

MINUTES

CENTRAL MINNESOTA AREA TRANSPORTATION PARTNERSHIP (ATP-3)

Minnesota Department of Transportation (MnDOT)

District 3, St. Cloud, MN – Granite North/South Rooms

January 17, 2019

Voting Members Present

A. Jake Bauerly.....RDC-7W	Jim Hallgren MnDOT D3
Bruce Cochran S. Half Co. Eng.	Kelvin Howieson MnDOT D3
Raeanne DanielowskiRDC-7W	Vicki Johnson St. Cloud APO
Doug Diedrichsen St. Cloud MTC	Greg Kimman N. Half City Eng.
Todd Fellbaum for Steve Backowski. N. Half Co. Eng.	Mike Moilanen..... Mille Lacs Band
Rosemary Franzen RDC-5	Genny Reynolds RDC-7E
Chad Gramentz..... RDC-7E	Jeff Westerlund.....St. Cloud APO

Voting Members Absent

Tim Bray..... RDC-5	Matt LeonardS. Half City Eng.
Art Chase Leech Lake Band	Andy Stone.....Rural Transit

Non-Voting Members Present

Tad Erickson..... RDC-5	Penny Simonsen RDC-7E
Jon Mason..... MnDOT D3	Steve Voss..... MnDOT D3

Guests Present

Stephanie Castellanos MnDOT D3 Planning	Jeff Lenz MnDOT D3
Megan DeSchepper MnDOT D8 Planning	Mary Safgren MnDOT District 4 Planning

CALL TO ORDER

- Chair Bauerly called the meeting to order.

APPROVAL OF OCTOBER 4, 2018 MEETING MINUTES.

- Motion by Ms. Johnson, second by Ms. Reynolds to approve the October 4, 2018 meeting minutes with no corrections or changes. Motion carried.

LOCAL PROGRAM UPDATE

FY 2019 Local Federal Project Update

- Mr. Howieson updated ATP-3 members on the FY 2019 Local Federal projects.
 - Local Federal program:
 - Status of the FY 2019 ATP-3 projects were reviewed.

- Question was raised regarding the Brainerd Safe Routes to School (No. 108-591-005) project. Mr. Howieson indicated Paul Sandy, the City of Brainerd's Engineer, should be contacted for additional information.
- Highway Safety Improvement Program (HSIP).
 - Status of the FY 2019 ATP-3 projects were reviewed.
- Local Partnership Program Solicitation
 - The application deadline is February 1, 2019.

ATP-3 MEMBERSHIP PRIMER

- Mr. Voss gave a presentation that provided the members with an overview of the Area Transportation Partnership (ATP) process. The presentation included information on the following topics: establishment of ATPs in Minnesota; ATP membership and roles; Statewide Transportation Improvement Program (STIP) overview and purpose; key federal, state and local transportation funding sources and programs; ATP target funding formula and distribution; and overview of ATP program development process. Mr. Voss noted the ATP adopted its policy to sub-target local federal funds to the regions on June 23, 1999, but added the sub-targets officially took effect in year 2003 since the 2000-2002 ATIP had already been developed.

FY 2020 – 2023 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

DEVELOPMENT FUNDING GUIDANCE

- The STIP Guidance for FY 2020-2023 was reviewed. Mr. Voss covered the five major funding programs in the guidance pertaining to the development of the ATP. Three are MnDOT- led projects, and two are ATP-led programs:
 - Statewide Performance Program (SPP) – MnDOT District funding used to meet pavement and bridge condition targets on the National Highway System (NHS). Needs determined in collaboration with MnDOT Specialty Offices.
 - District Risk Management Program – MnDOT District funding. More flexible than SPP. District can fund projects on the non-NHS routes and provide funding for District setasides.
 - ATP Managed Surface Transportation Block Grant Program (STBGP) funds – Local Federal funding for project determined through ATP led project solicitation and selection process.
 - Highway Safety improvement Program (HSIP) – Administered through MnDOT's Office of Traffic, Safety and Technology – MnDOT Districts and Local Agencies.
 - Surface Transportation Block Grant Program (STBGP) Funding for Transportation Alternatives (TA) – Local Federal funding for projects determined through ATP led project solicitation and selection process.
- ATP managed funds are not expected to change through FY 2022. There will be a slight decrease in FY 2023 from \$9.6 million to \$9.4 million ATP wide. For FY 2023 the available HSIP funds remained at the \$3.2 million level and the Transportation Alternative program funds remained at \$1.6 million.
- It was noted that the State's obligation authority had been historically at a higher percentage previously but recently the percentage was lowered. For this reason, MnDOT felt it was necessary to lower the targets funding amounts to levels it more realistically expects to be available.
- For FY 2022, MnDOT had used the planning level forecasts included in its Minnesota State Highway Investment Plan (MnSHIP) in determining the funding levels for the STIP. After further review and assessment, MnDOT has determined the program these levels to be too high. As a result, it has requested Districts to make reductions in their FY 2022 construction programs. For District 3, it will be required to

