



**School Bus Safety Enforcement Fund  
Annual Report  
August 1, 2013 – June 30, 2014**



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Governor***

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*MSAR# 6922*

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# **Report of the School Bus Safety Enforcement Program**

## **Introduction**

During the 2000 Legislative Session, House Bill 104, Vehicle Laws – Drivers Failing to Stop for School Buses – Enforcement Initiative, was passed by the Maryland General Assembly. This bill established a five year program, which became effective on January 1, 2001, to provide grant funds to assist law enforcement agencies in addressing the problem of drivers illegally passing stopped school vehicles. During the 2002 Maryland General Assembly, Senate Bill 323, the Budget Reconciliation and Financing Act of 2002, made the School Bus Safety Enforcement Program permanent by deleting the sunset provision of the law which had created the program.

The legislation created a special non-lapsing fund, known as the School Bus Safety Enforcement Fund. During the 2008 Legislative Session, House Bill 705 transferred the administration of the School Bus Safety Enforcement Fund from the Department of the Maryland State Police (MSP) to the Governor's Office of Crime Control & Prevention (GOCCP), effective July 1, 2008.

This fund provides \$600,000 annually to the GOCCP, of which \$550,000 is awarded in the form of grants to qualified law enforcement agencies for enforcement programs. The GOCCP may use up to \$50,000 of the \$600,000 to offset the cost of administering this program. To ensure that grant funds are dispersed throughout the State, at the start of each fiscal year, no more than \$35,000 in grants may be awarded per county. However, if grant funds remain after initial awards are made, supplemental awards may be made.

The Executive Director of the GOCCP is responsible for the administration of this program. Under Governor O'Malley's administration, the GOCCP was re-organized along regional lines to make the entire grant process more effective. The GOCCP has regional monitors assigned to each of the 24 jurisdictions in Maryland to leverage available resources by identifying synergies and eliminating duplication of efforts.

## **National School Bus Statistics**

Each January since the 1970-1971 school year the Kansas Department of Education has conducted the Annual School Bus Loading and Unloading Zone Survey on the number of fatal accidents in the “danger zone” around school buses. The danger zone is the area 10 feet in front and 10 feet behind and both sides of school buses because survey data shows these areas are where most bus accidents and fatalities to school children occur. Children are either run over by their own school bus or struck by a motorist passing stopped school buses. During the 43 years this survey has been conducted there has been a total of 691 school bus related child fatalities in the United States.

The National Association of State Directors of Pupil Transportation Services recently released the results of its fourth annual national stop-arm violation count. 97,000 school bus drivers from 29 states participated in the survey. According to the survey, 75,966 vehicles illegally passed stopped school buses in a single day in spring 2014. The survey's results are strictly used to increase awareness.

## **Grant Funds Awarded**

In late winter/early spring of each year, a Notice of Funding Availability (NOFA) is placed on the GOCCP website to inform local law enforcement agencies that grant applications for the SBSE Program are being accepted. Local law enforcement agencies include county and municipal police departments and sheriff's departments (in the counties where a sheriff's department is the primary local law enforcement agency), and some barracks of the Department of State Police. The agencies which apply for grants are required to describe the specific problem associated with vehicles passing stopped school buses in their jurisdiction, and their proposed enforcement plan of operation. The program is administered on a State Fiscal Year cycle and applications are submitted to the GOCCP on or before May 31st each year. After the applications are received, a three-tier grant review to include internal staff and external independent reviewers is conducted to select the grant recipients and determine each agency's grant award. This year grant review participants included representatives from local law enforcement agencies, the Maryland State Pupil Transportation Board, and the Maryland State Department of Education.

During the grant review, each agency's specific problem(s), goal(s) and plan(s) to conduct enforcement efforts are considered. The number of schools in the service area, school population, coordination with other agencies, requirement to meet with Pupil Transportation Board, past experience and the number of personnel assigned to each applicant law enforcement agency are factors that also are considered. After reviewing each application, grant reviewers make recommendations to the funding manager. The funding manager makes certain that the technical requirements of applications are met and that proposals adhere to state program funding requirements. The funding manager also reviews each application. An evaluation summary document consolidating the findings of all reviews is presented to the Executive Director. The Executive Director takes all information into consideration and makes final decisions regarding awards.

