

Annual Report Fiscal Year 2007





**SECONDARY ROAD PATROL (SRP)
AND TRAFFIC ACCIDENT PREVENTION PROGRAM**



Annual Report Fiscal Year 2007

(October 1, 2006 - September 30, 2007)

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



ACKNOWLEDGMENTS

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

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FOREWORD

Welcome to the 2007 Annual Report for Michigan's Secondary Road Patrol and Accident Prevention Program (SRP).

Deputies funded under the State's Secondary Road Patrol and Accident Prevention Program played an important role in traffic safety through their enforcement efforts on Michigan's secondary roads. In 2007, the SRP program funded a total of 175 deputies. Collectively, these deputies generated 121,306 vehicle stops, resulting in 1,853 drunk drivers being removed from Michigan's roadways, 92,204 traffic citations, 7,014 criminal arrests, and 23,643 assists to other officers. SRP deputies also responded to 14,270 criminal complaints and aided 5,264 stranded motorists in need of assistance.

While there are many accomplishments for 2007, challenges still exist in a number of categories including nighttime safety belt use, young driver fatalities, motorcycle fatalities, and excessive speed. We look forward to the many contributions that the SRP Program can make to addressing these and other critical traffic safety issues.

On behalf of the Office of Highway Safety Planning, I would like to extend our sincere appreciation to participating sheriff's offices across the state and the SRP Program deputies for their efforts to keep Michigan's roadways safer for all of us.



Michael L. Prince, Director
Office of Highway Safety Planning
April 1, 2008

** Visit www.michigan.gov/ohsp, Law Enforcement Programs to view entire Annual Report*

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SHERIFF
BAYON COUNTY

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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. This state grant program provides county sheriff offices with funding to patrol county and local roads outside the 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 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 SRP 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 2007 (FY07) are combined into a single document, and referred to as the Annual Report.

Program data is derived from the 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 state or 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 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:

Counties are required to enter into a contractual arrangement with OHSP 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 during the year, the county is required to report this to OHSP, who will determine if the reduction meets the requirements of the Act.

SECONDARY ROAD PATROL FY 2007 ALLOCATION

2007 State Allocation			\$13,800,000				
COUNTY	ALLOCATION PERCENTAGE	MOE REQUIRE.	COUNTY ALLOCATION	COUNTY	ALLOCATION PERCENTAGE	MOE REQUIRE.	COUNTY ALLOCATION
ALCONA	0.393	4.0	54,234	LAKE	0.422	4.0	58,236
ALGER	0.322	0.0	44,436	LAPEER	0.925	7.0	127,650
ALLEGAN	1.216	18.0	167,808	LEELANAU	0.389	7.0	53,682
ALPENA	0.578	1.0	79,764	LENAWEE	1.221	24.0	168,498
ANTRIM	0.465	7.0	64,170	LIVINGSTON	1.032	15.0	142,416
ARENAC	0.396	3.0	54,648	LUCE	0.279	0.0	38,502
BARAGA	0.310	0.0	42,780	MACKINAC	0.366	5.0	50,508
BARRY	0.692	11.0	95,496	MACOMB	5.173	68.0	713,874
BAY	1.499	23.0	206,862	MANISTEE	0.569	5.0	78,522
BENZIE	0.353	4.0	48,714	MARQUETTE	0.906	11.0	125,028
BERRIEN	2.075	24.0	286,350	MASON	0.555	10.0	76,590
BRANCH	0.747	13.0	103,086	MECOSTA	0.597	2.5	82,386
CALHOUN	1.762	17.0	243,156	MENOMINEE	0.650	2.0	89,700
CASS	0.766	14.0	105,708	MIDLAND	0.833	19.0	114,954
CHARLEVOIX	0.442	7.0	60,996	MISSAUKEE	0.415	1.0	57,270
CHEBOYGAN	0.563	2.0	77,694	MONROE	1.733	36.0	239,154
CHIPPEWA	0.706	6.0	97,428	MONTCALM	0.836	13.0	115,368
CLARE	0.531	4.0	73,278	MONTMORENCY	0.352	6.0	48,576
CLINTON	0.857	9.0	118,266	MUSKEGON	1.590	23.0	219,420
CRAWFORD	0.369	3.0	50,922	NEWAYGO	0.774	12.0	106,812
DELTA	0.696	5.0	96,048	OAKLAND	8.459	48.0	1,167,342
DICKINSON	0.491	3.0	67,758	OCEANA	0.562	8.0	77,556
EATON	1.090	17.0	150,420	OGEMAW	0.461	4.0	63,618
EMMET	0.514	10.0	70,932	ONTONAGON	0.356	6.0	49,128
GENESEE	4.380	21.0	604,440	OSCEOLA	0.486	0.0	67,068
GLADWIN	0.467	5.0	64,446	OSCODA	0.360	4.0	49,680
GOGEBIC	0.415	6.0	57,270	OTSEGO	0.448	9.0	61,824
GRAND TRAVERSE	0.836	19.0	115,368	OTTAWA	1.907	23.0	263,166
GRATIOT	0.782	7.0	107,916	PRESQUE ISLE	0.427	5.0	58,926
HILLSDALE	0.758	9.0	104,604	ROSCOMMON	0.455	11.0	62,790
HOUGHTON	0.570	4.0	78,660	SAGINAW	2.472	25.0	341,136
HURON	0.838	13.0	115,644	ST. CLAIR	1.629	18.0	224,802
INGHAM	2.310	12.0	318,780	ST. JOSEPH	0.801	10.0	110,538
IONIA	0.749	9.0	103,362	SANILAC	0.899	10.0	124,062
IOSCO	0.626	10.5	86,388	SCHOOLCRAFT	0.301	0.0	41,538
IRON	0.389	1.0	53,682	SHIAWASSEE	0.917	15.0	126,546
ISABELLA	0.782	7.0	107,916	TUSCOLA	0.967	11.0	133,446
JACKSON	1.926	24.0	265,788	VANBUREN	0.901	0.0	124,338
KALAMAZOO	2.010	27.0	277,380	WASHTENAW	2.196	34.0	303,048
KALKASKA	0.435	4.0	60,030	WAYNE	14.407	60.0	1,988,166
KENT	4.123	77.0	568,974	WEXFORD	0.555	9.0	76,590
KEWEENAW	0.188	2.0	25,944	TOTALS	100.000	-	\$13,800,000

PART ONE:

Law Enforcement Coordination, Training and Communications

I. SHERIFF REPORTS

Data is derived from the annual reports 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. Updated law enforcement agreements from all counties in the program were requested most recently in 2005. These are updated at least every four years, after an election year, and more often if changes occur.

Per the 2007 annual reports, seventy two 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 one 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 the sheriffs' annual reports, the most important types of training attended by deputies during the past year were:

- >>Firearms/Weapons
- >>Legal Update
- >>Self Defense/Restraint
- >>Traffic Accident Investigation

Training programs are carried out through inservice programs within departments and by regional law enforcement training academies and consortiums. 61,227 hours of instruction were provided to 4,199 officers in FY2007. Information from the counties' Annual Program Reports indicates that seventy Sheriffs agencies provided in-service training sessions to certified road patrol 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
- >>Mobile data systems
- >>Regularly scheduled meetings for sharing information and improving attendance at the meetings
- >>Joint training opportunities
- >>Multi-jurisdictional task forces, investigative teams, and law enforcement centers

IMPROVING LAW ENFORCEMENT TRAINING

Based on input from participating agencies, additional training is needed in the areas of:

- >>Looking beyond the stop
- >>Report writing
- >>Fraudulent ID
- >>Commercial Motor Vehicles

IMPROVING LAW ENFORCEMENT COMMUNICATIONS

Most counties indicate a need for continued development of communications systems statewide. Officers in twenty two counties are not always able to communicate with their radio dispatcher from their patrol vehicle, with anywhere from 1% to 25% of the county area not reliably covered. Officers in 35 counties can not communicate when using portable radios, with 1% to 50% of the county area not covered. 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.

Per the annual report from the sheriffs, improvements needed include:

- >>Additional system-wide equipment such as high band radio systems
- >>Additional mobile equipment, such as hand-held radios and mobile data terminals
- >>Mutual frequencies
- >>Additional communication towers

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. FY07 activity data includes 81 of Michigan's 83 counties (Iosco County and Otsego County did not qualify for FY07 SRP program funding).

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, including appearance tickets.
- >> **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-funded road patrol at a level comparable to or greater than the base line period of October 1, 1978.
- >> To determine the activity level of SRP Program deputies.

II. PERSONNEL AND ACTIVITIES ANALYSIS

Activity data is derived from semi-annual and annual program reports submitted to OHSP by participating agencies. This activity is compiled on a fiscal year basis (October 1, 2006, through September 30, 2007).

SERVICES PROVIDED

The main focus of the SRP program is traffic enforcement and crash investigation on secondary roads. In addition, SRP officers provide assistance to persons on secondary roads, enforce violations of criminal laws which are observed during patrol, provide vehicle inspection programs, and provide traffic safety education programs.

