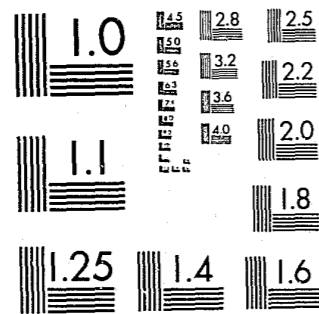


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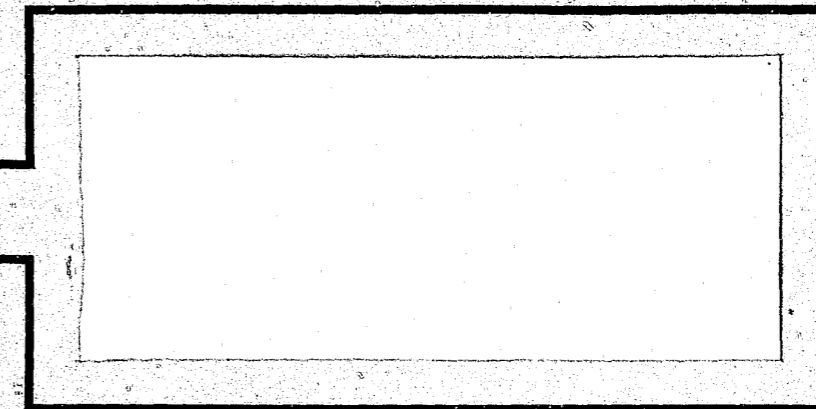
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National Institute of Justice  
United States Department of Justice  
Washington, D. C. 20531

4/25/84

# Maryland State Police



89954



U.S. Department of Justice  
National Institute of Justice

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# ANNUAL REPORT

## 1981

**THOMAS S. SMITH**  
SUPERINTENDENT

PREPARED BY:  
PLANNING AND RESEARCH DIVISION

*Maryland State Police*



HARRY HUGHES  
GOVERNOR

THOMAS W. SCHMIDT  
SECRETARY  
PUBLIC SAFETY AND  
CORRECTIONAL SERVICES

STATE OF MARYLAND  
DEPARTMENT OF  
PUBLIC SAFETY AND CORRECTIONAL SERVICES

**MARYLAND STATE POLICE**  
PIKESVILLE, MARYLAND 21208-3899  
AREA CODE 301 486-3101  
TTY FOR DEAF AREA CODE 301 486-0677

EDWIN R. TULLY  
DEPUTY SECRETARY  
FOR PUBLIC SAFETY

COLONEL THOMAS S. SMITH  
SUPERINTENDENT  
MARYLAND STATE POLICE

May 24, 1982

The Honorable Harry Hughes  
Governor  
State House  
Annapolis, Maryland 21404

Dear Governor Hughes:

I am pleased to present to you the Maryland State Police Annual Report for 1981.

The State Police was successful in increasing its cooperative enforcement efforts both in criminal and traffic law enforcement in 1981. Illicit drug seizures and arrests of major dealers by State Police increased, with a concentration on wholesale and organized criminal activity.

The State Police was proud to play a major role in Maryland's effort against drunk drivers. Not only did DWI arrests increase dramatically, but there are indications that the joint enforcement education effort will have a long-range impact in reducing traffic fatalities.

In nearly all areas, the State Police was able to keep pace with increased demand for services with little or no increase in resources.

The efforts begun in 1981 to increase efficiency and responsiveness to State-wide trends and conditions will continue in 1982.

Sincerely,

Handwritten signature of Thomas S. Smith in cursive script.  
Superintendent

TSS:dew

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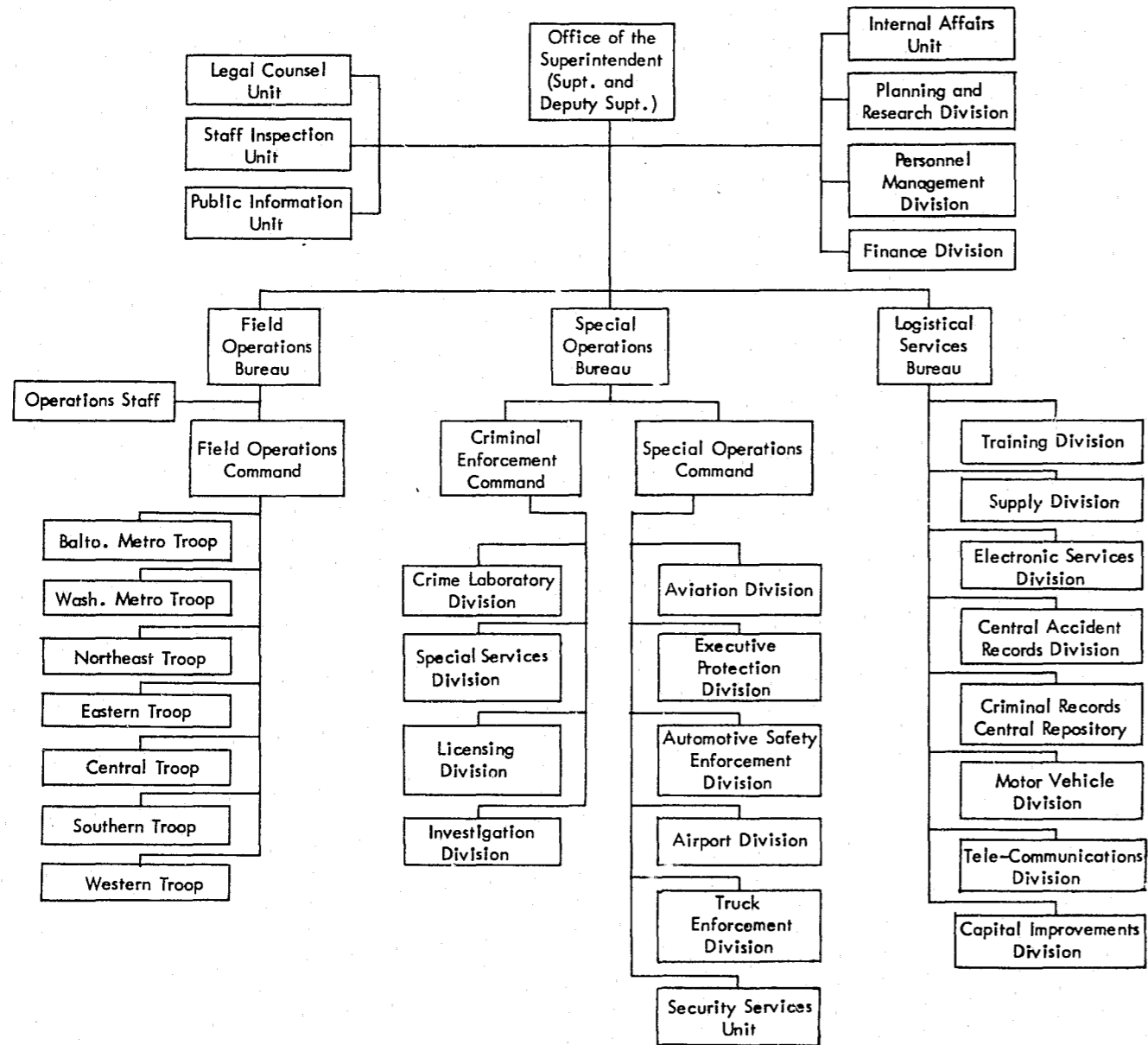
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# MARYLAND STATE POLICE ORGANIZATIONAL CHART



MARYLAND STATE POLICE AUTHORIZED SWORN PERSONNEL

Date 8/1/80 Number 37

SUBDIVISIONS	COL	LT COL	MAJ	CAPT	1st LT	2nd LT	1st SGT	DET SGT	SGT MECH	SGT (I)	SGT	CPL (I)	PL	TPR/TFC(I)	TPR/TFC	TOTAL	NOTE
OFFICE OF THE SUPERINTENDENT	1	1														2	
Legal Counsel Unit			1													1	
Staff Inspection Unit				1	1						1					3	
Public Information Unit											1				2	3	
Planning and Research Division					1	2	1				1		1		1	7	
Internal Affairs Unit					1						3					4	
Personnel Management Division				1	1	2	1				1		1		4	11	
TOTAL	(1)	(1)	(1)	(2)	(4)	(4)	(2)				(7)		(2)		(7)	(31)	
LOGISTICAL SERVICES BUREAU		1	2													3	
Training Division				1	1		1				1		3		2	9	
Supply Division				1	1						1				1	4	
Electronic Services Division				1		2			3		4		5		6	21	
Central Accident Records Div.						1										1	
Crim. Records Central Repository			1					1								2	
Motor Vehicle Division				1		1			2		2				2	6	
Tele-Communications Division					1	1	1				1		4		4	12	
Capital Improvements Division				1			1									2	
TOTAL		(1)	(3)	(5)	(3)	(5)	(3)	(1)	(5)		(9)		(12)		(15)	(62)	
SPECIAL OPERATIONS BUREAU		1	2													3	
Crime Laboratory Division					1	1	2				1				4	9	
Investigation Division					1	2		5		11		13		8		40	
Special Services Division				1		1		4		9		9		32		56	1
Licensing Division					1	1		1			2				1	6	
Aviation Division				1	1	1	1				12		11		25	52	
Truck Enforcement Division				1	1	1	1				4		5		28	41	
Auto. Safety Enforcement Div.				1	1	1	1				4		5		36	49	
Airport Division				1	1		1				4		5		32	44	
Executive Protection Div.						1					1		7		8	17	
Maryland Port Administration			1		1	2	2			3	2		1			12	2
Security Services Unit											1		3		5	9	3
TOTAL		(1)	(3)	(5)	(8)	(11)	(8)	(10)		(23)	(31)	(22)	(37)	(40)	(139)	(338)	

1. Reorganized Intelligence Division, changed name with added duties.
2. Temporary assignment to the Maryland Port Administration.
3. Split Executive Protection and created Security Services Unit.

Maryland State Police

MARYLAND STATE POLICE AUTHORIZED SWORN PERSONNEL

Date 8/1/80 Number 37

SUBDIVISIONS	CGL	LT COL	MAJ	CAPT	1st LT	2nd LT	1st SGT	DET SGT	SGT MECH	SGT (I)	SGT	CPL (I)	CPL	TPR/TFC(I)	TPR/TFC	TOTAL	NOTE
FIELD OPERATIONS BUREAU																	
Field Operations Staff		1	2	1		1										5	
State Aid for Police Prot. Unit							1									1	
Spec. Traffic Enforcement Unit							1						2		13	16	4
Crime Prevention Unit							1				1					2	
K-9 Unit							1				1					2	
Traffic Program Planning Unit							1									1	
TOTAL		(1)	(2)	(1)		(1)	(5)				(2)		(2)		(13)	(27)	
Baltimore Metro Troop																	
Annapolis Barrack				1							1			4		6	
Glen Burnie Barrack					1	1	1	1		5	1	5	2	23	40		
Valley Barrack					1	1	1	1		1	5	5	5	30	50		
Randallstown Barrack					1	1	1	1		2	4	1	5	1	28	44	
TOTAL				(1)	(4)	(4)	(4)	(3)		(3)	(20)	(5)	(20)	(15)	(106)	(183)	
Washington Metro Troop																	
College Park Barrack				1								1				2	
Forestville Barrack					1	1	1	1		1	4	1	5	3	29	46	
Rockville Barrack					1	1	1	1		1	4		5	2	25	40	
TOTAL				(1)	(3)	(3)	(3)	(1)		(2)	(13)	(4)	(16)	(8)	(88)	(142)	
Northeast Troop																	
Bel Air Barrack				1								2		2		5	
Northeast Barrack					1	1	1	1		1	5	3	6	6	44	69	
Local Div.-Cecil County					1	1	1	1		1	5	1	6	4	31	52	
Total-Northeast					(1)	(1)	(1)	(1)		(1)	(5)	(1)	(7)	(7)	(40)	(65)	5
JFK Memorial Highway Post						1	1				3	1	4		26	36	
TOTAL				(1)	(2)	(3)	(3)	(2)		(2)	(13)	(7)	(18)	(15)	(109)	(175)	

4. Includes Alcohol Speed Enforcement Unit and Bus and Truck Patrol.  
 5. 2 Troopers - Perryville; 1 Corporal - Charlestown;  
 1 Corporal, 3 TFC's (1), 5 TFC's and 1 Tpr. - Cecil County.

Maryland State Police

MARYLAND STATE POLICE AUTHORIZED SWORN PERSONNEL

Date 6/1/80 Number 37

SUBDIVISIONS	COL	LT COL	MAJ	CAPT	1st LT	2nd LT	1st SGT	DET SGT	SGT MECH	SGT (I)	SGT	CPL (I)	CPL	TPR/ TPC(I)	TPR/ TFC	TOTAL	NOTE
Eastern Troop				1				1						4		6	
Easton Barrack					1	1	1	1		1	4		3		17	29	
Local Division - Talbot Co.												1			4	5	6
Denton Detachment													2	2	9	13	
Cambridge Detachment												1	2		10	13	
Total - Easton					(1)	(1)	(1)	(1)		(1)	(4)	(2)	(7)	(2)	(40)	(60)	
Centreville Post						1	1			1	4		4	1	14	26	
Local Div. - Queen Anne's Co.														1	5	6	7
Chester town Detachment													1	7	8		
Total - Centreville						(1)	(1)			(1)	(4)		(5)	(2)	(26)	(40)	
Salisbury Barrack					1	1	1			1	5	1	5	3	28	46	
Berlin Post						1	1				3	1	4	2	12	24	
Princess Anne Detachment											1		2	1	8	12	
Local Div. - Somerset County														1	1	2	8
Total - Berlin						(1)	(1)				(4)	(1)	(6)	(4)	(21)	(38)	
TOTAL				(1)	(2)	(4)	(4)	(2)		(3)	(17)	(4)	(23)	(15)	(15)	(190)	
Southern Troop				1								1		3		5	
Waldorf Barrack					1	1	1	1		1	4		5	2	24	40	
Local Div. - LaPlata															4	4	9
Total-Waldorf					(1)	(1)	(1)	(1)		(1)	(4)		(5)	(2)	(28)	(44)	
Leonardtown Post						1	1	1			3	1	4	2	20	33	
Local Div. - St. Mary's County															2	2	10
Total-Leonardtown						(1)	(1)	(1)			(3)	(1)	(4)	(2)	(22)	(35)	
Prince Frederick Post						1	1			2	2		5	2	13	26	
Local Div. - Calvert County													1		11	12	11
Total-Prince Frederick						(1)	(1)			(2)	(2)		(6)	(2)	(24)	(38)	
TOTAL				(1)	(1)	(3)	(3)	(2)		(3)	(9)	(2)	(15)	(9)	(74)	(122)	

6. 1 Corporal (I), 4 TFC's - Talbot County.  
 7. 5 TFC's, 1 TFC (I) - Queen Anne's County.  
 8. 1 TFC (I), 1 TFC - Somerset County.

9. 4 TFC's - La Plata.  
 10. 2 TFC's - Leonardtown.  
 11. 3 Tprs. - Chesapeake Beach; 1 Corporal, 8 Tprs. - Calvert County.

Maryland State Police

MARYLAND STATE POLICE AUTHORIZED SWORN PERSONNEL

Date 8/1/80 Number 37

SUBDIVISIONS	COL	LT COL	MAJ	CAPT	1st LT	2nd LT	1st SGT	DET SGT	SGT MECH	SGT (I)	SGT	CPL (I)	CPL	TPR/ TFC(I)	TPR/ TFC	TOTAL	NOTE
Central Troop				1									1	4		6	
Waterloo Barrack					1	1	1	1			5	1	5	2	32	49	
Frederick Barrack					1	1	1	1		1	5	1	6	4	36	57	
Local Div. - Frederick Co.													1		2	3	12
Total-Frederick					(1)	(1)	(1)	(1)		(1)	(5)	(1)	(7)	(4)	(38)	(60)	
Westminster Barrack					1	1	1	1		2	4		6	4	27	47	
Local Div. - Carroll County							1				1		2	2	25	31	13
Total-Westminster					(1)	(1)	(2)	(1)		(2)	(5)		(8)	(6)	(52)	(78)	
TOTAL				(1)	(3)	(3)	(4)	(3)		(3)	(15)	(2)	(21)	(16)	(122)	(193)	
Western Troop				1								1		3		5	
Cumberland Barrack					1	1	1	1		1	4		6	3	22	40	
Garrett County Detachment							1				1	1	2		12	17	
Total-Cumberland					(1)	(1)	(2)	(1)		(1)	(5)	(1)	(8)	(3)	(34)	(57)	
Hagerstown Barrack					1	1	1	1		1	5		5	4	29	48	
Local Div. - Washington County															2	2	14
Total-Hagerstown					(1)	(1)	(1)	(1)		(1)	(5)		(5)	(4)	(31)	(50)	
TOTAL				(1)	(2)	(2)	(3)	(2)		(2)	(10)	(2)	(13)	(10)	(65)	(112)	
TOTAL FIELD OPERATIONS BUREAU		(1)	(2)	(8)	(17)	(23)	(29)	(15)		(18)	(99)	(24)	(129)	(88)	(691)	(1144)	
GRAND TOTAL	(1)	(4)	(9)	(20)	(32)	(43)	(42)	(26)	(5)	(41)	(146)	(46)	(180)	(128)	(852)	(1575)	

12. 1 Corporal - Middletown; 2 Tprs. - Mt. Airy.  
 13. 1 Tpr. - Union Bridge; 1 1st Sgt., 1 Sgt., 1 Cpl.,  
 2 Tprs. (I), 25 Tprs. - Carroll County.

14. 2 TFC's - Washington County.

Prepared by the Planning and Research Division.

Authorized: *T. A. Smith*  
 (Superintendent)

7-28-80  
 (Date)

Maryland State Police



**PERSONNEL STATISTICS**

**Authorized Uniformed Personnel - 1977-1981**

1977 - 1,550	1979 - 1,579
1978 - 1,587	1980 - 1,575
1981 - 1,568	

**Authorized Civilian Personnel - 1977-1981**

1977 - 599	1979 - 632
1978 - 630	1980 - 634
1981 - 631	

**Service Retirements 1981**

<u>Rank</u>	<u>Name</u>	<u>Years of Service</u>
Lieutenant Colonel	J. G. Blades	34
Major	N. C. Williams	28
Major	T. S. Moyer	30
Captain	H. F. Salfner	35
First Lieutenant	W. L. Pettit	24
First Lieutenant	H. J. Brown	34
First Lieutenant	L. E. Rush	24
First Lieutenant	L. C. Clark	32
First Lieutenant	G. N. Sensabaugh	27
First Lieutenant	R. J. Weisenmiller	27
First Lieutenant	C. W. Collier	24
Second Lieutenant	F. L. Breeden	22
Second Lieutenant	S. R. Chaffey	25
Second Lieutenant	W. F. Davis	25
Second Lieutenant	J. L. Summers, Jr.	23
First Sergeant	C. F. Fowler	22
First Sergeant	H. J. Frost	26
Detective Sergeant	W. L. Newcomer	23
Sergeant	J. H. Balderson	22
Sergeant	R. T. Storer	28
Sergeant	C. T. Snow	25
Sergeant	G. H. Bevard	22
Sergeant	V. L. Guilmino	29
Sergeant	J. F. Covey	23
Sergeant	L. E. Wilt	28
Corporal	W. M. Reiter	22
Corporal	J. R. Frey	18
Corporal	E. Kuechler	24
Corporal	J. S. Taylor	21
Corporal	P. E. Sauerwald	22
Corporal	M. N. Tefteau	21
Corporal	J. H. Helmstetter	26
Corporal	J. D. Abbott	23
Trooper First Class	D. Kerr	23
Trooper First Class	D. R. Hollingsworth	19
Trooper First Class	W. D. Grose	21

**PERSONNEL STATISTICS (CONT'D.)**

**Disability Retirements 1981**

<u>Rank</u>	<u>Name</u>	<u>Years of Service</u>
Corporal	R. G. Quoos	11
Trooper First Class	C. O. Lawrence	13
Trooper First Class	A. Hadaway	10

**Deceased Uniformed Members 1981**

<u>Rank</u>	<u>Name</u>	<u>Date</u>
Trooper First Class	C. E. Iden	6/24/81

**Deceased Civilian Members 1981**

<u>Classification</u>	<u>Name</u>	<u>Date</u>
Office Supervisor III	A. W. Dabrowski	4/1/81

**Uniformed Members With 30 or More Years of Service**

<u>Name</u>	<u>Years of Service</u>
Colonel T. S. Smith	41
Lt. Colonel S. R. Dorsey	35
Lt. Colonel J. G. Lough	30
Lt. Colonel H. W. Dashiells	35
Major G. R. Grant	30
Major J. R. Kaiser	32
1st Lt. P. M. Doolan	35
1st Lt. B. T. Haywood	35
2nd Lt. J. S. Sawa	34

**Civilian Members With 30 or More Years of Service**

<u>Name</u>	<u>Class</u>	<u>Years of Service</u>
F. W. Witte, Jr.	Automotive Services Supv. II	39
A. E. Appleby	Police Communications Oper. II	36
R. W. Bruckman	Administrator II	35
C. J. Staley	Police Communications Oper. II	31
J. W. Hasselbarth	Truck Patrolman	31

**PERSONNEL STATISTICS (CONT'D.)**

**Resignations 1981**

<u>Rank</u>	<u>Number</u>	<u>Average Years of Service</u>
Sergeant	1	16.0
Corporal	7	13.1
Trooper First Class	17	9.2
Trooper	5	2.0
Trooper (Probationer)	2	1.0

**Promotions 1981**

Uniformed	281
Civilian	81

**Recruit Class October 1980**

Graduated - 61 Troopers Probationer  
April 1981

**Number Black Uniformed Employees**

December 31, 1980	148
December 31, 1981	141

**Number Female Uniformed Employees**

December 31, 1980	44
December 31, 1981	41

**Employment**

**Number of Persons Hired**

**Uniformed**

6 Reinstatements

**Civilians**

60 New Hires  
17 Reinstatements (10 from LAW)  
8 Temporary-Pending (TP)  
9 Temporary-Emergency (TE)

**Disciplinary Action - Uniformed**

**Suspensions**

14 people - Total 160 days

**Loss of Leave**

163 people - Total 334 days

**Disciplinary Action - Civilian**

**Suspensions**

5 people - Total 9 days

1 indefinite suspension and discharged

PERSONNEL STATISTICS (CONT'D-)

Terminations - Uniformed

Terminations - Civilian

Transfer to Another State Agency

Transfer to Another State Agency

2

22

Rejection on Probation

Rejection on Probation

2

2

Resignations

Resignations

32

49

Military Leave - Uniformed

Military Leave - Civilian

46 people - Total 602 days

10 people - Total 148 days

Personnel Orders Issued in 1981 - 718

Leave of Absence Without Pay Over 30 Days - Uniformed - 3

Leave of Absence Without Pay Over 30 Days - Civilian - 15

Demotions - Uniformed - 3

MARYLAND STATE POLICE EXPENDITURES

FISCAL YEAR 1981

<u>Cost Centers</u>	<u>Fund</u>	<u>Amount</u>	<u>%</u>
Superintendent's Office	General	493,986	0.9
Planning and Research	General	1,705,069	3.0
Personnel Management Division	General	759,456	1.3
Finance Division	General	421,867	0.7
Field Operations Office	General	311,536	0.6
Field Force	96% General; 4% Reimb.	24,258,984	43.2
JFK Highway	Reimbursable	1,104,669	2.0
Local Division	16% General; 84% Special	2,590,536	4.6
Field Maint. & Structures	General	830,416	1.5
Special Operations Office	General	126,680	0.2
Crime Laboratory	General	664,470	1.2
Investigation Division	General	729,083	1.3
Gasoline Tax Unit	Reimbursable	192,785	0.3
Special Services Division	General	1,269,928	2.3
Licensing Division	General	157,550	0.3
Handgun Permit Unit	68% General; 32% Special	357,561	0.6
Aviation Division	General	2,356,513	4.2
Automotive Safety Enf. Div.	Special	1,791,568	3.2
Truck Enforcement Division	Special	2,004,539	3.6
Airport Division	Reimbursable	1,407,645	2.5
Executive Protection Division	General	392,843	0.7
Maryland Port Administration	Reimbursable	433,628	0.8
Security Services Unit	General	218,975	0.4
Logistical Services Office	General	121,410	0.2
Supply Division	General	275,099	0.5
Electronic Services Division	General	1,033,119	1.8
Motor Vehicle Division	General	5,903,757	10.5
Capital Improvements Division	General	564,833	1.0
Training Division	General	285,394	0.5
Dietary Services	74% General; 26% Special	106,275	0.2
Central Accident Records Div.	66% General; 34% Reimb.	488,393	0.9
Crim. Rec. Central Repository	General	1,370,063	2.4
Telecommunications Division	General	705,201	1.3
Federal Grants	Non-Budgeted	701,240	1.3
TOTAL		\$56,135,071	100.0

## AWARDS

Governor's Citations were awarded where a definite risk of life was involved in performance above and beyond the call of duty. Recipients during 1981 were:

TFC James B. Black  
TFC John D. Collins  
TFC Robert S. Farrell  
TFC Larry J. Stakem

Governor's Commendations were awarded to the following troopers who exhibited courage and valour above and beyond the call of duty.

