

SRP/416

SECONDARY ROAD PATROL AND TRAFFIC ACCIDENT PREVENTION PROGRAM

Annual Report Fiscal Year 2010





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



Annual Report Fiscal Year 2010

(October 1, 2009 - September 30, 2010)

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



ACKNOWLEDGMENTS

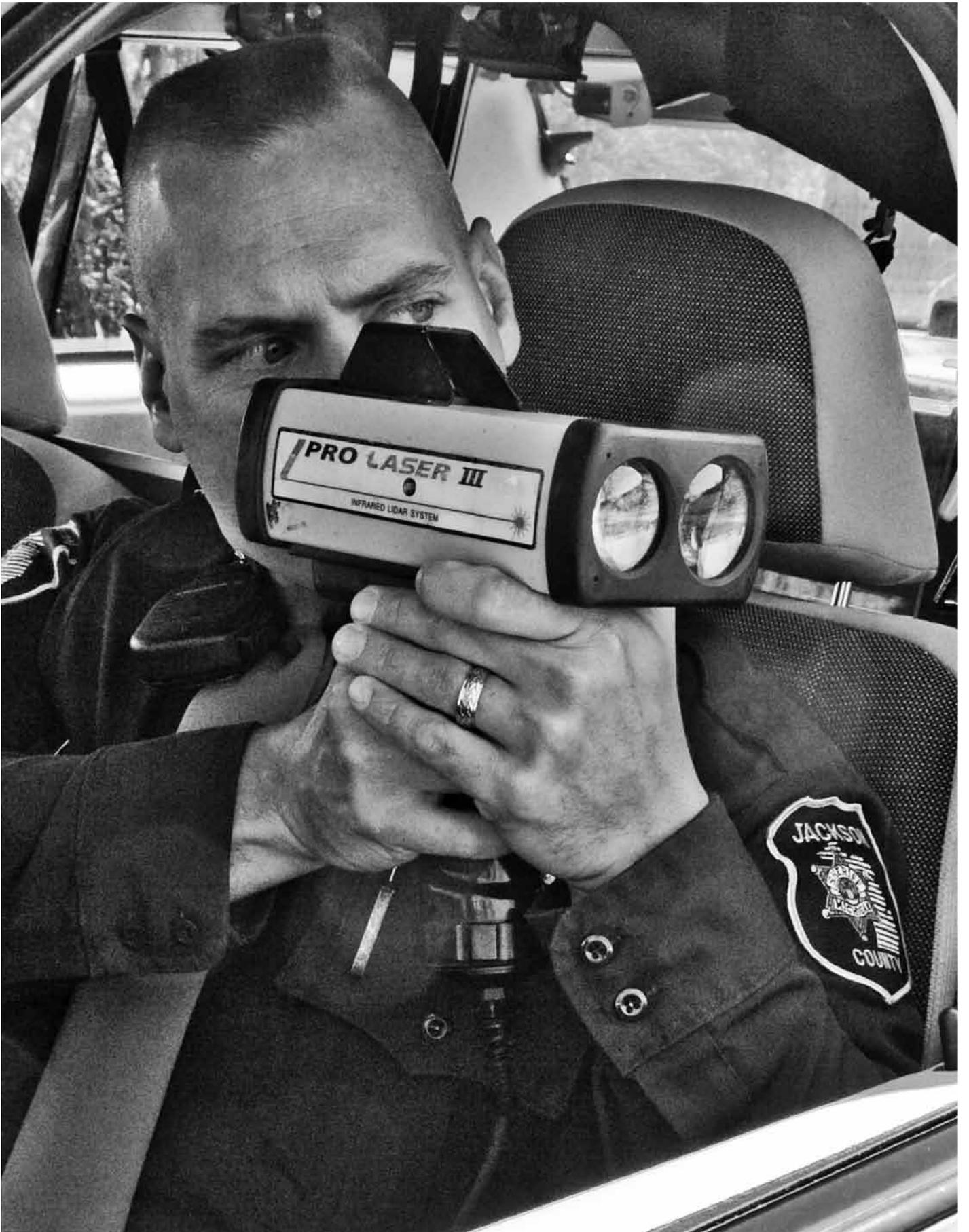
This report was compiled by the Office of Highway Safety Planning from documents submitted by each participating county.

OHSP STAFF INCLUDED

Kim Kelly
Julie Roth
Jonathan Benallack

FOR MORE INFORMATION

Michigan Department of State Police
Office of Highway Safety Planning
P.O. Box 30634
Lansing, Michigan 48909
Phone (517) 241-2500





Fiscal Year 2010 Quick Facts

- >> In 2010, the Secondary Road Patrol program funded a total of 160.4 deputies compared to 167.2 in 2009.
- >> SRP deputies generated over 124,758 vehicle stops, resulting in nearly 1,334 drunk drivers being removed from Michigan's roadways, over 91,516 traffic citations, over 6,136 criminal arrests, and over 21,000 assists to other officers. SRP deputies also responded to 14,117 criminal complaints and aided 5,780 stranded motorists in need of assistance.
- >> SRP deputies investigated over 14,000 total traffic crashes including 10,371 on secondary roads, 3,651 on State Truck Lines, and 312 in villages and cities.
- >> SRP deputies investigated 149 fatal traffic crashes on secondary roads, 59 fatal crashes on State Truck Lines, and four fatal crashes in villages and cities.

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

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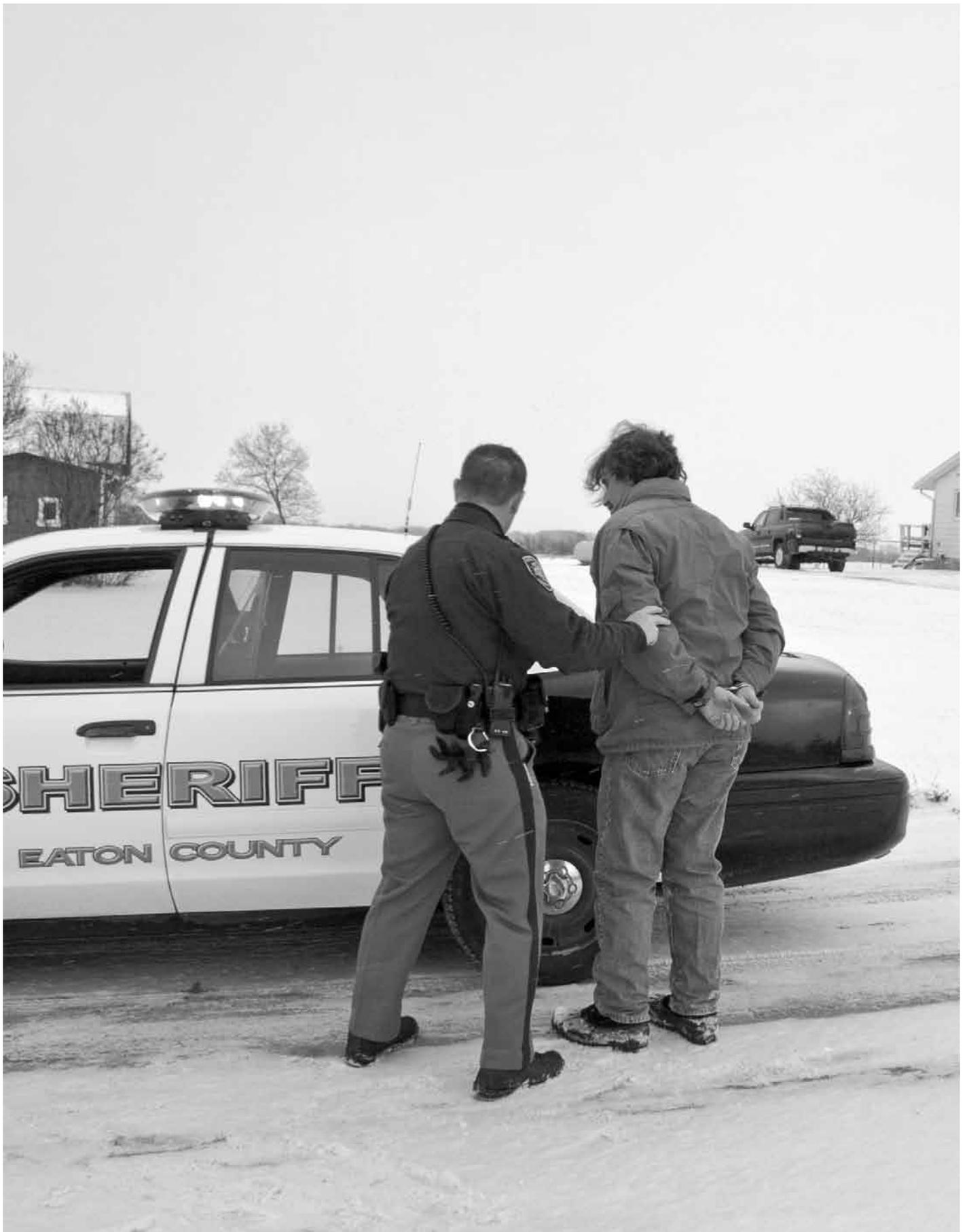
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Introduction

The Secondary Road Patrol and Traffic Accident Prevention program was created by Public Act 416 of 1978. The program is often referred to as the *SRP* or *416* program. This state grant program provides county sheriff offices with funding to patrol county and local roads outside the limits of cities and villages. The program has the legislated responsibilities of traffic enforcement, traffic crash prevention and investigation, criminal law enforcement, and emergency assistance.

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

- >> An Annual Report containing data from the participating sheriffs' offices along with their recommendations on methods of improving coordination of local and state law enforcement agencies in the state, improving law enforcement training programs, improving communications systems of law enforcement agencies, and a description of the role alcohol played in the incidence of fatal and personal injury crashes in the state. This report is due May 1 each year.
- >> An Impact and Cost Effectiveness Study is due April 1 of each year. Due to the number of factors that influence traffic crash deaths and injuries, it is difficult to determine the level of impact that the SRP program alone has had on saving lives and reducing injuries. Therefore, this section of the report consists of general observations by the Office of Highway Safety Planning (OHSP) on the impact of program activities that would reasonably be expected to contribute to decreased traffic crashes and deaths.

As in previous years, the Annual Report and Impact and Cost Effectiveness Study for state fiscal year 2010 (FY10) are combined into a single document and referred to as the Annual Report.

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

EXCERPTS FROM PUBLIC ACT 416 OF 1978

(For complete law, see page 10)

The sheriff's office is the primary agency responsible for providing certain services (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.

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 the Act

3. Investigating accidents involving motor vehicles
4. Providing emergency assistance to persons on or near a highway or road patrolled as required by the Act

The sheriff's office can provide these services, with the exception of #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 as follows:

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

ALLOCATION OF FUNDS UNDER THE ACT

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

MAINTENANCE OF EFFORT (MOE)

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

On December 17, 2009, the Michigan Legislature adopted House Concurrent Resolution No. 30 exempting all Michigan counties from the maintenance of effort (MOE) requirement for P.A. 416 funding for fiscal year 2010 due to economic hardship.