FUNDING

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

OHSP intends to distribute all available funds to the counties for enforcement of P.A. 416, while maintaining the fiscal integrity of the program. Each July or August OHSP estimates the funding amount for the next fiscal year, applies a distribution formula, and notifies each county of its allocation. The estimate is based on current and past revenue collections and projected changes in the economy or other factors and includes any projected carryforward from the current year. 1% of the appropriation is allocated for administration of the program by the Office of Highway Safety Planning.

Unused funds carry over into the next fiscal year. If the revenue collection or the carryforward funds significantly exceed projections, a mid-year adjustment may be made to grant the excess to the counties in the current fiscal year.

If a county does not qualify under P.A. 416 and does not receive funds, the funds will remain available through the fiscal year in case the county comes into compliance. Unused monies from all counties are added to the next fiscal year's total budget. Unused monies do not accumulate for a county beyond a fiscal year.

In FY07, an allocation of \$13,800,000 was made to the counties.

SRP APPROPRIATIONS HISTORY

FISCAL YEAR	GENERAL FUND APPROPRIATION	RESTRICTED FUND APPROPRIATION	TOTAL APPROPRIATION
1979	\$8,700,000	-	8,700,000
1980	\$8,700,000	-	8,700,000
1981	\$6,400,000	-	6,400,000
1982	\$6,500,000	-	6,500,000
1983	\$6,500,000	-	6,500,000
1984	\$6,500,000	-	6,500,000
1985	\$6,700,000	-	6,700,000
1986	\$7,100,000	-	7,100,000
1987	\$7,300,000	-	7,300,000
1988	\$7,480,000	-	7,480,000
1989	\$7,423,900	-	7,423,900
1990	\$7,239,500	-	7,239,500
1991	\$7,239,500	-	7,239,500
1992	\$3,041,500	\$3,744,500	6,786,000
1993	\$1,544,000	\$5,244,500	6,788,500
1994	\$1,544,600	\$5,244,500	6,789,100
1995	\$2,546,400	\$4,644,500	7,190,900
1996	\$3,048,200	\$5,944,100	8,992,300
1997	\$3,048,200	\$6,335,200	9,383,400
1998	\$3,137,800	\$5,701,300	8,839,100
1999	\$4,532,600	\$6,069,000	10,601,600
2000	\$5,785,400	\$6,152,300	11,937,700
2001	\$6,327,100	\$6,152,300	12,479,400
2002	\$1,603,800	\$10,902,300	12,506,100
2003	-	\$12,506,600	12,506,600
2004	-	\$14,006,600	14,006,600
2005	-	\$14,012,100	14,012,100
2006	-	\$14,020,100	14,020,100
2007	-	\$14,019,500	14,019,500

Note: Beginning in December of 2002, the \$5 surcharge on moving violations, which funds the restricted portion of the appropriation, was doubled to \$10. The general fund appropriation was decreased for 2002, and was eliminated in 2003.

PERSONNEL

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

Number of Road Patrol Deputies in FY07.....	2,244.9
SRP Funded.....	174.9
County Funded.....	2,070

The table on page 7 shows the number of SRP deputies employed by the program each fiscal year as compared to County-Funded Road Patrol (CFRP) deputies.

Beginning in 2006, county funded includes officers funded with county funds, local government contracts, grants, or any other non-SRP funding sources.

ACTIVITY

SRP deputies 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 secondary roads. In addition, deputies aid stranded motorists, serve as community traffic safety instructors, and patrol in county parks.

The activity data in the charts starting on page 23 is based on program reports submitted by each participating agency for FY07. The average level of traffic enforcement activity, a primary focus for SRP, continued to surpass that of CFRP officers.

LAW ENFORCEMENT TRAINING OPPORTUNITIES IN 2007

OHSP offered training in the following areas:

- >> Standardized Field Sobriety Testing (SFST) - 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-four Prac-

itioner Trainings were conduct.

- >> Youth Alcohol Enforcement Programs - The goals of OHSP 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 50 Michigan counties are receiving training and funding for overtime enforcement of underage drinking laws.

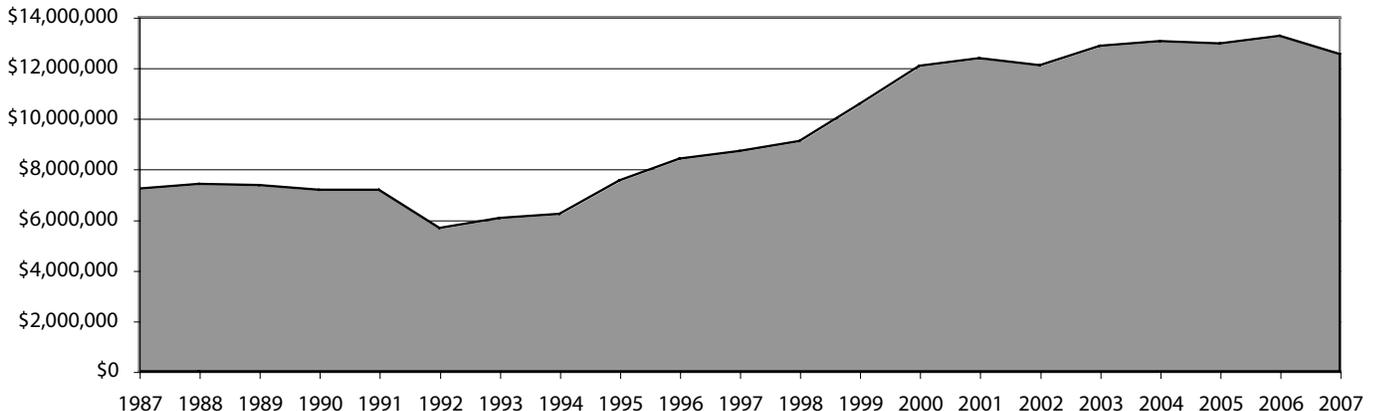
MONITORING

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 monitoring. In addition, a few are randomly chosen for review. In FY07, OHSP monitored twenty counties.

The monitoring clearly shows 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 county. 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

SRP REVENUE RECEIVED



HISTORICAL 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	1,695.0
1994	16th	150.0	1,686.0
1995	17th	150.1	1,769.9
1996	18th	162.5	1,836.1
1997	19th	164.7	1,908.2
1998	20th	167.6	2,036.3
1999	21st	175.0	2,102.4
2000	22nd	191.0	2,249.3
2001	23rd	192.0	2,325.7
2002	24th	192.7	2,367.5
2003	25th	183.0	2,331.1
2004	26th	181.8	2,358.8
2005	27th	178.4	2,433.7
2006	28th	175.5	2,433.5
2007	29th	174.9	2,070.0

Beginning in 2006, county funded included officers funded with county funds, local government contracts, grants, or any other non-SRP funding source.

the program year, reviews the county's accounting procedures, and reviews the duty roster or schedule for maintenance of effort (MOE) compliance. The monitoring conducted by OHSP has 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, 2006.

- >> General Crash Trends - There were 1,084 persons killed and 81,942 persons injured in 315,322 reported motor vehicle traffic crashes in Michigan during 2006. Compared with the 2005 experience, deaths decreased 4.0 percent, persons injured decreased 9.5 percent, and total reported crashes decreased 10.1 percent. The 315,322 reported crashes in 2006 represent an economic loss in Michigan of \$8,731,508,200. If cost were spread across the state population this would translate into a loss of \$865 per state resident.
- >> Alcohol/Drug Related Crashes - Of all fatal crashes, 34.8 percent involved at least one drinking or drugged operator, bicyclist, or pedestrian. 27.9 percent involved drinking but no drugs, 4.8 percent involved drugs but no drinking, and 6.9 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 SRP 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 its needs. 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 received).

Total reported program expenditures of \$14,753,186* (SRP monies plus reported contributions of county funds) supported the full-time equivalent of 174.9 SRP deputies and related expenses (personnel costs, equipment, vehicle

maintenance, uniform allowance, travel, etc.) in FY07, equating to a total cost per SRP deputy of \$84,352. 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.

The amount of county supplement, which is included in the total reported program expenditures, 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 SRP 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 SRP program, and should not be used for year-to-year comparisons.

