

# ANNUAL REPORT FY2018

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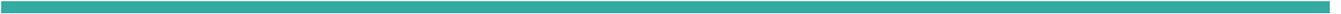


**SECONDARY ROAD PATROL AND TRAFFIC  
ACCIDENT PREVENTION PROGRAM**

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**MICHIGAN**  
**Public Act 416 of 1978, as amended**





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**State of Michigan**

**Department of State Police**

**Office of Highway Safety Planning**

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

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# Fiscal Year 2018 Quick Facts

In FY2018, the Secondary Road Patrol (SRP) program funded 119.1 deputies compared with 121.3 in FY2017.

SRP deputies generated 83,581 vehicle stops, resulting in 1,183 impaired drivers being removed from Michigan's roadways, 50,702 traffic citations, 5,664 criminal arrests, and 18,825 assists to other officers. SRP deputies also responded to 12,789 criminal complaints and aided 4,019 motorists in need of assistance.

SRP deputies investigated 12,618 traffic crashes, including 8,586 on secondary roads, 3,593 on state trunk lines, and 439 in villages and cities.

SRP deputies investigated 176 fatal traffic crashes on secondary roads, 94 fatal crashes on state trunk lines, and 21 fatal crashes in villages and cities.

## Introduction

The Secondary Road Patrol and Traffic Accident Prevention program was created by Public Act 416 of 1978. This state grant program, often referred to as the SRP or 416 program, provides Michigan county sheriffs' offices with funding to patrol county and local roads outside the limits of cities and villages. Deputies funded under the SRP program have the legislated responsibilities of traffic enforcement, traffic crash prevention and investigation, criminal law enforcement, and emergency assistance. The program began on October 1, 1978, with 78 participating counties. On October 1, 1989, Executive Order 1989-4 transferred the SRP program from the Michigan Department of Management & Budget Office of Criminal Justice to the Department of Michigan State Police (MSP) Office of Highway Safety Planning (OHSP).

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Public Act 416 of 1978, as amended, required two documents, generally combined into one report, to be submitted to the Michigan Legislature:

An annual report containing data from the participating sheriffs' offices along with their recommendations on methods for improving coordination of municipal, county, and state law enforcement agencies, improving law enforcement training programs, and improving law enforcement communications systems, as well as a description of the role alcohol played in the incidence of fatal and personal injury crashes in the state.

The report is due each year on May 1.

From the one percent allocated for administration, planning, and reporting, OHSP is required to conduct an impact and cost effectiveness study that will review state, county, and municipal road patrol and traffic accident prevention efforts. This study is required to be submitted by April 1 of each year. However, due to statutory limitations for program administration, the lack of pre-program baseline data, and the complexity of variables that influence traffic crashes, deaths, and injuries, the study has never been able to be completed. The University of Michigan Transportation Research Institute (UMTRI) has estimated that such a study would cost in excess of \$80,000 annually.

## **Synopsis of Public Act 416 of 1978**

The sheriff's office is the primary agency responsible for providing certain services (see below) 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. For complete law, see page 29.

### **Services to be Provided**

1. Patrolling and monitoring traffic violations.
2. Enforcing the criminal laws of this state, violations of which are observed by or brought to the attention of the sheriff's office while providing the patrolling and monitoring required by Public Act 416 of 1978.
3. Investigating accidents involving motor vehicles.

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4. Providing emergency assistance to persons on or near a highway or road patrolled as required by Public Act 416 of 1978.

The sheriff's office shall provide these services, with the exception of number 2, 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 to provide the services above as follows:

- Employing additional personnel
- Purchasing additional equipment
- Enforcing law in the state and county parks
- Providing selective motor vehicle inspection programs
- Providing traffic safety information and education programs in addition to those provided before the effective date of Public Act 416 of 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 program funds are mandated to supplement road patrol efforts by counties, not to supplant or replace county funding.

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. (51.77(1))

This provision is known as the Maintenance of Effort (MOE). Under the MOE, counties are ineligible for SRP program 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. 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, it must either replace the personnel or prove economic hardship in order to receive SRP program funds. If reductions become necessary during the year, the county is required to report this to the OHSP. Then, the OHSP will determine if the reduction meets the requirements of Public Act 416 of 1978.

On October 12, 2017, the Michigan Legislature adopted House Concurrent Resolution No. 13 exempting all Michigan counties from the MOE requirement for FY2018 due to economic hardship

## Secondary Road Patrol FY2018 Allocation

**2018 Total state allocation \$8,300,000**

COUNTY	ALLOCATION PERCENTAGE	MAINTENANCE OF EFFORT REQUIREMENT	COUNTY ALLOCATION
Alcona	.393	4	32,619
Alger	.322	0	26,726
Allegan	1.216	18	100,928
Alpena	.578	1	47,974
Antrim	.465	7	38,595
Arenac	.396	3	32,868
Baraga	.310	0	25,730
Barry	.692	11	57,436
Bay	1.499	23	124,417
Benzie	.353	4	29,299

COUNTY	ALLOCATION PERCENTAGE	MAINTENANCE OF EFFORT REQUIREMENT	COUNTY ALLOCATION
Berrien	2.075	24	172,225
Branch	.747	13	62,001
Calhoun	1.762	17	146,246
Cass	.766	14	63,578
Charlevoix	.442	7	36,686
Cheboygan	.563	2	46,729
Chippewa	.706	6	58,598
Clare	.531	4	44,073
Clinton	.857	9	71,131
Crawford	.369	3	30,627
Delta	.696	5	57,768
Dickinson	.491	3	40,753
Eaton	1.09	17	90,470
Emmet	.514	10	42,662
Genesee	4.38	21	363,540
Gladwin	.467	5	38,761
Gogebic	.415	6	34,445
Grand Traverse	.836	19	69,388
Gratiot	.782	7	64,906
Hillsdale	.758	9	62,914
Houghton	.57	4	47,310
Huron	.838	13	69,554
Ingham	2.31	12	191,730
Ionia	.749	9	62,167
Iosco	.626	10.5	51,958
Iron	.389	1	32,287
Isabella	.782	7	64,906
Jackson	1.926	24	159,858
Kalamazoo	2.01	27	166,830
Kalkaska	.435	4	36,105
Kent	4.123	77	342,209
Keweenaw	.188	2	15,604
Lake	.422	4	35,026
Lapeer	.925	7	76,775
Leelanau	.389	7	32,287

COUNTY	ALLOCATION PERCENTAGE	MAINTENANCE OF EFFORT REQUIREMENT	COUNTY ALLOCATION
Lenawee	1.221	24	101,343
Livingston	1.032	15	85,656
Luce	.279	0	23,157
Mackinac	.366	5	30,378
Macomb	5.173	68	429,359
Manistee	.569	5	47,227
Marquette	.906	11	75,198
Mason	.555	10	46,065
Mecosta	.597	2.5	49,551
Menominee	.65	2	53,950
Midland	.833	19	69,139
Missaukee	.415	1	34,445
Monroe	1.733	36	143,839
Montcalm	.836	13	69,388
Montmorency	.352	6	29,216
Muskegon	1.59	23	131,970
Newaygo	.774	12	64,242
Oakland	8.459	48	702,097
Oceana	.562	8	46,646
Ogemaw	.461	4	38,263
Ontonagon	.356	6	29,548
Osceola	.486	0	40,338
Oscoda	.36	4	29,880
Otsego	.448	9	37,184
Ottawa	1.907	23	158,281
Presque Isle	.427	5	35,441
Roscommon	.455	11	37,765
Saginaw	2.472	25	205,176
St. Clair	1.629	18	135,207
St. Joseph	.801	10	66,483
Sanilac	.899	10	74,617
Schoolcraft	.301	0	24,983
Shiawassee	.917	15	76,111
Tuscola	.967	11	80,261
Van Buren	.901	0	74,783

County	Allocation Percentage	Maintenance of Effort Requirement	County Allocation
Washtenaw	2.196	34	182,268
Wayne	14.407	60	1,195,781
Wexford	.555	9	46,065
<b>TOTALS</b>	<b>100</b>		<b>8,300,000</b>

## Sheriff Reports

SRP program data is derived from reports submitted by participating sheriffs’ offices as part of their reporting requirements. This data is collected on a state fiscal-year basis, October 1 through September 30, of each year.

### Coordination of Law Enforcement Agencies

Law enforcement coordination methods range from formal written agreements identifying 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. Many sheriffs’ offices have mutual aid agreements identifying the interagency resources available in the event of a major policing problem within the county. Resources may be in the form of either additional personnel or technical expertise not normally provided by smaller agencies.

The law requires each sheriff, the Director of the MSP, and the director of the OHSP to meet and develop a law enforcement plan for the unincorporated areas of each participating county. The law enforcement plans are updated at least every four years, after a sheriffs’ election year, and more often if changes occur. The plans were last updated in 2017.

In 2018, 76 sheriffs indicated involvement in county and area law enforcement associations or councils for purposes of coordinating criminal justice intelligence data,

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traffic problems of mutual concern, and investigative deployment in conjunction with undercover operations.

Eighty-one sheriffs reported 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 sheriffs' offices and coordinates issues of statewide concern based on input from its members.

## Law Enforcement Training

The most important types of training attended by deputies during 2018 were:

- Firearms/weapons
- Legal update
- Alcohol/drugged driving enforcement
- Self-defense restraint

Training is provided through in-service programs within departments and by regional law enforcement training academies and consortiums. In 2018, 121,618 hours of instruction were provided to 2,925 deputies. Eighty-one sheriffs' offices provided in-service training sessions to certified road patrol officers.

## Communication Systems

Most sheriffs indicate basic levels of communication are available for emergency response. All county agencies have access to the Law Enforcement Information Network, generally known as LEIN.

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# Recommendations

## Improving Law Enforcement Coordination

Cooperation between state, county, and municipal agencies is reducing duplication and ensuring the maximum use of available resources. Some of the recommendations provided by participating sheriffs include:

- Work with local city/tribal agencies in the county with education on traffic-related issues in their jurisdictions provided by our experienced 416 deputies.
- Gather a group of law enforcement members from various agencies and disciplines to study high traffic crash areas and strategies to reduce these crashes.
- Continue and expand participation and coordination at many levels and share and further integrate resources with all departments and agencies on available teams, boards, and committees to better serve the community and to improve safety in the county.

