


State of Michigan
MICHIGAN COMMISSION ON LAW ENFORCEMENT STANDARDS
 Michigan Justice Training Competitive Grant Program
2021 GRANT APPLICATION

SECTION 1 - IDENTIFICATION

APPLICANT AGENCY Ingham County Sheriff's Office		SIGMA ID/ADDRESS CODE
STREET ADDRESS/CITY/ZIP 630 N Cedar Street, Mason, Michigan, 48854		
TRAINING CONSORTIUM (if applicable) N/A		
PROJECT TITLE (Limit 45 characters) Capital Area Emergency Vehicle Operation Program		
START DATE January 1, 2021	END DATE December 31, 2021	GRANT FUNDS REQUESTED \$87,226.03


AUTHORIZED OFFICIAL (PERSON AUTHORIZED TO ENTER INTO AGREEMENTS)

As the Authorized Official, I have read and agree to all conditions set forth in the 2021 Grant Manual.

NAME AND TITLE Bryan Crenshaw, Chairman, Ingham County Board of Commissioner		
STREET ADDRESS/CITY/ZIP Ingham County Courthouse P.O. Box 319 Mason, MI 48854		
TELEPHONE (Direct) 517-676-7200	E-MAIL ADDRESS bcrenshaw@ingham.org	
SIGNATURE 	DATE 5-19-2020	

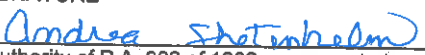
PROJECT ADMINISTRATOR (PERSON RESPONSIBLE FOR IMPLEMENTING AND REPORTING THE TRAINING)

As the Project Administrator, I have read and agree to all conditions set forth in the 2021 Grant Manual.

NAME AND TITLE Robert Boerkoel, Sergeant		
STREET ADDRESS/CITY/ZIP 630 N Cedar Street Mason, 48854		
TELEPHONE (Direct) 517-676-8221	E-MAIL ADDRESS rboerkoel@ingham.org	
SIGNATURE 	DATE May 13, 2020	

FINANCIAL OFFICER (PERSON RESPONSIBLE FOR GRANT ACCOUNTING)

As the Fiscal Officer, I have read and agree to all conditions set forth in the 2021 Grant Manual.

NAME AND TITLE Andrea Shetenhelm, Lead Accountant		
STREET ADDRESS/CITY/ZIP 121 E Maple St, Mason, MI 48854		
TELEPHONE (Direct) 517-676-7333	E-MAIL ADDRESS ashetenhelm@ingham.org	
SIGNATURE 	DATE 5/15/20	

By authority of P.A. 302 of 1982, as amended
 Submission of this application is required to participate in this program.

Applications must be submitted to MCOLES via email to thelend15@michigan.gov no later than May 22, 2020.

SECTION 2 - PROJECT NARRATIVE

A. PROBLEM IDENTIFICATION

Describe the problem or issue the training is expected to address. Connect the proposed training to the documented need. Explain why this proposal should be grant funded.

Refer to Page 18 of the Grant Manual

One of the most hazardous activities police officers engage in on a daily basis is the operation of the patrol vehicle, both on general patrol and while responding to emergency calls for service. Every year, police officers and civilians are killed and injured in the United States as a result of law enforcement general patrol, emergency driving, and police pursuits. According to the National Highway and Traffic Safety Administration (NHTSA), someone is killed almost every day as a result of a police pursuit. NHTSA data further indicates crashes involving police vehicles fatally kill one person every three days during emergency responses and non-emergency driving. Reducing fatalities and injuries due to police involved automobile crashes may occur through intensive training. For intensive training to occur, there must be funds available to implement this training.

Police Officers' driving skills must be developed and maintained to a much higher standard than the average driver in order to protect the officer and the general public. Furthermore, officers and supervisors must constantly balance the goals of swift emergency response and offender apprehension with the need to prevent collateral damage to the public due to vehicle collisions. The judicial system has taken notice of the tremendous risk that high-speed emergency vehicle operation presents to the safety of the public. The courts have found agencies and officers liable for damages due to an officer's poor driving skills. Additionally, the courts have mandated that law enforcement agencies develop and enforce high-speed and pursuit-driving policies.

In 2018, the Michigan State Police reported 2,525 emergency vehicle crashes over the course of the year. Of those crashes, 6 involved a fatality, 363 involved injury to 579 persons, and 2,156 crashes resulted in property damage. The Capital Area of Eaton, Clinton and Ingham counties accounted for 117 of the total crashes, comprised of 1 fatality, 19 injured persons, and 103 property damage crashes.

Nationally, traffic-related fatalities are a significant, often leading, killer of law enforcement officers. In fact, the Officers Down Memorial Page (ODMP.org) indicate that traffic related deaths have been the leading cause of line-of-duty deaths six out of the last ten years. After decreasing dramatically each year from 2010 (75 traffic-related deaths) to 2013 (49 traffic-related fatalities), traffic-related fatalities began increasing again in 2014 (52 traffic-related deaths). From 2014 to 2019, traffic-related fatalities have averaged just over 50 fatalities a year. In 2019, officers killed in traffic related incidents totaled forty-five officers. Of those, twenty-two were killed in automobile crashes, seven in vehicular assaults, fourteen were struck by vehicles, one was during a vehicle pursuit, and one killed on a motorcycle. As of May 1, 2020, twenty officers have been killed in traffic related incidents, an increase of 45% year-to-date over 2019.

The Ingham County Sheriff's Office has had two line-of-duty deaths; both deaths occurred as a result of crashes during emergency driving. Sergeant Paul Cole was killed in a motor vehicle crash during an emergency response in 1996. Deputy Grant Whitaker was killed in a pursuit in December of 2014. The Ingham County Sheriff's Office averages twelve officer involved vehicle collisions every year. The goal of the Capital Area EVO Program is simply to improve and reinforce emergency driving skills in order to reduce deaths and injuries associated with emergency driving incidents.

Although, EVO training is one of the many areas of training taught in our police academies, it is imperative that officers receive continuing education in this critical skill area. Many agencies across the state and in the Capital Area region do not have programs in place for annual driver training. Many agencies do not have facilities or access to EVO programs to train their staff. As a result, the agencies in our region do not provide their officers

with in-service EVO training. Since 1993, Police agencies in the Capital area have commonly relied on the Ingham County Sheriff's Office to administer this critical, MCOLES funded training program. The need for this training is great, and the availability is limited and dependent on financial assistance from the Michigan Commission on Law Enforcement Standards.

