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2004 - GTA and Connecting Highway December Final Calculations
Press Release Information by District

District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
3	58002	TOWN OF ALMON	\$0.00	\$88,585.50
3	58004	TOWN OF ANGELICA	\$0.00	\$108,259.00
3	58006	TOWN OF ANIWA	\$0.00	\$70,718.75
3	58008	TOWN OF BARTELME	\$0.00	\$35,478.00
3	58010	TOWN OF BELLE PLAINE	\$0.00	\$120,103.25
3	58012	TOWN OF BIRNAMWOOD	\$0.00	\$78,274.25
3	58014	TOWN OF FAIRBANKS	\$0.00	\$70,919.50
3	58016	TOWN OF GERMANIA	\$0.00	\$58,345.25
3	58018	TOWN OF GRANT	\$0.00	\$90,465.25
3	58020	TOWN OF GREEN VALLEY	\$0.00	\$92,655.25
3	58022	TOWN OF HARTLAND	\$0.00	\$97,710.50
3	58024	TOWN OF HERMAN	\$0.00	\$70,901.25
3	58026	TOWN OF HUTCHINS	\$0.00	\$82,453.50
3	58028	TOWN OF LESSOR	\$0.00	\$94,885.40
3	58030	TOWN OF MAPLE GROVE	\$0.00	\$100,448.00
3	58032	TOWN OF MORRIS	\$0.00	\$71,850.25
3	58034	TOWN OF NAVARINO	\$0.00	\$42,102.75
3	58036	TOWN OF PELLA	\$0.00	\$93,056.75
3	58038	TOWN OF RED SPRINGS	\$0.00	\$56,337.75
3	58040	TOWN OF RICHMOND	\$0.00	\$103,605.25
3	58042	TOWN OF SENECA	\$0.00	\$62,378.50
3	58044	TOWN OF WASHINGTON	\$0.00	\$89,972.50
3	58046	TOWN OF WAUKECHON	\$0.00	\$71,448.75
3	58048	TOWN OF WESCOTT	\$0.00	\$112,292.25
3	58050	TOWN OF WITTENBERG	\$0.00	\$75,463.75
3	58101	VILLAGE OF ANIWA	\$0.00	\$8,139.50
3	58106	VILLAGE OF BIRNAMWOOD	\$0.00	\$28,671.05
3	58107	VILLAGE OF BONDUÉL	\$0.00	\$89,511.07
3	58108	VILLAGE OF BOWLER	\$0.00	\$10,278.46
3	58111	VILLAGE OF CECIL	\$0.00	\$15,879.63
3	58121	VILLAGE OF ELAND	\$0.00	\$8,960.75
3	58131	VILLAGE OF GRESHAM	\$0.00	\$12,539.09
3	58151	VILLAGE OF MATTOON	\$0.00	\$16,886.08
3	58186	VILLAGE OF TIGERTON	\$0.00	\$31,076.59
3	58191	VILLAGE OF WITTENBERG	\$0.00	\$45,037.12
3	58281	CITY OF SHAWANO	\$81,812.51	\$535,639.06
3	59000	COUNTY OF SHEBOYGAN	\$0.00	\$2,610,399.43
3	59002	TOWN OF GREENBUSH	\$0.00	\$95,995.00
3	59004	TOWN OF HERMAN	\$0.00	\$76,102.50
3	59006	TOWN OF HOLLAND	\$0.00	\$100,101.25
3	59008	TOWN OF LIMA	\$0.00	\$62,798.25
3	59010	TOWN OF LYNDON	\$0.00	\$56,228.25
3	59012	TOWN OF MITCHELL	\$0.00	\$59,732.25
3	59014	TOWN OF MOSEL	\$0.00	\$50,917.50
3	59016	TOWN OF PLYMOUTH	\$0.00	\$72,908.75
3	59018	TOWN OF RHINE	\$0.00	\$80,902.25
3	59020	TOWN OF RUSSELL	\$0.00	\$36,627.75
3	59022	TOWN OF SCOTT	\$0.00	\$73,456.25
3	59024	TOWN OF SHEBOYGAN	\$0.00	\$164,427.21
3	59026	TOWN OF SHEBOYGAN FALLS	\$0.00	\$74,879.75
3	59028	TOWN OF SHERMAN	\$0.00	\$63,929.75
3	59030	TOWN OF WILSON	\$0.00	\$68,401.00
3	59101	VILLAGE OF ADELL	\$0.00	\$14,923.16

**2004 - GTA and Connecting Highway December Final Calculations
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District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
3	59111	VILLAGE OF CASCADE	\$0.00	\$15,937.32
3	59112	VILLAGE OF CEDAR GROVE	\$0.00	\$94,950.54
3	59121	VILLAGE OF ELKHART LAKE	\$0.00	\$106,849.84
3	59131	VILLAGE OF GLENBEULAH	\$0.00	\$13,420.73
3	59135	VILLAGE OF HOWARDS GROVE	\$0.00	\$102,440.55
3	59141	VILLAGE OF KOHLER	\$0.00	\$228,064.26
3	59165	VILLAGE OF OOSTBURG	\$0.00	\$131,690.12
3	59176	VILLAGE OF RANDOM LAKE	\$0.00	\$90,742.70
3	59191	VILLAGE OF WALDO	\$0.00	\$7,639.14
3	59271	CITY OF PLYMOUTH	\$15,641.12	\$290,051.70
3	59281	CITY OF SHEBOYGAN	\$223,370.28	\$1,853,286.53
3	59282	CITY OF SHEBOYGAN FALLS	\$18,472.71	\$288,930.44
3	70000	COUNTY OF WINNEBAGO	\$0.00	\$2,653,974.24
3	70002	TOWN OF ALGOMA	\$0.00	\$68,364.50
3	70004	TOWN OF BLACK WOLF	\$0.00	\$51,428.50
3	70006	TOWN OF CLAYTON	\$0.00	\$125,377.50
3	70008	TOWN OF MENASHA	\$0.00	\$635,880.78
3	70010	TOWN OF NEENAH	\$0.00	\$43,544.50
3	70012	TOWN OF NEKIMI	\$0.00	\$85,318.75
3	70014	TOWN OF NEPEUSKUN	\$0.00	\$75,299.50
3	70016	TOWN OF OMRO	\$0.00	\$70,828.25
3	70018	TOWN OF OSHKOSH	\$0.00	\$49,932.00
3	70020	TOWN OF POYGAN	\$0.00	\$62,232.50
3	70022	TOWN OF RUSHFORD	\$0.00	\$82,964.50
3	70024	TOWN OF UTICA	\$0.00	\$82,289.25
3	70026	TOWN OF VINLAND	\$0.00	\$61,739.75
3	70028	TOWN OF WINCHESTER	\$0.00	\$68,072.50
3	70030	TOWN OF WINNECONNE	\$0.00	\$67,178.25
3	70032	TOWN OF WOLF RIVER	\$0.00	\$63,966.25
3	70191	VILLAGE OF WINNECONNE	\$0.00	\$93,983.75
3	70251	CITY OF MENASHA	\$63,421.36	\$569,851.32
3	70261	CITY OF NEENAH	\$55,831.15	\$1,124,769.72
3	70265	CITY OF OMRO	\$0.00	\$142,665.04
3	70266	CITY OF OSHKOSH	\$263,567.16	\$2,444,409.58
3	73000	COUNTY OF MENOMINEE	\$0.00	\$138,483.15
3	73001	TOWN OF MENOMINEE	\$0.00	\$144,266.25
4	01000	COUNTY OF ADAMS	\$0.00	\$879,566.71
4	01002	TOWN OF ADAMS	\$0.00	\$104,663.75
4	01004	TOWN OF BIG FLATS	\$0.00	\$163,063.75
4	01006	TOWN OF COLBURN	\$0.00	\$58,615.72
4	01008	TOWN OF DELL PRAIRIE	\$0.00	\$92,856.00
4	01010	TOWN OF EASTON	\$0.00	\$99,097.82
4	01012	TOWN OF JACKSON	\$0.00	\$111,763.00
4	01014	TOWN OF LEOLA	\$0.00	\$90,228.00
4	01016	TOWN OF LINCOLN	\$0.00	\$88,695.00
4	01018	TOWN OF MONROE	\$0.00	\$81,504.50
4	01020	TOWN OF NEW CHESTER	\$0.00	\$103,331.50
4	01022	TOWN OF NEW HAVEN	\$0.00	\$64,440.75
4	01024	TOWN OF PRESTON	\$0.00	\$130,670.00
4	01026	TOWN OF QUINCY	\$0.00	\$130,213.75
4	01028	TOWN OF RICHFIELD	\$0.00	\$67,561.12
4	01030	TOWN OF ROME	\$0.00	\$263,219.75
4	01032	TOWN OF SPRINGVILLE	\$0.00	\$132,248.67

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District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
4	01034	TOWN OF STRONGS PRAIRIE	\$0.00	\$155,106.75
4	01126	VILLAGE OF FRIENDSHIP	\$0.00	\$36,452.61
4	01201	CITY OF ADAMS	\$0.00	\$127,355.32
4	24000	COUNTY OF GREEN LAKE	\$0.00	\$750,787.05
4	24002	TOWN OF BERLIN	\$0.00	\$67,303.58
4	24004	TOWN OF BROOKLYN	\$0.00	\$85,829.75
4	24006	TOWN OF GREEN LAKE	\$0.00	\$96,159.25
4	24008	TOWN OF KINGSTON	\$0.00	\$32,284.25
4	24010	TOWN OF MACKFORD	\$0.00	\$62,999.00
4	24012	TOWN OF MANCHESTER	\$0.00	\$69,441.25
4	24014	TOWN OF MARQUETTE	\$0.00	\$44,949.75
4	24016	TOWN OF PRINCETON	\$0.00	\$67,105.25
4	24018	TOWN OF SAINT MARIE	\$0.00	\$43,179.50
4	24020	TOWN OF SENECA	\$0.00	\$40,788.75
4	24141	VILLAGE OF KINGSTON	\$0.00	\$9,563.63
4	24154	VILLAGE OF MARQUETTE	\$0.00	\$6,606.50
4	24206	CITY OF BERLIN	\$38,158.95	\$306,224.71
4	24231	CITY OF GREEN LAKE	\$0.00	\$148,423.82
4	24251	CITY OF MARKESAN	\$0.00	\$74,918.74
4	24271	CITY OF PRINCETON	\$0.00	\$81,521.21
4	29000	COUNTY OF JUNEAU	\$0.00	\$766,035.55
4	29002	TOWN OF ARMENIA	\$0.00	\$196,625.50
4	29004	TOWN OF CLEARFIELD	\$0.00	\$81,741.75
4	29006	TOWN OF CUTLER	\$0.00	\$88,765.50
4	29008	TOWN OF FINLEY	\$0.00	\$50,616.93
4	29010	TOWN OF FOUNTAIN	\$0.00	\$72,361.25
4	29012	TOWN OF GERMANTOWN	\$0.00	\$104,682.00
4	29014	TOWN OF KILDARE	\$0.00	\$81,851.25
4	29016	TOWN OF KINGSTON	\$0.00	\$55,481.77
4	29018	TOWN OF LEMONWEIR	\$0.00	\$101,926.25
4	29020	TOWN OF LINDINA	\$0.00	\$81,760.00
4	29022	TOWN OF LISBON	\$0.00	\$67,817.00
4	29024	TOWN OF LYNDON	\$0.00	\$70,992.50
4	29026	TOWN OF MARION	\$0.00	\$40,277.75
4	29028	TOWN OF NECEDAH	\$0.00	\$208,031.75
4	29030	TOWN OF ORANGE	\$0.00	\$62,415.00
4	29032	TOWN OF PLYMOUTH	\$0.00	\$82,362.25
4	29034	TOWN OF SEVEN MILE CREEK	\$0.00	\$105,266.00
4	29036	TOWN OF SUMMIT	\$0.00	\$103,422.75
4	29038	TOWN OF WONEWOC	\$0.00	\$98,221.50
4	29111	VILLAGE OF CAMP DOUGLAS	\$0.00	\$25,724.61
4	29136	VILLAGE OF HUSTLER	\$0.00	\$5,438.50
4	29146	VILLAGE OF LYNDON STATION	\$0.00	\$16,792.74
4	29161	VILLAGE OF NECEDAH	\$0.00	\$60,007.01
4	29186	VILLAGE OF UNION CENTER	\$0.00	\$19,237.95
4	29191	VILLAGE OF WONEWOC	\$0.00	\$42,525.25
4	29221	CITY OF ELROY	\$0.00	\$95,389.89
4	29251	CITY OF MAUSTON	\$37,349.92	\$340,543.25
4	29261	CITY OF NEW LISBON	\$0.00	\$88,997.38
4	37000	COUNTY OF MARATHON	\$0.00	\$2,647,699.82
4	37002	TOWN OF BERGEN	\$0.00	\$46,136.00
4	37004	TOWN OF BERLIN	\$0.00	\$84,953.75
4	37006	TOWN OF BERN	\$0.00	\$65,681.75

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District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
4	37008	TOWN OF BEVENT	\$0.00	\$104,116.25
4	37010	TOWN OF BRIGHTON	\$0.00	\$89,717.00
4	37012	TOWN OF CASSEL	\$0.00	\$87,107.25
4	37014	TOWN OF CLEVELAND	\$0.00	\$75,737.50
4	37016	TOWN OF DAY	\$0.00	\$91,688.00
4	37018	TOWN OF EASTON	\$0.00	\$109,171.50
4	37020	TOWN OF EAU PLEINE	\$0.00	\$75,336.00
4	37022	TOWN OF ELDERON	\$0.00	\$64,659.75
4	37024	TOWN OF EMMET	\$0.00	\$91,341.25
4	37026	TOWN OF FRANKFORT	\$0.00	\$81,303.75
4	37028	TOWN OF FRANZEN	\$0.00	\$53,326.50
4	37030	TOWN OF GREEN VALLEY	\$0.00	\$45,041.00
4	37032	TOWN OF GUENTHER	\$0.00	\$57,761.25
4	37034	TOWN OF HALSEY	\$0.00	\$69,441.25
4	37036	TOWN OF HAMBURG	\$0.00	\$86,924.75
4	37038	TOWN OF HARRISON	\$0.00	\$33,999.75
4	37040	TOWN OF HEWITT	\$0.00	\$85,811.50
4	37042	TOWN OF HOLTON	\$0.00	\$89,187.75
4	37044	TOWN OF HULL	\$0.00	\$82,490.00
4	37046	TOWN OF JOHNSON	\$0.00	\$77,982.25
4	37048	TOWN OF KNOWLTON	\$0.00	\$95,611.75
4	37050	TOWN OF KRONENWETTER	\$0.00	\$314,622.96
4	37052	TOWN OF MAINE	\$0.00	\$135,761.75
4	37054	TOWN OF MARATHON	\$0.00	\$64,550.25
4	37056	TOWN OF MCMILLAN	\$0.00	\$96,451.25
4	37058	TOWN OF MOSINEE	\$0.00	\$86,286.00
4	37060	TOWN OF NORRIE	\$0.00	\$61,885.75
4	37062	TOWN OF PLOVER	\$0.00	\$60,590.00
4	37064	TOWN OF REID	\$0.00	\$82,581.25
4	37066	TOWN OF RIB FALLS	\$0.00	\$81,340.25
4	37068	TOWN OF RIB MOUNTAIN	\$0.00	\$193,559.93
4	37070	TOWN OF RIETBROCK	\$0.00	\$76,759.50
4	37072	TOWN OF RINGLE	\$0.00	\$97,893.00
4	37074	TOWN OF SPENCER	\$0.00	\$76,595.25
4	37076	TOWN OF STETTIN	\$0.00	\$129,027.50
4	37078	TOWN OF TEXAS	\$0.00	\$104,499.50
4	37080	TOWN OF WAUSAU	\$0.00	\$102,327.75
4	37082	TOWN OF WESTON	\$0.00	\$122,684.42
4	37084	TOWN OF WIEN	\$0.00	\$75,062.25
4	37102	VILLAGE OF ATHENS	\$0.00	\$110,009.70
4	37106	VILLAGE OF BROKAW	\$0.00	\$8,284.15
4	37121	VILLAGE OF EDGAR	\$0.00	\$80,243.07
4	37122	VILLAGE OF ELDERON	\$0.00	\$2,445.50
4	37126	VILLAGE OF FENWOOD	\$0.00	\$6,231.58
4	37136	VILLAGE OF HATLEY	\$0.00	\$10,366.00
4	37151	VILLAGE OF MARATHON	\$0.00	\$116,880.01
4	37176	VILLAGE OF ROTHSCHILD	\$0.00	\$355,147.13
4	37181	VILLAGE OF SPENCER	\$0.00	\$163,886.20
4	37182	VILLAGE OF STRATFORD	\$0.00	\$98,521.70
4	37186	VILLAGE OF UNITY	\$0.00	\$15,516.81
4	37192	VILLAGE OF WESTON	\$0.00	\$516,488.71
4	37251	CITY OF MOSINEE	\$0.00	\$264,061.03
4	37281	CITY OF SCHOFIELD	\$23,832.49	\$249,046.68

