

Fast Facts 2017

The Michigan Department of Transportation (MDOT) has jurisdiction over:

9,668 route miles (M, US and I routes) 32,045 lane miles (including ramps)	4,773 highway, railroad and pedestrian bridges	665 miles of state-owned railroad (126 miles as bridges)	4 state-owned airports (Houghton Lake Heights, Linden, Plymouth, Romeo)	85 roadside parks	78 rest areas (including 14 Michigan Welcome Centers)
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MDOT also provides financial and/or technical assistance for portions of the transportation system owned and operated by others, including local transit systems, airports, intercity bus, trails, etc.

	MDOT	Area (SFT)	Local	Area (SFT)	
Bridges	Highway Bridges	4,484	51,050,381	6,588	17,444,272
	Railroad Bridges	126	867,125	251	1,137,209
	Pedestrian Bridges	148	473,390	57	62,697
	Other Bridges	15	410,209	7	491,812
	Total Bridges	4,773	52,801,105	6,903	19,135,990

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

	Route Miles	
Roadways	Interstate	1,252
	Freeway	1,944
	Non-Freeway Trunkline	7,723
	National Highway System (NHS)	6,470
	Non-Trunkline NHS	1,215
	Federal Aid Highways	36,558

Source: Highway Performance Management System (HPMS).



HIGHWAYS and ROADS

Although the state trunkline system (M, US or I routes) accounts for only 8 percent of centerline miles, it carries 53 percent of all traffic and approximately 66 percent of commercial truck traffic.

- There were 95.1 billion Annual Vehicle Miles of Travel (AVMT) for all roads (2015).
 - 51.5 billion AVMT on trunkline roads.
 - 43.6 billion AVMT on non-trunkline roads.
- As noted in the 2017-2021 Five-Year Program, MDOT will invest \$1.2 billion in its highway program, supporting 15,000 jobs during 2017.
- Michigan's system of 122,280 miles of public roads is:
 - 10th largest in the nation.
 - 28th largest state highway system.
- Michigan's local roads are the nation's:
 - 4th largest county road system. (89,512 route miles as of 2015 FHWA statistics)
 - 21st largest city street system. (21,214 route miles as of 2015 FHWA statistics)



LOCAL TRANSIT SYSTEMS

Using the Comprehensive Transportation Fund, MDOT provides a portion of the funding for the local bus transit system, which consists of 80 agencies ranging from city and county-level transit systems to multi-county authorities and one fixed guide-way system. MDOT also provides support for 38 specialized transportation service providers, the MichiVan vanpool program, two intercity bus carriers, and four marine passenger systems.

- About 30 percent of the cost of operating local transit comes from state transportation funds.
- Overall, local public transit provided more than an estimated 82 million passenger trips in urban areas and 8 million trips in non-urban areas in fiscal year 2016.
- Local transit services contributed nearly \$740 million in economic and other benefits to Michigan communities (based on 2010 data).



PASSENGER RAIL

- A total of 684,202 passengers traveled on three Amtrak routes in Michigan in FY 2016. Ridership has increased more than 21 percent in the last 10 years.
- Revenue from the three routes totaled \$27 million in FY 2016.
- There are 22 active passenger stations in Michigan, 12 of which are multi-modal, serving passenger rail as well as intercity bus and transit.
- Amtrak operates three intercity passenger rail routes in Michigan, totaling 520 miles:
 - **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.
- Amtrak Thruway Bus services provide bus connections between Michigan Amtrak routes and communities around the state. There also is a Thruway Bus link between the *Blue Water* and *Wolverine* services that connects in Toledo, Ohio, with Amtrak long-distance routes to the east coast.

Fast Facts

2017

FREIGHT



The most recent comprehensive freight data (from 2014) shows that Michigan's transportation infrastructure moved 479 million tons of freight, valued at roughly \$861.5 billion at that time.

- Trucking accounted for 65 percent of the tonnage moved.
- Rail accounted for 21 percent of the tonnage moved. MDOT assists 27 railroads carrying more than 101.9 million tons of freight per year. Four of the 27 are major freight railroads.
- Water accounted for 14 percent of the tonnage moved. There are currently 33 active cargo ports, handling approximately 70 million tons annually.
- Air accounted for less than 1 percent of the tonnage moved.

TRAILS and BICYCLE LANES



Michigan currently leads the nation in miles of open nonmotorized trails according to the Rails to Trails Conservancy.

