

In the opinion of Dykema Gossett PLLC, Bond Counsel, and the Attorney General of the State of Michigan, (a) subject to compliance with certain covenants, under existing law, interest on the Bonds (as defined below) is excluded from gross income tax purposes to the extent described herein, (b) interest on the Bonds is not treated as an item of tax preference for purposes of the federal alternative minimum tax, and (c) the Bonds and the interest thereon are exempt from all taxation by the State of Michigan or any taxing authority within the State of Michigan, except estate taxes and taxes on gains realized from the sale, payment or other disposition thereof. See "TAX MATTERS" herein.



**\$854,150,000
STATE OF MICHIGAN
STATE TRUNK LINE FUND BONDS**

**\$800,000,000
STATE OF MICHIGAN
STATE TRUNK LINE FUND BONDS,
SERIES 2021A
(REBUILDING MICHIGAN PROGRAM)**

**\$54,150,000
STATE OF MICHIGAN
STATE TRUNK LINE FUND REFUNDING BONDS,
SERIES 2021B**

Dated: Date of Delivery

Due: November 15, as shown below

The State of Michigan State Trunk Line Fund Bonds, Series 2021A (Rebuilding Michigan Program) (the "Series 2021A Bonds") and the State of Michigan State Trunk Line Fund Refunding Bonds, Series 2021B (the "Series 2021B Bonds") and together with the Series 2021A Bonds, the "Bonds" will be issued as fully registered bonds, and when issued, will be registered in the name of Cede & Co., as registered owner and nominee for The Depository Trust Company, New York, New York ("DTC"). So long as Cede & Co. is the registered owner of the Bonds, principal of and interest on the Bonds (interest commencing November 15, 2021 and semi-annually thereafter) are payable by U.S. Bank National Association, Lansing, Michigan, as Transfer Agent, to Cede & Co., as nominee for DTC, and payment thereof will be made to purchasers by DTC participants or indirect participants. See "THE BONDS – DTC; Book-Entry-Only System." Purchasers will acquire beneficial ownership interests in the Bonds in denominations of \$5,000 or integral multiples thereof. The Bonds are subject to redemption prior to maturity as described herein.

The Bonds are to be issued in accordance with the authorization provided in Act 51, Public Acts of Michigan, 1951, as amended and Section 9 of Article IX of the Michigan Constitution. The proceeds of the sale of the Series 2021A Bonds, together with investment earnings on such proceeds and other available moneys, will be used to pay a portion of the costs of certain transportation projects, and to pay the costs of issuance of the Series 2021A Bonds. The proceeds of the sale of the Series 2021B Bonds, together with investment earnings on such proceeds and other available moneys, will be used to refund the outstanding State of Michigan State Trunk Line Fund Bonds, Series 2011 as further described herein, and to pay the costs of issuance of the Series 2021B Bonds. See "PLAN OF FINANCE – The Bonds."

The Bonds are payable solely out of those funds restricted as to use for transportation purposes by the Michigan Constitution, which are irrevocably pledged by law for deposit in the State Trunk Line Fund as described herein. The Bonds are not general obligations of the State of Michigan (the "State"), its agencies, instrumentalities, or political subdivisions. See "SECURITY FOR THE BONDS."

Maturities, Principal Amounts, Interest Rates, Yields, and CUSIPs†

\$800,000,000 State of Michigan, State Trunk Line Fund Bonds, Series 2021A (Rebuilding Michigan Program)

Maturity (November 15)	Principal Amount	Interest Rate	Yield	CUSIP†	Maturity (November 15)	Principal Amount	Interest Rate	Yield	CUSIP†
2022	\$15,000,000	5.000%	0.050%	5946952H0	2034	\$57,260,000	5.000%	1.200%††	5946952R8
2023	15,000,000	5.000	0.070	5946952J6	2035	60,555,000	5.000	1.220††	5946952S6
2024	15,000,000	5.000	0.150	5946952K3	2036	38,625,000	4.000	1.370††	5946952T4
2025	15,000,000	5.000	0.250	5946952L1	2037	45,800,000	4.000	1.400††	5946952U1
****	****	****	****	****	2038	44,850,000	4.000	1.450††	5946952V9
2030	4,340,000	5.000	0.890	5946952M9	2039	46,380,000	4.000	1.480††	5946952W7
2031	30,355,000	5.000	0.970	5946952N7	2040	37,650,000	4.000	1.530††	5946952X5
2032	35,650,000	5.000	1.040††	5946952P2	2041	61,605,000	4.000	1.560††	5946952Y3
2033	34,645,000	5.000	1.150††	5946952Q0					

\$100,910,000 4.000% Term Bond Due November 15, 2044 – Yield 1.660%†† CUSIP† 5946952Z0

\$141,375,000 4.000% Term Bond Due November 15, 2046 – Yield 1.720%†† CUSIP† 5946953A4