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District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
4	37291	CITY OF WAUSAU	\$201,606.23	\$1,831,269.98
4	39000	COUNTY OF MARQUETTE	\$0.00	\$604,007.68
4	39002	TOWN OF BUFFALO	\$0.00	\$93,659.00
4	39004	TOWN OF CRYSTAL LAKE	\$0.00	\$64,167.00
4	39006	TOWN OF DOUGLAS	\$0.00	\$50,169.25
4	39008	TOWN OF HARRIS	\$0.00	\$69,112.75
4	39010	TOWN OF MECAN	\$0.00	\$68,638.25
4	39012	TOWN OF MONTELLO	\$0.00	\$33,361.00
4	39014	TOWN OF MOUNDVILLE	\$0.00	\$23,325.42
4	39016	TOWN OF NESHKORO	\$0.00	\$47,066.75
4	39018	TOWN OF NEWTON	\$0.00	\$76,029.50
4	39020	TOWN OF OXFORD	\$0.00	\$61,009.75
4	39022	TOWN OF PACKWAUKEE	\$0.00	\$80,081.00
4	39024	TOWN OF SHIELDS	\$0.00	\$59,476.75
4	39026	TOWN OF SPRINGFIELD	\$0.00	\$97,692.25
4	39028	TOWN OF WESTFIELD	\$0.00	\$69,003.25
4	39121	VILLAGE OF ENDEAVOR	\$0.00	\$9,559.70
4	39161	VILLAGE OF NESHKORO	\$0.00	\$12,921.00
4	39165	VILLAGE OF OXFORD	\$0.00	\$14,568.02
4	39191	VILLAGE OF WESTFIELD	\$0.00	\$80,578.04
4	39251	CITY OF MONTELLO	\$0.00	\$65,194.52
4	49000	COUNTY OF PORTAGE	\$0.00	\$1,939,875.53
4	49002	TOWN OF ALBAN	\$0.00	\$74,569.50
4	49004	TOWN OF ALMOND	\$0.00	\$91,031.00
4	49006	TOWN OF AMHERST	\$0.00	\$92,764.75
4	49008	TOWN OF BELMONT	\$0.00	\$75,135.25
4	49010	TOWN OF BUENA VISTA	\$0.00	\$115,577.25
4	49012	TOWN OF CARSON	\$0.00	\$113,223.00
4	49014	TOWN OF DEWEY	\$0.00	\$95,173.75
4	49016	TOWN OF EAU PLEINE	\$0.00	\$96,852.75
4	49018	TOWN OF GRANT	\$0.00	\$211,554.00
4	49020	TOWN OF HULL	\$0.00	\$144,156.75
4	49022	TOWN OF LANARK	\$0.00	\$61,009.75
4	49024	TOWN OF LINWOOD	\$0.00	\$73,146.00
4	49026	TOWN OF NEW HOPE	\$0.00	\$56,353.02
4	49028	TOWN OF PINE GROVE	\$0.00	\$116,471.50
4	49030	TOWN OF PLOVER	\$0.00	\$148,500.25
4	49032	TOWN OF SHARON	\$0.00	\$123,917.50
4	49034	TOWN OF STOCKTON	\$0.00	\$140,433.75
4	49101	VILLAGE OF ALMOND	\$0.00	\$12,397.25
4	49102	VILLAGE OF AMHERST	\$0.00	\$20,470.21
4	49103	VILLAGE OF AMHERST JUNCTION	\$0.00	\$9,106.75
4	49141	VILLAGE OF JUNCTION CITY	\$0.00	\$17,338.35
4	49161	VILLAGE OF NELSONVILLE	\$0.00	\$2,445.50
4	49171	VILLAGE OF PARK RIDGE	\$0.00	\$8,084.75
4	49173	VILLAGE OF PLOVER	\$0.00	\$332,618.63
4	49176	VILLAGE OF ROSHOLT	\$0.00	\$13,594.65
4	49191	VILLAGE OF WHITING	\$0.00	\$68,096.19
4	49281	CITY OF STEVENS POINT	\$205,092.39	\$1,092,625.72
4	68000	COUNTY OF WAUPACA	\$0.00	\$1,445,783.00
4	68002	TOWN OF BEAR CREEK	\$0.00	\$73,803.00
4	68004	TOWN OF CALEDONIA	\$0.00	\$65,262.00
4	68006	TOWN OF DAYTON	\$0.00	\$135,816.50

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4	68008	TOWN OF DUPONT	\$0.00	\$65,061.25
4	68010	TOWN OF FARMINGTON	\$0.00	\$139,065.00
4	68012	TOWN OF FREMONT	\$0.00	\$34,729.75
4	68014	TOWN OF HARRISON	\$0.00	\$80,190.50
4	68016	TOWN OF HELVETIA	\$0.00	\$77,763.25
4	68018	TOWN OF IOLA	\$0.00	\$81,851.25
4	68020	TOWN OF LARRABEE	\$0.00	\$93,549.50
4	68022	TOWN OF LEBANON	\$0.00	\$84,990.25
4	68024	TOWN OF LIND	\$0.00	\$101,524.75
4	68026	TOWN OF LITTLE WOLF	\$0.00	\$85,300.50
4	68028	TOWN OF MATTESON	\$0.00	\$75,372.50
4	68030	TOWN OF MUKWA	\$0.00	\$74,314.00
4	68032	TOWN OF ROYALTON	\$0.00	\$75,814.05
4	68034	TOWN OF SAINT LAWRENCE	\$0.00	\$68,638.25
4	68036	TOWN OF SCANDINAVIA	\$0.00	\$80,081.00
4	68038	TOWN OF UNION	\$0.00	\$88,330.00
4	68040	TOWN OF WAUPACA	\$0.00	\$78,602.75
4	68042	TOWN OF WEYAUWEGA	\$0.00	\$35,003.50
4	68044	TOWN OF WYOMING	\$0.00	\$33,981.50
4	68106	VILLAGE OF BIG FALLS	\$0.00	\$2,408.05
4	68121	VILLAGE OF EMBARRASS	\$0.00	\$5,759.38
4	68126	VILLAGE OF FREMONT	\$0.00	\$20,529.67
4	68141	VILLAGE OF IOLA	\$0.00	\$63,080.30
4	68165	VILLAGE OF OGDENSBURG	\$0.00	\$4,780.36
4	68181	VILLAGE OF SCANDINAVIA	\$0.00	\$6,296.25
4	68211	CITY OF CLINTONVILLE	\$45,945.80	\$337,480.00
4	68251	CITY OF MANAWA	\$0.00	\$59,924.61
4	68252	CITY OF MARION	\$0.00	\$44,407.82
4	68261	CITY OF NEW LONDON	\$0.00	\$380,242.48
4	68291	CITY OF WAUPACA	\$71,969.39	\$426,302.06
4	68292	CITY OF WEYAUWEGA	\$0.00	\$75,945.05
4	69000	COUNTY OF WAUSHARA	\$0.00	\$606,033.11
4	69002	TOWN OF AURORA	\$0.00	\$46,761.33
4	69004	TOWN OF BLOOMFIELD	\$0.00	\$81,468.00
4	69006	TOWN OF COLOMA	\$0.00	\$93,677.25
4	69008	TOWN OF DAKOTA	\$0.00	\$73,237.25
4	69010	TOWN OF DEERFIELD	\$0.00	\$89,753.50
4	69012	TOWN OF HANCOCK	\$0.00	\$89,406.75
4	69014	TOWN OF LEON	\$0.00	\$94,133.50
4	69016	TOWN OF MARION	\$0.00	\$100,521.00
4	69018	TOWN OF MOUNT MORRIS	\$0.00	\$90,374.00
4	69020	TOWN OF OASIS	\$0.00	\$81,723.50
4	69022	TOWN OF PLAINFIELD	\$0.00	\$100,904.25
4	69024	TOWN OF POY SIPPI	\$0.00	\$37,810.27
4	69026	TOWN OF RICHFORD	\$0.00	\$73,273.75
4	69028	TOWN OF ROSE	\$0.00	\$67,707.50
4	69030	TOWN OF SAXEVILLE	\$0.00	\$68,766.00
4	69032	TOWN OF SPRINGWATER	\$0.00	\$95,648.25
4	69034	TOWN OF WARREN	\$0.00	\$64,240.00
4	69036	TOWN OF WAUTOMA	\$0.00	\$75,755.75
4	69111	VILLAGE OF COLOMA	\$0.00	\$14,946.75
4	69136	VILLAGE OF HANCOCK	\$0.00	\$20,869.78
4	69146	VILLAGE OF LOHRVILLE	\$0.00	\$16,425.00

**2004 - GTA and Connecting Highway December Final Calculations
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District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
4	69171	VILLAGE OF PLAINFIELD	\$0.00	\$24,270.74
4	69176	VILLAGE OF REDGRANITE	\$0.00	\$31,752.55
4	69191	VILLAGE OF WILD ROSE	\$0.00	\$54,254.05
4	69291	CITY OF WAUTOMA	\$0.00	\$165,454.67
4	71000	COUNTY OF WOOD	\$0.00	\$1,275,328.82
4	71002	TOWN OF ARPIN	\$0.00	\$79,059.00
4	71004	TOWN OF AUBURNDALE	\$0.00	\$83,566.75
4	71006	TOWN OF CAMERON	\$0.00	\$18,542.00
4	71008	TOWN OF CARY	\$0.00	\$60,900.25
4	71010	TOWN OF CRANMOOR	\$0.00	\$16,936.00
4	71012	TOWN OF DEXTER	\$0.00	\$36,755.50
4	71014	TOWN OF GRAND RAPIDS	\$0.00	\$170,686.70
4	71016	TOWN OF HANSEN	\$0.00	\$82,490.00
4	71018	TOWN OF HILES	\$0.00	\$29,200.00
4	71020	TOWN OF LINCOLN	\$0.00	\$84,406.25
4	71022	TOWN OF MARSHFIELD	\$0.00	\$37,485.50
4	71024	TOWN OF MILLADORE	\$0.00	\$66,847.12
4	71026	TOWN OF PORT EDWARDS	\$0.00	\$73,401.50
4	71028	TOWN OF REMINGTON	\$0.00	\$79,351.00
4	71030	TOWN OF RICHFIELD	\$0.00	\$71,996.25
4	71032	TOWN OF ROCK	\$0.00	\$78,986.00
4	71034	TOWN OF RUDOLPH	\$0.00	\$74,715.50
4	71036	TOWN OF SARATOGA	\$0.00	\$163,301.00
4	71038	TOWN OF SENECA	\$0.00	\$70,244.25
4	71040	TOWN OF SHERRY	\$0.00	\$75,792.25
4	71042	TOWN OF SIGEL	\$0.00	\$97,290.75
4	71044	TOWN OF WOOD	\$0.00	\$56,191.75
4	71100	VILLAGE OF ARPIN	\$0.00	\$6,194.10
4	71101	VILLAGE OF AUBURNDALE	\$0.00	\$46,482.66
4	71106	VILLAGE OF BIRON	\$0.00	\$59,090.10
4	71122	VILLAGE OF HEWITT	\$0.00	\$9,526.50
4	71151	VILLAGE OF MILLADORE	\$0.00	\$4,903.59
4	71171	VILLAGE OF PORT EDWARDS	\$0.00	\$108,854.52
4	71178	VILLAGE OF RUDOLPH	\$0.00	\$10,746.33
4	71186	VILLAGE OF VESPER	\$0.00	\$13,269.57
4	71251	CITY OF MARSHFIELD	\$155,012.60	\$1,189,276.85
4	71261	CITY OF NEKOOSA	\$0.00	\$173,663.92
4	71271	CITY OF PITTSVILLE	\$0.00	\$85,862.45
4	71291	CITY OF WISCONSIN RAPIDS	\$331,798.17	\$1,279,233.94
5	06000	COUNTY OF BUFFALO	\$0.00	\$710,793.84
5	06002	TOWN OF ALMA	\$0.00	\$32,649.25
5	06004	TOWN OF BELVIDERE	\$0.00	\$57,067.75
5	06006	TOWN OF BUFFALO	\$0.00	\$50,917.50
5	06008	TOWN OF CANTON	\$0.00	\$53,709.75
5	06010	TOWN OF CROSS	\$0.00	\$64,148.75
5	06012	TOWN OF DOVER	\$0.00	\$69,897.50
5	06014	TOWN OF GILMANTON	\$0.00	\$41,427.50
5	06016	TOWN OF GLENCOE	\$0.00	\$88,987.00
5	06018	TOWN OF LINCOLN	\$0.00	\$21,991.25
5	06020	TOWN OF MAXVILLE	\$0.00	\$49,530.50
5	06022	TOWN OF MILTON	\$0.00	\$47,377.00
5	06024	TOWN OF MODENA	\$0.00	\$42,394.75
5	06026	TOWN OF MONDOVI	\$0.00	\$47,413.50

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District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
5	06028	TOWN OF MONTANA	\$0.00	\$66,247.50
5	06030	TOWN OF NAPLES	\$0.00	\$65,316.75
5	06032	TOWN OF NELSON	\$0.00	\$65,681.75
5	06034	TOWN OF WAUMANDEE	\$0.00	\$76,358.00
5	06111	VILLAGE OF COCHRANE	\$0.00	\$13,187.45
5	06154	VILLAGE OF NELSON	\$0.00	\$10,411.23
5	06201	CITY OF ALMA	\$0.00	\$47,197.01
5	06206	CITY OF BUFFALO CITY	\$0.00	\$33,215.00
5	06226	CITY OF FOUNTAIN CITY	\$0.00	\$40,093.00
5	06251	CITY OF MONDOVI	\$0.00	\$140,469.47
5	12000	COUNTY OF CRAWFORD	\$0.00	\$556,606.53
5	12002	TOWN OF BRIDGEPORT	\$0.00	\$33,160.25
5	12004	TOWN OF CLAYTON	\$0.00	\$166,275.75
5	12006	TOWN OF EASTMAN	\$0.00	\$139,868.00
5	12008	TOWN OF FREEMAN	\$0.00	\$150,416.50
5	12010	TOWN OF HANEY	\$0.00	\$75,007.50
5	12012	TOWN OF MARIETTA	\$0.00	\$111,872.50
5	12014	TOWN OF PRAIRIE DU CHIEN	\$0.00	\$63,327.50
5	12016	TOWN OF SCOTT	\$0.00	\$93,403.50
5	12018	TOWN OF SENECA	\$0.00	\$123,370.00
5	12020	TOWN OF UTICA	\$0.00	\$139,776.75
5	12022	TOWN OF WAUZEKA	\$0.00	\$87,581.75
5	12106	VILLAGE OF BELL CENTER	\$0.00	\$19,764.75
5	12121	VILLAGE OF EASTMAN	\$0.00	\$12,373.08
5	12126	VILLAGE OF FERRYVILLE	\$0.00	\$11,661.47
5	12131	VILLAGE OF GAYS MILLS	\$0.00	\$31,195.58
5	12146	VILLAGE OF LYNXVILLE	\$0.00	\$6,971.50
5	12151	VILLAGE OF MOUNT STERLING	\$0.00	\$2,865.25
5	12181	VILLAGE OF SOLDIERS GROVE	\$0.00	\$18,633.25
5	12182	VILLAGE OF STEUBEN	\$0.00	\$15,932.25
5	12191	VILLAGE OF WAUZEKA	\$0.00	\$48,179.44
5	12271	CITY OF PRAIRIE DU CHIEN	\$63,508.35	\$403,542.44
5	27000	COUNTY OF JACKSON	\$0.00	\$743,564.40
5	27002	TOWN OF ADAMS	\$0.00	\$83,311.25
5	27004	TOWN OF ALBION	\$0.00	\$96,633.75
5	27006	TOWN OF ALMA	\$0.00	\$125,724.25
5	27008	TOWN OF BEAR BLUFF	\$0.00	\$72,598.50
5	27010	TOWN OF BROCKWAY	\$0.00	\$88,001.50
5	27012	TOWN OF CITY POINT	\$0.00	\$89,498.00
5	27014	TOWN OF CLEVELAND	\$0.00	\$91,888.75
5	27016	TOWN OF CURRAN	\$0.00	\$69,258.75
5	27018	TOWN OF FRANKLIN	\$0.00	\$61,064.50
5	27020	TOWN OF GARDEN VALLEY	\$0.00	\$97,893.00
5	27022	TOWN OF GARFIELD	\$0.00	\$59,330.75
5	27024	TOWN OF HIXTON	\$0.00	\$83,457.25
5	27026	TOWN OF IRVING	\$0.00	\$81,358.50
5	27028	TOWN OF KNAPP	\$0.00	\$84,690.32
5	27030	TOWN OF KOMENSKY	\$0.00	\$107,310.00
5	27032	TOWN OF MANCHESTER	\$0.00	\$110,777.50
5	27034	TOWN OF MELROSE	\$0.00	\$48,581.50
5	27036	TOWN OF MILLSTON	\$0.00	\$75,289.88
5	27038	TOWN OF NORTH BEND	\$0.00	\$50,370.00
5	27040	TOWN OF NORTHFIELD	\$0.00	\$88,147.50

