B.0053, 2B.0054, 2B.0055, 2B.0056, and 2B.0057.

Added by Acts 2023, 88th Leg., R.S., Ch. 765 (H.B. 4504), Sec. 1.001, eff. January 1, 2025.

Appendix B

League City Police Department Bias Based Policing Policy

League City Police Department



GENERAL ORDER

Reference Number: 616.00

Subject: Racial Profiling

Effective Date: 06/01/2008

Revision Date:

This Order consists of the following numbered sections:

- 616.01 PURPOSE
- 616.02 DEFINITIONS
- 616.03 POLICY
- 616.04 TRAINING
- 616.05 COMPLAINT INVESTIGATION
- 616.06 PUBLIC EDUCATION
- 616.07 USE OF VIDEO AND AUDIO EQUIPMENT
- 616.08 CITATION DATA COLLECTION AND REPORTING FOR OFFICERS UTILIZING VIDEO AND AUDIO EQUIPMENT
- 616.09 COLLECTION AND REPORTING INFORMATION GATHERED FROM TRAFFIC AND PEDESTRIAN STOPS FOR OFFICERS NOT UTILIZING VIDEO AND AUDIO EQUIPMENT
- 616.10 EFFECTIVE DATE

616.01 PURPOSE

The purpose of this Order is as follows:

- A. To reaffirm the League City Police Department's commitment to unbiased policing in all its encounters between an officer and any person;
- B. To reinforce procedures that serve to ensure public confidence and mutual trust by providing services in a fair and equitable fashion; and
- C. To protect our officers from unwarranted accusations of misconduct when they act within the dictates of departmental policy and the law.

616.02 DEFINITIONS

- A. "**Racial profiling**," as used in this policy, means 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. Racial profiling pertains to persons who are viewed as suspects or potential suspects of criminal behavior. The term is not relevant with reference to witnesses, complainants or other citizen contacts.
 - 2. The prohibition against racial profiling set forth by this policy does not preclude the use of race, ethnicity or national origin as factors in a detention decision. Race, ethnicity or national origin may be legitimate factors in a detention decision when used as part of an actual description of a specific suspect for whom an officer is searching. Detaining an individual and conducting an inquiry into that person's activities, simply because of that individual's race, ethnicity or national origin, constitutes racial profiling and is prohibited. Examples of racial profiling include, but are not limited to, the following:

- a. Citing a driver who is speeding in a stream of traffic where most other drivers are speeding, because of the cited 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 upon 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.
3. A law enforcement agency can arrive at the following two principles from the adoption of this definition of racial profiling:
- a. Law enforcement officers may not use racial or ethnic stereotypes as factors in selecting whom to stop and search, while police may use race in conjunction with other known factors of the suspect.
 - b. Racial profiling is not relevant as it pertains to witnesses, complainants or other citizens.
 - 1) "**Race or ethnicity**" means of a particular decent, including Caucasian, African, Hispanic, Asian, or Native American.
 - 2) "**Pedestrian stop**" means an interaction between a law enforcement officer and an individual who is being detained for the purpose of a criminal investigation in which the individual is not under arrest.
 - 3) "**Traffic stop**" means a stop of a motor vehicle, by a law enforcement officer, for an alleged violation of a law or ordinance regulating traffic.

616.03 POLICY

- A. It is the policy of the Department to police in a proactive manner and to aggressively investigate suspected violations of law. Officers shall actively enforce state and federal laws in a responsible and professional manner, without regard to race, ethnicity or national origin. Officers are strictly prohibited from engaging in racial profiling, as defined in this policy. This policy shall apply to all persons, whether drivers or passengers in a motor vehicle an officer has stopped, or pedestrians.
- B. Officers shall conduct themselves in a dignified and respectful manner at all times when dealing with the public. Two of the fundamental rights guaranteed by both the United States and Texas constitutions are equal protection under the law and freedom from unreasonable searches and seizures by government agents. The right of all persons to be treated equally and to be free from unreasonable searches and seizures must be respected. Racial profiling is an unacceptable patrol tactic and will not be condoned.
- C. This policy shall not preclude officers from offering assistance, such as upon observing a substance leaking from a vehicle, a flat tire, or someone who appears to be ill, lost or confused. This policy is also not intended to prohibit an officer from stopping a person suspected of a crime, when that stop is based upon observed actions and/or information received about the person.

616.04 TRAINING

- A. All officers shall complete a required TCOLE training and education program on racial profiling not later than the second anniversary of the date the officer is licensed under Chapter 1701 of the Texas Occupations Code or the date the officer applies for an intermediate proficiency certificate, whichever date is earlier. A person who, on September 1, 2001, held a TCOLE intermediate proficiency certificate, or who had held a peace officer license issued by TCOLE for at least two years, shall complete a TCOLE training and education program on racial profiling not later than September 1, 2003.

- B. The Chief of Police, as part of the initial training and continued education for such appointment, will be required to attend the LEMIT program on racial profiling.
- C. If the Chief of the Department was appointed to that position prior to September 1, 2001, then by September 1, 2003, the Chief shall be required to complete the racial profiling program established under Section 96.641(j) of the Texas Education Code.

616.05 COMPLAINT INVESTIGATION

- A. The Department shall accept complaints from any person who believes he/she has been stopped or searched based on racial, ethnic or national origin profiling. No person shall be discouraged, intimidated or coerced from filing a complaint, nor discriminated against because he/she filed such a complaint.
- B. Any employee who receives an allegation of racial profiling, including the officer who initiated the stop, shall record the complainant's name, address and telephone number, and immediately forward that information to the Office of Professional Standards and direct the individual(s) to contact Office of Professional Standards supervisor between the hours of 8:00 a.m. and 4:00 p.m., Monday through Friday. Any employee contacted shall also, if possible, provide to the complainant a "citizen complaint pamphlet" describing the procedures for filing a citizen complaint with the Department. Copies of the citizen complaint pamphlets shall also be maintained and made available in the Telecommunications Center.
- C. Investigation of a citizen complaint shall be conducted in a timely manner in accordance with the Department's discipline guide and policies. All complainants shall be provided with written notification of the disposition of their complaints within a reasonable period of time.
- D. If a racial profiling complaint is sustained against an officer, appropriate corrective and/or disciplinary action will be taken in accordance with the Department's discipline guide.
- E. If there is a departmental video or audio recording of the events upon which a complaint of racial profiling is based, upon commencement of an investigation by the Department into the complaint and written request of the officer made the subject of the complaint, the Department shall promptly provide a copy of the recording to that officer.

616.06 PUBLIC EDUCATION

The Department will inform the public of its policy against racial profiling and the citizen complaint process. Methods that may be utilized to inform the public include the area newspapers, electronic news media (TV and radio), service or civic presentations, the Internet, and city council meetings. Additionally, information will be made available, as deemed appropriate, in languages other than English.

