



MICHIGAN

OFFICE OF THE AUDITOR GENERAL

AUDIT REPORT



THOMAS H. MCTAVISH, C.P.A.
AUDITOR GENERAL

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– Article IV, Section 53 of the Michigan Constitution

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Michigan
Office of the Auditor General
REPORT SUMMARY

Performance Audit
Secondary Road Patrol and Traffic Accident
Prevention Program
Office of Highway Safety Planning
Michigan Department of State Police

Report Number:
 551-0170-12

Released:
 December 2012

The Secondary Road Patrol and Traffic Accident Prevention Program (SRP) is a State grant program that reimburses county sheriff departments for expenditures incurred to patrol and monitor traffic violations, investigate accidents, and perform other duties on county primary and local roads. Since 2003, all funding for SRP has been provided by a \$10 fee assessed on most moving violations. Also, Section 108, Act 296, P.A. 2012, provided a \$600,000 supplemental appropriation from the General Fund. The Office of Highway Safety Planning (OHSP) is responsible for the administration and distribution of SRP funds.

Audit Objective:

To assess the effectiveness of OHSP's efforts to distribute and monitor the use of funds from SRP.

Audit Conclusion:

We concluded that OHSP's efforts to distribute and monitor the use of funds from SRP were moderately effective. We noted three reportable conditions (Findings 1 through 3) and prepared three exhibits (Exhibits 1 through 3).

Reportable Conditions:

The Michigan Department of State Police did not pursue legislation to establish a methodology to allocate SRP funds to county sheriff departments (Finding 1).

OHSP could improve its monitoring of county sheriff departments receiving funds from SRP (Finding 2).

OHSP had not performed an impact and cost-effectiveness study of State, county, and local road patrol and traffic accident prevention efforts (Finding 3).

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Agency Response:

Our audit report contains 3 findings and 3 corresponding recommendations. The Michigan Department of State Police's preliminary response indicates that it agrees with all of the recommendations.

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AUDITOR GENERAL

December 7, 2012

Colonel Kriste Kibbey Etue, Director
Michigan Department of State Police
333 South Grand Avenue
Lansing, Michigan

Dear Colonel Etue:

This is our report on the performance audit of the Secondary Road Patrol and Traffic Accident Prevention Program, Office of Highway Safety Planning, Michigan Department of State Police.

This report contains our report summary; description of program; audit objective, scope, and methodology and agency responses and prior audit follow-up; comment, findings, recommendations, and agency preliminary responses; three exhibits, presented as supplemental information; and a glossary of acronyms and terms.

The agency preliminary responses were taken from the agency's response subsequent to our audit fieldwork. The *Michigan Compiled Laws* and administrative procedures require that the audited agency develop a plan to comply with the audit recommendations and submit it within 60 days after release of the audit report to the Office of Internal Audit Services, State Budget Office. Within 30 days of receipt, the Office of Internal Audit Services is required to review the plan and either accept the plan as final or contact the agency to take additional steps to finalize the plan.

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

Sincerely,

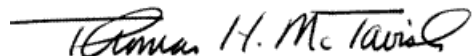

Thomas H. McTavish, C.P.A.
Auditor General

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GLOSSARY

Glossary of Acronyms and Terms

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Description of Program

The Secondary Road Patrol and Traffic Accident Prevention Program (SRP) was created by Section 77, Act 416, P.A. 1978, and provides Michigan county sheriff departments with grant funding to patrol county and local roads outside the limits of the cities and villages (see Exhibits 1 and 2). The Office of Highway Safety Planning (OHSP), Michigan Department of State Police, is responsible for the administration and distribution of SRP funds and can use up to 1% of the amount annually appropriated for SRP for administrative, planning, and reporting purposes.

SRP reimburses county sheriff departments for expenditures incurred to patrol and monitor traffic violations, investigate accidents, and perform other duties on county primary and local roads and roads within county parks. In its fiscal year 2010-11 annual report to the Legislature (see Exhibit 3), OHSP reported:

- SRP funded 155 officers.
- SRP-funded officers generated 117,694 vehicle stops that resulted in 1,475 impaired drivers being removed from Michigan's roadways; 84,468 traffic citations; 6,898 criminal arrests; and 20,141 assists to other officers.
- SRP-funded officers responded to 14,679 criminal complaints and aided 5,563 motorists in need of assistance.
- SRP-funded officers investigated 12,511 traffic crashes, including 194 that resulted in one or more fatalities.