Corporal Stephen E. Briggs  
TFC Wayne C. Jirsa  
2nd Lt. William B. Kerner

Superintendent's Commendations were given to the following troopers in instances where their performance was identified as exceptional, thereby exemplifying the highest standards of the police profession.

Corporal Stephen A. Andersen  
Corporal Steven W. Bacon  
TFC Michael F. Donhauser  
TFC John E. Estep  
Sergeant William L. Jacobs  
TFC Douglas L. McGee  
Trooper Catherine E. Muir  
TFC Nicholas A. Plazio

### Letters of Recognition

TFC Bernard P. Antkowiak  
TFC John D. Bozman  
Corporal Richard G. Grimes  
TFC James W. Harmon  
TFC Donald W. Hollaway  
Trooper Marlon R. Johnson (2)  
TFC Robert L. Lankford  
TFC Roger L. Layton  
TFC Stephen L. McCarter  
Sergeant David L. Sexton  
Corporal Gary L. Shields  
TFC Paul N. Strine  
TFC Timothy P. Vittetoe  
TFC Sam H. Washington, Jr.  
P.C.O. Guy M. Wetzell  
TFC Stanley R. Wilson

### Maryland State Police Alumni Association Trooper of the Year

TFC William M. Glime

## AWARDS (CONT'D.)

### Maryland Law Enforcement Officers' Association Policeman of the Year

Trooper Frank E. Goetz  
TFC Ernest B. Schrum

Crime Prevention Awards were presented by Governor Harry Hughes for outstanding efforts to promote crime prevention activities.

### Patrol Officer Award

TFC Gerry W. Kehs  
TFC John J. Simms III

### Program Award

Southern Maryland Crime Prevention Initiative

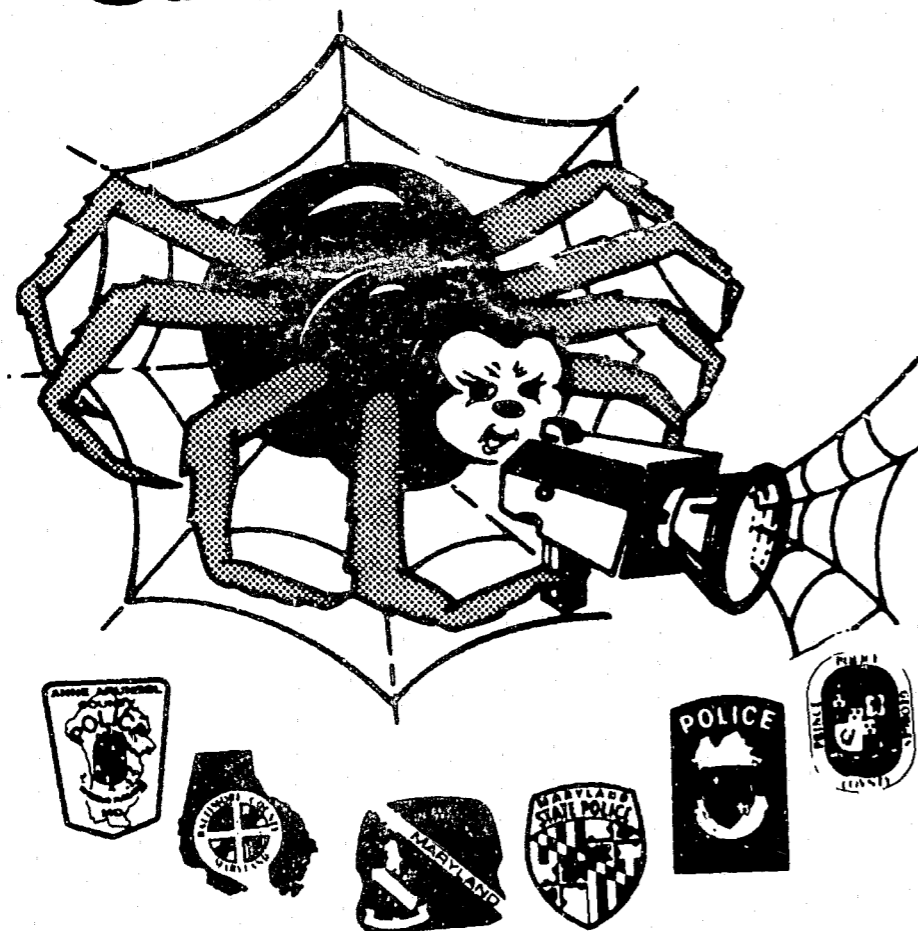
### Achievers Award

TFC Gerry W. Kehs  
Corporal Albert L. Liebno  
TFC John J. Simms III

The following Troopers were selected in 1981 as the exceptional performers of the year for their installations by the Field Operations Bureau.

TFC Edward C. Adkins	Salisbury Barrack
TFC R. P. Arnold	Security Barrack
Tpr. Richard F. Barilone	Forestville Barrack
TFC Robert G. Benbow	Waldorf Barrack
TFC David J. Cameron	Prince Frederick Barrack
TFC Robin R. Garber	Annapolis Barrack
Tpr. Frederick Y. Hartley	Rockville Barrack
TFC John H. Hedding	Valley Barrack
TFC David T. Hickman	Bel Air Barrack
TFC Terence L. Hill	Hagerstown Barrack
TFC George M. Jacobs	Leonardtown Barrack
TFC Raymond E. Leonard	Baltimore Metro Troop Staff
TFC Albert L. Liebno	Westminster Barrack
TFC Donald H. Murphy	Waterloo Barrack
TFC William T. Presgraves	Frederick Barrack
Cpl. John E. Roberts	Glen Burnie Barrack
TFC Randy M. Rudy	North East Barrack
Sgt. Mauritz Stetson	Centreville Barrack
Sgt. L. Q. Taylor	Berlin Barrack
TFC Kenneth L. Thrasher	J.F.K. Highway Barrack
TFC Jack L. Trego	Easton Barrack
TFC L. D. Ward	College Park Barrack
Cpl. Dennis R. Welch	Washington Metro Troop Staff
TFC Paul D. Wilson	Cumberland Barrack

# OPERATION SPIDER



Shown is the logo for "Operation Spider," a cooperative traffic enforcement program with Baltimore, Anne Arundel, Howard, Prince George's and Montgomery County Police Departments, funded by a Department of Transportation grant administered by the Maryland State Police. The program concentrated on alcohol and speed enforcement in the Baltimore-Washington metropolitan area.

## Office Of The Superintendent

The Office of the Superintendent includes the Personnel Management, Planning and Research, and Finance Divisions; the Staff Inspections, Legal Counsel, Internal Affairs, and Public Information Units. These units administer programs and advise the Superintendent on Agency-wide issues. In 1981, one problem common to all was coping with an increasing workload with stable or diminishing resources. This was true for the staff units both in their own operations and in their efforts to assist line operations in carrying out their responsibilities.

### PERSONNEL MANAGEMENT DIVISION MAJOR JAMES A. JONES

The Personnel Management Division in addition to its normal ongoing personnel functions, has two major long-range assignments. The first is implementing the minority hiring goals set forth in the Consent Decree entered into with the U.S. Department of Justice. In 1981, significant progress was made in this area, with the number of black troopers reaching 10 percent for the first time. The number of female officers has increased to forty-one. Further increases can be anticipated with the completed recruitment and selection of the recruit class that was officially hired in January 1982. Promotion of minorities and females also improved significantly in 1981. As part of the overall effort to increase minority representation, the Recruitment Section initiated a policy of fifteen-day follow-up contact of minority applicants. The Unit was successful in making this contact for 84 percent of the applications received.

The second long-range project is the development of a career development program. In 1981, a task inventory was developed to collect information regarding the various duties and tasks performed by Agency personnel. The inventory was presented to 560 police employees selected in a stratified (by rank and job) random sampling. The information was analyzed with the aid of the University of Maryland Center for Productivity and Quality of Working Life. Interpretation of the data is the beginning of construction of a career ladder system, based upon detailed job descriptions and the knowledge, skill, and abilities (KSA's) necessary to carry out that job. The promotional process will be based upon these KSA's, and will be implemented in approximately two years.

### PLANNING AND RESEARCH DIVISION MR. JOHN J. O'NEILL

1981 activities of the Planning and Research Division centered on refinement of traffic safety programs and a renewed emphasis on criminal investigation resources.

In June 1981, the Maryland Department of Transportation transferred the responsibility for coordinating all Maryland police traffic grant programs to the Maryland State Police. A First Lieutenant funded by a grant now reviews and coordinates the requests and administers the grants to all Maryland law enforcement agencies. Grants to the Maryland State Police were reduced from approximately \$2,000,000 in 1980 to \$700,000 in 1981. This reduction was a part of the general reduction in all DOT grants nationwide. Projects beginning and/or awarded in 1981 include:

## PLANNING AND RESEARCH DIVISION (CONT'D.)

\$307,000 for continued 55 mph enforcement

\$100,000 for cooperative traffic enforcement

\$16,200 for testing and evaluation of preliminary breath testing devices for State-wide use

\$100,000 for purchase of preliminary breath testing devices

\$150,000 for overtime funds for increased DWI enforcement

\$50,000 for an outside evaluation of selective traffic enforcement projects.

The Division was also forming the Traffic Data System Users Committee. Along with members of the Field Operations Bureau and the Public Safety Data Center, existing traffic data systems (MAARS, AIRS, Traffic Arrest Summary) were reviewed to determine how their use as planning tools may be maximized.

Among the criminal investigation projects pursued during 1981 were:

- 1) The initiation of a Field Observation Report. Combined with the Motor Vehicle Warning, it now provides a routine, systematic means of transmitting the patrol troopers' observations to the criminal investigators
- 2) Formalization of Agency-wide procedures for providing payment for confidential information or contraband and recording transactions with informants
- 3) Implementation of a modified Management of Criminal Investigations (MCI) program developed by LEAA in order to maximize use of criminal investigation resources
- 4) Completion of the final design for the crime analysis system. This LEAA grant from the Governor's Commission on Law Enforcement provides \$88,000 to study, plan and implement semi-automated crime analysis for the Maryland State Police
- 5) Study of recommendation to consolidate investigative resources as a means of setting direction and increasing productivity in criminal law enforcement.

The Division is responsible for administering all Agency LEAA grant projects. Concluding in 1981 were grants funding the Crime Prevention Unit and an automated uniform crime reporting system for arson. Ongoing projects include crime analysis and the crime laboratory enhancement.

Planning and Research Division is also responsible for conducting management analyses of various operations in the Agency. The analyses concentrate on the classification and number of personnel needed to accomplish the Unit's assigned functions. Studies during 1981 included the Medical Records Section, CRCR, CARD, and the Finance Division. One important byproduct was the conduct of a civilian supervisors' school, which was recommended as a result of one of the studies.

## STAFF INSPECTION UNIT CAPTAIN JOHN A. FUCHS

The Staff Inspection Unit, in addition to other brief assignments from the Superintendent, completed a major inspection of the Investigation Division. Areas examined included duties, organizational structure, staffing, scheduling, caseload analysis, property storage and disposition, and records management. Although no significant problems were identified, several recommendations were made and implemented concerning staffing levels.

## INTERNAL AFFAIRS UNIT CAPTAIN CARL R. HARBAUGH

In its second full year of operation, the Internal Affairs Unit experienced a decline in both complaints against personnel and supervisor initiated disciplinary actions. Complaints against personnel decreased 12 percent from 207 to 185. There was, however, a 22 percent decrease in non-sustained cases, with only a 1.5 percent increase in sustained complaints. Supervisor initiated complaints decreased 5 percent; 293 persons were charged. There was a significant decrease (59 percent) in cases resolved by summary punishment and a corresponding increase in cases referred to the hearing board.

## FINANCE DIVISION MR. RICHARD W. BRUCKMAN

The Finance Division has responsibility for the Agency's fiscal operations. As such, the Division works closely with the Supply, Motor Vehicle, and Personnel Management Divisions in maintaining day-to-day purchasing, fleet operations, and payroll.

In 1981, the Division was able to reduce its staff by one position in the Payroll Unit. A floating position was established to work with both the Motor Vehicle Section and the Property Held/Requisition Section.

Responding to a review by the Legislative Auditor's Office, Finance Division has become more directly involved with the operation of the Headquarters Property Room. Also during 1981, efforts were made to automate the capital equipment inventory and accounts payable functions.

## LEGAL COUNSEL UNIT MR. JAMES J. DOYLE III

The Legal Counsel Unit performs four major functions for the Agency:

- 1) Represents the Agency in all litigation
- 2) Coordinates the Agency's legislative effort
- 3) Represents the Superintendent in disciplinary and grievance procedures and
- 4) Provides general counsel in implementing new policies and procedures.

## LEGAL COUNSEL UNIT (CONT'D.)

The major issue confronting the Legal Counsel Unit in 1981 remained increased demand for direct legal services. There has been a growing number of duty-related civil suits brought against Agency members. The elimination of professional liability insurance requires that the preparation and defense of lawsuits is assumed directly by the Assistant Attorney General.

## PUBLIC INFORMATION UNIT MR. WILLIAM E. CLARK

During early 1981, the Public Information Unit was reorganized into the Public Affairs Section and the Technical Services Section following the departmental centralization of public information activities. Public Affairs primarily handles media and public inquiries, and plans the issuance of press releases and the conduct of press conferences. Technical Services is primarily responsible for the production of television training and information materials and the production of radio programs and multi-media exhibits.

A third section called Safety Education was established late in the year and targeted primarily young children in kindergarten through third grade. Safety and crime prevention materials were developed into a "comic book" format that is interesting and informative for school age children. These materials are combined with classroom visits to personalize student awareness of police activities. This highly successful program was developed at the Annapolis Barrack and subsequently transferred to Headquarters for State-wide implementation.

The Public Information Unit also played a major role in the planning and presentation of the State's anti-drunk driving campaign. A high visibility for the successes of the Maryland State Police enforcement program was gained both locally and nationally. Public Information Unit personnel worked closely with network producers and crews to gain national exposure for the Maryland State Police on the CBS program "60 Minutes," ABC's "20/20," NBC's "Look at U.S.," and the Cable News Network. Articles were also published in Reader's Digest, Redbook Magazine, Woman's Day, Time Magazine and Newsweek Magazine.

The Unit also aided in publicizing State Police programs relating to arson, crime prevention, cooperative traffic enforcement, consumer fraud, emergency services and other subjects.

## Field Operations Bureau

LT. COLONEL J. G. LOUGH, BUREAU CHIEF  
MAJOR W. T. GERWIG, ASSISTANT BUREAU CHIEF  
MAJOR H. A. CUMBERLAND, ASSISTANT BUREAU CHIEF

The Field Operations Bureau is responsible for providing State-wide traffic and criminal law enforcement, patrol, crime prevention and other general police services.

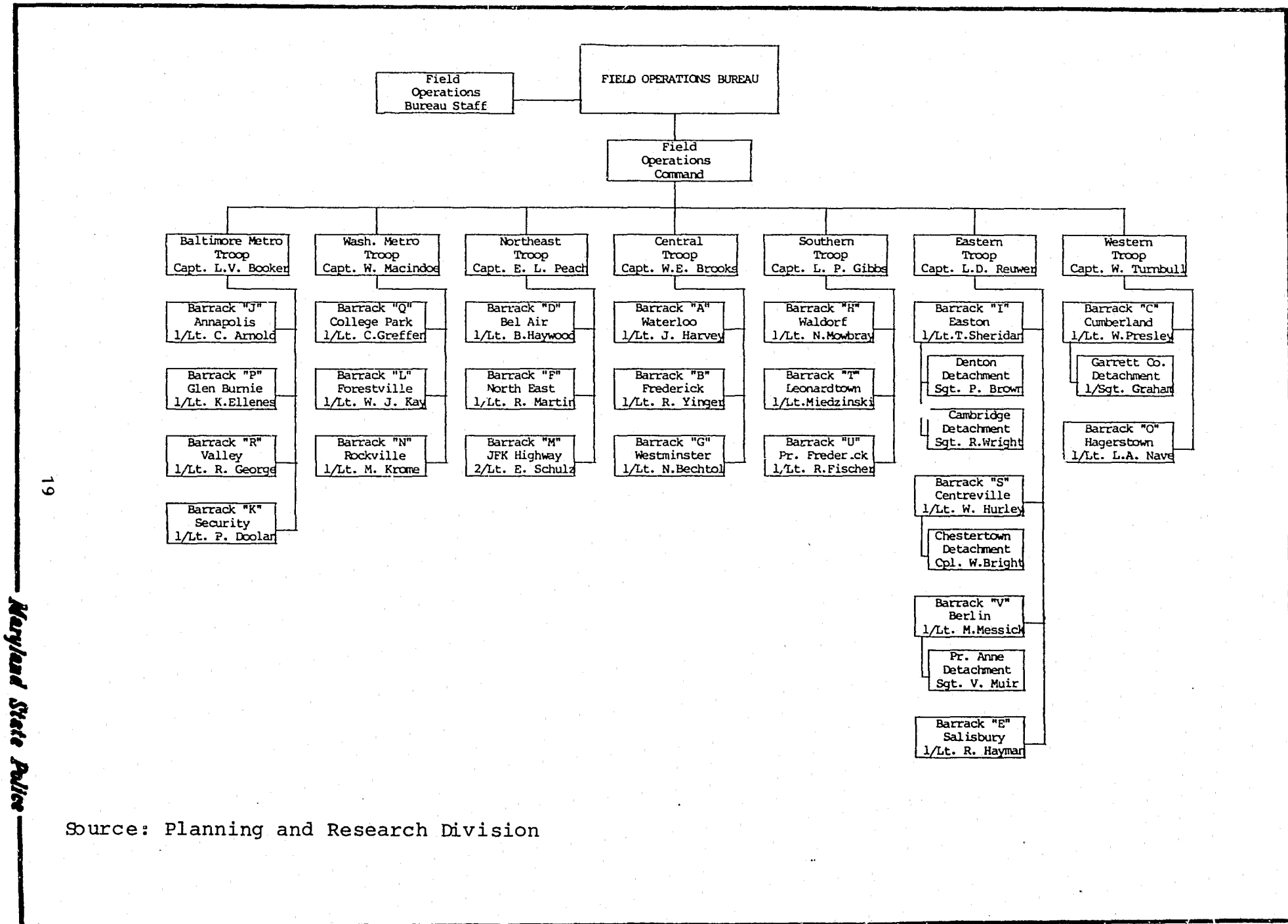
Organizationally, the Bureau is divided into twenty-six installations reporting to seven troops each having two or more installations with similar demands for police service, headquarters units for special traffic enforcement, K-9, diving, tactical assault and hostage recovery, underwater recovery and crime prevention.

The Bureau's operations vary greatly from troop to troop. In the Eastern, Western and Southern Troops, the Agency is generally the primary law enforcement agency with full traffic, criminal and general patrol responsibilities. In the Baltimore and Washington Metro troops there are large, full-service county police agencies. Written agreements provide for the Maryland State Police to assume primarily traffic law enforcement on the interstate highways in these counties. In the Central and Northeast Troops, there are varying degrees of shared State and local police functions.