616.07 USE OF VIDEO AND AUDIO EQUIPMENT

- A. Any time an officer of the Department makes a traffic or pedestrian stop, which is capable of being recorded with audio-video equipment (*i.e.*, a video camera) or with audio recording equipment (recording sound only) (collectively "electronic recordings"), the stop shall be so recorded. If an officer makes any electronic recordings of a traffic or pedestrian stop, which results in the issuance of a citation or an arrest, the officer shall properly record and report all of the information required by section 617.08(A) of this policy.
- B. The Department shall retain all videotapes and audiotapes of each traffic and pedestrian stop for at least 90 days after the date of the stop. If a complaint is filed with the Department, alleging that an officer has engaged in racial profiling with respect to a traffic or pedestrian stop, then the Department shall retain any electronic recordings of the stop until the final disposition of the complaint.

- C. Supervisors shall ensure that officers of the Department are making electronic recordings of their traffic and pedestrian stops. Watch Commanders shall review at least five (5) videotaped traffic or pedestrian contacts, performed by each officer assigned to his platoon, on a monthly basis.
- D. If the police vehicle is not fitted with equipment to make any electronic recordings of traffic or pedestrian stops, or the equipment is malfunctioning or otherwise not operable at the time of a stop, then the officer making the stop shall make a written record of the stop and report all of the information required by section 617.09(A) of this policy.

616.08 CITATION DATA COLLECTION AND REPORTING FOR OFFICERS UTILIZING VIDEO AND AUDIO EQUIPMENT

- A. An officer is required to collect information relating to traffic stops in which a citation is issued or an arrest results from the stop. On the citation or other designated form, officers must include the following information:
 - 1. The violator's race or ethnicity;
 - 2. Whether a search was conducted;
 - 3. Whether the search was consensual; and
 - 4. Whether the stop for this cited violation or any other violation resulted in an arrest.
- B. By March 1 of each year, the Department shall submit a report to the mayor and city council that includes information gathered from the citations during the preceding calendar year. The report shall include the following:
 - 1. A breakdown of citations by race or ethnicity of the person cited;
 - 2. The number of citations that resulted in a search;
 - 3. The number of searches that were consensual; and
 - 4. The number of citations that resulted in custodial arrest for the cited violation or any other violation.

616.09 COLLECTION AND REPORTING INFORMATION GATHERED FROM TRAFFIC AND PEDESTRIAN STOPS FOR OFFICERS NOT UTILIZING VIDEO AND AUDIO EQUIPMENT.

- A. If an officer stops a motor vehicle for an alleged violation of a law or ordinance regulating traffic, or stops a pedestrian for any suspected offense, but fails to make any electronic recordings of the stop, then the officer shall record and report the following information on the form designated by the Department:
 - 1. A physical description of each person detained as a result of the traffic stop, including:
 - a. The person's gender;
 - b. The person's race or ethnicity, as stated by the person or as determined by the officer to the best of his/her ability;
 - c. The street address or approximate location of the stop;
 - d. The suspected offense or traffic law or ordinance alleged to have been violated;
 - e. Whether the officer conducted a search as a result of the stop and, if so, whether the person detained consented to the search;
 - f. Whether probable cause existed to search and, if so, all facts supporting the existence of that probable cause;
 - g. Whether any contraband was discovered in the course of the search and, if so, the type of the contraband discovered;
 - h. Whether the officer made an arrest as a result of the stop and/or search and, if so, a statement of the offense charged; and

- i. Whether the officer issued a warning or a citation as a result of the stop and, if so, a statement of the offense charged.
- B. The Department shall compile and analyze the information contained in these individual reports. Not later than March 1 of each year, the Department shall submit a report to the mayor and city council containing the information compiled from the preceding calendar year in a manner they approve. Such reports shall include the following:
1. A comparative analysis of the information contained in the individual reports, sufficient to:
 - a. Determine the prevalence of racial profiling by officers in the Department; and
 - b. Examine the disposition of traffic and pedestrian stops made by the Department's officers, including searches resulting from stops.
 2. Information relating to each complaint filed with the Department alleging racial profiling.
 - a. These reports shall not include identifying information about a police officer who makes a stop or about an individual who is stopped or arrested by a police officer.

616.09 EFFECTIVE DATE

This Order is effective June 1, 2008.



Chief Gary Ratliff

Distribution: Master File
 Server File All Personnel

Complaint Process: Informing the Public and Addressing Allegations of Racial Profiling Practices

Informing the Public on the Process of Filing a Racial Profiling Complaint with the League City Police Department

Since January 1, 2002, the League City Police Department, in accordance to The Texas Racial Profiling law, launched an educational campaign aimed at informing the public on issues relevant to the complaint process. The police department made available a form based website with information relevant to filing a complaint on a racial profiling violation by a League City police officer.

The League City Police Department included language, in its current complaint process, pertaining to the manner in which citizens can file a complaint as a consequence of a racial profiling incident. It is believed that through these efforts, the community has been properly informed of the new policies and the complaint processes relevant to racial profiling.

Create an Account - Increase your productivity, customize your experience, and engage in information you care about.

YOUR GOVERNMENT OUR COMMUNITY DOING BUSINESS HOW DO I.?.? VISIT LEAGUE CITY

The Complaint Process

Texas State Law ([Government Code 614.022](#)) requires that all complaints against police officers be in writing and signed by the person making the complaint. Just as citizens who are arrested must be notified of the charges against them, police officers must be given copies of complaints before any disciplinary action may be taken. The person who claims to be aggrieved must make the complaint; other persons may give statements as witnesses.

Please note: Traffic ticket issues or differences of opinion between officers and citizens over the issuance of the traffic ticket will not be investigated unless there is a specific allegation of misconduct against members of the Department.

Complaints are classified by the type of complaint (Service or Personnel) and scope of complaint (Major or Minor). Service complaints are about the service or lack of service received from the Department. Generally, they are not directed towards a specific employee. Personnel complaints are about a specific employee's performance or actions.

Personnel complaints are further classified as either Major or Minor by the Office of Professional Standards. Minor complaints are handled by the employee's immediate supervisor. Major complaints are investigated by the Office of Professional Standards with assistance from the Criminal Investigation Division if the complaint is criminal in nature.

Complaint Form

Complaints are made by filling out a [Complaint Form \(PDF\)](#). If the form does not appear, right click blue "Complaint Form", download and then open the download. Both forms must be printed, completed, and returned in person to the League City Police Department. The complaint will be given to the OPS for review and investigation. Most complaints are investigated and resolved within 14 business days. Extensions may be granted for extenuating circumstances. Complainants can expect to be advised on the outcome of the investigation in writing within 45 days of receipt of the complaint.

Sustained Complaints

Actions against an employee for sustained misconduct may range from counseling or retraining to suspension or termination. Consideration is given to the seriousness of the misconduct and the employee's historical performance within the Department.

Unfounded Complaints

Complaints must be supported by sufficient evidence. If there is not sufficient evidence to sustain the complaint, the officer is notified and continues on duty.

Appeals

Just as citizens charged with criminal offenses can appeal a court's decision, police officers are afforded the right to appeal the actions taken against them. The City of League City has established procedures for employees to file their appeals.

False Complaints

People who intentionally make false complaints or allegations violate Chapter 37 of the Texas Penal Code. Texas law provides punishment for an individual who makes a False Report to a Peace Officer that is material to a criminal investigation. The League City Police Department provides this information to avoid retaliation against police officers or department staff.

