

# SRP/416

SECONDARY ROAD PATROL AND TRAFFIC ACCIDENT PREVENTION PROGRAM



**Annual Report**  
Fiscal Year 2015

# STATE OF MICHIGAN TRAFFIC CRASH REPORT

Incident Disposition  Open  Closed  
Reviewer \_\_\_\_\_

ORI: MI- \_\_\_\_\_ Department Name \_\_\_\_\_

Crash Date Month Day Year MM DD YYYY	Crash Time Hour Minute HH MM	No. of Units _____	Crash Type <input type="radio"/> Single Motor Vehicle <input type="radio"/> Head On <input type="radio"/> Head On-Left Turn <input type="radio"/> Angle <input type="radio"/> Rear End <input type="radio"/> Rear End-Left Turn <input type="radio"/> Rear End-Right Turn <input type="radio"/> Sideswipe-Same <input type="radio"/> Sideswipe-Opposite <input type="radio"/> Other/Unknown	Special Circumstances <input type="radio"/> None <input type="radio"/> Deer <input type="radio"/> School Bus <input type="radio"/> Hit and Run <input type="radio"/> Fleeing Police <input type="radio"/> Local <input type="radio"/> State	Special Checks <input type="radio"/> Fatal (Report All) <input type="radio"/> Corrected Copy <input type="radio"/> Replace (Entire Report) <input type="radio"/> Delete (Entire Report) <input type="radio"/> Non-Traffic Area <input type="radio"/> ORV/Snowmobile
County _____	Traffic Control <input type="radio"/> None of These <input type="radio"/> Signal <input type="radio"/> Stop Sign <input type="radio"/> Yield Sign	Relation to Roadway (Location of First Impact) <input type="radio"/> Shoulder <input type="radio"/> Outside of Shoulder/Curb <input type="radio"/> On Road <input type="radio"/> Median <input type="radio"/> Gore <input type="radio"/> Other/Unknown	Weather (Mark Only One) <input type="radio"/> Clear <input type="radio"/> Severe Wind <input type="radio"/> Cloudy <input type="radio"/> Snow/Blowing Snow <input type="radio"/> Fog/Smoke <input type="radio"/> Sleet/Hail <input type="radio"/> Rain <input type="radio"/> Other/Unknown	Light (Mark Only One) <input type="radio"/> Daylight <input type="radio"/> Dark-Lighted <input type="radio"/> Dawn <input type="radio"/> Dark-Unlighted <input type="radio"/> Dusk <input type="radio"/> Other/Unknown	Area _____
Construction Zone (if applicable) (Mark One From Each Group) Type: <input type="radio"/> Const./Maint. <input type="radio"/> Lane Closed <input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Utility <input type="radio"/> No	Activity <input type="radio"/> On Road <input type="radio"/> Off Road <input type="radio"/> None	Road Condition (Mark Only One) <input type="radio"/> Dry <input type="radio"/> Snowy <input type="radio"/> Debris <input type="radio"/> Wet <input type="radio"/> Muddy <input type="radio"/> Other/Unknown <input type="radio"/> Icy <input type="radio"/> Slushy	Speed Limit _____	Posted <input type="radio"/> Yes <input type="radio"/> No	Total Lanes _____

Prefix _____	Road Name _____	Divided Roadway <input type="radio"/> N <input type="radio"/> S <input type="radio"/> E <input type="radio"/> W	Road Type _____	Suffix _____
Distance _____	<input type="radio"/> FT <input type="radio"/> North <input type="radio"/> East <input type="radio"/> Beginning of Ramp <input type="radio"/> MI <input type="radio"/> South <input type="radio"/> West <input type="radio"/> End of Ramp	Trafficway 1 2 3 4	Access Control 1 2 3	
Prefix _____	Intersecting Road _____	Divided Roadway <input type="radio"/> N <input type="radio"/> S <input type="radio"/> E <input type="radio"/> W	Road Type _____	Suffix _____

Unit Number _____	State _____	Driver License Number _____	Date of Birth MM DD YYYY	License Type <input type="radio"/> D <input type="radio"/> CY <input type="radio"/> C <input type="radio"/> F <input type="radio"/> M <input type="radio"/> R	Sex <input type="radio"/> M <input type="radio"/> F	Total Occup _____	Hazard Action _____
Unit Type <input type="radio"/> MV <input type="radio"/> B <input type="radio"/> P <input type="radio"/> E (train)	Name _____	Street Address _____	City _____	State _____	Zip _____	Phone Number _____	
Driver Condition <input type="radio"/> Yes <input type="radio"/> No	Interlock <input type="radio"/> Yes <input type="radio"/> No	Alcohol <input type="radio"/> Yes <input type="radio"/> No	Test Type <input type="radio"/> Field <input type="radio"/> PBT <input type="radio"/> Breath <input type="radio"/> Blood <input type="radio"/> Urine	Test Results _____	Drugs <input type="radio"/> Yes <input type="radio"/> No	Test Type <input type="radio"/> Blood <input type="radio"/> Urine	Test Results _____
Vehicle Registration _____	State _____	Insurance _____	Towed To/By _____				

VIN _____	Vehicle Description _____	Make _____	Model _____	Color _____	Year _____
Location of Greatest Damage ① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫	Vehicle Type <input type="radio"/> PA <input type="radio"/> CY <input type="radio"/> OR <input type="radio"/> VA <input type="radio"/> MO <input type="radio"/> Other <input type="radio"/> PU <input type="radio"/> GC <input type="radio"/> Truck/Bus <input type="radio"/> ST <input type="radio"/> SM (Complete Truck/Bus Section)	Vehicle Direction <input type="radio"/> North <input type="radio"/> South <input type="radio"/> East <input type="radio"/> West	Special Vehicles 1 2 3 4 5 6	Private Trailer Type 1 2 3 4 5 6 7	Vehicle Defect 1 2 3 4 5 6
First Impact _____	Extent of Damage _____	Driveable <input type="radio"/> Yes <input type="radio"/> No	Vehicle Use 1 2 3 4 5 6 7 8 9 10 11		

First Name _____	Date of Birth MM DD YYYY	Sex <input type="radio"/> M <input type="radio"/> F	Position _____	Restraint _____	Hospital _____
Middle _____	Street Address _____				Ambulance _____
Last _____	City _____				Ejected <input type="radio"/> Yes <input type="radio"/> No Trapped <input type="radio"/> Yes <input type="radio"/> No
Injury <input type="radio"/> K <input type="radio"/> A <input type="radio"/> B <input type="radio"/> C <input type="radio"/> O	Airbag Deployed <input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Equipped				
First Name _____	Date of Birth MM DD YYYY	Sex <input type="radio"/> M <input type="radio"/> F	Position _____	Restraint _____	Hospital _____
Middle _____	Street Address _____				Ambulance _____
Last _____	City _____				Ejected <input type="radio"/> Yes <input type="radio"/> No Trapped <input type="radio"/> Yes <input type="radio"/> No
Injury <input type="radio"/> K <input type="radio"/> A <input type="radio"/> B <input type="radio"/> C <input type="radio"/> O	Airbag Deployed <input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Equipped				

<input type="radio"/> Owner	Name _____	Address _____	
<input type="radio"/> Uninjured Passenger	Phone Number _____	Age _____ Pos. _____ Rest. _____	
<input type="radio"/> Witness			
<input type="radio"/> Owner	Name _____	Address _____	
<input type="radio"/> Uninjured Passenger	Phone Number _____	Age _____ Pos. _____ Rest. _____	
<input type="radio"/> Witness			
Person Advised of Damaged Traffic Control	Date _____	Damaged Property _____	Public <input type="radio"/> Y <input type="radio"/> N
	Time _____	Owner & Phone _____	
	Name _____		

UD-10 SERIAL NUMBER <b>7705111</b>	Serial Override Number _____	Do Not Write or Mark In This Area
---------------------------------------	------------------------------	-----------------------------------

Do Not Write or Mark On This Side of The Line

Do Not Write or Mark On This Side of The Line

Do Not Write or Mark in U.S.A.

OpScan INSIGHT™ forms by Pearson NCS M3249696-2

G503 Printed in U.S.A.

PASSENGERS

UNIT/DRIVER

LOCATION

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



**Annual Report Fiscal Year 2015**  
(October 1, 2014-September 30, 2015)



#### **ACKNOWLEDGMENTS**

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

#### **FOR MORE INFORMATION**

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## Fiscal Year 2015 Quick Facts

- In FY2015, the Secondary Road Patrol (SRP) program funded 133.48 deputies compared with 133.6 in FY2014.
- SRP deputies generated 86,867 vehicle stops, resulting in 1,181 impaired drivers being removed from Michigan's roadways, 56,431 traffic citations, 5,908 criminal arrests, and 18,931 assists to other officers. SRP deputies also responded to 14,445 criminal complaints and aided 4,612 motorists in need of assistance.
- SRP deputies investigated 12,622 traffic crashes, including 9,032 on secondary roads, 3,246 on state trunk lines, and 344 in villages and cities.
- SRP deputies investigated 149 fatal traffic crashes on secondary roads, 61 fatal crashes on state trunk lines, and 11 fatal crashes in villages and cities.

# Introduction

The SRP and Traffic Accident Prevention program was created by Public Act 416 of 1978. The state grant program, often referred to as the SRP or 416 program, provides Michigan county sheriffs' offices with funding to patrol county and local roads outside the limits of cities and villages. Deputies funded under the SRP program have the legislated responsibilities of traffic enforcement, traffic crash prevention and investigation, criminal law enforcement, and emergency assistance.

The program began on October 1, 1978, with 78 participating counties. On October 1, 1989, Executive Order 1989-4 transferred the SRP program from the Michigan Department of Management & Budget Office of Criminal Justice to the Michigan State Police (MSP) Office of Highway Safety Planning (OHSP).

Public Act 416 of 1978, as amended, requires 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 1 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 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

(For complete law, see page 12.)

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 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 No. 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 laws in 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 SRP 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." [Section 51.77(1)]

This provision is known as the MOE. Under the MOE, counties are ineligible for SRP program funding if they reduce the level of county-funded road patrol (CFRP) deputies, unless they can prove economic hardship and are forced to reduce general services commensurate with the reduction in road patrol. Counties are required to report the number of deputies they have at the beginning of each funding year; these figures are compared with those reported for October 1, 1978. If the county has fewer county-supported deputies, it must either replace the personnel or prove economic hardship in order to receive SRP program funds. If reductions become necessary during the

year, the county is required to report this to the OHSP. Then, the OHSP will determine if the reduction meets the requirements of Public Act 416 of 1978.

On September 30, 2014, the Michigan Legislature adopted House Concurrent Resolution No. 35, exempting all Michigan counties from the MOE requirement for FY2015 due to economic hardship.

**SRP ADMINISTRATIVE EXPENSES FY2015**

Percent of Budget		FY2015 Appropriation - 1% (Rounded)	110,661.00	
		FTE*	BUDGET	ACTUAL EXPENDITURES
	<b>SALARIES</b>			
	Office Administrator 17	1%	1,179.09	
	Accountant 14	5%	3,810.60	
	Accountant 12/13	51%	34,331.73	
	Secretary 9	35.16%	13,867.92	
	Graphics Art Designer 12	1%	633.08	
	Year-end Overtime		1,200.00	
	Total Salaries Without Longevity		55,022.42	53,106.80
	Longevity		162.60	227.34
50%	Total Salaries		55,185.02	53,334.14
	<b>FRINGE BENEFITS</b>			
	Annual Retirement (including Other Postemployment Benefits [OPEB])		33,395.42	32,561.38
	Insurance		13,438.34	12,762.33
	Fringes for Overtime		721.00	
43%	Total Fringes		47,554.76	45,323.71
93%	Total Salaries & Fringes		102,740.00	98,657.85
	<b>OPERATING/CONTRACTUAL/EQUIPMENT</b>			
	Vehicle		400.00	0.00
	Travel		330.00	196.43
	Postage		400.00	242.49
	Conferences & Training		600.00	18.38
	Office & Other Supplies		519.00	5,164.55
	Annual Report		2,470.00	2,470.00
	Deputy of the Year		400.00	124.50
	Misc.- Civil Service Assessments, Other Costs		1,402.00	100.00
	Contractual (Telecomm IAB), etc.		800.00	382.00
	Equipment		600.00	158.75
7%	Total Operating Expenses		7,921.00	8,857.10
100%	<b>TOTAL SRP BUDGET</b>		<b>110,661.00</b>	<b>107,514.95</b>

\*Full-Time Equivalent

\*\*During the grant period of FY15, the SRP program coordinator was on medical leave which resulted in savings to the administrative funding section. The savings were used to purchase supplies/equipment for the deputies funded under the P.A. 416 program.

