

# **Maryland Judiciary**

**Fiscal Year 2017**

## **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 2017 (July 1, 2016 to June 30, 2017). Samples of up to 501 original cases terminated in Fiscal Year 2017 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 60,719 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 as they are in the *Maryland Judiciary Assessment Application*.

The Fiscal Year 2017 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 as a function of 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 93% for Traffic Payable and Civil Large cases, followed by 91% for Civil Small cases, and 90% for Criminal cases.
- The percentage of cases closed within standard for Fiscal Year 2017 improved or remained consistent from Fiscal Year 2016 for Criminal, Traffic Must Appear, and Traffic Payable case types.
- Performance among small jurisdictions was above the statewide percentage within standard for all case types. Among medium-sized jurisdictions, performance was above the statewide percentage within standard for all case types. Among large jurisdictions, performance was below the statewide percentage for all case types, except Criminal and Traffic Payable.

### 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 2017.
- Statewide, the average case processing time decreased in Fiscal Year 2017 for Traffic Must Appear and increased in all other case types. The within-standard case processing times increased slightly for Traffic Payable cases. Similar to the average case processing times, there was an increase in over-standard case processing times for all case types.
- The statewide median case processing time decreased for Traffic 21-902, Traffic Must Appear, and Civil Large during Fiscal Year 2017. The median within-standard case

processing times decreased for all case types except Traffic Payable and Civil Small cases. The median over-standard case processing times increased for all case types.

- Civil Large cases took the longest amount of time to close over-standard cases, at approximately four months to close half of the over-standard cases of this type in Fiscal Year 2017.

## **Postponements and Suspensions**

- Table 6 of the report presents the number and percent of postponements by case type. Tables 7 – 16 of the report present the number of suspensions by suspension event and by case type.
- As in recent years, postponements were much more likely among Traffic 21-902 (49%), Criminal (45%), and Civil Large cases (36%), with the fewest postponements reported among Traffic Payable cases (12%).
- Of the cases in the sample that recorded one or more postponements, 98% or more contained a matching number of postponements and postponement reasons.
- There were 394 cases in Fiscal Year 2017 with mismatched postponement information (in which the number of postponement reasons provided does not match the postponement count). This occurred most frequently in Traffic Must Appear cases (117 cases), followed by Criminal cases (114).
- In Fiscal Year 2017, 13% of cases were reported to have one or more suspensions, comparable with Fiscal Year 2016's 13%. The number of cases with one or more suspensions was highest among Traffic Must Appear cases (21%) and Civil Large cases (15%), and lowest in Civil Small (2%). Across all case types, there were a total of 9,187 suspensions.
- A total of 74% (6,815 suspensions of the 9,187) 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 26% 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 2017 (July 1, 2016 to June 30, 2017). Samples of up to 501 original cases terminated in Fiscal Year 2017 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 60,719 valid case terminations used for the present analysis.<sup>1</sup> This is 392 cases more than the number reported for Fiscal Year 2016 (60,327). Due to the transition to a new case management system, the District Court locations in the western (Allegany, Frederick, Garrett, and Washington Counties) southern (Calvert, Charles, and St. Mary's Counties), and north-central (Carroll, Harford, and Howard Counties) regions were excused from conducting a data quality review for the Fiscal Year 2017 analysis of case processing performance.

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<sup>1</sup> 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 (they are also excluded in the *Maryland Judiciary Assessment Application*). 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. An analysis of these invalid cases is included in a supplemental statewide Methodology/Data Issues report.

## 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 2017 improved or remained consistent from Fiscal Year 2016 for Criminal, Traffic Must Appear, and Traffic Payable case types. The highest percentage of cases closed within-standard was 93% for Traffic Payable and Civil Large cases, followed by 91% for Civil Small cases, 90% for Criminal cases, and 78% for Traffic 21-902 and Traffic Must Appear cases.<sup>2</sup> Traffic 21-902, Civil Large, and Civil Small cases saw declines from Fiscal Year 2016. Statewide weighted percentages of cases terminated within-standard by case type for Fiscal Year 2017 are shown in Table 1 below.

*Table 1. Overall Terminations and Percentage of Cases Terminated Within-Standard (Weighted) by Case Type, District Court, FY 2016 and FY 2017*

Case Type	Judiciary Goals		FY 2017 Original Terminations	Within-Standard Terminations			FY 2016-17 Change
	Time Standard	Percent Within- Standard		FY 2017		FY 2016 %*	
				N	%*		
Criminal	180 days	98%	11,503	10,574	90%	90%	0%
Traffic 21-902	180 days	98%	9,131	7,652	78%	79%	-1%
Traffic Must Appear	180 days	98%	11,769	9,889	78%	76%	2%
Traffic Payable	120 days	98%	11,834	11,035	93%	93%	0%
Civil Large	250 days	98%	6,762	6,456	93%	96%	-3%
Civil Small	120 days	98%	9,720	9,117	91%	95%	-4%
Total			60,719				

*\*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. As with the statewide percentages, there were no case types among jurisdiction sizes that met the Judiciary goal. Performance among small jurisdictions was above the statewide percentage for all case types except Traffic Payable, which was equal to the statewide percentage. Similarly, among medium jurisdictions, performance was above the statewide percentage for all case types except Civil Large, which was equal to the statewide percentage. Among large jurisdictions, performance was below the statewide percentage for all case types, except for Criminal and Traffic Payable, which equaled the statewide percentage. The lower performance of the large jurisdictions shows the major impact these courts have on the statewide within-standard percentages. These jurisdictions have a higher number of cases being terminated, and they therefore have a larger weight.

<sup>2</sup> 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 2017*

Case type	Time standard	Judiciary Goals	Statewide	Jurisdiction size		
				Small	Medium	Large
<b>Criminal</b>	180 days	98%	90%	92%	91%	90%
<b>Traffic 21-902</b>	180 days	98%	78%	85%	89%	70%
<b>Traffic Must Appear</b>	180 days	98%	78%	85%	89%	74%
<b>Traffic Payable</b>	120 days	98%	93%	93%	94%	93%
<b>Civil Large</b>	250 days	98%	93%	97%	93%	92%
<b>Civil Small</b>	120 days	98%	91%	95%	92%	89%

*\* 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 slightly for Traffic Must Appear cases (1%), but increased for all other case types in Fiscal Year 2017. The largest increase was seen in Civil Small cases (83%), followed by Civil Large cases (69%). Within-standard average case processing times had smaller increases of 14% for Civil Large, 9% for Civil Small, and 2% or less for other case types, with the Criminal average within-standard case processing time remaining the same from Fiscal Year 2016. The average processing time of over-standard cases in Fiscal Year 2017 increased from Fiscal Year 2016 averages for all case types. The greatest increases were seen in Civil Large (78%) and Civil Small (73%) cases.

*Table 3. Average Overall, Within- and Over-Standard Case Processing Time (Weighted\*) by Case Type, District Court, FY 2017*

Case Type	Time Standard	FY 2017 Average Case Time (in days)			FY 2016 Overall Average Case Time
		Overall	Within-standard	Over Standard	
Criminal	180 days	95	73	280	94
Traffic 21-902	180 days	144	106	278	137
Traffic Must Appear	180 days	144	105	294	146
Traffic Payable	120 days	73	58	213	68
Civil Large	250 days	138	87	617	94
Civil Small	120 days	98	57	338	63

*\* 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 3% for Traffic Must Appear cases; it was equal to Fiscal Year 2016 in Traffic Payable cases. For Fiscal Year 2017 the within-standard median case processing times increased for all case types except Traffic Payable, which was the same as in Fiscal Year 2016. The median processing times of over-standard cases increased from Fiscal Year 2016 for all case types, with increases ranging from 2% (Criminal and Traffic Payable cases) to 20% (Civil Large cases).

*Table 4. Median Overall, Within- and Over-Standard Case Processing Time (Weighted\*) by Case Type, District Court, FY 2017*

Case Type	Time Standard	FY 2017 Median Case Time (in days)			FY 2016 Overall Median Case Time
		Overall	Within Standard	Over Standard	
Criminal	180 days	76	68	229	75
Traffic 21-902	180 days	120	103	236	117
Traffic Must Appear	180 days	119	101	250	123
Traffic Payable	120 days	56	55	165	56
Civil Large	250 days	79	74	385	71
Civil Small	120 days	57	54	190	56

*\* 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 5% for Civil Large cases to 12% for Traffic Payable and Civil Small cases, while 19% to 43% closed within one month of the time standard. As in Fiscal Year 2016, it took the longest amount of time to close half of over-standard Civil Large cases. In Fiscal Year 2017, Traffic Must Appear cases remained consistent in the percentage of cases closed within one week and one month beyond the time standard. There were decreases in all other case types in the percentage of cases closed within one week and one month beyond the time standard. Lastly, the time to close 50% of over-standard cases increased 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 2017*

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	929	9%	88 cases	35%	321 cases	2.0 months
Traffic 21-902	180 days	1,479	10%	144 cases	32%	472 cases	1.9 months
Traffic Must Appear	180 days	1,880	8%	155 cases	33%	622 cases	1.8 months
Traffic Payable	120 days	799	12%	99 cases	43%	346 cases	1.3 month
Civil Large	250 days	306	5%	14 cases	19%	58 cases	3.9 months
Civil Small	120 days	603	12%	75 cases	36%	216 cases	1.8 months

## Postponements

Both pre-trial and trial postponements are reported to the Statewide Caseflow Assessment. The completeness and accuracy of this information, however, remains uncertain principally because reporting postponement information is still optional. Although jurisdictions had opportunities to review and complete the information during the assessment data quality review period, the extent to which postponement data 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 postponement information” is defined as a case with either valid information in the “number of postponements” data field or postponement reasons provided, except for where both the number and reason fields indicated no postponement.

Postponements were much more likely among Traffic 21-902 (49%), Criminal (45%), Civil Large (36%) and Traffic Must Appear (35%) cases than in Traffic Payable (11%) or Civil Small (20%) cases. Of the cases in the samples that recorded one or more postponements, 98% contained a matching number of postponements and postponement reasons.

There were 394 cases in Fiscal Year 2017 with mismatched postponement information (in which the number of postponement reasons provided did not match the postponement count). This is a substantial increase from the 108 reported in Fiscal Year 2016. This occurred most frequently in Traffic Must Appear cases (117 cases), followed by Criminal cases (114 cases).

*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 2017*

	FY 2017 Valid Terminations	Cases with valid postponement information *			Matching postponement information **		Mismatched postponement information ***
		N	%	FY 2016 %	N	%	N
<b>Criminal</b>	11,503	5,119	45%	53%	5,005	98%	114
<b>Traffic 21-902</b>	9,131	4,455	49%	51%	4,376	98%	79
<b>Traffic Must Appear</b>	11,769	4,084	35%	36%	3,967	97%	117
<b>Traffic Payable</b>	11,834	1,251	11%	12%	1,236	99%	15
<b>Civil Large</b>	6,762	2,415	36%	35%	2,377	98%	38
<b>Civil Small</b>	9,720	1,958	20%	20%	1,927	98%	31
<b>Total</b>	60,719	19,282	32%	34%	18,888	98%	394

\* 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 enter or verify these suspension reasons in the Assessment Application. Therefore, variation in reporting across jurisdictions is likely. As such, suspension data should be interpreted with caution.