Since 2003, all funding for SRP has been provided by a \$10 fee assessed on most moving violations. Also, Section 108, Act 296, P.A. 2012, provided a \$600,000 supplemental appropriation from the General Fund. During fiscal year 2010-11, SRP expended \$10.0 million, of which \$100,000 was used for administration and \$9.9 million was distributed to local county sheriff departments.

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

Audit Objective

The objective of our performance audit* of the Secondary Road Patrol and Traffic Accident Prevention Program (SRP), Office of Highway Safety Planning (OHSP), Michigan Department of State Police (MSP), was to assess the effectiveness* of OHSP's efforts to distribute and monitor the use of funds from SRP.

Audit Scope

Our audit scope was to examine the program and other records of the Office of the Highway Safety Planning related to the Secondary Road Patrol and Traffic Accident Prevention Program. We conducted this performance audit in accordance with generally accepted government auditing standards. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusion based on our audit objective. We believe that the evidence obtained provides a reasonable basis for our findings and conclusion based on our audit objective. Our audit procedures, conducted from April through July 2012, generally covered the period October 1, 2009 through July 31, 2012.

Supplemental information regarding SRP was provided by the Office of Highway Safety Planning and is presented in Exhibits 1 through 3. Our audit was not directed toward expressing a conclusion on this supplemental information and, accordingly, we express no conclusion on it.

Audit Methodology

To establish our audit objective, we conducted a preliminary review of OHSP's SRP operations. We interviewed OHSP management and staff; reviewed applicable policies, procedures, laws, and regulations; analyzed and conducted limited testing of SRP records; and reviewed OHSP's SRP internal control*.

To assess the effectiveness of OHSP's efforts to distribute and monitor the use of funds from SRP, we reviewed OHSP's fund allocation methodology, its county reimbursement procedures, and its process to monitor county expenditures, including the frequency

* See glossary at end of report for definition.

and results of monitoring visits. We reviewed quarterly financial reports and annual and semiannual program reports for randomly selected counties. We reviewed OHSP's process to reconcile reported civil infractions to revenue collected for SRP. In addition, we identified and reviewed OHSP's efforts to self-evaluate.

When selecting activities or programs for audit, we use an approach based on assessment of risk and opportunity for improvement. Accordingly, we focus our audit efforts on activities or programs having the greatest probability for needing improvement as identified through a preliminary review. Our limited audit resources are used, by design, to identify where and how improvements can be made. Consequently, we prepare our performance audit reports on an exception basis.

Agency Responses and Prior Audit Follow-Up

Our audit report contains 3 findings and 3 corresponding recommendations. MSP's preliminary response indicates that it agrees with all of the 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 the State of Michigan Financial Management Guide (Part VII, Chapter 4, Section 100) require MSP to develop a plan to comply with the audit recommendations and submit it within 60 days after release of the audit report to the Office of Internal Audit Services, State Budget Office. Within 30 days of receipt, the Office of Internal Audit Services is required to review the plan and either accept the plan as final or contact the agency to take additional steps to finalize the plan.

We released our prior performance audit of the Office of Highway Safety Planning, Michigan Department of State Police (55-170-03), in April 2004. OHSP complied with 2 of the 4 prior audit recommendations. We rewrote the other 2 prior audit recommendations for inclusion in Findings 1 and 2 of this audit report.

COMMENT, FINDINGS, RECOMMENDATIONS,
AND AGENCY PRELIMINARY RESPONSES

EFFECTIVENESS OF EFFORTS TO DISTRIBUTE AND MONITOR THE USE OF SRP FUNDS

COMMENT

Audit Objective: To assess the effectiveness of the Office of Highway Safety Planning's (OHSP's) efforts to distribute and monitor the use of funds from the Secondary Road Patrol and Traffic Accident Prevention Program (SRP).