**SRP FY2015 ALLOCATION**

**2015 State Allocation \$9,300,000**

COUNTY	ALLOCATION PERCENTAGE	MOE REQUIREMENT	COUNTY ALLOCATION
ALCONA	0.393	4.0	36,549
ALGER	0.322	0.0	29,946
ALLEGAN	1.216	18.0	113,088
ALPENA	0.578	1.0	53,754
ANTRIM	0.465	7.0	43,245
ARENAC	0.396	3.0	36,828
BARAGA	0.310	0.0	28,830
BARRY	0.692	11.0	64,356
BAY	1.499	23.0	139,407
BENZIE	0.353	4.0	32,829
BERRIEN	2.075	24.0	192,975
BRANCH	0.747	13.0	69,471
CALHOUN	1.762	17.0	163,866
CASS	0.766	14.0	71,238
CHARLEVOIX	0.442	7.0	41,106
CHEBOYGAN	0.563	2.0	52,359
CHIPPEWA	0.706	6.0	65,658
CLARE	0.531	4.0	49,383
CLINTON	0.857	9.0	79,701
CRAWFORD	0.369	3.0	34,317
DELTA	0.696	5.0	64,728
DICKINSON	0.491	3.0	45,663
EATON	1.090	17.0	101,370
EMMET	0.514	10.0	47,802
GENESEE	4.380	21.0	407,340
GLADWIN	0.467	5.0	43,431
GOGEBIC	0.415	6.0	38,595
GRAND TRAVERSE	0.836	19.0	77,748
GRATIOT	0.782	7.0	72,726
HILLSDALE	0.758	9.0	70,494
HOUGHTON	0.570	4.0	53,010
HURON	0.838	13.0	77,934
INGHAM	2.310	12.0	214,830
IONIA	0.749	9.0	69,657
IOSCO	0.626	10.5	58,218
IRON	0.389	1.0	36,177
ISABELLA	0.782	7.0	72,726
JACKSON	1.926	24.0	179,118
KALAMAZOO	2.010	27.0	186,930
KALKASKA	0.435	4.0	40,455
KENT	4.123	77.0	383,439
KEWEENAW	0.188	2.0	17,484

COUNTY	ALLOCATION PERCENTAGE	MOE REQUIREMENT	COUNTY ALLOCATION
LAKE	0.422	4.0	39,246
LAPEER	0.925	7.0	86,025
LEELANAU	0.389	7.0	36,177
LENAWEE	1.221	24.0	113,553
LIVINGSTON	1.032	15.0	95,976
LUCE	0.279	0.0	25,947
MACKINAC	0.366	5.0	34,038
MACOMB	5.173	68.0	481,089
MANISTEE	0.569	5.0	52,917
MARQUETTE	0.906	11.0	84,258
MASON	0.555	10.0	51,615
MECOSTA	0.597	2.5	55,521
MENOMINEE	0.650	2.0	60,450
MIDLAND	0.833	19.0	77,469
MISSAUKEE	0.415	1.0	38,595
MONROE	1.733	36.0	161,169
MONTCALM	0.836	13.0	77,748
MONTMORENCY	0.352	6.0	32,736
MUSKEGON	1.590	23.0	147,870
NEWAYGO	0.774	12.0	71,982
OAKLAND	8.459	48.0	786,687
OCEANA	0.562	8.0	52,266
OGEMAW	0.461	4.0	42,873
ONTONAGON	0.356	6.0	33,108
OSCEOLA	0.486	0.0	45,198
OSCODA	0.360	4.0	33,480
OTSEGO	0.448	9.0	41,664
OTTAWA	1.907	23.0	177,351
PRESQUE ISLE	0.427	5.0	39,711
ROSCOMMON	0.455	11.0	42,315
SAGINAW	2.472	25.0	229,896
SANILAC	0.899	10.0	83,607
SCHOOLCRAFT	0.301	0.0	27,993
SHIAWASSEE	0.917	15.0	85,281
ST. CLAIR	1.629	18.0	151,497
ST. JOSEPH	0.801	10.0	74,493
TUSCOLA	0.967	11.0	89,931
VANBUREN	0.901	0.0	83,793
WASHTENAW	2.196	34.0	204,228
WAYNE	14.407	60.0	1,339,851
WEXFORD	0.555	9.0	51,615
<b>TOTALS</b>	<b>100.000</b>		<b>\$9,300,000</b>

**PART ONE:**

# County Annual Report Summaries

## I. 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 2013.

In 2015, 73 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 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 2015 were:

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

Training programs are provided through in-service programs within departments and by regional law enforcement training academies and consortiums. In 2015, 116,427 hours of instruction were provided to 2,946 deputies. Eighty 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.

## II. 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:

- Hold more joint training sessions, meetings for sharing information, and meetings for emergency preparedness with all law enforcement agencies in the county.
- Coordinate work schedules with other agencies to ensure adequate coverage.
- Share officers trained in specialized services.

### IMPROVING LAW ENFORCEMENT TRAINING

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

- Beyond the stop/interdiction.
- Commercial motor vehicles.
- Fraudulent identification.
- Report writing.

### IMPROVING LAW ENFORCEMENT COMMUNICATION

Most participating sheriffs indicated a need for continued development of communication systems. Deputies in 22 counties reported being unable to communicate with their radio dispatcher from their patrol vehicle, with 1.0-98 percent of the county area not reliably covered. Deputies in 35 counties reported being unable to communicate when using portable radios, with 1-97 percent of the county area not reliably covered. This results in a potentially hazardous environment for both law enforcement and the public. In some cases, the communication equipment purchased for the existing dispatch facilities and field units is outdated, in need of continual repair, or completely inoperable.

Participating sheriffs requested the following improvements:

- Additional system-wide equipment, such as 800 MHz, high-band radio systems.
- Additional portable equipment, such as hand-held radios.
- Additional mobile equipment, such as mobile data terminals.
- Additional radio towers.

### IMPROVING SERVICES PROVIDED

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

- Additional/increased funding.
- Specialized training and seminars for SRP deputies.
- Media releases/ads promoting the SRP program and services provided.
- More SRP deputies and personnel.
- Re-evaluate MOE requirements annually

## PART TWO:

# FY2015 Program Summary

## I. BACKGROUND INFORMATION

### NUMBER OF COUNTIES

This report includes MOE and crash data from all 83 Michigan counties. The activity data for FY2015 includes all 83 of Michigan's counties.

### DEFINITIONS OF VARIABLES USED IN THIS REPORT

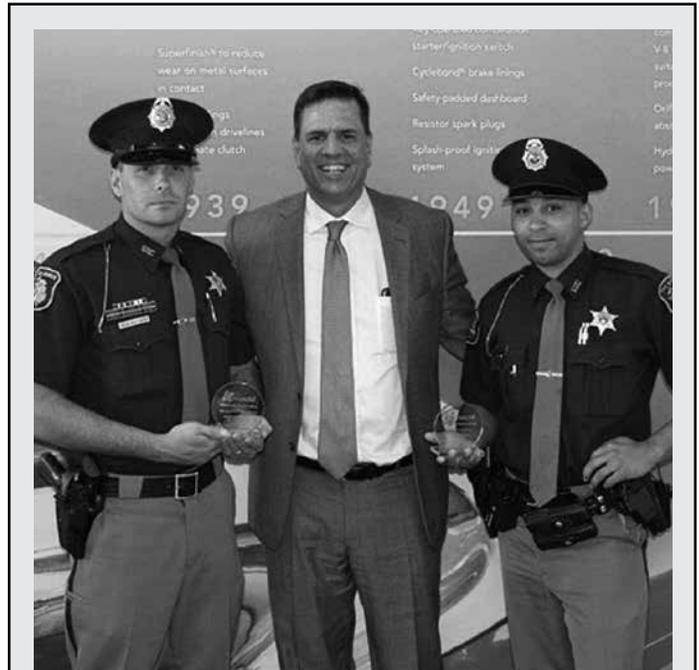
- Accident Investigation—Response to reported accidents, initial investigation, and evidence collection.
- Accident (or crash)—A motor vehicle crash reported to the MSP by state, county, or municipal law enforcement. (With few exceptions, the OHSP prefers the term *crash* because it does not infer or 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 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.)

## II. PERSONNEL AND ACTIVITIES

Activity data is derived from semi-annual and annual program reports submitted to the OHSP by participating sheriffs' offices. For 2015, the activity was compiled according to the state fiscal year, October 1, 2014, to September 30, 2015.

### 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



*Pictured left to right: Deputy Brian Matthews, Traffic Safety Resource Prosecutor Ken Stecker, and Deputy Eric Calhoun.*

Van Buren County Secondary Road Patrol deputies Brian Matthews and Eric Calhoun were both presented awards from the Michigan MADD Chapter (Mothers Against Drunk Driving) at the Chrysler Museum located in Auburn Hills, Michigan on September 23, 2015.

Deputy Matthews was awarded for "Recognition of Excellence." Deputy Calhoun was awarded for "Outstanding Officer."

These two fine Deputies clearly exhibit daily their desire to protect lives and property.

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 support to partial General Fund (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 SRP and training fund. The funding is used for SRP and Traffic Accident Prevention grants and training through the Michigan Commission on Law Enforcement Standards. In FY2002, this surcharge was increased to \$10 while the GF portion was decreased. The GF appropriation was eliminated in 2003. However, the Legislature made modest supplemental appropriations within 2012 and 2014.

The OHSP distributes all available funds under Public Act 416 of 1978, while maintaining the fiscal integrity of the SRP program. Each July or August, the OHSP estimates the funding

amount for the next fiscal year, applies a distribution formula, and notifies each county of its projected allocation. The estimate is based on current and past revenue collections and projected changes in the economy or other factors and includes any projected carry-forward funds from the current fiscal year. One percent of the appropriation is allocated to the OHSP for administration of the SRP program.

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

If a county does not qualify under Public Act 416 of 1978 and does not receive SRP program funding, the allocated funds will remain available through the fiscal year in case the county comes into compliance. Unused monies from all counties are added to the next fiscal year's total budget. Unused monies do not accumulate for a county beyond a fiscal year.

In FY2015, an allocation of \$9.3 million was made available to all Michigan counties.

#### PERSONNEL

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

Number of Road Patrol Deputies in FY2015 .....2,251.83  
 SRP Funded..... 133.48  
 County Funded.....2,118.35

The table on page 9 shows the number of SRP program deputies employed each fiscal year compared with CFRP deputies.

Beginning in 2006, CFRP 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 25 is based on program reports submitted by each participating sheriff's office for FY2015. The average level of traffic enforcement activity, a primary focus for the SRP program, continued to surpass that of the CFRP deputies.

#### SRP DEPUTY OF THE YEAR PROGRAM

The SRP 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,

#### 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
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

Note: Beginning in December of 2002, the \$5 surcharge on moving violations, which funds the restricted portion of the appropriation, was doubled to \$10. The general fund appropriation was decreased for 2002, and was eliminated in 2003. Supplemental appropriations were approved in 2012 and 2014.



The OHSP's Julie Roth congratulates Dep. Pete Feliciano from the Ottawa County Sheriff's Office.

investigating motor vehicle crashes, and providing emergency assistance. The awards program is sponsored by the OHSP in partnership with the MSA.

