



# Secondary Road Patrol and Traffic Accident Prevention Program

ANNUAL REPORT FY2019

Michigan | Public Act 416 of 1978, as amended | Department of State Police



State of Michigan

Department of State Police

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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 2019 Quick Facts

In FY2019, the Secondary Road Patrol (SRP) program funded 115.4 deputies compared with 119.1 in FY2018.

SRP deputies generated 79,436 vehicle stops, resulting in 1,285 impaired drivers being removed from Michigan's roadways, 49,943 traffic citations, 5,210 criminal arrests, and 19,393 assists to other officers. SRP deputies also responded to 12,457 criminal complaints and aided 3,693 motorists in need of assistance.

SRP deputies investigated 13,184 traffic crashes, including 9,050 on secondary roads, 3,696 on state trunk lines, and 438 in villages and cities.

SRP deputies investigated 137 fatal traffic crashes on secondary roads, 74 fatal crashes on state trunk lines, and 8 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 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 and Budget Office of Criminal Justice to the Michigan Department of State Police (MSP) Office of Highway Safety Planning (OHSP).

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 26.

### 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.
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 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 November 29, 2018, the Michigan Legislature adopted House Concurrent Resolution No. 26 exempting all Michigan counties from the MOE requirement for FY2019 due to economic hardship.



## Secondary Road Patrol FY2019 Allocation

2019 Total State Allocation \$9,500,000

County	Allocation Percentage	MOE Requirement	County Allocation
Alcona	0.393	4.0	37,335
Alger	0.322	0.0	30,590
Allegan	1.216	18.0	115,520
Alpena	0.578	1.0	54,910
Antrim	0.465	7.0	34,875
Arenac	0.396	3.0	37,620
Baraga	0.310	0.0	29,450
Barry	0.692	11.0	65,740
Bay	1.499	23.0	142,405
Benzie	0.353	4.0	33,535
Berrien	2.075	24.0	197,125
Branch	0.747	13.0	70,965
Calhoun	1.762	17.0	167,390
Cass	0.766	14.0	72,770
Charlevoix	0.442	7.0	41,990
Cheboygan	0.563	2.0	53,485
Chippewa	0.706	6.0	67,070
Clare	0.531	4.0	50,445
Clinton	0.857	9.0	81,415
Crawford	0.369	3.0	35,055
Delta	0.696	5.0	66,120
Dickinson	0.491	3.0	46,645
Eaton	1.090	17.0	103,550
Emmet	0.514	10.0	48,830
Genesee	4.380	21.0	416,100
Gladwin	0.467	5.0	44,365
Gogebic	0.415	6.0	39,425
Grand Traverse	0.836	19.0	79,420
Gratiot	0.782	7.0	74,290

County	Allocation Percentage	MOE Requirement	County Allocation
Hillsdale	0.758	9.0	72,010
Houghton	0.570	4.0	54,150
Huron	0.838	13.0	79,610
Ingham	2.310	12.0	219,450
Ionia	0.749	9.0	71,155
Iosco	0.626	10.5	59,470
Iron	0.389	1.0	36,955
Isabella	0.782	7.0	74,290
Jackson	1.926	24.0	182,970
Kalamazoo	2.010	27.0	190,950
Kalkaska	0.435	4.0	41,325
Kent	4.123	77.0	391,685
Keweenaw	0.188	2.0	17,860
Lake	0.422	4.0	40,090
Lapeer	0.925	7.0	87,875
Leelanau	0.389	7.0	36,955
Lenawee	1.221	24.0	115,995
Livingston	1.032	15.0	98,040
Luce	0.279	0.0	26,505
Mackinac	0.366	5.0	34,770
Macomb	5.173	68.0	491,435
Manistee	0.569	5.0	54,055
Marquette	0.906	11.0	86,070
Mason	0.555	10.0	52,725
Mecosta	0.597	2.5	56,715
Menominee	0.650	2.0	61,750
Midland	0.833	19.0	79,135
Missaukee	0.415	1.0	39,425
Monroe	1.733	36.0	164,635
Montcalm	0.836	13.0	79,420
Montmorency	0.352	6.0	33,440

County	Allocation Percentage	MOE Requirement	County Allocation
Muskegon	1.590	23.0	151,050
Newaygo	0.774	12.0	73,530
Oakland	8.459	48.0	803,605
Oceana	0.562	8.0	53,390
Ogemaw	0.461	4.0	43,795
Ontonagon	0.356	6.0	33,820
Osceola	0.486	0.0	46,170
Oscoda	0.360	4.0	34,200
Otsego	0.448	9.0	42,560
Ottawa	1.907	23.0	181,165
Presque Isle	0.427	5.0	40,565
Roscommon	0.455	11.0	43,225
Saginaw	2.472	25.0	234,840
St. Clair	1.629	18.0	154,755
St. Joseph	.0801	10.0	76,095
Sanilac	0.899	10.0	85,405
Schoolcraft	0.301	0.0	28,595
Shiawassee	0.917	15.0	87,115
Tuscola	0.967	11.0	91,865
Van Buren	0.901	0.0	85,595
Washtenaw	2.196	34.0	208,620
Wayne	14.407	60.0	1,368,665
Wexford	0.555	9.0	52,725
TOTALS	100.000		9,500,00

## 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 2019, 74 sheriffs indicated involvement in county and area law enforcement associations or councils for purposes of coordinating criminal justice intelligence data, traffic problems of mutual concern, and investigative deployment in conjunction with undercover operations.

Eighty-two 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 2019 were:

- Firearms/weapons
- Legal updates
- 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 2019, 134,950 hours of instruction were provided to 3,031 deputies. Eighty-two 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.

## 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:

- Create a secure computer blog to aid in passing of critical information down to officers working road patrol. Road patrol would be able to log in and see notes or information left by surrounding agencies and information would be quickly available for reference later.
- Coordinate schedules between the MSP and the county to have the most possible coverage to the citizens of the county.
- All law enforcement areas within the county should continue to meet regularly.

