



Secondary Road Patrol and Traffic Accident Prevention (SRP) Program

ANNUAL REPORT

Fiscal Year 2004

(October 1, 2003 - September 30, 2004)

Compiled from data submitted to the
Office of Highway Safety Planning
Lansing, Michigan

FOREWORD

The Office of Highway Safety Planning (OHSP) appreciates the opportunity to work with Michigan's Sheriffs in promoting traffic safety. We believe the Secondary Road Patrol and Traffic Accident Prevention (SRP) program can have a significant impact in reducing the number of traffic crashes on secondary roads. We look forward to the continued success of the SRP program.

For those interested in accessing this report through the Internet, you can find our Website at **<http://www.michigan.gov/ohsp>**, then click Law Enforcement Programs.

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ACKNOWLEDGMENTS

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INTRODUCTION

The Secondary Road Patrol and Traffic Accident Prevention program was created by Public Act 416 of 1978. The program is often referred to as the "SRP" or "416" program, and the reader will see those terms used frequently in this report. This state grant program provides county sheriff offices with funding for patrol of county and local roads outside the corporate limits of cities and villages. The program has the legislated primary responsibility of traffic enforcement and traffic accident prevention.

The program began on October 1, 1978, with 78 counties participating. On October 1, 1989, the program was transferred by Executive Order #1989-4 from the Department of Management & Budget's Office of Criminal Justice to the Department of State Police's Office of Highway Safety Planning (OHSP). Public Act 416 of 1978, as amended, requires two reports to be submitted to the Legislature:

- An **Annual Report** containing the recommendations of OHSP on methods of improving coordination of local and state law enforcement agencies in the state, improving law enforcement training programs, improving communications systems of law enforcement agencies, and a description of the role alcohol played in the incidence of fatal and personal injury accidents in the state. This report is due May 1 each year.
- An **Impact and Cost Effectiveness Study** is due April 1 of each year. Due to the number of factors that influence traffic crash deaths and injuries, it is difficult to determine the level of impact that the Secondary Road Patrol program alone has had on saving lives and reducing injuries. Therefore, this section of the report consists of general observations by OHSP on the impact of program activities that would reasonably be expected to contribute to decreased traffic crashes and deaths.

As in previous years, the **Annual Report** and **Impact and Cost Effectiveness Study** for state fiscal year 2004 (FY04) are combined into a single document, and referred to as the **Annual Report**.

Program data is derived from semi-annual and annual reports submitted by each participating county as part of its reporting requirements. This data is collected on a state fiscal year basis (October 1 through September 30) each year.

EXCERPTS FROM PUBLIC ACT 416 OF 1978 *(For complete law, see page 14)*

The sheriff's office is the primary agency responsible for providing certain services on the county primary roads and local roads outside the boundaries of cities and villages. The sheriff's office also provides these services on any portion of any other highway or road within the boundaries of a county park.

Services to Be Provided:

- Patrolling and monitoring traffic violations.
- Enforcing the criminal laws of this state, violations of which are observed by or brought to the attention of the sheriff's department while providing the services required by the Act.
- Investigating accidents involving motor vehicles.
- Providing emergency assistance to persons on or near a highway or road patrolled as required by the Act.

The sheriff can provide these services on secondary roads within a city or village if the legislative body of the local unit of government passes a resolution requesting the services.

How Funds Can Be Spent:

The counties are required to enter into a contractual arrangement with OHSP in order to receive funds. Funds can be spent as follows:

- Employing additional personnel
- Purchasing additional equipment
- Enforcing laws in state and county parks
- Providing selective motor vehicle inspection programs
- Providing traffic safety information and education programs that are in addition to those provided before the effective date of the Act, October 1, 1978

Allocation of Funds Under the Act:

“ . . . a county's share of the amount annually appropriated for Secondary Road Patrol and Traffic Accident Prevention shall be the same percentage that the county received, or was eligible to receive, of the total amount allocated to all counties pursuant to Section 12 of Act No. 51 of the Public Acts of 1951, as amended, being Section 247.662 of the Michigan Compiled Laws, less the amounts distributed for snow removal and engineers, during the period of July 1, 1976 through June 30, 1977.”

Maintenance of Effort (MOE):

SRP funds are mandated to *supplement* secondary road patrol efforts by counties, *not to supplant, or replace county funding*. Counties are ineligible for SRP funding if they reduce the level of County Funded Road Patrol (CFRP) deputies unless they can prove economic hardship and are forced to reduce general services commensurate with the reduction in road patrol. *“An agreement entered into under this section shall be void if the county reduces its expenditures or level of road patrol below that which the county was expending or providing immediately before October 1, 1978, unless the county is required to reduce general services because of economic conditions and is not merely reducing law enforcement services”* (Section 51.77(1)). This provision is known as the "Maintenance of Effort," or MOE. Counties are required to report the number of deputies they have at the beginning of each funding year. These figures are compared with those reported for October 1, 1978. If the county has fewer county supported deputies, they must either replace the personnel or prove economic hardship in order to receive SRP funds. If reductions become necessary, the county is required to report this to OHSP, who will determine if the reduction meets the requirements of the Act.

Part One:
**LAW ENFORCEMENT COORDINATION,
TRAINING AND COMMUNICATIONS**

I. SHERIFF REPORTS

Initial report data is derived from the applications submitted to OHSP by the participating agencies.

Coordination of Law Enforcement Agencies

Law enforcement coordination methods range from formal written agreements that identify primary responsibility for specific functions and areas of service to informal verbal agreements. The informal agreements usually establish operational procedures for requesting back-up support between participating agencies. Many sheriff departments have mutual aid agreements which usually identify the interagency resources that can be provided in the event of a major policing problem within the county. Resources may be in the form of either additional personnel or technical expertise that is not normally required by the smaller agencies.

The law requires that each sheriff, the director of the Michigan Department of State Police (MSP), and the division director of the Office of Highway Safety Planning (OHSP) meet and develop a Law Enforcement Plan for the unincorporated areas of each participating county.

In 2001, written law enforcement agreements were obtained from all counties in the program. These will be updated at least every four years, after an election year, and more often if changes occur. Eighty sheriffs indicated involvement in county and area law enforcement associations or councils for purposes of coordinating criminal intelligence data, traffic problems of mutual concern, and investigative deployment in conjunction with undercover operations. Seventy-eight sheriffs reported that they provide or participate in a centralized communications system, which is another form of coordination between law enforcement agencies and other public safety and emergency service providers. The Michigan Sheriffs' Association (MSA) represents the interests of all sheriff departments and coordinates issues of statewide concern after receiving input from the sheriffs.

Law Enforcement Training

Based on Initial Reports, the most important types of training attended by deputies during the past year were Legal Update, Firearms/Weapons, Alcohol Enforcement Training, and Domestic/Juvenile/Spouse Abuse. They report that they have a need for additional training in the areas of Looking Beyond the Stop, Report Writing, Traffic Accident Investigation, and Pursuit Driving. Training programs are carried out through in-service programs within departments and by regional law enforcement training academies and consortiums. Information from the Annual Program Report indicates that 77 agencies report providing in-service training sessions to certified road patrol

officers. A total of 1,733 sessions were held, resulting in 39,132 hours of instruction to 3,579 officers.

Communication Systems

Most sheriffs report that basic levels of communications are available for emergency response. All county agencies have access to the Law Enforcement Information Network (LEIN).

II. RECOMMENDATIONS

Improving Law Enforcement Coordination

Cooperation between county, local, and state agencies appears to be the key toward improvements in this area. These cooperative efforts are reducing duplication and ensuring the maximum use of available resources. Some of the recommendations provided by county agencies include:

- Central dispatch radio system improvements
- Regularly scheduled meetings for sharing of information and improving attendance
- Joint training opportunities
- Common working frequency for law enforcement agencies
- Centralized record system
- Multijurisdictional task forces, investigative teams, and law enforcement centers

Improving Law Enforcement Training

Based on input from participating agencies, the recommendations include:

- Standardize in-service training requirements
- Increase availability of train-the-trainer programs
- Coordinate training programs between agencies

The Office of Highway Safety Planning offered training to all law enforcement agencies in the following program areas:

- **Standardized Field Sobriety Testing** – Two Instructor Training sessions were conducted which trained thirty-eight individuals. Thirty-three Practitioner Trainings were conducted, providing training to 652 local and county officers and approximately 350 MSP personnel.
- **Youth Alcohol Enforcement Programs** – The goal of OHSP's youth alcohol enforcement programs are to eliminate underage consumption of alcohol, eliminate adults furnishing alcohol to minors, reduce the number of alcohol-related traffic crashes, and promote community awareness of problems associated with underage drinking. These programs emphasize education, prevention, enforcement, and adjudication to discourage minors from consuming and attempting to consume

alcohol. The program also assists in establishing close working relationships between law enforcement and the communities they serve. Law enforcement agencies in 30 Michigan counties are receiving training and funding for overtime enforcement of underage drinking laws.

- **SRP Annual Training** – Training was provided by specialists on topics such as Intelligence Through Interdiction, 2004 Legal Update, Child Passenger Safety Training, Crash Process Redesign, Personal Protection Orders, Fit for Duty, Immigration Law, Carrying a Concealed Weapon, and Taser Guns.

Improving Law Enforcement Communications

Most counties indicate a need for continued development of communications systems statewide. In the initial reports filed earlier this fiscal year, nine counties indicate that citizens are still required to use individual phone numbers for each emergency service. The result is potential confusion and increased response times for emergency service. Other improvements needed include:

- **Equipment** - Some agencies have indicated continued deficiencies in communications equipment that impact local emergency operations.

There were eighteen counties identified in which officers are not always able to communicate with their radio dispatcher from their patrol vehicle. Others report that officers are not equipped with portable radios when away from the patrol car. Of those counties without ability to communicate in some areas, it was reported that the average county area in which officers do not have reliable communication with dispatch is less than thirteen percent. This results in an environment that is hazardous for the officer and citizens as well. One of the factors involved is that much of the communications equipment originally purchased for the existing dispatch facilities and field units has become outdated, in need of continual repair, or completely inoperable. Agencies cite a need for additional funding to purchase hand-held radios, high band radio systems, and other updated communications equipment.

- **Mutual Frequencies** - As staff shortages become more of a reality, agencies are required to depend upon neighboring departments for assistance. This means a greater need for officers to be equipped with radios operating on mutual frequencies. This is particularly important during incidents such as major traffic crashes, hostage incidents, barricaded suspects, etc., where communication between different agencies is critical.
- **Legislation** - There has been a continued need for improved legislative initiatives for funding of Emergency 9-1-1 System and central dispatch systems.

Part Two:
IMPACT AND COST EFFECTIVENESS STUDY

I. EVALUATION BACKGROUND INFORMATION

Number of Counties Included in Evaluation

Maintenance of Effort (MOE) and crash data include all 83 counties. FY04 activity data includes 82 of Michigan's 83 counties (Iosco county did not qualify for FY04 SRP program funding).

Data Collection and Definitions

Data was submitted by 82 counties that participated in FY04.

Definitions of variables used in this report:

- **Accident Investigation** - Response to reported accidents, initial investigation, and evidence collection.
- **Accident (or Crash)** - A motor vehicle crash that has been reported to the Michigan State Police by state, county, or local law enforcement. With few exceptions, OHSP prefers the term "crash" because it does not infer or assign responsibility for the act. The exception is when one discusses acts of intent. For example, if a fugitive intentionally crashes his/her car into a patrol car in an effort to elude police, the crash is deemed "intentional," and is not reported to the State as a traffic "crash."
- **Alcohol-Related Crashes** - Traffic crashes where one or more of the drivers involved had been drinking (HBD).
- **Arrests** - Criminal arrests, either felony or misdemeanor.
- **Citations** - All violations of either a state law or local ordinance, both moving and non-moving violations.
- **Crime** - Felony and misdemeanor crimes that have been reported to the Michigan State Police Uniform Crime Reporting System by state, county, and local agencies as substantiated crimes.
- **Criminal Complaint Responses** - The response to any situation where a citizen reports that a crime (felony or misdemeanor) was committed or is in progress.
- **Law Enforcement Assistance** - Assisting a law enforcement officer of a different department (state or local) or of the same department. This includes Department of Natural Resources officers, Liquor Control Commission personnel, etc.

- **Motorist Assist** - Assisting citizens who need help. This is primarily where an automobile becomes inoperative and the citizen is stranded.

Evaluation Goals

- To determine whether the counties are continuing to maintain their county-supported road patrol at a level comparable to or greater than the base line period of October 1, 1978.
- To determine the activity level of Secondary Road Patrol Program deputies.

II. PERSONNEL AND ACTIVITIES ANALYSIS

Activity data is derived from semi-annual program reports submitted to OHSP by participating agencies. This activity is compiled on a fiscal year basis (October 1, 2003, through September 30, 2004).

Services Provided

When the SRP program began in FY79 many counties used a portion of the funds for vehicle inspection and traffic safety education programs. The vehicle inspection program consists primarily of stopping vehicles where it is apparent that certain safety equipment is in need of repair and issuing a repair and report citation. In most situations, the citation is voided when the owner can substantiate that the necessary repairs have been made. While the number of vehicle inspections have declined, traffic safety education programs continue to be provided. The main focus of the SRP program, however, continues to be traffic enforcement.

