

Maryland Judiciary

Fiscal Year 2018

Statewide Caseflow Assessment



District Court



Administrative Office of the Courts

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Executive Summary

Case time standards are central to the Maryland Judiciary's mission to provide fair, efficient, and effective justice for all. This report describes the results of the caseflow analysis for Fiscal Year 2018 (July 1, 2017 to June 30, 2018). Samples of up to 501 original cases terminated in Fiscal Year 2018 were examined for the following case types: Criminal, Traffic 21-902, Traffic Must Appear, Traffic Payable, Civil Large, and Civil Small. Cases were extracted from the Judicial Information Systems (JIS) database for each of the 23 counties and Baltimore City within Maryland's District Court, totaling 59,784 valid case terminations used for the present analysis. Cases without case start dates and those with negative case processing times (i.e., case stop dates that occur before start dates) were excluded from the current analysis.

The Fiscal Year 2018 District Court statewide analysis yielded the following principal case processing performance results:

Percentage of Cases Closed Within Standard Time (%WST)

- Table 1 of the report presents the percentage of cases closed within standard. Table 2 of the report presents the percentage of cases closed within standard by jurisdiction size.
- Statewide, no case type met the goal of 98% of cases completed within standard, although some jurisdictions did meet or exceed this standard in some case types.
- The highest percentage of cases closed within-standard was 96% for Civil Large cases, followed by 95% for Traffic Payable cases, 94% for Civil Small cases, 92% for Criminal cases, 78% for Traffic 21-902, and 75% for Traffic Must Appear cases.
- The percentage of cases closed within standard for Fiscal Year 2018 improved or remained consistent from Fiscal Year 2017 for all case types except Traffic 21-902.
- Performance among small jurisdictions was above the statewide percentage for all case types. Among medium jurisdictions, performance was above the statewide percentage for Criminal, Traffic 21-902, and Traffic Must Appear cases, while performance for the remaining case types equaled to the statewide percentage. Large jurisdictions' performance was below the statewide percentage for all case types except for Traffic Payable cases.

Average Case Time

- Table 3 of the report presents the average case processing times, and Table 4 of the report presents the median case processing times.
- Statewide average and median case processing times were within standard for each case type in Fiscal Year 2018.
- Statewide, the average case processing time decreased in Fiscal Year 2018 for Criminal, Traffic Payable, Civil Large, and Civil Small, remained the same for Traffic Must Appear, and increased for Traffic 21-902. The within-standard case processing times increased for Traffic 21-902, Traffic Must Appear, Traffic Payable, and Civil Small cases. There was a decrease in over-standard case processing times for all case types.
- The statewide median case processing time decreased for Criminal and Civil Large during Fiscal Year 2018. The median within-standard case processing times decreased for

Criminal and Civil Large cases. The median over-standard case processing times decreased for all case types.

- Civil Large cases took the longest amount of time to close over-standard cases, at approximately three months to close half of the over-standard cases of this type in Fiscal Year 2018.

Postponements and Suspensions

- Table 6 of the report presents the number and percentage of postponements by case type. Tables 7 – 16 of the report present the number of suspensions by suspension event and by case type.
- Postponements were much more likely among Traffic 21-902 (52%), Criminal (47%), Traffic Must Appear (35%), and Civil Large cases (25%), with the fewest postponements reported among Traffic Payable cases (9%).
- Of the cases in the sample that recorded one or more postponements, 95% contained a matching number of postponements and postponement reasons.
- There were 878 cases in Fiscal Year 2018 with mismatched postponement information (in which the number of postponement reasons provided does not match the postponement count). This occurred most frequently in Criminal cases (289 cases), followed by Traffic 21-902 cases (214 cases).
- In Fiscal Year 2018, 12% of cases were reported to have one or more suspensions, comparable with Fiscal Year 2017's 13%. The number of cases with one or more suspensions was highest among Traffic Must Appear cases (19%) and Civil Large cases (14%), and lowest in Traffic Payable (8%). Across all case types, there were a total of 8,968 suspensions.
- A total of 75% (6,718 suspensions of the 8,968) had valid data (i.e., no missing start or stop dates, and the time from suspension start to suspension stop was a positive number), whereas 25% were without valid data (i.e., missing either a suspension start or stop date, or the time from suspension start to suspension stop was a negative number).

Main Analysis

The Maryland Judiciary has examined the case processing times of a sample of cases in the District Court each fiscal year since 2002. The current report describes the results of the caseflow analysis for Fiscal Year 2018 (July 1, 2017 to June 30, 2018). Samples of up to 501 original cases terminated in Fiscal Year 2018 were examined for the following case types: Criminal, Traffic 21-902, Traffic Must Appear, Traffic Payable, Civil Large, and Civil Small. Cases were extracted from the Judicial Information Systems (JIS) database for each of the 23 counties and Baltimore City within Maryland's District Court, totaling 59,784 valid case terminations used for the present analysis.¹ This is 935 cases fewer than the number reported for Fiscal Year 2017 (60,719). Due to the transition to a new case management system, the District Court locations in Baltimore County were excused from conducting a data quality review for the Fiscal Year 2018 analysis of case processing performance.

¹ Cases without case start dates and those with negative case processing times (i.e., case stop dates occur before start dates) were excluded from the current analysis. In certain circumstances, a valid case may have a missing start date because the case start date in the Assessment does not necessarily correspond to the case filing date, and a case may close prior to that start date (for example, a confessed judgment case in civil cases). Since there is no easy way to verify the information of these cases, all cases with missing case start dates as well as those with missing processing times were removed. Supplemental analyses were conducted on the invalid cases to improve data quality and reporting.

Within-Standard Percentages

Statewide, no case type met the Judiciary goal of 98% of cases completed within-standard, although some jurisdictions met or exceeded this standard in some case types. The percentage of cases closed within-standard for Fiscal Year 2018 improved or remained consistent from Fiscal Year 2017 for all case types except Traffic 21-902. The highest percentage of cases closed within-standard was 96% for Civil Large cases, followed by 95% for Traffic Payable cases, 94% for Civil Small cases, 92% for Criminal cases, 78% for Traffic 21-902, and 75% for Traffic Must Appear cases.² Statewide weighted percentages of cases terminated within-standard by case type for Fiscal Year 2018 are shown in Table 1 below.

Table 1. Overall Terminations and Percentage of Cases Terminated Within-Standard (Weighted) by Case Type, District Court, FY 2017 and FY 2018

Case Type	Judiciary Goals		FY 2018 Original Terminations	Within-Standard Terminations			FY 2017-18 Change
	Time Standard	Percent Within- Standard		FY 2018		FY 2017	
				N	%*	%*	
Criminal	180 days	98%	11,302	10,641	92%	90%	2%
Traffic 21-902	180 days	98%	9,015	7,370	75%	78%	-3%
Traffic Must Appear	180 days	98%	11,569	9,695	78%	78%	0%
Traffic Payable	120 days	98%	11,437	10,903	95%	93%	2%
Civil Large	250 days	98%	7,283	7,045	96%	93%	3%
Civil Small	120 days	98%	9,178	8,750	94%	91%	3%
Total			59,784				

*Percentages of cases closed within the Time Standards are weighted averages of the jurisdiction-specific statistics. To see unweighted percentages, please see Appendix C.

Case processing performance by jurisdiction size is provided in Table 2 below. No jurisdiction met the Judiciary's goals for all case types. Performance among small jurisdictions was above the statewide percentage for all case types. Similarly, among medium jurisdictions, performance was above the statewide percentage for Criminal, Traffic 21-902, and Traffic Must Appear cases, while performance for the remaining case types equaled the statewide percentage. Large jurisdictions' performance was below the statewide percentage for all case types except for Traffic Payable cases, which equaled the statewide percentage. The lower performance of the large jurisdictions shows the major effect these courts have on the statewide within-standard percentages. Because these jurisdictions terminate more cases they have larger weights.

² These statewide percentages are the weighted averages of the jurisdiction-specific statistics so that each jurisdiction's overall terminations are reflected in the calculation of the statewide average.

Table 2. Percentage of Cases Closed Within Time Standard (Weighted) as a Function of Jurisdiction Size and Case Type for District Court, FY 2018*

Case Type	Time Standard	Judiciary Goals	Statewide	Jurisdiction Size		
				Small	Medium	Large
Criminal	180 days	98%	92%	95%	93%	91%
Traffic 21-902	180 days	98%	75%	87%	87%	60%
Traffic Must Appear	180 days	98%	78%	85%	90%	73%
Traffic Payable	120 days	98%	95%	96%	95%	95%
Civil Large	250 days	98%	96%	98%	96%	95%
Civil Small	120 days	98%	94%	97%	94%	91%

** Percentages of cases closed within the Time Standards are weighted averages of the jurisdiction-specific statistics. To see unweighted percentages, please see Appendix C.*

Average and Median Case Processing Time

Overall average case processing times were within standard for each case type (*see* Table 3). The overall average case processing time decreased for Criminal (10%), Traffic Payable (9%), Civil Large (23%), and Civil Small (26%) case types Fiscal Year 2018. Overall average case processing time increased 3% for Traffic 21-2902 cases. Within-standard average case processing times had smaller decreases of 4% for Criminal and 1% for Civil Large case types, with increases for within-standard case processing time for Traffic 21-902 (2%), Traffic Must Appear (1%), Traffic Payable (6%), and Civil small case types (3%) compared to from Fiscal Year 2017. The average processing time of over-standard cases in Fiscal Year 2018 decreased from the Fiscal Year 2017 averages for all case types. The greatest decreases occurred in Civil Large (25%) and Civil Small (24%) cases.

Table 3. Average Overall, Within- and Over-Standard Case Processing Time (Weighted) by Case Type, District Court, FY 2018*

Case Type	Time Standard	FY 2018 Average Case Time (in days)			FY 2017 Overall Average Case Time
		Overall	Within-standard	Over Standard	
Criminal	180 days	85	70	251	95
Traffic 21-902	180 days	149	108	263	144
Traffic Must Appear	180 days	144	106	269	144
Traffic Payable	120 days	67	61	166	73
Civil Large	250 days	107	86	462	138
Civil Small	120 days	72	58	257	98

* Percentages of cases closed within the Time Standards are weighted averages of the jurisdiction-specific statistics

Similar to overall average case processing times, overall median case processing times were all within standard (*see* Table 4). The overall median case processing time decreased 10% for Criminal cases and 4% for Civil Large cases. For Fiscal Year 2018, the within-standard median case processing times increased for all other case types except Criminal and Civil Large. The median processing times of over-standard cases decreased from Fiscal Year 2017 for all case types, with decreases ranging from 1% (Traffic 21-902 cases) to 9% (Traffic Payable and Traffic Must Appear cases).

Table 4. Median Overall, Within- and Over-Standard Case Processing Time (Weighted) by Case Type, District Court, FY 2018*

Case Type	Time Standard	FY 2018 Median Case Time (in days)			FY 2017 Overall Median Case Time
		Overall	Within Standard	Over Standard	
Criminal	180 days	69	64	221	76
Traffic 21-902	180 days	130	106	233	120
Traffic Must Appear	180 days	121	102	228	119
Traffic Payable	120 days	59	58	150	56
Civil Large	250 days	76	73	378	79
Civil Small	120 days	59	57	176	57

* Percentages of cases closed within the Time Standards are weighted averages of the jurisdiction-specific statistics

Distribution of Over-Standard Cases

As shown in Table 5 below, over-standard case terminations within one week of the time standard ranged from 4% for Civil Large cases to 18% for Traffic Payable, while another 21% to 53% closed within one month of the time standard. As in Fiscal Year 2017, it took the longest amount of time to close half of over-standard Civil Large cases. In Fiscal Year 2018, the percentages of over-standard Criminal, Traffic Payable, and Civil Small cases closed within one week and one month of the standard increased. The percentages of Traffic 21-902, Traffic Must Appear, and Civil Large cases closed within one week was relatively stable, while their percentages of cases closed within one month increased. Lastly, the time to close 50% of over-standard cases decreased for all case types.

Table 5. Percentage of Over-Standard Cases Closed within One Week and One Month beyond Time Standard and Time Required to Close 50% of Over-Standard Cases by Case Type, District Court, FY 2018

Case Type	Time Standard	Number of Over-Standard Cases	% of Over-Standard Cases Closing Over Standard				Time to Close 50% of Over-Standard Cases
			Within 1 week		Within 1 month		
Criminal	180 days	661	11%	76 cases	42%	279 cases	1.3 months
Traffic 21-902	180 days	1,645	11%	179 cases	36%	591 cases	1.7 months
Traffic Must Appear	180 days	1,874	8%	157 cases	35%	651 cases	1.7 months
Traffic Payable	120 days	534	18%	96 cases	53%	282 cases	4 weeks
Civil Large	250 days	238	4%	9 cases	21%	49 cases	3.4 months
Civil Small	120 days	428	17%	73 cases	45%	193 cases	1.2 months

Postponements

The Statewide Caseflow Assessment includes both pre-trial and trial postponements. Jurisdictions had opportunities to review and complete the information during the assessment data quality review period; however, postponement data is optional, therefore the extent to which they were reviewed and corrected was not tracked. Accordingly, the statewide-level results regarding postponements in relation to the termination status (within-standard termination vs. over-standard termination) were not reported.

Table 6 below presents the number and percentage of cases with postponement information. For the purpose of this analysis, a “case with valid postponement information” is defined as a case with either information in the “number of postponements” data field or postponement reasons provided, unless both the number and reason fields indicated no postponements.

To the extent the data are accurate, postponements were much more likely among Traffic 21-902 (52%), Criminal (47%), Traffic Must Appear (35%), and Civil Large (25%) cases than in Civil Small (11%) cases or Traffic Payable cases (9%).

Table 6. Number and Percentage of Cases with Postponement Information by the Match Between the Numbers of Postponements and Postponement Reasons by Case Type, District Court, FY 2018

	FY 2018 Valid Terminations	Cases with valid postponement information *			Matching postponement information **		Mismatched postponement information ***
		N	%	FY 2017 %	N	%	N
Criminal	11,302	5,305	47%	45%	5,016	95%	289
Traffic 21-902	9,015	4,729	52%	49%	4,515	95%	214
Traffic Must Appear	11,569	4,081	35%	35%	3,903	96%	178
Traffic Payable	11,437	1,005	9%	11%	939	93%	66
Civil Large	7,283	1,856	25%	36%	1,762	95%	94
Civil Small	9,178	1,011	11%	20%	974	96%	37
Total	59,784	17,987	30%	32%	17,109	95%	878

* Excludes cases with no postponements and no postponement reasons listed

** Total number of cases in which the number of postponement reasons provided matches the postponement count

*** Total number of cases in which the number of postponement reasons provided does not match the postponement count

Suspensions

District Court case processing time is suspended for a variety of case-specific reasons. Although it was requested, it is not mandatory for clerks to quality check suspension reasons in the Assessment Application. Therefore, the assessment application relies on the accuracy of data entry by the clerks while processing the case.

