# Maine Office of the Attorney General Report Pursuant to 5 MRS §4751–§4755: Profiling & Traffic Stop Data Collection

January 15, 2026

*This report was prepared by the Maine Statistical Analysis Center at the University of Southern Maine's Catherine Cutler Institute, in collaboration with the Maine Office of the Attorney General.*

# Contents

## Introduction

On June 30, 2023, P.L. 2023 Ch. 368 was enacted, requiring the Office of the Attorney General ("OAG") to adopt rules in furtherance of Title 5, Chapter 337-D (§4751-§4755): Profiling and Data Collection, which requires and governs collection and reporting of traffic stop data statewide for the purpose of identifying and eliminating any profiling by law enforcement. Those rules, found at C.M.R. 26, 239, ch. 500 (attached), set forth how law enforcement officers are to report traffic stop information based on an officer's observation and perception of the stopped person's race, color, ethnicity, gender, and age (collectively referred to as "perceived characteristic data" throughout this report), as well as whether the stop resulted in a warning, citation, search, and/or arrest. Specifically, the rules define the perceived characteristic data points for collection, set quarterly deadlines for collected data submission to the OAG, and establish how long law enforcement agencies must retain the data.

The profiling and data collection statute further directs that by January 15th of each year beginning in 2025, "the Attorney General shall provide to the joint stand mg committees of the Legislature having jurisdiction over judiciary matters and criminal justice and public safety matters and make available to the public a report of the information collected pursuant to this chapter. The report must include an analysis of the information and may include recommendations for changes in laws, rules and practices." (5 MRS §4754)

This submission is the OAG's second annual report to the Legislature and contains a status update of the work conducted to date to create an integrated data reporting system, along with summary statistics for the available October 1, 2024 through September 30, 2025 quarterly reports that agencies have submitted to the OAG.[1] It also addresses ongoing challenges regarding implementation of a statewide uniform reporting platform, and offers recommendations and expectations for future data collection and analysis.

The Office of the Attorney General contracted with the Maine Statistical Analysis Center at the University of Southern Maine's Catherine Cutler Institute ("Maine SAC") to support the OAG's implementation of a traffic stop data collection, extraction, and analysis process. The Maine SAC prepared and provided the following summary statistics, findings and recommendations for this report.[2]

[1]Law enforcement agencies began collecting traffic stop data on July 1, 2024 (5 MRS §4752). Agencies must submit reports quarterly, with the due dates being April 30th (January 1st -March 30th data), July 31st (April 1st-June 30th data), October 31" (July 1st-September 30th data), and January 31st (October 1st-December 31st data) (C.M.R. 26, 239, ch. 500, lll)

[2] The contract between USM's Maine Statistical Analysis Center and the OAG covers services from June 2024 through December 31,2026, for a total of $129,914 which is funded by the OAG.

# Implementation

## Data parameters

The following list outlines the data points that law enforcement officers must collect for each traffic stop per the OAG's adopted rules. Subcategories of data points are included where applicable.

- Stop Location
- Stop Date
- Stop Time
- Perceived race of person stopped for traffic infraction
    - *White*
    - *Black or African American*
    - *American Indian or Alaskan Native*
    - *Asian*
    - *Native Hawaiian or Other Pacific Islander*
- Perceived color of person stopped for traffic infraction
    - *White*
    - *Brown*
    - *Black*
    - *Other non-White*
- Perceived ethnicity of person stopped for traffic infraction
    - *Hispanic or Latino(a)*
    - *non-Hispanic or Latino(a)*
- Perceived gender of person stopped for traffic infraction
    - *Male*
    - *Female*
    - *Non-binary or Other Gender*
- Perceived age of person stopped for traffic infraction (*whole number*)
- Reason for stop/ Nature of alleged infraction
- Was an arrest made? (*yes/no*)
- Was a criminal summons issued? (*yes/no*)
- Was a citation issued? (*yes/no*)
- Was a search conducted? (*yes/no*)
- Was a warning issued? (*yes/no*)
- Was no action taken? (*yes/no*)
- Additional information (*text field)*

## Creation of data submission processes

This section includes previously reported background and information regarding the scope and challenges inherent in the implementation of the controlling statute, as some of those issues persist. As the Committee may recall, while proceeding with the rulemaking process regarding the foregoing data collection parameters, the OAG also worked with the State of Mame Office of Information Technology ("OlT"} to explore design options for the submission of law enforcement agencies' collected data. An early step in determining how profiling traffic stop data should be managed was to examine how agencies currently collect data in general and what volume of data is involved. The OAG conducted a survey of all law enforcement agencies to discern this information, which generated approximately 30% participation. The survey process and additional collaboration with numerous law enforcement agencies indicated that there are three systems in use across the state: LexisNexis' eCitation (offered by the State of Maine Department of Public Safety ("DPS"), Tritech's IMC Solutions, and Motorola Solutions' Spillman. That work also confirmed that some agencies issue paper citations without the use of any electronic system. LexisNexis' eCitation, which is available to all law enforcement agencies in the state through DPS, is the most widely and increasingly used citation system. The OAG and OIT worked directly with LexisNexis and DPS to create an automated process to extract and report the required profiling traffic data directly from eCitation, without requiring any additional steps by eCitation users.

To facilitate data reporting by those agencies not using eCitation, the OAG and OIT explored options for building a web-based portal for the upload of that data. For agencies using IMC Solutions and Motorola-based systems, OAG and OIT worked with these vendors on an acceptable file for submission through an eventual web-based portal. For those agencies not using any of these standardized systems, OIT created a template with required fields and enforced data standards aligned with the reporting requirements for uploading to a web-based portal.

After working with the OAG to establish uniform standards for the various agency data collection mechanisms, OIT recommended approaching lnforME to develop a reporting portal, based on previous similar successful efforts. Initial discussions were positive, and the Maine Department of Labor's Center for Workforce Research and Information ("CWRI") online platform was identified as a model that met many of the OAG's requirements. lnforME indicated it was able to take on the project and requested that OAG and OIT provide system requirements by modifying existing CWRI documentation. OIT and OAG did so and worked to become familiar with the functionality of the existing CWRI site. During that investigation of system requirements and operations, several bugs and discrepancies became evident that made CWRI no longer viable as a model upon which to base a profiling data reporting portal. lnforME then offered a different solution, which OIT, after examination, recommended against adopting due to numerous technical and user experience issues and stability concerns.

Following the unsuccessful InforME options, OIT began to investigate other approaches to building a workable solution for a web portal. OIT and OAG have considered multiple solutions, and a web-based portal that meets basic requirements for security, stability, and ease of user experience is still in process. Currently, the OAG is accepting directly from law enforcement agencies not using eCitation emailed data submissions per the provided interim template while OIT works on providing a more automated solution. While many law enforcement agencies have submitted data directly to the OAG, compliance has not been uniform and a significant portion of data that has been submitted does not conform consistently with the provided template. An automated system to remediate compliance problems has posed its own challenges, and the OAG continues to troubleshoot data submission issues manually for the time being.