Funding

Beginning with FY92, the program began a transition from 100 percent General Fund support to one funded partially by General Fund monies along with surcharges on traffic citations (Restricted Funds). Public Act 163 of 1991 mandated that five dollars (\$5) be assessed to violators of most moving violations, and that the \$5 surcharge be deposited into a Secondary Road Patrol and Training Fund. The funding is used for Secondary Road Patrol and Accident Prevention grants and police officer training through the Michigan Commission on Law Enforcement Standards (MCOLES). In December 2001, this surcharge was increased to \$10, and the General Fund portion was decreased for FY02. The General Fund appropriation was eliminated in 2003 and for subsequent years.

It is the intent of OHSP to distribute to the counties every dollar of available funds for enforcement of P.A. 416 while still maintaining fiscal integrity of the program. To accomplish this, each July OHSP estimates the amount of funding for the fiscal year beginning October 1, applies a distribution formula as prescribed by law, and notifies each county of its annual allocation. The estimate is based on:

- Actual surcharge revenues for the first nine months of the fiscal year
- Plus an estimation of surcharge revenues for the last three months of the fiscal year
- Plus any projected carryover funds from the current fiscal year
- Minus a reserve for fiscal integrity

Revenues generated by the surcharge program, including carryover funds from 2003, account for 100 percent of funding allocated to counties in 2004. However, it is impossible to predict with certainty the amount of revenue that will be generated by the surcharge program. State law does not permit program expenditures to exceed financial support, and actual receipts have been known to fall short of the estimate. To guard against the possibility of violating state law, OHSP believes it is fiscally prudent to reduce the annual estimate by a modest amount held in reserve. If the July estimation of revenues holds true for the entire fiscal year, OHSP carries this reserve, along with any other unused restricted monies, into the next fiscal year. Carryover monies are then included in the next fiscal year's total budget. Funds which are not allocated to a county because it did not qualify under the provisions of P.A. 416 remain available to that county throughout the fiscal year, in case they come into compliance. Unused monies from qualifying and non-qualifying counties are added to the next fiscal year's total budget. Unused monies do not accumulate for a county beyond a fiscal year.

Personnel

The largest expenditure of SRP funds each year is for personnel. The expenditures include salaries and fringe benefits.

Number of Road Patrol Deputies in FY04	2,560.1
SRP Funded	181.8
County Funded	1,583.8
Locally Funded.....	662.0
Other Funds.....	113.0

Page 33 shows the number of SRP deputies employed by the program each fiscal year as compared to County Funded Road Patrol (CFRP) deputies. The graph on page 35 illustrates the number of SRP funded deputies from 1985 through 2004.

Activity

Deputies assigned to the Secondary Road Patrol Program may patrol county primary roads and county local roads, monitor for traffic law violations, and investigate accidents. A deputy observing a criminal law violation while patrolling may make an arrest. They also may take a criminal complaint which occurred in their patrol area if it is observed or brought to the officer's attention while patrolling. In addition, deputies aid stranded motorists, serve as community traffic safety instructors, and patrol in county and state parks.

The activity data in the graphs starting on page 37 are based on program reports submitted by each participating agency for FY04. Activity data captured for these graphs include:

- FY04 Average Activities per SRP Deputy
- Comparison of Average Activities per SRP Deputy (1994 vs. 2004)
- Comparison of Average Activities per SRP Deputy (2003 vs. 2004)
- Average Traffic Citations per SRP Deputy
- Average OUIL Arrests per SRP Deputy
- Total OUIL Arrests by SRP Deputies

Average traffic citations per SRP deputy were down 4.2% percent in 2004 from the 2003 level, while the average per county funded deputy decreased by 17.0%. Average OUIL arrests per SRP deputy were down 2.2% in 2004 compared to 2003. The average level of traffic enforcement activity, a primary focus for Secondary Road Patrol, continued to surpass that of CFRP officers.

One of the most successful aspects of the SRP program has been the annual SRP Training Session. This year's session was held in Lansing with 132 officers who attended from 70 of Michigan's 83 counties. The conference offered training from specialists on topics such as Traffic and Homeland Security, 2004 Legal Update, Child Passenger Safety Training, Crash Process Redesign, Personal Protection Orders, Drugs and Recognition, Carrying a Concealed Weapon, and Taser Guns.

Monitoring

OHSP's administrative responsibilities include monitoring the SRP program. Counties are selected each year for monitoring based on length of time since previous monitoring and results of previous monitorings. In addition, a few are randomly chosen for review. In FY04, OHSP monitored four participating counties.

The monitorings have clearly shown that the intent of most participating counties is to operate a program that fully satisfies the requirements of P.A. 416. Monitorings are performed with the idea of working with the county to improve the SRP program, not to be punitive. Through monitoring and training, OHSP is reaching the three segments that directly affect the program: the Sheriff, the SRP deputies, and the county's administrative staff.

The monitoring procedure usually consists of a one-day on-site visit to the county. A representative from OHSP meets with county personnel who oversee the SRP program and financial functions. In most cases, the OHSP representative also has an opportunity to meet with the sheriff. The OHSP representative reviews the previous year's officer "dailies" for all SRP deputies, reconciles expenditures reported during the

program year, reviews the county's accounting procedures, and reviews the duty roster or schedule for MOE compliance. The OHSP representative also takes note of the amount of financial supplement provided by the county. The monitorings conducted by OHSP have shown that the majority of participating counties satisfy the requirements of P.A. 416 and that SRP deputies are performing traffic-related duties on secondary roads the majority of the time.

As a result of this monitoring, some counties are asked by OHSP to make certain changes in the way they conduct their SRP program. These requests involve program and financial changes (OHSP later verifies that adjustments were indeed made by the county).

III. TRAFFIC CRASHES

At the time of this report, crash data was accurate through December 31, 2003.

General Crash Trends - There were 1,283 persons killed and 105,555 persons injured in 391,485 reported motor vehicle traffic crashes in Michigan during 2003. Compared with the 2002 experience, deaths increased 0.3 percent, persons injured decreased 6.2 percent, and total reported crashes decreased 1.0 percent. The 391,485 reported crashes in 2003 represent an economic loss to the State of Michigan in the amount of \$9,762,388,400.

Alcohol/Drug Related Crashes – Of all fatal crashes, 34.4 percent involved drinking and/or drugs, 25.0 percent involved at least one drinking operator, bicyclist, or pedestrian, 3.5 percent involved at least one drugged operator, bicyclist, or pedestrian, and 5.9 percent involved both drinking and drugs.

IV. COST EFFECTIVENESS

A report issued by the Office of Criminal Justice in April 1982 suggested that SRP deputies were more cost effective for patrolling and monitoring traffic than were County Funded Road Patrol (CFRP) deputies. It was found that the average secondary road patrol deputy cost 13 percent less than a CFRP deputy, while at the same time, productivity of an SRP deputy exceeded that of a CFRP deputy. However, since the duties of SRP deputies differ from those of regular CFRP deputies, it is impossible to make completely accurate cost comparisons between the two. Officers dedicated solely to monitoring traffic understandably produce more traffic-related activity than those who have more diverse responsibilities. In many counties, traffic duty is assigned to deputies with the least seniority and, therefore, the lowest salaries. Accordingly, one might expect SRP deputies to routinely earn less than do CFRP deputies, and generate more traffic-related activity than do CFRP deputies.

Information submitted by the counties is not independently verified, and funds appropriated to OHSP for administration are insufficient to conduct a scientific study. There are too many variables that need to be considered and not enough consistency and uniformity in the data provided to OHSP to assure validity of such a study.

Counties budget the program during August and September and provide the best estimate of how SRP funds will be utilized. Each county budgets according to the needs of their particular county. Some counties budget only salaries and wages, while others budget all program expenses. Some counties supplement the program, while others choose only to utilize the state funds that are available (P.A. 416 requires that services need only be provided up to the amount of state funding available).

Total reported program expenditures of \$14,458,811* (SRP monies plus reported contributions by county funds) supported the full-time equivalent of 181.8 SRP deputies and related expenses (personnel costs, equipment, vehicle maintenance, uniform allowance, travel, etc.) in FY04, equating to a total cost per SRP deputy of \$79,531. Since counties are not required to use SRP funds for personnel costs exclusively, this figure can fluctuate greatly from year to year, and should not be used for multi-year comparisons. For example, a county may use a large percentage of its allocation for SRP personnel costs one year, while choosing to purchase more equipment (a new vehicle, speed measuring devices, breath testing equipment, etc.) the next. The more SRP deputies that are supported by the program, the lower the total cost will be per SRP Deputy.

*(see page 31) The amount of county supplement, which is included in the total reported program expenditures shown here, and on the graph on page 31, can fluctuate widely from year to year. Some counties choose to report only personnel and a few related expenses, and absorb the rest of the cost of the program in the county budget without reporting it. Others report larger amounts, and rely on the county supplement to cover non-allowable costs. (OHSP discourages this practice as it overstates the true amount being spent to support secondary road patrol activities.) Because of this, the county supplement should be used only as a general indicator of the degree of additional support that is provided by the counties for the secondary road patrol program, and should not be used for comparisons from year to year.

V. SYNOPSIS OF ACTIVITIES

Activity Levels Per SRP Deputy for FY04 (Based on 181.8* SRP Deputies) (See chart on page 37)

OUIL arrests per deputy	10
Criminal arrests per deputy	39
Motorist assists per deputy	29
Traffic crash investigations per deputy	93
Enforcement assists per deputy	120
Criminal complaints per deputy	101
Traffic citations per deputy	581

Cumulative SRP Figures for All Participating Counties in FY04

Miles of patrol.....	4,465,187
Traffic stops.....	126,116
Traffic citations	105,700
Traffic crash investigations.....	16,923
Criminal reports	18,321
Criminal arrests	7,163
Motorist assists	5,346
Law enforcement assists to their own agency.....	15,723
Assists to other state and local agencies	6,132
Citations in county and/or state parks	5,267
Arrests in county and/or state parks.....	341
Vehicles inspected	3,323
Hours of instruction offered	19,816
Community safety training sessions.....	4,895
Citizens instructed.....	152,901

**FY04 SRP program supported full-time equivalent of 181.8 deputies as reported through semi-annual reports submitted to OHSP by participating counties.*

CONCLUSION

The Secondary Road Patrol and Traffic Accident Prevention Program has been in operation since FY79. This report is published annually to document activity and evaluate the effectiveness of the program. While it is possible to make comparisons of activity between individual program years, no “base line” data exists for activity prior to October 1, 1978. It is impossible, therefore, to determine what additional activity took place in FY04 that did not take place prior to October 1, 1978.

The *Michigan Traffic Crash Facts*, published annually by the Office of Highway Safety Planning, separates road types into categories to allow a comparison of the number of crashes and the vehicle miles traveled on county and local roads to the experience on state roads. Michigan’s “traffic crash death rate” (traffic deaths per 100 million motor vehicle miles traveled on all road types) has dropped from 3.1 in 1978 to 1.3 in 2003, a 58.1% decrease. The Office of Highway Safety Planning believes that the SRP program has played a significant role in Michigan’s traffic safety picture, and that having a visible law enforcement presence on secondary roads has had a positive impact on driver behavior.

PUBLIC ACT 416 OF 1978

Executive Order #1989-4 (October 1, 1989) transferred administration of the SRP program from the Department of Management & Budget's Office of Criminal Justice to the Department of State Police's Office of Highway Safety Planning. References to "Office of Criminal Justice" may, therefore, be replaced with "Office of Highway Safety Planning."

Sec. 51.76 (1) As used in this section, "county primary roads", "county local roads", and "state trunk line highways" mean the same as those terms are defined in Act No. 51 of the Public Acts of 1951, as amended, being sections 247.651 to 247.673 of the Michigan Compiled Laws. However, state trunk line highways does not include freeways as defined in section 18a of Act No. 300 of the Public Acts of 1949, being section 257.18a of the Michigan Compiled Laws.

(2) Each sheriff's department shall provide the following services within the county in which it is established and shall be the law enforcement agency primarily responsible for providing the following services on county primary roads and county local roads within that county, except for those portions of the county primary roads and county local roads within the boundaries of a city or village; and on those portions of any other highway or road within the boundaries of a county park within that county:

(a) Patrolling and monitoring traffic violations.

(b) Enforcing the criminal laws of this state, violations of which are observed by or brought to the attention of the sheriff's department while providing the patrolling and monitoring required by this subsection.

(c) Investigating accidents involving motor vehicles.

(d) Providing emergency assistance to persons on or near a highway or road patrolled and monitored as required by this subsection.

(3) Upon request, by resolution, of the legislative body of a city or village, the sheriff's department of the county in which the city or village is located shall provide the services described in subsection (2)(a), (c), and (d) on those portions of county primary roads and county local roads and state trunk line highways within the boundaries of the city or village, which are designated by the city or village in the resolution. Upon request, by resolution, of the legislative body of a city or village, the sheriff's department of the county in which the city or village is located shall provide a vehicle inspection program on those portions of the county primary roads and county local roads within the boundaries of the city or village, which are designated by the legislative body of the city or village in the resolution. A resolution adopted by a city or village under this subsection shall not take effect unless the resolution is approved by the county board of commissioners of the county in which the city or village is located. A resolution of the city or village which is neither approved or disapproved by the county board of commissioners within 30 days after the resolution is received by the county board of

commissioners shall be considered approved by the county board of commissioners. A resolution adopted by a city or village to request services under this subsection shall be void if the city or village reduces the number of sworn law enforcement officers employed by the city or village below the highest number of sworn law enforcement officers employed by the city or village at any time within the 36 months immediately preceding the adoption of the resolution. A concurrent resolution adopted by a majority vote of the Senate and the House of Representatives which states that the city or village is required to reduce general services because of economic conditions and is not reducing law enforcement services shall be presumptive that the city or village has not violated the strictures of this subsection.

