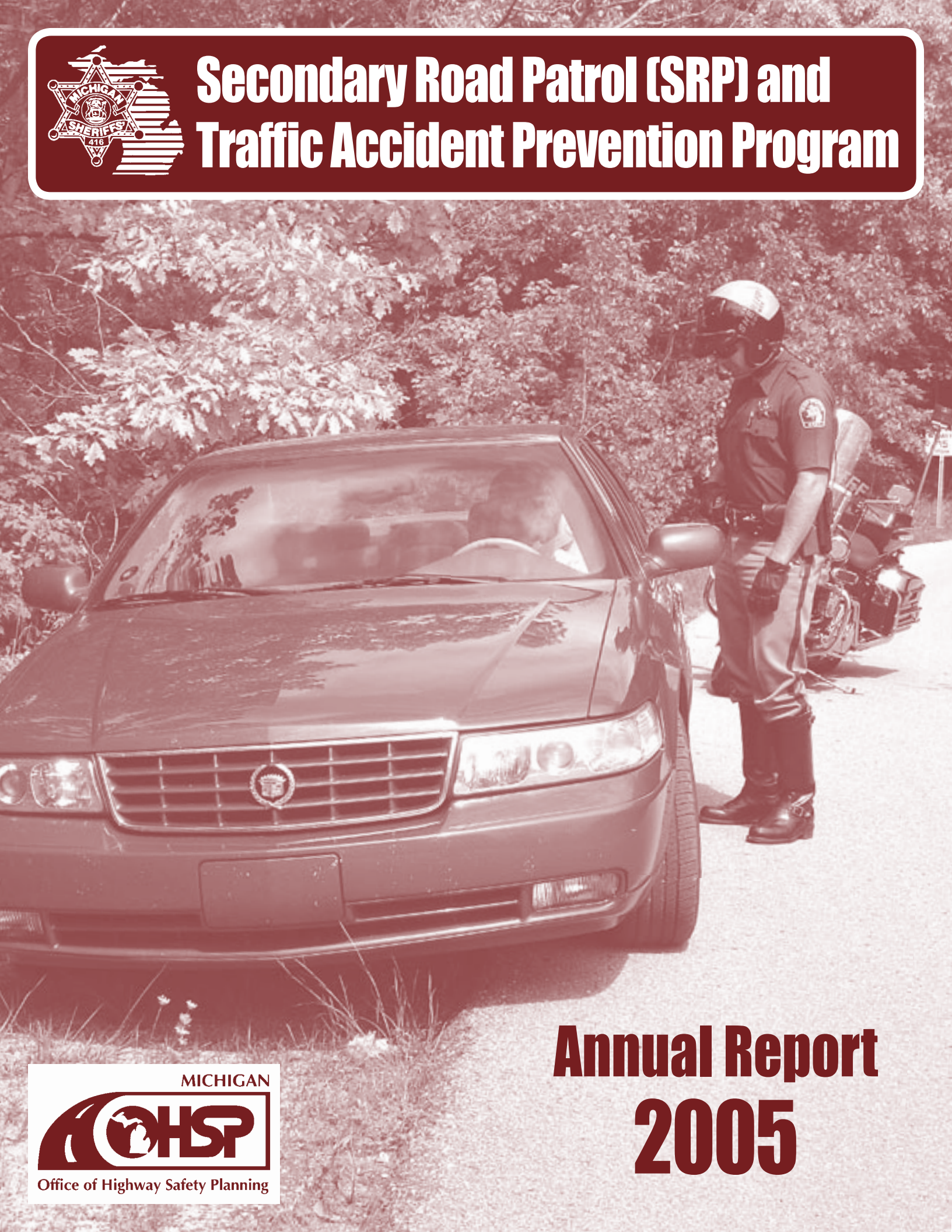
Secondary Road Patrol (SRP) and Traffic Accident Prevention Program



Annual Report 2005

MICHIGAN OHSP
Office of Highway Safety Planning

Secondary Road Patrol and Traffic Accident Prevention (SRP) Program

ANNUAL REPORT

Fiscal Year 2005

(October 1, 2004 - September 30, 2005)

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

FOREWORD

The Office of Highway Safety Planning (OHSP) is pleased to present the 2005 Secondary Road Patrol and Accident Prevention (SRP) Program Annual Report.

Since 1978, the SRP Program, the only program of its kind in the nation, has played an important role in supporting public safety on Michigan's secondary roads. Because of vehicle speed and roadway design, secondary roads continue to allow the least margin for error for drivers and accounted for nearly 70 percent of all crashes investigated by sheriff's offices in 2005.

Among the significant accomplishments for the SRP Program in 2005, drunk/impaired driving arrests by SRP deputies increased from 1,838 to 2,358, an impressive 28 percent increase compared to 2004 figures. A total of one hundred and seventy eight SRP sheriff's deputies were funded by the program resulting in 126,000 vehicle stops and over 105,000 traffic citations issued. SRP deputies accounted for over 29 percent of all vehicles stopped for traffic violations and nearly one third of all citations issued by sheriff's deputies statewide in 2005. SRP deputies also generated nearly 7,000 criminal arrests, provided over 23,000 "assists" to other officers, responded to over 17,000 criminal complaints, and assisted over 5,000 stranded motorists.

Because studies have shown that high visibility enforcement (HVE) does have an impact on driver behavior, and driver error is a factor in over 90 percent of all traffic crashes, the SRP program continues to play a key role in traffic safety and overall public safety on secondary roads in Michigan.

We look forward to the continued success of the SRP program in 2006.

Michael L. Prince
Division Director
Office of Highway Safety Planning

April 1, 2006

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

ACKNOWLEDGMENTS

This report was compiled by the Office of Highway Safety Planning
from documents submitted by each participating county.

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TABLE OF CONTENTS

Introduction 1
Excerpts from Public Act 416 of 1978, As Amended 1
Maintenance of Effort 2

PART ONE - LAW ENFORCEMENT COORDINATION, TRAINING AND COMMUNICATIONS
Sheriff Reports 3
Coordination of Law Enforcement Agencies 3
Law Enforcement Training 3
Communication Systems 3

Recommendations 3
Improving Law Enforcement Coordination 3
Improving Law Enforcement Training 4
Improving Law Enforcement Communications 4

PART TWO - IMPACT AND COST EFFECTIVENESS STUDY
Evaluation Background Information 5
Number of Counties Included in Evaluation 5
Data Collection and Definitions 5
Evaluation Goals 5
Personnel and Activities Analysis 5
Services Provided 5
Funding 6
Personnel 6
Activity 6
Monitoring 7
Traffic Crashes 8
Cost Effectiveness 8
Synopsis of Activities 9

CONCLUSION 9

P.A. 416 of 1978 as amended by Act 313 of the Public Acts of 1982,
being sections 51.76 and 51.77 10

TABLES, CHARTS, AND GRAPHS

FINANCIAL INFORMATION

SRP Appropriation History 14
SRP Revenue Received 16
History of SRP Program Expenditures 17
2005 SRP Allocation 18
SRP Program Funds Expended 20
SRP Program Funds - County Contribution Only 21

PERSONNEL

Comparison of Number of SRP Deputies and County Funded Road Patrol Deputies 1979-05 22

ACTIVITIES

Number of SRP Deputies 23
FY05 Average Activities per SRP Deputy 24
Average Traffic Citations per Deputy - SRP and CFRP 25
Average OUIL Arrests per SRP Deputy 26
Average Criminal Complaint per SRP Deputy 26
Average Enforcement Assists per SRP Deputy 27
Average Criminal Arrests per SRP Deputy 27
Average Motorist Assists per SRP Deputy 28
Average Traffic Crash Investigations per SRP Deputy 28

MISCELLANEOUS

2003-2004 Michigan Traffic Crash Summary Trends 29
2005 Secondary Road Patrol Summary (from Semi-Annual Reports) 30

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, traffic crash prevention and investigation, criminal law enforcement, and emergency assistance.

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 data from the participating sheriff's offices along with their recommendations 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 2005 (FY05) 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 10)

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 patrolling and monitoring 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 offices 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 2005, updated law enforcement agreements were requested 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.

Per the initial report in the 2005 application, sixty-nine 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. Eighty 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 offices 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
- Domestic/Juvenile/Spouse Abuse
- Alcohol Enforcement Training

Training programs are carried out through in-service programs within departments and by regional law enforcement training academies and consortiums. Information from the counties Annual Program Report indicates that 78 agencies report providing in-service training sessions to certified road patrol officers. A total of 1,825 sessions were held, resulting in 42,042 hours of instruction to 4,036 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
- Common working frequency for law enforcement agencies
- Centralized record and data system
- Regularly scheduled meetings for sharing of information and improving attendance
- Joint training opportunities
- Multi-jurisdictional task forces, investigative teams, and law enforcement centers

Improving Law Enforcement Training

Based on input from participating agencies, the recommendations include:

- Additional training in the areas of "Looking Beyond the Stop"
- Report writing, pursuit diving
- Management/supervision
- Traffic accident investigation

Improving Law Enforcement Communications

Most counties indicate a need for continued development of communications systems statewide. In the initial reports, five 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 continued deficiencies in communications equipment that impact local emergency operations.

  Officers in fifteen counties 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 eight percent. This results in an environment that is hazardous for the officer and citizens as well. In some cases, much of the communications equipment originally purchased for the existing dispatch facilities and field units is 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 the 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. FY05 activity data includes 82 of Michigan's 83 counties (Iosco county did not qualify for FY05 SRP program funding).

Data Collection and Definitions

Data was submitted by 82 counties that participated in FY05.

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, 2004, through September 30, 2005).

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 2004, account for 100 percent of funding allocated to counties in 2005. 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 FY05.....2,612.10
- **SRP Funded..... 178.4**
- **County Funded 1,620.7**
- **Locally Funded 707.5**
- **Other Funds..... 105.5**

Page 22 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 23 illustrates the number of SRP funded deputies from 1986 through 2005.

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 24 are based on program reports submitted by each participating agency for FY05. Activity data captured for these graphs include:

- FY05 Average Activities per SRP Deputy
- Average Traffic Citations per SRP & CFRP Deputy 1995 - 2005
- Average OUIL Arrests per SRP Deputy 1995 - 2005
- Average Criminal Complaints by SRP Deputy 1995-2005

Average traffic citations per SRP deputy increased 1.7% percent in 2005 from the 2004 level, while the average per county/funded deputy decreased by 7.0%. Average OUIL arrests per SRP deputy increased 30.7% in 2005 compared to 2004. The average level of traffic enforcement activity, a primary focus for Secondary Road Patrol, continued to surpass that of CFRP officers.

