

PERFORMANCE AUDIT
OF THE
OFFICE OF HIGHWAY SAFETY PLANNING
MICHIGAN DEPARTMENT OF STATE POLICE

April 2004

“...The auditor general shall conduct post audits of financial transactions and accounts of the state and of all branches, departments, offices, boards, commissions, agencies, authorities and institutions of the state established by this constitution or by law, and performance post audits thereof.”

– Article IV, Section 53 of the Michigan Constitution

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Michigan
Office of the Auditor General
REPORT SUMMARY

Performance Audit

Report Number:
 55-170-03

Office of Highway Safety Planning

Michigan Department of State Police

Released:
 April 2004

The mission of the Office of Highway Safety Planning (OHSP), Michigan Department of State Police (MSP), is to save lives and reduce injuries on Michigan roads through leadership, innovation, facilitation, and program support in partnership with other public and private organizations.

Audit Objective:

To assess the effectiveness of selected OHSP safety-related programs designed to save lives and reduce injuries on Michigan roads.

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Audit Conclusion:

We concluded that we cannot determine the level of impact that OHSP safety-related programs had on saving lives and reducing injuries because of the number of factors and variables that influence traffic crash deaths and injuries. However, OHSP safety-related programs appear to have a positive impact on seat belt usage, alcohol awareness and enforcement, and traffic enforcement for secondary roads.

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Reportable Conditions:

1. Updating the Allocation of Funds for the Secondary Road Patrol (SRP) Program
 OHSP did not seek amendatory legislation to modify the formula used

to allocate SRP funds to counties. Therefore, counties that have had large increases in road miles and population since 1977 are not receiving an equitable distribution of the funds in relation to their increased responsibilities for secondary road patrol and traffic accident prevention. (Finding 1)

2. Verifying Revenue Collections
 OHSP did not verify that the Secondary Road Patrol and Training (SRPT) Fund revenue received was complete and accurate (Finding 2).
3. Monitoring the SRP Program
 OHSP did not perform a sufficient number of on-site monitoring visits to county sheriff departments receiving funds from the SRP Program. More frequent on-site visits would allow OHSP to ensure that funds are spent on activities permitted by Section 51.76 of the *Michigan Compiled Laws*. (Finding 3)

4. Ensuring Reasonable Prices
OHSP did not take steps to ensure that it was receiving the most reasonable price for the services provided by grantees (Finding 4).

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Agency Response:
Our audit report includes 4 findings and recommendations. MSP responded that it agrees with the 4 findings and it agrees with 2 of the 4 recommendations.

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A copy of the full report can be obtained by calling 517.334.8050 or by visiting our Web site at: <http://audgen.michigan.gov>



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AUDITOR GENERAL

April 29, 2004

Colonel Tadarial J. Sturdivant, Director
Michigan Department of State Police
714 South Harrison Road
East Lansing, Michigan

Dear Colonel Sturdivant:

This is our report on the performance audit of the Office of Highway Safety Planning, Michigan Department of State Police.

This report contains our report summary; description of agency; audit objective, scope, and methodology and agency responses and prior audit follow-up; comment, findings, recommendations, and agency preliminary responses; traffic crash related information and a recalculation of the allocation of secondary road patrol funds, presented as supplemental information; and a glossary of acronyms and terms.

The agency preliminary responses were taken from the agency's responses subsequent to our audit fieldwork. The *Michigan Compiled Laws* and administrative procedures require that the audited agency develop a formal response within 60 days after release of the audit report.

We appreciate the courtesy and cooperation extended to us during this audit.

AUDITOR GENERAL

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GLOSSARY

Glossary of Acronyms and Terms

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Description of Agency

The mission* of the Office of Highway Safety Planning (OHSP) is to save lives and reduce injuries on Michigan roads through leadership, innovation, facilitation, and program support in partnership with other public and private organizations. During fiscal year 2001-02, OHSP expended approximately \$26.5 million to carry out its mission through various programs, such as highway safety initiatives, secondary road patrol grants, and truck safety programs.

The federal Highway Safety Act of 1966 required each state to designate an agency to be responsible for coordinating all highway safety activities in the state and for distributing federal funds related to highway safety activities. These activities were initially performed in Michigan within the Executive Office of the Governor. In 1969, Executive Reorganization Order No. 1969-1 (Section 28.61 of the *Michigan Compiled Laws*) created OHSP within the Michigan Department of State Police and designated the executive director of OHSP as the official representative of the Governor for the administration of the Michigan Highway Safety Program under the federal Highway Safety Act of 1966. During fiscal year 2001-02, OHSP expended approximately \$10.0 million to conduct highway safety initiatives, collect crash data, and issue reports. Funding was provided by federal revenues (95%) and the General Fund (5%).