(4) This section shall not be construed to decrease the statutory or common law powers and duties of the law enforcement agencies of this state or of a county, city, village, or township of this state.

Sec. 51.77 (1) Before a county may obtain its grant from the amount annually appropriated for secondary road patrol and traffic accident prevention to implement section 76, the county shall enter into an agreement for the secondary road patrol and traffic accident prevention services with the office of criminal justice. A county applying for a grant for secondary road patrol and traffic accident prevention shall provide information relative to the services to be provided under section 76 by the sheriff's department of the county, which information shall be submitted on forms provided by the office of criminal justice. By April 1 of each year following a year for which the county received an allocation, a county which receives a grant for secondary road patrol and traffic accident prevention shall submit a report to the office of criminal justice on a form provided by the office of criminal justice. The report shall contain the information described in subsection (6). An agreement entered into under this section shall be void if the county reduces its expenditures or level of road patrol below that which the county was expending or providing immediately before October 1, 1978, unless the county is required to reduce general services because of economic conditions and is not merely reducing law enforcement services.

(2) A grant received by a county for secondary road patrol and traffic accident prevention shall be expended only for the purposes described in section 76 pursuant to the recommendations of the sheriff of that county, and which are approved by the county board of commissioners. The recommendations shall be relative to the following matters:

(a) Employing additional personnel to provide the services described in section 76(2) and (3).

(b) Purchasing additional equipment for providing the services described in section 76(2) and (3) and operating and maintaining that equipment.

(c) Enforcing laws in state parks and county parks within the county.

(d) Providing selective motor vehicle inspection programs.

- (e) Providing traffic safety information and education programs in addition to those programs provided before September 28, 1978.
- (3) The sheriff's department of a county is required to provide the expanded services described in section 76 only to the extent that state funds are provided.
- (4) For the fiscal years beginning October 1, 1980, and October 1, 1981, a county's share of the amount annually appropriated for secondary road patrol and traffic accident prevention shall be the same percentage that the county received, or was eligible to receive, of the total amount allocated to all counties pursuant to section 12 of Act No. 51 of the Public Acts of 1951, as amended, being section 247.662 of the Michigan Compiled Laws, less the amounts distributed for snow removal and engineers, during the period of July 1, 1976, through June 30, 1977. County primary roads and county local roads within the boundaries of a city or village shall not be used in determining the percentage under this section unless the sheriff's department of the county is providing the services described in section 76(2) and (3) within the city or village pursuant to an agreement between the county and the city or village adopted after October 1, 1978. The agreement shall not be reimbursable under the formula described in this subsection unless the city or village is required to reduce general services because of economic conditions and is not merely reducing law enforcement services.
- (5) From the amount annually appropriated for secondary road patrol and traffic accident prevention, the office of criminal justice may be allocated up to 1% for administrative, planning, and reporting purposes.
- (6) The annual report required under subsection (1) shall include the following:
- (a) A description of the services provided by the sheriff's department of the county under section 76, other than the services provided in a county park.
- (b) A description of the services provided by the sheriff's department of the county under section 76 in county parks in the county.
- (c) A copy of each resolution by a city or village of the county which requests the sheriff's department of the county to provide the services described in section 76.
- (d) A copy of each contract between a county and a township of the county in which township the sheriff's department is providing a law enforcement service.
- (e) The recommendations of the sheriff's department of the county on methods of improving the services provided under section 76; improving the training programs of law enforcement officers; and improving the communications system of the sheriff's department.
- (f) The total number of sworn officers in the sheriff's department.
- (g) The number of sworn officers in the sheriff's department assigned to road safety programs.

(h) The accident and fatality data for incorporated and unincorporated areas of the county during the preceding calendar year.

(i) The crime statistics for the incorporated and unincorporated areas of the county during the preceding calendar year.

(j) The law enforcement plan developed under subsection (7).

(k) A description of the role alcohol played in the incidences of personal injury traffic accidents and traffic fatalities in the county.

(l) Other information required by the department of management and budget.

(7) The sheriff of each county, the director of the department of state police, and the director of the office of criminal justice or their authorized representatives shall meet and develop a law enforcement plan for the unincorporated areas of the county. The law enforcement plan shall be reviewed and updated periodically.

(8) Before May 1 of each year, the office of criminal justice shall submit a report to the legislature. The report shall contain the following:

(a) A copy of each initial report filed before April 1 of that year and a copy of each annual report filed before April 1 of that year under subsection (6).

(b) The recommendations of the office of criminal justice on methods of improving the coordination of the law enforcement agencies of this state and the counties, cities, villages, and townships of this state; improving the training programs for law enforcement officers; and improving the communications systems of those agencies.

(c) A description of the role alcohol played in the incidences of personal injury traffic accidents and traffic fatalities in this state.

(9) From the 1% allocated to the office of criminal justice for administration, planning, and reporting, the office of criminal justice shall conduct an impact and cost effectiveness study which will review state, county, and local road patrol and traffic accident prevention efforts. This study shall be conducted in cooperation with the Michigan sheriffs' association, the Michigan association of chiefs of police, and the department of state police. Annual reports on results of the study shall be submitted to the senate and house appropriations committees by April 1 of each year.

TABLES, CHARTS, AND GRAPHS

**OFFICE OF HIGHWAY SAFETY PLANNING
SRP APPROPRIATION HISTORY**

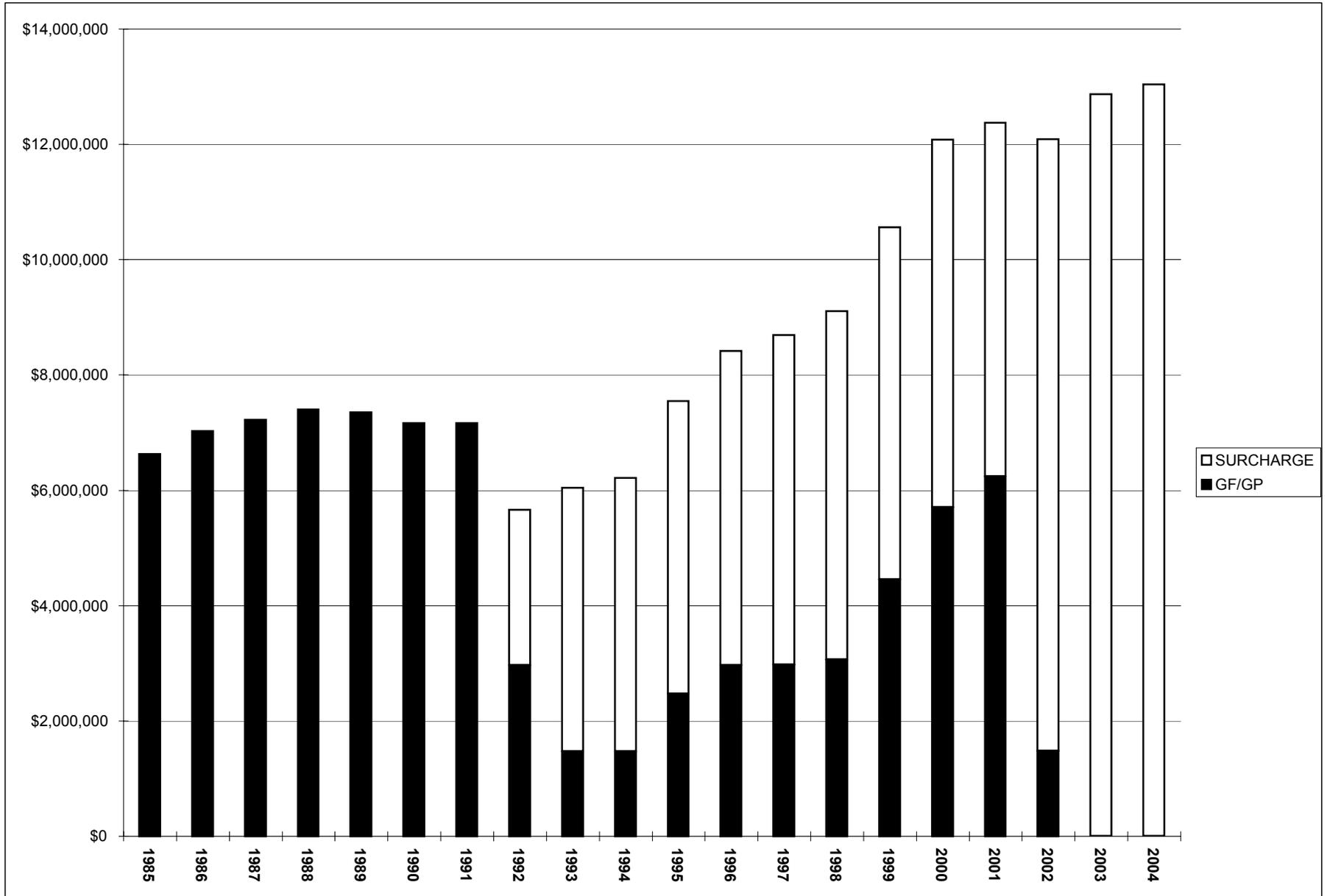
	FISCAL YEAR	GENERAL FUND APPROPRIATION	SEC RD PATROL APPROPRIATION	TOTAL APPROPRIATION
COMBINED	1979	\$8,700,000.00	\$0.00	\$8,700,000.00
COMBINED	1980	\$8,700,000.00	\$0.00	\$8,700,000.00
COMBINED	1981	\$6,400,000.00	\$0.00	\$6,400,000.00
COMBINED	1982	\$6,500,000.00	\$0.00	\$6,500,000.00
COMBINED	1983	\$6,500,000.00	\$0.00	\$6,500,000.00
COMBINED	1984	\$6,500,000.00	\$0.00	\$6,500,000.00
COMBINED	1985	\$6,700,000.00	\$0.00	\$6,700,000.00
COMBINED	1986	\$7,100,000.00	\$0.00	\$7,100,000.00
COMBINED	1987	\$7,300,000.00	\$0.00	\$7,300,000.00
COMBINED	1988	\$7,480,000.00	\$0.00	\$7,480,000.00
COMBINED	1989	\$7,423,900.00	\$0.00	\$7,423,900.00
COMBINED (See Note Below)	1990	\$7,239,500.00	\$0.00	\$7,239,500.00
PROGRAM	1991	\$7,165,500.00	\$0.00	\$7,165,500.00
ADMINISTRATION	1991	\$74,000.00	\$0.00	\$74,000.00
		\$7,239,500.00	\$0.00	\$7,239,500.00
PROGRAM	1992	\$2,968,900.00	\$3,744,500.00	\$6,713,400.00
ADMINISTRATION	1992	\$72,600.00	\$0.00	\$72,600.00
		\$3,041,500.00	\$3,744,500.00	\$6,786,000.00
PROGRAM	1993	\$1,468,900.00	\$5,244,500.00	\$6,713,400.00
ADMINISTRATION	1993	\$75,100.00	\$0.00	\$75,100.00
		\$1,544,000.00	\$5,244,500.00	\$6,788,500.00
PROGRAM	1994	\$1,468,900.00	\$5,244,500.00	\$6,713,400.00
ADMINISTRATION	1994	\$75,700.00	\$0.00	\$75,700.00
		\$1,544,600.00	\$5,244,500.00	\$6,789,100.00
PROGRAM	1995	\$2,468,900.00	\$4,644,500.00	\$7,113,400.00
ADMINISTRATION	1995	\$77,500.00	\$0.00	\$77,500.00
		\$2,546,400.00	\$4,644,500.00	\$7,190,900.00
PROGRAM	1996	\$2,968,900.00	\$5,044,100.00	\$8,013,000.00
FY95 Carry-Forward	1996	\$0.00	\$900,000.00	\$900,000.00
ADMINISTRATION	1996	\$79,300.00	\$0.00	\$79,300.00
		\$3,048,200.00	\$5,944,100.00	\$8,992,300.00
PROGRAM	1997	\$2,970,600.00	\$5,535,200.00	\$8,505,800.00
FY96 Carry-Forward	1997	\$0.00	\$800,000.00	\$800,000.00
ADMINISTRATION	1997	\$77,600.00	\$0.00	\$77,600.00
		\$3,048,200.00	\$6,335,200.00	\$9,383,400.00
PROGRAM	1998	\$3,059,700.00	\$5,701,300.00	\$8,761,000.00
ADMINISTRATION	1998	\$78,100.00	\$0.00	\$78,100.00
		\$3,137,800.00	\$5,701,300.00	\$8,839,100.00
PROGRAM	1999	\$4,452,100.00	\$6,069,000.00	\$10,521,100.00
ADMINISTRATION	1999	\$80,500.00	\$0.00	\$80,500.00
		\$4,532,600.00	\$6,069,000.00	\$10,601,600.00
PROGRAM	2000	\$5,702,100.00	\$6,152,300.00	\$11,854,400.00
ADMINISTRATION	2000	\$83,300.00	\$0.00	\$83,300.00
		\$5,785,400.00	\$6,152,300.00	\$11,937,700.00
PROGRAM	2001	\$6,240,900.00	\$6,152,300.00	\$12,393,200.00
ADMINISTRATION	2001	\$86,200.00	\$0.00	\$86,200.00
		\$6,327,100.00	\$6,152,300.00	\$12,479,400.00

**OFFICE OF HIGHWAY SAFETY PLANNING
SRP APPROPRIATION HISTORY**

	FISCAL YEAR	GENERAL FUND APPROPRIATION	SEC RD PATROL APPROPRIATION	TOTAL APPROPRIATION
PROGRAM	2002	\$1,480,000.00	\$10,902,300.00	\$12,382,300.00
ADMINISTRATION	2002	\$123,800.00	\$0.00	\$123,800.00
		\$1,603,800.00	\$10,902,300.00	\$12,506,100.00
COMBINED	2003	\$0.00	\$12,506,600.00	\$12,506,600.00
COMBINED	2004	\$0.00	\$14,006,600.00	\$14,006,600.00

NOTE: Prior to 1991, Program and Administration appropriation was combined. The department administering the SRP program was allowed to spend up to 1% of the general fund appropriation. Beginning in FY91, Program and Administration became line item appropriations. In 2003, they were once again combined into one appropriation line, with up to 1% for administration. Beginning in December of 2002, the surcharge on moving violations, which funds the restricted portion of the appropriation, was doubled. The general fund appropriation was decreased for 2002, and was eliminated in 2003.