Racial Profiling Training

Racial Profiling Training

Since 2002, all League City police officers were instructed, as specified in H.B. 3389, to adhere to all Texas Commission on Law Enforcement (TCOLE) training and the Law Enforcement Management Institute of Texas (LEMIT) requirements. To date, all sworn officers of the League City Police Department have completed the TCOLE basic training. The main outline used to train the officers of League City Police Department has been included in this report.

It is important to recognize that the Chief of the League City Police Department has also met the training requirements, as specified by the Texas Racial Profiling Law, in the completion of the LEMIT program on racial profiling. The satisfactory completion of the racial profiling training by the sworn personnel of the League City Police Department fulfills the training requirement as specified in the Education Code (96.641) of the Texas Racial Profiling Law.

RACIAL PROFILING

Introduction

Welcome

Welcome to Racial Profiling! This course is designed to enhance your ability to perform your role in your policing efforts so that you are able to consider key issues pertaining to racial profiling.

Course Instructions

This course provides instruction in a linear format, including evaluation and knowledge checks. Please read each page and review the corresponding materials thoroughly.

The course consists of the following components:

- Course Instructions
- Course Sections
- Knowledge-Check Quizzes
- Course Summary
- Final Exam

Please note that the Knowledge-Check Quizzes which appear after each section will not be graded. The Final Exam section of the course will be graded. If you do not pass the final exam, you are allowed to retake the exam two additional times. Also, keep in mind that your progress through the course is tracked and if you log out, you will be able to log in at a later date and continue the course from where you left off.

Once you have started a course, courses in progress are listed in My Dashboard of your account.

Course Overview



This one hour course introduces key considerations regarding racial profiling including the practice of using race or ethnicity as a basis for law enforcement investigative procedures. Racial profiling impacts policy, liability, and the success of community policing efforts. This course is designed to help law enforcement officers understand the impact of racial profiling and utilize best practices in the context of constitutional rights and current race relations in the United States.

Learning Objectives

At the end of this lesson, the learner will be able to:

- Identify the issues related to racial profiling, law enforcement and police effectiveness
- Recognize the differences between racial profiling and reasonable suspicion
- Explore key legal issues for law enforcement regarding racial profiling
- Ascertain best practices for traffic stops and field interviews which stop racial profiling and reduce civil liability



Course Content

Lesson 1: Racial Profiling and Law Enforcement

RACIAL PROFILING AND LAW ENFORCEMENT

Race is an important topic for law enforcement, especially in our current cultural context. Consideration of race issues in law enforcement is an ongoing conversation, which challenges us to consider numerous issues which can impact relationships between police and community members.

When an officer stops an individual simply because of perceived race, ethnicity, origin, or religion, it violates the U.S. Constitutional promise of equal protection under the law without unreasonable search and seizure as protected by the Fourth and Fourteenth Amendments. In this lesson, you will review important information about race relations in the United States relevant to current laws and policing practices.

Reflecting on Change

No matter what your political perspective, consider the changes that have happened in the United States over 229 years since our Constitution was ratified. On Tuesday, November 4th, 2008, American voters chose Barack Obama as the 44th president of the United States. Through the power of their votes, Americans had once again brought about a peaceful transfer of government without the upheaval and unrest that often accompanies changes in power in other parts of the world. Nevertheless, the election of 2008 did mark a revolutionary change because something occurred that had never taken place in all the years of our nation's history.

For the first time, US voters chose an African-American to be their president. Members of the press, members on both sides of Congress, as well as average Americans on the street considered the election a pivotal moment in the history of race relations in our country. Older Americans who had grown up witnessing segregation were now bearing witness along with the rest of the world to an extraordinary event.



Race is an Issue



As historic as this event was, it was also evidence of something that can be uncomfortable to talk about. In the United States race remains a volatile issue. While the election of an African-American president was exciting news and marked a significant cultural change, it doesn't reduce the importance of racial profiling.

Despite major changes since the founding of our country, minority citizens still face unique challenges, despite being given equal protection under the Constitution. From educational access to job opportunities and many other issues, race matters and impacts society in the United States, creating important considerations for law enforcement.

A Brief History of Race Relations in the United States (Part 1)



While race remains an issue, the United States is much different from what it was 50 years ago, particularly in certain areas of the country. Even leading into the 1960s, when the Civil Rights Act of 1964 and the Fair Housing Act of 1968 helped usher in an era of greater equality in terms of housing and education for African-Americans, discriminatory practices based on a person's race were often the rule rather than the exception.

For example, in 1954, the United States Supreme Court ruled in *Brown v. Board of Education of Topeka, Kansas* that the education of black children in separate public schools from their white counterparts was unconstitutional. Despite that ruling, it required the intervention of President Dwight Eisenhower and the Arkansas National Guard for nine African

American students to attend Central High in Little Rock, Arkansas.

A Brief History of Race Relations in the United States (Part 2)



On December 1, 1955, an African-American woman named Rosa Parks refused to give up her seat on a public bus to make room for a white passenger. She was arrested, tried, and convicted for disorderly conduct and violating a local ordinance. In response, 50 African-American leaders gathered and organized the Montgomery Bus Boycott to protest the segregation of blacks and whites on public buses. With the support of 40,000 African-American citizens in Montgomery, the boycott led to a civil suit which went all the way to the Supreme Court which ruled that segregation on public transportation was against the law. The boycott lasted 381 days until the local ordinance segregating African-Americans and whites on public buses was lifted.

A Brief History of Race Relations in the United States (Part 3)



Other important cases leading up to the passage of the Civil Rights Act in 1964 also addressed discriminatory practices towards African-Americans and highlight how tense race relations have been throughout our history.

On February 1, 1960, four students, Ezell A. Blair Jr., David Richmond, Joseph McNeil, and Franklin McCain, all students from North Carolina Agricultural and Technical College, sat down at the segregated lunch counter at a Woolworth's store in Greensboro, North Carolina to protest Woolworth's policy of excluding African-Americans from dining in their store. These protests inspired other restaurant sit-ins in Richmond, Virginia; Nashville, Tennessee; Atlanta, Georgia and other cities across the south. In many instances, local authority figures used brute force to escort demonstrators from the lunch facilities.

In 1962, James Meredith won a lawsuit that allowed him admission to the University of Mississippi. He attempted to enter campus on September 20, on September 25, and again on September 26. Each time he was blocked by Mississippi Governor Ross R. Barnett who proclaimed, "No school will be integrated in Mississippi while I am your Governor." Barnett was later held in criminal contempt of the US Supreme Court. Violent student protests attempted to prevent Meredith from attending and President John F. Kennedy ordered the Mississippi National Guard and federal troops to stabilize the area allowing Meredith to enroll, making history.

Events Impacting Race Relations (Part 1)

Though the civil rights struggles of the 1960s took place half a century ago, the United States continues to be challenged by racial tension.

The events of September 11th, 2001 changed our country dramatically in a number of ways. As the identities of the terrorists became known to the public, as well as their connection with Al Qaeda, the terrorist organization led by Osama Bin Laden. Young males of Arab or Middle Eastern descent found themselves objects of mistrust by a large segment of the American public and under watchful scrutiny by both local and federal authorities.