Ottawa County Sheriff's Deputy Pete Feliciano was honored with the SRP Deputy of the Year Award at the MSA 2015 Fall Training Conference.

Deputy Feliciano, a 20-year veteran of the Ottawa County Sheriff's Office, has worked with the SRP/416 program for 10 years. During his career, he has issued more than 25,000 traffic citations, often

receiving a positive response from the violators due to his professionalism and respect.

He is a staunch advocate for traffic safety and works closely with county schools to educate the staff, students, and parents about safe driving using the MSA driving simulator. In addition, Deputy Feliciano often attends Ottawa County community events to promote traffic safety.

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

During monitoring, up to three primary areas may be examined—maintenance of effort, financial activities, and program compliance. To accomplish this, the OHSP representative may review the previous year's officer daily logs for all SRP deputies, reconcile expenditures reported during the program year, re-view 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.

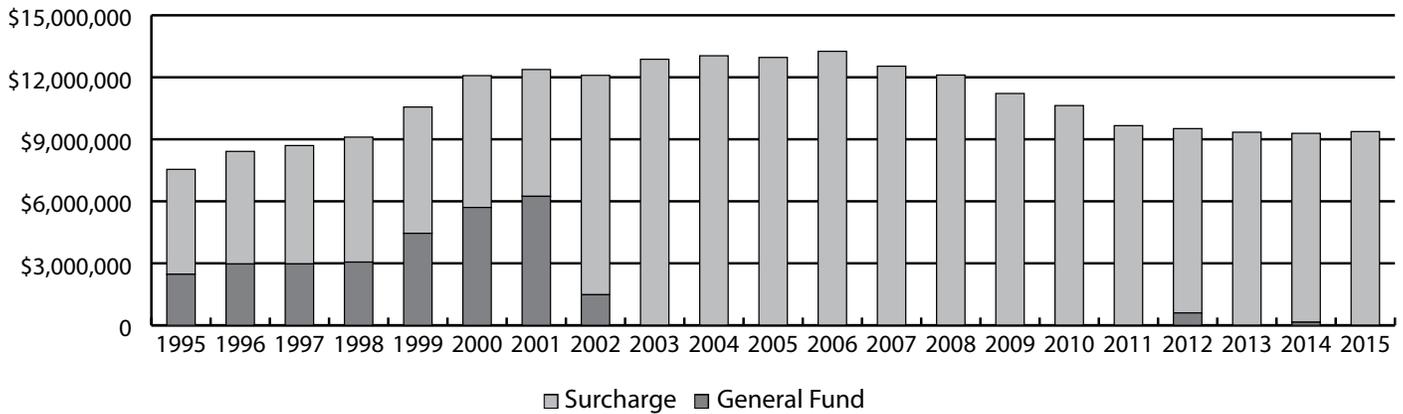
The results of monitoring show the intent of most participating sheriffs' offices is to operate an SRP program to fully satisfy the requirements of Public Act 416 of 1978. The majority of participating sheriffs' offices satisfy the SRP program requirements and SRP deputies are performing traffic-related duties on secondary roads the majority of the time.

### HISTORICAL COMPARISON OF NUMBER OF SRP DEPUTIES AND CFRP DEPUTIES

FISCAL YEAR	PROGRAM YEAR	SRP 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
2011	33rd	155.0	1,970.5
2012	34th	144.8	2,112.9
2013	35th	134.9	2,136.9
2014	36th	133.6	2,149.0
2015	37th	133.5	2,118.4

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

## SRP REVENUE



In FY2015, 34 counties were monitored on their financial activities through in-office desk reviews.

### III. TRAFFIC CRASHES

At the time of this report, complete crash data was available through December 31, 2015.

- **County Profiles**—The number of reported 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.
- **General Crash Trends**—The 2015 traffic fatality count was 963, up 10 percent from the 2014 figure of 876. There were 74,157 persons injured in 297,023 motor vehicle traffic crashes in Michigan during 2015. When compared with 2014, the number of persons injured increased 4 percent and total crashes decreased 1 percent.
- **Alcohol/Drug-Related Crashes**—Of all fatal crashes, 38.7 percent involved at least one impaired operator, bicyclist, or pedestrian.

### IV. SRP PROGRAM EXPENDITURES

Counties develop budgets for the SRP program during August and September 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 FY2015, the total reported program expenditures, including SRP state program funds and reported contributions of county funds, was \$12,117,238.06. This supported the full-time equivalent of 133.48 SRP program deputies and related expenses, including personnel costs, equipment, vehicle maintenance, uniform allowance, and travel, equating to a total cost per SRP deputy of \$90,779.43.

The breakdown between budget categories can fluctuate greatly from year to year and should not be used for multi-year

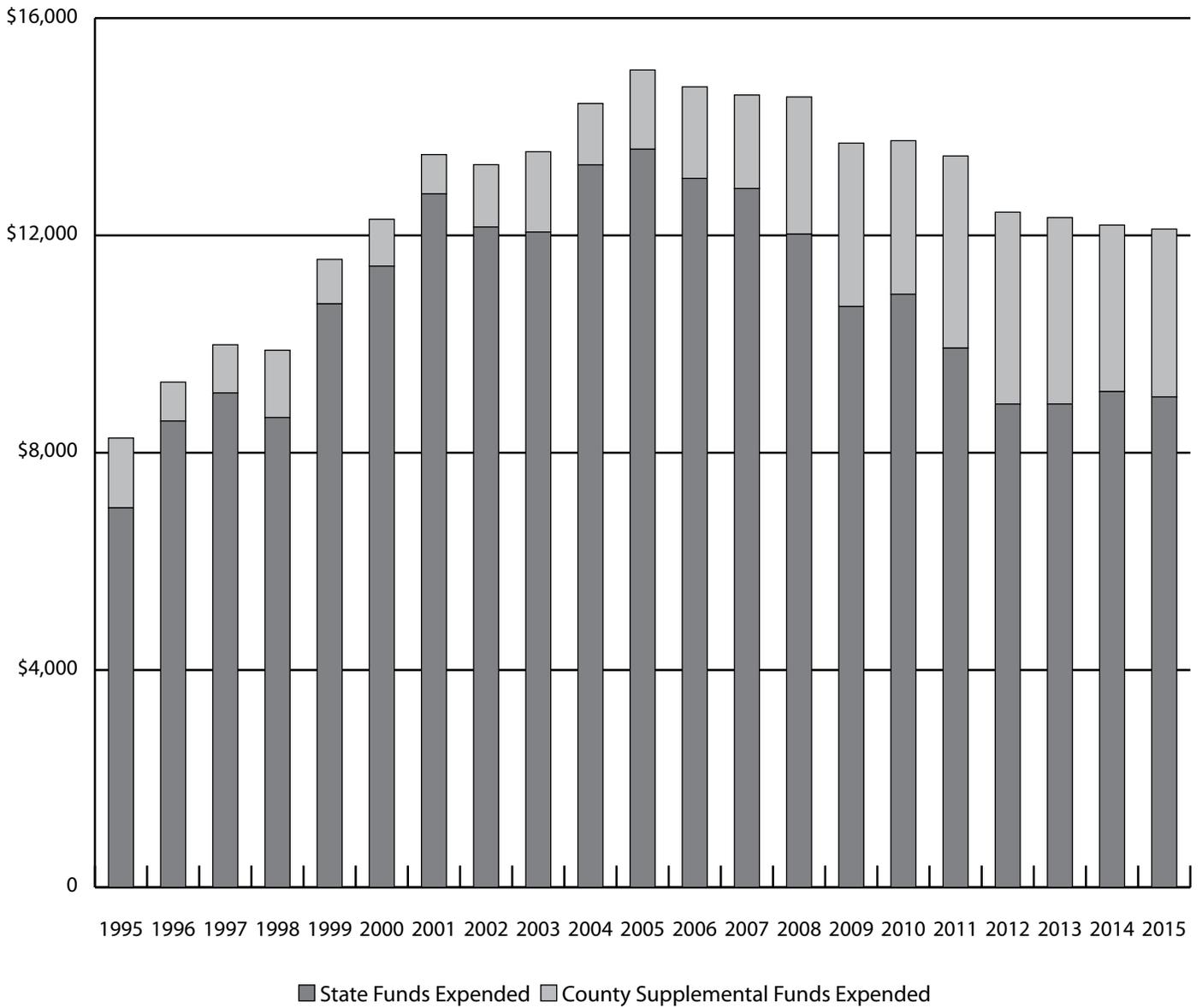
comparisons. For example, a county may use a large percentage of its allocation for SRP program personnel costs one year, while choosing to purchase more equipment, such as a new vehicle, speed-measuring devices, or breath-testing equipment, the next year.

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



Undersheriff Glen Skrent stands in front of a radar display trailer obtained through SRP funding to be utilized by the Tuscola County Sheriff’s Office. The trailer displays the approaching vehicle speed. It has warning lights for speeds over the posted speed limit. It also records speeds to be used for traffic safety studies. The sheriff’s office often receives citizen complaints of speeding in their neighborhoods. They can set this trailer up in those targeted areas. Traffic engineers call this a “calming effect.” This increases safety, not only for motorists, but pedestrians and bicyclists.

**TOTAL EXPENDITURES**  
(in thousands)



only personnel and a few related expenses, while absorbing the rest of the cost of the SRP program in the overall county budget without reporting it to 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.

**V. SYNOPSIS OF ACTIVITIES**

**AVERAGE ACTIVITY LEVELS PER SRP PROGRAM DEPUTY IN FY2015**

*Based on 133.48 SRP Program Deputies*

Operating While Intoxicated (OWI) arrests	8.9
Motorist assists	34.6
Criminal arrests	44.3
Traffic crash investigations	94.6
Criminal complaints	108.2
Enforcement assists	141.8
Traffic citations	422.8

*Rounded to the nearest tenth*

**CUMULATIVE SRP PROGRAM FIGURES FOR PARTICIPATING COUNTIES IN FY2015**

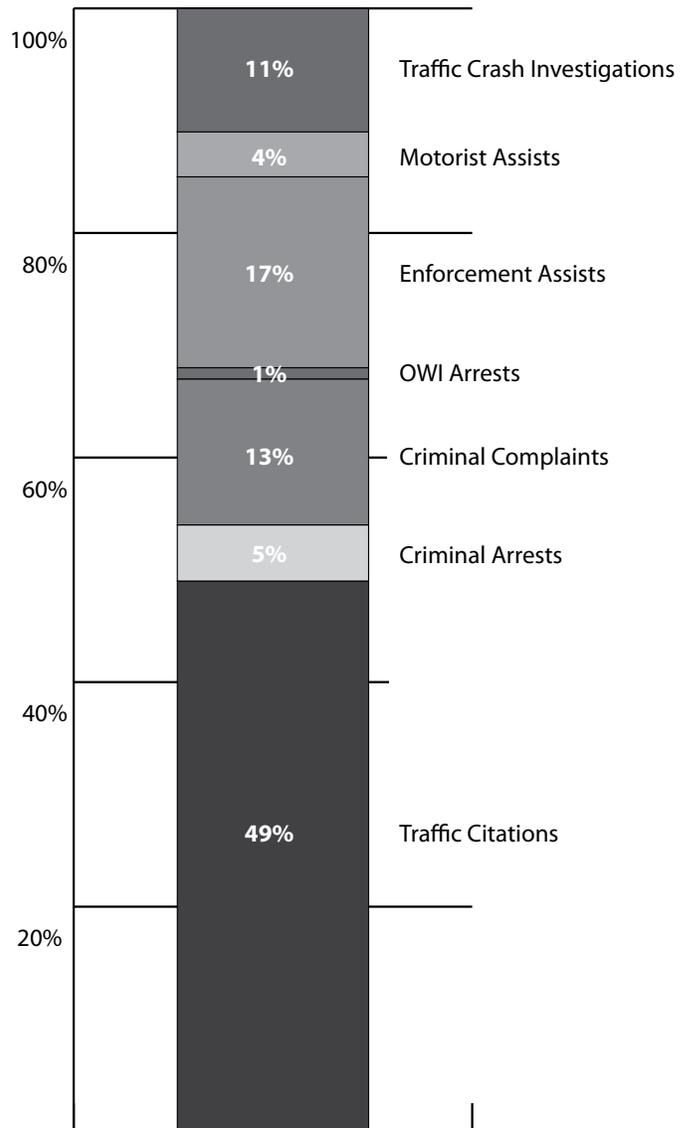
Miles of patrol	2,673,298
Traffic stops	86,867
Verbal warnings	42,520
Traffic citations	56,431
Traffic crash investigations	12,622
OWI arrests involving alcohol	1,010
OWI arrests involving drugs	171
Criminal reports	14,445
Criminal arrests	5,908
Motorist assists	4,612
Law enforcement assists to their own agency	9,287
Law enforcement assists to other agencies	9,644
Calls for assistance in county parks	224
Citations in county parks	1,247
Non-traffic arrests in county parks	112
Community safety training sessions	362
Citizens instructed	16,491

**CONCLUSION**

Section 51.77(9) of P.A. 416 requires the OHSP to conduct an “annual impact and cost effectiveness study of State, county, and municipal road patrol and accident prevention efforts” from the 1 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.