Audit Conclusion: **We concluded that OHSP's efforts to distribute and monitor the use of funds from SRP were moderately effective.** Our assessment disclosed three reportable conditions* related to allocation methodology, the monitoring of SRP, and an impact and cost-effectiveness study (Findings 1 through 3).

FINDING

1. Allocation Methodology

The Michigan Department of State Police (MSP) did not pursue legislation to establish a methodology to allocate SRP funds to county sheriff departments. For fiscal year 2010-11, OHSP distributed \$9.9 million in SRP funds to 82 county sheriff departments using a fixed percentage that was based on population and road mileage data reported more than 30 years ago.

Section 51.77(4) of the *Michigan Compiled Laws* defined the SRP funding allocation methodology for fiscal years 1980-81 and 1981-82, indicating that the allocation would be based on data for the period July 1, 1976 through June 30, 1977. However, for fiscal years subsequent to fiscal year 1981-82, there is no legislation that stipulates the methodology for how SRP funds are to be allocated.

We first reported a similar issue in 1997 and again in 2004. MSP agreed with our audit findings and during fiscal year 2004-05 held discussions with one legislator and various stakeholders. However, the legislation remains unchanged.

* See glossary at end of report for definition.

RECOMMENDATION

We recommend that MSP pursue legislation to establish a methodology to allocate SRP funds to county sheriff departments.

AGENCY PRELIMINARY RESPONSE

MSP agrees with the recommendation and indicated that, while authority for amending the existing law continues to rest solely with the Legislature, it will continue to pursue amendatory legislation to address this recommendation to the extent possible.

FINDING

2. **Monitoring of SRP**

OHSP could improve its monitoring of county sheriff departments receiving funds from SRP. Improved monitoring would provide assurance that funds are spent for allowable activities.

Section 51.77(2) of the *Michigan Compiled Laws* specifies that SRP funds are designated for reimbursement of expenditures related to making traffic stops, issuing warnings or citations, investigating crashes, and assisting motorists on or near secondary roads. OHSP's policy PROG 03 requires that OHSP perform periodic on-site monitoring visits at the counties receiving SRP funds with a goal of monitoring approximately 25% of the county sheriff departments that receive SRP funds each year. The policy also requires that, when a problem is identified during the monitoring visit, a follow-up visit is to be planned to help ensure compliance.

We reviewed OHSP's monitoring records and noted that OHSP performed 51 monitoring visits and 34 follow-up visits to county sheriff departments during the period October 1, 2007 through July 31, 2012. Our analysis indicated that:

a. OHSP did not meet its goal for performing monitoring visits as follows:

Fiscal Year	Number and Percentage of Monitoring Visits*	Number and Percentage of Monitoring Visits With Findings Noted**
2007-08	9 (11%)	6 (67%)
2008-09	5 (6%)	3 (60%)
2009-10	19 (23%)	13 (68%)
2010-11	3 (4%)	0 (0%)
2011-12 (October - July)	15 (18%)	Reports not yet issued
Average number of visits per year	11 (13%)	

* Percentage is of the 82 counties that received SRP funding.

** Percentage is of the number of monitoring visits performed for the respective year.

b. OHSP did not perform all planned follow-up visits in a timely manner. During the period October 1, 2007 through September 30, 2011, OHSP performed 22 monitoring visits that noted findings requiring a follow-up visit. We determined that OHSP had performed timely follow-up visits at 15 counties; however, OHSP had not performed follow-up visits at the remaining 7 counties as of July 31, 2012. We noted that these follow-up visits were outstanding from 2.1 years to 3.3 years.

RECOMMENDATION

We recommend that OHSP improve its monitoring of county sheriff departments receiving funds from SRP.

AGENCY PRELIMINARY RESPONSE

MSP agrees with the recommendation and indicated that it will continue to implement efficiencies that improve the monitoring of program participants. MSP also indicated that it will review its internal monitoring policy to determine if modifications are necessary to take into consideration the amount of time necessary to perform both initial on-site monitoring as well as follow-up reviews with each county.

FINDING

3. **Impact and Cost-Effectiveness Study**

OHSP had not performed an impact and cost-effectiveness study of State, county, and local road patrol and traffic accident prevention efforts. As a result, OHSP could not determine the impact that funding for State, county, and local road patrol and traffic accident prevention efforts had on traffic safety and whether funds were used for cost-effective measures.