- There are approximately 178 open trails totaling 2,754 miles.
 - There are 24 proposed trail projects totaling 228 additional miles.
- Michigan also is home to an extensive bicycle network.
- Three officially designated U.S. Bicycle Routes with a total length of more than 1,000 miles.
 - As of 2015, MDOT had 57 miles of marked bicycle lanes in more than 20 locations statewide.
 - 43 miles of unmarked striped shoulders at 50 locations of MDOT trunkline.
 - Thirty-three percent of trunkline, or 3,168 miles, have paved shoulders 4-foot-wide or greater suitable for bicyclists and connecting rural communities.

BRIDGE FARES



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 - \$3.50
- All others vary

AIRPORTS



Aviation contributes more than \$20 billion annually to the Michigan economy according to data provided by the Federal Aviation Administration (FAA).

- There are 235 airports across the state (including 18 commercial airports).
- MDOT administers funds used for capital projects at the 94 highest priority airports.
- Overall, scheduled airlines transported more than 38 million passengers in calendar year 2015.
- Nationwide, Detroit Metropolitan Airport was ranked 17th in total passengers for 2014.



STATE REVENUE

The Michigan Transportation Fund receives road-user fees (vehicle and fuel taxes), which are restricted by the state Constitution to road and transit use. Beginning in calendar year 2017, MTF revenues will be increased to approximately these annual amounts:

Approximate Annual MTF Revenues (FY 2017)

Vehicle registration taxes . . .	\$1,189 million
Gasoline taxes	\$1,086 million
Diesel fuel taxes	\$218 million
Other	<u>\$42 million</u>
Total revenue.	\$2,535 million

Plus 4.65 percent of automotive-related sales tax revenue for the Comprehensive Transportation Fund (CTF) of around \$95 million.

Effective Act 51 Distribution

A formula in Act 51 distributes the MTF among 697 transportation agencies:

State Trunkline Fund	36 percent
County road commissions	35 percent
City and villages	20 percent
Comprehensive Transportation Fund	9 percent

After "off the top" deductions for the cost of revenue collection:

- Secretary of State: \$20 million interdepartmental grant from MTF; plus approximately \$43 million in license plate fees; plus General Fund money, as appropriated.
- Treasury: approximately \$8 million annually, as appropriated.

REGISTRATION FEES



FUEL TAXES

- A little under half of MTF revenue comes from vehicle registration fees: approximately \$1 billion in 2016, rising to \$1.181 billion in 2017, when the fee on most cars and trucks will rise by 20 percent.
- Cars and light truck fees are based on their original list price: half a percent for a new car, declining to about a third of a percent for a 4-year-old car. Fees for cars older than 1984 and trucks weighing more than 10,000 pounds are based on weight. Registration fees for interstate trucks are apportioned among the states in which each truck travels.
- The registration fee for a car of median value is about \$100 per year in 2016, and the fee for a standard 80,000-pound semi-truck is \$1,660. These fees will rise by 20 percent in 2017. Permanent trailer registrations are \$75 to \$300. Beginning on Jan. 1, 2017, an annual \$30 surtax will be charged for plug-in hybrid cars and \$100 for pure electric cars.

Vehicles registered in Michigan (2012 figures; most current data available):

Cars, light trucks newer than 1983 (includes motor homes)	7,105,424
Cars, light trucks 1983 and older	59,227
Manufacturer and dealer plates (discounted)	91,472
Historic vehicles (discounted)	111,873
Weight-based trucks	79,865
Farm, log, and milk trucks (discounted)	47,078
Trailers (permanent plates)	approx. 1,100,000
Motorcycles	246,256
Mopeds	44,017
Total	approx. 8,885,212

The Secretary of State deducts \$5.75 from the registration fee on most vehicles to pay for the cost of license plate administration, and receives a \$20 million interdepartmental grant from MTF. Another \$2.25 fee is added to most registrations for the Michigan State Police.

Aircraft Registration Fees:

- Aircraft registration is 1 cent per pound of maximum gross weight.

Michigan Gasoline Tax:

Nominally 19 cents per gallon in 2016, rising to 26.3 cents on Jan. 1, 2017, and increasing with the Consumer Price Index beginning in 2022. The actual gasoline tax is 98.5 percent of the nominal rate after deducting the “cost of collecting the tax,” making the true tax rate 18.715 cents now and 25.9055 cents in 2017. The Recreation Improvement Fund receives 2 percent of all gasoline tax, representing the gasoline burned in boats and snowmobiles.

Michigan Diesel-fuel Tax:

15 cents per gallon in 2016, rising to 26.3 cents on Jan. 1, 2017, the same rate as on gasoline.