Annually, OHSP develops a highway safety plan designed to maximize program effectiveness* and reach those areas where the greatest need for improvement exists. The plan identified the following safety-related initiatives: occupant protection, alcohol impaired driving prevention, roadway safety, driver issues and education, and planning and administration. Projects are selected based on the potential for impacting the identified traffic safety primary issue and are implemented at the level (State, county, or local) that is most likely to produce the best results.

Pursuant to Section 28.31 of the *Michigan Compiled Laws*, OHSP is also responsible for the administration and distribution of funds in the Secondary Road Patrol and Training Fund. The Secondary Road Patrol (SRP) Program reimburses county sheriff departments for expenditures incurred to patrol and monitor traffic violations, investigate accidents, and perform other duties on county primary roads, local roads, and roads within county parks. In December 2001, Act 300, P.A. 1949, was amended, increasing

* See glossary at end of report for definition.

the assessment on most moving violations from \$5 to \$10 for the Secondary Road Patrol and Training Fund. During fiscal year 2001-02, the SRP Program expended approximately \$12.3 million. Funding was provided by the surcharge assessed on moving violations (87%) and the General Fund (13%). Starting with fiscal year 2002-03, 100% of the funding for the SRP Program came from the assessments, a restricted revenue source.

Section 247.675 of the *Michigan Compiled Laws* established the Truck Safety Fund and the Michigan Truck Safety Commission (MTSC) within OHSP. The mission of MTSC is to improve truck safety by providing Michigan's trucking industry and the citizens of Michigan with effective educational programs and by addressing significant truck safety issues. The Truck Safety Fund derives its revenues from commercial vehicle registration fees. During fiscal year 2001-02, MTSC expended approximately \$3.8 million on its programs. The executive director of OHSP serves on MTSC, as required by statute, and OHSP may employ not more than two persons to assist in the administration of the Truck Safety Fund.

The Governor's Traffic Safety Advisory Commission (GTSAC) replaced the Michigan State Safety Commission pursuant to Section 256.571 of the *Michigan Compiled Laws* in May 2002. GTSAC serves as the State's major forum for identifying key traffic safety challenges and developing and implementing action plans to address those issues. In addition, GTSAC focuses on improving traffic crash data acquisition, storage, and management issues within the State. The 11-member GTSAC brings together the executive director of OHSP and 3 representatives from local units of government appointed by the Governor as well as the other 7 members or their designees, consisting of the Governor; directors of the Departments of Community Health, Education, State Police, and Transportation; the Secretary of State; and the director of the Office of Services to the Aging. GTSAC's goal is to provide leadership in the identification of State and local traffic safety issues and to promote recommended strategies to address them.

As of September 30, 2003, OHSP had 24 employees.

Audit Objective, Scope, and Methodology and Agency Responses and Prior Audit Follow-Up

Audit Objective

The objective of our performance audit* of the Office of Highway Safety Planning (OHSP), Michigan Department of State Police (MSP), was to assess the effectiveness of selected OHSP safety-related programs designed to save lives and reduce injuries on Michigan roads.

Audit Scope

Our audit scope was to examine the program and other records of the Office of Highway Safety Planning. Our audit was conducted in accordance with *Government Auditing Standards* issued by the Comptroller General of the United States and, accordingly, included such tests of the records and such other auditing procedures as we considered necessary in the circumstances.

Audit Methodology

Our audit procedures, conducted from May through September 2003, included examination of records and activities primarily for the period October 2000 through June 2003.

Our methodology included performing a preliminary review of OHSP's operations to gain an understanding of its operations and to plan our audit. We interviewed OHSP management personnel and potential stakeholders and reviewed pertinent statutes, policies and procedures, federal regulations, and OHSP activities and program records. We reviewed traffic related statistics in Michigan and other states. In addition, we reviewed the grant processes for fiscal years 2001-02 and 2002-03.