Law Enforcement Training Opportunities in 2005

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

- **2005 SRP Training** - The OHSP provided "Conducting Complete Traffic Stops" training on a regional basis across the state in 2005. Traffic enforcement specialists provided training on the latest techniques in traffic enforcement in eight counties to make the program accessible to all SRP deputies. A total of 115 deputies took part in the training.

- **Standardized Field Sobriety Testing** - The OHSP offered Standardized Field Sobriety Test (SFST). SFST is a battery of three tests administered and evaluated in a standardized manner to obtain validated indicators of impairment and established probable cause for arrest. Thirty-six Practitioner Trainings were conducted, providing training to 606 local and county officers and 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 33 Michigan counties are receiving training and funding for overtime enforcement of underage drinking laws.

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 FY05, OHSP monitored sixteen counties.

The monitorings have clearly shown that the intent of most 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. An OHSP representative 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 notes 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 or administer their SRP program. These requests involve program and financial changes (OHSP later verifies that adjustments were made by the county).

III. TRAFFIC CRASHES

At the time of this report, crash data was accurate through December 31, 2004.

- **General Crash Trends** - There were 1,159 persons killed and 99,680 persons injured in 373,028 reported motor vehicle traffic crashes in Michigan during 2004. Compared with the 2003 experience, deaths decreased 9.7 percent, persons injured decreased 5.6 percent, and total reported crashes decreased 4.7 percent. The 373,028 reported crashes in 2004 represent an economic loss to the State of Michigan in the amount of $9,366,721,300.

- **Alcohol/Drug Related Crashes** - Of all fatal crashes, 36.5 percent involved at least one drinking or drugged operator, bicyclist, or pedestrian. 26.6 percent involved drinking but no drugs, 4.5 percent involved drugs but no drinking, and 5.4 percent involved both drinking and drugs.

IV. COST EFFECTIVENESS

An Office of Criminal Justice report 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 to consider 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 $15,045,042* (SRP monies plus reported contributions by county funds) supported the full-time equivalent of 178.4 SRP deputies and related expenses (personnel costs, equipment, vehicle maintenance, uniform allowance, travel, etc.) in FY05, equating to a total cost per SRP deputy of $84,333. The breakdown between budget categories 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.

*(see page 21) The amount of county supplement, which is included in the total reported program expenditures shown here, and on the graph on page 21, 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 FY05

(Based on 178.4 SRP Deputies)
(See chart on page 24)

OUIL arrests per deputy	13
Criminal arrests per deputy	39
Motorist assists per deputy	30
Traffic crash investigations per deputy	95
Enforcement assists per deputy	129
Criminal complaints per deputy	97
Traffic citations per deputy	592

Cumulative SRP Figures for All Participating Counties in FY05

Miles of patrol	3,966,864
Traffic stops	126,221
Traffic citations	105,533
Traffic crash investigations	16,874
Criminal reports	17,290
Criminal arrests	6,981
Motorist assists	5,328
Law enforcement assists to their own agency	16,685
Assists to other state and local agencies	6,370
Citations in county and/or state parks	1,987
Arrests in county and/or state parks	307
Vehicles inspected	2,986
Hours of instruction offered	14,766
Community safety training sessions	3,757
Citizens instructed	140,286

**FY05 SRP program supported full-time equivalent of 178.4 deputies as reported through semi-annual reports submitted to OHSP by participating counties.*

CONCLUSION

The Secondary Road Patrol and Traffic Accident Prevention Program have been in operation since FY79. This annual report documents activity and evaluates 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 FY05 that did not take place prior to October 1, 1978.

The *Michigan Traffic Crash Facts* 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. The 2004 death rate decreased to 1.1 deaths per 100 million to travel below the ten-year average of 1.5 (1995-2004). The OHSP 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 if 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

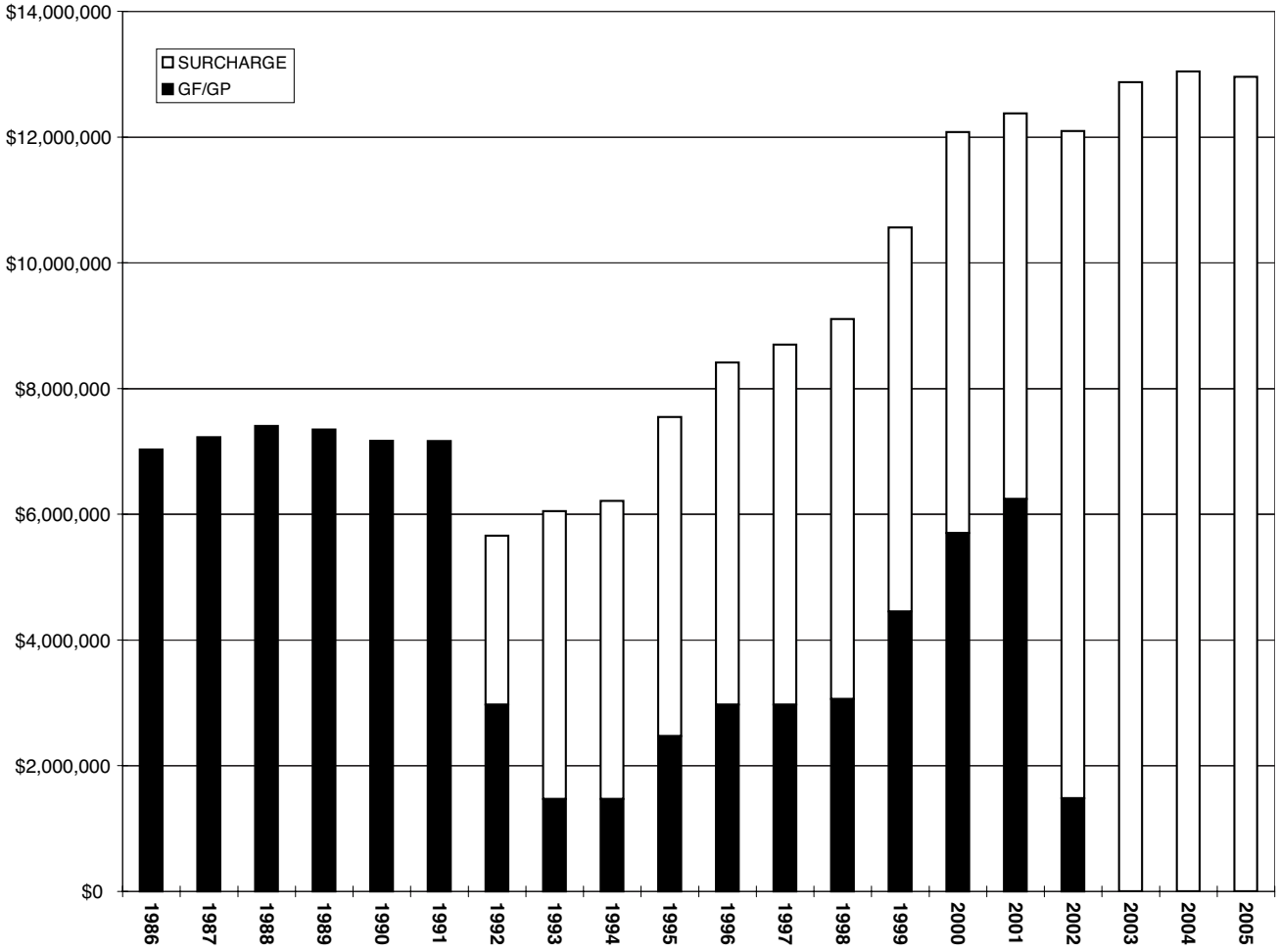
	FISCAL YEAR	GENERAL FUND APPROPRIATION	SEC RD PATROL APPROPRIATION	TOTAL APPROPRIATION
COMBINED	1979	$8,700,000.00	$0.00	$8,700,000.00
COMBINED	1980	$8,700,000.00	$0.00	$8,700,000.00
COMBINED	1981	$6,400,000.00	$0.00	$6,400,000.00
COMBINED	1982	$6,500,000.00	$0.00	$6,500,000.00
COMBINED	1983	$6,500,000.00	$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

	FISCAL YEAR	GENERAL FUND APPROPRIATION	SEC RD PATROL APPROPRIATION	TOTAL APPROPRIATION
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	$4,585,700.00	$6,551,000.00	$11,136,700.00
ADMINISTRATION	2000	$82,900.00	$0.00	$82,900.00
		$4,668,600.00	$6,551,000.00	$11,219,600.00
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
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
COMBINED	2005	$0.00	$14,012,100.00	$14,012,100.00

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
2005	$13,872,000	$13,586,872

