

Juvenile Justice Policy and Oversight Committee

March 18th, 2021

2pm-3:30pm

Zoom Meeting

Opening Remarks

- Meeting facilitation
 - Meeting is being recorded
 - Remain “muted” on Zoom, unless speaking
 - Refrain from interrupting with comments or questions until each presenter is finished speaking
 - Questions and Comments will be limited to JJPOC members
 - Use the “Chat” and “Hand Raising” feature so TYJI can help monitor and facilitate the meeting

Fact vs. Fiction

A Series on Connecticut Juvenile Justice Reform

Join us for these virtual forums on upcoming legislation proposed to reform the juvenile justice system. They will be panel discussions with experts in the field, and youth and families who have had direct contact with the juvenile justice system. It is our intent to demonstrate through data the facts around juvenile crimes and alternatives strategies for appropriately addressing the needs and risk of the youth involved. There will be an opportunity to ask questions following a facilitated conversation.

Series #1

Hearing The Truth About Car Theft In Connecticut

**March 25th
5:00-6:30 p.m.**

You will hear the data that tells the true story of youth and car theft activity, the programs that exist to address it and suggestions of programs that will work with youth.



Series #2

Shaping A Service Approach In JJ Facilities

**April 6th
5:00-6:30 p.m.**

Improving juvenile justice programming, education and services in juvenile justice facilities that will provide youth the best opportunity to be successful and not recidivate.



Series #3

Raising Up Our Youth

**April 7th
5:00-6:30 p.m.**

Raising the minimum age of juvenile jurisdiction, decriminalization of lower offenses and promoting Community Based Diversion and Children's Behavioral Health will be demonstrated as ways to reduce trauma and recidivism.

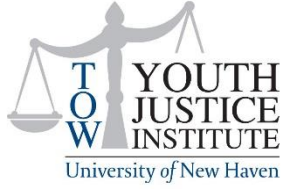


Zoom links not active until event begins.

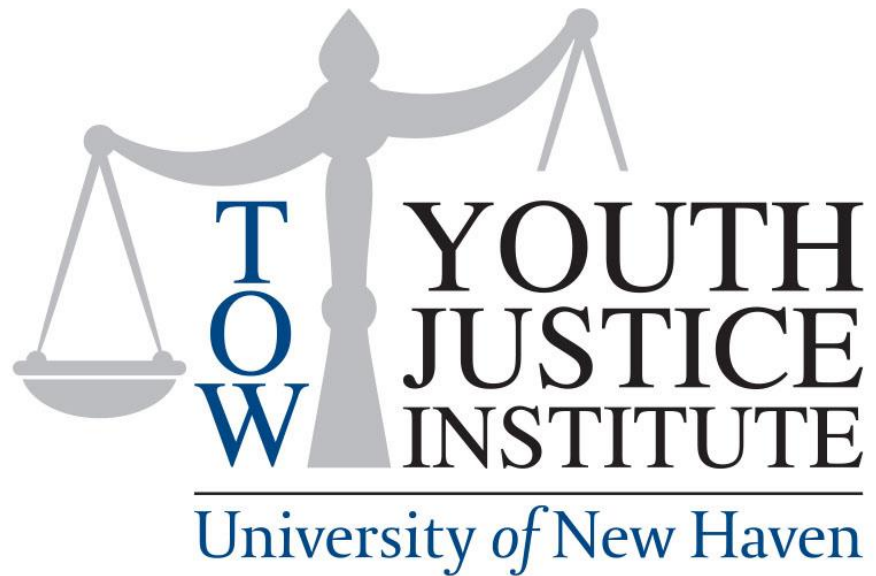
Brought to you by:



Meeting Overview



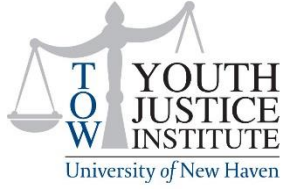
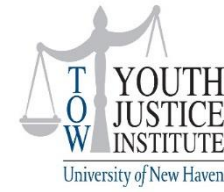
- Equity Dashboard Update by CSSD
- Presentation on Auto Theft Data by Ken Barone and Law Enforcement Perspective from Chief Fernando Spagnolo



***Update on IO Youth Equity
Dashboard***

Cross-Agency Data Sharing
Workgroup

Background: IO Youth Recommendation



Using JJ administrative and publicly available data, an “equity dashboard monitors/compares system involvement for youth of different races/ethnicities in specific ways, based on current system disparities, that is shared and discussed with the JJPOC’s Racial and Ethnic Disparities Working Group to inform ongoing system improvement efforts.”

-IO Youth Policy and Practice Recommendations, July 2020

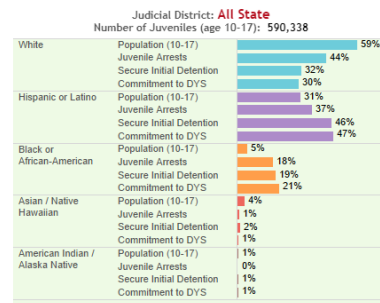
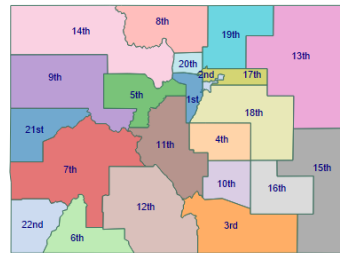
Key Decision Points

- Referral rates for top 5 most frequent misdemeanor offenses
- Handling of first referral (judicial vs. non-judicial)
- Detention admission reason
- Detention screening overrides
- Handling/disposition of youth who have committed a felony offense
- Risk assessment overrides
- Probation with placement dispositions
- Service completion rates

Examples from Colorado and Massachusetts

Juveniles in Colorado Criminal Justice by Race and Ethnicity

Select a District on the map and see the interactive graph below

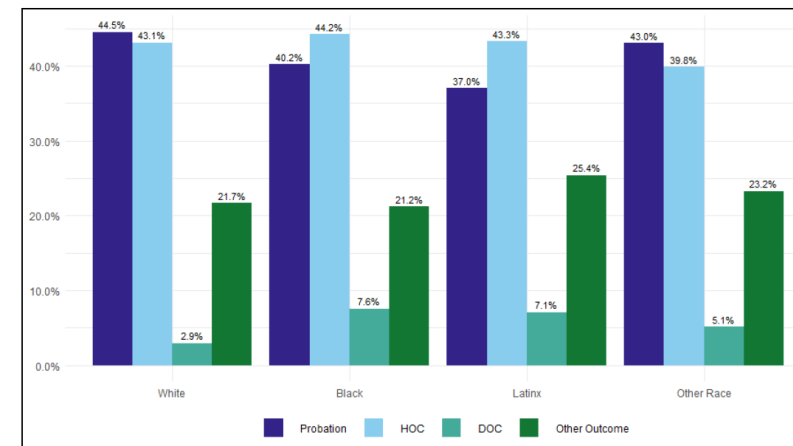


Judicial District: **None**
Number of Juveniles (age 10-17): None

Minority Over-Representation: JJDP Act
Division on Criminal Justice – Office
of Research and Statistics
(colorado.gov)

