

# General Transportation Aids (GTA)

**Statutory Authority:** [§ 86.30](#)

**Admin. Rule:** N/A

**Objective:** To provide local governments with a partial reimbursement of funds to offset the cost of county and municipal road construction, maintenance, traffic, and police costs. A local unit of government's payment is based on either a share of eligible transportation related expenditures, or a per mile payment. The mix of fund sources supporting local roads reflects the mix of benefits they provide to both highway users and property owners.

**Eligibility:** General Transportation Aids (GTA) funds are distributed to all Wisconsin counties, cities, villages, and towns. Payments are divided among all local governments based on either a percentage of eligible highway-related expenditures or a per-mile payment, whichever results in a higher payment. It covers a portion of the cost of such things as constructing roads, filling potholes, plowing snow, grading shoulders, marking pavement, and repairing curbs and gutters.

**Description:** The GTA program is the second largest line item in WisDOT's budget. Under this program, 1,922 local governments (all counties, cities, villages, and towns) receive quarterly payments based on local road mileage and aidable local costs. Aidable local costs generally include the local share of all road and street construction and maintenance costs within roadway rights of way. Expenditures on county forest roads are aided under another, separate program.

- Within a given annual funding level, the major determinants of the amount of aid a local government will receive are the road mileage under its jurisdiction (used to calculate rate-per-mile payments) and the amount of its own resources it has spent on that mileage over an average of six years (used in determining "share of costs" payments).
- The rate-per-mile is statutorily specified. The rate is \$2,117 in CY 2012 and CY 2013.
- The "share of costs" percentage floats from year to year based on the costs reported and whatever funding remains in the appropriation after rate-per-mile entitlements are subtracted.
- There are two appropriations, one for counties and one for municipalities.
- Municipalities are limited to receiving state aid equivalent to no more than 85% of their three-year average aidable costs under either the rate per-mile or "share of costs" formula.

- Minimum and maximum “cushions” in the formula ensure:
  - Local governments can receive increases from their previous year's payments up to 15%; and
  - For counties and municipalities, payment reductions are limited to 10% of the previous year's payment

Each spring, local governments file revenue and expenditure reports with the Department of Revenue. WisDOT uses highway-related portions of that data to determine a local government's aidable spending. Since the reports are based on calendar year data, there is a lag in its effect on transportation aid payments, e.g., costs incurred during 2010 were submitted in 2011 and first used in the calculation of 2012 aid amounts.

<b>CY2012 Distribution Levels:</b>	Counties:	\$94,615,600
	Municipalities:	\$308,904,300
	<b>Total State:</b>	<b>\$403,519,900</b>

<b>FY2012 SEG Appropriation Levels:</b>	Counties:	\$101,966,500
	Municipalities:	\$318,705,800
	<b>Total State:</b>	<b>\$420,672,300</b>

<b>CY2013 Distribution Levels:</b>	Counties:	\$94,615,600
	Municipalities:	\$308,904,300
	<b>Total State:</b>	<b>\$403,519,900</b>

<b>FY2013 SEG Appropriation Levels:</b>	Counties:	\$94,615,600
	Municipalities:	\$308,904,300
	<b>Total State:</b>	<b>\$403,519,900</b>

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