V. SYNOPSIS OF ACTIVITIES

Average Activity Levels Per SRP Deputy for FY07

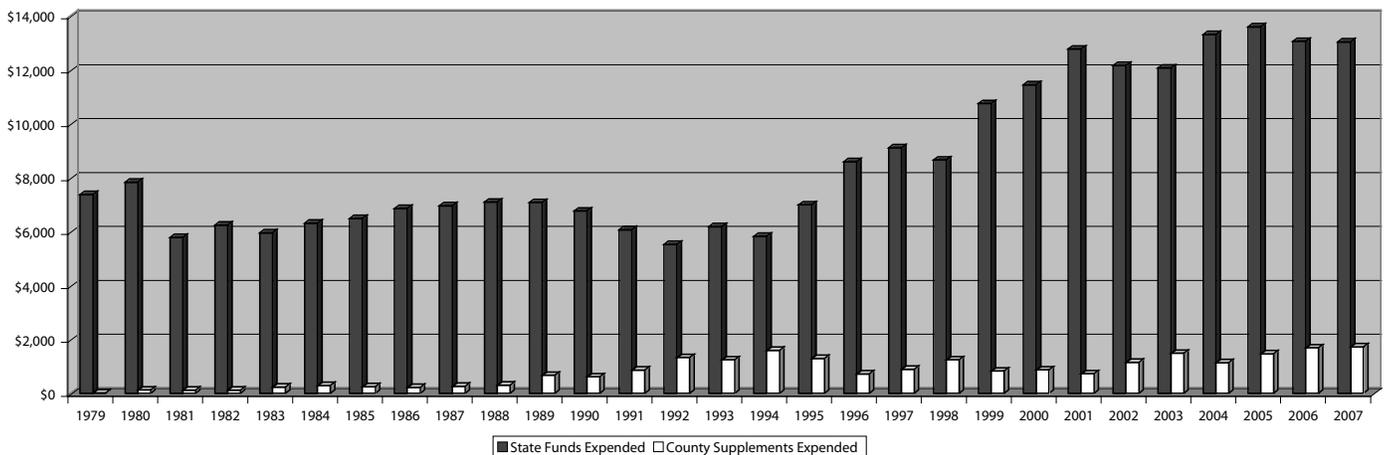
(Based on 174.9 SRP Deputies)

OWI arrests per deputy.....	12
Criminal arrests per deputy	40
Motorist assists per deputy.....	30
Traffic crash investigations per deputy.....	94
Enforcement assists per deputy.....	135
Criminal complaints per deputy	82
Traffic citations per deputy	527

Cumulative SRP Figures for All Participating Counties in FY07

Miles of patrol.....	3,744,566
Traffic stops.....	121,306
Verbal warnings	53,870
Traffic citations	92,204
Traffic crash investigations.....	16,409
OWI arrest involving alcohol	1,853
OWI arrest Involving drugs	261
Criminal reports	14,270
Criminal arrests.....	7,014
Motorist assists.....	5,264
Law enforcement assists to their own agency.....	15,117
Law enforcement assists to other departments	8,526
Calls for assistance in county parks.....	222
Citations in county parks	3,756
Non-traffic arrests in county parks.....	54
Hours of In-service training attended.....	61,227
Community safety training sessions	648
Citizens instructed	24,164

TOTAL EXPENDITURES
(State Funds & County Supplements)

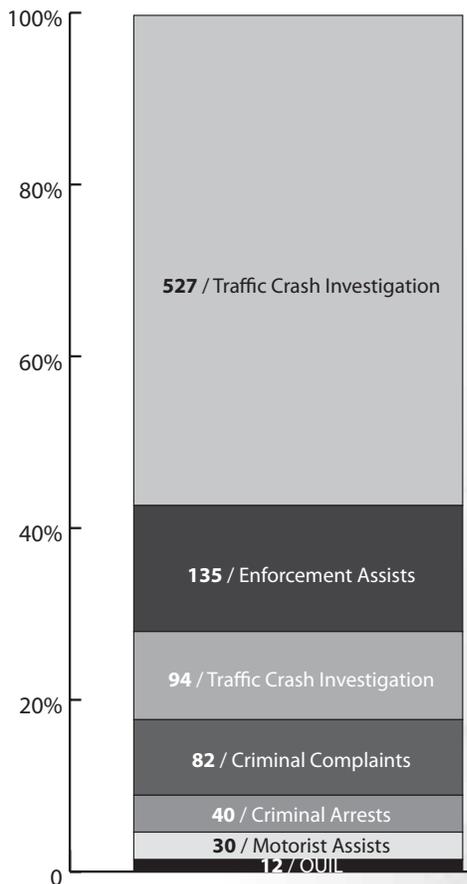


CONCLUSION

The Secondary Road Patrol and Traffic Accident Prevention Program has 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 FY07 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 2006 death rate decreased slightly to 1.04 deaths per 100 million miles of travel, below the ten-year average of 1.3 (1997-2006). OHSP believes 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.

FY07 AVERAGE ACTIVITIES PER SRP DEPUTY



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 vil-

lage is located. A resolution of the city or village which is neither approved nor 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.



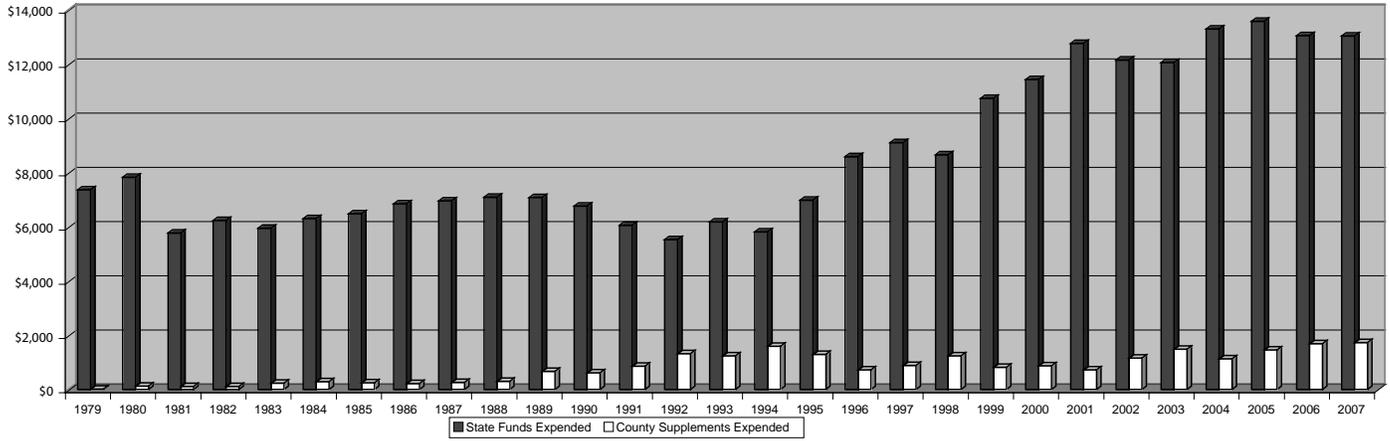
Tables, Charts, and Graphs

HISTORY OF SRP PROGRAM STATE FUNDS EXPENDED

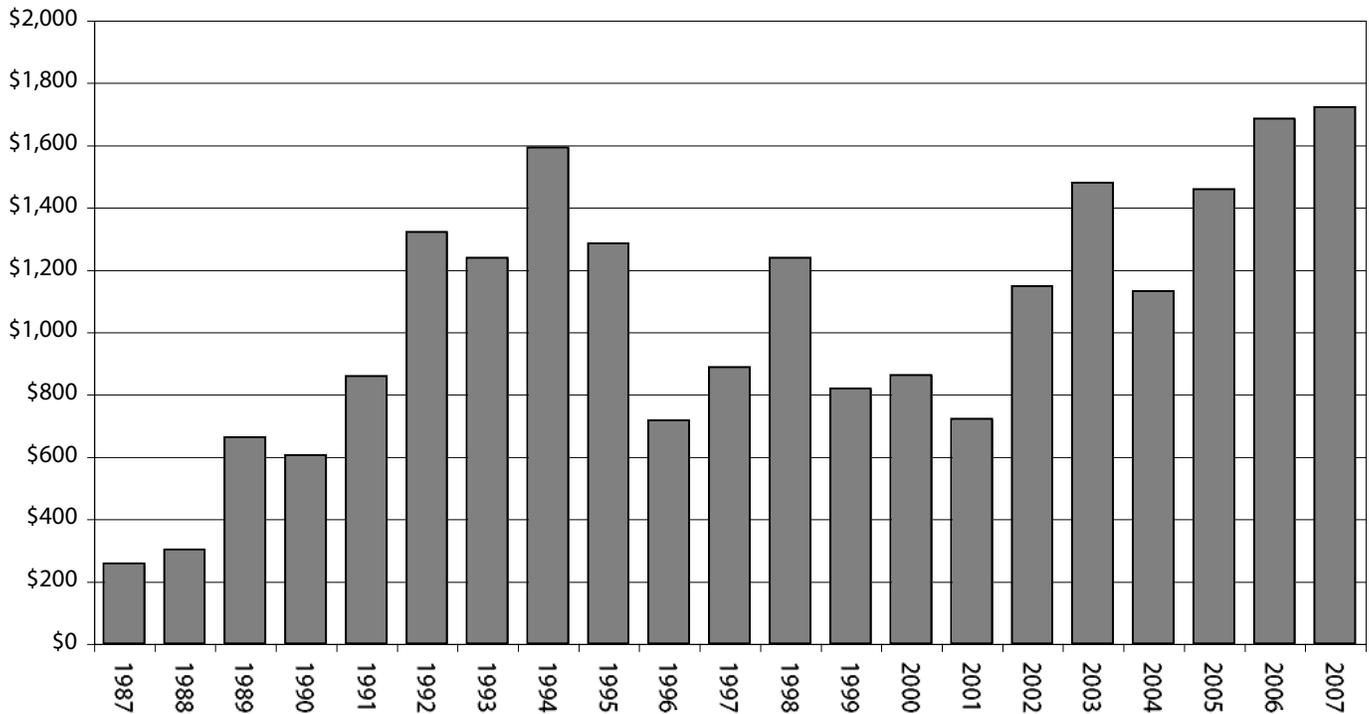
FISCAL YEAR	STATE FUNDS AVAILABLE TO COUNTIES	STATE FUNDS EXPENDED BY COUNTIES
1979	\$8,700,000	\$7,363,066
1980	\$8,400,000	\$7,821,779
1981	\$6,293,700	\$5,771,668
1982	\$6,275,000	\$6,236,537
1983	\$6,200,000	\$5,948,375
1984	\$6,500,000	\$6,302,485
1985	\$6,700,000	\$6,476,408
1986	\$7,100,000	\$6,847,170
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
2006	\$13,300,000	\$13,051,369
2007	\$13,800,000	\$13,031,927