Michigan LPG (Propane) Tax:

The same as on diesel fuel, presently 15 cents per gallon, rising to 26.3 cents on Jan. 1, 2017.

Michigan Natural Gas Tax:

Fuel tax will be collected on road use of compressed natural gas (CNG) and liquefied natural gas (LNG) beginning on Jan. 1, 2017. Rates will be the same as on diesel fuel, at gasoline-gallon equivalents for CNG and diesel-gallon equivalents for LNG.

Federal Gasoline Tax:

18.4 cents per gallon, includes 15.44 cents for the Highway Account, 2.86 cents per gallon for the Transit Account, and 0.1 cent per gallon for the Leaking Underground Storage Tank (LUST) fund.

Federal Diesel Fuel Tax:

24.4 cents per gallon, includes 21.44 cents for the Highway Account, 2.86 cents per gallon for the Transit Account, and 0.1 cent per gallon for the LUST fund.

Federal Gasohol Tax:

13.2 cents per gallon, includes 7.74 cents for the Highway Account, 2.5 cents for the U.S. General Fund, 2.86 cents for the Transit Account, and 0.1 cent for the LUST fund.

Federal LPG Tax:

13.6 cents per gallon, with 11.47 cents for the Highway Account and 2.13 cents for the Transit Account.

Federal CNG Tax:

4.3 cents per gallon, with 3.44 cents for the Highway Account and 0.86 cents for the Transit Account.

Aviation Fuel Taxes:

Excise tax of 3 cents per gallon of aviation fuel. There is a 1.5 cent rebate for commercial air carriers. 2 percent dedicated aviation sales tax revenue.

Park & Ride



CARPOOL LOTS

- There are 261 carpool parking lots located across the state, 23 of which are public-private partnerships. Included in the public-private partnerships are 17 locations that MDOT has partnered with Meijer Corp. to provide carpool parking spaces in Meijer parking lots located near the highway.
- MDOT continues its efforts to provide bike racks at carpool lots, and to attract transit service to lots where appropriate.

2015 MICHIGAN STATE REVENUE PACKAGE



State Transportation Funding Package

On Nov. 10, Gov. Snyder signed a package of transportation bills approved by the Legislature. In the short term, the legislation will:

- Provide \$450 million in additional fuel tax revenues, beginning in January 2017. The tax on gasoline and diesel fuel will rise to 26.3 cents at that time, as the legislation also provides for diesel parity.
- Provide \$190 million from a 20 percent increase in vehicle registration fees, also beginning in January 2017.

This \$600 million in new revenue will be distributed to MDOT, county road commissions, cities and villages, and the Comprehensive Transportation Fund through the existing Act 51 formula, providing a roughly 30 percent increase by 2018.

The new revenue is expected to generate an average of more than 4,000 jobs per year in the first two years. It will also help address the need to repair and maintain Michigan's existing transportation systems.

Beginning in 2019, the Legislature intends to appropriate income tax revenue to roads agencies, according to the Act 51 formula, excluding the Comprehensive Transportation Fund, in these amounts:

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

Beginning in 2016, the legislation adds transparency and accountability:

- Administrative Expenses:** MDOT administrative expenses, previously capped at 10 percent, are now limited to 8 percent of its budget.
- Pavement Warranties:** Road agencies are required to buy pavement warranties, where appropriate, for projects costing more than \$2 million.
- Competitive Bidding:** To reduce project costs, all agencies are required to competitively bid out projects costing more than \$100,000.
- Longer-lived Pavements:** MDOT will be required to prepare a report on the potential for constructing longer-lived pavements and report to the Legislature by June 2016.

COST OF ROAD CONSTRUCTION

Roadway construction costs are typically based on standard design characteristics, materials, and the type of work performed. General estimates are provided for the average cost per lane mile of major work by roadway type, and material costs.

Average Cost Per Lane Mile by Major Work Type for Various Networks (2016 figures; in millions)

	Work Type		
	Reconstruction	Rehabilitation	Average R&R
Combined Statewide	\$2.0	\$0.6	\$1.0
Freeway	\$2.0	\$0.8	\$1.3
Non-Freeway	\$1.9	\$0.5	\$0.8
Statewide Urban	\$2.1	\$0.7	\$1.2
Statewide Rural	\$1.2	\$0.5	\$0.6

Material Cost for Construction (2016 Year-to-Date)

Material	Cost
Hot Mix Asphalt (HMA) per Ton	\$64.18
Concrete per Square Yard	\$48.04
Structural Steel per Pound	\$1.31
Reinforcement Steel per Pound	\$1.06