In FY 2015, there continued to be a strong interest in the SBSE Program, as indicated below:

- In FY 2013, 49 applications were received
- In FY 2014, 53 applications were received
- In FY 2015, 53 applications were received

As indicated above, there was a 7.55% increase in the number of requests from FY 2013 to FY 2015.

**Exhibit A "Grant Recipients"** lists the agencies which received funding, by county, during FY 2014. A total of \$533,916.26 in funds was awarded among 53 state and local law enforcement agencies using 2014 SBSE funds.

Funds were allocated to law enforcement agencies in 22 Maryland counties. During the Fiscal Year, some agencies de-obligated their funds because of manpower constraints which had prevented them from fully participating in the program. The de-obligated funds were then

redistributed to agencies which demonstrated a need for additional funds. Exhibit A includes all redistributed funds and therefore shows final award amounts and grant expenditures.

Funding was provided to law enforcement agencies for officers to enforce, on an overtime basis, existing State laws regarding failure to stop for a stopped school bus. The format for enforcement was determined by each agency. Some methods of enforcement included: officers following school vehicles, in either marked or unmarked patrol cars, to stop violators; officers riding on school vehicles, then communicating with patrol vehicles by radio when infractions were observed; and officers stationed on school campuses during pick up and drop off.

Funding was also provided to law enforcement agencies to promote enforcement efforts utilizing media resources to promote enforcement along with education of Maryland residents regarding school bus driving laws. Eleven law enforcement agencies participated in the Public Information Campaign. The mission of this campaign was to educate and inform Maryland residents of the school bus safety laws and assure them that aggressive steps were being taken by local law enforcement to increase and ensure the safety of Maryland's students.

### **Effect of the Program**

The goal of the School Bus Safety Enforcement Program is to reduce serious injuries and fatalities caused by motorists who fail to stop and/or remain stopped for school buses. For calendar years 2010 through 2014, the Maryland State Police Central Records Division and the Maryland State Department of Education reported the following statistics regarding personal injury accidents and fatalities, which occurred as a result of the failure to stop and/or remain stopped for school buses:

Calendar Year	Number of Fatal Accidents <sup>1</sup>	Number of Personal Injury Accidents <sup>2</sup>	School Bus Miles Traveled <sup>3</sup>	School Vehicles <sup>4</sup>	Students <sup>5</sup>
2010	1	24	120,997,273	7,194	617,116
2011	1	13	123,363,711	7,146	614,350
2012	1	23	123,911,455	7,203	612,286
2013	0	109	122,425,657	7,169	614,753

The School Bus Safety Enforcement Program has been effective in establishing partnerships between the law enforcement community and school safety advocacy groups. Additionally, the program has been successful in fostering a spirit of increased awareness and safety between the education community and the general public.

Agencies receiving grants report to the GOCCP the number of citations issued during each quarter. They also report citations issued as a result of other motor vehicle law violations observed by officers. Exceeding the posted speed limit, failing to use seat belts, improper use of

<sup>1</sup> Source - Maryland Automated Accident Reporting Systems database – School Bus Law- Accidents by Contributing Circumstances.

<sup>2</sup> Source - Maryland State Department of Education – Pupil Transportation (Data is for Fiscal Year)

<sup>3</sup> Source - Maryland State Department of Education – Pupil Transportation (Data is for Fiscal Year)

<sup>4</sup> Source - Maryland State Department of Education – Pupil Transportation (Data is for Fiscal Year)

<sup>5</sup> Source - Maryland State Department of Education – Pupil Transportation (Data is for Fiscal Year)

child safety seats, and aggressive driving are some of the violations commonly observed by officers while they were conducting enforcement under this program. Based on quarterly progress reports and performance measures received from SBSE grant recipients in FY 2014, **(Exhibit C, "Enforcement Summary")** the number of school bus related citations have decreased by 8.4% over FY 2013. This decrease is directly attributed to increased public awareness and intensified enforcement efforts conducted to safeguard Maryland's school-aged children.