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District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
5	27042	TOWN OF SPRINGFIELD	\$0.00	\$86,486.75
5	27101	VILLAGE OF ALMA CENTER	\$0.00	\$17,824.67
5	27136	VILLAGE OF HIXTON	\$0.00	\$16,406.63
5	27151	VILLAGE OF MELROSE	\$0.00	\$19,199.78
5	27152	VILLAGE OF MERRILLAN	\$0.00	\$16,434.74
5	27186	VILLAGE OF TAYLOR	\$0.00	\$10,109.37
5	27206	CITY OF BLACK RIVER FALLS	\$42,170.36	\$239,575.40
5	32000	COUNTY OF LA CROSSE	\$0.00	\$1,440,342.60
5	32002	TOWN OF BANGOR	\$0.00	\$43,398.50
5	32004	TOWN OF BARRE	\$0.00	\$27,028.25
5	32006	TOWN OF BURNS	\$0.00	\$63,072.00
5	32008	TOWN OF CAMPBELL	\$0.00	\$93,249.58
5	32010	TOWN OF FARMINGTON	\$0.00	\$70,463.25
5	32012	TOWN OF GREENFIELD	\$0.00	\$51,392.00
5	32014	TOWN OF HAMILTON	\$0.00	\$87,454.00
5	32016	TOWN OF HOLLAND	\$0.00	\$75,135.25
5	32018	TOWN OF MEDARY	\$0.00	\$28,579.50
5	32020	TOWN OF ONALASKA	\$0.00	\$85,178.04
5	32022	TOWN OF SHELBY	\$0.00	\$143,220.32
5	32024	TOWN OF WASHINGTON	\$0.00	\$47,997.50
5	32106	VILLAGE OF BANGOR	\$0.00	\$40,774.56
5	32136	VILLAGE OF HOLMEN	\$0.00	\$166,116.87
5	32176	VILLAGE OF ROCKLAND	\$0.00	\$8,595.11
5	32191	VILLAGE OF WEST SALEM	\$0.00	\$109,233.06
5	32246	CITY OF LA CROSSE	\$446,185.37	\$1,952,808.21
5	32265	CITY OF ONALASKA	\$32,864.86	\$635,192.14
5	41000	COUNTY OF MONROE	\$0.00	\$920,579.93
5	41002	TOWN OF ADRIAN	\$0.00	\$62,980.75
5	41004	TOWN OF ANGELO	\$0.00	\$45,643.25
5	41006	TOWN OF BYRON	\$0.00	\$84,880.75
5	41008	TOWN OF CLIFTON	\$0.00	\$75,883.50
5	41010	TOWN OF GLENDALE	\$0.00	\$93,896.25
5	41012	TOWN OF GRANT	\$0.00	\$40,186.50
5	41014	TOWN OF GREENFIELD	\$0.00	\$47,833.25
5	41016	TOWN OF JEFFERSON	\$0.00	\$73,310.25
5	41018	TOWN OF LA FAYETTE	\$0.00	\$19,290.25
5	41020	TOWN OF LA GRANGE	\$0.00	\$84,169.00
5	41022	TOWN OF LEON	\$0.00	\$61,338.25
5	41024	TOWN OF LINCOLN	\$0.00	\$63,473.50
5	41026	TOWN OF LITTLE FALLS	\$0.00	\$134,958.75
5	41028	TOWN OF NEW LYME	\$0.00	\$29,035.75
5	41030	TOWN OF OAKDALE	\$0.00	\$67,798.75
5	41032	TOWN OF PORTLAND	\$0.00	\$81,614.00
5	41034	TOWN OF RIDGEVILLE	\$0.00	\$71,613.00
5	41036	TOWN OF SCOTT	\$0.00	\$46,701.75
5	41038	TOWN OF SHELDON	\$0.00	\$84,972.00
5	41040	TOWN OF SPARTA	\$0.00	\$126,947.00
5	41042	TOWN OF TOMAH	\$0.00	\$82,070.25
5	41044	TOWN OF WELLINGTON	\$0.00	\$81,650.50
5	41046	TOWN OF WELLS	\$0.00	\$46,555.75
5	41048	TOWN OF WILTON	\$0.00	\$63,966.25
5	41111	VILLAGE OF CASHTON	\$0.00	\$62,051.86
5	41141	VILLAGE OF KENDALL	\$0.00	\$15,444.23

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5	41151	VILLAGE OF MELVINA	\$0.00	\$3,087.00
5	41161	VILLAGE OF NORWALK	\$0.00	\$19,901.07
5	41165	VILLAGE OF OAKDALE	\$0.00	\$9,643.42
5	41185	VILLAGE OF WARRENS	\$0.00	\$13,071.48
5	41191	VILLAGE OF WILTON	\$0.00	\$21,556.22
5	41192	VILLAGE OF WYEVILLE	\$0.00	\$5,237.75
5	41281	CITY OF SPARTA	\$41,496.17	\$426,428.93
5	41286	CITY OF TOMAH	\$40,788.27	\$562,179.95
5	52000	COUNTY OF RICHLAND	\$0.00	\$751,540.01
5	52002	TOWN OF AKAN	\$0.00	\$75,171.75
5	52004	TOWN OF BLOOM	\$0.00	\$87,709.50
5	52006	TOWN OF BUENA VISTA	\$0.00	\$52,779.00
5	52008	TOWN OF DAYTON	\$0.00	\$73,091.25
5	52010	TOWN OF EAGLE	\$0.00	\$58,162.75
5	52012	TOWN OF FOREST	\$0.00	\$71,430.50
5	52014	TOWN OF HENRIETTA	\$0.00	\$82,234.50
5	52016	TOWN OF ITHACA	\$0.00	\$64,495.50
5	52018	TOWN OF MARSHALL	\$0.00	\$77,361.75
5	52020	TOWN OF ORION	\$0.00	\$60,863.75
5	52022	TOWN OF RICHLAND	\$0.00	\$71,156.75
5	52024	TOWN OF RICHWOOD	\$0.00	\$86,359.00
5	52026	TOWN OF ROCKBRIDGE	\$0.00	\$59,604.50
5	52028	TOWN OF SYLVAN	\$0.00	\$78,000.50
5	52030	TOWN OF WESTFORD	\$0.00	\$71,850.25
5	52032	TOWN OF WILLOW	\$0.00	\$79,150.25
5	52106	VILLAGE OF BOAZ	\$0.00	\$3,942.00
5	52111	VILLAGE OF CAZENOVIA	\$0.00	\$12,426.89
5	52146	VILLAGE OF LONE ROCK	\$0.00	\$18,578.50
5	52186	VILLAGE OF VIOLA	\$0.00	\$26,469.20
5	52196	VILLAGE OF YUBA	\$0.00	\$2,455.77
5	52276	CITY OF RICHLAND CENTER	\$50,833.65	\$257,589.76
5	61000	COUNTY OF TREMPPEALEU	\$0.00	\$800,768.71
5	61002	TOWN OF ALBION	\$0.00	\$54,512.75
5	61004	TOWN OF ARCADIA	\$0.00	\$238,235.50
5	61006	TOWN OF BURNSIDE	\$0.00	\$51,757.00
5	61008	TOWN OF CALEDONIA	\$0.00	\$47,942.75
5	61010	TOWN OF CHIMNEY ROCK	\$0.00	\$57,159.00
5	61012	TOWN OF DODGE	\$0.00	\$32,448.50
5	61014	TOWN OF ETRICK	\$0.00	\$159,194.75
5	61016	TOWN OF GALE	\$0.00	\$132,896.50
5	61018	TOWN OF HALE	\$0.00	\$137,678.00
5	61020	TOWN OF LINCOLN	\$0.00	\$65,043.00
5	61022	TOWN OF PIGEON	\$0.00	\$75,153.50
5	61024	TOWN OF PRESTON	\$0.00	\$129,666.25
5	61026	TOWN OF SUMNER	\$0.00	\$55,607.75
5	61028	TOWN OF TREMPPEALEU	\$0.00	\$104,463.00
5	61030	TOWN OF UNITY	\$0.00	\$70,116.50
5	61121	VILLAGE OF ELEVA	\$0.00	\$30,307.86
5	61122	VILLAGE OF ETRICK	\$0.00	\$14,912.13
5	61173	VILLAGE OF PIGEON FALLS	\$0.00	\$10,703.69
5	61181	VILLAGE OF STRUM	\$0.00	\$53,014.25
5	61186	VILLAGE OF TREMPPEALEU	\$0.00	\$56,405.61
5	61201	CITY OF ARCADIA	\$0.00	\$232,460.12

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5	61206	CITY OF BLAIR	\$0.00	\$66,921.77
5	61231	CITY OF GALESVILLE	\$0.00	\$79,626.90
5	61241	CITY OF INDEPENDENCE	\$0.00	\$56,972.09
5	61265	CITY OF OSSEO	\$0.00	\$119,693.71
5	61291	CITY OF WHITEHALL	\$0.00	\$66,711.39
5	62000	COUNTY OF VERNON	\$0.00	\$731,549.03
5	62002	TOWN OF BERGEN	\$0.00	\$81,778.25
5	62004	TOWN OF CHRISTIANA	\$0.00	\$102,127.00
5	62006	TOWN OF CLINTON	\$0.00	\$102,455.50
5	62008	TOWN OF COON	\$0.00	\$102,948.25
5	62010	TOWN OF FOREST	\$0.00	\$75,025.75
5	62012	TOWN OF FRANKLIN	\$0.00	\$119,701.75
5	62014	TOWN OF GENOA	\$0.00	\$105,649.25
5	62016	TOWN OF GREENWOOD	\$0.00	\$68,893.75
5	62018	TOWN OF HAMBURG	\$0.00	\$75,536.75
5	62020	TOWN OF HARMONY	\$0.00	\$95,064.25
5	62022	TOWN OF HILLSBORO	\$0.00	\$76,650.00
5	62024	TOWN OF JEFFERSON	\$0.00	\$129,593.25
5	62026	TOWN OF KICKAPOO	\$0.00	\$92,089.50
5	62028	TOWN OF LIBERTY	\$0.00	\$34,200.50
5	62030	TOWN OF STARK	\$0.00	\$69,021.50
5	62032	TOWN OF STERLING	\$0.00	\$112,639.00
5	62034	TOWN OF UNION	\$0.00	\$71,941.50
5	62036	TOWN OF VIROQUA	\$0.00	\$138,736.50
5	62038	TOWN OF WEBSTER	\$0.00	\$90,191.50
5	62040	TOWN OF WHEATLAND	\$0.00	\$73,383.25
5	62042	TOWN OF WHITESTOWN	\$0.00	\$89,589.25
5	62111	VILLAGE OF CHASEBURG	\$0.00	\$11,639.11
5	62112	VILLAGE OF COON VALLEY	\$0.00	\$40,127.85
5	62116	VILLAGE OF DE SOTO	\$0.00	\$14,934.91
5	62131	VILLAGE OF GENOA	\$0.00	\$12,748.21
5	62146	VILLAGE OF LA FARGE	\$0.00	\$28,501.54
5	62165	VILLAGE OF ONTARIO	\$0.00	\$15,773.70
5	62176	VILLAGE OF READSTOWN	\$0.00	\$36,919.93
5	62181	VILLAGE OF STODDARD	\$0.00	\$30,581.72
5	62236	CITY OF HILLSBORO	\$0.00	\$82,976.43
5	62286	CITY OF VIROQUA	\$33,169.97	\$260,120.51
5	62291	CITY OF WESTBY	\$0.00	\$83,986.51
6	09000	COUNTY OF CHIPPEWA	\$0.00	\$1,215,762.16
6	09002	TOWN OF ANSON	\$0.00	\$99,663.25
6	09004	TOWN OF ARTHUR	\$0.00	\$76,558.75
6	09006	TOWN OF AUBURN	\$0.00	\$50,534.25
6	09008	TOWN OF BIRCH CREEK	\$0.00	\$76,157.25
6	09010	TOWN OF BLOOMER	\$0.00	\$83,238.25
6	09012	TOWN OF CLEVELAND	\$0.00	\$65,846.00
6	09014	TOWN OF COLBURN	\$0.00	\$116,800.00
6	09016	TOWN OF COOKS VALLEY	\$0.00	\$66,010.25
6	09018	TOWN OF DELMAR	\$0.00	\$111,233.75
6	09020	TOWN OF EAGLE POINT	\$0.00	\$179,835.50
6	09022	TOWN OF EDSON	\$0.00	\$99,261.75
6	09024	TOWN OF ESTELLA	\$0.00	\$41,993.25
6	09026	TOWN OF GOETZ	\$0.00	\$65,846.00
6	09028	TOWN OF HALLIE	\$0.00	\$122,932.00

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6	09032	TOWN OF HOWARD	\$0.00	\$76,650.00
6	09034	TOWN OF LAFAYETTE	\$0.00	\$152,679.50
6	09035	TOWN OF LAKE HOLCOMBE	\$0.00	\$85,264.00
6	09036	TOWN OF RUBY	\$0.00	\$63,382.25
6	09038	TOWN OF SAMPSON	\$0.00	\$130,578.75
6	09040	TOWN OF SIGEL	\$0.00	\$86,322.50
6	09042	TOWN OF TILDEN	\$0.00	\$73,657.00
6	09044	TOWN OF WHEATON	\$0.00	\$142,459.50
6	09046	TOWN OF WOODMOHR	\$0.00	\$87,837.25
6	09106	VILLAGE OF BOYD	\$0.00	\$31,415.15
6	09111	VILLAGE OF CADOTT	\$0.00	\$73,527.50
6	09161	VILLAGE OF NEW AUBURN	\$0.00	\$21,080.26
6	09206	CITY OF BLOOMER	\$17,394.01	\$222,446.58
6	09211	CITY OF CHIPPEWA FALLS	\$100,589.96	\$788,708.05
6	09213	CITY OF CORNELL	\$0.00	\$110,382.23
6	09281	CITY OF STANLEY	\$0.00	\$190,553.93
6	10000	COUNTY OF CLARK	\$0.00	\$607,809.45
6	10002	TOWN OF BEAVER	\$0.00	\$113,569.75
6	10004	TOWN OF BUTLER	\$0.00	\$39,566.00
6	10006	TOWN OF COLBY	\$0.00	\$86,432.00
6	10008	TOWN OF DEWHURST	\$0.00	\$73,328.50
6	10010	TOWN OF EATON	\$0.00	\$80,099.25
6	10012	TOWN OF FOSTER	\$0.00	\$32,558.00
6	10014	TOWN OF FREMONT	\$0.00	\$113,953.00
6	10016	TOWN OF GRANT	\$0.00	\$115,705.00
6	10018	TOWN OF GREEN GROVE	\$0.00	\$89,279.00
6	10020	TOWN OF HENDREN	\$0.00	\$84,312.07
6	10022	TOWN OF HEWETT	\$0.00	\$66,484.75
6	10024	TOWN OF HIXON	\$0.00	\$83,731.00
6	10026	TOWN OF HOARD	\$0.00	\$103,240.25
6	10028	TOWN OF LEVIS	\$0.00	\$88,092.75
6	10030	TOWN OF LONGWOOD	\$0.00	\$73,273.75
6	10032	TOWN OF LOYAL	\$0.00	\$103,331.50
6	10034	TOWN OF LYNN	\$0.00	\$96,086.25
6	10036	TOWN OF MAYVILLE	\$0.00	\$100,083.00
6	10038	TOWN OF MEAD	\$0.00	\$80,646.75
6	10040	TOWN OF MENTOR	\$0.00	\$76,266.75
6	10042	TOWN OF PINE VALLEY	\$0.00	\$104,609.00
6	10044	TOWN OF RESEBURG	\$0.00	\$101,579.50
6	10046	TOWN OF SEIF	\$0.00	\$39,401.75
6	10048	TOWN OF SHERMAN	\$0.00	\$95,812.50
6	10050	TOWN OF SHERWOOD	\$0.00	\$30,566.28
6	10052	TOWN OF THORP	\$0.00	\$117,475.25
6	10054	TOWN OF UNITY	\$0.00	\$110,905.25
6	10056	TOWN OF WARNER	\$0.00	\$88,512.50
6	10058	TOWN OF WASHBURN	\$0.00	\$72,635.00
6	10060	TOWN OF WESTON	\$0.00	\$74,806.75
6	10062	TOWN OF WITHEE	\$0.00	\$105,302.50
6	10064	TOWN OF WORDEN	\$0.00	\$99,261.75
6	10066	TOWN OF YORK	\$0.00	\$102,966.50
6	10111	VILLAGE OF CURTISS	\$0.00	\$5,903.01
6	10116	VILLAGE OF DORCHESTER	\$0.00	\$67,010.18
6	10131	VILLAGE OF GRANTON	\$0.00	\$32,788.33