In Fiscal Year 2017, 13% of cases were reported to have one or more suspensions, which is an increase from the analysis conducted for Fiscal Year 2016. The number of cases with one or more suspensions was highest among Traffic Must Appear cases (21%) and lowest in Civil Small cases (2%). Across all case types, there was a total of 9,187 suspensions.

Further analysis of case suspensions revealed that 74% (6,815 suspensions of the 9,187) 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, 26% 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). *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, %)***
<b>Criminal</b>	11,503	1,637 (14%)	2,008	1,962 (98%)	46 (2%)
<b>Traffic 21-902</b>	9,131	859 (9%)	955	899 (94%)	56 (6%)
<b>Traffic Must Appear</b>	11,769	2,487 (21%)	2,918	2,814 (96%)	104 (4%)
<b>Traffic Payable</b>	11,834	711 (6%)	743	742 (>99%)	1 (<1%)
<b>Civil Large</b>	6,762	1,046 (15%)	1,400	156 (11%)	1,244 (89%)
<b>Civil Small</b>	9,720	968 (2%)	1,163	242 (21%)	921 (79%)
<b>Total</b>	60,719	7,708 (13%)	9,187	6,815 (74%)	2,372 (26%)

\* 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 occurred for a variety of reasons. As shown in Table 8, among invalid suspensions, Civil Large cases had the highest frequency of missing stop dates and negative suspension times. Traffic Must Appear cases had the greatest frequency of missing start dates.

Comparable with prior years, 95% of reported suspensions in Criminal and Traffic cases are due to defendants having failed to appear (FTA) in court (*see Table 9*). Most of these were first-time FTAs. Most of the remaining suspensions in Criminal and Traffic cases are PSI-related.

Again, in Fiscal Year 2017, 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 97% of total suspensions among Civil cases in Fiscal Year 2017.

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, %)**
<b>Criminal</b>	46 (2%)	45 (98%)	1 (2%)	0 (0%)
<b>Traffic 21-902</b>	56 (6%)	5 (9%)	48 (86%)	3 (5%)
<b>Traffic Must Appear</b>	104 (4%)	21 (20%)	77 (74%)	6 (6%)
<b>Traffic Payable</b>	1 (<1%)	1 (100%)	0 (0%)	0 (0%)
<b>Civil Large</b>	1,244 (89%)	732 (59%)	5 (<1%)	507 (41%)
<b>Civil Small</b>	921 (79%)	677 (74%)	7 (<1%)	237 (26%)
<b>Total</b>	2,372 (26%)	1,481 (62%)	138 (6%)	753 (32%)

\* Percent of total suspensions

\*\* Percent of invalid suspensions

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 2017

Suspension Event	Total Suspensions N	Valid Suspensions N (%)*	Invalid Suspensions N (%)*	Invalid Suspensions		
				Missing Stop N (%)**	Missing Start N (%)**	Negative Suspension Time N (%)**
<b>FTA</b>	6,300	6,212 (99%)	88 (1%)	22 (25%)	57 (65%)	9 (10%)
<b>PSI</b>	238	125 (52%)	113 (47%)	46 (40%)	67 (60%)	0 (0%)
<b>NCR Filing</b>	0	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)
<b>Psychological Evaluation</b>	32	29 (91%)	3 (9%)	3 (100%)	0 (0%)	0 (0%)
<b>Competency</b>	41	39 (95%)	2 (5%)	1 (50%)	1 (50%)	0 (0%)
<b>Problem-Solving Court Diversion</b>	12	12 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
<b>Military Leave</b>	0	0 (0)	1 (100%)	0 (0%)	1 (100%)	0 (0%)
<b>Total</b>	6,624	6,417 (97%)	207 (3%)	72 (28%)	126 (36%)	9 (11%)

\* Percent of total suspensions

\*\* Percent of invalid suspensions, by suspension event

Table 10. Suspension Data for Traffic 21-902

<i>Suspension Event</i>	<i>Total Suspensions N</i>	<i>Valid Suspensions N, (%)*</i>	<i>Invalid Suspensions N, (%)*</i>	<i>Missing Stop Date N, (%)**</i>	<i>Missing Start Date N, (%)**</i>	<i>Negative Suspension Time N, (%)**</i>
<b>FTA 1</b>	795	782 (98%)	13 (2%)	1 (8%)	9 (69%)	3 (23%)
<b>FTA 2</b>	76	71 (93%)	5 (7%)	0 (0%)	5 (100%)	0 (0%)
<b>FTA 3</b>	5	5 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
<b>PSI Order***</b>	72	36 (50%)	36 (50%)	3 (8%)	33 (92%)	0 (0%)
<b>NCR Filing</b>	0	0 (n/a)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
<b>Psychological Evaluation</b>	2	2 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
<b>Competency</b>	2	1 (50%)	1 (50%)	1 (100%)	0 (0%)	0 (0%)
<b>Problem-Solving Court Diversion</b>	2	2 (100%)	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)
<b>Military Leave</b>	1	0 (0%)	1 (100%)	0 (0%)	1 (100%)	0 (0%)
<b>Total</b>	955	899 (94%)	56 (6%)	5 (9%)	48 (86%)	3 (5%)

\* 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

<i>Suspension Event</i>	<i>Total Suspensions N</i>	<i>Valid Suspensions N, (%)*</i>	<i>Invalid Suspensions N, (%)*</i>	<i>Missing Stop Date N, (%)**</i>	<i>Missing Start Date N, (%)**</i>	<i>Negative Suspension Time N, (%)**</i>
<b>FTA 1</b>	1,485	1,485 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
<b>FTA 2</b>	278	278 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
<b>FTA 3</b>	48	48 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
<b>PSI Order***</b>	120	77 (64%)	43 (36%)	43 (100%)	0 (0%)	0 (0%)
<b>NCR Filing</b>	0	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)
<b>Psychological Evaluation</b>	29	27 (93%)	2 (7%)	2 (100%)	0 (0%)	0 (0%)
<b>Competency</b>	39	38 (97%)	1 (3%)	0 (0%)	1 (100%)	0 (0%)
<b>Problem-Solving Court Diversion</b>	9	9 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
<b>Military Leave</b>	0	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)
<b>Total</b>	2,008	1,962 (98%)	46 (2%)	45 (98%)	1 (2%)	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

<i>Suspension Event</i>	<i>Total Suspensions N</i>	<i>Valid Suspensions N, (%)*</i>	<i>Invalid Suspensions N, (%)*</i>	<i>Missing Stop Date N, (%)**</i>	<i>Missing Start Date N, (%)**</i>	<i>Negative Suspension Time N, (%)**</i>
<b>FTA 1</b>	2,454	2,419 (99%)	35 (1%)	2 (6%)	29 (83%)	4 (11%)
<b>FTA 2</b>	383	353 (92%)	30 (8%)	18 (60%)	10 (33%)	2 (7%)
<b>FTA 3</b>	33	29 (88%)	4 (12%)	0 (0%)	4 (100%)	0 (0%)
<b>PSI Order***</b>	46	12 (26%)	34 (74%)	0 (0%)	34 (100%)	0 (0%)
<b>NCR Filing</b>	0	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)
<b>Psychological Evaluation</b>	1	0 (0%)	1 (100%)	1 (100%)	0 (0%)	0 (0%)
<b>Competency</b>	0	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)
<b>Problem-Solving Court Diversion</b>	1	1 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
<b>Military Leave</b>	0	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)
<b>Total</b>	2,918	2,814 (96%)	104 (4%)	21 (20%)	77 (74%)	6 (6%)

\*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

<i>Suspension Event</i>	<i>Total Suspensions N</i>	<i>Valid Suspensions N, (%)*</i>	<i>Invalid Suspensions N, (%)*</i>	<i>Missing Stop Date N, (%)**</i>	<i>Missing Start Date N, (%)**</i>	<i>Negative Suspension Time N, (%)**</i>
<b>FTA 1</b>	709	708 (>99%)	1 (<1%)	1 (100%)	0 (0%)	0 (0%)
<b>FTA 2</b>	33	33 (100%)	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)
<b>FTA 3</b>	1	1 (100%)	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)
<b>Total</b>	743	742 (>99%)	1 (<1%)	1 (100%)	0 (0%)	0 (0%)

\*Percent of total suspensions, by suspension event

\*\*Percent of invalid suspensions, by suspension event

*Table 14. Number and Percentage of Suspensions with Invalid Data for Selected Suspension Types, for Civil Large and Civil Small, FY 2017*

<i>Suspension Event</i>	<i>Total Suspension N</i>	<i>Valid Suspensions N (%)*</i>	<i>Invalid Suspensions N (%)*</i>	<i>Invalid Suspensions</i>		
				<i>Missing Stop N (%)**</i>	<i>Missing Start N (%)**</i>	<i>Negative Suspension Time N (%)**</i>
<b>Bankruptcy</b>	19	18 (95%)	1 (5%)	1 (100%)	0 (0%)	0 (0%)
<b>Military Leave</b>	0	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)
<b>Passed for Settlement</b>	42	42 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
<b>Stay</b>	4	4 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
<b>Multiple Defendant 1***</b>	1,958	257 (13%)	1,701 (87%)	1,202 (71%)	7 (<1%)	492 (42%)
<b>Multiple Defendant 2***</b>	540	77 (14%)	463 (86%)	206 (44%)	5 (1%)	252 (55%)
<b>Total</b>	2,563	398 (16%)	2,165 (84%)	1,409 (65%)	12 (1%)	744 (34%)

\* Percent of total suspensions, by suspension event

\*\* Percent of invalid suspensions, by suspension event.

\*\*\* Due to known data quality issues, the multiple defendant suspension information for the ten jurisdictions of the western, southern and north-central regions were excluded from the suspension analysis.

*Table 15. Suspension Data for Civil Large*

<i>Suspension Event</i>	<i>Total Suspensions N</i>	<i>Valid Suspensions N, (%)*</i>	<i>Invalid Suspensions N, (%)*</i>	<i>Missing Stop Date N, (%)**</i>	<i>Missing Start Date N, (%)**</i>	<i>Negative Suspension Time N, (%)**</i>
<b>Bankruptcy</b>	14	13 (95%)	1 (5%)	1 (100%)	0 (0%)	0 (0%)
<b>Military Leave</b>	0	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)
<b>Passed for Settlement</b>	4	4 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
<b>Stay</b>	1	1 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
<b>Multiple Defendant 1***</b>	1033	110 (11%)	923 (89%)	591 (64%)	4 (<1%)	328 (36%)
<b>Multiple Defendant 2***</b>	348	28 (8%)	320 (92%)	140 (44%)	1 (<1%)	179 (56%)
<b>Total</b>	1,400	156 (11%)	1,244 (89%)	732 (59%)	5 (<1%)	507 (41%)

\*Percent of total suspensions, by suspension event.