This time period illustrated how fear can influence people to make judgments based on stereotypes. For example, according to the Department of Justice Civil Rights Division, many men of the Sikh religion, who traditionally wear turbans on their heads, were subjected to similar treatment, despite the fact that they were neither Arab, Middle Eastern, or followers of Islam, but Indian in descent. Judged only for their appearance, they experienced discrimination even though they had nothing in common with the 9/11 terrorists. This part of history highlights how cultural intelligence and awareness is very important as it helps build trust within communities.



Events Impacting Race Relations (Part 2)

Racial conflicts, particularly where law enforcement is involved, make headlines. News helicopters and private citizens with video cameras have, over the years, captured scenes of law enforcement officers using excessive force during situations involving minority suspects, one of the most notable being the Rodney King case of 1991.

In recent years, stops and searches in minority communities have also developed an unfavorable perception after the highly-publicized shootings of minority individuals by law enforcement officers, leading to protests which have also brought the topic to the forefront of police and citizens. According to Doug Wyllie from PoliceOne, events like the 2014 fatal shooting of African-American Michael Brown in Ferguson, Missouri, as well as police ambush attacks in Dallas and Baton Rouge, have impacted police officer perceptions as well, leaving many with the feeling that they are under attack



Issues of Race in Law Enforcement

This brings our attention to the basis for this course: racial profiling. Before we can begin a discussion on racial profiling, it's important that we define it. For purposes of this course, racial profiling is a "discriminatory practice targeting individuals for suspicion of a crime based on the individual's race, ethnicity, religion or national origin." This is not to be confused with criminal profiling, a distinction which we will address later in the course.

When an officer stops an individual simply because of perceived race, gender, origin, or religion, it violates the U.S. Constitutional promise of equal protection under the law without unreasonable search and seizure as protected by the Fourth and Fourteenth Amendments. This is not only harassment for the individual, but it is also a liability for officers, who are subject to civil and criminal actions in state and federal courts. As you will explore in this course, police procedures during traffic stops and field interviews can reduce tension and improve trust among citizens.



Lesson 1 Summary



As we have seen, race is an important topic in the United States for law enforcement. Our country has a history of civil rights laws protecting individuals from discrimination. Public perception of race and police action can impact relationships between police and community members. Officers cannot stop an individual simply because of perceived race, ethnicity, origin, or religion due to constitutional protections. As we will discuss, race relations in the United States is relevant to policing practices which can reduce tension and improve trust within communities.

Course Content

Lesson 2: Racial Profiling and the Law



In order to best approach policing in the United States, it's essential for all law enforcement officers to fully understand the legal basis for the prohibition of racial profiling. In this lesson, we will consider how race is defined in the United States, definitions of racial profiling, and major Supreme Court cases informing policing practices and policies.

Racial Definitions

According to the United States Census Bureau, "an individual's response to the race question is

based upon self-identification" with socially recognized categories such as Black, White, Asian, Pacific Islander, and Hispanic. However, these categories are not based on "biology, anthropology or genetics." Furthermore, individuals can indicate more than one race to reflect heritage or write in their identity in a space provided.

Ethnicity is the best term to describe people of a specific culture based on geographic origin, language, religion or customs. It's important to remember that visible differences between individuals alone do not reveal ethnicity. Furthermore, it is also possible for people to have heritage from one ethnicity but practice a lifestyle which could be entirely different from those traditionally associated with that ethnic group. These are some of the reasons that cultural stereotypes are problematic, especially if they are negative.



Definition of Racial Profiling



The Maryland Police and Correctional Training Commissions defines racial profiling as "any police street or traffic stop, based solely on racial or ethnic stereotypes that has the end results of treating minorities significantly differently from non-minority citizens," describing it as a "volatile issue [that] can effectively polarize police agencies and the communities they serve."

In 2001, President George W. Bush issued further Federal guidelines prohibiting racial profiling specifically prohibiting the stereotyping of certain races for having a greater propensity to commit crimes. This mandate requires routine patrols to be carried out without consideration of race or ethnicity and permits the use of race in federal investigations only when it is thoroughly credible regarding identified criminal activity.

According to the 2003 Department of Justice Fact Sheet on Racial Profiling, "racial profiling sends the dehumanizing message to our citizens that they are judged by the color of their skin and harms the criminal justice system by eviscerating the trust that is necessary to effectively protect our communities." Even after the terrorist attacks on September 11, 2001, the Justice Department policy limits or restricts federal law enforcement to the limits of the US Constitution.

US Court Findings on Racial Profiling

To understand how the constitutional laws play a role in police work, it is important to look at key decisions impacting law enforcement on this topic. There are two primary US Supreme Court cases that are most relevant to the prohibition of racial profiling.

The first is US Supreme Court case *Whren v. the United States* 517 U.S. 806, 116 S. Ct. 1769 (1996) which found that police can stop a vehicle with probable cause believing a traffic violation has occurred; in this situation that stop is constitutional. However, if the stop was based on "selective enforcement" based on race or ethnicity, the stop could be challenged in a court of law based on the equal protection clause of the 14th Amendment.

Another significant case, *Terry v. Ohio* 392 U.S. 1, 99 S. Ct. 1868 (1968), established police discretion in many stop or frisk cases, but held that individuals could be stopped and investigated briefly without probable cause for an arrest only if the officer had reasonable suspicion "defined as articulable facts that would lead a reasonable officer to conclude that criminal activity" is taking place.



These are only two important court cases relevant to the investigating and searching of U.S. citizens among many. In every case, local police officers must consider not only their police discretion and probable cause, they must also consider the local laws, ordinances, their agency policies, procedures and numerous other considerations.

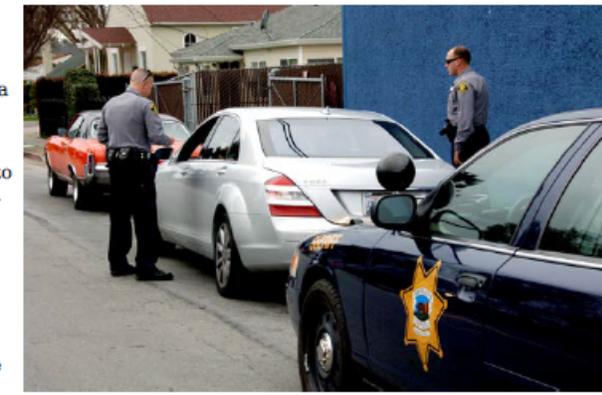
Policies Informed by the Law

Ultimately, racial profiling is not an acceptable practice in current law enforcement, despite prior police practices. Federal, state, and municipal policies prohibit the targeting of a person or a group solely based on their race, gender or background.

Law enforcement departments are frequently required by law to provide training on racial profiling to officers and police chiefs. In addition, each department will have their own process for addressing complaints, corrective action, collection of traffic stop statistics and annual reporting on racial profiling.

Across the country, departmental policies will reflect US Supreme Court findings reflecting that when law enforcement acts, it must be due to a violation of a law. According to the Maryland Police and Correctional Training Commission, police officers can only act "based on what people do, not what they look like".

