MISSOURI 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 Missouri City Police Department revealed the following:

- **A COMPREHENSIVE REVIEW OF THE MISSOURI CITY POLICE DEPARTMENT'S BIAS-BASED/RACIAL PROFILING POLICY (30-20) SHOWS THAT THE MISSOURI 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 MISSOURI 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 MISSOURI CITY POLICE DEPARTMENT IS FULLY IN COMPLIANCE WITH APPLICABLE TEXAS LAW CONCERNING THE REPORTING OF INFORMATION TO TCOLE.**

- **THE MISSOURI 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 Missouri 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 Missouri 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) Missouri City Police Department's policy on racial profiling; (2) Missouri City Police Department's training and education on racial profiling; (3) Missouri City Police Department's complaint process and public education on racial profiling; (4) analysis of Missouri City Police Department's traffic stop data; (5) additional traffic stop data to be reported to TCOLE; and (6) Missouri 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)).

Missouri City Police Department Policy on Racial Profiling

A review of Missouri City Police Department's Bias-Based/Racial Profiling Policy (Policy 30-20) 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 Missouri City Police Department's policy. Missouri City Police Department policies provide clear direction that any form of racial profiling is prohibited and that officers found engaging in inappropriate profiling may be disciplined up to and including termination. 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 Missouri City Police Department regulation.

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

Missouri 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. Information provided by the Missouri City Police Department reveals that in 2025 racial profiling training and certification is current for all officers in the department. Additionally, all officers received various forms of training including but not limited to Cultural Awareness and Diversity, Anti-Bias

Training for Law Enforcement, Implicit Bias, De-Escalation and Minimizing Use of Force, and Ethics in Law Enforcement.

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

Missouri 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. Missouri City Police Department's Bias-Based/Racial Profiling Policy Section V (Complaint Investigation) and VI (Public Education) covers this requirement. The Missouri City Police Department also has an easily accessible website (https://www.missouricitytx.gov/FormCenter/Police-10/Officer-Complaint-53) which provides clear information for citizens who wish to file a complaint.

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.

Missouri 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. Missouri 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.