Although some agencies were able to issue more warnings or citations than others, this does not necessarily imply ineffectiveness on the part of some agencies as it is difficult to determine the effectiveness of this program based on data alone. The presence of a police vehicle can cause motorists to decrease their speed, drive more cautiously, and obey all traffic laws, resulting in reduced/no violations and demonstrating the effectiveness of this program in deterring violations and aggressive driving around school vehicles through increased police presence. Additionally, in order to discern the effectiveness of program activities, GOCCP's regional monitors utilize different tools to track activities throughout the Fiscal Year. Monitoring tools include reviewing quarterly programmatic and financial reports; regular communication with sub-recipients to ensure their compliance with general and special conditions of the grant; desk audits to address barriers and expenditures; and site visits to view the strategies set in place to enforce school bus safety laws.

The GOCCP obtained Fiscal Year 2014 statewide school bus enforcement citations issued from District Court; however, this figure does not include the number of warnings issued or letters sent by law enforcement agencies to motorists who violated the law regarding passing a stopped school bus **(Exhibit B, "Statewide Citation Totals")**. Please note that the difference in total school bus citations in Exhibits B and C is due to the fact that statistics displayed in Exhibit C are self-reported numbers from SBSE sub-recipients using grant funds, and Exhibit B is Statewide totals from District Court that includes all law enforcement agencies not just those receiving SBSE funds.

## **Audits**

The Audit Department of the GOCCP randomly selects grants for audit. The purpose of these audits is to ensure that the work performed and reported activity under the School Bus Safety Enforcement Program is consistent with the program goals, and that documentation submitted supports reimbursement and is properly retained as stated in the general conditions of the grant. There were two SBSE grants audited by the Regional Field Auditor in FY 2014. The audit disclosed no instances of non-compliance.

## **Status of the School Bus Safety Enforcement Fund**

All of the funds used by law enforcement agencies were spent on overtime enforcement activities and public information campaigns. These funds were not used to supplant regular patrol activities.

Consistent with allowances in the statute, the GOCCP has designated an employee to administer this program. During FY 2014, a total of \$47,036.29 was spent for the salary for this position as well as the pro-rated salary of regional monitors when working on SBSE (reviewing

quarterly programmatic reports, conducting site visits, monitoring the administrative and operational aspects of the program, ensuring compliance with state policies and regulations). A total of \$2,963.71 was spent for indirect administrative costs, such as, rent, telephone, postage, and travel. During FY 2014 local law enforcement agencies expended \$543,306.69 in their sub awards in addition to administrative costs of \$50,000.00. As of June 30, 2014, the SBSE non-lapsing fund balance is \$302,773.18.

### **FY 2015**

In FY 2014, the GOCCP awarded grants for FY 2015 to 53 Maryland law enforcement agencies in 22 Maryland counties. It is expected that public awareness of this program will continue during FY 2015, and that participating law enforcement agencies will be successful in enforcing Maryland's laws regarding failing to stop and/or remain stopped for school buses.