reduce its regular program by \$12 million. An additional \$9.8 million will need to be reduced from its 17NEW/Chapter 3 program of projects.

- **Attachment 1** shows the FY 2020–2023 STIP Development Funding Guidance for the ATP-3 Managed Program, Local HSIP funds, and Transportation Alternatives (TA) program. **Attachment 2** shows District 3’s FY 2020–2023 funding. Details are being finalized and a draft of the MnDOT four-year construction program will be shared at the ATP’s April meeting. **Attachment 3** shows each Region’s share of the ATP Managed Program funding for the FY 2020-2023 ATIP according to the target distribution percentages approved by ATP-3.
- ATPs are encouraged to adjust their cost estimates for inflation to reflect year of construction when programming projects in the STIP. As much as possible, Regions asked to verify that inflation is taken into account for applications received since projects are capped once in the STIP and any overruns over the STIP amount would become the Locals’ responsibility.

LOCAL CANDIDATES SEEKING FY 2023 SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP) FUNDING UNDER THE ATP MANAGED PROGRAM BY REGION

- Each Region’s list of candidate projects were presented:
 - Region 5 – Mr. Erickson reviewed Region 5’s list of candidate projects. The list included five road/bridge projects totaling approximately \$5.2 million. The Transportation Advisory Committee (TAC) will be meeting on February 6.
 - Region 7E – Ms. Simonsen reviewed Region 7E’s list of candidate projects. The list included one new road/bridge projects totaling approximately \$1 million and one Advance Construction Payback road/bridge project totaling approximately \$326,720. The Region solicited for FY 2023 projects last year.
 - Region 7W – Mr. Mason reviewed Region 7W’s list of candidate projects. The list included eight road/bridge projects totaling approximately \$10.3 million. The TAC will be meeting on February 13 and the Transportation Policy Board meeting on February 22.
 - St. Cloud APO – Ms. Johnson reviewed the APO’s list of candidate projects. The list included one Advance Construction Payback road/bridge project totaling approximately \$1.9 million. The Region solicited for FY 2023 projects last year. The Technical Advisory Committee will be meeting February 7.
- Since both Regions 5 and 7W have not yet programmed projects for year FY 2023, each of these Regions will be required to review and rank their projects according to their target levels of funding and submit their lists to Staff so they may be considered in by ATP-3 in developing their Draft FY 2020-2023 ATIP.

FY 2023 TRANSPORTATION ALTERNATIVES PROGRAM SCHEDULE AND CANDIDATE PROJECTS

- The FY 2023 Transportation Alternatives (TA) Candidate Projects were reviewed.
- A total of eight applications were received totaling \$2.8 million. The cities of Holdingford and Pierz submitted applications for the statewide Safe Routes to School solicitation only. Applicants will be competing for the \$1.6 million in TA funds available to ATP-3 in FY 2022. Applications breakdown by region as follows: Region 5 – 2 projects; Region 7E – None; Region 7W – 4 projects and St. Cloud APO – 2 projects.
- Projects have not been evaluated. Electronic copies of the applications will be sent to each Region for their use in ranking the projects and awarding regional significant points.

- Copies of the applications will be sent to the TA Committee members for their review and scoring. TA Committee members will also be provided copies of project score sheets for any projects that applied in previous year(s). The TA Committee will meet on March 12 to determine their project funding recommendation to the Area Transportation Improvement Program (ATIP) Committee.