SRP Revenue Received



History of SRP Program Expenditures

FISCAL YEAR	STATE FUNDS AVAILABLE TO COUNTIES	STATE FUNDS EXPENDED BY COUNTIES
1979	\$8,700,000	\$7,363,066
1980	\$8,400,000	\$7,821,779
1981	\$6,293,700	\$5,771,668
1982	\$6,275,000	\$6,236,537
1983	\$6,200,000	\$5,948,375
1984	\$6,500,000	\$6,302,485
1985	\$6,700,000	\$6,476,408
1986	\$7,100,000	\$6,847,170
1987	\$7,300,000	\$6,948,671
1988	\$7,424,000	\$7,087,056
1989	\$7,423,900	\$7,070,364
1990	\$7,239,500	\$6,757,680
1991	\$6,507,800	\$6,058,307
1992	\$5,664,999	\$5,519,269
1993	\$6,204,340	\$6,173,778
1994	\$6,000,000	\$5,815,355
1995	\$7,200,000	\$6,984,916
1996	\$8,900,000	\$8,583,919
1997	\$9,400,000	\$9,101,059
1998	\$9,000,000	\$8,649,438
1999	\$11,500,000	\$10,739,979
2000	\$12,000,000	\$11,435,192
2001	\$13,500,000	\$12,766,294
2002	\$12,385,600	\$12,156,256
2003	\$12,385,600	\$12,063,463
2004	\$13,866,731	\$13,298,815

These numbers do not include county contributions expended for the SRP program.

Secondary Road Patrol FY 2004 Allocation

2004 STATE ALLOCATION

\$13,867,000

COUNTY	<u>ALLOCATION PERCENTAGE</u>	<u>COUNTY ALLOCATION</u>	<u>MAINTENANCE OF EFFORT REQUIREMENT</u>
ALCONA	0.393	54,497	4.0
ALGER	0.322	44,652	0.0
ALLEGAN	1.216	168,623	18.0
ALPENA	0.578	80,151	1.0
ANTRIM	0.465	64,482	7.0
ARENAC	0.396	54,913	3.0
BARAGA	0.310	42,988	0.0
BARRY	0.692	95,960	11.0
BAY	1.499	207,866	23.0
BENZIE	0.353	48,951	4.0
BERRIEN	2.075	287,740	24.0
BRANCH	0.747	103,586	13.0
CALHOUN	1.762	244,337	17.0
CASS	0.766	106,221	14.0
CHARLEVOIX	0.442	61,292	7.0
CHEBOYGAN	0.563	78,071	2.0
CHIPPEWA	0.706	97,901	6.0
CLARE	0.531	73,634	4.0
CLINTON	0.857	118,840	9.0
CRAWFORD	0.369	51,169	3.0
DELTA	0.696	96,514	5.0
DICKINSON	0.491	68,087	3.0
EATON	1.090	151,150	17.0
EMMET	0.514	71,276	10.0
GENESEE	4.380	607,375	21.0
GLADWIN	0.467	64,759	5.0
GOGEBIC	0.415	57,548	6.0
GRAND TRAVERSE	0.836	115,928	19.0
GRATIOT	0.782	108,440	7.0
HILLSDALE	0.758	105,112	9.0
HOUGHTON	0.570	79,042	4.0
HURON	0.838	116,205	13.0
INGHAM	2.310	320,328	12.0
IONIA	0.749	103,864	9.0
IOSCO	0.626	86,807	10.5
IRON	0.389	53,943	1.0
ISABELLA	0.782	108,440	7.0
JACKSON	1.926	267,078	24.0
KALAMAZOO	2.010	278,727	27.0
KALKASKA	0.435	60,321	4.0
KENT	4.123	571,736	77.0
KEWEENAW	0.188	26,070	2.0
LAKE	0.422	58,519	4.0

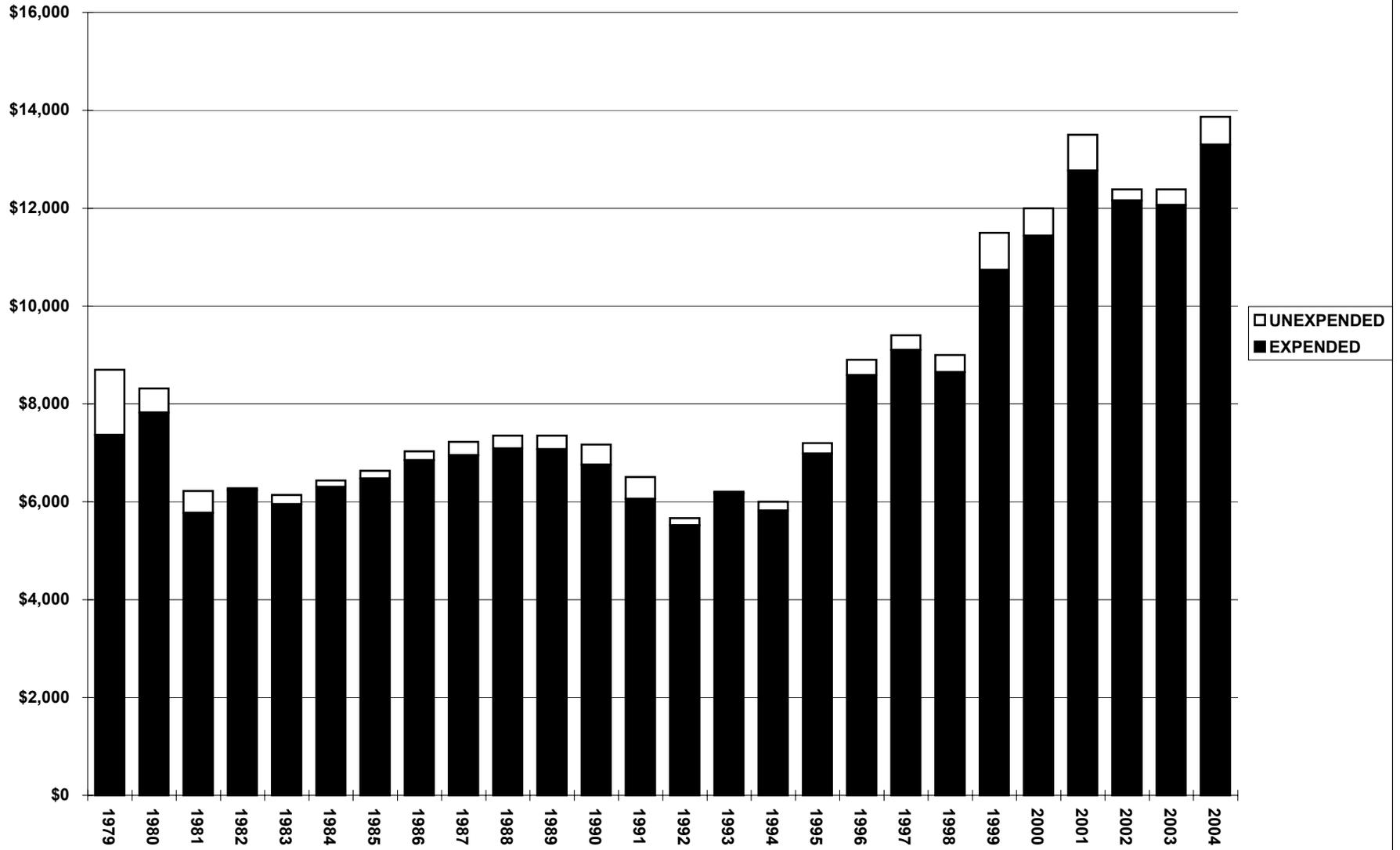
Secondary Road Patrol FY 2004 Allocation

2004 STATE ALLOCATION

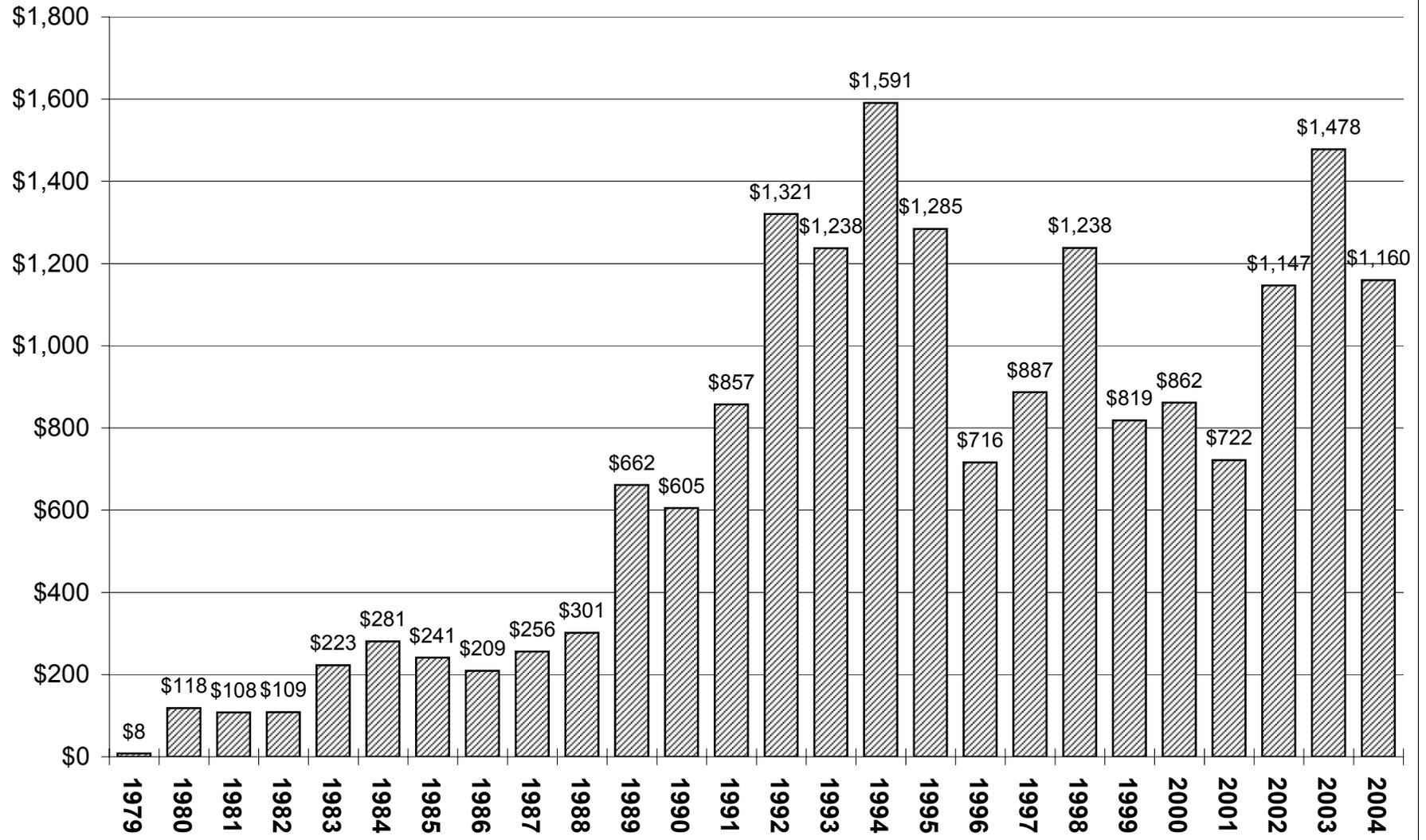
\$13,867,000

COUNTY	<u>ALLOCATION PERCENTAGE</u>	<u>COUNTY ALLOCATION</u>	<u>MAINTENANCE OF EFFORT REQUIREMENT</u>
LAPEER	0.925	128,270	7.0
LEELANAU	0.389	53,943	7.0
LENAWEE	1.221	169,316	24.0
LIVINGSTON	1.032	143,107	15.0
LUCE	0.279	38,689	0.0
MACKINAC	0.366	50,753	5.0
MACOMB	5.173	717,340	68.0
MANISTEE	0.569	78,903	5.0
MARQUETTE	0.906	125,635	11.0
MASON	0.555	76,962	10.0
MECOSTA	0.597	82,786	2.5
MENOMINEE	0.650	90,136	2.0
MIDLAND	0.833	115,512	19.0
MISSAUKEE	0.415	57,548	1.0
MONROE	1.733	240,315	36.0
MONTCALM	0.836	115,928	13.0
MONTMORENCY	0.352	48,812	6.0
MUSKEGON	1.590	220,485	23.0
NEWAYGO	0.774	107,331	12.0
OAKLAND	8.459	1,173,010	48.0
OCEANA	0.562	77,933	8.0
OGEMAW	0.461	63,927	4.0
ONTONAGON	0.356	49,367	6.0
OSCEOLA	0.486	67,394	0.0
OSCODA	0.360	49,921	4.0
OTSEGO	0.448	62,124	9.0
OTTAWA	1.907	264,444	23.0
PRESQUE ISLE	0.427	59,212	5.0
ROSCOMMON	0.455	63,095	11.0
SAGINAW	2.472	342,792	25.0
ST. CLAIR	1.629	225,893	18.0
ST. JOSEPH	0.801	111,075	10.0
SANILAC	0.899	124,664	10.0
SCHOOLCRAFT	0.301	41,740	0.0
SHIAWASSEE	0.917	127,160	15.0
TUSCOLA	0.967	134,094	11.0
VANBUREN	0.901	124,942	0.0
WASHTENAW	2.196	304,519	34.0
WAYNE	14.407	1,997,819	60.0
WEXFORD	0.555	76,962	9.0
TOTALS	1.000	\$13,867,000	