**AVERAGE ACTIVITY LEVELS PER SRP PROGRAM DEPUTY FOR FY2015**



*Rounded to the nearest tenth.*

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

village which is neither approved 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:

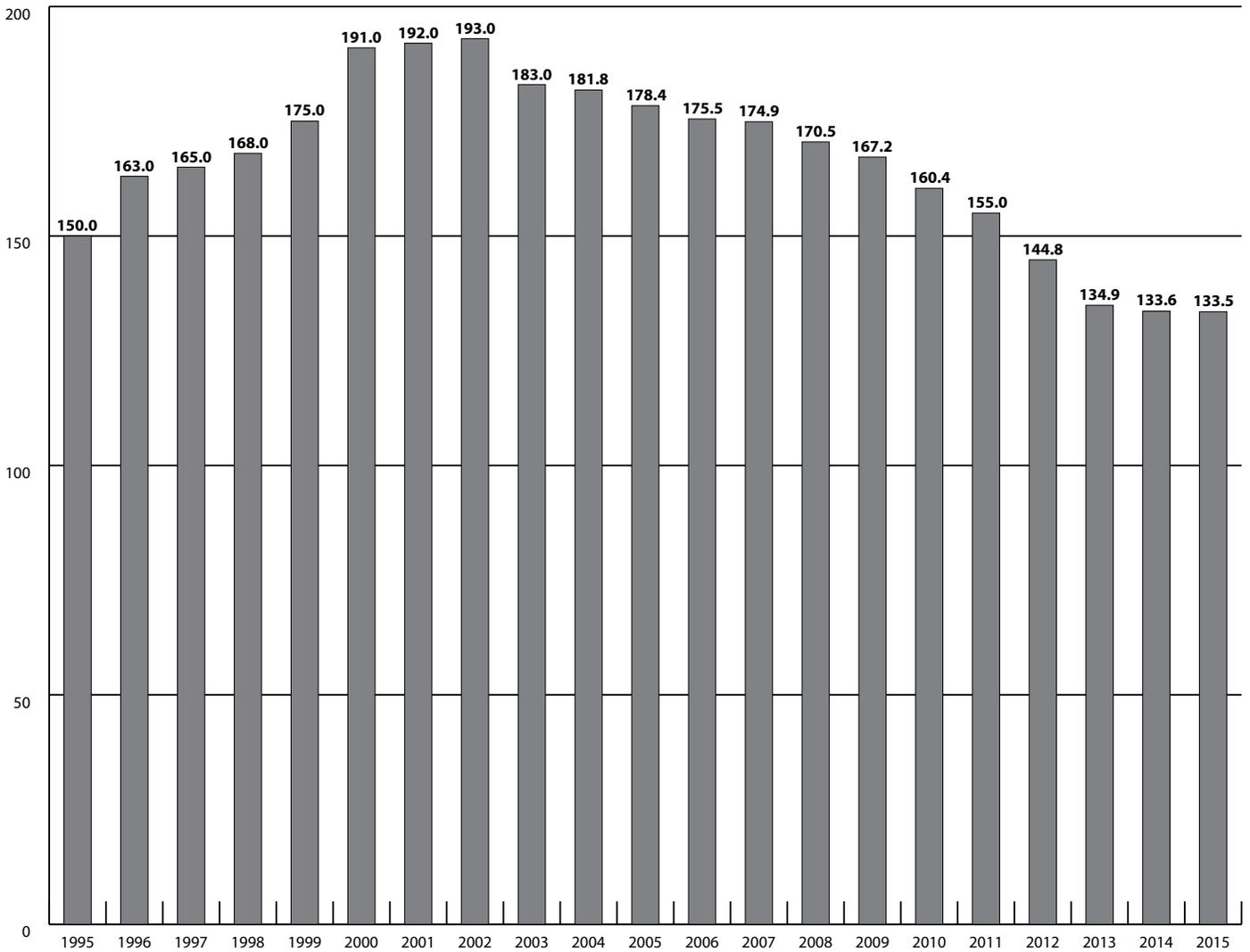
- (a) Employing additional personnel to provide the services described in section 76(2) and (3).
  - (b) Purchasing additional equipment for providing the services described in section 76(2) and (3) and operating and maintaining that equipment.
  - (c) Enforcing laws in state parks and county parks within 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 one percent 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 one percent 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 FUNDS AVAILABLE AND EXPENDED

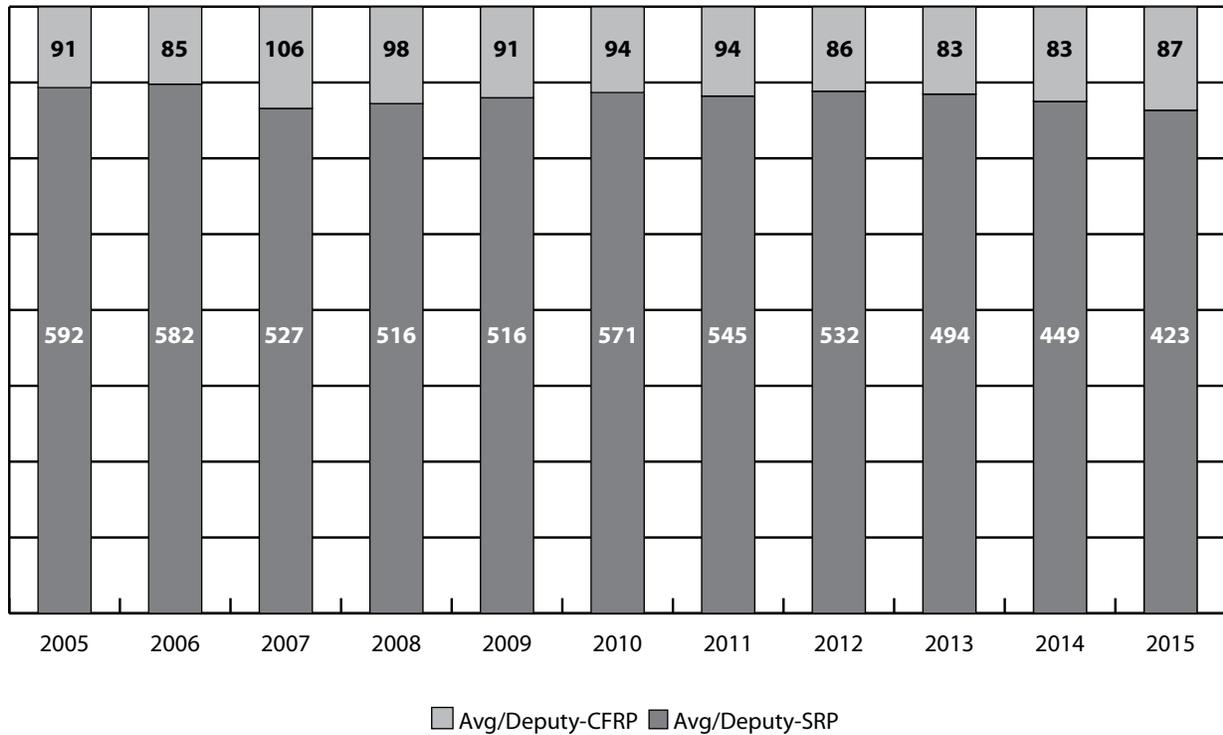
FISCAL YEAR	STATE FUNDS AVAILABLE TO COUNTIES	STATE FUNDS EXPENDED BY COUNTIES	COUNTY CONTRIBUTIONS EXPENDED
1979	\$8,700,000	\$7,363,066	\$8,000
1980	\$8,400,000	\$7,821,779	\$118,200
1981	\$6,293,700	\$5,771,668	\$107,900
1982	\$6,275,000	\$6,236,537	\$108,600
1983	\$6,200,000	\$5,948,375	\$222,700
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
1997	\$9,400,000	\$9,101,059	\$887,100
1998	\$9,000,000	\$8,649,438	\$1,237,900
1999	\$11,500,000	\$10,739,979	\$818,500
2000	\$12,000,000	\$11,435,192	\$861,800
2001	\$13,500,000	\$12,766,294	\$721,500
2002	\$12,385,600	\$12,156,256	\$1,147,000
2003	\$12,385,600	\$12,063,463	\$1,478,000
2004	\$13,866,731	\$13,298,815	\$1,130,000
2005	\$13,872,000	\$13,586,872	\$1,458,000
2006	\$13,300,000	\$13,051,369	\$1,684,000
2007	\$13,800,000	\$13,031,927	\$1,721,000
2008	\$12,300,000	\$12,022,656	\$2,517,000
2009	\$11,236,000	\$10,690,221	\$3,009,000
2010	\$11,300,000	\$10,916,730	\$2,826,825
2011	\$10,000,000	\$9,925,373	\$3,538,000
2012	\$9,000,000	\$8,895,950	\$3,532,000
2013	\$9,000,000	\$8,897,319	\$3,430,666
2014	\$9,300,000	\$9,124,889	\$3,066,044
2015	\$9,300,000	\$9,027,012	\$3,090,226