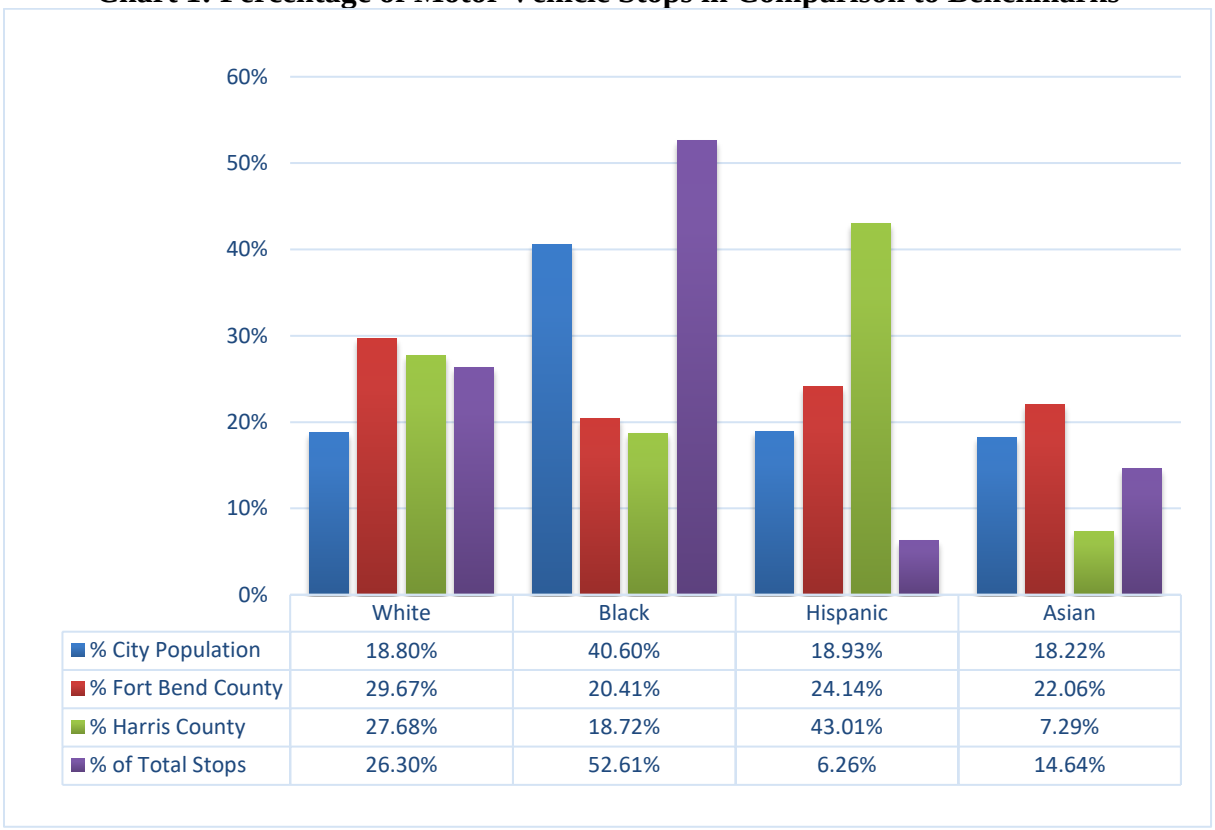
Analysis of the Data

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 26,290 motor vehicle stops in which a ticket, citation, or warning was issued, including arrests made, in 2025.[1]

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



	White	Black	Hispanic	Asian
% City Population	18.80%	40.60%	18.93%	18.22%
% Fort Bend County	29.67%	20.41%	24.14%	22.06%
% Harris County	27.68%	18.72%	43.01%	7.29%
% of Total Stops	26.30%	52.61%	6.26%	14.64%

White drivers constituted 26.30 percent of all drivers stopped, whereas Whites constitute 18.80 percent of the city population, 29.67 percent of the Fort Bend County population, and 27.68 percent of the Harris County population.[2]

Black drivers constituted 52.61 percent of all drivers stopped, whereas Blacks constitute 40.60 percent of the city population, 20.41 percent of the Fort Bend County population, and 18.72 percent of the Harris County population.

Hispanic drivers constituted 6.26 percent of all drivers stopped, whereas Hispanics constitute 18.93 percent of the city population, 24.14 percent of the Fort Bend County population, and 43.01 percent of the Harris County population.

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[1] There were 52 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 and the total number of motor vehicle stops among all drivers (26,290).

[2] City and County populations were derived from 2020 Decennial Census Redistricting Data (DEC) of the U.S. Census Bureau. City and County populations by gender noted later in this report are based on 2019 American Community Survey estimates.

Asian drivers constituted 14.64 percent of all drivers stopped, whereas Asians constitute 18.22 percent of the city population, 22.06 percent of the Fort Bend County population, and 7.29 percent of the Harris County population.

The chart shows that White drivers are stopped at rates higher the percentage of Whites found in the city population, but lower than the percentage of Whites in the Fort Bend County and Harris County populations. Black drivers are stopped at rates higher than the percentage of Blacks found in the city, Fort Bend County, and Harris County populations. Hispanic drivers are stopped at rates lower than the percentage of Hispanics found in the city, Fort Bend County, and Harris County populations. Asian drivers are stopped at rates lower than the percentage of Asians found in the city and Fort Bend County populations, but higher than the percentage of Asians in the Harris 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 population). 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. Population measures such as the U.S. Census can become quickly outdated, can be inaccurate, and may not keep pace with changes experienced in city and county population measures.

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 or related population benchmarks are used but these types of benchmarks are problematic indicators 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 26,290 motor vehicle stops in 2025, the officer knew the race/ethnicity of the motorist prior to the stop in 0.79% of the stops (207/26,290). 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."

Almost always, Missouri City PD officers do not 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.

[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.

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.

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 Missouri City Police Department in 2025. Table 1 and associated analyses are utilized to satisfy the comparative analyses as required by Texas law, and in specific, 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 26,290 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 44 percent of stops resulted in a written warning (11,586/26,290), roughly 26 percent resulted in a verbal warning and roughly 28 percent resulted in a citation. These result of stop actions accounted for roughly 98 percent of all stop outcomes and will be the focus of the discussion below.

Specific to **written warnings**, White motorists received a written warning in roughly 46 percent of stops involving White motorists (3,177/6,913), Black motorists received a written warning in roughly 43 percent of stops of Black motorists, Hispanic motorists received a written warning in roughly 38 percent of stops of Hispanic motorists, and Asian motorists received a written warning in roughly 46 percent of stops of Asian motorists.