In Fiscal Year 2018, 12% of cases were reported to have one or more suspensions, which is a slight decrease from the analysis conducted for Fiscal Year 2017. The number of cases with one or more reported suspensions was highest among Traffic Must Appear cases (19%) and lowest in Traffic Payable cases (8%). Across all case types, there was a total of 8,968 reported suspensions.

Further analysis of case suspensions indicates that in 25% of the suspensions (2,250 of the 8,968), there either was a stop date prior to the start date or there was a start or stop date. (See Table 7.)

Table 7. Suspensions with Valid and Invalid Data as a Function of Case Type

Case Type	Valid Terminations	Cases with One or More Suspensions (N, %)*	Overall Suspensions		
			Total Suspensions	With Valid Data (N, %)**	Without Valid Data (N, %)***
Criminal	11,302	1,348 (12%)	1,656	1,653 (>99%)	3 (<1%)
Traffic 21-902	9,015	866 (10%)	1,014	1,014 (100%)	0 (0%)
Traffic Must Appear	11,569	2,208 (19%)	2,597	2,597 (100%)	0 (0%)
Traffic Payable	11,437	908 (8%)	964	964 (100%)	0 (0%)
Civil Large	7,283	1,031 (14%)	1,500	284 (19%)	1,216 (81%)
Civil Small	9,178	972 (11%)	1,237	206 (17%)	1,031 (83%)
Total	59,784	7,333 (12%)	8,968	6,718 (75%)	2,250 (25%)

* Percent of valid terminations

** Suspensions with no missing start or stop dates and with a positive number for the time from suspension start to suspension stop. Percent of total suspensions.

*** Suspensions missing either a suspension start or stop date, or the time from suspension start to suspension stop was a negative number. Percent of total suspensions.

Invalid suspensions occur for a variety of reasons. As shown in Table 8, among invalid suspensions, Civil Large cases had the highest reported frequency of missing stop dates and negative suspension times. Civil Small cases had the greatest reported frequency of missing start dates.

Table 8: Invalid Suspension Data by Error Type as a Function of Case Type

Case Type	Without Valid Data (N, %)*	Suspensions with Invalid Data by Error Type		
		Missing Stop Date (N, %)**	Missing Start Date (N, %)**	Negative Suspension Time (N, %)**
Criminal	3 (<1%)	0 (0%)	3 (100%)	0 (0%)
Traffic 21-902	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
Traffic Must Appear	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
Traffic Payable	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
Civil Large	1,216 (81%)	43 (4%)	576 (47%)	597 (49%)
Civil Small	1031 (83%)	23 (2%)	739 (72%)	269 (26%)
Total	2,250 (25%)	66 (3%)	1,318 (59%)	866 (38%)

* Percent of total suspensions

** Percent of invalid suspensions

Comparable to prior years, 96% of reported suspensions in Criminal and Traffic cases are due to defendants having failed to appear (FTA; *see* Table 9). Most of these were first-time FTAs. Most of the remaining suspensions in Criminal and Traffic cases are PSI-related.

Table 9. Number and Percentage of Suspensions with Invalid Data for Selected Suspension Types, for Criminal, Traffic 21-902, Traffic Payable, and Traffic Must Appear, FY 2018

Suspension Event	Total Suspensions N	Valid Suspensions N (%)*	Invalid Suspensions N (%)*	Invalid Suspensions		
				Missing Stop N (%)**	Missing Start N (%)**	Negative Suspension Time N (%)**
FTA	5,942	5,942 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
PSI	147	146 (99%)	1 (1%)	0 (0%)	1 (100%)	0 (0%)
NCR Filing	13	13 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
Psychological Evaluation	23	23 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
Competency	75	73 (97%)	2 (3%)	0 (0%)	2 (100%)	0 (0%)
Problem-Solving Court Diversion	30	30 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
Military Leave	1	1 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
Total	6,231	6,228 (>99%)	3 (<1%)	0 (0%)	3 (100%)	0 (0%)

* Percent of total suspensions

** Percent of invalid suspensions, by suspension event

Table 10. Suspension Data for Traffic 21-902

Suspension Event	Total Suspensions N	Valid Suspensions N, (%) [*]	Invalid Suspensions N, (%) [*]	Missing Stop Date N, (%) ^{**}	Missing Start Date N, (%) ^{**}	Negative Suspension Time N, (%) ^{**}
FTA 1	811	811 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
FTA 2	116	116 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
FTA 3	14	14 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
PSI Order***	58	58 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
NCR Filing	0	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)
Psychological Evaluation	2	2 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
Competency	3	3 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
Problem-Solving Court Diversion	10	10 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
Military Leave	0	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)
Total	1,014	1,014 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)

^{*} Percent of total suspensions, by suspension event

^{**} Percent of invalid suspensions, by suspension event

^{***} PSI suspension start date included date of sub curia PSI or PSI order date

Table 11. Suspension Data for Criminal

Suspension Event	Total Suspensions N	Valid Suspensions N, (%) [*]	Invalid Suspensions N, (%) [*]	Missing Stop Date N, (%) ^{**}	Missing Start Date N, (%) ^{**}	Negative Suspension Time N, (%) ^{**}
FTA 1	1,214	1,214 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
FTA 2	207	207 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
FTA 3	45	45 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
PSI Order***	68	67 (99%)	1 (1%)	0 (0%)	1 (100%)	0 (0%)
NCR Filing	12	12 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
Psychological Evaluation	20	20 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
Competency	72	70 (97%)	2 (3%)	0 (0%)	2 (100%)	0 (0%)
Problem-Solving Court Diversion	18	18 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
Military Leave	0	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)
Total	1,656	1,653 (>99%)	3 (<1%)	0 (0%)	3 (100%)	0 (0%)

^{*}Percent of total suspensions, by suspension event

^{**}Percent of invalid suspensions, by suspension event

^{***}PSI suspension start date included date of sub curia PSI

Table 12. Suspension Data for Traffic Must Appear

Suspension Event	Total Suspensions N	Valid Suspensions N, (%)*	Invalid Suspensions N, (%)*	Missing Stop Date N, (%)**	Missing Start Date N, (%)**	Negative Suspension Time N, (%)**
FTA 1	2,192	2,192 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
FTA 2	351	351 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
FTA 3	29	29 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
PSI Order***	21	21 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
NCR Filing	0	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)
Psychological Evaluation	1	1 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
Competency	0	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)
Problem-Solving Court Diversion	2	2 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
Military Leave	1	1 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
Total	2,597	2,597 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)

*Percent of total suspensions, by suspension event

**Percent of invalid suspensions, by suspension event.

***PSI suspension start date included date of sub curia PSI or PSI order date.

Table 13. Suspension Data for Traffic Payable

Suspension Event	Total Suspensions N	Valid Suspensions N, (%)*	Invalid Suspensions N, (%)*	Missing Stop Date N, (%)**	Missing Start Date N, (%)**	Negative Suspension Time N, (%)**
FTA 1	907	907 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
FTA 2	53	53 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
FTA 3	3	3 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
NCR Filing	1	1 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
Total	964	964 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)

*Percent of total suspensions, by suspension event

**Percent of invalid suspensions, by suspension event

In Fiscal Year 2018, more of the suspensions in Civil cases were classified as invalid. This lower number of valid suspensions is likely due to the inclusion of the multiple defendant suspension to the Assessment Application. Suspensions due to multiple defendants accounted for approximately 96% of total suspensions among Civil cases in Fiscal Year 2018.

Table 14. Number and Percentage of Suspensions with Invalid Data for Selected Suspension Types, for Civil Large and Civil Small, FY 2018

Suspension Event	Total Suspension N	Valid Suspensions N (%) [*]	Invalid Suspensions N (%) [*]	Invalid Suspensions		
				Missing Stop N (%) ^{**}	Missing Start N (%) ^{**}	Negative Suspension Time N (%) ^{**}
Bankruptcy	20	20 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
Military Leave	2	2 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
Passed for Settlement	85	85 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
Stay	2	2 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
Multiple Defendant 1^{***}	1,912	261 (14%)	1,651 (86%)	59 (4%)	973 (59%)	619 (37%)
Multiple Defendant 2^{***}	716	120 (17%)	596 (83%)	7 (1%)	342 (57%)	247 (41%)
Total	2,737	490 (18%)	2,247 (82%)	66 (3%)	1,315 (59%)	866 (39%)

^{*} Percent of total suspensions, by suspension event

^{**} Percent of invalid suspensions, by suspension event.

Table 15. Suspension Data for Civil Large

Suspension Event	Total Suspensions N	Valid Suspensions N, (%) [*]	Invalid Suspensions N, (%) [*]	Missing Stop Date N, (%) ^{**}	Missing Start Date N, (%) ^{**}	Negative Suspension Time N, (%) ^{**}
Bankruptcy	9	9 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
Military Leave	2	2 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
Passed for Settlement	44	44 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
Stay	2	2 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
Multiple Defendant 1***	985	160 (16%)	825 (84%)	39 (5%)	380 (46%)	406 (49%)
Multiple Defendant 2***	458	67 (15%)	391 (85%)	4 (1%)	196 (50%)	191 (49%)
Total	1,500	284 (19%)	1,216 (81%)	43 (4%)	576 (47%)	597 (49%)

^{*}Percent of total suspensions, by suspension event.

^{**}Percent of invalid suspensions, by suspension event.

Table 16. Suspension Data for Civil Small

Suspension Event	Total Suspensions N	Valid Suspensions N, (%) [*]	Invalid Suspensions N, (%) [*]	Missing Stop Date N, (%) ^{**}	Missing Start Date N, (%) ^{**}	Negative Suspension Time N, (%) ^{**}
Bankruptcy	11	11 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
Military Leave	0	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)
Passed for Settlement	41	41 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
Stay	0	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)
Multiple Defendant 1***	927	101 (11%)	826 (89%)	20 (2%)	593 (72%)	213 (26%)
Multiple Defendant 2***	258	53 (21%)	205 (79%)	3 (1%)	146 (71%)	56 (27%)
Total	1,237	206 (17%)	1,031 (83%)	23 (2%)	739 (72%)	269 (26%)

^{*}Percent of total suspensions, by suspension event

^{**}Percent of invalid suspensions, by suspension event

Appendix A: Within-Standard Percentage & Overall and Over-Standard Average and Median Case Processing Times by Jurisdiction

Table A1: Percentage of Cases Terminated Within-Standard by Case Type and Jurisdiction

Jurisdiction	Jurisdiction Size	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
Allegany	Small	91%	83%	79%	95%	99%	100%
Anne Arundel	Large	77%	66%	61%	87%	94%	89%
Baltimore City	Large	98%	97%	97%	98%	93%	94%
Baltimore County	Large	‡	‡	‡	‡	‡	‡
Calvert	Small	90%	87%	94%	99%	99%	98%
Caroline	Small	97%	96%	97%	99%	99%	97%
Carroll	Small	100%	97%	97%	99%	100%	98%
Cecil	Small	96%	93%	92%	96%	98%	96%
Charles	Medium	91%	82%	85%	95%	99%	98%
Dorchester	Small	97%	93%	89%	91%	94%	97%
Frederick	Medium	89%	89%	86%	96%	100%	99%
Garrett	Small	95%	91%	89%	98%	99%	99%
Harford	Medium	97%	81%	95%	96%	89%	95%
Howard	Medium	96%	93%	96%	94%	97%	85%
Kent	Small	98%	94%	96%	99%	100%	96%
Montgomery	Large	96%	45%	48%	97%	95%	89%
Prince George's	Large	89%	67%	78%	95%	93%	88%
Queen Anne's	Small	100%	93%	86%	94%	100%	96%
Somerset	Small	99%	90%	89%	97%	100%	98%
St. Mary's	Small	96%	86%	90%	96%	98%	98%
Talbot	Small	95%	93%	84%	98%	100%	96%
Washington	Small	95%	80%	68%	97%	99%	98%
Wicomico	Small	92%	81%	81%	89%	93%	97%
Worcester	Small	94%	76%	67%	91%	95%	95%
Statewide**		92%	75%	78%	95%	96%	94%

Source: Maryland Judiciary Assessment Application (February 2018 and May 2018)

** Statewide average is weighted based on the number of terminations reported to the state for each jurisdiction.

‡ The District Court locations in Baltimore County were excused from conducting a data quality review for the Fiscal Year 2018 analysis of case processing performance. Therefore, their results are not presented.

Table A2: Percentage of Cases Terminated Within-Standard by Case Type and Size of Jurisdiction

Jurisdiction	Judges	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
Small							
Allegany	2	91%	83%	79%	95%	99%	100%
Calvert	2	90%	87%	94%	99%	99%	98%
Caroline	1	97%	96%	97%	99%	99%	97%
Carroll	2	100%	97%	97%	99%	100%	98%
Cecil	2	96%	93%	92%	96%	98%	96%
Dorchester	1	97%	93%	89%	91%	94%	97%
Garrett	1	95%	91%	89%	98%	99%	99%
Kent	1	98%	94%	96%	99%	100%	96%
Queen Anne's	1	100%	93%	86%	94%	100%	96%
Somerset	1	99%	90%	89%	97%	100%	98%
St. Mary's	1	96%	86%	90%	96%	98%	98%
Talbot	1	95%	93%	84%	98%	100%	96%
Washington	2	95%	80%	68%	97%	99%	98%
Wicomico	2	92%	81%	81%	89%	93%	97%
Worcester	2	94%	76%	67%	91%	95%	95%
Small Overall*	22	95%	87%	85%	96%	98%	97%
Medium							
Charles	3	91%	82%	85%	95%	99%	98%
Frederick	3	89%	89%	86%	96%	100%	99%
Harford	4	97%	81%	95%	96%	89%	95%
Howard	5	96%	93%	96%	94%	97%	85%
Medium Overall*	15	93%	87%	90%	95%	96%	94%
Large							
Anne Arundel	9	77%	66%	61%	87%	94%	89%
Baltimore City	28	98%	97%	97%	98%	93%	94%
Baltimore County	13	‡	‡	‡	‡	‡	‡
Montgomery	13	96%	45%	48%	97%	95%	89%
Prince George's	17	89%	67%	78%	95%	93%	88%
Large Overall*	80	91%	60%	73%	95%	95%	91%

Source: Maryland Judiciary Assessment Application (February 2018 and May 2018)

* Jurisdiction size-specific averages are weighted based on the number of terminations reported to the state for each jurisdiction.

‡ The District Court locations in Baltimore County were excused from conducting a data quality review for the Fiscal Year 2018 analysis of case processing performance. Therefore, their results are not presented.