Agencies commonly participating in this regional training are: Ingham County Sheriff's Office; Lansing Police Department; Meridian Township Police Department; East Lansing Police Department; Mason Police Department; MSU Police Department; Livingston County Sheriff's Office; Eaton County Sheriff's Office; Williamston Police Department, Leslie Police Department, and the Lansing Township Police Department. Several of these agencies provide instructors and/or vehicles for the program based on their staff availability at the time of the training and incur the cost of their instructor's wages.

This training program will improve the emergency driving skills and competencies of the participating officers. The emphasis will be on interactive instruction in decision making, physical skill development, practicing sound judgment and performing safely and effectively in dynamic, high-stress situations. The training will reinforce competencies using guided participation in safety, legal considerations, communication skills, situational awareness, physical skills, and real life driving scenarios. The classroom and decision-making scenarios will increase the participating officers' abilities to make good decisions during both emergency and non-emergency driving situations. Ongoing EVO training expands the officer's scope of experience, improves driving behaviors and enhances physical driving skills, visual acuity, and decision making. These factors will reduce the incidents of deaths and injuries associated with emergency and non-emergency driving.

Emergency Vehicle Operations training is highly valued, worthwhile training. Most police officers drive their patrol car every day they check in for duty. EVO training will enhance the dynamic skills required for driving in all aspects of vehicle operation, from basic, general patrol to emergency driving. Additionally, Law enforcement agencies have an absolute duty to continually train their police officers in this diminishing skill set. Failure to properly train and supervise employees in these situations has a highly predictable consequence of liability. Police agencies must remember their fundamental mission to protect the public. Continual training in emergency vehicle operations contributes to this primary goal of Michigan Law Enforcement.

Furthermore, EVO training significantly contributes to the effective direct delivery of criminal justice services in many capacities. At minimum, officers operating patrol vehicles safely and effectively during general patrol serve as model drivers, a benchmark on safe, effective driving for the public to assimilate. Officers who efficiently operate patrol vehicles can effectively conduct traffic enforcement, notify motorists of impending roadway hazards, and travel to non-emergent calls for service and investigations. Officers who efficiently operate patrol vehicles at high speeds in emergency conditions while sharing the roadway with uninvolved innocent civilians can effectively provide emergent life-saving first aid or expedient criminal apprehension. Exceptional vehicle operation skills achieved through advanced training enhances our officers' abilities to provide an extensive range of criminal justice services that keep our citizens and officers safe.

Without the support provided by MCOLES grant funding to cover a large portion of the expense, along with the Michigan International Speedway's donation of their track facilities, this EVO program would not be possible. If approved, the Ingham County Sheriff's Office will continue as the administrator of the Capital Area EVO Program, maintaining the integrity and consistency of the training. The Ingham County Sheriff's Office will also continue to perform the administrative duties throughout the grant process including the application and reporting requirements. Emergency Vehicle Operations remains a priority program area for MCOLES in 2021. The purpose of this grant program will be to deliver Emergency Vehicle Operations training to Police Officers in the greater Capital region of Michigan.

SECTION 2 - PROJECT NARRATIVE

B. TRAINING OBJECTIVES

Describe the subject matter for each course/topic. Provide global objectives in terms of outcomes, stating what the trainees are expected to know and do as a result of this training.

Refer to Page 18 of the Grant Manual

This training program will target 180 M.C.O.L.E.S. licensed police officers to be trained in the 2021 Capital Area EVO Program. The program will be a one day (10 hours of training) session designed to review basic skills and build upon current skills previously learned in the academy or former Ingham County hosted programs. The program will update officers on current driving skills, techniques, and statistics developed since their last training. To successfully complete the training, the participants must demonstrate proficiency in all required areas to include demonstrating proficiency through written testing, proper application of lecture material during physical skills, and demonstration of specific physical skills through practical testing.

The session will include classroom instruction and practical, physical skill application covering the following topics:

Program Objectives & Expectations	(.5 hours)
Interactive Lecture: Civil Liability	(.5 hours)
Interactive Lecture: Vehicle Performance & Dynamics	(.5 hours)
Interactive Lecture: Vehicle Pursuits & Emergency Driving	(.5 hours)
Interactive Lecture: Defensive & Night Time Driving	(.5 hours)
Physical Skills: Cone course exercises	(1 hour)
Physical Skills: Performance course	(2 hours)
Physical Skills: Pursuit Driving Lab scenario(s)	(1 hour)
Evaluation	(1 hour)

Course Syllabus & Outline:

0700-0800	Travel to Michigan International Speedway
0800-0830	Orientation of Track Rules, Expectations, Program Objectives
0830-1030	Classroom Instruction: Civil Liability, Vehicle Performance, Emergency Driving, Defensive & Night Driving.
1030-1100	Instructor Demo laps for students
1100-1130	EVO Driving Lab: Apexes, Precision Maneuvering, Serpentine, Controlled Braking, Evasive Maneuvering
1130-1200	Lunch Break (on campus)
1200-1530	EVO Driving Lab Part 2: Practical Examination, Pursuit Driving Lab Scenario(s)
1530-1600	Written Test / Student Evaluations.
1600-1700	Travel to Ingham County

Upon Completion of this training, the participant will be able to:

1. Articulate important legal considerations regarding Emergency Vehicle Operations.
 - a. Explain Michigan statutory requirements for engaging in pursuits and emergency driving.
 - b. Evaluate and determine proper emergency or pursuit driving situations.
 - c. Discuss current case law and statutes.

2. Explain vehicle performance and dynamics.

- a. Describe how force, friction, and laws of physics affect a vehicle in motion.
- b. Articulate the differences between understeer and oversteer.
- c. Explain braking, acceleration, and steering techniques to avoid exceeding vehicle limitations.
- d. Demonstrate proper application of the braking, acceleration, and steering techniques during practical exercises and evaluation.

3. Explain considerations and identify physical components necessary for engaging in pursuits and emergency driving.

- a. Identify considerations for engaging in a pursuit
- b. Identify considerations for disengaging in a pursuit
- c. Consider capabilities and limitations of vehicle and driver ability.
- d. Describe proper steering techniques driving forward, reverse, and loss of control situations.
- e. Apply proper steering techniques while manipulating cone courses and the performance drive course
- f. Explain the three types of curves and the proper course of travel through them.
- g. Demonstrate the ability to properly negotiate through the three types of curve.

4. Identify characteristics of defensive driving and effective night time driving.

- a. Describe the characteristics of a good law enforcement drivers.
- b. Explain the components of the Smith System of Defensive Driving.
- c. Identify factors contributing to greater crash rates during night time driving.
- d. Discuss the mental and physical decision-making process while driving.