## Methodology

This report summarizes the perceived characteristic data collected between October 1, 2024 and September 30, 2025. Due to the data collection issues described in the *Implementation* section, the presented figures are limited to only those agencies that use eCitation. In total, 90 of 140 local law enforcement agencies reported a total of 186,485 traffic stops, all of which are included in the analysis. No duplicate records were identified.

In addition to summarizing data, this report applies statistical techniques to evaluate associations between dependent and independent variables. Researchers commonly use a probability-value (p-value) threshold of 0.05 to determine whether an observed association is unlikely to be due to chance.[3] However, p-values are sensitive to sample size, meaning that with very large datasets, even trivial differences can reach the 0.05, or even 0.01, statistical significance threshold. Therefore, for this dataset—which has over 185,000 records—researchers are using a 99.9% certainty threshold ($p \leq 0.001$) to identify statistically significant differences.

### Limitations

The intended purpose of this legislatively mandated report is to assess the extent to which racial profiling is used in Maine traffic stops. When interpreting the findings, it is important to consider several limiting factors that may affect the accuracy and completeness of the data. As previously detailed, data submission remains inconsistent. At the time of this report drafting, data from around a third of the law enforcement agencies were not yet available for a variety of reasons. Consequently, over a third of agencies' perceived characteristics data are missing from these findings and, thus, the data are not representative of all traffic stops conducted statewide. In addition, several agencies located in areas with greater racial and ethnic diversity are not currently using eCitation and are therefore excluded from the present dataset and subsequent analyses. The impact of missing data will be discussed further in the findings section.

[3] A p-value threshold of 0.05 means there is a 5% probability or lower that no association exists between the independent and dependent variables.

## Findings

This section describes and discusses data collected in eCitation between October 1, 2024 and September 30, 2025.[4] In total, law enforcement officers reported perceived racial characteristic data for 148,913 traffic stops. When compared to the data included in the 2025 report, the dataset used for the present analysis is substantially more robust. This report includes perceived race data from 13 additional agencies and, because it includes a full year of reporting rather than a single quarter, contains nearly four times as many records (37,572 in 2025 compared to 148,913 for this report).

Despite this large increase, the rates observed have remained consistent with those presented in the 2025 report. For instance, the distributions of perceived gender and age are nearly identical to the rates in the 2025 report. The rate for perceived person of color (10.9%) is likewise comparable to the previous year (11.0%). However, because some of Maine's more racially diverse communities are not included in the current dataset reflecting October 2024 through September 2025 stops, it is reasonable to expect that the proportion of individuals perceived as persons of color will increase as reporting coverage expands.

### Agencies

As of September 30, 2025, approximately 64% of Maine's 140 law enforcement agencies engaging in traffic stops are using eCitation.[5] In total, 100% of state, 69% of county, and 63% of city agencies are using the system (Table 1). Compared to the prior report, which found 55% agencies were using eCitation, 13 more agencies have begun using the system over the last year.

**Table 1.** Law enforcement agencies using eCitation compared to total number of agencies, by county

| Agency Type | Number Reporting | Total Agencies | % Reporting |
|---|---|---|---|
| City | 67 | 106 | 63% |
| County | 11 | 16 | 69% |
| Tribal | 0 | 3 | 0% |
| University | 0 | 3 | 0% |
| State | 12 | 12 | 100% |
| **Total** | **90** | **140** | **64%** |

Table 2, which contains information about local (i.e., non-state) law enforcement agencies by county, helps illustrate the impact of missing data. First, the table's "*Number of Agencies*" grouping shows the proportion of all agencies that are using eCitation. The percent reporting ranged from a low of 13% (Washington County) to a high of 100% (Knox County). The next grouping, *"Agency's Population,"* represents the population size within each agency's jurisdiction.[6,7] Overall, approximately 69% of Maine's population is covered by the agencies reporting traffic stop data in eCitation. While individually the rates of eCitation use and eCitation population representation are

[4] See Appendix A for aggregated data by quarter.
[5] The 140 law enforcement agencies exclude state agencies that do not conduct traffic stops: the Bureau of Capitol Police, the State Fire Marshall, and the Maine Drug Enforcement Agency.
[6] Agency population comes from 2023 National Incident Based Reporting System (NIBRS) data, which is the most recent NIBRS data available at the time of this report.
[7] Population figures are applied only to agencies with distinct, non-overlapping populations. For example, a state or university agency will have a population of zero, and a county sheriff's population excludes municipalities that have their own police department.

informative, analysis of them together provides a more robust and accurate understanding of the current dataset. For example, Washington County's eight agencies cover a total population of 31,599 people. Of those eight agencies, only one is using eCitation and therefore the rate of use is only 13%; however, that one agency serves 71% of the county's population.

**Table 2.** Local law enforcement agencies using eCitation compared to all local agencies, by county

| | Number of Agencies | | | Agency's Population | | |
|---|---|---|---|---|---|---|
| County | eCitation | Total | % eCitation | eCitation | Total | % eCitation |
| Androscoggin | 3 | 7 | 43% | 18,001 | 113,902 | 16% |
| Aroostook | 5 | 9 | 56% | 54,378 | 67,319 | 81% |
| Cumberland | 13 | 15 | 87% | 303,507 | 309,263 | 98% |
| Franklin | 4 | 7 | 57% | 28,987 | 30,981 | 94% |
| Hancock | 5 | 7 | 71% | 55,051 | 57,285 | 96% |
| Kennebec | 5 | 10 | 50% | 43,795 | 126,342 | 35% |
| Knox | 5 | 5 | 100% | 41,400 | 41,400 | 100% |
| Lincoln | 2 | 5 | 40% | 5,999 | 36,691 | 16% |
| Oxford | 3 | 7 | 43% | 42,329 | 60,283 | 70% |
| Penobscot | 9 | 14 | 64% | 53,488 | 154,405 | 35% |
| Piscataquis | 1 | 4 | 25% | 9,115 | 17,723 | 51% |
| Sagadahoc | 4 | 5 | 80% | 35,494 | 37,714 | 94% |
| Somerset | 2 | 4 | 50% | 38,763 | 51,395 | 75% |
| Waldo | 2 | 5 | 40% | 7,089 | 40,519 | 17% |
| Washington | 1 | 8 | 13% | 22,362 | 31,599 | 71% |
| York | 14 | 16 | 88% | 204,858 | 218,901 | 94% |
| **Total** | **78** | **128** | **61%** | **964,616** | **1,395,722** | **69%** |

As of September 30, 2025,Maine's two most populous counties—Cumberland and York—had high eCitation use (87% and 88%, respectively) and even higher population representation (98% and 94%). In contrast, the third most populous county, Penobscot, had moderate eCitation use with 64% of agencies using the system; however, those agencies collectively covered only 35% of the county's population. Additionally, Androscoggin County—one of Maine's largest and most diverse counties—is largely absent from the current dataset with just under half (43%) of agencies using eCitation, representing only 16% of the county's population. Therefore, **while a comparison of traffic stops to state population-level characteristics is included in the findings, it is imperative to keep the above limitations in mind when interpreting the data.**