Table A3: Overall and Over-Standard Average Case Processing Time in Days by Case Type and Jurisdiction, FY 2018

	Criminal		Traffic 21-902		Traffic Must Appear		Traffic Payable		Civil Large		Civil Small	
	Total	OST	Total	OST	Total	OST	Total	OST	Total	OST	Total	OST
Allegany	90	241	128	239	135	235	74	152	68	931	40	126
Anne Arundel	123	301	169	280	181	273	102	289	107	490	76	260
Baltimore City	51	247	90	229	92	243	46	153	115	432	75	200
Baltimore County	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Calvert	96	226	116	214	115	220	69	144	73	304	47	134
Caroline	66	228	89	201	90	232	69	140	55	338	45	153
Carroll	69	216	101	219	95	223	68	137	45	-	38	144
Cecil	75	229	103	231	109	263	76	292	82	461	54	174
Charles	94	260	126	234	122	229	75	150	75	429	50	186
Dorchester	80	265	116	223	123	255	78	159	83	412	57	215
Frederick	99	233	120	229	122	218	73	142	66	259	54	165
Garrett	80	269	99	221	111	242	66	150	69	271	46	122
Harford	71	209	145	359	93	211	73	167	229	1421	112	1078
Howard	75	275	110	240	96	222	75	149	89	383	129	507
Kent	74	202	94	221	96	238	63	135	73	-	49	213
Montgomery	75	230	225	302	220	308	55	156	122	514	89	167
Prince George's	100	271	160	237	160	321	67	149	122	326	82	147
Queen Anne's	65	235	102	208	123	283	78	177	62	-	54	172
Somerset	69	213	106	216	109	223	68	199	52	-	42	151
St. Mary's	76	228	120	220	117	228	73	205	83	320	51	145
Talbot	80	243	95	227	119	270	70	184	72	-	57	230
Washington	82	213	136	227	157	236	70	179	85	298	52	188
Wicomico	92	270	127	256	130	262	84	215	102	373	52	164
Worcester	88	242	157	347	158	277	84	212	97	680	59	247
Statewide*	85	251	149	263	144	269	67	166	107	462	72	257

Source: Maryland Judiciary Assessment Application (February 2018 and May 2018)

"-" denotes jurisdictions with no cases of a particular type terminated in Fiscal Year 2018.

*Statewide average is the weighted averages of jurisdiction-specific statistics.

‡The District Court locations in Baltimore County were excused from conducting a data quality review for the Fiscal Year 2018 analysis of case processing performance. Therefore, their results are not presented.

Table A4: Overall and Over-Standard Average Case Processing Time in Days by Case Type and Jurisdiction Size, FY 2018

Jurisdiction	Criminal		Traffic 21-902		Traffic Must-Appeal		Traffic Payable		Civil Large		Civil Small	
	Total	OST	Total	OST	Total	OST	Total	OST	Total	OST	Total	OST
Small												
Allegany	90	241	128	239	135	235	74	152	68	931	40	126
Calvert	96	226	116	214	115	220	69	144	73	304	47	134
Caroline	66	228	89	201	90	232	69	140	55	338	45	153
Carroll	69	216	101	219	95	223	68	137	45	-	38	144
Cecil	75	229	103	231	109	263	76	292	82	461	54	174
Dorchester	80	265	116	223	123	255	78	159	83	412	57	215
Garrett	80	269	99	221	111	242	66	150	69	271	46	122
Kent	74	202	94	221	96	238	63	135	73	-	49	213
Queen Anne's	65	235	102	208	123	283	78	177	62	-	54	172
Somerset	69	213	106	216	109	223	68	199	52	-	42	151
St. Mary's	76	228	120	220	117	228	73	205	83	320	51	145
Talbot	80	243	95	227	119	270	70	184	72	-	57	230
Washington	82	213	136	227	157	236	70	179	85	298	52	188
Wicomico	92	270	127	256	130	262	84	215	102	373	52	164
Worcester	88	242	157	347	158	277	84	212	97	680	59	247
Small, Overall*	82	236	119	243	123	250	72	174	76	418	50	169
Medium												
Charles	94	260	126	234	122	229	75	150	75	429	50	186
Frederick	99	233	120	229	122	218	73	142	66	259	54	165
Harford	71	209	145	359	93	211	73	167	229	1421	112	1078
Howard	75	275	110	240	96	222	75	149	89	383	129	507
Medium, Overall*	84	242	125	266	108	221	74	153	117	632	91	528
Large												
Anne Arundel	123	301	169	280	181	273	102	289	107	490	76	260
Baltimore City	51	247	90	229	92	243	46	153	115	432	75	200
Baltimore County	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Montgomery	75	230	225	302	220	308	55	156	122	514	89	167
Prince George's	100	271	160	237	160	321	67	149	122	326	82	147
Large, Overall*	87	259	184	276	157	284	63	167	113	410	77	204

Source: Maryland Judiciary Assessment Application (February 2018 and May 2018)

"-" denotes jurisdictions with no cases of a particular type terminated in Fiscal Year 2018.

*Jurisdiction-size specific averages are weighted based on the number of terminations reported to the State for each jurisdiction.

‡The District Court locations in Baltimore County were excused from conducting a data quality review for the Fiscal Year 2018 analysis of case processing performance. Therefore, their results are not presented.

Table A5: Overall and Over-Standard Median Case Processing Time in Days by Case Type and Jurisdiction, FY 2018

Jurisdiction	Criminal		Traffic 21-902		Traffic Must-Appeal		Traffic Payable		Civil Large		Civil Small	
	Total	OST	Total	OST	Total	OST	Total	OST	Total	OST	Total	OST
Allegany	73	218	120	217	126	210	67	145	49	350	37	126
Anne Arundel	86	259	142	235	161	233	77	174	69	334	54	166
Baltimore City	41	202	85	213	84	214	38	151	79	315	67	182
Baltimore County	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Calvert	84	211	110	206	107	215	67	144	54	304	46	130
Caroline	53	204	84	189	78	210	66	144	50	338	40	135
Carroll	64	216	85	210	80	215	64	130	45	-	41	136
Cecil	64	202	87	207	89	212	69	297	56	393	47	166
Charles	84	217	115	220	114	210	72	139	58	438	46	189
Dorchester	67	241	107	221	107	238	71	149	54	423	52	192
Frederick	81	205	113	212	114	207	68	143	56	259	53	165
Garrett	62	215	86	211	97	225	65	140	59	271	36	122
Harford	58	202	106	254	83	195	67	164	68	1065	61	424
Howard	61	241	102	219	83	205	69	134	72	363	66	195
Kent	67	201	77	208	85	215	61	131	61	-	40	164
Montgomery	64	201	202	277	193	269	49	141	93	389	80	146
Prince George's	77	231	152	222	122	235	62	138	108	309	83	132
Queen Anne's	59	235	88	198	96	224	71	143	60	-	49	155
Somerset	61	212	100	204	92	211	64	169	49	-	39	140
St. Mary's	63	201	111	208	107	223	65	233	60	303	49	135
Talbot	65	226	83	209	97	226	67	140	59	-	51	168
Washington	68	206	127	213	149	216	66	163	63	274	47	164
Wicomico	76	232	108	226	110	258	71	151	63	297	48	157
Worcester	73	226	107	245	125	241	71	162	57	425	47	165
Statewide*	69	221	130	233	121	228	59	150	76	378	59	176

Source: Maryland Judiciary Assessment Application (February 2018 and May 2018)

"-" denotes jurisdictions with no cases of a particular type terminated in Fiscal Year 2018.

*Statewide median is the weighted median of jurisdiction-specific statistics.

‡ The District Court locations in Baltimore County were excused from conducting a data quality review for the Fiscal Year 2018 analysis of case processing performance. Therefore, their results are not presented.

Table A6: Overall and Over-Standard Median Case Processing Time in Days by Case Type and Jurisdiction Size, FY 2018

Jurisdiction	Criminal		Traffic 21-902		TMA		Traffic Payable		Civil Large		Civil Small	
	Total	OST	Total	OST	Total	OST	Total	OST	Total	OST	Total	OST
Small												
Allegany	73	218	120	217	126	210	67	145	49	350	37	126
Calvert	84	211	110	206	107	215	67	144	54	304	46	130
Caroline	53	204	84	189	78	210	66	144	50	338	40	135
Carroll	64	216	85	210	80	215	64	130	45	-	41	136
Cecil	64	202	87	207	89	212	69	297	56	393	47	166
Dorchester	67	241	107	221	107	238	71	149	54	423	52	192
Garrett	62	215	86	211	97	225	65	140	59	271	36	122
Kent	67	201	77	208	85	215	61	131	61	-	40	164
Queen Anne's	59	235	88	198	96	224	71	143	60	-	49	155
Somerset	61	212	100	204	92	211	64	169	49	-	39	140
St. Mary's	63	201	111	208	107	223	65	233	60	303	49	135
Talbot	65	226	83	209	97	226	67	140	59	-	51	168
Washington	68	206	127	213	149	216	66	163	63	274	47	164
Wicomico	76	232	108	226	110	258	71	151	63	297	48	157
Worcester	73	226	107	245	125	241	71	162	57	425	47	165
Small, Overall*	69	216	101	215	106	225	67	160	56	330	46	151
Medium												
Charles	84	217	115	220	114	210	72	139	58	438	46	189
Frederick	81	205	113	212	114	207	68	143	56	259	53	165
Harford	58	202	106	254	83	195	67	164	68	1065	61	424
Howard	61	241	102	219	83	205	69	134	72	363	66	195
Medium, Overall*	71	214	108	226	99	205	69	145	65	536	57	253
Large												
Anne Arundel	86	259	142	235	161	233	77	174	69	334	54	166
Baltimore City	41	202	85	213	84	214	38	151	79	315	67	182
Baltimore County	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Montgomery	64	201	202	277	193	269	49	141	93	389	80	146
Prince George's	77	231	152	222	122	235	62	138	108	309	83	132
Large, Overall*	68	224	163	249	130	233	54	148	87	331	67	161

Source: Maryland Judiciary Assessment Application (February 2018 and May 2018)

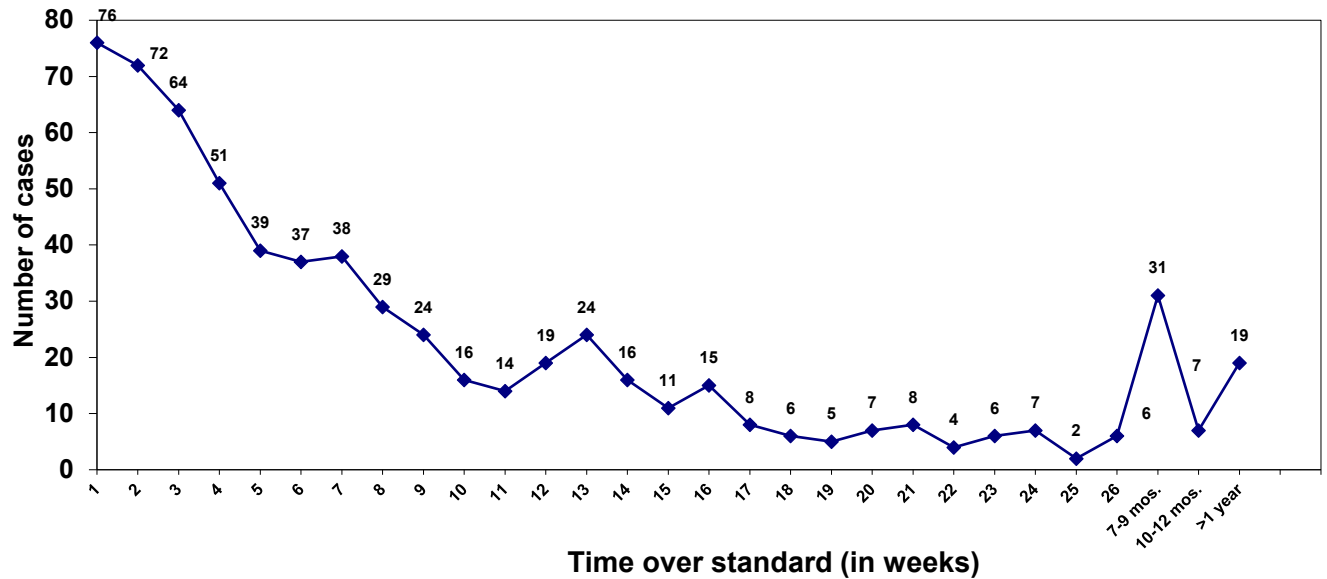
"-" denotes jurisdictions with no cases of a particular type terminated in Fiscal Year 2018.

*Jurisdiction-size specific averages are weighted based on the number of terminations reported to the State for each jurisdiction.

‡ The District Court locations in Baltimore County were excused from conducting a data quality review for the Fiscal Year 2018 analysis of case processing performance. Therefore, their results are not presented.

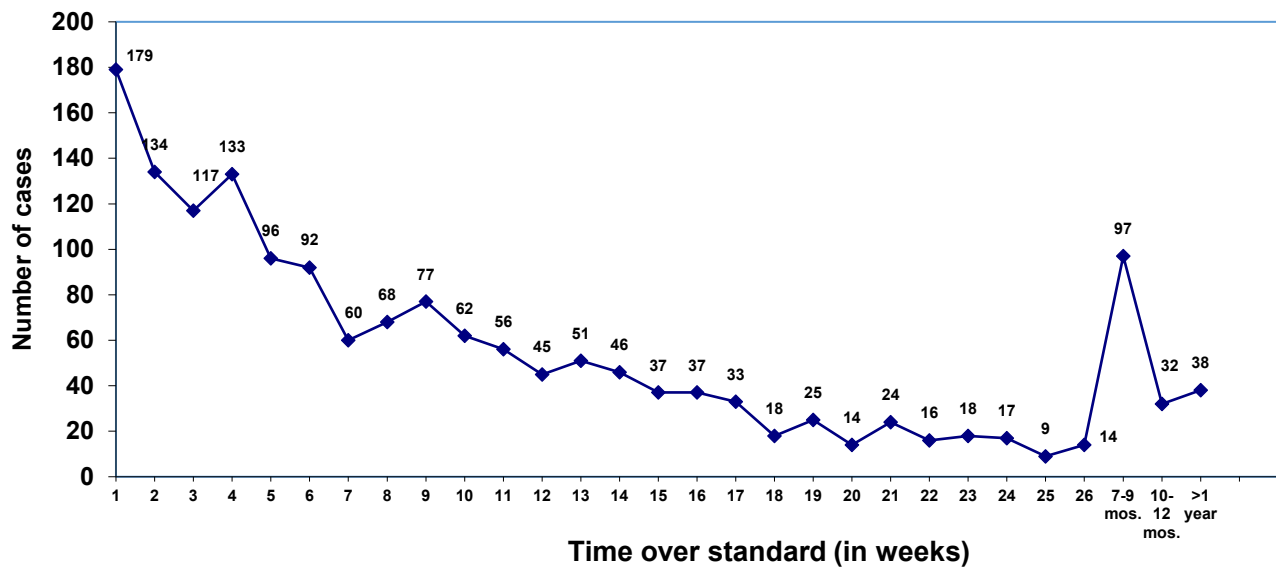
Appendix B: Statewide Distribution of Over-Standard Cases

Figure 1: Distribution of Over-Standard Cases by the Time Beyond the Time Standard, Criminal Cases (N=661), FY 2018



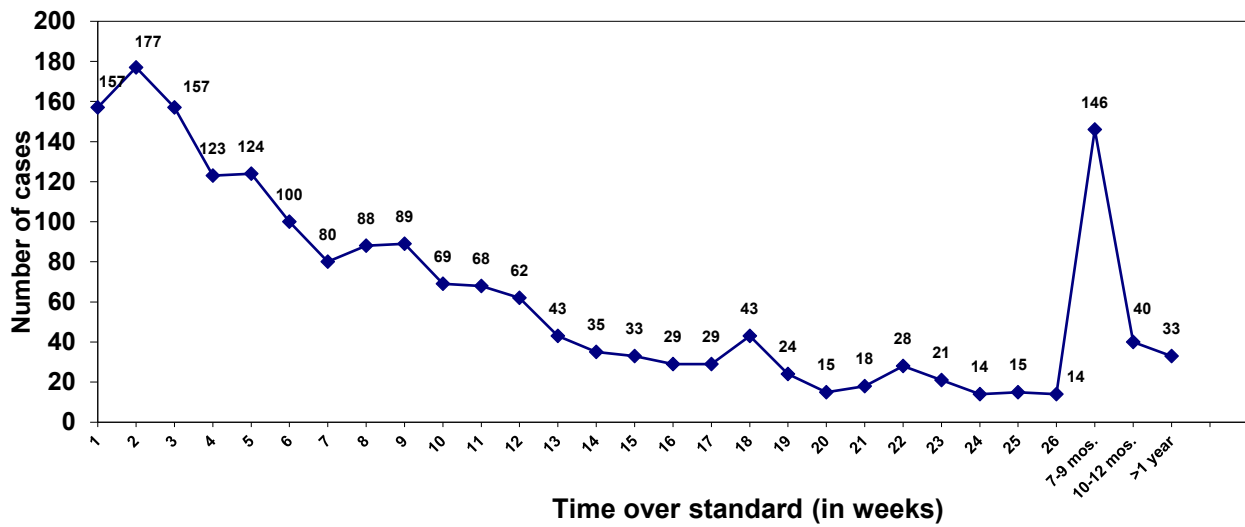
- The average case processing time (weighted)
Overall: 85 days (FY 17: 95 days)
Within-standard cases: 70 days (FY 17: 73 days)
Over-standard cases: 251 days (FY 17: 280 days)
- 11% of the over-standard cases closed within one (1) week over standard.
- 42% of the over-standard cases closed within one (1) month over standard.
- 50% of the over-standard cases closed within approximately 1.3 months over standard.