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

Secondary Road Patrol FY 2005 Allocation

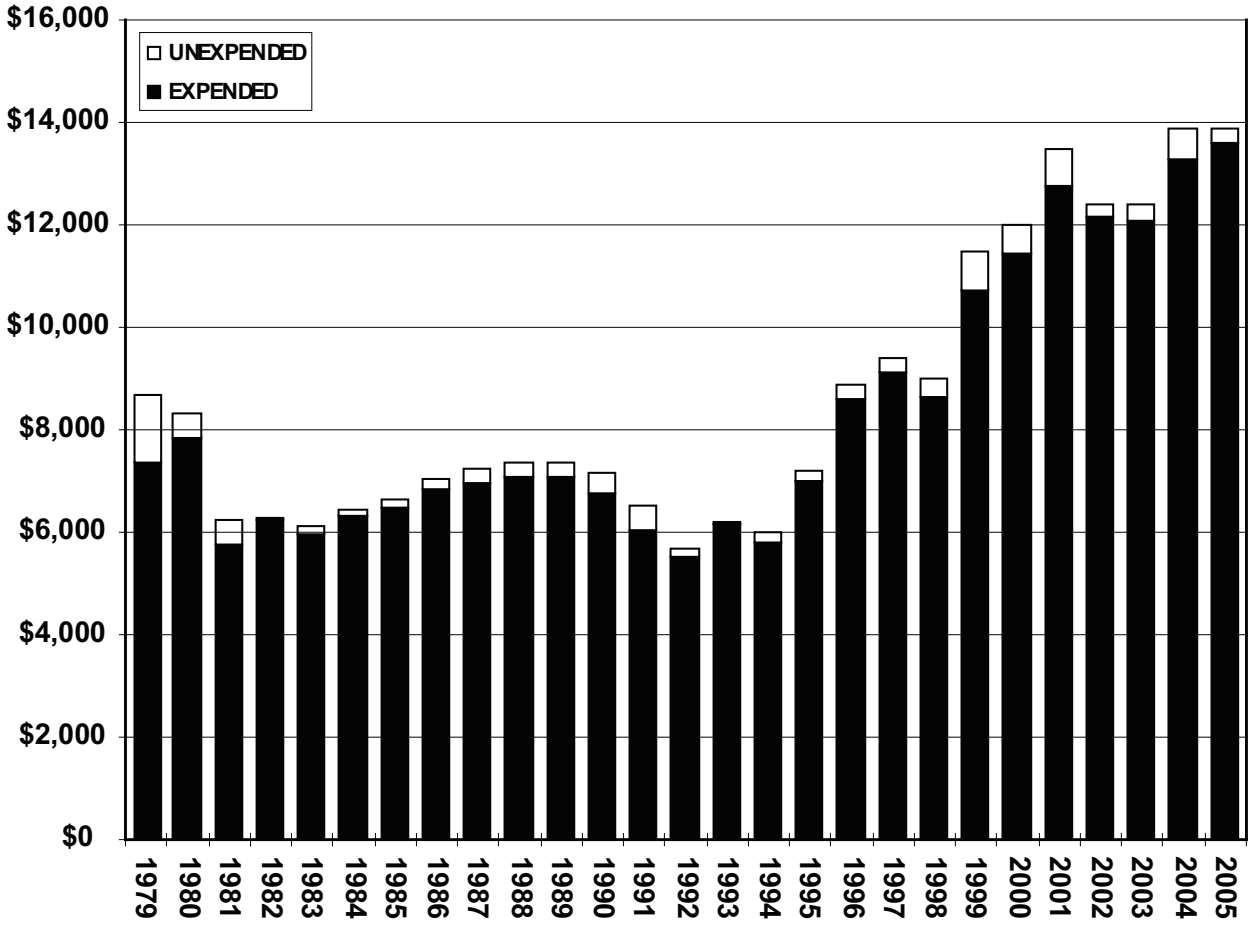
2005 STATE ALLOCATION - $13,872,000

COUNTY	ALLOCATION PERCENTAGE	MOE REQUIRE.	COUNTY ALLOCATION
ALCONA	0.393	4.0	54,517
ALGER	0.322	0.0	44,668
ALLEGAN	1.216	18.0	168,684
ALPENA	0.578	1.0	80,180
ANTRIM	0.465	7.0	64,505
ARENAC	0.396	3.0	54,933
BARAGA	0.310	0.0	43,003
BARRY	0.692	11.0	95,994
BAY	1.499	23.0	207,941
BENZIE	0.353	4.0	48,968
BERRIEN	2.075	24.0	287,844
BRANCH	0.747	13.0	103,624
CALHOUN	1.762	17.0	244,425
CASS	0.766	14.0	106,260
CHARLEVOIX	0.442	7.0	61,314
CHEBOYGAN	0.563	2.0	78,099
CHIPPEWA	0.706	6.0	97,936
CLARE	0.531	4.0	73,660
CLINTON	0.857	9.0	118,883
CRAWFORD	0.369	3.0	51,188
DELTA	0.696	5.0	96,549
DICKINSON	0.491	3.0	68,112
EATON	1.090	17.0	151,205
EMMET	0.514	10.0	71,302
GENESEE	4.380	21.0	607,594
GLADWIN	0.467	5.0	64,782
GOGEBIC	0.415	6.0	57,569
GRAND TRAVERSE	0.836	19.0	115,970
GRATIOT	0.782	7.0	108,479
HILLSDALE	0.758	9.0	105,150
HOUGHTON	0.570	4.0	79,070
HURON	0.838	13.0	116,247
INGHAM	2.310	12.0	320,443
IONIA	0.749	9.0	103,901
IOSCO	0.626	10.5	86,839
IRON	0.389	1.0	53,962
ISABELLA	0.782	7.0	108,479
JACKSON	1.926	24.0	267,175
KALAMAZOO	2.010	27.0	278,827

KALKASKA	0.435	4.0	60,343
KENT	4.123	77.0	571,943
KEWEENAW	0.188	2.0	26,079
LAKE	0.422	4.0	58,540
LAPEER	0.925	7.0	128,316
LEELANAU	0.389	7.0	53,962
LENAWEE	1.221	24.0	169,377
LIVINGSTON	1.032	15.0	143,159
LUCE	0.279	0.0	38,703
MACKINAC	0.366	5.0	50,772
MACOMB	5.173	68.0	717,599
MANISTEE	0.569	5.0	78,932
MARQUETTE	0.906	11.0	125,680
MASON	0.555	10.0	76,990
MECOSTA	0.597	2.5	82,816
MENOMINEE	0.650	2.0	90,168
MIDLAND	0.833	19.0	115,554
MISSAUKEE	0.415	1.0	57,569
MONROE	1.733	36.0	240,402
MONTCALM	0.836	13.0	115,970
MONTMORENCY	0.352	6.0	48,829
MUSKEGON	1.590	23.0	220,565
NEWAYGO	0.774	12.0	107,369
OAKLAND	8.459	48.0	1,173,432
OCEANA	0.562	8.0	77,961
OGEMAW	0.461	4.0	63,950
ONTONAGON	0.356	6.0	49,384
OSCEOLA	0.486	0.0	67,418
OSCODA	0.360	4.0	49,939
OTSEGO	0.448	9.0	62,147
OTTAWA	1.907	23.0	264,539
PRESQUE ISLE	0.427	5.0	59,233
ROSCOMMON	0.455	11.0	63,118
SAGINAW	2.472	25.0	342,916
ST. CLAIR	1.629	18.0	225,975
ST. JOSEPH	0.801	10.0	111,115
SANILAC	0.899	10.0	124,709
SCHOOLCRAFT	0.301	0.0	41,755
SHIAWASSEE	0.917	15.0	127,206
TUSCOLA	0.967	11.0	134,142
VANBUREN	0.901	0.0	124,987
WASHTENAW	2.196	34.0	304,629
WAYNE	14.407	60.0	1,998,539
WEXFORD	0.555	9.0	76,990
TOTALS	1.000		$13,872,000

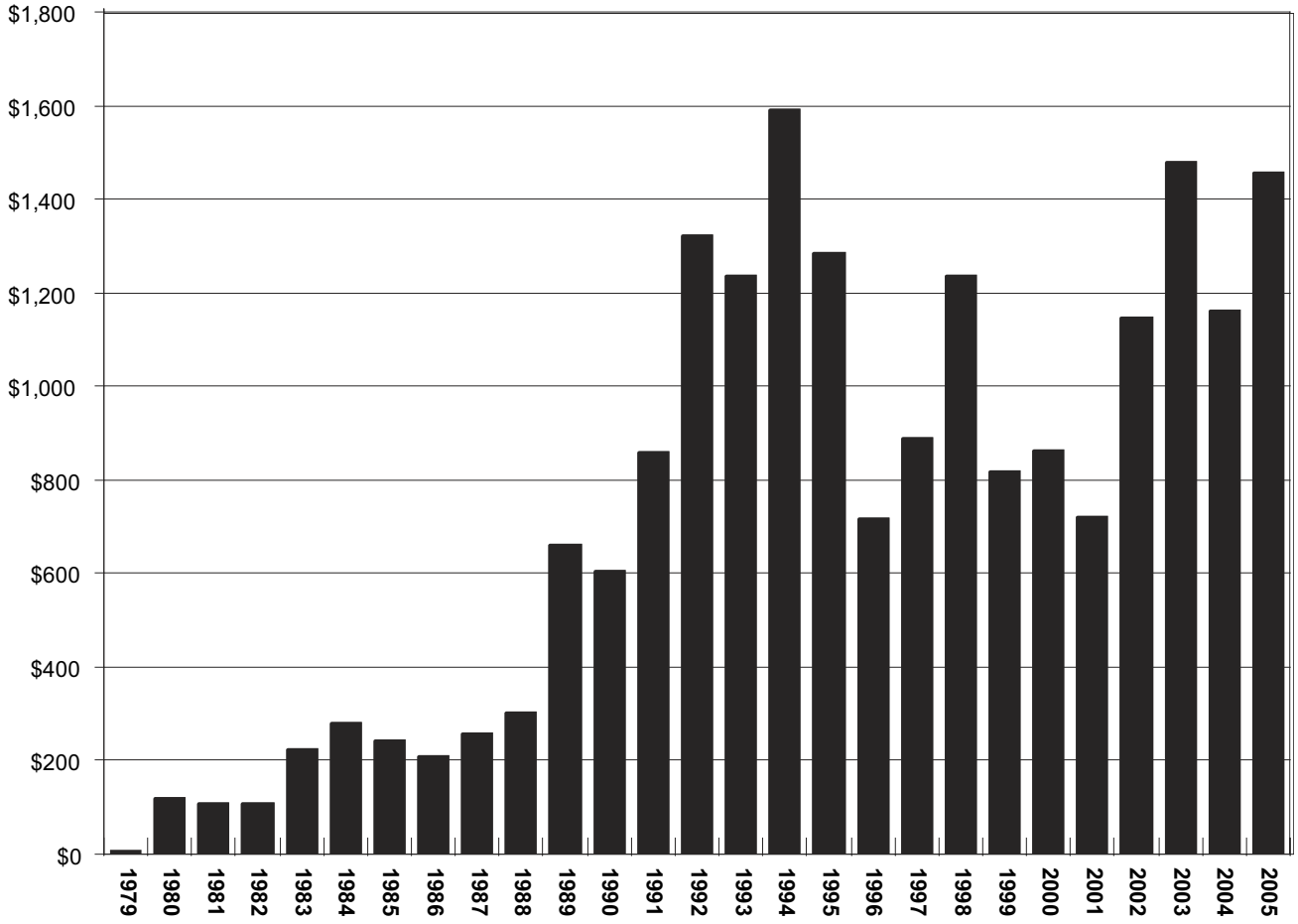
SRP Program Funds Expended

(in thousands)



SRP Program - County Contributions Only

(in thousands)