Section 51.77(9) of the *Michigan Compiled Laws* requires OHSP to conduct an annual impact and cost-effectiveness study of State, county, and local road patrol and traffic accident prevention efforts.

During fiscal year 2010-11, OHSP distributed SRP funds of \$9.9 million to counties for reimbursement of SRP expenditures (see Exhibit 1). These expenditures were primarily for personnel, automotive, equipment, and operating costs. An analysis of the impact and cost-effectiveness of State, county, and local road patrol and traffic accident prevention efforts could help law enforcement agencies identify expenditure categories that consistently produce the most significant safety outcomes* and would provide OHSP and the Legislature with information as to where program enhancements may be needed or whether SRP is operating as intended.

RECOMMENDATION

We recommend that OHSP perform an impact and cost-effectiveness study of State, county, and local road patrol and traffic accident prevention efforts.

* See glossary at end of report for definition.

AGENCY PRELIMINARY RESPONSE

MSP agrees with the recommendation and agrees that a study is called for by the legislation. However, MSP indicated that the budget appropriated for OHSP administration, from SRP funding, was never adequate to fund a valid study. MSP also indicated that it agrees that a study is desirable; however, its ability to comply with the recommendation is subject to adequate funding being provided for this purpose.

SUPPLEMENTAL INFORMATION

SECONDARY ROAD PATROL AND TRAFFIC ACCIDENT PREVENTION PROGRAM (SRP)
Michigan Department of State Police

Available SRP Funding by County
For Fiscal Year 2010-11

<u>County</u>	<u>State SRP Grant Award</u>	<u>County Supplement</u>	<u>Total Available SRP Funding</u>
Alcona	\$ 39,300	\$ 35,245	\$ 74,545
Alger	32,200	14,182	46,382
Allegan	121,600	204,582	326,182
Alpena	57,800	11,220	69,020
Antrim	46,500	115,072	161,572
Arenac	39,600	19,091	58,691
Baraga	31,000		31,000
Barry	69,200	23,690	92,890
Bay	149,900	115,578	265,478
Benzie	35,300	33,237	68,537
Berrien	207,500		207,500
Branch	74,700	72,392	147,092
Calhoun	176,200	50,081	226,281
Cass	76,600	84,065	160,665
Charlevoix	44,200	33,938	78,138
Cheboygan	56,300	72,149	128,449
Chippewa	70,600	80,026	150,626
Clare	53,100	17,053	70,153
Clinton	85,700	10,297	95,997
Crawford	36,900	48,280	85,180
Delta	69,600	33,327	102,927
Dickinson	49,100	37,170	86,270
Eaton	109,000	76,134	185,134
Emmet	51,400	21,013	72,413
Genesee	438,000		438,000
Gladwin	46,700	35,368	82,068
Gogebic	41,500		41,500
Grand Traverse	83,600	1,662	85,262
Gratiot	78,200	123,779	201,979
Hillsdale	75,800	68,181	143,981
Houghton	57,000	97,546	154,546
Huron	83,800	24,051	107,851
Ingham	231,000	140,425	371,425
Ionia	74,900	65,102	140,002
Iosco	62,600		62,600
Iron	38,900	33,213	72,113
Isabella	78,200	65,410	143,610
Jackson	192,600		192,600
Kalamazoo	201,000	2,097	203,097
Kalkaska	43,500	38,752	82,252
Kent	412,300	6,816	419,116
Keweenaw	18,800	5,476	24,276
Lake	42,200	42,344	84,544
Lapeer	92,500	54,391	146,891
Leelanau	38,900	53,865	92,765
Lenawee	122,100		122,100

This exhibit continued on next page.