## Exhibit A: Grant Recipients

Recipient	Amount Awarded	Grant Expenditures
<b>Allegany County</b>		
SBSE-2014-1239 - Allegany County Sheriff's Office	\$4,866.00	\$1,710.00
SBSE-2014-1549 - Maryland State Police	\$9,936.83	\$5,957.57
SBSE-2014-1588 - Cumberland Police Department	\$9,998.00	\$6,548.13
<i>2013 grants paid out in FY14</i>	\$5,307.34	
<b>Anne Arundel County</b>		
SBSE-2014-0009 - Crofton Police Department	\$2,131.02	\$2,131.02
SBSE-2014-1533 - Annapolis City Police Department	\$10,000.00	\$8,744.00
SBSE-2014-1630 - Anne Arundel County Police Department Headquarters	\$18,678.40	\$10,344.36
<i>2013 grants paid out in FY14</i>	\$7,561.71	
<b>Baltimore County</b>		
SBSE-2014-1621 - Baltimore County Police Department	\$34,970.50	\$28,001.31
<i>2013 grants paid out in FY14</i>	\$66,603.30	
<b>Calvert County</b>		
SBSE-2014-1513 - Maryland State Police	\$17,000.00	\$14,797.83
SBSE-2014-1555 - Calvert County Sheriff's Office	\$3,292.93	\$2,300.83
<i>2013 grants paid out in FY14</i>	\$2,255.57	
<b>Caroline County</b>		
SBSE-2014-0003 - Caroline County Sheriff's Office	\$2,774.07	\$1,779.85
<i>2013 grants paid out in FY14</i>	\$2,000.65	
<b>Carroll County</b>		
SBSE-2014-0004 - Taneytown Police Department	\$3,854.58	\$3,854.58
SBSE-2014-0006 - Hampstead Police Department	\$5,000.00	\$3,963.00
SBSE-2014-1141 - Carroll County Sheriff's Office	\$16,165.00	\$8,060.00
SBSE-2014-1510 - Maryland State Police	\$11,831.69	\$7,624.64
SBSE-2014-1528 - Westminster Police Department	\$6,000.00	\$6,000.00



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SBSE-2014-1588 - Cumberland Police Department	\$9,998.00	\$6,548.13
<i>2013 grants paid out in FY14</i>	\$5,307.34	
<b>Anne Arundel County</b>		
SBSE-2014-0009 - Crofton Police Department	\$2,131.02	\$2,131.02
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SBSE-2014-1528 - Westminster Police Department	\$6,000.00	\$6,000.00