See note on page 8 for additional explanation

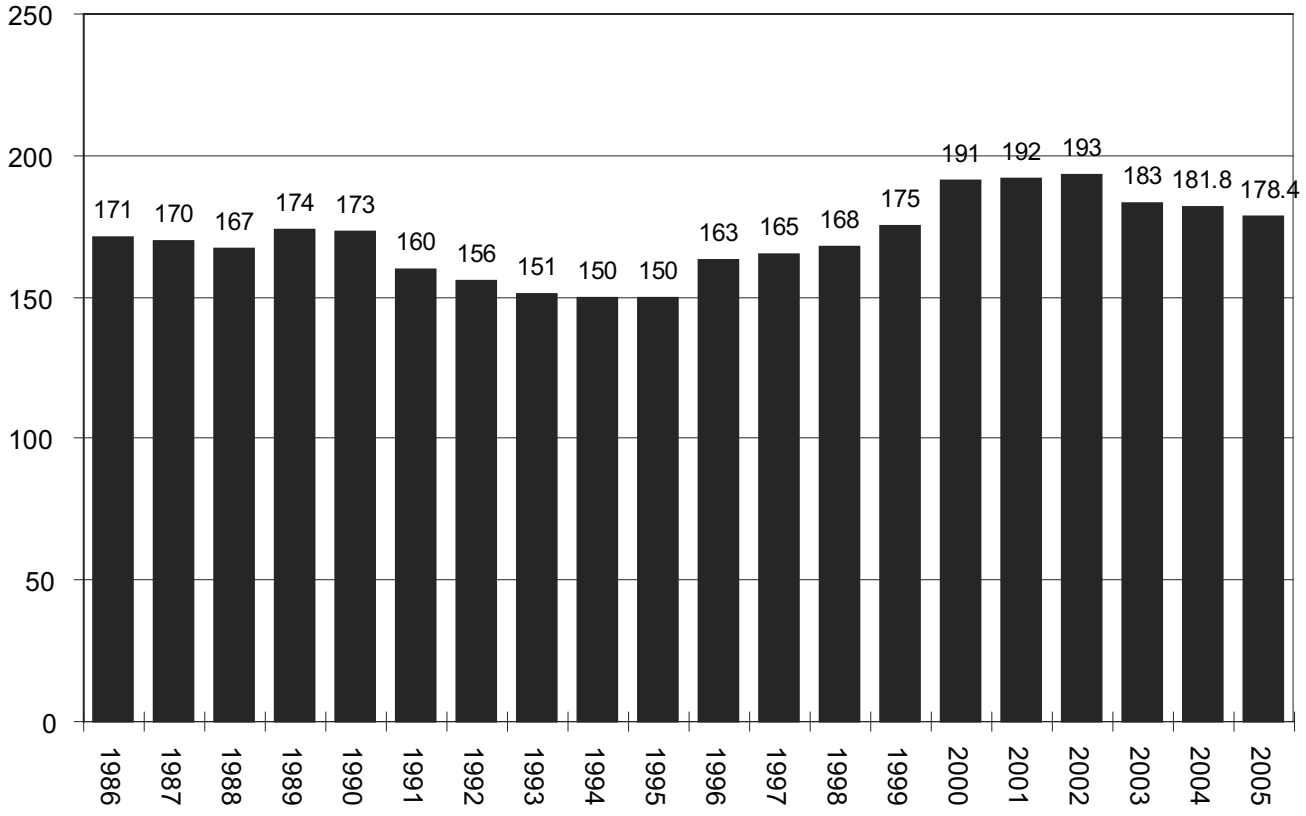
Comparison of Number of SRP Deputies and County-Funded Road Patrol Deputies*

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
2005	27th	178.4	1,620.7

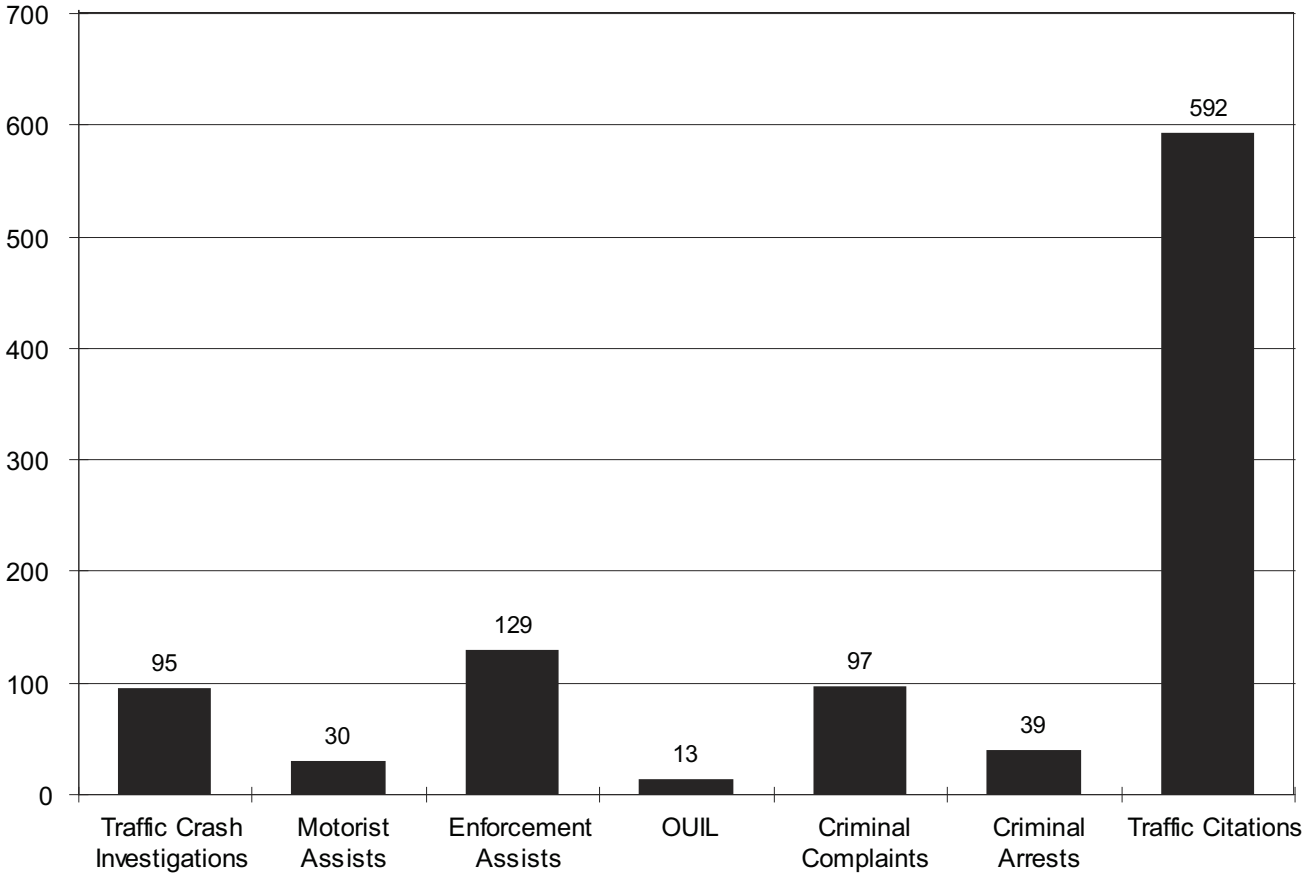
*Number of full-time equivalent deputies as reported through semi-annual reports submitted to OHSP by participating counties.

Number of SRP Deputies

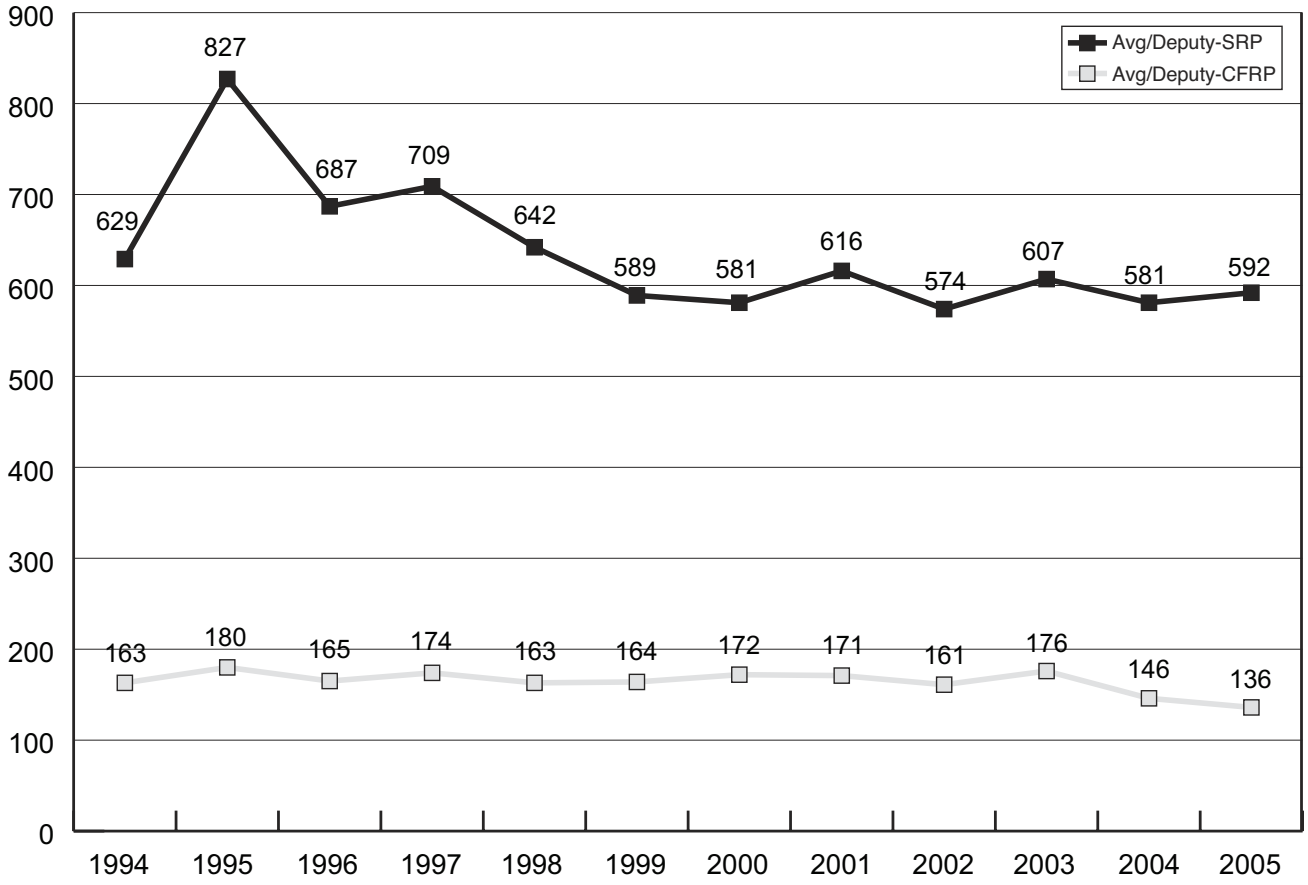
(Full-time Equvalent)