SECONDARY ROAD PATROL FY 2010 ALLOCATION

2010 State Allocation			\$11,300,000				
COUNTY	ALLOCATION PERCENTAGE	MOE REQUIRE.	COUNTY ALLOCATION	COUNTY	ALLOCATION PERCENTAGE	MOE REQUIRE.	COUNTY ALLOCATION
ALCONA	0.393	4.0	44,409	LAKE	0.422	4.0	47,686
ALGER	0.322	0.0	36,386	LAPEER	0.925	7.0	104,525
ALLEGAN	1.216	18.0	137,408	LEELANAU	0.389	7.0	43,957
ALPENA	0.578	1.0	65,314	LENAWEE	1.221	24.0	137,973
ANTRIM	0.465	7.0	52,545	LIVINGSTON	1.032	15.0	116,616
ARENAC	0.396	3.0	44,748	LUCE	0.279	0.0	31,527
BARAGA	0.310	0.0	35,030	MACKINAC	0.366	5.0	41,358
BARRY	0.692	11.0	78,196	MACOMB	5.173	68.0	584,549
BAY	1.499	23.0	169,387	MANISTEE	0.569	5.0	64,297
BENZIE	0.353	4.0	39,889	MARQUETTE	0.906	11.0	102,378
BERRIEN	2.075	24.0	234,475	MASON	0.555	10.0	62,715
BRANCH	0.747	13.0	84,411	MECOSTA	0.597	2.5	67,461
CALHOUN	1.762	17.0	199,106	MENOMINEE	0.650	2.0	73,450
CASS	0.766	14.0	86,558	MIDLAND	0.833	19.0	94,129
CHARLEVOIX	0.442	7.0	49,946	MISSAUKEE	0.415	1.0	46,895
CHEBOYGAN	0.563	2.0	63,619	MONROE	1.733	36.0	195,829
CHIPPEWA	0.706	6.0	79,778	MONTCALM	0.836	13.0	94,468
CLARE	0.531	4.0	60,003	MONTMORENCY	0.352	6.0	39,776
CLINTON	0.857	9.0	96,841	MUSKEGON	1.590	23.0	179,670
CRAWFORD	0.369	3.0	41,697	NEWAYGO	0.774	12.0	87,462
DELTA	0.696	5.0	78,648	OAKLAND	8.459	48.0	955,867
DICKINSON	0.491	3.0	55,483	OCEANA	0.562	8.0	63,506
EATON	1.090	17.0	123,170	OGEMAW	0.461	4.0	52,093
EMMET	0.514	10.0	58,082	ONTONAGON	0.356	6.0	40,228
GENESEE	4.380	21.0	494,940	OSCEOLA	0.486	0.0	54,918
GLADWIN	0.467	5.0	52,771	OSCODA	0.360	4.0	40,680
GOGEBIC	0.415	6.0	46,895	OTSEGO	0.448	9.0	50,624
GRAND TRAVERSE	0.836	19.0	94,468	OTTAWA	1.907	23.0	215,491
GRATIOT	0.782	7.0	88,366	PRESQUE ISLE	0.427	5.0	48,251
HILLSDALE	0.758	9.0	85,654	ROSCOMMON	0.455	11.0	51,415
HOUGHTON	0.570	4.0	64,410	SAGINAW	2.472	25.0	279,336
HURON	0.838	13.0	94,694	ST. CLAIR	1.629	18.0	184,077
INGHAM	2.310	12.0	261,030	ST. JOSEPH	0.801	10.0	90,513
IONIA	0.749	9.0	84,637	SANILAC	0.899	10.0	101,587
IOSCO	0.626	10.5	70,738	SCHOOLCRAFT	0.301	0.0	34,013
IRON	0.389	1.0	43,957	SHIAWASSEE	0.917	15.0	103,621
ISABELLA	0.782	7.0	88,366	TUSCOLA	0.967	11.0	109,271
JACKSON	1.926	24.0	217,638	VANBUREN	0.901	0.0	101,813
KALAMAZOO	2.010	27.0	227,130	WASHTENAW	2.196	34.0	248,148
KALKASKA	0.435	4.0	49,155	WAYNE	14.407	60.0	1,627,991
KENT	4.123	77.0	465,899	WEXFORD	0.555	9.0	62,715
KEWEENAW	0.188	2.0	21,244	TOTALS	100.000		\$11,300,000

PART ONE:

Law Enforcement Coordination, Training and Communications

I. SHERIFF REPORTS

Data is derived from the annual reports submitted to OHSP by the participating agencies.

COORDINATION OF LAW ENFORCEMENT AGENCIES

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

The law requires that each sheriff, the director of the Michigan Department of State Police (MSP), and the division director of the Office of Highway Safety Planning (OHSP) meet and develop a Law Enforcement Plan for the unincorporated areas of each participating county. Updated law enforcement agreements from all counties in the program were requested most recently in 2009. These are updated at least every four years, after an election year, and more often if changes occur.

Per the 2010 annual reports, 69 sheriffs indicated involvement in county and area law enforcement associations or councils for purposes of coordinating criminal intelligence data, traffic problems of mutual concern, and investigative deployment in conjunction with undercover operations. Eighty sheriffs reported that they provide or participate in a centralized communications system, which is another form of coordination between law enforcement agencies and other public safety and emergency service providers. The Michigan Sheriffs' Association (MSA) represents the interests of all sheriff offices and coordinates issues of statewide concern after receiving input from the sheriffs.

LAW ENFORCEMENT TRAINING

Based on the sheriffs' annual reports, the most important types of training attended by deputies during the past year were:

- >> Firearms/weapons
- >> Legal update
- >> Self defense/restraint
- >> Traffic accident investigation

Training programs are carried out, through in-service programs within departments and by regional law enforcement training academies and consortiums. 124,665 hours of instruction were provided to 2,768 officers. Information from the counties' Annual Program Reports indicates that 79 sheriff agencies provided in-service training sessions to certified road patrol officers.

COMMUNICATION SYSTEMS

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

II. RECOMMENDATIONS

IMPROVING LAW ENFORCEMENT COORDINATION

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

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

IMPROVING LAW ENFORCEMENT TRAINING

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

- >> Report writing
- >> Beyond the stop/interdiction
- >> Fraudulent ID
- >> Commercial motor vehicles
- >> Computer crimes

IMPROVING LAW ENFORCEMENT COMMUNICATIONS

Most counties indicate a need for continued development of communications systems statewide. Officers in 12 counties are not always able to communicate with their radio dispatcher from their patrol vehicle, with anywhere from 1 percent to 25 percent of the county area not reliably covered. Officers in 27 counties cannot communicate when using portable radios, with 1 percent to 95 percent of the county area not covered. This results in an environment that is hazardous for the officer and citizens as well. In some cases, much of the communications equipment originally purchased for the existing dispatch facilities and field units is outdated, in need of continual repair, or completely inoperable. Per the annual report from the sheriffs, improvements needed include:

- >> Additional system-wide equipment such as high band radio systems, 800mhz
- >> Additional mobile equipment, such as mobile data terminals
- >> Additional portable equipment, such as hand-held radios
- >> Mutual frequencies
- >> Additional communications towers

IMPROVING SERVICES PROVIDED

Numerous agencies advise that the following enhancements would improve services provided under P.A. 416:

- >> Additional/increased funding
- >> Specialized training for Secondary Road Patrol deputies
- >> Increased monitoring of traffic flow to lessen the frequency of accidents
- >> Quarterly or semi-annual 416 meetings with neighboring agencies

PART TWO:

Impact and Cost Effectiveness Study

I. EVALUATION BACKGROUND INFORMATION

NUMBER OF COUNTIES INCLUDED IN EVALUATION

Maintenance of Effort (MOE) and crash data include all 83 counties. FY10 activity data includes 82 of Michigan's 83 counties (Schoolcraft County declined FY10 SRP program funding).

DEFINITIONS OF VARIABLES USED IN THIS REPORT

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

EVALUATION GOALS

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

II. PERSONNEL AND ACTIVITIES ANALYSIS

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

2009, through September 30, 2010).

SERVICES PROVIDED

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

FUNDING

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

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

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

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

In FY10, an allocation of \$11,300,000 was given to the counties.

SRP APPROPRIATIONS HISTORY

FISCAL YEAR	GENERAL FUND APPROPRIATION	RESTRICTED FUND APPROPRIATION	TOTAL APPROPRIATION
1979	\$8,700,000	—	\$8,700,000
1980	\$8,700,000	—	\$8,700,000
1981	\$6,400,000	—	\$6,400,000
1982	\$6,500,000	—	\$6,500,000
1983	\$6,500,000	—	\$6,500,000
1984	\$6,500,000	—	\$6,500,000
1985	\$6,700,000	—	\$6,700,000
1986	\$7,100,000	—	\$7,100,000
1987	\$7,300,000	—	\$7,300,000
1988	\$7,480,000	—	\$7,480,000
1989	\$7,423,900	—	\$7,423,900
1990	\$7,239,500	—	\$7,239,500
1991	\$7,239,500	—	\$7,239,500
1992	\$3,041,500	\$3,744,500	\$6,786,000
1993	\$1,544,000	\$5,244,500	\$6,788,500
1994	\$1,544,600	\$5,244,500	\$6,789,100
1995	\$2,546,400	\$4,644,500	\$7,190,900
1996	\$3,048,200	\$5,944,100	\$8,992,300
1997	\$3,048,200	\$6,335,200	\$9,383,400
1998	\$3,137,800	\$5,701,300	\$8,839,100
1999	\$4,532,600	\$6,069,000	\$10,601,600
2000	\$5,785,400	\$6,152,300	\$11,937,700
2001	\$6,327,100	\$6,152,300	\$12,479,400
2002	\$1,603,800	\$10,902,300	\$12,506,100
2003	—	\$12,506,600	\$12,506,600
2004	—	\$14,006,600	\$14,006,600
2005	—	\$14,012,100	\$14,012,100
2006	—	\$14,020,100	\$14,020,100
2007	—	\$14,019,500	\$14,019,500
2008	—	\$14,029,900	\$14,029,900
2009	—	\$14,030,100	\$14,030,100
2010	—	\$14,034,500	\$14,034,500

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

PERSONNEL

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

Number of Road Patrol Deputies in FY10.....	2,218.3
SRP Funded.....	160.4
County Funded.....	2,057.9

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

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

ACTIVITY

SRP deputies may patrol, 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. They also may take a criminal complaint which occurred in their patrol area if it is observed or brought to the officer's attention while patrolling secondary roads. In addition, deputies aid stranded motorists, serve as community traffic safety instructors, and patrol in county parks.

The activity data in the charts starting on page 23 is based on program reports submitted by each participating agency for FY10. The average level of traffic enforcement activity, a primary focus for SRP, continued to surpass that of CFRP officers.

SECONDARY ROAD PATROL DEPUTY OF THE YEAR PROGRAM

Roscommon County Sheriff's Deputy Laurie Beck and Grand Traverse County Sheriff's Deputy Charlie Jetter were honored with SRP Deputy of the Year Awards at the MSA 2010 Fall Training Conference in October.

The SRP 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



Deputy Laurie Beck

the OHSP in partnership with the MSA.

Deputy Beck's dedication to duty is well-known throughout Roscommon County. She received accolades for her handling of a deadly force incident where she was able to talk the perpetrator into surrendering without incident. She was also recognized by the Department of Human Services for her professionalism in handling domestic situations.

Children are important to Beck, as she is a certified child passenger safety technician and bus safety trainer. She also visits local schools to teach students about bicycle safety and distribute helmets. And she is co-founder of the department's Christmas for Kids Program, which collects donations to provide gifts and food to families in need during the holidays.

Beck serves as a field training officer and teaches the department's recertification training for defensive tactics and use of force. She also teaches physical training and defensive tactics at Kirkland Community College where she is regarded as a role model for women interested in law enforcement.

This past year, Beck logged 17,500 miles on SRP duty, making just under 1,000 traffic stops.

Deputy Jetter wrote 627 tickets and made 213 arrests this past year. He is also a skilled accident investigator and serves on the multi-jurisdictional emergency rescue team. A certified child passenger safety technician, Jetter works with the North Shore Safe Kids Coalition and coordinates an annual car seat check event for the county.

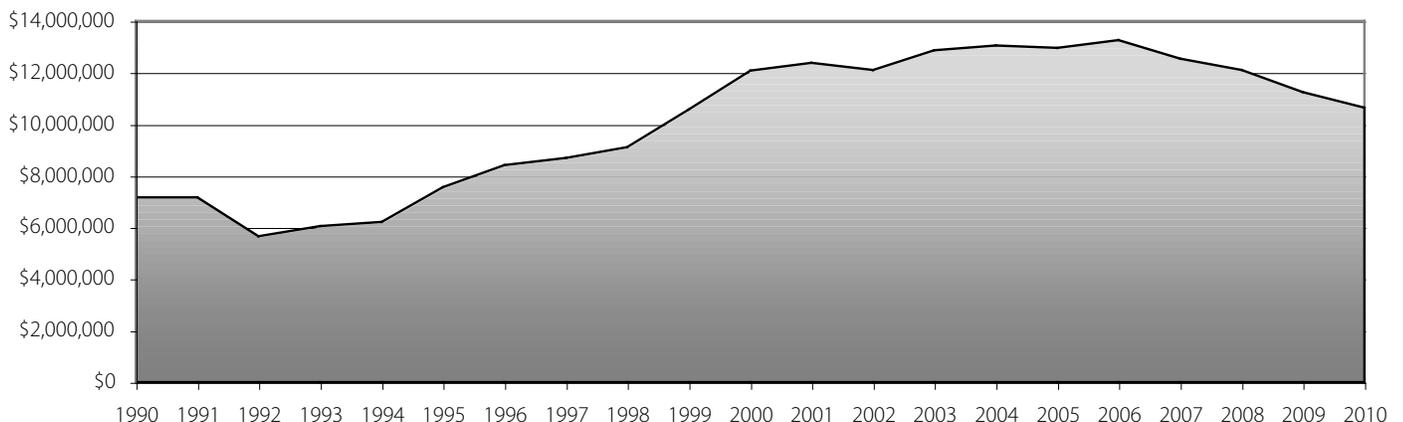
Developing new programs has been a highlight of his career. Jetter founded Road Safety Advocates of Grand Traverse County, a non-profit organization that seeks funding to enhance road segments based on complaints from citizens and safety plans from the road commission.