TRANSIT VEHICLE FUNDING UPDATE AND OTHER TRANSIT ITEMS

- Mr. Voss updated ATP-3 on the planned capital and bus investments for FY 2019-2023. Investments for FY 2023 were identified as follows:
 - Region 5 - \$232,800 Office of Transit and Active Transportation (OTAT)
 - City of Brainerd (Crow Wing/Cass Counties) – 1 Bus - \$77,600;
 - Rainbow Rider (Todd County) – 1 Bus - \$77,600;
 - Wadena (Todd/Wadena Counties) – 1 Bus - \$77,600.
 - Region 7E - \$97,000 OTAT
 - Isanti County Heartland Express (Isanti County) – 1 Bus - \$77,600.
 - Region 7W - \$374,000 OTAT
 - Tri-CAP Transit (Benton/Mille Lacs/Morrison/Sherburne/Stearns Counties) – 2 buses - \$221,600;
 - Trailblazer (Wright County) – 1 bus - \$77,600.
- There are currently no plans to ask the ATPs to fund transit through FY 2024.
- Victoria Nill has been appointed the Transit Officer Director. She can be reached at 651/366-4161 or by email at victoria.nill@state.mn.us.
- District 3 has three new transit directors:
 - Paul Smith, Isanti Heartland Express, 763/689-8130; paul.g.smith@co.isanti.mn.us;
 - Amy Christenson, Tri-CAP Transit, 320/257-1691; amy.christensen@tricap.org;
 - Randy Jahnke, Wadena County Friendly Rider, 218/319-6055; randy.jahnke@co.wadena.mn.us.
- Effective January 1, 2019, Tri-CAP is the public transit provider for Mille Lacs County. With the Mille Lacs County public transit service change, Kanabec-Timber Trail is working towards merging with another neighboring public transit provider.
- John Groothuis is Trailblazer’s transit project manager. He can be reached at 320/979-2177 or at john.groothuis@state.mn.us.
- Sue Siemers has been named as the Greater Minnesota Mobility Management Coordinator. Her role will include continued oversight of Tri-CAP as their transit project manager, oversight of the Regional Transportation Coordinating Councils and oversight of the Federal Transit Authority Section 5310 programs in Greater Minnesota.

OUTREACH PLAN FOR DISTRICT 3 10-YEAR CAPITAL HIGHWAY INVESTMENT PLAN (CHIP)

- Ms. Castellanos, MnDOT District 3’s Public Engagement Coordinator, updated ATP-3 members on the District’s outreach plan for the District’s CHIP.
 - Review of MnDOT’s Family of Plans
 - MN GO – 50-year vision plan (answers the question “what are we trying to achieve?”);
 - Capital Plan (MN State Highway Investment Plan - MnSHIP) – 20-year plan (supports the guiding principles from the MN GO vision and links the policies and strategies laid out in the Statewide Multimodal Transportation Plan);
 - Capital Highway Investment Plan (CHIP) – 10 year plan (identifies MnDOT’s capital highway investments for the next ten years on the state highway network.) The CHIP is

- updated yearly to remove projects that are currently being constructed, adjust timing of existing planned projects and add new planned projects;
 - Statewide Transportation Improvement Program (STIP) – 4-year plan (identifies priority projects and how money will be spent. The STIP is updated annually.
 - FY 2019-FY 2028 – Approximately \$1 billion.
 - Public Engagement
 - District’s key focus is to deliver our promise to the public fostering public trust and transparency.
 - Community Outreach
 - Communities can give us input from years 5-10 years prior to scoping to aid the District in scoping projects properly.
 - District staff will be holding meetings with communities and key stakeholders to discuss planned projects and receive community input.
 - Pre-scoping assessments and a guide are being prepared.
 - Will be consolidating information for scoping purposes.