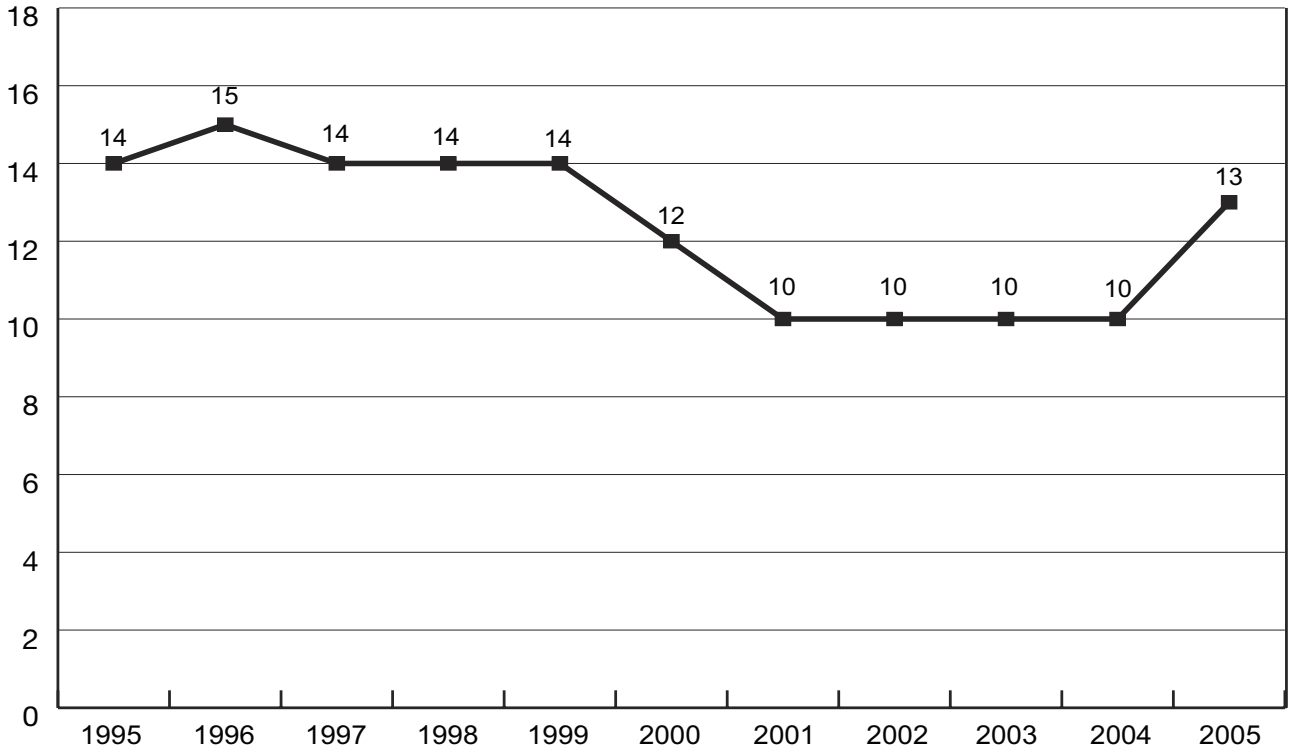
FY05 Average Activities per SRP Deputy



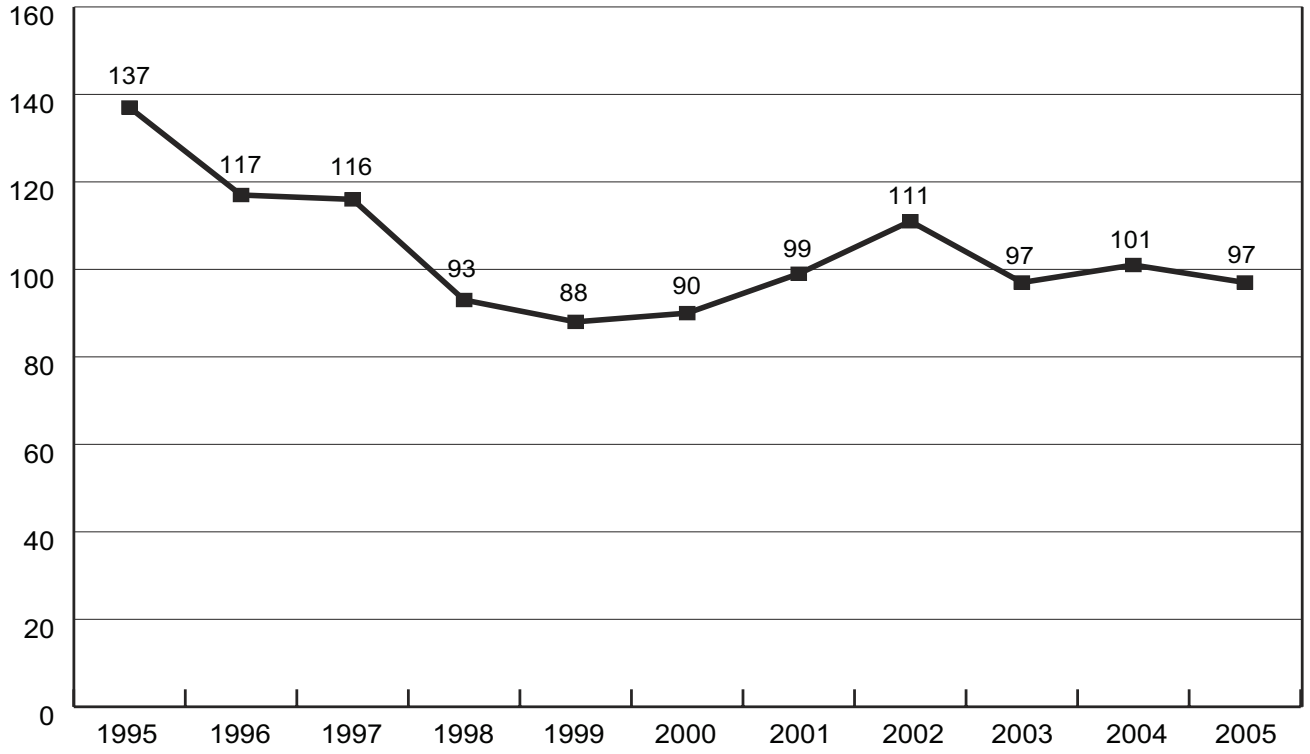
Average Traffic Citations per Deputy - SRP and CFRP