Specific to **verbal warnings**, White motorists received a verbal warning in roughly 23 percent of stops involving White motorists (1,572/6,913), Black motorists received a verbal warning in roughly 27 percent of stops involving Black motorists, Hispanic motorists received a verbal warning in roughly 30 percent of all stops of Hispanic motorists, and Asian motorists received a verbal warning in roughly 25 percent of all stops of Asian motorists.

Specific to **citations**, White motorists received a citation in roughly 30 percent of stops involving White motorists (2,100/6,913), Black motorists received a citation in roughly 27 percent of stops of Black motorists, Hispanic motorists received a citation in roughly 30 percent of stops of Hispanic motorists, and Asian motorists received a citation in roughly 28 percent of stops of Asian motorists.

Relative to all arrest totals (**Written Warning and Arrest** + **Citation and Arrest + Arrest**), White motorists were arrested in 0.9 percent of stops involving White motorists (64/6,913), Black motorists were arrested in 2.5 percent of stops involving Black motorists, Hispanics were arrested in 2.5 percent of stops involving Hispanic motorists, and Asian motorists were arrested in 0.4 percent of stops of Asian motorists.

Overall, arrests were most commonly based on an **outstanding warrant** (52.0%; 242/465) or a **violation of the traffic law** (25.4%; 118/465) as illustrated in Table 1.

Finally, as presented in Table 1, **physical force resulting in bodily injury** occurred in two stops in 2025. In one stop, the suspect was injured and in the other, the officer was injured.

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	6,913	13,830	1,647	3,848	52	26,290
Gender						
Female	2,607	6,411	561	1,281	18	10,878
Male	4,306	7,419	1,086	2,567	34	15,412
Reason for Stop						
Violation of Law	415	777	83	175	0	1,450
Preexisting Knowledge	12	13	5	5	0	35
Moving Traffic Violation	4,162	7,761	882	2,610	34	15,449
Vehicle Traffic Violation	2,324	5,279	677	1,058	18	9,356
Result of Stop						
Verbal Warning	1,572	3,720	495	973	23	6,783
Written Warning	3,177	5,989	620	1,783	17	11,586
Citation	2,100	3,778	491	1,076	11	7,456
Written Warning and Arrest	20	87	3	1	0	111
Citation and Arrest	18	95	14	7	0	134
Arrest	26	161	24	8	1	220
Arrest Based On						
Violation of Penal Code	17	72	11	5	0	105
Violation of Traffic Law	13	85	16	4	0	118
Violation of City Ordinance	0	0	0	0	0	0
Outstanding Warrant	34	186	14	7	1	242
Physical Force Resulting in Bodily Injury Used?						
No	6,913	13,829	1,646	3,848	52	26,288
Yes	0	1	1	0	0	2

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 528 **searches** of motorists were conducted, or 2 percent of all stops resulted in a search (528/26,290). Among searches within each racial/ethnic group, White motorists were searched in roughly 1 percent of all stops of White motorists (63/6,913), Black motorists were searched in roughly 3 percent of all stops of Black motorists, Hispanic motorists were searched in roughly 3 percent of all stops of Hispanic motorists, and Asian motorists were searched in less than 1 percent of all stops of Asian motorists.

As illustrated in Table 2, the most common reason for a search was probable cause (65.3%; 345/528). Among **searches based on probable cause** within each racial/ethnic group, White motorists were searched based on probable cause in roughly 56 percent of all searches of White motorists (35/63), Black motorists were searched based on probable cause in roughly 70 percent of all searches of Black motorists, Hispanic motorists were searched based on probable cause in roughly 49 percent of all searches of Hispanic motorists, and Asian motorists were searched based on probable cause in roughly 33 percent of all searches of Asian motorists.

Regarding searches, it is further noted that only 24 of the 528 searches (see Table 2), or roughly 5 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 (26,290), discretionary **consent searches** occurred in 0.09 percent of stops.

Among **consent searches** within each racial/ethnic group, White motorists were searched based on consent in roughly 13 percent of all searches of White motorists (8/63), Black motorists were searched based on consent in roughly 3 percent of all searches of Black motorists, Hispanic motorists were searched based on consent in roughly 7 percent of all searches of Hispanic motorists, and Asian motorists were searched based on consent in roughly 17 percent of all searches of Asian motorists.

Of the searches that occurred in 2025, and as shown in Table 2, contraband was discovered in 356 or roughly 67 percent of all searches (356/528 total searches). Among the searches in which contraband was discovered, the majority of the time the contraband discovered was drugs (64.3%; 229/356). Finally, as illustrated in Table 2, when contraband was discovered, motorists were arrested roughly 23 percent of the time (82/356).