Deputy Charlie Jetter

He also created a program to train local firefighters on

SRP REVENUE RECEIVED



HISTORICAL COMPARISON OF NUMBER OF SRP DEPUTIES AND COUNTY-FUNDED ROAD PATROL DEPUTIES

FISCAL YEAR	PROGRAM YEAR	SRP ROAD PATROL DEPUTIES	COUNTY-FUNDED DEPUTIES
1979	1st	287.0	1,123.0
1980	2nd	291.3	N/A
1981	3rd	215.4	N/A
1982	4th	194.2	1,296.0
1983	5th	188.7	1,301.1
1984	6th	176.7	1,310.2
1985	7th	174.7	1,294.0
1986	8th	171.1	1,281.3
1987	9th	170.1	1,301.9
1988	10th	167.0	1,316.5
1989	11th	173.7	1,304.5
1990	12th	173.4	1,286.4
1991	13th	159.5	1,302.5
1992	14th	155.5	1,363.2
1993	15th	150.5	1,695.0
1994	16th	150.0	1,686.0
1995	17th	150.1	1,769.9
1996	18th	162.5	1,836.1
1997	19th	164.7	1,908.2
1998	20th	167.6	2,036.3
1999	21st	175.0	2,102.4
2000	22nd	191.0	2,249.3
2001	23rd	192.0	2,325.7
2002	24th	192.7	2,367.5
2003	25th	183.0	2,331.1
2004	26th	181.8	2,358.8
2005	27th	178.4	2,433.7
2006	28th	175.5	2,433.5
2007	29th	174.9	2,070.0
2008	30th	170.5	2,227.3
2009	31st	167.2	2,134.0
2010	32nd	160.4	2,057.9

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

current emergency driving laws and recently worked with the Michigan State Police to conduct a speed study, which resulted in the speed being lowered in two local communities.

This is not the first time Jetter’s dedication has been noted. He was honored as Employee of the Year by his peers in 2008 and named Police Officer of the Year by the Police Officers Association of Michigan in 2007.

LAW ENFORCEMENT TRAINING OPPORTUNITIES IN 2010

OHSP offered training in the following areas:

- >> Standardized Field Sobriety Testing (SFST)—OHSP offered SFST training, a battery of three tests administered and evaluated in a standardized manner to obtain validated indicators of impairment and establish probable cause for arrest. Thirty-eight practitioner schools were provided, resulting in 541 becoming certified. Nineteen refresher schools were held, resulting in 477 students being refreshed in SFST. SFST instructor school generated 27 trained SFST instructors.
- >> Advanced Roadside Impaired Driving Enforcement (ARIDE)—The ARIDE program provides officers and prosecutors with general knowledge related to drug impairment. Six ARIDE training courses were held with 151 students being trained to identify drivers under the influence of drugs and/or drugs and alcohol combinations.
- >> OHSP also provided grant funding which allowed for 17 officers from Safe Communities grants to attend Child Passenger Safety Technician Certification training. This training allows certified technicians to educate parents on the proper selection, installation, and use of child car seats.
- >> Youth Alcohol Enforcement Programs - The goals of OHSP youth alcohol enforcement programs are to eliminate underage consumption of alcohol, eliminate adults furnishing alcohol to minors, reduce the number of alcohol-related traffic crashes, and promote community awareness of problems associated with underage drinking. These programs emphasize education, prevention, enforcement, and adjudication to discourage minors from consuming and attempting to consume alcohol. The program also assists in establishing close working relationships between law enforcement and the communities they serve. Law enforcement agencies in 30 Michigan counties received training and funding for overtime enforcement of underage drinking laws.

MONITORING

OHSP’s administrative responsibilities include monitoring the SRP program. Counties are selected each year for monitoring based on length of time since previous monitoring and results of previous monitoring. In addition, a few are randomly chosen for review. In FY10, OHSP conducted 20 monitorings.

The monitoring clearly shows that the intent of most counties is to operate a program that fully satisfies the requirements of PA 416. Monitorings are performed with the idea of working with the county to improve the SRP program, not to be punitive. Through monitoring and training, OHSP is reaching the three segments that directly affect the program: the sheriff, the SRP deputies, and the county’s administrative staff.

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

reconciles expenditures reported during the program year, reviews the county's accounting procedures, and reviews the duty roster or schedule for maintenance of effort (MOE) compliance.

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

The monitorings conducted by OHSP show that the majority of participating counties satisfy the requirements of PA 416 and that SRP deputies are performing traffic-related duties on secondary roads the majority of the time.

III. TRAFFIC CRASHES

At the time of this report, crash data was accurate through December 31, 2009.

- >> General crash trends—There were 871 persons killed and 70,931 persons injured in 290,978 reported motor vehicle traffic crashes in Michigan during 2009. Compared with the 2008 experience, the number of deaths decreased 11.1 percent, persons injured decreased 4.9 percent, and total reported crashes decreased 7.9 percent. The 290,978 reported crashes in 2009 represent an economic loss in Michigan of \$7.9 billion. If cost were spread across the state's population this would translate into a loss of \$796.25 per state resident.
- >> Alcohol/drug related crashes—Of all fatal crashes, 40.7 percent involved at least one impaired operator, bicyclist, or pedestrian, 26.7 percent involved drinking but no drugs, 6.3 percent involved drugs but no drinking, and 7.7 percent involved both drinking and drugs.

IV. COST EFFECTIVENESS

An Office of Criminal Justice report in April 1982 suggested

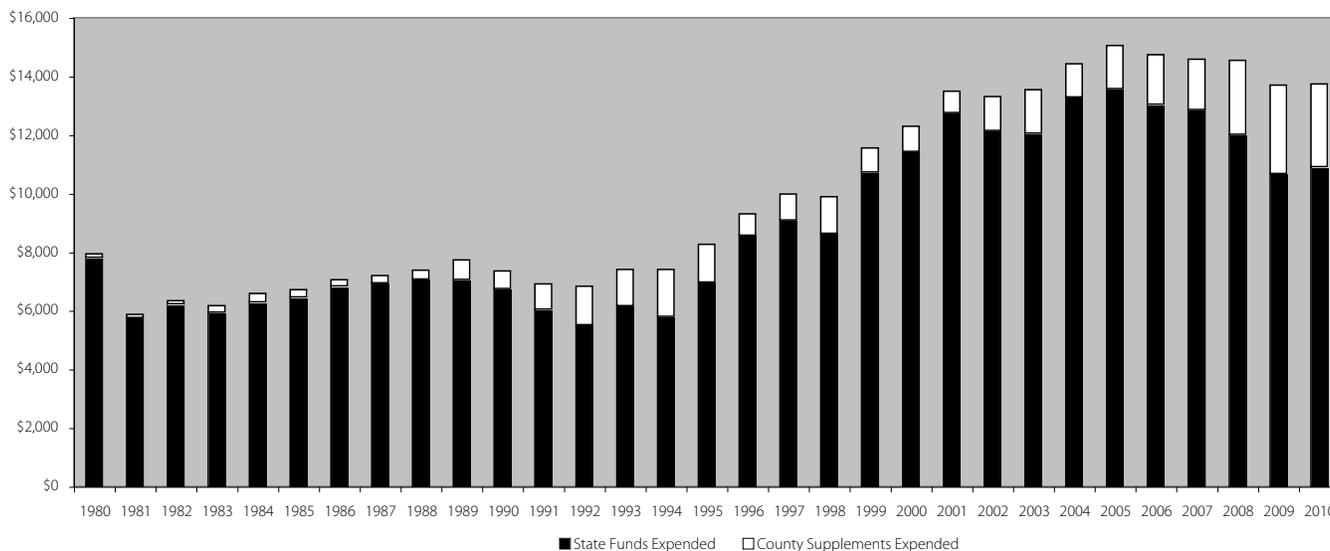
that SRP deputies were more cost effective for patrolling and monitoring traffic than were CFRP deputies. It was found that the average SRP deputy cost 13 percent less than a CFRP deputy, while at the same time, productivity of an SRP deputy exceeded that of a CFRP deputy. However, since the duties of SRP deputies differ from those of regular CFRP deputies, it is impossible to make completely accurate cost comparisons between the two. Officers dedicated solely to monitoring traffic understandably produce more traffic-related activity than those who have more diverse responsibilities.

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

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

Total reported program expenditures of \$13,743,555 (SRP monies plus reported contributions of county funds) supported the full-time equivalent of 160.4 SRP deputies and related expenses (personnel costs, equipment, vehicle maintenance, uniform allowance, travel, etc.) in FY10, equating to a total cost per SRP deputy of \$85,683. The breakdown between budget categories can fluctuate greatly from year to year and should not be used for multi-year comparisons.

TOTAL EXPENDITURES
(State Funds & County Supplements)



For example, a county may use a large percentage of its allocation for SRP personnel costs one year, while choosing to purchase more equipment (a new vehicle, speed measuring devices, breath testing equipment, etc.) the next.

The amount of county supplement, which is included in the total reported program expenditures, can fluctuate widely from year to year. Some counties choose to report only personnel and a few related expenses and absorb the rest of the cost of the program in the county budget without reporting it. Because of this, the county supplement should be used only as a general indicator of the degree of additional support that is provided by the counties for the SRP program, and should not be used for year-to-year comparisons.

V. SYNOPSIS OF ACTIVITIES

Average Activity Levels per SRP Deputy for FY10

(Based on 160.4 SRP Deputies)

OWI arrests per deputy	10
Criminal arrests per deputy	38
Motorist assists per deputy.....	36
Traffic crash investigations per deputy.....	89
Enforcement assists per deputy.....	136
Criminal complaints per deputy	88
Traffic citations per deputy	571

Cumulative SRP Figures for All Participating Counties in FY10

Miles of patrol.....	3,370,829
Traffic stops.....	124,758
Verbal warnings	51,917
Traffic citations	91,516
Traffic crash investigations.....	14,334
OWI arrest involving alcohol	1,334
OWI arrest Involving drugs	247
Criminal reports	14,117
Criminal arrests.....	6,136
Motorist assists.....	5,780
Law enforcement assists to their own agency.....	10,704
Law enforcement assists to other departments	11,079
Calls for assistance in county parks.....	190
Citations in county parks	3,278
Non-traffic arrests in county parks.....	157
Community safety training sessions	797
Citizens instructed	24,863

CONCLUSION

The Secondary Road Patrol and Traffic Accident Prevention Program has been in operation since FY79. This annual report documents activity and evaluates the effectiveness of the program. While it is possible to make comparisons of activity between individual program years, no *base line* data exists for activity prior to October 1, 1978. It is impossible, therefore, to determine what additional activity took place

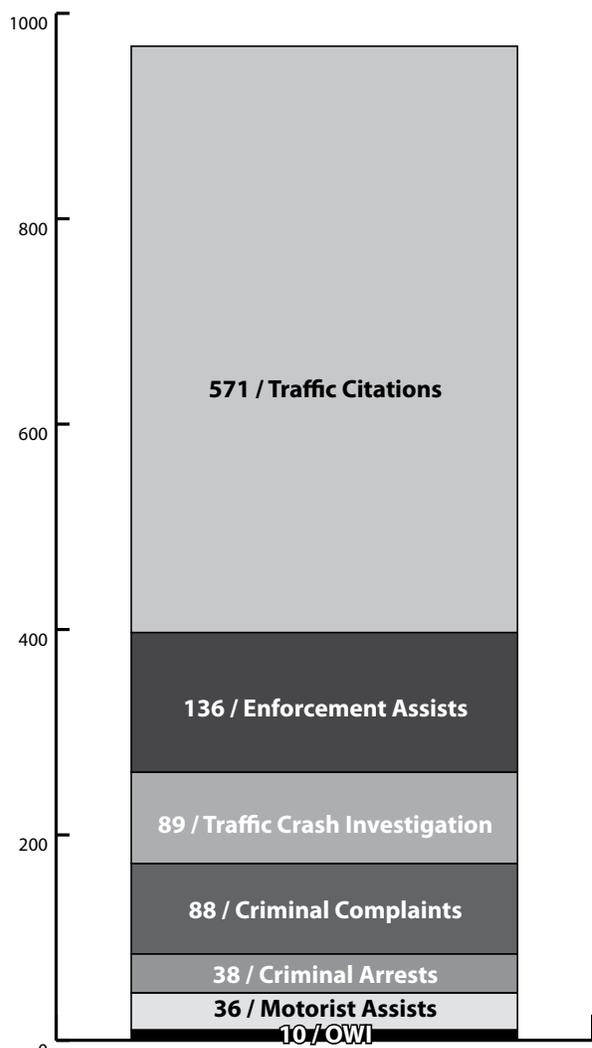
in the current year that did not take place prior to October 1, 1978.