SRP Funds (in thousands)



SRP County Contributions Only

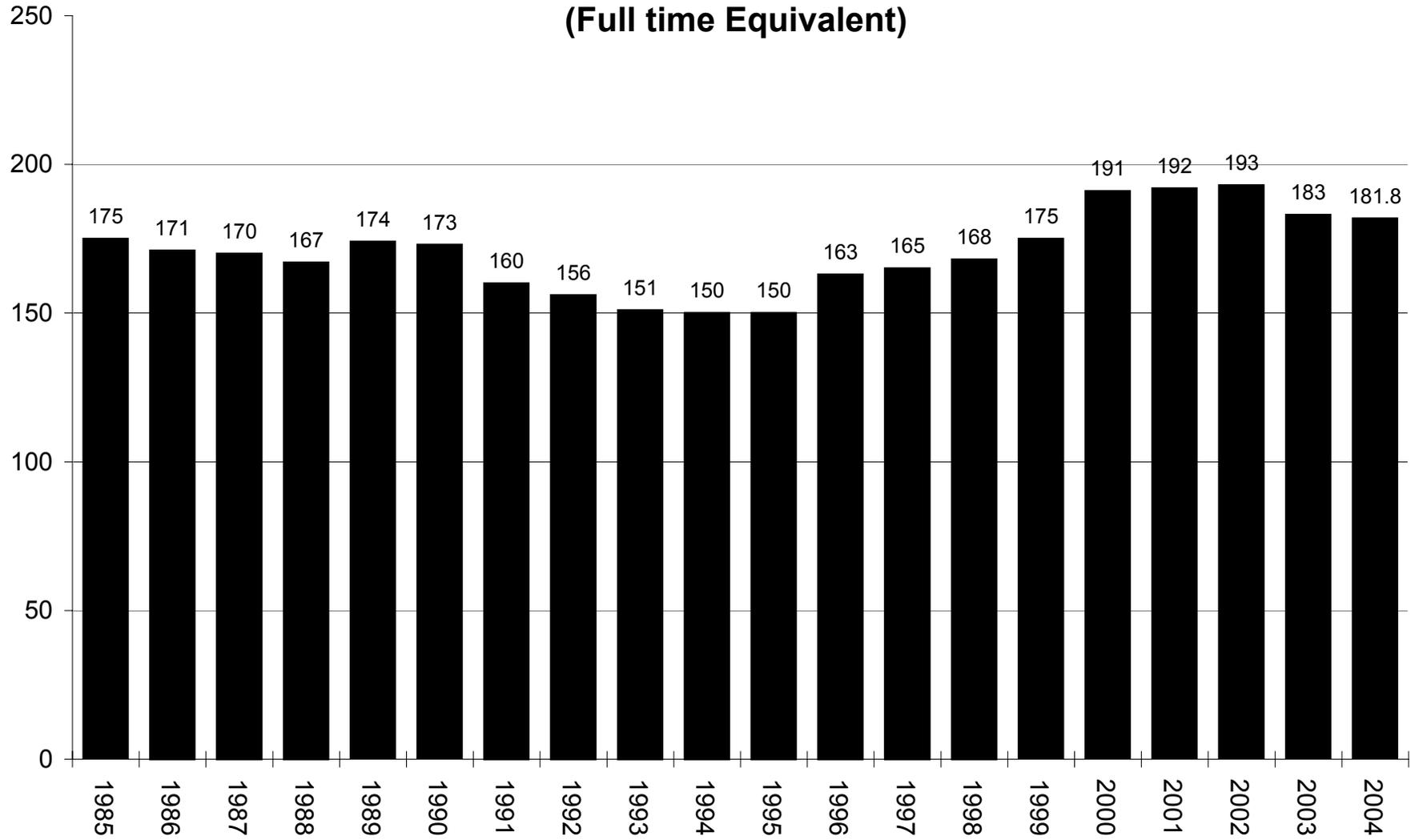


Comparison of Number of SRP Deputies and County Funded Road Patrol Deputies *

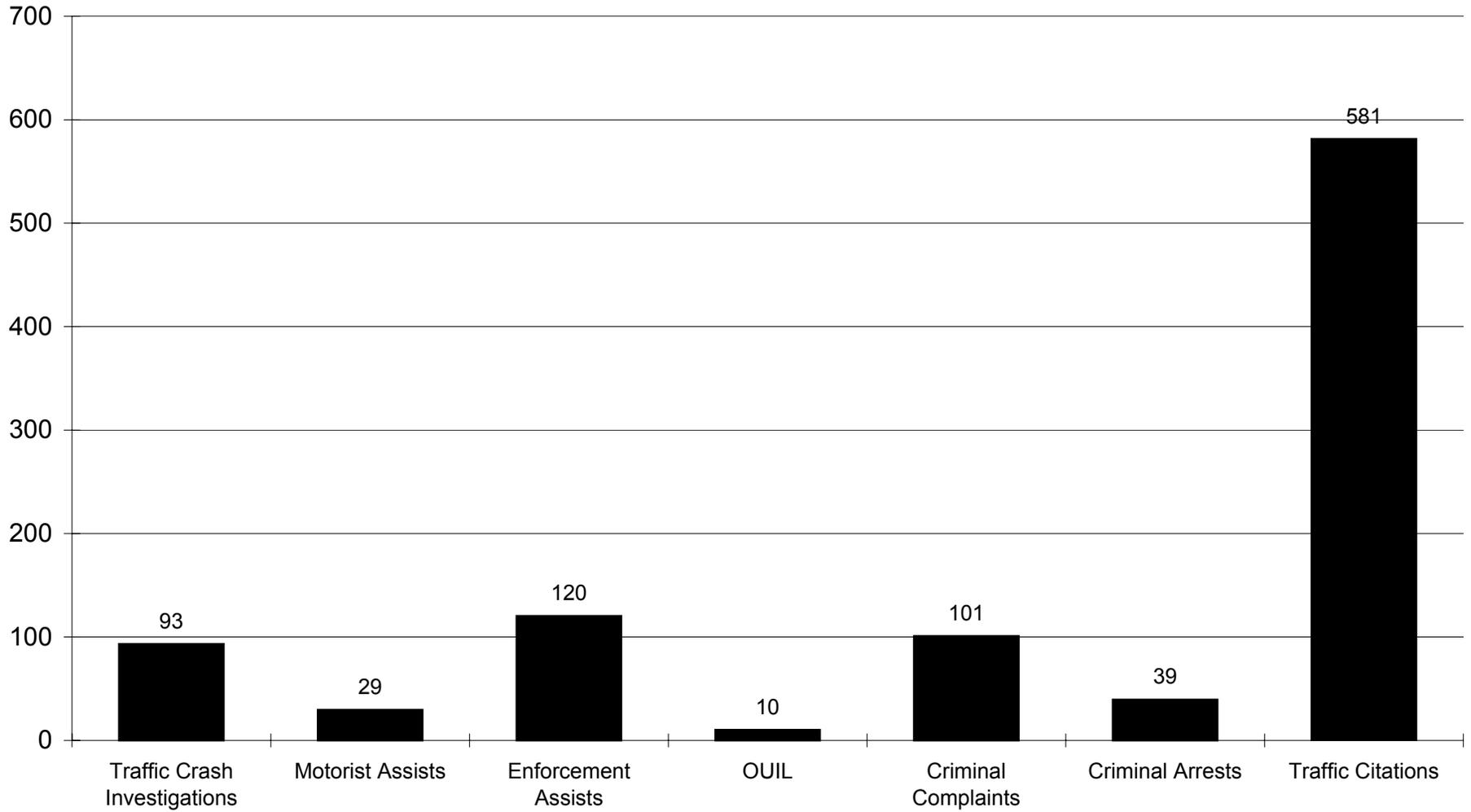
FISCAL YEAR	PROGRAM YEAR	SRP ROAD PATROL DEPUTIES	COUNTY-FUNDED DEPUTIES
1979	1st	287.0	1,123.0
1980	2nd	291.3	N/A
1981	3rd	215.4	N/A
1982	4th	194.2	1,296.0
1983	5th	188.7	1,301.1
1984	6th	176.7	1,310.2
1985	7th	174.7	1,294.0
1986	8th	171.1	1,281.3
1987	9th	170.1	1,301.9
1988	10th	167.0	1,316.5
1989	11th	173.7	1,304.5
1990	12th	173.4	1,286.4
1991	13th	159.5	1,302.5
1992	14th	155.5	1,363.2
1993	15th	150.5	1,328.1
1994	16th	150.0	1,287.0
1995	17th	150.1	1,301.3
1996	18th	162.5	1,335.2
1997	19th	164.7	1,328.0
1998	20th	167.6	1,386.7
1999	21st	175.0	1,417.4
2000	22nd	191.0	1,476.7
2001	23rd	192.0	1,434.3
2002	24th	192.7	1,521.1
2003	25th	183.0	1,544.5
2004	26th	181.8	1,583.8

*Number of full-time equivalent deputies as reported through semi-annual reports submitted to OHSP by participating counties.

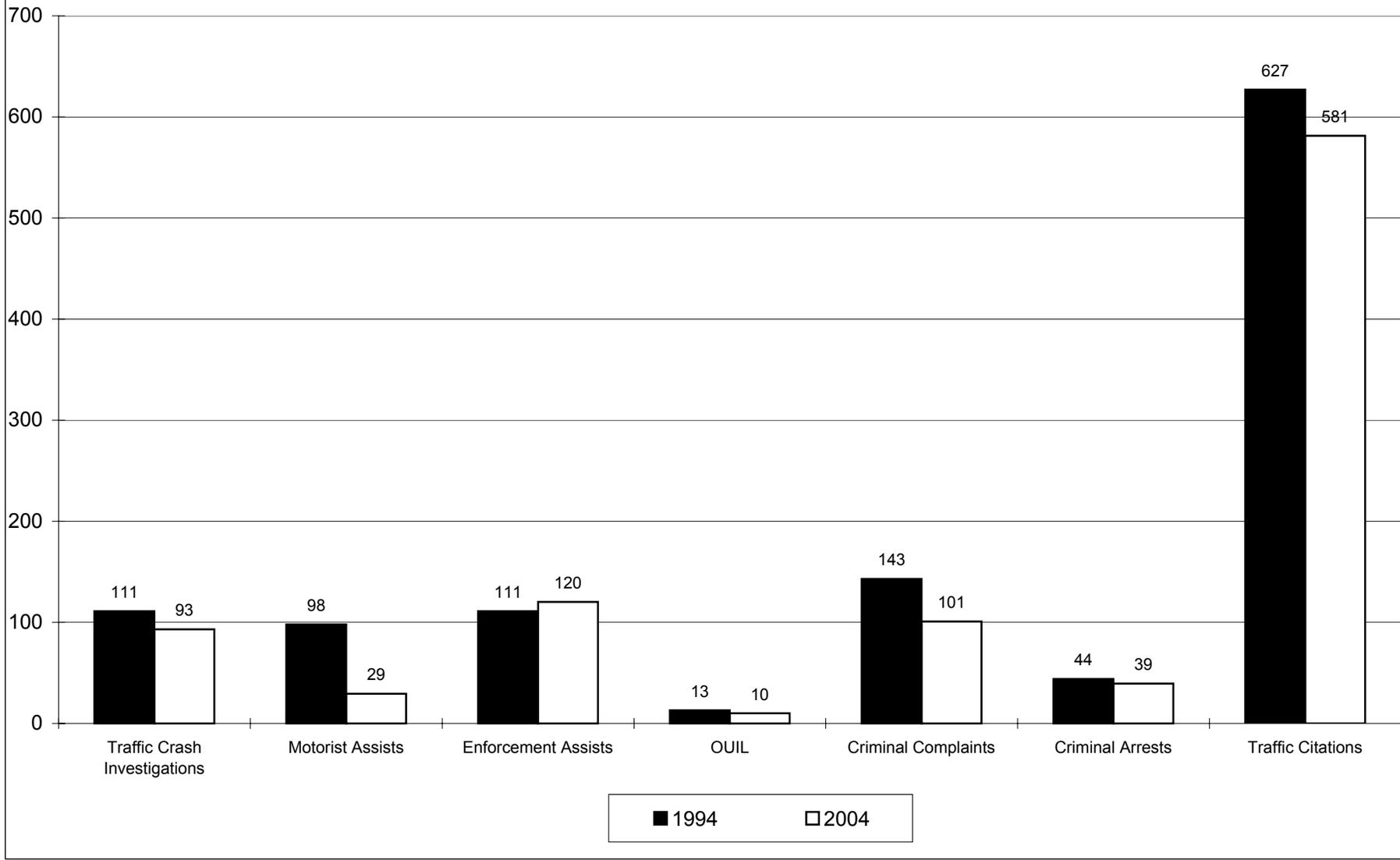
Number of SRP Deputies (Full time Equivalent)