## Reason for traffic stop

In addition to reporting information about perceived demographics, law enforcement officers are also required to report the reason for the traffic stop. Within eCitation, officers are provided a list of statutes accompanied by a description of the violation and can report one reason for each stop. Analysis found that two out of five traffic stops were due to *speeding* (42% ) while *operation of vehicle without certificate of inspection* was the next most frequent reason at 19%. All other reasons accounted for 5% or less of traffic stops. The top 10 statutory reasons shown in Table 3 accounted for 87% of all traffic stops.[8]

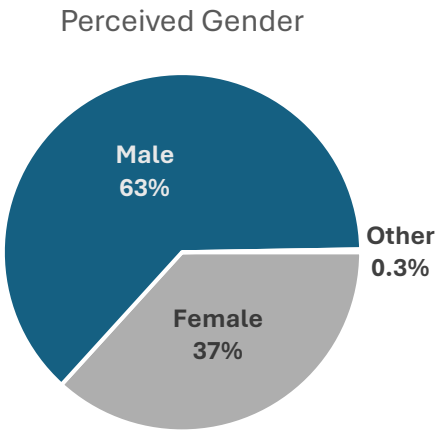
**Table 3.** Top ten statutory reasons for traffic stop

| | Number | Percent |
|---|---|---|
| Speeding | 78,377 | 42% |
| Operation of vehicle without certificate of inspection | 35,998 | 19% |
| Headlights | 9,532 | 5% |
| Residents required to register | 8,391 | 5% |
| Failure to obey traffic control devices | 7,269 | 4% |
| Rear/break lights | 6,220 | 3% |
| Use of handheld electronic devices while operating motor vehicle | 5,579 | 3% |
| Registration lamp | 4,454 | 2% |
| Failure to produce insurance | 3,306 | 2% |
| Operation of defective vehicle | 2,169 | 1% |

[8] Percentages exclude 317 traffic stops (0.2%) for which a reason was not reported.

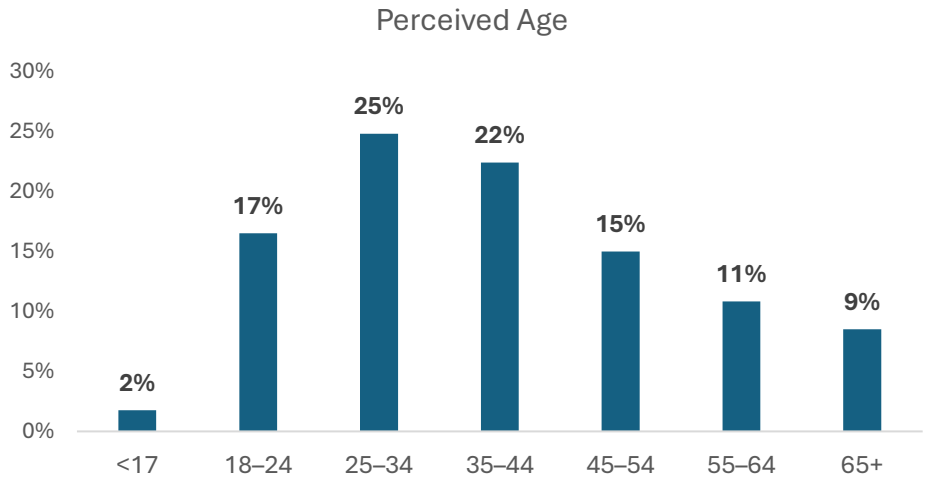
## Perceived gender

When entering perceived characteristics data, law enforcement officers are given three gender categories to choose from: *male*, *female*, and *non-binary or other gender*. In nearly two-thirds of traffic stops (63%), the driver's perceived gender was male. This is markedly higher than the Maine average, where 49% of the population is male, yet is similar to the national trend that men are more likely to be pulled over than women. Only 0.3% of traffic stops included a driver perceived as non-binary or other gender.




## Perceived age

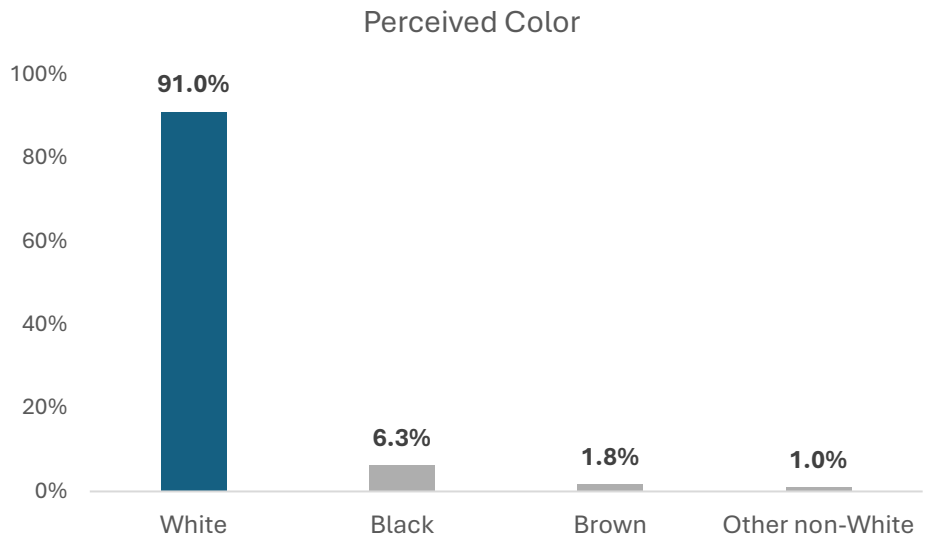
Law enforcement officers are asked to enter, in years and as a whole number, the perceived age of a person stopped for a traffic infraction. The median age of drivers stopped between October 1, 2024 and September 30, 2025, was 35 years old. When the ages were grouped into categories, the age ranges followed a normal distribution with the middle ranges (25–34 and 35–44) representing the highest proportions and the outer ranges (≤17 and 65+) representing the lowest proportions.[9]



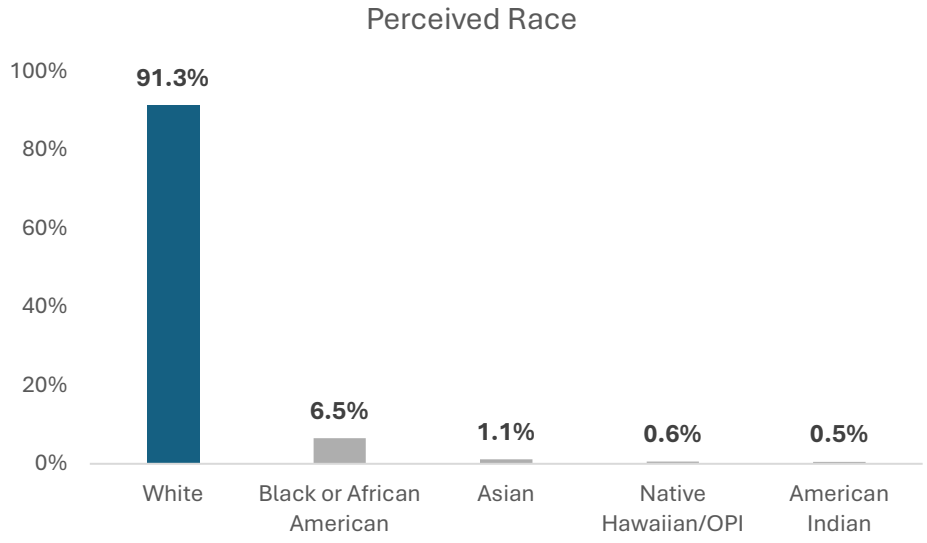

[9] Perceived age excludes 3,188 traffic stops (1.7%) for which age was unknown.