### IMPROVING LAW ENFORCEMENT TRAINING

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

- Beyond the stop/interdiction
- Report writing
- Commercial motor vehicles
- Domestic/juvenile/spouse abuse
- De-escalation

### IMPROVING LAW ENFORCEMENT COMMUNICATION

Most participating sheriffs indicated a need for continued development of communication systems. Deputies in 20 counties reported being unable to communicate with their radio dispatcher from their patrol vehicle, with 1–25 percent of the county area not reliably covered. Deputies in 34 counties reported being unable to communicate when using portable radios, with 2–97 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 mobile equipment
- Additional system-wide equipment
- Additional portable equipment
- 800 MHz digital

### IMPROVING SERVICES PROVIDED

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

- Maintain funding which is crucial to providing road patrol and safety enforcement services.
- An increase in funding.
- Yearly refresher training pertaining to traffic law, Operating While Intoxicated (OWI)/Operating Under the Influence of Drugs (OUID) enforcement, officer safety, etc.
- Make some of the MSP's used patrol cars available to the SRP program so a quality used vehicle could be obtained without cost or at minimal cost.

## Background Information

### NUMBER OF COUNTIES

This report includes MOE and crash data from all 83 Michigan counties. The activity data for FY2019 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.

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 2019, the activity was compiled according to the state fiscal year, October 1, 2018 through September 30, 2019.

### 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.

### 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, 2014, and 2019.

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 FY2019, an allocation of \$9.5 million was made available to all Michigan counties.

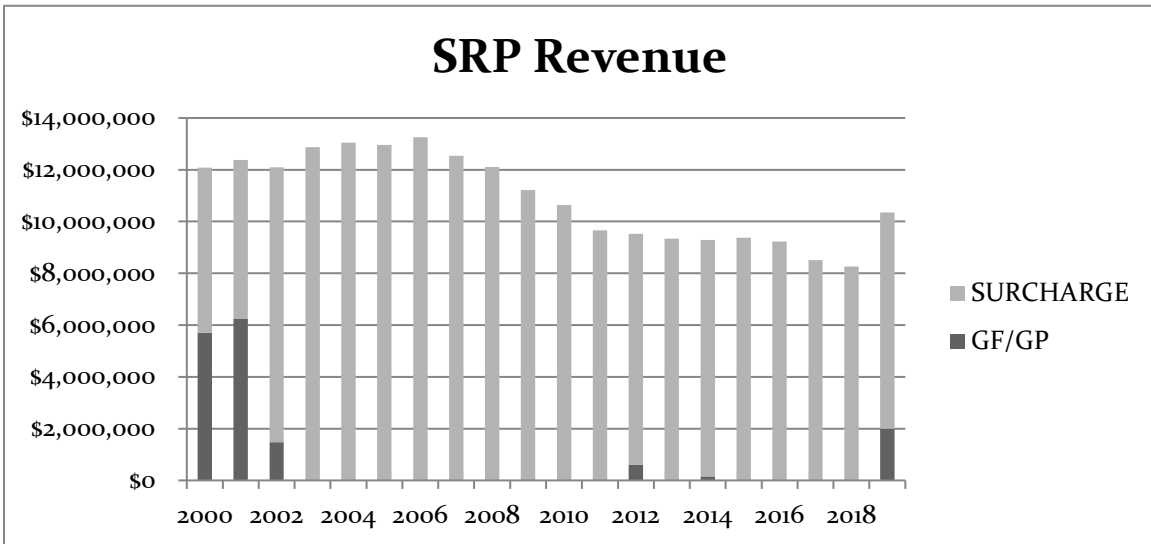


## SRP APPROPRIATION HISTORY

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
2008		\$14,029,900	\$14,029,900

Fiscal Year	General Fund Appropriation	Restricted Fund Appropriation	Total Appropriation
2009		\$14,030,100	\$14,030,100
2010		\$14,034,500	\$14,034,500
2011		\$14,037,000	\$14,037,000
2012	\$600,000	\$14,041,600	\$14,641,600
2013		\$14,060,200	\$14,060,200
2014	\$150,000	\$11,064,200	\$11,214,200
2015		\$11,066,100	\$11,066,100
2016		\$11,065,700	\$11,065,700
2017		\$11,068,000	\$11,068,000
2018		\$11,069,300	\$11,069,300
2019	\$2,000,000	\$11,072,200	\$13,072,200

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 GF appropriation was decreased for 2002 and was eliminated in 2003. Supplemental appropriations were approved in 2012, 2014, and 2019.



## PERSONNEL

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

Number of Road Patrol Deputies in FY2019	2,479.5
SRP Funded	115.4
County Funded	2,364.2

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
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	1,294
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

Fiscal Year	Program Year	SRP Deputies	County-Funded Deputies
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
2019	41 <sup>st</sup>	115.4	2,364.2

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.

## 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 34 is based on program reports submitted by each participating sheriff's office for FY2019. 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.

D/Cpl. Douglas McMullen's commitment to making the roads of Washtenaw County as safe as possible was recognized during the MSA Fall Training Conference when McMullen received the 2019 Secondary Road Patrol – 416 Deputy of the Year Award. McMullen has been with the Washtenaw County Sheriff's Office for 20 years and has performed SRP/416 duties for 15 of those years.



*D/Cpl. McMullen and wife Stacie accept the 416 Deputy of the Year badge*

To further honor his commitment to traffic safety, Detective Corporal McMullen actively participates in impaired driving investigations as a drug recognition expert, staff training events to better inform his fellow deputies, and outreach programs to engage community members.

Detective Corporal McMullen's work performance, initiative, and community relations 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 will also 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 deputies are performing traffic-related duties on secondary roads the majority of the time.

In FY2019, 83 counties' financial activities were monitored through in-office desk reviews, and 30 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.

## Traffic Crashes

At the time of this report, complete crash data was available through December 31, 2018.