**NUMBER OF SRP DEPUTIES**  
(Full-Time Equivalent)

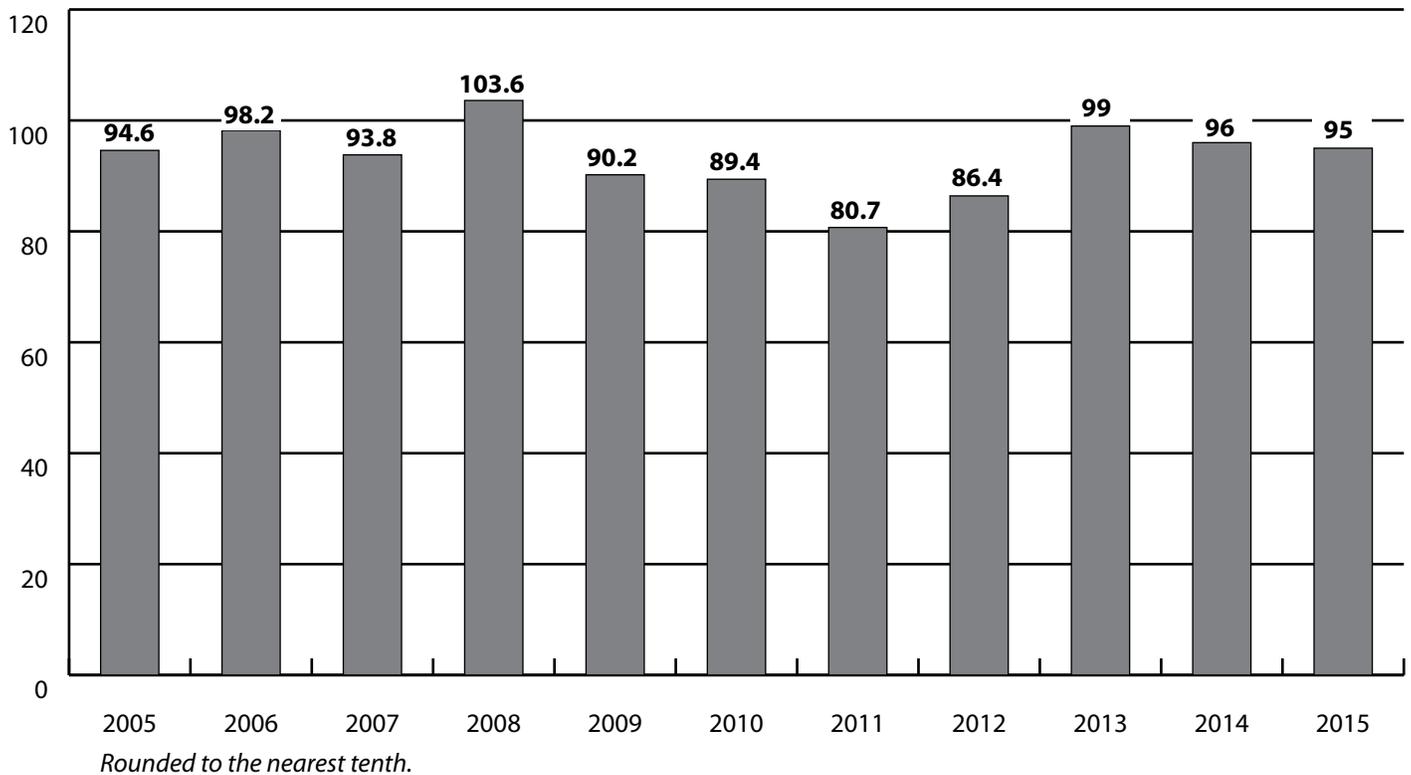


*Rounded to the nearest tenth.*

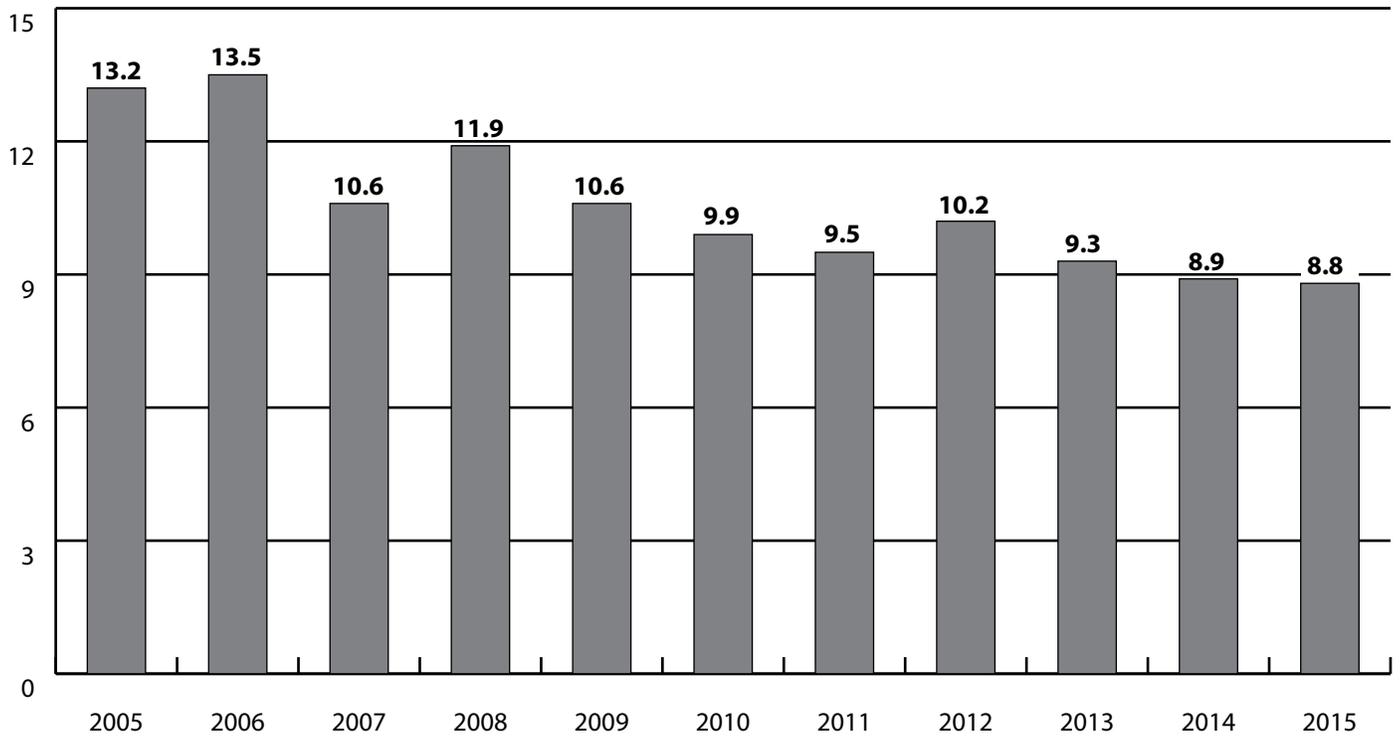
**AVERAGE TRAFFIC CITATIONS PER DEPUTY—SRP AND CFRP**



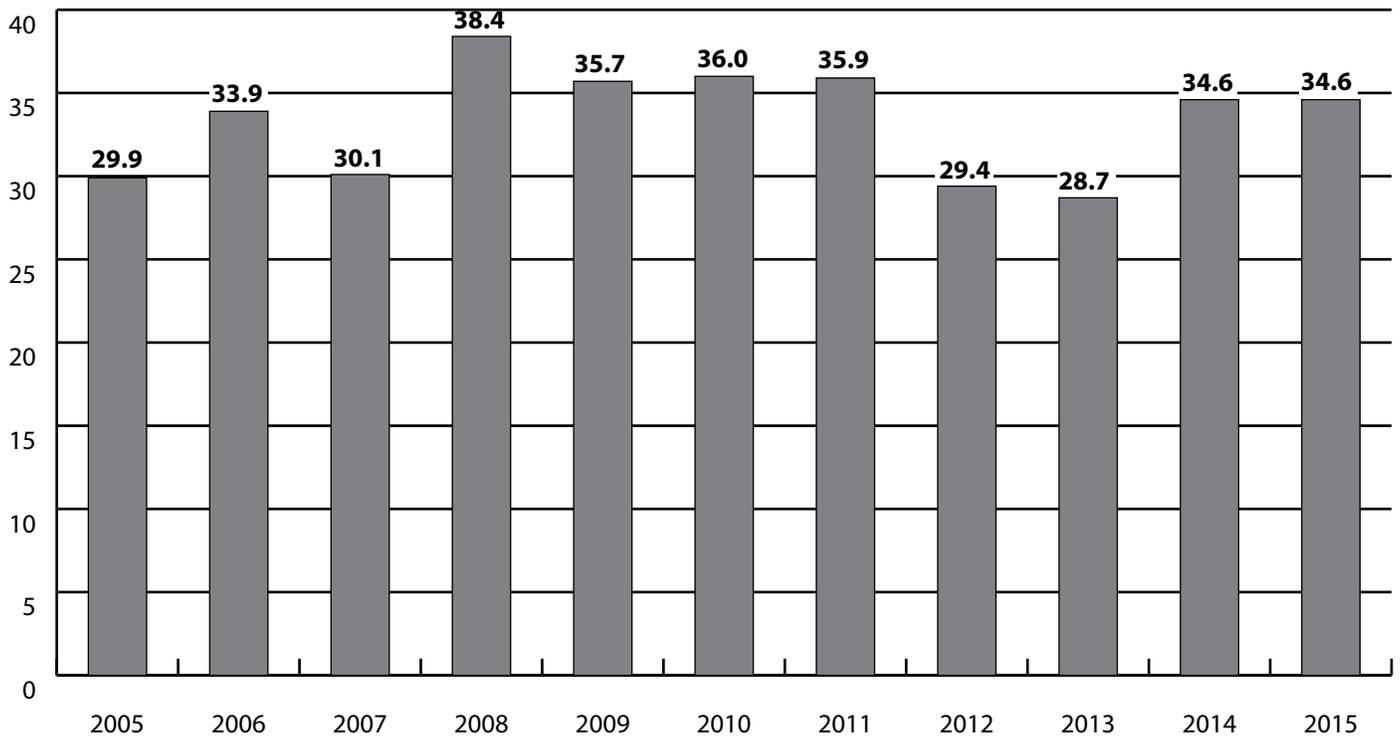
**AVERAGE TRAFFIC CRASH INVESTIGATIONS PER SRP DEPUTY**