Consistent with the Executive Plan for fiscal year 1981, the Bureau increased its use of cooperative traffic enforcement projects to maximize enforcement with static or diminishing resources. The largest of these cooperative projects, Operation Spider, began in 1980 and concluded in October 1981. Operation Spider involved the Maryland State Police and the major agencies of the Baltimore-Washington metropolitan area; i.e. Baltimore, Howard, Anne Arundel, Montgomery and Prince George's County police departments. Funded by federal highway safety grants, State troopers and county police officers selectively patrolled high accident locations in those five counties. Enforcement was concentrated on the major moving violations of DWI, excessive speed, improper passing, tailgating, failure to obey traffic signal, and failure to grant right-of-way.

Based on planning analysis by Bureau headquarters staff, enforcement was concentrated on Thursday through Sunday evenings between 8:00 p.m. and 2:00 a.m. High accident roadway data was furnished by the Central Accident Records Division. Evaluation of accident rates on the chosen sites is incomplete at this time, but there is confidence that the highly-publicized, highly-visible cooperative effort will have at least a temporary effect on the accident rates at these locations. The Special Traffic Enforcement Unit (STEU) of the Bureau staff was primarily responsible for providing the concentrated Maryland State Police presence in this project. STEU personnel were also highly involved in the alcohol-related enforcement effort detailed below. Also, the Bus and Truck Patrol continued to function in 1981. While not involved in specific enforcement projects, STEU members are assigned to local installations to augment the individual barracks' traffic safety efforts.

The most significant traffic safety project conducted in 1981 was the Driving While Intoxicated countermeasures program. In the Winter of 1980, the Maryland State Police received a \$300,000 grant from the Department of Transportation (MDOT) for 55 mph speed limit enforcement. With this project, installation commanders and their staffs were called on more than ever before to aid in planning local use of the project's overtime and public information funds. The most significant by-product of the local input was the commanders' identification of Driving While Intoxicated (DWI) violations as the significant traffic safety problem contributing to fatal and serious injury accidents. Further, many of these accidents were occurring not on 55 mph roadways, but on secondary State and county roads.



Source: Planning and Research Division





Lt. Colonel Johnny Lough is shown presenting one of the public information posters announcing the DWI countermeasures program that began in March 1981.

## FIELD OPERATIONS BUREAU (CONT'D-)

The success experienced with the 55 mph enforcement project giving Maryland the lowest percentage of drivers exceeding 55 mph in the nation during 1980 allowed the Maryland State Police to reemphasize DWI enforcement without abandoning its commitment to 55 mph enforcement. Field commanders' DWI countermeasures reports formed the basis for an Expression of Interest submitted to MDOT for a 1981 highway safety grant. The need for such a program was reinforced by a study of Medical Examiners' data for 1980 which showed that of those traffic fatalities analyzed, 59 percent of the victims had a positive blood alcohol level. Alcohol was only cited as a causative factor in 21 percent of the fatal collisions. This discrepancy emphasized the need to improve the detection and accurate reporting of alcohol as a factor by investigating police officers. The program actually is only a part of a much larger effort involving the Governor's Office, other State agencies, the General Assembly and citizens' groups. Collectively, there has been an increased awareness by many forces of the deaths and injury caused by alcohol in Maryland.

The Agency plan established five objectives for 1981 as follows:

- Establish a coordinated Agency program based on local MBO plans
- Increase the number of DWI arrests by a minimum of 20 percent from the 1980 level
- Involve each uniformed trooper in a maximum enforcement effort
- Reduce DWI involvement by at-fault drivers in fatal collisions by 5 percent State-wide
- Improve reporting of alcohol involvement in Maryland State Police investigated accidents.

The activities of the program concentrated in four areas: development and presentation of DWI detection and processing techniques, concentration of patrol forces at high incident locations and times, incentive and recognition for individual enforcement effort, and increased public awareness and education. All patrol troopers were shown a series of training films which presented the following topics:

- 1) Application of new DWI legislation effective July 1, 1981
- 2) Effect of alcohol in the body and reactions detectable by sobriety testing
- 3) DWI detection methods (prepared by National Highway Traffic Safety Administration)
- 4) DWI arrest procedures
- 5) DWI courtroom testimony and trial preparation
- 6) Use of blood test kit
- 7) DWI incentive and recognition program.

While local conditions varied, generally all local plans showed that DWI arrests are most likely to occur on State and secondary roads between 8:00 p.m. and 3:00 a.m. on weekend evenings. Commanders had local discretion as to when and where overtime DWI patrol funds would be used and with Headquarters staff assistance, the responsibility for evaluation of those decisions.

## FIELD OPERATIONS BUREAU (CONT'D-)

Special incentives and recognition for the patrol trooper were vital to the success of the Agency's program. With the emphasis on 55 mph enforcement in recent years, the time required for DWI enforcement was seen by many as incompatible with speed enforcement. Concentration on 55 mph roadways did not place the trooper in contact with the drinking driver, generally travelling on local roads near his home. In order to achieve the goal of a 20 percent increase in arrests, it was necessary to reaffirm the program's importance to commanders, troopers and the public. Agency efforts included certificates and departmental recognition for the trooper in each barrack with the most arrests. The top troopers would get Agency and public recognition.

Increased public awareness took many forms, the usual printed materials were augmented by radio and television broadcasts. Further, Maryland State Police efforts were complemented by news from the Governor's Office, the General Assembly, MADD (Mothers Against Drunk Drivers) and other sources.

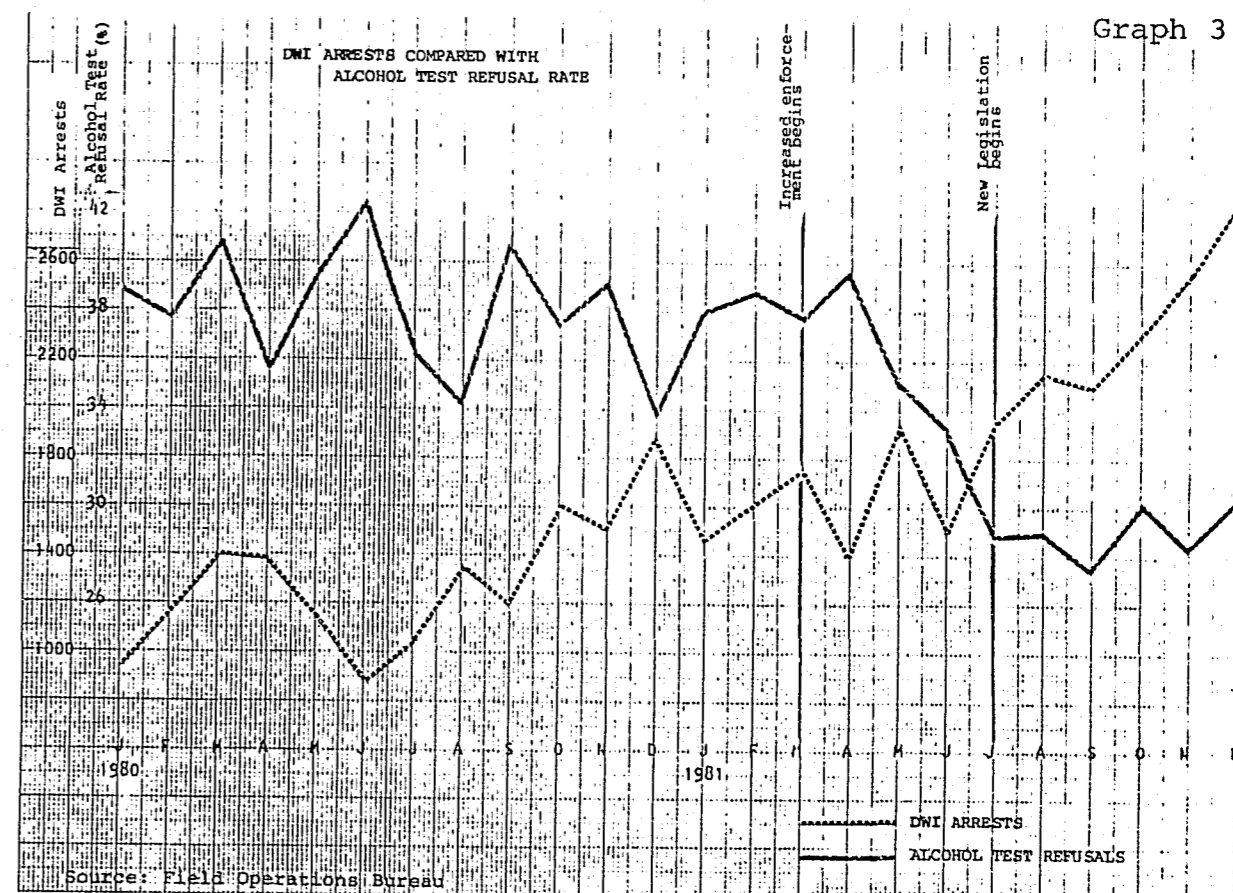
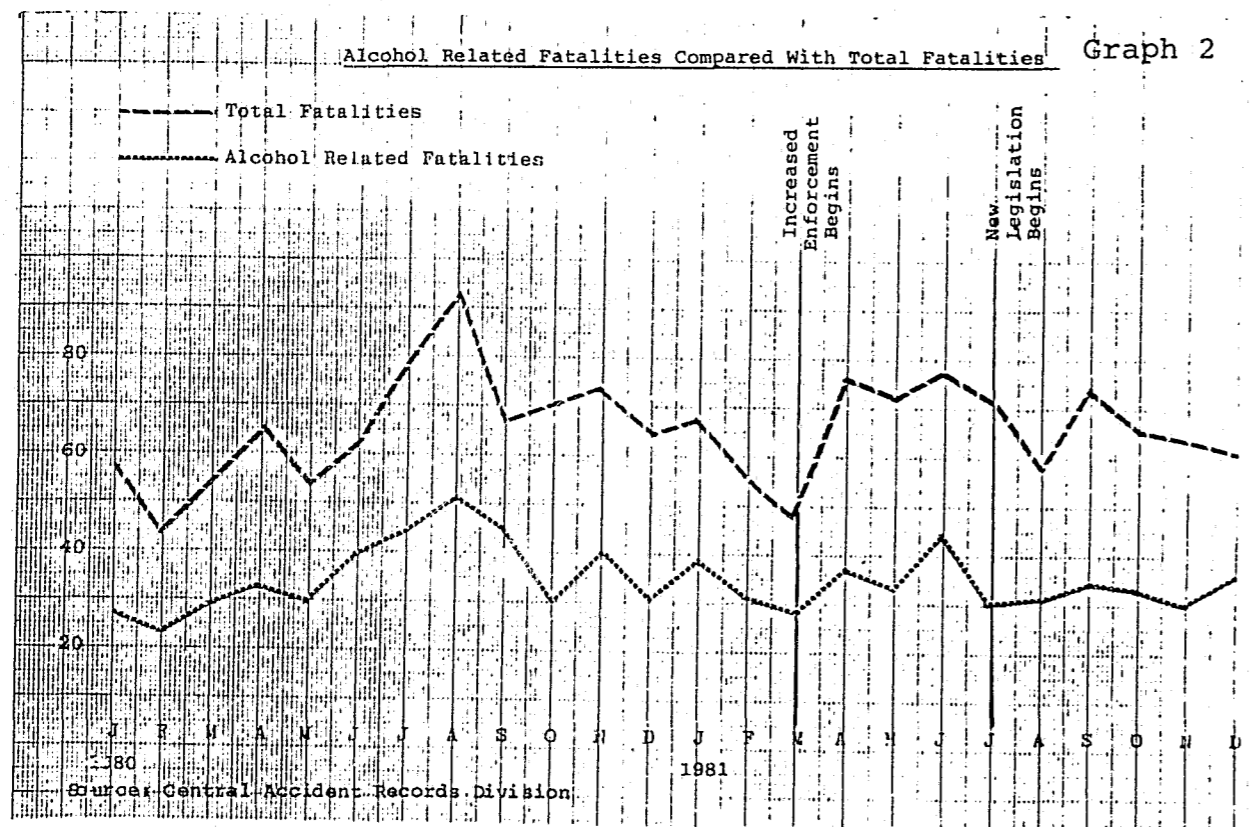
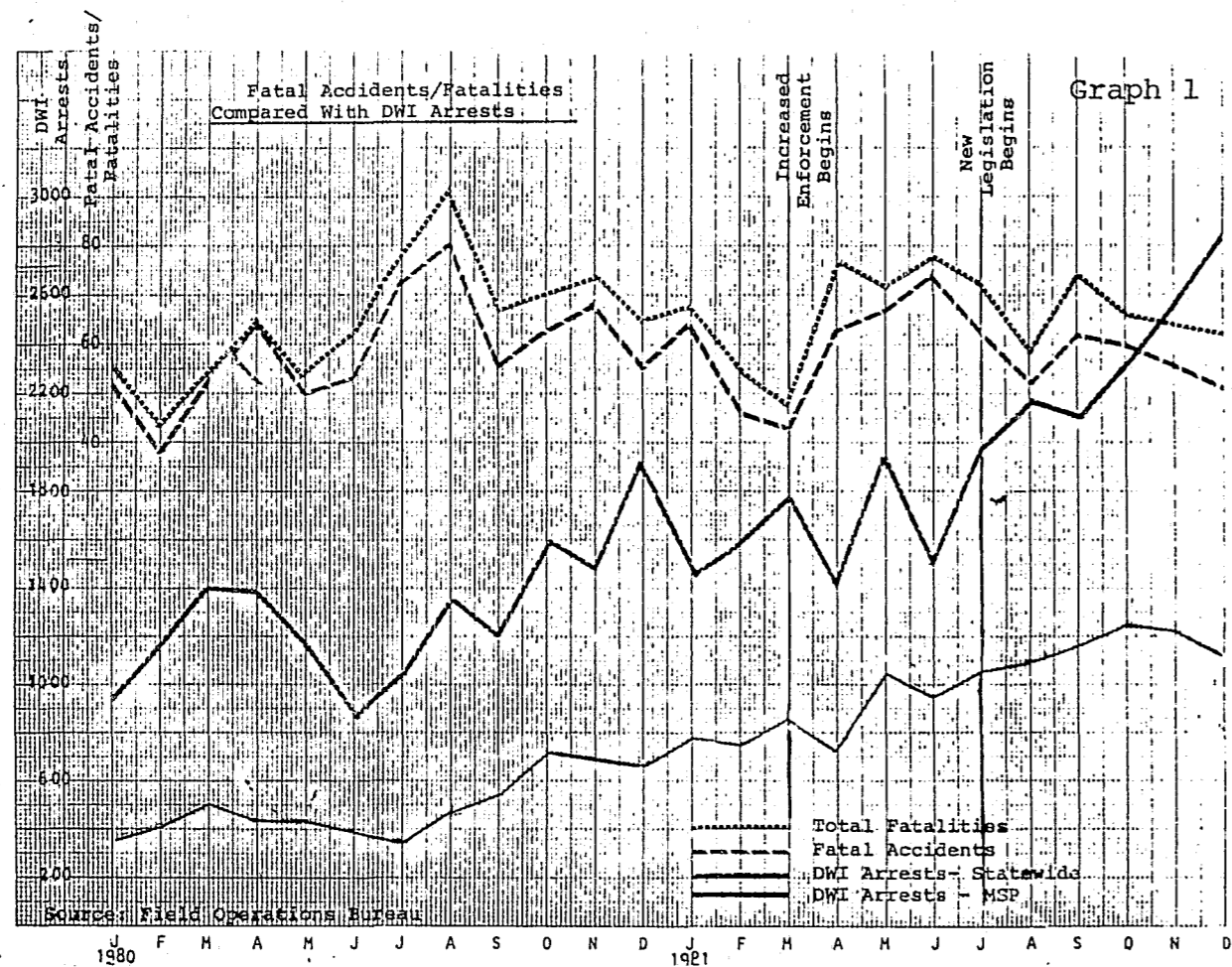
These activities have produced dramatic results. Arrests for Driving While Intoxicated by the Maryland State Police increased from 6,212 in 1980 to 12,208 in 1981, an increase of 96.5 percent. The 12,208 arrests account for over 51 percent of the 23,651 DWI arrests by all law enforcement agencies in Maryland, while Maryland State Police troopers make up only 13 percent of the total personnel. The increased number of arrests were accomplished with no adverse impact on the conviction rate. In 1980, those cases convicted of subsections A through D of the DWI statute plus those receiving probation-before-judgment totalled 88 percent. In 1981, with nearly 97 percent more cases, the conviction plus probation-before-judgment percentage totalled 90 percent of those charged.

There is also evidence that the increased arrests showed greater detection of the impaired but not blatantly intoxicated driver. There were relative decreases in the number of arrests in the .00 to .05 blood alcohol level category with increases in the .05 to .09 and the .10 to .14 categories. As in 1980, the .15 to .24 level accounted for nearly 60 percent of all arrests.

While less dramatic in size, there was a decrease in alcohol-related fatalities from 60.2 to 58.1 percent from 1980 to 1981. The initial decrease is encouraging, with the major impact of a combined education and enforcement campaign experienced in the second and subsequent years.

Another encouraging observation is the high rate of license suspensions by the Motor Vehicle Administration for chemical test refusals. A sample of 3,639 hearings showed that nearly 76 percent of the hearings resulted in license suspensions. It is believed that the high likelihood of suspension is a factor in the decreasing number of test refusals from 38 to 30 percent from January to December 1981. Refusals for 1981 totalled 32.0 percent of all arrests compared to 37.9 percent from both 1979 and 1980.

In conclusion, the DWI countermeasures were both an immediate and potentially long-range success. Not only were there increased arrests, but better detection of the non-obvious drinking driver. The reporting of alcohol involvement in accidents increased, and there was an initial decrease in alcohol-related fatalities. The real impact will be known in 1982 and after, when the combined effects of rigorous enforcement, license suspensions and public education efforts are felt.



Graph 1 - Shows the changes in the number of fatal accidents and fatalities and the number of DWI arrests through 1980 and 1981. The decrease in fatal accidents/fatalities that begins in 1981 after the enforcement program began has continued into 1982.

Graph 2 - Shows a leveling off and modest decrease in the number of alcohol-related fatalities and the overall number of fatalities. It is believed that the number of alcohol-related fatalities and their percentage of total fatalities will be a positive indicator of long-range success of the DWI program.

Graph 3 - Shows the DWI arrests with the rate of alcohol test refusals by those arrested. Since the initiation of the program, there has been a sharp decrease in the number of refusals that correspond with the increased number of arrests. This is expected to continue with the Motor Vehicle Administration's firm policy of license suspensions for test refusals.

## FIELD OPERATIONS BUREAU (CONT'D.)

Concurrent with these State-wide traffic enforcement projects, the Field Operations Bureau concentrated its criminal enforcement efforts in non-metropolitan areas of the State. The primary means used were increased crime information analysis, cooperation between installations and continued emphasis on community involvement through crime prevention activities.

In 1981, the LEAA grant that originally funded the Crime Prevention Unit expired. Although the General Assembly did not authorize general funding for the Unit, the Field Operations Bureau was committed to the crime prevention effort and made the Unit a permanent part of the Bureau staff. The Crime Prevention Unit works on three levels. The first is direct service through commercial burglary and robbery prevention surveys and presentations; the second involves the preparation and distribution of publications to general public and specific target groups; and third, and most important, is the training and support of Maryland State Police and local agency crime prevention specialists. The initiation of a monthly crime prevention activity report in October 1981 provides all installations with an awareness of what is being done in other areas. As a result of the Unit's and field personnel's efforts, the State was again presented the Law Enforcement Agency Crime Prevention Award by Governor Hughes. Also receiving awards were TFC's Gerry Kehs, John Simms III, and Wayne Lowe, and Corporal Albert Liebno. The Southern Maryland Crime Prevention Initiative received a program award (TFC's Michael Musial, John Simms, and Charles Dowell).

Many individual installations not only resolved major crimes in their areas but initiated lengthy investigations resulting in major and multiple offender arrests. Several are presented here as representative cases only and not to suggest a greater degree of importance than those completed by other installations.

During 1981, two investigators from Barrack D, Bel Air, were assigned to work with a special task force created by the Harford County State's Attorney's Office to investigate narcotics and prostitution. The task force worked with the State Police, the County Sheriff's Department, the Aberdeen Police Department, the Fire Marshall's Office and the State Police Special Services Division. They were involved in seventeen covert investigations resulting in arrests and/or issuance of search and seizure warrants. Quantities of heroin, cocaine, marijuana, hashish and other drugs were seized with a total value of \$51,800.

During December 1980 and January 1981, Calvert County was plagued with numerous residential breakings and enterings with thefts of jewelry, silver, appliances, firearms and other items. The investigative personnel of Prince Frederick Barrack devoted the entire month of January to this investigation. On January 30, 1981, a search warrant was executed and arrests made. The property recovered was valued at over \$100,000. Additionally, in the following investigation attempting to return the recovered property, forty-three other cases were closed in Calvert, Charles, Anne Arundel, St. Mary's and Prince George's Counties.

A two-month investigation of daytime breakings and enterings in Wicomico County was conducted by personnel from Barrack E at Salisbury. The investigation led to information concerning the sale of several weapons. From this, a suspect was identified and apprehended after a stakeout of his residence and a high speed chase. As a result, seventeen cases were closed in Salisbury, Wicomico County and in Kansas.

## FIELD OPERATIONS BUREAU (CONT'D.)

Two troopers at Barrack F, North East, were assigned to work undercover investigating illicit drug sales. On April 25, 1981, arrest teams conducted a raid on four locations for which search and seizure warrants had been obtained. The raid resulted in eighteen arrests. As the investigation continued, in May, six additional persons were arrested in a "buy and bust" operation. The investigation continued until August 28, 1981, when additional raids produced forty-eight arrests for 103 drug-related charges. Stolen property valued at \$12,600, seven vehicles, and a quantity of drugs were seized.

On June 1, 1981, legislation to regulate second-hand precious metals dealers became effective. The legislation was designed to allow police to identify the dealers and to have sufficient time to determine if the property sold to the dealer might have been stolen. Several barracks, notably North East, Easton and Frederick, made excellent use of the sales ledgers, required to be kept by dealers, to recover stolen silverware, class rings and other items.

