

Fast Facts 2025

MDOT is responsible for Michigan's state highways (I, US, and M routes), including highway bridges, overpasses, rest areas, carpool lots, noise barriers, and other features. MDOT also maintains certain Amtrak and other railroads, and aids intercity bus and public transportation services.

74% of all freight tonnage moved by truck in 2022



23

Scenic Turnouts



82

Roadside Parks



267

Carpool Lots



61

Rest Areas



14

Welcome Centers



31 active cargo ports

9% of all freight tonnage moved by water in 2022

9,654 state trunkline route miles (M, US, I routes)

4,806 highway, railroad and pedestrian bridges



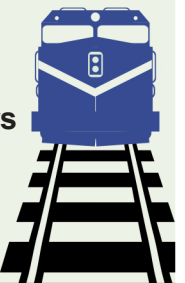
Passenger trips are back on the rise after the pandemic with an increase of 22% from FY 2022 to FY 2023.

79 public transit agencies

47 There were more than million rides in FY 2022

3 intercity Amtrak passenger routes operated by Amtrak

695,000 passengers in FY 2024



47,737 passenger trips on the five contracted intercity bus routes that link northern Michigan to the national transportation network

29 freight railroads

17% of all freight tonnage moved by rail in 2022



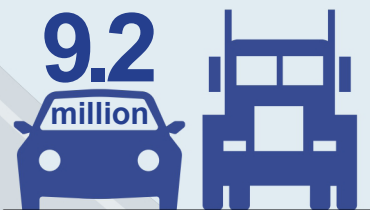
51.6 billion

annual vehicle miles traveled (AVMT) on trunkline in 2023

Trunkline is **8%** of mileage (Source: HPMS),

but carries **52%** of all traffic in Michigan (Source v24 2023 Statewide Statistics File)

9.2 million



registered motor vehicles in Michigan excludes trailers (figures are approximate)

In 2023, there were:

214 airports statewide

18 commercial airports



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

178 open trails = 2,754 miles



3 MDOT-owned airports and approximately

36 million passengers (Figures are low due to COVID-19)

Fast Facts

2025



HIGHWAYS, ROADS and BRIDGES

State Trunkline Route Mileage	
All Freeway State Trunkline	1,937
Non-Freeway State Trunkline	7,717
All State Trunkline	9,654

Public Road Route Mileage	
All State Trunkline	9,654
City and Village	21,254
County	89,590
Other Public Agencies	1,542
Total Public	122,040

Annual Vehicle Miles of Travel (AVMT)	
State Trunkline	51.6 billion
Non-Trunkline	46.7 billion
Total AVMT	98.3 billion

% State Trunkline Route Miles	8%
% State Trunkline AVMT	52%

Federal Aid-Eligible Route Miles	36,683
% Federal Aid-Eligible	30%

Source: v24 2023 Statewide Statistics File

Bridges	MDOT	Area (Sq.Ft.)	Local	Area (Sq.Ft.)
Highway Bridges	4,525	51,084,938	6,745	17,725,653
Railroad Bridges	124	854,745	251	1,135,118
Pedestrian Bridges	157	475,190	64	68,316
Other Bridges	11	49,363	4	27,075
Total Bridges	4,817	52,464,236	7,064	18,956,162

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

Mackinac Bridge (www.MackinacBridge.org)

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

Blue Water Bridge (www.Michigan.gov/BlueWaterBridge)

- Cars - \$4, extra axles - \$4, prepaid - \$3.50 per crossing
- Trucks and buses - \$4.25 per axle

International Bridge (www.SaultBridge.com)

- Cars - \$4.30, all others vary



NONMOTORIZED TRAILS

According to the Rails to Trails Conservancy, in 2020 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 is a total of 267 MDOT carpool parking lots throughout Michigan. Of these, 241 are owned by MDOT, 21 are Meijer-MDOT partnerships, and five are other public-private partnerships.

LOCAL TRANSIT SYSTEMS



MDOT provides about 32 percent of the operating costs for local bus transit systems through the Comprehensive Transportation Fund (CTF). This consists of 79 public transit agencies ranging from city and county-level transit systems to multi-county authorities and one fixed guideway system. MDOT programs support more than 100 entities providing specialized services across the state; the MichiVan van pool program; five intercity bus carriers, of which one carrier provides subsidized routes in both the Upper and Lower peninsulas, with connections to Wisconsin and Minnesota; and four marine passenger systems.

PASSENGER RAIL



- Three intercity routes:
 - **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.
- There are 22 active passenger stations in Michigan, 12 of which are multimodal, 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.
- Made necessary improvements to increase speeds up to 110 mph on another segment of Michigan's accelerated rail corridor.

Fast Facts

2025



FREIGHT

- The most recent comprehensive freight data (from 2022) shows Michigan's transportation infrastructure moved nearly 504 million tons of freight, valued at \$944 billion.
- 74 percent of all freight tonnage and value is carried on trunkline.
- In 2022, more than 83 million tons of freight was moved by 29 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 handled more than 46 million tons of freight in 2022.
- Air accounted for less than 1 percent tonnage, but more than 3 percent value.