Lesson 2 Summary



As you can see, no matter what a person's race or ethnicity, the United States protects them from being targeted by law enforcement based on their appearance or origin. Cases involving investigation and search of citizens based on race or appearance alone have been litigated at the Supreme Court level, informing federal, state, and local law enforcement policies. Police cannot act solely based on the race, ethnicity, origin, or religion of an individual in traffic stops and field interviews. Racial profiling is patently unacceptable and an unjust and unfair application of the law.

In summary, policing in the United States occurs in the context of the US Constitution and the legal limits on racial profiling. Race is connected to ethnicity, but it is not acceptable as a basis for stereotypes about appearance and behavior of individuals. Police practices and policies are focused on behaviors, not appearance.

Course Content

Lesson 3: Problems Created by Racial Profiling

PROBLEMS CREATED BY RACIAL PROFILING

As often cited in national and local news coverage, many minority Americans feel they are unfairly and unjustly seen as criminal suspects. Though media and public perceptions are one part of the story, law enforcement agencies also identify problems with the practice of racial profiling.

The Texas Commission on Law Enforcement describes racial profiling as “self-fulfilling bad logic” and highlights how “a racially based stop today can throw suspicion on tomorrow’s legitimate stop”. In this lesson we will consider problems created by racial profiling affecting police effectiveness and community perception.

Logical Arguments Against Racial Profiling

Traffic stops can be based on observations of criminal behavior and reasonable suspicion, but it must not be based on cultural stereotyping or racism. Consider one situation where racial profiling is an issue within drug interdiction efforts, where police are looking for drug couriers. The practice of racial profiling reinforces stereotypes that drug distribution and sales are predominantly committed by minorities.

One of the logical problems with looking specifically for minorities is that although you will find minority criminals, you will miss all the others. If you concentrate on traffic stops in minority communities, for example, you will unfairly target minority individuals.

Another problem is that if you are actively targeting minority individuals, your statistics will seem to match your profile. In other words, minority individuals will become disproportionately caught in criminal activities, which reinforces your initial stereotype. This is known as a “self-fulfilling prophecy” or confirmation bias, which is an error in logic.

According to the Maryland Police and Correctional Training Commission, when you employ stereotypes against minorities, the problem then becomes that you have not only targeted criminals, but you have actively targeted innocent minority individuals, based entirely on their race or background, forcing them to be “arbitrarily stopped, detained questioned, and humiliated by this practice.”

Though racial profiling may result in criminal arrests, it’s important to realize this is because there can be criminals in any group of people. Furthermore, the practice can breed distrust and anger toward law enforcement not only from minorities but also from the general public.



Community Impact of Racial Profiling

Law professor David Harris documented research on the prevalence of racial profiling in his 1999 ALCU report titled “Driving While Black: Racial Profiling on Our Nation’s Highways” highlighting both federal and academic research studies demonstrating that the color of a person’s skin does put them more at risk for search and seizure without probable cause. This perceived police practice has been called “DWB” or “Driving While Black” or “Driving While Brown.”

Americans who are stopped without cause can not only have their rights violated, they can also be humiliated and terrified, unsure of how to respond. The experience of minorities stopped for “DWB” is so widely known, Harris explains, minority parents explain the concern to their children. In general, “DWB” creates fear and doubt within the community about the ability of the police to protect their safety.

Essentially, there are significant social costs to racial profiling, including a loss of trust and confidence in the criminal justice system.

According to the United States Office of Justice Programs National Institute of Justice, “research verifies that people of color are more often stopped than whites.” Reasons for this disparity have also been researched. For example, minority drivers may use thoroughfares through neighborhoods with a different ethnic background, which would cause them to be unfairly targeted. Minority drivers could also be exposed more frequently to police if there are more police patrols in their community, due to the fact that the police are more likely to notice driver infractions. Research about traffic stops and race are continuing to evolve, exploring other sources of traffic stops, such as stoplight cameras, but studies have not yet conclusively explained the disparity, given numerous factors involved such as length of stop, rate of search, context, time, and location of stop. One thing is clear, to citizens, personal interactions with the police have a strong impact on people and research shows that minorities feel singled out based on race or ethnicity.



A 2014 Gallup Review Poll on perceptions of police indicated black and white citizens in the United States have different perceptions of police honesty, ethics and treatment by police. One in four black men between the ages of 18-34 reported they had been treated unfairly by police within the past 30 days. Overall, the American public tends to disapprove of racial profiling,

approximately 70% in 2014 in a Reason-Rupe Poll, but consider race relations to be poor in our country; 60% in 2015, according to a New York Times/CBS News Poll.

Lesson 3 Summary

As we've discussed in this lesson, although you may hear arguments that racial profiling will result in criminal arrests, this effect is based on confirmation bias. Law enforcement officers recognize that there can be criminals in any group of people. Furthermore, the practice of racial profiling creates distrust and anger towards law enforcement, reducing police effectiveness. The social costs to racial profiling, including a loss of trust and confidence in the criminal justice system, are simply not acceptable.



Lesson 4: Reasonable Suspicion vs. Racial Profiling

REASONABLE SUSPICION VS. RACIAL PROFILING

In this lesson, we will consider the differences between reasonable suspicion and racial profiling. Racial profiling complaints are typically alleged in the context of traffic stops and during field interviews. For law enforcement officers, issues arise when a legal violation is not the reason the officer stopped the car or the individual. Law enforcement agencies are increasingly facing litigation for acting on a citizen's race or ethnicity, instead of a citizen's actions. The important distinction between reasonable suspicion and racial profiling, and how it differs from criminal profiling, will also be presented here.

Reasonable Suspicion



While it is common to use perceived race in a description of a wanted suspect, for example, it is not acceptable to use race or ethnicity as the sole basis for a traffic stop or field interview.

According to Maryland Police and Correctional Training Commissions, "To validate and justify a traffic stop

or street field interview, you must be capable of reasonably and intelligently articulating verbally and in writing the basis for the stop."

Elements of a Racially Motivated Traffic Stop

The following elements can be present during a racially motivated traffic stop, according to the 2001 Texas Commission on Law Enforcement.

- The vehicle is stopped on the basis of a minor or contrived traffic violation which is used as a pretext for closer inspection of the vehicle, driver, and passengers.
- The driver and passengers are questioned about things that do not relate to the traffic violation.
- The driver and passengers are ordered out of the vehicle.
- The officers visually checked all observable parts of the vehicle.
- The officers have proceeded on the assumption that drug courier work is involved by detaining the driver and passengers by the roadside.
- The driver has been asked to consent to a vehicle search - if the driver refused, the officers used other procedures (such as waiting on a canine unit, criminal record checks, license-plate checks, etc.), and intimidated the driver (with the threat of detaining him/her, obtaining a warrant, etc.).



Elements of a Traffic Stop Based on Reasonable Suspicion

In contrast, here are the elements of a stop based on reasonable suspicion, again from the 2001 Texas Commission on Law Enforcement.