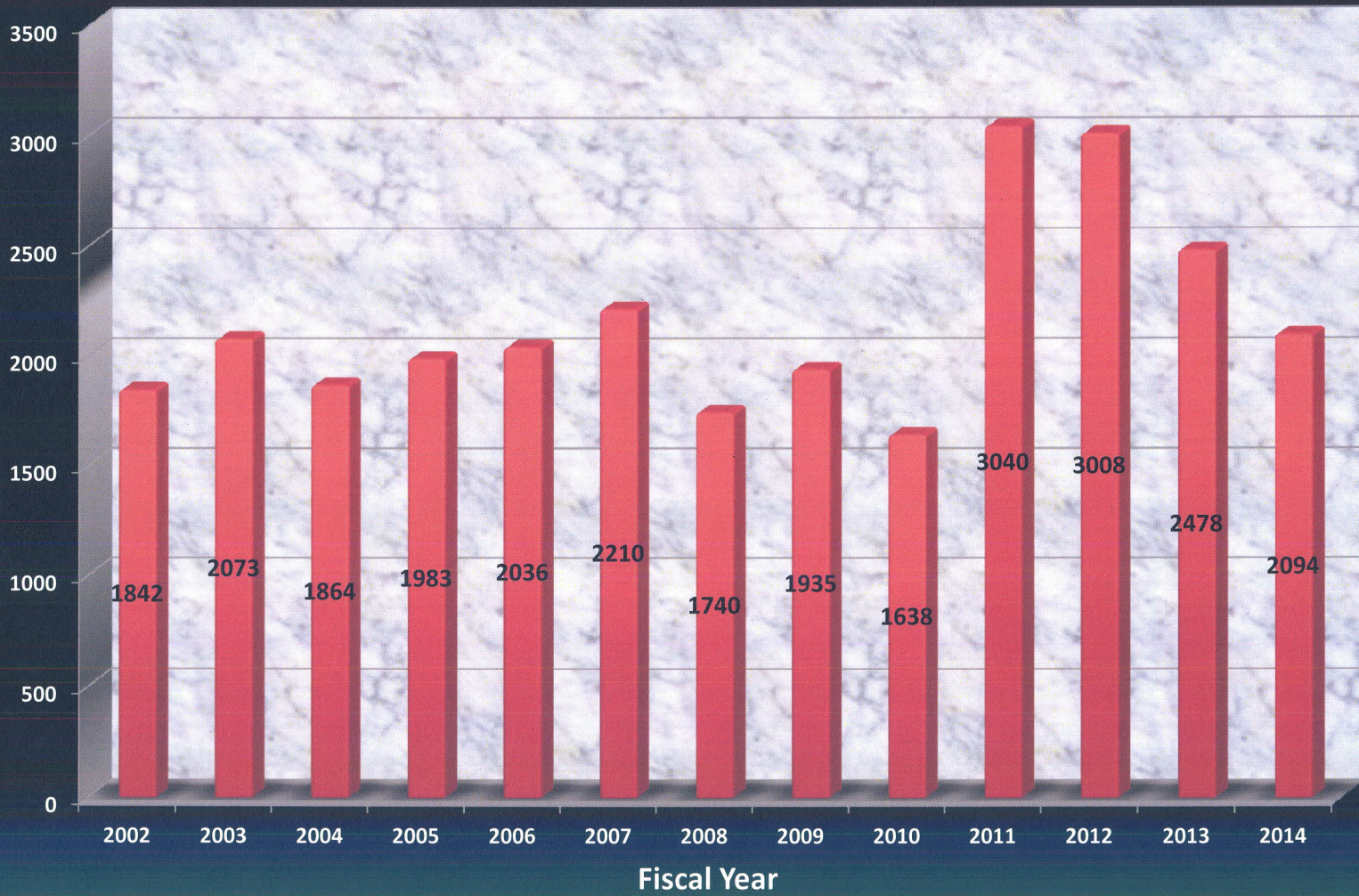
### Exhibit A: Grant Recipients

Recipient	Amount Awarded	Grant Expenditures
<i>2013 grants paid out in FY14</i>	\$3,333.00	
<b>Cecil County</b>		
SBSE-2014-1411 - Maryland State Police	\$9,908.33	\$7,058.56
SBSE-2014-1554 - Cecil County Sheriff's Office Law Enforcement Facility	\$7,000.00	\$2,589.80
<i>2013 grants paid out in FY14</i>	\$10,716.20	
<b>Charles County</b>		
SBSE-2014-1614 - Maryland State Police	\$8,635.46	\$5,129.43
SBSE-2014-1731 - Charles County Sheriff's Office	\$12,000.00	\$8,622.98
<i>2013 grants paid out in FY14</i>	\$2,501.64	
<b>Dorchester County</b>		
SBSE-2014-0007 - Cambridge Police Department	\$8,000.00	\$5,782.54
SBSE-2014-1503 - Dorchester County Sheriff's Office	\$25,316.57	\$17,987.59
<i>2013 grants paid out in FY14</i>	\$7,049.88	
<b>Frederick County</b>		
SBSE-2014-1550 - Maryland State Police	\$7,000.00	\$4,783.14
SBSE-2014-1732 - Frederick City Police Department	\$18,000.00	\$10,219.21
<i>2013 grants paid out in FY14</i>	\$7,909.04	
<b>Garrett County</b>		
SBSE-2014-1516 - Maryland State Police	\$8,934.11	\$4,317.58
SBSE-2014-1558 - Garrett County Sheriff's Office	\$18,000.00	\$13,095.00
<i>2013 grants paid out in FY14</i>	\$4,522.50	
<b>Harford County</b>		
SBSE-2014-1505 - Maryland State Police	\$9,673.47	\$6,582.71
SBSE-2014-1525 - Harford County Sheriff's Office	\$20,000.00	\$14,451.72
<i>2013 grants paid out in FY14</i>	\$6,739.83	