5. Demonstrate proper decision-making and defensive driving during emergency and pursuit driving.

- a. Articulate appropriate circumstances for engaging in emergency or pursuit driving.
- b. Demonstrate proper and effective steering techniques appropriate for the roadway.
- c. Identify and drive correct lines of travel.
- d. Identify curve apexes and negotiate the curve according to the curve type.
- e. Employ safe, effective straight line braking.
- f. Disengage in pursuits / emergency driving appropriately.
- g. Constantly evaluate roadway dynamics and adjusts speed and steering inputs.

SECTION 2 - PROJECT NARRATIVE

C. TRAINING METHODS

Describe how the training will be delivered for each course/topic. Identify program developers and instructors and describe their qualifications. Outline the method(s) of presentation. Include the hours of training and where the training will occur. Describe the training materials that will be developed or provided.

Refer to Page 19 of the Grant Manual

Identification of Program Developers and Instructors:

Project Administrator:

Sergeant Robert Boerkoel is the Project Administrator and will oversee the program's progress. Sergeant Boerkoel, who is currently assigned to the Staff Services – Training Section, will oversee the day-to-day operations. Sergeant Boerkoel has been employed by the Ingham County Sheriff's Office for approximately 9 years and is a graduate of the Michigan State Police Advanced Precision Driving Program and Michigan State Police Precision Driving Instructor Program. In addition to serving as an Emergency Vehicle Operations (EVO) Instructor for Ingham County Sheriff's Office, Sergeant Boerkoel is an Emergency Vehicle Operations instructor for the Mid-Michigan Police Academy at Lansing Community College. Additionally, Sergeant Boerkoel is a graduate of the numerous Michigan State University Highway Traffic Safety Programs serving as a Crash Reconstructionist since 2015. Sergeant Boerkoel will lead primary development and record keeping for the grant administration.

Primary Developer(s):

The Ingham County Sheriff's Office has developed a successful EVO program over many years. The program content has unique materials and presentations which require instructors to become well-versed in policy, civil liabilities, vehicle operations, proper apprehension and stopping methods of pursued vehicles, understanding effects of night driving, driving defensively, knowledge of vehicle maintenance issues and officer safety. The EVO program is constantly evolving as new techniques, vehicle technology, policies, and case law regularly develop or change. Throughout this program, many driving instructors in mid-Michigan have contributed to the program's content and success.

Although each instructor aids in program development, the Primary Developers for the 2021 grant are comprised of select Ingham County Sheriff's Office Command Officers trained and experienced in EVO Instruction. The Primary Developers ensure the program material and exercises remain current and relevant. Each Developer is also a Primary Instructor and can lead the interactive lectures, instruct cone courses and performance driving, and evaluate participant's physical skills and decision making.

Primary Developers (Ingham County Sheriff's Office):

- 1) Sergeant Brad Delaney
- 2) Sergeant Josh Treat
- 3) Sergeant James Every
- 4) Sergeant Robert Boerkoel
- 5) Detective Ryan Cramer

Primary Instructor(s):

The Primary Instructors for the 2021 grant are comprised of selected Ingham County Sheriff's Office deputies and command officers. These Instructors have completed the Michigan State Police Advanced Precision Driving Program and the Michigan State Police Precision Driver Instructor Program. Each of the primary instructors have taught at previous Ingham County EVO programs and have been involved with the instruction of over one thousand participants attending prior Ingham County EVO Programs conducted at the Michigan International Speedway.

The Primary Instructors constitute the core of the program delivery. Additionally, the continual on-the-job, real-world experience of these instructors contribute to their ability to deliver relevant, reality based instruction to each participant. Each Primary Instructor can lead the interactive lectures, instruct cone courses and performance driving, and evaluate participant's physical skills and decision making. An example Primary Instructors role commonly consists of leading interactive lecture (.5 hours), assisting with course set-up while not leading lecture and vehicle inspections (1.5 hours), physical skills instruction (3.5 hours), and facilitating scenarios (1 hour), and participant evaluation (1 hour).

The following is a preliminary list of Primary Instructors identified for the 2021 grant; some instructors may not necessarily instruct throughout the entire 2021 EVO Program:

Primary Instructors (Ingham County Sheriff's Office):

- 1) Sergeant Brad Delaney
- 2) Sergeant Josh Treat
- 3) Sergeant James Every
- 4) Sergeant Robert Boerkoel
- 5) Detective Ryan Cramer
- 6) Deputy Ryan Kuch
- 7) Deputy Tryon Calkins

Assistant Instructor(s): The Assistant Instructors will be MCOLES licensed police officers employed by agencies in the region who meet the same criteria as the Primary Instructors. These instructors must complete the Michigan State Police Advanced Precision Driving Program and the Michigan State Police Precision Driving Instructor Program to be eligible to instruct. They may be used to back fill absences created by scheduling conflicts, retirements, unforeseen promotions, court cases, and special assignments during the program. These instructors are selected based on prior EVO instructor and law enforcement experience. An example Assistant Instructor's role commonly consists of assisting with course set-up, preparation, and vehicle inspections (2 hours), physical skills instruction (3.5 hours), facilitating scenarios (1 hour), and participant evaluation (1 hour).

The following is a prospective list of potential Assistant Instructors identified for the 2021 EVO grant. Some of the instructors may not necessarily be instructing in 2021.

Assistant Instructors:

- 1) Lieutenant Scott Sexton, East Lansing Police Department
- 2) Sergeant Tony Fuller, East Lansing Police Department
- 3) Sergeant Kelly Bricker, Eaton County Sheriff's Office
- 4) Sergeant Jeromy Churchill, Lansing Police Department
- 5) Sergeant Sean Mills, Lansing Police Department
- 6) Officer Garrett Hamilton, Lansing Police Department
- 7) Officer Erin Linn, Meridian Township Police Department

Each session of the 2021 EVO program will require the participation of six (6) Instructors.