The Michigan Traffic Crash Facts separates road types into categories to allow a comparison of the number of crashes and the vehicle miles traveled on county and local roads to the experience on state roads.

In keeping with recent trends, traffic fatalities in 2009 were down to 871, an 11.1 percent decrease from 2008.

OHSP believes the SRP program has played a significant role in Michigan’s traffic safety picture and that having a visible law enforcement presence on secondary roads has had a positive impact on driver behavior.

FY10 AVERAGE ACTIVITIES PER SRP DEPUTY



Public Act 416 of 1978

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

SEC. 51.76

- (1) As used in this section, "county primary roads," "county local roads," and "state trunk line highways" mean the same as those terms are defined in Act No. 51 of the Public Acts of 1951, as amended, being sections 247.651 to 247.673 of the Michigan Compiled Laws. However, state trunk line highways does not include freeways as defined in section 18a of Act No. 300 of the Public Acts of 1949, being section 257.18a of the Michigan Compiled Laws.
- (2) Each sheriff's department shall provide the following services within the county in which it is established and shall be the law enforcement agency primarily responsible for providing the following services on county primary roads and county local roads within that county, except for those portions of the county primary roads and county local roads within the boundaries of a city or village; and on those portions of any other highway or road within the boundaries of a county park within that county:
 - (a) Patrolling and monitoring traffic violations.
 - (b) Enforcing the criminal laws of this state, violations of which are observed by or brought to the attention of the sheriff's department while providing the patrolling and monitoring required by this subsection.
 - (c) Investigating accidents involving motor vehicles.
 - (d) Providing emergency assistance to persons on or near a highway or road patrolled and monitored as required by this subsection.
- (3) Upon request, by resolution, of the legislative body of a city or village, the sheriff's department of the county in which the city or village is located shall provide the services described in subsection (2)(a), (c), and (d) on those portions of county primary roads and county local roads and state trunk line highways within the boundaries of the city or village, which are designated by the city or village in the resolution. Upon request, by resolution, of the legislative body of a city or village, the sheriff's department of the county in which the city or village is located shall provide a vehicle inspection program on those portions of the county primary roads and county local roads within the boundaries of the city or village, which are designated by the legislative body of the city or village in the resolution. A resolution adopted by a city or village under this subsection shall not take effect unless the resolution is approved by the county board of commissioners of the county in which the city or vil-

lage is located. A resolution of the city or village which is neither approved nor disapproved by the county board of commissioners within 30 days after the resolution is received by the county board of commissioners shall be considered approved by the county board of commissioners. A resolution adopted by a city or village to request services under this subsection shall be void if the city or village reduces the number of sworn law enforcement officers employed by the city or village below the highest number of sworn law enforcement officers employed by the city or village at any time within the 36 months immediately preceding the adoption of the resolution. A concurrent resolution adopted by a majority vote of the Senate and the House of Representatives which states that the city or village is required to reduce general services because of economic conditions and is not reducing law enforcement services shall be presumptive that the city or village has not violated the strictures of this subsection.

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

SEC. 51.77

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

following matters:

- (a) Employing additional personnel to provide the services described in section 76(2) and (3).
 - (b) Purchasing additional equipment for providing the services described in section 76(2) and (3) and operating and maintaining that equipment.
 - (c) Enforcing laws in state parks and county parks within the county.
 - (d) Providing selective motor vehicle inspection programs.
 - (e) Providing traffic safety information and education programs in addition to those programs provided before September 28, 1978.
- (3) The sheriff's department of a county is required to provide the expanded services described in section 76 only to the extent that state funds are provided.
- (4) For the fiscal years beginning October 1, 1980, and October 1, 1981, a county's share of the amount annually appropriated for secondary road patrol and traffic accident prevention shall be the same percentage that the county received, or was eligible to receive, of the total amount allocated to all counties pursuant to section 12 of Act No. 51 of the Public Acts of 1951, as amended, being section 247.662 of the Michigan Compiled Laws, less the amounts distributed for snow removal and engineers, during the period of July 1, 1976, through June 30, 1977. County primary roads and county local roads within the boundaries of a city or village shall not be used in determining the percentage under this section unless the sheriff's department of the county is providing the services described in section 76(2) and (3) within the city or village pursuant to an agreement between the county and the city or village adopted after October 1, 1978. The agreement shall not be reimbursable under the formula described in this subsection unless the city or village is required to reduce general services because of economic conditions and is not merely reducing law enforcement services.
- (5) From the amount annually appropriated for Secondary Road Patrol and Traffic Accident Prevention, the office of criminal justice may be allocated up to 1% for administrative, planning, and reporting purposes.
- (6) The annual report required under subsection (1) shall include the following:
- (a) A description of the services provided by the sheriff's department of the county under section 76, other than the services provided in a county park.
 - (b) A description of the services provided by the sheriff's department of the county under section 76 in county parks in the county.
 - (c) A copy of each resolution by a city or village of the county which requests the sheriff's department of the county to provide the services described in section 76.
 - (d) A copy of each contract between a county and a township of the county in which township the sheriff's department is providing a law enforcement service.
 - (e) The recommendations of the sheriff's department of the county on methods of improving the services provided under section 76; improving the training programs of law enforcement officers; and improving the communications system of the sheriff's department.
 - (f) The total number of sworn officers in the sheriff's department.
 - (g) The number of sworn officers in the sheriff's department assigned to road safety programs.
 - (h) The accident and fatality data for incorporated and unincorporated areas of the county during the preceding calendar year.
 - (i) The crime statistics for the incorporated and unincorporated areas of the county during the preceding calendar year.
 - (j) The law enforcement plan developed under subsection (7).
 - (k) A description of the role alcohol played in the incidences of personal injury traffic accidents and traffic fatalities in the county.
 - (l) Other information required by the department of management and budget.
- (7) The sheriff of each county, the director of the department of state police, and the director of the office of criminal justice or their authorized representatives shall meet and develop a law enforcement plan for the unincorporated areas of the county. The law enforcement plan shall be reviewed and updated periodically.
- (8) Before May 1 of each year, the office of criminal justice shall submit a report to the legislature. The report shall contain the following:
- (a) A copy of each initial report filed before April 1 of that year and a copy of each annual report filed before April 1 of that year under subsection (6).
 - (b) The recommendations of the office of criminal justice on methods of improving the coordination of the law enforcement agencies of this state and the counties, cities, villages, and townships of this state; improving the training programs for law enforcement officers; and improving the communications systems of those agencies.
 - (c) A description of the role alcohol played in the incidences of personal injury traffic accidents and traffic fatalities in this state.
- (9) From the 1% allocated to the office of criminal justice for administration, planning, and reporting, the office of criminal justice shall conduct an impact and cost effectiveness study which will review state, county, and local road patrol and traffic accident prevention efforts. This study shall be conducted in cooperation with the Michigan Sheriffs' Association, the Michigan Association of Chiefs of Police, and the Department of State Police. Annual reports on results of the study shall be submitted to the Senate and House appropriations committees by April 1 of each year.