UPDATE ON DISTRICT 3 CORRIDORS OF COMMERCE PROJECTS INCLUDING I-94 FAMILY OF PROJECTS

- Jim Hallgren, MnDOT District 3’s Assistant District Engineer-Program Delivery, updated ATP-3 members on the three Corridors of Commerce projects, which impact District 3.
 - MN Highway 23 – will be completing a continuous four-lane roadway between Paynesville and Richmond. The north gap in District 3 is from Paynesville bypass to the end of the four lane in Richmond. Project development for the entire project is being done by District 8 - Willmar;
 - U.S. Highway 169 – will convert Highway 169 in Elk River to a freeway. The project is scheduled for FY 2023 and will eliminate five traffic signals, build three full interchanges and one half interchange and consolidates access at interchanges; and
 - Interstate 94 – will expand Interstate 94 from four to six lanes between Highway 241 in St. Michael and County Road 19 in Albertville. The project will build auxiliary lanes between St. Michael and Albertville and improve access at three interchanges.
 - Will widen the Interstate by adding a third lane
 - New MN 241 interchange
 - New CSAH 19 interchange
 - Design Build project – March 20, 2019 Let Date
 - There is a great deal of coordination taking place between the three projects and MnDOT’s Metro District and District 3.
- Construction will begin April 2019 through the fall of 2021 on Interstate 94 between Maple Grove and Clearwater. MnDOT’s Metro District will be constructing the Maple Grove to Rogers’ portion and District 3 will be constructing the Albertville to St. Michael and the Monticello to Clearwater portions. The project will be resurfacing the roadway, replacing/construct bridges and add lanes to improve access. All lanes will remain open during construction with lane restrictions on nights or weekends. Special consideration is being made to keep Friday evening weekend rush hour lanes open.

- Question was raised about the Alternative Interstate 94 signs and the need for the public to be educated on the signs. Mr. Hallgren explained this is for crashes on the Interstate and the occasions when the Interstate needs closing.

NEXT MEETING

- April 4, 2019 – 9:30 a.m. – 12 Noon – MnDOT District 3A Headquarters Building, Room 135, Baxter

MEMBERS UPDATE

- Mr. Bauerly
 - FY 2020 – Work is scheduled to build a Reduced Conflict Intersection (RCI) at CSAH 8/MN Highway 23 in St. Cloud/Minden Township.
- New ATP-3 Members
 - Raeanne Danielowski will be representing Region 7W. Ms. Danielowski is a Sherburne County Commissioner and is replacing Ewald Petersen, who retired at the end of December.
 - Jeff Westerlund will be representing the St. Cloud APO. Mr. Westerlund is a Supervisor for the Township of LeSauk and is replacing St. Cloud Councilman Jeff Goerger.

OTHER BUSINESS

- None.

OPEN FORUM

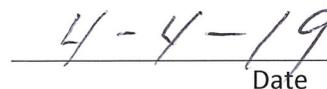
- None.

ADJOURNMENT

- Motion by Ms. Danielowski, second by Ms. Johnson to adjourn the meeting. Motion carried.



Presiding Officer



Date

FY18-22 ATP Managed	7.2%	4.1%	10.1%	5.1%	8.4%	5.9%	4.6%	54.7%	100.0%
FY19-20 HSIP Formula ATP	7.0%	4.5%	13.9%	6.0%	11.6%	7.4%	6.0%	43.7%	100.0%
FY21-23 HSIP Formula ATP	7.2%	3.4%	14.8%	5.8%	9.8%	6.0%	4.8%	48.3%	100.0%

STBGP Distribution based on Population and MSAS/CSAH Needs; adjusted for 91% Obligation; Includes August Redistribution of \$12.5 M (FY20 to FY22 held harmless)

FIXED WITH FY17-20 GUIDANCE	FY2020	ATP 1	ATP 2	ATP 3	ATP 4	ATP 6	ATP 7	ATP 8	Metro	Statewide	FY20-23 Guidance	FY17-20 Guidance
	ATP Managed STBGP	\$5,700,000	\$3,200,000	\$8,100,000	\$4,100,000	\$6,700,000	\$4,800,000	\$3,600,000	\$43,800,000		\$80,000,000	\$80,900,000
	August Redistribution	\$900,000	\$500,000	\$1,300,000	\$600,000	\$1,000,000	\$700,000	\$600,000	\$6,800,000		\$12,400,000	
	Aug. Red. Adjust	\$100,000	\$100,000	\$200,000	\$100,000	\$200,000	\$100,000	\$100,000	\$1,100,000		\$2,000,000	
	Local NHS Pavement									\$3,380,000	\$3,380,000	\$3,500,000
	Local NHFP								\$7,000,000		\$7,000,000	
	STBGP-TA Setaside	\$900,000	\$400,000	\$1,600,000	\$700,000	\$1,200,000	\$700,000	\$700,000	\$7,200,000		\$13,400,000	\$13,400,000
	HSIP	\$1,500,000	\$1,000,000	\$3,000,000	\$1,300,000	\$2,500,000	\$1,600,000	\$1,300,000	\$9,400,000		\$21,600,000	\$18,400,000
	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31,600,000		\$31,600,000	\$27,600,000
	Total	\$9,100,000	\$5,200,000	\$14,200,000	\$6,800,000	\$11,600,000	\$7,900,000	\$6,300,000	\$106,900,000	\$3,380,000	\$171,380,000	\$143,800,000