**2004 - GTA and Connecting Highway December Final Calculations
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District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
6	10191	VILLAGE OF WITHEE	\$0.00	\$31,125.44
6	10201	CITY OF ABBOTSFORD	\$0.00	\$174,997.64
6	10211	CITY OF COLBY	\$0.00	\$182,421.08
6	10231	CITY OF GREENWOOD	\$0.00	\$100,093.81
6	10246	CITY OF LOYAL	\$0.00	\$77,857.15
6	10261	CITY OF NEILLSVILLE	\$23,057.17	\$135,809.81
6	10265	CITY OF OWEN	\$0.00	\$59,643.13
6	10286	CITY OF THORP	\$0.00	\$82,285.87
6	17000	COUNTY OF DUNN	\$0.00	\$1,579,603.55
6	17002	TOWN OF COLFAX	\$0.00	\$67,871.75
6	17004	TOWN OF DUNN	\$0.00	\$109,153.25
6	17006	TOWN OF EAU GALLE	\$0.00	\$82,252.75
6	17008	TOWN OF ELK MOUND	\$0.00	\$72,288.25
6	17010	TOWN OF GRANT	\$0.00	\$70,791.75
6	17012	TOWN OF HAY RIVER	\$0.00	\$78,675.75
6	17014	TOWN OF LUCAS	\$0.00	\$78,183.00
6	17016	TOWN OF MENOMONIE	\$0.00	\$120,523.00
6	17018	TOWN OF NEW HAVEN	\$0.00	\$84,388.00
6	17020	TOWN OF OTTER CREEK	\$0.00	\$75,664.50
6	17022	TOWN OF PERU	\$0.00	\$35,277.25
6	17024	TOWN OF RED CEDAR	\$0.00	\$106,707.75
6	17026	TOWN OF ROCK CREEK	\$0.00	\$79,825.50
6	17028	TOWN OF SAND CREEK	\$0.00	\$61,666.75
6	17030	TOWN OF SHERIDAN	\$0.00	\$66,265.75
6	17032	TOWN OF SHERMAN	\$0.00	\$70,226.00
6	17034	TOWN OF SPRING BROOK	\$0.00	\$164,432.50
6	17036	TOWN OF STANTON	\$0.00	\$65,444.50
6	17038	TOWN OF TAINTER	\$0.00	\$83,858.75
6	17040	TOWN OF TIFFANY	\$0.00	\$65,535.75
6	17042	TOWN OF WESTON	\$0.00	\$75,135.25
6	17044	TOWN OF WILSON	\$0.00	\$76,723.00
6	17106	VILLAGE OF BOYCEVILLE	\$0.00	\$42,839.18
6	17111	VILLAGE OF COLFAX	\$0.00	\$48,057.58
6	17116	VILLAGE OF DOWNING	\$0.00	\$8,059.20
6	17121	VILLAGE OF ELK MOUND	\$0.00	\$38,375.79
6	17141	VILLAGE OF KNAPP	\$0.00	\$18,801.73
6	17176	VILLAGE OF RIDGELAND	\$0.00	\$12,300.46
6	17191	VILLAGE OF WHEELER	\$0.00	\$9,434.90
6	17251	CITY OF MENOMONIE	\$135,332.81	\$790,113.13
6	18000	COUNTY OF EAU CLAIRE	\$0.00	\$1,378,836.95
6	18002	TOWN OF BRIDGE CREEK	\$0.00	\$123,041.50
6	18004	TOWN OF BRUNSWICK	\$0.00	\$83,347.75
6	18006	TOWN OF CLEAR CREEK	\$0.00	\$58,491.25
6	18008	TOWN OF DRAMMEN	\$0.00	\$54,896.00
6	18010	TOWN OF FAIRCHILD	\$0.00	\$51,173.00
6	18012	TOWN OF LINCOLN	\$0.00	\$88,111.00
6	18014	TOWN OF LUDINGTON	\$0.00	\$63,656.00
6	18016	TOWN OF OTTER CREEK	\$0.00	\$52,322.75
6	18018	TOWN OF PLEASANT VALLEY	\$0.00	\$115,559.00
6	18020	TOWN OF SEYMOUR	\$0.00	\$93,367.00
6	18022	TOWN OF UNION	\$0.00	\$81,011.75
6	18024	TOWN OF WASHINGTON	\$0.00	\$171,750.75
6	18026	TOWN OF WILSON	\$0.00	\$64,459.00

**2004 - GTA and Connecting Highway December Final Calculations
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District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
6	18126	VILLAGE OF FAIRCHILD	\$0.00	\$27,462.42
6	18127	VILLAGE OF FALL CREEK	\$0.00	\$81,402.18
6	18201	CITY OF ALTOONA	\$0.00	\$275,943.14
6	18202	CITY OF AUGUSTA	\$0.00	\$78,170.95
6	18221	CITY OF EAU CLAIRE	\$0.00	\$2,803,981.45
6	46000	COUNTY OF PEPIN	\$0.00	\$375,549.13
6	46002	TOWN OF ALBANY	\$0.00	\$67,853.50
6	46004	TOWN OF DURAND	\$0.00	\$17,155.00
6	46006	TOWN OF FRANKFORT	\$0.00	\$60,371.00
6	46008	TOWN OF LIMA	\$0.00	\$50,643.75
6	46010	TOWN OF PEPIN	\$0.00	\$112,985.75
6	46012	TOWN OF STOCKHOLM	\$0.00	\$32,539.75
6	46014	TOWN OF WATERVILLE	\$0.00	\$66,448.25
6	46016	TOWN OF WAUBEEK	\$0.00	\$15,220.50
6	46171	VILLAGE OF PEPIN	\$0.00	\$26,684.82
6	46181	VILLAGE OF STOCKHOLM	\$0.00	\$4,312.12
6	46216	CITY OF DURAND	\$0.00	\$113,591.88
6	47000	COUNTY OF PIERCE	\$0.00	\$1,019,754.22
6	47002	TOWN OF CLIFTON	\$0.00	\$46,519.25
6	47004	TOWN OF DIAMOND BLUFF	\$0.00	\$27,010.00
6	47006	TOWN OF ELLSWORTH	\$0.00	\$82,782.00
6	47008	TOWN OF EL PASO	\$0.00	\$84,990.25
6	47010	TOWN OF GILMAN	\$0.00	\$88,348.25
6	47012	TOWN OF HARTLAND	\$0.00	\$92,856.00
6	47014	TOWN OF ISABELLE	\$0.00	\$21,170.00
6	47016	TOWN OF MAIDEN ROCK	\$0.00	\$109,025.50
6	47018	TOWN OF MARTELL	\$0.00	\$98,933.25
6	47020	TOWN OF OAK GROVE	\$0.00	\$92,637.00
6	47022	TOWN OF RIVER FALLS	\$0.00	\$110,485.50
6	47024	TOWN OF ROCK ELM	\$0.00	\$77,471.25
6	47026	TOWN OF SALEM	\$0.00	\$98,294.50
6	47028	TOWN OF SPRING LAKE	\$0.00	\$76,923.75
6	47030	TOWN OF TRENTON	\$0.00	\$94,462.00
6	47032	TOWN OF TRIMBELLE	\$0.00	\$86,614.50
6	47034	TOWN OF UNION	\$0.00	\$86,815.25
6	47106	VILLAGE OF BAY CITY	\$0.00	\$10,444.28
6	47121	VILLAGE OF ELLSWORTH	\$0.00	\$133,304.98
6	47122	VILLAGE OF ELMWOOD	\$0.00	\$26,858.65
6	47151	VILLAGE OF MAIDEN ROCK	\$0.00	\$6,805.25
6	47171	VILLAGE OF PLUM CITY	\$0.00	\$29,462.49
6	47181	VILLAGE OF SPRING VALLEY	\$0.00	\$61,682.90
6	47271	CITY OF PRESCOTT	\$0.00	\$179,862.04
6	47276	CITY OF RIVER FALLS	\$34,234.24	\$483,089.21
6	55000	COUNTY OF ST CROIX	\$0.00	\$1,264,109.06
6	55002	TOWN OF BALDWIN	\$0.00	\$96,214.00
6	55004	TOWN OF CADY	\$0.00	\$84,351.50
6	55006	TOWN OF CYLON	\$0.00	\$65,755.12
6	55008	TOWN OF EAU GALLE	\$0.00	\$87,107.25
6	55010	TOWN OF EMERALD	\$0.00	\$84,771.25
6	55012	TOWN OF ERIN PRAIRIE	\$0.00	\$86,085.25
6	55014	TOWN OF FOREST	\$0.00	\$84,406.25
6	55016	TOWN OF GLENWOOD	\$0.00	\$83,676.25
6	55018	TOWN OF HAMMOND	\$0.00	\$90,155.00

**2004 - GTA and Connecting Highway December Final Calculations
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District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
6	55020	TOWN OF HUDSON	\$0.00	\$154,960.75
6	55022	TOWN OF KINNICKINNIC	\$0.00	\$77,599.00
6	55024	TOWN OF PLEASANT VALLEY	\$0.00	\$34,401.25
6	55026	TOWN OF RICHMOND	\$0.00	\$100,429.75
6	55028	TOWN OF RUSH RIVER	\$0.00	\$38,580.50
6	55030	TOWN OF SAINT JOSEPH	\$0.00	\$108,350.25
6	55032	TOWN OF SOMERSET	\$0.00	\$166,713.75
6	55034	TOWN OF SPRINGFIELD	\$0.00	\$62,287.25
6	55036	TOWN OF STANTON	\$0.00	\$77,927.50
6	55038	TOWN OF STAR PRAIRIE	\$0.00	\$96,506.00
6	55040	TOWN OF TROY	\$0.00	\$140,871.75
6	55042	TOWN OF WARREN	\$0.00	\$86,067.00
6	55106	VILLAGE OF BALDWIN	\$0.00	\$160,765.54
6	55116	VILLAGE OF DEER PARK	\$0.00	\$5,529.75
6	55136	VILLAGE OF HAMMOND	\$0.00	\$85,229.31
6	55161	VILLAGE OF NORTH HUDSON	\$0.00	\$128,694.40
6	55176	VILLAGE OF ROBERTS	\$0.00	\$58,874.32
6	55181	VILLAGE OF SOMERSET	\$0.00	\$132,662.76
6	55182	VILLAGE OF STAR PRAIRIE	\$0.00	\$16,666.18
6	55191	VILLAGE OF WILSON	\$0.00	\$13,551.62
6	55192	VILLAGE OF WOODVILLE	\$0.00	\$78,107.75
6	55231	CITY OF GLENWOOD CITY	\$0.00	\$75,129.41
6	55236	CITY OF HUDSON	\$16,315.31	\$682,051.55
6	55261	CITY OF NEW RICHMOND	\$37,484.76	\$369,973.76
6	60000	COUNTY OF TAYLOR	\$0.00	\$575,562.98
6	60002	TOWN OF AURORA	\$0.00	\$73,182.50
6	60004	TOWN OF BROWNING	\$0.00	\$77,836.25
6	60006	TOWN OF CHELSEA	\$0.00	\$86,359.00
6	60008	TOWN OF CLEVELAND	\$0.00	\$49,165.50
6	60010	TOWN OF DEER CREEK	\$0.00	\$99,991.75
6	60012	TOWN OF FORD	\$0.00	\$53,071.00
6	60014	TOWN OF GOODRICH	\$0.00	\$69,295.25
6	60016	TOWN OF GREENWOOD	\$0.00	\$100,685.25
6	60018	TOWN OF GROVER	\$0.00	\$126,138.30
6	60020	TOWN OF HAMMEL	\$0.00	\$66,776.75
6	60022	TOWN OF HOLWAY	\$0.00	\$89,680.50
6	60024	TOWN OF JUMP RIVER	\$0.00	\$52,742.50
6	60026	TOWN OF LITTLE BLACK	\$0.00	\$104,134.50
6	60028	TOWN OF MAPLEHURST	\$0.00	\$52,998.00
6	60030	TOWN OF MCKINLEY	\$0.00	\$72,555.72
6	60032	TOWN OF MEDFORD	\$0.00	\$104,408.25
6	60034	TOWN OF MOLITOR	\$0.00	\$54,494.50
6	60036	TOWN OF PERSHING	\$0.00	\$59,896.50
6	60038	TOWN OF RIB LAKE	\$0.00	\$124,684.00
6	60040	TOWN OF ROOSEVELT	\$0.00	\$87,212.83
6	60042	TOWN OF TAFT	\$0.00	\$59,002.25
6	60044	TOWN OF WESTBORO	\$0.00	\$160,527.00
6	60131	VILLAGE OF GILMAN	\$0.00	\$28,606.66
6	60146	VILLAGE OF LUBLIN	\$0.00	\$6,460.50
6	60176	VILLAGE OF RIB LAKE	\$0.00	\$55,590.15
6	60181	VILLAGE OF STETSONVILLE	\$0.00	\$15,042.54
6	60251	CITY OF MEDFORD	\$15,101.77	\$382,784.32
7	19000	COUNTY OF FLORENCE	\$0.00	\$303,187.91

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District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
7	19002	TOWN OF AURORA	\$0.00	\$64,422.50
7	19004	TOWN OF COMMONWEALTH	\$0.00	\$59,166.50
7	19006	TOWN OF FENCE	\$0.00	\$113,314.25
7	19008	TOWN OF FERN	\$0.00	\$43,070.00
7	19010	TOWN OF FLORENCE	\$0.00	\$216,408.50
7	19012	TOWN OF HOMESTEAD	\$0.00	\$65,919.00
7	19014	TOWN OF LONG LAKE	\$0.00	\$61,885.75
7	19016	TOWN OF TIPLER	\$0.00	\$60,389.25
7	21000	COUNTY OF FOREST	\$0.00	\$298,993.48
7	21002	TOWN OF ALVIN	\$0.00	\$116,693.95
7	21004	TOWN OF ARGONNE	\$0.00	\$92,016.50
7	21006	TOWN OF ARMSTRONG CREEK	\$0.00	\$98,312.75
7	21008	TOWN OF BLACKWELL	\$0.00	\$86,705.75
7	21010	TOWN OF CASWELL	\$0.00	\$11,727.73
7	21012	TOWN OF CRANDON	\$0.00	\$56,374.25
7	21014	TOWN OF FREEDOM	\$0.00	\$73,529.25
7	21016	TOWN OF HILES	\$0.00	\$184,909.00
7	21018	TOWN OF LAONA	\$0.00	\$118,570.25
7	21020	TOWN OF LINCOLN	\$0.00	\$144,175.00
7	21022	TOWN OF NASHVILLE	\$0.00	\$124,665.75
7	21024	TOWN OF POPPLE RIVER	\$0.00	\$50,625.50
7	21026	TOWN OF ROSS	\$0.00	\$28,868.27
7	21028	TOWN OF WABENO	\$0.00	\$132,440.25
7	21211	CITY OF CRANDON	\$0.00	\$92,117.89
7	26000	COUNTY OF IRON	\$0.00	\$187,523.23
7	26002	TOWN OF ANDERSON	\$0.00	\$68,512.55
7	26004	TOWN OF CAREY	\$0.00	\$70,280.75
7	26006	TOWN OF GURNEY	\$0.00	\$60,334.50
7	26008	TOWN OF KIMBALL	\$0.00	\$82,435.25
7	26010	TOWN OF KNIGHT	\$0.00	\$91,980.00
7	26012	TOWN OF MERCER	\$0.00	\$273,585.75
7	26014	TOWN OF OMA	\$0.00	\$99,371.25
7	26016	TOWN OF PENCE	\$0.00	\$39,438.25
7	26018	TOWN OF SAXON	\$0.00	\$70,755.25
7	26020	TOWN OF SHERMAN	\$0.00	\$81,559.25
7	26236	CITY OF HURLEY	\$0.00	\$134,935.75
7	26251	CITY OF MONTREAL	\$0.00	\$66,935.15
7	34000	COUNTY OF LANGLADE	\$0.00	\$645,680.90
7	34002	TOWN OF ACKLEY	\$0.00	\$60,626.50
7	34004	TOWN OF AINSWORTH	\$0.00	\$75,792.25
7	34006	TOWN OF ANTIGO	\$0.00	\$71,503.50
7	34008	TOWN OF ELCHO	\$0.00	\$140,689.25
7	34010	TOWN OF EVERGREEN	\$0.00	\$53,691.50
7	34012	TOWN OF LANGLADE	\$0.00	\$33,363.07
7	34014	TOWN OF NEVA	\$0.00	\$55,461.75
7	34016	TOWN OF NORWOOD	\$0.00	\$77,398.25
7	34018	TOWN OF PARRISH	\$0.00	\$19,308.50
7	34020	TOWN OF PECK	\$0.00	\$60,790.75
7	34022	TOWN OF POLAR	\$0.00	\$90,793.75
7	34024	TOWN OF PRICE	\$0.00	\$50,823.48
7	34026	TOWN OF ROLLING	\$0.00	\$91,651.50
7	34028	TOWN OF SUMMIT	\$0.00	\$32,949.40
7	34030	TOWN OF UPHAM	\$0.00	\$84,936.25