Field Operations personnel also participated in several Planning and Research Division long-range planning efforts to improve criminal investigative efficiency. Investigators participated in Users' Committees to develop the Management of Criminal Investigations (MCI) project, the Field Observation/Warning Report, and the Crime Analysis project. All of these projects were essentially completed in 1981 and will be implemented in 1982.

The Special Tactical Assault Team Element (STATE) completed its second full year of operation in 1981, responding to fifteen calls for emergency service. Additional equipment, training and organizational improvements were made throughout the year.

The following charts summarize the environment and enforcement activities of the Field Operations Bureau's twenty-six installations. In Baltimore, Anne Arundel and Prince George's Counties where there are two Maryland State Police installations each, both barracks' efforts are combined for county-wide analysis.

Comparisons of data between installations should be made with an awareness of the political, geographic and demographic differences between counties and barrack areas. Specifically, in Baltimore, Montgomery and Prince George's Counties, the "memoranda of understanding" which limit Maryland State Police patrol activities to narrowly defined areas prevent any meaningful comparison with the total county data. It can be noted, however, that at nearly every installation, there was a dramatic decrease in the number of motor vehicle citations issued compared with 1980. Analysis by the Field Operations Bureau and Planning and Research Division staff suggest two possible reasons. Firstly, the increased effort on DWI arrests is much more time-consuming than any other traffic arrest. Processing of each DWI arrest may remove the trooper from road patrol for as much as two hours. Secondly, in the summer of 1981, there was a period of work slowdown by many field personnel. Generally, it can be noted that during this period, there was a corresponding increase in the number of warnings issued. This period was short-lived, and the number of citations issued has returned to a more predictable level.

STATISTICAL SUMMARY

Barrack A - Waterloo (Howard County)

	<u>1978</u>	<u>1979</u>	<u>% Change</u>	<u>1980</u>	<u>% Change</u>	<u>1981</u>	<u>% Change</u>
<u>ENVIRONMENT</u>							
Population	115,130	114,360	-.7	119,980	+4.9	125,900	+4.9
Licensed Drivers	77,204	82,172	+6.4	86,676	+5.5	89,999	+3.8
Registered Vehicles	83,120	89,385	+7.5	94,302	+5.5	99,729	+5.8
Average Daily Vehicle Miles	2,416,699	2,393,118	-1.0	2,637,855	+10.2	***	
Total Co. Law Enforcement <u>1/</u>	203	221	+8.9	239	+8.1	245	+2.5
MSP Authorized Strength	49	49	0	49	0	49	0
% of Total County Enforcement	24.1	22.2	-7.9	20.5	-7.7	20.0	-2.4
<u>MOTOR VEHICLE ENFORCEMENT (MSP)</u>							
Total Accidents	960	976	+1.7	505	-48.3	466	-7.7
% Closed By Arrest	56	49	-12.5	62	+26.5	68	+9.7
Fatals*	32	29	-9.4	19	-34.5	25	+31.6
Fatals/100,000 Population	27.8	25.4	-8.6	15.8	-37.8	19.9	+25.9
DWI Arrests	199	275	+38.2	333	+21.1	624	+87.4
Citations	16,884	14,426	-15.0	14,529	-1.0	9,922	-32.0
Warnings	17,262	11,426	-33.8	11,609	+1.6	12,404	+6.8
Road Patrol Hours	27,524	26,125	-5.1	24,341	-6.8	20,082	-17.5
Hours/Motor Vehicle Stop	0.81	1.01	+24.7	0.93	-7.9	0.90	-3.2
<u>CRIMINAL LAW ENFORCEMENT</u>							
Part I Offenses Reported-Co.	5,659	6,221	+9.9	6,986	+12.3	6,481	-7.2
Part I Offenses Reported-MSP**	631	618	-2.1	783	+26.7	614	-21.6
% Reported to MSP	11.2	9.9	-11.6	11.2	+13.1	9.5	-15.2
MSP Part I Clearance Rate %	14	17	+21.4	25	+47.1	21	-16.0
MSP Criminal Arrests	579	705	+21.8	878	+24.5	725	-17.4
MSP Obligated Time	17,896	18,106	+1.2	20,205	+11.6	18,140	-10.2
<u>OTHER</u>							
MSP AIRS Incidents	19,135	18,488	-3.4	18,734	+1.3	17,465	-6.8

Maryland State Police

STATISTICAL SUMMARY

Barrack B - Frederick (Frederick County)

	<u>1978</u>	<u>1979</u>	<u>% Change</u>	<u>1980</u>	<u>% Change</u>	<u>1981</u>	<u>% Change</u>
<u>ENVIRONMENT</u>							
Population	107,660	112,060	+4.1	115,000	+2.6	118,300	+2.9
Licensed Drivers	68,718	73,059	+6.3	76,669	+4.9	78,928	+3.0
Registered Vehicles	79,017	86,116	+9.0	90,443	+5.0	95,687	+5.8
Average Daily Vehicle Miles	2,348,825	2,382,688	+1.4	2,427,001	+1.9	***	
Total Co. Law Enforcement <u>1/</u>	155	168	+8.4	194	+15.5	175	-9.8
MSP Authorized Strength	54	54	0	57	+5.6	57	0
% of Total County Enforcement	34.8	32.1	-7.8	29.4	-8.4	32.6	+10.9
<u>MOTOR VEHICLE ENFORCEMENT (MSP)</u>							
Total Accidents	2,110	2,306	+9.3	1,404	-39.1	1,349	-3.9
% Closed By Arrest	44	49	+11.4	60	+22.4	57	-5.0
Fatals*	35	24	-31.4	34	+41.7	43	+26.5
Fatals/100,000 Population	32.5	21.1	-34.2	29.6	+38.3	36.3	+22.6
DWI Arrests	241	257	+6.6	240	-6.6	585	+143.8
Citations	12,053	11,155	-7.0	12,653	+13.0	11,615	-8.0
Warnings	9,144	9,411	+2.9	9,078	-3.5	9,587	+5.6
Road Patrol Hours	33,845	32,600	-3.7	31,346	-3.8	30,403	-3.0
Hours/Motor Vehicle Stop	1.60	1.59	-0.6	1.44	-9.4	1.43	-0.7
<u>CRIMINAL LAW ENFORCEMENT</u>							
Part I Offenses Reported-Co.	3,448	4,105	+19.1	4,457	+8.6	4,696	+5.4
Part I Offenses Reported-MSP**	1,208	1,468	+21.5	1,550	+5.6	1,609	+3.8
% Reported to MSP	35.0	35.8	.3	34.8	-2.8	34.3	-1.4
MSP Part I Clearance Rate %	16	15	-6.3	18	+20.0	21	+16.7
MSP Criminal Arrests	1,040	907	-12.8	970	+6.9	712 <sup>6/</sup>	---
MSP Obligated Time	21,326	22,048	+3.4	19,259	-12.6	21,193	+10.0
<u>OTHER</u>							
MSP AIRS Incidents	16,859	19,042	+12.9	19,198	+0.8	19,759	+2.9

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Maryland State Police

STATISTICAL SUMMARY

Barrack C - Cumberland (Allegany County)

	1978	1979	% Change	1980	% Change	1981	% Change
<u>ENVIRONMENT</u>							
Population	80,400	80,810	+0.5	80,460	-0.4	80,100	-0.4
Licensed Drivers	51,354	52,668	+2.6	53,416	+1.4	53,297	-0.2
Registered Vehicles	55,172	56,878	+3.1	58,135	+2.2	59,665	+2.6
Average Daily Vehicle Miles	1,130,360	1,090,835	-3.5	1,143,790	+4.9	***	
Total Co. Law Enforcement <u>1/</u>	180	178	-1.1	174	-2.2	166	-4.6
MSP Authorized Strength	40	40	0	40	0	40	0
% of Total County Enforcement	22.2	22.5	+1.4	23.0	+2.2	24.1	+4.8
<u>MOTOR VEHICLE ENFORCEMENT (MSP)</u>							
Total Accidents	1,203	982	-18.4	593	-39.6	551	-7.1
% Closed By Arrest	59	65	+10.2	68	+4.6	71	+4.4
Fatals*	15	20	+33.3	17	-15.0	17	0
Fatals/100,000 Population	18.7	25.0	+33.7	21.0	-16.0	21.2	+1.0
DWI Arrests	164	112	-31.7	101	-9.8	158	+56.4
Citations	4,983	5,560	+12.0	5,932	+7.0	3,923	-34.0
Warnings	6,112	6,983	+14.3	11,857	+69.8	12,546	+5.8
Road Patrol Hours	18,108	19,906	+9.9	22,491	+13.0	22,188	-1.3
Hours/Motor Vehicle Stop	1.63	1.59	-2.5	1.26	+20.8	1.35	+7.1
<u>CRIMINAL LAW ENFORCEMENT</u>							
Part I Offenses Reported-Co.	2,131	2,322	+9.0	2,474	+6.5	2,473	0
Part I Offenses Reported-MSP**	705	748	+6.1	770	+2.9	650	-15.6
% Reported to MSP	33.1	32.2	-2.7	31.1	-3.4	26.3	-15.4
MSP Part I Clearance Rate %	21	29	+38.1	22	-24.1	29	+31.8
MSP Criminal Arrests	371	454	+22.4	443	-2.4	407	-8.1
MSP Obligated Time	11,946	12,459	+4.3	10,759	-13.6	11,489	+6.8
<u>OTHER</u>							
MSP AIRS Incidents	12,322	12,185	-1.1	9,775	-19.8	10,213	+4.5

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STATISTICAL SUMMARY

Barrack D - Bel Air (Harford County)

	1978	1979	% Change	1980	% Change	1981	% Change
<u>ENVIRONMENT</u>							
Population	146,270	143,640	-1.8	146,690	+2.1	149,700	+2.1
Licensed Drivers	91,611	96,127	+4.9	99,526	+3.5	100,648	+1.1
Registered Vehicles	97,939	104,081	+6.3	107,857	+3.6	110,868	+2.8
Average Daily Vehicle Miles	1,698,292	1,720,911	+1.3	1,792,226	+4.1	***	
Total Co. Law Enforcement <u>1/</u>	267	280	+4.9	271	-3.2	274	+1.1
MSP Authorized Strength	73	72	-1.4	69	-4.2	69	0
% of Total County Enforcement	27.3	25.7	-5.9	25.5	-0.8	25.2	-1.2
<u>MOTOR VEHICLE ENFORCEMENT (MSP)</u>							
Total Accidents	3,256	3,128	-3.9	1,980	-36.7	1,791	-9.5
% Closed By Arrest	46	51	+10.9	53	+3.9	56	+5.7
Fatals*	47	24	-48.9	56	+133.3	33	-41.1
Fatals/100,000 Population	32.1	16.7	-48.0	38.2	+128.7	22.0	-42.4
DWI Arrests	134	101	-24.6	212	+109.9	602	+184.0
Citations	12,007	10,187	-15.0	8,023	-21.0	6,160	-23.0
Warnings	14,524	11,393	-21.6	10,509	-7.8	14,141	+34.6
Road Patrol Hours	23,770	22,773	-4.2	22,096	-3.0	22,222	+0.6
Hours/Motor Vehicle Stop	0.90	1.06	+17.8	1.19	+12.3	1.09	-8.4
<u>CRIMINAL LAW ENFORCEMENT</u>							
Part I Offenses Reported-Co.	5,710	5,792	+1.4	6,119	+5.6	5,887	-3.8
Part I Offenses Reported-MSP**	1,812	1,584	-12.6	1,609	+1.6	1,373	-14.7
% Reported to MSP	31.7	27.3	-13.9	26.3	-3.7	23.3	-11.4
MSP Part I Clearance Rate %	20	19	-5.0	20	+5.3	19	-5.0
MSP Criminal Arrests	885	799	-9.7	704	-11.9	624	-11.4
MSP Obligated Time	35,395	34,922	-1.3	29,982	-14.1	28,435	-5.2
<u>OTHER</u>							
MSP AIRS Incident	26,855	24,158	-10.0	21,217	-12.2	20,368	-4.0

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**STATISTICAL SUMMARY**

**Barrack E - Salisbury (Wicomico County)**

	<u>1978</u>	<u>1979</u>	<u>% Change</u>	<u>1980</u>	<u>% Change</u>	<u>1981</u>	<u>% Change</u>
<u>ENVIRONMENT</u>							
Population	60,990	63,770	+4.6	64,800	+1.6	65,900	+1.7
Licensed Drivers	40,693	42,498	+4.4	43,745	+2.9	43,899	+0.4
Registered Vehicles	47,853	49,435	+3.3	50,312	+1.8	50,947	+1.3
Average Daily Vehicle Miles	992,323	1,073,887	+8.2	1,031,318	-4.0	***	
Total Co. Law Enforcement <u>1/</u>	126	124	-1.6	127	+2.4	133	+4.7
MSP Authorized Strength	43	43	0	46	+7.0	46	0
% of Total County Enforcement	34.1	34.7	+1.8	36.2	+4.3	34.6	-4.4
<u>MOTOR VEHICLE ENFORCEMENT (MSP)</u>							
Total Accidents	1,091	1,133	+3.8	807	-28.8	662	-18.0
% Closed By Arrest	53	55	+3.8	56	+1.8	56	0
Fatals*	15	10	-33.3	10	0	15	+50.0
Fatals/100,000 Population	24.6	15.7	-36.2	15.4	-1.9	22.8	+48.1
DWI Arrests	62	81	+30.6	161	+98.8	738	+358.4
Citations	6,283	6,365	+1.0	7,598	+19.0	11,653	+53.0
Warnings	12,494	11,437	-8.5	19,284	+68.6	20,321	+5.4
Road Patrol Hours	24,069	18,833	-21.8	20,531	+9.0	24,046	+17.1
Hours/Motor Vehicle Stop	1.28	1.06	-17.2	0.76	-28.3	0.75	-1.3
<u>CRIMINAL LAW ENFORCEMENT</u>							
Part I Offenses Reported-Co.	3,026	3,356	+10.9	3,842	+14.5	3,658	-4.8
Part I Offenses Reported-MSP**	1,118	1,273	+13.9	1,498	+17.7	1,386	-7.5
% Reported to MSP	36.9	37.9	+2.7	39.0	+2.9	37.9	-2.8
MSP Part I Clearance Rate %	17	18	+5.9	20	+11.1	23	+15.0
MSP Criminal Arrests	862	821	-4.8	915	+11.4	934	+2.1
MSP Obligated Time	11,649	14,217	+22.4	15,523	+9.2	15,459	-0.4
<u>OTHER</u>							
MSP AIRS Incidents	9,531	10,981	+15.2	12,952	+17.9	12,753	-1.5

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Maryland State Police

STATISTICAL SUMMARY

Barrack F - North East and Barrack M - JFK Highway (Cecil County)

	<u>1978</u>	<u>1979</u>	<u>% Change</u>	<u>1980</u>	<u>% Change</u>	<u>1981</u>	<u>% Change</u>
<u>ENVIRONMENT</u>							
Population	56,560	59,900	+5.9	60,610	+1.2	61,300	+1.1
Licensed Drivers	36,124	38,105	+5.5	39,626	+4.0	40,069	+1.1
Registered Vehicles	39,769	41,835	+5.2	43,127	+3.1	44,919	+4.2
Average Daily Vehicle Miles	942,380	922,679	-2.1	885,686	-4.0	***	
Total Co. Law Enforcement <u>1/</u>	144	139	-3.5	135	-2.9	143	+5.9
MSP Authorized Strength	95	88	-9.3	88	0	88	0
North East Barrack	52	52	0	52	0	52	0
JFK Highway Barrack	43	36	-16.3	36	0	36	0
% of Total County Enforcement	66.0	63.3	-4.1	65.2	+3.0	61.5	-5.7
North East Barrack	36.1	37.4	+3.6	38.5	+2.9	36.4	-5.5
JFK Highway Barrack	29.9	25.9	-13.4	26.7	+3.1	25.1	-6.0
<u>MOTOR VEHICLE ENFORCEMENT (MSP)</u>							
Total Accidents	1,777	1,811	+1.9	1,328	-26.7	1,194	-10.1
North East Barrack	1,258	1,270	+1.0	960	-24.4	854	-11.0
JFK Highway Barrack	519	541	+4.2	368	-32.0	340	-7.6
% Closed By Arrest <u>5/</u>	48	52	+8.3	62	+19.2	54	-12.9
North East Barrack	59	61	+3.0	70	+14.8	58	-17.1
JFK Highway Barrack	19	30	+57.9	39	+30.0	43	+10.3
Fatals*	25	20	-20.0	21	+5.0	23	+9.5
Fatals/100,000 Population	44.2	33.4	-24.4	34.6	+3.6	37.5	+8.4
DWI Arrests	425	417	-1.9	493	+18.2	654	+32.7
North East Barrack	319	322	+0.9	318	-1.2	363	+14.2
JFK Highway Barrack	106	95	-10.4	175	+84.2	291	+66.3
Citations	32,576	28,615	-12.2	31,960	+11.7	19,360	-39.4
North East Barrack	10,044	8,680	-13.6	6,898	-20.5	4,609	-33.2
JFK Highway Barrack	22,532	19,935	-11.5	25,062	+25.7	14,751	-41.1
Warnings	31,581	27,104	-14.2	22,232	-18.0	30,348	+36.5
North East Barrack	15,570	12,541	-19.5	12,244	-2.4	16,879	+37.9
JFK Highway Barrack	16,011	14,563	-9.0	9,988	-31.4	13,469	+34.9

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Maryland State Police

STATISTICAL SUMMARY

Barrack F - North East and Barrack M - JFK Highway (Cecil County)  
(continued)

	1978	1979	% Change	1980	% Change	1981	% Change
<u>MOTOR VEHICLE ENFORCEMENT (MSP)</u>							
(continued)							
Road Patrol Hours	55,953	52,402	-6.3	55,269	+5.5	51,206	-7.4
North East Barrack	28,818	22,730	-21.1	28,033	+23.3	27,538	-1.8
JFK Highway Barrack	27,135	29,672	+9.3	27,236	-8.2	23,668	-13.1
Hours/Motor Vehicle Stop	0.87	0.94	+8.0	1.02	+8.5	1.03	+1.0
North East Barrack	1.12	1.07	-4.5	1.46	+36.4	1.28	-12.3
JFK Highway Barrack	.70	.86	+22.9	.78	-9.3	.84	+7.7
<u>CRIMINAL LAW ENFORCEMENT</u>							
33 Part I Offenses Reported-Co.	2,006	2,403	+19.8	2,390	-0.5	2,572	+7.6
Part I Offenses Reported-MSP**	1,093	1,330	+21.7	1,443	+8.5	1,489	+3.2
North East Barrack	1,036	1,221	+17.9	1,331	+9.0	1,323	-0.6
JFK Highway Barrack	57	109	+91.2	112	+2.8	166	+48.2
% Reported to MSP	54.5	55.3	+1.5	60.4	+9.2	57.9	-4.1
North East Barrack	51.6	50.8	-1.6	55.7	+9.6	51.4	-7.7
JFK Highway Barrack	2.9	4.5	+55.2	4.7	+4.4	6.5	+38.3
MSP Part I Clearance Rate %	23	24	+4.3	27	+12.5	25	-7.4
North East Barrack	28	29	+3.6	32	+10.3	29	-9.4
JFK Highway Barrack	---	***	0	43	+100.0	49	+13.9
MSP Criminal Arrests	1,569	1,651	+5.2	2,062	+24.9	2,177	+5.6
North East Barrack	1,327	1,495	+12.7	1,838	+22.9	1,836	-0.1
JFK Highway Barrack	242	156	-35.5	224	+43.6	341	+52.2
MSP Obligated Time	35,489	37,282	+5.1	35,440	-4.9	35,027	-1.2
North East Barrack	22,473	24,749	+10.1	25,048	+1.2	24,550	-2.0
JFK Highway Barrack	13,016	12,533	-3.7	10,392	-17.1	10,477	+0.8
<u>OTHER</u>							
MSP AIRS Incidents	39,303	36,796	-6.4	33,710	-8.4	33,043	-2.0
North East Barrack	15,674	16,270	+3.8	15,823	-2.7	15,634	-1.2
JFK Highway Barrack	23,629	20,526	-13.1	17,887	-12.9	17,409	-2.7

Maryland State Police

STATISTICAL SUMMARY

Barrack G - Westminster (Carroll County)

	<u>1978</u>	<u>1979</u>	<u>% Change</u>	<u>1980</u>	<u>% Change</u>	<u>1981</u>	<u>% Change</u>
<u>ENVIRONMENT</u>							
Population	92,720	94,300	+1.7	97,040	+2.9	99,900	+2.9
Licensed Drivers	61,553	64,974	+5.6	67,179	+3.4	68,588	+2.1
Registered Vehicles	71,703	77,500	+8.1	81,028	+4.6	84,265	+4.0
Average Daily Vehicle Miles	1,472,189	1,125,570	-23.5	1,238,557	+10.0	***	
Total Co. Law Enforcement <u>1/</u>	100	100	0	102	+2.0	106	+3.9
MSP Authorized Strength	47	47	0	47	0	47	0
% of Total County Enforcement	47.0	47.0	0	46.1	-1.9	44.3	-3.9
<u>MOTOR VEHICLE ENFORCEMENT (MSP)</u>							
Total Accidents	2,036	2,071	+1.7	1,158	-44.1	1,222	+5.5
% Closed By Arrest	39	45	+15.4	49	+8.9	37	-24.5
Fatals*	15	27	+80.0	15	-44.4	29	+93.3
Fatals/100,000 Population	12.9	26.5	+105.4	14.4	-45.7	24.0	+66.7
DWI Arrests	171	173	+1.2	159	-8.1	364	+128.9
Citations	8,889	6,879	-22.6	7,365	+7.1	5,522	-25.0
Warnings	14,287	12,499	-12.5	13,984	+11.9	16,023	+14.6
Road Patrol Hours	38,816	38,022	-2.0	38,971	+2.5	40,256	+3.3
Hours/Motor Vehicle Stop	1.67	1.96	+17.4	1.83	-6.6	1.87	+2.2
<u>CRIMINAL LAW ENFORCEMENT</u>							
Part I Offenses Reported-Co.	1,968	2,629	+33.6	2,878	+9.5	2,635	-8.4
Part I Offenses Reported-MSP**	1,464	1,957	+33.7	2,160	+10.4	2,033	-5.9
% Reported to MSP	74.4	74.4	0	75.1	+0.9	77.2	+2.8
MSP Part I Clearance Rate %	19	15	-21.1	19	+26.7	22	+15.8
MSP Criminal Arrests	1,250	1,410	+12.8	1,440	+2.1	1,504	+4.4
MSP Obligated Time	32,829	33,703	+2.7	35,917	+6.6	36,268	+1.0
<u>OTHER</u>							
MSP AIRS Incidents	26,540	28,450	+7.2	29,510	+3.7	30,245	+2.5