Methods of Instruction and Materials:

Performing appropriately in the field requires a combination of knowledge, mechanical skills and sound judgment. Training strategies will be based on the interactive learning theory. Our program will address decision making and judgment, in addition to mechanical skills, by engaging the participants in interactive teaching strategies in the classroom and hands on exercises on the driving course. This theory of learning will allow the instructors to engage the participants in their knowledge and ability to perform in reality based training. The instruction will consist of Interactive Lecture and Physical Skills portions:

Interactive Lecture:

The Interactive Lecture portions will utilize group activities, class discussions, case studies, and interactive dialogues. Lecture and PowerPoint style presentations will guide the delivery, but the emphasis will be on interactive instruction. The interactive instruction is also designed in a way to provide the intellectual foundation that leads to improved physical application and skill development. Informed intellectual knowledge in effective vehicle operation leads to quicker, safer decision making in the field. The interactive lecture will consist of the following modules:

Program Objectives & Expectations	(.5 hours)
Interactive Lecture: Civil Liability	(.5 hours)
Interactive Lecture: Vehicle Performance & Dynamics	(.5 hours)
Interactive Lecture: Vehicle Pursuits & Emergency Driving	(.5 hours)
Interactive Lecture: Defensive & Night Time Driving	(.5 hours)

Physical Skills:

The Physical Skills portion will utilize physical skill demonstration, instruction, and development, interactive dialogues, and reality-based scenarios. The practical application not only re-enforces the intellectual knowledge, but gives the participant broader experience at a higher level of performance. The physical skills portion will consist of the following modules:

Physical Skills: Cone course exercises	(1 hour)
Physical Skills: Performance course	(2 hours)
Physical Skills: Pursuit Driving Lab scenario(s)	(1 hour)
Evaluation of physical skills	(1 hour)

The combination of the interactive lecture and the physical skills are designed to illustrate the importance of skilled, safe, and effective Emergency Vehicle Operations. Furthermore, the skills and knowledge have immediate practical application – the skills can be employed already in the drive home from training and on their first shift back to work.

Facility Requirements:

The program is designed to be a one-day EVO program (multiple sessions) to be held at the Michigan International Speedway in Brooklyn, Michigan. The Facility requirements for the Interactive Lecture portion include a classroom area with tables and seating available. The Physical Skills portion require several large paved spaces: Large flat areas for cone exercises and long paved drive course for performance and pursuit exercises.

Materials:

The materials developed for the interactive lecture portion include guided PowerPoint presentations and videos from real life incidents for instructors to reference. These presentations will be updated by Primary Developers prior to instruction. Handouts consisting of summarized and outlined information along with resource locations will be provided to each participant. All materials developed in this program will be available to other agencies upon request.

SECTION 2 - PROJECT NARRATIVE

D. EVALUATION

In addition to participant feedback, describe how the participants will be evaluated on their acquisition of knowledge for each course/topic.

Refer to Page 19 of the Grant Manual

1) Participant Feedback

Course evaluations to solicit participant reactions will be provided at the conclusion of each session in the form of a questionnaire. The questionnaire will be based on the Participant Evaluation Template in Appendix C and will allow for the participant to rate the training, the content of the interactive lecture, the content of the physical skills portion, and the relevance to their current job duties. Recommendations to improve the program will be solicited as well.

In addition to the training content, the participant will have the ability to rate the effectiveness of the instructor(s). Solicited feedback will be used to address identify instructor deficiencies and develop or replace instructors where appropriate.

A post-session review of the evaluations will be completed in order to implement any changes and improvements throughout the entire program.

2) Acquisition of Knowledge

Participants must demonstrate knowledge acquisition through a written test and practical skill evaluations.

a) Written Test:

Participants will be given a twenty-five question written test. The test format will include of fill-in-the blank, true/false, and multiple choice questions. The participant must respond correctly to 80% or higher to pass the written portion of the course.

b) Practical Skills Evaluations:

Participants will be evaluated on the application of their knowledge and skills during their practical skills evaluations.

Cone courses have specific evaluation metrics established within the course to include, but are not limited to, as proper positioning, hand positioning, smooth steering inputs, maintaining speed, and hitting less than the maximum number of cones identified for the course.

Performance courses additionally have identifiable metrics that will be evaluated such as safe vehicle operation, proper lines of travel, proper hand positioning, proper braking, timing for curves and apexes, and decision making considerations such as engaging / disengaging in performance driving.

3) Program Assessment

Sessions, instructors, and participants will be documented for each session through sign in sheets. Participants successfully completing the program will be awarded a certificate of completion and will be documented in the MCOLES training registry. Records of each training session will be retained for reporting purposes.

SECTION 3 – COURSE DETAIL

Complete the Course Detail section for ***each topic/course*** included in your proposal. Copy and insert this page into your application as many times as needed.

Refer to Page 20 of the Grant Manual

Course Details

Course Title

Capital Area Emergency Vehicle Operation Program

Training Location

Ingham County Sheriff's Office (Mason, MI) & Michigan International Speedway (Brooklyn, MI)

Maximum Participants

15

Minimum Participants (2/3 of Max)

10

Hours of Training Per Session

10

Number of Sessions

12

Cost Breakdown

<i>Per Session Costs</i>	<i>Total Costs</i>	<i>Grant Share</i>	<i>Match Share</i>
Personnel	\$67,708.28	\$50,781.19	\$16,927.09
Contractual Services	\$0.00	\$0.00	\$0.00
Tuition	\$0.00	\$0.00	\$0.00
Travel	\$2,142.00	\$1,606.50	\$535.50
Supplies & Operating	\$46,451.17	\$34,838.34	\$11,612.83
Equipment	\$0.00	\$0.00	\$0.00
Total Per Session Costs	\$9,691.78	\$7,268.83	\$2,422.95
Total Course Costs	\$116,301.45	\$87,226.03	\$29,075.42

NOTES:

SECTION 4 - COST JUSTIFICATION

The cost justification section is the bridge between the project narrative and the budget detail. Describe the proposed expenditures for each course offering or topic separately. Explain the proposed expenditures (both grant and match) and why the costs are necessary. Provide sufficient detail to justify the expenditures and to support the calculations that are shown in the budget detail. If a student fee will be charged, specify the amount per student.

Refer to Page 20 of the Grant Manual

Personnel:

The proposal requires a minimum of six instructors to be utilized for each session of training (10 hours each session, 120 total hours for all sessions). Five instructors will be assigned three participants for each session. The sixth instructor serves as both a safety instructor as well as an alternate instructor to facilitate breaks for the other instructors or provide individual, focused training time for an individual if needed. Additionally, prior to the implementation of the program, the instructors will require 10 hours updating and reviewing course materials and preparing the cone and performance courses. This application requests the grant to cover the costs of six instructors provided by the Ingham County Sheriff's Office which will be comprised of two ICSO Deputies, one ICSO Detective and three ICSO Sheriff's Sergeants.

Other personnel expense requests include expenses for the administration, updating, record keeping, and grant reporting. Personnel requirements consist of 80 Administrative Deputy Hours and 50 Administrative Sergeant Hours.