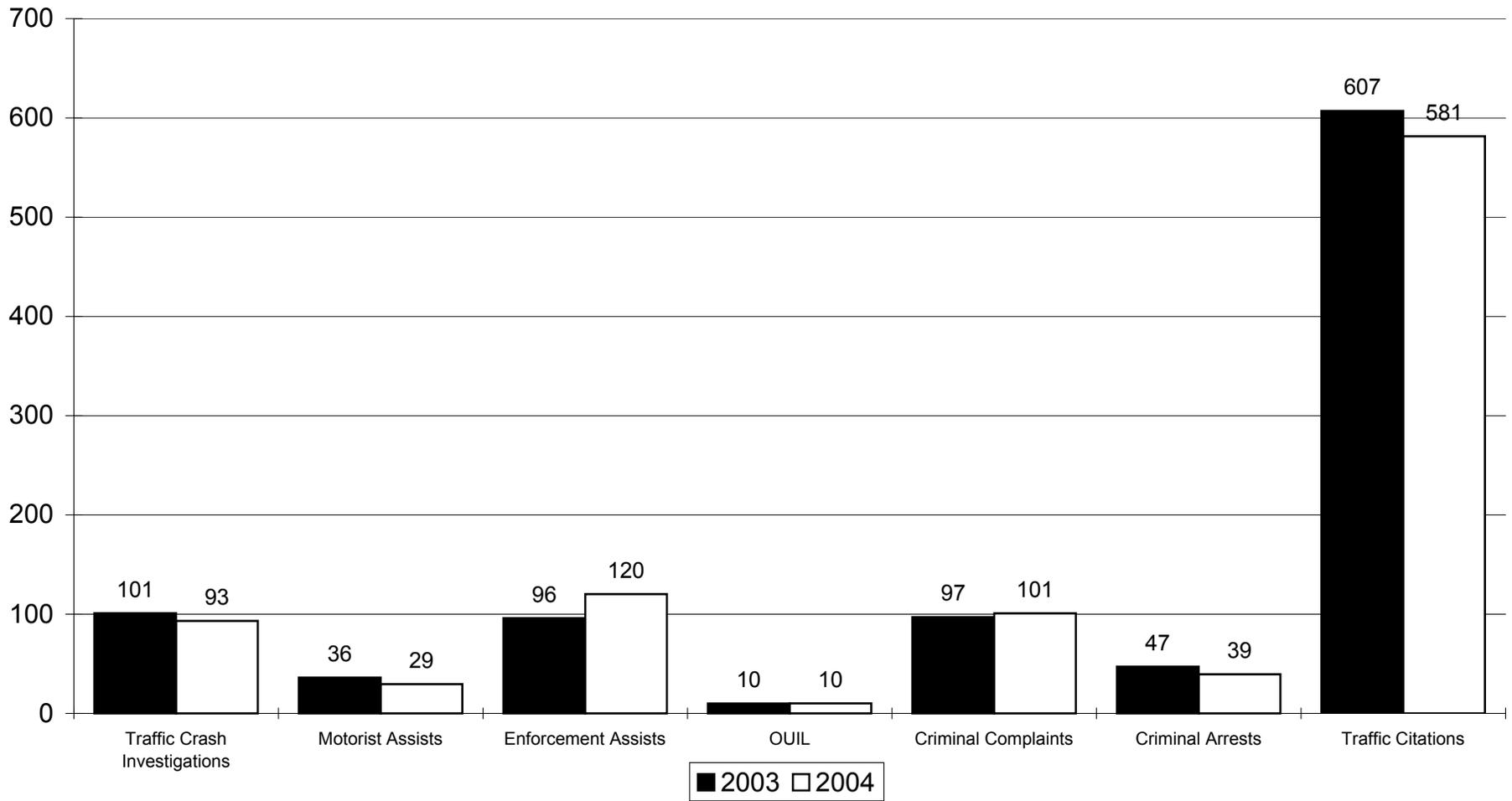
Avg Activities per SRP



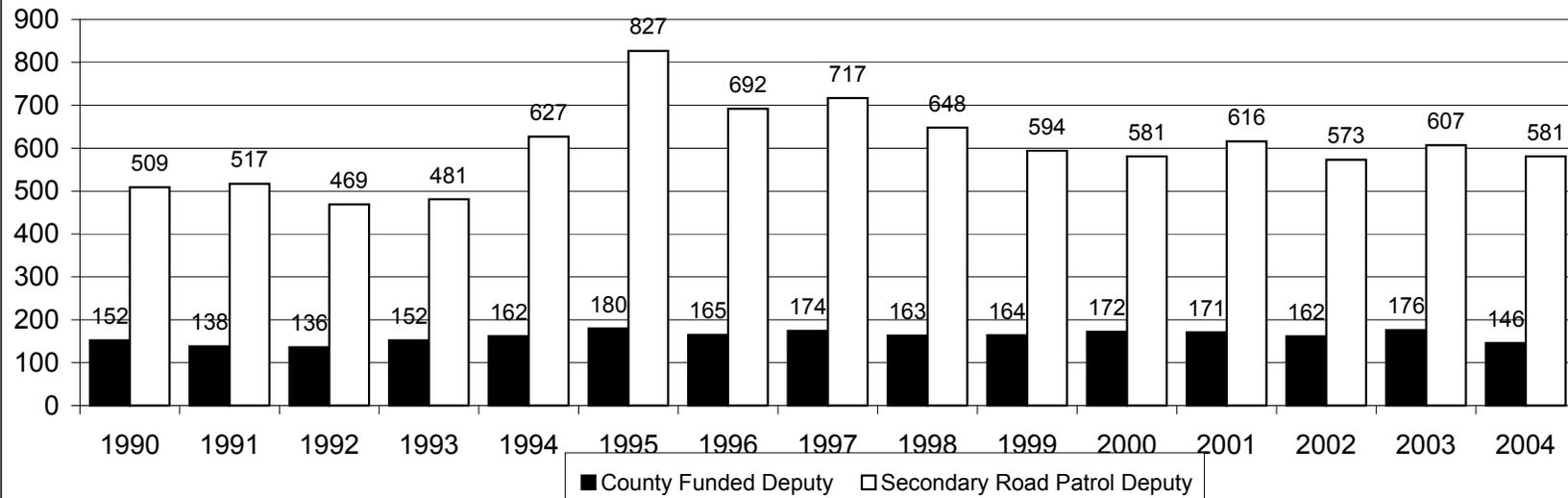
Compare Average Activities - 10 yrs



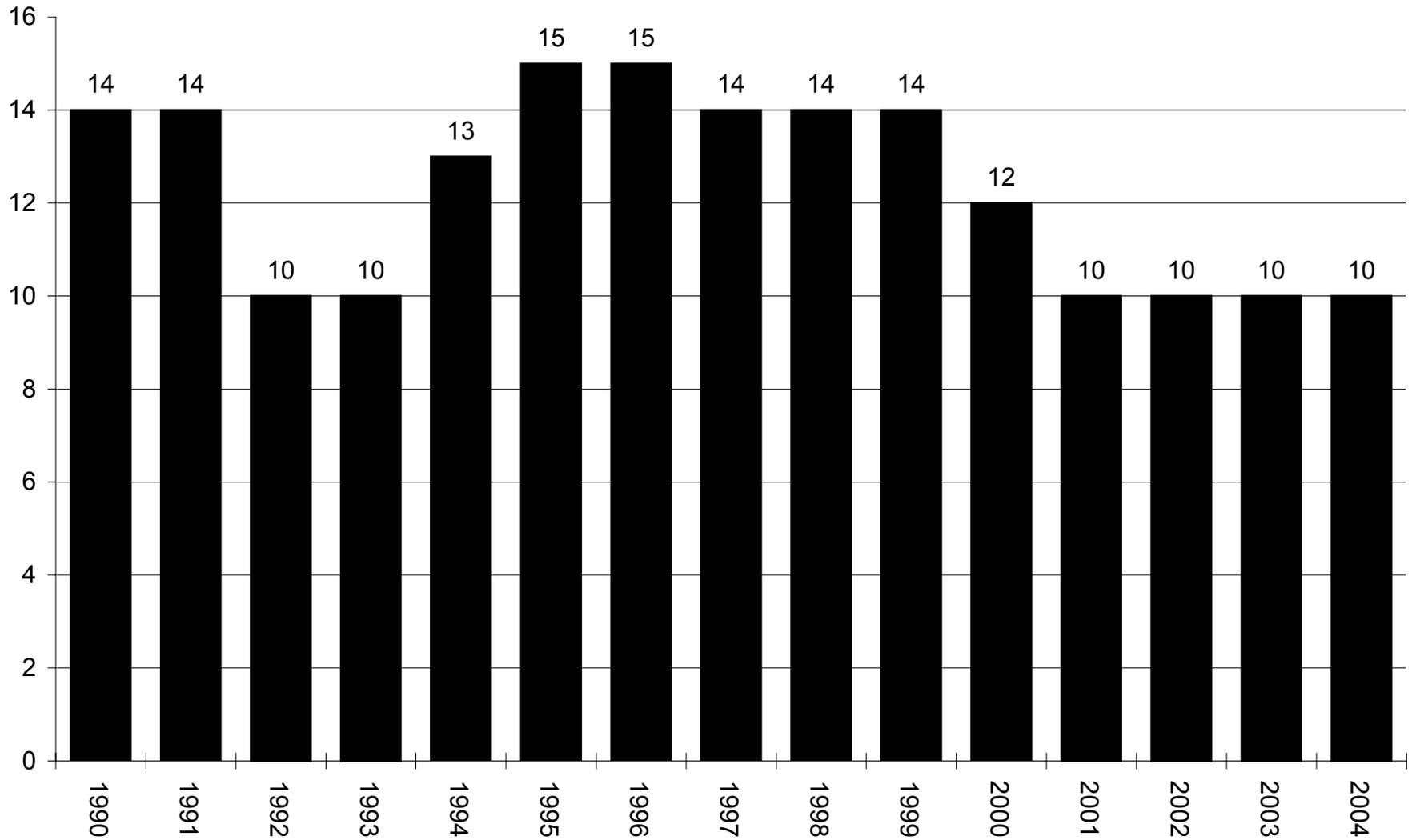
Compare Average Activities - 1 yr



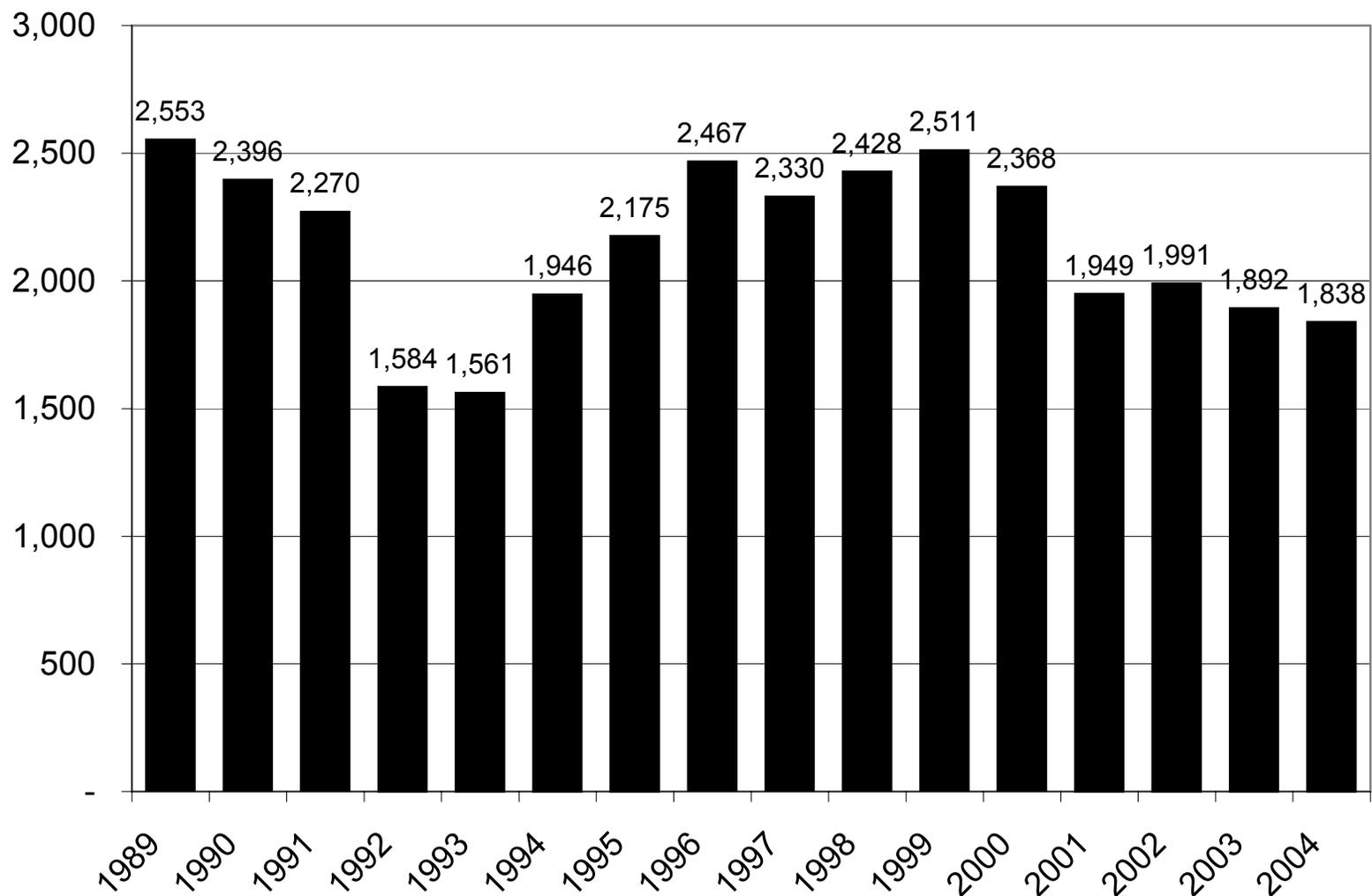
Average Traffic Citations per SRP



Average OUIL Arrest per SRP



Total OUIL Arrests by SRP Deputies



2002-2003 MICHIGAN TRAFFIC CRASH SUMMARY TRENDS

- Michigan experienced a **0.3** percent decrease in traffic fatalities, as well as a **6.2** percent decrease in injuries and a **1.0** percent decrease in crashes.
- Deaths among vehicle occupants (drivers and passengers) increased **0.2** percent.
- Persons sustaining "A" level injuries (the most serious) decreased **6.0** percent.