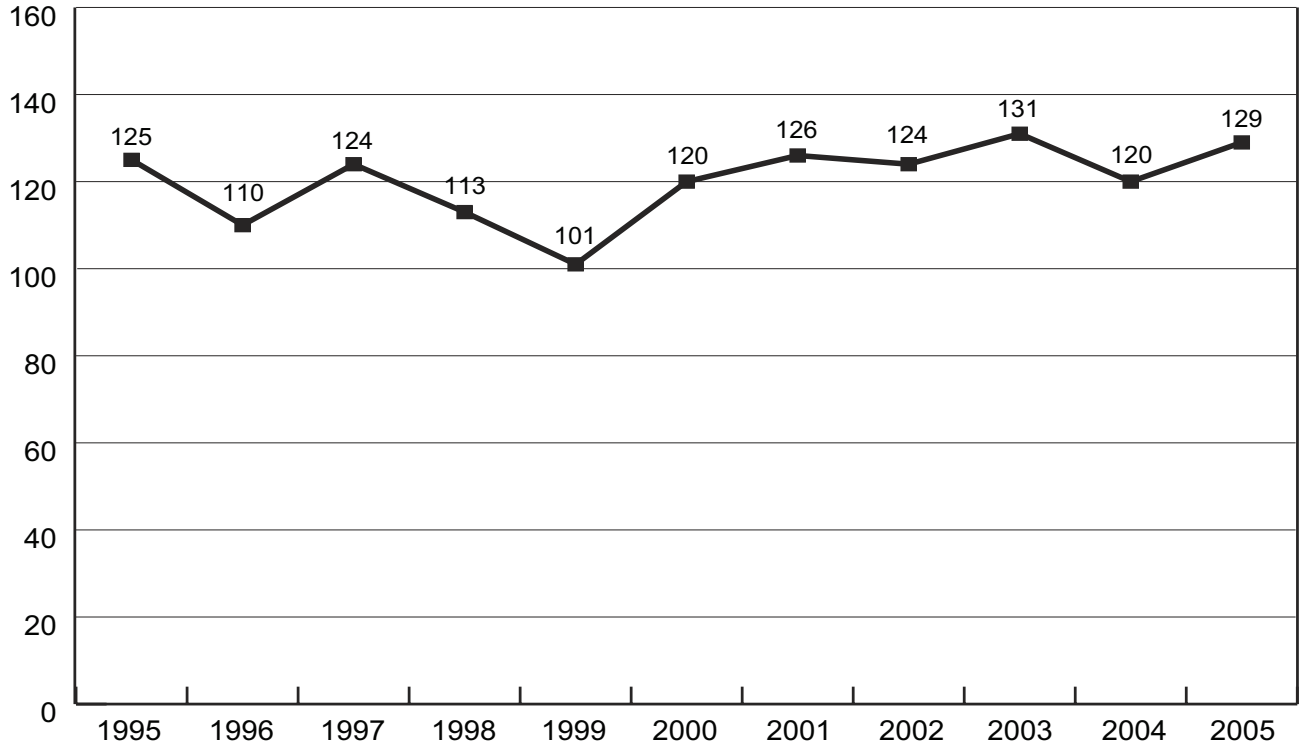
Average OUIL Arrests per SRP Deputy



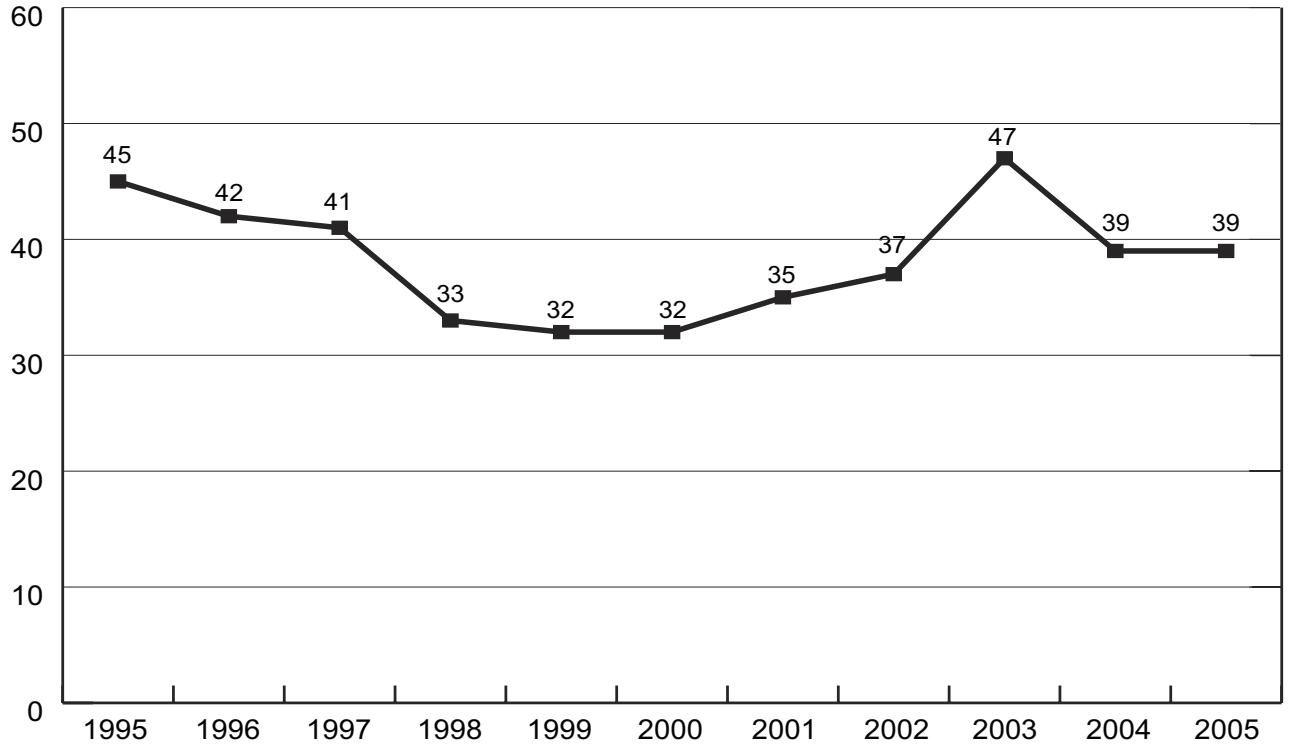
Average Criminal Complaints per SRP Deputy



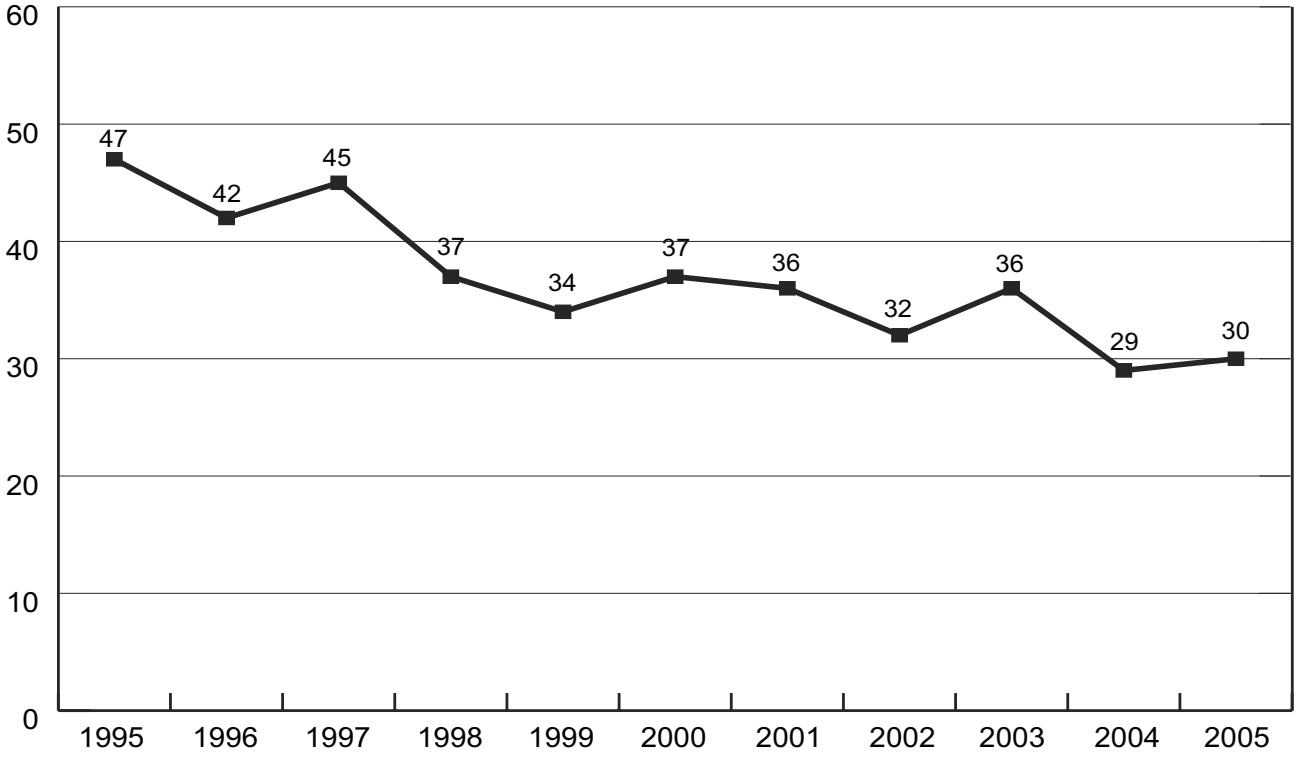
Average Enforcement Assists per SRP Deputy



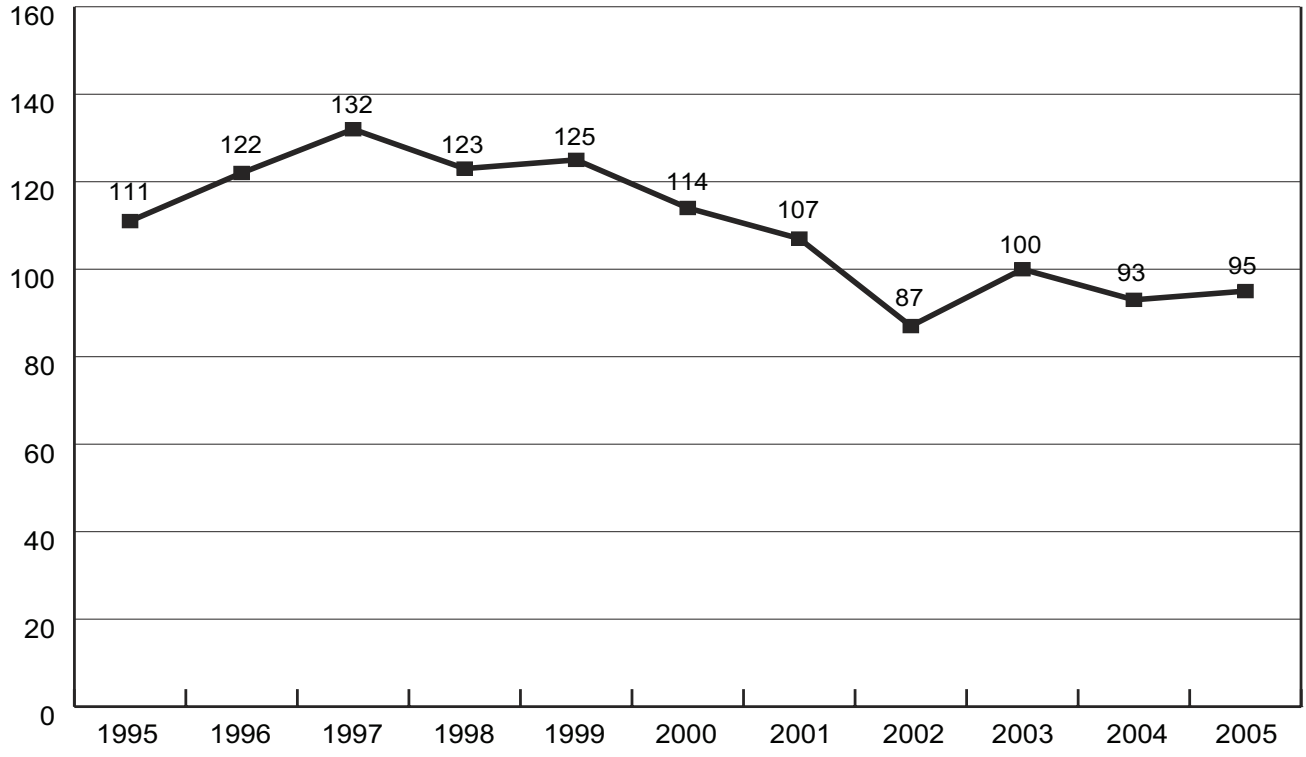
Average Criminal Arrests per SRP Deputy



Average Motorist Assists per SRP Deputy



Average Traffic Crash Investigations per SRP Deputy



2003-2004 Michigan Traffic Crash Summary Trends

- Michigan experienced a 9.7 percent decrease in traffic fatalities, as well as a 5.6 percent decrease in injuries and a 4.7 percent decrease in crashes.
- Deaths among vehicle occupants (drivers and passengers) decreased 7.6 percent.
- Persons sustaining "A" level injuries (the most serious) decreased 6.6 percent.

	2003	2004	%CHANGE
NUMBER OF CRASHES			
Fatal Crashes	1,172	1,055	-10.0
Personal Injury Crashes	76,598	73,118	-4.5
Property Damage Crashes	313,715	298.855	-4.7
Total	**391,485**	**373.028**	**-4.7**
ALCOHOL-INVOLVED CRASHES			
Fatal Crashes	362	338	-6.6
Personal Injury Crashes	6,247	5,777	-7.5
Property Damage Crashes	8,484	8,432	-0.6
Total	**15,093**	**14,547**	**-3.6**
ALCOHOL-INVOLVED FATAL CRASHES			
Had Been Drinking (HBD)	362 (30.9%)	338 (32.0%)	-6.6
Had Not (HNBD)/Not Known if Drinking	810 (69.1%)	717 (68.0%)	-11.5
PERSONS IN CRASHES			
Killed	1,283	1,159	-9.7
Injured	105,555	99,680	-5.6
Not Injured	524,356	554,547	5.8
Unknown Injury	64,903	90,088	38.8
Total	**696,097**	**745,474**	**7.1**
PERSONS IN ALCOHOL-INVOLVED CRASHES			
Killed	399	364	-8.8
Injured	8,815	8,096	-8.2
Not Injured	14,140	16,375	15.8
Unknown Injury	2,013	3,024	50.2
Total	**25,367**	**27,859**	**9.8**
PERSONS INJURED BY GENDER			
Male	47,705	45,329	-5.0
Female	54,950	52,777	-4.0
Unknown Gender	2,900	1,574	-45.7
Total	**105,555**	**99,680**	**-5.6**
PERSONS INJURED BY SEVERITY			
"A" Injury	9,920	9,270	-6.6
"B" Injury	24,952	22,456	-10.0
"C" Injury	70,683	67,954	-3.9
Total	**105,555**	**99,680**	**-5.6**

Note: The 2000 through 2004 information provided for alcohol contains data for alcohol-related crashes only.