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

SRP PROGRAM - STATE FUNDS EXPENDED AND UNEXPENDED (in thousands)



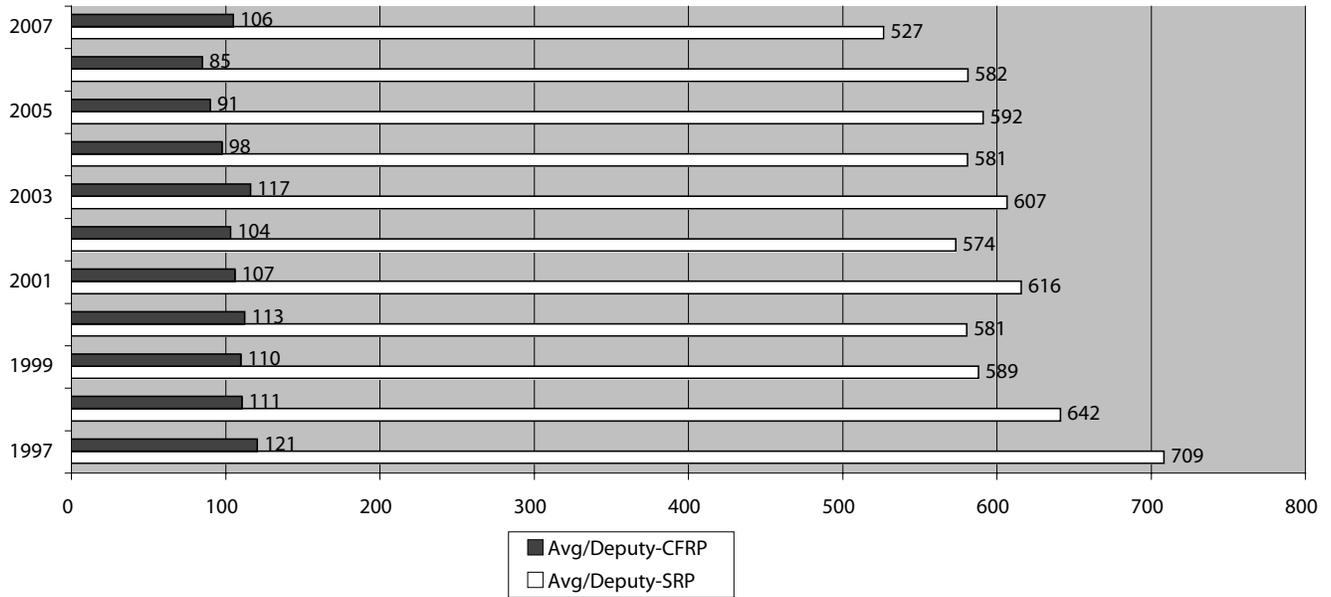
SRP PROGRAM - COUNTY CONTRIBUTIONS ONLY (in thousands)



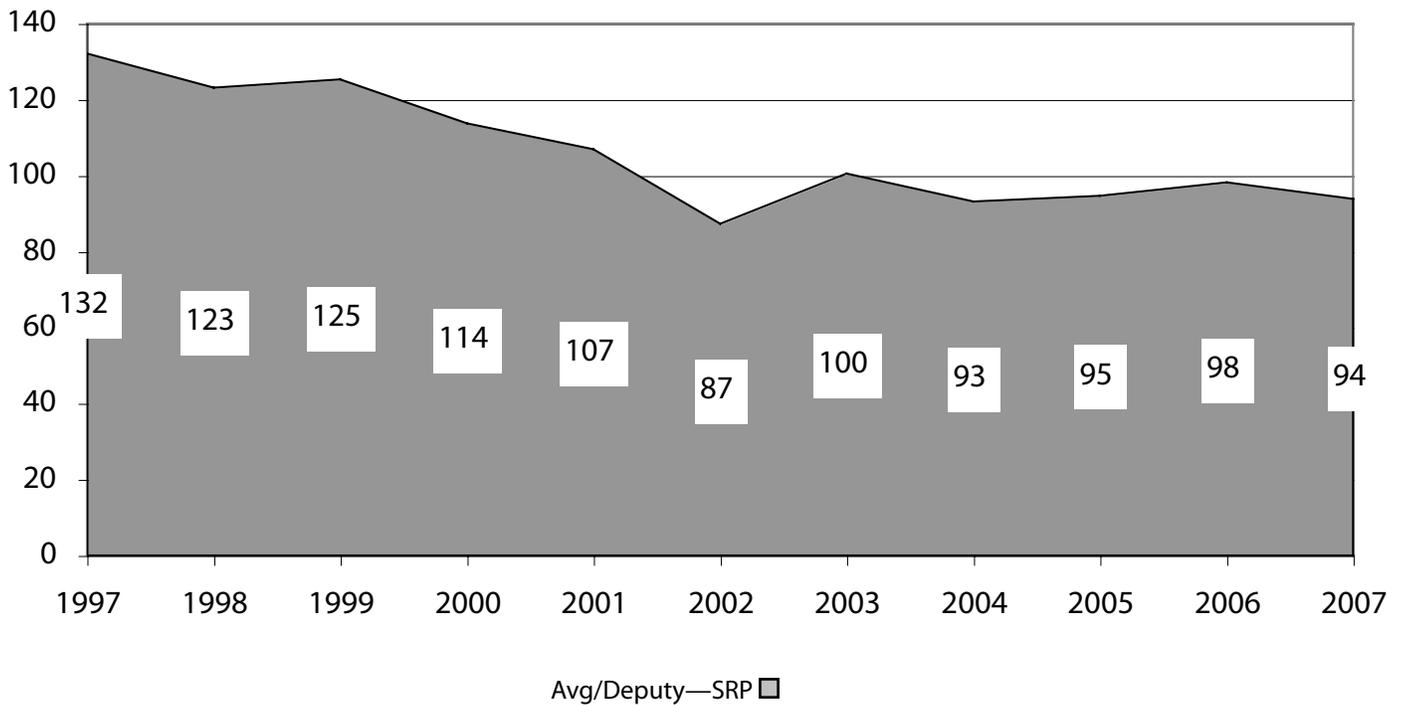
NUMBER OF SRP DEPUTIES
(Full-time Equivalent)



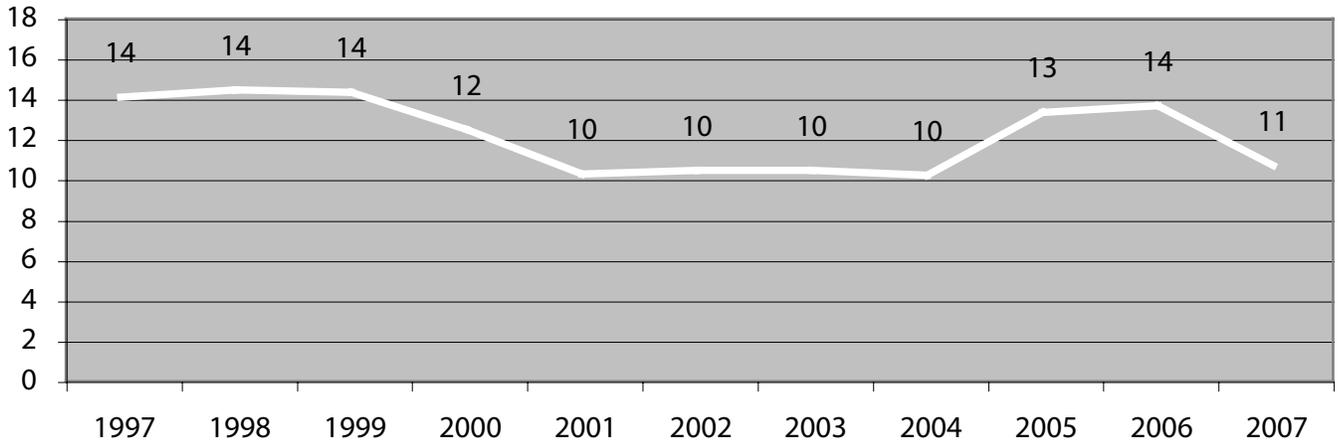
AVERAGE TRAFFIC CITATIONS PER DEPUTY - SRP AND CFRP