Figure 2: Distribution of Over-Standard Cases by the Time Beyond the Time Standard, Traffic 21-902 Cases (N=1,645), FY 2018



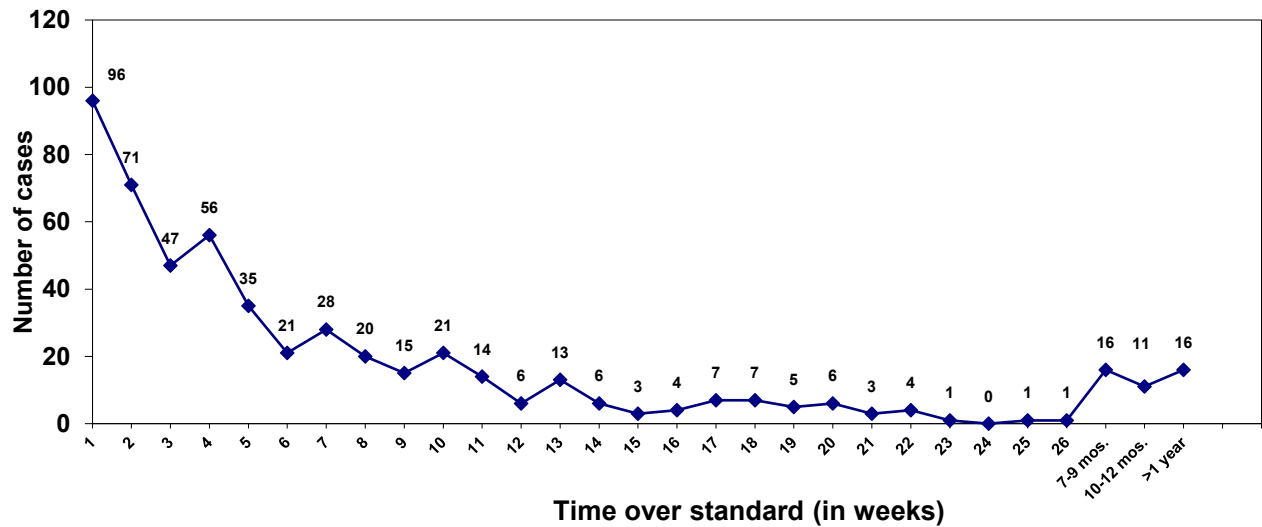
- The average case processing time (weighted)
Overall: 149 days (FY 17: 144 days)
Within-standard cases: 108 days (FY 17: 106 days)
Over-standard cases: 263 days (FY 17: 278 days)
- 11% of the over-standard cases closed within one (1) week over standard.
- 36% of the over-standard cases closed within one (1) month over standard.
- 50% of the over-standard cases closed within approximately 1.7 months over standard.

Figure 3: Distribution of Over-Standard Cases by the Time Beyond the Time Standard, Traffic Must Appear Cases (N=1,874), FY 2018



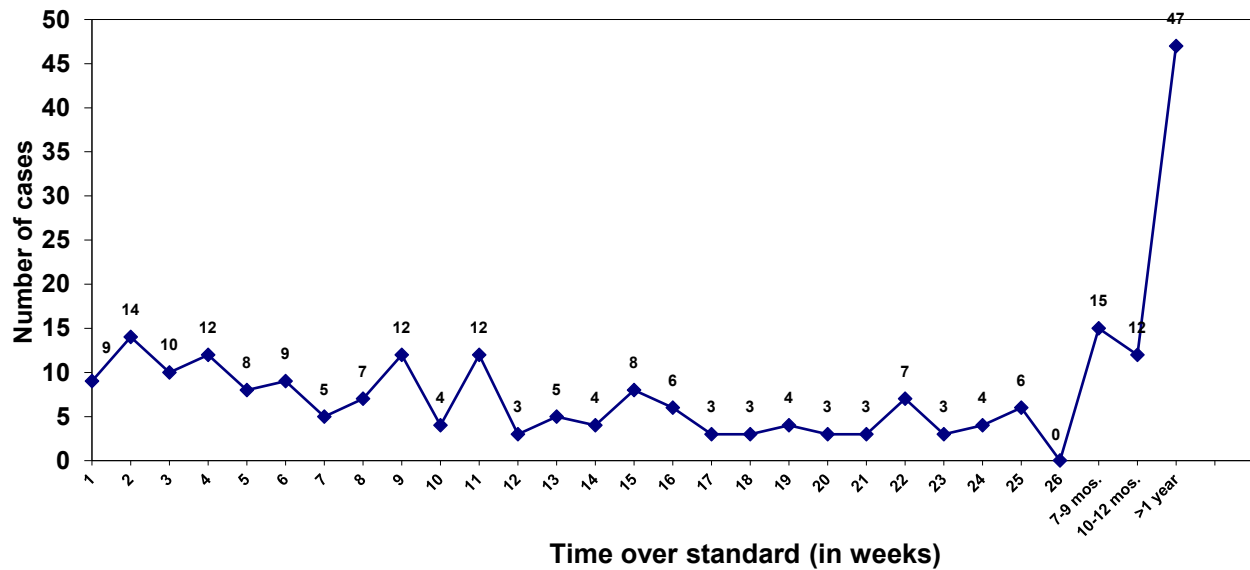
- The average case processing time (weighted):
Overall: 144 days (FY 17: 144 days)
Within-standard cases: 106 days (FY 17: 105 days)
Over-standard cases: 269 days (FY 17: 294 days)
- 8% of the over-standard cases closed within one (1) week over standard.
- 35% of the over-standard cases closed within one (1) month over standard.
- 50% of the over-standard cases closed within approximately 1.7 months over standard.

Figure 4: Distribution of Over-Standard Cases by the Time Beyond the Time Standard, Traffic Payable Cases (N=534), FY 2018



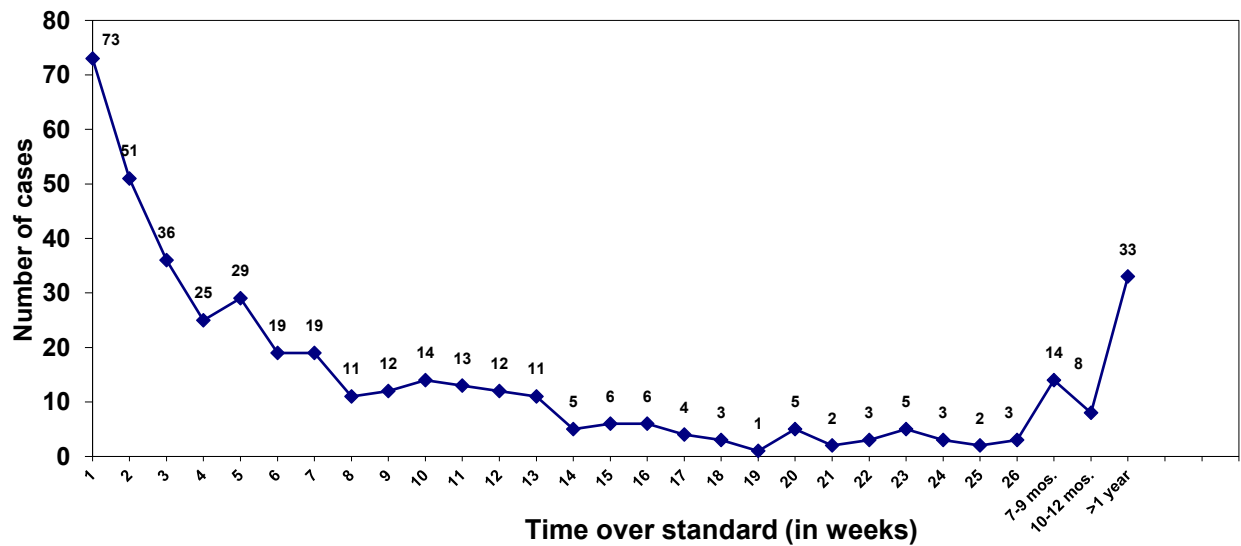
- The average case processing time (weighted):
Overall: 67 days (Fiscal Year 17: 73 days)
Within-standard cases: 61 days (Fiscal Year 17: 58 days)
Over-standard cases: 166 days (Fiscal Year 17: 213 days)
- 18% of the over-standard cases closed within one (1) week over standard.
- 53% of the over-standard cases closed within one (1) month over standard.
- 50% of the over-standard cases closed within approximately 4 weeks over standard.

Figure 5: Distribution of Over-Standard Cases by the Time Beyond the Time Standard, Civil Large Cases (N=238), FY 2018



- The average case processing time (weighted):
Overall: 107 days (FY 17: 138 days)
Within-standard cases: 86 days (FY 17: 87 days)
Over-standard cases: 462 days (FY 17: 617 days)
- 4% of the over-standard cases closed within one (1) week over standard.
- 21% of the over-standard cases closed within one (1) month over standard.
- 50% of the over-standard cases closed within 3.4 months over standard.

Figure 6: Distribution of Over-Standard Cases by the Time Beyond the Time Standard, Civil Small Cases (N=428), FY 2018



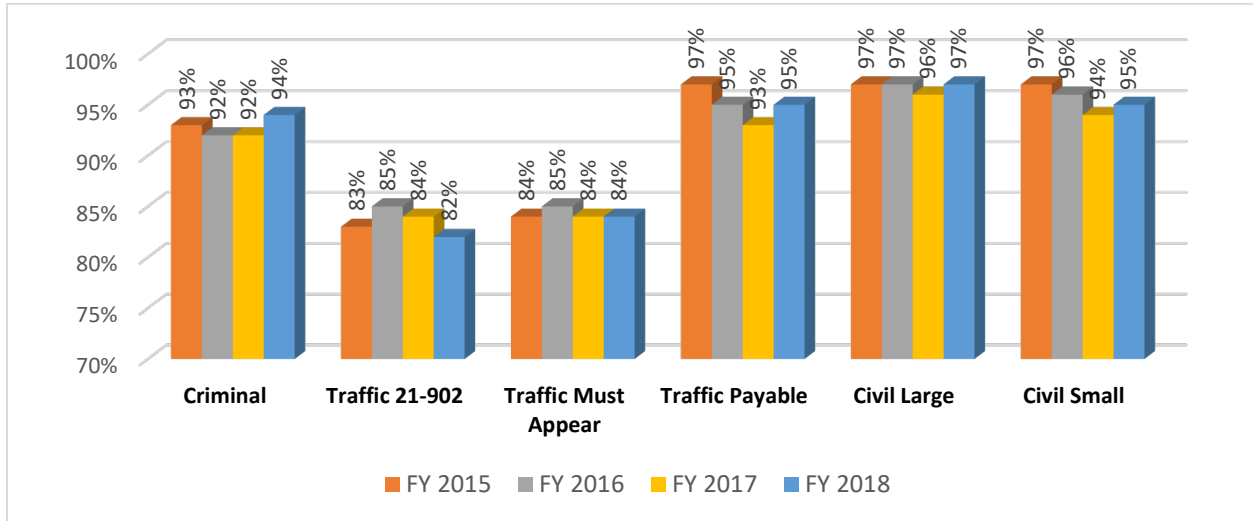
- The average case processing time (weighted):
Overall: 72 days (FY 17: 98 days)

Within-standard cases: 58 days (FY 17: 57 days)

Over-standard cases: 257 days (FY 17: 338 days)
- 17% of the over-standard cases closed within one (1) week over standard.
- 45% of the over-standard cases closed within one (1) month over standard.
- 50% of the over-standard cases closed within approximately 1.2 months over standard.