These administration and instructors will be comprised of Sergeants, a Detective, and Deputies, all of whom will receive straight time wages within the following rates: Deputy – \$30.28 / Fringe Rate .74, Detective - \$32.49 / Fringe Rate .72, Sergeant - \$37.32 / Fringe Rate 1.59.

The total proposed Personnel budget results in a cost of \$67,708.28.

Of that cost, the Grant Share will be \$50,781.19 and the Match Share will be \$16,927.09. Sources of the Match Share portion will be detailed later in this Section.

Contractual:

There are no funding requests for contractual services.

Tuition:

There are no funding requests for tuition.

Employee and Trainee Travel Expenses:

This proposal includes the provision of lunches for all Instructors (6) and Trainees (15) in attendance each session. In order to maximize the limited training time, providing lunches for all of the instructors and participants reduces the amount of time needed for the lunch break and ensures a timely return to training without waiting for participants to return. Furthermore, the Michigan International Speedway is a closed course; there are no options for purchasing food on site. The off-campus locations for meals are outside of the security check-point and approximately 15 minutes away, which would require ample lunch break time if participants leave campus. Providing lunches keeps instructors and participants organized and allows for the maximization of valuable training time. The costs of the lunches are calculated at the established lunch rate of \$8.50 per person.

a) Employee Travel Expenses

The total proposed Employee Travel Expenses result in a cost of \$612.00.

Of that cost, the Grant Share cost will be \$459.00 and the Match Share will be \$153.00. Sources of the Match Share portion will be detailed later in this Section.

b) Trainee Travel Expenses

The total proposed Trainee Travel Expenses result in a cost of \$1,530.00.

Of that cost, the Grant Share cost will be \$1,147.50 and the Match Share will be \$382.50. Sources of the Match Share portion will be detailed later in this Section.

No other Travel Expenses (Employee, Contractual, Trainee) are requested with this proposal.

Supplies and Operating Budget:

Vehicle Maintenance (\$36,557.72):

Maintenance represents \$36,557.72 of the proposed Supplies and Operating budget.

Due to the nature of the program, high speed driving, rapid acceleration, intense braking and steering cause extensive wear on the tires, brakes, and steering components of the training vehicles. Therefore, the Vehicle Maintenance budget includes provisions to maintain and replace directly affected components that need frequent replacement. Failing to maintain these components could result in dangerous failure and/or reduced training effectiveness if drivers have to accommodate for reduced or compromised vehicle functionality. These components primarily consist of tires, brake pads and rotors, wheel bearings, stabilizer links, tie rods, and engine mounts. Cost for these components have been prepared based on current and projected rates provided by automotive parts suppliers.

Replacement intervals are anticipated to consist of every three training sessions for tires, brake pads, rotors; this equates to each vehicle getting these components replaced four times over the course of all training sessions. Additionally, two additional sets of tires are included for spare considerations. Replacement intervals are anticipated to consist of every four training sessions for wheel bearings, stabilizer links, and tie rods; this equates to each vehicle getting these components replaced three times over the course of all training sessions. Two spare wheel bearings, stabilizer links, and tie rods have been included in the event a vehicle has unusually excessive wear. Anticipated replacement for front motor mounts and transmission mounts are anticipated to be needed one time over the course of the program. Parts not used will be returned for credit back to the grant.

Additionally, a provision for maintaining the engine through oil changes are included as well. Due to the sustained intensity of the driving during these training sessions, the oil changes are recommended ahead of the factory recommended intervals. Oil changes were calculated for change every four training days, equating to three oil changes per vehicle over the course of the program, a total of fifteen oil changes.

Vehicle Fuel (\$4,582.20):

Fuel represents \$4,582.20 of the proposed Supplies and Operating budget. The proposed fuel allotment is determined based on the estimated mileage the training vehicles will travel over the course of this program as this program involves driving a large number of miles. Additionally, the fuel was calculated based on a rate of \$2.10 / gallon, which is subject to change.

The miles traveled accumulate in three areas: a) driving to and from Michigan International Speedway (96 miles round trip); b) miles driven during the performance course (120 miles per vehicle); and c) cone courses (75 miles per vehicle). The Performance Course design in the past was approximately 2 miles. During the course of instruction with three students to a vehicle, instructor demonstration laps, student instruction and evaluation laps, and cool down laps total 60 laps per vehicle per day, a total of 120 miles per vehicle. Additionally, the cone course exercises accrue an estimated 75 miles per vehicle

per day inclusive of instructor demonstration, student instruction, evaluation exercises, and travelling between courses. The total number of miles one training vehicle will travel for one training session is 291 miles. When factoring in each session has 5 training vehicles each session accounts for 1,455 miles. With 12 sessions, the miles travelled during this proposed program will total approximately 17,460 miles.

Based on the calculated mileage and the training vehicles getting 8 miles per gallon fuel economy, a total of 2182.5 gallons of fuel will be needed over the course of this program. It should be noted that the reduced fuel economy is factored because of the nature and intensity of how the vehicles will be driven in the cone and performance courses.

Cones (\$1,112.50):

Purchasing traffic cones represents \$1,112.50 of the proposed Supplies and Operating budget. Well over 250 cones are utilized during this course ranging in size from twelve inches to thirty-six inches. Over the course of the normal driving program, numerous cones will get struck or caught up in the training vehicles. Overtime, the cones used deteriorate, losing their shape and structure, periodically needing replacement. Smaller cones are subject to quicker deterioration than the large cones. This applications requests for the replacement of 100 twelve inch cones and 50 eighteen inch cones; there is no need to replace thirty six inch cones. Additionally, many cones purchased with prior grant funds will be re-used during 2021.

Helmets (\$3,148.75):

Protective helmets represent \$3,148.75 of the proposed Supplies and Operating budget. Although not needed for cone courses and low speed laps on the performance course, helmets increase safety and prevention of injury in the event of a crash during high speed laps on the performance course. During the high speed laps, the participant and instructor in the vehicle are required to wear helmets. The purchase of helmets is necessary to replace previously purchased helmets that have aged, are subject to material deterioration from use and elements that could compromise their ability to prevent injury. The proposal budget includes a total of 25 helmets, keeping in mind that a variety of sizes need to be available due to diverse instructor and participant groups.

Instructor Safety Identification (\$1,050.00):

Instructor Identification represents \$1,050.00 of the proposed Supplies and Operating budget. In consideration of track safety, Instructors are often outside the vehicle and moving around the course throughout the day. The Instructors will be required to wear a uniform, but highly visible color pull-over or polo style shirt and baseball cap at Michigan International Speedway. This will help to ensure the safety of instructors and make them readily identifiable for its participants. Estimated pricing is inclusive of the shirts receiving logos to further and obviously identify them as an Instructor.