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7	34032	TOWN OF VILAS	\$0.00	\$31,992.02
7	34034	TOWN OF WOLF RIVER	\$0.00	\$136,765.50
7	34191	VILLAGE OF WHITE LAKE	\$0.00	\$19,647.66
7	34201	CITY OF ANTIGO	\$106,858.53	\$540,040.29
7	35000	COUNTY OF LINCOLN	\$0.00	\$949,297.61
7	35002	TOWN OF BIRCH	\$0.00	\$31,159.02
7	35004	TOWN OF BRADLEY	\$0.00	\$141,912.00
7	35006	TOWN OF CORNING	\$0.00	\$177,061.50
7	35008	TOWN OF HARDING	\$0.00	\$61,356.50
7	35010	TOWN OF HARRISON	\$0.00	\$105,941.25
7	35012	TOWN OF KING	\$0.00	\$59,969.50
7	35014	TOWN OF MERRILL	\$0.00	\$118,880.50
7	35016	TOWN OF PINE RIVER	\$0.00	\$118,205.25
7	35018	TOWN OF ROCK FALLS	\$0.00	\$61,301.75
7	35020	TOWN OF RUSSELL	\$0.00	\$73,857.75
7	35022	TOWN OF SCHLEY	\$0.00	\$98,020.75
7	35024	TOWN OF SCOTT	\$0.00	\$100,320.25
7	35026	TOWN OF SKANAWAN	\$0.00	\$42,814.50
7	35028	TOWN OF SOMO	\$0.00	\$36,569.83
7	35030	TOWN OF TOMAHAWK	\$0.00	\$64,659.75
7	35032	TOWN OF WILSON	\$0.00	\$55,717.25
7	35251	CITY OF MERRILL	\$90,965.25	\$536,131.96
7	35286	CITY OF TOMAHAWK	\$31,282.25	\$208,507.57
7	43000	COUNTY OF ONEIDA	\$0.00	\$817,510.65
7	43002	TOWN OF CASSIAN	\$0.00	\$165,016.50
7	43004	TOWN OF CRESCENT	\$0.00	\$85,957.50
7	43006	TOWN OF ENTERPRISE	\$0.00	\$25,805.50
7	43008	TOWN OF HAZELHURST	\$0.00	\$90,355.75
7	43010	TOWN OF LAKE TOMAHAWK	\$0.00	\$110,449.00
7	43012	TOWN OF LITTLE RICE	\$0.00	\$82,709.00
7	43014	TOWN OF LYNNE	\$0.00	\$71,435.70
7	43016	TOWN OF MINOCQUA	\$0.00	\$423,062.87
7	43018	TOWN OF MONICO	\$0.00	\$38,124.25
7	43020	TOWN OF NEWBOLD	\$0.00	\$200,658.75
7	43022	TOWN OF NOKOMIS	\$0.00	\$93,932.75
7	43024	TOWN OF PELICAN	\$0.00	\$133,462.25
7	43026	TOWN OF PIEHL	\$0.00	\$25,166.75
7	43028	TOWN OF PINE LAKE	\$0.00	\$122,366.25
7	43030	TOWN OF SCHOEPEKE	\$0.00	\$54,731.75
7	43032	TOWN OF STELLA	\$0.00	\$70,700.50
7	43034	TOWN OF SUGAR CAMP	\$0.00	\$127,056.50
7	43036	TOWN OF THREE LAKES	\$0.00	\$230,698.25
7	43038	TOWN OF WOODBORO	\$0.00	\$87,125.50
7	43040	TOWN OF WOODRUFF	\$0.00	\$111,488.61
7	43276	CITY OF RHINELANDER	\$60,811.61	\$513,764.81
7	50000	COUNTY OF PRICE	\$0.00	\$586,505.42
7	50002	TOWN OF CATAWBA	\$0.00	\$48,654.50
7	50004	TOWN OF EISENSTEIN	\$0.00	\$143,080.00
7	50006	TOWN OF ELK	\$0.00	\$90,629.50
7	50008	TOWN OF EMERY	\$0.00	\$148,098.75
7	50010	TOWN OF FIFIELD	\$0.00	\$217,594.75
7	50012	TOWN OF FLAMBEAU	\$0.00	\$110,430.75
7	50014	TOWN OF GEORGETOWN	\$0.00	\$70,353.75

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7	50016	TOWN OF HACKETT	\$0.00	\$53,827.38
7	50018	TOWN OF HARMONY	\$0.00	\$40,296.00
7	50020	TOWN OF HILL	\$0.00	\$57,560.50
7	50022	TOWN OF KENNAN	\$0.00	\$110,923.50
7	50024	TOWN OF KNOX	\$0.00	\$58,674.37
7	50026	TOWN OF LAKE	\$0.00	\$156,293.00
7	50028	TOWN OF OGEMA	\$0.00	\$105,868.25
7	50030	TOWN OF PRENTICE	\$0.00	\$98,276.25
7	50032	TOWN OF SPIRIT	\$0.00	\$55,242.75
7	50034	TOWN OF WORCESTER	\$0.00	\$210,897.00
7	50111	VILLAGE OF CATAWBA	\$0.00	\$15,293.50
7	50141	VILLAGE OF KENNAN	\$0.00	\$8,285.50
7	50171	VILLAGE OF PRENTICE	\$0.00	\$30,840.85
7	50271	CITY OF PARK FALLS	\$49,299.87	\$208,074.59
7	50272	CITY OF PHILLIPS	\$0.00	\$123,583.19
7	63000	COUNTY OF VILAS	\$0.00	\$813,786.35
7	63002	TOWN OF ARBOR VITAE	\$0.00	\$156,019.25
7	63004	TOWN OF BOULDER JUNCTION	\$0.00	\$164,377.75
7	63006	TOWN OF CLOVERLAND	\$0.00	\$69,021.50
7	63008	TOWN OF CONOVER	\$0.00	\$165,509.25
7	63010	TOWN OF LAC DU FLAMBEAU	\$0.00	\$258,091.50
7	63012	TOWN OF LAND O LAKES	\$0.00	\$153,719.75
7	63014	TOWN OF LINCOLN	\$0.00	\$113,296.00
7	63016	TOWN OF MANITOWISH WATERS	\$0.00	\$100,648.75
7	63018	TOWN OF PHELPS	\$0.00	\$186,533.25
7	63020	TOWN OF PLUM LAKE	\$0.00	\$166,202.75
7	63022	TOWN OF PRESQUE ISLE	\$0.00	\$109,335.75
7	63024	TOWN OF SAINT GERMAIN	\$0.00	\$154,011.75
7	63026	TOWN OF WASHINGTON	\$0.00	\$131,089.75
7	63028	TOWN OF WINCHESTER	\$0.00	\$79,150.25
7	63221	CITY OF EAGLE RIVER	\$0.00	\$185,768.88
8	02000	COUNTY OF ASHLAND	\$0.00	\$392,380.07
8	02002	TOWN OF AGENDA	\$0.00	\$118,844.00
8	02004	TOWN OF ASHLAND	\$0.00	\$98,769.00
8	02006	TOWN OF CHIPPEWA	\$0.00	\$131,807.52
8	02008	TOWN OF GINGLES	\$0.00	\$56,483.75
8	02010	TOWN OF GORDON	\$0.00	\$171,276.25
8	02012	TOWN OF JACOBS	\$0.00	\$114,975.00
8	02014	TOWN OF LA POINTE	\$0.00	\$82,598.74
8	02016	TOWN OF MARENGO	\$0.00	\$131,327.00
8	02018	TOWN OF MORSE	\$0.00	\$135,068.25
8	02020	TOWN OF PEEKSVILLE	\$0.00	\$70,682.25
8	02022	TOWN OF SANBORN	\$0.00	\$88,676.75
8	02024	TOWN OF SHANAGOLDEN	\$0.00	\$120,085.00
8	02026	TOWN OF WHITE RIVER	\$0.00	\$103,130.75
8	02106	VILLAGE OF BUTTERNUT	\$0.00	\$26,283.28
8	02201	CITY OF ASHLAND	\$76,452.73	\$655,966.67
8	02251	CITY OF MELLEEN	\$0.00	\$49,798.13
8	03000	COUNTY OF BARRON	\$0.00	\$982,281.94
8	03002	TOWN OF ALMENA	\$0.00	\$115,285.25
8	03004	TOWN OF ARLAND	\$0.00	\$91,323.00
8	03006	TOWN OF BARRON	\$0.00	\$91,578.50
8	03008	TOWN OF BEAR LAKE	\$0.00	\$76,522.25

**2004 - GTA and Connecting Highway December Final Calculations
Press Release Information by District**

District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
8	03010	TOWN OF CEDAR LAKE	\$0.00	\$115,121.00
8	03012	TOWN OF CHETEK	\$0.00	\$129,629.75
8	03014	TOWN OF CLINTON	\$0.00	\$110,741.00
8	03016	TOWN OF CRYSTAL LAKE	\$0.00	\$106,835.50
8	03018	TOWN OF CUMBERLAND	\$0.00	\$112,055.00
8	03020	TOWN OF DALLAS	\$0.00	\$72,616.75
8	03022	TOWN OF DOVRE	\$0.00	\$102,492.00
8	03024	TOWN OF DOYLE	\$0.00	\$72,489.00
8	03026	TOWN OF LAKELAND	\$0.00	\$110,649.75
8	03028	TOWN OF MAPLE GROVE	\$0.00	\$123,041.50
8	03030	TOWN OF MAPLE PLAIN	\$0.00	\$102,510.25
8	03032	TOWN OF OAK GROVE	\$0.00	\$109,938.00
8	03034	TOWN OF PRAIRIE FARM	\$0.00	\$86,176.50
8	03036	TOWN OF PRAIRIE LAKE	\$0.00	\$112,347.00
8	03038	TOWN OF RICE LAKE	\$0.00	\$92,801.25
8	03040	TOWN OF SIOUX CREEK	\$0.00	\$98,604.75
8	03042	TOWN OF STANFOLD	\$0.00	\$96,852.75
8	03044	TOWN OF STANLEY	\$0.00	\$116,854.75
8	03046	TOWN OF SUMNER	\$0.00	\$83,019.25
8	03048	TOWN OF TURTLE LAKE	\$0.00	\$102,510.25
8	03050	TOWN OF VANCE CREEK	\$0.00	\$91,396.00
8	03101	VILLAGE OF ALMENA	\$0.00	\$34,179.16
8	03111	VILLAGE OF CAMERON	\$0.00	\$67,198.42
8	03116	VILLAGE OF DALLAS	\$0.00	\$7,683.25
8	03136	VILLAGE OF HAUGEN	\$0.00	\$8,036.81
8	03171	VILLAGE OF PRAIRIE FARM	\$0.00	\$17,191.29
8	03186	VILLAGE OF TURTLE LAKE	\$0.00	\$106,093.27
8	03206	CITY OF BARRON	\$0.00	\$152,422.12
8	03211	CITY OF CHETEK	\$0.00	\$126,079.31
8	03212	CITY OF CUMBERLAND	\$0.00	\$206,383.25
8	03276	CITY OF RICE LAKE	\$35,361.08	\$706,171.79
8	04000	COUNTY OF BAYFIELD	\$0.00	\$574,113.89
8	04002	TOWN OF BARKSDALE	\$0.00	\$135,068.25
8	04004	TOWN OF BARNES	\$0.00	\$274,644.25
8	04006	TOWN OF BAYFIELD	\$0.00	\$128,315.75
8	04008	TOWN OF BAYVIEW	\$0.00	\$126,764.50
8	04010	TOWN OF BELL	\$0.00	\$148,591.50
8	04012	TOWN OF CABLE	\$0.00	\$138,462.75
8	04014	TOWN OF CLOVER	\$0.00	\$143,317.25
8	04016	TOWN OF DELTA	\$0.00	\$125,651.25
8	04018	TOWN OF DRUMMOND	\$0.00	\$261,942.25
8	04020	TOWN OF EILEEN	\$0.00	\$80,190.50
8	04021	TOWN OF GRAND VIEW	\$0.00	\$174,415.25
8	04022	TOWN OF HUGHES	\$0.00	\$138,919.00
8	04024	TOWN OF IRON RIVER	\$0.00	\$113,058.75
8	04026	TOWN OF KELLY	\$0.00	\$75,044.00
8	04028	TOWN OF KEYSTONE	\$0.00	\$76,595.25
8	04030	TOWN OF LINCOLN	\$0.00	\$77,945.75
8	04032	TOWN OF MASON	\$0.00	\$81,942.50
8	04034	TOWN OF NAMAKAGON	\$0.00	\$121,800.50
8	04036	TOWN OF ORIENTA	\$0.00	\$81,034.18
8	04038	TOWN OF OULU	\$0.00	\$105,558.00
8	04040	TOWN OF PILSEN	\$0.00	\$59,111.75

**2004 - GTA and Connecting Highway December Final Calculations
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District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
8	04042	TOWN OF PORT WING	\$0.00	\$95,812.50
8	04046	TOWN OF RUSSELL	\$0.00	\$47,012.00
8	04048	TOWN OF TRIPP	\$0.00	\$102,614.83
8	04050	TOWN OF WASHBURN	\$0.00	\$231,311.92
8	04151	VILLAGE OF MASON	\$0.00	\$3,369.08
8	04206	CITY OF BAYFIELD	\$0.00	\$52,936.95
8	04291	CITY OF WASHBURN	\$0.00	\$107,797.99
8	07000	COUNTY OF BURNETT	\$0.00	\$444,173.27
8	07002	TOWN OF ANDERSON	\$0.00	\$121,800.50
8	07004	TOWN OF BLAINE	\$0.00	\$97,454.77
8	07006	TOWN OF DANIELS	\$0.00	\$111,252.00
8	07008	TOWN OF DEWEY	\$0.00	\$97,418.50
8	07010	TOWN OF GRANTSBURG	\$0.00	\$94,078.75
8	07012	TOWN OF JACKSON	\$0.00	\$147,879.75
8	07014	TOWN OF LA FOLLETTE	\$0.00	\$78,274.25
8	07016	TOWN OF LINCOLN	\$0.00	\$79,916.75
8	07018	TOWN OF MEENON	\$0.00	\$87,855.50
8	07020	TOWN OF OAKLAND	\$0.00	\$87,399.25
8	07022	TOWN OF ROOSEVELT	\$0.00	\$45,351.25
8	07024	TOWN OF RUSK	\$0.00	\$81,960.75
8	07026	TOWN OF SAND LAKE	\$0.00	\$78,511.50
8	07028	TOWN OF SCOTT	\$0.00	\$87,289.75
8	07030	TOWN OF SIREN	\$0.00	\$115,011.50
8	07032	TOWN OF SWISS	\$0.00	\$156,986.50
8	07034	TOWN OF TRADE LAKE	\$0.00	\$96,597.25
8	07036	TOWN OF UNION	\$0.00	\$60,526.13
8	07038	TOWN OF WEBB LAKE	\$0.00	\$137,769.25
8	07040	TOWN OF WEST MARSHLAND	\$0.00	\$112,132.28
8	07042	TOWN OF WOOD RIVER	\$0.00	\$87,709.50
8	07131	VILLAGE OF GRANTSBURG	\$0.00	\$95,560.99
8	07181	VILLAGE OF SIREN	\$0.00	\$45,933.58
8	07191	VILLAGE OF WEBSTER	\$0.00	\$39,556.82
8	16000	COUNTY OF DOUGLAS	\$0.00	\$847,701.94
8	16002	TOWN OF AMNICON	\$0.00	\$86,340.75
8	16004	TOWN OF BENNETT	\$0.00	\$80,026.25
8	16006	TOWN OF BRULE	\$0.00	\$124,408.55
8	16008	TOWN OF CLOVERLAND	\$0.00	\$77,234.00
8	16010	TOWN OF DAIRYLAND	\$0.00	\$147,916.25
8	16012	TOWN OF GORDON	\$0.00	\$240,626.78
8	16014	TOWN OF HAWTHORNE	\$0.00	\$80,774.50
8	16016	TOWN OF HIGHLAND	\$0.00	\$139,603.72
8	16018	TOWN OF LAKESIDE	\$0.00	\$89,443.25
8	16020	TOWN OF MAPLE	\$0.00	\$76,869.00
8	16022	TOWN OF OAKLAND	\$0.00	\$109,609.50
8	16024	TOWN OF PARKLAND	\$0.00	\$56,775.75
8	16026	TOWN OF SOLON SPRINGS	\$0.00	\$171,312.75
8	16028	TOWN OF SUMMIT	\$0.00	\$159,121.75
8	16030	TOWN OF SUPERIOR	\$0.00	\$133,772.50
8	16032	TOWN OF WASCOTT	\$0.00	\$367,920.00
8	16146	VILLAGE OF LAKE NEBAGAMON	\$0.00	\$52,085.50
8	16165	VILLAGE OF OLIVER	\$0.00	\$9,344.00
8	16171	VILLAGE OF POPLAR	\$0.00	\$47,247.97
8	16181	VILLAGE OF SOLON SPRINGS	\$0.00	\$26,259.68