Appendix C: Percentage of Cases Terminated Within Standard by Jurisdiction Fiscal Years 2014-2018

*Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2014 – Fiscal Year 2018 **Statewide** (Unweighted)**

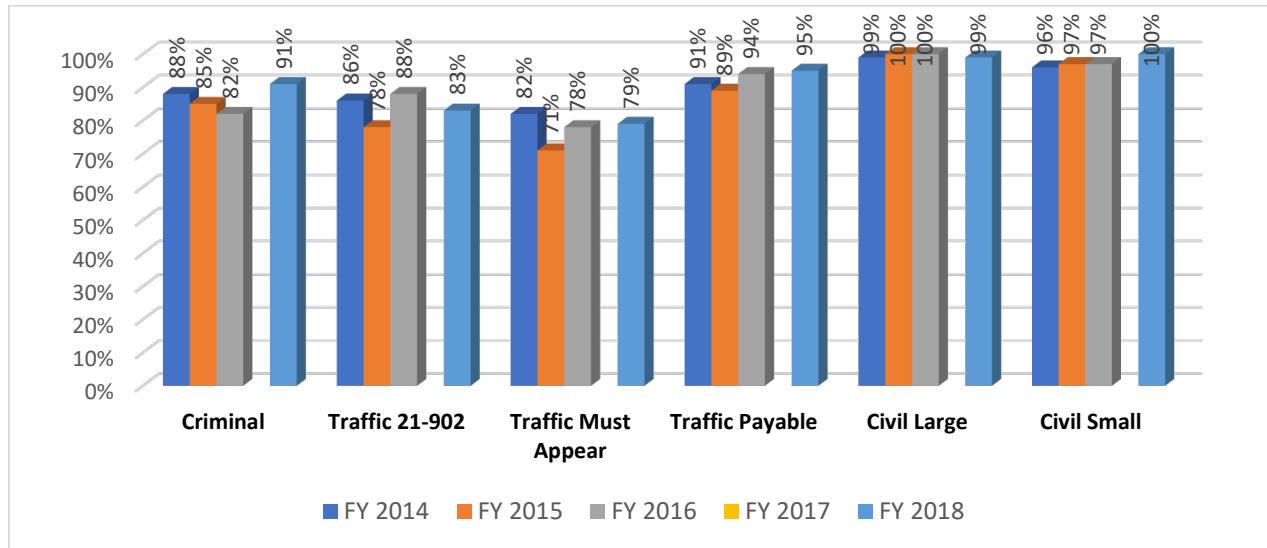


	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2014	92%	83%	83%	96%	95%	95%
FY 2015	93%	83%	84%	97%	97%	97%
FY 2016	92%	85%	85%	95%	97%	96%
FY 2017	92%	84%	84%	93%	96%	94%
FY 2018	94%	82%	84%	95%	97%	95%
FY 14 – 18 Change	2%	2%	1%	-1%	2%	0%

Time Standard						
FY 2014	180 days, 98%	180 days, 98%	180 days, 98%	120 days, 98%	250 days, 98%	120* days, 98%
FY 2015	180 days, 98%	180 days, 98%	180 days, 98%	120 days, 98%	250 days, 98%	120 days, 98%
FY 2016	180 days, 98%	180 days, 98%	180 days, 98%	120 days, 98%	250 days, 98%	120 days, 98%
FY 2017	180 days, 98%	180 days, 98%	180 days, 98%	120 days, 98%	250 days, 98%	120 days, 98%
FY 2018	180 days, 98%	180 days, 98%	180 days, 98%	120 days, 98%	250 days, 98%	120 days, 98%

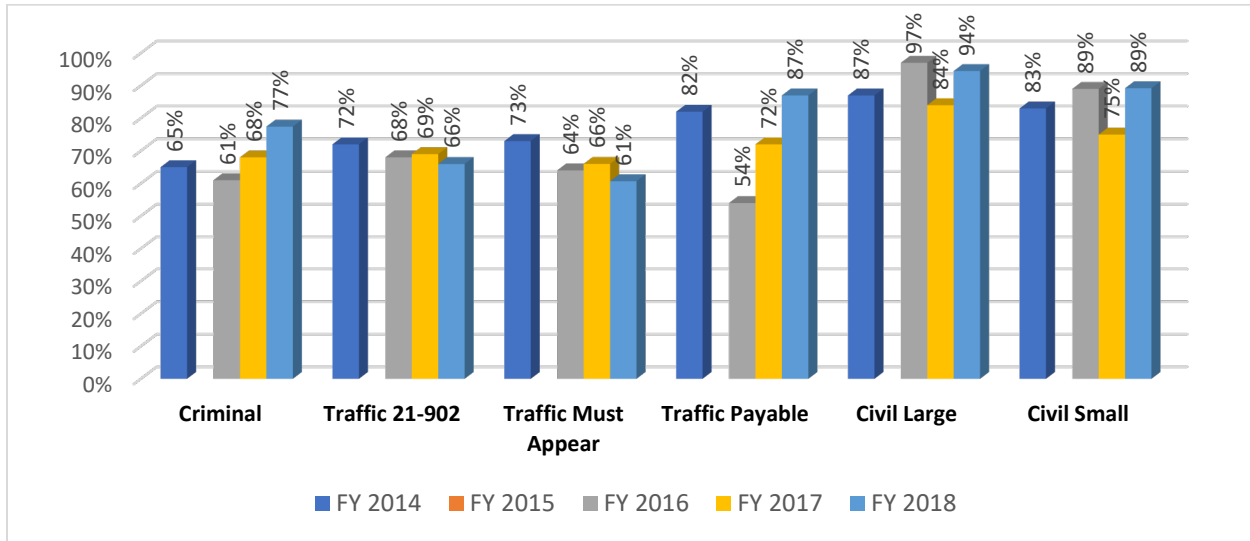
* Jurisdiction-specific data is presented, unweighted, for Fiscal Years 2014 through 2018 on all subsequent pages within Appendix C, except for Baltimore County, which was excused from data quality review for the Fiscal Year 2018 analysis.

Percent of Cases Terminated within-standard by Case Type, FY 2014 – Fiscal Year 2018
Allegany County (Unweighted)



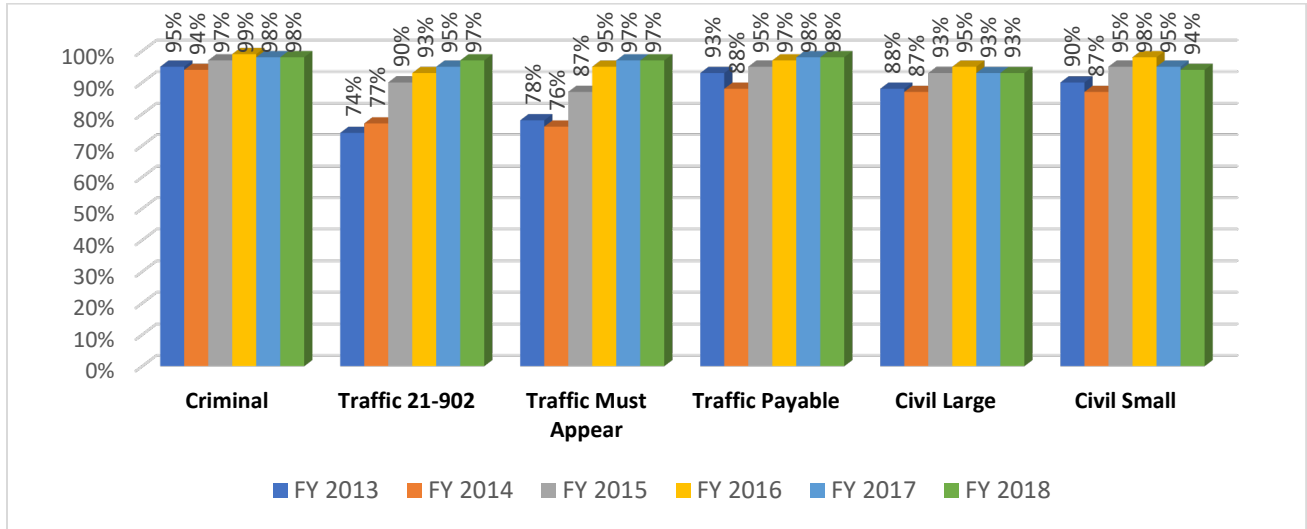
	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2014	88%	86%	82%	91%	99%	96%
FY 2015	85%	78%	71%	89%	100%	97%
FY 2016	82%	88%	78%	94%	100%	97%
FY 2017	N/A	N/A	N/A	N/A	N/A	N/A
FY 2018	91%	83%	79%	95%	99%	100%
FY 14 – 18 Change	3%	-3%	-3%	4%	0%	4%

Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2014 – Fiscal Year 2018 Anne Arundel County (Unweighted)



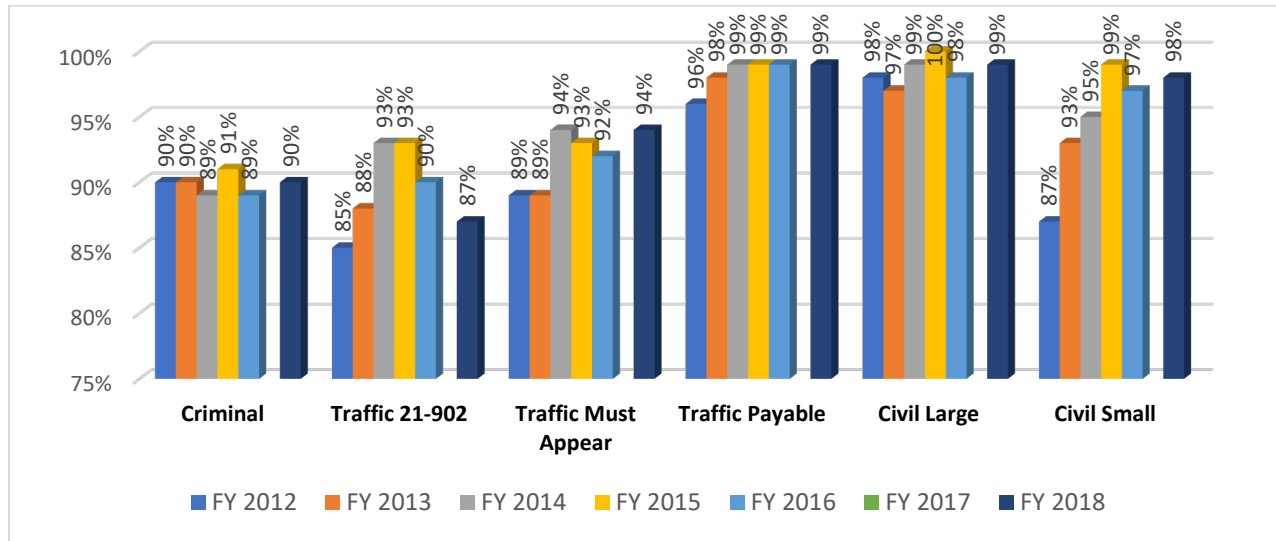
	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2014	65%	72%	73%	82%	87%	83%
FY 2015	N/A	N/A	N/A	N/A	N/A	N/A
FY 2016	61%	68%	64%	54%	97%	89%
FY 2017	68%	69%	66%	72%	84%	75%
FY 2018	77%	66%	61%	87%	94%	89%
FY 14 – 18 Change	12%	-6%	-12%	5%	7%	6%

*Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2014 – Fiscal Year 2018 **Baltimore City** (Unweighted)*



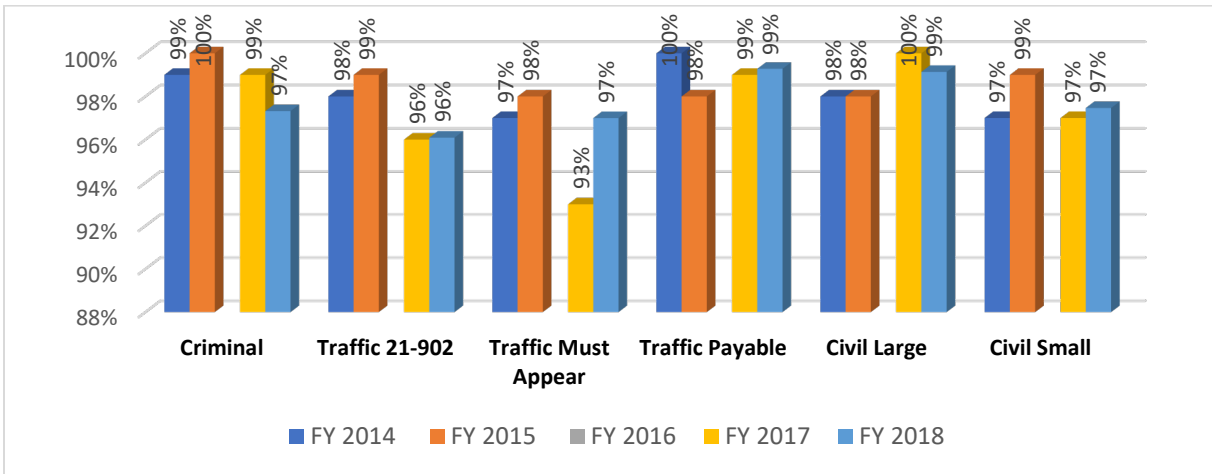
	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2014	94%	77%	76%	88%	87%	87%
FY 2015	97%	90%	87%	95%	93%	95%
FY 2016	99%	93%	95%	97%	95%	98%
FY 2017	98%	95%	97%	98%	93%	95%
FY 2018	98%	97%	97%	98%	93%	94%
FY 14 – 18 Change	4%	20%	21%	10%	6%	7%

Percent of Cases Terminated within-standard by Case Type, Fiscal Year 2014 – Fiscal Year 2018 Calvert County (Unweighted)



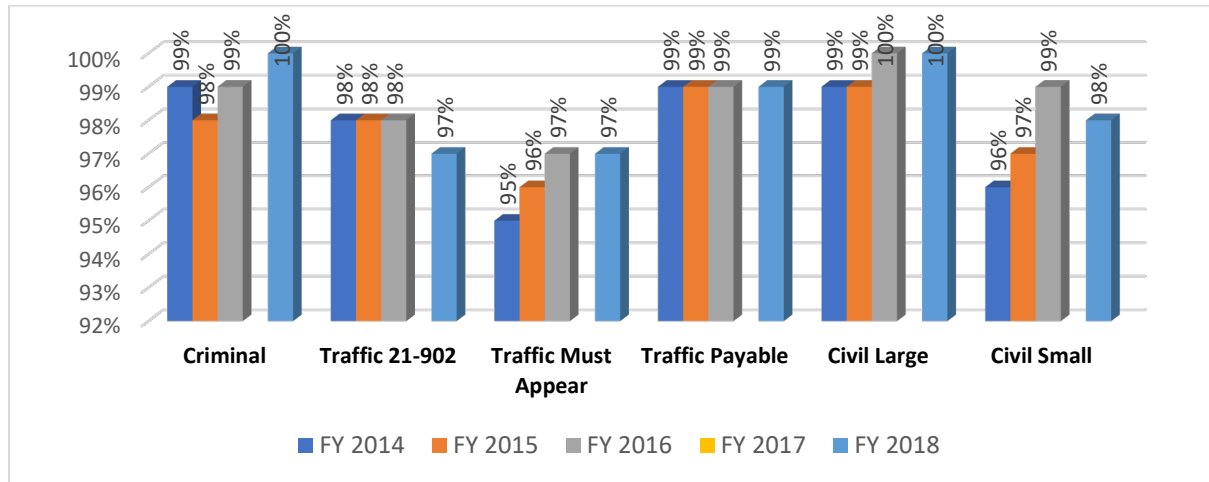
	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2014	89%	93%	94%	99%	99%	95%
FY 2015	91%	93%	93%	99%	100%	99%
FY 2016	89%	90%	92%	99%	98%	97%
FY 2017	N/A	N/A	N/A	N/A	N/A	N/A
FY 2018	90%	87%	94%	99%	99%	98%
FY 14 – 18 Change	1%	-6%	0%	0%	0%	3%

*Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2014 – Fiscal Year 2018 **Caroline County** (Unweighted)*