SECONDARY ROAD PATROL AND TRAFFIC ACCIDENT PREVENTION PROGRAM (SRP)
Michigan Department of State Police

Available SRP Funding by County
For Fiscal Year 2010-11
Continued

<u>County</u>	<u>State SRP Grant Award</u>	<u>County Supplement</u>	<u>Total Available SRP Funding</u>
Livingston	\$ 103,200	\$ 127,438	\$ 230,638
Luce	27,900		27,900
Mackinac	36,600	9,673	46,273
Macomb	517,300		517,300
Manistee	56,900	20,725	77,625
Marquette	90,600	72,123	162,723
Mason	55,500	74,233	129,733
Mecosta	59,700	9,956	69,656
Menominee	65,000	10,705	75,705
Midland	83,300	89,614	172,914
Missaukee	41,500	3,897	45,397
Monroe	173,300	245,456	418,756
Montcalm	83,600	68,714	152,314
Montmorency	35,200	6,081	41,281
Muskegon	159,000	74,070	233,070
Newaygo	77,400	21,924	99,324
Oakland	845,900		845,900
Oceana	56,200	20,305	76,505
Ogemaw	46,100	20,228	66,328
Ontonagon	35,600	37,791	73,391
Osceola	48,600	9,135	57,735
Oscoda	36,000	14,881	50,881
Otsego	44,800	37,437	82,237
Ottawa	190,700	124,007	314,707
Presque Isle	42,700	10,607	53,307
Roscommon	45,500	46,850	92,350
Saginaw	247,200		247,200
Sanilac	89,900	1,773	91,673
Schoolcraft	30,100		30,100
Shiawassee	91,700		91,700
St. Clair	162,900		162,900
St. Joseph	80,100	78,963	159,063
Tuscola	96,700	17,160	113,860
Van Buren	90,100	55,097	145,197
Washtenaw	219,600	1,270	220,870
Wayne	1,440,700	127,288	1,567,988
Wexford	55,500	34,210	89,710
Totals	<u>\$ 10,000,000 *</u>	<u>\$ 3,537,912</u>	<u>\$ 13,537,912</u>

* Actual total SRP distributions were \$9,925,373. Ten counties did not expend all of their allocated funds, and one county chose not to participate in SRP.

Source: Office of Highway Safety Planning.

SECONDARY ROAD PATROL AND TRAFFIC ACCIDENT PREVENTION PROGRAM (SRP)
Michigan Department of State Police

SRP County Expenditures
For Fiscal Year 2010-11

County	County Expenditures by Category					Total County Expenditures
	Personnel	Automotive	Equipment	Operating	Indirect Costs	
Alcona	\$ 74,545	\$	\$	\$	\$	\$ 74,545
Alger	42,230	4,152				46,382
Allegan	300,127	24,865		1,190		326,182
Alpena	57,252	8,559		880	2,329	69,020
Antrim	153,637	7,935				161,572
Arenac	52,084	6,607				58,691
Baraga	26,255	3,875		78		30,208
Barry	77,894	14,597		400		92,890
Bay	211,647	17,799	22,605	784	12,642	265,478
Benzie	65,537	3,000				68,537
Berrien	166,849	9,088	14,915			190,852
Branch	136,907	10,185				147,092
Calhoun	216,348	9,570		364		226,281
Cass	149,058	8,868	1,539	1,200		160,665
Charlevoix	73,856	4,157		125		78,138
Cheboygan	127,836			613		128,449
Chippewa	150,626					150,626
Clare	56,171	13,982				70,153
Clinton	95,997					95,997
Crawford	85,180					85,180
Delta	93,423	9,503				102,927
Dickinson	86,270					86,270
Eaton	177,065	7,369		700		185,134
Emmet	65,250	6,290		873		72,413
Genesee	380,931	43,573	2,500	793		427,797
Gladwin	76,982	4,840		246		82,068
Gogebic	36,739	3,618		926		41,283
Grand Traverse	74,948	7,719	2,595			85,262
Graiot	159,405	17,112	24,000	1,461		201,979
Hillsdale	132,882	11,099				143,981
Houghton	144,209	9,737			600	154,546
Huron	104,137	3,553		161		107,851
Ingham	348,291	18,101		5,033		371,425
Ionia	140,002					140,002
Iosco	33,139	11,928	7,691	2,393	2,757	57,908
Iron	60,513	11,000		600		72,113
Isabella	130,753	11,497		1,360		143,610
Jackson	142,216	9,959	33,816	2,574	4,035	192,600
Kalamazoo	203,097					203,097
Kalkaska	70,960	10,492		800		82,252
Kent	380,055	16,416	2,687		19,958	419,116
Keweenaw	24,276					24,276
Lake	69,066	11,453			4,025	84,544
Lapeer	131,852	8,245			6,794	146,891

This exhibit continued on next page.