Table 2: Searches and Outcomes by Race/Ethnicity

Search Table	White	Black	Hispanic /Latino	Asian /Pacific Islander	Alaska Native /American Indian	Total
Search Conducted						
Yes	63	411	41	12	1	528
No	6,850	13,419	1,606	3,836	51	25,762
Reason for Search						
Consent	8	11	3	2	0	24
Contraband in Plain View	1	8	0	0	0	9
Probable Cause	35	286	20	4	0	345
Inventory	5	15	1	1	0	22
Incident to Arrest	14	91	17	5	1	128
Was Contraband Discovered						
Yes	42	279	26	8	1	356
No	21	132	15	4	0	172
Description of Contraband						
Drugs	27	181	18	3	0	229
Weapons	3	10	0	1	0	14
Currency	0	0	0	0	0	0
Alcohol	1	7	1	0	0	9
Stolen Property	0	4	0	0	0	4
Other	11	77	7	4	1	100
Did Discovery of Contraband Result in Arrest?						
Yes	13	59	7	3	0	82
No	29	220	19	5	1	274

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 Missouri City Police Department received two complaints alleging that a peace officer employed by the agency engaged in racial profiling. Upon internal investigation, the complaints were unfounded, and thus no disciplinary action was taken.

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, 26,290 motor vehicle stops were made by the Missouri City Police Department. Of these stops, 10,878 or roughly 41 percent were female drivers (10,878/26,290), and roughly 59 percent were male drivers (see Table 1).

According to 2019 American Community Survey (ACS) city and county population estimates of the U.S. Census Bureau, Missouri City was composed of 52.1 percent females and 47.9 percent males. Fort Bend County 2019 ACS population estimates indicate that females accounted for 50.9 percent of the county population and males accounted for 49.1 percent of the county population. Harris County 2019 ACS population 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 below provides additional information relative to motor vehicle stops in 2025 by the Missouri City Police Department. The data are required to be collected by the Missouri City Police Department under the Texas Code of Criminal Procedure Article 2B.0054.

As previously noted, the Missouri City Police Department received two complaints alleging that a peace officer employed by the agency engaged in racial profiling. Upon internal investigation, the complaints were unfounded. Furthermore, as previously discussed, of the 26,290 motor vehicle stops in 2025, the officer knew the race/ethnicity of the motorist prior to the stop in 0.79% of the stops (207/26,290).

Table 3: Additional Information

Additional Information	Total
Was Race/Ethnicity Known Prior to Stop	
Yes	207
No	26,083
Approximate Location of Stop	
City Street	22,362
US Highway	787
County Road	3,014
State Highway	106
Private Property/Other	21
Number of Complaints of Racial Profiling	
Resulted in Disciplinary Action	0
Did Not Result in Disciplinary Action	2

Analysis of Racial Profiling Compliance by Missouri City Police Department

The foregoing analysis shows that the Missouri 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, 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 Missouri 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 Missouri 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

existed to perform the search; or

(iii) the search was performed because the motor vehicle was towed or because of the arrest of any individual in the motor vehicle; and

(C) whether any contraband or other evidence was discovered during the search and a description of the contraband or evidence;

(4) whether the officer made an arrest as a result of the stop or the search and, if so, a statement of:

(A) whether the arrest was based on:

(i) a violation of the Penal Code;

(ii) a violation of a traffic law or ordinance; or

(iii) an outstanding warrant; and

(B) the offense charged;

(5) the street address or approximate location of the stop;

(6) whether the officer issued a verbal or written warning or a ticket or citation as a result of the stop; and

(7) whether the officer used physical force that resulted in bodily injury during the stop.

(b) The chief administrator of a law enforcement agency, regardless of whether the administrator is elected, employed, or appointed, is responsible for auditing reports under Subsection (a) to ensure that the race or ethnicity of the individual operating the motor vehicle is reported.

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

Art. 2B.0055. COMPILATION AND ANALYSIS OF INFORMATION COLLECTED. (a) A law enforcement agency shall compile and analyze the information contained in each report received by the agency under Article 2B.0054.

(b) Not later than March 1 of each year, each law enforcement agency shall submit a report containing the incident-based data compiled during the previous calendar year to:

(1) the commission; and

(2) the governing body of each county or municipality served by the agency, if the law enforcement agency is a local law enforcement agency.