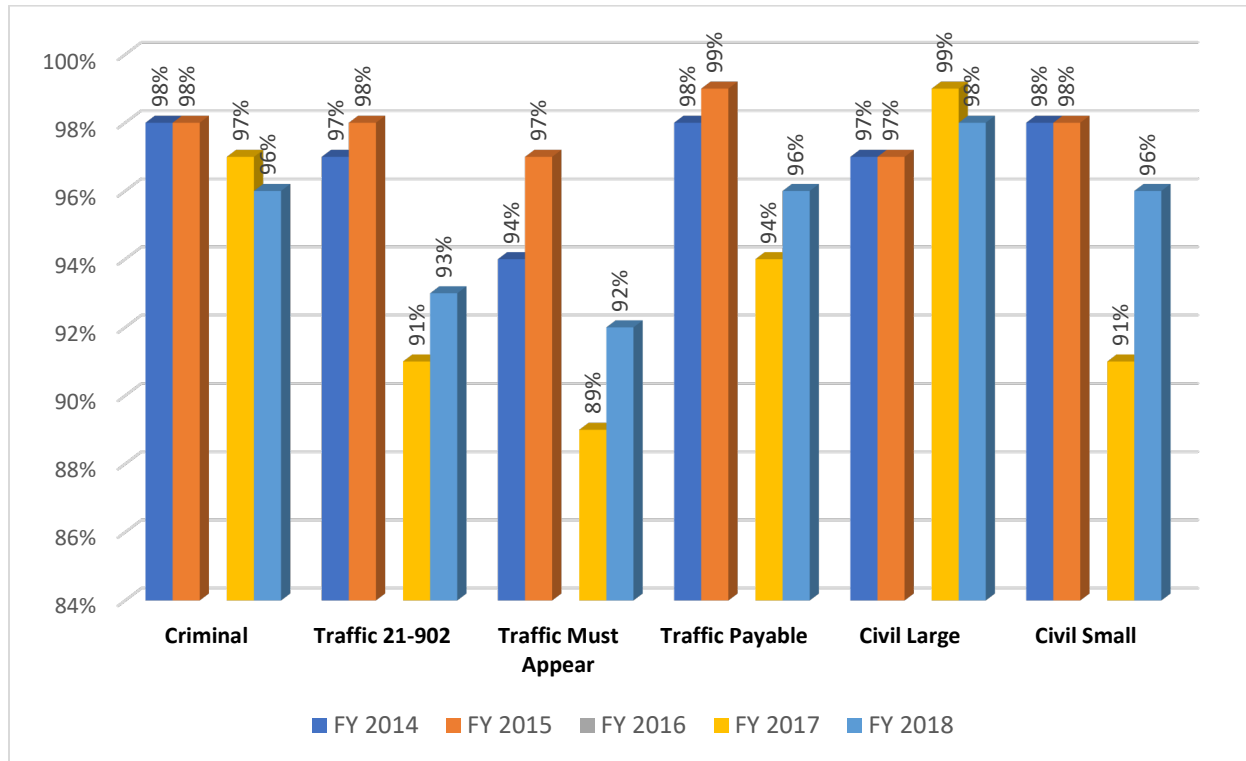
	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2014	99%	98%	97%	100%	98%	97%
FY 2015	100%	99%	98%	98%	98%	99%
FY 2016	N/A	N/A	N/A	N/A	N/A	N/A
FY 2017	99%	96%	93%	99%	100%	97%
FY 2018	97%	96%	97%	99%	99%	97%
FY 14 – 18 Change	-2%	2%	0%	-1%	1%	0%

*Percent of Cases Terminated within-standard by Case Type, Fiscal Year 2014 – Fiscal Year 2018 **Carroll County** (Unweighted)*



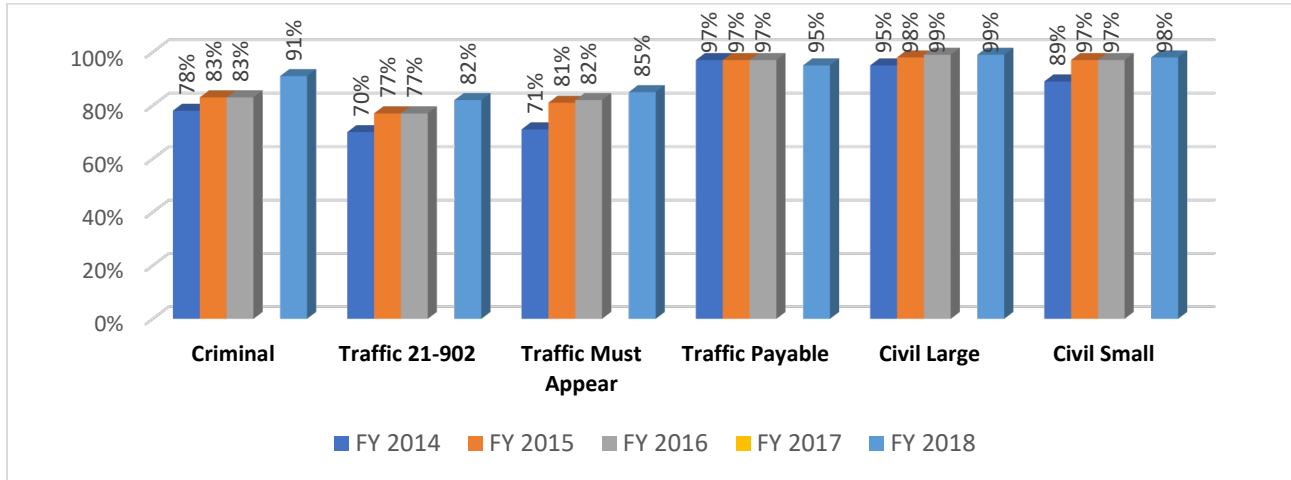
	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2014	99%	98%	95%	99%	99%	96%
FY 2015	98%	98%	96%	99%	99%	97%
FY 2016	99%	98%	97%	99%	100%	99%
FY 2017	N/A	N/A	N/A	N/A	N/A	N/A
FY 2018	100%	97%	97%	99%	100%	98%
FY 14 – 18 Change	1%	-1%	2%	0%	1%	2%

Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2014 – Fiscal Year 2018 Cecil County (Unweighted)



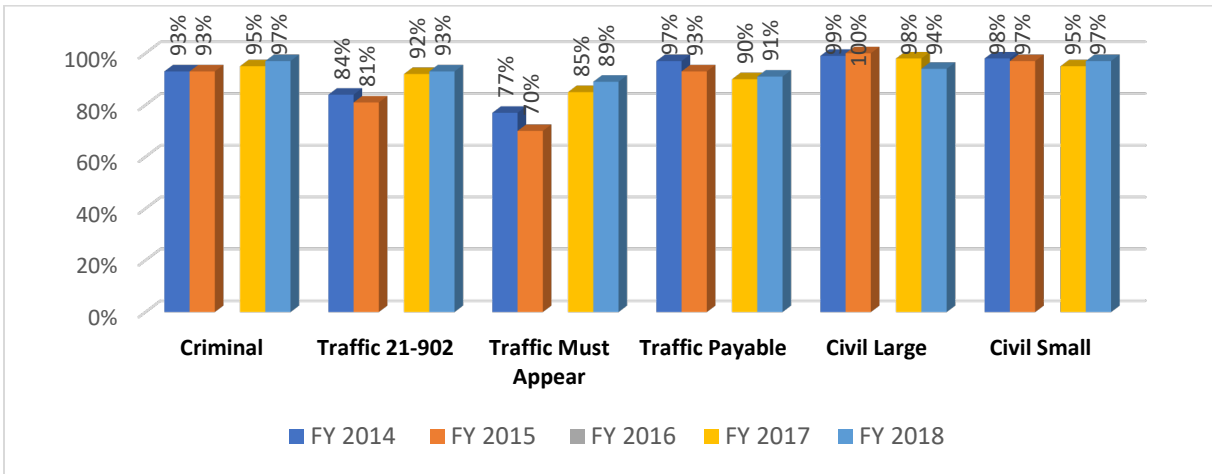
	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2014	98%	97%	94%	98%	97%	98%
FY 2015	98%	98%	97%	99%	97%	98%
FY 2016	N/A	N/A	N/A	N/A	N/A	N/A
FY 2017	97%	91%	89%	94%	99%	91%
FY 2018	96%	93%	92%	96%	98%	96%
FY 14 – 18 Change	-2%	-4%	-2%	-2%	1%	-2%

Percent of Cases Terminated within-standard by Case Type, Fiscal Year 2014 – Fiscal Year 2018 Charles County (Unweighted)



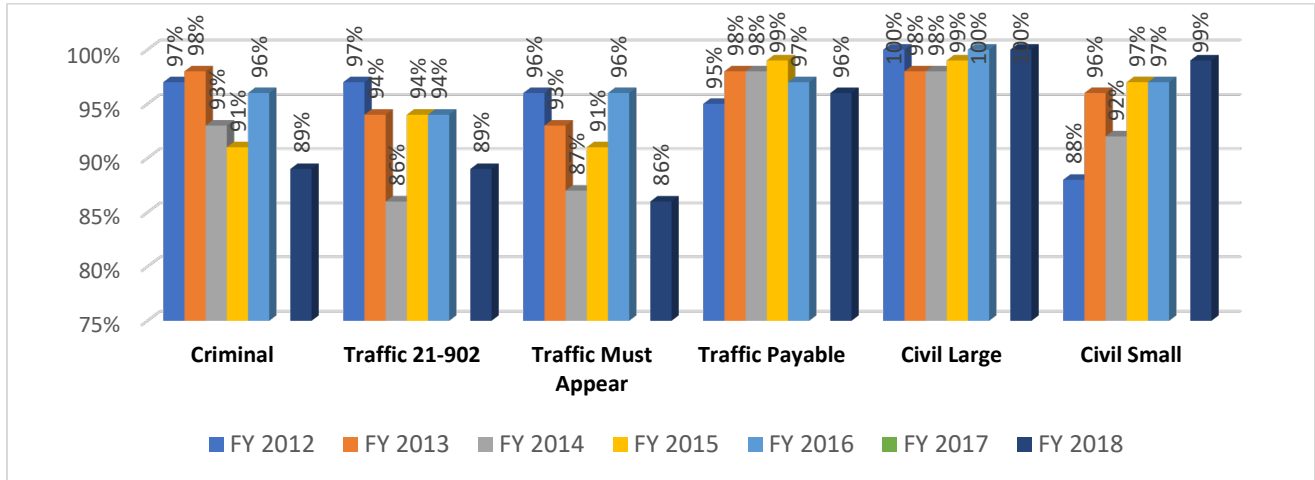
	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2014	78%	70%	71%	97%	95%	89%
FY 2015	83%	77%	81%	97%	98%	97%
FY 2016	83%	77%	82%	97%	99%	97%
FY 2017	N/A	N/A	N/A	N/A	N/A	N/A
FY 2018	91%	82%	85%	95%	99%	98%
FY 14 – 18 Change	13%	12%	14%	-2%	4%	9%

*Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2014 – Fiscal Year 2018 **Dorchester County** (Unweighted)*



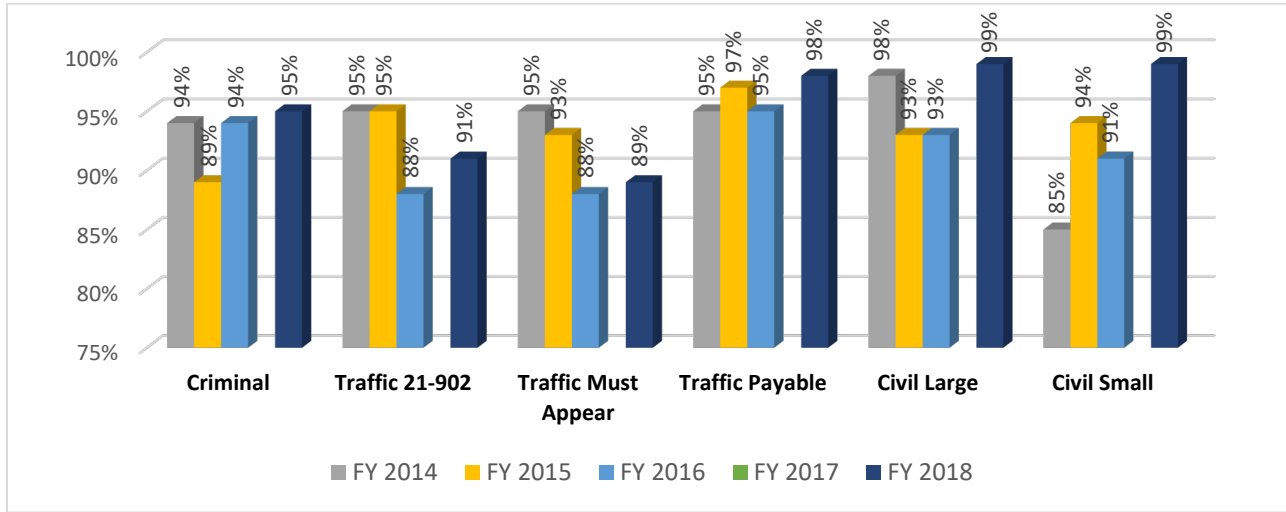
	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2014	93%	84%	77%	97%	99%	98%
FY 2015	93%	81%	70%	93%	100%	97%
FY 2016	N/A	N/A	N/A	N/A	N/A	N/A
FY 2017	95%	92%	85%	90%	98%	95%
FY 2018	97%	93%	89%	91%	94%	97%
FY 14 – 18 Change	4%	9%	12%	-6%	-5%	-1%

*Percent of Cases Terminated within-standard by Case Type, Fiscal Year 2014 – Fiscal Year 2018 **Frederick County** (Unweighted)*



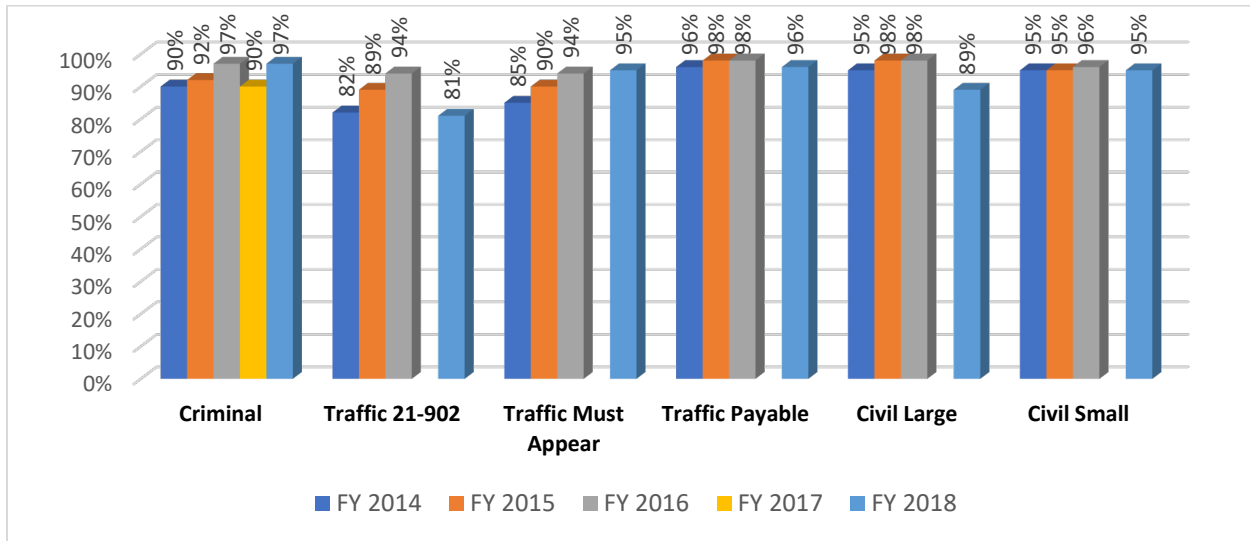
	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2014	93%	86%	87%	98%	98%	92%
FY 2015	91%	94%	91%	99%	99%	97%
FY 2016	96%	94%	96%	97%	100%	97%
FY 2017	N/A	N/A	N/A	N/A	N/A	N/A
FY 2018	89%	89%	86%	96%	100%	99%
FY 14 – 18 Change	-4%	3%	-1%	-2%	2%	7%