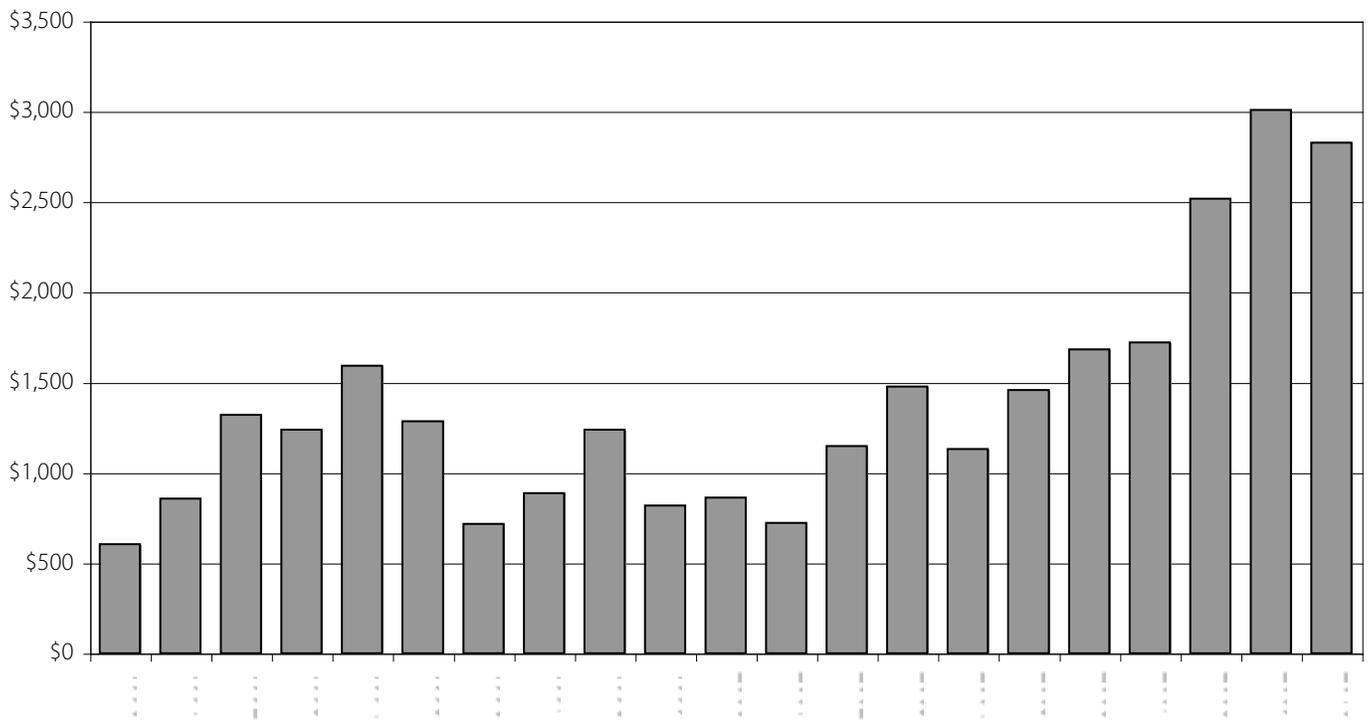
Tables, Charts, and Graphs

HISTORY OF SRP PROGRAM STATE FUNDS EXPENDED

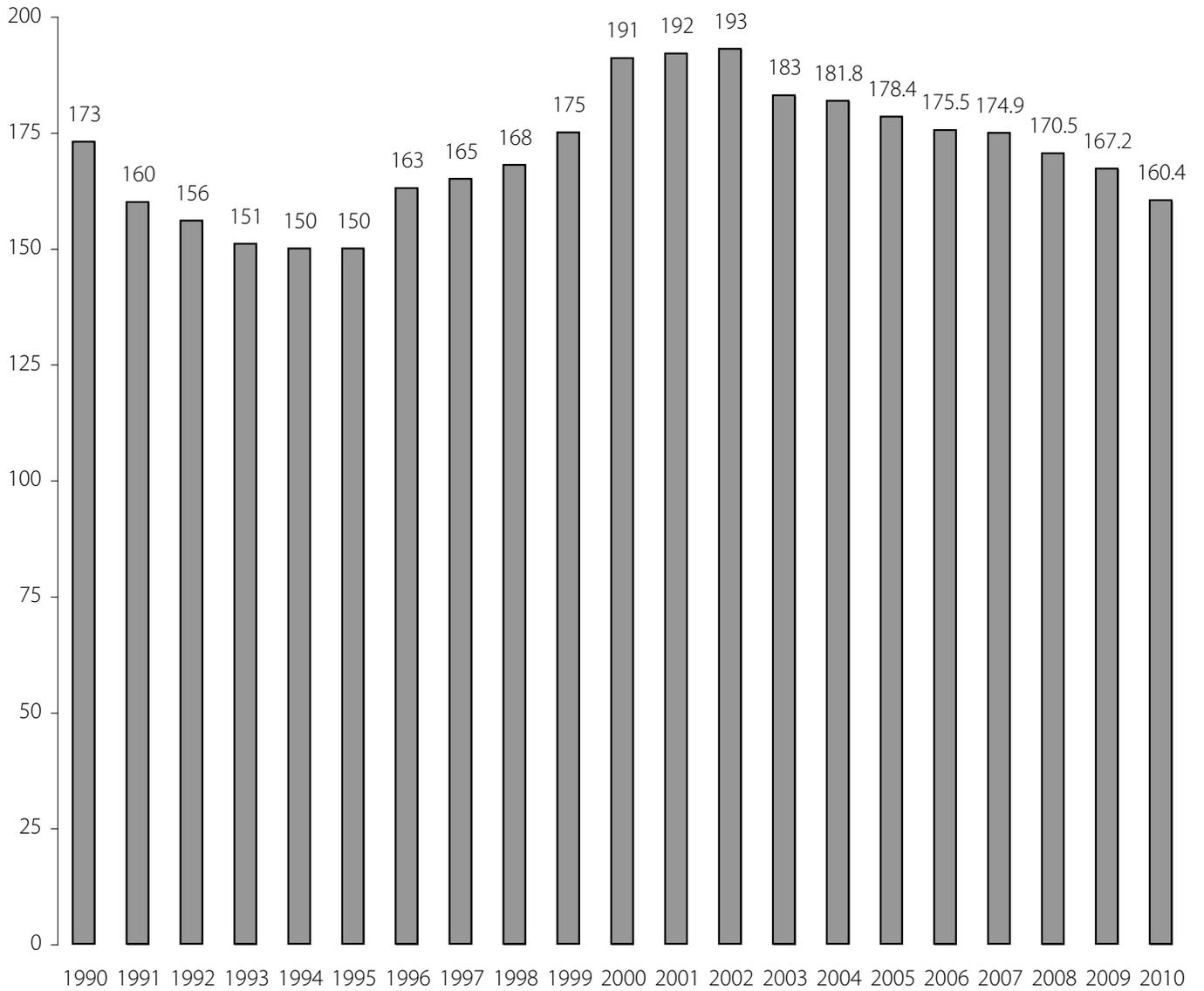
FISCAL YEAR	STATE FUNDS AVAILABLE TO COUNTIES	STATE FUNDS EXPENDED BY COUNTIES
1979	\$8,700,000	\$7,363,066
1980	\$8,400,000	\$7,821,779
1981	\$6,293,700	\$5,771,668
1982	\$6,275,000	\$6,236,537
1983	\$6,200,000	\$5,948,375
1984	\$6,500,000	\$6,302,485
1985	\$6,700,000	\$6,476,408
1986	\$7,100,000	\$6,847,170
1987	\$7,300,000	\$6,948,671
1988	\$7,424,000	\$7,087,056
1989	\$7,423,900	\$7,070,364
1990	\$7,239,500	\$6,757,680
1991	\$6,507,800	\$6,058,307
1992	\$5,664,999	\$5,519,269
1993	\$6,204,340	\$6,173,778
1994	\$6,000,000	\$5,815,355
1995	\$7,200,000	\$6,984,916
1996	\$8,900,000	\$8,583,919
1997	\$9,400,000	\$9,101,059
1998	\$9,000,000	\$8,649,438
1999	\$11,500,000	\$10,739,979
2000	\$12,000,000	\$11,435,192
2001	\$13,500,000	\$12,766,294
2002	\$12,385,600	\$12,156,256
2003	\$12,385,600	\$12,063,463
2004	\$13,866,731	\$13,298,815
2005	\$13,872,000	\$13,586,872
2006	\$13,300,000	\$13,051,369
2007	\$13,800,000	\$13,031,927
2008	\$12,300,000	\$12,022,656
2009	\$11,236,000	\$10,690,221
2010	\$11,300,000	\$10,916,730

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

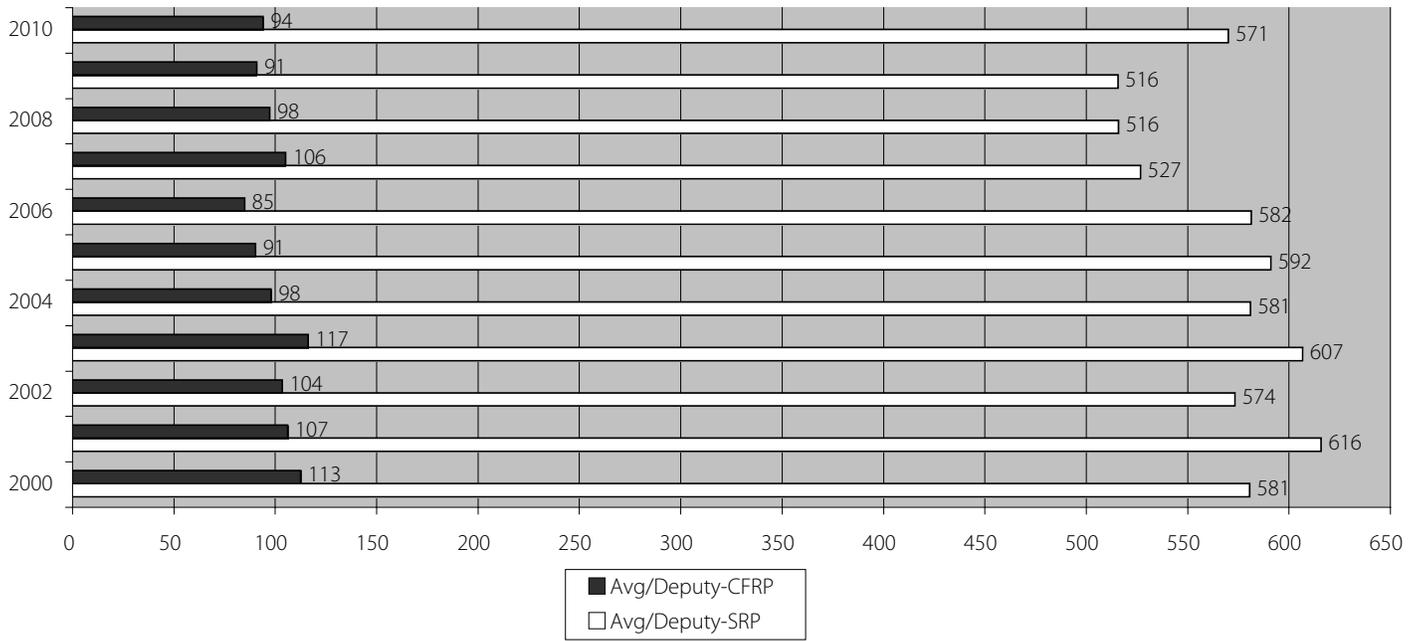
SRP PROGRAM - COUNTY CONTRIBUTIONS ONLY (in thousands)



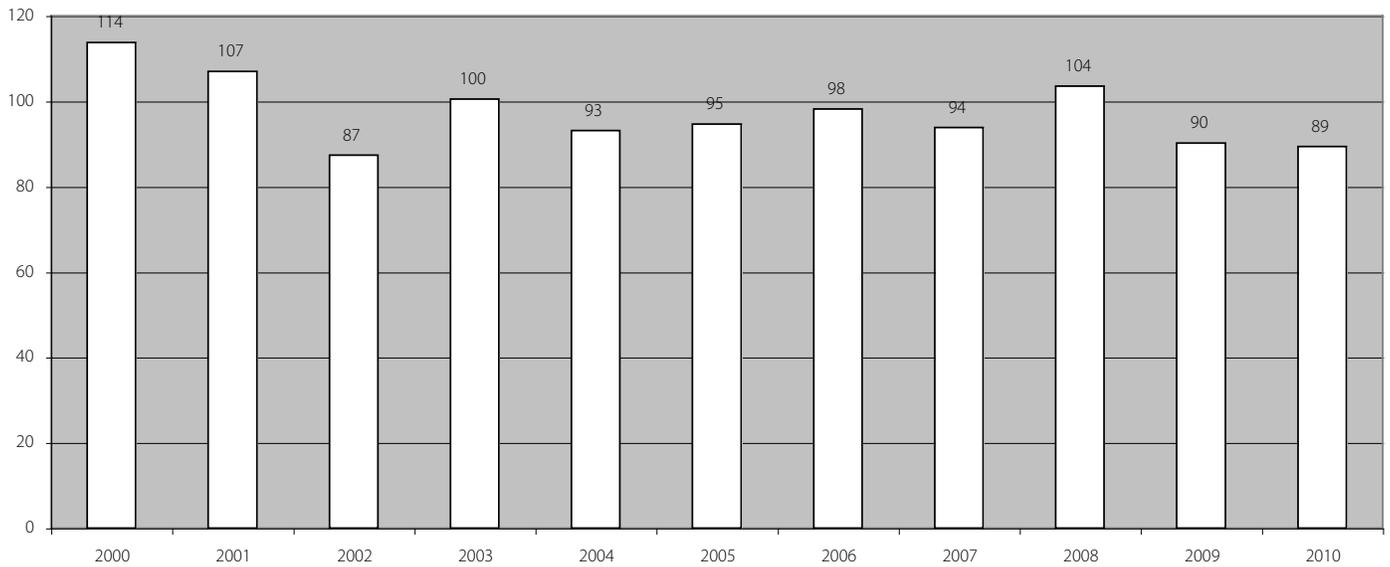
NUMBER OF SRP DEPUTIES
(Full-time Equivalent)



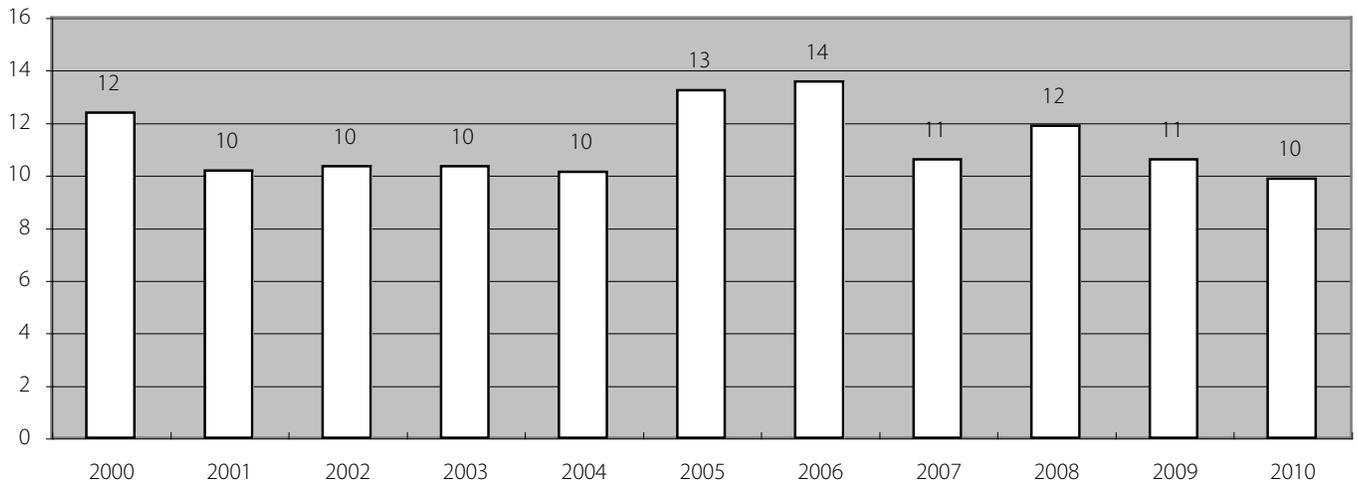
AVERAGE TRAFFIC CITATIONS PER DEPUTY - SRP AND CFRP