Racial Disparities in the Massachusetts Criminal System

Figure 15: Type of Punishment after Conviction

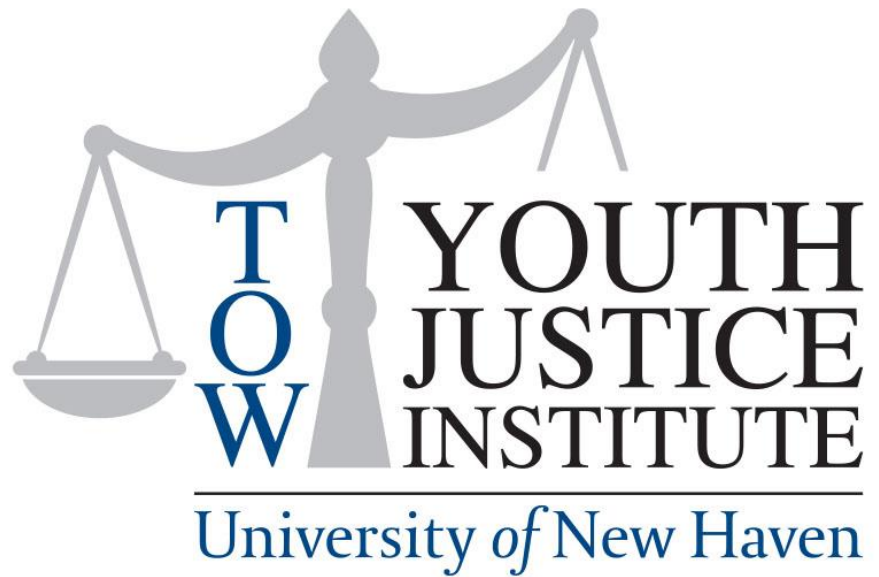


Process and Development

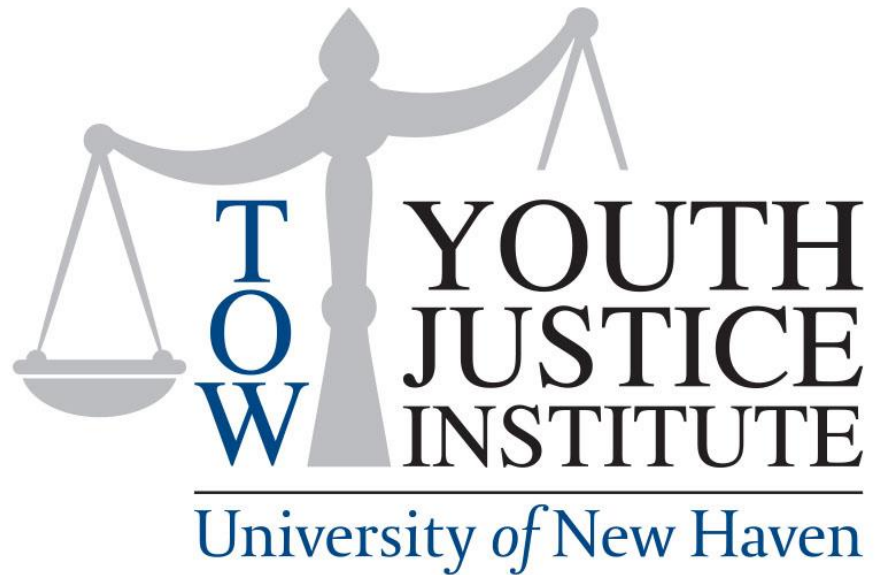
- Collaboration with CSG and RED Workgroup
- Judicial Branch
 - Operations
 - Information Technology
 - Business Intelligence
- OPM
 - Criminal Justice Policy and Planning
 - Chief Data Officer

Timeline and Sustainability

- Initial decision point specifications and sample data transfer completed – February 2021
- Development of technical needs and dynamic data exchange infrastructure – 9 months
- Pilot release – late 2021
- Data Development - ongoing
- Bureau of Justice Statistics, State Justice Statistics Grant – OPM
 - Project sustainability



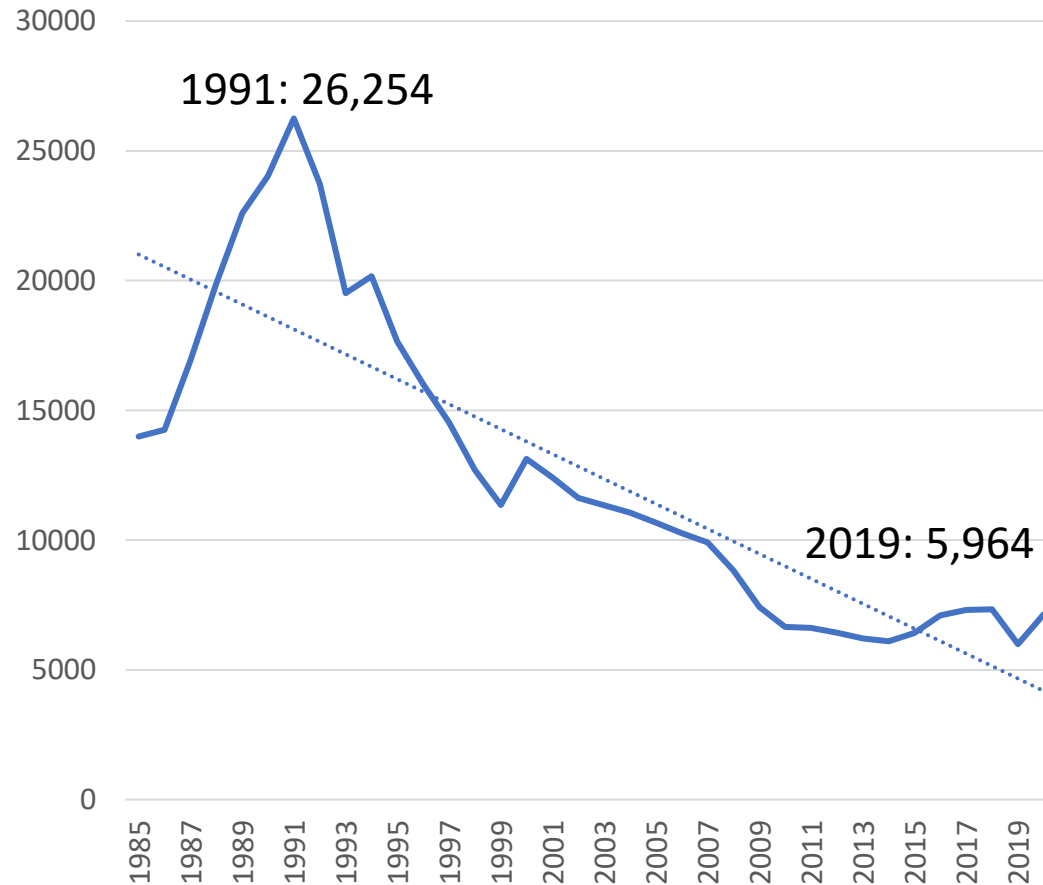
Questions?



***State of Connecticut
Motor Vehicle Theft Trends***
Including Preliminary 2020 Data

Ken Barone, Project Manager,
IMRP

The lowest MVT rate since CT began publishing data (1985) occurred in 2019

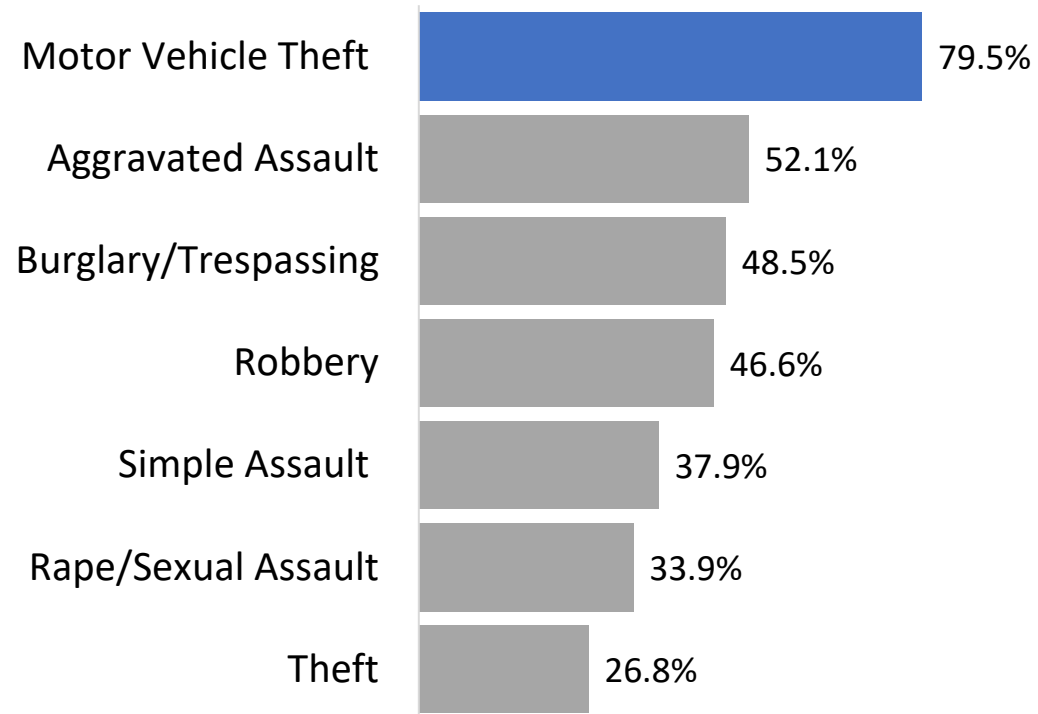


- Vehicle thefts have been trending downward in the 26 years since they peaked in 1991.
 - 43% reduction nationally
 - 77% reduction in CT