## Perceived racial characteristics

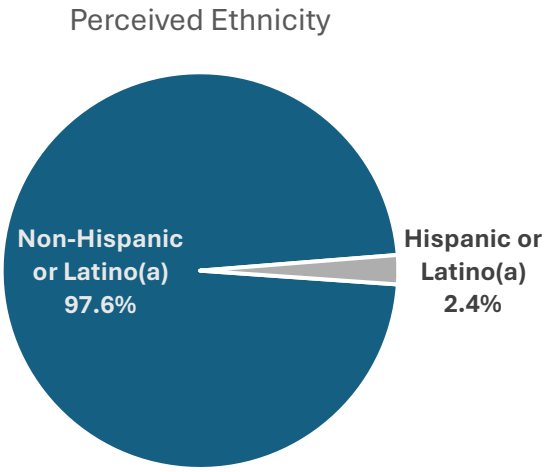
In eCitation, law enforcement officers are asked three questions about the driver's race/ethnicity: the driver's perceived color, perceived race, and perceived ethnicity. For each of these questions, officers can only select one category. In regard to perceived color, law enforcement officers are given four categories to choose from: *Black*, *Brown*, *White*, and *Other non-White*. As shown below, 91.0% of drivers were perceived as being White, 6.3% Black, and the remaining 2.8% as Brown or Other non-White.




Perceived race offers five categories: *American Indian or Alaska Native*, *Asian*, *Black or African American*, *Native Hawaiian or Other Pacific Islander*, and *White*. The perceived race data closely aligned with the perceived color data with 91.3% of drivers being perceived as White and 6.5% as Black or African American. Perceived Asian, Native Hawaiians or Other Pacific Islander, and American Indian or Alaska Native only accounted for 2.2% of drivers.

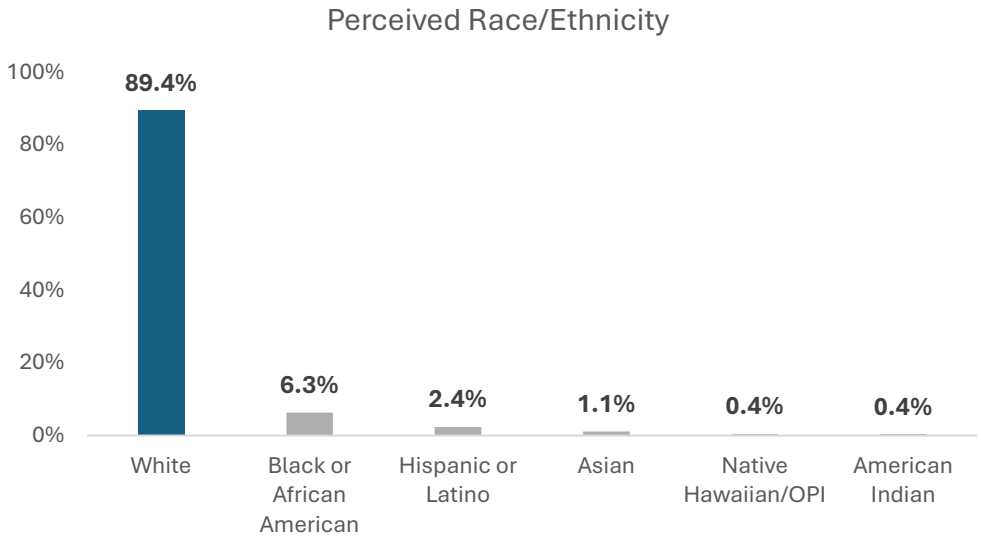


The perceived ethnicity of persons stopped for traffic infractions could be recorded as either *Hispanic or Latino(a)* or *non-Hispanic or Latino(a)*. The perceived ethnicity data showed that almost all drivers (97.6%) were perceived to be Non-Hispanic or Latino(a), whereas Hispanic or Latino(a) accounted for only 2.4% of stopped persons.

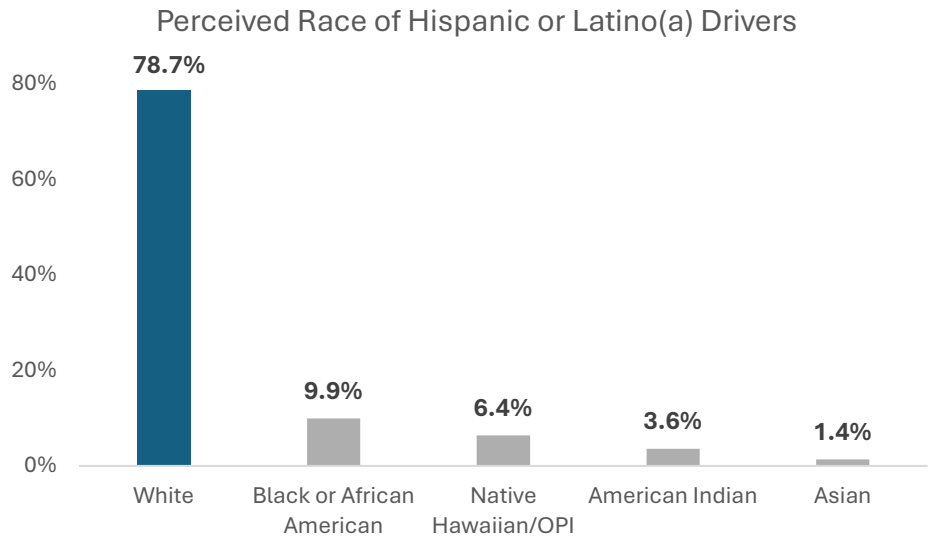



## Perceived race/ethnicity

To better understand the interaction between perceived race and perceived ethnicity, a new measure was computed that combined the two characteristics. The figure below shows that adding the Hispanic or Latino(a) to perceived racial characteristics reduced the proportion of drivers who were identified as White from 91.3% to 89.4%. This indicates that most drivers perceived as Hispanic or Latino(a) were also identified as White.