\*\*Percent of invalid suspensions, by suspension event.

\*\*\* Due to known data quality issues, the multiple defendant suspension information for the ten jurisdictions of the western, southern and north-central regions were excluded from the suspension analysis.

*Table 16. Suspension Data for Civil Small*

<i>Suspension Event</i>	<i>Total Suspensions N</i>	<i>Valid Suspensions N, (%)*</i>	<i>Invalid Suspensions N, (%)*</i>	<i>Missing Stop Date N, (%)**</i>	<i>Missing Start Date N, (%)**</i>	<i>Negative Suspension Time N, (%)**</i>
<b>Bankruptcy</b>	5	5 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
<b>Military Leave</b>	0	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)	0 (n/a)
<b>Passed for Settlement</b>	38	38 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
<b>Stay</b>	3	3 (100%)	0 (0%)	0 (n/a)	0 (n/a)	0 (n/a)
<b>Multiple Defendant 1***</b>	925	147 (16%)	778 (84%)	611 (79%)	3 (<1%)	164 (21%)
<b>Multiple Defendant 2***</b>	192	49 (26%)	143 (74%)	66 (46%)	4 (3%)	73 (51%)
<b>Total</b>	1,163	242 (21%)	921 (79%)	677 (74%)	7 (<1%)	237 (26%)

\*Percent of total suspensions, by suspension event

\*\*Percent of invalid suspensions, by suspension event

\*\*\*Due to known data quality issues, the multiple defendant suspension information for the ten jurisdictions of the western, southern, and north-central regions were excluded from the suspension analysis.

## 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	‡	‡	‡	‡	‡	‡
Anne Arundel	Large	68%	69%	66%	72%	84%	75%
Baltimore City	Large	98%	95%	97%	98%	93%	95%
Baltimore County	Large	88%	68%	73%	92%	96%	96%
Calvert	Small	‡	‡	‡	‡	‡	‡
Caroline	Small	99%	96%	93%	99%	100%	97%
Carroll	Small	‡	‡	‡	‡	‡	‡
Cecil	Small	97%	91%	89%	94%	99%	91%
Charles	Medium	‡	‡	‡	‡	‡	‡
Dorchester	Small	95%	92%	85%	90%	98%	95%
Frederick	Medium	‡	‡	‡	‡	‡	‡
Garrett	Small	‡	‡	‡	‡	‡	‡
Harford	Medium	‡	‡	‡	‡	‡	‡
Howard	Medium	‡	‡	‡	‡	‡	‡
Kent	Small	98%	97%	95%	99%	100%	97%
Montgomery	Large	98%	56%	50%	97%	97%	89%
Prince George's	Large	92%	90%	81%	93%	93%	90%
Queen Anne's	Small	100%	91%	93%	89%	100%	98%
Somerset	Small	98%	95%	93%	98%	100%	99%
St. Mary's	Small	‡	‡	‡	‡	‡	‡
Talbot	Small	95%	83%	76%	93%	98%	97%
Washington	Small	‡	‡	‡	‡	‡	‡
Wicomico	Small	89%	75%	82%	86%	99%	99%
Worcester	Small	86%	62%	69%	85%	93%	91%
<b>Statewide**</b>		<b>90%</b>	<b>78%</b>	<b>78%</b>	<b>93%</b>	<b>93%</b>	<b>91%</b>

*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 the western, southern, and north-central regions were excused from conducting a data quality review for the Fiscal Year 2017 analysis of case processing performance. Therefore, their individual 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
<b>Small</b>							
Allegany	2	‡	‡	‡	‡	‡	‡
Calvert	2	‡	‡	‡	‡	‡	‡
Caroline	1	99%	96%	93%	99%	100%	97%
Carroll	2	‡	‡	‡	‡	‡	‡
Cecil	2	97%	91%	89%	94%	99%	91%
Dorchester	1	95%	92%	85%	90%	98%	95%
Garrett	1	‡	‡	‡	‡	‡	‡
Kent	1	98%	97%	95%	99%	100%	97%
Queen Anne's	1	100%	91%	93%	89%	100%	98%
Somerset	1	98%	95%	93%	98%	100%	99%
St. Mary's	1	‡	‡	‡	‡	‡	‡
Talbot	1	95%	83%	76%	93%	98%	97%
Washington	2	‡	‡	‡	‡	‡	‡
Wicomico	2	89%	75%	82%	86%	99%	99%
Worcester	2	86%	62%	69%	85%	93%	91%
<b>Small Overall*</b>	<b>22</b>	<b>92%</b>	<b>85%</b>	<b>85%</b>	<b>93%</b>	<b>97%</b>	<b>95%</b>
<b>Medium</b>							
Charles	3	‡	‡	‡	‡	‡	‡
Frederick	3	‡	‡	‡	‡	‡	‡
Harford	4	‡	‡	‡	‡	‡	‡
Howard	5	‡	‡	‡	‡	‡	‡
<b>Medium Overall*</b>	<b>15</b>	<b>91%</b>	<b>89%</b>	<b>89%</b>	<b>94%</b>	<b>94%</b>	<b>92%</b>
<b>Large</b>							
Anne Arundel	9	68%	69%	66%	72%	84%	75%
Baltimore City	28	98%	95%	97%	98%	93%	95%
Baltimore County	13	88%	68%	73%	92%	96%	96%
Montgomery	13	98%	56%	50%	97%	97%	89%
Prince George's	17	92%	90%	81%	93%	93%	90%
<b>Large Overall*</b>	<b>80</b>	<b>90%</b>	<b>70%</b>	<b>74%</b>	<b>93%</b>	<b>92%</b>	<b>89%</b>

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 the western, southern, and north-central regions were excused from conducting a data quality review for the Fiscal Year 2017 analysis of case processing performance. Therefore, their individual results are not presented.

*Table A3: Overall and Over-Standard Average Case Processing Time in Days by Case Type and Jurisdiction, FY 2017*

	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	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Anne Arundel	156	301	164	287	175	300	196	506	276	1286	247	794
Baltimore City	50	228	94	268	94	276	52	190	120	526	60	193
Baltimore County	101	243	161	260	149	262	69	184	100	295	64	222
Calvert	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Caroline	68	216	93	244	95	245	65	174	74	--	54	315
Carroll	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Cecil	91	354	109	236	120	229	79	288	68	357	85	434
Charles	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Dorchester	98	255	117	236	129	228	91	262	70	281	53	166
Frederick	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Garrett	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Harford	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Howard	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Kent	84	294	97	224	96	220	68	136	58	--	61	670
Montgomery	70	205	199	287	212	288	59	163	113	573	85	180
Prince George's	94	303	112	230	147	331	65	151	126	328	77	147
Queen Anne's	77	--	107	203	107	247	89	234	85	--	61	230
Somerset	77	220	115	214	106	209	69	141	56	--	41	127
St. Mary's	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Talbot	89	224	122	241	141	250	81	234	81	365	56	183
Washington	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Wicomico	105	271	150	282	129	229	101	272	80	731	51	186
Worcester	126	403	187	327	155	266	95	228	157	1191	137	1016
<b>Statewide*</b>	<b>95</b>	<b>280</b>	<b>144</b>	<b>278</b>	<b>144</b>	<b>294</b>	<b>73</b>	<b>213</b>	<b>138</b>	<b>617</b>	<b>98</b>	<b>338</b>

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

-- denotes jurisdictions with no cases of a certain type terminated in Fiscal Year 2017.

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

‡The District Court locations in the western, southern, and north-central regions were excused from conducting a data quality review for the Fiscal Year 2017 analysis of case processing performance. Therefore, their individual results are not presented.

*Table A4: Overall and Over-Standard Average Case Processing Time in Days by Case Type and Jurisdiction Size, FY 2017*

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
<b>Small</b>												
Allegany	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Calvert	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Caroline	68	216	93	244	95	245	65	174	74	--	54	315
Carroll	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Cecil	91	354	109	236	120	229	79	288	68	357	85	434
Dorchester	98	255	117	236	129	228	91	262	70	281	53	166
Garrett	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Kent	84	294	97	224	96	220	68	136	58	--	61	670
Queen Anne's	77	--	107	203	107	247	89	234	85	--	61	230
Somerset	77	220	115	214	106	209	69	141	56	--	41	127
St. Mary's	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Talbot	89	224	122	241	141	250	81	234	81	365	56	183
Washington	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Wicomico	105	271	150	282	129	229	101	272	80	731	51	186
Worcester	126	403	187	327	155	266	95	228	157	1191	137	1016
<b>Small, Overall*</b>	<b>104</b>	<b>321</b>	<b>128</b>	<b>273</b>	<b>126</b>	<b>286</b>	<b>74</b>	<b>206</b>	<b>92</b>	<b>556</b>	<b>67</b>	<b>316</b>
<b>Medium</b>												
Charles	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Frederick	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Harford	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Howard	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
<b>Medium, Overall*</b>	<b>106</b>	<b>326</b>	<b>119</b>	<b>314</b>	<b>114</b>	<b>295</b>	<b>73</b>	<b>287</b>	<b>108</b>	<b>491</b>	<b>85</b>	<b>355</b>
<b>Large</b>												
Anne Arundel	156	301	164	287	175	300	196	506	276	1286	247	794
Baltimore City	50	228	94	268	94	276	52	190	120	526	60	193
Baltimore County	101	243	161	260	149	262	69	184	100	295	64	222
Montgomery	70	205	199	287	212	288	59	163	113	573	85	180
Prince George's	94	303	112	230	147	331	65	151	126	328	77	147
<b>Large, Overall*</b>	<b>90</b>	<b>258</b>	<b>161</b>	<b>270</b>	<b>154</b>	<b>295</b>	<b>73</b>	<b>191</b>	<b>159</b>	<b>654</b>	<b>115</b>	<b>345</b>

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

-- denotes jurisdictions with no cases of a certain type terminated in Fiscal Year 2017.

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

‡The District Court locations in the western, southern, and north-central regions were excused from conducting a data quality review for the Fiscal Year 2017 analysis of case processing performance. Therefore, their individual results are not presented.