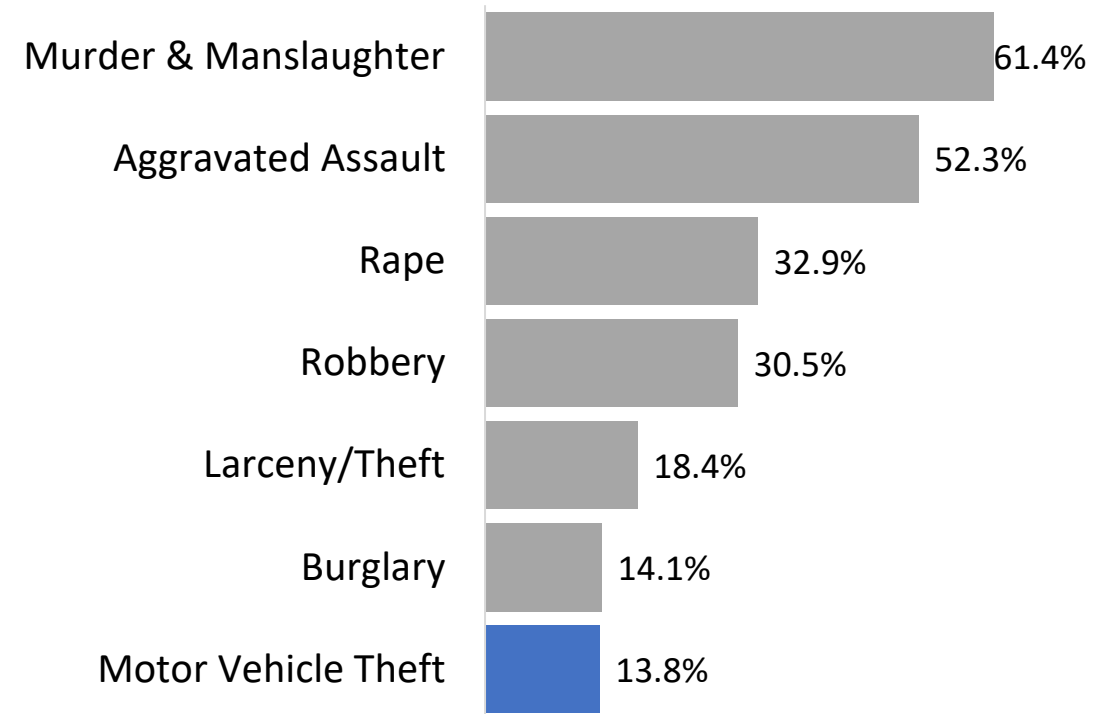
Motor vehicle thefts are reported at a higher percentage than other crimes but has one of the lowest clearance rates.



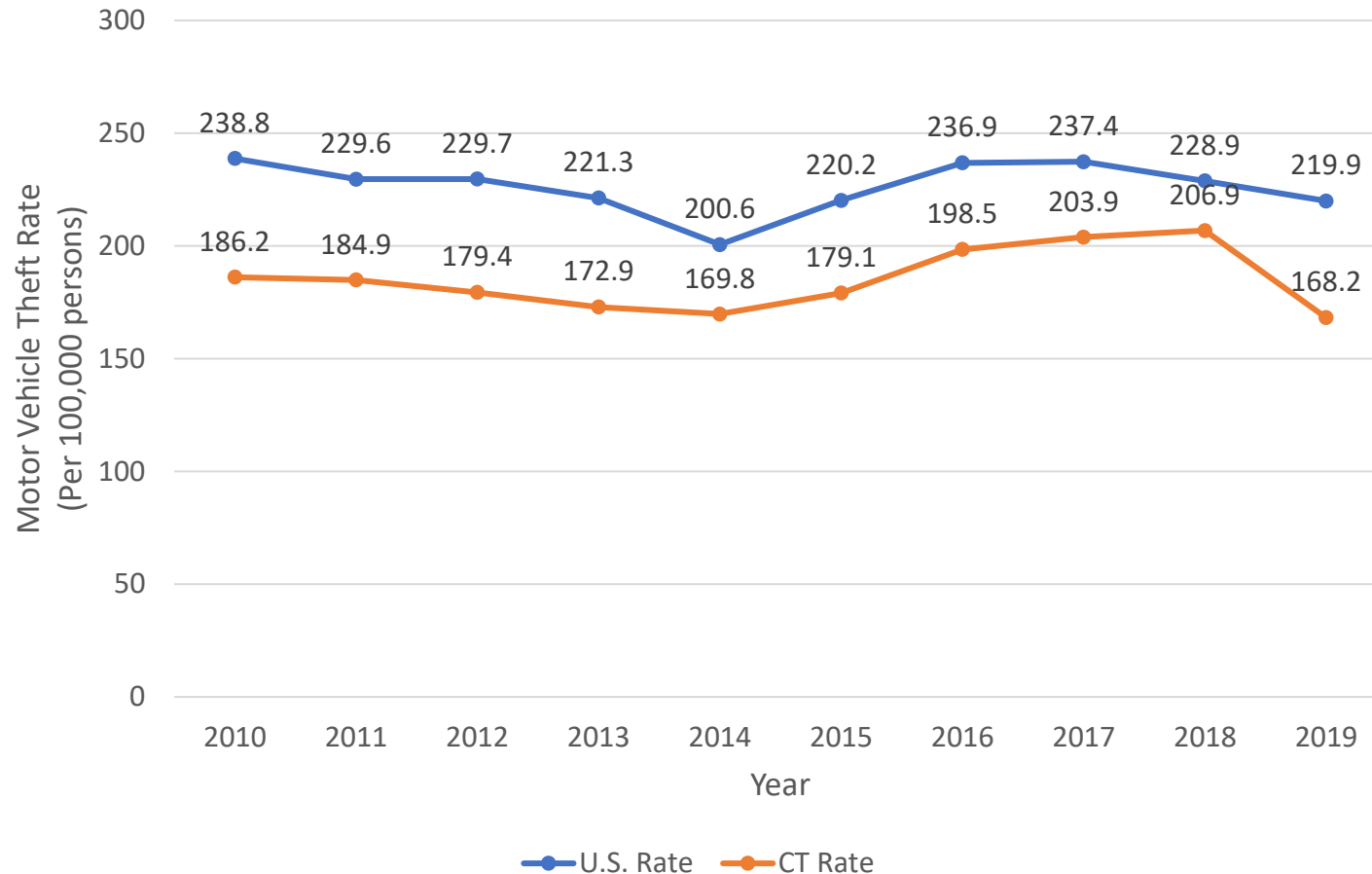
Percentage of victimizations reported to police (2019)



Percent of offenses cleared by arrest or exceptional means (2019)