To determine compliance with federal and State rules and regulations, we examined the process used by OHSP to evaluate and select subrecipients to receive funding for highway safety programs. We judgmentally selected subrecipients and performed on-site visits to determine that they were expending funds in accordance with the grant application and State statute. We interviewed stakeholders to determine that OHSP was meeting and identifying the needs of other agencies. We determined the reasonableness of revenue collected for the Secondary Road Patrol and Training Fund

* See glossary at end of report for definition.

by working with other State agencies to determine the number of civil infractions reported.

Agency Responses and Prior Audit Follow-Up

Our audit report includes 4 findings and recommendations. MSP responded that it agrees with the 4 findings and it agrees with 2 of the 4 recommendations.

The agency preliminary response that follows each recommendation in our report was taken from the agency's written comments and oral discussion subsequent to our audit fieldwork. Section 18.1462 of the *Michigan Compiled Laws* and Department of Management and Budget Administrative Guide procedure 1280.02 require MSP to develop a formal response to our audit findings and recommendations within 60 days after release of the audit report.

We released our prior performance audit of the Office of Highway Safety Planning, Michigan Department of State Police (#5517097), in December 1997. OHSP complied with 2 of the 3 prior audit recommendations. We repeated the other prior audit recommendation in this report.

COMMENT, FINDINGS, RECOMMENDATIONS,
AND AGENCY PRELIMINARY RESPONSES

EFFECTIVENESS OF SAFETY-RELATED PROGRAMS

COMMENT

Background: The Office of Highway Safety Planning's (OHSP's) mission is to save lives and reduce injuries by minimizing the impact of traffic crashes on Michigan roads. In this regard, OHSP coordinates federal and State-funded traffic safety programs, including the Michigan Truck Safety Program, and the Secondary Road Patrol (SRP) Program. These traffic crash preventative programs are designed to reduce the occurrence and severity of traffic crashes by impacting driver behavior. However, other factors and variables, such as weather, roadway construction, traffic volume, the economy, driver distractions, and improved vehicle safety devices, will also impact the occurrence and severity of traffic crashes. Based on the statistics for traffic crash related information for Michigan, other states, and the United States shown in the graph and charts presented as supplemental information in this report, there was a slight decline in deaths and injuries in Michigan during our audit period.

Audit Objective: To assess the effectiveness of selected OHSP safety-related programs designed to save lives and reduce injuries on Michigan roads.

Conclusion: We concluded that we cannot determine the level of impact that OHSP safety-related programs had on saving lives and reducing injuries because of the number of factors and variables that influence traffic crash deaths and injuries. However, OHSP safety-related programs appear to have a positive impact on seat belt usage, alcohol awareness and enforcement, and traffic enforcement for secondary roads. We noted reportable conditions* related to updating the allocation of funds for the SRP Program, verifying revenue collections, monitoring the SRP Program, and ensuring reasonable prices (Findings 1 through 4).

FINDING

1. Updating the Allocation of Funds for the SRP Program

OHSP did not seek amendatory legislation to modify the formula used to allocate SRP funds to counties. As a result, counties received SRP funds based on road mileage and population data that was over 25 years old. Therefore, counties that have had large increases in road miles and population since 1977 are not receiving

* See glossary at end of report for definition.

an equitable distribution of the funds in relation to their increased responsibilities for secondary road patrol and traffic accident prevention.

During fiscal year 2001-02, OHSP distributed approximately \$12.2 million in SRP funds to 82 of the 83 counties based on a formula stated in Section 51.77(4) of the *Michigan Compiled Laws*, which utilizes fiscal year 1976-77 road mileage and population data.

We obtained the Act 51 allocation percentages used for the fiscal year ended September 30, 2002. We then recalculated what the counties' allocation of SRP funds would have been if current road mileage and population data was used. We included a summary of the recalculation as supplemental information in this report. We noted that 41 counties would have received increased funding of between \$296 and \$204,187 and 42 counties would have experienced decreased funding of between \$864 and \$367,651.

RECOMMENDATION

WE AGAIN RECOMMEND THAT OHSP SEEK AMENDATORY LEGISLATION TO MODIFY THE FORMULA USED TO ALLOCATE SRP FUNDS TO COUNTIES TO HELP ENSURE THAT THE DISTRIBUTION OF FUNDS IS BASED ON CURRENT ROAD MILES, POPULATIONS, AND OTHER FACTORS.