Maryland State Police

STATISTICAL SUMMARY

Barrack H - Waldorf (Charles County)

	1978	1979	% Change	1980	% Change	1981	% Change
<u>ENVIRONMENT</u>							
Population	67,620	70,870	+4.8	73,380	+3.5	76,100	+3.7
Licensed Drivers	40,854	44,066	+7.9	46,894	+6.4	49,005	+4.5
Registered Vehicles	46,701	51,079	+9.4	53,680	+5.1	57,249	+6.6
Average Daily Vehicle Miles	1,172,756	1,232,309	+5.1	1,213,400	-1.5	***	
Total Co. Law Enforcement 1/	113	120	+6.2	131	+9.2	137	+4.6
MSP Authorized Strength	40	40	0	40	0	40	0
% of Total County Enforcement	35.4	33.3	-5.9	30.5	-8.4	29.2	-4.3
<u>MOTOR VEHICLE ENFORCEMENT (MSP)</u>							
Total Accidents	719	600	-16.6	357	-40.5	441	+23.5
% Closed By Arrest	51	64	+25.5	67	+4.7	67	0
Fatals*	23	17	-26.1	28	+64.7	27	-3.6
Fatals/100,000 Population	34.0	24.0	-29.4	38.2	+59.2	35.5	-7.1
DWI Arrests	321	480	+49.5	534	+11.3	567	+6.2
Citations	7,444	9,192	+24.0	7,870	-14.0	7,130	-11.0
Warnings	13,429	15,137	+12.7	12,639	-16.5	13,016	+3.0
Road Patrol Hours	24,503	25,504	+4.1	24,441	-4.2	24,138	-1.2
Hours/Motor Vehicle Stop	1.17	1.05	-10.3	1.19	+13.3	1.20	+0.8
<u>CRIMINAL LAW ENFORCEMENT</u>							
Part I Offenses Reported-Co.	2,610	3,254	+24.7	3,298	+1.4	3,360	+1.9
Part I Offenses Reported-MSP**	711	934	+31.4	878	-6.0	870	-0.9
% Reported to MSP	27.2	28.7	+5.5	26.6	-7.3	25.9	-2.6
MSP Part I Clearance Rate %	22	25	+13.6	31	+24.0	35	+12.9
MSP Criminal Arrests	539	640	+18.7	674	+5.3	755	+12.0
MSP Obligated Time	14,115	14,485	+2.6	13,305	-8.1	15,026	+12.9
<u>OTHER</u>							
MSP AIRS Incidents	14,083	11,838	-15.9	10,356	-12.5	10,458	+1.0

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STATISTICAL SUMMARY

Barrack I - Easton (Talbot County)

	<u>1978</u>	<u>1979</u>	<u>% Change</u>	<u>1980</u>	<u>% Change</u>	<u>1981</u>	<u>% Change</u>
<u>ENVIRONMENT</u>							
Population	26,330	25,460	-3.3	25,650	+0.7	25,800	+0.6
Licensed Drivers	17,999	18,699	+3.9	19,135	+2.3	19,357	+1.2
Registered Vehicles	21,854	22,329	+2.2	23,037	+3.2	23,798	+3.3
Average Daily Vehicle Miles	773,450	819,318	+5.9	816,491	-0.3	***	
Total Co. Law Enforcement <u>1/</u>	70	72	+2.9	72	0	68	-5.6
MSP Authorized Strength	28	29	+3.6	29	0	29	0
% of Total County Enforcement	40.0	40.3	+0.8	40.3	0	42.6	+5.7
<u>MOTOR VEHICLE ENFORCEMENT (MSP)</u>							
Total Accidents	608 <u>4/</u>	580	-4.6	424	-26.9	461	+8.7
% Closed By Arrest	49 <u>3/</u>	46	-6.1	55	+19.6	47	-14.5
Fatals*	8	6	-25.0	9	+50.0	12	+33.3
Fatals/100,000 Population	30.4	23.6	-22.4	35.1	+48.7	46.5	+32.5
DWI Arrests	94 <u>2/</u>	127	+35.1	157	+23.6	265	+68.8
Citations	4,819 <u>2/</u>	4,096	-15.0	4,486	+10.0	3,915	-13.0
Warnings	18,740 <u>2/</u>	15,179	-19.0	12,709	-16.0	11,568	-9.0
Road Patrol Hours	19,151 <u>4/</u>	20,594	+7.5	18,092	-12.1	16,423	-9.2
Hours/Motor Vehicle Stop	0.81	1.07	+32.1	1.05	-1.9	1.06	+1.0
<u>CRIMINAL LAW ENFORCEMENT</u>							
Part I Offenses Reported-Co.	996	1,059	+6.3	975	-7.9	1,113	+14.2
Part I Offenses Reported-MSP**	285	320	+12.3	342	+6.9	414	+21.1
% Reported to MSP	28.6	30.2	+5.6	35.1	+16.2	37.2	+6.0
MSP Part I Clearance Rate %	29	27	-6.9	31	+14.8	29	-6.5
MSP Criminal Arrests	315 <u>2/</u>	265	-16.0	259	-2.3	288	+11.2
MSP Obligated Time	6,789	7,623	+12.3	8,693	+14.0	9,111	+4.8
<u>OTHER</u>							
MSP AIRS Incidents	5,768	5,789	+0.4	6,379	+10.2	7,211	+13.0

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Maryland State Police

STATISTICAL SUMMARY

Barrack J - Annapolis and Barrack P - Glen Burnie (Anne Arundel County)

	<u>1978</u>	<u>1979</u>	<u>% Change</u>	<u>1980</u>	<u>% Change</u>	<u>1981</u>	<u>% Change</u>
<u>ENVIRONMENT</u>							
Population	359,900	365,320	+1.5	372,590	+2.0	380,100	+2.0
Licensed Drivers	231,434	243,895	+5.4	253,535	+3.9	256,730	+1.3
Registered Vehicles	254,439	*270,098	+6.2	280,434	+3.8	289,334	+3.2
Average Daily Vehicle Miles	5,083,550	5,029,097	-1.1	5,452,461	+8.4	***	
Total Co. Law Enforcement <u>1/</u>	607	623	+2.6	634	+1.8	635	+0.2
MSP Authorized Strength	90	90	0	90	0	90	0
Annapolis Barrack	40	40	0	40	0	40	0
Glen Burnie Barrack	50	50	0	50	0	50	0
% of Total County Enforcement	14.8	14.4	-2.7	14.2	-1.4	14.2	0
Annapolis Barrack	6.6	6.4	-3.0	6.3	-1.6	6.3	0
Glen Burnie Barrack	8.2	8.0	-2.4	7.9	-1.3	7.9	0
<u>MOTOR VEHICLE ENFORCEMENT (MSP)</u>							
Total Accidents	1,989	1,939	-2.5	1,261	-35.0	1,215	-3.6
Annapolis Barrack	783	730	-6.8	472	-35.3	476	+0.8
Glen Burnie Barrack	1,206	1,209	+0.2	789	-34.7	739	-6.3
% Closed By Arrest <u>5/</u>	58	58	0	62	+6.9	62	0
Annapolis Barrack	63	65	+3.2	68	+4.6	66	-2.9
Glen Burnie Barrack	54	53	-1.9	58	+9.4	58	0
Fatals*	75	73	-2.7	74	+1.4	75	+1.4
Fatals/100,000 Population	20.8	20.0	-3.8	19.9	-0.5	19.7	-1.0
DWI Arrests	652	558	-14.4	670	+20.1	1,237	+84.6
Annapolis Barrack	284	225	-20.8	265	+17.8	505	+90.6
Glen Burnie Barrack	368	333	-9.5	405	+21.6	732	+80.7
Citations	21,087	16,145	-23.4	15,294	-5.3	15,836	+3.5
Annapolis Barrack	10,491	7,926	-24.4	7,007	-11.6	7,690	+9.7
Glen Burnie Barrack	10,596	8,219	-22.4	8,287	+0.8	8,146	-1.7
Warnings	17,970	23,070	+28.4	26,900	+16.6	22,589	-16.0
Annapolis Barrack	9,751	8,461	-13.2	12,442	+47.1	14,222	+14.3
Glen Burnie Barrack	8,219	14,609	+77.7	14,458	-1.0	8,367	-42.1

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STATISTICAL SUMMARY

Barrack J - Annapolis and Barrack P - Glen Burnie (Anne Arundel County)  
(continued)

	1978	1979	% Change	1980	% Change	1981	% Change
<u>MOTOR VEHICLE ENFORCEMENT (MSP)</u>							
(continued)							
Road Patrol Hours	39,851	36,962	-7.2	37,318	+1.0	37,236	-0.2
Annapolis Barrack	19,690	17,903	-9.1	17,017	-4.9	18,334	+7.7
Glen Burnie Barrack	20,161	19,059	-5.5	20,301	+6.5	18,902	-6.9
Hours/Motor Vehicle Stop	1.02	0.94	-7.8	0.88	-6.4	0.97	+10.2
Annapolis Barrack	0.97	1.09	+12.4	0.87	-20.2	0.84	-3.4
Glen Burnie Barrack	1.07	0.83	-22.4	0.89	+7.2	1.14	+28.1
<u>CRIMINAL LAW ENFORCEMENT</u>							
Part I Offenses Reported-Co.	17,119	17,453	+2.0	20,316	+16.4	20,435	+0.6
38 Part I Offenses Reported-MSP**	1,515	1,727	+14.0	1,931	+11.8	2,003	+3.7
Annapolis Barrack	488	588	+20.5	638	+8.5	621	-2.7
Glen Burnie Barrack	1,027	1,139	+10.9	1,293	+13.5	1,382	+6.9
% Reported to MSP	8.8	9.9	+12.5	9.5	-4.0	9.8	+3.2
Annapolis Barrack	2.9	3.4	+17.2	3.1	-8.8	3.0	-3.2
Glen Burnie Barrack	5.9	6.5	+10.2	6.4	-1.5	6.8	+6.3
MSP Part I Clearance Rate %	20	17	-15.0	19	+11.8	19	0
Annapolis Barrack	23	29	+26.1	23	-20.7	28	+21.7
Glen Burnie Barrack	20	19	-5.0	19	0	29	+52.6
MSP Criminal Arrests	1,846	2,022	+9.5	2,013	-0.4	1,949	-3.2
Annapolis Barrack	880	931	+5.8	771	-17.2	649	-15.8
Glen Burnie Barrack	966	1,091	+12.9	1,242	+13.8	1,300	+4.7
MSP Obligated Time	33,995	32,994	-2.9	31,488	-4.6	34,048	+8.1
Annapolis Barrack	15,433	14,825	-3.9	14,325	-3.4	15,876	+10.8
Glen Burnie Barrack	18,562	18,169	-2.1	17,163	-5.5	18,172	+5.9
<u>OTHER</u>							
MSP AIRS Incidents	37,241	39,751	+6.7	38,454	-3.3	37,563	-2.3
Annapolis Barrack	17,167	19,188	+11.8	17,688	-7.8	17,789	+0.6
Glen Burnie Barrack	20,074	20,563	+2.4	20,766	+1.0	19,774	-4.8



STATISTICAL SUMMARY

Barrack K - Security and Barrack R - Valley (Baltimore County)

	1978	1979	% Change	1980	% Change	1981	% Change
<u>ENVIRONMENT</u>							
Population	638,630	652,980	+2.2	656,500	+0.5	660,000	+0.5
Licensed Drivers	433,867	447,458	+3.1	457,652	+2.3	459,858	+0.5
Registered Vehicles	472,018	489,023	+3.6	503,077	+2.9	516,514	+2.7
Average Daily Vehicle Miles	8,349,810	8,170,879	-2.1	8,417,587	+3.0	***	
Total Co. Law Enforcement <u>1/</u>	1,600	1,613	+0.8	1,683	+4.3	1,727	+2.6
MSP Authorized Strength	101	94	-6.9	87	-7.4	87	0
Security Barrack	50	47	-6.0	44	-6.4	44	0
Valley Barrack	51	47	-7.8	43	-8.5	43	0
% of Total County Enforcement	6.3	5.8	-7.9	5.2	-10.3	5.0	-3.8
Security Barrack	3.1	2.9	-6.5	2.6	-10.3	2.5	-3.8
Valley Barrack	3.2	2.9	-9.4	2.6	-10.3	2.5	-3.8
<u>MOTOR VEHICLE ENFORCEMENT (MSP)</u>							
Total Accidents	2,964	2,831	-4.5	1,601	-43.4	1,287	-19.6
Security Barrack	1,505	1,468	-2.5	750	-48.9	521	-30.5
Valley Barrack	1,459	1,363	-6.6	851	-37.6	766	-10.0
% Closed By Arrest <u>5/</u>	50	53	+6.0	43	-18.9	40	-7.0
Security Barrack	51	53	+3.9	38	-28.3	37	-2.6
Valley Barrack	49	53	+8.2	48	-9.4	43	-10.4
Fatals*	96	97	+1.0	127	+30.9	111	-12.6
Fatals/100,000 Population	15.0	14.9	-0.7	19.3	+29.5	16.8	-13.0
DWI Arrests	252	463	+83.7	612	+32.2	1,240	+102.6
Security Barrack	95	223	+134.7	339	+52.0	797	+135.1
Valley Barrack	157	240	+52.9	273	+13.8	443	+62.3
Citations	28,622	23,141	-19.1	24,383	+5.4	16,373	-32.9
Security Barrack	13,790	10,488	-23.9	11,832	+12.8	8,189	-30.8
Valley Barrack	14,832	12,653	-14.7	12,551	-0.8	8,184	-34.8
Warnings	20,952	14,484	-30.9	22,182	+53.1	28,601	+28.9
Security Barrack	9,655	6,319	-34.6	7,832	+23.9	10,311	+31.7
Valley Barrack	11,297	8,165	-27.7	14,350	+75.8	18,290	+27.5

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STATISTICAL SUMMARY

Barrack K - Security and Barrack R - Valley (Baltimore County)  
(continued)

	<u>1978</u>	<u>1979</u>	<u>% Change</u>	<u>1980</u>	<u>% Change</u>	<u>1981</u>	<u>% Change</u>
<u>MOTOR VEHICLE ENFORCEMENT (MSP)</u>							
(continued)							
Road Patrol Hours	56,977	47,116	-17.3	46,354	-1.6	42,983	-7.3
Security Barrack	22,566	19,744	-12.5	19,867	+0.6	19,575	-1.5
Valley Barrack	34,411	27,372	-20.5	26,487	-3.2	23,408	-11.6
Hours/Motor Vehicle Stop	1.15	1.25	+8.7	1.00	-20.0	0.96	-4.0
Security Barrack	0.96	1.17	+21.9	1.01	-13.7	1.06	+5.0
Valley Barrack	1.32	1.31	-0.8	0.98	-25.2	.88	-10.2
<u>CRIMINAL LAW ENFORCEMENT</u>							
Part I Offenses Reported-Co.	38,967	43,265	+11.0	46,638	+7.8	47,183	+1.2
40 / Part I Offenses Reported-MSP**	1,059	1,136	+7.3	668	-41.2	254	-62.0
Security Barrack	668	732	+9.6	425	-41.9	125	+70.6
Valley Barrack	391	404	+3.3	243	-39.9	129	-46.9
% Reported to MSP	2.7	2.6	-3.7	1.4	-46.2	0.5	-64.3
Security Barrack	1.7	1.7	0	0.9	-47.1	0.3	-66.7
Valley Barrack	1.0	0.9	-10.0	0.5	-44.4	0.2	-60.0
MSP Part I Clearance Rate %	17	18	+5.9	17	-5.6	23	+35.3
Security Barrack	16	16	0	10	-37.5	36	+260.0
Valley Barrack	22	26	+18.2	17	-34.6	38	+123.5
MSP Criminal Arrests	636	728	+14.5	560	-23.1	411	-26.6
Security Barrack	358	412	+15.1	325	-21.1	232	-28.6
Valley Barrack	278	316	+13.7	235	-25.6	179	-23.8
MSP Obligated Time	33,240	35,883	+8.0	28,255	-21.3	26,839	-5.0
Security Barrack	17,103	18,502	+8.2	13,947	-24.6	12,406	-11.0
Valley Barrack	16,137	17,381	+7.7	14,308	-17.7	14,433	+0.9
<u>OTHER</u>							
MSP AIRS Incidents	44,873	46,137	+2.8	44,798	-2.9	48,777	+8.9
Security Barrack	23,637	26,401	+11.6	21,943	-16.9	24,180	+10.2
Valley Barrack	21,216	19,736	-7.0	22,855	+15.8	24,597	+7.6

Maryland State Police

STATISTICAL SUMMARY

Barrack L - Forestville and Barrack Q - College Park (Prince George's County)

	<u>1978</u>	<u>1979</u>	<u>% Change</u>	<u>1980</u>	<u>% Change</u>	<u>1981</u>	<u>% Change</u>
<u>ENVIRONMENT</u>							
Population	665,030	664,820	0	665,160	+0.1	665,200	0
Licensed Drivers	410,461	425,671	+3.7	438,272	+3.0	434,379	-0.9
Registered Vehicles	455,115	456,055	+0.2	460,754	+1.0	467,248	+1.4
Average Daily Vehicle Miles	8,873,082	9,014,638	+1.6	9,337,717	+3.6	***	
Total Co. Law Enforcement <u>1/</u>	1,322	1,305	-1.3	1,316	+0.8	1,334	+1.4
MSP Authorized Strength	110	107	-2.7	100	-6.5	100	0
Forestville Barrack	60	58	-3.3	54	-6.9	54	0
College Park Barrack	50	49	-2.0	46	-6.1	46	0
% of Total County Enforcement	8.3	8.2	-1.2	7.6	-7.3	7.5	-1.3
Forestville Barrack	4.5	4.4	-2.2	4.1	-6.8	4.0	-2.4
College Park Barrack	3.8	3.8	0	3.5	-7.8	3.5	0
<u>MOTOR VEHICLE ENFORCEMENT (MSP)</u>							
Total Accidents	4,252	3,918	-7.9	2,120	-45.9	2,104	-0.8
Forestville Barrack	2,510	2,162	-13.9	1,127	-47.9	1,222	+8.4
College Park Barrack	1,742	1,756	+0.8	993	-43.5	882	-11.2
% Closed By Arrest <u>5/</u>	62	61	-1.6	57	-6.6	60	+5.3
Forestville Barrack	69	68	-1.4	60	-11.8	69	+15.0
College Park Barrack	53	53	0	54	+1.9	49	-9.3
Fatals*	100	103	+3.0	108	+4.9	135	+25.0
Fatals/100,000 Population	15.0	15.5	+3.3	16.2	+4.5	20.3	+25.3
DWI Arrests	872	1,023	+17.3	1,113	+8.8	1,922	+72.7
Forestville Barrack	607	615	+1.3	649	+5.5	851	+31.1
College Park Barrack	265	408	+54.0	464	+13.7	1,071	+130.8
Citations	46,323	39,354	-15.0	36,042	-8.4	19,455	-46.0
Forestville Barrack	28,325	23,775	-16.1	21,063	-11.4	13,253	-37.1
College Park Barrack	17,998	15,579	-13.4	14,979	-3.9	6,202	-58.6
Warnings	30,177	21,330	-29.3	23,839	+11.8	37,798	+58.6
Forestville Barrack	17,732	10,501	-40.8	9,537	-9.2	17,039	+78.7
College Park Barrack	12,445	10,829	-13.0	14,302	+32.1	20,759	+45.1

Maryland State Police

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STATISTICAL SUMMARY

Barrack L - Forestville and Barrack Q - College Park (Prince George's County)  
(continued)

	<u>1978</u>	<u>1979</u>	<u>% Change</u>	<u>1980</u>	<u>% Change</u>	<u>1981</u>	<u>% Change</u>
<u>MOTOR VEHICLE ENFORCEMENT (MSP)</u>							
(continued)							
Road Patrol Hours	61,971	51,909	-16.2	48,930	-5.7	47,185	-3.6
Forestville Barrack	32,584	26,241	-19.5	25,843	-1.5	26,346	+1.9
College Park Barrack	29,387	25,668	-12.7	23,082	-10.1	20,839	-9.7
Hours/Motor Vehicle Stop	0.81	0.86	+6.2	0.82	-4.7	0.82	0
Forestville Barrack	0.71	0.77	+8.5	0.84	+9.1	0.87	+3.6
College Park Barrack	0.97	0.97	0	0.79	-18.6	0.77	-2.5
<u>CRIMINAL LAW ENFORCEMENT</u>							
Part I Offenses Reported-Co.	47,326	49,087	+3.7	51,762	+5.4	52,832	+2.1
Part I Offenses Reported-MSP**	1,469	1,613	+9.8	1,235	-23.4	901	-27.0
Forestville Barrack	791	963	+21.7	712	-26.1	571	-19.8
College Park Barrack	678	650	-4.1	523	-19.5	330	-36.9
% Reported to MSP	3.1	3.3	+6.5	2.4	-27.3	1.7	-29.2
Forestville Barrack	1.7	2.0	+17.6	1.4	-30.4	1.1	-21.4
College Park Barrack	1.4	1.3	-7.1	1.0	-23.1	0.6	-40.0
MSP Part I Clearance Rate %	14	15	+7.1	17	+13.3	20	+17.6
Forestville Barrack	19	17	-10.5	15	-11.8	17	+13.3
College Park Barrack	11	19	+72.7	23	+21.1	17	-26.1
MSP Criminal Arrests	891	874	-1.9	789	-9.7	859	+8.9
Forestville Barrack	469	437	-6.8	438	+0.2	467	+6.6
College Park Barrack	422	437	+3.6	351	-19.7	392	+11.7
MSP Obligated Time	44,563	45,752	+2.7	40,107	-12.3	36,690	-8.5
Forestville Barrack	23,846	25,696	+7.8	21,029	-18.2	20,262	-3.6
College Park Barrack	20,717	20,055	-3.2	19,078	-4.9	16,428	-13.9
<u>OTHER</u>							
MSP AIRS Incidents	51,855	47,620	-8.2	44,079	-7.4	43,248	-1.9
Forestville Barrack	24,963	25,803	+3.4	22,380	-13.3	22,404	+0.1
College Park Barrack	26,892	21,817	-18.9	21,699	-0.5	20,844	-3.9