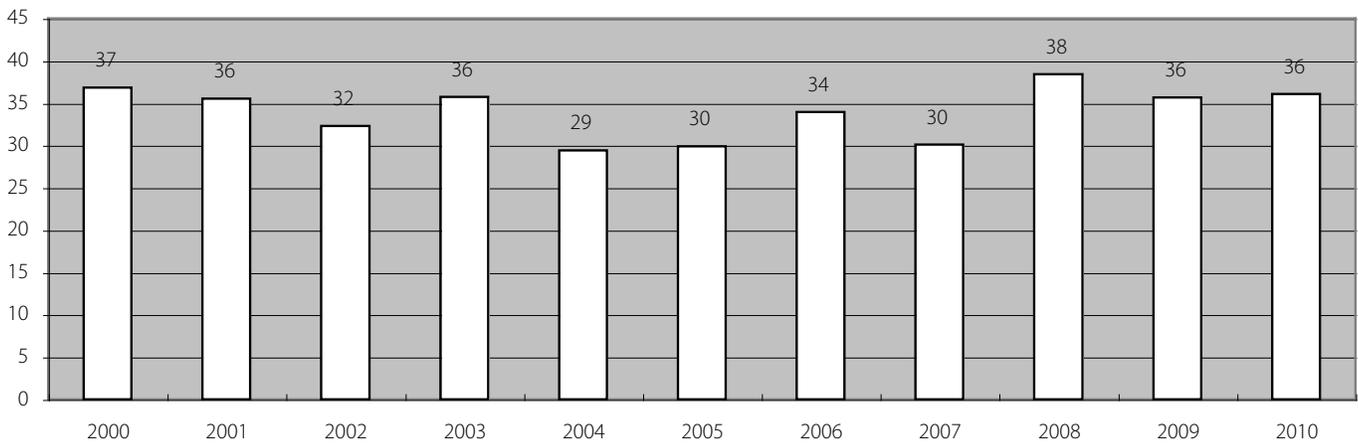
AVERAGE TRAFFIC CRASH INVESTIGATIONS PER SRP DEPUTY



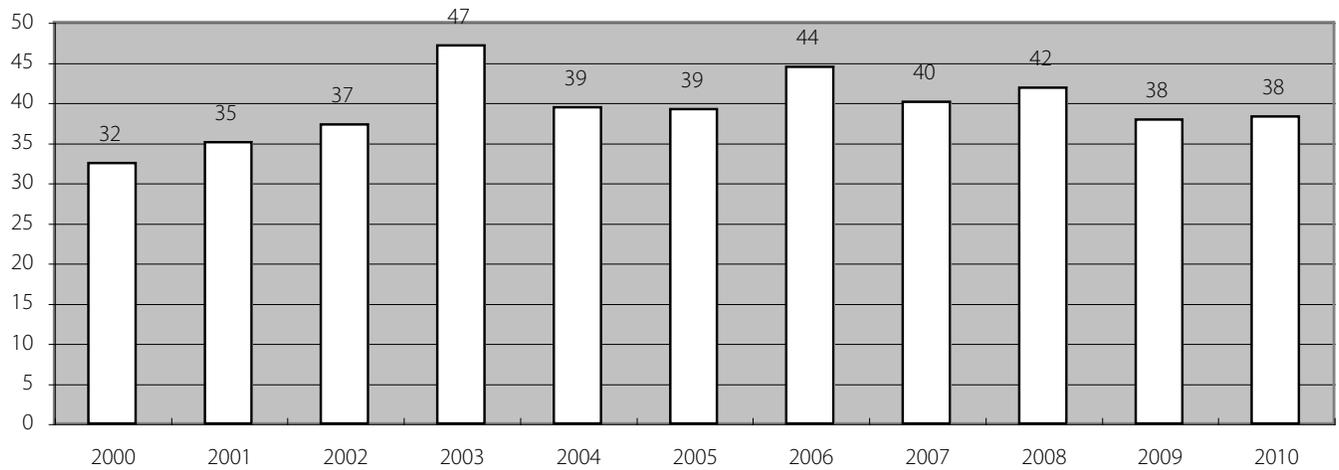
AVERAGE OWI ARRESTS PER SRP DEPUTY



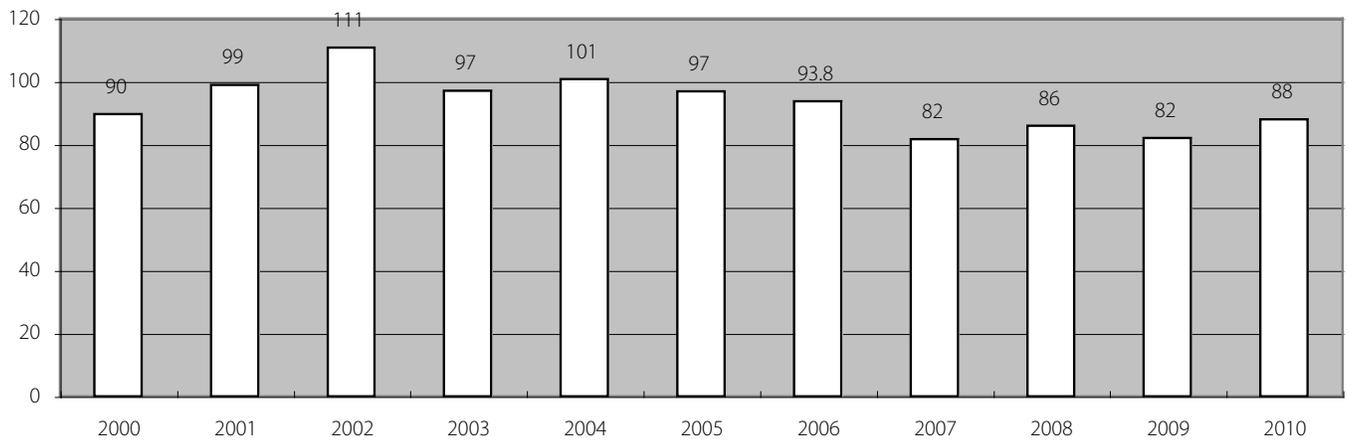
AVERAGE MOTORIST ASSISTS PER SRP DEPUTY



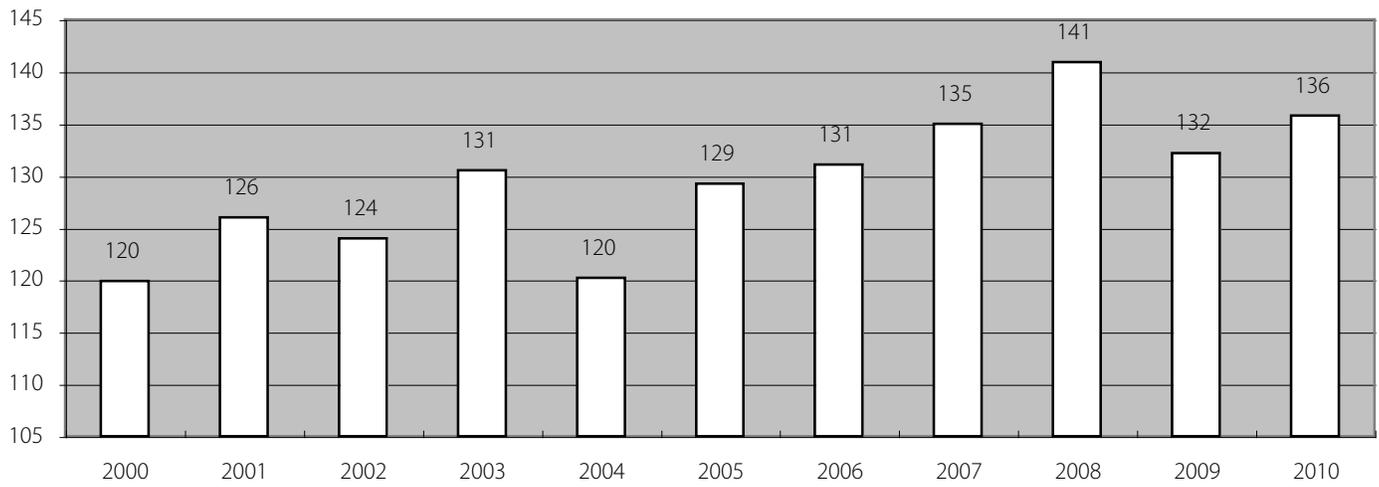
AVERAGE CRIMINAL ARRESTS PER SRP DEPUTY



AVERAGE CRIMINAL REPORTS PER SRP DEPUTY



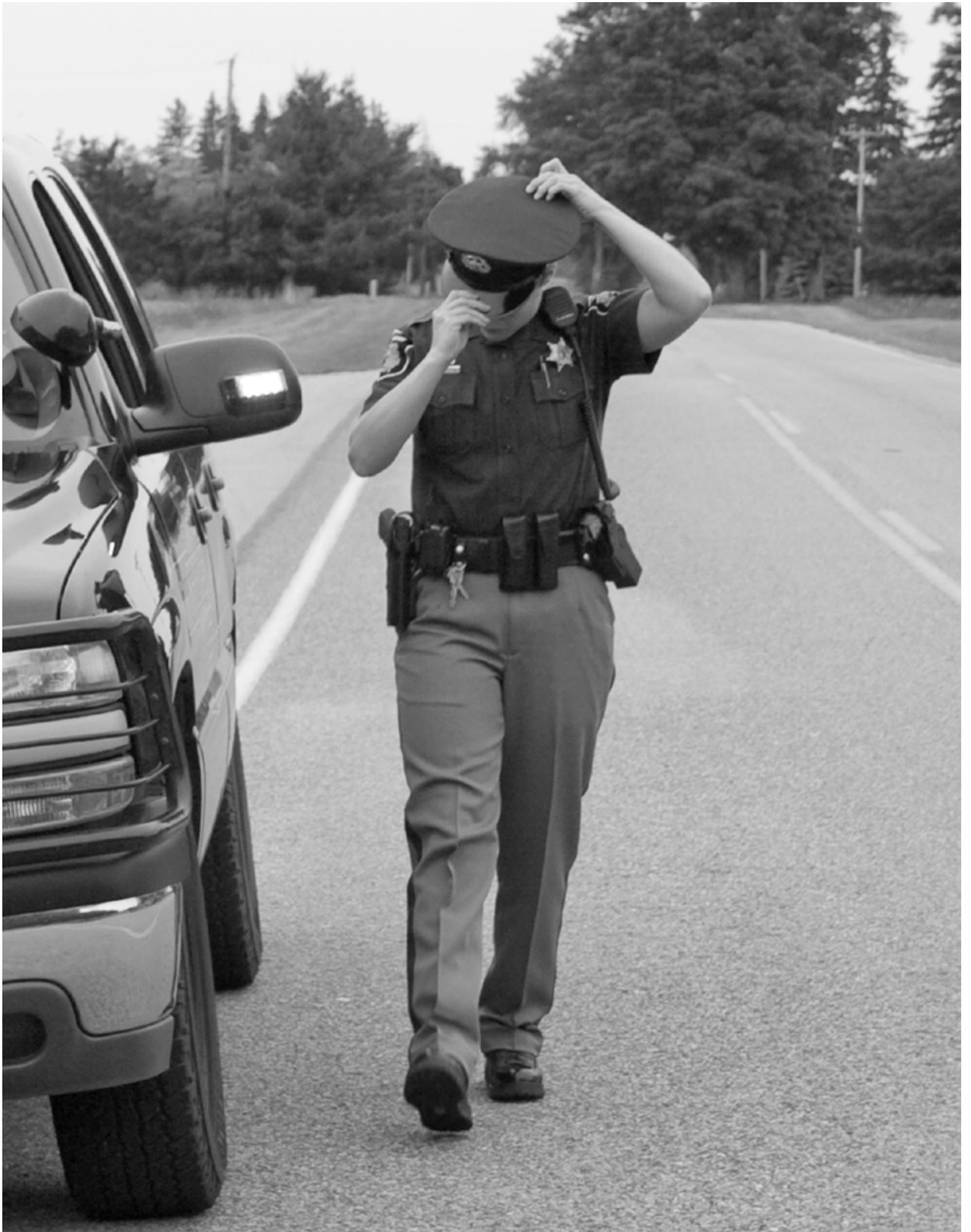
AVERAGE ENFORCEMENT ASSISTS PER SRP DEPUTY



2008-2009 MICHIGAN TRAFFIC CRASH SUMMARY TRENDS

- ★ Michigan experienced an **11.1** percent decrease in traffic fatalities, as well as a **4.9** percent decrease in injuries and a **7.9** percent decrease in crashes.
- ★ Deaths among vehicle occupants (drivers and passengers only) decreased **13.0** percent.
- ★ Persons sustaining "A" level injuries (the most serious) decreased **3.2** percent.