Vehicle miles traveled were up 0.63 percent to 102.40 billion, motor vehicle registrations decreased to 0.56 percent to 8.45 million, and the number of licensed drivers was up 0.30 percent to 7.22 million. Compared with 2017, injuries were down 3.26 percent and total crashes were down 0.67 percent. These figures translated into a fatality rate of 0.95 per 100 million miles of travel, down 5.84 percent from 2017, and above the 10-year average of 0.98 (2009-2018).

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, 43.5 percent involved at least one impaired operator, bicyclist, or pedestrian. There were 974 people killed and 75,838 people injured in 312,798 reported motor vehicle traffic crashes in Michigan during 2018.

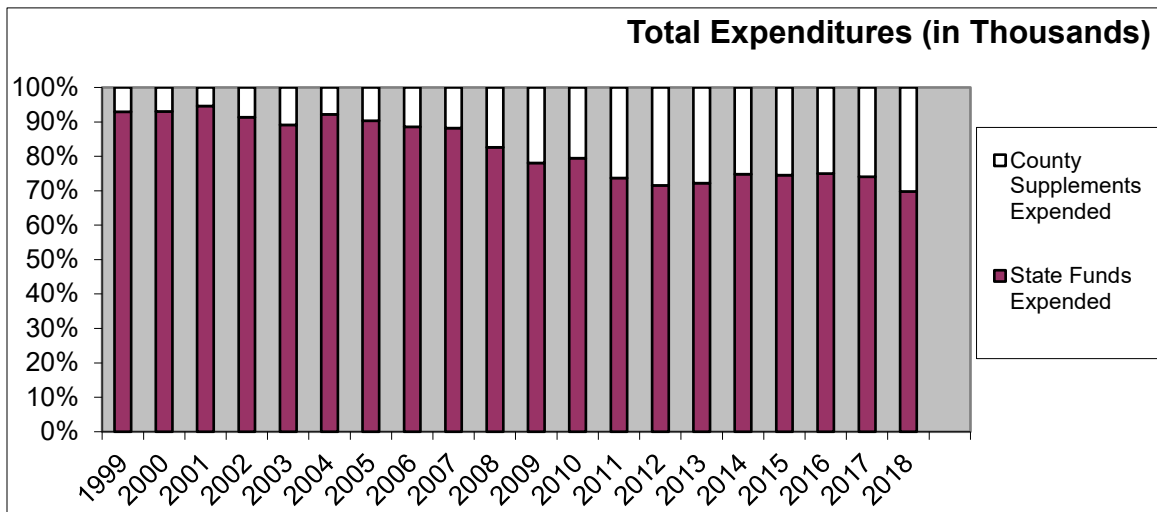
## SRP Program Expenditures

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 FY2019, the total reported program expenditures, including SRP state program funds and reported contributions of county funds, was \$12,465,140.09. This supported the full-time equivalent of 115.4 SRP deputies and related expenses, including personnel costs, salaries, equipment, vehicle maintenance, uniform allowances, and travel, equating to a total cost per deputy of \$108,016.81

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.

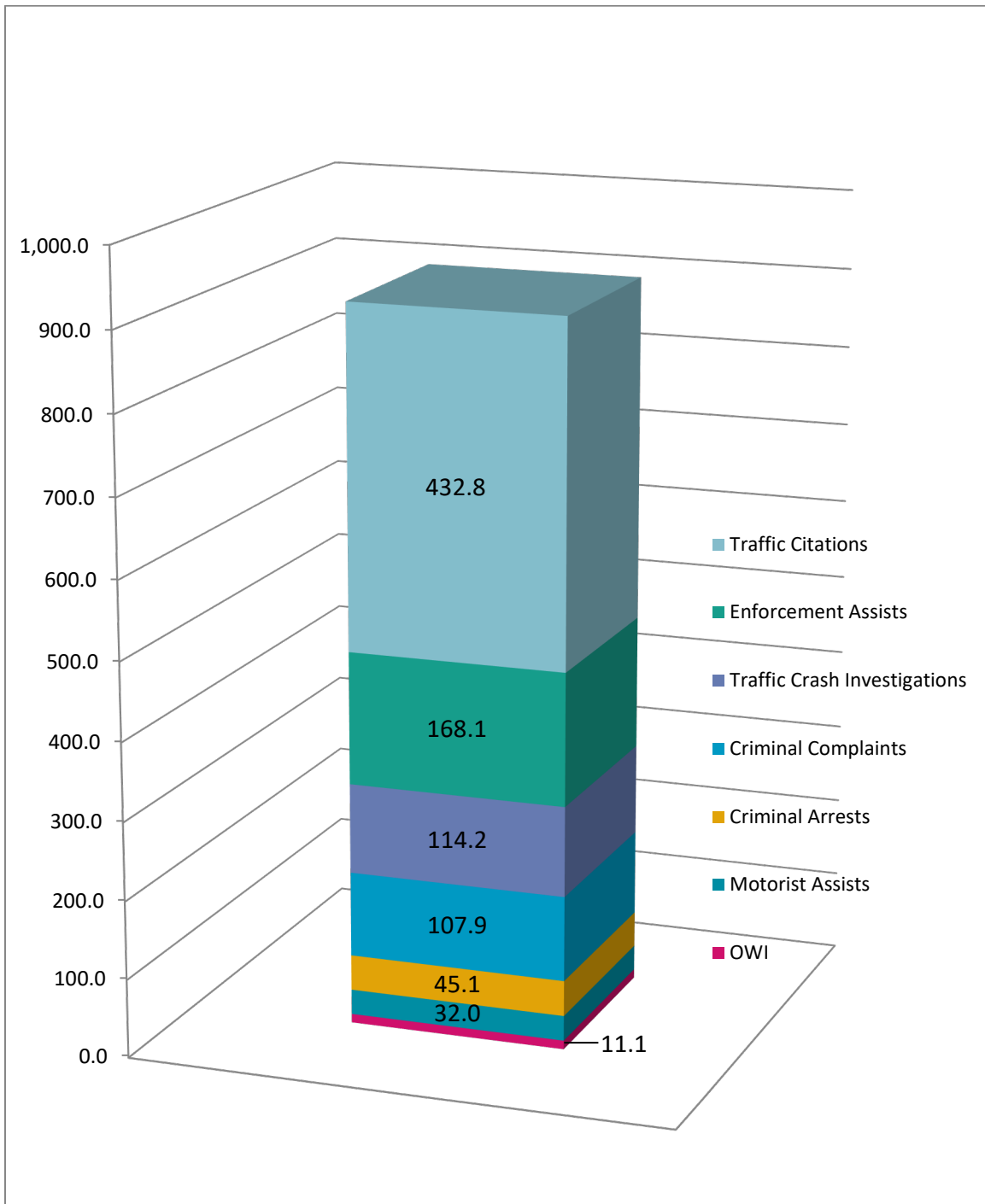
The amount of county supplemental funds, which is included in the total reported program expenditures, can also fluctuate widely from year-to-year. Some counties choose to report only personnel and a few related expenses while absorbing the rest of the cost of the SRP program into the overall county 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 FY2019