## Improving Law Enforcement Training

Participating sheriffs identified additional training is needed in the areas of:

- Beyond the stop/interdiction
- Commercial motor vehicles
- Report writing
- Fraudulent identification
- Traffic crash investigation
- Domestic/juvenile/spouse abuse

## Improving Law Enforcement Communication

Most participating sheriffs indicated a need for continued development of communication systems. Deputies in 20 counties reported being unable to

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communicate with their radio dispatcher from their patrol vehicle, with 1 – 25 percent of the county area not reliably covered. Deputies in 35 counties reported being unable to communicate when using portable radios, with 1 – 95 percent of the county not reliably covered. This results in a potentially hazardous environment for both law enforcement and the public. In some cases, the communication equipment purchased for the existing dispatch facilities and field units is outdated, in need of continual repair, or completely inoperable. Participating sheriffs requested the following improvements:

- Additional system-wide equipment
- Additional mobile equipment
- Additional portable equipment
- More radio antenna/towers

## Improving Services Provided

Numerous agencies advise the following enhancements would improve services provided under Public Act 416 of 1978:

- More funding to help reduce the amount of traffic crashes and serve the citizens on the secondary roads
- An increase in funds
- Specialized training, such as ARIDE<sup>1</sup>, DRE<sup>2</sup>, accident investigation
- More community outreach programs (education and prevention) dealing with drugged-driving and distracted-driving

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<sup>1</sup> Advanced Roadside Impaired Driving Enforcement

<sup>2</sup> Drug Recognition Expert

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# Background Information

## Number of Counties

This report includes MOE and crash data from all 83 Michigan counties. The activity data for FY2018 also includes all 83 of Michigan's counties.

## Definitions of Variables Used in This Report

Accident Investigation – Response to reported accidents, initial investigation, and evidence collection.

Accident (or crash) – Motor vehicle crash reported to the MSP by state, county, or municipal law enforcement. (With few exceptions, the OHSP prefers the term *crash* because it does not infer or assign responsibility for the act. The exception is incidents determined to be acts of intent. For example, if a fugitive intentionally crashes his or 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.

Arrests – Criminal arrests, either felony or misdemeanor, including appearance tickets.

Citations – All violations of either state law or local ordinance, both moving and non-moving violations.

Crime – Felony and misdemeanor crimes reported to the MSP Uniform Crime Reporting System by state, county, and municipal agencies as substantiated crimes.

Criminal Complaint Responses – The response to any situation where a citizen reports a crime (felony or misdemeanor) was committed or is in progress.

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Law Enforcement Assistance – Assisting a law enforcement officer of a different department (federal, state, or municipal) or of the same department. (This includes Michigan Department of Natural Resources officer, 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.)

## Personnel and Activities

Activity data is derived from semi-annual and annual program reports submitted to the OHSP by participating sheriffs' offices. For 2018, the activity was compiled according to the state fiscal year, October 1, 2017 through September 30, 2018.

### Services Provided

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



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## Program Funding

In FY1992, the SRP program began a transition from 100 percent General Fund (GF) support to partial GF monies along with surcharges on traffic citations (Restricted Funds). Public Act 163 of 1991 mandated \$5 be assessed on most moving violations to be deposited into a Secondary Road Patrol and Training Fund. The funding is used for Secondary Road Patrol and Traffic Accident Prevention grants and training through the Michigan Commission on Law Enforcement Standards. In FY2002, this surcharge was increased to \$10 while the GF portion was decreased. The GF appropriation was eliminated in 2003. However, the Legislature made modest supplemental appropriations within 2012 and 2014.

The OHSP distributes all available funds under Public Act 416 of 1978, while maintaining the fiscal integrity of the SRP program. Each July or August, the OHSP estimates the funding amount for the next fiscal year, applies a distribution formula, and notifies each county of its projected allocation. The estimate is based on current and past revenue collections and projected changes in the economy or other factors and includes any projected carry-forward funds from the current fiscal year. One percent of the appropriation is allocated to the OHSP for administration of the SRP program.

A mid-year adjustment of the allocation to the counties in the current fiscal year may be made if the revenue collection or the carry-forward funds significantly exceed or fall short of projections. Unused funds carry over into the next fiscal year.

If a county does not qualify under Public Act 416 of 1978 and does not receive SRP program funding, the allocated 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 FY2018, an allocation of \$8.3 million was made available to all Michigan counties.

**SRP Appropriation History**

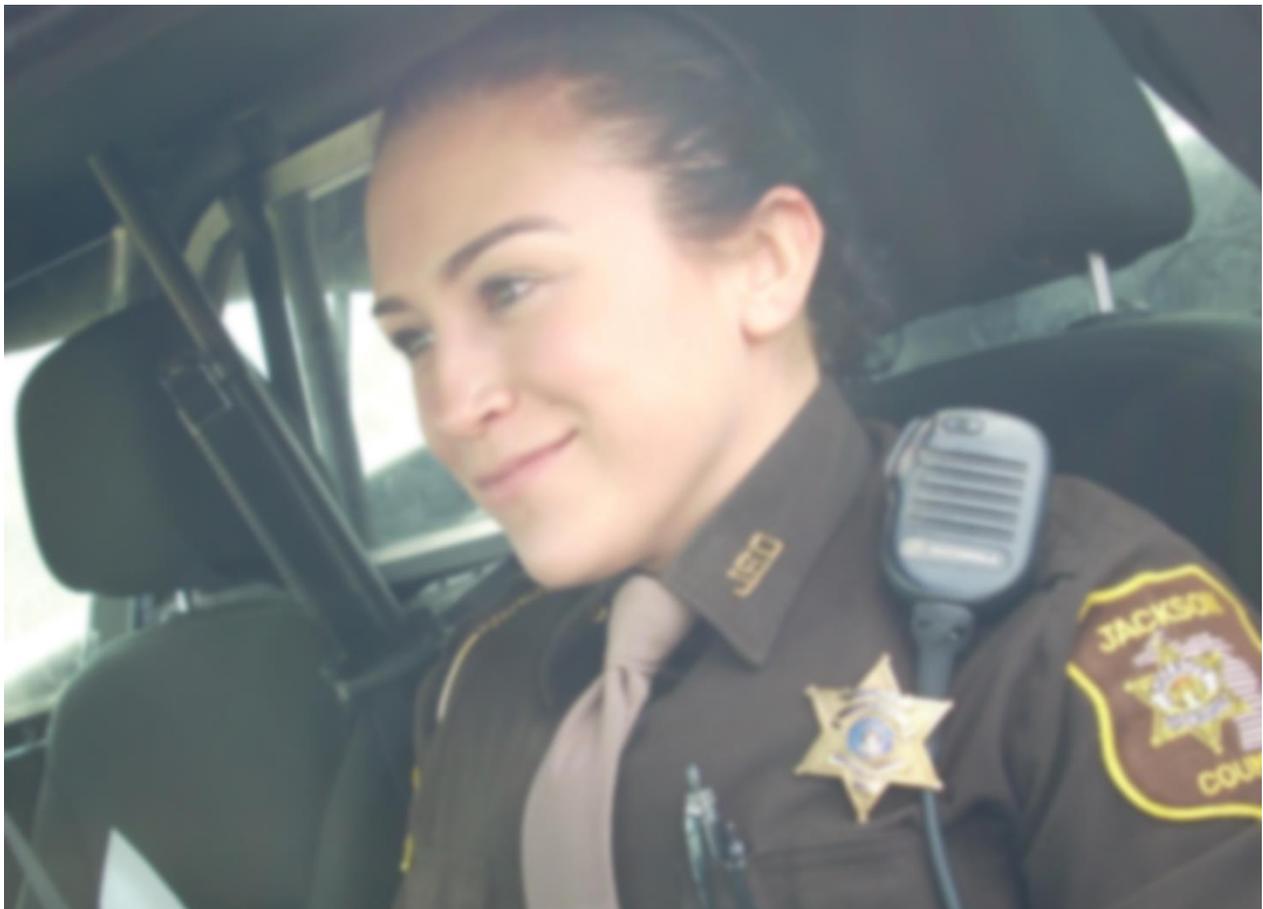
<b>Fiscal Year</b>	<b>General Fund Appropriation</b>	<b>Restricted Fund Appropriation</b>	<b>Total Appropriation</b>
<b>1979</b>	<b>\$8,700,000</b>		<b>\$8,700,000</b>
<b>1980</b>	<b>\$8,700,000</b>		<b>\$8,700,000</b>
<b>1981</b>	<b>\$6,400,000</b>		<b>\$6,400,000</b>
<b>1982</b>	<b>\$6,500,000</b>		<b>\$6,500,000</b>
<b>1983</b>	<b>\$6,500,000</b>		<b>\$6,500,000</b>
<b>1984</b>	<b>\$6,500,000</b>		<b>\$6,500,000</b>
<b>1985</b>	<b>\$6,700,000</b>		<b>\$6,700,000</b>
<b>1986</b>	<b>\$7,100,000</b>		<b>\$7,100,000</b>
<b>1987</b>	<b>\$7,300,000</b>		<b>\$7,300,000</b>
<b>1988</b>	<b>\$7,480,000</b>		<b>\$7,480,000</b>
<b>1989</b>	<b>\$7,423,900</b>		<b>\$7,423,900</b>
<b>1990</b>	<b>\$7,239,500</b>		<b>\$7,239,500</b>
<b>1991</b>	<b>\$7,239,500</b>		<b>\$7,239,500</b>

<b>Fiscal Year</b>	<b>General Fund Appropriation</b>	<b>Restricted Fund Appropriation</b>	<b>Total Appropriation</b>
<b>1992</b>	<b>\$3,041,500</b>	<b>\$3,744,500</b>	<b>\$6,786,000</b>
<b>1993</b>	<b>\$1,544,000</b>	<b>\$5,244,500</b>	<b>\$6,788,500</b>
<b>1994</b>	<b>\$1,544,600</b>	<b>\$5,244,500</b>	<b>\$6,789,100</b>
<b>1995</b>	<b>\$2,546,400</b>	<b>\$4,644,500</b>	<b>\$7,190,900</b>
<b>1996</b>	<b>\$3,048,200</b>	<b>\$5,944,100</b>	<b>\$8,992,300</b>
<b>1997</b>	<b>\$3,048,200</b>	<b>\$6,335,200</b>	<b>\$9,383,400</b>
<b>1998</b>	<b>\$3,137,800</b>	<b>\$5,701,300</b>	<b>\$8,839,100</b>
<b>1999</b>	<b>\$4,532,600</b>	<b>\$6,069,000</b>	<b>\$10,601,600</b>
<b>2000</b>	<b>\$5,785,400</b>	<b>\$6,152,300</b>	<b>\$11,937,700</b>
<b>2001</b>	<b>\$6,327,100</b>	<b>\$6,152,300</b>	<b>\$12,479,400</b>
<b>2002</b>	<b>\$1,603,800</b>	<b>\$10,902,300</b>	<b>\$12,506,100</b>
<b>2003</b>		<b>\$12,506,600</b>	<b>\$12,506,600</b>
<b>2004</b>		<b>\$14,006,600</b>	<b>\$14,006,600</b>