*Table A5: Overall and Over-Standard Median Case Processing Time in Days by Case Type and Jurisdiction, FY 2017*

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	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Anne Arundel	126	265	133	259	147	264	82	554	80	575	64	248
Baltimore City	39	200	81	224	87	243	44	150	81	361	51	160
Baltimore County	79	229	138	233	122	239	58	154	81	286	55	166
Calvert	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Caroline	63	187	83	259	79	245	63	139	62	--	43	191
Carroll	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Cecil	84	201	99	216	117	211	68	180	52	357	47	152
Charles	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Dorchester	86	224	110	224	122	211	71	146	51	281	48	151
Frederick	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Garrett	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Harford	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Howard	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Kent	75	224	87	239	84	202	66	140	51	--	36	219
Montgomery	64	199	161	264	183	267	52	148	90	319	73	142
Prince George's	75	238	100	214	110	273	57	143	113	295	79	137
Queen Anne's	74	--	97	189	93	235	73	228	75	--	55	153
Somerset	69	208	113	214	94	206	66	137	58	--	41	127
St. Mary's	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Talbot	78	192	99	223	121	221	68	208	62	365	52	174
Washington	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Wicomico	88	211	128	231	118	211	77	158	59	402	47	130
Worcester	87	229	139	247	132	231	72	151	62	379	50	309
<b>Statewide*</b>	<b>76</b>	<b>229</b>	<b>120</b>	<b>236</b>	<b>119</b>	<b>250</b>	<b>56</b>	<b>165</b>	<b>79</b>	<b>385</b>	<b>57</b>	<b>190</b>

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

*-- denotes jurisdictions with no cases of a certain type terminated in Fiscal Year 2017.*

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

*‡ The District Court locations in the upper and lower eastern shore were excused from conducting a data quality review for the Fiscal Year 2017 analysis of case processing performance. Therefore, their individual results are not presented.*

*Table A6: Overall and Over-Standard Median Case Processing Time in Days by Case Type and Jurisdiction Size, FY 2017*

Jurisdiction	Criminal		Traffic 21-902		TMA		Traffic Payable		Civil Large		Civil Small	
	Total	OST	Total	OST	Total	OST	Total	OST	Total	OST	Total	OST
<b>Small</b>												
Allegany	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Calvert	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Caroline	63	187	83	259	79	245	63	139	62	--	43	191
Carroll	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Cecil	84	201	99	216	117	211	68	180	52	357	47	152
Dorchester	86	224	110	224	122	211	71	146	51	281	48	151
Garrett	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Kent	75	224	87	239	84	202	66	140	51	--	36	219
Queen Anne's	74	--	97	189	93	235	73	228	75	--	55	153
Somerset	69	208	113	214	94	206	66	137	58	--	41	127
St. Mary's	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Talbot	78	192	99	223	121	221	68	208	62	365	52	174
Washington	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Wicomico	88	211	128	231	118	211	77	158	59	402	47	130
Worcester	87	229	139	247	132	231	72	151	62	379	50	309
<b>Small, Overall*</b>	<b>82</b>	<b>233</b>	<b>106</b>	<b>229</b>	<b>107</b>	<b>232</b>	<b>61</b>	<b>157</b>	<b>60</b>	<b>376</b>	<b>46</b>	<b>184</b>
<b>Medium</b>												
Charles	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Frederick	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Harford	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Howard	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
<b>Medium, Overall*</b>	<b>80</b>	<b>247</b>	<b>98</b>	<b>221</b>	<b>93</b>	<b>232</b>	<b>50</b>	<b>140</b>	<b>67</b>	<b>392</b>	<b>52</b>	<b>257</b>
<b>Large</b>												
Anne Arundel	126	265	133	259	147	264	82	554	80	575	64	248
Baltimore City	39	200	81	224	87	243	44	150	81	361	51	160
Baltimore County	79	229	138	233	122	239	58	154	81	286	55	166
Montgomery	64	199	161	264	183	267	52	148	90	319	73	142
Prince George's	75	238	100	214	110	273	57	143	113	295	79	137
<b>Large, Overall*</b>	<b>73</b>	<b>225</b>	<b>134</b>	<b>245</b>	<b>127</b>	<b>258</b>	<b>57</b>	<b>176</b>	<b>88</b>	<b>386</b>	<b>63</b>	<b>178</b>

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

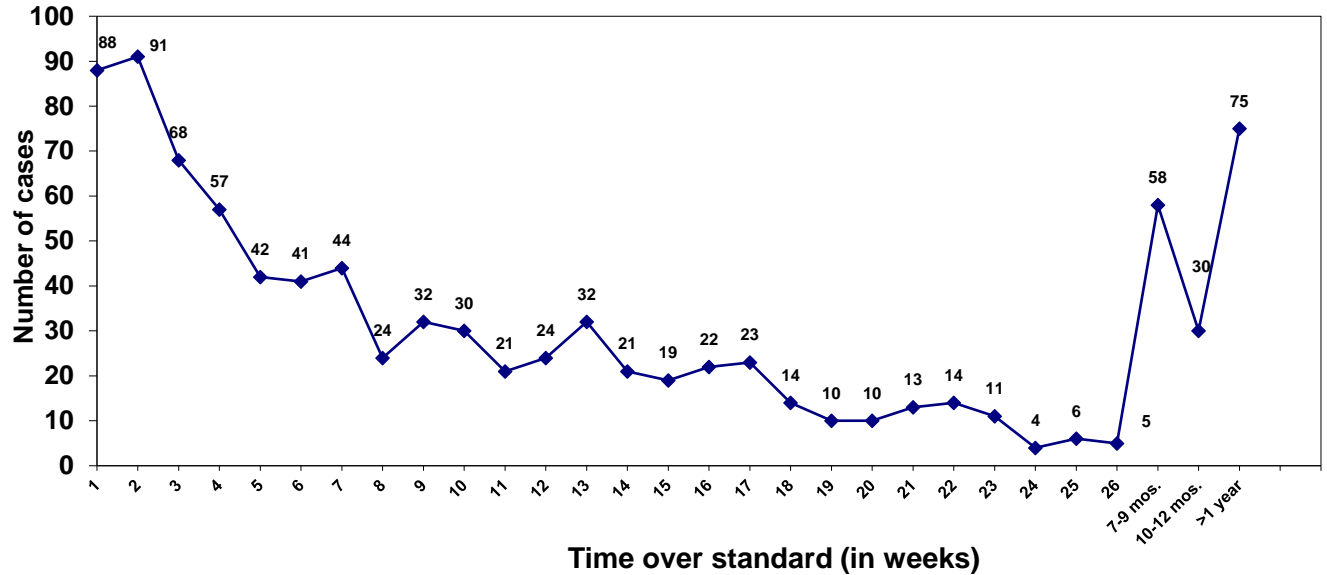
-- denotes jurisdictions with no cases of a certain type terminated in Fiscal Year 2017.

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

‡ The District Court locations in the upper and lower eastern shore were excused from conducting a data quality review for the Fiscal Year 2017 analysis of case processing performance. Therefore, their individual results are not presented.

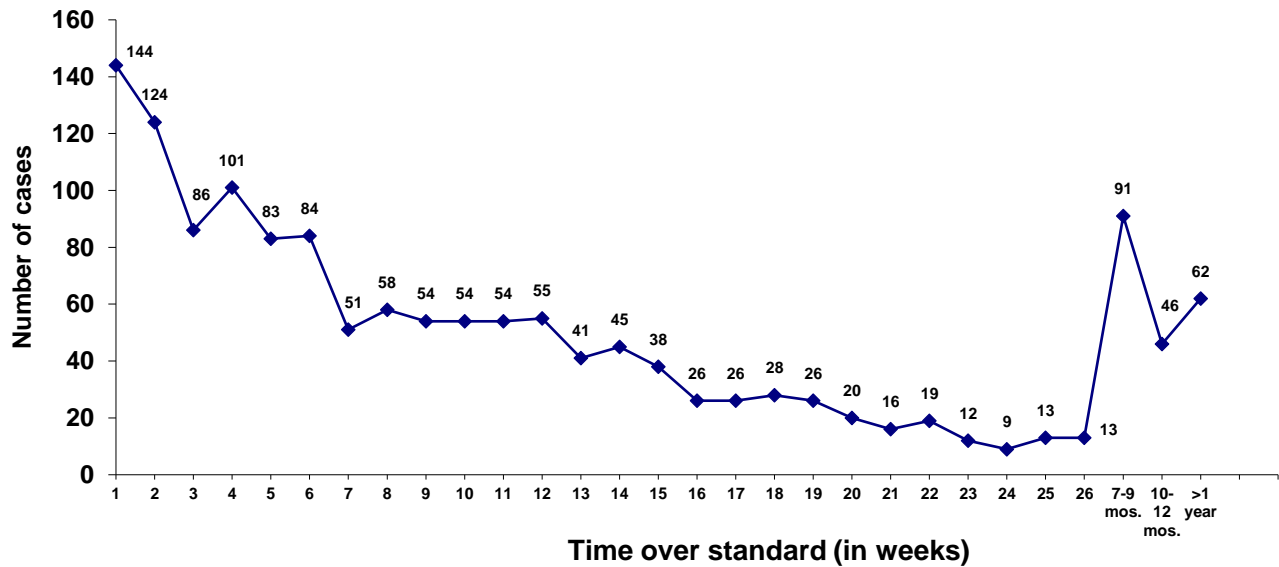
## Appendix B: Statewide Distribution of Over-Standard Cases

Figure 1: Distribution of Over-Standard Cases by the Time Beyond the Time Standard, Criminal Cases (N=929), FY 2017



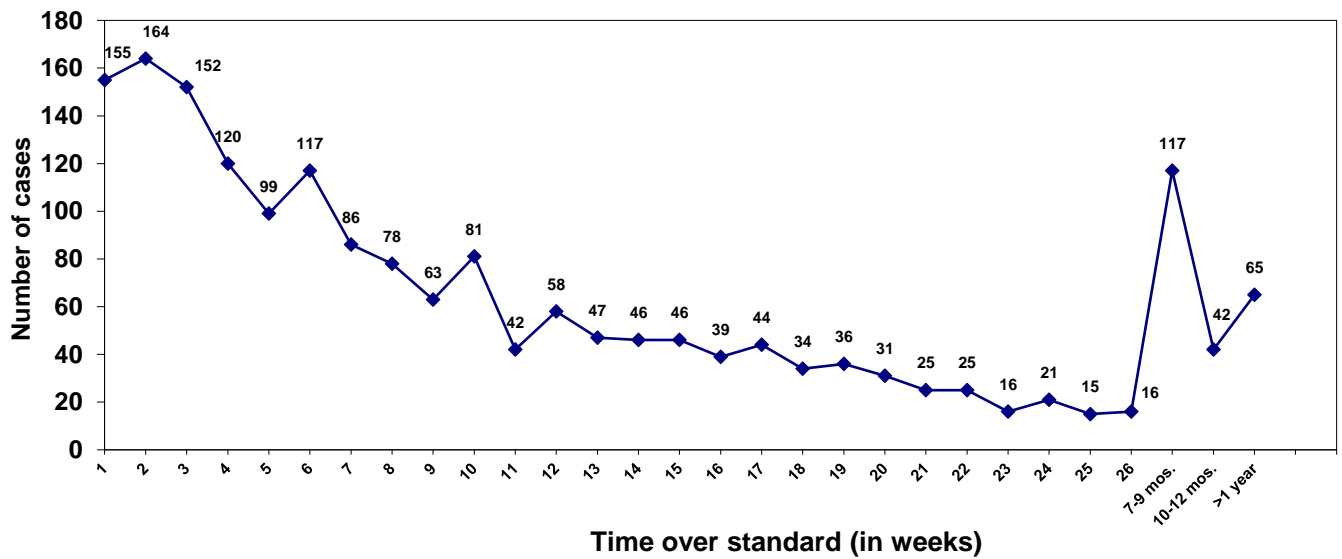
- The average case processing time (weighted)  
Overall: 95 days (FY 16: 94 days)  
Within-standard cases: 73 days (FY 16: 73 days)  
Over-standard cases: 280 days (FY 15: 266 days)
- 9% of the over-standard cases closed within one (1) week over standard.
- 35% of the over-standard cases closed within one (1) month over standard.
- 50% of the over-standard cases closed within approximately 2.0 months over standard.