AGENCY PRELIMINARY RESPONSE

OHSP agrees with the Office of the Auditor General's finding of fact that the funding formula has been unchanged since the law first took effect in 1978 and that it was not originally written to provide for periodic updates of the formula. However, authority for amending the existing law rests solely with the Legislature. OHSP informed us that any proposal to modify Act 416 should be initiated by the agencies most directly impacted by the law, the local sheriff offices or their representative organization, the Michigan Sheriffs Association. However, OHSP will explore this issue further and document any OHSP efforts to seek amendatory legislation.

FINDING

2. Verifying Revenue Collections

OHSP did not verify that Secondary Road Patrol and Training (SRPT) Fund revenue received was complete and accurate.

Our analysis disclosed that the number of traffic civil infractions reported by the courts did not agree with the amount of revenue deposited into the SRPT Fund. Based on reported traffic civil infractions, we calculated that the SRPT Fund may have been underpaid by approximately \$108,000 and \$959,000 for fiscal years 2001-02 and 2002-03, respectively.

Sections 257.629e and 257.907 of the *Michigan Compiled Laws* require the courts to collect a total of \$25 in assessments for certain traffic civil infractions. The courts are required to submit their collections monthly to the Department of Treasury, which then disburses it among four funds (the SRPT Fund, Michigan Justice Training Fund, Highway Safety Fund, and Jail Reimbursement Program) within the State. The SRPT Fund receives \$10 in assessments for each traffic civil infraction, while the remaining three funds receive \$5 each.

OHSP has shown interest in trying to verify revenue. OHSP should coordinate with the State Court Administrative Office and the Department of Treasury to ensure that all courts have submitted monthly deposits and compare the reasonableness of the deposits with court-reported traffic civil infractions. This type of comparison would help ensure the completeness and accuracy of the revenue received by the State for all four funds.

RECOMMENDATION

We recommend that OHSP verify that the SRPT Fund revenue received is complete and accurate.

AGENCY PRELIMINARY RESPONSE

OHSP agrees that SRP revenue collections should be reviewed for accuracy. OHSP informed us it has some concerns as to the appropriate agency to conduct the review. However, because these discrepancies have been brought to OHSP's attention, OHSP as the administering agency will be making contact with the Department of Treasury and the State Court Administrative Office to determine what action can be taken to verify that the revenue being received at the Department of Treasury is complete and accurate.

FINDING

3. Monitoring the SRP Program

OHSP did not perform a sufficient number of on-site monitoring visits to county sheriff departments receiving funds from the SRP Program. More frequent on-site monitoring visits would allow OHSP to ensure that funds are spent on activities permitted by Section 51.76 of the *Michigan Compiled Laws*.

We visited three counties during August 2003 and determined that SRP funds were not always used for the purposes intended by Section 51.76 of the *Michigan Compiled Laws*. SRP funds are designated for making traffic stops, issuing warnings or citations, investigating crashes, and assisting motorists on or near secondary roads. For example, one large county performed only 40% of its traffic stops on secondary roads and charged maintenance costs of a non-SRP vehicle to the SRP Program.

OHSP established a milestone of performing on-site monitoring visits to 25% (20) of the counties each year. However, as evidenced in the following table, OHSP met this goal only once in the last five fiscal years. OHSP performed the following on-site visits to the counties during the past five fiscal years:

<u>Fiscal Year</u>	<u>Counties Visited</u>	<u>Counties With Noncompliance Findings</u>	<u>Counties With Comments for Improvements</u>
2002-03	7 (9%)	1	4
2001-02	7 (9%)	0	7
2000-01	17 (21%)	1	13
1999-2000	21 (26%)	7	10
1998-99	14 (17%)	6	5

OHSP performed fewer on-site visits during the past two fiscal years as staff had additional duties during the course of the audit and some were unrelated to the SRP Program.

RECOMMENDATION

We recommend that OHSP increase the number of on-site monitoring visits to county sheriff departments receiving funds from the SRP Program.

AGENCY PRELIMINARY RESPONSE

OHSP agrees with this recommendation. OHSP informed us it will increase monitoring of the SRP Program in fiscal year 2003-04.

FINDING

4. Ensuring Reasonable Prices

OHSP did not take steps to ensure that it was receiving the most reasonable price for the services provided by grantees. Failure to competitively bid or document that costs are reasonable may result in the State overpaying for services and having to repay the federal government for disallowed grant costs.