**2004 - GTA and Connecting Highway December Final Calculations
Press Release Information by District**

District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
8	16182	VILLAGE OF SUPERIOR	\$0.00	\$15,097.06
8	16281	CITY OF SUPERIOR	\$334,673.85	\$1,167,766.02
8	48000	COUNTY OF POLK	\$0.00	\$999,684.25
8	48002	TOWN OF ALDEN	\$0.00	\$170,017.00
8	48004	TOWN OF APPLE RIVER	\$0.00	\$89,936.00
8	48006	TOWN OF BALSAM LAKE	\$0.00	\$95,776.00
8	48008	TOWN OF BEAVER	\$0.00	\$83,840.50
8	48010	TOWN OF BLACK BROOK	\$0.00	\$97,053.50
8	48012	TOWN OF BONE LAKE	\$0.00	\$73,182.50
8	48014	TOWN OF CLAM FALLS	\$0.00	\$78,970.85
8	48016	TOWN OF CLAYTON	\$0.00	\$92,564.00
8	48018	TOWN OF CLEAR LAKE	\$0.00	\$107,510.75
8	48020	TOWN OF EUREKA	\$0.00	\$150,361.75
8	48022	TOWN OF FARMINGTON	\$0.00	\$134,119.25
8	48024	TOWN OF GARFIELD	\$0.00	\$98,568.25
8	48026	TOWN OF GEORGETOWN	\$0.00	\$78,748.75
8	48028	TOWN OF JOHNSTOWN	\$0.00	\$71,613.00
8	48030	TOWN OF LAKETOWN	\$0.00	\$102,729.25
8	48032	TOWN OF LINCOLN	\$0.00	\$112,839.75
8	48034	TOWN OF LORAIN	\$0.00	\$46,230.65
8	48036	TOWN OF LUCK	\$0.00	\$88,841.00
8	48038	TOWN OF MCKINLEY	\$0.00	\$66,795.00
8	48040	TOWN OF MILLTOWN	\$0.00	\$117,292.75
8	48042	TOWN OF OSCEOLA	\$0.00	\$103,477.50
8	48044	TOWN OF SAINT CROIX FALLS	\$0.00	\$75,938.25
8	48046	TOWN OF STERLING	\$0.00	\$156,731.00
8	48048	TOWN OF WEST SWEDEN	\$0.00	\$96,214.00
8	48106	VILLAGE OF BALSAM LAKE	\$0.00	\$50,783.02
8	48111	VILLAGE OF CENTURIA	\$0.00	\$35,324.19
8	48112	VILLAGE OF CLAYTON	\$0.00	\$40,465.11
8	48113	VILLAGE OF CLEAR LAKE	\$0.00	\$65,826.66
8	48116	VILLAGE OF DRESSER	\$0.00	\$58,203.76
8	48126	VILLAGE OF FREDERIC	\$0.00	\$81,086.23
8	48146	VILLAGE OF LUCK	\$0.00	\$87,061.11
8	48151	VILLAGE OF MILLTOWN	\$0.00	\$59,333.48
8	48165	VILLAGE OF OSCEOLA	\$0.00	\$187,487.55
8	48201	CITY OF AMERY	\$0.00	\$178,321.42
8	48281	CITY OF SAINT CROIX FALLS	\$0.00	\$184,779.57
8	54000	COUNTY OF RUSK	\$0.00	\$461,669.06
8	54002	TOWN OF ATLANTA	\$0.00	\$94,188.25
8	54004	TOWN OF BIG BEND	\$0.00	\$78,183.00
8	54006	TOWN OF BIG FALLS	\$0.00	\$41,883.75
8	54008	TOWN OF CEDAR RAPIDS	\$0.00	\$20,851.35
8	54010	TOWN OF DEWEY	\$0.00	\$72,105.75
8	54012	TOWN OF FLAMBEAU	\$0.00	\$77,051.50
8	54014	TOWN OF GRANT	\$0.00	\$79,186.75
8	54016	TOWN OF GROW	\$0.00	\$74,825.00
8	54018	TOWN OF HAWKINS	\$0.00	\$40,040.50
8	54020	TOWN OF HUBBARD	\$0.00	\$46,172.50
8	54022	TOWN OF LAWRENCE	\$0.00	\$43,106.50
8	54024	TOWN OF MARSHALL	\$0.00	\$72,653.25
8	54026	TOWN OF MURRY	\$0.00	\$69,587.25
8	54028	TOWN OF RICHLAND	\$0.00	\$45,460.75

**2004 - GTA and Connecting Highway December Final Calculations
Press Release Information by District**

District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
8	54030	TOWN OF RUSK	\$0.00	\$72,215.25
8	54032	TOWN OF SOUTH FORK	\$0.00	\$14,239.20
8	54034	TOWN OF STRICKLAND	\$0.00	\$49,877.25
8	54036	TOWN OF STUBBS	\$0.00	\$91,231.75
8	54038	TOWN OF THORNAPPLE	\$0.00	\$95,830.75
8	54040	TOWN OF TRUE	\$0.00	\$50,297.00
8	54042	TOWN OF WASHINGTON	\$0.00	\$78,493.25
8	54044	TOWN OF WILKINSON	\$0.00	\$11,169.00
8	54046	TOWN OF WILLARD	\$0.00	\$43,526.25
8	54048	TOWN OF WILSON	\$0.00	\$45,917.00
8	54106	VILLAGE OF BRUCE	\$0.00	\$16,902.19
8	54111	VILLAGE OF CONRATH	\$0.00	\$4,161.00
8	54131	VILLAGE OF GLEN FLORA	\$0.00	\$6,533.50
8	54136	VILLAGE OF HAWKINS	\$0.00	\$34,979.97
8	54141	VILLAGE OF INGRAM	\$0.00	\$7,555.50
8	54181	VILLAGE OF SHELDON	\$0.00	\$8,705.25
8	54186	VILLAGE OF TONY	\$0.00	\$9,526.50
8	54191	VILLAGE OF WEYERHAEUSER	\$0.00	\$8,187.04
8	54246	CITY OF LADYSMITH	\$23,731.36	\$235,843.86
8	57000	COUNTY OF SAWYER	\$0.00	\$676,318.02
8	57002	TOWN OF BASS LAKE	\$0.00	\$154,468.00
8	57004	TOWN OF COUDERAY	\$0.00	\$80,920.50
8	57006	TOWN OF DRAPER	\$0.00	\$152,478.95
8	57008	TOWN OF EDGEWATER	\$0.00	\$84,680.00
8	57010	TOWN OF HAYWARD	\$0.00	\$160,435.75
8	57012	TOWN OF HUNTER	\$0.00	\$69,021.50
8	57014	TOWN OF LENROOT	\$0.00	\$161,457.75
8	57016	TOWN OF MEADOWBROOK	\$0.00	\$48,435.50
8	57018	TOWN OF METEOR	\$0.00	\$49,220.25
8	57020	TOWN OF OJIBWA	\$0.00	\$49,804.25
8	57022	TOWN OF RADISSON	\$0.00	\$117,566.50
8	57024	TOWN OF ROUND LAKE	\$0.00	\$173,101.25
8	57026	TOWN OF SAND LAKE	\$0.00	\$118,533.75
8	57028	TOWN OF SPIDER LAKE	\$0.00	\$178,649.25
8	57030	TOWN OF WEIRGOR	\$0.00	\$61,174.00
8	57032	TOWN OF WINTER	\$0.00	\$264,168.75
8	57111	VILLAGE OF COUDERAY	\$0.00	\$4,878.23
8	57121	VILLAGE OF EXELAND	\$0.00	\$8,522.75
8	57176	VILLAGE OF RADISSON	\$0.00	\$9,125.00
8	57190	VILLAGE OF WINTER	\$0.00	\$14,663.58
8	57236	CITY OF HAYWARD	\$0.00	\$119,656.93
8	65000	COUNTY OF WASHBURN	\$0.00	\$642,985.91
8	65002	TOWN OF BARRONETT	\$0.00	\$89,717.00
8	65004	TOWN OF BASHAW	\$0.00	\$101,597.75
8	65006	TOWN OF BASS LAKE	\$0.00	\$81,979.00
8	65008	TOWN OF BEAVER BROOK	\$0.00	\$55,334.00
8	65010	TOWN OF BIRCHWOOD	\$0.00	\$97,509.75
8	65012	TOWN OF BROOKLYN	\$0.00	\$53,381.25
8	65014	TOWN OF CASEY	\$0.00	\$97,345.50
8	65016	TOWN OF CHICOG	\$0.00	\$100,740.00
8	65018	TOWN OF CRYSTAL	\$0.00	\$63,674.25
8	65020	TOWN OF EVERGREEN	\$0.00	\$88,803.75
8	65022	TOWN OF FROG CREEK	\$0.00	\$61,481.35

**2004 - GTA and Connecting Highway December Final Calculations
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District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
8	65024	TOWN OF GULL LAKE	\$0.00	\$52,195.00
8	65026	TOWN OF LONG LAKE	\$0.00	\$67,598.00
8	65028	TOWN OF MADGE	\$0.00	\$60,188.50
8	65030	TOWN OF MINONG	\$0.00	\$206,279.75
8	65032	TOWN OF SARONA	\$0.00	\$70,025.25
8	65034	TOWN OF SPOONER	\$0.00	\$36,616.02
8	65036	TOWN OF SPRINGBROOK	\$0.00	\$61,411.25
8	65038	TOWN OF STINNETT	\$0.00	\$35,058.25
8	65040	TOWN OF STONE LAKE	\$0.00	\$69,131.00
8	65042	TOWN OF TREGO	\$0.00	\$93,659.00
8	65106	VILLAGE OF BIRCHWOOD	\$0.00	\$25,997.60
8	65151	VILLAGE OF MINONG	\$0.00	\$34,556.42
8	65281	CITY OF SPOONER	\$0.00	\$173,335.13
8	65282	CITY OF SHELL LAKE	\$0.00	\$72,528.27

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Legislators, DOT must share blame

Leader-Telegram Staff

Republicans who say the state Department of Transportation is wasting millions of dollars will jump all over the recent audit findings showing that spending on major road projects has increased almost 70 percent in a decade.

The report by the Legislative Audit Bureau contains a number of recommendations that must be embraced by Gov. Jim Doyle and the DOT.

But there also is a finding in the report that must be recognized by lawmakers from both parties as they try to find ways to make the DOT live within its means: Too many roads are pushed by individual or groups of lawmakers without a recommendation from the DOT, just to appease folks back home.

Throughout the report there are indications of massive cost overruns in projects that were approved without a recommendation from the DOT or approval by the Transportation Projects Commission, which is supposed to prioritize projects.

A classic example is the improvement of U.S. 10 from Appleton to Marshfield. Neither the DOT nor the projects commission recommended this project, which has a history that dates back to 1989. The project is slated for completion in 2013 at an estimated cost of \$388.7 million.

For comparison's sake, that is a whopping 167.3 percent more than the \$145.4 million the state will spend on the U.S. 53 bypass project under construction around Eau Claire, and 137 percent more than the Highway 29 project around Chippewa Falls.

"While the projects commission has been somewhat successful in limiting the number of projects enumerated, the Legislature (approved) two projects in 1999 and four projects in 2003 that the commission had not recommended," the report said. "DOT had not anticipated these projects, which are expected to cost \$828 million, in its program schedule and budget."

The DOT needs to better estimate its costs so that the Legislature appropriates enough money at the outset. DOT officials say that effort has begun.

The audit showed that the estimated cost of the U.S. 53 and Highway 29 bypass projects are up by a total of \$132.9 million since being approved in the 1990s.

The latest estimate for the Highway 29 project from Chippewa Falls to Interstate 94 is \$164 million, more than double the original estimate of \$77.2 million.

The cost of the 7.5-mile U.S. 53 bypass around Eau Claire has jumped 46 percent from \$99.3 million in 1995 to \$145.4 million.

Michael Ostrowski, DOT regional project development manager in Eau Claire, said the agency has become more sophisticated in how it projects costs. When the U.S. 53 and Highway 29 projects were planned, he said, "very little engineering was done to come up with those estimates," Ostrowski said, with the department using standard dollar-per-mile estimates to develop its figures.

The audit bureau also made important recommendations that the agency should pursue:

- n Improve financial reporting by tracking the amount and cost of real estate and environmental expenses.

- n Report complete information on expenses for all major highway projects twice a year to the Transportation Projects Commission.

- n Communicate changes in the scope of the projects.

But these efforts won't hold down the costs of highway projects unless legislators themselves resist the temptation to pork up the budget above and beyond what the DOT and the projects commission recommend.

- Doug Mell, managing editor

LAWMAKERS BATTLING ANOTHER BOGEYMAN

<http://www.wausaudailyherald.com/wdhopinion/283065530614768.shtml>

JOHNSRUD SHOWED CLASS, INDEPENDENCE, HUMOR

<http://www.lacrossetribune.com/articles/2004/03/19/opinion/00edit19.txt>

Doyle should sign highway cost bill

Overruns big hit on taxpayers

Doug Mell

Leader-Telegram Staff

It wouldn't be hard, as the Legislature wraps up its underwhelming session, to miss this bill.

After all, it doesn't have the panache of some of the measures allowing citizens to carry concealed weapons, banning gay marriages, for example that tied legislators up for days and garnered all the headlines.

But the measure that the Legislature sent to Gov. Jim Doyle recently on controlling runaway highway costs certainly deserves some attention and the governor's signature.

Assembly Bill 893 was the product of a scathing audit of the Department of Transportation's spending on major projects, most of which were approved from 1989-95. These include the U.S. 53 bypass project in Eau Claire and the Highway 29 widening project.

The Legislative Audit Bureau revealed that seven of these major projects accumulated cost overruns of \$381 million.

When the report was issued in November, the cost estimate for the 21-mile Highway 29 bypass around Chippewa Falls was \$164 million, more than double the original estimate of \$77.2 million in 1991. The increase was 53 percent after taking inflation into account.

The cost of the 7.5-mile U.S. 53 bypass around Eau Claire increased 46 percent from \$99.3 million in 1995 to \$145.4 million. The inflation-adjusted increase was 21 percent.

The audit bureau said the increases were from higher real estate costs, project delays and other factors.

Following these revelations, Rep. Suzanne Jeskewitz, R-Menomonee Falls, and Sen. Carol Roessler, R-Oshkosh, introduced legislation to help address the cost-overrun problem in the transportation department.

"We can't afford to continue to have cost increases of this magnitude," Jeskewitz said after the report was issued. She is co-chairwoman of the Legislature's Joint Audit Committee.

Here is what the legislation does:

n The Transportation Projects Commission will be prohibited from approving a major project until it has been notified of federal approval of the final environmental impact statement or environmental assessment.

n Senior department officials will create a change management system to ensure review of changes in project cost, design and timeline.

n The department will report twice a year to the Transportation Projects Commission on the activities of the change management system relating to major highway projects.

n The Legislature will be prohibited from approving major highway projects unless the Transportation Projects Commission recommends them.

n The department will be required to make certain information and reports available on the Internet for taxpayers to review.

All too often, bills like this get waylaid by more prominent concerns. But this bill obviously is needed, and Doyle should sign it as soon as possible.

Doug Mell, managing editor

**AND FINALLY,
RIPON GAINS STATUS AS GOP BIRTHPLACE
<http://www.jsonline.com/news/state/mar04/215730.asp>**

**AND FINALLY, ONE MORE TIME,
WILL WE EVER GET ANY WORK DONE????
<http://www.madison.com/wisconsinstatejournal/biz/70468.php>**

AUDIT BUREAU RELEASES EVALUATION

The Legislative Audit Bureau released its evaluation today of the Major Highway Program within the Department of Transportation. The bureau evaluated: program selection, expenditures, cost increases, effects of state and federal environmental laws on construction and costs, financing for projects and how Wisconsin highways, transportation funding and transportation spending compare with other Midwest states.

The Audit Bureau found that the state's highway system is in generally good condition but faces many challenges including: a \$5.2 billion shortfall in the long-range highway plan, reconstruction of the southeast freeway which is not yet fully funded, increased reliance on bonding, commitments to complete 32 major projects currently enumerated, and other DOT managed programs.

Both Co-Chairs of the Joint Audit Committee, Rep. Jeskewitz and Sen. Roessler, have agreed to hold a public hearing on the audit findings in January 2004. A link to the complete report and release from the Co-Chairs may be found at [The Wheeler Report Website](#).

Tom
Walker

The Critical Role of Major Highway Projects

Capacity, Congestion and Economic Stagnation:

Congestion results when traffic volumes increase, approaching and then exceeding the capacity of a given route. The result is an increase in accidents, wasted time and fuel, and loss of reliability. These impacts are unacceptable to Wisconsin motorists, and critically undermine a business's ability to depend on its delivery schedules and manpower deployment in a "just-in-time" environment.

Traffic volumes directly increase with economic activity, as well as with population, the number of household, the number of licensed drivers, and the availability of vehicles.

There is a near perfect correlation between GDP (Gross Domestic Product) and VMT (vehicle miles of travel).

In Wisconsin traffic grew by about 60% over the last twenty years. During the same time, state highway lane miles grew only 5%.

Total traffic is projected to grow 35% by 2020, with commercial truck traffic projected to nearly double!

Without new capacity, the number of congested state highways will grow nearly 70% by 2020.