**AVERAGE OWI ARRESTS PER SRP DEPUTY**

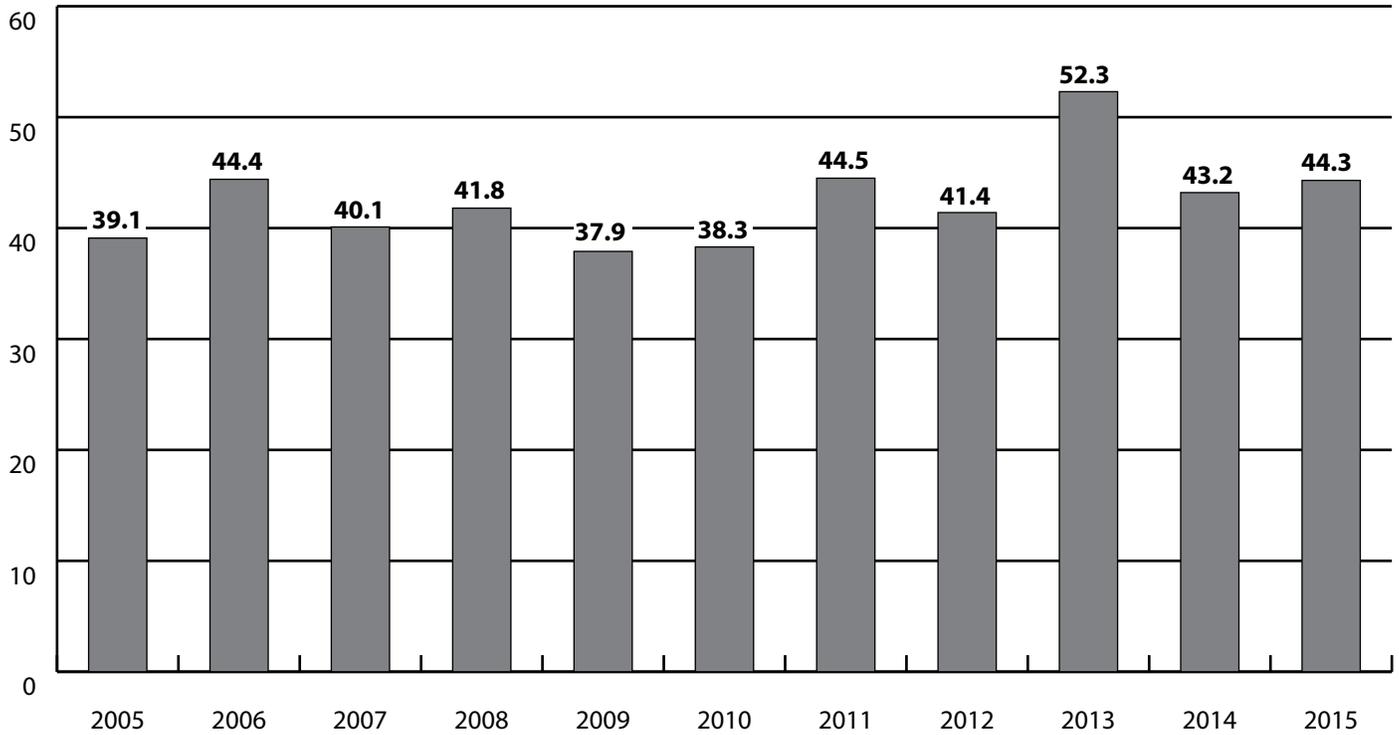


**AVERAGE MOTORIST ASSISTS PER SRP DEPUTY**

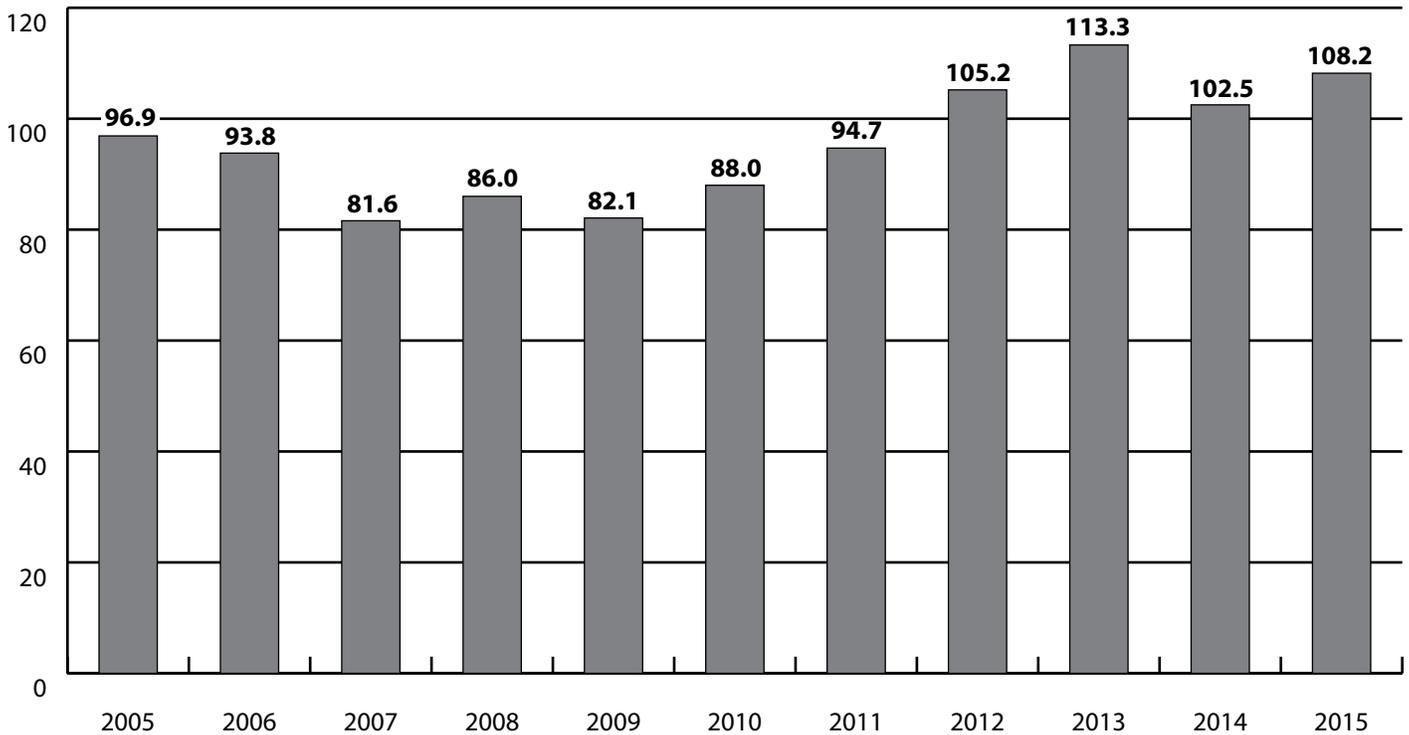


*Rounded to the nearest tenth.*

### AVERAGE CRIMINAL ARRESTS PER SRP DEPUTY

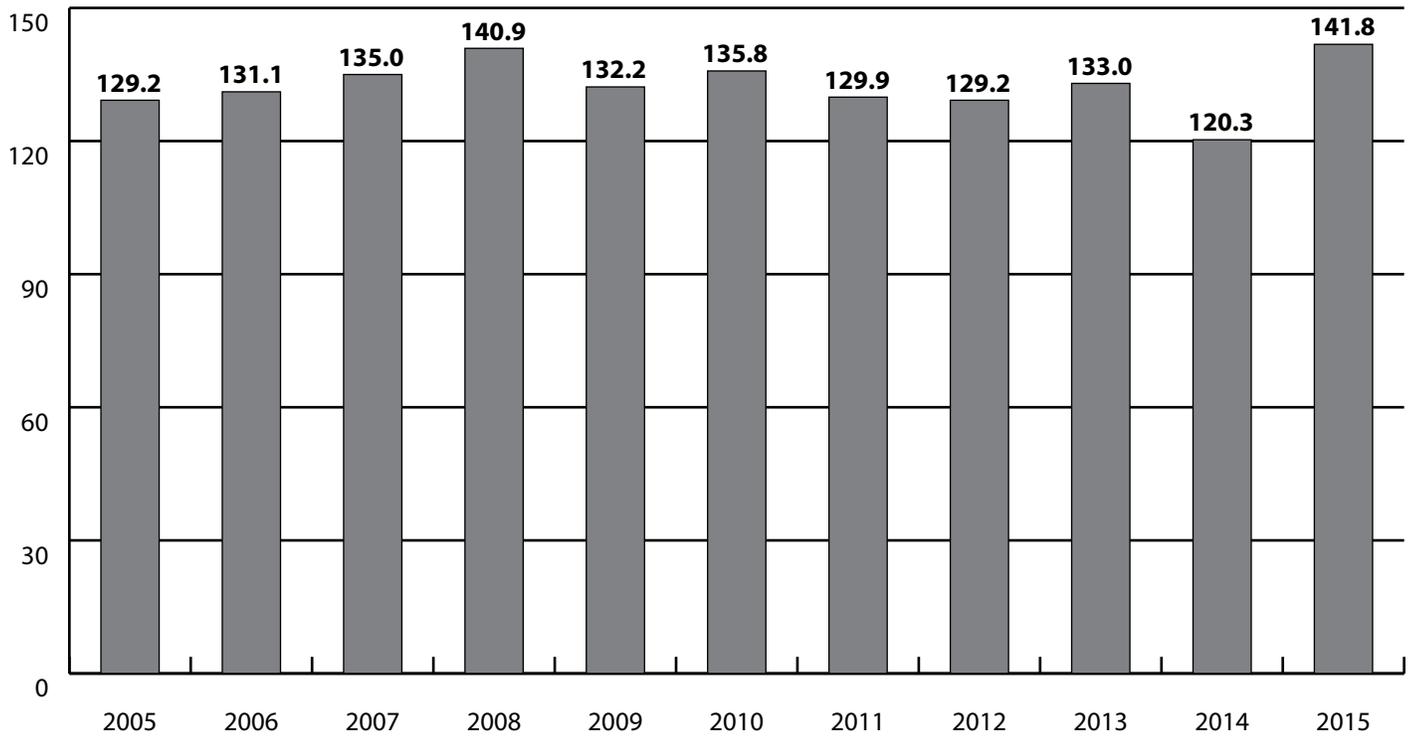


### AVERAGE CRIMINAL REPORTS PER SRP DEPUTY



*Rounded to the nearest tenth.*

**AVERAGE LAW ENFORCEMENT ASSISTS PER SRP DEPUTY**



*Rounded to the nearest tenth.*

## 2014-2015 MICHIGAN TRAFFIC CRASH FACTS

- Michigan experienced a 1 percent decrease in total crashes, an 11 percent increase in fatal crashes, and a 3 percent increase in total fatalities.
- Persons sustaining A-level injuries (the most serious) decreased 1 percent.

	2014	2015	Percent Change
<b>GENERAL DATA</b>			
Total crashes	298,699	297,023	-1%
Fatal crashes	806	893	11%
Personal injury crashes	52,523	54,008	3%
Total injuries	71,378	74,157	4%
Total fatalities	876	963	10%
Property damage crashes	245,370	242,122	-1%
Total A injuries (incapacitating)	4,909	4,865	-1%
Percent of restraint use in fatalities*	50.70%	52.5%	4%
Registered vehicles (millions)	8.19	8.26	1%
Population (millions)	9.9	9.92	0.2%
<b>ALCOHOL- AND/OR DRUG-INVOLVED</b>			
Alcohol-involved crashes	9,396	9,537	2%
Alcohol-involved fatal crashes	222	271	22%
Alcohol-involved fatalities	236	303	28%
Drug-involved crashes	1,944	2,227	15%
Drug-involved fatal crashes	131	159	21%
Drug-involved fatalities	150	179	19%
Alcohol- and/or drug-involved fatal crashes	291	346	19%
Percent of alcohol and/or drug-involved fatal crashes to total fatal crashes	36.10%	38.7%	7%
Alcohol- and/or drug-involved fatalities	319	384	20%
Percent of alcohol- and/or drug-involved fatalities to total fatalities	36.40%	39.9%	10%
OUIL arrests	35,060	33,720	-4%
<b>TEENS (13-19)**</b>			
Teen-involved crashes	59,648	61,869	4%
Teen-involved fatal crashes	204	298	46%
Teen fatalities	80	98	23%

\*Restraint use by deceased occupants of motor vehicles equipped with safety belts.

\*\*Represents any teen (13-19) that was involved in the crash (MV, P, B, E, Psgr).



**2015**  
**SRP Summary from**  
**Semi-Annual Reports**

**2015 SRP SUMMARY FROM SEMI-ANNUAL REPORTS**

	Average Sworn Officers	Average CFRP Officer	Average SRP Officers	Total Miles by SRP Officers	Total Miles by CFRP Officers	Total Stops by SRP Officers	Total Stops by CFRP Officers
ALCONA	10	9	1	28,570	213,118	229	1,233
ALGER	9	0	1	12,212	0	63	0
ALLEGAN	52.25	32.25	3	80,084	706,535	3,206	15,278
ALPENA	17.75	17.75	1	17,761	171,274	212	813
ANTRIM	21	16.5	1	26,738	237,494	393	1,682
ARENAC	15	8	1	18,772	125,331	814	3,261
BARAGA	5	4	1	10,357	24,945	78	164
BARRY	31	14	1	31,033	248,853	732	1,079
BAY	34	31	3	59,124	380,672	5,127	9,719
BENZIE	15	10	1	9,792	137,616	176	1,332
BERRIEN	134	69	2	36,788	644,197	927	6,938
BRANCH	14	8	1	15,901	218,062	737	474
CALHOUN	93.5	33	2	31,378	192,381	1,739	3,670
CASS	21	18	1	11,575	269,509	359	726
CHARLEVOIX	19	18	1	12,957	182,084	66	589
CHEBOYGAN	38	12	1	24,986	261,572	365	2,825
CHIPPEWA	27	11	2	56,014	251,665	1,512	582
CLARE	32	16	1	24,065	253,894	778	1,102
CLINTON	21	16	1	33,666	409,693	1,278	14,465
CRAWFORD	21	13	1	29,472	136,277	189	1,617
DELTA	14	8	2	64,421	130,387	1,596	1,202
DICKINSON	19.25	6	2	46,992	82,888	693	282
EATON	75	73	2	26,526	N/A	1,018	4,173
EMMET	24	15	1	15,847	202,895	1,728	6,208
GENESEE	242.5	116.5	3	53,641	267,900	1,637	4,796
GLADWIN	14	8	1	23,254	169,767	309	1,958
GOGEBIC	23.75	14	1	14,206	160,465	126	1,097
GRAND TRAVERSE	66	51	1	19,314	825,245	412	12,984
GRATIOT	26.75	17	2	63,679	451,003	1,590	9,277
HILLSDALE	38	22	1	19,320	73,859	583	1,536
HOUGHTON	16	14	2	43,691	121,624	526	936
HURON	33	13	2	24,275	367,888	566	3,379
INGHAM	102.5	41	4	79,742	543,776	2,888	11,059
IONIA	26	18.1	0.9	23,881	230,208	593	3,104
IOSCO	7.25	2	0	42,719	32,967	971	88
IRON	10	6	1	20,607	74,497	371	260
ISABELLA	15	13	2	31,540	248,069	738	931
JACKSON	53.75	51.75	2	36,427	668,773	1,785	9,096
KALAMAZOO	162	38	2	33,336	430,682	1,313	3,858
KALKASKA	18	9	1	16,932	221,356	492	552
KENT	246.25	140.25	3	46,892	1,597,054	996	20,187
KEWEENAW	5	4.5	0.5	27,290	55,734	180	160