U.S. Office of Management and Budget (OMB) Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*, requires that a recipient of federal funds ensure that services are received at a reasonable cost. Federal guidance further requires that the recipient of federal funds follow the state's procurement policy for ensuring that services are received at a reasonable cost, regardless of whether a grantee is classified as a subrecipient or a vendor. Michigan's procurement policy requires that departments competitively bid goods and services, whenever possible, to ensure that the State receives the goods and services for a reasonable cost. While Michigan's procurement policy requires vendor contracts to be competitively bid, it does not require all subrecipient contracts to be competitively bid.

OHSP classified its grantees as subrecipients and, thus, did not competitively bid or document that costs were reasonable. We reviewed 5 of the largest grantees and, based on OMB Circular A-133 criteria, we determined that 4 of the grantees were performing as vendors and the contracts should have been competitively bid in accordance with Michigan procurement policy. The 4 grantees provided data collection services, direct seat belt observations, and training totaling \$934,000.

RECOMMENDATION

We recommend that OHSP take steps to ensure that it is receiving the most reasonable price for the services provided by grantees.

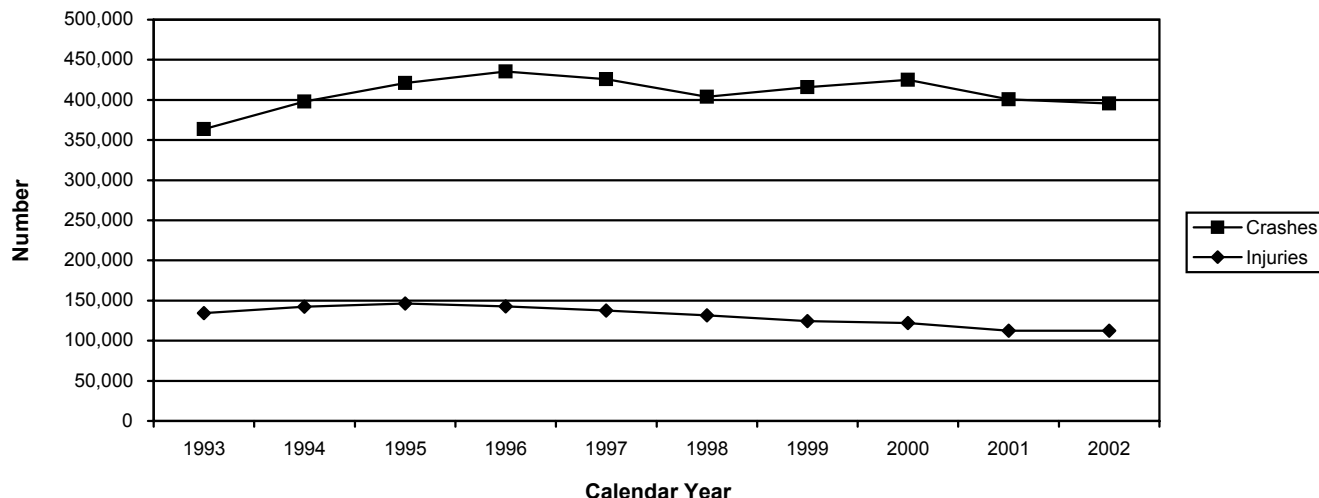
AGENCY PRELIMINARY RESPONSE

OHSP agrees with this recommendation. OHSP informed us it will improve documentation to substantiate that it is receiving the most reasonable price for the services provided by grantees.

SUPPLEMENTAL INFORMATION

Traffic Crash Related Information for Michigan, Other States, and the United States

Crashes and Injuries - Michigan



Source: University of Michigan Transportation Research Institute Web site (www.umtri.umich.edu).

Deaths

	1994	1995	1996	1997	1998	1999	2000	2001	2002
Illinois	1,554	1,586	1,477	1,397	1,393	1,456	1,418	1,414	1,411
Indiana	971	960	984	935	982	1,020	886	909	792
Michigan	1,421	1,530	1,505	1,446	1,366	1,382	1,382	1,328	1,277
Minnesota	646	597	576	600	650	626	625	568	657
Ohio	1,370	1,360	1,391	1,441	1,422	1,430	1,366	1,378	1,418
Wisconsin	712	745	761	725	714	745	799	763	803
United States	40,716	41,817	42,065	42,013	41,501	41,717	41,945	42,196	42,815

Source: National Highway Traffic Safety Administration Web site (www.nhtsa.gov).