Total Proposed Supplies and Operating Budget:

The total proposed Supplies and Operating budget result in a cost of \$46,451.17

Of that cost, the Grant Share cost will be \$34,838.34 and the Match Share will be \$11,612.83. Sources of the Match Share portion will be detailed later in this Section.

Equipment:

There are no funding requests for Equipment.

Other Budgetary Information:

Personnel:

The participating member agencies in the Capital Area EVO Program will incur the cost of their employee instructors who are donated to the program. The total hours and dollar amount of contribution will vary greatly due to staffing levels and agency involvement.

Student Fee:

The 2021 Capital Area Emergency Vehicle Operations Program will charge student fees. The fee will be \$50.00 for the One day school per student. This fee will cover the costs of refreshments provided for students and instructors. The program location is on a checkpoint-secured international professional raceway and all student refreshments (i.e.; water, soda-pop, Gatorade, and snacks) must be provided. In the event that the collected student fees exceed actual expenses, all excess will be returned to the Grant. With twelve one-day sessions, student fees will total \$9,000.00.

Total= \$9,000.00

TOTAL PROPOSED BUDGET:

Total Grant Share:	\$87,226.03
Total Match Share:	\$29,075.42
Total Proposed Budget	\$116,301.45

Match Share Sources

Ingham County Sheriff's Office will contribute to the total project budget to Match Share costs through:

Cash Match - \$9,000.00

Source: Student Fees

In-kind Match - \$20,075.42

Source: Employee Hourly wages paid by the County of Ingham incurred during the execution of this project.

Total Match Share - \$29,075.42

SECTION 5 - APPLICANT PRIORITIES

Prioritize the components of your application in descending order. Include the GRANT COSTS and MATCH COSTS. Single topic applications should list priorities by sessions or category expenditures. If the application contains more than one training topic, prioritize by topic. If more than one grant application is being submitted by an agency, prioritize the list of applications. The applicant's list of priorities will be followed to the highest degree possible; however, Commission priorities take precedence over a grantee's priorities.

BE SURE TO PROVIDE ACTUAL COSTS FOR EACH TOPIC.

Copy and insert this page into your application as many times as needed.

Refer to Page 21 of the Grant Manual

HIGHEST TO LOWEST PRIORITY:

Prioritized Funding Request:

1) Supplies and Operating	\$ 34,838.34	(Grant Share)
	\$ 11,612.83	(Match Share)
 2) Personnel		
Salary and Fringe Benefits	\$ 50,781.19	(Grant Share)
	\$ 16,927.09	(Match Share)
 3) Travel-Employee	\$ 459.00	(Grant Share)
	\$ 153.00	(Match Share)
 4) Travel-Trainee	\$ 1,147.50	(Grant Share)
	\$ 382.50	(Match Share)

5) If necessary, program expenses can be reduced by eliminating sessions to save the following costs:

Eliminating One Session

a. Personnel costs

	Grant Share	Match Share
Instructor – Sergeant (3)	\$2,174.82	\$724.94
Instructor – Detective (1)	\$419.12	\$139.71
Instructor – Deputy (2)	\$790.30	\$263.44
Total	\$3,384.24	\$1,128.09

b. Supplies & Operating Total:

	Grant Share	Match Share
Fuel	\$286.45	\$95.49
Total	\$286.45	\$95.49

c. Travel

	Grant Share	Match Share
Instructor – Lunch (6)	\$38.25	\$12.75
Student - Lunch (15)	\$95.62	\$31.88
Total	\$133.87	\$44.63

Total Expenses Saved – Eliminating One Session

Grant Share: \$3,804.56

Match Share: \$1,268.21

Eliminating Two Sessions

a. Personnel costs

	Grant Share	Match Share
Instructor – Sergeant (3)	\$4,349.64	\$1,449.89
Instructor – Detective (1)	\$838.24	\$279.42
Instructor – Deputy (2)	\$1,580.62	\$526.87
Total	\$6,768.50	\$2,256.18

b. Supplies & Operating Total:

	Grant Share	Match Share
Fuel	\$572.90	\$190.98
Total	\$572.90	\$190.98

c. Travel

	Grant Share	Match Share
Instructor – Lunch (12)	\$76.50	\$25.50
Student - Lunch (30)	\$191.24	\$63.76
Total	\$267.74	\$89.26

Total Expenses Saved – Eliminating Two Sessions

Grant Share: \$7,609.14

Match Share: \$2,536.42

Eliminating Three Sessions

a. Personnel costs

	Grant Share	Match Share
Instructor – Sergeant (3)	\$6,524.46	\$2,174.83
Instructor – Detective (1)	\$1,257.36	\$419.12
Instructor – Deputy (2)	\$2,370.92	\$790.31
Total	\$10,152.74	\$3,384.26

b. Supplies & Operating Total:

	Grant Share	Match Share
Tires	\$2,157.00	\$719.00
Brake Pads – Front	\$336.07	\$112.03
Brake Pads – Rear	\$320.73	\$106.92
Rotors – Front	\$957.45	\$319.15
Rotors – Rear	\$706.05	\$235.35
Fuel	\$859.36	\$286.46
Total	\$5,336.66	\$1,778.91

c. Travel

	Grant Share	Match Share
Instructor – Lunch (18)	\$114.75	\$38.25
Student - Lunch (45)	\$286.86	\$95.64
Total	\$401.61	\$133.89

Total Expenses Saved – Eliminating Three Sessions

Grant Share: \$15,891.01

Match Share: \$5,297.06

CERTIFICATE OF CONSORTIUM MEMBERSHIP

The Certifying Official shall be the individual who administers consortium activities and has the authority to act on behalf of the consortium. Attach paperwork supporting the Consortium Membership to this document.

Identification:

1. Applicant Agency: N/A

2. Consortium:

Consortium:

3. Consortium Structure:

4. Geographic Region Served by the Consortium:

5. Member Agencies:

6. Financial Commitment from Member Agencies:

Certification:

I certify, on behalf of the consortium, the information contained in this document is complete, accurate and, in compliance with the requirements of the Michigan Commission on Law Enforcement Standards.

Printed Name of Certifying Official	Title of Certifying Official
Signature of Certifying Official	Date

Other consortium certification may be submitted as addendum files.