	Average Sworn Officers	Average CFRP Officer	Average SRP Officers	Total Miles by SRP Officers	Total Miles by CFRP Officers	Total Stops by SRP Officers	Total Stops by CFRP Officers
LAKE	14.5	10.5	1	9,400	223,521	173	1,773
LAPEER	79.5	20.5	2	41,164	638,789	2,489	10,880
LEELANAU	20	13	1	25,231	340,818	229	1,627
LENAWEE	42	26	1	23,296	400,505	2,006	5,016
LIVINGSTON	58	32.75	2	36,190	666,839	1,876	7,854
LUCE	5	3	1	9,138	54,240	430	1,276
MACKINAC	13.5	7.75	0.5	25,496	218,164	460	1,183
MACOMB	249	152	4	42,345	600,000	3,043	16,100
MANISTEE	16	9	1	36,766	109,343	873	402
MARQUETTE	23.75	11.75	2	50,855	161,487	690	762
MASON	19	19	1	25,303	245,615	205	3,059
MECOSTA	23	16	1	23,635	389,487	791	5,656
MENOMINEE	14.5	9.5	1	24,703	286,339	309	1,565
MIDLAND	42.5	22	1.5	44,745	361,197	2,471	4,308
MISSAUKEE	9	7	1	22,257	178,546	297	1,819
MONROE	70	42	2	51,409	658,083	661	4,666
MONTCALM	28	21	1	21,550	324,387	729	1,212
MONTMORENCY	11	10	1	18,926	157,301	123	1,580
MUSKEGON	68	24	2	28,150	670,713	95	2,246
NEWAYGO	28	16	1	38,217	460,299	1,493	3,306
OAKLAND	657.5	286.75	6	103,909	**	2,455	**
OCEANA	21	10	2	53,149	249,931	722	1,445
OGEMAW	17	12	1	19,377	139,574	689	9,318
ONTONAGON	7	6	1	13,689	57,424	5	95
OSCEOLA	19	9	1	21,784	182,969	197	1,570
OSCODA	9.25	9	1	12,326	115,660	192	682
OTSEGO	11	7	1	14,375	68,256	164	501
OTTAWA	142	62	3	50,836	717,356	2,705	31,115
PRESQUE ISLE	12	9	1	28,060	177,883	308	1,113
ROSCOMMON	25.5	17.25	1	28,901	248,479	663	2,788
SAGINAW	61	34	2	34,921	528,866	828	4,564
SANILAC	27	15	1	28,848	344,741	472	1,720
SCHOOLCRAFT	3.25	0	2	14,367	0	76	0
SHIAWASSEE	32	6	1	23,879	76,210	789	654
ST. CLAIR	68	44	1	20,290	na	1,069	na
ST. JOSEPH	24	19	2	37,856	228,167	1,989	4,820
TUSCOLA	26.75	14	1	22,742	190,421	1,042	3,158
VAN BUREN	52	12	2	41,819	334,615	2,404	1,767
WASHTENAW	153	12	1.58	25,072	83,606	803	824
WAYNE	629.028	11	9.5	108,743	63,541	9,532	2,232
WEXFORD	23	13	1	23,802		229	
<b>TOTALS</b>	<b>4,723.0</b>	<b>2,118.35</b>	<b>133.48</b>	<b>2,673,298</b>	<b>22,975,581</b>	<b>86,867</b>	<b>309,328</b>

## 2015 SRP SUMMARY FROM SEMI-ANNUAL REPORTS

	Total Verbal Warnings by SRP Officers	Total Verbal Warnings by CFRP Officers	Total Citations by SRP Officers	Total Citations by CFRP Officers	Total Citations in County Parks	Non-Traffic Arrests in County Parks	Calls for Assistance in County Parks
ALCONA	87	1,041	169	607	0	0	0
ALGER	23	0	22	0	0	0	0
ALLEGAN	2,104	12,071	1,512	5,607	0	0	0
ALPENA	185	659	27	154	0	0	4
ANTRIM	230	1,819	198	459	0	0	0
ARENAC	519	1,250	353	2,362	0	0	0
BARAGA	72	181	23	42	0	0	0
BARRY	417	1,143	309	345	0	0	0
BAY	2,048	6,752	3,135	3,092	0	0	0
BENZIE	160	1,332	51	292	0	0	0
BERRIEN	324	6,089	901	3,178	0	0	0
BRANCH	39	0	873	125	0	0	0
CALHOUN	410	368	1,588	3,462	0	0	0
CASS	104	583	446	215	0	0	0
CHARLEVOIX	54	466	20	191	0	0	0
CHEBOYGAN	158	2,866	245	1,098	0	0	0
CHIPPEWA	1,263	409	389	226	0	0	0
CLARE	411	746	411	356	0	0	0
CLINTON	562	4,584	739	10,014	1	0	14
CRAWFORD	130	1,019	135	966	N/A	N/A	N/A
DELTA	1,402	1,024	383	330	0	0	2
DICKINSON	502	127	204	110	0	0	4
EATON	639	2,919	358	1,254	0	0	0
EMMET	1,593	5,832	135	376	0	0	0
GENESEE	1,085	4,378	282	1,080	0	0	0
GLADWIN	168	1,136	269	1,053	0	0	0
GOGEBIC	192	932	28	98	0	0	2
GRAND TRAVERSE	127	9,356	318	4,028	0	0	0
GRATIOT	550	6,855	970	3,181	0	0	0
HILLSDALE	195	712	277	1,454	0	0	0
HOUGHTON	463	726	104	210	0	0	0
HURON	647	3,976	236	598	0	0	0
INGHAM	1,137	6,740	2,201	4,988	0	0	0
IONIA	398	2,437	269	1,031	0	0	0
IOSCO	922	34	95	46	0	0	0
IRON	326	197	105	108	0	0	0
ISABELLA	418	648	331	299	0	0	0
JACKSON	651	5,460	1,576	3,606	0	0	0
KALAMAZOO	733	3,061	724	1,912	0	0	0
KALKASKA	256	82	337	669	0	0	0
KENT	445	15,968	734	8,883	0	0	0
KEWEENAW	149	136	31	26	0	0	28

	Total Verbal Warnings by SRP Officers	Total Verbal Warnings by CFRP Officers	Total Citations by SRP Officers	Total Citations by CFRP Officers	Total Citations in County Parks	Non-Traffic Arrests in County Parks	Calls for Assistance in County Parks
LAKE	98	600	136	1,031	0	0	0
LAPEER	1,502	8,142	527	1,528	0	0	0
LEELANAU	214	1,517	105	454	0	0	0
LENAWEE	184	3,256	1,973	1,768	0	0	0
LIVINGSTON	295	3,866	1,588	4,138	0	0	0
LUCE	467	1,301	53	222	0	0	0
MACKINAC	359	842	223	577	0	0	0
MACOMB	1,041	655	3,715	15,900	0	0	1
MANISTEE	722	304	158	77	0	0	0
MARQUETTE	348	608	428	358	0	0	0
MASON	379	3,529	84	585	0	0	0
MECOSTA	649	4,459	326	1,695	3	0	0
MENOMINEE	276	1,595	83	452	0	0	0
MIDLAND	615	2,720	520	2,584	0	0	0
MISSAUKEE	270	1,618	67	364	0	0	0
MONROE	123	Not captured	837	2,712	0	0	0
MONTCALM	174	810	747	665	0	0	0
MONTMORENCY	90	1,295	24	317	0	0	0
MUSKEGON	46	1,673	94	1,004	0	0	0
NEWAYGO	1,174	2,297	319	549	0	0	0
OAKLAND	601	5,900	2,651	40,450	0	0	1
OCEANA	464	1,136	278	309	0	0	0
OGEMAW	206	1,800	609	8,351	0	0	0
ONTONAGON	5	86	0	25	0	1	0
OSCEOLA	181	1,513	34	497	0	0	0
OSCODA	138	509	66	145	0	0	0
OTSEGO	103	289	63	253	0	0	0
OTTAWA	395	12,920	2,310	18,195	0	0	0
PRESQUE ISLE	248	1,012	55	202	0	0	0
ROSCOMMON	381	2,406	390	976	0	0	0
SAGINAW	526	3,761	544	1,895	0	0	0
SANILAC	352	1,640	165	481	0	0	0
SCHOOLCRAFT	68	0	69	0	0	0	0
SHIAWASSEE	236	513	559	222	0	0	0
ST. CLAIR	620	na	817	na	0	0	0
ST. JOSEPH	329	2,295	1,624	2,787	0	0	0
TUSCOLA	493	1,860	461	1,334	0	0	0
VAN BUREN	3,420	1,608	1,219	466	0	0	0
WASHTENAW	113	410	788	443	0	0	1
WAYNE	2,152	1,200	10,104	1,294	1,243	111	167
WEXFORD	165		105		0	0	0
<b>TOTALS</b>	<b>42,520</b>	<b>198,059</b>	<b>56,431</b>	<b>183,436</b>	<b>1,247</b>	<b>112</b>	<b>224</b>

**2015 SRP 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	23	60	1	0	0	0	3	0	0
ALGER	7	7	0	0	0	0	2	1	0
ALLEGAN	45	79	7	0	0	0	49	8	18
ALPENA	8	19	0	2	1	0	5	0	1
ANTRIM	21	50	2	1	1	0	7	2	3
ARENAC	19	43	9	0	0	0	2	0	1
BARAGA	10	9	3	0	0	0	10	2	7
BARRY	21	38	2	2	2	0	21	1	4
BAY	71	120	0	0	1	0	10	2	0
BENZIE	19	46	3	0	0	0	9	2	0
BERRIEN	424	1,458	16	1	4	0	174	15	63
BRANCH	2	40	3	0	1	0	0	0	0
CALHOUN	6	188	7	2	4	0	2	0	0
CASS	6	79	0	2	1	0	6	0	0
CHARLEVOIX	23	50	0	0	0	0	1	0	0
CHEBOYGAN	19	33	0	0	0	0	0	0	0
CHIPPEWA	29	48	0	0	1	0	30	8	36
CLARE	30	38	0	0	0	0	17	2	2
CLINTON	68	127	9	1	1	0	11	3	11
CRAWFORD	72	59	5	0	0	0	6	2	1
DELTA	64	28	0	0	1	0	19	1	6
DICKINSON	76	33	1	0	0	0	10	0	0
EATON	36	184	4	0	0	0	6	1	1
EMMET	34	115	12	0	0	0	31	5	5
GENESEE	12	26	4	0	0	0	2	0	1
GLADWIN	29	54	1	0	0	0	3	0	4
GOGEBIC	10	14	18	0	0	0	0	0	1
GRAND TRAVERSE	59	156	2	5	2	0	2	2	0
GRATIOT	71	118	25	0	1	0	5	0	0
HILLSDALE	39	82	11	0	1	0	0	0	0
HOUGHTON	24	36	5	0	0	0	15	0	0
HURON	112	148	11	1	1	0	26	4	0
INGHAM	191	318	5	3	6	4	35	10	5
IONIA	31	93	3	0	1	0	6	0	0
IOSCO	0	12	0	0	0	0	0	0	0
IRON	48	19	3	0	0	0	6	0	0
ISABELLA	17	93	8	0	0	0	7	0	0
JACKSON	48	301	0	2	0	0	6	1	1
KALAMAZOO	10	264	0	4	12	0	26	4	5
KALKASKA	31	46	8	1	0	0	5	1	2
KENT	8	68	3	2	18	1	9	0	3
KEWEENAW	5	7	1	0	0	0	7	1	1
LAKE	7	21	6	1	0	0	2	0	0

