



COUNTY GENERAL TRANSPORTATION AIDS (GTA)

BACKGROUND: General Transportation Aids (GTA) are distributed to all counties and municipalities to assist in the maintenance, improvement, and construction of the county trunk highway system. Payments are divided among all local governments based on either a percentage of eligible highway-related expenditures or a per-mile payment, whichever is greater. GTA is often used to offset the cost of constructing roads, filling potholes, plowing snow, grading shoulders, marking pavement and repairing curbs and other transportation services.

County GTA is critical to maintaining the 19,000-mile county trunk highway system. Faced with limits on local property tax collections and rising costs in the delivery of state-mandated services, many counties have been forced to delay important maintenance activities. According to a survey of county highway commissioners, the average replacement schedule for a county road is now over 75 years—far longer than the lifespan of a county highway.

While the Governor and Legislature have recently devoted additional funding to county GTA, counties receive less of a percentage of our “share of costs” than ten years ago.

CURRENT STATUS: Counties received an increase in annual GTA payments statewide from \$98.4 million in 2017 to \$111.1 million which was allocated in the 2017’-19’ biennial budget cycle. Counties will receive the full \$111.1 million in annual GTA distribution payments in 2018.

REQUESTED ACTION: WCA and WCHA request additional funding be allocated to the county GTA appropriation to reflect the backlog of maintenance on the county trunk highway system.

TALKING POINTS:

- GTA is critical towards maintaining the 19,000-mile county trunk highway system.
- The “share of costs” counties receive in GTA from the state is the local portion of the gas tax and vehicle registration fees collected from users.
- Counties currently receive less in state GTA “share of costs” than they received ten years ago. Counties have traditionally received around 30% “share of costs” for local transportation needs.
- Investing in county GTA allows counties to adopt sustainable road maintenance schedules, which result in extending the useful life of local roads.

Annual Aid Funding Change and Percentage
Costs Covered by State Aid (2008-2017)
(Counties Transportation Expenses and Share of Costs)

County Aid		
<u>Year</u>	<u>% Change</u>	<u>% of Costs</u>
2008	3.0%	22.5%
2009	3.0	22.5
2010	2.0	22.2
2011	3.0	22.2
2012	-9.4	18.8
2013	0.0	19.0
2014	0.0	18.2
2015	4.0	18.4
2016	0.0	17.9
2017	0.0	17.5
2018	13.1	19.8

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