*Figure 2: Distribution of Over-Standard Cases by the Time Beyond the Time Standard, Traffic 21-902 Cases (N=1,479), FY 2017*



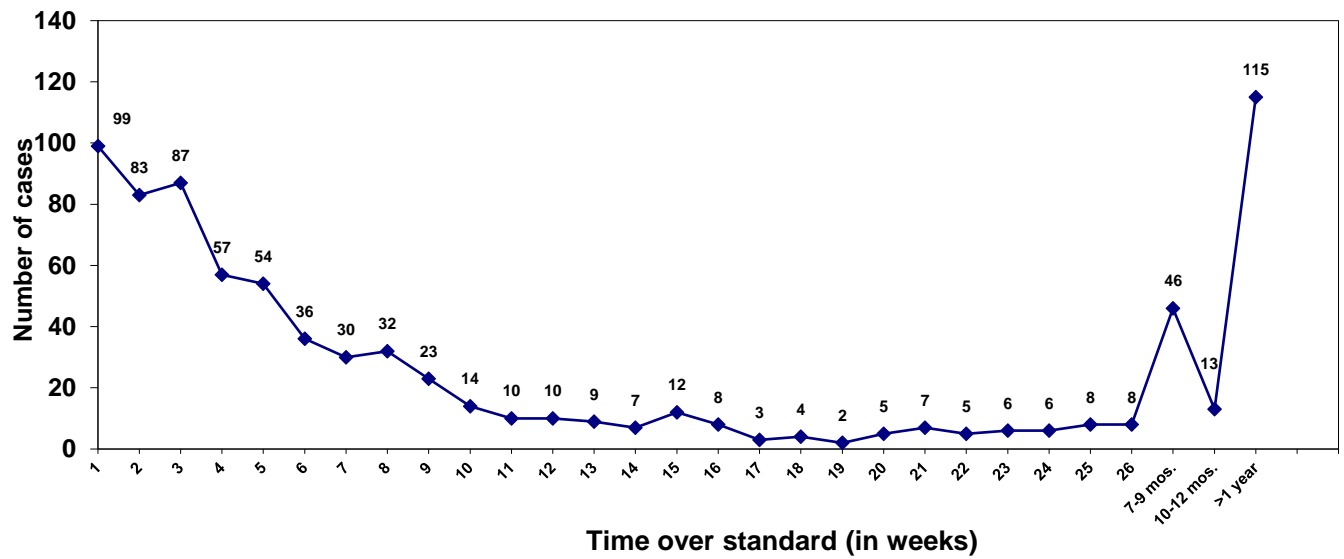
- The average case processing time (weighted)  
Overall: 144 days (FY 16: 137 days)  
Within-standard cases: 106 days (FY 16: 105 days)  
Over-standard cases: 278 days (FY 16: 251 days)
- 10% of the over-standard cases closed within one (1) week over standard.
- 35% of the over-standard cases closed within one (1) month over standard.
- 50% of the over-standard cases closed within approximately 1.9 months over standard.

*Figure 3: Distribution of Over-Standard Cases by the Time Beyond the Time Standard, Traffic Must Appear Cases (N=1,880), FY 2017*



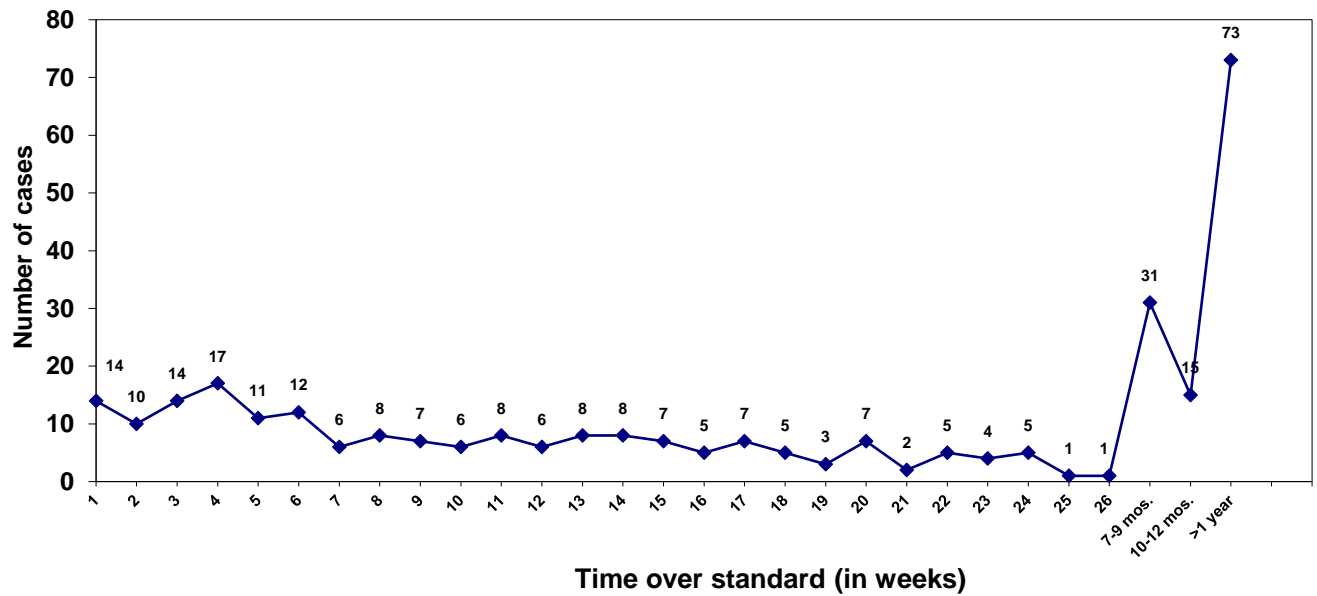
- The average case processing time (weighted):  
Overall: 144 days (FY 16: 146 days)  
Within-standard cases: 105 days (FY 16: 104 days)  
Over-standard cases: 294 days (FY 16: 266 days)
- 8% of the over-standard cases closed within one (1) week over standard.
- 33% of the over-standard cases closed within one (1) month over standard.
- 50% of the over-standard cases closed within approximately 1.8 months over standard.

*Figure 4: Distribution of Over-Standard Cases by the Time Beyond the Time Standard, Traffic Payable Cases (N=799), FY 2017*



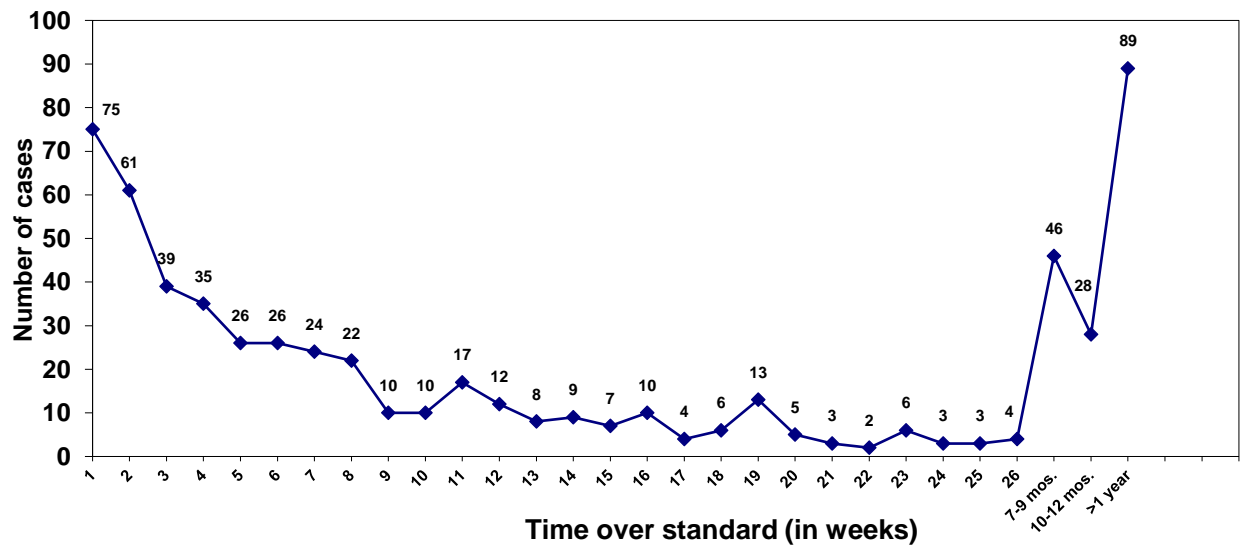
- The average case processing time (weighted):  
Overall: 73 days (Fiscal Year 16: 68 days)  
Within-standard cases: 58 days (Fiscal Year 16: 57 days)  
Over-standard cases: 213 days (Fiscal Year 16: 175 days)
- 12% of the over-standard cases closed within one (1) week over standard.
- 43% of the over-standard cases closed within one (1) month over standard.
- 50% of the over-standard cases closed within approximately 1.3 months over standard.

*Figure 5: Distribution of Over-Standard Cases by the Time Beyond the Time Standard, Civil Large Cases (N=306), FY 2017*



- The average case processing time (weighted):  
Overall: 138 days (FY 16: 94 days)  
Within-standard cases: 87 days (FY 16: 83 days)  
Over-standard cases: 617 days (FY 16: 367 days)
- 5% of the over-standard cases closed within one (1) week over standard.
- 19% of the over-standard cases closed within one (1) month over standard.
- 50% of the over-standard cases closed within 3.9 months over standard.

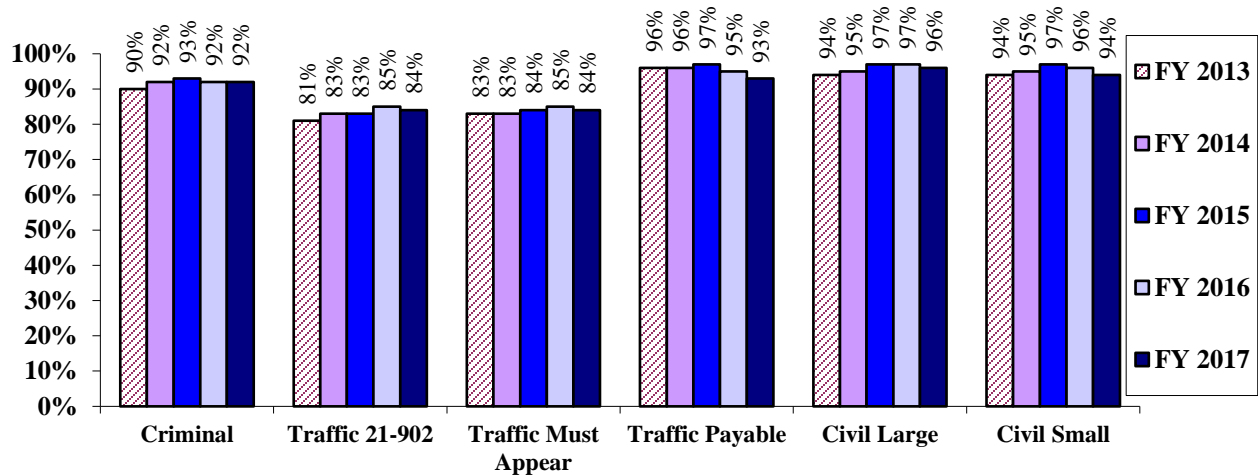
*Figure 6: Distribution of Over-Standard Cases by the Time Beyond the Time Standard, Civil Small Cases (N=603), FY 2017*



- The average case processing time (weighted):  
Overall: 98 days (FY 16: 63 days)  
  
Within-standard cases: 57 days (FY 16: 57 days)  
  
Over-standard cases: 338 days (FY 16: 199 days)
- 12% 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 1.8 months over standard.