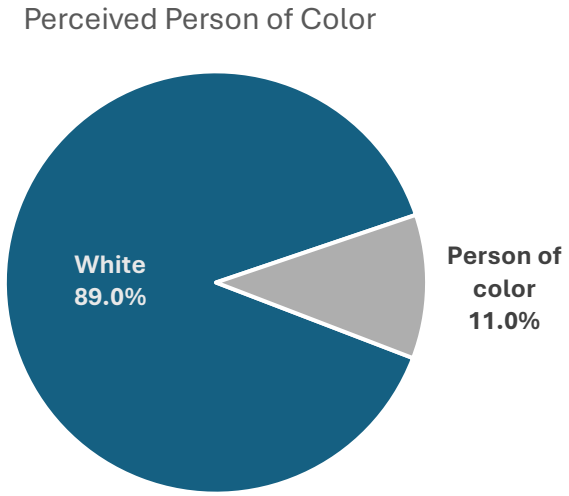
Further analysis showed this to be true, as 79% of drivers perceived as Hispanic or Latino(a) were reported as White. The next highest race category for Hispanic or Latino(a) drivers was Black or African American at 9.9% followed by Native Hawaiian/OPI at 6.4%. The Native Hawaiian/OPI finding is noteworthy because (as shown in the *perceived race* chart) the category accounts for only 0.6% of perceived races. Further investigation found that over a quarter (27%) of drivers perceived as being Native Hawaiian/OPI were also perceived as being Hispanic or Latino(a).




To further examine perceived Hispanic or Latino(a) ethnicity by race, the perceived color of Hispanic or Latino(a) drivers was analyzed. Results found that, even though 79% of perceived Hispanic or Latino(a) drivers had a perceived *race* of White, only 50% of these drivers had a perceived *color* of White. Altogether, the discrepancies found in Native Hawaiian/OPI and White suggests confusion when determining, and subsequently reporting, perceived ethnicity separate from perceived race.

## Perceived person of color

A new variable was created to capture whether the driver was perceived as a person of color, meaning identified as non-White in any of the color, race, and ethnicity questions. When combined this way, the data showed that 11.0% of drivers were perceived as being a person of color. This combined data showed a larger percent of people being perceived as something non-White compared to when looking at race and color alone, which accounted for 8.7% and 9.0% respectively. However, the proportion of drivers who are a person of color is very similar to the computed perceived race/ethnicity findings (10.6%).




Because the perceived person of color variable captures all motorists identified as non-White and/or Hispanic, it is used to assess whether, and to what extent, racial bias influences traffic stops.

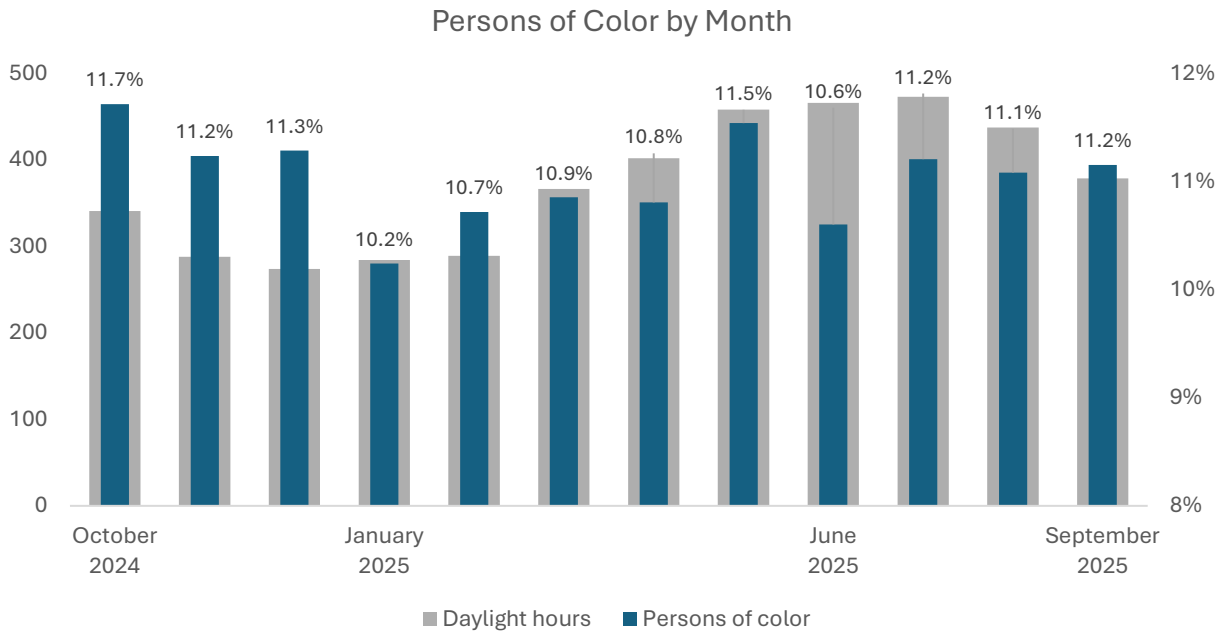
### *Persons of color by month*

One of the long-term objectives of this project is to conduct a *veil of darkness* analysis, a type of study that examines the timing of traffic stops to assess the extent to which racial bias may influence stops. The underlying hypothesis is that during night time traffic stops, when a motorist's race is less visible, racial bias would be less likely to affect stop decisions. If bias is present, the data would show fewer motorists of color being stopped at night compared to daylight hours.

Due to the incompleteness of this dataset, analysts do not anticipate being able to conduct a veil of darkness analysis until the 2027 report. However, Maine's signigicant seasonal variation in daylight hours provides an opportunity for a preliminary examination. By analyzing traffic stop data by month, it is possible to generate a cursory snapshot of whether time of day is associated with the perceived color of the motorist.

The chart below displays the rate of stopped drivers perceived as persons of color alongside the total number of daylight hours in each month. Seasonal patterns for the person of color rate appear across the *October–December*, *January–May*, and *June–September* periods. For instance, the rates between *October–December* are relatively elevated, ranging between 11.2% and 11.7%. In January,

the rate declines sharply by a full percentage point to 10.2%, then increases steadily through the spring until reaching 11.5% in May. The rate decreases again in June, falling to 10.6% before plateauing just above 11% during July and September.




These seasonal patterns do not consistently align with the number of daylight hours. The *October–December* period has the highest proportion of drivers perceived as persons of color (11.4% overall) despite having the fewest daylight hours relative to other quarters. Between *January–May*, the increasing person of color rate generally aligns with the increased number of daylight hours; however, between *June–September*, the rate diverges noticeably from the daylight hour pattern. Nonetheless, month of stop does appear to have some impact on the observed person of color rate but does not meet the level of statistical significance needed to state so with certainty.[10]

[10] $X^2(11)=28.646$, p=.003, Cramer's V=.012, n=186,485

## Comparison to state-level racial characteristics

To determine whether a racial/ethnic group was disproportionally represented among traffic stops, the study population needs to be compared to the overall state population. Unfortunately, because Maine is the least racially diverse state in the county, finding disparities amongst specific racial identities (e.g., comparing the study's proportion of perceived Black or African American drivers to the state's proportion of Black or African Americans) is challenging.

This challenge is illustrated in Table 4, which contains the 2023 American Community Survey's 5-year estimates for race and ethnicity characteristics in Maine.[11] As shown, the two or more races category is nearly three times the amount of the next highest non-White category, Black or African American. Consequently, the non-White races presented in Table 4 are being subsumed into two or more races. Therefore, when researchers analyze unduplicated race data —meaning a person can only be reported as one race— specific races are not comparable to the general population.