MICHIGAN COMMISSION ON LAW ENFORCEMENT STANDARDS

Capital Area Emergency Vehicle Operation Program

2021 Proposed Budget Detail

PERSONNEL

Salary and Fringe Benefits

Course Employee Name	Assignment	Hourly Rate	Dev. Hours	Prep. Hours	Inst. Hours	Admin. Hours	Total Salary	Fringe Rate	Fringe	Total Cost	Grant Share	Match Share
Ingham County SO	ICSO Sgt Admin Duties	\$ 37.32				50	\$ 1,866.00	1.590	\$ 2,966.94	\$ 4,832.94	\$ 3,624.70	\$ 1,208.24
Ingham County SO	ICSO Dep Admin Duties	\$ 30.28				80	\$ 2,422.40	0.740	\$ 1,792.58	\$ 4,214.98	\$ 3,161.23	\$ 1,053.75
Ingham County SO	Sergeant Instructor	\$ 37.32		10	120		\$ 4,851.60	1.590	\$ 7,714.04	\$ 12,565.64	\$ 9,424.23	\$ 3,141.41
Ingham County SO	Sergeant Instructor	\$ 37.32		10	120		\$ 4,851.60	1.590	\$ 7,714.04	\$ 12,565.64	\$ 9,424.23	\$ 3,141.41
Ingham County SO	Sergeant Instructor	\$ 37.32		10	120		\$ 4,851.60	1.590	\$ 7,714.04	\$ 12,565.64	\$ 9,424.23	\$ 3,141.41
Ingham County SO	Detective Instructor	\$ 32.49		10	120		\$ 4,223.70	0.720	\$ 3,041.06	\$ 7,264.76	\$ 5,448.57	\$ 1,816.19
Ingham County SO	Deputy Instructor	\$ 30.28		10	120		\$ 3,936.40	0.740	\$ 2,912.94	\$ 6,849.34	\$ 5,137.00	\$ 1,712.34
Ingham County SO	Deputy Instructor	\$ 30.28		10	120		\$ 3,936.40	0.740	\$ 2,912.94	\$ 6,849.34	\$ 5,137.00	\$ 1,712.34
							\$ -		\$ -	\$ -		
							\$ -		\$ -	\$ -		
							\$ -		\$ -	\$ -		
							\$ -		\$ -	\$ -		
							\$ -		\$ -	\$ -		
							\$ -		\$ -	\$ -		
							\$ -		\$ -	\$ -		
							\$ -		\$ -	\$ -		
							\$ -		\$ -	\$ -		
							\$ -		\$ -	\$ -		
							\$ -		\$ -	\$ -		
							\$ -		\$ -	\$ -		
							\$ -		\$ -	\$ -		
							\$ -		\$ -	\$ -		
							\$ -		\$ -	\$ -		
							\$ -		\$ -	\$ -		
							\$ -		\$ -	\$ -		
							\$ -		\$ -	\$ -		
							\$ -		\$ -	\$ -		
							\$ -		\$ -	\$ -		
							\$ -		\$ -	\$ -		
							\$ -		\$ -	\$ -		
							\$ -		\$ -	\$ -		
							\$ -		\$ -	\$ -		
							\$ -		\$ -	\$ -		

TOTAL PERSONNEL	\$67,708.28	\$50,781.19	\$16,927.09
------------------------	--------------------	--------------------	--------------------

MICHIGAN COMMISSION ON LAW ENFORCEMENT STANDARDS

Capital Area Emergency Vehicle Operation Program

2021 Proposed Budget Detail

TUITION

Cost per Student

Training Provider	Course	Number of Students	Cost per Student	Total Cost	Grant Share	Match Share
N/A				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		

TOTAL TUITION				\$0.00	\$0.00	\$0.00
----------------------	--	--	--	--------	--------	--------

MICHIGAN COMMISSION ON LAW ENFORCEMENT STANDARDS
Capital Area Emergency Vehicle Operation Program
 2021 Proposed Budget Detail

TRAVEL
Contractor

Course Contractor Name	Mileage			Lodging			Breakfast			Lunch			Dinner			Airfare/ Other	Total Cost	Grant Share	Match Share
	Miles	Rate 0.34	Total	#	Rate \$85.00	Total	#	Cost	Total	#	Cost	Total	#	Cost	Total				
N/A			-			-			-			-			-		\$ -		
			-			-			-			-			-		\$ -		
			-			-			-			-			-		\$ -		
			-			-			-			-			-		\$ -		
			-			-			-			-			-		\$ -		
			-			-			-			-			-		\$ -		
			-			-			-			-			-		\$ -		
			-			-			-			-			-		\$ -		
			-			-			-			-			-		\$ -		
			-			-			-			-			-		\$ -		
			-			-			-			-			-		\$ -		
			-			-			-			-			-		\$ -		
			-			-			-			-			-		\$ -		
			-			-			-			-			-		\$ -		
			-			-			-			-			-		\$ -		
			-			-			-			-			-		\$ -		
			-			-			-			-			-		\$ -		
			-			-			-			-			-		\$ -		
			-			-			-			-			-		\$ -		
			-			-			-			-			-		\$ -		
			-			-			-			-			-		\$ -		
			-			-			-			-			-		\$ -		
			-			-			-			-			-		\$ -		
			-			-			-			-			-		\$ -		
			-			-			-			-			-		\$ -		
TOTAL CONTRACTOR TRAVEL			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00

MICHIGAN COMMISSION ON LAW ENFORCEMENT STANDARDS
Capital Area Emergency Vehicle Operation Program
2021 Proposed Budget Detail

TRAVEL
Trainee

Course/Date Trainee Totals	Lodging			Lodging Total	Breakfast			Breakfast Total	Lunch			Lunch Total	Dinner			Dinner Total	Airfare/ Other	Total Cost	Grant Share	Match Share
	# Lodging	# Nights	Rate 85.00		# for B'fast	# of Days	Cost		# for Lunch	# of Days	Cost		# for Dinner	# of Days	Cost					
180 Students				\$ -				\$ -	15	12	\$ 8.50	\$ 1,530.00				\$ -		\$ 1,530.00	\$ 1,147.50	\$ 382.50
				\$ -				\$ -				\$ -				\$ -		\$ -		
				\$ -				\$ -				\$ -				\$ -		\$ -		
				\$ -				\$ -				\$ -				\$ -		\$ -		
				\$ -				\$ -				\$ -				\$ -		\$ -		
				\$ -				\$ -				\$ -				\$ -		\$ -		
				\$ -				\$ -				\$ -				\$ -		\$ -		
				\$ -				\$ -				\$ -				\$ -		\$ -		
				\$ -				\$ -				\$ -				\$ -		\$ -		
				\$ -				\$ -				\$ -				\$ -		\$ -		
				\$ -				\$ -				\$ -				\$ -		\$ -		
				\$ -				\$ -				\$ -				\$ -		\$ -		
				\$ -				\$ -				\$ -				\$ -		\$ -		
				\$ -				\$ -				\$ -				\$ -		\$ -		
				\$ -				\$ -				\$ -				\$ -		\$ -		
				\$ -				\$ -				\$ -				\$ -		\$ -		
				\$ -				\$ -				\$ -				\$ -		\$ -		
				\$ -				\$ -				\$ -				\$ -		\$ -		
				\$ -				\$ -				\$ -				\$ -		\$ -		
				\$ -				\$ -				\$ -				\$ -		\$ -		
				\$ -				\$ -				\$ -				\$ -		\$ -		
TOTAL TRAINEE TRAVEL				\$0.00				\$0.00				\$1,530.00				\$0.00		\$1,530.00	\$1,147.50	\$382.50