Deaths Per 100 Million Vehicle Miles Traveled

	1994	1995	1996	1997	1998	1999	2000	2001	2002
Illinois	1.7	1.7	1.5	1.4	1.4	1.4	1.4	1.4	1.4
Indiana	1.6	1.5	1.5	1.4	1.4	1.5	1.3	1.3	1.1
Michigan	1.7	1.8	1.7	1.6	1.5	1.4	1.4	1.3	1.3
Minnesota	1.5	1.4	1.3	1.2	1.3	1.2	1.2	1.1	1.2
Ohio	1.4	1.3	1.3	1.4	1.4	1.4	1.3	1.3	1.3
Wisconsin	1.4	1.4	1.4	1.3	1.3	1.3	1.4	1.3	1.4
United States	1.7	1.7	1.7	1.6	1.6	1.6	1.5	1.5	1.5

Source: National Highway Traffic Safety Administration Web site (www.nhtsa.gov).

**Recalculation of the Allocation of Fiscal Year 2001-02 Secondary Road Patrol Funds
Using Updated Fiscal Year 2001-02 Act 51, P.A. 1951, Data**

County	Actual Allocation Percentage	Actual Allocation Amount	Recalculated Allocation Percentage	Recalculated Allocation Amount *	Allocation Increase/ (Decrease) Based On Recalculation
Alcona	0.393%	\$ 48,675	0.386%	\$ 47,811	\$ (864)
Alger	0.322	39,882	0.255	31,530	(8,352)
Allegan	1.216	150,609	1.275	157,935	7,326
Alpena	0.578	71,589	0.519	64,239	(7,350)
Antrim	0.465	57,593	0.452	55,939	(1,654)
Arenac	0.396	49,047	0.398	49,343	296
Baraga	0.310	38,395	0.245	30,315	(8,080)
Barry	0.692	85,708	0.754	93,361	7,653
Bay	1.499	185,660	1.270	157,247	(28,413)
Benzie	0.353	43,721	0.363	44,922	1,201
Berrien	2.075	257,001	1.704	211,043	(45,958)
Branch	0.747	92,520	0.666	82,478	(10,042)
Calhoun	1.762	218,234	1.364	168,889	(49,345)
Cass	0.766	94,874	0.723	89,577	(5,297)
Charlevoix	0.442	54,744	0.461	57,105	2,361
Cheboygan	0.563	69,731	0.566	70,162	431
Chippewa	0.706	87,442	0.600	74,305	(13,137)
Clare	0.531	65,768	0.605	74,885	9,117
Clinton	0.857	106,145	0.947	117,300	11,155
Crawford	0.369	45,703	0.378	46,853	1,150
Delta	0.696	86,204	0.625	77,438	(8,766)
Dickinson	0.491	60,813	0.444	54,933	(5,880)
Eaton	1.090	135,003	1.327	164,392	29,389
Emmet	0.514	63,662	0.543	67,254	3,592
Genesee	4.380	542,489	3.783	468,589	(73,900)
Gladwin	0.467	57,841	0.521	64,507	6,666
Gogebic	0.415	51,400	0.320	39,627	(11,773)
Grand Traverse	0.836	103,544	1.016	125,851	22,307
Gratiot	0.782	96,855	0.700	86,744	(10,111)
Hillsdale	0.758	93,883	0.716	88,733	(5,150)
Houghton	0.570	70,598	0.435	53,924	(16,674)
Huron	0.838	103,791	0.792	98,122	(5,669)
Ingham	2.310	286,107	2.172	269,064	(17,043)
Ionia	0.749	92,768	0.752	93,133	365
Iosco**	0.626	77,537	0.595	73,755	(3,782)
Iron	0.389	48,180	0.342	42,334	(5,846)
Isabella	0.782	96,855	0.810	100,287	3,432
Jackson	1.926	238,547	1.784	220,948	(17,599)

This schedule continued on next page.