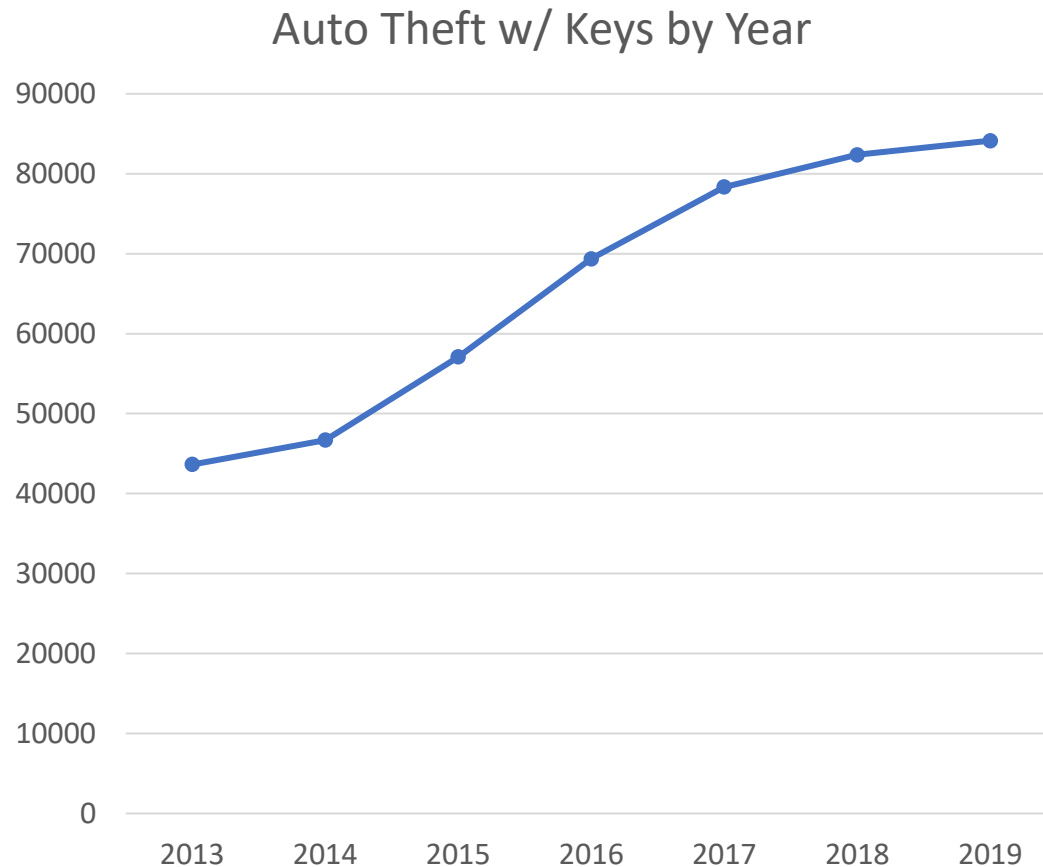


In the past decade, Connecticut MVT rate has remained below the national average and it has dropped by a larger percentage over the last decade.



- Connecticut's MVT rate dropped by a larger percentage than the national average between 2010 and 2019.
 - CT- 21% decrease in MVT
 - US- 15% decrease in MVT
- Connecticut's MVT rate dropped by a significantly larger percentage between 2018 and 2019 than the national average.
 - CT- 17% decrease in MVT
 - US- 4% decrease in MVT
- 2020 preliminary MVT rate is up from 2019, but still 3% lower from 2018.
 - This change is more in-line with the national trend and makes 2019 an outlier

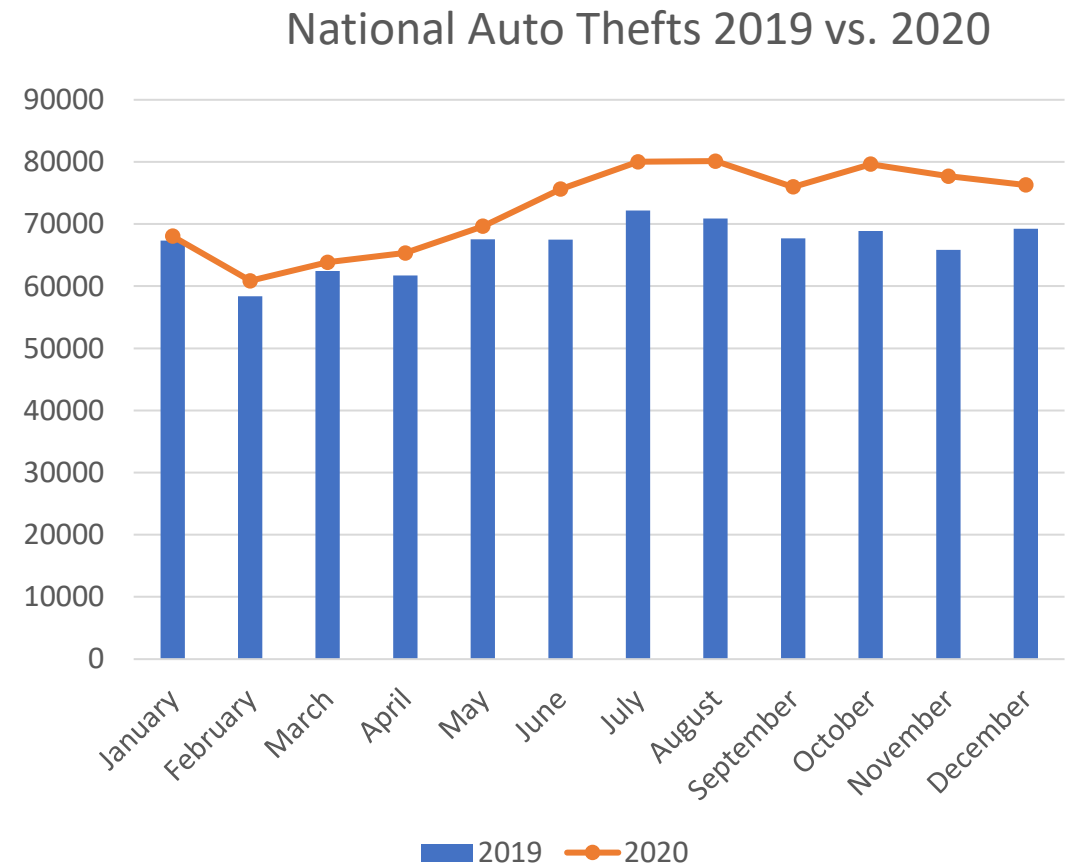
There has been an 93% increase in Motor Vehicle Theft with keys left inside since 2013.



- The total of vehicles stolen with keys each month rises during cooler temperatures.
- Top 10 theft dates between 2017 and 2019 occurred in November, December, January, or February.

The National Insurance Crime Bureau reports that auto theft took a dramatic leap upward in 2020 compared to 2019.

- According to the NICB initial study, MVT increased by 9.2% nationally between 2019 and 2020.
 - Although not definitive, the NICB's report indicates that, "considerations such as pandemic, economic downturn, loss of juvenile outreach programs, and public safety budgetary and resource limitations are likely contributing factors."



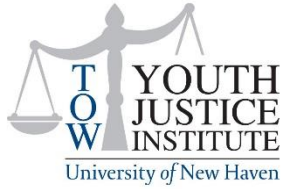
National spike in auto thefts began at the beginning of the pandemic.

- 63% increase in auto theft in New York from Jan. to May 2020 compared to the same period in 2019.
- 60% increase in auto theft in Los Angeles from April to June 2020 from the same period in 2019.
- Austin, TX saw 50% increase in auto thefts in April 2020 compared to previous year (72% had their keys nearby).
- Denver, CO car thefts increased by 125% since the start of the pandemic

2020 spike in car thefts was not isolated to the United States

- The UK saw a 33% increase in car thefts between 2019 and 2020.
- Keyless car crime is at the heart of the growing problem in the UK.
 - A report by UK insurer, LV= indicates that vehicle theft claims in London increased by 265% between 2016 and 2019, due to the rise in keyless car crime.
 - Birmingham, Nottingham, and Greater Manchester all saw individual increases over 100% during the same time period.