Suspicious that may be related to the totality of circumstances in a vehicle stop include:

Vehicle exterior indicators, such as:

- Non-standard repainting (esp. on a new vehicle).
- Signs of hidden cargo (heavy weight in trunk, windows do not roll down, etc.).
- Unusual license plate suggesting a switch (dirty plate, bugs on back plate, etc.).
- Unusual circumstances (pulling a camper at night, kids' bikes with no kids, etc.).

Pre-stop indicators may also include:

- Not consistent with traffic flow.
- Driver is overly cautious, or driver/passengers repeatedly look at the police car.
- Driver begins using a phone when signaled to stop.
- Unusual pull-over behavior (ignores signals, hesitates, pulls onto new street, moves objects in car, etc.).

In addition, vehicle interior may show:

- Rear seat or interior panels have been opened; there are tools or spare tires, etc.
- Inconsistent items (anti-theft club with a rental, unexpected luggage, etc.).



Criminal Profiling

To help highlight the differences between racial profiling and reasonable suspicion, it's important to talk about the differences between criminal profiling and racial profiling. A profile, or a set of identifying characteristics that could apply to a person or a situation, is a method of categorizing individuals and events. Law enforcement officers use criminal profiles created by investigators and specialists who have identified key characteristics of criminal methods.

The concept of criminal profiling as a law enforcement tool started with Howard Teten, former Chief of Research for the Federal Bureau of Investigation. A student of psychology, Teten expanded the concept of simply looking for physical clues at a crime scene. He also took into consideration the manner in which the crime was committed. In so doing, he was able to provide officers with a view of the perpetrator's behavior, personality traits and mental state. It proved to be a highly effective method with serial criminals in particular.



Criminal profiling would focus on specific methodology, such as a particular weapon or strategy the perpetrator might choose to carry out criminal activities. Behaviors were always the focus of an effective criminal profile. This was particularly effective when dealing with serial criminals because an accurate profile gave law enforcement key characteristics they could use to investigate their suspect.

Race or ethnicity might be mentioned in a criminal profile, but it was never the focus of the profile.

Criminal profiling, as Teten recognized it, was practiced by specialists who were trained in the study of psychology and focused primarily on serial murderers to support their understanding of profiling. When applied to other criminal scenarios by untrained practitioners, racial profiling became one of the unfortunate results. Keep in mind: race is not a defining factor in an individual's behavior. Individuals of any background could utilize the same or other methods to commit crimes.

By making race a key component of a profile, officers may risk harassing innocent people, consequently overlooking criminals of other backgrounds. Not only is this unfair and unjustified, it is also a loss of valuable law enforcement resources.

Lesson 4 Summary



In summary, law enforcement officers must consider the differences between reasonable suspicion and racial profiling in the context of traffic stops while conducting field interviews. The main distinction is that racial profiling issues arise when a legal violation is not the reason the officer stopped the car or the individual. Law enforcement agencies may use criminal profiling techniques based on behaviors but not based on race, ethnicity, origin or religion. The focus of traffic stops and field interviews should be based on a citizen's actions rather than appearance.

Course Content

Lesson 5: Best Practices for Law Enforcement

BEST PRACTICES FOR LAW ENFORCEMENT

So how can law enforcement officers address legal violations and reasonable suspicion effectively? Police officers can positively impact the experience and perspective of citizens stopped for traffic violations. When there has been an observed violation of the law, best practices emphasize that all persons be addressed civilly while being informed of the reason they were stopped and for any follow up questioning.

Professionalism and ethics are part of every interaction with the public. Tactical communication, following best practices for traffic stops, and self-reflection on experiences in the field can all be used to improve community relations and help stop racial profiling.

Tactical Communication

Effective communication can be the most important part of any traffic stop or field interview and supports citizen perception of procedural justice. The 2001 Maryland Police and Correctional Training Commissions, recommends the following steps:

1. Approach the citizen in an open, friendly manner if at all possible. Keep your body language assertive, but non-hostile. If appropriate, introduce yourself.
2. Remember, the key elements in any stop are civility and caution. Sometimes it's difficult to be courteous, but you should always be civil.
3. Tell the citizen why you stopped him. Unless it's patently obvious, the citizen has a right to know and you are professionally obligated to inform him, without any hostility or posturing on your part.
4. Avoid any excessive small-talk or inappropriate questioning.
5. Be brief and to the point. Don't detain anyone beyond the time needed to effect the necessary enforcement action or otherwise clarify a situation.
6. Keep your physical, or nonverbal indicators friendly and neutral, such as your:
 - Eye contact
 - Stance
 - Position of hands
 - Facial expression
7. According to studies conducted in several states, the number one citizen complaint about police officers is the officer's verbal conduct. By comparison, only about one-fourth of the complaints filed against police officers dealt with excessive force issues.
8. Speak civilly and in a moderate tone. Citizens seem more concerned about how officers speak to them, than by what the officer actually says. Citizens are particularly aggrieved by what they perceive as an officer's gruff or condescending tone of voice.
9. Listen actively. Communication is a two-part process and listening is the other half. Regardless of the type of person you're dealing with, stay focused and concentrate on what they're saying (...or not saying).



Best Practices for Vehicle Stops

You must articulate more than just a gut feeling, you need to be able to clearly articulate the reason for the stop.

You can use the But/For test from the US Department of Justice, NHTSA's recommendations: "Proactive traffic enforcement that is race or ethnic-based is neither legal: consistent with democratic ideals, values, and principles of American policing; nor in any way a legitimate and defensible public protection strategy."

"Use the but/for test to determine if a stop was based on racial profiling. Say to yourself, But for this person's race, ethnic heritage, gender, religious or sexual preference, would this driver have had this encounter with me?"

"If the answer is that they would not, then this was a profile stop and most likely a violation of the person's Constitutional rights."

1. Some additional officer best-practices for vehicle stops from the 2001 Maryland Police and Correctional Training Commission include:

- a. Always inform the driver of the reason for the stop. Speak slowly and clearly.



- b. Describe the violation in terms of what the vehicle is or was doing, not what the driver did. This non-accusatory approach can often enhance officer-driver rapport.
- c. Ask the driver for the reason for the violation; allow them to vent or offer a stress-reducing explanation.
- d. Provide instructions. After you obtain their license and registration, tell them that you are going back to your police vehicle to review their documents and advise them to remain in their vehicle.
- e. Calm any children in the stopped vehicle that may be visibly apprehensive of the presence of a police officer.

Duty to Protect and Serve



Although police have discretion in traffic and field stops, they must be responsible for their duty to protect and serve. While law enforcement work can focus on being productive, the mindset that "action is always better than inaction," or that "the ends justify the means," can lead to an abuse of police power and loss of public trust. Whatever officers may personally think, they should enforce the law fairly and professionally for all citizens. Remember that you need to be able to articulate that a traffic violation or criminal act has taken place. Stopping a vehicle or detaining an individual without reasonable suspicion is a violation of constitutional rights.

Advice to Police Officers

Sgt. Larry E. Capps provides the following recommendations for adhering to ethics and professionalism in traffic stops from the FBI Law enforcement Bulletin:

Civility - "A state of affairs characterized by tolerance, kindness, consideration, and understanding. Civility can be expressed by positive action, or even inaction, as when police officers refrain from overreacting to verbal outbursts from angry citizens."