FIXED WITH FY18-21 GUIDANCE	FY2021	ATP 1	ATP 2	ATP 3	ATP 4	ATP 6	ATP 7	ATP 8	Metro	Statewide	FY20-23 Guidance	FY18-21 Guidance
	ATP Managed STBGP	\$5,700,000	\$3,200,000	\$8,100,000	\$4,100,000	\$6,700,000	\$4,800,000	\$3,600,000	\$43,800,000		\$80,000,000	\$94,400,000
	August Redistribution	\$1,000,000	\$600,000	\$1,500,000	\$700,000	\$1,200,000	\$800,000	\$700,000	\$7,900,000		\$14,400,000	
	Local NHS Pavement									\$3,380,000	\$3,380,000	\$3,500,000
	TBI for Met Council								\$850,000		\$850,000	\$850,000
	Local NHFP								\$38,150,000		\$38,150,000	
	STBGP-TA Setaside	\$900,000	\$400,000	\$1,600,000	\$700,000	\$1,200,000	\$700,000	\$700,000	\$7,200,000		\$13,400,000	\$13,400,000
	HSIP	\$1,500,000	\$700,000	\$3,200,000	\$1,200,000	\$2,100,000	\$1,300,000	\$1,000,000	\$10,300,000		\$21,300,000	\$21,100,000
	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31,600,000		\$31,600,000	\$31,600,000
	Total	\$9,100,000	\$4,900,000	\$14,400,000	\$6,700,000	\$11,200,000	\$7,600,000	\$6,000,000	\$139,800,000	\$3,380,000	\$203,080,000	\$164,850,000

FIXED WITH FY19-22 GUIDANCE	FY2022	ATP 1	ATP 2	ATP 3	ATP 4	ATP 6	ATP 7	ATP 8	Metro	Statewide	FY20-23 Guidance	FY19-22 Guidance
	ATP Managed STBGP	\$5,700,000	\$3,200,000	\$8,100,000	\$4,100,000	\$6,700,000	\$4,800,000	\$3,600,000	\$43,800,000		\$80,000,000	\$94,400,000
	August Redistribution	\$1,000,000	\$600,000	\$1,500,000	\$700,000	\$1,200,000	\$800,000	\$700,000	\$7,900,000		\$14,400,000	
	Local NHS Pavement									\$3,500,000	\$3,500,000	\$3,500,000
	TBI for Met Council								\$0		\$0	\$850,000
	Local NHFP								\$34,000,000		\$34,000,000	
	STBGP-TA Setaside	\$900,000	\$400,000	\$1,600,000	\$700,000	\$1,200,000	\$700,000	\$700,000	\$7,200,000		\$13,400,000	\$13,400,000
	HSIP	\$1,500,000	\$700,000	\$3,200,000	\$1,200,000	\$2,100,000	\$1,300,000	\$1,000,000	\$10,300,000		\$21,300,000	\$21,300,000
	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31,600,000		\$31,600,000	\$31,600,000
	Total	\$9,100,000	\$4,900,000	\$14,400,000	\$6,700,000	\$11,200,000	\$7,600,000	\$6,000,000	\$134,800,000	\$3,500,000	\$198,200,000	\$165,050,000

NEW GUIDANCE FOR FY2023	FY2023	ATP 1	ATP 2	ATP 3	ATP 4	ATP 6	ATP 7	ATP 8	Metro	Statewide	FY20-23 Guidance
	ATP Managed STBGP	\$5,700,000	\$3,200,000	\$8,100,000	\$4,100,000	\$6,700,000	\$4,800,000	\$3,600,000	\$43,800,000		\$80,000,000
	August Redistribution	\$900,000	\$500,000	\$1,300,000	\$600,000	\$1,000,000	\$700,000	\$600,000	\$6,800,000		\$12,400,000
	Local NHS Pavement									\$3,500,000	\$3,500,000
	TBI for Met Council								\$585,000		\$585,000
	Local NHFP										\$0
	STBGP-TA Setaside	\$900,000	\$400,000	\$1,600,000	\$700,000	\$1,200,000	\$700,000	\$700,000	\$7,200,000		\$13,400,000
	HSIP	\$1,500,000	\$700,000	\$3,200,000	\$1,200,000	\$2,100,000	\$1,300,000	\$1,000,000	\$10,300,000		\$21,300,000
	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31,600,000		\$31,600,000
	Total	\$9,000,000	\$4,800,000	\$14,200,000	\$6,600,000	\$11,000,000	\$7,500,000	\$5,900,000	\$100,285,000	\$3,500,000	\$162,785,000