Fewer vehicle thefts are occurring in the largest cities in CT compared to 10 years ago.



- Spoke and Wheel Trend: Bridgeport, New Haven and Hartford are a smaller share of motor vehicle thefts over the last 10 years
 - In 2010 they accounted for 40% of all MVT, but only 31% in 2019
 - Preliminary 2020 data indicates that these three cities only accounted for 20% of all MVT
- Top 10 communities that have historically contributed the largest share of the MVTs are contributing less
 - 2010: 65% of all MVT compared to 2019: 55% of all MVT
 - Preliminary 2020 data indicates further decline: 43% of all MVT
- Over the last 10 years, MVTs have declined in urban areas and grew in suburban areas

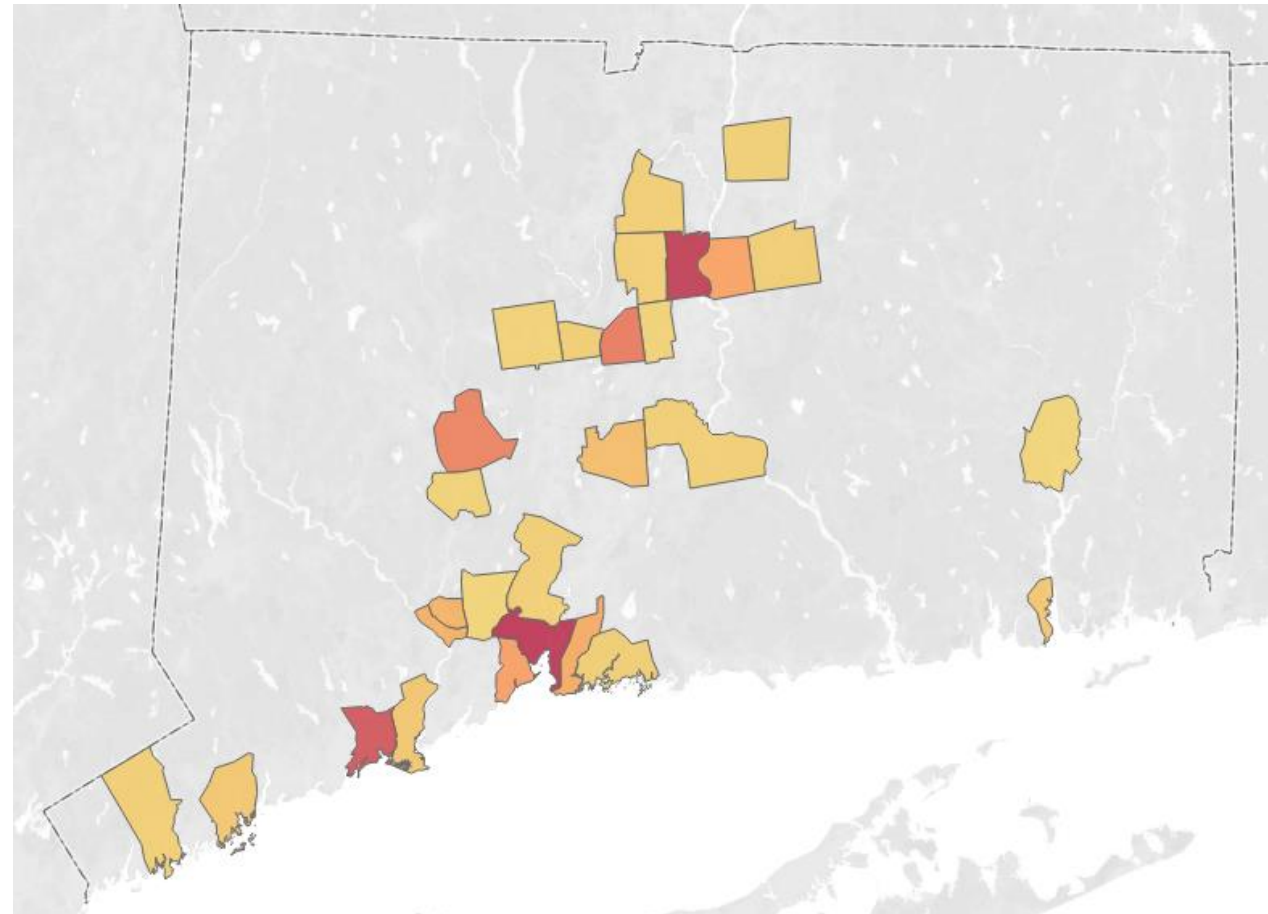
The increase in MVT continues to be driven by an increase in communities with a population less than 50,000 people.



Population	# of Dept.	2010 Thefts	2019 Thefts	% Change
Less than 25,000	50	536	671	+25.0%
25,000 to 50,000	25	939	981	+4.5%
50,000 to 100,000	13	1,573	1,458	-7.3%
Over 100,000	5	3,285	2,575	-21.6%
Total	93	6,333	5,685	-10.0%

- Preliminary 2020 data indicates that this trend continues. 2011 MVT compared to 2020 MVT:
 - 53% increase in towns less and 25,000
 - 44% increase in towns between 25,000 and 50,000
 - 14% increase in towns between 50,000 and 100,000
 - 36% decrease in towns over 100,000

Municipalities with a three-year MVT rate larger than 100 per 100,000 residents (2010-2012)



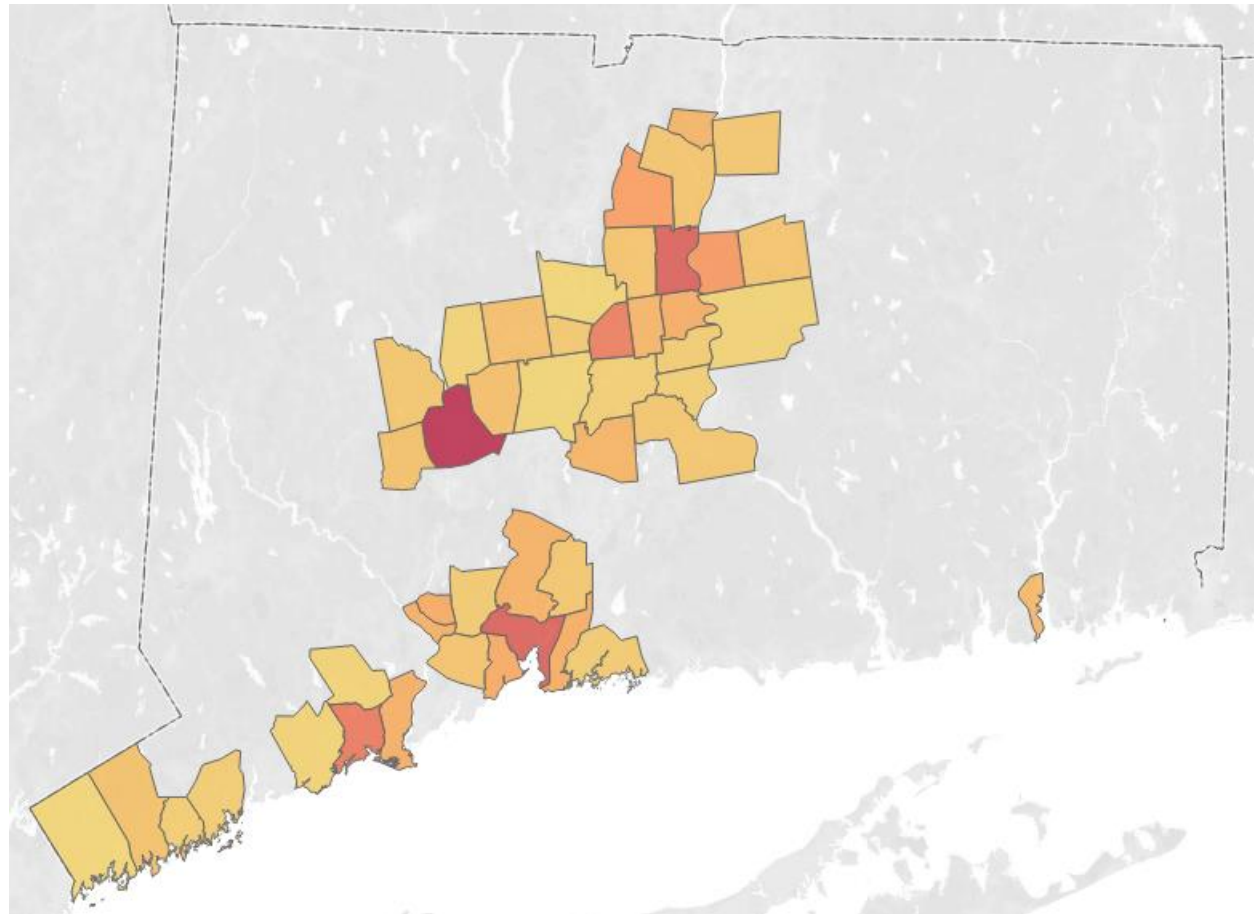
Avg. MV Theft Per
100,000 residents



Sources:

Pelka, M., Baudoin, K., Neary, K., Lahka, P. (2021, February 8). *Preliminary Analysis of Motor Vehicle Theft Data* [PowerPoint slides].
DESPP *Crime in Connecticut* data. Resident state trooper towns were excluded because 2019 data had not been obtained at the time this presentation was completed.

Municipalities with a three-year MVT rate larger than 100 per 100,000 residents (2017-2019)



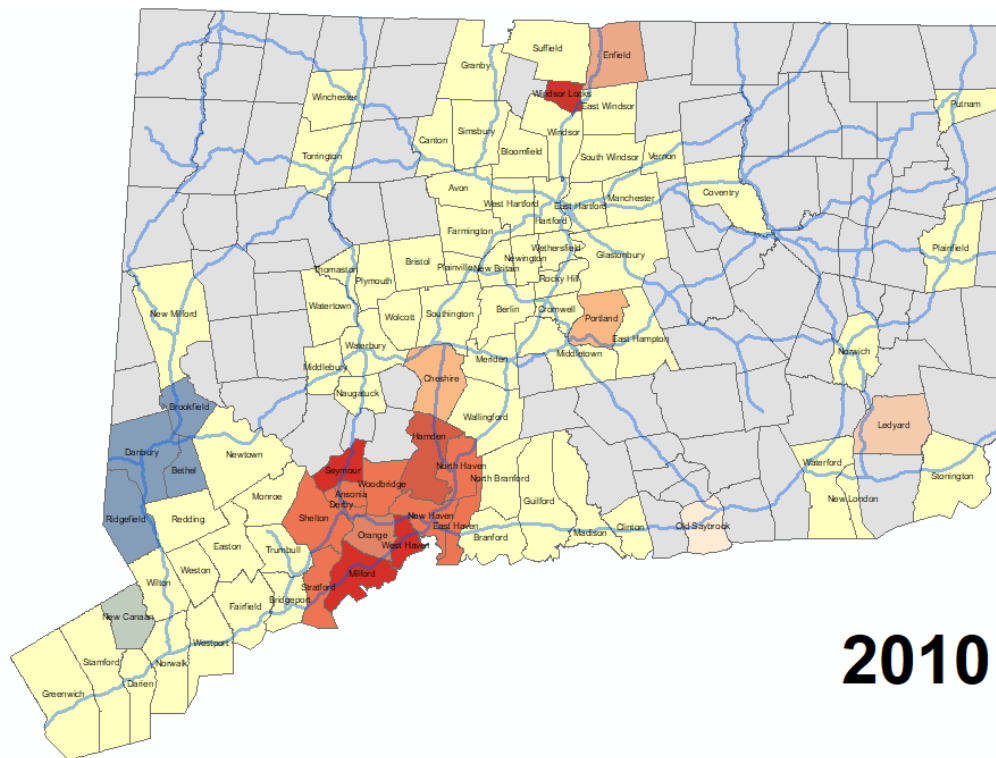
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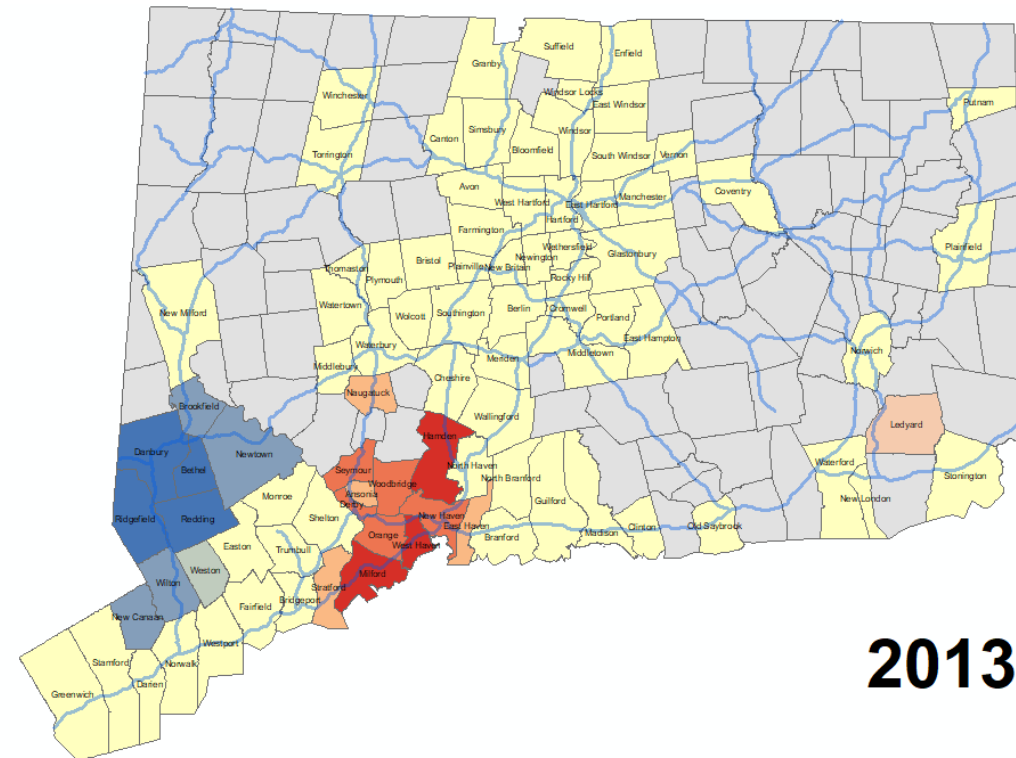
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Hot spot concentration maps show changes in rates of stolen motor vehicles (2010-2017)