**CUMULATIVE SRP PROGRAM FIGURES FOR PARTICIPATING COUNTIES IN  
FY2019**

<b>MILES OF PATROL</b>	<b>2,387,210</b>
<b>TRAFFIC STOPS</b>	79,436
<b>VERBAL WARNINGS</b>	39,100
<b>TRAFFIC CITATIONS</b>	49,943
<b>TRAFFIC CRASH INVESTIGATIONS</b>	13,184
<b>OWI ARRESTS INVOLVING ALCOHOL</b>	1,065
<b>OWI ARRESTS INVOLVING DRUGS</b>	220
<b>CRIMINAL REPORTS</b>	12,457
<b>CRIMINAL ARRESTS</b>	5,210
<b>MOTORIST ASSISTS</b>	3,693
<b>LAW ENFORCEMENT ASSISTS TO THEIR OWN AGENCY</b>	11,443
<b>LAW ENFORCEMENT ASSISTS TO OTHER AGENCIES</b>	7,949
<b>CALLS FOR ASSISTANCE IN COUNTY PARKS</b>	120.8
<b>CITATIONS IN COUNTY PARKS</b>	1,221
<b>NON-TRAFFIC ARRESTS IN COUNTY PARKS</b>	267
<b>COMMUNITY SAFETY TRAINING SESSIONS</b>	473
<b>CITIZENS INSTRUCTED</b>	13,309

## 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 one percent annually 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.

## 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.

(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.

#### 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, village, 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>1</sup>	% OF TOTAL BUDGET
PERSONNEL	11,946,072	85.4%
AUTOMOTIVE	957,574	6.9%
EQUIPMENT	657,848	4.7%
OPERATING EXPENSE	213,144	1.5%
INDIRECT COSTS	210,857	1.5%
TOTAL	13,985,495	100%

### 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
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

<sup>1</sup> Includes state funds and county supplements.

<b>Fiscal Year</b>	<b>State Funds Available to Counties</b>	<b>State Funds Expended by Counties</b>	<b>County Contributions Expended</b>
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	3,538,500
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
2019	9,500,000	9,171,342	3,293,798



## 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
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
2019	114.2	11.1	32.0	45.1	107.9	168.1

## 2017 – 2018 MICHIGAN TRAFFIC CRASH FACTS

### Statewide Summary: 1 Year Trends

Time Period	2017	2018	Percent of Change
<b>Number of Crashes</b>			
Fatal Crashes	937	905	(3.4)
Personal Injury Crashes	57,263	55,340	(3.4)
Property Damage Crashes	256,721	256,553	(0.1)
Total	314,921	312,798	(0.7)
<b>Alcohol-Involved Crashes</b>			
Fatal Crashes	320	287	(10.3)
Personal Injury Crashes	4,110	3,901	(5.1)
Property Damage Crashes	5,835	5,598	(4.1)
Total	10,265	9,786	(4.7)
<b>Fatal Crashes</b>			
Had Been Drinking	320	287	(10.3)
Had Not Been Drinking/Not Known if Drinking	617	618	0.2
<b>Persons in Crashes</b>			
Killed	1,028	974	(5.3)
Injured	78,394	75,838	(3.3)
Not Injured	507,151	503,707	(0.7)
Unknown Injury	50,226	49,654	(1.1)
Total	636,799	630,173	(1.0)
<b>Persons in Alcohol-Involved Crashes</b>			
Killed	359	315	(12.3)
Injured	5,685	5,392	(5.2)
Not Injured	11,865	11,435	(3.6)
Unknown Injury	1,217	1,271	4.4
Total	19,126	18,413	(3.7)

(publications.michigantrafficcrashfacts.org/2018/MTCFVol1.pdf)

2019 SECONDARY ROAD PATROL SUMMARY FROM SEMI-ANNUAL REPORTS

County	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 Stops by SRP Funded Officers	Total Stops by County Funded Officers
ALCONA	10	9	1	25,954	190,272	254	910
ALGER	7	0	0.41	6,944	0	46	0
ALLEGAN	53	40	3	83,428	755,660	3,763	12,650
ALPENA	17	17.25	1	24,822	149,149	332	1,111
ANTRIM	22	16	0.5	13,035	249,260	341	1,937
ARENAC	14.25	8.25	1	21,175	119,130	1,158	3,304
BARAGA	5	4	0.5	13,289	27,983	237	235
BARRY	31	14	1	20,606	112,924	718	1,191
BAY	41.25	38.25	3	62,349	431,504	3,380	11,259
BENZIE	15.75	10	1	23,835	152,997	450	1,214
BERRIEN	136.75	66.75	2	39,747	605,779	1,324	6,287
BRANCH	14	8	1	24,202	238,395	1,446	1,679
CALHOUN	83	38.5	2	31,302	175,307	1,063	5,441
CASS	21	18	1	18,268	328,311	335	1,730
CHARLEVOIX	26	22	0.5	16,456	252,042	180	1,368
CHEBOYGAN	38	12	0.9	24,921	208,343	483	2,205
CHIPPEWA	22	6	2	45,500	277,359	621	586
CLARE	31.5	15.5	1	19,863	265,565	517	1,328

