

Fast Facts 2021

MDOT is responsible for all trunkline (M, US, I routes) throughout the state. This includes highways, railroads, pedestrian bridges, and all adjacent infrastructure (i.e., carpool lots, rest areas, noise barriers).

65% of all freight tonnage moved by truck



74% of all freight value travels by truck on state trunkline



23

Scenic Turnouts



82

Roadside Parks



267

Carpool Lots



77

Rest Areas



14

Welcome Centers



33 active cargo ports

14% of all freight tonnage moved by water

9,651 state trunkline route miles (M, US, I routes)

4,806 highway, railroad and pedestrian bridges



81 transit agencies

83 million passenger trips per year for both urban and rural



3 intercity Amtrak passenger routes = **520 miles**

780,549 passengers in FY 2019



665 miles of state-owned rail

17% of all tonnage freight moved by rail



annual vehicle miles traveled (AVMT) on trunkline

Trunkline is **8%** of mileage, but carries **53%** of all traffic in Michigan



9 million



registered vehicles in Michigan



230 airports statewide

19 commercial airports

4 state-owned airports

More than **43** million passengers per year

3 U.S. bicycle routes = more than 1,000 miles

178 open trails = 2,754 miles



3,175 miles of paved shoulders on trunkline

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HIGHWAYS, ROADS
and BRIDGES

Roadways

	Route Miles
Interstate	1,238
Freeway	1,936
Non-Freeway Trunkline	7,716
National Highway System (NHS)	6,457
Non-Trunkline NHS	1,230
Federal-Aid Highways	36,675
Source: Highway Performance Management System (HPMS).	Total: 55,252

- There were 101.7 billion Annual Vehicle Miles of Travel (AVMT) for all roads (2020).
 - 54.3 billion AVMT on trunkline roads.
 - 47.4 billion AVMT on non-trunkline roads.
- Michigan's 122,032 miles of public roads are:
 - 10th largest in the nation.
 - 28th largest state highway system.
- Michigan's local roads are the nation's:
 - 4th largest county road system.
(89,468 route miles as of 2017 FHWA statistics)
 - 22st largest city street system.
(21,200 route miles as of 2017 FHWA statistics)

Bridges

	MDOT	Area (SFT)	Local	Area (SFT)
Highway Bridges	4,539	51,356,383	6,726	18,400,613
Railroad Bridges	125	862,815	249	1,128,766
Pedestrian Bridges	131	431,759	56	64,330
Other Bridges	11	49,354	7	491,812
Total Bridges	4,806	52,700,311	7,038	20,085,521

Note: Excludes bridges less than 20 feet long and those currently under construction or not yet let for construction.

Mackinac Bridge:

- Passenger vehicle - \$2 per axle or \$4 per car
- All others - \$5 per axle

Blue Water Bridge:

- Cars - \$3, extra axles - \$3
- Trucks and buses - \$3.25 per axle

International Bridge:

- Cars - \$4, all others vary

NONMOTORIZED TRAILS

According to the Rails to Trails Conservancy, Michigan leads the nation in miles of open nonmotorized trails, with approximately 178 trails totaling 2,754 miles.

- There are 24 proposed trail projects totaling 219 additional miles.

CARPOOL LOTS

- There are 267 carpool lots in Michigan, including 23 public-private partnerships (18 of these locations are in Meijer parking lots near highways).
- MDOT continues its efforts to provide bike racks at carpool lots, and to attract transit service to lots where appropriate.

LOCAL TRANSIT
SYSTEMS

MDOT provides about 37 percent of funding for local bus transit system through the Comprehensive Transportation Fund (CTF). This consists of 81 agencies ranging from city and county-level transit systems to multi-county authorities and one fixed guided-way system. MDOT also provides support for 37 specialized transportation service providers, the Michivan van pool program, three intercity bus carriers, and four marine passenger systems.

- Local, state, and federal investments in local transit services are projected to contribute nearly \$700 million in economic and other benefits to Michigan communities in FY 2019.

PASSENGER RAIL

- Ridership increased more than 2.1 percent in FY 2019.
 - **The Wolverine:** operates three daily round trips between Pontiac, Mich., and Chicago, Ill.
 - **The Blue Water:** operates a single daily round-trip between Port Huron, Mich., and Chicago, Ill.
 - **The Pere Marquette:** operates a single daily round-trip between Grand Rapids, Mich., and Chicago, Ill.
- Revenue from the three routes totaled about \$32 million in FY 2019.
- There are 22 active passenger stations in Michigan, 12 of which are multi-modal, serving passenger rail as well as intercity bus and transit.
- The Amtrak Thruway bus service provides connections between Amtrak routes and communities around Michigan. There is an Amtrak Thruway link between the Blue Water and Wolverine services that connects in Toledo, Ohio, with long-distance routes to the east coast.

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FREIGHT

- The most recent comprehensive freight data (from 2020) shows that Michigan's transportation infrastructure moved 515 million tons of freight, valued at roughly \$791 billion at that time.
- 73 percent of all freight tonnage is carried on trunkline, 74 percent by value.
- More than 101.9 tons of freight per year are moved by 26 railroads on approximately 3,600 miles of track. Most track is owned and maintained by railroads. 665 miles are owned by the state.
- 31 cargo ports handle approximately 70 million tons of freight annually.
- Air accounted for less than 1 percent of the tonnage moved through 19 commercial airports.



AIRPORTS

- Aviation contributes more than \$22 billion annually to the Michigan economy according to data provided by the Federal Aviation Administration (FAA).
- 614 million pounds of cargo moved by air in 2019.
- MDOT administers funds used for capital projects at the 90 highest priority airports.
- Nationwide, Detroit Metropolitan Airport was ranked 18th in total passengers for 2019.