	2002	2003	%CHANGE
NUMBER OF CRASHES			
Fatal Crashes	1,175	1,172	-0.3
Personal Injury Crashes	80,567	76,598	-4.9
Property Damage Crashes	313,773	313,715	0.0
Total	393,515	391,485	-1.0
ALCOHOL-INVOLVED CRASHES			
Fatal Crashes	384	362	-5.7
Personal Injury Crashes	6,575	6,247	-5.0
Property Damage Crashes	8,890	8,484	-4.6
Total	15,848	15,093	-4.8
ALCOHOL-INVOLVED FATAL CRASHES			
Had Been Drinking (HBD).....	384 (32.7)	362 (30.9%)	-5.7
Had Not (HNBD)/Not Known if Drinking .	791 (67.3)	810 (69.1%)	2.4
PERSONS IN CRASHES			
Killed	1,279	1,283	0.3
Injured	112,484	105,555	-6.2
Not Injured	528,529	524,356	-0.8
Unknown Injury	72,365	64,903	-10.3
Total	714,657	696,097	-2.6
PERSONS IN ALCOHOL-INVOLVED CRASHES			
Killed	422	399	-5.5
Injured	9,414	8,815	-6.4
Not Injured	15,151	14,140	-6.7
Unknown Injury	2,061	2,013	-2.3
Total	27,048	25,367	-6.2
PERSONS INJURED BY GENDER			
Male	50,514	47,705	-5.6
Female	57,202	54,950	-3.9
Unknown Gender	4,768	2,900	-39.2
Total	112,484	105,555	-6.2
PERSONS INJURED BY SEVERITY			
"A" Injury	10,556	9,920	-6.0
"B" Injury	27,771	24,952	-10.2
"C" Injury	74,157	70,683	-4.7
Total	112,484	105,555	-6.2

Note: The 2000 & 2003 information provided for alcohol contains data for alcohol-related crashes only.

2004 Secondary Road Patrol Summary from Semi-Annual Reports

	Average Full Time SRP Officer	Average County Funded Officers	Average Funded by Local Government Contracts	Average Other Funds	Total Miles by SRP Funded Officers	Total Miles by County Funded Officers	Total Miles	Total Stops by SRP Funded Officers	Total Stops by County Funded Officers	Total Stops
ALCONA	2	13	0	0	72,961	218,548	291,509	787	1,870	2,657
ALGER	1	0	0	0	10,966	0	10,966	69	0	69
ALLEGAN	3	33.5	10.75	0	75,885	839,996	915,881	4,219	15,601	19,820
ALPENA	1	10	0	1	33,849	100,319	134,168	1,117	633	1,750
ANTRIM	2	13	0	0	36,201	271,742	307,943	433	2,297	2,730
ARENAC	1	6	1	1.75	26,368	137,692	164,060	486	2,472	2,958
BARAGA	1	4	0	0	15,331	50,536	65,867	103	116	219
BARRY	1.5	20.5	4	0	37,097	211,728	248,825	1,002	1,451	2,453
BAY	3	17.5	8.5	5	41,359	323,908	365,267	2,425	4,061	6,486
BENZIE	1	12	0	1	19,932	193,839	213,771	258	2,075	2,333
BERRIEN	4	24	1	0	96,282	557,034	653,316	2,368	7,603	9,971
BRANCH	2	16	1.6	0	35,878	368,026	403,904	1,981	3,552	5,533
CALHOUN	3	18	2	0	52,889	429,136	482,025	2,675	3,127	5,802
CASS	2	20	4	3	56,373	440,012	496,385	1,505	4,527	6,032
CHARLEVOIX	1	19	0	0	19,551	166,321	185,872	375	2,498	2,873
CHEBOYGAN	2	11	0	1	38,213	124,952	163,165	679	1,197	1,876
CHIPPEWA	2	4.75	0	2.25	129,222	170,967	300,189	824	751	1,575
CLARE	1	15.5	7.5	2	24,476	267,556	292,032	975	2,481	3,456
CLINTON	1	16	0	2	59,507	380,748	440,255	2,422	12,954	15,376
CRAWFORD	1	8	0	3	46,962	66,019	112,981	1,571	1,379	2,950
DELTA	2	14	0	0	48,345	168,005	216,350	1,092	1,431	2,523
DICKINSON	2	5.75	2.25	0	48,312	135,796	184,108	435	1,124	1,559
EATON	2	25	28.5	1	38,658	442,682	481,340	875	4,541	5,416
EMMET	1	14	0	3	24,589	337,042	361,631	1,943	6,344	8,287
GENESEE	6	33.5	16.5	2	132,248	900,907	1,033,155	3,248	7,004	10,252
GLADWIN	1	7.5	0.5	0	23,870	169,533	193,403	507	2,217	2,724
GOGEBIC	1	6	5	1	28,180	206,765	234,945	62	603	665
GRAND TRAVERSE	2	24	18	1	36,848	1,200,000	1,236,848	1,945	11,600	13,545

2004 Secondary Road Patrol Summary from Semi-Annual Reports

	Average Full Time SRP Officer	Average County Funded Officers	Average Funded by Local Government Contracts	Average Other Funds	Total Miles by SRP Funded Officers	Total Miles by County Funded Officers	Total Miles	Total Stops by SRP Funded Officers	Total Stops by County Funded Officers	Total Stops
GRATIOT	2	14	0	3	46,721	494,450	541,171	2,680	9,588	12,268
HILLSDALE	2	24	0	0	56,681	339,777	396,458	999	2,369	3,368
HOUGHTON	2	7	0	0.5	23,072	93,956	117,028	196	1,076	1,272
HURON	2	13.25	4	0.25	52,517	342,595	395,112	880	3,716	4,596
INGHAM	4	0	0	0	82,169	648,721	730,890	2,539	14,894	17,433
IONIA	2	14	2	2	46,911	269,748	316,659	684	4,848	5,532
IRON	0	0	0	0	35,990	29,119	65,109	416	75	491
ISABELLA	2	11	2	0	50,457	243,377	293,834	1,163	8,528	9,691
JACKSON	3	42.75	7	2	52,476	556,645	609,121	2,395	4,119	6,514
KALAMAZOO	4	34	9	0	72,969	664,128	737,097	1,777	6,256	8,033
KALKASKA	1	7	4	0	22,747	218,518	241,265	1,085	969	2,054
KENT	5.75	89	40	4	88,192	1,892,543	1,980,735	4,439	18,419	22,858
KEWEENAW	1	4	0	0	15,774	61,456	77,230	125	282	407
LAKE	1	11	3.25	0.75	25,353	231,115	256,468	494	2,763	3,257
LAPEER	2	16	13	0	47,262	0	47,262	819	0	819
LEELANAU	1	12.75	2	1	43,507	355,976	399,483	304	2,027	2,331
LENAWEE	2	31.5	0	0	48,982	587,647	636,629	4,435	6,866	11,301
LIVINGSTON	4	50.75	3	8	65,317	527,114	592,431	3,098	5,845	8,943
LUCE	1	1	0	0	26,169	7,077	33,246	913	3	916
MACKINAC	1	5	0	0	27,146	122,709	149,855	722	822	1,544
MACOMB	7	206.25	40	5	99,681	1,450,768	1,550,449	4,811	21,610	26,421
MANISTEE	1	5	0	4	10,307	108,701	119,008	257	2,655	2,912
MARQUETTE	2	12.125	2.125	0	40,139	123,488	163,627	1,143	765	1,908
MASON	1.5	18	0	0.5	32,672	246,704	279,376	1,105	3,298	4,403
MECOSTA	1.4	15.6	0	1	40,537	355,173	395,710	869	3,244	4,113
MENOMINEE	1	11	0	1	36,345	332,839	369,184	311	1,860	2,171
MIDLAND	1.5	23.5	0	0	55,827	554,330	610,157	2,739	12,046	14,785
MISSAUKEE	1	8	0	0	31,047	120,683	151,730	711	988	1,699
MONROE	4	40.5	16.5	0	35,665	-	35,665	2,085	-	2,085
MONTCALM	2	11.45	3	0	46,230	313,783	360,013	1,239	1,952	3,191
MONTMORENCY	0.7	6.35	0	1.5	29,110	171,860	200,970	291	248	539

2004 Secondary Road Patrol Summary from Semi-Annual Reports

	Average Full Time SRP Officer	Average County Funded Officers	Average Funded by Local Government Contracts	Average Other Funds	Total Miles by SRP Funded Officers	Total Miles by County Funded Officers	Total Miles	Total Stops by SRP Funded Officers	Total Stops by County Funded Officers	Total Stops
MUSKEGON	1.95	24.8	4.5	1	50,786	585,597	636,383	447	3,074	3,521
NEWAYGO	1	21	3	2	31,793	418,390	450,183	1,180	3,393	4,573
OAKLAND	10	31.5	222.5	0	203,089	0	203,089	6,858	-	6,858
OCEANA	2	9	0	0	52,246	240,117	292,363	582	1,834	2,416
OGEMAW	1	12	2	3	26,979	136,550	163,529	977	3,274	4,251
ONTONAGON	1	6	2	0	18,596	72,764	91,360	50	508	558
OSCEOLA	1	12	0	4	26,616	228,649	255,265	597	2,485	3,082
OSCODA	1	9	0	0	24,955	188,119	213,074	400	1,256	1,656
OTSEGO	1	9	0	0	15,771	80,908	96,679	254	793	1,047
OTTAWA	3	58	49	0	58,245	747,253	805,498	4,230	5,406	9,636
PRESQUE ISLE	1	8	0	0	35,886	141,466	177,352	362	1,006	1,368
ROSCOMMON	1	20	0	4	30,661	282,580	313,241	1,054	4,306	5,360
SAGINAW	4	29	3	5	60,959	479,152	540,111	2,706	6,478	9,184
SANILAC	2	17.75	1	4	41,911	245,363	287,274	1,235	3,284	4,519
SCHOOLCRAFT	3	0	0	0	10,521	0	10,521	71	0	71
SHIAWASSEE	3	20	0	0	60,378	0	60,378	2,749	0	2,749
ST. CLAIR	2	31.5	10	3	46,463	-	46,463	3,152	-	3,152
ST. JOSEPH	2	27	2	0	38,682	282,833	321,515	2,030	5,904	7,934
TUSCOLA	2	11	4	1	51,509	222,542	274,051	2,390	4,791	7,181
VAN BUREN	2	10	7	18	44,323	294,797	339,120	1,205	2,419	3,624
WASHTENAW	3	12	90	1.5	46,801	-	46,801	1,370	-	1,370
WAYNE	14	29	0	0	741,805	514,694	1,256,499	9,527	3,847	13,374
WEXFORD	1.5	19	0	2	47,888	775,195	823,083	585	4,785	5,370
TOTALS	181.8	1,583.8	662.0	113	4,465,187	26,281,778	30,746,965	126,116	306,483	432,599