\$54,150,000 State of Michigan, State Trunk Line Fund Refunding Bonds, Series 2021B

Maturity (November 15)	Principal Amount	Interest Rate	Yield	CUSIP†	Maturity (November 15)	Principal Amount	Interest Rate	Yield	CUSIP†
2022	\$2,485,000	5.000%	0.050%	5946953B2	2030	\$3,710,000	5.000%	0.890%	5946953K2
2023	2,615,000	5.000	0.070	5946953C0	2031	3,900,000	5.000	0.970	5946953L0
2024	2,750,000	5.000	0.150	5946953D8	2032	4,100,000	5.000	1.040††	5946953M8
2025	2,890,000	5.000	0.250	5946953E6	2033	4,310,000	5.000	1.150††	5946953N6
2026	3,035,000	5.000	0.400	5946953F3	2034	4,530,000	5.000	1.200††	5946953P1
2027	3,195,000	5.000	0.550	5946953G1	2035	4,765,000	5.000	1.220††	5946953Q9
2028	3,360,000	5.000	0.640	5946953H9	2036	4,980,000	4.000	1.370††	5946953R7
2029	3,525,000	5.000	0.780	5946953J5					

This cover page contains information for quick reference only. It is not a summary of this issue. Investors must read the entire Official Statement to obtain information essential to the making of an informed investment decision.

The Bonds are offered when, as and if issued by the State and subject to the receipt of the approving opinions of the Attorney General of the State and Dykema Gossett PLLC, Lansing, Michigan, Bond Counsel. Certain legal matters will be passed upon for the Underwriters by their co-counsel, Hawkins Delafield & Wood LLP, Ann Arbor, Michigan, and Lewis & Munday, A Professional Corporation, Detroit, Michigan. PFM Financial Advisors LLC, Minneapolis, Minnesota, is serving as financial advisor to the State in connection with the sale and issuance of the Bonds. Delivery of the Bonds is expected on or about August 24, 2021 through DTC in New York, New York.

**BofA Securities
Jefferies
Blaylock Van, LLC**

**Citigroup
Morgan Stanley
Multi-Bank Securities, Inc.**

**Siebert Williams Shank & Co., LLC
UBS
Stern Brothers**

Dated: August 3, 2021

‡ See "BOND RATINGS" herein.

† CUSIP is a registered trademark of the American Bankers Association (the "ABA"). CUSIP data is provided by CUSIP Global Services, which is managed on behalf of the ABA by S&P Global Market Intelligence, a part of S&P Global Inc. The CUSIP numbers listed above are being provided solely for the convenience of the holders of Bonds only at the time of issuance of the Bonds and the State, the Transfer Agent, and the Underwriters do not make any representation with respect to such CUSIP numbers or undertake any responsibility for their accuracy now or at any time in the future. The CUSIP numbers are subject to being changed after the issuance of the Bonds as a result of various subsequent actions including, but not limited to, the procurement of secondary market portfolio insurance or other similar enhancement by investors that may be applicable to all or a portion of the Bonds.

†† Priced to first optional call on November 15, 2031.

STATE OF MICHIGAN

Gretchen Whitmer, *Governor*
Rachael Eubanks, *State Treasurer*

State Transportation Commission

Todd Wyett, *Chairperson*
Michael D. Hayes, *Vice Chairperson*
Stephen F. Adamini, *Member*
Gregory C. Johnson, *Member*
Richard W. Turner, *Member*
Helen Zeerip, *Member*

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The Attorney General of the State of Michigan

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Dykema Gossett PLLC

Co-Underwriters' Counsel

Hawkins Delafield & Wood LLP
and
Lewis & Munday, A Professional Corporation

No dealer, broker, salesperson or other person has been authorized by the State, including on the State's behalf, the Michigan Department of Transportation, its Director, the State Transportation Commission and the Department of Treasury, or the Underwriters to give any information or to make any representations, other than those contained in this Official Statement and if given or made, such other information or representations must not be relied upon as having been authorized by any of the foregoing. This Official Statement does not constitute an offer or a solicitation of an offer to buy nor shall there be any sale of the Bonds in any jurisdiction in which it is unlawful to make such offer, solicitation or sale. The information set forth herein has been furnished by the Michigan Department of Transportation and other sources which are believed to be reliable, including the Depository Trust Company with respect to information contained in "THE BONDS – DTC; Book-Entry-Only System," but is not guaranteed as to accuracy or completeness and is not to be construed as a representation of the State as described above or the Underwriters. The information and expressions of opinion herein are subject to change without notice and neither the delivery of this Official Statement nor any sale made hereunder shall, under any circumstances, create any implication that there has been no change in the affairs of the State since the date hereof.