SECONDARY ROAD PATROL AND TRAFFIC ACCIDENT PREVENTION PROGRAM (SRP)
Michigan Department of State Police

SRP County Expenditures
For Fiscal Year 2010-11
Continued

County	County Expenditures by Category					Total County Expenditures
	Personnel	Automotive	Equipment	Operating	Indirect Costs	
Leelanau	\$ 76,990	\$ 15,775				\$ 92,765
Lenawee	100,960	11,997				112,957
Livingston	204,849	21,754		2,534	1,501	230,638
Luce	25,044	1,193	1,488			27,725
Mackinac	37,485	8,184		90	514	46,273
Macomb	440,206	27,472	42,975	5,187		515,840
Manistee	65,227	11,998		400		77,625
Marquette	146,918	13,020		2,785		162,723
Mason	115,770	13,007		956		129,733
Mecosta	69,656					69,656
Menominee	75,705					75,705
Midland	159,999	8,793		4,122		172,914
Missaukee	38,005	7,392				45,397
Monroe	404,602	12,285		1,869		418,756
Montcalm	152,314					152,314
Montmorency	28,838	12,334		109		41,281
Muskegon	212,583	13,422		4,323	2,742	233,070
Newaygo	88,188	7,014		160	3,962	99,324
Oakland	791,966	53,934				845,900
Oceana	76,505					76,505
Ogemaw	57,590	8,738				66,328
Ontonagon	64,135	5,362		400	3,494	73,391
Osceola	57,735					57,735
Oscoda	47,293	3,588				50,881
Otsego	74,032	6,128		1,805	272	82,237
Ottawa	257,240	28,168	5,273	9,424	14,602	314,707
Presque Isle	52,915			392		53,307
Roscommon	79,756	12,594				92,350
Saginaw	213,092	16,160	6,645	5,891	4,287	246,075
Sanilac	79,600	11,000		1,073		91,673
Schoolcraft						0
Shiawassee	68,683	11,714	5,909	960	4,362	91,628
St. Clair	147,820	7,410	5,510	2,159		162,900
St. Joseph	157,963	1,100				159,063
Tuscola	105,027	8,530		303		113,860
Van Buren	140,129	5,068				145,197
Washtenaw	220,870					220,870
Wayne	1,252,488	81,557	75,899	88,839	69,205	1,567,988
Wexford	82,266	7,348		96		89,710
Totals	\$ 12,056,943	\$ 834,782	\$ 256,047	\$ 157,432	\$ 158,081	\$ 13,463,285

Source: Office of Highway Safety Planning.

SECONDARY ROAD PATROL AND TRAFFIC ACCIDENT PREVENTION PROGRAM (SRP)
Michigan Department of State Police

SRP Statistics by County
For Fiscal Year 2010-11

	<u>Average Number of SRP-Funded Officers</u>	<u>Total Miles by SRP-Funded Officers</u>	<u>Total Vehicle Stops by SRP-Funded Officers</u>
Alcona	2	39,831	398
Alger	1	15,112	86
Allegan	3	76,727	3,029
Alpena	1	16,460	402
Antrim	2	31,961	1,501
Arenac	1	21,396	1,079
Baraga	1	9,307	29
Barry	1	18,810	464
Bay	3	57,183	4,833
Benzie	1	13,781	218
Berrien	2	38,096	1,250
Branch	2	61,141	1,749
Calhoun	3	85,648	3,334
Cass	2	40,088	1,241
Charlevoix	1	15,194	772
Cheboygan	2	56,195	794
Chippewa	2	57,236	1,628
Clare	1	23,141	891
Clinton	1	39,590	1,772
Crawford	1	30,794	1,603
Delta	2	31,392	466
Dickinson	2	43,894	305
Eaton	2	51,320	1,242
Emmet	1	27,929	4,350
Genesee	2.75	76,132	1,189
Gladwin	1	26,134	1,184
Gogebic	1	14,471	210
Grand Traverse	1	16,424	871
Gratiot	2	68,111	2,659
Hillsdale	2	43,585	1,154
Houghton	2	29,601	219
Huron	1.5	29,852	607
Ingham	4	82,501	3,879
Ionia	2	37,660	956
Iosco	1	30,679	690
Iron	1	38,414	490
Isabella	2	32,422	614
Jackson	2.5	29,743	3,260
Kalamazoo	2	53,086	1,905
Kalkaska	1	20,683	961
Kent	5	73,176	2,131
Keweenaw	1	26,339	129
Lake	1	22,904	597
Lapeer	2	40,810	1,819