MICHIGAN COMMISSION ON LAW ENFORCEMENT STANDARDS
Capital Area Emergency Vehicle Operation Program
2021 Proposed Budget Detail

SUPPLIES AND OPERATING

Course	Description	Quantity	Unit Price	Total Cost	Grant Share	Match Share
Capital Area EVO	12 inch Traffic Cones	100	\$ 6.50	\$ 650.00	\$ 487.50	\$ 162.50
Capital Area EVO	18 inch Traffic Cones	50	\$ 9.25	\$ 462.50	\$ 346.87	\$ 115.63
Capital Area EVO	Instructor / Student Bell Helmets - M	5	\$ 125.95	\$ 629.75	\$ 472.31	\$ 157.44
Capital Area EVO	Instructor/Student Bell Helmets - L	8	\$ 125.95	\$ 1,007.60	\$ 755.70	\$ 251.90
Capital Area EVO	Instructor/Student Bell Helmets - XL	6	\$ 125.95	\$ 755.70	\$ 566.77	\$ 188.93
Capital Area EVO	Instructor/Student Bell Helmets- XXL	6	\$ 125.95	\$ 755.70	\$ 566.77	\$ 188.93
Capital Area EVO	Instructor Safety ID Hats	15	\$ 20.00	\$ 300.00	\$ 225.00	\$ 75.00
Capital Area EVO	Instructor Safety ID Shirts	15	\$ 50.00	\$ 750.00	\$ 562.50	\$ 187.50
Capital Area EVO	Tires Gdyr Egl RSA 245/55R18	88	\$ 143.80	\$ 12,654.40	\$ 9,490.80	\$ 3,163.60
Capital Area EVO	Brake Pads - Front Fd Explorer	20	\$ 89.62	\$ 1,792.40	\$ 1,344.30	\$ 448.10
Capital Area EVO	Brake Pads - Rear Fd Explorer	20	\$ 85.53	\$ 1,710.60	\$ 1,282.95	\$ 427.65
Capital Area EVO	Rotors - Front Ford Explorer	40	\$ 127.66	\$ 5,106.40	\$ 3,829.80	\$ 1,276.60
Capital Area EVO	Rotors - Rear Ford Explorer	40	\$ 94.14	\$ 3,765.60	\$ 2,824.20	\$ 941.40
Capital Area EVO	Wheel Bearings - Frnt Ford Ex	17	\$ 210.66	\$ 3,581.22	\$ 2,685.91	\$ 895.31
Capital Area EVO	Wheel Bearings - Rear Ford Ex	17	\$ 210.66	\$ 3,581.22	\$ 2,685.91	\$ 895.31
Capital Area EVO	Tie Rods Ford Explorer	17	\$ 92.61	\$ 1,574.37	\$ 1,180.77	\$ 393.60
Capital Area EVO	Stabilizer Links Ford Explorer	17	\$ 59.63	\$ 1,013.71	\$ 760.28	\$ 253.43
Capital Area EVO	Oil / Filter	15	\$ 35.00	\$ 525.00	\$ 393.75	\$ 131.25
Capital Area EVO	Front Motor Mounts - Fd Explor.	6	\$ 92.82	\$ 556.92	\$ 417.69	\$ 139.23
Capital Area EVO	Trans. Mounts - Fd Explor.	6	\$ 115.98	\$ 695.88	\$ 521.91	\$ 173.97
Capital Area EVO	Unleaded Gasoline	2182	\$ 2.10	\$ 4,582.20	\$ 3,436.65	\$ 1,145.55
				\$ -		
				\$ -		
				\$ -		
				\$ -		
				\$ -		
TOTAL SUPPLIES AND OPERATING				\$46,451.17	\$34,838.34	\$11,612.83

MICHIGAN COMMISSION ON LAW ENFORCEMENT STANDARDS
Capital Area Emergency Vehicle Operation Program
2021 Proposed Budget Detail

Personnel	<i>Total Costs</i>	<i>Grant Share</i>	<i>Match Share</i>	<i>Comments:</i>
	\$ 67,708.28	\$ 50,781.19	\$ 16,927.09	

Contractual	<i>Total Costs</i>	<i>Grant Share</i>	<i>Match Share</i>	<i>Comments:</i>
	\$ -	\$ -	\$ -	

Tuition	<i>Total Costs</i>	<i>Grant Share</i>	<i>Match Share</i>	<i>Comments:</i>
	\$ -	\$ -	\$ -	

Travel-Employee	<i>Total Costs</i>	<i>Grant Share</i>	<i>Match Share</i>	<i>Comments:</i>
	\$ 612.00	\$ 459.00	\$ 153.00	

Travel-Contractor	<i>Total Costs</i>	<i>Grant Share</i>	<i>Match Share</i>	<i>Comments:</i>
	\$ -	\$ -	\$ -	

Travel-Trainee	<i>Total Costs</i>	<i>Grant Share</i>	<i>Match Share</i>	<i>Comments:</i>
	\$ 1,530.00	\$ 1,147.50	\$ 382.50	

Supplies & Operating	<i>Total Costs</i>	<i>Grant Share</i>	<i>Match Share</i>	<i>Comments:</i>
	\$ 46,451.17	\$ 34,838.34	\$ 11,612.83	

Equipment	<i>Total Costs</i>	<i>Grant Share</i>	<i>Match Share</i>	<i>Comments:</i>
	\$ -	\$ -	\$ -	

GRANT TOTALS	<i>Total Costs</i>	<i>Grant Share</i>	<i>Match Share</i>	<i>Comments:</i>
	\$ 116,301.45	\$ 87,226.03	\$ 29,075.42	

Percentage of Total Costs	<i>Grant Share</i>	<i>Match Share</i>	<i>Comments:</i>
	75.0%	25.0%	