**Table 4.** Maine race/ethnicity characteristics

| | Number | Percent |
|---|---|---|
| **Race** | **1,377,400** | **100.0%** |
| White alone | 1,258,133 | 91.3% |
| Black or African American alone | 22,934 | 1.7% |
| American Indian alone | 6,215 | 0.5% |
| Asian alone | 15,194 | 1.1% |
| Native Hawaiian/OPI alone | 321 | 0.0% |
| Some other race alone | 8,740 | 0.6% |
| Two or more races | 65,863 | 4.8% |
| **Ethnicity** | **1,377,400** | **100.0%** |
| Not Hispanic/Latino | 1,348,758 | 97.9% |
| Hispanic/Latino | 28,642 | 2.1% |
| **Race/ethnicity** | **1,377,400** | **100.0%** |
| White alone, not Hispanic/Latino | 1,247,649 | 90.6% |
| Person of color | 129,751 | 9.4% |

Due to these challenges, it is standard practice within the Maine Statistical Analysis Center to instead compare the persons of color rates (i.e., the proportion of the population that is Hispanic/Latino or non-White). In this instance, which means comparing the study populations rate of 11.0% persons of color to the state average of 9.4%, the proportion of drivers who are people of color was 1.6 percentage points higher than the state rate. A binomial test determined the difference was statistically significant ($p<.001$). However, due to the limitations previously described, a more comprehensive dataset is needed before conclusions can be drawn regarding this finding.

[11] U.S. Census Bureau. 2023 American Community Survey 5-Year Estimates. Retrieved from https://data.census.gov/.

### *County-level comparison*

Table 5 presents analysis that was conducted to compare the rate at which persons of color are involved in traffic stops to the proportion of people of color in the general population at the county level. Because missing data remains an outstanding issue, the traffic stop rate for persons of color was calculated only for counties where the dataset includes more than 80% of the jurisdiction's population (see Table 2). The largest disparity between the two rates is Cumberland County, where 21.1% of stopped drivers are perceived as people of color. This rate is 7.8 percentage points higher than the county's population rate of 13.3%. Hancock County shows the second largest difference (3.6 percentage points), with people of color representing 6.8% of the county's population but 10.5% of traffic stops. All other differences between the person of color rates were less than 2.5 percentage points.

**Table 5.** Person of color rate in traffic stops compared to overall county population person of color rate

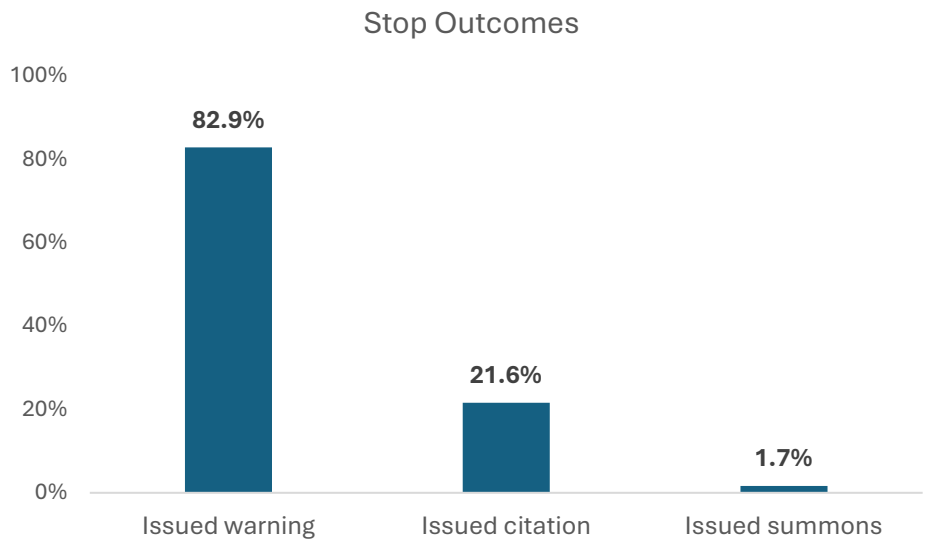
| | Traffic Stops | | | County Population* | | |
|---|---|---|---|---|---|---|
| | Total stops | Person of color | % POC | Total population | Person of color | % POC |
| Androscoggin | - | - | - | 112,323 | 13,245 | 11.8% |
| Aroostook | 4,944 | 250 | 5.1% | 67,227 | 4,796 | 7.1% |
| Cumberland | 28,562 | 6,027 | 21.1% | 305,940 | 40,680 | 13.3% |
| Franklin | 5,829 | 231 | 4.0% | 30,145 | 1,808 | 6.0% |
| Hancock | 9,116 | 953 | 10.5% | 56,084 | 3,830 | 6.8% |
| Kennebec | - | - | - | 125,614 | 9,141 | 7.3% |
| Knox | 4,703 | 184 | 3.9% | 40,860 | 2,428 | 5.9% |
| Lincoln | - | - | - | 35,840 | 2,399 | 6.7% |
| Oxford | - | - | - | 58,728 | 4,237 | 7.2% |
| Penobscot | - | - | - | 153,571 | 13,155 | 8.6% |
| Piscataquis | - | - | - | 17,125 | 1,201 | 7.0% |
| Sagadahoc | 4,987 | 367 | 7.4% | 37,093 | 2,812 | 7.6% |
| Somerset | - | - | - | 50,852 | 2,813 | 5.5% |
| Waldo | - | - | - | 40,006 | 2,808 | 7.0% |
| Washington | - | - | - | 31,261 | 3,754 | 12.0% |
| York | 29,356 | 3,249 | 11.1% | 214,731 | 19,843 | 9.2% |

* County population rates come from the American Community Survey 5-year estimates for 2023.

As reporting expands and additional counties achieve the 80% threshold, future analyses will draw on a more complete dataset and employ more focused methodological approaches to better evaluate the significance of the findings.

## Traffic stop outcomes

For each traffic stop, law enforcement officers using eCitation are asked to enter information for each warning, civil citation, or criminal summons issued at the time of the traffic stop. Because a traffic stop can have multiple violations, a driver can be counted in more than one of these categories. As shown in the chart below, 83% of stops resulted in a warning, 22% resulted in a civil citation (i.e., a traffic ticket), and only 1.7% were issued a criminal citation.[12]




Additionally, the eCitation form includes checkboxes where officers can report whether the stop resulted in an arrest or a search. During the current reporting period, only 0.7% of stops resulted in an arrest and 1.2% resulted in a search of the vehicle or driver.

[12] Percentages exclude 1,903 traffic stops (1.0%) in which warning, citation, and summons information was missing from dataset.

## Persons of color by outcome

Analysis was conducted to examine whether perceived racial characteristics were associated with traffic stop outcomes. Table 6 presents the number of drivers that were perceived as white or as persons of color, along with the person of color rate for each outcome type. As shown below and indicated with asterisks, perceived race varied significantly for all outcomes except driver/vehicle searched. Drivers perceived as people of color were less likely to receive a warning and more likely to be issued a citation. The rates for those outcomes were between 1.5 and 1.6 percentage points higher than the overall average person of color rate ( 11.0%). This analysis also found that persons of color were over-represented in arrests. However, because the total number of arrested drivers was small, it is difficult to determine the true strength of this relationship. Finally, drivers perceived as persons of color were significantly over-represented among those issued a summons.