*Percent of Cases Terminated within-standard by Case Type, Fiscal Year 2014 – Fiscal Year 2018 **Garrett County** (Unweighted)*



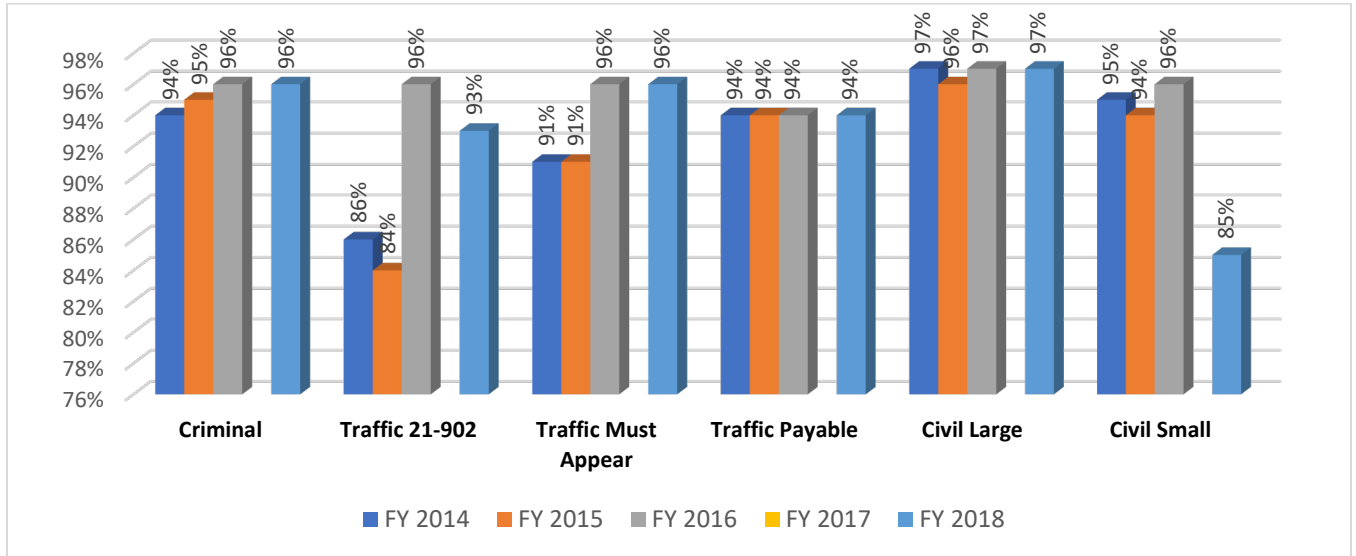
	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2014	94%	95%	95%	95%	98%	85%
FY 2015	89%	95%	93%	97%	93%	94%
FY 2016	94%	88%	88%	95%	93%	91%
FY 2017	N/A	N/A	N/A	N/A	N/A	N/A
FY 2018	95%	91%	89%	98%	99%	99%
FY 14 – 18 Change	1%	-4%	-6%	3%	1%	14%

*Percent of Cases Terminated within-standard by Case Type, Fiscal Year 2014 – Fiscal Year 2018 **Harford County** (Unweighted)*



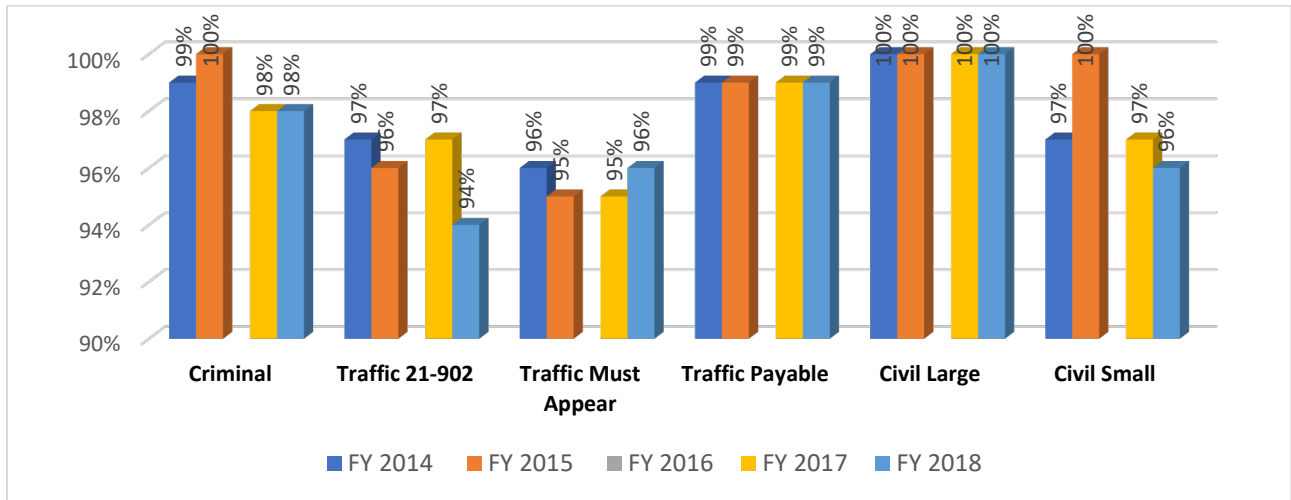
	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2014	90%	82%	85%	96%	95%	95%
FY 2015	92%	89%	90%	98%	98%	95%
FY 2016	97%	94%	94%	98%	98%	96%
FY 2017	N/A	N/A	N/A	N/A	N/A	N/A
FY 2018	97%	81%	95%	96%	89%	95%
FY 14 – 18 Change	7%	-1%	10%	0%	6%	0%

*Percent of Cases Terminated within-standard by Case Type, Fiscal Year 2014 – Fiscal Year 2018 **Howard County** (Unweighted)*



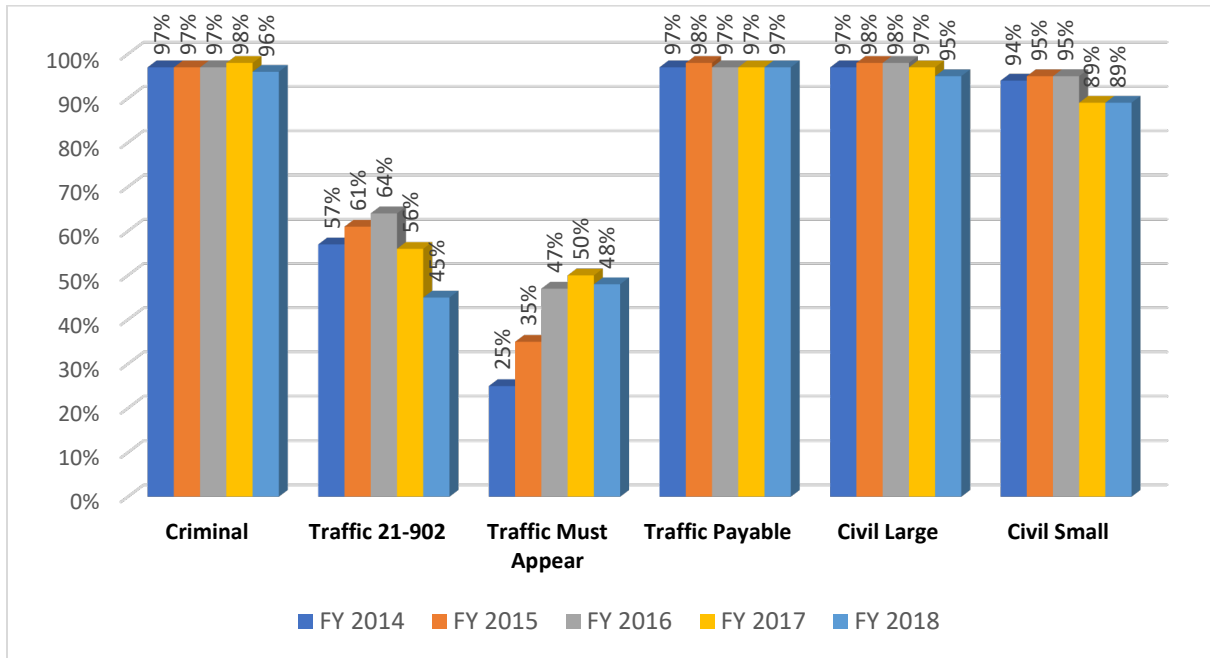
	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2014	94%	86%	91%	94%	97%	95%
FY 2015	95%	84%	91%	94%	96%	94%
FY 2016	96%	96%	96%	94%	97%	96%
FY 2017	N/A	N/A	N/A	N/A	N/A	N/A
FY 2018	96%	93%	96%	94%	97%	85%
FY 14 – 18 Change	2%	7%	5%	0%	0%	-10%

Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2014 – Fiscal Year 2018 Kent County (Unweighted)



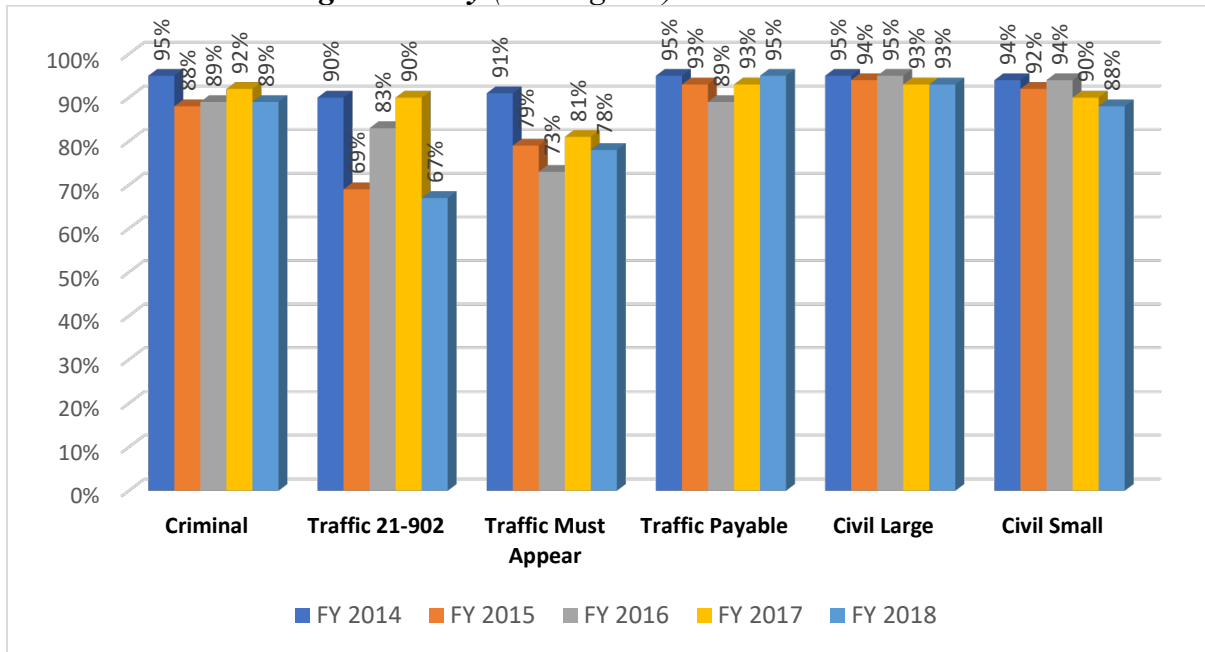
	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2014	99%	97%	96%	99%	100%	97%
FY 2015	100%	96%	95%	99%	100%	100%
FY 2016	N/A	N/A	N/A	N/A	N/A	N/A
FY 2017	98%	97%	95%	99%	100%	97%
FY 2018	98%	94%	96%	99%	100%	96%
FY 14 – 18 Change	-1%	-3%	0%	0%	0%	-1%

*Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2014 – Fiscal Year 2018 **Montgomery County** (Unweighted)*



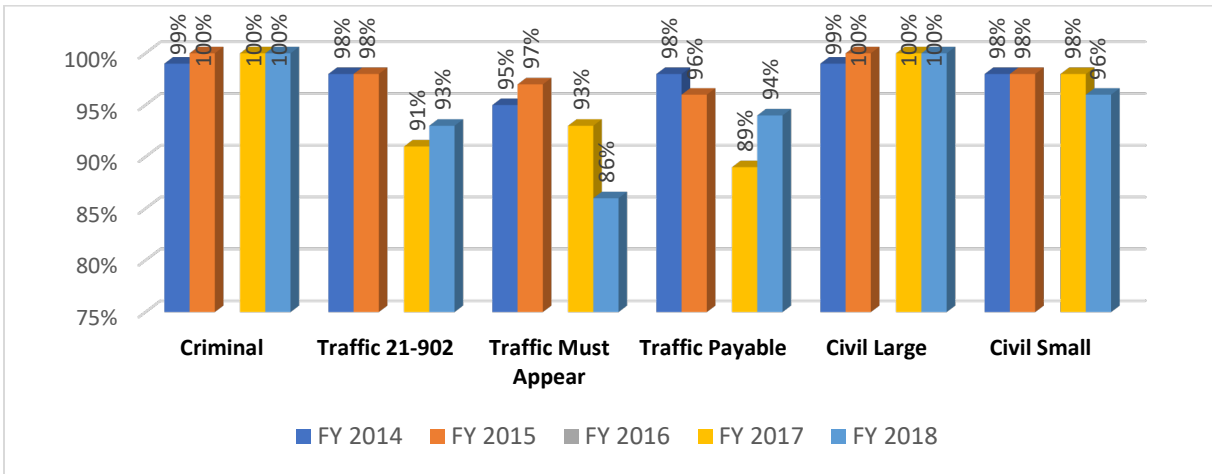
	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2014	97%	57%	25%	97%	97%	94%
FY 2015	97%	61%	35%	98%	98%	95%
FY 2016	97%	64%	47%	97%	98%	95%
FY 2017	98%	56%	50%	97%	97%	89%
FY 2018	96%	45%	48%	97%	95%	89%
FY 14 – 18 Change	-1%	-12%	23%	0%	-2%	-5%

Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2014 – Fiscal Year 2018 Prince George's County (Unweighted)



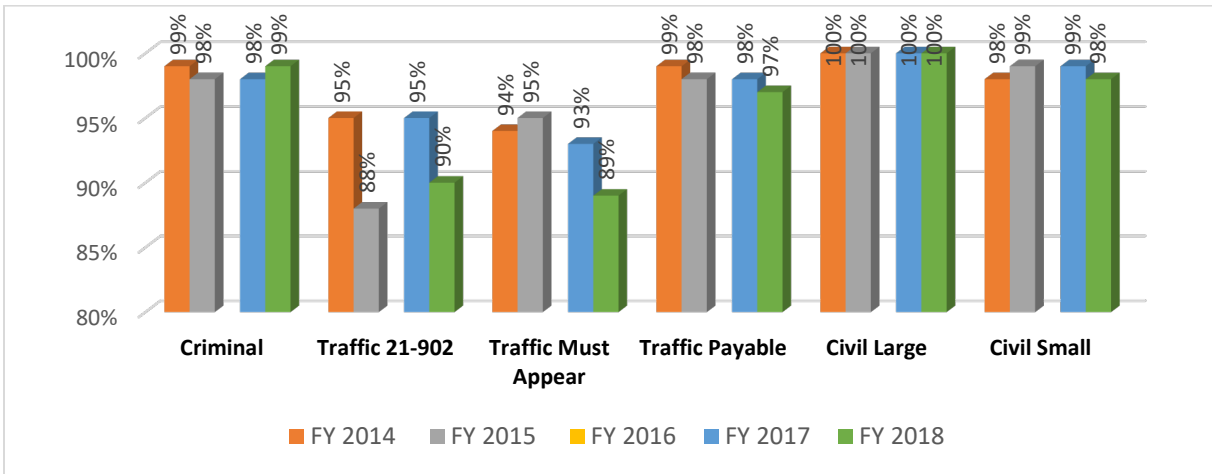
	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2014	95%	90%	91%	95%	95%	94%
FY 2015	88%	69%	79%	93%	94%	92%
FY 2016	89%	83%	73%	89%	95%	94%
FY 2017	92%	90%	81%	93%	93%	90%
FY 2018	89%	67%	78%	95%	93%	88%
FY 14 – 18 Change	-6%	-23%	-13%	0%	-2%	-6%

*Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2014 – Fiscal Year 2018 **Queen Anne's County** (Unweighted)*



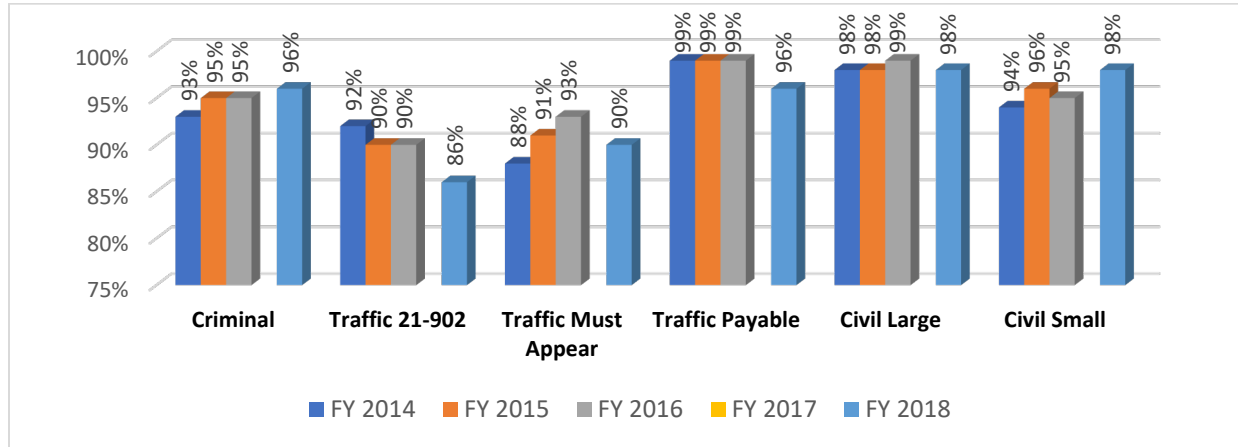
	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2014	99%	98%	95%	98%	99%	98%
FY 2015	100%	98%	97%	96%	100%	98%
FY 2016	N/A	N/A	N/A	N/A	N/A	N/A
FY 2017	100%	91%	93%	89%	100%	98%
FY 2018	100%	93%	86%	94%	100%	96%
FY 14 – 18 Change	1%	-5%	-9%	-4%	1%	-2%

Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2014 – Fiscal Year 2018 Somerset County (Unweighted)



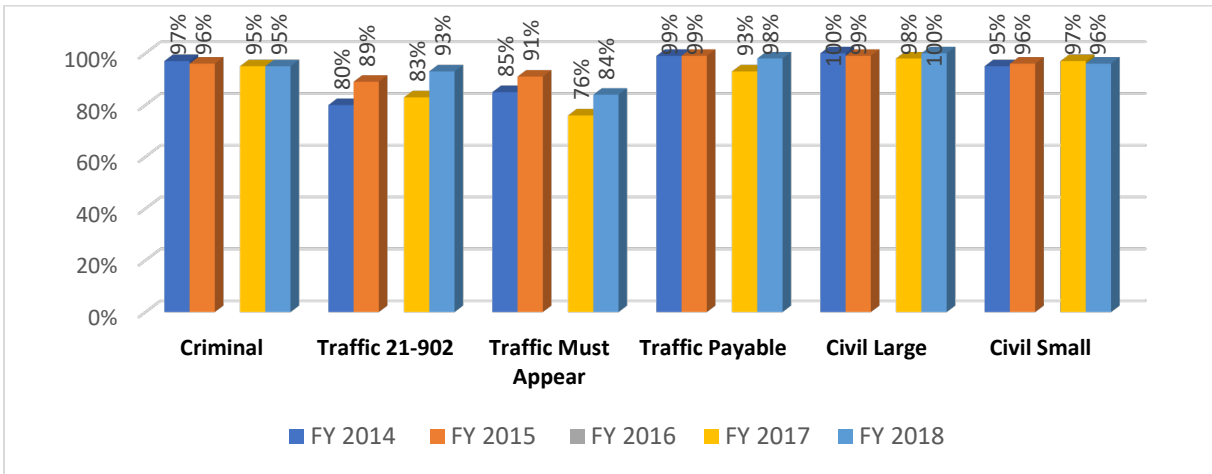
	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2014	99%	95%	94%	99%	100%	98%
FY 2015	98%	88%	95%	98%	100%	99%
FY 2016	N/A	N/A	N/A	N/A	N/A	N/A
FY 2017	98%	95%	93%	98%	100%	99%
FY 2018	99%	90%	89%	97%	100%	98%
FY 14 – 18 Change	0%	-5%	-5%	-2%	0%	0%

Percent of Cases Terminated within-standard by Case Type, Fiscal Year 2014 –Fiscal Year 2018 St. Mary's County (Unweighted)



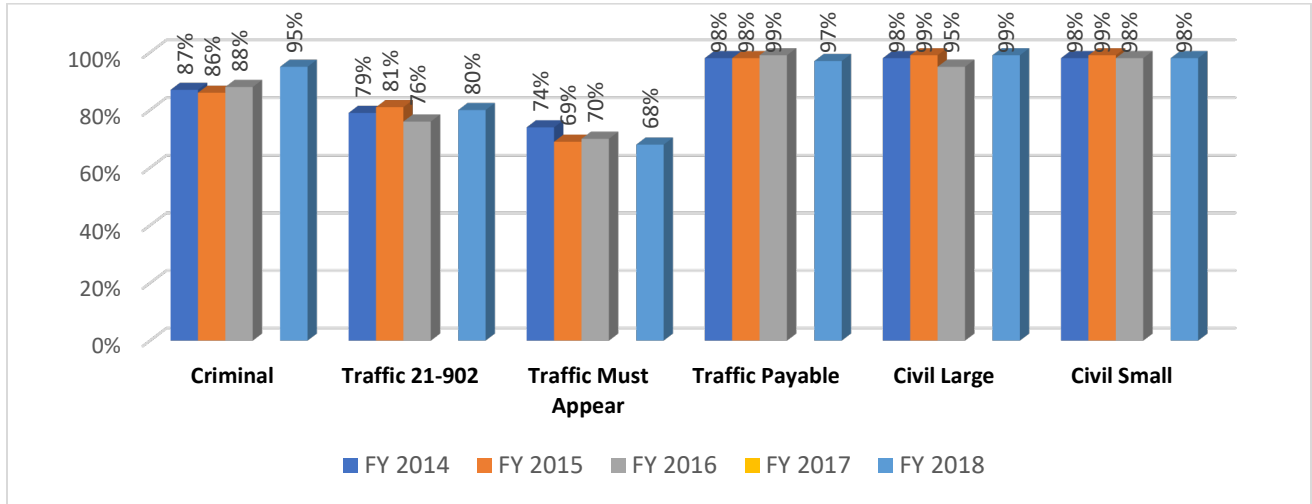
	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2014	93%	92%	88%	99%	98%	94%
FY 2015	95%	90%	91%	99%	98%	96%
FY 2016	95%	90%	93%	99%	99%	95%
FY 2017	N/A	N/A	N/A	N/A	N/A	N/A
FY 2018	96%	86%	90%	96%	98%	98%
FY 14 – 18 Change	3%	-6%	2%	-3%	0%	4%

Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2014 – Fiscal Year 2018 **Talbot County** (Unweighted)



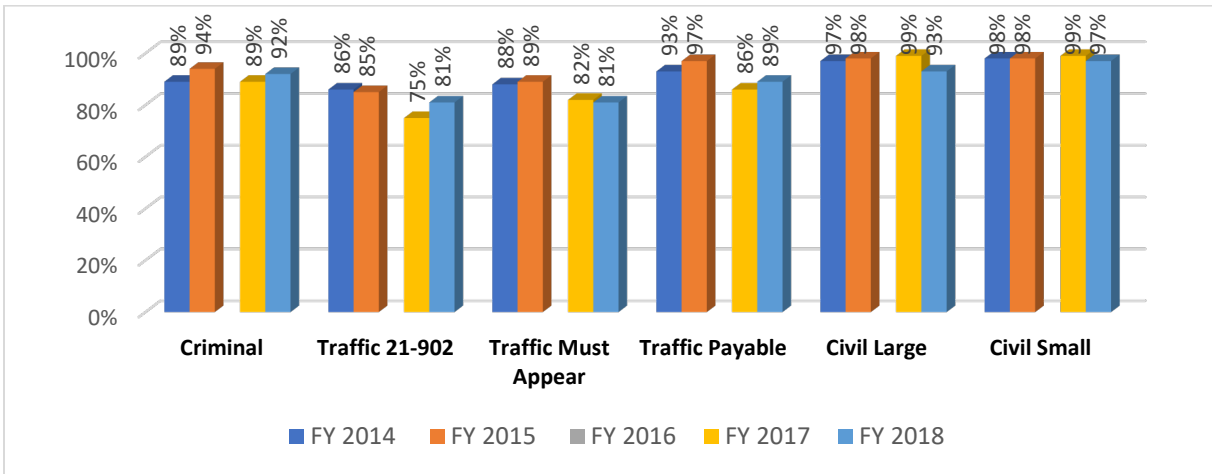
	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2014	97%	80%	85%	99%	100%	95%
FY 2015	96%	89%	91%	99%	99%	96%
FY 2016	N/A	N/A	N/A	N/A	N/A	N/A
FY 2017	95%	83%	76%	93%	98%	97%
FY 2018	95%	93%	84%	98%	100%	96%
FY 14 – 18 Change	-2%	13%	-1%	-1%	0%	1%

*Percent of Cases Terminated within-standard by Case Type, Fiscal Year 2014 –Fiscal Year 2018
Washington County (Unweighted)*



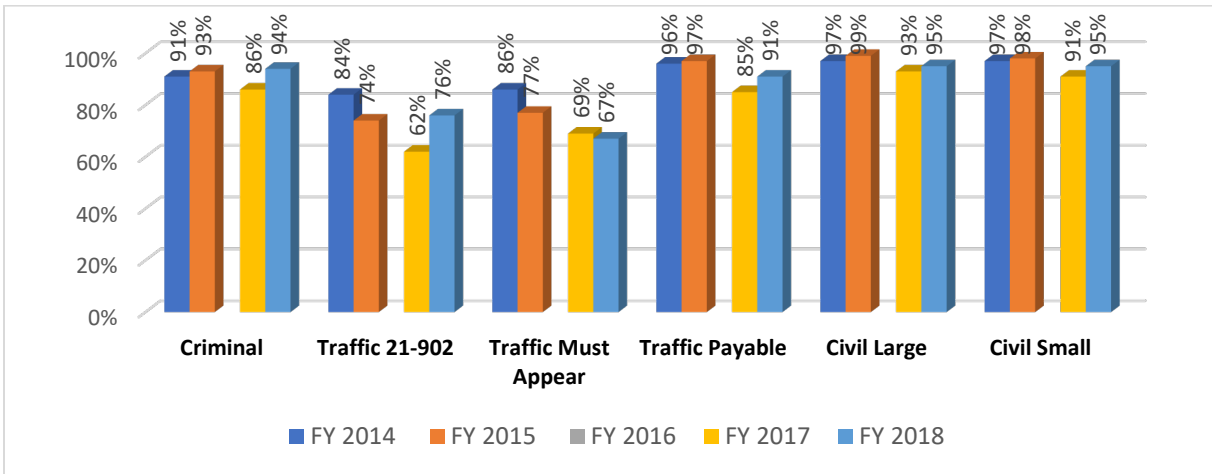
	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2014	87%	79%	74%	98%	98%	98%
FY 2015	86%	81%	69%	98%	99%	99%
FY 2016	88%	76%	70%	99%	95%	98%
FY 2017	N/A	N/A	N/A	N/A	N/A	N/A
FY 2018	95%	80%	68%	97%	99%	98%
FY 14 – 18 Change	8%	1%	-6%	-1%	1%	0%

*Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2014 – Fiscal Year 2018 **Wicomico County** (Unweighted)*



	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2014	89%	86%	88%	93%	97%	98%
FY 2015	94%	85%	89%	97%	98%	98%
FY 2016	N/A	N/A	N/A	N/A	N/A	N/A
FY 2017	89%	75%	82%	86%	99%	99%
FY 2018	92%	81%	81%	89%	93%	97%
FY 14 – 18 Change	3%	-5%	-7%	-4%	-4%	-1%

Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2014 – Fiscal Year 2018 Worcester County (Unweighted)



	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2014	91%	84%	86%	96%	97%	97%
FY 2015	93%	74%	77%	97%	99%	98%
FY 2016	N/A	N/A	N/A	N/A	N/A	N/A
FY 2017	86%	62%	69%	85%	93%	91%
FY 2018	94%	76%	67%	91%	95%	95%
FY 14 – 18 Change	3%	-8%	-19%	-5%	-2%	-2%