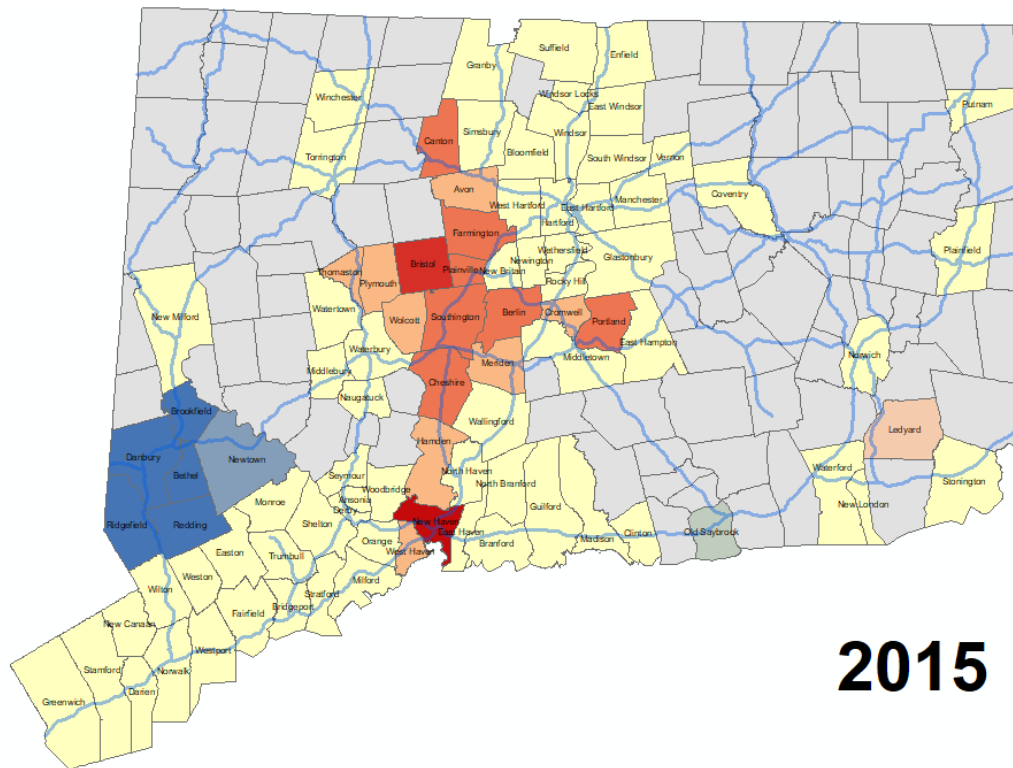


2010

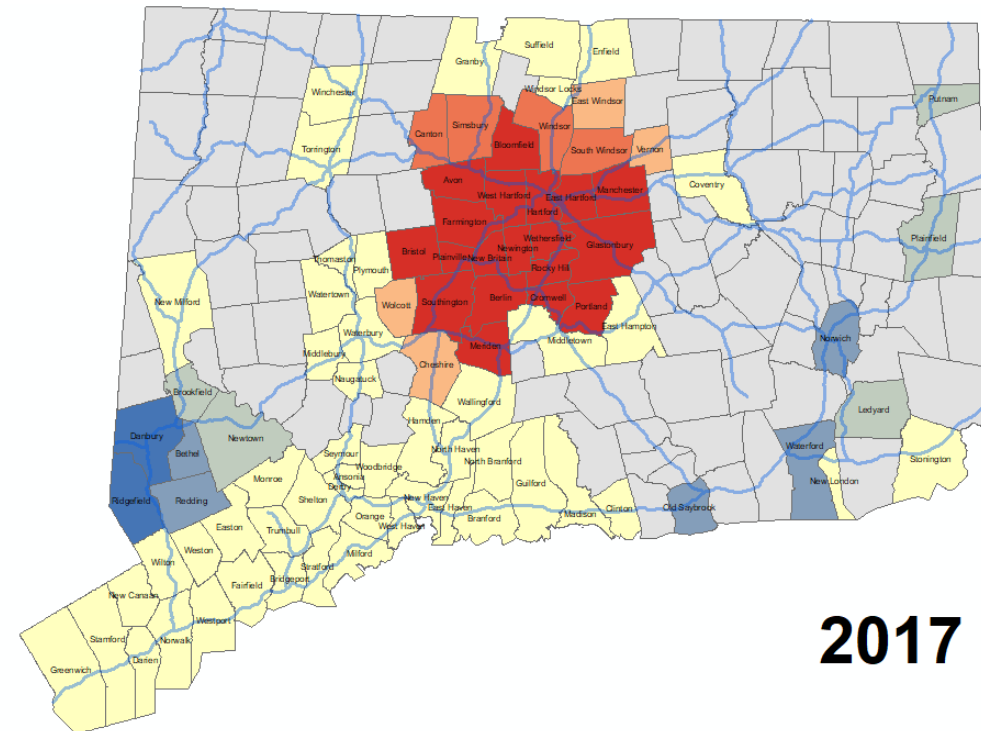


2013

Hot spot concentration maps show changes in rates of stolen motor vehicles (2010-2017) cont.



2015



2017

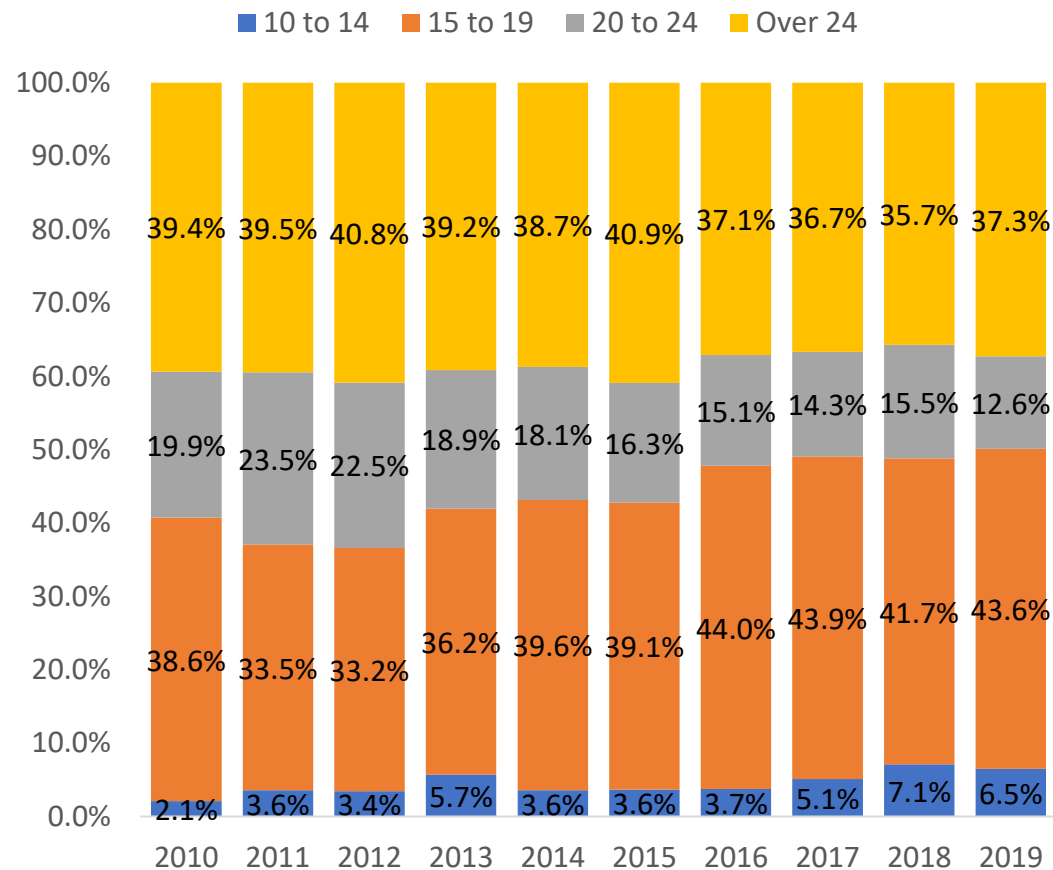
There is no evidence to support a claim that CT's "Raise the Age" laws caused an increase in MVTs.

- 2010 CT followed many other states by raising the age of a juvenile from 15 to 16. This was further raised from 16 to 17 in July 2012.
- An increase in MVT between 2013 and 2018 prompted concern that raise the age legislation may be a contributing factor.
- According to a 2019 study by Circo and Scranton, both violent and property crimes consistently decreased during a 10-year period which includes years prior to RTA and after RTA (2008 to 2017).
 - In particular, property crimes such as burglary and larceny were down approximately 42% and 26% respectively.
 - CT's MVT rate decreased until it began to reverse in 2014, but the 2017 rate was still 19% lower than its 2008 rate.

There is no evidence to support a claim that CT's "Raise the Age" laws caused an increase in MVTs. (cont.)