The Underwriters have provided the following sentence for inclusion in this Official Statement: *The Underwriters have reviewed the information in this Official Statement in accordance with, and as part of, their responsibilities to investors under the federal securities laws as applied to the facts and circumstances of this transaction, but the Underwriters do not guarantee the accuracy or completeness of such information.*

IN MAKING AN INVESTMENT DECISION INVESTORS MUST RELY ON THEIR OWN EXAMINATION OF THE STATE AND THE STATE TRUNK LINE FUND AND THE TERMS OF THE OFFERING, INCLUDING THE MERITS AND RISKS INVOLVED. THESE BONDS HAVE NOT BEEN RECOMMENDED BY ANY FEDERAL OR STATE SECURITIES COMMISSION OR REGULATORY AUTHORITY. FURTHERMORE, THE FOREGOING AUTHORITIES HAVE NOT CONFIRMED THE ACCURACY OR DETERMINED THE ADEQUACY OF THIS DOCUMENT. ANY REPRESENTATION TO THE CONTRARY IS A CRIMINAL OFFENSE.

This Official Statement contains forward-looking statements, which can be identified by the use of the future tense or other forward-looking terms such as "may," "intend," "will," "expect," "project," "anticipate," "plan," "management believes," "estimate," "continue," "should," "strategy," or "position" or the negatives of those terms or other variations of them or by comparable terminology. In particular, any statements, express or implied, concerning future receipts of pledged tax revenues or the ability to generate cash flow to service indebtedness are forward-looking statements. Investors are cautioned that reliance on any of those forward-looking statements involves risks and uncertainties and that, although the State believes that the assumptions on which those forward-looking statements are based are reasonable, any of those assumptions could prove to be inaccurate. As a result, the forward-looking statements based on those assumptions also could be incorrect, and actual results may differ materially from any results indicated or suggested by those assumptions. In light of these and other uncertainties, the inclusion of a forward-looking statement in this Official Statement should not be regarded as a representation by the State that its plans and objectives will be achieved. All forward-looking statements are expressly qualified by the cautionary statements contained in this paragraph. The State does not undertake any duty to update any forward-looking statements.

References to website addresses presented herein are for informational purposes only and may be in the form of a hyperlink solely for the reader's convenience. Unless specified otherwise, such websites and the information or links contained therein are not incorporated into, and are not part of, this Official Statement for any purpose, including for purposes of Rule 15c2-12 promulgated by the SEC. There can be no assurance that such hyperlinks will continue to be operational, or that the referenced information will continue to be available at such addresses.

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OFFICIAL STATEMENT

\$854,150,000

**STATE OF MICHIGAN
STATE TRUNK LINE FUND BONDS**

\$800,000,000

**STATE OF MICHIGAN
STATE TRUNK LINE FUND BONDS,
SERIES 2021A
(REBUILDING MICHIGAN PROGRAM)**

\$54,150,000

**STATE OF MICHIGAN
STATE TRUNK LINE FUND REFUNDING BONDS,
SERIES 2021B**

INTRODUCTORY STATEMENT

This Official Statement of the State of Michigan (the “State”) is provided for the purpose of setting forth certain information in connection with its (i) \$800,000,000 State of Michigan State Trunk Line Fund Bonds, Series 2021A (Rebuilding Michigan Program) (the “Series 2021A Bonds”) and (ii) \$54,150,000 State of Michigan State Trunk Line Fund Refunding Bonds, Series 2021B (the “Series 2021B Bonds,” and together with the Series 2021A Bonds, the “Bonds”).

The Bonds will be issued pursuant to (i) Section 9 of Article IX of the Michigan Constitution of 1963 (the “Michigan Constitution”), Act 51, Public Acts of Michigan, 1951, as amended (“Act 51”), (ii) with respect to the Series 2021A Bonds, a resolution adopted by the State Transportation Commission (the “Commission”) and the Director of the Michigan Department of Transportation (“MDOT”) on January 30, 2020 (the “Rebuilding Michigan Program Resolution”), and (iii) with respect to the Series 2021B Bonds, a resolution adopted by the Commission and the Director of MDOT on July 22, 2021 (the “Refunding Resolution,” and together with the Rebuilding Michigan Program Resolution, the “Resolutions”).

The proceeds of the sale of the Series 2021A Bonds, together with investment earnings on such proceeds and other available moneys, will be used to pay a portion of the costs of certain transportation projects, and to pay the costs of issuance of the Series 2021A Bonds. The issuance of the 2021A Bonds is a component of the plan of finance authorized under the Rebuilding Michigan Program Resolution. See “PLAN OF FINANCE – The Series 2021A Bonds.”

The proceeds of the sale of the Series 2021B Bonds, together with investment earnings on such proceeds and other available moneys, will be used to refund the outstanding State of Michigan State Trunk Line Fund Bonds, Series 2011 (the “Prior 2011 Bonds”), and to pay the costs of issuance of the Series 2021B Bonds. The issuance of the Series 2021B Bonds is authorized under the Refunding Resolution. See “PLAN OF FINANCE – The Series 2021B Bonds.”