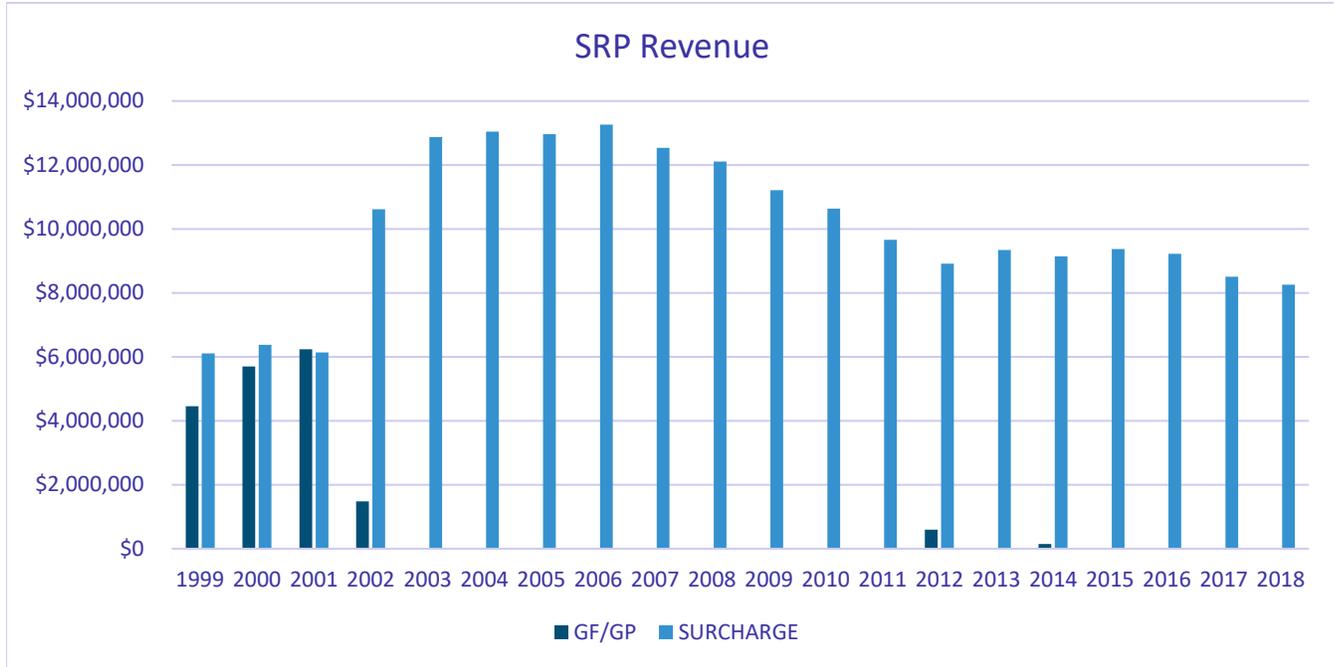
<b>Fiscal Year</b>	<b>General Fund Appropriation</b>	<b>Restricted Fund Appropriation</b>	<b>Total Appropriation</b>
<b>2005</b>		<b>\$14,012,100</b>	<b>\$14,012,100</b>
<b>2006</b>		<b>\$14,020,100</b>	<b>\$14,020,100</b>
<b>2007</b>		<b>\$14,019,500</b>	<b>\$14,019,500</b>
<b>2008</b>		<b>\$14,029,900</b>	<b>\$14,029,900</b>
<b>2009</b>		<b>\$14,030,100</b>	<b>\$14,030,100</b>
<b>2010</b>		<b>\$14,034,500</b>	<b>\$14,034,500</b>
<b>2011</b>		<b>\$14,037,000</b>	<b>\$14,037,000</b>
<b>2012</b>	<b>\$600,000</b>	<b>\$14,041,600</b>	<b>\$14,641,600</b>
<b>2013</b>		<b>\$14,060,200</b>	<b>\$14,060,200</b>
<b>2014</b>	<b>\$150,000</b>	<b>\$11,064,200</b>	<b>\$11,214,200</b>
<b>2015</b>		<b>\$11,066,100</b>	<b>\$11,066,100</b>
<b>2016</b>		<b>\$11,065,700</b>	<b>\$11,065,700</b>
<b>2017</b>		<b>\$11,068,000</b>	<b>\$11,068,000</b>

<b>Fiscal Year</b>	<b>General Fund Appropriation</b>	<b>Restricted Fund Appropriation</b>	<b>Total Appropriation</b>
<b>2018</b>		<b>\$11,069,300</b>	<b>\$11,069,300</b>

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. Supplemental appropriations were approved in 2012 and 2014.



*Jackson County*



Eaton County

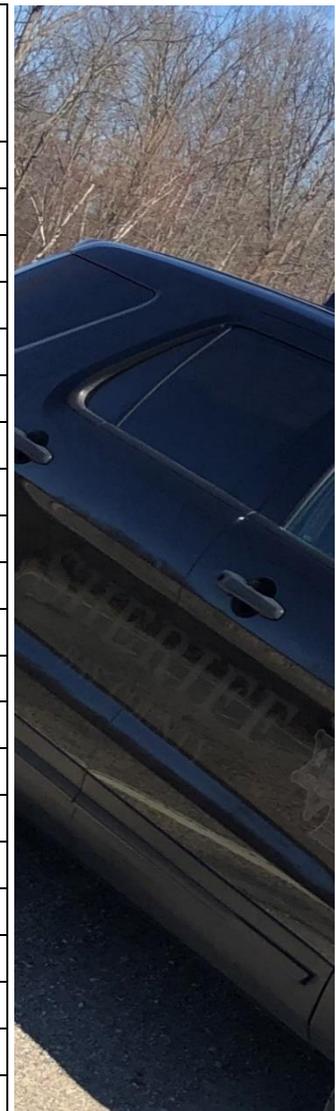
## Personnel

The largest expenditure of SRP program funds is for personnel, including salaries and fringe benefits.

Number of Road Patrol Deputies in FY2018 .....	2,446.7
SRP Funded .....	119.1
County Funded .....	2,327.6

The table below shows the number of SRP program deputies employed each fiscal year compared with CFRP deputies.

	Fiscal Year	Program Year	SRP Deputies	County-Funded Deputies
Historical Comparison of Number of SRP Deputies and County-Funded Road Patrol Deputies	1979	1 <sup>st</sup>	287	1,123
	1980	2 <sup>nd</sup>	291.3	N/A
	1981	3 <sup>rd</sup>	215.4	N/A
	1982	4 <sup>th</sup>	194.2	1,296
	1983	5 <sup>th</sup>	188.7	1,301.1
	1984	6 <sup>th</sup>	176.7	1,310.2
	1985	7 <sup>th</sup>	174.7	1294
	1986	8 <sup>th</sup>	171.1	1,281.3
	1987	9 <sup>th</sup>	170.1	1,301.9
	1988	10 <sup>th</sup>	167	1,316.5
	1989	11 <sup>th</sup>	173.7	1,304.5
	1990	12 <sup>th</sup>	173.4	1,286.4
	1991	13 <sup>th</sup>	159.5	1,302.5
	1992	14 <sup>th</sup>	155.5	1,363.2
	1993	15 <sup>th</sup>	150.5	1,695
	1994	16 <sup>th</sup>	150	1,686
	1995	17 <sup>th</sup>	150.1	1,769.9
	1996	18 <sup>th</sup>	162.5	1,836.1
	1997	19 <sup>th</sup>	164.7	1,908.2
	1998	20 <sup>th</sup>	167.6	2,036.3
	1999	21 <sup>st</sup>	175	2,102.4



2000	22 <sup>nd</sup>	191	2,249.3
2001	23 <sup>rd</sup>	192	2,325.7
2002	24 <sup>th</sup>	192.7	2,367.5
2003	25 <sup>th</sup>	183	2,331.1
2004	26 <sup>th</sup>	181.8	2,358.8
2005	27 <sup>th</sup>	178.4	2,433.7
2006	28 <sup>th</sup>	175.5	2,433.5
2007	29 <sup>th</sup>	174.9	2,070
2008	30 <sup>th</sup>	170.5	2,227.3
2009	31 <sup>st</sup>	167.2	2,134
2010	32 <sup>nd</sup>	160.4	2,057.9
2011	33 <sup>rd</sup>	155	1,970.5
2012	34 <sup>th</sup>	144.8	2,112.9
2013	35 <sup>th</sup>	134.9	2,136.9
2014	36 <sup>TH</sup>	133.6	2,149
2015	37 <sup>TH</sup>	133.5	2,118.4
2016	38 <sup>TH</sup>	125.6	2,184.2
2017	39 <sup>TH</sup>	121.3	2,147.5
2018	40 <sup>TH</sup>	119.1	2,327.6



***Beginning in 2006, County-Funded Road Patrol includes deputies funded with county funds, local government contracts, grants, or any other non-SRP program funding sources.***

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## Activity

SRP program deputies may patrol, monitor for traffic law violations, and investigate accidents on county primary roads and county local roads. A deputy observing a criminal law violation while patrolling may make an arrest. Deputies may also take a criminal complaint in their patrol area if it is observed or brought to the deputy's attention while patrolling secondary roads. In addition, deputies aid motorists, serve as community traffic safety instructors, and patrol in county parks.

The activity data in the charts starting on page 41 is based on program reports submitted by each participating sheriff's office for FY2018. The level of traffic enforcement activity, a primary focus for the SRP program, continued to surpass that of the county-funded road patrol deputies.