## Appendix C: Percentage of Cases Terminated Within Standard by Jurisdiction Fiscal Years 2013-2017

*Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2013 – Fiscal Year 2017 **Statewide** (Unweighted)\**

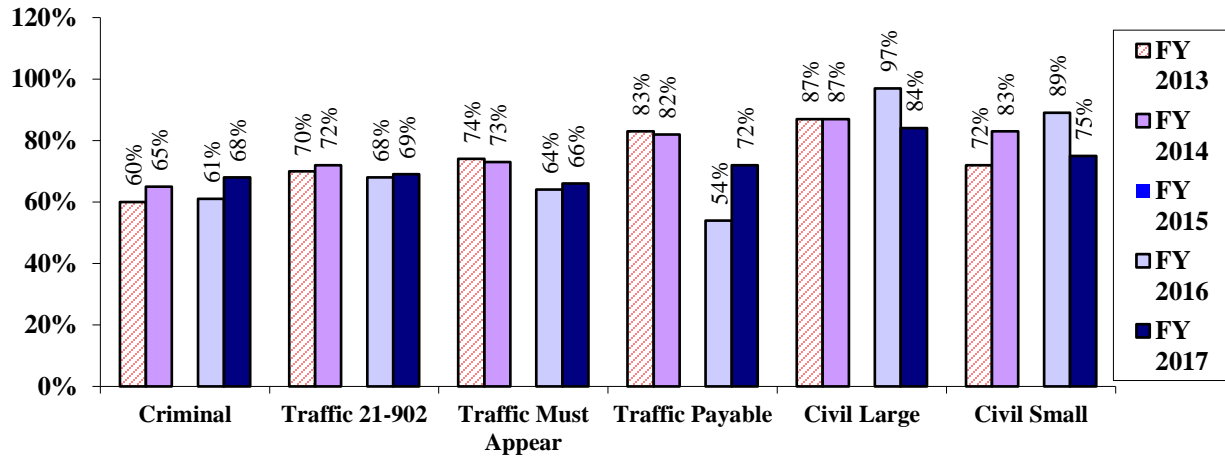


	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2013	90%	81%	83%	96%	94%	94%
FY 2014	92%	83%	83%	96%	95%	95%
FY 2015	93%	83%	84%	97%	97%	97%
FY 2016	92%	85%	85%	95%	97%	96%
FY 2017	92%	84%	84%	93%	96%	94%
FY 13 – 17 Change	2%	3%	1%	-3%	2%	0%

Time Standard						
FY 2013	180 days, 98%	180 days, 98%	180 days, 98%	120 days, 98%	250 days, 98%	90 days, 98%
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%

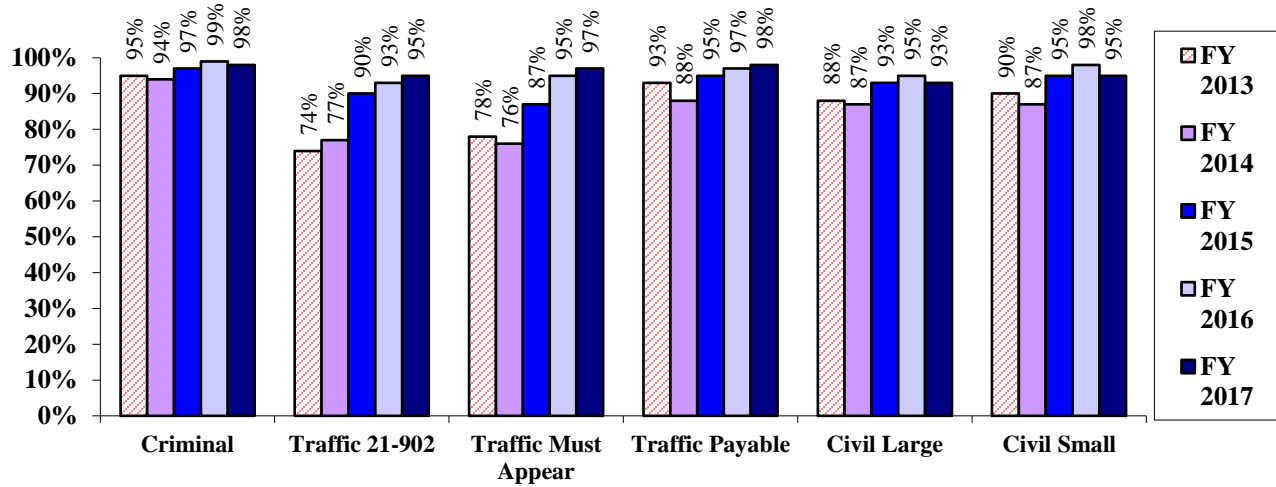
\* Jurisdiction-specific data is presented, unweighted, for Fiscal Years 2013 through 2017 on all subsequent pages within Appendix C, except for the 10 jurisdictions in western, southern, and north-central Maryland that were excused from data quality review for the Fiscal Year 2017 analysis.

*Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2013 – Fiscal Year 2017 Anne Arundel County (Unweighted)*



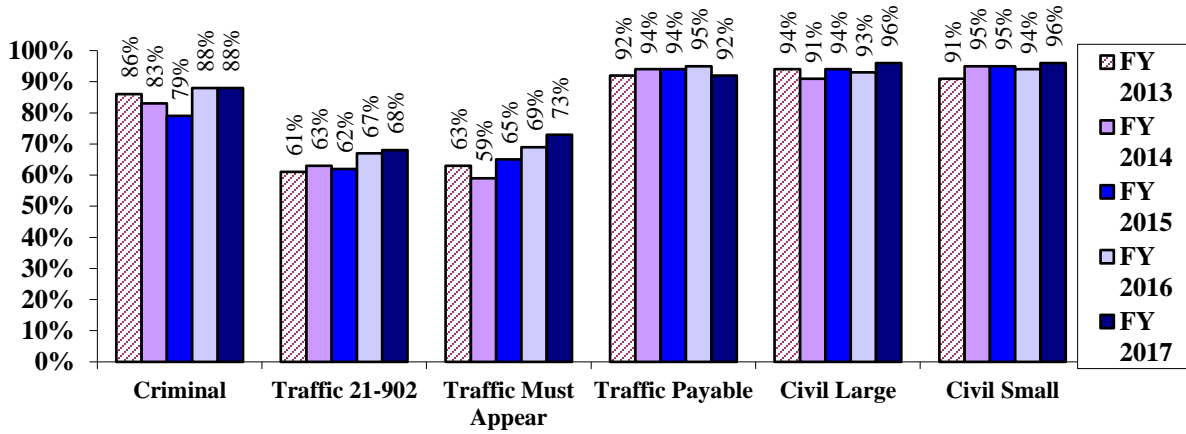
	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2013	60%	70%	74%	83%	87%	72%
FY 2014	65%	72%	73%	82%	87%	83%
FY 2015	N/A	N/A	N/A	N/A	N/A	N/A
FY 2016	61%	68%	64%	54%	97%	89%
FY 2017	68%	69%	66%	72%	84%	75%
FY 13 – 17 Change	8%	-1%	-8%	-11%	-3%	3%

*Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2013 – Fiscal Year 2017 Baltimore City (Unweighted)*



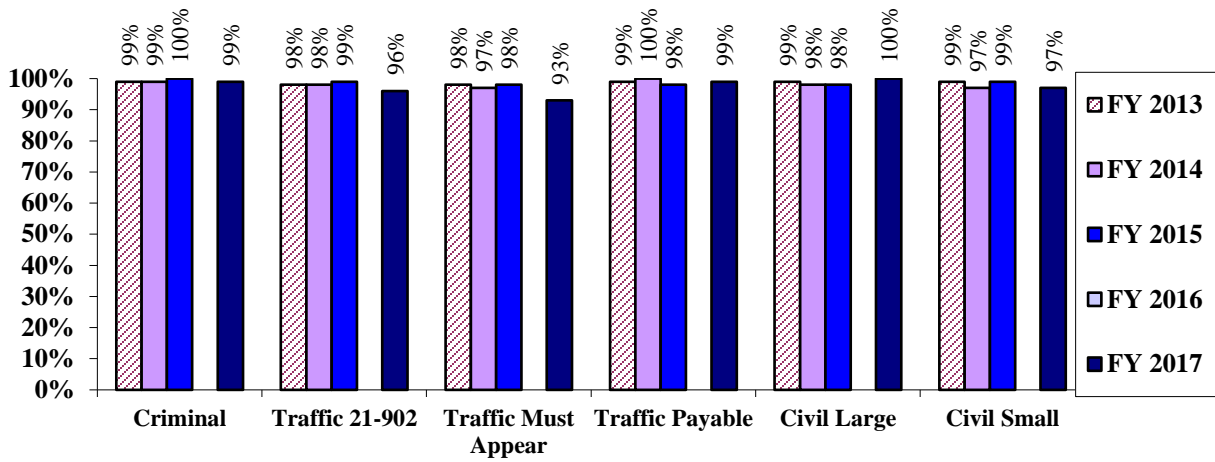
	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2013	95%	74%	78%	93%	88%	90%
FY 2014	94%	77%	76%	88%	87%	87%
FY 2015	97%	90%	87%	95%	93%	95%
FY 2016	99%	93%	95%	97%	95%	98%
FY 2017	98%	95%	97%	98%	93%	95%
FY 13 – 17 Change	3%	21%	19%	5%	5%	5%

*Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2013 – Fiscal Year 2017 **Baltimore County** (Unweighted)*



