



County Road Association
OF MICHIGAN

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New report shows decrease in miles of county roads improved in 2025

*County Road Association "Progress Report"
shows '25 Road Funding Package desperately needed*

LANSING, MI – A new report compiled by the County Road Association (CRA) shows that Michigan's 2025 Road Funding Package is showing up just in time. In its 11th annual survey of Michigan's 83 county road agencies, 2025 was the first year in which the miles of roads improved were fewer than the previous year, according to the association's CEO.

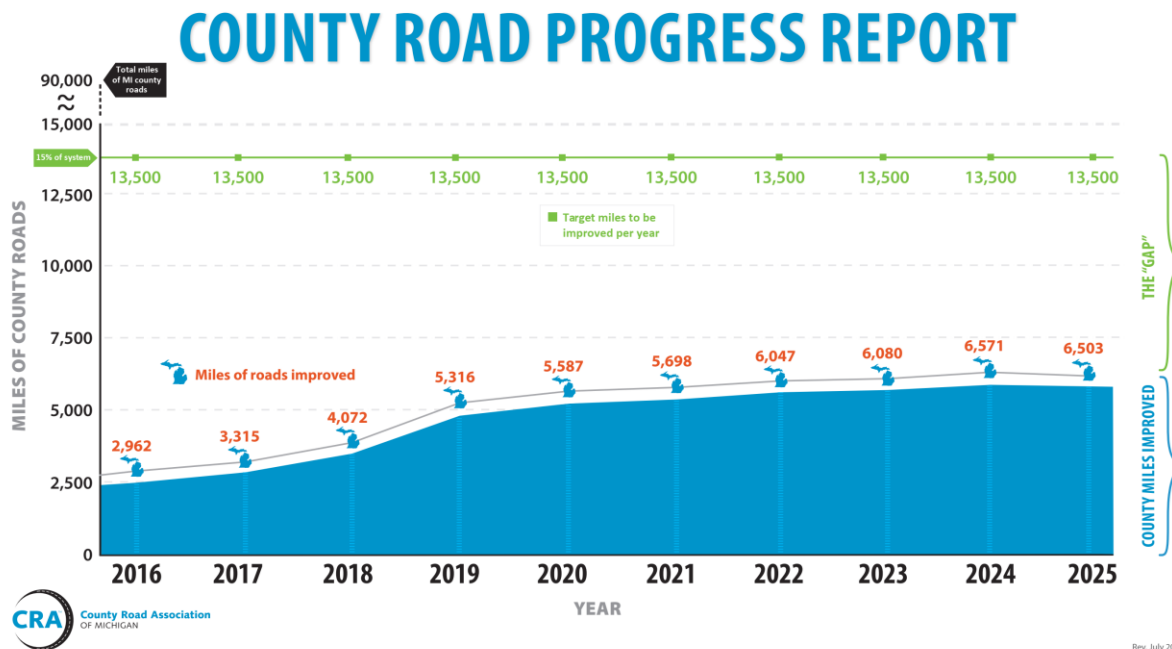
CRA's *2025 County Road Progress Report* found that 68 fewer miles of roads were improved in 2025 vs. 2024. That represents a 1% decrease in improvements on the 90,000 miles of primary and local roads under county road agency jurisdiction. County road agencies are responsible for 75% of Michigan's road miles and 52% of the bridges.

"This newly compiled data represents a complete stall and underscores the fact that the 2025 Road Funding Package is badly needed," said Denise Donohue, CRA CEO. "It was a bit of a surprise when we processed the data to find that 'miles improved' had actually dropped. We knew that most counties had been making lesser fixes to stretch the dollars across more miles, but even that fiscal strategy couldn't help counties keep up. We certainly didn't gain on our road conditions last summer."

"The 2025 Road Funding Package – which is just now beginning to be disbursed to our 83 county road agencies – will really start showing up on Michigan's county road and bridge network next construction season in 2027," Donohue said.

"Our counties' long-term goal has been to improve 15% of their road miles every year, which would be 13,500 miles," said Ed Noyola, CRA Chief Deputy and Legislative Director. "Clearly, we needed more money to make that happen. Road agencies are relieved that new funds began arriving in April – after a four-month temporary decline in road funds – and that will put fiscal 2026 road revenue on par with 2025. Again, not much improvement is expected this year. Big things should begin happening in 2027!"

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Michigan, and other states, have seen road revenues drop even as the system ages, due to increased fuel efficiency of all vehicles. This is compounded by the increased presence of all types of electric vehicles and significant inflation in the construction field, said Donohue. “An important component of the 2025 Road Funding Package is that it diversifies funding, adding wholesale marijuana tax and corporate income tax to the long-standing reliance on gas tax and license plates.

The *CRA Progress Report* considers road improvements to be anything from road resurfacing and chip sealing (surface strengthening), to gravel replenishment, total reconstruction and crack sealing.

CRA engineers have set the same goal for paved primary roads as MDOT: 90% good/fair on federal aid-eligible roads. These primary roads had an average rating of 66% good/fair across all reporting counties in 2024.

For the paved local road system that does not qualify for federal aid, the CRA goal is 60% good/fair. However, local roads have an average rating of 46% good/fair. In its *2025 County Road Investment Plan*, CRA reported that \$2.4 billion additional was needed annually to eventually meet these two goals.

Consistent with prior years, the report also showed that counties put 65% of road funding toward work on roads and rights-of-way; 14% for equipment to do the job; 4% to bridges, 3% each to buildings and underfunded liabilities, 7% to administration and 4% classified as other.

The 83 members of the County Road Association of Michigan represent the unified voice for a safe and efficient county transportation infrastructure system in Michigan, including appropriate stewardship of the public’s right-of-way in rural and urban Michigan. County road agencies maintain the state’s highway system in 63 counties.

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