**Recalculation of the Allocation of Fiscal Year 2001-02 Secondary Road Patrol Funds
Using Updated Fiscal Year 2001-02 Act 51, P.A. 1951, Data
(continued)**

County	Actual Allocation Percentage	Actual Allocation Amount	Recalculated Allocation Percentage	Recalculated Allocation Amount*	Allocation Increase/ (Decrease) Based On Recalculation
Kalamazoo	2.010%	\$ 248,951	2.071%	\$ 256,493	\$ 7,542
Kalkaska	0.435	53,877	0.439	54,425	548
Kent	4.123	510,658	4.979	616,618	105,960
Keweenaw	0.188	23,285	0.154	19,091	(4,194)
Lake	0.422	52,267	0.427	52,875	608
Lapeer	0.925	114,567	1.113	137,850	23,283
Leelanau	0.389	48,180	0.398	49,282	1,102
Lenawee	1.221	151,228	1.175	145,521	(5,707)
Livingston	1.032	127,819	1.719	212,930	85,111
Luce	0.279	34,556	0.234	28,983	(5,573)
Mackinac	0.366	45,331	0.345	42,740	(2,591)
Macomb	5.173	640,707	6.182	765,703	124,996
Manistee	0.569	70,474	0.548	67,909	(2,565)
Marquette	0.906	112,214	0.802	99,274	(12,940)
Mason	0.555	68,740	0.539	66,733	(2,007)
Mecosta	0.597	73,942	0.649	80,368	6,426
Menominee	0.650	80,506	0.577	71,492	(9,014)
Midland	0.833	103,172	0.866	107,260	4,088
Missaukee	0.415	51,400	0.457	56,625	5,225
Monroe	1.733	214,642	1.665	206,253	(8,389)
Montcalm	0.836	103,544	0.894	110,722	7,178
Montmorency	0.352	43,597	0.358	44,341	744
Muskegon	1.590	196,931	1.453	180,006	(16,925)
Newaygo	0.774	95,865	0.881	109,136	13,271
Oakland	8.459	1,047,698	10.108	1,251,885	204,187
Oceana	0.562	69,607	0.577	71,445	1,838
Ogemaw	0.461	57,098	0.492	60,900	3,802
Ontonagon	0.356	44,093	0.266	32,910	(11,183)
Osceola	0.486	60,194	0.538	66,680	6,486
Oscoda	0.360	44,588	0.371	46,009	1,421
Otsego	0.448	55,487	0.482	59,727	4,240
Ottawa	1.907	236,193	2.458	304,378	68,185
Presque Isle	0.427	52,887	0.409	50,680	(2,207)
Roscommon	0.455	56,354	0.524	64,889	8,535
Saginaw	2.472	306,172	2.223	275,388	(30,784)
Sanilac	0.899	111,347	0.872	108,002	(3,345)
Schoolcraft	0.301	37,281	1.695	209,942	172,661
Shiawassee	0.917	113,576	0.773	95,742	(17,834)

This schedule continued on next page.

**Recalculation of the Allocation of Fiscal Year 2001-02 Secondary Road Patrol Funds
Using Updated Fiscal Year 2001-02 Act 51, P.A. 1951, Data
(continued)**

County	Actual Allocation Percentage	Actual Allocation Amount	Recalculated Allocation Percentage	Recalculated Allocation Amount*	Allocation Increase/ (Decrease) Based On Recalculation
St. Clair	1.629%	\$ 201,761	0.879%	\$ 108,855	\$ (92,906)
St. Joseph	0.801	99,209	0.264	32,641	(66,568)
Tuscola	0.967	119,769	0.914	113,236	(6,533)
Van Buren	0.901	111,594	0.920	113,998	2,404
Washtenaw	2.196	271,988	2.703	334,767	62,779
Wayne	14.407	1,784,393	11.439	1,416,742	(367,651)
Wexford	0.555	68,740	0.559	69,281	541
Totals		<u>\$ 12,385,600</u>		<u>\$ 12,385,600</u>	<u>\$ 0</u>

* Recalculated Allocation Percentage x \$12,385,600

** Iosco County did not qualify to receive its allocation.

GLOSSARY

Glossary of Acronyms and Terms

effectiveness	Program success in achieving mission and goals.
GTSAC	Governor's Traffic Safety Advisory Commission.
mission	The agency's main purpose or the reason that the agency was established.
MSP	Michigan Department of State Police.
MTSC	Michigan Truck Safety Commission.
OHSP	Office of Highway Safety Planning.
OMB	U.S. Office of Management and Budget.
performance audit	An economy or efficiency audit or a program audit that is designed to provide an independent assessment of the performance of a governmental entity, program, activity, or function to improve public accountability and to facilitate decision making by parties responsible for overseeing or initiating corrective action.
reportable condition	A matter that, in the auditor's judgment, represents either an opportunity for improvement or a significant deficiency in management's ability to operate a program in an effective and efficient manner.
SRP Program	Secondary Road Patrol Program.
SRPT Fund	Secondary Road Patrol and Training Fund.