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Maryland State Police

STATISTICAL SUMMARY

Barrack N - Rockville (Montgomery County)

	<u>1978</u>	<u>1979</u>	<u>% Change</u>	<u>1980</u>	<u>% Change</u>	<u>1981</u>	<u>% Change</u>
<u>ENVIRONMENT</u>							
Population	575,130	574,840	-0.1	580,460	+1.0	586,400	+1.0
Licensed Drivers	415,074	431,801	+4.0	445,971	+3.3	448,251	+0.5
Registered Vehicles	431,653	438,856	+1.7	444,939	+1.4	456,989	+2.7
Average Daily Vehicle Miles	8,317,136	7,916,902	-4.8	7,670,303	-3.1	***	
Total Co. Law Enforcement <u>1/</u>	966	938	-2.9	966	+3.0	955	-1.1
MSP Authorized Strength	40	40	0	40	0	40	0
% of Total County Enforcement	4.1	4.3	+4.9	4.1	-4.7	4.2	+2.4
<u>MOTOR VEHICLE ENFORCEMENT (MSP)</u>							
Total Accidents	904	852	-5.8	872	+2.3	909	+4.2
% Closed By Arrest	63	54	-14.3	50	-7.4	70	+40.0
Fatals*	71	55	-22.5	77	+40.0	67	-13.0
Fatals/100,000 Population	12.3	9.6	-22.0	13.3	+38.5	11.4	-14.3
DWI Arrests	131	150	+14.5	254	+69.3	526	+107.1
Citations	14,589	14,066	-3.6	16,515	+17.4	12,947	-21.6
Warnings	15,293	12,851	-16.0	16,460	+28.1	23,448	+42.5
Road Patrol Hours	26,063	27,465	+5.4	25,510	-7.1	23,555	-7.7
Hours/Motor Vehicle Stop	0.87	1.02	+17.2	0.77	-24.5	0.65	-15.6
<u>CRIMINAL LAW ENFORCEMENT</u>							
Part I Offenses Reported-Co.	26,034	30,242	+16.2	31,474	+4.1	30,961	-1.6
Part I Offenses Reported-MSP**	173	202	+16.8	43	-78.7	44	+2.3
% Reported to MSP	0.7	0.7	0	0.1	-85.7	0.1	0
MSP Part I Clearance Rate %	10	9	-10.0	23	+155.6	25	+8.7
MSP Criminal Arrests	117	209	+78.6	191	-8.6	152	-20.4
MSP Obligated Time	13,552	11,071	-18.3	10,542	-4.8	12,446	+18.1
<u>OTHER</u>							
MSP AIRS Incidents	18,814	18,332	-2.6	18,265	-0.4	20,886	+14.3

Maryland State Police

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STATISTICAL SUMMARY

Barrack 0 - Hagerstown (Washington County)

	1978	1979	% Change	1980	% Change	1981	% Change
<u>ENVIRONMENT</u>							
Population	110,460	112,390	+1.7	113,320	+0.8	114,300	+0.9
Licensed Drivers	69,531	71,956	+3.5	73,379	+2.0	73,391	0
Registered Vehicles	79,521	83,756	+5.3	85,668	+2.3	87,398	+2.0
Average Daily Vehicle Miles	1,979,417	1,973,786	-0.3	2,225,322	+12.7	***	
Total Co. Law Enforcement <u>1/</u>	183	183	0	189	+3.3	178	-5.8
MSP Authorized Strength	48	48	0	48	0	48	0
% of Total County Enforcement	26.2	26.2	0	25.4	-3.1	27.0	+6.3
<u>MOTOR VEHICLE ENFORCEMENT (MSP)</u>							
Total Accidents	1,564	1,552	-0.8	891	-42.6	867	-2.7
% Closed By Arrest	59	58	-1.7	64	+10.3	64	0
Fatals*	22	36	+63.6	23	-36.1	20	+13.0
Fatals/100,000 Population	19.9	32.0	+60.8	20.3	-36.6	17.5	-13.8
DWI Arrests	154	133	-13.6	138	+3.8	353	+155.8
Citations	10,319	9,631	-6.7	10,525	+9.3	10,367	-1.5
Warnings	6,194	4,795	-22.6	4,810	+0.3	7,656	+59.2
Road Patrol Hours	23,564	25,367	+7.7	25,981	+2.4	28,265	+8.8
Hours/Motor Vehicle Stop	1.43	1.76	+23.1	1.69	-4.0	1.57	-7.1
<u>CRIMINAL LAW ENFORCEMENT</u>							
Part I Offenses Reported-Co.	3,464	3,552	+2.5	3,910	+10.1	3,876	-0.9
Part I Offenses Reported-MSP**	678	746	+10.0	781	+4.7	874	+11.9
% Reported to MSP	19.6	21.0	+7.1	20.0	-4.8	22.5	+12.5
MSP Part I Clearance Rate %	18	20	+11.1	19	-5.0	19	0
MSP Criminal Arrests	398	506	+27.1	523	+3.4	525	+0.4
MSP Obligated Time	17,487	17,743	+1.5	14,869	-16.2	15,830	+6.5
<u>OTHER</u>							
MSP AIRS Incidents	17,887	16,766	-6.3	13,560	-19.1	13,584	+0.2

Maryland State Police

STATISTICAL SUMMARY

Barrack S - Centreville (Queen Anne's County)

	1978	1979	% Change	1980	% Change	1981	% Change
<u>ENVIRONMENT</u>							
Population	23,800	24,980	+5.0	25,690	+2.8	26,500	+3.2
Licensed Drivers	15,847	16,804	+6.0	17,597	+4.7	17,877	+1.6
Registered Vehicles	18,604	20,153	+8.3	21,074	+4.6	22,189	+5.3
Average Daily Vehicle Miles	891,103	938,921	+5.3	900,731	-4.0	***	
Total Co. Law Enforcement <u>1/</u>	39	40	+2.6	42	+5.0	43	+2.4
MSP Authorized Strength	25	25	0	26	+4.0	26	0
% of Total County Enforcement	64.1	62.5	-2.5	61.9	-1.0	60.5	-2.3
<u>MOTOR VEHICLE ENFORCEMENT (MSP)</u>							
Total Accidents	774 <u>2/</u>	859	+11.0 <u>5/</u>	529	-38.4	453	-14.4
% Closed By Arrest	53 <u>3/</u>	47	-11.3	51	+8.5	60	+17.6
Fatals*	8	15	+87.5	9	-40.0	9	0
Fatals/100,000 Population	33.6	60.0	+78.6	35.0	-41.7	34.0	-2.9
DWI Arrests	66 <u>2/</u>	54	-18.0 <u>5/</u>	97	+79.6	290	+199.0
Citations	5,318 <u>2/</u>	4,226	-20.0 <u>5/</u>	4,024	-4.8	5,868	+45.8
Warnings	9,489 <u>2/</u>	6,655	-30.0 <u>5/</u>	5,882	-11.6	11,454	+94.7
Road Patrol Hours	18,293 <u>4/</u>	16,580	-9.4	15,658	-5.6	17,282	+10.4
Hours/Motor Vehicle Stop	1.24	1.52	+22.6	1.58	+3.9	1.00	-36.7
<u>CRIMINAL LAW ENFORCEMENT</u>							
Part I Offenses Reported-Co.	625	679	+8.6	828	+21.9	814	-1.7
Part I Offenses Reported-MSP**	497	530	+6.6	675	+27.4	674	-0.1
% Reported to MSP	79.5	78.1	-1.8	81.5	+4.4	82.8	+1.6
MSP Part I Clearance Rate %	25	22	-12.0	24	+9.1	20	-16.7
MSP Criminal Arrests	317 <u>2/</u>	298	-6.0	310	+4.0	255	-17.7
MSP Obligated Time	10,028	10,545	+5.2	10,710	+1.6	10,526	-1.7
<u>OTHER</u>							
MSP AIRS Incidents	9,028	8,890	-1.5	8,771	-1.3	7,949	-9.4

Maryland State Police

STATISTICAL SUMMARY

Barrack T - Leonardtown (St. Mary's County)

	<u>1978</u>	<u>1979</u>	<u>% Change</u>	<u>1980</u>	<u>% Change</u>	<u>1981</u>	<u>% Change</u>
<u>ENVIRONMENT</u>							
Population	55,060	58,960	+7.1	60,210	+2.1	61,500	+2.1
Licensed Drivers	31,095	33,464	+7.6	35,296	+5.5	35,855	+1.6
Registered Vehicles	34,884	37,443	+7.3	39,582	+5.7	41,194	+4.1
Average Daily Vehicle Miles	719,495	613,720	-14.7	752,280	+22.6	***	
Total Co. Law Enforcement 1/	74	75	+1.4	76	+1.3	73	-3.9
MSP Authorized Strength	33	33	0	33	0	33	0
% of Total County Enforcement	44.6	44.0	-1.3	43.4	-1.4	45.2	+4.1
<u>MOTOR VEHICLE ENFORCEMENT (MSP)</u>							
Total Accidents	1,389	1,541	+10.9	882	-42.8	624	-29.3
% Closed By Arrest	57	52	-8.8	49	-5.8	44	-10.2
Fatals*	18	21	+16.7	18	-14.3	18	0
Fatals/100,000 Population	32.7	35.6	+8.9	29.9	-16.0	29.3	-2.0
DWI Arrests	162	223	+37.7	252	+13.0	369	+45.4
Citations	6,893	6,310	-8.5	5,210	-17.4	4,455	-14.5
Warnings	11,533	7,516	-34.8	8,260	+9.9	8,691	+5.2
Road Patrol Hours	17,895	17,566	-1.8	15,371	-12.5	14,672	-4.5
Hours/Motor Vehicle Stop	0.97	1.27	+30.9	1.14	-10.2	1.12	-1.8
<u>CRIMINAL LAW ENFORCEMENT</u>							
Part I Offenses Reported-Co.	1,902	2,115	+11.2	2,029	-4.1	2,086	+2.8
Part I Offenses Reported-MSP**	592	714	+20.6	703	-1.5	711	+1.1
% Reported to MSP	31.1	33.8	+8.7	34.6	+2.4	34.1	-1.4
MSP Part I Clearance Rate %	23	25	+8.7	28	+12.0	24	-14.3
MSP Criminal Arrests	484	720	+48.8	463	-35.7	543	+17.3
MSP Obligated Time	12,788	15,998	+25.1	15,822	-1.1	16,879	+6.7
<u>OTHER</u>							
MSP AIRS Incidents	14,372	18,572	+29.2	16,381	-11.8	15,881	-3.1

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STATISTICAL SUMMARY

Barrack U - Prince Frederick (Calvert County)

	<u>1978</u>	<u>1979</u>	<u>% Change</u>	<u>1980</u>	<u>% Change</u>	<u>1981</u>	<u>% Change</u>
<u>ENVIRONMENT</u>							
Population	31,820	33,590	+5.6	34,990	+4.2	36,500	+4.3
Licensed Drivers	20,182	21,772	+7.9	23,022	+5.7	23,673	+2.8
Registered Vehicles	22,224	25,030	+12.6	26,774	+7.0	28,270	+5.6
Average Daily Vehicle Miles	487,731	504,825	+3.5	510,591	+1.1	***	
Total Co. Law Enforcement 1/	49	45	-8.2	46	+2.2	47	+2.2
MSP Authorized Strength	25	25	0	26	+4.0	26	0
% of Total County Enforcement	51.0	55.6	+9.0	56.5	+1.6	55.3	-2.1
<u>MOTOR VEHICLE ENFORCEMENT (MSP)</u>							
Total Accidents	541	583	+7.8	401	-31.2	384	-4.2
% Closed By Arrest	58	57	-1.7	68	+19.3	66	-2.9
Fatals*	7	9	+28.6	16	+77.8	12	-25.0
47 Fatals/100,000 Population	22.0	26.8	+21.8	45.7	+70.5	32.9	-28.0
DWI Arrests	136	185	+36.0	314	+69.7	520	+65.6
Citations	5,759	5,179	-10.1	5,919	+14.3	5,108	-13.7
Warnings	6,627	5,543	-16.4	5,902	+6.5	8,128	+37.7
Road Patrol Hours	19,120	18,107	-5.3	17,278	-4.6	17,741	+2.7
Hours/Motor Vehicle Stop	1.54	1.69	+9.7	1.46	-13.6	1.34	-8.2
<u>CRIMINAL LAW ENFORCEMENT</u>							
Part I Offenses Reported-Co.	778	969	+24.6	1,231	+27.0	1,267	+2.9
Part I Offenses Reported-MSP**	558	751	+34.6	942	+25.4	990	+5.1
% Reported to MSP	71.7	77.5	+8.1	76.5	-1.3	78.1	+2.1
MSP Part I Clearance Rate %	28	34	+21.4	34	0	36	+5.9
MSP Criminal Arrests	786	1,042	+32.6	1,092	+4.8	1,318	+20.7
MSP Obligated Time	14,244	17,701	+24.3	17,329	-2.1	18,068	+4.3
<u>OTHER</u>							
MSP AIRS Incidents	11,404	13,403	+17.5	13,137	-2.0	14,664	+11.6

Maryland State Police

STATISTICAL SUMMARY

Barrack V - Berlin (Worcester County)

	1978	1979	% Change	1980	% Change	1981	% Change
<u>ENVIRONMENT</u>							
Population	28,110	30,410	+8.2	31,050	+2.1	31,700	+2.1
Licensed Drivers	19,908	20,895	+5.0	21,743	+4.1	22,124	+1.8
Registered Vehicles	23,415	24,627	+5.2	25,515	+3.6	26,642	+4.4
Average Daily Vehicle Miles	815,373	848,158	+4.0	888,521	+4.8	***	
Total Co. Law Enforcement <u>1/</u>	130	134	+3.1	145	+8.2	145	0
MSP Authorized Strength	21	22	+4.8	24	+9.1	24	0
% of Total County Enforcement	16.2	16.4	+1.2	16.6	+1.2	16.6	0
<u>MOTOR VEHICLE ENFORCEMENT (MSP)</u>							
Total Accidents	608 <u>4/</u>	534	-12.2	341	-36.1	335	-1.8
% Closed By Arrest	57 <u>3/</u>	52	-8.8	61	+17.3	58	-4.9
Fatals*	14	14	0	11	-21.4	16	+45.5
Fatals/100,000 Population	49.8	46.0	-7.6	35.4	-23.0	50.5	+42.7
DWI Arrests	32 <u>2/</u>	49	+53.1	86	+75.5	296	+244.2
Citations	3,186 <u>2/</u>	3,877	+21.7	6,731	+73.6	5,332	-20.8
Warnings	5,248 <u>2/</u>	5,049	-3.8	6,483	+28.4	8,810	+35.9
Road Patrol Hours	14,400 <u>4/</u>	11,704	-18.7	14,260	+21.8	13,582	-4.8
Hours/Motor Vehicle Stop	1.71	1.31	-5.6	1.08	-17.6	0.96	-11.1
<u>CRIMINAL LAW ENFORCEMENT</u>							
Part I Offenses Reported-Co.	2,659	3,374	+26.9	3,125	-7.4	3,066	-1.9
Part I Offenses Reported-MSP**	332	355	+6.9	445	+25.4	418	-6.1
% Reported to MSP	12.5	10.5	-16.0	14.2	+35.2	13.6	-4.2
MSP Part I Clearance Rate %	27	28	+3.7	22	-21.4	26	+18.2
MSP Criminal Arrests	341 <u>2/</u>	399	+17.0	420	+5.3	350	-16.7
MSP Obligated Time	6,387	7,183	+12.5	8,455	+17.7	8,715	+3.1
<u>OTHER</u>							
MSP AIRS Incidents	4,679	5,442	+16.3	7,232	+32.9	7,437	+2.8

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STATISTICAL SUMMARY

Cambridge Detachment (Dorchester County)

	1978	1979	% Change	1980	% Change	1981	% Change
<u>ENVIRONMENT</u>							
Population	30,570	30,530	-0.1	30,650	+0.4	30,800	+0.5
Licensed Drivers	19,156	19,633	+2.5	19,839	+1.0	19,717	-0.6
Registered Vehicles	22,791	23,172	+1.7	23,528	+1.5	23,948	+1.8
Average Daily Vehicle Miles	464,195	483,232	+4.1	482,934	-0.1	***	
Total Co. Law Enforcement <u>1/</u>	65	64	-1.5	65	+1.6	61	-6.2
MSF Authorized Strength	12	13	+8.3	13	0	13	0
% of Total County Enforcement	18.5	20.3	+9.7	20.0	-1.5	21.3	+6.5
<u>MOTOR VEHICLE ENFORCEMENT (MSP)</u>							
Total Accidents	488 <u>4/</u>	446	-8.6	357	-20.0	373	+4.5
% Closed By Arrest	47 <u>3/</u>	44	-6.4	51	+15.9	46	-9.8
Fatals*	10	7	-30.0	8	+14.3	16	+100.0
Fatals/100,000 Population	32.7	22.9	-30.0	26.1	+14.0	51.9	+98.9
DWI Arrests	22 <u>2/</u>	29	+34.0	72	+149.0	147	+104.0
Citations	2,783 <u>2/</u>	2,616	-6.0	2,969	+14.0	2,772	-7.0
Warnings	6,684 <u>2/</u>	7,820	+17.0	8,755	+12.0	6,869	-22.0
Road Patrol Hours	10,353 <u>4/</u>	9,853	-4.8	10,515	+6.7	9,424	-10.4
Hours/Motor Vehicle Stop	1.09	0.94	-13.8	0.90	-4.3	.98	+8.9
<u>CRIMINAL LAW ENFORCEMENT</u>							
Part I Offenses Reported-Co.	1,133	1,305	+15.2	1,411	+8.1	1,517	+7.5
Part I Offenses Reported-MSP**	142	122	-14.1	157	+28.7	131	-16.6
% Reported to MSP	12.5	9.3	-25.6	11.1	+19.4	8.6	-22.5
MSP Part I Clearance Rate %	33	30	-9.1	37	+23.3	38	+2.7
MSP Criminal Arrests	166 <u>2/</u>	121	-27.0	105	-13.2	179	+70.5
MSP Obligated Time	4,844	4,652	-4.0	5,331	+14.6	6,251	+17.3
<u>OTHER</u>							
MSP AIRS Incidents	3,064	2,905	-5.2	3,174	+9.3	3,769	+18.7

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STATISTICAL SUMMARY

Chestertown Detachment (Kent County)

	<u>1978</u>	<u>1979</u>	<u>% Change</u>	<u>1980</u>	<u>% Change</u>	<u>1981</u>	<u>% Change</u>
<u>ENVIRONMENT</u>							
Population	16,430	16,650	+1.3	16,710	+0.4	16,800	+0.5
Licensed Drivers	11,426	11,771	+3.0	11,961	+1.6	11,857	-0.9
Registered Vehicles	13,561	13,789	+1.7	13,920	+1.0	14,719	+5.7
Average Daily Vehicle Miles	342,756	333,588	-2.7	369,677	+10.8	***	
Total Co. Law Enforcement <u>1/</u>	24	26	+8.3	29	+11.5	29	0
MSP Authorized Strength	8	8	0	8	0	8	0
% of Total County Enforcement	33.3	30.8	-7.5	27.6	-10.4	27.5	0
<u>MOTOR VEHICLE ENFORCEMENT (MSP)</u>							
Total Accidents	289 <u>2/</u>	321	+11.0 <u>5/</u>	187	-41.7	162	-13.4
% Closed By Arrest	50 <u>3/</u>	43	-14.0	53	+23.3	54	+1.9
Fatals*	2	8	+300.0	11	+37.5	4	-63.6
Fatals/100,000 Population	12.2	48.0	+293.4	65.8	+37.1	23.8	-63.8
DWI Arrests	31 <u>2/</u>	6	-18.0 <u>5/</u>	34	+30.8	99	+191.2
Citations	2,451 <u>2/</u>	1,948	-20.0 <u>5/</u>	1,833	-5.9	2,640	+44.0
Warnings	3,113 <u>2/</u>	2,183	-30.0 <u>5/</u>	1,458	-33.2	3,914	+168.4
Road Patrol Hours	7,278 <u>4/</u>	6,123	-15.9	5,892	-3.8	7,685	+30.4
Hours/Motor Vehicle Stop	0.87	1.48	+70.1	1.79	+20.9	1.17	-34.6
<u>CRIMINAL LAW ENFORCEMENT</u>							
Part I Offenses Reported-Co.	446	512	+14.8	609	+18.9	581	-4.6
Part I Offenses Reported-MSP**	96	106	+10.4	73	-31.1	74	+1.4
% Reported to MSP	21.5	20.7	-3.7	12.0	-42.0	12.7	+5.8
MSP Part I Clearance Rate %	16	24	+50.0	21	-12.5	18	-14.3
MSP Criminal Arrests	50	48	-2.0	35	-27.1	31	-11.4
MSP Obligated Time	3,290	3,170	-3.6	2,357	-25.6	2,581	+9.5
<u>OTHER</u>							
MSP AIRS Incidents	3,882	2,515	-35.2	1,942	-22.8	1,985	+2.2

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STATISTICAL SUMMARY

Denton Detachment (Caroline County)