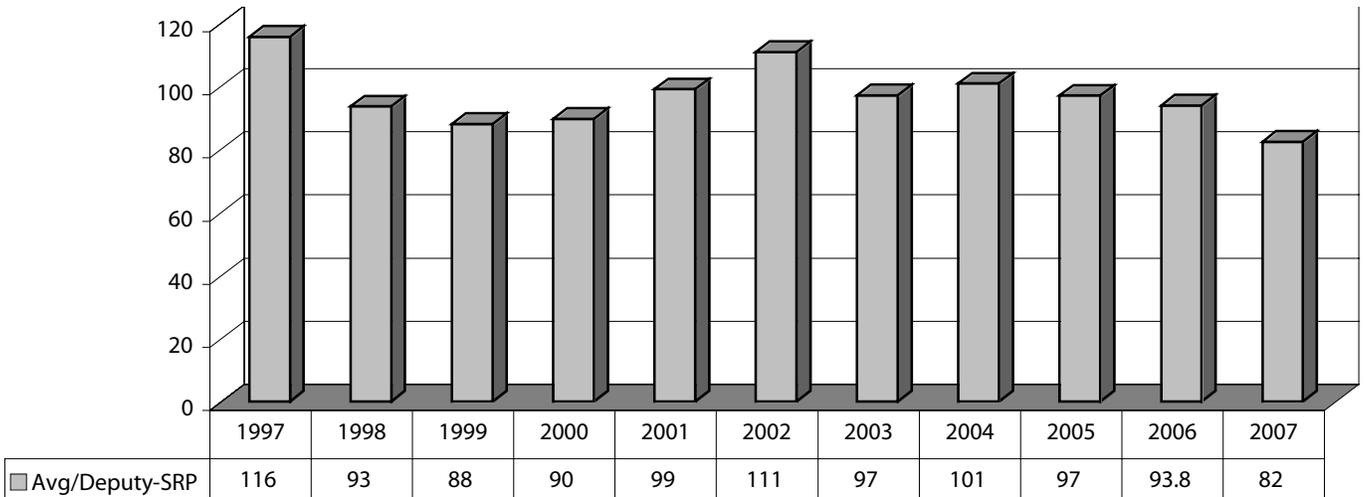
AVERAGE TRAFFIC CRASH INVESTIGATIONS PER SRP DEPUTY



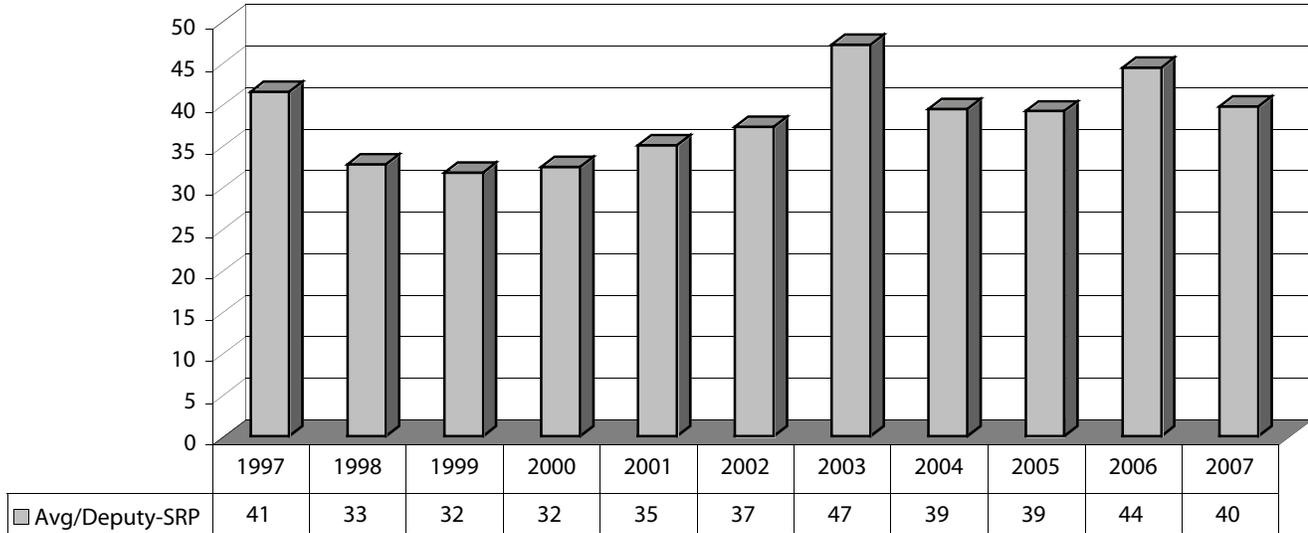
AVERAGE OWI ARRESTS PER SRP DEPUTY



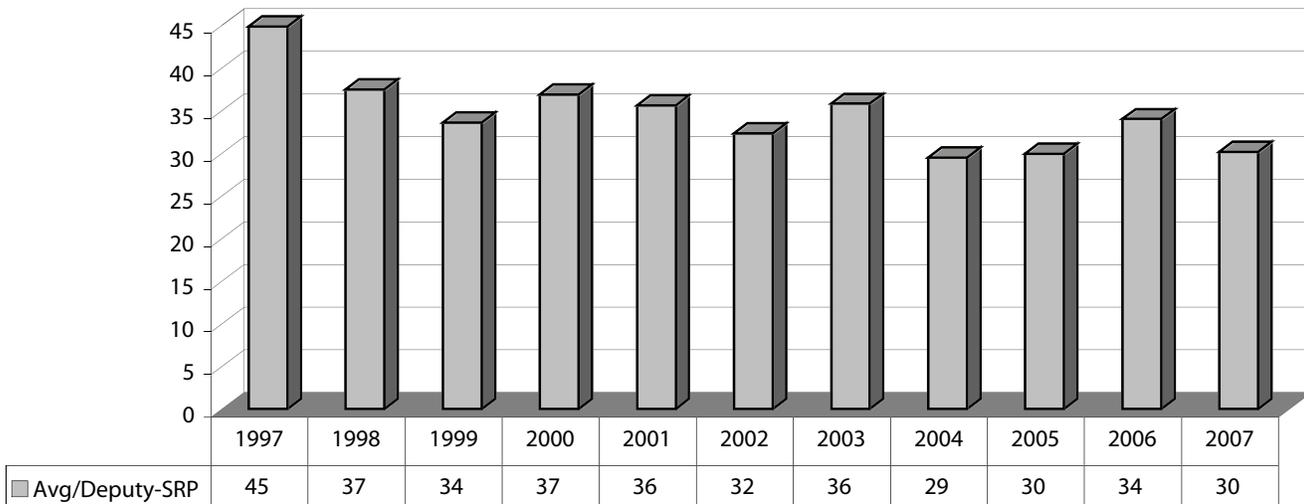
AVERAGE CRIMINAL REPORTS PER SRP DEPUTY



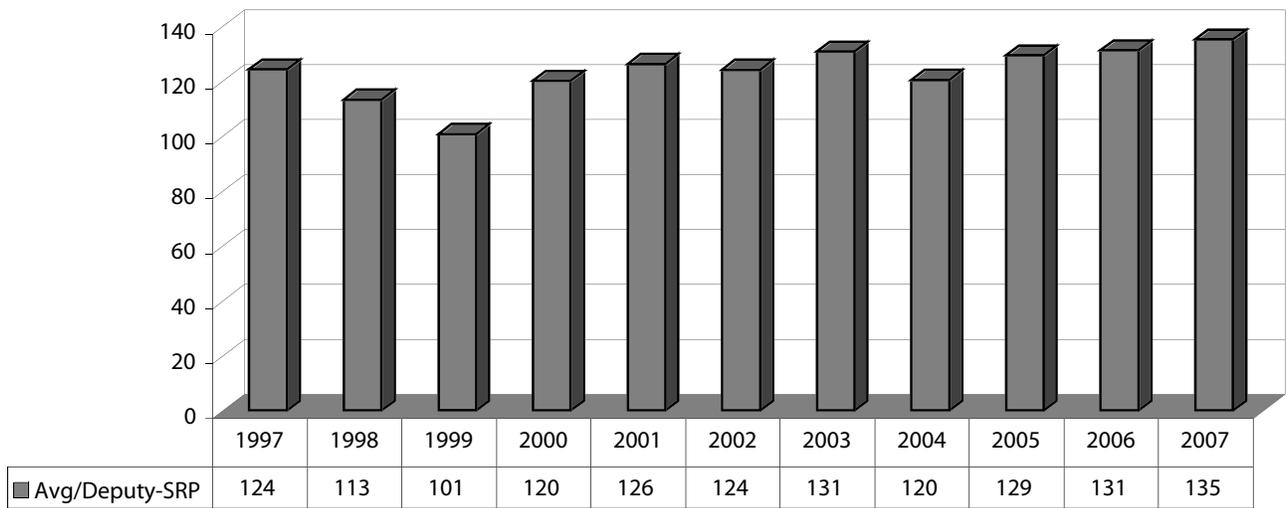
AVERAGE CRIMINAL ARRESTS PER SRP DEPUTY



AVERAGE MOTORIST ASSISTS PER SRP DEPUTY



AVERAGE ENFORCEMENT ASSISTS PER SRP DEPUTY



2005-2006 MICHIGAN TRAFFIC CRASH SUMMARY TRENDS

	2005	2006	% CHANGE
NUMBER OF CRASHES			
Fatal Crashes	1,030	1,002	-2.7
Personal Injury Crashes	66,729	60,176	-9.8
Property Damage Crashes	283,079	254,144	-10.2
Total	350,838	315,322	-10.1
ALCOHOL-INVOLVED CRASHES			
Fatal Crashes	317	349	10.1
Personal Injury Crashes	5,335	5,076	-4.9
Property Damage Crashes	7,886	7,179	-9
Total	13,538	12,604	-6.9
ALCOHOL-INVOLVED FATAL CRASHES			
Had Been Drinking (HBD)	317 (30.8%)	349 (34.8%)	10.1
Had Not (HNBD)/Not Known if Drinking	713 (69.2%)	653 (65.2%)	-8.4
PERSONS IN CRASHES			
Killed	1,129	1,084	-4
Injured	90,510	81,942	-9.5
Not Injured	515,806	460,408	-10.7
Unknown Injury	89,771	79,827	-11.1
Total	697,216	623,261	-10.6
PERSONS IN ALCOHOL-INVOLVED CRASHES			
Killed	360	383	6.4
Injured	7,421	7,068	-4.8
Not Injured	14,910	13,679	-8.3
Unknown Injury	3,028	2,769	-8.6
Total	25,719	23,899	-7.1
PERSONS INJURED BY GENDER			
Male	41,242	37,324	-9.5
Female	47,857	43,280	-9.6
Unknown Gender	1,411	1,338	-5.2
Total	90,510	91,942	-9.5
PERSONS INJURED BY SEVERITY			
A Injury	8,486	7,618	-10.2
B Injury	20,891	18,881	-9.6
C Injury	61,133	55,443	-9.3
Total	90,510	81,942	-9.5