America's Transportation Capacity Crisis:

There is a growing consensus that America has neglected to invest adequately in new transportation capacity, for at least 25 years, while Europe and the Pacific Rim have invested a much higher percentage of GDP, building new, modern and efficient transportation infrastructure that puts them on the cutting edge of competitive production in a world economy. The problem can be easily seen in all transportation modes: congested urban and inter-regional highway corridors; traveler delays at hub airports; railroad bottlenecks at key interchange points like Chicago and at ocean ports; etc.

In an article published just this month in the Transportation Quarterly, the most authoritative journal of transportation policy in the world, Kenneth Wykle and William Tuttle laid out the case for a third transportation revolution, that would impact economic productivity as much as the first two: building of the transcontinental railroad and the interstate highway system. The revolution would produce "a major rebuilding, expansion and modernization of the nation's transportation infrastructure."

Why? The stakes are quite clear. The internet revolution has created a time-driven paradigm as never before, both for consumer goods and for manufacturing inputs and outputs. With reliability and predictability assured, the full value of that potential can be realized. But without them, the economy will stagnate with higher transport costs.

Here's what Wykle and Tuttle emphasize:

"If the nation doesn't triple transportation capacity in the next 40 years, our prediction is that the economy will not grow 2 to 4% annually and income will not grow as expected. Productivity growth facilitated by the explosive growth of information technology will be blocked by a crippled and congested infrastructure. Export competitive advantages will be lost because of high distribution costs and unreliable distribution service, and US goods will be less competitive in foreign (and US) markets. The US economic advantage will deteriorate and the growth of high-paying jobs will disappoint a growing population."

Wisconsin is appropriately focused on expanding its economy, creating new jobs, and increasing average worker pay. We clearly cannot take a chance that congestion will undermine these goals.

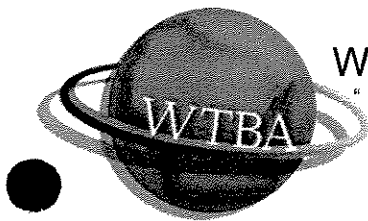
Therefore, based on the consensus criteria that state spending must be prioritized on the basis of its potential to create good-paying jobs, investments in transportation capacity are quite likely the most cost-effective use of limited state and federal transportation funds.

Major Highway Program



Wisconsin Transportation
Builders Association

*Implementing Legislative Audit Bureau
Recommendations to Improve Program Performance*



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January 2004

Dear Legislator:

The Wisconsin Transportation Builders Association (WTBA) appreciates this opportunity to comment on the November 2003 evaluation of the Major Highway Program by the Legislative Audit Bureau (LAB). We commend the LAB for its thorough analysis of this important transportation program and look forward to working with WisDOT and the Legislature in implementing many of its recommendations.

WTBA believes that some key findings and observations have not received adequate discussion in the aftermath of the audit's release:

- On one hand, WisDOT was heavily criticized for project cost increases, while little attention has been paid to the primary reason for the escalating cost estimates or to the Department's successful outreach to incorporate local preferences into projects that impact our communities.
- On the other hand, the audit highlights some inconsistencies regarding tracking of various expenditures. Our industry hopes to work with the Department to improve these processes.

This briefing document highlights the key issues of the LAB's Major Highway Program report that WTBA would like to emphasize to the Legislature. Specific WTBA comments and recommendations are in *italics*. If you have any questions or comments about WTBA's response to these issues, please feel free to contact our office.

Tom Walker
Executive Director
Wisconsin Transportation Builders Association
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Madison, WI 53703
(608) 256-6891

Mechanisms tools
in place to fully assist
= not there today
Transmitted to PRK
to Reg. on Reg basis
ANNEX = reasonable

Executive Summary

WTBA's major points in this analysis of the LAB report on the Major Highway Program include:

COST INCREASES

- The report's documented cost increases of the seven major projects examined in the report does not acknowledge:
 1. The impact of inflation during the 12 years between project enumeration and completion of construction.
 2. Cost variances between the initial estimate and the final cost estimate occur because they represent a project's scope at dramatically different points in its development process.
- WisDOT implemented process improvements to develop more accurate cost estimates in 1992, which have consistently narrowed the gap in project cost increases with each successive state budget.
- WTBA believes further cost questions can be resolved if the TPC receives annual expenditure information for all major projects and is updated more frequently about changes in project design and scope.

OTHER KEY ISSUES

- WTBA has expressed its interest in working with WisDOT to track major project environmental expenditures and supports increased information technology resources for the Department to develop a state-of-the-art cost accounting system.
- WTBA agrees with LAB's recommendation that WisDOT develop policies specifying that all project costs be included in a project's cost estimates that are presented in environmental impact statements.
- WTBA agrees that excessive use of bonding for major projects can result in high levels of debt service payments that threaten future transportation investment. WTBA supports reducing major highway bonding by 5% per biennium until the program is 40% bonded at the conclusion of the 2009-11 budget. However, the LAB's projected debt service assumes an extremely high level of bonding that is unlikely to occur.
- In some cases, it is in the state's long-term interest to invest more money upfront to build a major project to freeway, rather than expressway, standards. Primarily because access is restricted, freeways can more safely accommodate increasing levels of traffic and help focus future development and prevent sprawl.

TPC REFORM

WTBA suggests ~~four improvements~~ to the current Transportation Projects Commission (TPC) process for evaluating and approving major projects:

1. Creating public notice and information requirements to assure full public input into the deliberations and recommendations of the TPC.
2. Requiring a biennial report on factors influencing future travel growth and congestion, which the TPC will consider in recommending an Annual Investment Level that will determine the number of new major projects eligible for enumeration.
3. Requiring WisDOT to provide the TPC with an annual report that tracks the development of each enumerated project and provides an annual schedule showing projected expenditures.
4. Completing a Final Environmental Impact Statement and obtaining an FHWA Record of Decision before considering statutory project enumeration in order to provide the TPC with more accurate cost information to consider in deciding which projects to recommend.

*Change
Pt. of
Enumeration
3-4 yr.
Final
discern*

Should test about what they say

CONCLUSION

The LAB highlighted several transportation funding issues in Wisconsin:

- ✓ The state's high (31.5 cents/gallon) gas tax is offset by one of the lowest vehicle registration fees (\$55 for cars and light trucks) in the Midwest.
- ✓ Wisconsin ranks in the middle of the seven Midwestern states and below the national average in overall highway spending.
- ✓ Wisconsin relies solely on highway user fees to fund transportation, while every other Midwestern states supplement transportation revenues with other taxes and fees.
- ✓ Wisconsin must refrain from excessive use of bonding for state highway improvements to ensure that rising debt service does not threaten future program investments.

Major Highway Project Cost Increases

The LAB audit found that construction costs on the seven Major Highway Projects it examined were a cumulative \$381 million more than initial estimates.

12-11 inflation.
w/o detail

WTBA believes there are two primary reasons for the reported increase in project costs:

1. Inflation

The project cost increases of \$381 million cited in the LAB report are expressed in *actual dollars*, not inflation-adjusted *constant dollars*. Given that it now takes more than 12 years between Legislative enumeration of projects and completion of construction, inflation is a significant and unavoidable cost-driver of these projects.

Had the project cost increases been expressed in constant dollars, the difference for the seven projects would have been \$228 million – still a significant amount but the cause for which is more fully explained in the following section.

2. Initial project concept vs. final project design

The cost figures compared in the audit represent a project's scope at dramatically different points in the development process.

The *initial estimate* at the time the Transportation Projects Commission (TPC) is asked to approve beginning an Environmental Impact Statement (EIS) is based on a broad project concept. A completed DRAFT EIS represents a more detailed snapshot of various project alternatives, before a final corridor is selected. The cost estimate at that point is more accurate than the initial estimate, but far from complete. The FINAL EIS selects the corridor for construction and makes numerous project detail decisions, incorporating environmental mitigation and community outreach input. Only at this point is the cost estimate realistic, although subsequent right-of-way acquisition can cost more than anticipated.

more detail
still conceptual
still less covered actual cost.

It is critical to understand that, currently, only after a project is enumerated does WisDOT finalize the comprehensive environmental analysis and produce a FINAL EIS that must be approved by the Federal Highway Administration. It is at this stage that the project becomes much more defined as all of the elements are incorporated that integrate the roadway into a community's long-range economic plans, as well as the desires of citizens and legislators. The result is the "final cost estimate" on a project that, in some cases, has dramatically changed from the concept that was initially approved by the Legislature.

= Bigger

For example, three route alternatives still existed for the U.S. Highway 53 Eau Claire Bypass when it was enumerated in the 1995-97 state budget – rebuilding the road on the current Hastings Way alignment, an “inner bypass” on the city’s east side, and an “outer bypass” that would have routed the highway east of Altoona. Hence, the *initial estimate* of \$99.3 million was made with the best information available to WisDOT at the time. It wasn’t until the Department selected the final corridor (the “inner bypass”) a few years later that final design, real estate acquisition and community outreach on specific project details resulted in the *final cost estimate* of \$145.4 million.

Comparing these two cost estimates is akin to a prospective homeowner assuming the \$49,999 concept advertised in the home improvement flier will be the final cost at closing – without taking into account the need for a foundation, driveway, landscaping and other features tailored to meet each person’s needs and/or tastes.

WTBA believes that WisDOT should NOT be held accountable for cost variances from the initial estimate established after a Draft Environmental Impact Statement because there are too many project uncertainties at this point in the process. Rather, the Department should be held accountable for cost increases that occur after the Final Environmental Impact Statement establishes the preferred alignment, final design and other project specifics.

WisDOT has taken steps since 1991 to provide additional analysis of major project candidates before presenting them for consideration by the TPC. Since creation of the TPC in 1984 until 1990, the process was based on untested concepts and rough average costs for estimating projects. Starting in 1992, as part of a court settlement with the then-public intervenor, the Department began basing its *initial estimates* at enumeration on a completed Draft Environmental Impact Statement, which lays out numerous project alternatives. This has proven to be more reliable – though still a “guesstimate” – with each TPC cycle.

The first projects enumerated under this new process (1993-95 Budget) were based on “just completed” EIS’s, with no time for further evaluation. More recently, some time has elapsed following completion of the Draft EIS, before actual enumeration has occurred. This has allowed cost estimates to be more accurate.

As shown in the table on the following page, the difference between the *estimate* at enumeration and the *final cost estimate* for the seven projects examined in the LAB report has generally narrowed with each successive state budget, suggesting the process improvements are working to more accurately project costs:

Dot going pretty good job at
29 - express way
29 - freeway -
not fields,
cut off at grade access
do
Freeway can do
Metro fast cars
could another road

<u>Project</u>	<u>Enumerated</u>	<u>Constant \$ % Cost Increase</u>
12 Whitewater Bypass	1991	169.1%
110 USH 41-STH 116	1991	97.6%
29 Chippewa Falls Bypass	1991	52.8%
64 Houlton-New Richmond	1993	65.2%
12 Sauk City-Middleton	1993	58.9%
53 Eau Claire Bypass	1995	21.2%
39/51 Wausau Beltline	2001	39.7%

WisDOT should be strongly commended for continuous efforts to understand and manage costs, while at the same time being responsive to the needs of the communities a project will impact.

WTBA also believes more consistent financial reporting requirements and regular communication with the Legislature on changes in the scope of projects will validate justifiable cost increases and help constrain unjustified cost increases. We agree with LAB recommendations that WisDOT:

- Report complete expenditure information for all major highway projects to the TPC (semi-) annually. *WTBA believes this report should be an annual statutory requirement and should include expenditures for design and construction engineering.*
- Consistently communicate changes in project design and scope, so that all parties understand when project or funding needs expand beyond initial proposals. *This will help legislators understand the costs and benefits of project modifications, such as upgrading a highway from expressway to freeway standards.*

Other Key Issues

The audit made several other recommendations WTBA believes would result in improved tracking of project expenditures and increased accountability in project development. It also highlighted several other issues that are worth discussion.

Among the recommendations:

- Improve financial reporting by tracking:
 - The number of acres and the cost of all real estate it purchases for each major highway project;
 - Overall and per project environmental expenditures, including those incurred by WisDOT staff, consultants and contractors.

WisDOT's technology for reporting project costs is out-of-date, which is further hampered by inconsistent reporting within the Department. WTBA is supportive of increased information technology for WisDOT and believes an independent consultant could develop a state-of-the-art cost accounting system for the Department, with protocols for uniform reporting.

WTBA has already expressed its interest to WisDOT in cooperatively developing a system to track overall and per-project environmental costs. (SEE JAN. 5, 2004, LETTER TO WISDOT SECRETARY BUSALACCHI AT THE END OF THIS SECTION). WTBA believes such a system should list separately the costs for conducting environmental impact statements and for environmental mitigation.

- WisDOT should develop policies specifying that all project costs should be included in a project's cost estimates that are presented in environmental impact statements.

WTBA agrees with this recommendation, which will help track changes to a project's cost over time and assist the TPC in evaluating projects, and looks forward to reviewing the new guidelines WisDOT expects to develop by Jan. 1, 2005.

Other key issues:

- Bonding:** The audit points out that under current WisDOT estimates, debt service payments will exceed proceeds from Transportation Revenue Bonds beginning in FY 2009.

WTBA has consistently advocated the responsible use of bonding for long-term capital improvements such as highway projects, while warning against excessive borrowing that pushes increasing costs into the future. Debt service payments will inevitably exceed bond proceeds over time as long as bonding continues to comprise the same percentage of a program's total funding.

WTBA supports the gradual reduction in the 55% bond share of the Major Highway Program by 5% per biennium until the program is funded 40% with bonds at the conclusion of the 2009-11 state budget. Less debt means more funding for future transportation needs. This provision should be included in the next budget.

However, the debt service projection included in the audit assumes that bonding in FY 2005-06 will increase by 20.2%, reflecting the increased level of funding needed for already-enumerated major projects. This is a worst-case scenario, since future debt service will be less if the level of bonding for major projects in the next budget is not dramatically increased. Even under this scenario that continues to assume a heavy reliance on bonding, the Transportation Fund's revenue-to-debt ratio in FY 2012 is projected to be 2.38-to-1, which still exceeds the 2.25-to-1 ratio that is required of major bond rating firms. This is hardly a bonding crisis. It is likely that the Legislature will adjust fees to keep up with inflation at some point in the next decade.

- Freeways vs. Expressways:** The audit points out that project costs can increase significantly when WisDOT upgrades a highway from expressway to freeway standards. Expressways typically have at-grade intersections with lower-volume crossroads, while freeways use interchanges to restrict access from intersecting roads. The cost to construct a high-speed interchange is roughly triple the cost of constructing an at-grade intersection.

WTBA believes there are several reasons why it is in the state's long-term interest to make an additional investment upfront to construct a freeway rather than an expressway in some cases. The first is safety since interchanges eliminate cross-traffic and the potential for crashes due to motorist error. The second is improved traffic flow through continuous movement that prevents traffic tie-ups and rear-end collisions.

The third is that freeway interchanges can better accommodate future traffic patterns where development is likely to occur. Generally, the closer a highway is to a growing urban area, improvements to freeway standards can help focus development and prevent sprawl. An expressway design with at-grade intersections often leads to strip development and too many access points that result in safety problems. Fixing these problems is expensive and could require yet another new corridor to bypass the problem area.

Initially building an expressway and retrofitting it later to freeway standards to improve safety and traffic flow can be extremely expensive and difficult, since it threatens access to existing businesses, requires some of their right-of-way and disrupts surrounding residential neighborhoods. A good example is U.S. Highway 18/151 in the city of Madison, where proposals to upgrade Verona Road to freeway standards have met stiff opposition from residents and businesses. In addition, upgrading portions of U.S. Highway 29 west of U.S. Highway 41 to freeway standards after initial construction as an expressway in the 1980s and 1990s will cost the state more in the long run.

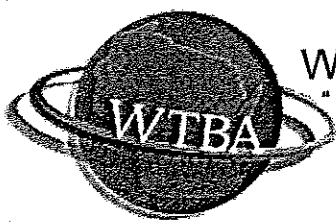
- Changing the Point of Project Enumeration:** *WTBA believes that the project cost issues highlighted in the LAB audit emphasize the need to change the point at which the Legislature statutorily enumerates Major Projects. THIS IS EXPLAINED IN GREATER DETAIL UNDER POINT #4 IN SECTION 3 OF THIS BRIEFING DOCUMENT, TPC REFORM.*

Currently, the TPC must grant non-statutory approval to any potential major project before WisDOT may proceed with preparation of an Environmental Impact Statement (EIS). Upon completion of the Draft EIS, the TPC can recommend statutory approval ("enumeration") to the Governor and Legislature if it determines that construction on the project can begin within six years.

Only after enumeration does WisDOT begin a Final EIS to develop the details of the project. This process creates several problems:

1. Enumeration occurs before sufficient analysis has occurred to accurately estimate costs;
2. Too many projects are under development, as evidenced by the 12-year time period between enumeration and completion of construction;
3. It creates false expectations for communities and other stakeholders, who expect a project to be completed within six years of enumeration.