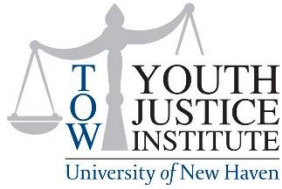
- Although CT saw an increase in MVT starting in 2014, this followed a larger national trend.
 - MVT rates decreased by 19.4% between 2008 and 2017 in the U.S. However, a 10.4% increase occurred between 2013 and 2017.
- The 2019 study by Circo and Scranton found, "Connecticut's RTA was likely responsible for a near-zero increase in MVT... Given that CT's increase in MVT mirrored nationwide trends, it is likely that other factors may be responsible."
 - "While MVT committed by teens and young adults continue to be a concern for many states and municipalities, our research finds that laws targeting the age of juvenile jurisdiction are unlikely to have any lasting or meaningful impact on general MVT trends."

Age of those arrested has remained fairly stable over the last 10 years.



- For the last 10 years, the under 24 population has consistently made up between 59% and 64% of all those arrested
 - On average, between 1992 and 1997 individuals under 18 accounted for 48% of all MVT arrests
 - Between 1998 and 2009 individuals under 18 accounted for 34% of all MVT arrests
 - Between 2010 and 2019 individuals under 18 accounted for 28% of all MVT arrests

MVTs have some of the lowest clearance rates of all property crime.



- Motor vehicle thefts are reported at a higher rate than most other crimes but has one of the lowest clearance rates.
 - In 2019, the clearance rate for was 11.6% in CT and 13.8% nationally.
 - According to a 2018 NICB report, the recovery rate for a stolen motor vehicle is approximately 59.3%. However, it is hard to nail down a specific number since vehicles are recovered daily.
- Clearance rates for many of the communities with the largest increases in MVTs are mostly lower than the statewide average.
 - Increased penalties for these offenses will likely have little or no impact on the overall offense rate due to the low clearance rate.

Conclusions

- CT Motor Vehicle Thefts (MVT) are lower than the national average and follow the national trend.
- 2019 was the lowest MVT rate since we began collecting this information in 1985.
 - 2019 appears to be an outlier and the state should further explore what changes were made in 2019 to potentially contribute to such a large decline in offenses.
 - Preliminary CT 2020 data indicates an increase in motor vehicle thefts, reversing the reductions made between 2018 and 2019.
 - Motor Vehicle Thefts were up across the country in 2020. This is likely related to the COVID-19 pandemic

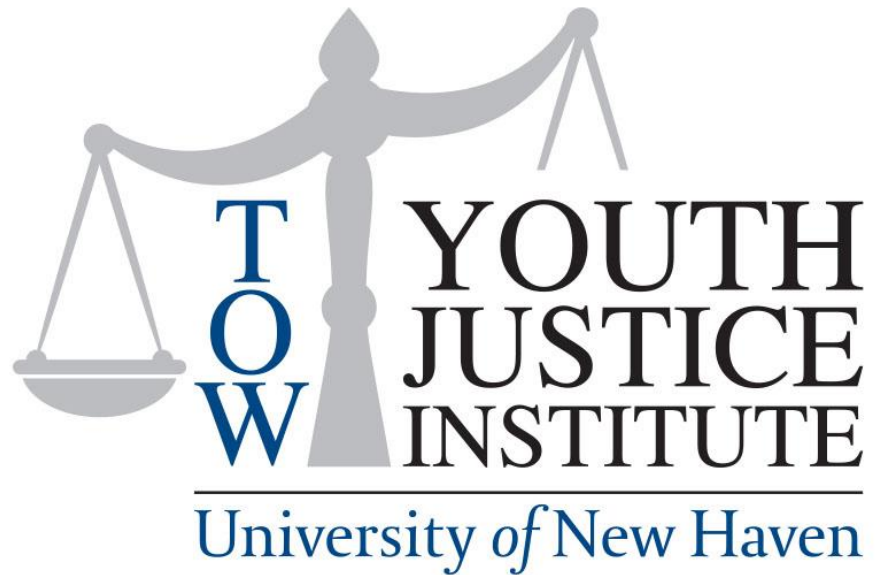
Conclusions (cont.)

- The Spoke and Wheel Trend: as motor vehicle thefts have declined in major urban areas like Bridgeport, Hartford and New Haven, they have increased in surrounding suburban communities.
 - Central Connecticut has seen larger increases in MVT than other parts of the state.
- There is no evidence to support a claim that CT's "Raise the Age" laws caused an increase in MVTs.

Thank You

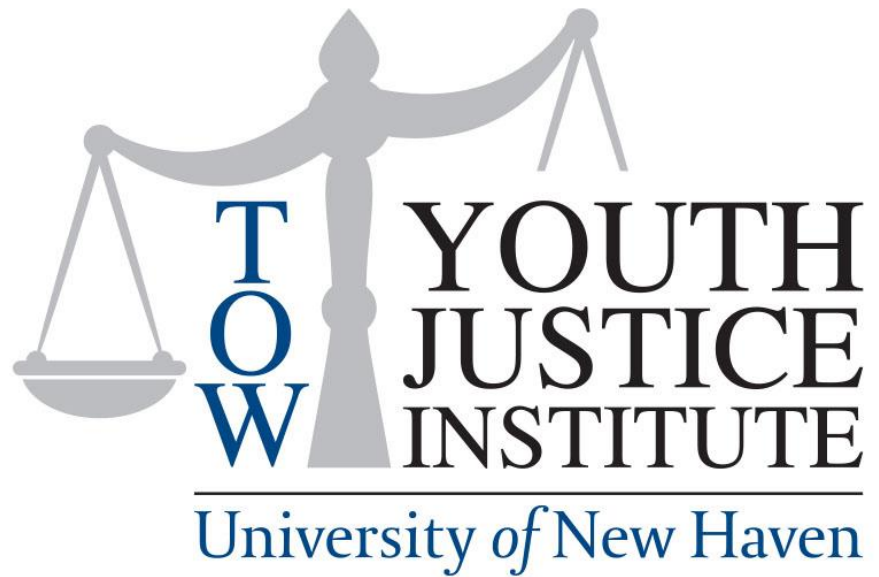
A special THANKS to **OPM CJPPD** (Marc Pelka, Kyle Baudoin, Kevin Neary, and Patrick Lahka) and **DESPP Crimes Analysis Unit** (Kate Evans and Edward Doukas)

Ken Barone, *Project Manager*, baroneket@ccsu.edu

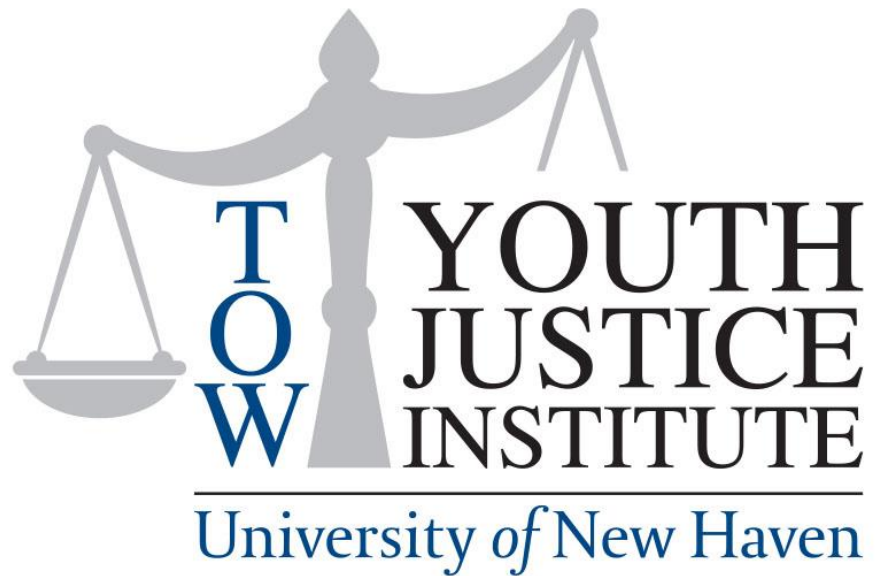


Law Enforcement Perspective

Chief Fernando Spagnolo,
Waterbury Police Department



Questions?



Next JJPOC Meeting
April 15th, 2020
2:00-3:30 PM