The Bonds, together with certain Outstanding Bonds and Additional Bonds (each defined below) of the State issued under Act 51 and described under “SECURITY FOR THE BONDS – Outstanding Bonds and Additional Bonds,” will be secured by a pledge of, and be payable solely from, funds that are restricted as to use for transportation purposes under Section 9 of Article IX of the Michigan Constitution and that are deposited in the State Trunk Line Fund established pursuant to Act 51. As of the date hereof, the principal amount of bonds payable from the State Trunk Line Fund, including the Bonds and Outstanding Bonds, is anticipated to be \$1,842,610,000. For more information on bonds issued under Act 51, including those payable from the State Trunk Line Fund, among others, see “STATEMENT OF OUTSTANDING OBLIGATIONS.”

Information contained herein has been obtained from State officers, employees, and records, and other sources believed to be reliable. This Official Statement is not to be construed as a contract or agreement between the State and the purchasers or holders of any of the Bonds.

Quotations, summaries, and explanations of constitutional provisions, statutes, judicial decisions, administrative regulations, resolutions, and other documents in this Official Statement do not purport to be complete and are qualified by reference to the complete text of such documents, which may be obtained from MDOT, 425 West Ottawa Street, Lansing, Michigan 48909, Attention: Bureau Director, Bureau of Finance and Administration, telephone: (517) 241-0715.

THE STATE TRANSPORTATION COMMISSION

MDOT's program objectives are established by a six-member Commission appointed to staggered three-year terms by the Governor, no more than three of whom may be members of the same political party. The Chairperson of the Commission is appointed by the Governor, and the Commission elects the Vice Chairperson from among its members. MDOT's Director (the "Director"), the executive head of MDOT, is appointed by the Governor and serves at her pleasure. The members of the Commission are listed on the inside cover of this Official Statement.

THE MICHIGAN DEPARTMENT OF TRANSPORTATION

Responsibilities and Organization

MDOT was established in 1978 by constitutional amendment and replaced the Michigan State Highway Department. MDOT is the State agency with the primary programmatic and regulatory responsibilities for the development and operation of public transportation facilities, port and harbor improvements, railroad facilities, highways and airports in the State.

In addition to the executive offices, the internal structure of MDOT is comprised of five bureaus responsible for various support or operating functions: (1) Transportation Planning, (2) Finance and Administration, (3) Highway Development, (4) Field Services, and (5) Bureau of Bridges and Structures. Several offices support public transportation programs including the Office of Passenger Transportation, Office of Rail, the Office of Aeronautics, Office of Operations Administrative Services, and Office of Business Development. As of October 1, 2020, MDOT had approximately 2,818 appropriated State classified civil service positions.

State Highway Program

As of July 1, 2020, Michigan's total highway network consisted of 121,319 miles of highways, roads and streets of which 9,651 miles were under MDOT jurisdiction, 90,289 miles were under the jurisdiction of the county road commissions or departments, and 21,379 miles were under the jurisdiction of various Michigan cities and villages. Although only 8% of Michigan's roads fall under MDOT jurisdiction, such roads carry over 53% of the total vehicular miles traveled in the State.

The highways, roads, and streets under MDOT's jurisdiction consisting of the interstate freeways, the Michigan expressway and arterial connector highways, and the State primary roads are collectively referred to as the "State Trunk Line System."

All of the operation and maintenance expenditures for the State Trunk Line System, as well as the general operating costs of MDOT related to State Trunk Line System operations, are funded from the State Trunk Line Fund after payment of debt service on the Bonds and the Outstanding Bonds and the State's share of debt service on any Additional Bonds, and after transfers of specified amounts to the Transportation Economic Development Fund and the Rail Grade Crossing Account and Grade Crossing Surface Account. Operation and maintenance expenditures for the State Trunk Line System were approximately \$373.5 million in the fiscal year ended September 30, 2020. Operation and maintenance includes plowing snow, resealing, patching, guardrail and shoulder repair, and other work required on a frequent basis to assure the continued safe operation of the

State Trunk Line System. See “SUMMARY OF CERTAIN PROVISIONS OF THE MICHIGAN CONSTITUTION, ACT 51, AND THE RESOLUTIONS.”

Moneys remaining in the State Trunk Line Fund after payment of debt service on any outstanding bonds secured by the State Trunk Line Fund, operation and maintenance costs, and general operating costs, are used to pay for capital improvements to the State Trunk Line System and the State’s matching share of federally funded State Trunk Line System construction projects. In the fiscal year ended September 30, 2020, MDOT expended approximately \$371.6 million of State Trunk Line Fund moneys for capital improvements to the State Trunk Line System. During fiscal year ended September 30, 2020, the federal government contributed \$938.8 million to capital improvement projects to the State Trunk Line System.