## Deputy of the Year Program

The SRP-416 Deputy of the Year Award was created to honor deputies or sergeants who show initiative, display a positive image of the sheriff's office, both on and off duty, and show outstanding work performance in the four service areas of the SRP program: patrolling and monitoring traffic violations, enforcing the law, investigating motor vehicle crashes, and providing emergency assistance. The awards program is sponsored by the OHSP in partnership with the MSA.



The outstanding job that Eaton County Sheriff's Deputy Jacob Larson is doing for the SRP program was recognized during the MSA Fall Training Conference when Larson received the 2018 Secondary Road Patrol – 416 Deputy of the Year Award. Larson has been performing SRP/416 duties since January 2018.

Deputy Larson is an officer committed to going beyond the stop. He uses traffic stops as an opportunity for both enforcement and intelligence gathering. He's leading the county patrol units in traffic stops and arrests. The traffic

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enforcement numbers clearly show his desire and motivation to be out in the public and making a difference every day.

## Monitoring

The OHSP's administrative responsibilities include monitoring the compliance of sheriffs' offices participating in the SRP program. Counties are selected each year for a monitoring review based on length of time since the previous monitoring review was conducted and the results of the previous monitoring review. In addition, a few counties are randomly chosen. The monitoring reviews are performed with the idea of working with the county to improve the SRP program, not to be punitive.

Compliance monitoring may take place through either random sampling or a monitoring review. These may be performed during an on-site visit to the sheriff's office or through an in-office desk review. An on-site visit to the county consists of an OHSP representative meeting with the county personnel who oversee the SRP program and financial functions. In many cases, the OHSP representative also has an opportunity to meet with the sheriff.

During monitoring, up to three primary areas may be examined: maintenance of effort, financial activities, and program compliance. To accomplish this, the OHSP representative may review the previous year's officer daily logs for all SRP deputies, reconcile expenditures reported during the program year, review the county's accounting procedures, and review the duty roster or schedule for MOE compliance.

As a result of monitoring, some counties may be asked to make certain changes in the way they conduct or administer their SRP program. These requests involve program and financial changes, which the OHSP later verifies to ensure the adjustments were made by the county.

The results of monitoring show the intent of most participating sheriffs' offices is to operate an SRP program to fully satisfy the requirements of Public Act 416 of 1978. The majority of participating sheriffs' offices satisfy the SRP program requirements and SRP

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deputies are performing traffic-related duties on secondary roads the majority of the time.

In FY2018, OHSP conducted monitoring reviews on-site in one county. Eighty-three counties' financial activities were monitored through in-office desk reviews, and 40 counties received in-office desk reviews of various areas.

## Law Enforcement Training

Training enables law enforcement officers to address traffic safety issues. It is important for law enforcement officers to stay current with techniques that enhance their effectiveness as well as protect their safety. The information can increase the knowledge and skills of officers who use traffic enforcement as a means to reduce crime, traffic fatalities, and injuries.

An Advanced Roadside Impaired Driving Enforcement (ARIDE) course, was held May 8 – 9 exclusively for SRP-416 personnel. The purpose of this 16-hour course is to increase an officer's ability to observe, identify, and articulate the signs of impairment related to drugs, alcohol, or a combination of both. The ARIDE program includes the Standardized Field Sobriety Testing (SFST) refresher class. There were 23 attendees.

## Traffic Crashes

At the time of this report, complete crash data was available through December 31, 2017.

Exposure factors in 2017 showed an increase in vehicle miles traveled, vehicle registrations, and licensed drivers. The 2017 traffic fatality count was 1,028, down 3.4 percent from the 2016 figure of 1,064. Compared with 2016, injuries were down 1.7 percent and total crashes were up 0.9 percent.

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The number of crashes varies greatly by county in Michigan due to the state's geography and demographics. Southeastern Michigan is densely populated, while the rest of the state is predominately rural, particularly in the Upper Peninsula.

Of all fatal crashes, 34.2 percent involved at least one impaired operator, bicyclist, or pedestrian. Excessive speed was indicated as the hazardous action for 10.5 percent of the drivers involved in fatal crashes.



## SRP Program Expenditures

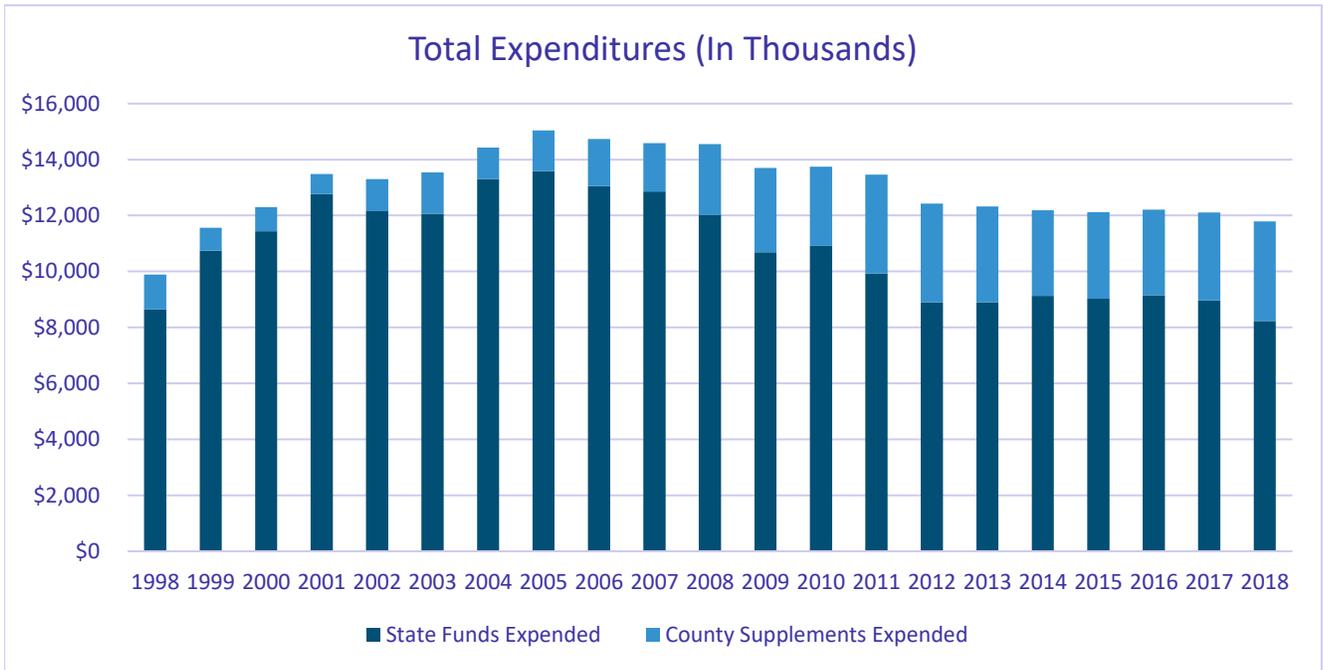
Counties develop budgets for the SRP program during August and provide the OHSP a best estimate of how SRP program funds will be utilized. Each county may develop a budget according to its own needs. Some counties include only salaries and wages, while others allocate funding for all SRP program expenses. In addition, some counties supplement the SRP program, while others choose to utilize only the available state funds.

In FY2018, the total reported program expenditures, including SRP state program funds and reported contributions of county funds, was \$11,791,638.81. This supported the full-time equivalent of 119.1 SRP deputies and related expenses, including personnel costs, salaries, equipment, vehicle maintenance, uniform allowances, and travel, equating to a total cost per deputy of \$99,006.20.

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 program personnel costs one year, while choosing to purchase more equipment, such as a new vehicle, speed-measuring devices, or accident-investigation equipment, the next year.

The amount of county supplemental funds, which is included in the total reported program expenditures, can also fluctuate widely from year to year. Some counties choose to report only personnel and a few related expenses while absorbing the rest of

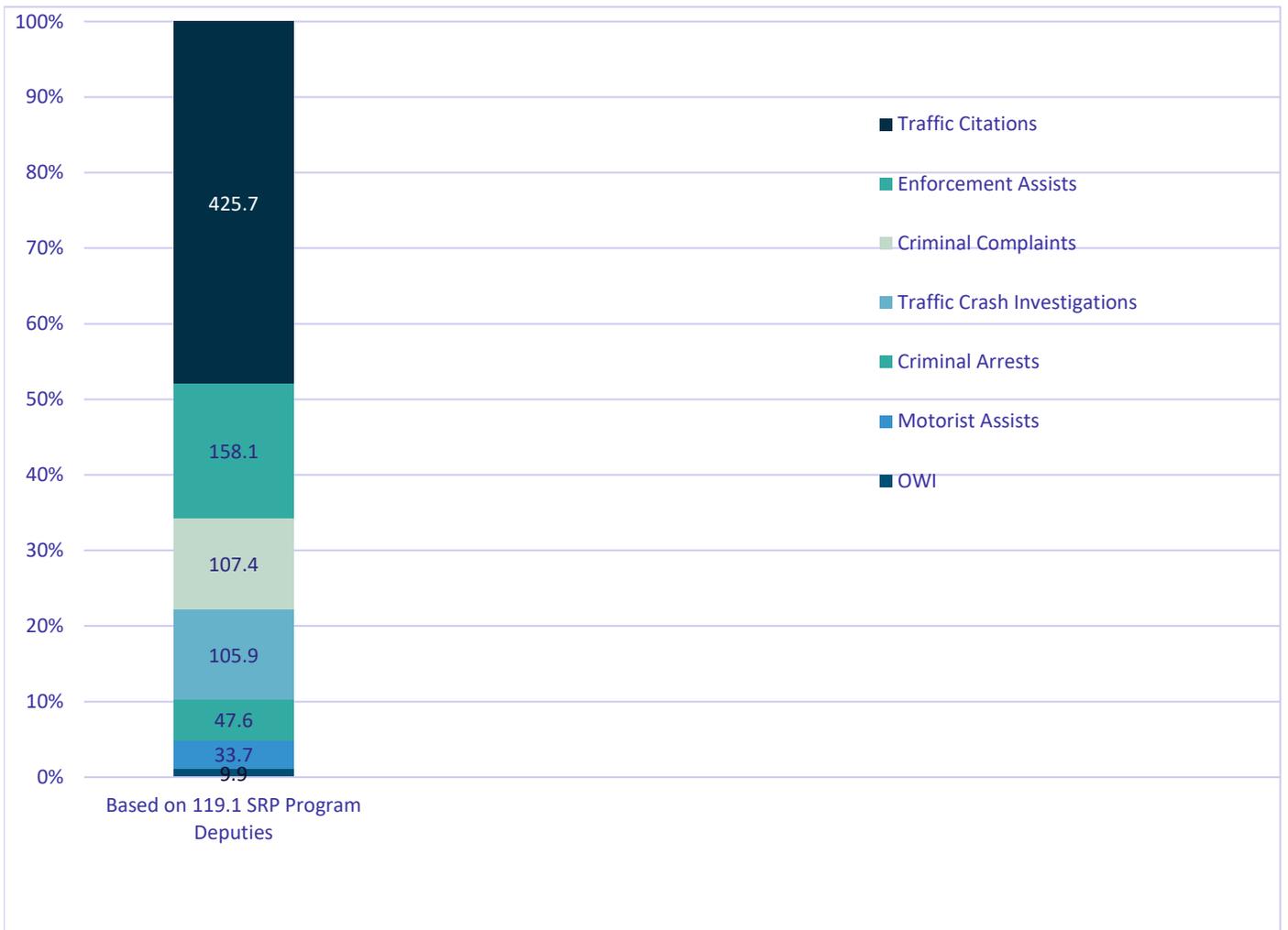
the cost of the SRP program into the overall county budget without reporting it to the OHSP. As a result, the county supplement should only be used as a general indicator of the degree of additional financial support that is provided by the counties for the SRP program and should not be used for year-to-year comparisons.