Michigan experienced a 4.0 percent decrease in traffic fatalities, as well as a 9.5 percent decrease in injuries and a 10.1 percent decrease in crashes. Deaths among vehicle occupants (drivers and passengers) decreased 5.1 percent. Persons sustaining "A" level injuries (the most serious) decreased 10.2 percent.

Note: The 2000 through 2005 information provided for alcohol contains data for alcohol-related crashes only.



2007
Secondary Road Patrol
Summary from
Semi-Annual Reports

2007 SECONDARY ROAD PATROL SUMMARY FROM SEMI-ANNUAL REPORTS

	Average Sworn Officers	Average County Funded Certified Road Patrol Officers	Average SRP Officers	Total Miles by SRP Officers	Total Miles by County Funded Officers	Total Miles	Total Stops by SRP Funded Officers	Total Stops by County Funded Officers	Total Stops
ALCONA	13	11	2	59,913	189,555	249,468	941	1,828	2,769
ALGER	8	0	1	5,781	-	5,781	35	-	35
ALLEGAN	61	34	3	63,729	838,938	902,667	2,948	11,320	14,268
ALPENA	15	12	1	23,998	92,982	116,980	789	1,131	1,920
ANTRIM	18.5	13.5	2	49,745	266,621	316,366	631	2,131	2,762
ARENAC	12	5.5	1	24,792	108,664	133,456	401	2,078	2,479
BARAGA	5	4	1	15,358	52,354	67,712	218	88	306
BARRY	28	19.5	1.5	31,059	279,859	310,918	750	2,066	2,816
BAY	33	30	3	59,170	376,323	435,493	4,382	6,057	10,439
BENZIE	12	7	1	20,525	153,515	174,040	273	1,139	1,412
BERRIEN	138	28.5	4	82,271	582,363	664,634	1,552	8,709	10,261
BRANCH	29	18	2	50,686	400,614	451,300	1,942	3,369	5,311
CALHOUN	80	17	3	80,031	328,461	408,492	1,779	1,439	3,218
CASS	21.5	17.5	2	37,453	318,302	355,755	1,624	2,326	3,950
CHARLEVOIX	18	11	1	19,818	-	19,818	506	-	506
CHEBOYGAN	40	10	2	51,860	113,280	165,140	839	966	1,805
CHIPPEWA	13	6	2	67,355	193,705	261,060	1,952	623	2,575
CLARE	31	17	1	34,183	362,098	396,281	1,239	3,765	5,004
CLINTON	21	16	1	40,859	397,156	438,015	1,472	15,035	16,507
CRAWFORD	21	13	1	38,376	178,194	216,570	585	1,598	2,183
DELTA	17.75	7.75	2	44,912	163,336	208,248	850	2,072	2,922
DICKINSON	23	7	2	46,791	101,232	148,023	400	912	1,312
EATON	74	21.75	2	51,935	349,318	401,253	1,233	2,942	4,175
EMMET	24.25	14.25	1	24,543	270,109	294,652	1,549	5,992	7,541
GENESEE	158	45	6	116,571	974,799	1,091,370	3,124	2,349	5,473
GLADWIN	16	8	1	23,719	188,374	212,093	1,031	2,733	3,764
GOGEBIC	1	6	2	26,260	102,973	129,233	62	550	612
GRAND TRAVERSE	64	48	2	31,903	1,200,000	1,231,903	2,265	12,000	14,265
GRATIOT	17	15	2	68,781	338,263	407,044	2,454	7,088	9,542
HILLSDALE	24	24	2	42,028	80,445	122,473	988	890	1,878
HOUGHTON	16	14	2	30,241	118,177	148,418	269	1,272	1,541
HURON	22	11	2	48,367	394,332	442,699	1,602	4,766	6,368
INGHAM	114	67	4	84,001	573,975	657,976	3,718	16,009	19,727
IONIA	20	18	2	46,711	234,848	281,559	813	3,292	4,105
IRON	6	5	1	43,867	35,753	79,620	547	210	757
ISABELLA	17	13	2	31,381	244,993	276,374	938	2,695	3,633
JACKSON	52	43	3	29,996	545,599	575,595	2,787	16,497	19,284
KALAMAZOO	162	38	3	60,224	593,842	654,066	1,471	3,594	5,065
KALKASKA	15	9	1	25,220	212,147	237,367	495	853	1,348
KENT	238	119	5	96,535	1,679,467	1,776,002	3,555	12,067	15,622
KEWEENAW	5	4	1	20,998	48,636	69,634	40	215	255

	Average Sworn Officers	Average County Funded Certified Road Patrol Officers	Average SRP Officers	Total Miles by SRP Officers	Total Miles by County Funded Officers	Total Miles	Total Stops by SRP Funded Officers	Total Stops by County Funded Officers	Total Stops
LAKE	16.5	10	1	27,953	178,130	206,083	682	1,015	1,697
LAPEER	82	16	2	54,510	334,573	389,083	3,319	8,248	11,567
LEELANAU	16.75	15.75	1	24,495	372,370	396,865	266	3,351	3,617
LENAWEE	48	34	2	44,964	599,283	644,247	4,806	4,193	8,999
LIVINGSTON	73	45.25	2	39,665	692,271	731,936	1,488	10,819	12,307
LUCE	3	1	1	23,823	9,550	33,373	800	9	809
MACKINAC	6.25	6.255	1	28,661	163,109	191,770	598	1,575	2,173
MACOMB	247	188	6	81,765	1,400,000	1,481,765	2,817	16,075	18,892
MANISTEE	9.5	7.25	1	33,252	67,204	100,456	663	2,225	2,888
MARQUETTE	23	11	2	46,572	162,191	208,763	1,071	808	1,879
MASON	20	18.5	1.5	27,495	218,889	246,384	1,199	6,031	7,230
MECOSTA	23	16	1.25	32,602	330,631	363,233	768	4,919	5,687
MENOMINEE	10	9	1	34,100	257,414	291,514	224	1,519	1,743
MIDLAND	58	23.5	1.5	45,671	455,966	501,637	1,805	8,668	10,473
MISSAUKEE	12	8	1	29,518	159,105	188,623	628	1,524	2,152
MONROE	96	64.75	4	56,213	-	56,213	2,861	5,817	8,678
MONTCALM	28	22	2	51,597	443,455	495,052	1,106	3,284	4,390
MONTMORENCY	9	7.52	0.68	19,618	118,278	137,896	168	2278	2446
MUSKEGON	68.5	24.5	2.25	64,571	648,354	712,925	537	2,299	2,836
NEWAYGO	22.5	14	1	24,309	542,965	567,274	936	2,871	3,807
OAKLAND	588.5	277.5	10	203,734	-	203,734	5,125	-	5,125
OCEANA	22	9	2	63,673	264,671	328,344	946	1,703	2,649
OGEMAW	21.25	14	1	23,725	216,058	239,783	912	8,936	9,848
ONTONAGON	8	7.5	1	23,136	87,528	110,664	324	404	728
OSCEOLA	22	17	1	14,162	204,406	218,568	530	2,727	3,257
OSCODA	12	7	1	15,867	202,972	218,839	304	1,817	2,121
OTTAWA	124	58	3	45,075	728,649	773,724	4,948	17,811	22,759
PRESQUE ISLE	12	9	1	29,128	118,983	148,111	153	565	718
ROSCOMMON	30	20	1	24,395	255,684	280,079	1,500	4,014	5,514
SAGINAW	58.5	51.5	3	73,007	581,252	654,259	2,678	8,045	10,723
SANILAC	2	18	2	58,560	387,656	446,216	1,866	2,114	3,980
SCHOOLCRAFT	3	0	1.75	13,787	-	13,787	132	-	132
SHIAWASSEE	34.5	22	2	43,102	-	43,102	2,460	-	2,460
ST. CLAIR	60	26	2	47,472	-	47,472	2,657	-	2,657
ST. JOSEPH	27	27	2	25,065	192,203	217,268	1,306	4,509	5,815
TUSCOLA	33.125	14	2	46,229	208,520	254,749	1,700	3,025	4,725
VAN BUREN	40	12	2	52,693	327,797	380,490	875	2,867	3,742
WASHTENAW	153	12	3	55,491	-	55,491	1,310	-	1,310
WAYNE	850	79.5	14	199,645	805,293	1,004,938	9,386	7,795	17,181
WEXFORD	24.25	18.5	1.5	43,310	271,927	315,237	403	2,552	2,955
TOTALS	4,701.1	2,070.0	174.9	3,744,556	25,690,939	29,435,495	121,306	321,078	442,384