(c) A report required under Subsection (b) must be submitted by the chief administrator of the law enforcement agency, regardless of whether the administrator is elected, employed, or appointed. The report must include:

(1) a comparative analysis of the information compiled under Article 2B.0054 to:

(A) evaluate and compare the number of motor vehicle

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

Missouri City Police Department
Racial Profiling Policy

Missouri City Police Department

Policy #: 30-20
Subject: Bias-Based / Racial Profiling
Date Issued: 01-01-2013
Revised: 08-26-2021

Standard: 2.01

I. Purpose

The purpose of this policy is to affirm the Missouri City Police Department's commitment to unbiased policing in all its encounters between officers and any person; to reinforce procedures that serve to ensure public confidence and mutual trust through the provision of services in a fair and equitable fashion; and to protect our officers from unwarranted accusations of misconduct when they act within the dictates of departmental policy and the law.

II. Policy

It is the policy of this department to police in a proactive manner and to aggressively investigate suspected violations of the law. Officers shall actively enforce state, federal and local laws in a responsible and professional manner, without regard to race, ethnic background, gender, sexual orientation, religion, economic status, age, cultural group, or any other identifiable group. Officers are strictly prohibited from engaging in bias-based / racial profiling as defined in this policy. This policy shall be applicable to all persons, whether drivers, passengers or pedestrians.

This policy shall not preclude officers from offering assistance to persons when appropriate, e.g. someone appears ill; person appears lost; person has vehicle problems etc. Additionally, this policy does not prohibit consensual encounters with persons, absent a racial profiling basis. Nor does this policy prohibit stopping someone suspected of a crime based upon observed actions and/or information received about the person.

III. Definitions

A. Bias-Based Profiling - The selection of an individual based solely on a trait common to a group for enforcement action. This includes, but is not limited to: race, ethnic background, gender, sexual orientation, religion, economic status, age, cultural group, or any other identifiable group. Bias-Based Profiling includes Racial Profiling.

B. Racial Profiling – a law enforcement initiated action based on an individual's race, ethnicity, or national origin rather than on the individual's behavior or on information identifying the individual as having engaged in criminal activity.

- Racial profiling pertains to persons who are viewed as suspects or potential suspects of criminal behavior. The term is not relevant to witnesses, complainants or other citizen contacts.

- The prohibition against racial profiling does not preclude the use of race, ethnicity or national origin as factors in a detention decision when they are used as part of an actual description of a specific suspect for whom an officer is searching.

- Detaining an individual and conducting and inquiry into that person's activities simply because of that individual's race, ethnicity or national origin constitutes racial profiling. Examples of racial profiling include but are not limited to the following:

  - 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.

  - 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.

  - 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.

C. Race or Ethnicity – of a particular descent, including Caucasian, African, Hispanic, Asian, or Native American.

D. Pedestrian Stop – an interaction between a peace officer and an individual who is being detained for the purpose of a criminal investigation in which the individual is not under arrest. The detention does not originate from a motor vehicle contact.

E. Traffic Stop – a motor vehicle stop by a peace officer for an alleged violation of a law or ordinance regulating traffic.

IV. Training

A. Officers are required to adhere to all Texas Commission on Law Enforcement (TCOLE) training and the Law Enforcement Management Institute of Texas (LEMIT) requirements as mandated by law.

B. All officers shall complete 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 TCLEOSE TCOLE training and education program on racial profiling not later than September 1, 2003.

C. 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.

D. An individual appointed or elected as a police chief before September 1, 2001 shall complete the program on racial profiling established under Subsection (j), Section 96.641, Education Code, not later than September 1, 2003.

V. Complaint Investigation

A. The department shall accept complaints from any person who believes he or she has been stopped or searched based

on bias-based or racial profiling. No person shall be discouraged, intimidated or coerced from filing a complaint, nor discriminated against because he or she filed such a complaint.

B. Any employee who receives an allegation of bias-based / racial profiling, including the officer who initiated the stop, shall address the complaint in conformance with the department's Professional Standards policy, specifically section IV-D.

C. Investigation of a complaint shall be conducted in a thorough and timely manner, consistent with pertinent provisions of the department's Professional Standards policy, which provides procedures for addressing citizen complaints.

D. If a bias-based / racial profiling complaint is sustained against an officer, it will result in appropriate corrective and/or disciplinary action, up to and including termination.