**Table 6.** Person of color by outcome

| Outcome | White | Person of color | Total | % POC |
|---|---|---|---|---|
| No warning issued | 29,934 | 4,201 | 33,535 | 12.5%* |
| Issued citation | 34,809 | 5,004 | 39,813 | 12.6%* |
| Issued summons | 2,487 | 586 | 3,073 | 19.1%* |
| Driver arrested | 1,037 | 183 | 1,220 | 15.0%* |
| Driver/vehicle searched | 2,016 | 283 | 2,299 | 12.3% |

*Indicates statistical significance at the .001 level

# Recommendations

This second annual report to the Legislature, based on officers' observations and perceptions during traffic stops conducted between October 1, 2024, and September 30, 2025, provides the first full year of statewide traffic stop data. As previously noted, data findings in this report are limited to the 90 agencies using the eCitation platform, which represents 64% of law enforcement agencies conducting traffic stops in the state and covers 69% of Maine's population. These and other limitations also influence the types of recommendations that can be made, and several caveats must be considered before looking ahead.

## Data quality

Like the first report, researchers only had access to usable data from LexisNexis' eCitation for this report. LexisNexis' is an exceptionally comprehensive dataset because it requires the user to fully complete the perceived characteristics fields (i.e.., not leave any fields blank). The data entry requirements used by the eCitation system, however, are not feasible for spreadsheets uploaded into the portal (Spillman, IMC Solutions, and manual citations) and thus it will be possible for individual traffic stop records to be missing pertinent data points, which could then impact findings when these are incorporated into future reports. Therefore, once data submission issues are further resolved, a review will be conducted to determine record eligibility criteria (i.e., which records should be removed from analysis) and identify other potential data quality issues. This review will also inform technical assistance strategies aimed at improving data quality.

Second, while eCitation is a thoughtfully designed and well-built data entry system, the traffic stop longitude and latitude data will likely not be featured in future analysis. In eCitation, where the latitude and longitude data are auto populated, this information was missing for approximately 70% of records, most likely due to the inability of mobile computing devices to connect to the internet. Thinking ahead, for agencies submitting data on the template document, manually entering longitude and latitude will be an onerous task and may contribute to high rates of missing or inaccurate data.

## Data reporting timeline

The statute designates that an annual report be submitted to the Legislature by January 15th each year. While this timing aligns closely with the start of the legislative session, it does not allow future reports to include a full calendar year of data (meaning January 1st to December 31st) because the final quarter of traffic stop data is submitted on December 31st and the data extractions and analyses are lengthy processes. If the Legislature seeks a report that reflects the full 12-month period of the previous calendar year, the report due date should be moved to March 15th in order to allow for complete and meaningful analysis, as suggested in Committee during a presentation of the 2025 Report during the 131st Legislature.

## Additional considerations & expectations

While some additional analysis was possible for this second report, future reports will continue to expand and refine the traffic stop data analysis presented in annual reports. We will continue to work to limit or resolve difficulties presented by non-eCitation LEA data, which includes agencies that: have not reported any data; have reported but data is not format compliant; have reported for some quarters but not others; and have reported sporadically and with inconsistent format compliance.

Once a more robust and statistically usable dataset is available, traffic stops by time of day, analysis of perceived racial characteristics by city, and reason for the stop will be described in future reports. These continued and new analyses, along with a quality control review of the four citation datasets, will enable researchers to more accurately assess the extent to which there are racial and ethnic disparities in traffic stops across Maine.

# Appendix A. Data by Quarter

**Table A1. Top ten statutory reasons for stop by quarter**

| | Q4 2024 | Q1 2025 | Q2 2025 | Q3 2025 | Total |
|---|---|---|---|---|---|
| Failure to obey traffic control devices | 1,457 | 1,806 | 1,999 | 2,007 | **7,269** |
| | 4% | 5% | 4% | 4% | **4%** |
| Failure to produce insurance | 789 | 782 | 939 | 796 | **3,306** |
| | 2% | 2% | 2% | 2% | **2%** |
| Headlights | 2,426 | 2,590 | 2,300 | 2,216 | **9,532** |
| | 7% | 7% | 5% | 5% | **5%** |
| Operation of defective vehicle | 565 | 561 | 528 | 515 | **2,169** |
| | 2% | 1% | 1% | 1% | **1%** |
| Operation of vehicle without certificate of inspection | 6,072 | 9,315 | 11,449 | 9,162 | **35,998** |
| | 19% | 24% | 25% | 20% | **19%** |
| Rear/break lights | 1,328 | 1,571 | 1,575 | 1,746 | **6,220** |
| | 4% | 4% | 3% | 4% | **3%** |
| Registration lamp | 964 | 1,252 | 978 | 1,260 | **4,454** |
| | 3% | 3% | 2% | 3% | **2%** |
| Residents required to register | 1,980 | 2,401 | 2,009 | 2,001 | **8,391** |
| | 6% | 6% | 4% | 4% | **4%** |
| Speeding | 16,130 | 16,909 | 21,576 | 23,762 | **78,377** |
| | 50% | 44% | 48% | 53% | **42%** |
| Use of handheld electronic devices while operating | 827 | 1,334 | 1,797 | 1,621 | **5,579** |
| | 3% | 3% | 4% | 4% | **3%** |
| **Total** | 32,538 | 38,521 | 45,150 | 45,086 | **161,295** |
| | 86% | 87% | 86% | 86% | **86%** |

**Table A2. Perceived gender by quarter**

| | Q4 2024 | Q1 2025 | Q2 2025 | Q3 2025 | Total |
|---|---|---|---|---|---|
| Female | 13,796 | 16,251 | 19,176 | 19,305 | **68,528** |
| | 37% | 37% | 37% | 37% | **37%** |
| Male | 23,750 | 27,667 | 32,927 | 33,124 | **117,468** |
| | 63% | 63% | 63% | 63% | **63%** |
| Non-binary or other gender | 87 | 121 | 153 | 128 | **489** |
| | 0.2% | 0.3% | 0.3% | 0.2% | **0.3%** |
| **Total** | 37,633 | 44,039 | 52,256 | 52,557 | **186,485** |
| | 100% | 100% | 100% | 100% | **100%** |