2007 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 Citations in County Parks	Non-Traffic Arrests in County Parks	Calls for Assistance in County Parks
ALCONA	683	1,221	1,904	386	812	1,198	1	1	6
ALGER	23	-	23	15	-	15	-	-	-
ALLEGAN	628	7,958	8,586	2,652	5,420	8,072	-	-	-
ALPENA	559	796	1,355	230	334	564	-	-	-
ANTRIM	299	1,105	1,404	332	1,026	1,358	-	-	-
ARENAC	355	1,568	1,923	267	1,127	1,394	-	-	1
BARAGA	166	62	228	74	38	112	-	-	-
BARRY	412	1,766	2,178	514	807	1,321	-	-	-
BAY	1,088	3,023	4,111	3,291	3,034	6,325	-	-	7
BENZIE	221	827	1,048	50	290	340	-	-	2
BERRIEN	276	4,104	4,380	1,460	3,376	4,836	-	-	-
BRANCH	480	648	1,128	1,559	1,098	2,657	-	-	-
CALHOUN	626	97	723	1,436	2,219	3,655	-	-	-
CASS	580	1,743	2,323	1,531	1,562	3,093	-	-	-
CHARLEVOIX	417	-	417	89	-	89	-	-	-
CHEBOYGAN	967	839	1,806	635	664	1,299	-	-	-
CHIPPEWA	2,008	529	2,537	795	261	1,056	-	-	-
CLARE	842	2,911	3,753	397	977	1,374	-	-	1
CLINTON	533	4,779	5,312	1,032	12,154	13,186	-	-	-
CRAWFORD	333	976	1,309	474	1,584	2,058	-	-	-
DELTA	710	1,772	2,482	319	845	1,164	-	-	1
DICKINSON	210	638	848	212	321	533	-	-	-
EATON	496	2,130	2,626	1,147	1,398	2,545	-	-	-
EMMET	1,303	5,168	6,471	246	824	1,070	-	-	-
GENESEE	1,891	1,918	3,809	1,036	628	1,664	-	-	-
GLADWIN	783	1,644	2,427	790	1,591	2,381	-	-	-
GOGEBIC	32	190	222	46	322	368	1	-	2
GRAND TRAVERSE	1,013	4,000	5,013	1,971	8,899	10,870	-	-	-
GRATIOT	927	4,625	5,552	1,703	2,485	4,188	-	-	-
HILLSDALE	168	277	445	1,069	1,110	2,179	-	-	-
HOUGHTON	155	938	1,093	114	334	448	-	-	-
HURON	2,948	8,068	11,016	227	699	926	-	-	2
INGHAM	1,340	9,602	10,942	2,671	7,053	9,724	-	-	-
IONIA	561	2,302	2,863	335	1,336	1,671	-	-	-
IRON	423	73	496	81	88	169	-	-	-
ISABELLA	475	1,711	2,186	449	1,155	1,604	-	-	-
JACKSON	575	3,661	4,236	3,326	12,699	16,025	-	-	-
KALAMAZOO	937	2,242	3,179	1,000	1,969	2,969	-	-	-
KALKASKA	175	137	312	395	957	1,352	-	-	-
KENT	551	8,573	9,124	5,716	5,831	11,547	-	-	-
KEWEENAW	28	162	190	12	53	65	1	-	22

	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 Citations in County Parks	Non-Traffic Arrests in County Parks	Calls for Assistance in County Parks
LAKE	515	825	1,340	596	652	1,248	-	-	-
LAPEER	2,291	7,854	10,145	615	2,085	2,700	-	-	-
LEELANAU	205	3,016	3,221	48	822	870	-	-	-
LENAWEE	645	1,922	2,567	4,161	2,271	6,432	-	-	-
LIVINGSTON	318	6,100	6,418	1,971	7,200	9,171	-	-	-
LUCE	1,003	5	1,008	226	5	231	-	-	-
MACKINAC	251	1,051	1,302	518	732	1,250	-	-	-
MACOMB	1,116	10,434	11,550	2,888	6,766	9,654	-	-	-
MANISTEE	431	892	1,323	359	528	887	-	-	-
MARQUETTE	476	455	931	771	411	1,182	-	-	-
MASON	978	5,191	6,169	221	837	1,058	-	-	2
MECOSTA	435	3,870	4,305	724	1,409	2,133	-	-	-
MENOMINEE	168	1,236	1,404	86	480	565	-	-	-
MIDLAND	1,114	5,517	6,631	689	2,772	3,461	-	-	-
MISSAUKEE	540	1,312	1,852	182	536	718	-	-	10
MONROE	481	-	481	2,757	7,430	10,187	-	-	-
MONTCALM	247	2,109	2,356	1,104	1,480	2,584	-	-	-
MONTMORENCY	183	1,729	1,912	62	808	870	-	-	-
MUSKEGON	171	911	1,082	588	1,872	2,460	-	-	-
NEWAYGO	539	1,982	2,521	393	969	1362	-	-	-
OAKLAND	256	4,439	4,695	7,084	42,909	49,993	-	-	2
OCEANA	681	1,144	1,825	232	559	791	-	6	1
OGEMAW	838	2,910	3,748	374	7,345	7,719	-	-	-
ONTONAGON	311	371	682	13	33	46	-	-	-
OSCEOLA	461	2,049	2,510	366	1,421	1,787	-	-	-
OSCODA	333	1,206	1,539	124	773	897	-	-	3
OTTAWA	291	4,581	4,872	4,596	16,006	20,602	-	-	10
PRESQUE ISLE	86	381	467	67	184	251	3	-	8
ROSCOMMON	894	2,994	3,888	947	1,143	2,090	-	-	-
SAGINAW	1,621	5,621	7,242	1,547	4,051	5,598	-	-	-
SANILAC	1,242	1,478	2,720	1,317	903	2,220	-	-	-
SCHOOLCRAFT	89	-	89	41	-	41	-	-	-
SHIAWASSEE	978	-	978	1,559	-	1,559	-	-	-
ST. CLAIR	1,675	-	1,675	958	-	958	-	-	-
ST. JOSEPH	350	1,192	1,542	956	3,333	4,289	-	-	-
TUSCOLA	618	1,357	1,975	1,064	1,906	2,970	-	-	-
VAN BUREN	719	2,471	3,190	284	627	911	-	-	-
WASHTENAW	321	-	321	1,387	-	1,387	-	-	-
WAYNE	2,681	980	3,661	9,845	8,515	18,360	3,750	47	143
WEXFORD	121	771	892	400	840	1,240	-	-	-
TOTALS	53,870	185,139	239,009	92,204	217,993	310,196	3,756	54	222

2007 SECONDARY ROAD PATROL SUMMARY FROM SEMI-ANNUAL REPORTS

	Crashes on Trunk Lines	Crashes on Secondary Roads	Crashes in Villages or Cities	Total Crashes	Fatal Crashes on Trunk Lines	Fatal Crashes on Secondary Roads	Fatal Crashes in Villages or Cities	OWI Arrests Involving Alcohol	OWI Arrests Involving Drugs	Total Open Container Arrests
ALCONA	19	78	2	99	1	-	-	30	1	5
ALGER	8	18	-	26	-	-	-	2	-	1
ALLEGAN	57	82	-	139	1	-	-	16	9	3
ALPENA	9	54	1	64	2	1	1	12	-	6
ANTRIM	34	69	6	109	1	1	-	14	3	7
ARENAC	38	69	5	112	-	1	1	3	-	-
BARAGA	7	15	1	23	-	-	-	11	-	1
BARRY	16	57	2	75	-	1	-	41	2	4
BAY	29	243	-	272	-	3	-	12	-	-
BENZIE	29	22	6	57	-	-	-	7	1	3
BERRIEN	491	851	20	1,362	2	4	-	313	14	76
BRANCH	-	158	-	158	-	-	-	7	7	4
CALHOUN	116	516	25	657	10	8	2	183	28	12
CASS	25	345	-	370	-	2	-	7	10	4
CHARLEVOIX	62	58	-	120	-	-	-	5	2	2
CHEBOYGAN	66	78	6	150	1	1	-	5	1	3
CHIPPEWA	45	95	5	145	-	-	-	22	6	10
CLARE	21	59	2	82	-	-	-	24	3	7
CLINTON	32	148	20	200	-	-	-	22	5	100
CRAWFORD	73	55	17	145	1	1	-	14	-	1
DELTA	25	59	-	84	-	-	-	34	-	7
DICKINSON	61	61	13	135	2	-	-	18	4	-
EATON	84	307	7	398	-	2	-	20	1	3
EMMET	9	65	-	74	1	-	-	8	-	6
GENESEE	48	80	6	134	7	11	4	35	5	13
GLADWIN	25	62	-	87	1	-	-	9	2	32
GOGEBIC	24	28	12	64	-	-	-	4	-	7
GRAND TRAVERSE	96	209	2	307	-	-	-	29	13	10
GRATIOT	29	99	1	129	-	-	-	2	1	11
HILLSDALE	492	465	19	976	4	2	-	86	12	19
HOUGHTON	32	26	2	60	1	3	-	30	-	7
HURON	59	120	6	185	1	-	-	14	14	-
INGHAM	215	482	-	697	3	3	-	30	1	3
IONIA	70	135	4	209	-	4	-	25	-	4
IRON	22	95	2	119	1	-	-	16	12	3
ISABELLA	15	60	3	78	-	-	-	11	-	-
JACKSON	28	313	-	341	5	4	-	10	-	7
KALAMAZOO	106	629	4	739	1	7	1	46	4	6
KALKASKA	29	47	4	80	3	-	-	9	2	3
KENT	66	249	5	320	6	23	-	2	3	-
KEWEENAW	7	7	4	18	-	-	-	1	1	-