E. If there is a departmental video or audio recording of the event upon which a complaint of racial profiling is based, upon commencement of an investigation by this department into the complaint and upon written request by the officer made the subject of the complaint, the department shall promptly provide a copy of the recording to the officer.

VI. Public Education

This department will inform the public of its policy against racial profiling and the complaint process. Methods that may be utilized to inform the public are the news media, radio, service or civic presentations, the Internet, as well as governing board meetings. Additionally, information will be made available as appropriate in languages other than English.

VII. Citation Data Collection and Reporting – Tier 1

A. An officer is required to collect information relating to traffic stops in which a citation is issued. On the citation officers must include:

1. The violator's race or ethnicity;

2. Whether a search was conducted, and if so, whether the search was consensual (an inventory search or search incident to arrest is not counted as a search for reporting purposes); and

3. Whether the violator was arrested for a cited violation or any other violation.

4. Use of force (Sandra Bland Act)

B. Not later than March 1 of each year, the department shall submit a report to its governing board that includes the pertinent information collected on the citations from the preceding calendar year. The report will include:

1. A breakdown of citations by race or ethnicity;

2. Number of citations that resulted in a search;

3. Number of searches that were consensual; and

4. Number of traffic stops that resulted in custodial arrest for a cited violation or any other violation.

5. Use of Force

C. The first such report shall be submitted by March 1, 2003, for the period beginning January 1, 2002, and ending December 31, 2002.

D. Data Entry of Required Information

1. Race: Use “unknown” for unoccupied vehicles where a citation is issued, e.g. parking violation.

2. Search Conducted: Select either “yes” or “no.” Do not select “N/A” or “Unknown.”

3. Search Consensual: Correct responses are “yes”, “no”, or “N/A” if a search was not conducted.

4. Arrested / Instantered: Select either “yes” or “no.” This response pertains only to the driver of the vehicle, whether related to an on-view offense or an outstanding warrant.

5. Use of Force

VIII. Video and Audio Equipment – Tier 2

A. If a motor vehicle regularly used to make traffic and pedestrian stops is equipped with a mobile video camera, each video recording shall be retained for a minimum of ninety (90) days. If a complaint is filed alleging that a peace officer engaged in racial profiling with respect to a traffic or pedestrian stop, the video recording shall be retained until final disposition of the complaint or expiration of filing deadline for all lawsuits, whichever is later.

B. If a motor vehicle regularly used to make traffic and pedestrian stops is equipped with a mobile video camera, officers shall activate the video and audio recording on all such contacts. Additionally, officers shall, when feasible, adjust the camera as necessary to capture the contact with the citizen.

C. Supervisors will ensure officers of the department are properly using the video and audio recording features by conducting spot checks as appropriate. An officer's failure to use the video and audio recording features may be grounds for discipline.

D. Supervisors shall review a minimum of three traffic and/or pedestrian contacts as captured on video/audio by each officer under his/her command each quarter (January, April, July and October). This documentation shall be provided to the Program Coordinator upon completion.

E. In reviewing audio and video recordings, the supervisor shall seek to determine if the officer, who is involved therein, has engaged in an incident or pattern of racial profiling.

F. Patrol officers must check the functionality of the mobile video camera in their assigned squad car at the beginning of their shift. If it is not working properly they must immediately notify their supervisor and request reassignment to a squad car with a properly functioning mobile video camera. Additionally, if their mobile video camera malfunctions anytime during their work shift, they also must contact their supervisor and request

reassignment to a squad car with a properly functioning mobile video camera.

G. Patrol supervisors must ensure that all patrol officers operate squad cars equipped with functioning mobile video cameras. This may require:

   1. Reassigning an officer to a reserve squad car; or

   2. Reassigning an officer to a squad currently not in use, although the squad car is normally assigned to another officer.

H. Patrol supervisors must report malfunctioning mobile video cameras to the administrative sergeant immediately to facilitate repair.

Appendix C

Racial Profiling Laws and Corresponding Department Policies

Texas CCP Article	MISSOURI CITY POLICE DEPARTMENT Racial Profiling Policy 30-20
2B.0053(b)1	Section III (A) Definitions
2B.0053(b)2	Section II Policy
2B.0053(b)3	Section V (A-E) Complaint Investigation
2B.0053(b)4	Section VI Public Education
2B.0053(b)5	Section V (D) Complaint Investigation
2B.0053(b)6	Section VII (A) Citation Data Collection and Reporting
2B.0053(b)7	Section VII (B-C) Citation Data Collection and Reporting