MnDOT District 3 FY 2020-2023 Funding Guidance

Funding Program	2020	2021	2022	2023 (New)	Total
Regular Program					
SPP-Pavement FF	\$12,800,000	\$32,700,000	\$39,000,000	\$21,000,000	\$105,500,000
SPP-Pavement SF	\$3,200,000	\$5,800,000	\$8,300,000	\$4,000,000	\$21,300,000
SPP-Bridge FF	\$2,100,000	\$11,100,000	\$11,800,000	\$1,400,000	\$26,400,000
SPP-Bridge SF	\$500,000	\$900,000	\$5,500,000	\$300,000	\$7,200,000
SPP-Greater MN Reliability FF			\$2,900,000	\$2,900,000	
SPP-Greater MN Reliability SF			\$870,000	\$870,000	
ADA FF	\$690,000	\$2,240,000	\$120,000	\$0	\$3,050,000
ADA SF	\$170,000	\$560,000	\$30,000	\$0	\$760,000
HSIP FF	\$2,100,000	\$2,300,000	\$2,300,000	\$2,300,000	\$9,000,000
DRMP FF	\$16,800,000	\$15,800,000	\$7,800,000	\$11,100,000	\$51,500,000
DRMP SF	\$23,600,000	\$23,200,000	\$35,200,000	\$24,700,000	\$106,700,000
Program Adjustments FF	\$0	\$0	\$0	\$0	\$0
Program Adjustments SF	(\$1,200,000)	\$0	\$0	\$0	(\$1,200,000)
Adjust 1 - FY 2022 FLEX	\$0	\$0	(\$6,000,000)	\$0	(\$6,000,000)
Adjust 2 - FY 2022 ELLA			(\$6,000,000)		(\$6,000,000)
Adjust 3 - FY 2023 FLEX					\$0
					\$0
Regular Program Total	\$60,760,000	\$94,600,000	\$101,820,000	\$68,570,000	\$325,750,000
17NEW Program					
17NEW State Funds	\$7,000,000	\$8,100,000	\$3,500,000	\$1,300,000	\$19,900,000
17NEW Bond Funds	\$9,100,000	\$5,800,000	\$34,800,000	\$0	\$49,700,000
					\$0
Adjust 4 - FY 2022 17NEW FLEX	\$0	\$0	(\$9,800,000)	\$0	(\$9,800,000)
17NEW Program Total	\$16,100,000	\$13,900,000	\$28,500,000	\$1,300,000	\$59,800,000
Combined Program					
Total Federal	\$34,490,000	\$64,140,000	\$61,020,000	\$38,700,000	\$198,350,000
Total State	\$33,270,000	\$38,560,000	\$46,530,000	\$31,170,000	\$149,530,000
Bond Funds	\$9,100,000	\$5,800,000	\$34,800,000	\$0	\$49,700,000
Grand Total	\$76,860,000	\$108,500,000	\$142,350,000	\$69,870,000	\$397,580,000

Source: MnDOT Office of Transportation System Management 12/6/2018 STIP Funding Guidance

ATP 3 REGIONAL TARGETS ATP MANAGED PROGRAM FUNDING (2020-2023)

Region	Target Percent	Fiscal Year				Total
		2020	2021	2022	2023	
Region 5	32.65%	\$ 3,134,400	\$ 3,134,400	\$ 3,134,400	\$ 3,069,100	\$ 12,472,300
Region 7E	13.82%	\$ 1,326,720	\$ 1,326,720	\$ 1,326,720	\$ 1,299,080	\$ 5,279,240
Region 7W	33.00%	\$ 3,168,000	\$ 3,168,000	\$ 3,168,000	\$ 3,102,000	\$ 12,606,000
St. Cloud APO	20.53%	\$ 1,970,880	\$ 1,970,880	\$ 1,970,880	\$ 1,929,820	\$ 7,842,460
Total	100.00%	\$ 9,600,000	\$ 9,600,000	\$ 9,600,000	\$ 9,400,000	\$ 38,200,000