	Crashes on Trunk Lines	Crashes on Secondary Roads	Crashes in Villages or Cities	Total Crashes	Fatal Crashes on Trunk Lines	Fatal Crashes on Secondary Roads	Fatal Crashes in Villages or Cities	OWI Arrests Involving Alcohol	OWI Arrests Involving Drugs	Total Open Container Arrests
LAKE	27	65	33	125	2	-	-	5	2	9
LAPEER	61	192	5	258	1	-	-	45	5	19
LEELANAU	8	38	4	50	-	-	-	6	-	-
LENAWEE	49	120	2	171	-	1	-	18	16	15
LIVINGSTON	65	62	5	132	-	8	-	6	2	2
LUCE	8	12	-	20	-	-	-	12	3	2
MACKINAC	4	4	1	9	-	-	-	2	-	3
MACOMB	191	300	-	491	-	10	1	24	2	2
MANISTEE	25	42	1	68	3	1	-	28	1	16
MARQUETTE	27	36	-	63	-	1	-	7	2	-
MASON	61	103	3	167	-	-	-	14	-	11
MECOSTA	11	175	3	189	-	-	-	1	-	-
MENOMINEE	20	34	3	57	-	-	-	4	5	2
MIDLAND	55	388	20	463	2	1	-	16	4	8
MISSAUKEE	50	94	26	170	-	-	8	18	6	2
MONROE	127	138	-	265	9	13	-	10	1	1
MONTCALM	63	239	20	322	-	4	-	10	-	-
MONTMORENCY	10	26	-	36	-	1	-	-	-	1
MUSKEGON	52	177	3	232	9	3	2	6	-	1
NEWAYGO	15	51	8	74	-	-	-	30	12	7
OAKLAND	28	52	-	80	-	13	-	1	-	5
OCEANA	28	132	7	167	-	1	-	41	1	27
OGEMAW	14	58	2	74	-	-	-	2	1	3
ONTONAGON	44	25	6	75	-	-	-	3	1	-
OSCEOLA	9	40	4	53	-	-	-	2	-	-
OSCODA	12	18	-	30	-	1	-	6	-	13
OTTAWA	39	160	3	202	5	20	1	5	-	1
PRESQUE ISLE	22	47	6	75	-	-	-	2	-	3
ROSCOMMON	20	32	-	52	-	-	-	4	12	10
SAGINAW	135	276	31	442	-	-	-	25	3	33
SANILAC	47	214	6	267	-	-	-	6	2	8
SCHOOLCRAFT	-	4	-	4	-	-	-	-	-	-
SHIAWASSEE	44	213	3	260	-	1	-	38	4	8
ST. CLAIR	54	300	-	354	-	3	-	9	-	-
ST. JOSEPH	154	316	5	475	-	1	-	4	-	1
TUSCOLA	40	121	5	166	-	3	-	5	-	-
VAN BUREN	26	104	2	132	-	-	-	22	-	7
WASHTENAW	2	345	2	349	-	10	-	45	5	5
WAYNE	3	31	20	54	-	3	3	178	2	1
WEXFORD	86	38	13	137	-	-	-	4	2	-
TOTALS	4,455	11,490	464	16,409	86	181	24	1,853	261	616

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

2007 SECONDARY ROAD PATROL SUMMARY FROM SEMI-ANNUAL REPORTS

	Total Crime Reports Filed	Total Criminal Arrests	Total Motorist Assists	Total Law Enforcement Assists Own Department	Total Law Enforcement Assists Other Departments	Community Safety Training Sessions	Number of Citizens Attending Safety Sessions
ALCONA	386	70	31	291	19	-	-
ALGER	55	47	17	23	36	17	383
ALLEGAN	1,028	188	188	300	150	161	3,290
ALPENA	73	73	5	47	82	-	-
ANTRIM	492	57	28	122	7	4	-
ARENAC	14	13	11	77	17	8	87
BARAGA	9	13	4	-	50	-	-
BARRY	127	80	4	138	114	4	230
BAY	362	91	36	52	15	3	65
BENZIE	191	66	12	21	15	-	-
BERRIEN	142	19	594	-	2,245	-	-
BRANCH	115	179	43	113	129	-	-
CALHOUN	253	166	74	222	146	23	475
CASS	133	23	55	126	71	6	60
CHARLEVOIX	52	19	53	88	47	-	-
CHEBOYGAN	85	111	48	110	179	1	20
CHIPPEWA	273	247	76	26	224	-	-
CLARE	9	4	48	263	68	-	-
CLINTON	356	91	106	94	89	1	18
CRAWFORD	361	85	204	101	150	-	-
DELTA	164	121	50	93	56	-	-
DICKINSON	149	86	7	31	68	-	-
EATON	87	105	28	576	76	-	-
EMMET	-	21	21	115	161	-	-
GENESEE	78	37	126	2,856	577	12	910
GLADWIN	18	2	6	56	21	4	100
GOGEBIC	38	15	19	13	13	1	12
GRAND TRAVERSE	195	275	28	173	62	4	109
GRATIOT	239	87	19	43	74	-	-
HILLSDALE	53	30	30	40	17	9	454
HOUGHTON	71	86	72	16	76	-	-
HURON	150	110	67	150	63	-	-
INGHAM	118	255	136	141	21	-	-
IONIA	354	90	47	138	138	-	-
IRON	27	36	144	222	455	-	-
ISABELLA	110	7	12	29	22	-	-
JACKSON	955	98	92	148	89	-	-
KALAMAZOO	84	132	159	265	34	1	30
KALKASKA	19	38	25	67	19	1	101
KENT	23	16	78	591	132	16	422
KEWEENAW	29	19	11	1	10	-	-

	Total Crime Reports Filed	Total Criminal Arrests	Total Motorist Assists	Total Law Enforcement Assists Own Department	Total Law Enforcement Assists Other Departments	Community Safety Training Sessions	Number of Citizens Attending Safety Sessions
LAKE	56	39	26	103	22	4	153
LAPEER	106	435	123	203	102	6	60
LEELANAU	4	10	20	121	7	1	-
LENAWEE	316	312	12	91	51	1	50
LIVINGSTON	123	123	68	44	28	-	-
LUCE	77	59	24	18	61	-	-
MACKINAC	148	27	22	18	19	-	-
MACOMB	217	117	325	2,067	273	90	4,000
MANISTEE	502	130	19	18	37	2	31
MARQUETTE	304	54	85	37	133	21	530
MASON	451	183	39	223	107	2	33
MECOSTA	1	1	121	36	15	3	70
MENOMINEE	158	70	3	-	1	-	-
MIDLAND	114	120	90	339	46	22	916
MISSAUKEE	156	76	88	48	70	-	-
MONROE	156	49	59	110	13	12	369
MONTCALM	21	58	133	178	54	3	60
MONTMORENCY	11	26	32	330	7	-	-
MUSKEGON	6	8	55	69	40	21	625
NEWAYGO	297	141	-	73	50	5	-
OAKLAND	18	15	104	253	190	4	410
OCEANA	380	179	76	238	109	-	-
OGEMAW	78	51	45	24	13	-	-
ONTONAGON	60	11	4	9	18	-	-
OSCEOLA	400	20	14	23	16	-	-
OSCODA	26	20	16	29	15	-	-
OTTAWA	45	9	84	-	22	20	1,350
PRESQUE ISLE	107	20	2	41	24	1	5
ROSCOMMON	106	222	34	132	77	1	3
SAGINAW	369	229	96	199	193	-	-
SANILAC	82	82	34	133	102	11	574
SCHOOLCRAFT	11	-	20	-	43	-	-
SHIAWASSEE	253	113	27	149	40	-	-
ST. CLAIR	31	32	230	362	48	-	-
ST. JOSEPH	757	60	19	48	29	-	-
TUSCOLA	34	10	9	103	51	45	1,059
VAN BUREN	162	168	76	195	93	3	500
WASHTENAW	-	30	48	217	62	51	1,014
WAYNE	452	352	54	756	163	43	5,586
WEXFORD	198	45	114	102	45	-	-
TOTALS	14,270	7,014	5,264	15,117	8,526	648	24,164

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