2004 Secondary Road Patrol Summary from Semi-Annual Reports

	Total Verbal by SRP Officers	Total Verbal by County Officers	Total Verbals	Total Citations by SRP Officers	Total Citations by County Officers	Total Citations	Total Accidents on Trunk Lines	Accidents on Secondary Roads	Accidents Investigated in Cities and Villages	Total Accidents
ALCONA	562	1,314	1,876	251	726	977	29	82	8	119
ALGER	65	0	65	33	0	33	5	9	0	14
ALLEGAN	1,499	9,630	11,129	3,741	8,924	12,665	61	113	0	174
ALPENA	717	531	1,248	454	267	721	19	44	0	63
ANTRIM	182	1,187	1,369	211	1,110	1,321	27	71	2	100
ARENAC	314	1,256	1,570	293	1,720	2,013	30	48	8	86
BARAGA	78	105	183	30	49	79	15	7	3	25
BARRY	638	1,450	2,088	1,198	364	1,562	26	135	0	161
BAY	513	1,679	2,192	1,456	2,410	3,866	24	123	0	147
BENZIE	188	1,506	1,694	70	676	746	22	36	3	61
BERRIEN	0	0	0	2,450	3,757	6,207	465	1,036	28	1529
BRANCH	832	1,533	2,365	1,332	993	2,325	10	162	1	173
CALHOUN	479	64	543	2,880	3,327	6,207	18	43	19	80
CASS	675	3,469	4,144	1,213	3,555	4,768	9	369	1	379
CHARLEVOIX	331	1,641	1,972	88	649	737	11	63	0	74
CHEBOYGAN	878	661	1,539	524	716	1,240	76	63	6	145
CHIPPEWA	622	668	1,290	562	513	1,075	85	56	0	141
CLARE	578	1,777	2,355	397	704	1,101	28	51	8	87
CLINTON	744	3,731	4,475	1,622	9,715	11,337	64	232	26	322
CRAWFORD	518	784	1,302	1,638	1,415	3,053	72	70	4	146
DELTA	821	1,335	2,156	429	478	907	65	74	0	139
DICKINSON	213	621	834	219	549	768	50	41	22	113
EATON	127	2,837	2,964	1,294	2,729	4,023	43	363	5	411
EMMET	1,572	4,510	6,082	371	1,834	2,205	24	101	0	125
GENESEE	1,618	5,389	7,007	1,630	1,615	3,245	40	49	3	92
GLADWIN	240	1,691	1,931	463	1,595	2,058	21	98	2	121
GOGEBIC	61	509	570	8	169	177	24	23	21	68
GRAND TRAVERSE	751	4,000	4,751	5,779	5,936	11,715	92	307	3	402

2004 Secondary Road Patrol Summary from Semi-Annual Reports

	Total Verbal by SRP Officers	Total Verbal by County Officers	Total Verbals	Total Citations by SRP Officers	Total Citations by County Officers	Total Citations	Total Accidents on Trunk Lines	Accidents on Secondary Roads	Accidents Investigated in Cities and Villages	Total Accidents
GRATIOT	1,270	6,192	7,462	1,630	3,735	5,365	23	68	0	91
HILLSDALE	358	835	1,193	791	2,000	2,791	315	246	21	582
HOUGHTON	114	630	744	82	546	628	20	36	3	59
HURON	1,052	4,947	5,999	288	915	1,203	56	131	0	187
INGHAM	1,165	8,700	9,865	1,541	6,793	8,334	154	365	11	530
IONIA	361	2,884	3,245	363	2,556	2,919	58	147	5	210
IRON	364	71	435	117	67	184	47	32	3	82
ISABELLA	777	3,376	4,153	398	5,578	5,976	36	171	1	208
JACKSON	305	3,270	3,575	3,150	9,479	12,629	130	384	0	514
KALAMAZOO	596	3,756	4,352	2,017	3,859	5,876	523	359	2	884
KALKASKA	237	177	414	1,046	1,089	2,135	63	135	0	198
KENT	1,197	12,978	14,175	5,081	8,598	13,679	65	258	10	333
KEWEENAW	101	228	329	24	54	78	10	16	3	29
LAKE	405	1,914	2,319	321	1,643	1,964	15	35	7	57
LAPEER	599	0	599	478	2,196	2,674	32	200	4	236
LEELANAU	220	1,281	1,501	148	746	894	25	67	0	92
LENAWEE	491	2,746	3,237	3,713	3,917	7,630	32	92	3	127
LIVINGSTON	598	2,250	2,848	3,287	4,522	7,809	80	159	6	245
LUCE	1,112	2	1,114	243	13	256	19	12	3	34
MACKINAC	331	304	635	679	103	782	23	6	0	29
MACOMB	2,242	14,558	16,800	4,370	8,465	12,835	194	484	1	679
MANISTEE	182	852	1,034	72	357	429	9	19	0	28
MARQUETTE	881	571	1,452	551	193	744	26	30	0	56
MASON	866	3,156	4,022	238	901	1,139	83	222	2	307
MECOSTA	551	2,323	2,874	793	1,623	2,416	2	184	2	188
MENOMINEE	158	1,465	1,623	167	802	969	18	28	3	49
MIDLAND	1,323	6,852	8,175	1,416	5,194	6,610	43	389	12	444
MISSAUKEE	904	728	1,632	210	469	679	120	15	10	145
MONROE	465	0	465	2,107	10,310	12,417	98	127	0	225
MONTCALM	289	1,133	1,422	1,435	1,228	2,663	78	319	0	397
MONTMORENCY	248	2,049	2,297	138	1,025	1,163	7	30	0	37

2004 Secondary Road Patrol Summary from Semi-Annual Reports

	Total Verbal by SRP Officers	Total Verbal by County Officers	Total Verbals	Total Citations by SRP Officers	Total Citations by County Officers	Total Citations	Total Accidents on Trunk Lines	Accidents on Secondary Roads	Accidents Investigated in Cities and Villages	Total Accidents
MUSKEGON	349	1,357	1,706	419	2,432	2,851	42	137	7	186
NEWAYGO	870	2,526	3,396	310	1,114	1,424	20	60	1	81
OAKLAND	577	4,294	4,871	7,279	46,382	53,661	32	62	0	94
OCEANA	428	1,114	1,542	260	719	979	21	131	0	152
OGEMAW	567	1,527	2,094	605	1,947	2,552	22	56	0	78
ONTONAGON	37	410	447	13	296	309	17	11	5	33
OSCEOLA	537	1,782	2,319	366	1,425	1,791	15	52	3	70
OSCODA	277	679	956	118	482	600	66	95	0	161
OTSEGO	168	426	594	124	488	612	5	13	1	19
OTTAWA	431	9,057	9,488	4,184	9,935	14,119	14	134	1	149
PRESQUE ISLE	224	746	970	138	260	398	23	53	7	83
ROSCOMMON	1,006	3,340	4,346	574	1,327	1,901	26	29	2	57
SAGINAW	1,855	4,306	6,161	1,876	3,900	5,776	125	247	33	405
SANILAC	722	1,518	2,240	749	1,646	2,395	14	225	2	241
SCHOOLCRAFT	46	0	46	27	-	27	2	9	0	11
SHIAWASSEE	1,118	0	1,118	1,631	-	1,631	103	298	25	426
ST. CLAIR	1,875	0	1,875	1,929	-	1,929	79	342	10	431
ST. JOSEPH	370	1,308	1,678	1,589	4,063	5,652	112	361	10	483
TUSCOLA	1,111	3,699	4,810	1,706	3,013	4,719	45	156	16	217
VAN BUREN	652	1,435	2,087	510	998	1,508	59	179	11	249
WASHTENAW	345	0	345	1,441	-	1,441	0	337	0	337
WAYNE	3,532	1,448	4,980	11,907	4,808	16,715	0	27	15	42
WEXFORD	257	1,235	1,492	415	893	1,308	32	102	5	139
TOTALS	52,932	186,313	239,245	105,700	231,599	337,299	4,733	11,751	439	16,923

2004 Secondary Road Patrol Summary from Semi-Annual Reports

	Total Arrests/ Alcohol	Total Arrests/ Controlled Substances	Total Open Container Citations	Total Open Container Arrests	Total Crime Reports Filed	Total Criminal Arrests	Total Motorist Assists	Total Law Enforcement Assists Own Department	Total Law Enforcement Assists Other Departments
ALCONA	27	17	3	2	60	57	56	613	45
ALGER	1	0	0	0	70	25	11	24	22
ALLEGAN	71	6	35	0	839	73	83	205	73
ALPENA	18	0	0	0	6	53	18	30	90
ANTRIM	12	0	1	2	460	43	5	17	159
ARENAC	3	0	0	1	148	8	32	116	0
BARAGA	4	0	0	0	15	3	10	11	28
BARRY	46	0	39	1	61	71	23	165	126
BAY	6	3	1	0	102	35	4	101	56
BENZIE	20	2	0	0	62	22	13	5	8
BERRIEN	195	2	40	40	82	16	11	0	0
BRANCH	5	0	9	4	124	122	24	209	74
CALHOUN	143	14	28	0	546	480	140	39	110
CASS	8	3	0	0	98	54	30	173	27
CHARLEVOIX	7	3	8	8	65	47	66	145	57
CHEBOYGAN	9	1	2	0	52	95	63	128	157
CHIPPEWA	14	15	9	10	164	146	87	19	95
CLARE	26	2	5	1	15	6	26	244	104
CLINTON	40	11	42	9	608	216	173	100	51
CRAWFORD	6	3	3	0	403	55	107	170	112
DELTA	34	1	8	0	344	207	62	159	152
DICKINSON	33	39	27	27	135	89	9	96	65
EATON	34	2	4	4	182	82	32	363	30
EMMET	5	3	3	3	0	28	21	0	53
GENESEE	6	0	0	0	0	0	90	2,169	279
GLADWIN	2	0	0	0	211	36	10	93	28
GOGEBIC	0	0	0	0	94	5	24	27	19
GRAND TRAVERSE	11	4	6	7	75	49	93	253	76

2004 Secondary Road Patrol Summary from Semi-Annual Reports

	Total Arrests/ Alcohol	Total Arrests/ Controlled Substances	Total Open Container Citations	Total Open Container Arrests	Total Crime Reports Filed	Total Criminal Arrests	Total Motorist Assists	Total Law Enforcement Assists Own Department	Total Law Enforcement Assists Other Departments
GRATIOT	3	0	1	1	479	88	58	38	98
HILLSDALE	25	2	9	5	40	12	73	61	21
HOUGHTON	20	2	7	7	84	73	56	3	40
HURON	10	7	6	2	151	84	49	134	76
INGHAM	4	1	0	0	217	177	147	209	48
IONIA	28	0	0	0	348	86	62	162	109
IRON	32	0	8	8	139	139	116	220	342
ISABELLA	1	0	0	0	243	6	64	98	104
JACKSON	34	0	9	0	1,278	116	92	174	151
KALAMAZOO	38	1	13	0	188	94	231	311	55
KALKASKA	11	9	11	10	65	43	71	42	24
KENT	9	0	1	0	29	10	73	832	29
KEWEENAW	5	0	1	0	92	12	17	6	1
LAKE	14	1	6	6	403	79	8	69	4
LAPEER	9	0	2	1	18	104	92	216	90
LEELANAU	8	0	0	0	32	13	60	12	1
LENAWEE	60	8	8	1	744	172	6	104	21
LIVINGSTON	55	9	34	21	1,008	511	196	230	101
LUCE	5	0	11	2	49	25	46	2	64
MACKINAC	6	4	2	0	49	29	29	14	31
MACOMB	99	6	28	28	145	145	383	1,592	326
MANISTEE	6	0	6	4	186	60	6	5	9
MARQUETTE	4	0	0	0	38	26	80	24	34
MASON	8	0	2	1	455	76	37	499	45
MECOSTA	4	0	0	0	7	8	105	17	19
MENOMINEE	7	0	1	4	105	66	31	39	49
MIDLAND	29	11	7	3	142	94	39	171	23
MISSAUKEE	16	6	31	31	503	90	86	251	63
MONROE	8	1	7	7	81	81	67	169	36
MONTCALM	14	0	6	0	62	92	180	43	22
MONTMORENCY	1	0	2	0	13	45	43	277	16

2004 Secondary Road Patrol Summary from Semi-Annual Reports

	Total Arrests/ Alcohol	Total Arrests/ Controlled Substances	Total Open Container Citations	Total Open Container Arrests	Total Crime Reports Filed	Total Criminal Arrests	Total Motorist Assists	Total Law Enforcement Assists Own Department	Total Law Enforcement Assists Other Departments
MUSKEGON	16	0	0	0	41	9	65	125	48
NEWAYGO	13	3	17	10	254	76	11	85	108
OAKLAND	3	1	8	0	31	22	188	269	249
OCEANA	30	0	21	0	393	112	43	65	84
OGEMAW	6	0	3	0	67	58	50	69	23
ONTONAGON	3	9	1	8	18	15	3	11	15
OSCEOLA	1	0	2	0	368	7	17	69	30
OSCODA	34	9	16	13	169	71	42	115	125
OTSEGO	7	0	1	1	51	12	15	25	39
OTTAWA	4	0	9	11	40	15	61	0	26
PRESQUE ISLE	3	0	2	0	108	33	10	47	39
ROSCOMMON	6	3	8	0	137	141	74	121	145
SAGINAW	54	10	34	34	325	166	94	192	206
SANILAC	6	0	5	0	166	86	36	132	80
SCHOOLCRAFT	0	0	0	0	8	7	8	1	10
SHIAWASSEE	67	4	0	30	1,524	300	74	266	166
ST. CLAIR	10	0	5	1	58	80	324	346	93
ST. JOSEPH	0	0	0	0	1,130	71	9	36	42
TUSCOLA	12	4	5	1	20	13	22	84	44
VAN BUREN	30	0	8	10	83	194	59	165	88
WASHTENAW	29	2	5	0	0	48	66	216	42
WAYNE	141	18	23	17	566	707	42	1,442	206
WEXFORD	4	0	1	1	350	141	107	144	76
TOTALS	1,838	262	666	398	18,321	7,163	5,346	15,723	6,132

Information obtained from the Semi-Annual Reports submitted by the counties.