This exhibit continued on next page.

SECONDARY ROAD PATROL AND TRAFFIC ACCIDENT PREVENTION PROGRAM (SRP)
Michigan Department of State Police

SRP Statistics by County
For Fiscal Year 2010-11
Continued

	<u>Average Number of SRP-Funded Officers</u>	<u>Total Miles by SRP-Funded Officers</u>	<u>Total Vehicle Stops by SRP-Funded Officers</u>
Leelanau	1	30,806	529
Lenawee	1.33	27,384	1,650
Livingston	2	44,854	4,211
Luce	1	23,828	536
Mackinac	0.5	27,783	403
Macomb	4	40,833	2,872
Manistee	3	24,071	644
Marquette	2	58,944	1,170
Mason	1.58	24,856	565
Mecosta	1.25	17,969	190
Menominee	1	30,194	88
Midland	1.5	34,161	859
Missaukee	1	18,978	402
Monroe	3.25	62,042	1,033
Montcalm	2	45,274	1,135
Montmorency	1	21,085	368
Muskegon	2	41,971	186
Newaygo	1	35,433	1,067
Oakland	7	112,979	4,070
Oceana	2	53,664	948
Ogemaw	1	22,542	1,007
Ontonagon	1	22,218	31
Osceola	1	17,412	545
Oscoda	1	17,769	302
Otsego	1	17,237	195
Ottawa	3	35,088	4,155
Presque Isle	1	28,609	275
Roscommon	1	24,173	1,303
Saginaw	2	47,641	1,096
Sanilac	1	22,922	182
Schoolcraft		0	0
Shiawassee	1	23,074	919
St. Clair	1.5	49,315	2,157
St. Joseph	2	27,194	1,691
Tuscola	1.5	37,873	2,369
Van Buren	2	41,611	1,067
Washtenaw	2.8125	63,797	1,260
Wayne	12	164,941	16,995
Wexford	2	33,257	259
Totals	<u>155</u>	<u>3,168,735</u>	<u>117,694</u>

Source: Office of Highway Safety Planning's SRP annual report for the fiscal year ended September 30, 2011.

GLOSSARY

Glossary of Acronyms and Terms

effectiveness	Success in achieving mission and goals.
internal control	The plan, policies, methods, and procedures adopted by management to meet its mission, goals, and objectives. Internal control includes the processes for planning, organizing, directing, and controlling program operations. It includes the systems for measuring, reporting, and monitoring program performance. Internal control serves as a defense in safeguarding assets and in preventing and detecting errors; fraud; violations of laws, regulations, and provisions of contracts and grant agreements; or abuse.
MSP	Michigan Department of State Police.
OHSP	Office of Highway Safety Planning.
outcome	An actual impact of a program or an entity.
performance audit	An audit that provides findings or conclusions based on an evaluation of sufficient, appropriate evidence against criteria. Performance audits provide objective analysis to assist management and those charged with governance and oversight in using the information to improve program performance and operations, reduce costs, facilitate decision making by parties with responsibility to oversee or initiate corrective action, and contribute to public accountability.
reportable condition	A matter that, in the auditor's judgment, is less severe than a material condition and falls within any of the following categories: an opportunity for improvement within the context of the audit objectives; a deficiency in internal control

that is significant within the context of the audit objectives; all instances of fraud; illegal acts unless they are inconsequential within the context of the audit objectives; significant violations of provisions of contracts or grant agreements; and significant abuse that has occurred or is likely to have occurred.

SRP

Secondary Road Patrol and Traffic Accident Prevention Program.