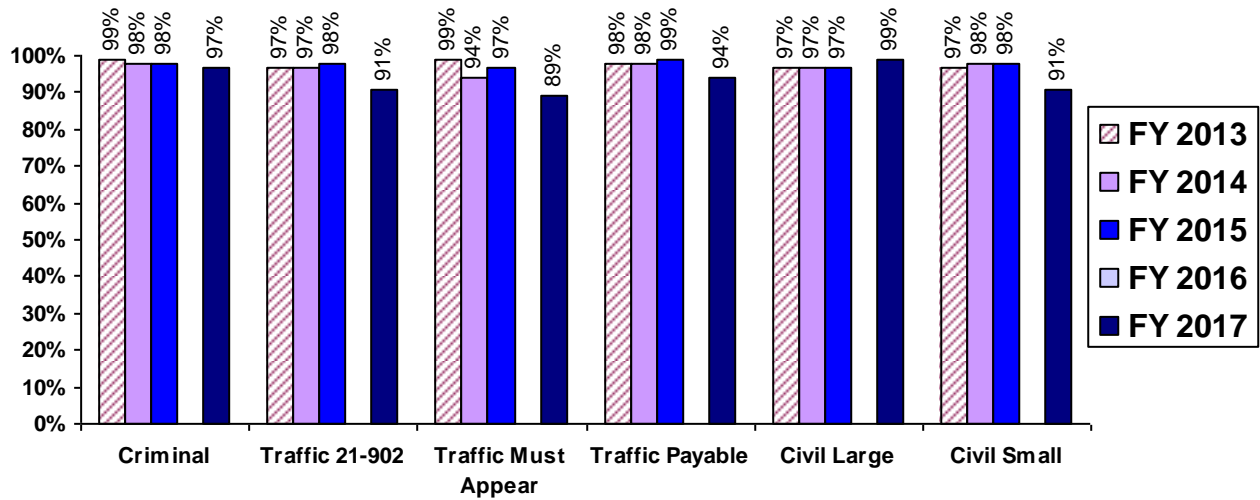
	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2013	86%	61%	63%	92%	94%	91%
FY 2014	83%	63%	59%	94%	91%	95%
FY 2015	79%	62%	65%	94%	94%	95%
FY 2016	88%	67%	69%	95%	93%	94%
FY 2017	88%	68%	73%	92%	96%	96%
FY 13 – 17 Change	2%	7%	10%	0%	2%	5%

*Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2013 – Fiscal Year 2017 Caroline County (Unweighted)*



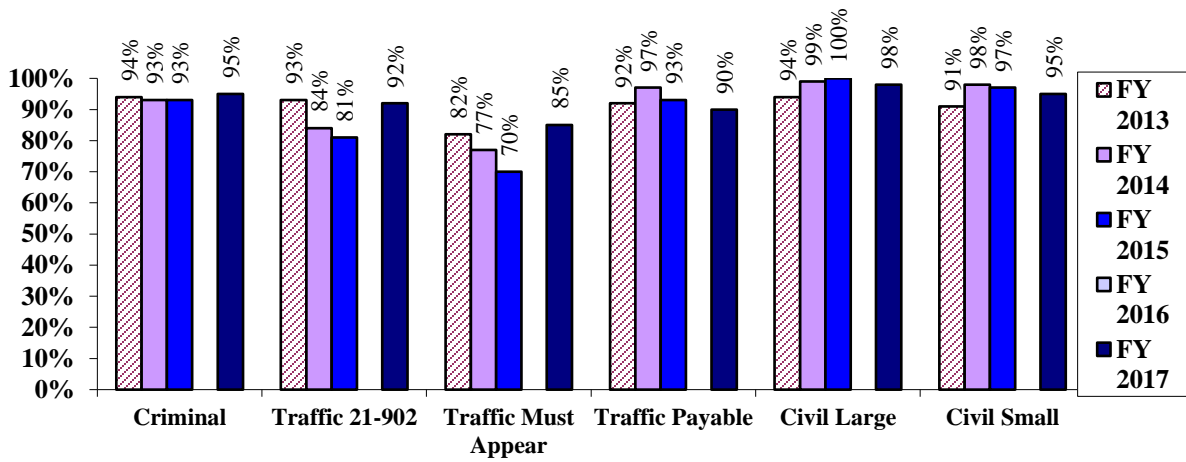
	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2013	99%	98%	98%	99%	99%	99%
FY 2014	99%	98%	97%	100%	98%	97%
FY 2015	100%	99%	98%	98%	98%	99%
FY 2016	N/A	N/A	N/A	N/A	N/A	N/A
FY 2017	99%	96%	93%	99%	100%	97%
FY 13 – 17 Change	0%	-2%	-5%	0%	1%	-2%

*Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2013 – Fiscal Year 2017 Cecil County (Unweighted)*



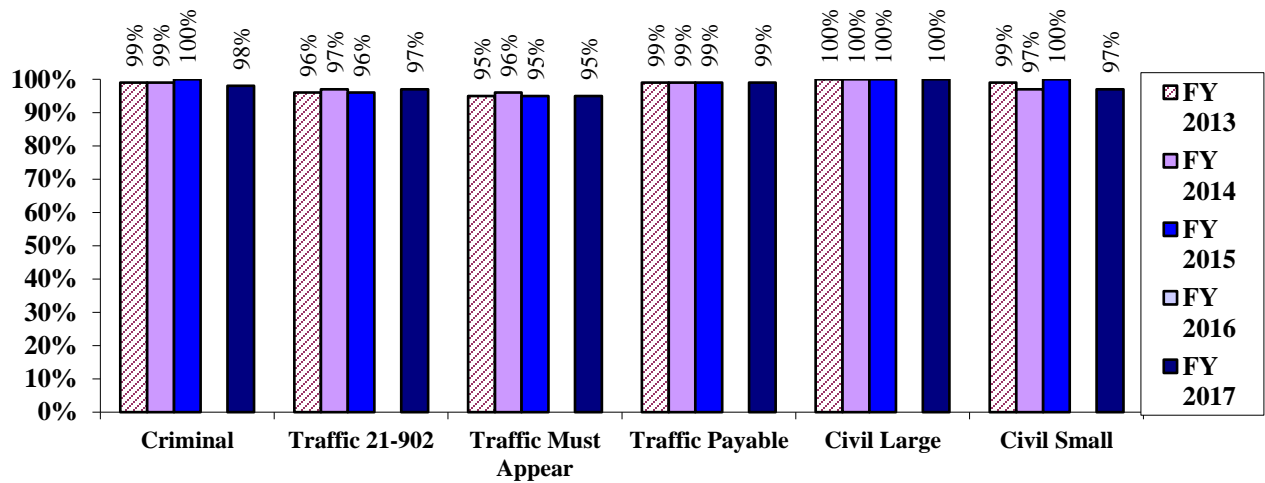
	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2013	99%	97%	99%	98%	97%	97%
FY 2014	98%	97%	94%	98%	97%	98%
FY 2015	98%	98%	97%	99%	97%	98%
FY 2016	N/A	N/A	N/A	N/A	N/A	N/A
FY 2017	97%	91%	89%	94%	99%	91%
FY 13 – 17 Change	-2%	-6%	-10%	-4%	2%	-6%

*Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2013 – Fiscal Year 2017 **Dorchester County** (Unweighted)*



	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2013	94%	93%	82%	92%	94%	91%
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 13 – 17 Change	1%	-1%	3%	-2%	4%	4%

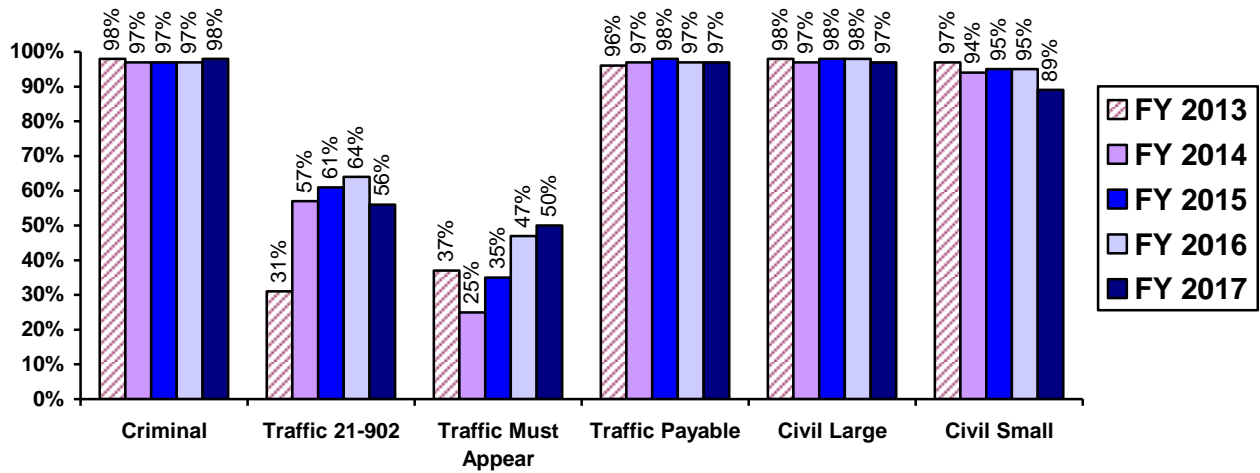
*Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2013 – Fiscal Year 2017 Kent County (Unweighted)*



	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2013	99%	96%	95%	99%	100%	99%
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 13 – 17 Change	-1%	1%	0%	0%	0%	-2%

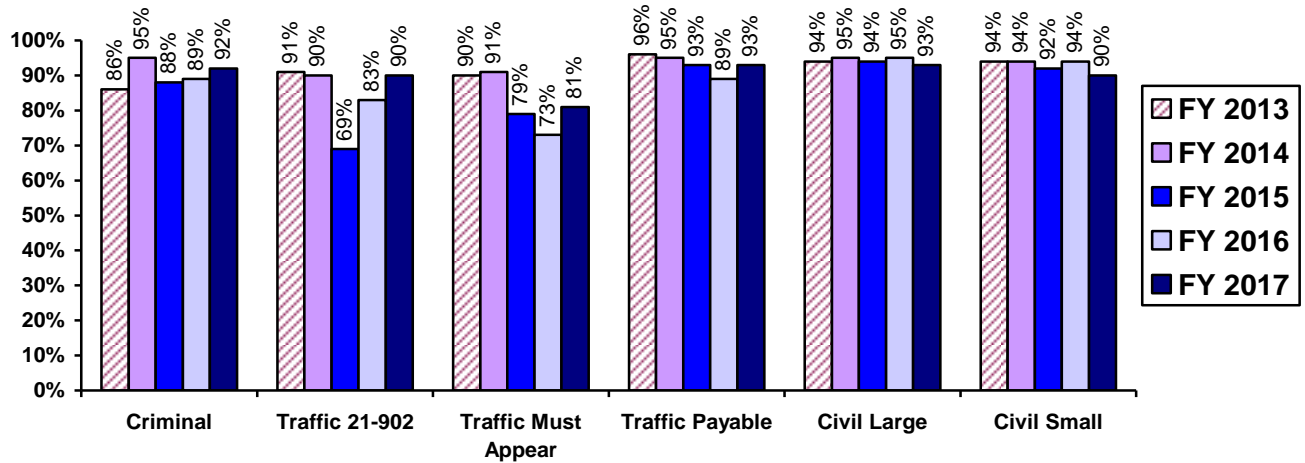
\* FY 2016 intentionally left blank

*Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2013 – Fiscal Year 2017 Montgomery County (Unweighted)*