	<u>1978</u>	<u>1979</u>	<u>% Change</u>	<u>1980</u>	<u>% Change</u>	<u>1981</u>	<u>% Change</u>
<u>ENVIRONMENT</u>							
Population	22,470	22,890	+1.9	23,230	+1.5	23,600	+1.6
Licensed Drivers	14,709	15,344	+4.3	15,750	+2.6	15,964	+1.4
Registered Vehicles	20,612	21,739	+5.5	22,551	+3.7	22,887	+1.5
Average Daily Vehicle Miles	420,501	406,930	-3.2	402,657	-1.1	***	
Total Co. Law Enforcement <u>1/</u>	37	38	+2.7	43	+13.2	43	0
MSP Authorized Strength	12	12	0	13	+8.3	13	0
% of Total County Enforcement	32.4	31.6	-2.5	30.2	-4.4	30.2	0
<u>MOTOR VEHICLE ENFORCEMENT (MSP)</u>							
Total Accidents	377 <u>4/</u>	409	+8.5	256	-37.4	242	-5.5
% Closed By Arrest	51 <u>3/</u>	50	-2.0	52	+4.0	50	-3.8
Fatals*	6	5	-16.7	4	-20.0	4	0
Fatals/100,000 Population	26.7	21.8	-18.4	17.2	-21.1	16.9	-1.7
DWI Arrests	30 <u>2/</u>	42	+39.0	60	+43.0	111	+85.0
Citations	2,468 <u>2/</u>	1,752	-29.0	1,744	-5.0	1,798	+3.0
Warnings	8,667 <u>2/</u>	5,460	-37.0	6,236	+14.0	5,480	-12.0
Road Patrol Hours	9,364 <u>4/</u>	9,121	-2.6	8,899	-2.4	8,924	+0.3
Hours/Motor Vehicle Stop	0.84	1.26	+50.0	1.12	-11.1	1.23	+9.8
<u>CRIMINAL LAW ENFORCEMENT</u>							
Part I Offenses Reported-Co.	481	683	+42.9	627	-8.2	779	+24.2
Part I Offenses Reported-MSP**	205	267	+30.2	255	-4.5	319	+25.1
% Reported to MSP	42.6	39.1	-8.2	40.7	+4.1	40.9	+0.5
MSP Part I Clearance Rate %	45	38	-15.6	44	+15.8	39	-11.4
MSP Criminal Arrests	192	229	+19.3	253	+10.5	288	+13.8
MSP Obligated Time	4,180	5,030	+20.3	5,009	-0.4	6,162	+23.0
<u>OTHER</u>							
MSP AIRS Incidents	3,414	3,270	-4.2	3,351	+2.5	5,033	+50.2

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STATISTICAL SUMMARY

Garrett County Detachment

	<u>1978</u>	<u>1979</u>	<u>% Change</u>	<u>1980</u>	<u>% Change</u>	<u>1981</u>	<u>% Change</u>
<u>ENVIRONMENT</u>							
Population	25,960	26,120	+0.6	26,620	+1.9	27,100	+1.8
Licensed Drivers	14,936	15,558	+4.2	16,015	+2.9	16,154	+0.9
Registered Vehicles	17,136	17,790	+3.8	17,958	+0.9	18,954	+5.5
Average Daily Vehicle Miles	562,444	562,473	0	583,380	+3.7	***	
Total Co. Law Enforcement <u>1/</u>	34	40	+17.6	45	+12.5	43	-4.4
MSP Authorized Strength	16	17	+6.3	17	0	17	0
% of Total County Enforcement	47.1	42.5	-19.8	37.8	-11.1	39.5	+4.5
<u>MOTOR VEHICLE ENFORCEMENT (MSP)</u>							
Total Accidents	815	735	-9.8	489	-33.5	446	-8.8
% Closed By Arrest	46	60	+30.4	59	-1.7	57	-3.4
Fatals*	12	8	-33.3	9	+12.5	8	-11.1
Fatals/100,000 Population	46.2	30.6	-33.8	33.8	+10.5	29.5	-12.7
DWI Arrests	66	60	-9.1	83	+38.3	185	+122.9
Citations	3,905	3,542	-9.3	3,786	+6.9	2,336	-38.3
Warnings	3,671	3,063	-16.6	2,563	-16.3	3,783	+47.6
Road Patrol Hours	13,086	12,152	-7.1	12,153	0	11,258	-7.4
Hours/Motor Vehicle Stop	1.73	1.84	+6.4	1.91	+3.8	1.84	-3.7
<u>CRIMINAL LAW ENFORCEMENT</u>							
Part I Offenses Reported-Co.	514	598	+16.3	675	+12.9	707	+4.7
Part I Offenses Reported-MSP**	226	252	+11.5	285	+13.1	285	0
% Reported to MSP	44.0	42.1	-4.3	42.2	+0.2	40.3	-4.5
MSP Part I Clearance Rate %	20	26	+30.0	27	+3.8	29	+7.4
MSP Criminal Arrests	202	185	-8.4	306	+65.4	262	-14.4
MSP Obligated Time	7,139	7,225	+1.2	6,878	-4.8	8,046	+17.0
<u>OTHER</u>							
MSP AIRS Incidents	4,777	5,214	+9.1	4,794	-8.1	5,829	+21.6

Maryland State Police

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STATISTICAL SUMMARY

Princess Anne Detachment (Somerset County)

	1978	1979	% Change	1980	% Change	1981	% Change
<u>ENVIRONMENT</u>							
Population	19,600	19,170	-2.2	19,200	+0.2	19,200	0
Licensed Drivers	11,505	11,873	+3.2	12,152	+2.3	12,048	-0.9
Registered Vehicles	13,166	13,454	+2.2	13,654	+1.5	13,676	+0.2
Average Daily Vehicle Miles	447,658	541,620	+21.0	448,439	-17.2	***	
Total Co. Law Enforcement <u>1/</u>	49	44	-10.2	48	+9.1	48	0
MSP Authorized Strength	12	12	0	12	0	12	0
% of Total County Enforcement	24.5	27.3	+11.4	25.0	-8.4	25.0	0
<u>MOTOR VEHICLE ENFORCEMENT (MSP)</u>							
Total Accidents	469 <u>4/</u>	450	-4.1	281	-37.6	204	-27.4
% Closed By Arrest	48 <u>3/</u>	42	-12.5	4	+28.6	50	-7.4
Fatals*	2	1	-50.0	6	+500.0	8	+33.3
Fatals/100,000 Population	10.2	5.2	-49.0	31.3	+501.9	41.7	+33.2
DWI Arrests	16 <u>2/</u>	27	+68.8	37	+37.0	142	+284.0
Citations	4,153 <u>2/</u>	2,496	-39.9	3,755	+50.4	4,041	+7.6
Warnings	5,810 <u>2/</u>	3,864	-33.5	6,609	+71.0	6,891	+4.3
Road Patrol Hours	11,165 <u>4/</u>	11,115	-0.4	10,462	-5.9	9,083	-13.2
Hours/Motor Vehicle Stop	1.12	1.75	+56.3	1.01	-42.3	0.83	-17.8
<u>CRIMINAL LAW ENFORCEMENT</u>							
Part I Offenses Reported-Co.	560	606	+8.2	715	+18.0	697	-2.5
Part I Offenses Reported-MSP**	331	317	-4.2	431	+36.0	381	-11.6
% Reported to MSP	59.1	52.3	-11.5	60.3	+15.3	54.7	-9.3
MSP Part I Clearance Rate %	34	26	-23.5	32	+23.1	29	-9.4
MSP Criminal Arrests	241	249	+3.3	258	+3.6	311	+20.5
MSP Obligated Time	5,503	6,684	+21.5	8,007	+19.8	7,224	-9.8
<u>OTHER</u>							
MSP AIRS Incidents	3,617	4,060	+12.2	4,601	+13.3	4,431	-3.7

Maryland State Police

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**STATISTICAL SUMMARY NOTES**

If percentage of change is less than .1% (rounded off), it is considered 0.

- \* County Total
- \*\* Included in County Total
- \*\*\* Not Available

- 1/ Sworn employees
- 2/ Estimated - based on the 1979 percentage change
- 3/ Average of 1979, 1980 and 1981
- 4/ Individual barrack and detachment total not available.  
Prorated based on the average proportion from 1979, 1980 and 1981
- 5/ Average of barracks' closure rates
- 6/ Incomplete data - up to September only



**CONTINUED**

**1 OF 2**

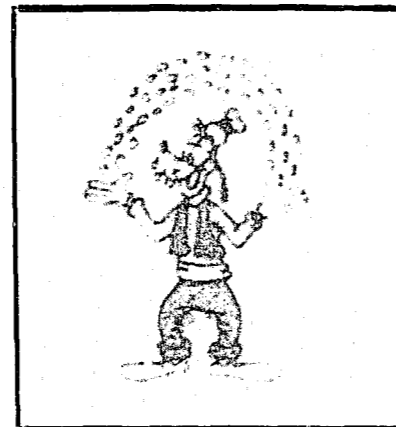
## Special Operations Bureau

LT. COLONEL H. W. DASHIELLS, BUREAU CHIEF  
MAJOR J. R. KAISER, ASSISTANT BUREAU CHIEF

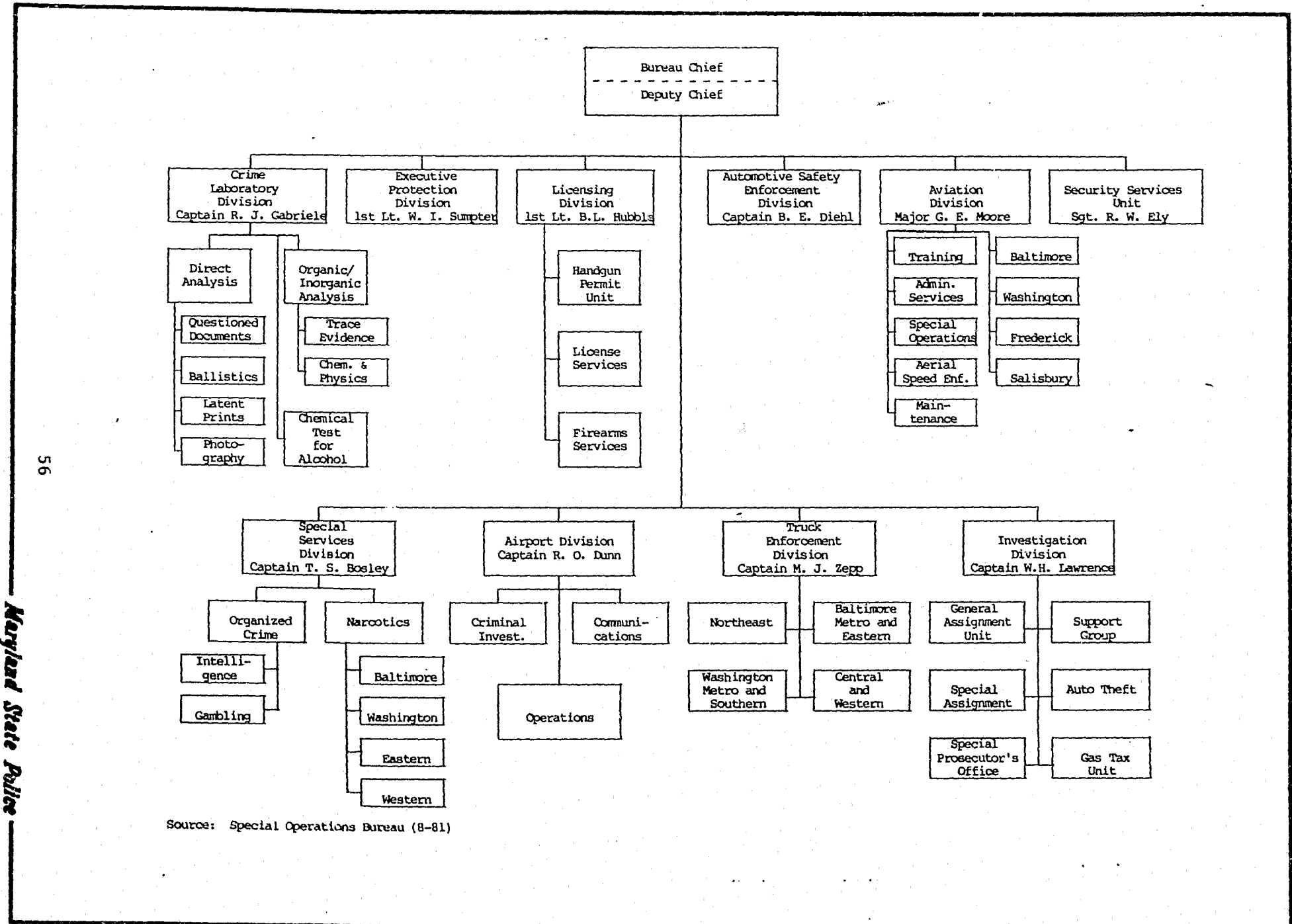
The Special Operations Bureau provides overall management of many diverse functions requiring special expertise. The Maryland Port Administration Police and the Airport Division are funded by their respective units of the Maryland Department of Transportation. The Automotive Safety Enforcement and Truck Enforcement Divisions are funded by Special Fund appropriations. As elsewhere in the Agency, the divisions of the Special Operations Bureau in 1981 were forced to cope with increased demand for their services with static, or in some cases, diminished resources.

Generally, revisions and economies in operating procedures allowed productivity to increase in spite of this demand versus resources conflict. The responsibilities of the Bureau can be categorized into three groups by type of function: regulatory, special services, and specialized enforcement. Statistical workload data for these divisions are not as extensive as those presented for Field Operations Bureau units. This is due, generally, to the new and evolving nature of their duties. Where possible, chronologically comparative data is shown.

"GOOFY" ACID



Shown at approximately four times its original size is a "Goofy" acid or LSD stamp. These stamps were used to disguise and sell the hallucinogen, LSD to school children. In 1981, Special Services Division was able to intercept four thousand of these stamps, total retail value of \$20,000. Five persons were arrested.



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Maryland State Police

Source: Special Operations Bureau (8-81)

The Regulatory functions of the Maryland State Police are performed by the Licensing, Automotive Safety Enforcement, and Truck Enforcement Divisions.

### LICENSING DIVISION

The Licensing Division has regulatory responsibilities for a number of police and firearm statutes. Its major functions are the registration of handguns, the issuance of handgun permits, private detective licenses and special police commissions. Both firearm registrations and handgun permits have shown a consistent pattern of increase since first required by law. In 1981, Baltimore County Police ceased handgun purchase investigations for Baltimore County applicants. This change alone produced an increase of 2,397 applications. In July 1981, new legislation was enacted requiring a criminal record search of all security guards employed by private security agencies, and 1,868 searches were completed in 1981.

	1979	1980	% Change	1981	% Change
Handgun Permit Applicants (new)	1,898	2,338	+23.2	2,592	+10.9
Renewals or reissues	2,099	2,645	+26.0	2,419	-8.5
Firearm Purchase Applications	26,122	28,357	+8.6	33,597	+10.0
Special Police Commissions (new)	466	444	-4.7	349	-21.4
Renewals	369	275	+25.5	631	+129.5
Private Detective Licensing	360	450	+25.0	449	0.0
Private Detective Agency (new)	23	32	+39.1	28	-25.0
Renewal	131	142	+8.4	146	+2.8
Firearms Dealers Licenses (new)	55	48	+12.7	88	+8.3
Renewal	382	366	-4.2	335	-8.7

### AUTOMOTIVE SAFETY ENFORCEMENT DIVISION (ASED)

ASED regulates the State's motor vehicle inspection stations and enforces the automotive safety and inspection regulations. As part of that function, ASED personnel, upon request, examine vehicles involved in fatal and serious personal injury accidents. One hundred and four vehicles were examined during fiscal year 1981 (ending June 30, 1981), and 151 defects were detected, eight of which were causative (15.6 percent) and fifty-three (51 percent) contributed to accidents. ASED also has responsibility for vehicle noise abatement. The program has had limited effectiveness because of physical and legislative distinctions on noise measurement. The Agency has continually attempted to have the Legislature change restrictive legal language, but has been unsuccessful. Maryland State Police personnel State-wide, issued 57,023 Safety Equipment Repair Orders during fiscal year 1981, which accounted for 48.9 percent of orders issued by all Maryland law enforcement. The Division also conducted 21,490 inspections of or visits to licensed inspection stations and investigated 354 complaints.

### TRUCK ENFORCEMENT DIVISION

During 1981, the Truck Enforcement Division was able to maintain nearly the same level of enforcement although the Foy Hill Scale House was closed for eleven months and the Salisbury and Marlboro Scale Houses were closed for three months of the year. It should be noted below that the dramatic changes in trucks weighed and those checked but not weighed resulted from a Divisional change in reporting. Previously, unloaded trucks were not considered weighed as they came through the scale houses.

The citation level was maintained by the use of semi-portable axle-load scales that were placed into service in 1981. Installed in a foundation prepared by the State Highway Administration at key locations, the roving scale crews were able to weigh five to six times as many vehicles as with the portable scales.

Two innovative projects were conducted in 1981. The first was the use of the semi-portable scales at the Bay Bridge, to weigh as many trucks as possible without undue disruption to traffic or the trucking industry. In one continuous, eighty-hour period, 2,724 trucks were stopped and violations cited resulting in \$13,837 in fines.

The second was a study completed in cooperation with the Federal Department of Transportation (DOT), the University of Michigan, and a local Maryland State Police installation. Conducted in Frostburg, Maryland, the project was designed to detect and study truck brake violations. In a three-day period, sixty-seven citations were issued. The Federal DOT was able to remove thirty-one unsafe vehicles from service as part of in-depth inspection which noted 311 violations.

#### COMPARISON OF ACTIVITIES - 1981 vs. 1980

	1980	1981	Change	% Change
Trucks Weighed	148,693	230,573	+81,880	+35.5
Trucks Checked but Not Weighed	215,424	123,211	-92,213	-42.8
Citations Issued	33,918	31,727	-2,191	-6.5
Overweight Citations Included in Above	7,367	6,653	-714	-9.7
Warnings Issued	21,425	21,777	-352	-1.6
Fines Imposed by Courts for TED Citations	1,799,281	1,958,758	+159,477	+8.1

Source: Truck Enforcement Division

Those Divisions performing specialized services are the Crime Laboratory, Special Services, Investigation, and Aviation. These units not only provide service to all State Police installations, but serve all Maryland county and municipal law enforcement agencies.

### CRIME LABORATORY DIVISION

The Crime Laboratory Division provides analysis of crime scene evidence for all local police agencies in Maryland as well as the Maryland State Police. In 1980, the FBI established a policy of referring requests for analysis to a qualified (and FBI-trained) State laboratory, if available. As a result, CDS cases have continued to increase. Also with the State-wide emphasis on DWI arrests, blood alcohol testing has increased significantly. Overall, there was a 13 percent increase in the number of cases submitted from the 1980 level. The Laboratory is still in the process of acquiring precision instrumentation and training its professional staff to the court-accepted expert witness level needed for full efficiency. During 1981, planning continued for construction of a full-service laboratory adjacent to the Headquarters complex.

Activity	1979	1980	% Change	1981	% Change
Latent Fingerprint Cases	1,810	1,837	+1.5	1,913	+4.13
Questioned Document Cases Received	425	370	-12.9	387	+4.59
Questioned Documents Received		1,878		1,924	+2.44
Questioned Documents Identified		438		873	+99.31
Firearm & Toolmark Examinations	511	602	+17.8	506	-15.94
Controlled Dangerous Substance Cases Received	3,112	3,378	+8.5	3,671	+8.67
CDS Samples Analyzed		12,945		12,838	-.83
Trace Evidence Cases Received	553	545	-1.4	463	-20.00
Arson Cases Analyzed	92	93	+1.0	51	-45.16
Motor Vehicle Accident Photographs		57,080		58,838	+3.07
Blood Alcohol Samples Analyzed		1,238		1,971	+59.20
Total Court Time Hours	1,573	2,011	+27.8	1,612	-19.84

Source: Crime Laboratory Division

### SPECIAL SERVICES DIVISION

During 1981, Special Services Division began to redirect its investigative resources to concentrate on major violators of CDS laws and organized crime. As a result, there was a very dramatic 168 percent increase in the volume of controlled dangerous substances seized, from \$1.5 million to \$3.8 million. The total CDS seizures of \$3,782,000 were made with only \$42,000 spent for direct purchases. While total arrests by the Narcotics Section decreased 17.5 percent, the percentage of arrestees considered major or wholesale violators increased, with a corresponding increase in court time and court appearances.

Similarly, the Support Services Section concentrated on major and organized criminal activity. The Section collects and analyzes intelligence data for Maryland State Police and other agencies' use. Forty-nine of the Section's investigations were at the request of out-of-state agencies. Several investigations involved intelligence gathering on such varied groups as the Ku Klux Klan and organized labor in those cases when violence was anticipated.

The Criminal Enforcement Section provides trained investigators to Maryland State Police and local police agencies where assistance is requested or interjurisdictional activities are required. The Section made 298 arrests in 1981, an increase of 11 percent, with \$224,000 worth of recovered property, vehicles or cash.

### INVESTIGATION DIVISION

The Investigation Division is divided into six organizational units which have responsibility for ten separate and distinct functions. The Support Group Unit has four separate investigative specialists handling warrant service, recovered property, polygraph operations, and crime analysis. The Warrant Unit showed an increase of 20 percent in its total workload for 1981 of warrants, summonses, escapees, and extraditions processed. The newly created Crime Analysis Unit has been actively assisting the Planning and Research Division and field investigative personnel in the implementation of a semi-automated crime incident data search and retrieval system. The Polygraph Unit coordinates all Maryland State Police polygraph use and conducts criminal and preemployment testing for Maryland State Police and other agencies.

Units of the Division are assigned to the Attorney General; to aid in "white collar" criminal investigations; the State Special Prosecutor's Office, to investigate official misconduct and the Gas Tax Division of the Comptroller's Office to assist in their investigations.

The General Assignment Unit conducts administrative and criminal investigations. Output for 1981 was 4.1 percent below the 1980 level, but individual productivity increased 15 to 20 percent due to a one-third reduction in manpower assigned to these duties. This Unit was also responsible for a lengthy manpower and time-consuming investigation of the Department of Corrections Pre-Release System which committed eight investigators for three months. Although the Auto Theft Unit was reduced from two investigators to one during 1981, 436 investigations were initiated, which resulted in the recovery of sixty-three vehicles and sixteen arrests.