## Exhibit A: Grant Recipients

Recipient	Amount Awarded	Grant Expenditures
<b>Howard County</b>		
SBSE-2014-1623 - Howard County Police Department	\$19,321.16	\$13,199.76
<i>2013 grants paid out in FY14</i>	\$3,398.48	
<b>Kent County</b>		
SBSE-2014-0008 - Chestertown Police Department	\$817.27	\$640.10
SBSE-2014-1639 - Kent County Sheriff's Office	\$14,670.89	\$10,541.89
<i>2013 grants paid out in FY14</i>	\$3,043.00	
<b>Prince George's County</b>		
SBSE-2014-0005 - Seat Pleasant Police Department	\$2,000.00	\$1,439.98
SBSE-2014-1459 - City of New Carrollton	\$4,000.00	\$2,400.00
SBSE-2014-1501 - University Park Police Department	\$5,000.00	\$2,160.35
SBSE-2014-1538 - Prince George's County Police Department	\$18,926.28	\$5,283.08
<i>2013 grants paid out in FY14</i>	\$4,738.19	
<b>Queen Anne's County</b>		
SBSE-2014-1541 - Centreville Police Department	\$12,000.00	\$8,765.64
SBSE-2014-1608 - Maryland State Police	\$12,000.00	\$8,802.51
<i>2013 grants paid out in FY14</i>	\$4,190.37	
<b>Somerset County</b>		
SBSE-2014-1502 - Somerset County Sheriff's Office	\$12,000.00	\$8,490.00
SBSE-2014-1507 - Maryland State Police	\$7,000.00	\$4,353.56
SBSE-2014-1620 - Princess Anne Police Department	\$8,549.51	\$7,218.12
<i>2013 grants paid out in FY14</i>	\$11,769.05	
<b>St. Mary's County</b>		
SBSE-2014-1524 - St. Mary's County Sheriff's Office	\$9,982.30	\$8,030.18
SBSE-2014-1613 - Maryland State Police	\$13,971.81	\$9,313.24

**Exhibit B:  
School Bus Enforcement Citations Statewide Totals  
Provided by the District Court of Maryland**



## Exhibit A: Grant Recipients

Recipient	Amount Awarded	Grant Expenditures
<i>2013 grants paid out in FY14</i>	\$4,330.05	
<b>Talbot County</b>		
SBSE-2014-1449 - Maryland State Police	\$4,870.13	\$1,612.38
SBSE-2014-1634 - Talbot County Sheriff's Office	\$7,000.00	\$2,474.00
<i>2013 grants paid out in FY14</i>	\$6,747.00	
<b>Washington County</b>		
SBSE-2014-1504 - Washington County Sheriff's Office	\$9,000.00	\$5,555.54
SBSE-2014-1518 - Maryland State Police	\$11,000.00	\$8,401.58
<i>2013 grants paid out in FY14</i>	\$5,028.24	
<b>Wicomico County</b>		
SBSE-2014-1401 - Fruitland Police Department	\$1,000.00	\$631.72
SBSE-2014-1509 - Maryland State Police	\$15,000.00	\$11,141.26
SBSE-2014-1602 - Wicomico County Sheriff's Office	\$12,587.95	\$10,110.20
<i>2013 grants paid out in FY14</i>	\$5,881.69	
<b>Worcester County</b>		
SBSE-2014-0001 - Pocomoke City Police Department	\$2,400.00	\$525.00
SBSE-2014-1207 - Maryland State Police	\$2,000.00	\$510.05
SBSE-2014-1552 - Berlin Police Department	\$1,200.00	\$204.29
SBSE-2014-1636 - Ocean City Police Department	\$18,652.00	\$15,203.00
<i>2013 grants paid out in FY14</i>	\$8,235.15	
<b>Total</b>	<b>\$533,916.26</b>	<b>\$543,306.69</b>