# Synopsis of Activities

Average Activity Levels per SRP Program Deputy in FY2018



## Cumulative SRP Program Figures for Participating Counties in FY2018

<b>Miles of Patrol</b>	<b>2,577,288</b>	<b>Traffic Stops</b>	<b>83,581</b>
<b>Verbal Warnings</b>	<b>43,853</b>	<b>Traffic Citations</b>	<b>50,702</b>
<b>Traffic Crash Investigations</b>	<b>12,618</b>	<b>OWI Arrests Involving Alcohol</b>	<b>951</b>
<b>OWI Arrests Involving Drugs</b>	<b>232</b>	<b>Criminal Reports</b>	<b>12,789</b>
<b>Criminal Arrests</b>	<b>5,664</b>	<b>Motorist Assists</b>	<b>4,019</b>
<b>Law Enforcement Assists to Their Own Agency</b>	<b>10,655</b>	<b>Law Enforcement Assists to Other Agencies</b>	<b>8,169</b>
<b>Calls for Assistance in County Parks</b>	<b>134</b>	<b>Citations in County Parks</b>	<b>240</b>
<b>Non-Traffic Arrests in County Parks</b>	<b>191</b>	<b>Community Safety Training Sessions</b>	<b>405</b>
<b>Citizens Instructed</b>	<b>17,594</b>		

## Conclusion

Section 51.77(9) of P.A. 416 requires OHSP to conduct an “annual impact and costs effectiveness study of state, county, and municipal road patrol and accident prevention efforts” from the 1 percent annual appropriated to the SRP program for administrative, planning, and reporting purposes. This amount is insufficient to administer the SRP program for the counties, appropriately monitor use of the funding, and also conduct an impact and cost effectiveness study on an annual basis. Therefore, this annual report only documents activity performed by deputies funded under the SRP program for the past year and provides data from previous years for comparison purposes. High visibility enforcement efforts, like the SRP program, are a recognized best practice for having a positive impact on driver behavior and enhancing efforts to reduce traffic crashes, fatalities, and injuries.

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# Public Act 416 of 1978

Executive Order 1989-4 (October 1, 1989) transferred administration of the SRP program from the Department of Management and Budget Office of Criminal Justice to the Department of State Police 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 lines 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 departments while providing the patrolling and monitoring required by this subsection.

(c) Investigating accidents involving motor vehicles.

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(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 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.

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## 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.

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(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.

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(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.

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(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

## Statewide Program Budget per Expense Category

Expense Category	Budget <sup>3</sup>	% of Total Budget
<b>Personnel</b>	<b>11,336,440</b>	<b>89.4%</b>
<b>Automotive</b>	<b>909,502</b>	<b>7.2%</b>
<b>Equipment</b>	<b>92,809</b>	<b>.7%</b>
<b>Operating Expense</b>	<b>168,500</b>	<b>1.3%</b>
<b>Indirect Costs</b>	<b>174,140</b>	<b>1.4%</b>
<b>Total</b>	<b>12,681,391</b>	<b>100%</b>

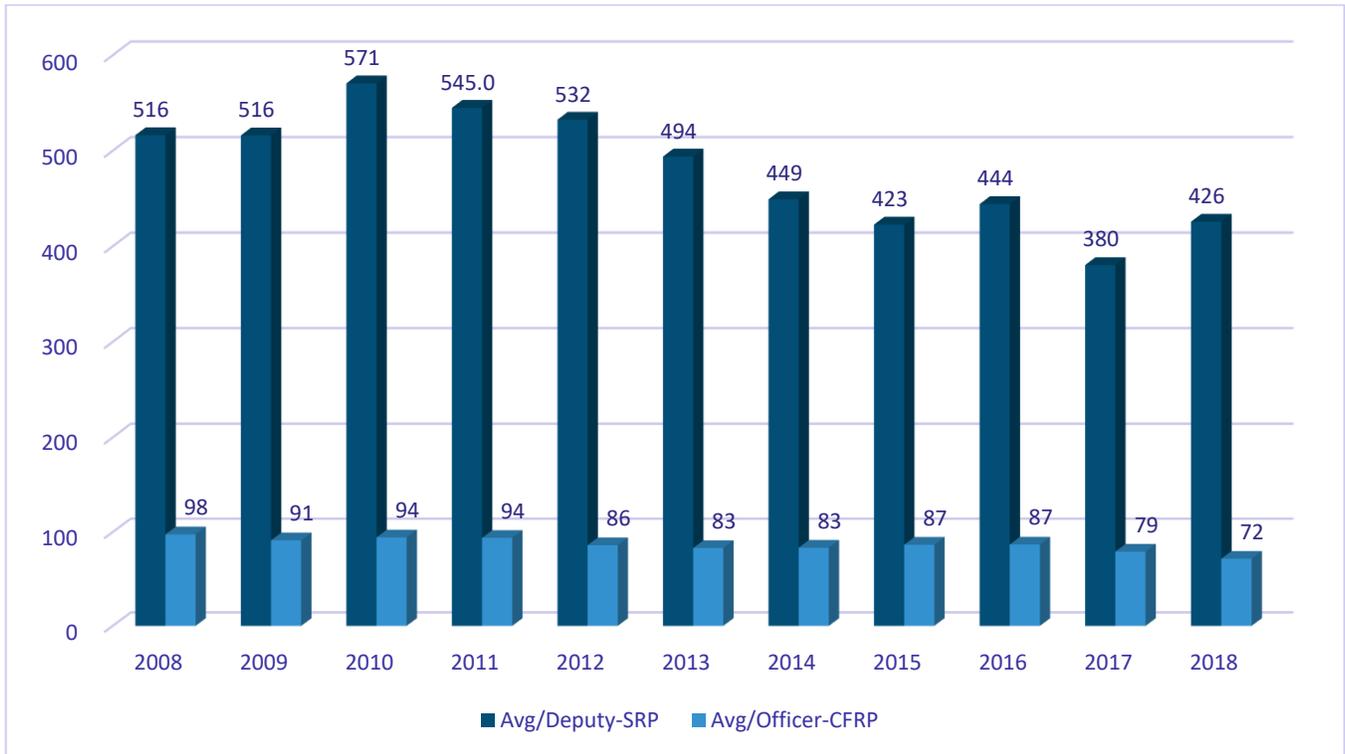
## History of SRP Program Funds Available and Expended

Fiscal Year	State Funds Available to Counties	State Funds Expended by Counties	County Contributions Expended
1979	8,700,000	7,363,066	8,000
1980	8,400,000	7,821,779	118,200
1981	6,293,700	5,771,668	107,900
1982	6,275,000	6,236,537	108,600
1983	6,200,000	5,948,375	222,700
1984	6,500,000	6,302,485	280,900
1985	6,700,000	6,476,408	241,000
1986	7,100,000	6,847,170	209,200
1987	7,300,000	6,948,671	256,000
1988	7,424,000	7,087,056	301,400
1989	7,423,900	7,070,364	661,500
1990	7,239,500	6,757,680	604,900
1991	6,507,800	6,058,307	857,400
1992	5,664,999	5,519,269	1,320,600
1993	6,204,340	6,173,778	1,237,700

<sup>3</sup> Includes state funds and county supplements

Fiscal Year	State Funds Available to Counties	State Funds Expended by Counties	County Contributions Expended
1994	6,000,000	5,815,355	1,591,100
1995	7,200,000	6,984,916	1,284,500
1996	8,900,000	8,583,919	716,200
1997	9,400,000	9,101,059	887,100
1998	9,000,000	8,649,438	1,237,900
1999	11,500,000	10,739,979	818,500
2000	12,000,000	11,435,192	861,800
2001	13,500,000	12,766,294	721,500
2002	12,385,600	12,156,256	1,147,000
2003	12,385,600	12,063,463	1,478,000
2004	13,866,731	13,298,815	1,130,000
2005	13,872,000	13,586,872	1,458,000
2006	13,300,000	13,051,369	1,684,000
2007	13,800,000	13,031,927	1,721,000
2008	12,300,000	12,022,656	2,517,000
2009	11,236,000	10,690,221	3,009,000
2010	11,300,000	10,916,730	2,826,825
2011	10,000,000	9,925,373	3,538,000
2012	9,000,000	8,895,950	3,532,000
2013	9,000,000	8,897,319	3,430,066
2014	9,300,000	9,124,889	3,066,044
2015	9,300,000	9,027,012	3,090,226
2016	9,300,000	9,155,373	3,060,237
2017	9,300,000	8,969,228	3,142,932
2018	8,300,000	8,228,701	3,562,938

## Average Traffic Citations per Deputy



## Activity Averages per SRP Deputy

Year	Traffic Crash Investigations	OWI Arrests	Motorist Assists	Criminal Arrests	Criminal Reports	Law Enforcement Assists
2008	103.6	11.9	38.4	41.8	86.0	140.9
2009	90.2	10.6	35.7	37.9	82.1	132.2
2010	89.4	9.9	36.0	38.3	88.0	135.8
2011	80.7	9.5	35.9	44.5	94.7	129.9
2012	86.4	10.2	29.4	41.4	105.2	129.2
2013	99	9.3	28.7	52.3	113.3	133.0
2014	96	8.9	34.6	43.2	102.5	120.3
2015	95	8.8	34.6	44.3	108.2	141.8
2016	92	9.8	29.6	49.8	105.7	152.4
2017	94	10.8	32.4	52.0	108.4	157.8
2018	105.9	9.9	33.7	47.6	107.4	158.1

## 2016 – 2017 Michigan Traffic Crash Facts

Translating into a fatality rate of 1.0 per 100 million miles of travel, down 5.8 percent from 2016, but above the 10-year average of 0.97 (2008-2017), the 2017 traffic fatality county was 1,028.