	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
LAPEER	5	139	0	2	4	0	10	9	7
LEELANAU	28	34	1	0	0	0	4	0	1
LENAWEE	18	69	0	0	0	0	9	0	2
LIVINGSTON	148	230	1	1	4	0	9	6	3
LUCE	11	7	6	0	0	0	0	2	0
MACKINAC	8	6	0	0	0	0	6	0	2
MACOMB	124	459	13	1	9	0	48	6	3
MANISTEE	0	201	0	0	0	0	23	10	7
MARQUETTE	71	90	0	2	0	0	6	0	4
MASON	60	97	4	0	0	0	1	1	0
MECOSTA	21	74	0	3	1	0	6	1	2
MENOMINEE	6	2	0	0	0	0	9	2	7
MIDLAND	63	330	19	1	2	1	9	0	0
MISSAUKEE	0	38	0	0	11	0	3	1	3
MONROE	10	78	0	5	7	1	5	2	2
MONTCALM	17	80	6	1	2	0	1	0	0
MONTMORENCY	50	107	1	0	0	0	14	1	5
MUSKEGON	47	97	1	2	5	0	2	0	0
NEWAYGO	19	96	0	0	1	0	29	5	6
OAKLAND	24	48	5	10	17	2	79	21	6
OCEANA	25	80	3	0	0	0	38	3	23
OGEMAW	16	27	1	0	0	0	2	0	0
ONTONAGON	9	6	3	0	0	0	0	0	0
OSCEOLA	27	42	1	0	0	0	4	0	0
OSCODA	20	34	0	0	0	0	1	0	0
OTSEGO	21	51	0	0	0	0	1	2	0
OTTAWA	37	359	9	2	14	1	1	0	0
PRESQUE ISLE	24	61	7	0	1	0	9	0	0
ROSCOMMON	11	11	2	0	0	0	0	0	0
SAGINAW	43	129	1	0	0	0	0	3	1
SANILAC	51	124	11	0	4	0	2	0	0
SCHOOLCRAFT	1	5	1	0	0	0	1	0	0
SHIAWASSEE	16	57	0	0	0	0	0	0	0
ST. CLAIR	22	117	2	0	0	0	3	0	0
ST. JOSEPH	194	210	5	0	1	0	3	7	3
TUSCOLA	28	52	5	0	0	0	1	1	0
VAN BUREN	62	176	10	0	0	0	49	10	36
WASHTENAW	0	227	1	0	6	1	7	0	0
WAYNE	0	125	26	0	0	0	20	0	0
WEXFORD	24	30	1	1	0	0	2	0	1
<b>TOTALS</b>	<b>3,246</b>	<b>9,032</b>	<b>344</b>	<b>61</b>	<b>149</b>	<b>11</b>	<b>1,010</b>	<b>171</b>	<b>306</b>

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

**2015 SRP 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	Patrol Hours	Non-Patrol Hours
ALCONA	119	35	8	471	18	0	0	1,099	573
ALGER	62	19	22	28	42	0	0	800	172
ALLEGAN	1,253	114	77	258	165	25	1,250	3,395	1,641
ALPENA	15	30	40	38	28	1	8	1,101	153
ANTRIM	100	29	3	29	16	17	29	1,613	302
ARENAC	26	19	10	64	8	0	0	1,260	539
BARAGA	45	37	2	29	33	0	0	698	270
BARRY	347	55	14	168	74	0	0	1,387	735
BAY	831	481	12	39	119	0	0	3,593	1,771
BENZIE	92	23	9	35	19	2	27	980	737
BERRIEN	13	6	787	0	4,780	0	0	2,053	777
BRANCH	9	8	6	20	21	2	60	1,544	382
CALHOUN	129	142	11	20	14	0	0	2,255	441
CASS	100	26	34	57	39	1	83	866	517
CHARLEVOIX	16	8	16	286	33	0	0	546	622
CHEBOYGAN	27	56	52	40	31	0	0	985	467
CHIPPEWA	227	150	27	46	97	0	0	3,199	1,472
CLARE	118	77	33	137	52	1	16	1,163	525
CLINTON	173	102	69	93	128	7	126	998	1,106
CRAWFORD	257	67	63	116	78	0	0	1,560	520
DELTA	126	82	83	187	175	0	0	2,712	1,738
DICKINSON	138	76	29	31	99	0	0	2,235	1,507
EATON	162	83	16	337	21	0	0	1,355	729
EMMET	5	63	28	199	96	0	0	532	1,581
GENESEE	109	96	34	455	453	13	1,430	4,920	840
GLADWIN	29	8	0	15	20	8	120	583	1,187
GOGEBIC	9	8	57	51	48	1	50	1,536	556
GRAND TRAVERSE	118	92	90	88	9	20	1,482	401	1,240
GRATIOT	687	100	0	0	0	0	0	1,546	2,120
HILLSDALE	24	19	36	19	8	9	54	2,203	307
HOUGHTON	189	59	74	56	107	0	0	2,051	1,602
HURON	159	41	42	40	138	0	0	771	1,042
INGHAM	154	163	218	476	119	3	2,200	3,236	3,280
IONIA	52	14	11	58	35	3	450	1,304	526
IOSCO	48	18	29	2	60	0	0	1,878	222
IRON	112	41	67	290	108	2	29	1,894	16
ISABELLA	46	0	44	62	32	0	0	649	1,088
JACKSON	197	45	42	132	73	3	35	1,537	1,335
KALAMAZOO	152	91	107	417	53	0	0	2,231	1,063
KALKASKA	176	53	25	103	85	0	0	1,001	1,018
KENT	22	22	34	178	24	5	43	1,233	3,462
KEWEENAW	40	25	15	2	10	0	0	1,220	836

	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
LAKE	147	30	7	11	2	0	0	821	320
LAPEER	195	301	83	167	56	5	95	2,836	203
LEELANAU	3	1	45	0	0	0	0	683	353
LENAWEE	47	44	7	49	17	0	0	1,115	743
LIVINGSTON	281	145	179	152	21	13	280	1,084	1,934
LUCE	65	31	3	0	18	1	15	572	93
MACKINAC	31	28	6	18	74	0	0	2,101	845
MACOMB	99	255	288	497	136	22	620	3,793	2,700
MANISTEE	301	35	36	7	11	7	95	1,546	764
MARQUETTE	537	35	141	64	271	10	256	2,577	989
MASON	405	48	19	125	46	0	0	458	1,008
MECOSTA	6	37	50	50	18	4	117	1,258	381
MENOMINEE	74	142	13	81	68	0	0	1,105	592
MIDLAND	225	65	98	597	59	45	1,188	2,306	489
MISSAUKEE	165	45	19	68	34	0	0	918	829
MONROE	36	18	16	52	14	21	479	2,176	1,578
MONTCALM	41	30	55	172	30	4	550	1,548	150
MONTMORENCY	287	27	16	16	7	0	0	949	904
MUSKEGON	22	7	88	65	34	7	1,041	1,333	2,600
NEWAYGO	350	219	12	0	10	0	0	874	1,308
OAKLAND	31	10	88	198	85	11	855	5,019	8,505
OCEANA	631	287	85	151	69	0	0	2,026	1,584
OGEMAW	119	110	16	46	21	0	0	885	885
ONTONAGON	32	6	0	2	11	0	0	488	111
OSCEOLA	97	21	25	47	2	0	0	1,152	537
OSCODA	20	13	25	5	9	0	0	689	1,249
OTSEGO	239	51	18	61	116	0	0	602	1,471
OTTAWA	221	65	339	0	3	23	2,595	2,807	1,401
PRESQUE ISLE	88	27	14	190	39	0	0	825	865
ROSCOMMON	75	49	34	118	52	0	0	976	764
SAGINAW	76	48	20	90	73	3	30	2,322	884
SANILAC	67	47	22	67	52	0	0	860	756
SCHOOLCRAFT	0	6	22	1	17	0	0	555	149
SHIawassee	0	3	14	9	16	1	4	1,134	526
ST. CLAIR	17	16	74	49	31	0	0	942	291
ST. JOSEPH	911	146	32	132	111	0	0	1,403	2,194
TUSCOLA	0	0	9	43	25	2	15	979	887
VAN BUREN	363	688	74	199	113	49	400	461	3,054
WASHTENAW	9	6	30	49	14	11	364	1,497	932
WAYNE	1,300	39	89	375	255	0	0	9,283	1,742
WEXFORD	119	44	25	92	36	0	0	734	439
<b>TOTALS</b>	<b>14,445</b>	<b>5,908</b>	<b>4,612</b>	<b>9,287</b>	<b>9,644</b>	<b>362</b>	<b>16,491</b>	<b>133,811</b>	<b>89,023</b>

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



Unit Number	State	Driver License Number	Date of Birth MMDDYYYY	License Type 0 CY C F M R	Sex M F	Total Occup	Hazard Action
<b>NCS</b>				Injury K A B C O		Position	Restraint
Unit Type MV B P E (train)	Name	Street Address	City	State	Zip	Phone Number	Hospital
Driver Condition	1	2	3	4	5	6	7
Interlock	Yes	No	Refused	Not offered	(Submit Results To FARS When Available)		
Alcohol	Yes	No	Test Type	Field	PBT	Breath	Blood
Drugs	Yes	No	Test Type	Blood	Urine	Test Results	
Vehicle Registration	State	Insurance	Towed To/By	VIN	Vehicle Description	Make	Model
Color	Year	Location of Greatest Damage	Vehicle Type	Vehicle Direction	Special Vehicles	Private Trailer Type	Vehicle Defect
First Impact	Extent of Damage	Driveable	PA VA PU ST	CY OR MO Other GC Truck/Bus SM (Complete Truck/Bus Section)	North South East West	1 2 3 4 5 6	1 2 3 4 5 6 7 8 9 10 11 12
First Name	Middle	Last	Date of Birth	Sex	Position	Restraint	Hospital
Injury			Airbag Deployed	Yes	No	Not Equipped	Ambulance
First Name	Middle	Last	Date of Birth	Sex	Position	Restraint	Hospital
Injury			Airbag Deployed	Yes	No	Not Equipped	Ambulance
Owner	Witness	Name	Address	Phone Number	Age	Pos.	Rest.
Owner	Witness	Name	Address	Phone Number	Age	Pos.	Rest.

Forward Original To: Michigan State Police, Traffic Crash Reporting Section, 7150 Harris Drive, Lansing, MI 48913

Do Not Write or Mark On This Side of The Line

Do Not Write or Mark On This Side of The Line

Do Not Write or Mark On This Side of The Line

<b>Unit Reported on Front</b>	<b>Unit Reported Above</b>
Action Prior	Action Prior
Sequence of Events	Sequence of Events
First Second Third Fourth	First Second Third Fourth
Most Harmful	Most Harmful
Unit Number	Carrier Name
Address	City
State	Carrier Source
Zip	Papers
GVWR	Vehicle
ICCMC	Log Book
USDOT	Driver
MPSC	Driver's CDL Type
Type & Axles Per Unit	A C H O P T
First Second Third Fourth	B None N S X
Cargo Body Type	Interstate
ID #	Intra (MI Only)
	CDL Exempt Farm Other
	Vehicle Type
	AS AL BS CX
	AA AT BB BX Other
	AH AX BH CH
	AN AY BN CP
	AP AZ BP CS
	Medical Card
	Y N
	Hazardous Material
	Placard Cargo Spill
	Class #

Crash Diagram and Remarks

UD-10 SERIAL NUMBER	Investigated at Scene	Reported Date/Time	Photos By
7705111	(Y) (N)		
	Investigator Name(s) & Badge # (Print Only)		