County	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 Stops by SRP Funded Officers	Total Stops by County Funded Officers
CLINTON	26	16	1	27,397	406,191	1,125	13,295
CRAWFORD	21	13	1	23,258	146,952	366	2,212
DELTA	14.5	8.5	1	59,426	128,730	1,345	1,041
DICKINSON	14	9.7	1.6	24,788	78,278	498	680
EATON	62.25	35.5	2	43,113	Not reported	932	1,782
EMMET	26.25	17.25	1	23,484	238,315	316	1,025
GENESEE	268	118	3.25	39,386	252,915	1,447	5,489
GLADWIN	15.5	8.5	1	21,131	126,197	360	1,375
GOGEBIC	24	15.5	0.5	10,580	163,709	183	1,311
GRAND TRAVERSE	67	52	1	23,351	837,795	1,457	10,481
GRATIOT	30	25.5	2	65,004	401,274	2,003	9,090
HILLSDALE	24	14	1	19,279	62,982	1,028	855
HOUGHTON	16	14	2	30,337	113,117	576	633
HURON	31	13	0.82	10,264	360,354	125	1,552
INGHAM	90	38	3	81,314	480,812	1,480	4,823
IONIA	28.25	16.15	0.85	17,187	264,226	287	3,662
IOSCO	6	2	0.7	19,042	36,505	234	109
IRON	10	6	1	16,027	68,380	315	132

County	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 Stops by SRP Funded Officers	Total Stops by County Funded Officers
ISABELLA	15	14	1	19,195	231,036	204	1,470
JACKSON	52.75	40.75	1.5	33,361	674,455	1,782	9,499
KALAMAZOO	162	40	2	31,525	589,337	1,692	7,601
KALKASKA	17.5	9	1	18,812	221,633	674	358
KENT	504.5	149.5	3	61,149	1,768,482	1,505	22,133
KEWEENAW	19.5	5.5	0.5	21,440	82,449	64	136
LAKE	20.75	11	0.5	11,540	200,035	203	2,023
LAPEER	81.75	42	1	20,304	562,089	1,582	9,891
LEELANAU	20	13	1	27,494	330,216	544	2,454
LENAWEE	41	27	1	29,303	532,117	1,087	5,045
LIVINGSTON	58	32	2	36,924	593,697	1,897	4,425
LUCE	5.75	3	0.4	7,509	51,152	373	789
MACKINAC	14.5	8.25	0.5	10,279	234,638	209	1,493
MACOMB	274.5	180.5	3	37,655	633,000	2,168	19,144
MANISTEE	10.75	9.75	1	34,871	156,873	1,303	1,327
MARQUETTE	24	11	2	36,448	176,224	722	1,704
MASON	21.25	21.25	1	22,730	239,125	433	3,082
MECOSTA	23	16	1	22,960	306,926	810	3,199
MENOMINEE	15	10	1	17,894	282,683	98	873

County	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 Stops by SRP Funded Officers	Total Stops by County Funded Officers
MIDLAND	40	25	1.5	38,995	377,027	1,330	5,225
MISSAUKEE	11	7	0.3	22,780	198,325	338	1,484
MONROE	75.5	46	2	40,536	Not reported	678	4,453
MONTCALM	17	12	1	21,605	225,235	679	1,686
MONTMORENCY	12.5	12.5	0.39	11,306	163,135	34	858
MUSKEGON	74	24	2	42,682	774,938	526	2,477
NEWAYGO	27	15	1	17,675	273,754	234	2,778
OAKLAND	799.25	361.75	5	94,520	Not reported	4,869	Not reported
OCEANA	21	11	1	18,978	278,999	196	2,052
OGEMAW	18.25	9.5	1	16,798	98,038	284	8,903
ONTONAGON	6	6	0.5	15,701	57,016	1	270
OSCEOLA	20	12	1	24,448	160,237	69	1,028
OSCODA	14	9.75	1	10,872	168,991	52	755
OTSEGO	10.5	8.5	1	5,247	127,060	15	1,617
OTTAWA	142.75	63	2	36,695	764,360	1,941	8,888
PRESQUE ISLE	12	9	0.9	23,583	136,399	387	1,007
ROSCOMMON	18	17	1	21,281	288,051	489	4,090
SAGINAW	58	34	2	35,801	991,924	1,001	4,374
ST. CLAIR	79	49.5	1	19,855	Not reported	1,028	Not reported

County	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 Stops by SRP Funded Officers	Total Stops by County Funded Officers
ST. JOSEPH	29	20	2	28,461	158,783	1,261	1,893
SANILAC	26.25	14.75	0.93	30,094	335,699	1,442	2,883
SCHOOLCRAFT	15.75	2.8	0.355	5,892	7,537	62	58
SHIAWASSEE	25	15	1	26,610	147,515	3,403	2,002
TUSCOLA	27	13	1	28,098	252,268	952	2,636
VAN BUREN	71	25	2	38,970	562,243	867	4,489
WASHTENAW	147	106	1.15	22,280	42,761	1,057	638
WAYNE	684	11	8.4	99,995	53,075	8,033	1,769
WEXFORD	22.5	14.5	1	15,995	Not reported	133	Not reported
<b>TOTALS</b>	5,247.0	2,364.2	115.4	2,387,210	23,216,249	79,436	278,942