Vehicle miles traveled were up 2.6 percent to 101.8 billion, motor vehicle registrations increased 1.2 percent to 8.5 million, and the number of licensed drivers was up 0.3 percent to 7.2 million.

### Statewide Summary: 1 Year Trends

	2016	2017	Percent of Change
<b><i>Number of Crashes</i></b>			
<b>Fatal Crashes</b>	980	937	-4.4
<b>Personal Injury Crashes</b>	57,964	57,263	-1.2
<b>Property Damage Crashes</b>	253,228	256,721	1.4
<b>Total</b>	312,172	314,921	0.9
<b><i>Alcohol-Involved Crashes</i></b>			
<b>Fatal Crashes</b>	254	320	26.0
<b>Personal Injury Crashes</b>	3,962	4,110	3.7
<b>Property Damage Crashes</b>	5,553	5,835	5.1
<b>Total</b>	9,769	10,256	5.1
<b><i>Fatal Crashes</i></b>			
<b>Had Been Drinking</b>	254 (25.9%)	320 (34.2%)	26.0
<b>Had Not Been Drinking/Not Known if Drinking</b>	726 (74.1%)	617 (65.8%)	-15.0
<b><i>Persons in Crashes</i></b>			
<b>Killed</b>	1,064	1,028	-3.4

	2016	2017	Percent of Change
<b>Persons in Crashes</b>			
Injured	79,724	78,394	-1.7
Not Injured	505,633	507,151	0.3
Unknown Injury	48,377	50,226	3.8
<b>Total</b>	<b>634,798</b>	<b>636,799</b>	<b>0.3</b>
<b>Persons in Alcohol-Involved Crashes</b>			
Killed	274	359	31.0
Injured	5,507	5,685	3.2
Not Injured	11,318	11,865	4.8
Unknown Injury	1,247	1,217	-2.4
<b>Total</b>	<b>18,346</b>	<b>19,126</b>	<b>4.3</b>
<b>Persons Injured by Gender</b>			
Male	36,948	36,101	-2.3
Female	42,707	42,261	-1.0
Unknown Gender	69	32	-53.6
<b>Total</b>	<b>79,724</b>	<b>78,394</b>	<b>-1.7</b>
<b>Persons Injured by Severity</b>			
“A” Injury	5,634	6,084	8.0
“B” Injury	19,651	20,458	4.1
“C” Injury	54,439	51,852	-4.8
<b>Total</b>	<b>79,724</b>	<b>78,394</b>	<b>-1.7</b>

Source: <https://www.michigantrafficcrashfacts.org/pub/2017/state-wide>



Genesee County

## 2018 Secondary Road Patrol Summary from Semi-Annual Reports

COUNTY	AVERAGE SWORN OFFICERS	AVERAGE COUNTY ROAD PATROL OFFICERS	AVERAGE SRP OFFICERS	TOTAL MILES BY SRP OFFICERS	TOTAL MILES BY COUNTY ROAD PATROL	TOTAL STOPS BY SRP OFFICERS	TOTAL STOPS BY COUNTY ROAD PATROL
ALCONA	10	9	1	24,971	243,033	105	1,073
ALGER	7	0	0.38	11,191	0	146	0
ALLEGAN	52	41	3	87,716	746,733	4,443	11,479
ALPENA	20.75	20.5	1	19,669	194,072	298	1,579
ANTRIM	22	16	0.5	12,844	228,255	400	1,465
ARENAC	14	9	1	20,102	125,542	945	2,743
BARAGA	5	4	0.42	10,226	39,003	195	701
BARRY	31	14	1	25,966	290,178	661	2,177
BAY	38.25	34.25	3	67,757	376,827	3,856	10,348
BENZIE	15	10	1	18,738	136,158	367	1,149
BERRIEN	135.75	65.75	2	42,790	617,931	999	4,781
BRANCH	14	8	1	26,581	197,464	1,864	726
CALHOUN	86	37	2	34,457	188,550	1,297	5,174
CASS	21	18	1	16,021	314,552	296	830
CHARLEVOIX	20	19	1	23,197	303,175	163	865
CHEBOYGAN	38	12	0.9	22,966	210,947	218	2,943
CHIPPEWA	22	6	2	65,604	292,182	666	384
CLARE	32	16	1	23,232	261,919	694	1,314
CLINTON	26	16	1	28,617	375,563	1,120	13,142
CRAWFORD	21	13	1	15,961	135,709	631	2,022
DELTA	14	8	1	56,265	139,992	1,291	958
DICKINSON	15.25	6.4	1.6	33,513	93,916	592	896
EATON	61.75	40.75	2	45,134	n/a	1,659	5,739
EMMET	25.25	16.25	1	22,575	225,921	913	2,315
GENESEE	268	116.4	3.6	39,501	209,916	1,437	3,205
GLADWIN	15.75	8.75	1	23,038	144,779	530	2,206
GOGEBIC	24	15.5	0.5	12,033	175,836	171	1,217
GRAND TRAVERSE	66	52	1	16,095	882,136	556	11,502

COUNTY	AVERAGE SWORN OFFICERS	AVERAGE COUNTY ROAD PATROL OFFICERS	AVERAGE SRP OFFICERS	TOTAL MILES BY SRP OFFICERS	TOTAL MILES BY COUNTY ROAD PATROL	TOTAL STOPS BY SRP OFFICERS	TOTAL STOPS BY COUNTY ROAD PATROL
GRATIOT	29	19.75	2	70,623	393,486	1,440	9,295
HILLSDALE	32	21	1	18,927	58,715	1,361	1,145
HOUGHTON	16	14	2	32,395	131,363	509	902
HURON	31	13	0.78	13,068	320,588	156	1,698
INGHAM	89.25	37.25	3	78,017	434,059	1,698	5,414
IONIA	26	25.2	0.8	15,449	275,030	496	3,348
IOSCO	7	2	0.96	49,858	26,434	1,025	104
IRON	10	6	1	19,990	72,526	409	312
ISABELLA	15	14	1	18,188	254,501	306	1,577
JACKSON	52	40	2	38,303	614,651	1,914	7,044
KALAMAZOO	162.75	40.75	2	36,329	634,948	1,781	8,194
KALKASKA	18	9	1	24,173	226,414	1,251	573
KENT	496.25	138.5	3	56,811	1,719,177	1,183	20,049
KEWEENAW	6.5	6	0.5	26,308	80,792	114	235
LAKE	20.75	10	0.5	9,359	153,901	154	1,376
LAPEER	80	42	1.25	25,035	625,072	1,369	9,016
LEELANAU	20	13	1	28,530	304,107	383	2,231
LENAWEE	42	27	1	22,299	495,036	1,251	4,392
LIVINGSTON	58	32	2	38,626	699,564	1,459	5,995
LUCE	5	3	0.4	8,701	52,093	292	590
MACKINAC	14	8.5	0.5	10,970	288,693	207	1,986
MACOMB	257	200.5	3.9375	40,800	600,000	1,991	16,100
MANISTEE	10.5	9.5	1	38,548	159,068	1,144	1,066
MARQUETTE	24	11	2	37,753	185,678	1,034	2,372
MASON	19	19	1	15,503	196,513	236	2,227
MECOSTA	23	16	1	28,635	335,275	847	2,321
MENOMINEE	15	10	1	19,663	299,395	113	962
MIDLAND	40	20.5	1.5	39,490	401,255	1,920	5,225
MISSAUKEE	10	7	0.33	29,827	194,674	340	1,679
MONROE	72	46	2	47,201	698,724	564	4,541
MONTCALM	18.25	17.25	1	24,883	210,373	958	1,422
MONTMORENCY	11.25	10.75	0.39	16,960	166,433	32	826
MUSKEGON	74	24	2	30,737	631,330	276	1,412

COUNTY	AVERAGE SWORN OFFICERS	AVERAGE COUNTY ROAD PATROL OFFICERS	AVERAGE SRP OFFICERS	TOTAL MILES BY SRP OFFICERS	TOTAL MILES BY COUNTY ROAD PATROL	TOTAL STOPS BY SRP OFFICERS	TOTAL STOPS BY COUNTY ROAD PATROL
NEWAYGO	27	12.5	1	44,390	230,652	684	2,100
OAKLAND	670	309.5	5	94,836	**	4,246	**
OCEANA	21	11	1	22,634	262,031	248	1,941
OGEMAW	13.5	10	1	16,573	95,518	344	7,203
ONTONAGON	5.75	5.75	0.5	11,485	61,238	3	187
OSCEOLA	20	12	1	22,122	163,291	103	1,298
OSCODA	10.25	8	1	22,299	137,999	526	464
OTSEGO	10.75	8.75	1	8,521	105,152	29	1,734
OTTAWA	142	63	2	51,135	847,860	1,619	29,921
PRESQUE ISLE	12	9.1	0.9	22,400	194,764	261	1,004
ROSCOMMON	26	18	1	30,162	282,196	849	4,325
SAGINAW	58	34	2	43,832	655,293	1,373	3,956
ST. CLAIR	78	50	1	18,035	0	976	0
ST. JOSEPH	29	20	2	35,358	214,577	1,293	2,964
SANILAC	27	15	1	36,096	374,586	2,520	3,366
SCHOOLCRAFT	15.5	1.485	1.235	10,235	5,265	145	53
SHIAWASSEE	25	22	1	26,168	157,522	3,100	1,692
TUSCOLA	26	14	1	25,297	217,726	759	2,953
VAN BUREN	71	25	2	39,420	428,392	895	3,572
WASHTENAW	147	107	1.3333	23,208	66,580	1,033	330
WAYNE	528	11	8.4	106,294	59,592	7,802	1,161
WEXFORD	23	14.5	1	8,069	0	47	0
TOTALS	4,911.0	2,327.6	119.1	2,577,288	23,650,391	83,581	288,786