Professionalism - "In a broad sense, a concept of excellence or a continual striving for excellence. Its core elements include technical knowledge, moral judgments, a client-oriented practice, considerable discretion given to practitioners, and most importantly, an acknowledgment that policing is a "moral call" profession, in which members are duty bound to respond, whenever and wherever called, regardless of who calls them."

Restraint - "The self-control exercised by officers and their selection of the least intrusive means of accomplishing a legitimate police objective."



Self-Analysis



Law enforcement officers are not fearful. They do, however, have to cope with a physical and mental response to dangerous situations, which is biological in nature, coming from the response of the sympathetic nervous system in the body. This response from the body causes the "fight or flight" responses in human beings.

Unlike most people, law enforcement officers run to danger, rather than running away from it. The "fight or flight" response is displayed when a fireman runs in to save a child trapped inside a burning building, or the soldier who runs toward the weapons fired by the enemy rather than away; law enforcement personnel everywhere deal with this when they put their life on the line to protect and serve their community.

Officers will choose the "fight" option over the "flight" option. Do you experience that "fight or flight" response when you make traffic stops? If so, are you aware of when it is happening at a traffic stop? Have you noticed if you have the fight or flight response when you stop a vehicle driven by a minority? How you answer that question gives you opportunity for some self-analysis about how you respond during traffic stops. Consider how you can use the best practices for traffic stops to help put citizens and yourself more at ease when in the field.

Lesson 5 Summary

In summary, individuals should never be stopped based on perceived criminal propensity. All persons should be addressed civilly and be informed of the reason they were stopped and for any follow up questioning. Remember to use the but/for test to determine if a stop was based on racial profiling.

Although a traffic stop is legal if there has been an observed violation of the law, tactical communication and professionalism are important keys to improving citizen's perspective of procedural justice and reducing perceptions of racial profiling.



Course Content



Summary/Wrap Up



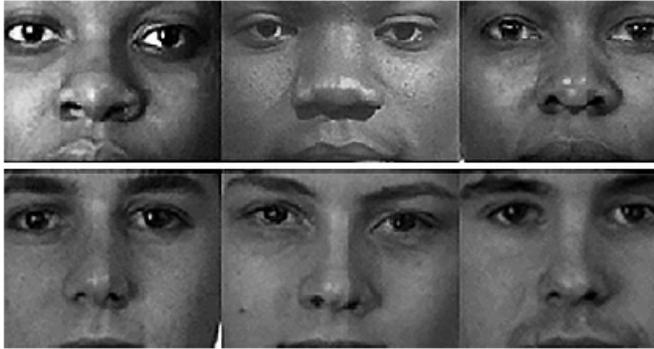
In the context of constitutional rights and current race relations in the United States, the practice of using race or ethnicity as a basis for law enforcement investigative procedures is unfair and unjust. In this course, we have identified the issues related to racial profiling which impact law enforcement including liability and success of community policing efforts. By recognizing the differences between racial profiling and reasonable suspicion and utilizing best practices for traffic stops and field interviews, police officers can address racial profiling and improve police effectiveness.

Assessment for Course Completion

receive course completion credit.

You've arrived at the end of the module. Complete the following assessment to

Implicit Bias



Introduction

Welcome



Welcome to the eLearning course of Implicit Bias for Law Enforcement. This one-hour course is designed to enhance the learner's ability to identify the importance of proper training for your role. Implicit bias training provides law enforcement officers awareness to the intrinsic nature of bias, how those biases manifest over time, and ultimately how biases affect policing our diverse communities.

Course Instructions

This course provides one hour of instruction including evaluation and knowledge checks in a linear format. Please read each page and review the associated materials thoroughly.

The course consists of the following components:

- Course Summary
- Course Instructions
- Course Sections
- Knowledge-Check Quizzes
- Post-Test/Final Exam

Please note that the Knowledge-Check Quizzes which appear after each section are not graded. You will only be graded on the post-test in the Final Exam section of the course. If you do not pass the final exam, you are allowed to retake the exam two additional times. Also, keep in mind that your progress through the course is tracked and if you log out, you will be able to log in at a later date and continue the course from where you left off.

Once you have started a course, courses in progress are listed in My Dashboard of your account.

Course Overview

This one-hour course will discuss implicit bias regarding its definition, common ways that it may be revealed, as well as the different forms it may take. Additionally, this Implicit Bias course instructs the user on how to identify and overcome implicit bias.

Learning Objectives

At the end of this course, the learner will be able to:

- Define implicit bias.
- Explain the prevalence of implicit bias in law enforcement community relations.
- List different forms of implicit bias.
- Describe ways to overcome implicit bias.

Course Content

Lesson 1: Introduction to Implicit Bias

Lesson 1 defines implicit bias and explains where it comes from. This lesson also includes a study that proves its prevalence and how it may turn from implicit to explicit.

What is Implicit Bias? (Part 1)

There are two forms of biases: **explicit and implicit.**

According to the Perception Institute, explicit bias refers to the attitudes and beliefs about a person or group of people on a conscious level. Often, explicit biases and their expression arise as the direct result of a perceived threat. At the time of the perceived threat, people with clear bias are more likely to draw group boundaries and generalizations to distinguish themselves from others.

On the other hand, implicit bias describes the associations that are made about different groups of people. Under certain conditions, those relationships can influence behavior, making people react in biased ways even when they do not consider themselves prejudiced.

According to the Kirwan Institute, the dual systems theory simplifies the difference between explicit and implicit bias. **System 1** of the brain allows unconscious, automatic, fast, and effortless thinking. **System 2** allows conscious, deliberate, slow, and effortful thinking.



What is Implicit Bias? (Part 2)



Over 30 years of research by The Claremont Symposium on Applied Social Psychology has shown that people can hold implicit biases without explicit bigotry, only based on either exposure or isolation from the social world around them. The phenomenon called "racism without racists" can cause institutions or individuals to act on racial prejudices, even if they see their actions as having good intentions.

Implicit bias is a substantial influence between police and citizens. Despite the fact that a conscious "traditional" racism is on the decline, research indicates implicit attitudes may be a better predictor of police-citizen tension than self-reported explicit attitudes.

Video: News Hour Report: Bias in Law Enforcement

This video demonstrated the science behind preferences and allowed officers an opportunity to begin the conversation with each other and the community.

Where do Biases Come From?

Our implicit biases are the result of mental associations formed by the direct and indirect messaging we receive, often about different groups of people. When we are exposed to certain identity groups being paired with certain characteristics, we can begin to automatically and unconsciously associate the identity with the features, whether or not the association aligns with reality.

For example, in the United States, many have a strong implicit association between African Americans and criminal activity. This association is the root of many issues in law enforcement community relations.



Why Does It Matter?

Law enforcement officers in every department around the world face dangerous situations and require split second decisions where unconscious preferences impart judgment. Implicit bias conjures a feeling of blame and shame for officers in the line of fire.

Understanding our preference tendencies will assist law enforcement officers with open-mindedness and mindful policing is the best practice.

Since implicit biases are automatic, underlying associations, it is especially essential in shoot/don't shoot situations.

Life or death decisions are made in the blink of an eye, and many decisions may be incorrectly executed based off of implicit biases.