County	Total Verbal by SRP Officers	Total Verbal by County Officers	Total Citations by SRP Officers	Total Citations by County Officers	Total Citations in County Parks	Non-Traffic Arrests in County Parks	Calls for Assistance in County Parks
ALCONA	182	712	130	267	0	0	0
ALGER	29	0	27	0	0	0	0
ALLEGAN	1,696	10,320	2,724	4,383	0	0	0
ALPENA	268	1,074	73	211	0	0	1
ANTRIM	265	1,411	126	557	0	0	1
ARENAC	700	1,758	518	2,035	0	0	0
BARAGA	147	251	50	47	0	0	0
BARRY	933	1,010	458	277	0	0	0
BAY	865	8,385	2,515	2,882	0	0	0
BENZIE	403	955	47	259	0	0	0
BERRIEN	882	5,305	1,008	2,862	2	4	26
BRANCH	598	22	2,037	1,224	0	0	0
CALHOUN	287	1,337	835	3,012	0	0	0
CASS	90	1,348	307	602	0	0	0
CHARLEVOIX	146	1,092	34	276	0	1	1
CHEBOYGAN	150	2,119	286	624	0	0	1.8
CHIPPEWA	470	464	132	220	0	0	0
CLARE	258	984	259	344	0	0	0
CLINTON	535	4,979	629	8,742	0	0	14
CRAWFORD	237	1,542	162	1,209	0	16	0



County	Total Verbal by SRP Officers	Total Verbal by County Officers	Total Citations by SRP Officers	Total Citations by County Officers	Total Citations in County Parks	Non-Traffic Arrests in County Parks	Calls for Assistance in County Parks
DELTA	1,119	948	255	203	0	0	0
DICKINSON	468	595	141	168	0	0	0
EATON	848	1,531	264	251	0	0	0
EMMET	275	740	41	285	0	0	1
GENESEE	1,257	4,483	167	857	0	0	0
GLADWIN	277	979	177	530	0	0	0
GOGEBIC	138	487	43	497	0	0	3
GRAND TRAVERSE	463	8,530	985	1,919	0	0	0
GRATIOT	919	6,769	1,239	3,891	0	0	0
HILLSDALE	875	701	163	321	0	0	0
HOUGHTON	437	509	139	124	0	0	0
HURON	128	1,926	36	483	0	0	0
INGHAM	741	3,500	727	1,663	146	38	6
IONIA	225	2,949	88	1,086	0	0	0
IOSCO	198	67	40	69	0	0	0
IRON	266	117	49	13	0	0	0
ISABELLA	218	568	88	352	0	0	0
JACKSON	981	6,836	917	2,663	0	1	1
KALAMAZOO	591	7,697	1,854	3,620	0	0	0

County	Total Verbal by SRP Officers	Total Verbal by County Officers	Total Citations by SRP Officers	Total Citations by County Officers	Total Citations in County Parks	Non-Traffic Arrests in County Parks	Calls for Assistance in County Parks
KALKASKA	484	16	226	378	0	0	0
KENT	410	6,990	1,279	14,870	0	0	0
KEWEENAW	56	106	8	30	0	0	0
LAKE	159	1,522	43	808	0	0	0
LAPEER	821	4,646	281	1,636	0	0	0
LEELANAU	356	2,172	210	437	0	0	0
LENAWEE	170	9,320	1,174	2,288	0	0	0
LIVINGSTON	230	2,110	1,703	2,315	0	0	0
LUCE	293	816	105	199	0	0	0
MACKINAC	157	1,146	98	631	0	0	0
MACOMB	494	1,009	1,747	14,045	0	0	0
MANISTEE	1,111	1,108	144	197	0	0	0
MARQUETTE	574	1,421	456	738	0	0	1
MASON	264	2,920	167	537	5	0	0
MECOSTA	592	1,698	181	819	0	0	0
MENOMINEE	98	768	22	250	0	0	0
MIDLAND	886	2,812	444	2,413	0	0	0
MISSAUKEE	262	1,386	65	325	0	0	0
MONROE	142	Not reported	658	2,402	0	0	0
MONTCALM	271	1,340	557	483	0	0	0

County	Total Verbal by SRP Officers	Total Verbal by County Officers	Total Citations by SRP Officers	Total Citations by County Officers	Total Citations in County Parks	Non-Traffic Arrests in County Parks	Calls for Assistance in County Parks
MONTMORENCY	26	699	9	159	0	0	7
MUSKEGON	327	1,528	214	1,045	0	0	0
NEWAYGO	197	2,316	39	462	0	0	1
OAKLAND	593	12,622	6,256	40,964	0	0	0
OCEANA	144	1,646	63	379	0	0	0
OGEMAW	164	432	160	7,423	0	0	0
ONTONAGON	1	252	0	41	0	0	1
OSCEOLA	68	739	21	316	0	0	0
OSCODA	40	613	16	89	0	0	0
OTSEGO	14	1,255	5	627	0	0	0
OTTAWA	376	6,269	1,947	3,624	0	0	0
PRESQUE ISLE	297	820	105	217	0	0	0
ROSCOMMON	455	4,262	192	622	0	23	0
SAGINAW	716	3,036	381	1,778	0	0	0
ST. CLAIR	563	Not reported	614	Not reported	0	0	0
ST. JOSEPH	391	983	1,267	1,489	0	0	0
SANILAC	941	2,516	566	673	0	0	0
SCHOOLCRAFT	46	53	11	13	0	1	0
SHIAWASSEE	1,553	720	1,850	1,283	0	0	0
TUSCOLA	512	1,739	526	1,740	0	0	0

<b>County</b>	<b>Total Verbal by SRP Officers</b>	<b>Total Verbal by County Officers</b>	<b>Total Citations by SRP Officers</b>	<b>Total Citations by County Officers</b>	<b>Total Citations in County Parks</b>	<b>Non-Traffic Arrests in County Parks</b>	<b>Calls for Assistance in County Parks</b>
<b>VAN BUREN</b>	756	4,589	553	1,249	0	0	0
<b>WASHTENAW</b>	132	24	718	300	8	0	7
<b>WAYNE</b>	3,284	1,006	5,024	1,012	1060	183	48
<b>WEXFORD</b>	109	Not reported	68	Not reported	Not reported	Not reported	Not reported
<b>TOTALS</b>	39,100	186,425	49,943	160,334	1221	267	120.8