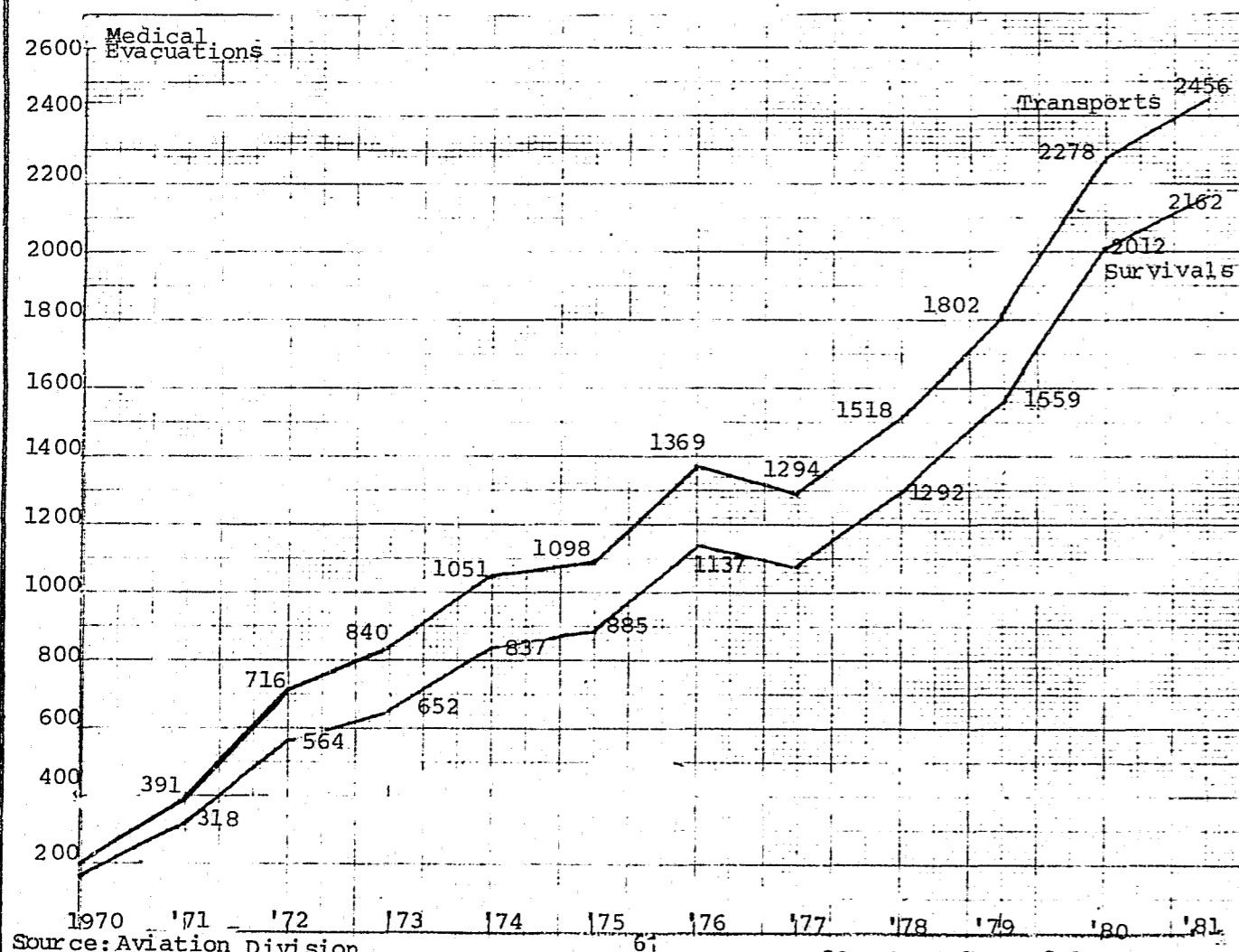
## AVIATION DIVISION

As they have every year since the Division's creation, medical evacuations increased during 1981. The helicopter medical evacuation services are based in Baltimore, Washington, Frederick and Salisbury. Planning began in 1981 for a part-time detachment to be based in Cumberland.

Helicopter medical evacuations have increased an average of 205 cases per year since 1970 to the 1981 level of 2,456 transports. As the graph below shows, the survival rate has remained at a consistently high 88 percent. Given the historical difference in survival rate between helicopter and ambulance transports, the "med-evac" program significantly reduces the number of motor vehicle fatalities.

In addition to its primary medical evacuation role, the Aviation Division operates two fixed-wing aircraft. These airplanes are used for transportation of Agency personnel and prisoner extraditions when more practical and cost effective than commercial flights. In 1981, a total of 120 passengers and forty-seven prisoners were transported at an estimated net savings of \$27,500 and 824 hours over other means of transportation.

The other major use of the airplanes is aerial speed enforcement. Citations for excessive speed issued using aerial observations combined with conventional stopping teams on the highway totalled 2,159 in 1981, a decrease of 33 percent from a high of 3,261 in 1980. The average speed for all violations was 68.95 mph with a high of 93.90 mph. Aerial speed enforcement is especially valuable in citing the very high speed vehicles that cannot be readily detected by conventional enforcement.



The Divisions providing specialized enforcement functions are the Maryland Port Administration Police, Executive Protection Division, Security Services Unit, and Airport Division.

## MARYLAND PORT ADMINISTRATION

The Maryland State Police provides the administrative and managerial direction for the Maryland Port Administration Police Department. The Maryland State Police provide the Director and ten commissioned and noncommissioned officers as administrators, supervisors and investigators. In addition to administration, security, and traffic duties, the Port Police attempts to curtail the opportunity for serious crime in an environment where millions of dollars of property is constantly changing hands.

Criminal incidents showed a slight decrease from 421 to 419 (-.4%) from 1980 to 1981. Large decreases of 77 percent in motor vehicle theft and 49 percent in assaults were offset by a 64 percent increase in theft. However, the amount of reported stolen property had steadily decreased until 1981, when there was a slight increase from \$318,000 to \$326,000. Unfortunately, the percentage of property recovered decreased from 54 to 31 percent.

Traffic enforcement is also a major concern for the Port Police with 6,000 people and 4,000 vehicles using Port facilities annually. Traffic citations in 1981 increased 22 percent from 1,166 to 1,489. Warnings and parking citations decreased. More significantly, the relatively small (4 percent) decrease in motor vehicle accidents includes a 31 percent decrease in personal injury accidents.

Specialized programs initiated during 1980 completed their first full year of operation in 1981. Programs included truck weight and anti-tire theft patrols and procedures. A program to more closely monitor export vehicles to insure that they are not stolen has produced five arrests and \$88,759 in recovered vehicles. Crime prevention education programs have also been successful in soliciting owner participation.

## EXECUTIVE PROTECTION DIVISION

Executive Protection Division is responsible for protection of the Governor, Lieutenant Governor, First Family and Executive residences. In addition to providing security for the Governor's travel outside of the State, security was provided for visits to Maryland of:

Mrs. Correta Scott King  
 Governor Kazuji Nagasu of Kanagawa prefecture, Japan  
 Governor and Mrs. Dalton of Virginia  
 Governor and Mrs. Garraky of Rhode Island  
 Governor Brown of California  
 Governor and Mrs. White of Arkansas

### EXECUTIVE PROTECTION DIVISION (CONT'D-)

Three major functions at the Government House were held for a total of nearly 3,000 guests. Man-hours of service provided exceeded those available within the Division, totalling twenty-two days overtime for each of the Division's seventeen members.

### SECURITY SERVICES UNIT

Security Services Unit provides corresponding year round security for the Attorney General, Comptroller and other key members of State government. They further provide increased security during the ninety-day General Assembly, at that time calling on seven additional personnel from field installations.

### AIRPORT DIVISION

Airport Division has been responsible for security and general police services at Baltimore-Washington International Airport (BWI) since 1977. Duties include not only terminal building security but all commercial and traffic calls for service within the Airport complex. The Division's duties are of three major types: building security, criminal investigation, and traffic enforcement. The Division also had a unique manpower staffing problem that requires use of part-time troopers to create full-line equivalent positions (FTE's). In 1980, 17,231 hours came from this pool or approximately ten full-time equivalent positions. They increased to 22,364 or 12.7 FTE's in 1981. Planned revision in the Federal Aviation Administration (FAA) response time standard may relieve this manpower demand during 1982.

	<u>1979</u>	<u>1980</u>	<u>1981</u>
<u>Criminal</u>			
Part I Offenses	248	325	376
Clearance Rate (%)	14.9	12.0	13.5
Part II Offenses	210	248	151
Clearance Rate (%)	18.0	19.7	33.7

Note: The sharp decrease in Part II Offenses is attributed in part to an emphasis on security related contraband searches over time-consuming controlled dangerous substance searches by FAA personnel, thereby reducing CDS violations reported to Division personnel.

### AIRPORT DIVISION (CONT'D-)

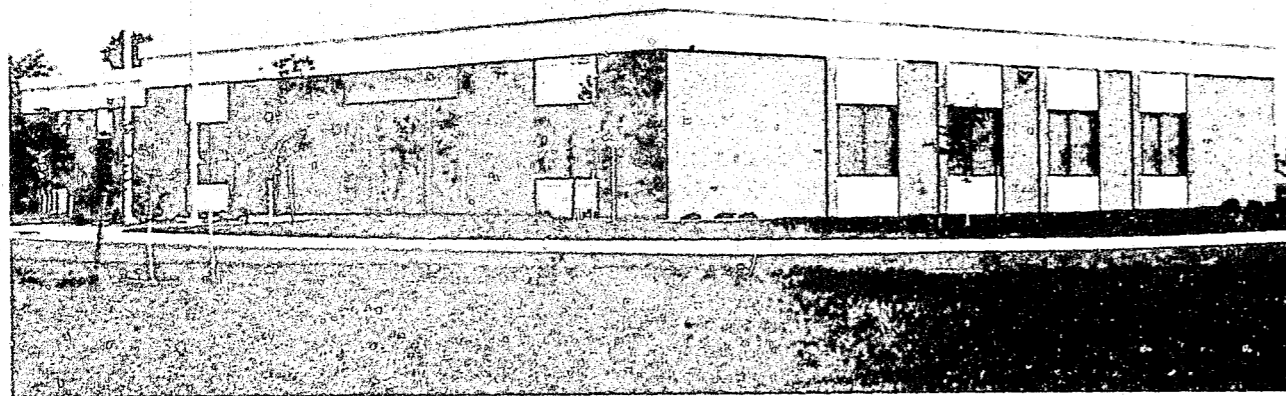
	<u>1979</u>	<u>1980</u>	<u>1981</u>
<u>Motor Vehicle</u>			
Citations	311	196	287
Warnings	4,345	3,753	8,274
Parking	2,125	1,293	2,079
Accidents Investigated	138	45	50
DWI Arrests	10	9	15

Note: The decline in accidents investigated from 1979 to 1980 reflects a change in Agency policy, which relieved troopers from the responsibility of investigating minor property damage accidents.

## Logistical Services Bureau

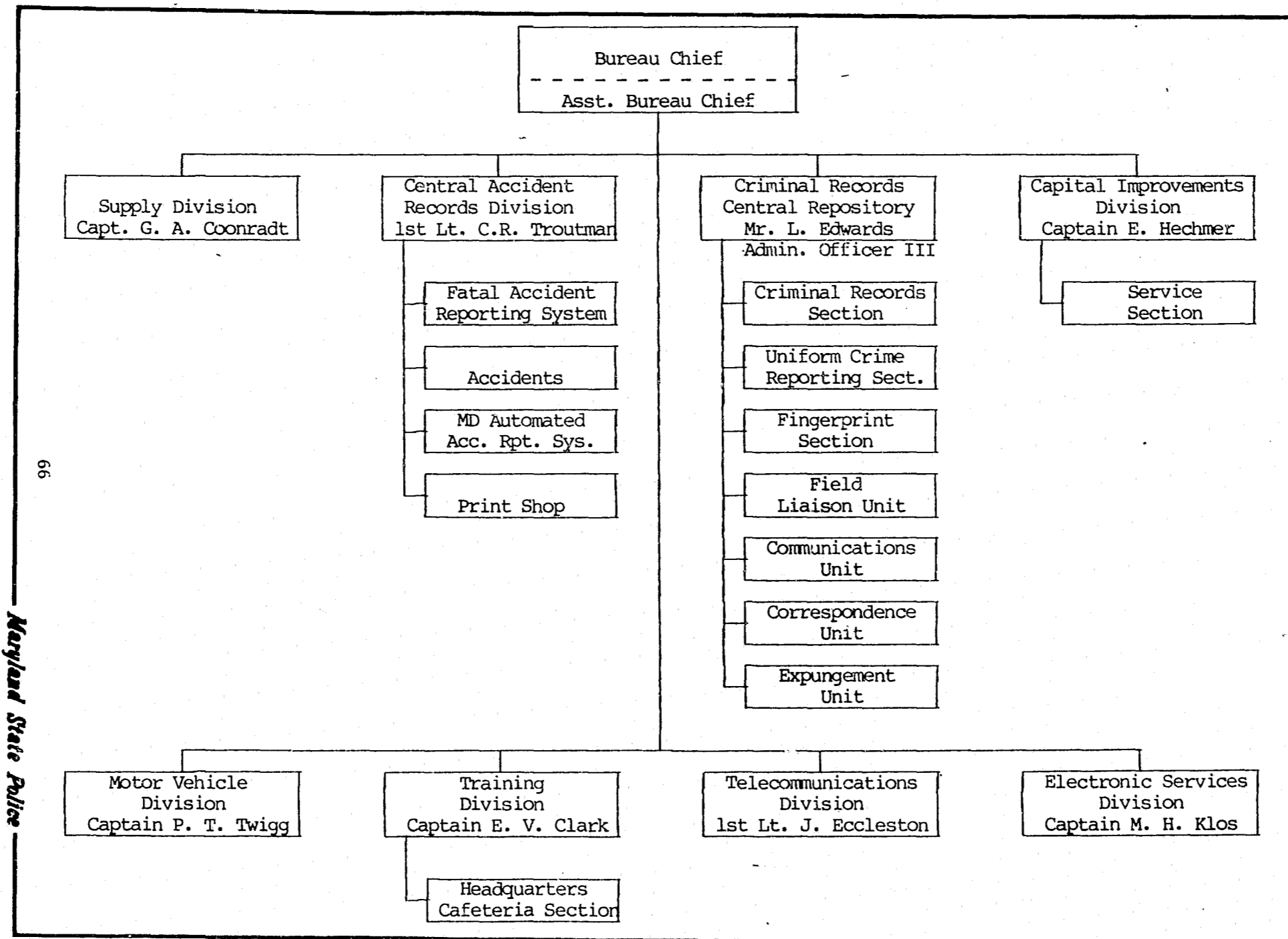
LT. COLONEL S. R. DORSEY, BUREAU CHIEF  
MAJOR B. L. WEIMER, ASSISTANT BUREAU CHIEF  
MAJOR G. R. GRANT, ASSISTANT BUREAU CHIEF

Logistical Services Bureau has the responsibility of procuring and administering the diverse supportive equipment, materials and services required to perform the Agency's mandated functions. The Bureau contains the Training, Motor Vehicle, Telecommunications, Capital Improvements, Electronic Services, Central Accident Records, and Supply Divisions and the Criminal Records Central Repository (CRCR). Central Accident Records Division and CRCR have responsibility to collect, analyze and disseminate data from all law enforcement agencies in Maryland on motor vehicle accidents, and criminal offenses/arrests/dispositions, respectively.



Barrack T, Leonardtown, opened its new facility on Maryland Route 245 for St. Mary's County on August 3, 1981.





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Maryland State Police

## MOTOR VEHICLE DIVISION

The Motor Vehicle Division maintains a fleet of 1,477 vehicles through seventeen garages throughout the State. In addition to fleet maintenance, the Division is responsible for drafting specifications and acquiring new vehicles, disposing of older vehicles, and testing new products and procedures. This Division, as are many others, is attempting to cope with a steadily rising demand for its services with little or no increase in personnel. From 1977 to 1981, the number of maintenance tasks increased from 78,583 to 100,229, a 21.5 percent increase. Ten percent of that increase came in 1981 with the new aggressive preventive maintenance program and the retention of increased numbers of three and four year old vehicles. During that same period, there has been only a 5.12 percent increase in technical personnel.

## ELECTRONIC SERVICES DIVISION

During 1981, the Electronic Services Division completed the purchase of 1,500 citizens band radios as part of the National Emergency Aid Radio program. In 1981, 499 sets were installed. With these radios, Maryland State Police units will be able to monitor and communicate with the public over CB Channel 9.

Three troopers completed their training in August 1981 at Arundel Institute of Technology, receiving FCC Radio Telephone Licenses. Two additional troopers were enrolled in Radio Electronics Television School in September 1981 for a fifteen-month program.

Also in 1980, new communications center consoles were installed in Westminster, Leonardtown, Waterloo, Glen Burnie and Forestville Barracks.

## SUPPLY DIVISION

The Supply Division is responsible for the acquisition, storage, and distribution of Agency equipment and supplies. New procurement regulations effective July 1, 1981 have created problems in maintaining stock items and in procuring special purchases. The lead time for purchases under \$25,000 is five weeks and over \$25,000, twelve weeks. Stock supplies will have to be increased from forty-five to eighty days on rapid turnover items to ensure adequate stock.

## TELECOMMUNICATIONS DIVISION

The Telecommunications Division is responsible for coordinating the daily operations of the Maryland Interagency Law Enforcement System (MILES). MILES currently has 178 terminals in use throughout the State and handles nearly four million transactions each month.

## TELECOMMUNICATIONS DIVISION (CONT'D.)

The Division also administers telephone and interagency mail services for the Agency and twenty-four hour police communications for the Headquarters complex. Specifications for a new Headquarters telephone system were completed in 1981. Telecommunications personnel processed 75,000 telephone calls, as well as all after-hours notifications for STATE, the Hostage Recovery Team, and other specialized services.

## TRAINING DIVISION

The Training Division has the responsibility for conducting all recruit training and mandatory biannual in-service training programs for police employees.

### Entrance Level

An individual entering the Maryland State Police Academy must satisfactorily complete an extensive training program of twenty-four weeks. During this period, he can obtain nine college credits through an agreement with Catonsville Community College. To ensure a well-rounded graduate, the Entrance Level Training program is divided into four categories: Traffic Law Enforcement, Criminal Law Enforcement, Police Skills, and General Police Studies. Statistics for the latest four recruit classes are as follows:

	81st	80th	79th	78th
Class Average	86.46	84.48	86.30	85.00
# of Students Appointed	70	59	55	76
# of Students Graduated	61	51	43	71
Date of Graduation	4/8/81	7/25/80	6/22/79	2/2/79

All police employees through the rank of Corporal must receive thirty-five hours of training every two years. Additional courses are presented on criminal investigation techniques, radar, VASCAR, and Breathalyzer operations, supervisory training, accident reconstruction and other topics. In addition to the mandated training programs, there was an increase in other in-service training programs. Further, the number of in-state training programs, primarily at the Management Development Center and the Clerical Training Institute, increased in 1981. The Training Division developed and presented the first program of instruction for civilian supervisors.

### TRAINING DIVISION (CONT'D.)

<u>In-Service Training</u>	<u>1980</u>	<u>1981</u>	<u>% Change</u>
Hours	38,936	60,596	+55
In-State Training Hours	11,898	24,229	+103
Civilian Training Hours	2,257	4,408	+95

Source: Training Division

### CAPITAL IMPROVEMENTS DIVISION

The Capital Improvements Division supervises the capital construction program for the Agency as well as the maintenance of forty-seven buildings, twenty-four radio tower sites, and 163 acres of ground.

Division activities in 1981 included:

- 1) Construction of a new facility and garage for Barrack "T", Leonardtown, was completed
- 2) Construction began on a new hangar at Glenn L. Martin State Airport. The building will house the Aviation Division's Baltimore Med-Evac Section, Division administrative offices, and maintenance facilities
- 3) Completion of plans and specifications for the renovation of the old Waterloo Barrack building; the building will house several specialized units now using Headquarters or leased space
- 4) Completion of specifications for the new Crime Laboratory building; funds for construction were requested for fiscal year 1983.

Also in 1981, the Division administered fifty-five service contracts and twenty-four maintenance projects. Twenty-one additional projects were completed by Division personnel.

### CRIMINAL RECORDS CENTRAL REPOSITORY

By statute, all criminal arrests, final charges and dispositions and sentences in Maryland are to be recorded by the Criminal Records Central Repository. These events are completed and published for use by the public and criminal justice agency according to State and federal regulation. Nearly all workload measures increased during 1981, with no significant increase in personnel. Although local law enforcement agencies experienced their first full year of direct access to the identification/index file, it has not produced any significant reduction of requests made to the Criminal Records Central Repository.

### CRIMINAL RECORDS CENTRAL REPOSITORY (CONT'D.)

	<u>1980</u>	<u>1981</u>	<u>% Change</u>
Fingerprint Cards Received	94,984	103,243	+8.1
Applicant Fingerprint Cards Received	20,876	23,631	+13.2
Record Expungement Orders Processed	3,121	3,825	+22.6
Requests for Criminal History Infor.	388,496	386,284	-.6

### CENTRAL ACCIDENT RECORDS DIVISION

The Central Accident Records Division has similar responsibility for motor vehicle accident data as the Criminal Records Central Repository does for criminal history data. All accident reports from police jurisdictions within the twenty-three counties are received, reviewed, coded and microfilmed. The Division provides retrieval of accident reports and photographs for individuals and insurance companies on request. 17,923 copies were provided in 1981. This was a 6.8 percent decrease from 1980. This decline follows a larger decline in overall accidents reported. In 1979 and 1980, the Maryland State Police and other agencies adopted a policy of not investigating most minor property damage accidents.

In 1981, the Maryland Automated Accident Reporting System data entry computerization became operational. While still not at peak efficiency, the ability to process bulk accident data for analysis increased. Calendar year 1980 was completed in November 1981.

The Division continues to participate through a federal grant in the Fatal Accident Reporting System (FARS). FARS provides uniform reporting nationwide for traffic fatalities.

**END**