Implicit Bias Studies (Part 1)



Researchers from the University of Chicago and the University of Colorado – Boulder experimented with a video game simulation tested for participants' preferences in shoot/don't shoot situations.

The video game simulated encounters with potential hostile targets. In the overall experiment, three studies tested a model in which racial bias in shoot/don't-shoot decisions reflects the stereotype linking African-Americans to danger.

The first study, manipulated the association with risk by having participants read newspaper articles about African-American (vs. Caucasian) criminals.

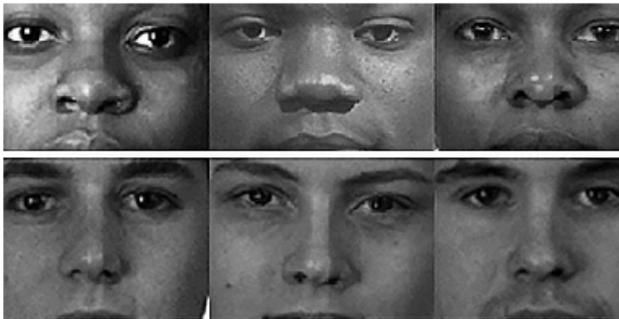
Implicit Bias Studies (Part 2)

In the realm of criminal justice, implicit bias can have significant consequences through slow, deliberative judgments (like those made by a jury) but also through the spontaneous, split-second reactions of a police officer.

Specifically, research using computer simulations to investigate race in shoot/don't-shoot decisions show a distinct bias to shoot African-Americans. In this example, study participants perform a video game task in which they encounter armed and unarmed targets which are either African-American or Caucasian. They attempt to shoot armed targets and indicate "don't shoot" for unarmed targets. Though the race is irrelevant to this task in itself, participants were quicker and more likely to shoot African-American targets, and faster and more likely to indicate don't shoot for Caucasians. Mostly, members, respond quickly and accurately when goals conform to cultural stereotypes (namely armed African-Americans and unarmed Caucasians) but respond slowly and inaccurately when targets interrupt those stereotypes (unarmed African-Americans and armed Caucasians).



Implicit Bias Studies (Part 3)



Also, the study tested the effect that is priming a social category had on reactions to stimuli. In the study, researchers were concerned with one aspect of the stereotype about African-Americans in the United States – the implicit association of African-Americans with danger. Although there are other cultural stereotypes about African-Americans, such as poverty and athleticism, the factor of danger was a relevant characteristic in this study. The researchers had a central assumption for the study that stereotypes linking African-Americans to danger encourage racial bias in the decision to shoot. The researchers' assumption was supported by existing research.

Essentially, implicit bias may easily grow into explicit bias if exasperated and left unchecked.

Lesson 1 Summary



Lesson 1 defines implicit bias and explains where it develops. This experience also included a study that proves its prevalence and ability to turn from implicit to explicit.

Course Content

Lesson 3: How to Address Implicit Biases

Lesson 3 covers how to avoid or get rid of existing implicit bias. This lesson will additionally employ the user with the ideas to help others become less biased.

In Pederson (2015) Dr. Jennifer Raymond stated, "We can overrule our mental habits and gut reactions. It's not inevitable these biases have to control our behavior"

There is good news about biases: They can change! It takes a conscious effort and an open mind. The following ideas encourage the recognition and reversal of biases.

Video: Police Bias

Bias in Communities (Part 1)

Biases in Communities

Physical integration alone does not change attitudes and behavior. The real integration must be coupled with teamwork and interactivity to show a positive result; the result is especially beneficial when integration allows different groups of people to work together to solve community problems.

Not only is this critical for grown adults, but for children as well. Including them in the integration and interactivity combination, children begin to feel like members of larger communities made up of others with different skills, rather than races, genders, and sexualities.

When people become more aware of their implicit biases, they are more likely to refute them before they come to a culmination in harmful actions. Refuting inherent biases can include a higher attention to their words, as well as body language. This practice, as it is repeated, has the impact to reflect a change in existing implicit biases directly.



Bias in Communities (Part 2)



In doing so, one may begin to have more interaction and experiences with the group that was once the subject of the bias. The more experience and interaction one has, the weaker the preferences become. It is a continuous psychological pattern. Before you know it, you now have a diverse group of friends, which may, again, over time, reduce the strength of biases.

It is difficult to admit that biases exist in your mind; most people do not enjoy admitting their faults. To ask yourself where and when the biases began, what do they mean for you, and what you can do about them is a great place to start.

What Can You Do About Biases?

The first thing you can do about implicit biases is what you're doing now - educating yourself. It is important to look for the connections between your past and current realization of biases.

Take action is your next step. This can be done by surrounding yourself with those without stereotypic views, increase exposure with those outside your demographics, and always try to keep an open mind. Hold yourself accountable when confronted with implicit bias. Think of ways you would explicitly justify your thoughts to others.

The implicit bias project sponsored by Harvard University is a widely respected and validated test for implicit bias awareness. If you are interested in checking out the project and learn more about implicit bias, please click [here](#). This link will take you to Project Implicit.

The next step is prevention. Now that you have assessed your biases and are working to confront them head on, what happens when those around you - whether a family member, coworker, or neighbor - says something out of line? Speak up. It is a case of "hear something, say something." If we continue to keep quiet about biases and intolerance, the more time they linger in our society.



Lesson 3 Summary

Lesson 3 covered how to avoid or get rid of existing implicit bias. Additionally, this lesson provided the user with the ideas to help others become less biased.

Course Content



Summary/Wrap Up

At the end of this course, the learner will be able to:

- Define implicit bias.
- Explain the prevalence of implicit bias in the law enforcement community relations.
- List different forms of implicit bias.
- Describe ways to overcome implicit bias.

Assessment for Course Completion

You've arrived at the end of the module. Complete the following assessment to receive course completion credit.

Report on Complaints

Report on Racial Profiling Complaints

The following table contains data regarding officers that have been the subject of a complaint, during the time period of 1/1/2025 - 12/31/2025, based on allegations related to possible violations of the Texas Racial Profiling Law. The final disposition of the case is also included.

Complaints Filed for Possible Violations of The Texas Racial Profiling Law.

Complaint No.	Disposition of the Case
25-024	Unfounded
25-036	Unfounded
25-046	Unfounded

Additional Comments:

N/A

Appendix C

Racial Profiling Laws and Corresponding Department Policies

Texas CCP Article	LEAGUE CITY POLICE DEPARTMENT Racial Profiling Policy (Policy 616)
2B.0053(b)1	616.02 Definitions
2B.0053(b)2	616.02 Definitions; 616.03 Policy
2B.0053(b)3	616.05 Complaint Investigation and Website
2B.0053(b)4	616.06 Public Education and Website
2B.0053(b)5	616.05 Complaint Investigation and Department's Discipline Guide
2B.0053(b)6	616.08 Citation Data Collection and Reporting for Officers Utilizing Video and Audio Equipment and 616.09 Collection and Reporting Information Gathered from Traffic and Pedestrian Stops for Officers Not Utilizing Video and Audio Equipment
2B.0053(b)7	616.09 (B)