County	Crashes on Trunk Lines	Crashes on Secondary Roads	Crashes in Villages or Cities	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	47	1	0	0	0	6	1	4
ALGER	8	4	0	0	0	0	1	0	0
ALLEGAN	76	142	13	1	0	0	39	4	18
ALPENA	5	2	3	0	1	0	2	1	0
ANTRIM	19	30	0	0	0	0	10	2	2
ARENAC	22	31	9	1	0	0	1	0	3
BARAGA	18	10	7	0	0	0	10	2	7
BARRY	31	73	0	2	6	0	51	1	0
BAY	52	128	10	0	0	0	5	2	1
BENZIE	21	30	8	2	1	0	4	2	1
BERRIEN	432	985	44	3	5	0	146	16	63
BRANCH	1	57	0	0	0	0	0	0	0
CALHOUN	16	200	10	5	7	0	4	3	0
CASS	10	150	1	1	0	0	7	0	0
CHARLEVOIX	19	47	0	0	0	0	5	0	0
CHEBOYGAN	38	32	4	0	0	0	1	0	0
CHIPPEWA	27	24	0	1	0	0	21	5	8
CLARE	43	35	1	4	0	0	18	2	4
CLINTON	58	186	13	4	2	0	26	9	33

County	Crashes on Trunk Lines	Crashes on Secondary Roads	Crashes in Villages or Cities	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
CRAWFORD	54	79	3	0	0	0	11	0	6
DELTA	66	50	1	0	0	0	16	4	3
DICKINSON	31	36	3	0	0	0	10	6	1
EATON	82	166	8	1	1	0	27	5	3
EMMET	48	153	10	0	0	0	22	1	0
GENESEE	1	102	2	1	5	0	4	0	0
GLADWIN	34	64	0	0	0	0	6	1	1
GOGEBIC	9	7	6	0	0	0	0	1	0
GRAND TRAVERSE	73	189	0	0	0	0	3	0	1
GRATIOT	63	117	2	0	3	0	8	3	5
HILLSDALE	35	141	18	3	13	1	8	2	2
HOUGHTON	11	19	0	0	0	0	20	1	1
HURON	50	57	1	0	0	0	5	2	0
INGHAM	211	264	14	4	4	1	40	6	7
IONIA	32	49	1	0	1	0	6	0	2
IOSCO	0	7	0	0	0	0	0	0	0
IRON	36	23	4	0	0	0	7	2	0
ISABELLA	35	150	24	1	1	0	1	2	0

County	Crashes on Trunk Lines	Crashes on Secondary Roads	Crashes in Villages or Cities	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
JACKSON	32	236	10	0	0	0	7	0	2
KALAMAZOO	53	382	7	0	1	0	10	3	0
KALKASKA	0	41	4	0	0	0	17	8	4
KENT	11	58	0	3	17	0	2	0	0
KEWEENAW	6	5	1	0	0	0	1	0	0
LAKE	17	27	7	0	2	0	2	0	0
LAPEER	4	89	3	0	11	2	11	16	2
LEELANAU	29	40	3	1	0	0	1	1	0
LENAWEE	6	32	0	0	0	0	4	0	1
LIVINGSTON	220	324	1	2	7	0	3	1	0
LUCE	4	2	1	0	0	0	1	0	0
MACKINAC	11	4	0	0	0	0	2	0	0
MACOMB	437	892	11	4	9	2	247	53	12
MANISTEE	0	155	0	1	1	0	16	0	5
MARQUETTE	35	35	0	0	0	0	32	9	11
MASON	33	64	3	2	0	0	6	0	2
MECOSTA	27	130	0	0	0	0	0	0	0
MENOMINEE	13	1	1	0	0	0	4	0	0
MIDLAND	112	415	22	1	3	0	15	4	2

County	Crashes on Trunk Lines	Crashes on Secondary Roads	Crashes in Villages or Cities	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
MISSAUKEE	28	35	1	6	0	0	13	4	2
MONROE	7	66	0	6	5	0	0	0	0
MONTCALM	13	54	10	0	1	0	1	0	0
MONTMORENCY	8	17	11	0	0	0	0	0	0
MUSKEGON	106	147	0	2	5	0	9	3	3
NEWAYGO	22	61	1	0	0	0	18	2	0
OAKLAND	8	31	28	0	1	1	8	1	0
OCEANA	1	68	0	1	1	0	3	1	0
OGEMAW	1	21	0	0	1	0	2	0	0
ONTONAGON	12	7	3	0	1	0	2	0	0
OSCEOLA	39	76	14	0	0	0	1	0	0
OSCODA	22	29	0	0	0	0	0	0	0
OTSEGO	12	1	1	0	0	0	1	0	0
OTTAWA	79	301	13	7	10	1	3	0	0
PRESQUE ISLE	86	90	16	0	1	0	4	0	0
ROSCOMMON	3	20	3	0	0	0	4	0	0
SAGINAW	53	111	3	0	4	0	31	1	5
ST. CLAIR	27	138	0	1	2	0	0	2	0
ST. JOSEPH	132	186	2	0	1	0	6	22	0



County	Crashes on Trunk Lines	Crashes on Secondary Roads	Crashes in Villages or Cities	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
SANILAC	67	136	4	0	1	0	1	1	0
SCHOOLCRAFT	4	1	0	0	0	0	0	0	0
SHIAWASSEE	37	129	0	1	1	0	1	0	0
TUSCOLA	40	104	4	0	0	0	3	1	2
VAN BUREN	20	93	2	0	0	0	7	0	0
WASHTENAW	0	177	2	2	0	0	2	1	0
WAYNE	0	90	22	0	1	0	11	0	0
WEXFORD	33	43	3	0	0	0	2	0	0
<b>TOTALS</b>	3,696	9,050	438	74	137	8	1,065	220	229