Pursuant to Act 51, all payments by MDOT from the State Trunk Line Fund for the maintenance, operation, and administration of the State Trunk Line System and for the State’s share of the capital costs of the State Trunk Line System are second in priority after payments of debt service on the Bonds and the Outstanding Bonds and the State’s share of debt service on any Additional Bonds.

Funding for MDOT Programs

Programs for each of the modes of transportation under MDOT’s jurisdiction are independently funded from taxes or other sources of revenues that are distributed pursuant to law for specific purposes.

MDOT’s highway programs are funded from the proceeds of bonds and notes and from the State Trunk Line Fund established pursuant to Act 51 after payment of bonds payable solely from such fund and from moneys provided by the federal government. The revenues of the State Trunk Line Fund include constitutionally restricted revenues, including a portion of the motor vehicle fuel taxes, vehicle registration taxes, and interest and miscellaneous fees, and statutorily derived revenues that are not constitutionally restricted, including income tax redirection and a portion of the excise tax and related fees on recreational marijuana deposited into the Michigan Transportation Fund established pursuant to Act 51 (the “MTF”). See “SOURCES OF CONSTITUTIONALLY RESTRICTED REVENUES OF THE MICHIGAN TRANSPORTATION FUND,” “SUMMARY OF CERTAIN PROVISIONS OF THE MICHIGAN CONSTITUTION, ACT 51, AND THE RESOLUTIONS,” “– Michigan Road Funding Package Enacted in 2015,” and “– Recreational Marijuana Excise Tax and Fees” and “SPECIAL DISCLOSURE REGARDING COVID-19 MATTERS.”

MDOT’s comprehensive transportation programs are funded from the Comprehensive Transportation Fund established pursuant to Act 51, which receives a portion of the sales tax on motor vehicles, motor vehicle parts and accessories, and motor vehicle fuel and a portion of motor fuel taxes, vehicle registration taxes, and interest and miscellaneous fees deposited into the MTF. See “SUMMARY OF CERTAIN PROVISIONS OF THE MICHIGAN CONSTITUTION, ACT 51, AND THE RESOLUTIONS.”

MDOT was selected in August 2019 to be awarded a \$23 million federal State of Good Repair Program grant. During fiscal year 2020 through fiscal year 2023, the federal grant will be used by MDOT to improve rail, crossties, and track surfaces between Battle Creek and Dearborn on the Michigan-owned segment of the Chicago-to-Detroit/Pontiac corridor. The project will help lead to improved rail safety and increased passenger train speeds for the Amtrak Midwest Wolverine Service, which carries nearly 500,000 annual passengers. Additionally, two railroad bridges in Jackson will be replaced with new spans and expand non-motorized paths under the structures to improve pedestrian safety.

MDOT has also been awarded three additional grants to support rail investments in Michigan. A 2019 federal State of Good Repair Program grant in the amount of \$9 million will enhance signals and make turnout improvements. These changes will allow for more efficient operations and provide resiliency within the network to improve track and signal conditions. A 2020 federal State of Good Repair Program grant in the amount of \$18.6 million will provide funding for track reconfigurations on the Chicago-to-Detroit/Pontiac corridor. This track work will allow for increased passenger train speeds for the Amtrak Midwest Wolverine Service. Finally,

a 2020 federal Consolidate Rail Infrastructure and Safety Improvement grant in the amount of \$16.3 million will lead to safety and anti-trespassing enhancements along the Chicago-to-Detroit/Pontiac corridor. This will lead to improved safety and greater efficiencies in the operations of passenger rail service on the Amtrak Midwest Wolverine Service.

MDOT's aeronautics program is primarily funded from the State Aeronautics Fund established pursuant to Act 327, Public Acts of Michigan, 1945, as amended. The revenue of the State Aeronautics Fund primarily includes aviation fuel tax and airport parking tax.

Michigan Road Funding Package Enacted in 2015

On November 10, 2015, the State enacted multiple statutes that increased transportation funding to provide for additional revenue into the MTF starting in 2017. As described below, these statutes included increases in fuel taxes and vehicle registration fees, which are constitutionally restricted revenues, and redirected some income taxes to the MTF, which are statutorily derived revenues that are not constitutionally restricted. The total amount of new revenue, estimated at \$1.2 billion on an annual basis when fully implemented, is the largest State investment in transportation in Michigan history.

Commencing January 2017, \$600 million was dedicated on an annual basis for transportation purposes in Michigan. Approximately one-third flows to MDOT and two-thirds to counties, cities, and villages in Michigan. Such amount is funded by approximately \$400 million generated from an increase in fuel taxes for gasoline and diesel to 26.3 cents per gallon (which tax is also indexed to inflation after 2021 (as calculated using the Consumer Price Index)), and approximately \$200 million generated from a 20% increase in vehicle registration fees.

