

# General Transportation Aids (GTA)

Statutory Authority: [86.30](#)

Admin. Rule: N/A

[Wis. Statutes: 86.30 https://docs.legis.wisconsin.gov/document/statutes/86.30](https://docs.legis.wisconsin.gov/document/statutes/86.30)

**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 cost (SOC) related expenditures, or a rate-per-mile payment (RPM).

**Eligibility:** General Transportation Aids (GTA) funds are distributed annually to all Wisconsin counties, cities, villages, and towns. Payments are determined for all local governments based on either a percentage of eligible highway-related expenditures or a per-mile payment, whichever results in a higher payment. GTA covers a portion of highway-related expenditures such as road construction, road maintenance, snow plowing, shoulder grading, pavement marking, and curb and gutter repairs.

**Description:** The GTA program is one of the largest state-funded programs in WisDOT's budget. Under this program, 1,923 local governments (counties, cities, villages, and towns) receive quarterly payments based on certified road mileage and eligible local expenditures. Eligible expenditures 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" (RPM) 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" (SOC) payments).
- The RPM rate is \$2,734 in CY2023 and thereafter.
- The SOC percentage is determined on a yearly basis during the calculation process; the total costs reported and the balance of remaining funding within the appropriation are the two primary factors.
- There are two appropriations in the GTA program. One for counties and one for municipalities.
- Municipalities (cities, villages, and towns) cannot receive more than 85% of their three-year costs average regardless of whether they are RPM or SOC eligible. Towns in the bottom quartile of equalized values of towns (EVT) cannot receive more than 98% of their three-year costs average.

- 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, latest by May 15, local governments are required by law to file a Municipal Financial Report with the Department of Revenue. WisDOT uses portions of that data to determine a local government's costs and calculate the aid awards. Since the Municipal Financial Reports are based on calendar year data, there is a lag in its effect on transportation aid payments. E.g. Costs incurred during 2021 were submitted in 2022 and first used in the calculation of 2023 aid amounts.

<b>CY2022 Distribution Levels:</b>	Counties:	\$124,647,300
	Municipalities:	\$391,173,300
	<b>Total State</b>	<b>\$515,820,600</b>
<b>FY2022 SEG Appropriation Levels:</b>	Counties:	\$122,814,200
	Municipalities:	\$387,338,300
	<b>Total State</b>	<b>\$510,152,500</b>
<b>CY2023 Distribution Levels:</b>	Counties:	\$127,140,200
	Municipalities:	\$398,996,800
	<b>Total State</b>	<b>\$526,137,000</b>
<b>FY2023 SEG Appropriation Levels:</b>	Counties:	\$125,270,500
	Municipalities:	\$395,085,100
	<b>Total State</b>	<b>\$520,355,600</b>

**Program Manager:**

**Jason Starke**

General Transportation Aids

Email: [jason.starke2@dot.wi.gov](mailto:jason.starke2@dot.wi.gov)