COUNTY	TOTAL VERBAL WARNINGS BY SRP OFFICERS	TOTAL VERBAL WARNINGS BY COUNTY ROAD PATROL	TOTAL CITATIONS BY SRP OFFICERS	TOTAL CITATIONS BY COUNTY ROAD PATROL	TOTAL CITATIONS IN COUNTY PARKS	NON-TRAFFIC ARRESTS IN COUNTY PARKS	CALLS FOR ASSISTANCE IN COUNTY PARKS
ALCONA	60	1,125	72	323	0	0	0
ALGER	68	0	98	0	0	0	0
ALLEGAN	1,881	9,063	2,904	4,454	0	0	0
ALPENA	240	1,237	58	342	3	1	5
ANTRIM	194	1,264	231	291	0	0	0
ARENAC	635	1,813	358	1,530	0	0	0
BARAGA	182	686	49	123	0	0	0
BARRY	518	2,093	189	522	0	0	0
BAY	989	7,713	2,699	2,635	0	0	0
BENZIE	316	928	50	221	0	0	0
BERRIEN	598	3,801	1,088	2,720	0	66	30
BRANCH	480	4	1,935	194	0	0	9
CALHOUN	403	1,908	967	3,665	0	0	0
CASS	88	695	297	278	0	0	0
CHARLEVOIX	183	687	29	217	0	0	0
CHEBOYGAN	70	2,330	200	1,064	0	0	0
CHIPPEWA	501	350	195	167	0	0	0
CLARE	363	995	331	319	0	0	0
CLINTON	539	4,966	585	8,530	0	0	7
CRAWFORD	204	1,243	524	1,111	0	0	0
DELTA	1,036	644	228	176	0	0	0
DICKINSON	503	687	151	251	0	0	0
EATON	1,274	3,895	476	1,813	0	0	1
EMMET	834	2,156	79	159	0	0	0
GENESEE	1,328	2,981	224	486	0	0	0
GLADWIN	438	1,485	253	897	0	0	0
GOGEBIC	51	160	58	737	0	0	0
GRAND TRAVERSE	344	9,425	201	2,087	0	0	0
GRATIOT	498	6,385	1,123	3,844	0	0	2
HILLSDALE	1,167	739	223	484	0	0	0
HOUGHTON	410	724	108	178	0	0	0
HURON	174	3,364	46	801	0	0	0

COUNTY	TOTAL VERBAL WARNINGS BY SRP OFFICERS	TOTAL VERBAL WARNINGS BY COUNTY ROAD PATROL	TOTAL CITATIONS BY SRP OFFICERS	TOTAL CITATIONS BY COUNTY ROAD PATROL	TOTAL CITATIONS IN COUNTY PARKS	NON-TRAFFIC ARRESTS IN COUNTY PARKS	CALLS FOR ASSISTANCE IN COUNTY PARKS
INGHAM	790	3,721	828	1,544	19	2	16
IONIA	412	2,656	94	874	0	0	0
IOSCO	936	60	173	75	0	0	0
IRON	347	289	66	82	0	0	0
ISABELLA	173	628	175	456	0	0	0
JACKSON	1,136	5,210	821	1,970	0	0	0
KALAMAZOO	698	8,030	1,765	4,159	0	0	0
KALKASKA	894	21	402	733	0	0	0
KENT	314	13,792	1,042	6,378	0	0	0
KEWEENAW	97	184	17	41	0	0	0
LAKE	151	1,021	62	481	0	0	0
LAPEER	970	5,204	336	1,254	0	0	0
LEELANAU	328	2,092	99	476	2	0	0
LENAWEE	124	1,937	1,208	2,523	0	0	0
LIVINGSTON	101	3,482	1,520	2,513	0	0	0
LUCE	287	673	57	154	0	0	0
MACKINAC	146	1,182	102	925	0	0	0
MACOMB	934	800	1,915	14,000	0	0	0
MANISTEE	863	899	212	185	0	0	0
MARQUETTE	983	1,924	475	1,002	0	0	0
MASON	165	2,821	76	374	0	0	0
MECOSTA	692	1,764	215	965	0	0	0
MENOMINEE	123	926	11	308	0	0	0
MIDLAND	1,284	2,818	636	2,407	0	0	2
MISSAUKEE	261	1,541	81	374	0	0	0
MONROE	116	not captured	586	2,499	0	0	0
MONTCALM	269	1,148	997	376	0	0	0
MONTMORENCY	27	670	7	146	0	0	0
MUSKEGON	199	763	131	938	0	0	0
NEWAYGO	567	1,699	117	401	0	0	0
OAKLAND	615	13,811	5,801	43,335	0	0	0
OCEANA	188	1,553	64	385	0	0	0
OGEMAW	158	875	244	6,778	0	0	0

COUNTY	TOTAL VERBAL WARNINGS BY SRP OFFICERS	TOTAL VERBAL WARNINGS BY COUNTY ROAD PATROL	TOTAL CITATIONS BY SRP OFFICERS	TOTAL CITATIONS BY COUNTY ROAD PATROL	TOTAL CITATIONS IN COUNTY PARKS	NON-TRAFFIC ARRESTS IN COUNTY PARKS	CALLS FOR ASSISTANCE IN COUNTY PARKS
ONTONAGON	2	177	0	31	0	0	1
OSCEOLA	108	1,221	10	443	0	0	0
OSCODA	357	380	189	70	0	0	0
OTSEGO	37	1,156	14	914	0	0	0
OTTAWA	238	18,530	1,587	16,289	0	0	0
PRESQUE ISLE	216	831	45	189	0	0	0
ROSCOMMON	660	4,240	260	693	0	0	0
SAGINAW	1,136	3,120	521	1,418	0	0	0
ST. CLAIR	630	0	593	0	0	0	0
ST. JOSEPH	481	1,625	1,216	2,355	0	0	0
SANILAC	1,726	3,135	862	601	0	0	0
SCHOOLCRAFT	102	27	41	36	0	0	0
SHIAWASSEE	1,226	735	1,904	967	0	0	0
TUSCOLA	439	1,954	322	1,427	0	0	0
VAN BUREN	827	3,481	391	746	0	0	0
WASHTENAW	151	30	727	233	14	2	4
WAYNE	3,556	661	5,640	612	202	120	57
WEXFORD	44	0	16	0	0	0	0
TOTALS	43,853	201,042	50,702	166,753	240	191	134

COUNTY	CRASHES INVESTIGATED ON TRUNK LINES	CRASHES INVESTIGATED ON SECONDARY ROADS	CRASHES INVESTIGATED IN VILLAGES OR CITIES	FATAL CRASHES INVESTIGATED ON TRUNK LINES	FATAL CRASHES INVESTIGATED ON SECONDARY ROADS	FATAL CRASHES INVESTIGATED IN VILLAGES OR CITIES	OWI ARRESTS INVOLVING ALCOHOL	OWI ARRESTS INVOLVING DRUGS	OPEN CONTAINER ARRESTS
ALCONA	22	56	2	0	0	0	4	1	0
ALGER	3	11	0	0	0	0	1	3	0
ALLEGAN	66	121	3	1	4	0	45	4	29
ALPENA	7	27	0	1	0	0	8	1	3
ANTRIM	34	60	0	1	1	0	7	3	1
ARENAC	24	54	14	0	0	0	3	0	0
BARAGA	8	7	5	6	1	0	10	2	3
BARRY	17	54	1	1	3	0	12	1	1
BAY	72	144	0	0	0	0	18	4	1
BENZIE	24	34	10	0	1	0	11	2	5
BERRIEN	512	993	23	4	4	0	155	9	42
BRANCH	7	68	0	0	0	0	1	0	0
CALHOUN	20	202	5	3	4	2	4	0	0
CASS	16	129	23	4	1	0	8	0	5
CHARLEVOIX	22	43	0	0	0	0	1	0	0
CHEBOYGAN	29	38	0	0	0	0	2	0	0
CHIPPEWA	34	41	0	0	2	0	13	2	8
CLARE	26	45	7	1	3	0	14	3	5
CLINTON	51	128	11	8	1	0	21	7	49
CRAWFORD	9	18	4	0	0	0	12	0	2
DELTA	74	48	0	0	0	0	18	4	4
DICKINSON	38	31	4	0	0	0	23	5	2
EATON	44	212	4	1	0	0	19	3	6
EMMET	36	145	15	0	0	0	22	6	2
GENESEE	24	100	0	7	7	0	2	0	0
GLADWIN	27	48	0	0	0	0	4	2	1
GOGEBIC	27	16	11	0	0	0	0	0	0
GRAND TRAVERSE	59	139	0	2	1	0	2	0	2
GRATIOT	102	123	2	0	1	0	2	1	2
HILLSDALE	39	107	33	2	3	4	8	9	0
HOUGHTON	17	20	5	0	0	0	34	3	0
HURON	47	89	8	0	2	0	17	9	0

COUNTY	CRASHES INVESTIGATED ON TRUNK LINES	CRASHES INVESTIGATED ON SECONDARY ROADS	CRASHES INVESTIGATED IN VILLAGES OR CITIES	FATAL CRASHES INVESTIGATED ON TRUNK LINES	FATAL CRASHES INVESTIGATED ON SECONDARY ROADS	FATAL CRASHES INVESTIGATED IN VILLAGES OR CITIES	OWI ARRESTS INVOLVING ALCOHOL	OWI ARRESTS INVOLVING DRUGS	OPEN CONTAINER ARRESTS
INGHAM	199	293	9	7	11	2	41	5	3
IONIA	12	50	1	2	2	0	4	0	0
IOSCO	0	10	0	0	0	0	0	0	0
IRON	40	37	5	0	0	0	15	0	3
ISABELLA	23	38	9	0	0	0	3	3	0
JACKSON	40	205	5	0	0	0	8	1	3
KALAMAZOO	34	378	0	0	2	0	10	0	0
KALKASKA	0	39	1	0	3	0	16	15	6
KENT	15	47	1	2	24	1	4	0	1
KEWEENAW	9	10	0	1	1	0	3	0	0
LAKE	19	24	7	0	0	0	1	1	0
LAPEER	3	134	4	0	20	4	6	6	0
LEELANAU	28	45	10	2	0	0	3	1	1
LENAWEE	20	41	0	2	0	0	2	1	0
LIVINGSTON	229	359	0	5	8	0	6	5	0
LUCE	3	9	1	0	0	0	1	0	2
MACKINAC	12	8	0	0	0	0	3	0	0
MACOMB	131	400	5	0	0	0	68	8	10
MANISTEE	0	175	0	1	0	0	25	4	7
MARQUETTE	40	38	0	0	0	0	19	7	12
MASON	25	54	9	0	0	0	9	2	2
MECOSTA	41	131	1	0	0	0	0	0	0
MENOMINEE	9	0	0	0	0	0	0	0	0
MIDLAND	101	367	15	1	9	0	19	8	8
MISSAUKEE	0	71	3	0	0	0	4	2	1
MONROE	16	61	0	8	7	0	2	0	0
MONTCALM	9	90	7	0	0	0	0	0	0
MONTMORENCY	0	53	9	0	0	0	0	0	0
MUSKEGON	83	151	4	5	6	0	6	2	0
NEWAYGO	19	72	0	0	0	0	51	9	12
OAKLAND	16	37	30	3	12	7	12	5	1
OCEANA	9	69	0	0	0	0	6	3	1
OGEMAW	22	37	1	0	3	0	3	0	0