Additionally, such legislation provides for the redirection of income tax collections to be deposited into the MTF for allocation among MDOT, counties, cities, and villages for state and local highway programs in the amounts of \$264 million in fiscal year 2019, \$468 million in fiscal year 2020, and \$600 million in fiscal year 2021 and subsequent years. See "SECURITY FOR THE BONDS – Sources of Payment for the Bonds – *Michigan Transportation Fund*" for information about the MTF.

Recreational Marijuana Excise Tax and Fees

On November 6, 2018, the people of the State voted to approve the Michigan Regulation and Taxation of Marihuana Act, Initiated Law 1 of 2018 (the "MRTMA"), which legalized possession and use of marijuana by adults 21 years of age and older and provided an additional source of revenue to the MTF. The MRTMA imposed a 10% excise tax on all retail sales of marijuana that, along with all marijuana establishment licensing fees collected, flows to the Marihuana Regulation Fund in the Michigan Department of Treasury. After money in the Marihuana Regulation Fund is expended for administration and enforcement of the MRTMA, 35% of the unexpended balance is deposited into the MTF to be used for the repair and maintenance of roads and bridges.

Starting in fiscal year 2021, excise taxes on recreational marijuana will be allocated to the Michigan Transportation Fund for distribution to the State Trunk Line Fund, county road commissions, and cities and villages. The projected revenue is \$19.3 million in fiscal year 2021, \$35.0 million in fiscal year 2022 and \$52.5 million in fiscal year 2023.

THE BONDS

Description of the Bonds

The Bonds will be dated and bear interest from their date of delivery. Interest on the Bonds shall be payable on November 15, 2021, and semiannually on each May 15 and November 15 thereafter until maturity. Interest on the Bonds shall be computed using a 360-day year with twelve 30 day months, and the Bonds will mature on the dates and in the principal amounts and will bear interest at the rates as set forth on the cover page of this Official Statement.

Purchases of Bonds will be made in book-entry-only form as described under “THE BONDS – DTC; Book-Entry-Only System.” So long as Cede & Co., as nominee for The Depository Trust Company (“DTC”), is the Registered Owner of the Bonds, the transfer of interests in the Bonds shall be the sole responsibility of the Direct Participants, the Indirect Participants, and the Beneficial Owners (each hereinafter defined). The State shall have no responsibility with respect to such transfers.

The Bonds will be issued in fully registered form in the denomination of \$5,000, or integral multiples thereof not exceeding the aggregate principal amount of the Bonds maturing at any one time. So long as the Bonds are all registered in the name of Cede & Co., as the nominee of DTC under the “book-entry-only” system described below, U.S. Bank National Association, Lansing, Michigan shall be the Transfer Agent. The principal of the Bonds is payable at maturity upon presentation at the principal office of the Transfer Agent. Interest on the Bonds shall be payable when due by check or draft mailed by the Transfer Agent to the person or entity who is, as of the first day of the month in which each interest payment date occurs, the registered holder of record, at the holder’s registered address.

Transfer of the Bonds

So long as Cede & Co., as nominee for DTC, is the registered owner of the Bonds, beneficial ownership interests in the Bonds may be transferred only through a Direct Participant or Indirect Participant and recorded on the book-entry-only system operated by DTC. In the event the book-entry-only system is discontinued, any Bond may be transferred or exchanged by the person in whose name it is registered, in person or by the registered owner’s duly authorized attorney or legal representative, upon surrender of the Bond to the Transfer Agent for cancellation, together with a duly executed instrument of transfer in a form approved by the Transfer Agent. Whenever any Bond is surrendered for transfer or exchange the Transfer Agent shall authenticate and deliver a new Bond, in like aggregate principal amount, tenor, interest rate, and maturity. The Transfer Agent shall, prior to transfer or exchange, require the payment by the holder requesting the transfer or exchange of any tax or other governmental charge required to be paid with respect to the transfer or exchange.

Optional Redemption

Series 2021A Bonds. The Series 2021A Bonds maturing on or after November 15, 2032 will be redeemable prior to maturity at the option of the Director on or after November 15, 2031 as a whole or in part at any time and by lot within a maturity at par plus interest accrued to the date fixed for redemption.

Series 2021B Bonds. The Series 2021B Bonds maturing on or after November 15, 2032 will be redeemable prior to maturity at the option of the Director on or after November 15, 2031 as a whole or in part at any time and by lot within a maturity at par plus interest accrued to the date fixed for redemption.

Mandatory Redemption

Series 2021A Bonds. The Series 2021A Bonds maturing on November 15, 2044 are term bonds subject to mandatory redemption prior to maturity, in part, by lot, on November 15 of the years and in the principal amounts set forth below at a redemption price equal to 100% of the principal amount to be redeemed, plus accrued interest to the redemption date.