	2008	2009	% CHANGE
NUMBER OF CRASHES			
Fatal Crashes	915	806	-11.9
Personal Injury Crashes	55,568	52,283	-5.9
Property Damage Crashes	259,574	257,889	-8.4
Total	316,057	290,978	-7.9
ALCOHOL-INVOLVED CRASHES			
Fatal Crashes	297	277	-6.7
Personal Injury Crashes	4,172	4,163	-0.2
Property Damage Crashes	6,599	6,225	-5.7
Total	11,068	10,665	-3.6
FATAL CRASHES			
Had Been Drinking (HBD)	297 (32.5%)	277 (34.4%)	-6.7
Had Not Been Drinking / Not Known If Drinking	618 (67.5%)	529 (65.6%)	-14.4
PERSONS IN CRASHES			
Killed	980	871	-11.1
Injured	74,568	70,931	-4.9
Not Injured	458,504	427,758	-6.7
Unknown Injury	71,795	61,062	-14.9
Total	605,847	560,622	-7.5
PERSONS IN ALCOHOL-INVOLVED CRASHES			
Killed	317	299	-5.7
Injured	5,700	5,678	-0.4
Not Injured	12,315	11,821	-4.0
Unknown Injury	2,320	2,128	-8.3
Total	20,652	19,926	-3.5
PERSONS INJURED BY GENDER			
Male	34,120	32,072	-6.0
Female	39,420	37,967	-3.7
Unknown Gender.....	1,028	892	-13.2
Total	74,568	70,931	-4.9
PERSONS INJURED BY SEVERITY			
"A" Injury	6,725	6,511	-3.2
"B" Injury	16,837	16,149	-4.1
"C" Injury	51,006	48,271	-5.4
Total	74,568	70,931	-4.9



2010
Secondary Road Patrol
Summary from
Semi-Annual Reports

2010 SECONDARY ROAD PATROL SUMMARY FROM SEMI-ANNUAL REPORTS

	Average Sworn Officers	Average County Funded Certified Road Patrol Officers	Average SRP Officers	Total Miles by SRP Officers	Total Miles by County Funded Officers	Total Stops by SRP Funded Officers	Total Stops by County Funded Officers
ALCONA	14	12	2	46,167	150,252	591	1,695
ALGER	9	0	1	16,323	-	120	-
ALLEGAN	59.25	33.25	3	88,443	782,177	2,939	10,681
ALPENA	17.75	11.75	1	16,011	106,477	484	859
ANTRIM	16.75	13.5	2	25,645	244,526	347	1,284
ARENAC	13.25	7	1	20,437	136,488	677	2,754
BARAGA	5	4	1	10,228	39,239	75	123
BARRY	27.75	14.75	1	25,387	256,481	485	1,471
BAY	34	31	3	61,677	375,279	4,641	7,944
BENZIE	10.25	8	1	17,666	153,427	361	1,216
BERRIEN	70.25	70.25	2	53,785	713,364	1,502	8,756
BRANCH	29	18	2	50,399	408,178	2,294	3,096
CALHOUN	75.5	28.5	3	66,329	311,153	3,798	946
CASS	21	18	2	58,520	360,147	1,367	1,918
CHARLEVOIX	19	18	1	25,037	421,995	507	2,361
CHEBOYGAN	39	10	2	42,061	131,266	463	1,281
CHIPPEWA	13	6	2	59,339	197,295	1,182	748
CLARE	32	15	1	23,999	292,826	1,242	2,342
CLINTON	21	16	1	39,365	400,128	1,531	13,557
CRAWFORD	26	14	1	32,290	150,754	1,113	2,058
DELTA	12.5	11.5	2	35,283	189,554	675	1,503
DICKINSON	17	6	2	42,463	84,552	412	405
EATON	75	73	2	53,662	281,069	1,163	2,794
EMMET	25	15	1	21,367	261,809	2,190	5,845
GENESEE	137.5	58.5	4	92,774	955,538	2,012	5,763
GLADWIN	16	10	1	23,614	187,304	1,041	2,220
GOGEBIC	22	13	1	47,383	160,000	422	4,356
GRAND TRAVERSE	68	51	2	30,983	920,211	1,906	6,642
GRATIOT	21	16	2	69,270	432,714	2,713	7,216
HILLSDALE	39.5	23.5	2	69,263	279,711	1,536	2,080
HOUGHTON	16	14	2	29,939	126,259	305	1,048
HURON	41	13	2	43,017	365,932	1,081	3,436
INGHAM	159.5	32.5	3.5	95,249	430,678	3,633	15,104
IONIA	21.75	16.75	2	42,432	223,542	862	2,795
IOSCO	6	2	1	21,139	21,097	317	-
IRON	6	5	1	20,062	43,850	439	96
ISABELLA	17	13	2	41,792	250,137	766	1,375
JACKSON	51	45	2.5	36,418	397,974	3,013	10,345
KALAMAZOO	147	40	2.6	59,107	668,566	2,666	6,879
KALKASKA	19	10	1	19,361	257,648	880	676
KENT	238	119	4.25	69,667	1,648,838	2,248	23,541
KEWEENAW	5	3.5	1	29,050	49,067	180	266

	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
LAKE	16	10	1	19,667	221,777	402	1,707
LAPEER	82	16	2	51,704	652,623	1,739	9,535
LEELANAU	17	11	1	28,490	350,330	559	2,355
LENAWEE	44.5	30	1	26,057	610,877	1,354	5,476
LIVINGSTON	67	38.5	2	43,522	472,373	2,656	7,607
LUCE	4	2	1	21,759	31,827	532	471
MACKINAC	11	5.75	0.6	27,489	216,519	339	1,919
MACOMB	237.25	137	4	45,047	600,000+	3,147	8,992
MANISTEE	15	8	3	37,308	110,791	1,092	951
MARQUETTE	23	11	2	51,822	171,730	957	356
MASON	20	18.42	1.58	29,881	195,980	833	2,058
MECOSTA	23	16	1	28,830	348,114	434	2,089
MENOMINEE	10	9	1	25,454	254,412	180	1,298
MIDLAND	57	22	1.5	45,037	437,619	1,213	6,782
MISSAUKEE	9	7	1	24,615	150,531	212	1,230
MONROE	91.5	58.5	4	69,143	no data	2,368	2,931
MONTCALM	29	27	2	45,403	479,682	1,134	2,899
MONTMORENCY	10	8	1	23,420	104,582	472	2,074
MUSKEGON	62	24	2	36,814	604,369	211	2,488
NEWAYGO	22	14	1	37,832	531,524	892	2,772
OAKLAND	578.25	268.75	8	114,845	**	5,548	**
OCEANA	22	13	2	53,448	245,114	880	2,420
OGEMAW	22	13	1	25,650	205,166	869	8,898
ONTONAGON	9	8	1	23,270	82,171	76	232
OSCEOLA	20	18.5	1	27,823	161,998	505	2,328
OSCODA	11	10	1	15,657	131,280	201	1,778
OTSEGO	12	6	1	5,770	25,948	243	171
OTTAWA	129	58	3	39,676	740,903	4,273	33,923
PRESQUE ISLE	12	9	1	28,854	116,011	451	462
ROSCOMMON	32.25	15	1	17,887	243,314	1,054	5,620
SAGINAW	64	38	3	37,828	495,232	1,461	5,634
SANILAC	24	15	1.0625	27,885	349,009	516	2,139
SHIAWASSEE	42.75	17	1	30,564	247,220	1,149	2,574
ST. CLAIR	61.5	41.5	1.375	45,888	-	2,677	-
ST. JOSEPH	24	24	2	39,256	222,627	1,624	4,391
TUSCOLA	28.625	11.75	2	47,299	147,564	3,109	3,381
VAN BUREN	52	12	2	30,821	500,069	862	5,157
WASHTENAW	153	13	2.4375	63,003	214,664	1,665	2,247
WAYNE	894.5	31.5	13.5	166,444	68,603	20,386	3,490
WEXFORD	23	21.5	1.5	37,264	-	304	-
TOTALS	4,778.6	2,057.9	160.4	3,370,829	24,010,055	124,758	320,310

2010 SECONDARY ROAD PATROL SUMMARY FROM SEMI-ANNUAL REPORTS

	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	372	1,038	280	783	-	-	3
ALGER	56	-	64	-	-	-	-
ALLEGAN	1,342	7,905	1,746	4,429	-	-	-
ALPENA	245	537	239	325	-	-	5
ANTRIM	74	690	273	594	-	-	-
ARENAC	445	1,354	261	1,505	-	-	-
BARAGA	69	87	14	19	-	-	-
BARRY	231	1,248	378	601	-	-	-
BAY	1,496	3,970	3,145	4,024	3	-	6
BENZIE	285	920	84	295	-	-	-
BERRIEN	1,003	6,142	1,393	3,482	-	-	-
BRANCH	85	82	1,645	507	-	-	-
CALHOUN	464	64	3,901	1,116	-	-	-
CASS	734	1,449	1,181	982	-	-	-
CHARLEVOIX	517	1,683	70	678	-	-	-
CHEBOYGAN	412	1,017	318	775	-	-	20
CHIPPEWA	1,189	506	468	306	1	-	4
CLARE	514	1,421	718	921	-	-	-
CLINTON	542	4,168	1,006	10,072	-	-	-
CRAWFORD	559	1,321	860	1,313	-	-	-
DELTA	490	1,535	312	379	-	1	1
DICKINSON	304	309	120	113	8	7	29
EATON	905	1,993	445	1,149	-	-	-
EMMET	2,109	5,475	106	370	-	-	-
GENESEE	1,440	5,246	650	2,027	-	-	-
GLADWIN	949	1,243	461	1,048	-	-	-
GOGEBIC	411	1,460	11	481	-	-	4
GRAND TRAVERSE	656	4,106	1,543	5,309	-	-	-
GRATIOT	900	4,244	2,030	3,786	-	-	-
HILLSDALE	281	939	731	1,515	-	-	3
HOUGHTON	162	661	143	311	-	-	1
HURON	1,538	4,428	200	561	-	-	-
INGHAM	1,911	10,911	2,146	5,272	-	-	-
IONIA	639	1,948	403	1,254	-	-	-
IOSCO	265	163	91	61	-	-	-
IRON	359	54	82	60	-	-	3
ISABELLA	351	866	442	602	-	-	-
JACKSON	342	4,321	4,136	9,288	-	-	-
KALAMAZOO	1,189	5,515	1,950	2,722	-	-	1
KALKASKA	428	151	660	809	-	-	-
KENT	322	17,055	3,072	9,530	-	-	-
KEWEENAW	143	214	37	52	-	-	32