AIRPORTS

- Aviation contributes more than \$22 billion annually to the Michigan economy according to data provided by the Federal Aviation Administration (FAA).
- Michigan's 18 commercial airports moved 534 million pounds in 2022.
- MDOT administers funds used for capital projects at the 90 highest priority airports.
- Nationwide, Detroit Metropolitan Airport was ranked 19th in total passengers for 2023.



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.

- The average driver drives about 13,000 miles, which results in a total annual road-user fee of \$442.82 (\$1.21 a day, or 3.3 cents per mile).
- For a typical 80,000-pound long-distance truck covering 81,000 miles a year, the total road-user fee is \$9,165 a year, or 11.33 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 \$156 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 \$155 and \$57.50, 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 registrations can be purchased for six to 17 months. While an annual 12-month motorcycle registration fee is \$25, most are purchased for more than 12 months (for a \$31.80 average). 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 (approximate)

Passenger Vehicles (Non-Commercial)	4,400,000 Station Wagons (SUVs)
	1,900,000 Four-Doors
	1,800,000 Pickups
	248,000 Two-Doors
	160,000 Vans
	85,000 Convertibles
	8,593,000 Total
Heavy-Duty Trucks	74,000 Farm/Log
	41,000 Tractors (Semis)
	75,000 Dump/Wreckers/Stake/Flatbeds
	190,000 Total
Miscellaneous	66,000 Electric Vehicles
	240,000 Motorcycles
	135,000 Trailers
	12,000 Historic Vehicles
	17,000 Other
	470,000 Total
Registered Vehicles	9,253,000 Total



FUEL TAXES

Taxes on Motor Fuels (2024 rates in dollars per gallon)

	Gasoline	Diesel Fuel
Michigan fuel tax <i>for roads and transit</i>	\$0.300	\$0.300
Michigan 6 percent sales tax <i>(as of June 2024) for schools, revenue sharing, and transit</i>	\$0.170	\$0.225
Federal fuel tax <i>for federal-aid roads and transit</i>	\$0.010	\$0.010
Federal highway fuel tax <i>for federal-aid roads</i>	\$0.184	\$0.244
Federal underground tank tax <i>for underground tank cleanup</i>	\$0.001	\$0.001
Total taxes per gallon <i>at June 2024 fuel prices for calculation of sales tax</i>	\$0.665	\$0.780



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 37%
- 83 county road commissions..... 35%
- 531 villages and cities..... 20%
- 84 public transit agencies and statewide public transportation..... 8%

Approximate Annual MTF Revenues (FY 2024)

Vehicle registration taxes.....	\$1,542 million
Gasoline taxes.....	\$1,259 million
Income tax redirection.....	\$600 million
Diesel fuel taxes.....	\$273 million
Marijuana and other.....	\$173 million
Total revenue.....	\$3,847 million

Plus 4.65 percent of automotive-related sales tax revenue for the CTF of \$124 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.

Source: Office of Revenue and Tax Analysis estimates of May 17, 2024.

COST OF ROAD CONSTRUCTION



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

Average Cost Per Lane Mile by Major Work Type for Various Networks (2021-2028) figures; in thousands of dollars

	Reconstruction (REC)	Rehabilitation (REH)	Average R&R (ARR)	Functional Enhancements (FE)	Surface Seals (SS)	Capital Preventive Maintenance (CPM)
Combined Statewide	\$5,200	\$1,259	\$2,683	\$196	\$85	\$141
Freeway	\$5,643	\$1,491	\$3,268	\$243	\$99	\$187
Non-Freeway	\$4,677	\$1,098	\$2,190	\$179***	\$82	\$127
Statewide Urban*	\$5,669	\$1,377	\$2,927	\$209	\$78	\$154
Statewide Rural**	\$2,298	\$524	\$1,167	\$158	\$94	\$116

* Statewide Urban column is the average costs from Metro, Bay, University, Grand, and Southwest regions

** Statewide Rural is the average costs from North and Superior regions

*** Includes ADA investment

Source: MDOT RQFS Cost Tables and Jobnet Database (June 15, 2023)

Material Cost for Construction (2024)

Material	Cost
Hot Mix Asphalt (HMA) per Ton	\$106.13
Concrete per Square Yard	\$67.69
Structural Steel per Pound	\$2.62
Reinforcement Steel per Pound	\$1.62

Statewide MDOT Bridge Repair Costs (2021-2023)*

Work Type	Number of Bridges	Average Cost Per Bridge	Average Cost (Sq.Ft.)
Preventive Maintenance	346	\$533,000	\$61
Rehabilitation	97	\$1,306,000	\$114
Replacement **	109	\$5,142,000	\$559
Overall Totals	552		

* NBI structures only (those included in the National Bridge Inventory)

** Replacement includes deck replacement, superstructure replacement, full replacement and culvert replacement