WTBA believes that after the Draft EIS is completed, the TPC should be empowered to approve (non-statutory enumeration) WisDOT proceeding to complete a Final EIS on a project and secure a Record of Decision from the Federal Highway Administration. At that point, the TPC would consider recommending the project for enumeration in state statutes. This would ensure much more accurate cost estimates at the point of enumeration and limit the number of enumerated projects under construction to a more manageable level.



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January 5, 2004

Mr. Frank Busalacchi, Secretary
Wisconsin Department of Transportation
4802 Sheboygan Avenue
Madison, WI 53702

RE: Audit of Major Highway Program

Dear Secretary Busalacchi:

Happy New Year! I hope 2004 proves to be an exciting year for you, and we are looking forward to working with you and the Doyle Administration to address future challenges to Wisconsin's transportation system.

In that regard, I wanted to offer our assistance in your efforts to respond to issues raised in the recent audit of the Major Highway Program. As you are aware, this audit recommended WisDOT track its environmental expenditures, and indicated the need to work with contractors to gather this information. In your November 17, 2003 letter to State Auditor Janice Mueller, you also recognized the need to work with contractors to gather this cost information, and noted that you would be requesting that the transportation construction industry participate in a discussion regarding the costs of environmental regulation.

As you suggested in your letter, there may be some competitiveness and confidentiality issues to address in gathering this information. However, we would welcome the opportunity to provide the Department with environmental cost information in a manner that meets all parties' needs. We recognize that, without our assistance, the Department would have difficulty gathering certain environmental cost information, particularly in regard to the numerous costs for which there is not a specific bid unit tab.

An example regarding the use of aggregate from a commercial site that is not entitled to permit exemptions under chapter 30 of the Wisconsin Statutes might help clarify this point. Currently, there is a proposal being discussed in the Legislature that would, among other things, create a new permitting system for high capacity water wells. Nonmetallic mines frequently use these wells to wash rock. Obviously, if a permit application is denied, the economics regarding the use of aggregate from that site for a particular project may change. Even if a permit is granted, the cost of obtaining the permit, and the cost of complying with any permit requirements, such as the cost of monitoring water levels, will ultimately be reflected in aggregate costs. Similarly, the

costs of obtaining nonmetallic reclamation permits will also be reflected in the cost of aggregate from commercial sites.

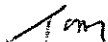
It may be important for WisDOT to take part in this process, to make sure aggregates are available at an acceptable cost.

There are numerous other examples of environmental costs for which there is no separate bid unit tab, but for which the environmental cost may be buried in a unit cost. These costs go largely undetected by WisDOT. Moreover, the costs of these items may be difficult to determine, even if they are identified. However, these are real costs that are part of overall project costs.

We believe that the best way to track these costs is to rigorously identify changes in policies and rules as they happen, and then track their cost consequences as these policies and rules are implemented.

Again, we look forward to working with you on this important issue, and wish you a joyful and prosperous new year!

Sincerely,



Thomas Walker
Executive Director

cc. Ruben Anthony, Deputy Secretary
Randy Romanski, Executive Assistant

TPC Reform

Bill

The findings and recommendations of the LAB report highlight several problems inherent in the current process of evaluating, approving and developing Major Highway Projects in the state. They have surfaced repeatedly over the past enumeration cycles, frustrating Legislators and TPC members, as well as local communities and other project stakeholders. WTBA suggests the following elements to improve the Transportation Projects Commission process:

*So Backed
EIS TO FEIS
Final EIS →*

1. Improve Public Involvement in TPC Decision-making:

- Require the Governor to provide a minimum 2-week public notice for all TPC meetings.
- Require the Department to create a TPC web site that incorporates all formal communications between the Department and the entire TPC.
- Require the Department to post on the web site all materials that will be used at an upcoming TPC meeting at least one week before the scheduled meeting.

Rationale: Over time, short notice of TPC meetings has become common. Departmental information is currently provided only to TPC members. Materials for use at the meeting are provided only at the meeting, and are not always available. These changes, effective in January 2005, will assure full public input to the recommendations of the TPC.

2. Setting the Annual Investment Level:

- No later than April 15 in each even-numbered year, require the Department to provide a biennial report to the TPC that updates state and regional projections of factors influencing travel growth so members understand future congestion demands.
- On or before July 15 in each even-numbered year, the Commission will recommend an Annual Investment Level (AIL) to the Governor and the Legislature to be included in the following Biennial Budget. In setting the AIL, the Commission should consider the Department's 20-year projection of emerging congestion, current funding, and the cost of enumerated and pending projects.
- The recommended AIL will be used by the Commission to determine the number of new projects on which construction can begin within the following six years and be recommended for enumeration.
- Repeal s. 13.489(4)(b), which requires a financing proposal to accompany any project recommended requiring additional funding, above current levels.

Amended

Bid process absolute

*Revised then
IT imp-tech.
system*

*central office - where
receiving reports.
all data entered
out in district
Develop
protocol*

*-05-06
Jan 1*

Rationale: The TPC has no workable mechanism to adjust funding levels based on needs. As a result, the Legislature has begun to rely on budget enumerations, without adjusting the investment level in the budget. The result has been more projects enumerated than funding allows. To set the AIL appropriately, the TPC needs to understand the most recent forecasts for congestion, the reasons underlying them, and whether new policies can significantly affect those forecasts.

The TPC is the wrong place to recommend budget solutions, or fee increases, as is now required. That decision is appropriately made by the Governor and Legislature in the Executive Budget process. This new provision, effective in January 2005, will put in statutes the policy format that worked effectively in the 1980s.

3. Report on Project Evolution and Changing Cost Estimates:

- On or before July 1, the Department should provide to the TPC an annual report on project development.
- The report should track each project from the time it is first approved by the TPC for beginning the environmental process, through the following stages: completed Draft Environmental Assessment (DEA) or Environmental Impact Statement (DEIS); the Final EA or EIS and FHWA's issuance of a Record of Decision (ROD); final design and right-of-way acquisition; and contract lettings and change orders.
- When each stage is complete, the projected final cost (measured in constant dollars) should be re-estimated, with explanation of changes in cost projections.
- Require the report to provide an annual schedule showing projected expenditures for each statutorily enumerated project, by year, in constant inflation-adjusted dollars.
- This recommendation should be effective January 2006 to allow sufficient time to developing a tracking system.

Rationale: By its nature, the project development process moves in predictable stages – from a rough concept, to a series of alternatives, and finally to a selected alternative. Major factors influencing these changes include environmental concerns, the changing economy in the impacted corridor, and the needs of communities served by the existing or realigned facility. Cost comparisons across multiple stages are meaningless. This provision will provide an opportunity for WisDOT to justify project changes and expose uncontrolled cost drivers.

It will also provide the Legislature with a new tool to evaluate and manage the relative cost changes of various project elements, such as right-of-way and environmental studies and mitigation.

This is a more detailed outline of the key LAB recommendation on cost-tracking. Making this a statutory requirement will ensure its implementation.

4. Shift the Point of Statutory Enumeration:

- On or before September 15 of every even-numbered year, the Department will provide the TPC with two lists:
 1. Those projects with a completed Draft Environmental Assessment (EA) or Environmental Impact Statement (EIS) that the Department is recommending approval to proceed to the Final EA or EIS, and an FHWA Record of Decision.
 2. Those projects with a completed Final EA or EIS and an FHWA Record of Decision that the Department is recommending for statutory enumeration in the following budget.
- On or before December 15 of every even-numbered year, the Commission will approve from a list of projects that have a completed Draft EA or EIS those projects that may proceed to completion of a Final EA or EIS.
- On or before December 15 of every even-numbered year, the Commission will approve, reject or modify the list of projects recommended by the Department that have a completed Final EA or EIS, and a Record of Decision from FHWA. The recommendations will be forwarded to the Governor and Legislature.
- This recommendation should be effective in January 2005.

Rationale: The cost information at the Draft EIS stage is too preliminary to use for projecting spending over subsequent years. It is a fundamental flaw in the current process. However, formal approval by the TPC will allow selected legitimate projects to advance to the next stage.

Statutory enumeration at the Record of Decision stage provides two benefits. First, the cost information is far more accurate. This will eliminate cost escalation unanticipated by the Legislature, and keep projects on track, as long as the recommended Annual Investment Level is met. Second, this is consistent with the 6-year time frame already in the statutes. It takes about 8-10 years for a project to advance from a DEIS to the first lettings. Once a Record of Decision is reached, it takes about four years to complete final design, acquire right-of-way, and relocate utilities. Once statutory enumeration occurs, a community can expect construction in a reasonable time frame.

The list of statutorily enumerated projects will actually grow shorter.

Conclusion

The LAB audit also once again highlights several key transportation funding issues that WTBA has emphasized to the Legislature during past biennial budgets. Among them:

- ☑ At 31.5 cents per gallon (3 cents of which funds the Petroleum Environmental Cleanup Fund Award program), Wisconsin's state fuel tax is the highest in the country, which is offset by one of the lowest vehicle registration fees in the Midwest.
- ☑ Wisconsin ranks in the middle of the seven Midwestern states in overall highway spending and below the national average in highway investment per licensed driver, per resident and per million vehicle miles traveled.
- ☑ Every other Midwestern state supplements its highway user fees with other sources of transportation revenue, such as general purpose revenue, tolls, and additional transportation-related sales and excise taxes.
- ☑ Wisconsin must continue to utilize a reasonable level of transportation revenue bonds for the state highway program so that increasing debt service does not result in future program reductions.

Finally, WTBA believes caution is warranted in analyzing the reported significant improvement since 1998 in the percentage of state highway miles for congestion and pavement rating. In 1999, WisDOT changed the way it collects data on pavement conditions from a sonic to a more-accurate laser technology, leading to the improved rating. State-by-state comparisons have been rendered meaningless by the fact that more than 525 different performance measures are used in the 50 states, but only 11 measures were used by three or more states.

Similarly, the growing number of state highway miles with low levels of congestion is the result of a new definition of congestion as adopted in WisDOT's State Highway Plan.

Please call the WTBA office at (608) 256-6891 if you have any comments or questions about this booklet or the state's highway improvement plan.

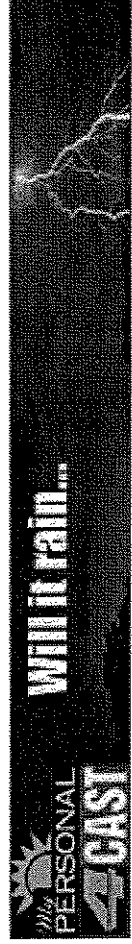
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State roads were deadliest since 1981

837 people died in accidents in 2003, and new year starts badly

By JACQUELINE SEIBEL
jseibel@journal sentinel.com

Posted: Jan. 2, 2004

An open seat for Christmas dinner, fewer gifts to open and a sedate celebration of the Green Bay Packers' dramatic entrance into the playoffs serve only as reminders to the Diekfuss family that there is a hole in their lives.

That void was caused by the death of their football-loving husband, father and grandfather, Kenneth Diekfuss, 72, in a car accident March 4.

"It hurts as much today as it did on March 4," said daughter-in-law Patti Diekfuss. "We're still dealing with so many firsts without him."



Fatalities



Kenneth Diekfuss, of the Town of Waukesha, was one of 837 people statewide who died in traffic accidents in 2003, the worst year for fatal accidents on Wisconsin roads since 1981, when there were 927.

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And 2004 is off to a deadly start - at least 15 people were killed in motor-vehicle crashes in Wisconsin in the first 48 hours of the year, compared with nine fatalities the first two days of 2003, authorities said Friday.

In Dane County, four people were killed in three crashes in the early going of 2004, including one in which one person was killed and four were hospitalized after their vehicle overturned while driving east at 2:25 a.m. Friday on U.S. Highway 14 in the Town of Black Earth. None of the seven occupants of the vehicle was wearing a seat belt, the Dane County Sheriff's Department said.

Other 2004 fatalities occurred in Kenosha, Chippewa, Shawano, Dunn, Juneau, Brown and Trempealeau counties, according to The Associated Press.

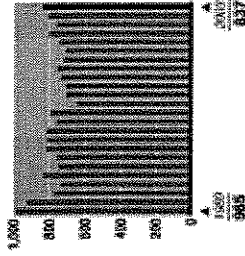
"This has been a disappointing year," Dennis Hughes, chief of safety policy analysis for the state Department of Transportation, said of the 2003 toll. "We were making some fairly good progress up until about five years ago."

State officials credited stricter drunken-driving laws that went into effect in 1982 for the lower number of fatalities on Wisconsin roads in the 1980s and 1990s. The fatality totals usually remained in the 700s statewide through the 1990s.

FATALITIES DEADLY CRASHES

In 2003 Wisconsin had more traffic fatalities than in any year since 1981. Traffic fatalities dropped dramatically in 1982, when tougher drunk-driving laws took full effect.

TRAFFIC FATALITIES IN WISCONSIN



*The first crash in 2004 took place on the corner of U.S. Highway 14 and the corner of Black Earth Road in the Town of Black Earth on Friday, Jan. 2, 2004. The crash resulted in the deaths of four people and the hospitalization of four others.

Source: Wisconsin Department of Transportation
RITA RAMBOLD

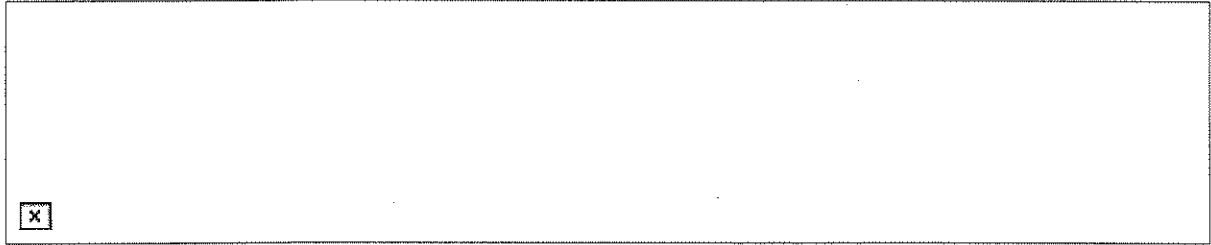
Graphic/Rika Kanaoka
[Deadly Crashes](#)

Key Factors

Fatalities are up because:

- Roads are more crowded.
- People are in a hurry.
- Drivers are paying less attention to what's around them. Reasons include cell phones and longer commutes.

Source: Wisconsin Department of Transportation



AdFinder

But with even harsher penalties in place today for drunken drivers, the numbers are increasing. And in many accidents, alcohol is not a factor, Hughes said.

The roads are more crowded, people are in a hurry and they are paying less attention to other drivers and what's around them, Hughes said. Cell phone use, longer commutes and a general disregard for other vehicles on the road all have contributed to the death toll, he said.

And 60% of vehicle occupants killed in crashes last year weren't wearing seat belts, he said.

The final count for 2003 will not be complete until the end of January because people who die within 30 days of an accident will be included in the Transportation Department's 2003 total.

Hughes held out hope that two new laws could help reduce fatalities this year - the 0.08 blood-alcohol level considered evidence of intoxication for first-time offenders and a new provision dubbed the Baby Luke law that prohibits drivers from having any detectable amount of illegal drugs in their systems.

The latter law is named for Luke Logemann, a Waukesha infant who died because a man ingested cocaine, came to Milwaukee looking for a prostitute and ran a red light, plowing into the family minivan. The new law provides penalties for drugged driving as severe as those for drunken driving.

Improved vehicle and roadway design and emergency management systems may all help decrease the number of accidents, Hughes said.

Waukesha County Sheriff's Capt. Dave Beguhn said the increase in the number of fatalities has concerned the department, prompting it to start a "Fatal Accident Suppression" enforcement.

In this program, deputies saturate an area that has been identified as high-risk for accidents. Waukesha County had 33 total fatalities in

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2003, compared with 25 the year before.

Motorcycle deaths also contributed to the increase of fatalities, with 100 in 2003, compared with 78 the year before. Waukesha County had the highest number of all counties with 10 motorcycle deaths.

While only three fatal accidents occurred during the Harley-Davidson 100th Anniversary Celebration, Beguhn said, the event raised the profile of motorcycling.

"More people were buying motorcycles, and some of these riders may be less experienced than people who have been riding for years," he said.

Everyone has to do his or her part to reduce accidents, officials said.

"We have to remind people of the basics - watch your speed, watch what's around you, leave some room between vehicles," Beguhn said.

Kenneth Diekfuss was driving on Town Line Road last March when his pickup truck was rear-ended by another vehicle. The accident seemed minor, but an hour later when he was driving again his truck went off the road and he died. Autopsy results show he died of a severed artery in his neck, which occurred when he was rear-ended.

The woman driving the other vehicle, Kimberly J. Glander, 24, was issued tickets accusing her of inattentive driving and driving too fast for conditions, each carrying a forfeiture of \$349. She pleaded not guilty on Dec. 22, and a trial has been scheduled for March 1.

The Diekfuss family spent the holidays simply appreciating each other and what they have today, Patti Diekfuss said.

"I told my friends that I didn't want to be in a shopping mall looking for a gift for them," she said. "I would rather spend time with them."

Journal Sentinel reporter Kelly Wells contributed to this report.

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