County	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	Patrol Hours	Non-Patrol Hours
ALCONA	219	50	6	348	9	0	0	1,073	848
ALGER	19	17	2	11	57	0	0	734	68
ALLEGAN	1,459	148	47	317	166	105	776	3,024	2,459
ALPENA	68	29	11	14	18	0	0	690	1,437
ANTRIM	70	55	22	29	20	0	0	1,050	231
ARENAC	50	44	15	88	3	0	0	1,132	691
BARAGA	10	0	15	32	40	0	0	506	445
BARRY	281	46	20	158	59	0	0	815	1,075
BAY	420	263	22	100	354	0	0	2,677	3,534
BENZIE	94	56	44	58	34	0	0	1,068	763
BERRIEN	22	10	733	0	3,201	0	0	1,760	1,556
BRANCH	12	21	22	65	42	3	65	1,454	692
CALHOUN	108	107	24	57	17	1	100	1,501	982
CASS	219	52	36	116	73	12	2,381	859	725
CHARLEVOIX	23	26	42	37	105	0	0	740	692
CHEBOYGAN	27	16	2	5	2	0	0	1,492	179
CHIPPEWA	97	100	27	28	34	0	0	3,421	1,278
CLARE	95	67	29	157	72	0	0	1,356	480
CLINTON	157	176	37	132	93	9	70	939	872
CRAWFORD	218	63	59	215	81	0	0	2,912	1,338

County	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	Patrol Hours	Non-Patrol Hours
DELTA	12	109	29	388	151	0	0	2,908	1,668
DICKINSON	115	88	7	21	70	0	0	1,749	1,374
EATON	164	264	57	655	147	0	0	1,529	1,824
EMMET	55	12	9	178	45	0	0	982	1,438
GENESEE	141	188	52	2,241	408	0	0	4,920	840
GLADWIN	15	7	1	35	20	8	120	482	1,234
GOGEBIC	14	6	54	70	55	0	0	1,807	310
GRAND TRAVERSE	73	52	142	220	27	0	0	135	1,816
GRATIOT	805	122	16	0	19	0	0	871	6,030
HILLSDALE	0	0	23	128	49	1	2	923	692
HOUGHTON	138	78	25	33	56	0	0	1,748	1,268
HURON	23	11	11	12	15	0	0	747	1,014
INGHAM	117	54	145	601	248	1	30	3,568	3,163
IONIA	67	24	14	79	50	4	1,100	667	735
IOSCO	3	3	2	6	12	0	0	639	123
IRON	45	29	65	175	177	3	255	1,753	0
ISABELLA	43	0	34	130	28	0	0	775	1,018
JACKSON	177	173	42	119	35	2	24	1,704	1,172
KALAMAZOO	139	175	142	135	25	0	0	2,267	786

County	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	Patrol Hours	Non-Patrol Hours
KALKASKA	144	123	5	52	19	2	18	1,655	182
KENT	42	46	19	127	23	14	939	1,452	4,101
KEWEENAW	16	3	17	3	25	0	0	842	860
LAKE	98	30	20	53	13	0	0	520	228
LAPEER	133	119	31	70	46	8	0	1,621	422
LEELANAU	12	4	2	22	3	0	3	1,254	514
LENAWEE	37	36	12	37	40	0	0	1,360	356
LIVINGSTON	284	93	207	250	21	6	121	1,578	2,020
LUCE	26	16	2	12	23	0	0	371	176
MACKINAC	9	0	3	14	41	0	0	633	474
MACOMB	215	157	64	319	37	7	325	3,253	2,584
MANISTEE	132	68	26	0	3	0	0	1,654	434
MARQUETTE	375	229	48	11	192	13	490	2,058	1,208
MASON	219	69	79	230	85	0	0	1,879	49
MECOSTA	0	42	27	60	4	0	0	1,082	531
MENOMINEE	31	23	10	9	74	0	0	929	312
MIDLAND	202	42	64	308	30	63	3,570	1,970	830
MISSAUKEE	307	74	12	58	26	0	0	1,322	545
MONROE	47	10	8	48	7	6	33	2,390	1,938
MONTCALM	36	11	31	64	26	1	25	1,034	800

County	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	Patrol Hours	Non-Patrol Hours
MONTMORENCY	27	27	9	14	4	0	0	409	402
MUSKEGON	89	22	96	313	91	13	293	2,166	1,261
NEWAYGO	378	61	11	6	11	0	0	1,217	871
OAKLAND	7	17	54	195	40	7	375	5,616	4,198
OCEANA	395	84	31	41	63	0	0	749	1,768
OGEMAW	103	93	21	53	36	0	0	695	1,055
ONTONAGON	40	6	8	6	18	0	0	624	6
OSCEOLA	0	0	12	11	35	0	0	1,050	351
OSCODA	32	12	15	1	31	0	0	817	361
OTSEGO	43	15	5	20	37	0	0	99	1,865
OTTAWA	180	145	312	137	13	9	296	2,052	1,493
PRESQUE ISLE	96	23	10	6	32	0	0	919	905
ROSCOMMON	117	58	9	54	12	3	41	575	634
SAGINAW	64	108	33	118	0	0	0	2,213	124
ST. CLAIR	36	63	93	208	62	16	271	1,304	364
ST. JOSEPH	1,407	82	0	0	54	0	0	2,238	2,156
SANILAC	47	63	4	323	15	0	0	1,061	608
SCHOOLCRAFT	19	3	8	1	11	0	0	274	112
SHIAWASSEE	209	38	20	63	44	138	1,308	1,289	604

County	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	Patrol Hours	Non-Patrol Hours
<sup>2</sup> TUSCOLA	44	18	14	9	8	1	8	1,037	718
VAN BUREN	143	161	47	208	107	0	0	1,151	2,039
WASHTENAW	25	3	7	0	3	17	270	1,400	795
WAYNE	683	116	91	623	323	0	0	5,700	1,982
WEXFORD	94	56	11	94	44	0	0	532	570
<b>TOTALS</b>	12,457	5,210	3,693	11,443	7,949	473	13,309	123,419	90,655

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<sup>2</sup> Information obtained from the Semi-Annual Reports submitted by the counties.  
All statistics generated by SRP officers unless otherwise noted.