Mandatory Redemption Date (November 15)	Mandatory Redemption Principal Amount
2042	\$32,265,000
2043	33,615,000
2044 [†]	35,030,000

[†] Maturity Date

The Series 2021A Bonds maturing on November 15, 2046 are term bonds subject to mandatory redemption prior to maturity, in part, by lot, on November 15 of the years and in the principal amounts set forth below at a redemption price equal to 100% of the principal amount to be redeemed, plus accrued interest to the redemption date.

Mandatory Redemption Date (November 15)	Mandatory Redemption Principal Amount
2045	\$66,375,000
2046 [†]	75,000,000

[†] Maturity Date

Notice of Redemption and Manner of Selection

Notice of redemption of the Bonds will be given at least 30 days prior to the date fixed for redemption, by mail to the Registered Owners of the Bonds to be redeemed as of the date of such mailing at the address appearing on the books of the Transfer Agent. Failure of a holder to receive any such notice shall not affect the validity of the proceedings for redemption. Bonds so called for redemption will not bear interest after the date fixed for redemption provided funds are on hand with the Transfer Agent to redeem the same. The Bonds shall be called for redemption in multiples of \$5,000. Any Bonds of denominations of more than \$5,000 shall be treated as representing the number of Bonds obtained by dividing the denomination of the Bond by \$5,000, and such Bond may be selected for redemption in part. Upon surrender of the Bond selected for redemption in part, the holder of the Bond shall receive, without cost, a new Bond of like interest rate and maturity, in the amount of the unredeemed portion of the Bond being surrendered.

So long as the book-entry-only system described below remains in effect, the Transfer Agent will give notice of redemption of Bonds to Cede & Co., a nominee of DTC, only, and only Cede & Co. will be deemed to be an Owner of the Bonds. In the event of any partial redemption DTC is expected to reduce the credit balances of the applicable Direct Participants in respect of the Bonds, and such Direct Participants are expected in turn to select those Beneficial Owners whose ownership interests are to be extinguished by such partial redemption, each by such method as DTC or such Direct Participant, as the case may be, deems fair and appropriate in its sole discretion.

In the case of an optional redemption of the Bonds, the notice may state (1) that it is conditioned upon the deposit of money, in an amount equal to the amount necessary to effect the redemption, with the Transfer Agent no later than the redemption date, or (2) that the Director retains the right to rescind such notice at any time on or before the immediately preceding business day prior to the redemption date, and such notice and

optional redemption shall be of no effect if such moneys are not so deposited or if the notice is rescinded and such Bonds shall remain outstanding under the Resolution.

DTC; Book-Entry-Only System

DTC will act as securities depository for the Bonds. The Bonds will be issued as fully-registered securities registered in the name of Cede & Co. (DTC's partnership nominee) or such other name as may be requested by an authorized representative of DTC. One fully registered bond certificate will be issued for each maturity of the Bonds, each in the aggregate principal amount of such maturity, and will be deposited with DTC.

DTC, the world's largest securities depository, is a limited-purpose trust company organized under the New York Banking Law, a "banking organization" within the meaning of the New York Banking Law, a member of the Federal Reserve System, a "clearing corporation" within the meaning of the New York Uniform Commercial Code, and a "clearing agency" registered pursuant to the provisions of Section 17A of the Securities Exchange Act of 1934. DTC holds and provides asset servicing for over 3.5 million issues of U.S. and non-U.S. equity issues, corporate and municipal debt issues, and money market instruments (from over 100 countries) that DTC's participants ("Direct Participants") deposit with DTC. DTC also facilitates the post-trade settlement among Direct Participants of sales and other securities transactions in deposited securities, through electronic computerized book-entry transfers and pledges between Direct Participants' accounts. This eliminates the need for physical movement of securities certificates. Direct Participants include both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, clearing corporations, and certain other organizations. DTC is a wholly-owned subsidiary of The Depository Trust & Clearing Corporation ("DTCC"). DTCC is the holding company for DTC, National Securities Clearing Corporation and Fixed Income Clearing Corporation, all of which are registered clearing agencies. DTCC is owned by the users of its regulated subsidiaries. Access to the DTC system is also available to others such as both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, and clearing corporations that clear through or maintain a custodial relationship with a Direct Participant, either directly or indirectly ("Indirect Participants"). DTC has a Standard & Poor's rating of AA+. The DTC Rules applicable to its Participants are on file with the Securities and Exchange Commission. More information about DTC can be found at www.dtcc.com.

Purchases of the Bonds under the DTC system must be made by or through Direct Participants, which will receive a credit for the Bonds on DTC's records. The ownership interest of each actual purchaser of each Bond ("Beneficial Owner") is in turn to be recorded on the Direct and Indirect Participants' records. Beneficial Owners will not receive written confirmation from DTC of their purchase. Beneficial Owners are, however, expected to receive written confirmations providing details of the transaction, as well as periodic statements of their holdings, from the Direct or Indirect Participant through which the Beneficial Owner entered into the transaction. Transfers of ownership interests in the Bonds are to be accomplished by entries made on the books of Direct and Indirect Participants acting on behalf of Beneficial Owners. Beneficial Owners will not receive certificates representing their ownership interests in the Bonds, except in the event that use of the book-entry system for the Bonds is discontinued.