2005 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	69,892	225,683	295,575	773	2,037	2,810
ALGER	1	0	0	0	12,160	0	12,160	65	0	65
ALLEGAN	3	34	9.25	0	69,299	930,088	999,387	4,265	16,415	20,680
ALPENA	1	11.5	0	1	29,461	121,975	151,436	956	843	1,799
ANTRIM	2	13	0	0	43,776	266,963	310,739	548	2,538	3,086
ARENAC	1	8.5	1.25	1.5	19,768	174,608	194,376	215	1,913	2,128
BARAGA	1	4	0	0	22,218	40,239	62,457	175	85	260
BARRY	1.5	20.25	3.75	1	36,662	226,452	263,114	1,111	2,291	3,402
BAY	3	18.25	8.5	4.25	35,941	348,366	384,307	2,033	2,828	4,861
BENZIE	1	11	0	1	22,981	153,350	176,331	443	1,916	2,359
BERRIEN	4	24	1.25	0	83,614	509,051	592,665	1,754	6,472	8,226
BRANCH	2	16	1.2	0	48,717	336,655	385,372	2,711	3,897	6,608
CALHOUN	3	17.5	11	0	71,434	397,127	468,561	2,948	3,066	6,014
CASS	2	20	4	2.5	49,400	424,889	474,289	1,656	3,661	5,317
CHARLEVOIX	1	18	0	0	12,699	171,440	184,139	252	2,065	2,317
CHEBOYGAN	2	12.75	0	0	38,165	113,459	151,624	503	1,098	1,601
CHIPPEWA	2	6	1	1	124,071	172,137	296,208	866	576	1,442
CLARE	1	20	5	7	29,862	378,168	408,030	1,203	4,545	5,748
CLINTON	1	16	0	2	58,522	379,098	437,620	2,117	13,621	15,738
CRAWFORD	1	8.75	0	3	39,337	99,562	138,899	1,607	920	2,527
DELTA	2	11.25	0	0.75	45,957	195,145	241,102	867	1,951	2,818
DICKINSON	2	5	2	0	52,985	117,672	170,657	490	785	1,275
EATON	2	25	29	1	50,143	332,589	382,732	1,167	3,802	4,969
EMMET	1	14	0	3	23,764	305,149	328,913	2,531	4,796	7,327

GENESEE	6	38	16	0	129,012	904,373	1,033,385	2,227	4,712	6,939
GLADWIN	1	8.5	0	0	28,757	171,796	200,553	732	3,274	4,006
GOGEBIC	1	5.5	3.5	1	26,938	188,928	215,866	49	558	607
GRAND TRAVERSE	2	24	18	1	40,336	1,200,000	1,240,336	2,362	12,000	14,362
GRATIOT	2	13	0	3	55,952	436,226	492,178	2,292	8,611	10,903
HILLSDALE	2	24	0	0	63,027	341,560	404,587	993	2,304	3,297
HOUGHTON	2	6	0.25	0	23,721	95,506	119,227	208	545	753
HURON	2	11.5	5	0	51,399	421,656	473,055	1,762	5,415	7,177
INGHAM	4	34	22	0	72,349	556,692	629,041	2,676	13,824	16,500
IONIA	2	12	3	2.5	49,043	251,362	300,405	1,045	3,911	4,956
IRON	1	5	0	0	41,097	31,782	72,879	485	85	570
ISABELLA	2	11	2	0	40,318	220,065	260,383	1,232	7,454	8,686
JACKSON	3	43	7	2	53,161	516,499	569,660	2,847	10,078	12,925
KALAMAZOO	4	39	9	0	85,957	529,024	614,981	2,551	5,333	7,884
KALKASKA	1	9.25	2	0	52,330	230,320	282,650	748	1,544	2,292
KENT	6	89	40	4	94,352	1,839,431	1,933,783	4,548	14,367	18,915
KEWEENAW	1	4	0	0	17,370	46,040	63,410	73	204	277
LAKE	1	10.25	2	0.75	25,652	202,292	227,944	556	1,789	2,345
LAPEER	2	16	16.25	0	53,150	0	53,150	929	5,055	5,984
LEELANAU	1	15.25	3	0	36,645	387,181	423,826	442	4,047	4,489
LENAWEE	2	31	0	0	42,386	557,869	600,255	4,246	4,813	9,059
LIVINGSTON	4	51.25	3	7.75	71,544	519,802	591,346	2,442	5,511	7,953
LUCE	1	1	0	0	25,209	7,598	32,807	995	0	995
MACKINAC	1	5	0	0	32,338	100,750	133,088	651	918	1,569
MACOMB	6	178	44.25	5	79,881	1,238,334	1,318,215	3,566	15,986	19,552
MANISTEE	1	7	0	0	10,343	94,628	104,971	256	2,382	2,638
MARQUETTE	2	11.25	2	1	39,283	145,262	184,545	969	927	1,896
MASON	1.25	15.25	0	1.5	27,958	228,589	256,547	940	2,653	3,593
MECOSTA	1.4	15.6	0	1	36,523	329,781	366,304	802	4,324	5,126
MENOMINEE	1	11	0	0	34,822	281,283	316,105	242	1,421	1,663
MIDLAND	1.5	23.5	0	0	59,673	522,632	582,305	2,386	10,900	13,286
MISSAUKEE	1	8	0.5	0	29,404	124,457	153,861	557	794	1,351

	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
MONROE	4	41	15.5	0	47,828	-	47,828	2,401	-	2,401
MONTCALM	2	21	3	0	48,130	344,577	392,707	1,277	1,827	3,104
MONTMORENCY	0.665	6.27	0	0	20,830	137,803	158,633	96	97	193
MUSKEGON	2.375	23.625	2.25	1	56,915	530,548	587,463	541	2,546	3,087
NEWAYGO	1	21	3	1	30,500	466,790	497,290	965	3,432	4,397
OAKLAND	10	32	223.75	0	206,892	0	206,892	6,860	-	6,860
OCEANA	2	9	0	0	60,291	239,147	299,438	813	1,611	2,424
OGEMAW	1	12	2	3	22,901	150,601	173,502	996	5,429	6,425
ONTONAGON	1	8	0	0	35,838	108,855	144,693	116	617	733
OSCEOLA	1	10	0	4	29,083	201,387	230,470	662	2,666	3,328
OSCODA	1	9.25	0	0	18,300	167,522	185,822	492	853	1,345
OTSEGO	1	9	0	0	24,757	85,657	110,414	415	1,191	1,606
OTTAWA	3	58	49	0	55,030	743,835	798,865	4,650	8,434	13,084
PRESQUE ISLE	1	8	0	1	36,265	131,408	167,673	306	651	957
ROSCOMMON	1	20	0	4	22,574	283,153	305,727	966	4,287	5,253
SAGINAW	3.25	29	3	5	57,094	515,349	572,443	2,757	7,553	10,310
SANILAC	2	18	1	4	72,477	285,945	358,422	1,482	1,535	3,017
SCHOOLCRAFT	1	0	0	0	13,217	0	13,217	129	0	129
SHIAWASSEE	2	19	0	0	71,590	0	71,590	4,294	0	4,294
ST. CLAIR	2	31.5	10	3	49,108	-	49,108	2,676	-	2,676
ST. JOSEPH	2	27	2	0	31,936	196,019	227,955	1,246	4,384	5,630
TUSCOLA	2	8.75	4	1	46,503	184,888	231,391	1,669	3,725	5,394
VAN BUREN	2	10	7	18	37,368	344,868	382,236	1,209	3,556	4,765
WASHTENAW	3	12	90	1	45,073	-	45,073	1,434	-	1,434
WAYNE	14	31	15	0	152,972	161,902	314,874	9,191	6,790	15,981
WEXFORD	1.5	22.5	1	0	52,634	413,776	466,410	513	3,592	4,105
TOTALS	**178.4**	**1,620.7**	**707.5**	**105.5**	**3,966,864**	**24,835,613**	**28,802,477**	**126,221**	**302,636**	**428,857**

2005 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	Crashes on Trunk Lines	Crashes on Secondary Roads	Crashes Investigated in Cities and Villages	Total Crashes
ALCONA	525	1,374	1,899	302	893	1,195	30	59	0	89
ALGER	34	0	34	40	0	40	5	7	0	12
ALLEGAN	995	9,905	10,900	4,101	7,323	11,424	45	66	0	111
ALPENA	602	484	1,086	353	485	838	14	45	0	59
ANTRIM	286	1,329	1,615	268	1,211	1,479	32	53	4	89
ARENAC	155	1,324	1,479	143	1,068	1,211	28	52	8	88
BARAGA	125	86	211	40	53	93	22	13	2	37
BARRY	753	2,136	2,889	1,270	827	2,097	33	138	0	171
BAY	547	1,106	1,653	1,446	2,199	3,645	14	151	0	165
BENZIE	346	1,505	1,851	97	411	508	19	26	0	45
BERRIEN	0	0	0	2,062	3,461	5,523	343	739	59	1141
BRANCH	682	1,829	2,511	1,991	1,058	3,049	26	172	2	200
CALHOUN	645	80	725	3,042	2,845	5,887	74	506	10	590
CASS	836	2,595	3,431	1,384	2,170	3,554	21	362	3	386
CHARLEVOIX	245	973	1,218	38	206	244	9	21	0	30
CHEBOYGAN	687	626	1,313	515	1,180	1,695	79	71	4	154
CHIPPEWA	237	54	291	709	322	1,031	44	69	0	113
CLARE	506	2,238	2,744	697	2,307	3,004	12	39	5	56
CLINTON	718	4,259	4,977	1,508	10,401	11,909	60	230	13	303
CRAWFORD	795	802	1,597	1,409	626	2,035	90	62	0	152
DELTA	771	1,718	2,489	402	688	1,090	54	56	0	110
DICKINSON	245	450	695	252	335	587	76	42	28	146
EATON	232	2,078	2,310	1,578	2,532	4,110	72	253	8	333
EMMET	1,854	3,687	5,541	677	1,109	1,786	22	83	0	105