### Exhibit C: Enforcement Summary

Applicant Agency	School Bus Citations	School Bus Warnings	Warning Letters	Complaints	Other Citations	Overtime Hours	Arrests	Speeding Citations	Stop Sign Citations	Seat Belt Citations	SERO	DUI Citations
Alleghany County Sheriff's Office	3	0	0	0	37	102	4	31	0	51	0	0
Annapolis City Police Department	44	2	0	0	8	208	1	1	0	0	0	0
Anne Arundel County, Maryland	66	84	265	645	76	341	3	0	0	0	4	0
Baltimore County, Maryland	88	15	54	62	77	645	2	24	6	5	16	0
Berlin Police Department	0	2	2	8	0	26	0	0	0	0	0	0
Calvert County Government	4	6	33	99	17	66	0	21	5	4	3	0
Cambridge Police Department	1	1	0	9	33	221	1	1	16	18	26	0
Caroline County Sheriff's Office	2	2	0	1	0	72	0	0	0	0	0	0
Carroll County Sheriff's Office	8	2	0	4	145	435	13	58	4	4	12	0
Cecil Cnty. Sheriff's Ofc. Law Enf. Facility	4	1	6	6	2	201	1	2	0	2	0	0
Charles County Board of Cnty. Comm.	53	9	16	37	16	221	0	2	1	0	0	0
City of New Carrollton	4	0	0	0	68	68	1	15	12	8	29	0
City of Seat Pleasant	16	4	0	0	60	59	0	44	15	1	20	0
City of Westminster	2	0	0	2	7	160	0	1	2	0	0	0
Crofton Police Department	0	0	0	4	42	57	0	32	6	2	2	0
Cumberland Police Department	0	0	0	0	5	194	1	30	6	5	4	0
Dorchester County Council	6	0	0	35	858	934	483	278	18	164	121	94
Frederick City Police Department	10	2	40	61	152	406	11	4	145	38	26	0
Fruitland Police Department	0	0	0	0	0	36	1	0	0	0	0	1
Garrett County Sheriff's Office	5	2	0	7	76	400	7	0	3	18	16	0
Harford County Sheriff's Office	34	11	31	47	33	329	0	0	0	0	10	0
Howard County, Maryland	19	0	10	11	0	192	3	0	0	0	0	0
Kent County Board of Cnty. Comm.	2	3	0	6	18	345	6	25	2	1	2	0
Maryland State Police (15 Barracks)	73	46	64	163	220	3162	10	255	8	98	148	12
Ocean City Police Department	37	167	0	0	111	432	11	52	1	35	77	1
Pocomoke City Police Department	0	0	0	0	18	95	2	0	4	42	5	0
Prince George's County, Maryland	24	1	2	87	31	183	0	8	0	2	8	0
Princess Anne Police Department	0	2	0	3	NR	187	3	9	8	70	3	0
Somerset County Sheriff's Office	1	1	0	3	4	312	1	0	2	0	0	0
St. Mary's County Sheriff's Office	61	11	0	53	0	117	0	2	0	3	1	0
Talbot County Sheriff's Office	0	0	1	1	23	149	1	100	2	9	5	0
Taneytown Police Department	0	0	0	0	0	135	4	24	4	1	2	0
Town of Centreville	0	0	0	1	26	332	6	3	8	14	29	0

### Exhibit C: Enforcement Summary

<u>Applicant Agency</u>	School Bus Citations	School Bus Warnings	Warning Letters	Complaints	Other Citations	Overtime Hours	Arrests	Speeding Citations	Stop Sign Citations	Seat Belt Citations	SERO	DUI Citations
Town of Chestertown	0	0	0	0	11	22	0	0	6	1	0	0
Town of Hampstead	6	11	0	9	516	144	1	34	3	14	13	17
University Park Police Department	1	0	0	0	189	284	0	0	0	2	4	0
Washington County Board of Comm.	26	5	0	85	61	175	0	0	0	0	0	0
Wicomico County, Maryland	1	1	1	2	91	287	0	27	2	15	1	0
<b>TOTAL:</b>	<b>601</b>	<b>391</b>	<b>525</b>	<b>1,451</b>	<b>3,031</b>	<b>11,734</b>	<b>577</b>	<b>1,083</b>	<b>289</b>	<b>627</b>	<b>587</b>	<b>125</b>