COUNTY	CRASHES INVESTIGATED ON TRUNK LINES	CRASHES INVESTIGATED ON SECONDARY ROADS	CRASHES INVESTIGATED IN VILLAGES OR CITIES	FATAL CRASHES INVESTIGATED ON TRUNK LINES	FATAL CRASHES INVESTIGATED ON SECONDARY ROADS	FATAL CRASHES INVESTIGATED IN VILLAGES OR CITIES	OWI ARRESTS INVOLVING ALCOHOL	OWI ARRESTS INVOLVING DRUGS	OPEN CONTAINER ARRESTS
ONTONAGON	18	5	0	0	0	0	0	0	0
OSCEOLA	96	20	0	0	0	0	0	0	0
OSCODA	32	28	0	0	0	0	13	13	0
OTSEGO	24	24	1	0	0	0	3	0	1
OTTAWA	65	349	45	8	16	0	2	0	2
PRESQUE ISLE	49	52	3	0	0	0	2	0	0
ROSCOMMON	17	7	4	0	0	0	2	1	1
SAGINAW	104	134	8	1	5	0	44	10	12
ST. CLAIR	36	156	0	1	2	0	4	1	1
ST. JOSEPH	230	173	3	0	1	0	3	29	0
SANILAC	87	120	10	1	0	0	1	0	0
SCHOOLCRAFT	3	2	4	0	0	0	2	4	0
SHIAWASSEE	9	109	0	0	0	0	0	0	0
TUSCOLA	32	76	4	1	0	0	2	2	0
VAN BUREN	31	90	0	0	0	0	12	0	0
WASHTENAW	0	197	8	1	5	1	6	0	0
WAYNE	0	140	20	0	0	0	4	0	1
WEXFORD	17	20	2	0	0	0	0	0	0
TOTALS	3,593	8,586	439	94	176	21	951	232	264

COUNTY	CRIME REPORTS FILED	CRIMINAL ARRESTS	MOTORIST ASSISTS	TOTAL LAW ENFORCEMENT ASSISTS OWN DEPARTMENT	TOTAL LAW ENFORCEMENT ASSISTS OTHER DEPARTMENTS	COMMUNITY SAFETY TRAINING SESSIONS	NUMBER OF CITIZENS ATTENDING SAFETY TRAINING	PATROL HOURS	NON-PATROL HOURS
ALCONA	227	30	15	409	42	0	0	955	791
ALGER	24	40	11	16	16	0	0	1,239	165
ALLEGAN	1,436	143	33	342	154	42	910	3,871	1,900
ALPENA	96	81	55	35	31	9	165	729	1,173
ANTRIM	114	31	2	19	16	4	6	712	207
ARENAC	27	20	16	90	9	0	0	1,107	711
BARAGA	2	2	5	14	81	0	0	832	332
BARRY	422	42	2	140	60	0	0	670	792
BAY	458	292	21	71	82	0	0	2,333	3,549
BENZIE	68	50	18	114	48	0	0	1,190	890
BERRIEN	12	2	650	0	3,195	0	0	1,900	1,172
BRANCH	27	40	24	41	50	6	32	1,439	520
CALHOUN	119	125	25	42	20	2	80	1,803	679
CASS	222	78	48	116	122	9	2,200	975	813
CHARLEVOIX	45	13	40	472	53	0	0	694	667
CHEBOYGAN	16	17	12	5	14	0	0	1,487	171
CHIPPEWA	88	104	27	36	60	0	0	3,168	1,254
CLARE	92	70	37	126	86	0	0	1,474	436
CLINTON	135	160	39	132	114	9	85	912	914
CRAWFORD	74	40	14	137	77	0	0	2,256	1,195
DELTA	21	183	27	309	144	0	0	2,647	1,534
DICKINSON	154	119	20	26	89	0	0	2,102	1,796
EATON	124	278	33	1,210	121	0	0	1,840	1,416
EMMET	132	72	0	194	52	0	0	813	1,481
GENESEE	160	178	27	416	286	2	200	4,920	840
GLADWIN	71	49	2	46	16	8	120	698	1,181
GOGEBIC	58	5	53	25	31	0	0	1,436	332
GRAND TRAVERSE	94	43	46	51	8	0	0	385	1,118
GRATIOT	959	101	6	0	16	0	0	5,480	3,183
HILLSDALE	0	0	56	103	24	18	516	885	809
HOUGHTON	167	103	38	3	47	0	0	1,473	1,068
HURON	62	21	15	18	28	0	0	957	1,022

COUNTY	CRIME REPORTS FILED	CRIMINAL ARRESTS	MOTORIST ASSISTS	TOTAL LAW ENFORCEMENT ASSISTS OWN DEPARTMENT	TOTAL LAW ENFORCEMENT ASSISTS OTHER DEPARTMENTS	COMMUNITY SAFETY TRAINING SESSIONS	NUMBER OF CITIZENS ATTENDING SAFETY TRAINING	PATROL HOURS	NON-PATROL HOURS
INGHAM	130	86	201	675	197	5	465	2,768	3,708
IONIA	31	21	18	99	42	5	800	807	666
IOSCO	46	7	12	1	35	0	0	1,972	407
IRON	49	48	41	154	129	4	390	1,904	0
ISABELLA	25	0	33	21	14	0	0	345	412
JACKSON	278	178	53	163	87	0	0	1,392	1,634
KALAMAZOO	127	184	120	205	31	0	0	2,294	877
KALKASKA	134	128	9	58	13	3	86	1,693	115
KENT	51	51	20	113	20	9	317	1,300	4,282
KEWEENAW	10	6	25	13	12	0	0	1,054	893
LAKE	73	30	18	23	11	1	75	281	298
LAPEER	106	122	65	158	125	9	0	1,463	953
LEELANAU	19	5	13	19	8	0	0	1,178	564
LENAWEE	45	46	19	42	52	0	0	1,243	528
LIVINGSTON	305	100	274	216	37	4	100	1,433	2,179
LUCE	46	4	1	3	13	0	0	444	92
MACKINAC	17	3	5	16	64	0	0	541	568
MACOMB	187	102	100	376	63	11	340	3,244	2,588
MANISTEE	131	124	19	1	0	0	0	1,452	667
MARQUETTE	486	167	84	125	158	14	409	2,128	1,022
MASON	205	38	24	71	115	0	0	1,552	115
MECOSTA	1	30	39	41	11	0	0	1,453	323
MENOMINEE	18	25	9	13	97	0	0	888	538
MIDLAND	207	85	23	392	42	75	4,851	2,023	923
MISSAUKEE	155	54	46	94	61	0	0	1,317	569
MONROE	31	12	9	29	9	0	0	2,372	2,022
MONTCALM	69	18	53	33	56	6	1,268	978	835
MONTMORENCY	103	19	7	7	6	0	0	1,107	906
MUSKEGON	172	15	81	367	95	22	1,487	3,092	1,559
NEWAYGO	238	155	8	3	34	0	0	1,599	1,400
OAKLAND	6	27	65	192	69	10	605	5,283	4,914
OCEANA	423	76	36	58	43	0	0	684	1,030
OGEMAW	88	77	32	55	31	0	0	721	1,165

COUNTY	CRIME REPORTS FILED	CRIMINAL ARRESTS	MOTORIST ASSISTS	TOTAL LAW ENFORCEMENT ASSISTS OWN DEPARTMENT	TOTAL LAW ENFORCEMENT ASSISTS OTHER DEPARTMENTS	COMMUNITY SAFETY TRAINING SESSIONS	NUMBER OF CITIZENS ATTENDING SAFETY TRAINING	PATROL HOURS	NON-PATROL HOURS
ONTONAGON	20	5	15	8	13	0	0	588	6
OSCEOLA	0	0	56	28	17	0	0	959	337
OSCODA	85	73	22	13	22	0	0	642	458
OTSEGO	115	54	10	64	65	3	70	294	1,513
OTTAWA	158	107	336	0	0	20	378	3,200	186
PRESQUE ISLE	87	20	10	121	32	0	0	851	1,018
ROSCOMMON	116	108	164	54	81	3	75	571	750
SAGINAW	182	201	34	245	65	0	0	2,533	688
ST. CLAIR	59	105	97	211	75	0	0	1,176	328
ST. JOSEPH	1,227	59	8	5	60	0	0	2,181	2,061
SANILAC	81	98	2	409	14	0	0	1,502	392
SCHOOLCRAFT	12	2	13	4	9	0	0	567	345
SHIAWASSEE	147	43	37	57	57	74	1,126	1,283	565
TUSCOLA	17	7	4	9	29	8	203	939	948
VAN BUREN	418	102	38	179	100	0	0	945	2,241
WASHTENAW	32	10	25	0	1	10	235	1,295	911
WAYNE	280	80	163	615	536	0	0	7,551	1,788
WEXFORD	35	15	6	40	21	0	0	279	207
TOTALS	12,789	5,664	4,019	10,655	8,169	405	17,594	132,743	87,604

Information obtained from the Semi-Annual Reports submitted by the counties.  
All statistics generated by Secondary Road Patrol Officers unless otherwise noted.





Sanilac County