**Table A3. Perceived age by quarter**

| | Q4 2024 | Q1 2025 | Q2 2025 | Q3 2025 | Total |
|---|---|---|---|---|---|
| <17 | 672 | 748 | 902 | 923 | **3,245** |
| | 2% | 2% | 2% | 2% | **2%** |
| 18–24 | 6,263 | 7,169 | 8,393 | 8,486 | **30,311** |
| | 17% | 17% | 16% | 16% | **17%** |
| 25–34 | 9,432 | 10,884 | 12,927 | 12,318 | **45,561** |
| | 26% | 25% | 25% | 24% | **25%** |
| 35–44 | 8,080 | 9,901 | 11,728 | 11,411 | **41,120** |
| | 22% | 23% | 23% | 22% | **22%** |
| 45–54 | 5,369 | 6,543 | 7,697 | 7,920 | **27,529** |
| | 15% | 15% | 15% | 15% | **15%** |
| 55–64 | 4,104 | 4,566 | 5,462 | 5,755 | **19,887** |
| | 11% | 11% | 11% | 11% | **11%** |
| 65+ | 2,982 | 3,350 | 4,372 | 4,940 | **15,644** |
| | 8% | 8% | 8% | 10% | **9%** |
| **Total** | 36,902 | 43,161 | 51,481 | 51,753 | **183,297** |
| | 100% | 100% | 100% | 100% | **100%** |

**Table A4. Perceived color by quarter**

| | Q4 2024 | Q1 2025 | Q2 2025 | Q3 2025 | Total |
|---|---|---|---|---|---|
| Black | 2,378 | 2,669 | 3,292 | 3,323 | **11,662** |
| | 6.3% | 6.1% | 6.3% | 6.3% | **6.3%** |
| Brown | 741 | 672 | 894 | 964 | **3,271** |
| | 2.0% | 1.5% | 1.7% | 1.8% | **1.8%** |
| Other non-White | 369 | 445 | 462 | 497 | **1,773** |
| | 1.0% | 1.0% | 0.9% | 0.9% | **1.0%** |
| White | 34,145 | 40,253 | 47,608 | 47,773 | **169,779** |
| | 90.7% | 91.4% | 91.1% | 90.9% | **91.0%** |
| **Total** | 37,633 | 44,039 | 52,256 | 52,557 | **186,485** |
| | 100% | 100% | 100% | 100% | **100%** |

**Table A5. Perceived race by quarter**

| | Q4 2024 | Q1 2025 | Q2 2025 | Q3 2025 | Total |
|---|---|---|---|---|---|
| American Indian or Alaska Native | 219 | 176 | 223 | 225 | **843** |
| | 0.6% | 0.4% | 0.4% | 0.4% | **0.5%** |
| Asian | 444 | 456 | 603 | 630 | **2,133** |
| | 1.2% | 1.0% | 1.2% | 1.2% | **1.1%** |
| Black or African American | 2,481 | 2,782 | 3,433 | 3,463 | **12,159** |
| | 6.6% | 6.3% | 6.6% | 6.6% | **6.5%** |
| Native Hawaiian or Other Pacific Islander | 218 | 237 | 324 | 285 | **1,064** |
| | 0.6% | 0.5% | 0.6% | 0.5% | **0.6%** |
| White | 34,271 | 40,388 | 47,673 | 47,954 | **170,286** |
| | 91.1% | 91.7% | 91.2% | 91.2% | **91.3%** |
| **Total** | 37,633 | 44,039 | 52,256 | 52,557 | **186,485** |
| | 100% | 100% | 100% | 100% | **100%** |

**Table A6. Perceived ethnicity by quarter**

| | Q4 2024 | Q1 2025 | Q2 2025 | Q3 2025 | Total |
|---|---|---|---|---|---|
| Hispanic or Latino(a) | 983 | 1,011 | 1,183 | 1,247 | **4,424** |
| | 2.6% | 2.3% | 2.3% | 2.4% | **2.4%** |
| Non-Hispanic or Latino(a) | 36,650 | 43,028 | 51,073 | 51,310 | **182,061** |
| | 97.4% | 97.7% | 97.7% | 97.6% | **97.6%** |
| **Total** | 37,633 | 44,039 | 52,256 | 52,557 | **186,485** |
| | 100% | 100% | 100% | 100% | **100%** |

**Table A7. Perceived person of color by quarter**

| | Q4 2024 | Q1 2025 | Q2 2025 | Q3 2025 | Total |
|---|---|---|---|---|---|
| Person of color | 4,294 | 4,667 | 5,746 | 5,859 | **20,566** |
| | 11.4% | 10.6% | 11.0% | 11.1% | **11.0%** |
| White | 33,339 | 39,372 | 46,510 | 46,698 | **165,919** |
| | 88.6% | 89.4% | 89.0% | 88.9% | **89.0%** |
| **Total** | 37,633 | 44,039 | 52,256 | 52,557 | **186,485** |
| | 100% | 100% | 100% | 100% | **100%** |

**Table A8. Traffic stop outcomes by quarter**

| | | Q4 2024 | Q1 2025 | Q2 2025 | Q3 2025 | Total |
|---|---|---|---|---|---|---|
| **Warning** | Issued warning | 31,310 | 36,946 | 42,369 | 42,325 | **152,950** |
| | | 83.6% | 84.5% | 82.0% | 81.8% | **82.9%** |
| | No warning | 6,154 | 6,802 | 9,271 | 9,405 | **31,632** |
| | | 16.4% | 15.5% | 18.0% | 18.2% | **17.1%** |
| | **Total** | 37,464 | 43,748 | 51,640 | 51,730 | **184,582** |
| | | 100% | 100% | 100% | 100% | **100.0%** |
| **Citation** | Issued citation | 7,979 | 9,201 | 11,280 | 11,353 | **39,813** |
| | | 21.3% | 21.0% | 21.8% | 21.9% | **21.6%** |
| | No citation | 29,485 | 34,547 | 40,360 | 40,377 | **144,769** |
| | | 78.7% | 79.0% | 78.2% | 78.1% | **78.4%** |
| | **Total** | 37,464 | 43,748 | 51,640 | 51,730 | **184,582** |
| | | 100% | 100% | 100% | 100% | **100.0%** |
| **Summons** | Issued summons | 738 | 782 | 765 | 788 | **3,073** |
| | | 2.0% | 1.8% | 1.5% | 1.5% | **1.7%** |
| | No summons | 36,726 | 42,966 | 50,875 | 50,942 | **181,509** |
| | | 98.0% | 98.2% | 98.5% | 98.5% | **98.3%** |
| | **Total** | 37,464 | 43,748 | 51,640 | 51,730 | **184,582** |
| | | 100% | 100% | 100% | 100% | **100.0%** |
| **Arrest** | Driver arrested | 264 | 320 | 318 | 318 | **1,220** |
| | | 0.7% | 0.7% | 0.6% | 0.6% | **0.7%** |
| | No arrest | 37,369 | 43,719 | 51,938 | 52,239 | **185,265** |
| | | 99.3% | 99.3% | 99.4% | 99.4% | **99.3%** |
| | **Total** | 37,633 | 44,039 | 52,256 | 52,557 | **186,485** |
| | | 100% | 100% | 100% | 100% | **100.0%** |
| **Search** | Driver/vehicle searched | 467 | 596 | 620 | 616 | **2,299** |
| | | 1.2% | 1.4% | 1.2% | 1.2% | **1.2%** |
| | No search | 37,166 | 43,443 | 51,636 | 51,941 | **184,186** |
| | | 98.8% | 98.6% | 98.8% | 98.8% | **98.8%** |
| | **Total** | 37,633 | 44,039 | 52,256 | 52,557 | **186,485** |
| | | 100% | 100% | 100% | 100% | **100.0%** |