	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
LAKE	365	1,239	119	686	-	-	-
LAPEER	1,499	9,351	177	1,481	-	-	-
LEELANAU	401	2,499	181	393	-	-	-
LENAWEE	382	2,701	1,069	2,807	-	-	-
LIVINGSTON	590	3,059	2,243	6,579	-	-	-
LUCE	511	410	140	133	-	-	-
MACKINAC	157	1,333	269	880	-	-	-
MACOMB	1,508	4,882	2,791	4,934	N/A	N/A	N/A
MANISTEE	706	680	375	230	-	-	-
MARQUETTE	448	255	580	158	-	-	-
MASON	579	1,528	254	530	-	-	-
MECOSTA	209	1,405	571	1,351	-	-	-
MENOMINEE	122	1,081	67	335	-	-	-
MIDLAND	589	3,522	619	3,394	-	-	1
MISSAUKEE	216	1,053	90	451	-	-	-
MONROE	609	no data	2,337	4,120	-	-	-
MONTCALM	248	2,014	1,014	1,101	-	-	-
MONTMORENCY	316	1,621	233	656	-	-	-
MUSKEGON	116	2,014	232	1,721	-	-	-
NEWAYGO	636	1,922	256	856	-	-	-
OAKLAND	805	1,637	6,449	33,286	-	2	1
OCEANA	569	1,723	334	697	4	5	2
OGEMAW	411	2,041	604	7,443	-	-	-
ONTONAGON	78	159	20	51	-	-	1
OSCEOLA	364	1,921	122	1,028	-	-	-
OSCODA	190	1,156	80	580	-	-	-
OTSEGO	50	115	200	87	-	-	-
OTTAWA	497	11,980	3,777	21,943	4	-	5
PRESQUE ISLE	367	360	76	102	-	-	6
ROSCOMMON	674	5,480	703	1,360	-	-	-
SAGINAW	800	3,956	844	2,654	-	-	2
SANILAC	442	1,500	273	612	-	-	-
SHIAWASSEE	373	1,618	816	1,152	-	-	-
ST. CLAIR	1,274	-	1,255	-	-	-	-
ST. JOSEPH	854	1,300	1,413	3,080	-	-	-
TUSCOLA	1,764	2,035	1,262	1,410	-	-	-
VAN BUREN	884	4,288	483	2,172	-	-	-
WASHTENAW	23	864	1,888	1,383	-	-	2
WAYNE	4,401	1,451	19,264	2,681	3,258	142	54
WEXFORD	162	40	221	245	-	-	4
TOTALS	51,917	194,632	91,516	194,188	3,278	157	190

2010 SECONDARY ROAD PATROL SUMMARY FROM SEMI-ANNUAL REPORTS

	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	38	88	1	-	4	-	15	2	3
ALGER	8	12	-	1	-	-	6	1	3
ALLEGAN	65	130	7	-	-	-	22	11	52
ALPENA	14	34	-	-	-	-	7	1	2
ANTRIM	23	47	5	1	-	-	2	-	-
ARENAC	26	58	10	-	-	-	3	1	1
BARAGA	8	10	-	-	-	-	7	1	3
BARRY	36	81	1	-	-	-	16	5	-
BAY	8	110	1	-	-	-	15	-	-
BENZIE	-	25	-	-	-	-	14	4	2
BERRIEN	430	1,329	-	2	4	-	192	12	66
BRANCH	-	165	-	-	-	-	3	2	2
CALHOUN	147	549	19	-	2	-	142	28	11
CASS	36	266	37	4	3	-	5	-	-
CHARLEVOIX	25	71	-	-	-	-	3	-	2
CHEBOYGAN	48	50	1	-	-	-	8	1	1
CHIPPEWA	18	35	3	-	1	-	21	21	19
CLARE	23	39	6	1	-	-	17	1	6
CLINTON	41	178	5	-	-	-	30	3	17
CRAWFORD	31	38	1	1	2	-	20	1	2
DELTA	34	37	-	2	-	-	17	6	9
DICKINSON	45	58	-	-	-	-	32	1	3
EATON	128	273	11	-	-	-	9	1	7
EMMET	7	95	-	-	-	-	10	6	6
GENESEE	5	20	-	1	4	-	25	1	7
GLADWIN	38	58	-	-	-	-	18	5	10
GOGEBIC	67	63	26	-	-	-	-	-	-
GRAND TRAVERSE	70	180	-	1	4	-	16	6	1
GRATIOT	40	58	-	-	-	-	4	-	2
HILLSDALE	242	231	19	1	1	-	12	1	6
HOUGHTON	14	20	2	-	-	-	26	-	1
HURON	58	105	6	-	1	-	7	-	-
INGHAM	169	361	1	1	3	-	26	4	-
IONIA	64	98	1	2	4	-	50	2	7
IOSCO	-	14	-	-	-	-	50	-	-
IRON	74	38	3	-	-	-	14	-	2
ISABELLA	22	69	2	-	-	-	4	-	-
JACKSON	30	198	-	2	5	-	-	-	2
KALAMAZOO	44	483	-	1	5	-	58	6	16
KALKASKA	27	51	4	1	1	-	16	7	3
KENT	20	168	2	-	23	-	1	-	1
KEWEENAW	8	3	4	-	-	-	9	-	4

	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
LAKE	10	26	2	1	-	-	9	2	3
LAPEER	6	241	1	-	1	-	8	1	7
LEELANAU	21	43	2	-	-	-	-	-	-
LENAWEE	28	55	1	1	1	-	19	4	12
LIVINGSTON	55	90	13	7	5	-	13	4	4
LUCE	8	6	3	-	-	-	-	1	1
MACKINAC	8	2	-	-	-	-	4	-	1
MACOMB	173	577	-	1	2	-	20	12	5
MANISTEE	23	65	3	-	-	-	42	16	26
MARQUETTE	37	37	-	1	-	-	15	-	-
MASON	65	75	-	-	-	-	3	-	1
MECOSTA	34	124	2	-	-	-	2	-	-
MENOMINEE	15	28	-	-	1	-	4	1	-
MIDLAND	69	370	8	1	2	-	10	2	5
MISSAUKEE	13	29	1	-	-	-	15	15	1
MONROE	92	159	-	9	12	-	8	-	2
MONTCALM	20	139	6	-	2	-	18	-	1
MONTMORENCY	13	26	-	-	1	-	1	-	-
MUSKEGON	50	98	-	4	2	-	1	-	1
NEWAYGO	19	65	4	-	-	-	6	-	8
OAKLAND	11	29	4	2	8	2	2	2	3
OCEANA	33	108	2	-	2	1	32	13	16
OGEMAW	4	25	4	-	-	-	5	-	7
ONTONAGON	22	10	5	1	-	-	2	-	1
OSCEOLA	29	57	3	1	1	-	-	-	-
OSCODA	10	24	3	1	-	-	2	1	1
OTSEGO	1	4	-	-	-	-	2	-	-
OTTAWA	54	204	5	3	18	-	6	-	2
PRESQUE ISLE	20	41	4	-	-	-	1	-	6
ROSCOMMON	16	15	9	-	-	-	6	3	3
SAGINAW	79	158	11	-	1	-	6	2	10
SANILAC	56	142	1	1	-	-	4	-	7
SHIAWASSEE	24	120	3	1	-	-	4	-	-
ST. CLAIR	36	190	-	-	10	-	5	1	-
ST. JOSEPH	139	292	6	-	-	-	6	9	7
TUSCOLA	60	115	5	-	1	1	7	1	-
VAN BUREN	32	67	-	-	1	-	41	4	35
WASHTENAW	-	424	-	-	10	-	16	10	1
WAYNE	-	24	20	-	-	-	35	1	8
WEXFORD	35	71	3	2	1	-	2	1	1
TOTALS	3,651	10,371	312	59	149	4	1,334	247	465

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

2010 SECONDARY ROAD PATROL SUMMARY FROM SEMI-ANNUAL REPORTS

	Total Crime Reports Filed	Total Criminal Arrests	Total Motorist Assists	Total Law Enforcement Assists Own Department	Total Law Enforcement Assists Other Departments	Community Safety Training Sessions	Number of Citizens Attending Safety Sessions
ALCONA	396	61	12	128	28	-	-
ALGER	97	51	53	47	52	-	-
ALLEGAN	832	208	287	339	134	257	5,950
ALPENA	109	112	13	66	132	67	741
ANTRIM	45	40	-	5	37	31	24
ARENAC	73	29	25	105	33	3	376
BARAGA	72	32	-	14	39	-	-
BARRY	70	41	35	97	53	1	28
BAY	429	134	15	302	41	4	110
BENZIE	65	38	-	8	4	-	-
BERRIEN	45	9	966	-	5,754	-	-
BRANCH	80	96	19	-	100	1	-
CALHOUN	314	297	175	420	144	16	550
CASS	264	102	153	382	126	7	732
CHARLEVOIX	65	31	82	214	93	-	-
CHEBOYGAN	118	52	15	6	14	-	-
CHIPPEWA	168	125	49	13	111	-	-
CLARE	39	21	32	157	19	3	543
CLINTON	329	149	80	94	100	1	500
CRAWFORD	248	146	148	142	151	-	-
DELTA	214	106	32	98	97	-	-
DICKINSON	116	101	3	30	70	-	-
EATON	144	108	45	501	87	-	-
EMMET	-	101	29	127	62	-	-
GENESEE	5	269	104	559	457	7	575
GLADWIN	2	-	3	45	9	4	100
GOGEBIC	63	6	207	128	166	3	70
GRAND TRAVERSE	26	179	93	134	33	8	887
GRATIOT	466	91	26	25	42	-	-
HILLSDALE	29	33	62	33	25	13	267
HOUGHTON	46	49	50	8	43	-	-
HURON	87	95	80	78	126	-	-
INGHAM	221	330	250	375	103	6	1,460
IONIA	387	97	48	134	97	-	-
IOSCO	30	1	17	2	18	-	-
IRON	139	78	45	148	146	-	-
ISABELLA	50	-	18	49	34	-	-
JACKSON	518	70	31	131	87	9	212
KALAMAZOO	245	111	118	332	54	1	60
KALKASKA	323	100	45	81	31	1	-
KENT	15	13	74	333	176	37	1,655
KEWEENAW	28	29	7	2	6	-	-

	Total Crime Reports Filed	Total Criminal Arrests	Total Motorist Assists	Total Law Enforcement Assists Own Department	Total Law Enforcement Assists Other Departments	Community Safety Training Sessions	Number of Citizens Attending Safety Sessions
LAKE	53	21	25	71	22	4	60
LAPEER	73	122	84	103	65	44	1,162
LEELANAU	11	5	22	103	19	2	1
LENAWEE	113	109	30	97	33	-	-
LIVINGSTON	474	135	143	74	29	8	175
LUCE	51	31	6	2	32	5	80
MACKINAC	105	13	12	15	28	-	-
MACOMB	136	101	274	1,115	211	9	340+
MANISTEE	618	219	12	22	105	6	87
MARQUETTE	297	23	85	66	141	21	511
MASON	846	57	31	162	37	-	-
MECOSTA	12	1	88	42	17	2	69
MENOMINEE	35	20	1	-	-	-	-
MIDLAND	99	47	84	266	45	13	541
MISSAUKEE	190	59	53	113	37	-	-
MONROE	83	19	45	141	38	15	359
MONTCALM	-	55	78	118	30	11	415
MONTMORENCY	7	27	73	313	4	-	-
MUSKEGON	28	29	35	50	19	10	2,565
NEWAYGO	333	40	74	45	28	-	-
OAKLAND	16	13	89	210	109	3	120
OCEANA	403	158	85	176	71	-	-
OGEMAW	76	87	30	46	24	-	-
ONTONAGON	54	16	3	1	13	-	-
OSCEOLA	9	7	16	68	45	-	-
OSCODA	64	16	15	4	20	-	-
OTSEGO	9	10	2	5	17	-	-
OTTAWA	178	59	131	-	9	16	1,200
PRESQUE ISLE	46	9	19	210	44	1	55
ROSCOMMON	87	156	16	95	93	1	50
SAGINAW	162	102	54	84	88	7	106
SANILAC	819	84	11	104	42	-	-
SHIAWASSEE	75	59	22	83	30	5	95
ST. CLAIR	43	38	162	181	60	10	-
ST. JOSEPH	636	99	10	68	50	-	-
TUSCOLA	-	-	45	72	70	28	367
VAN BUREN	89	29	41	144	61	74	937
WASHTENAW	30	15	79	40	20	20	728
WAYNE	507	250	99	171	84	-	-
WEXFORD	238	55	50	132	55	2	-
TOTALS	14,117	6,136	5,780	10,704	11,079	797	24,523

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