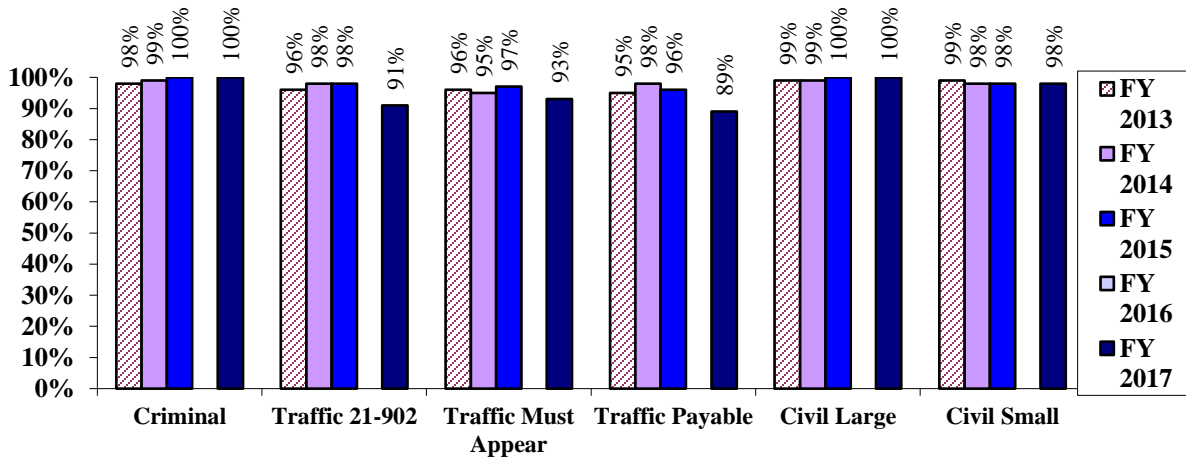
	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2013	98%	31%	37%	96%	98%	97%
FY 2014	97%	57%	25%	97%	97%	94%
FY 2015	97%	61%	35%	98%	98%	95%
FY 2016	97%	64%	47%	97%	98%	95%
FY 2017	98%	56%	50%	97%	97%	89%
FY 13 – 17 Change	0%	25%	13%	1%	-1%	-8%

*Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2013 – Fiscal Year 2017 Prince George's County (Unweighted)*



	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2013	86%	91%	90%	96%	94%	94%
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 13 – 17 Change	6%	-1%	-9%	-3%	-1%	-4%

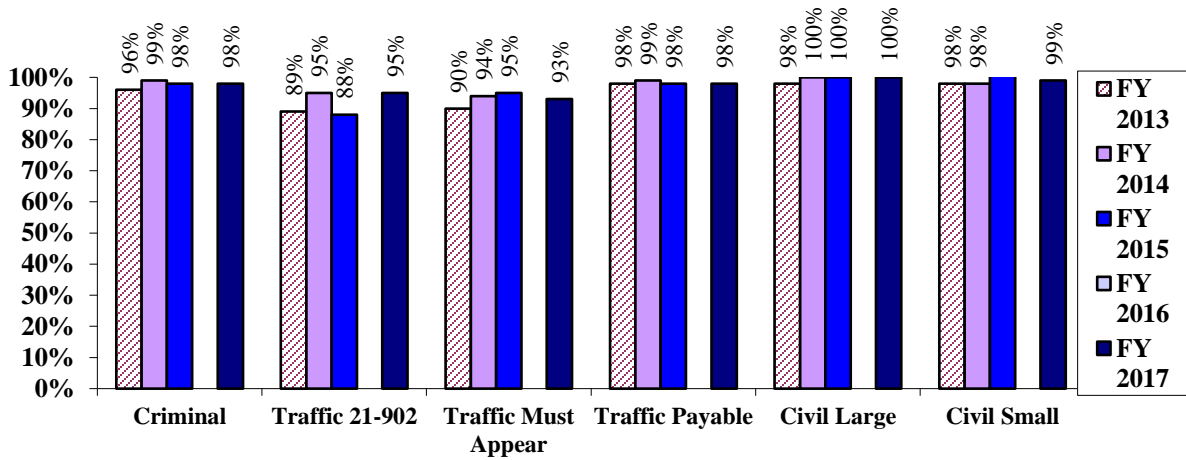
*Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2013 – Fiscal Year 2017 **Queen Anne's County** (Unweighted)*



	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2013	98%	96%	96%	95%	99%	99%
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 13 – 17 Change	2%	-5%	-3%	-6%	1%	-1%

\* FY 2016 intentionally left blank

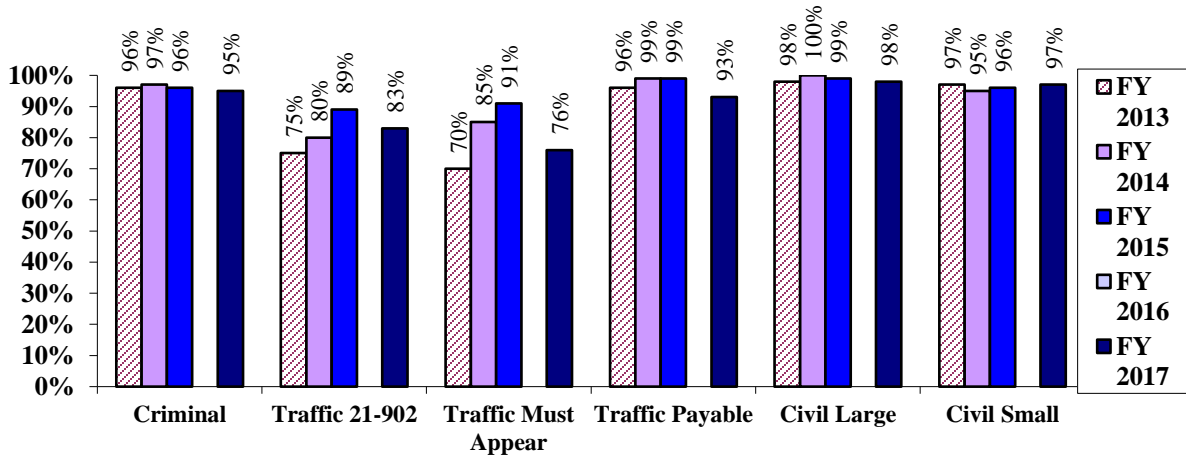
*Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2013 – Fiscal Year 2017 Somerset County (Unweighted)*



	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2013	96%	89%	90%	98%	98%	98%
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 13 – 17 Change	2%	7%	3%	0%	2%	1%

\* FY 2016 intentionally left blank

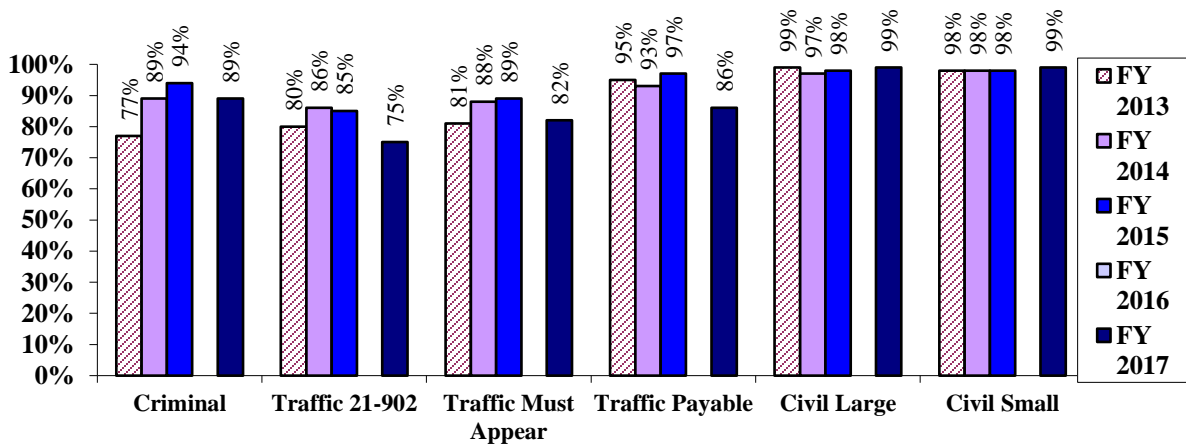
*Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2013 – Fiscal Year 2017 Talbot County (Unweighted)*



	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2013	96%	75%	70%	96%	98%	97%
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 13 – 17 Change	-1%	8%	6%	-3%	0%	0%

\* FY 2016 intentionally left blank

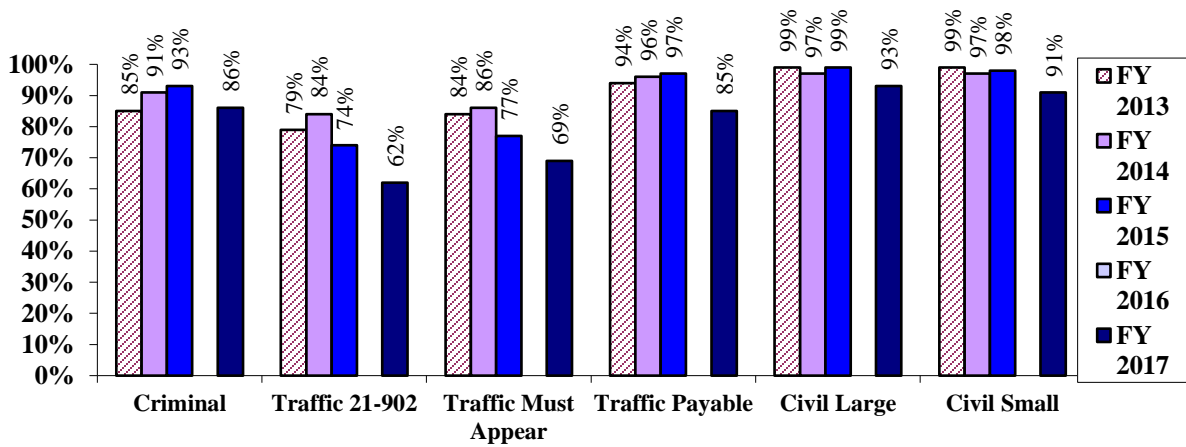
*Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2013 – Fiscal Year 2017 Wicomico County (Unweighted)*



	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2013	77%	80%	81%	95%	99%	98%
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 13 – 17 Change	12%	-5%	1%	-9%	0%	1%

\* FY 2016 intentionally left blank

*Percentage of Cases Terminated Within Standard by Case Type, Fiscal Year 2013 – Fiscal Year 2017 Worcester County (Unweighted)*



	Criminal	Traffic 21-902	Traffic Must Appear	Traffic Payable	Civil Large	Civil Small
FY 2013	85%	79%	84%	94%	99%	99%
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 13 – 17 Change	1%	-17%	-15%	-9%	-6%	-8%

\* FY 2016 intentionally left blank