	Total Verbal by SRP Officers	Total Verbal by County Officers	Total Verbals	Total Citations by SRP Officers	Total Citations by County Officers	Total Citations	Crashes on Trunk Lines	Crashes on Secondary Roads	Crashes Investigated in Cities and Villages	Total Crashes
GENESEE	1,332	3,558	4,890	894	1,164	2,058	48	66	0	114
GLADWIN	217	1,927	2,144	702	2,322	3,024	42	59	1	102
GOGEBIC	47	387	434	7	172	179	21	22	20	63
GRAND TRAVERSE	694	4,000	4,694	2,280	7,221	9,501	86	293	2	381
GRATIOT	1,136	5,431	6,567	1,368	3,172	4,540	34	54	1	89
HILLSDALE	200	705	905	570	1,811	2,381	224	253	24	501
HOUGHTON	131	339	470	86	206	292	18	28	3	49
HURON	2,975	6,944	9,919	298	1,139	1,437	71	118	1	190
INGHAM	1,125	8,461	9,586	1,642	5,243	6,885	137	440	12	589
IONIA	531	2,223	2,754	657	2,168	2,825	73	132	4	209
IRON	445	75	520	143	42	185	43	36	3	82
ISABELLA	881	3,254	4,135	373	4,330	4,703	15	182	9	206
JACKSON	554	2,743	3,297	3,996	8,237	12,233	278	268	0	546
KALAMAZOO	1,256	3,231	4,487	1,983	3,152	5,135	147	844	6	997
KALKASKA	108	187	295	640	1,551	2,191	21	22	0	43
KENT	931	10,114	11,045	6,496	6,870	13,366	67	180	1	248
KEWEENAW	54	164	218	19	40	59	14	3	1	18
LAKE	484	1,321	1,805	377	1,020	1,397	23	30	5	58
LAPEER	669	4,789	5,458	563	3,220	3,783	24	160	2	186
LEELANAU	332	1,786	2,118	93	887	980	31	52	3	86
LENAWEE	487	2,193	2,680	3,759	2,620	6,379	46	84	3	133
LIVINGSTON	924	3,420	4,344	2,852	4,494	7,346	80	195	12	287
LUCE	1,191	0	1,191	313	1	314	18	8	0	26
MACKINAC	316	549	865	545	407	952	14	9	1	24
MACOMB	1,614	9,159	10,773	3,320	6,827	10,147	149	250	2	401
MANISTEE	153	817	970	104	508	612	9	18	0	27
MARQUETTE	522	650	1,172	658	315	973	35	24	0	59

MASON	730	4,877	5,607	178	802	980	99	173	3	275
MECOSTA	509	3,155	3,664	995	1,476	2,471	16	149	5	170
MENOMINEE	115	836	951	118	585	703	23	37	2	61
MIDLAND	1,296	6,510	7,806	1,090	4,390	5,480	56	423	21	500
MISSAUKEE	870	702	1,572	167	336	503	66	41	10	117
MONROE	597	0	597	2,831	10,201	13,032	90	108	0	198
MONTCALM	234	1,120	1,354	1,428	1,015	2,443	64	315	5	384
MONTMORENCY	97	1,003	1,100	59	530	589	12	28	0	40
MUSKEGON	399	987	1,386	442	2,049	2,491	31	122	1	154
NEWAYGO	780	2,639	3,419	184	1,003	1,187	32	67	2	101
OAKLAND	246	3,689	3,935	9,127	44,954	54,081	29	36	0	65
OCEANA	617	984	1,601	264	566	830	29	108	1	138
OGEMAW	903	1,931	2,834	614	4,298	4,912	29	54	1	84
ONTONAGON	89	502	591	27	115	142	35	33	12	80
OSCEOLA	568	1,755	2,323	406	1,346	1,752	16	54	8	78
OSCODA	310	435	745	272	423	695	114	157	0	271
OTSEGO	291	642	933	211	795	1,006	21	26	2	49
OTTAWA	148	6,744	6,892	4,939	10,135	15,074	37	129	3	169
PRESQUE ISLE	202	450	652	104	161	265	23	60	8	91
ROSCOMMON	584	3,065	3,649	513	1,244	1,757	21	22	0	43
SAGINAW	1,497	4,988	6,485	1,745	4,027	5,772	114	229	33	376
SANILAC	1,086	1,074	2,160	840	768	1,608	301	495	10	806
SCHOOLCRAFT	93	0	93	38	-	38	5	3	1	9
SHIAWASSEE	1,694	0	1,694	2,418	-	2,418	108	349	11	468
ST. CLAIR	1,748	0	1,748	1,415	-	1,415	83	306	0	389
ST. JOSEPH	164	1,250	1,414	1,082	3,134	4,216	143	323	8	474
TUSCOLA	725	2,129	2,854	1,045	1,735	2,780	48	146	2	196
VAN BUREN	703	2,749	3,452	504	1,093	1,597	41	139	3	183
WASHTENAW	258	0	258	1,496	-	1,496	0	316	0	316
WAYNE	3,524	277	3,801	11,490	8,489	19,979	0	33	19	52
WEXFORD	246	2,587	2,833	429	1,875	2,304	33	91	14	138
TOTALS	**53,453**	**176,145**	**229,598**	**105,533**	**220,394**	**325,927**	**4,711**	**11,717**	**446.5**	**16,874**

2005 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	23	22	3	4	518	66	59	209	32
ALGER	1	0	0	0	97	14	23	22	26
ALLEGAN	41	9	19	0	991	190	67	274	117
ALPENA	11	0	2	2	0	71	6	40	106
ANTRIM	19	2	4	20	422	71	29	52	135
ARENAC	5	0	1	1	225	18	24	121	11
BARAGA	18	2	0	4	24	32	10	0	49
BARRY	53	4	39	2	96	137	34	174	128
BAY	9	0	0	0	93	44	17	46	22
BENZIE	32	1	8	5	109	62	7	0	10
BERRIEN	321	8	82	82	85	18	0	0	0
BRANCH	11	1	0	0	90	65	20	261	67
CALHOUN	201	24	24	1	597	437	299	279	96
CASS	5	5	2	1	157	49	48	132	47
CHARLEVOIX	12	1	0	1	13	25	40	86	59
CHEBOYGAN	10	0	4	0	41	107	44	126	196
CHIPPEWA	19	14	4	4	193	165	57	14	92
CLARE	27	1	8	1	24	10	33	274	90
CLINTON	45	3	63	14	580	204	137	127	87
CRAWFORD	11	1	12	6	372	96	134	99	138
DELTA	32	0	9	0	279	198	38	145	123
DICKINSON	27	5	2	0	137	111	8	48	69
EATON	7	0	5	3	135	116	42	521	67
EMMET	10	4	4	4	0	43	32	0	27
GENESEE	24	0	0	1	0	0	133	2,401	327
GLADWIN	5	0	21	21	273	15	10	29	10

GOGEBIC	0	0	0	0	68	4	24	25	21
GRAND TRAVERSE	29	6	0	2	161	159	68	267	63
GRATIOT	1	1	3	3	363	81	45	50	71
HILLSDALE	17	0	4	0	39	19	78	29	26
HOUGHTON	22	0	14	14	60	48	38	2	42
HURON	21	2	23	6	208	132	50	86	103
INGHAM	12	0	1	0	104	95	76	82	19
IONIA	43	0	5	4	311	79	62	100	112
IRON	36	1	7	5	158	78	151	338	280
ISABELLA	22	0	0	0	169	3	41	220	61
JACKSON	33	0	7	0	1,245	101	103	147	108
KALAMAZOO	72	2	14	0	122	134	210	336	60
KALKASKA	8	3	2	0	60	16	39	37	36
KENT	3	1	0	2	17	9	91	305	56
KEWEENAW	1	0	0	0	48	11	10	6	3
LAKE	9	0	1	0	232	54	6	115	2
LAPEER	12	0	0	0	21	140	87	178	133
LEELANAU	22	8	9	4	19	19	92	57	8
LENAWEE	31	5	6	9	246	264	3	120	29
LIVINGSTON	51	4	17	6	1,225	235	265	161	80
LUCE	20	0	10	1	49	52	38	5	49
MACKINAC	7	3	10	0	47	34	22	10	40
MACOMB	90	12	20	20	74	74	289	1,264	284
MANISTEE	6	0	3	1	213	45	7	10	17
MARQUETTE	9	0	2	2	259	54	45	81	98
MASON	7	0	2	0	445	65	43	486	38
MECOSTA	5	0	0	0	5	3	103	20	11
MENOMINEE	6	2	2	3	108	62	23	14	30
MIDLAND	22	3	6	0	107	98	89	275	20
MISSAUKEE	19	9	44	18	368	98	84	172	54
MONROE	7	0	1	1	42	56	90	176	68
MONTCALM	14	0	7	1	93	87	225	67	23

	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
MONTMORENCY	0	0	1	0	8	13	32	310	3
MUSKEGON	2	0	0	0	40	25	111	138	65
NEWAYGO	8	1	5	0	283	62	4	110	134
OAKLAND	1	0	3	0	27	22	172	263	230
OCEANA	32	1	36	0	378	171	40	197	111
OGEMAW	2	0	3	0	93	84	63	63	33
ONTONAGON	9	0	4	4	69	15	6	21	17
OSCEOLA	2	0	0	3	363	6	20	59	27
OSCODA	73	11	26	10	184	44	22	280	165
OTSEGO	10	2	3	0	94	18	12	23	48
OTTAWA	8	1	8	0	20	5	40	0	10
PRESQUE ISLE	1	0	1	0	118	22	7	43	23
ROSCOMMON	4	2	2	0	89	111	45	207	154
SAGINAW	37	9	38	38	330	209	81	182	185
SANILAC	50	3	25	3	22	101	101	385	228
SCHOOLCRAFT	0	0	0	0	1	0	14	2	12
SHIAWASSEE	95	3	33	0	745	279	73	365	170
ST. CLAIR	16	0	5	0	43	44	277	303	78
ST. JOSEPH	5	1	0	0	962	31	3	40	43
TUSCOLA	16	1	6	1	6	2	20	79	27
VAN BUREN	53	2	1	13	217	323	46	166	92
WASHTENAW	74	0	1	1	0	3	45	179	29
WAYNE	219	5	9	14	644	539	52	2,422	256
WEXFORD	5	0	2	1	317	79	94	127	54
TOTALS	**2,358**	**211**	**748**	**367**	**17,290**	**6,981**	**5,328**	**16,685**	**6,370**

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