

MSA Secondary Road Patrol Funding and Reform Proposal:

- Restrict \$15 million to the Secondary Road Patrol and Training Fund from the Liquor Tax
- Include in the statute an inflation adjustment every five years to the amount coming from the Liquor Tax to the Secondary Road Patrol and Training Fund
- Eliminate the \$10 Secondary Road Patrol fee on moving violations
- Reset the Maintenance of Effort (MOE) to the lesser of road patrol expenditures in 1978 or 2021

Vehicles:

- HB 5569, by Rep. Brann, is ready to go to take care of the MOE issue. No changes needed.
- HB 5732, by Rep. Brann, would restrict a portion of the Liquor Tax for the Secondary Road Patrol and Training Fund. MSA urges this amount to be set at \$15 million, and provide for 5 year inflationary adjustments.
- HB 5773, by Rep. Mueller, would eliminate the \$10 fee currently assessed on moving violations to the Justice System Fund to fund Secondary Road Patrol.
- HB 5772, by Rep. Martin, would eliminate distribution of \$10 per moving violation from the Justice System Fund to the Sheriffs' Secondary Road Patrol and Training Fund.

Talking Points:

HB 5569:

Rep. Brann's bill to make reasonable changes to the MOE requirement will do two things. First, it allows the handful of counties that are unlikely to ever again meet the MOE requirement due to hardship to reset at their current level of service, while making sure that counties meeting their MOE from 1978 continue to meet that obligation (so no one is pulling county money out to replace it with these dollars). Second, it allows the state legislature to continue to meet its oversight obligation without having to pass a resolution every year to allow the dollars to go out.

HB 5732 Funding Request:

The Michigan Sheriffs' Association has computed the inflation rate from 1979 to 2021, and applied it to 1979's appropriation. The result is that to reset Secondary Road Patrol in current dollars with the purchasing power it had in 1979, the amount needed is \$32 million total – by not revisiting Secondary Road Patrol levels, the legislature has not kept up with need, and caused the correction to be too much to bear.

MSA suggests pushing the amount to \$15 million (from an authorized \$13 million in statute), a very modest increase, and providing that the amount increase every 5 years according to inflation. This does several things:

- An increase of \$2 million puts almost 20 new officers on the road, moving the needle from 115 to 133 statewide.

- Using restricted money from the Liquor Tax and providing an inflationary increase every 5 years provides stability to the fund – something the fund has not had in at least 25 years. This is most important to sheriffs across the state.
- Including inflation adjustments every 5 years keeps officers on the road in the future.
 - The fund used to pay for 283 deputies, but inflation has whittled that down to 115.
 - Inflation is paid for through an identified, stable funding source (Liquor Tax), with a \$45 million balance, *after* restricting \$15 million to the Secondary Road Patrol Fund.
 - Adjusting periodically for inflation keeps the state from facing a major hole in the future, which is our current situation of being down \$32 million over the past 43 years.
 - Inflation allows the legislature to plan and prepare for future costs rather than putting chunks of GF into the fund in fits and starts from year to year when officer counts begin to be chewed up after year one.

HB 5772 and 5773:

These bills eliminate the \$10 fee charged on all moving violations for Secondary Road Patrol, both in the assessment of the fee and the distribution of the fee. Moving violations are standard traffic citations. This source of funding has proven to be unstable, and has even begun to drop over time since 2008. With the institution of Liquor Tax revenue as the funding source for Secondary Road Patrol, this funding source can be eliminated.

- Ticket revenue has been falling since 2008
- Ticket revenue is seen as undesirable for funding law enforcement endeavors

The Liquor Tax:

Liquor Tax raises approximately \$170 million, of which roughly 1/3 goes to GF/GP (about \$57 - \$60 million to GF/GP), according to HFA. So, allocating a small portion, \$15 million, of that \$57-\$60 million to go to funding deputies rather than to be mixed into the GF pot and diluted is reasonable, especially at a time when GF revenue is breaking records every quarter.

- The Liquor Tax is stable, and has a precedent of being restricted for specific purposes. Further, drunk driving is an emphasized enforcement requirement of Secondary Road Patrol deputies.

The Importance of Secondary Road Patrol (Fiscal Year 2020):

- 846 impaired drivers were removed from the road
- 36,208 traffic citations were issued on 59,224 vehicle stops
- 4,348 criminal arrests were made
- 18,569 assists to other officers were made
- 10,166 traffic crashes were investigated, 6,906 on secondary roads, 2,871 on state trunklines, and 388 in municipalities
- Provided 272 Community Training Sessions, with 7,523 citizens instructed
- 115 deputies were funded in FY2020, as opposed to 287 in FY1979
- Counties contributed \$2.5 million in county GF to help avoid cutting SRP deputies
- Most crashes occur on Secondary Roads