HOW MUCH YOU PAY

Michigan road users pay for a 122,000-mile road system through user fees on vehicles and fuel. These fees also pay for much of the cost of public transit not covered by fares and local taxes. The fees cannot be diverted to non-transportation uses.

- For the typical Michigan car owner driving an average of 15,000 miles a year, the total state and federal road-user fees are \$435 a year. That's \$1.19 a day, or 2.9 cents per auto mile.
- For a typical 80,000-pound long-distance truck covering 81,000 miles a year, the total road-user fee is \$9,050 a year, or 11.19 cents per truck mile.

REGISTRATION FEES

- Most car and light-truck registration fees are based on the list price for each model set by the manufacturer. The fee for a new car is 0.6 percent of the list price. The fee falls by 10 percent in each of the next three years, so after a car is four years old the rate is 0.44 percent. The average fee for cars of all ages and prices is about \$135 per year.
- Truck registration fees are based on the maximum weight of the truck and its cargo. The fee is roughly 2.5 cents per pound per year. For a standard 80,000-pound five-axle truck, the annual fee is \$1,992. Farm, logging, and dairy truck owners pay greatly reduced fees of \$20 to about \$200 per year.
- Electric car and plug-in hybrid owners pay annual surtaxes of \$135 and \$47, respectively, to compensate for non-payment of the road-use fee on gasoline. Manufacturer and dealer plates cost \$10 per year. Permanent trailer plates cost \$75 for a small trailer and \$300 for a semi-trailer. Motorcycle plates are \$23. Governments, charities, and buses receive discount plates.
- Owners of most classes of vehicles pay additional taxes of \$5.75 to the Secretary of State and \$2.25 to the Michigan State Police on top of transportation fees.

Vehicles registered in Michigan (2019 figures; most current data available):

Autos and light trucks:	7,300,000 value-based
	61,000 pre-1984 weight-based
	142,000 historic vehicles
Dealer and manufacturer:	94,000 discounted plates
Heavy trucks:	98,000 in-state trucks
	54,000 Michigan-based in interstate commerce
	54,000 farm and log trucks (discounted plates)
	206,000 total
Trailers:	825,000 (approximate)
Motorcycles:	240,000
Mopeds:	34,000

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FUEL TAXES

Taxes on Motor Fuels
(2018 figures; in dollars per gallon)

	Gasoline	Diesel Fuel
Michigan fuel tax <i>for roads and transit</i>	\$0.259	\$0.263
Michigan 6 percent sales tax (as of January 2021) <i>for schools, revenue sharing, and transit</i>	\$0.115	\$0.132
Michigan environmental tax <i>for underground tank cleanup</i>	\$0.009	\$0.009
Federal highway fuel tax <i>for federal-aid roads</i>	\$0.184	\$0.244
Federal transit fuel tax <i>for big-city transit systems</i>	\$0.029	\$0.029
Federal underground tank tax <i>for underground tank cleanup</i>	\$0.001	\$0.001
Total taxes per gallon <i>at January 2018 fuel prices for calculation of sales tax</i>	\$0.591	\$0.663



STATE REVENUE

The Michigan Transportation Fund (MTF) receives road user fees, which are restricted by the state Constitution and are distributed to road and transit agencies through a formula in Act 51 of 1951.

- State highways.....36%
- 83 county road commissions..... 35%
- 531 villages and cities.....20%
- 81 public transit agencies and statewide public transportation.....9%

Approximate Annual MTF Revenues (FY 2020)

Vehicle registration taxes.....	\$1,408 million
Gasoline taxes.....	\$1,157 million
Income and sales tax.....	\$600 million
Diesel fuel taxes.....	\$238 million
Marijuana and other.....	\$49 million
Total revenue.....	\$3,452 million

Plus 4.65 percent of automotive-related sales tax revenue for the CTF of around \$95 million.

Deductions are taken “off the top” of the MTF to support Secretary of State offices and the Michigan Department of Treasury for revenue collection.

MICHIGAN STATE REVENUE PACKAGE

The MTF grew by \$600 million in 2017 from increased fuel and vehicle fees. Beginning in October 2018, income-tax revenue is credited to the MTF:

- 2019..... \$150 million
- 2020..... \$325 million
- 2021 and beyond..... \$600 million

These amounts are distributed to road agencies only, not to public transit agencies.

COST OF ROAD CONSTRUCTION


Roadway construction costs are typically based on standard design characteristics, materials, and the type of work performed.

Estimated Average Cost Per Lane Mile by Major Work Type for Various Networks
(2020 figures; in thousands)

	Reconstruction (REC)	Rehabilitation (REH)	Average R&R (ARR)	Functional Enhancements (FE)	Surface Seals (SS)	Capital Preventive Maintenance (CPM)
Combined Statewide	\$2,398	\$694	\$1,180	\$135	\$62	\$100
Freeway	\$2,707	\$855	\$1,515	\$130	\$90	\$119
Non-Freeway	\$1,877	\$561	\$842	\$139	\$56	\$92
Statewide Urban	\$2,553	\$770	\$1,319	\$139	\$69	\$115
Statewide Rural	\$1,666	\$463	\$659	\$121	\$55	\$74

Material Cost for Construction (2018)

Material	Cost
Hot Mix Asphalt (HMA) per Ton	\$71.53
Concrete per Square Yard	\$37.04
Structural Steel per Pound	\$1.35
Reinforcement Steel per Pound	\$1.04