To facilitate subsequent transfers, all Bonds deposited by Direct Participants with DTC are registered in the name of DTC's partnership nominee, Cede & Co., or such other name as may be requested by an authorized representative of DTC. The deposit of Bonds with DTC and their registration in the name of Cede & Co. or such other DTC nominee do not effect any change in beneficial ownership. DTC has no knowledge of the actual Beneficial Owners of the Bonds; DTC's records reflect only the identity of the Direct Participants to whose accounts such Bonds are credited, which may or may not be the Beneficial Owners. The Direct and Indirect Participants will remain responsible for keeping account of their holdings on behalf of their customers.

Conveyance of notices and other communications by DTC to Direct Participants, by Direct Participants to Indirect Participants, and by Direct Participants and Indirect Participants to Beneficial Owners will be governed by arrangements among them, subject to any statutory or regulatory requirements as may be in effect from time to time. Beneficial Owners of the Bonds may wish to take certain steps to augment transmission to

them of notices of significant events with respect to the Bonds, such as redemptions, tenders, defaults, and proposed amendments to the Bond documents. For example, Beneficial Owners of Bonds may wish to ascertain that the nominee holding the Bonds for their benefit has agreed to obtain and transmit notices to Beneficial Owners. In the alternative, Beneficial Owners may wish to provide their names and addresses to the registrar and request that copies of notices be provided directly to them.

Neither DTC nor Cede & Co. (nor any other DTC nominee) will consent or vote with respect to the Bonds unless authorized by a Direct Participant in accordance with DTC's MMI procedures. Under its usual procedures, DTC mails an Omnibus Proxy to the State as soon as possible after the record date. The Omnibus Proxy assigns Cede & Co.'s consenting or voting rights to those Direct Participants to whose accounts the Bonds are credited on the record date (identified in a listing attached to the Omnibus Proxy).

Principal and interest payments on the Bonds will be made to Cede & Co., or such other nominee as may be requested by an authorized representative of DTC. DTC's practice is to credit Direct Participants' accounts upon DTC's receipt of funds and corresponding detail information from the State or the Transfer Agent, on the payable date in accordance with their respective holdings shown on DTC's records. Payments by Participants to Beneficial Owners will be governed by standing instructions and customary practices, as is the case with securities held for the accounts of customers in bearer form or registered in "street name," and will be the responsibility of such Participant and not of DTC nor its nominee, the Transfer Agent, or the State, subject to any statutory or regulatory requirements as may be in effect from time to time. Payment of principal and interest payments to Cede & Co. (or such other nominee as may be requested by an authorized representative of DTC) is the responsibility of the State or the Transfer Agent, disbursement of such payments to Direct Participants will be the responsibility of DTC, and disbursement of such payments to the Beneficial Owners will be the responsibility of Direct and Indirect Participants.

DTC may discontinue providing its services as depository with respect to the Bonds at any time by giving reasonable notice to the State or the Transfer Agent. Under such circumstances, in the event that a successor securities depository is not obtained, Bond certificates are required to be printed and delivered.

The State may decide to discontinue use of the system of book-entry-only transfers through DTC (or a successor securities depository). In that event, Bond certificates will be printed and delivered to the Participants for delivery to the Beneficial Owners.

THE INFORMATION IN THIS SECTION HAS BEEN OBTAINED FROM DTC. NO REPRESENTATION IS MADE BY THE STATE, THE COMMISSION, MDOT, THE DIRECTOR OR THE TRANSFER AGENT AS TO THE COMPLETENESS OR ACCURACY OF SUCH INFORMATION OR AS TO THE ABSENCE OF MATERIAL ADVERSE CHANGES IN SUCH INFORMATION SUBSEQUENT TO THE DATE HEREOF. NO ATTEMPT HAS BEEN MADE BY THE STATE, THE COMMISSION, MDOT, THE DIRECTOR, OR THE TRANSFER AGENT TO DETERMINE WHETHER DTC IS OR WILL BE FINANCIALLY OR OTHERWISE CAPABLE OF FULFILLING ITS OBLIGATIONS. NEITHER THE STATE NOR THE TRANSFER AGENT WILL HAVE ANY RESPONSIBILITY OR OBLIGATION TO DIRECT PARTICIPANTS, INDIRECT PARTICIPANTS OR THE PERSONS FOR WHICH THEY ACT AS NOMINEES WITH RESPECT TO THE BONDS, OR FOR ANY PRINCIPAL OF, PREMIUM, IF ANY, OR INTEREST PAYMENT THEREON.

PLAN OF FINANCE

Series 2021A Bonds

The Rebuilding Michigan Program Resolution authorizes the issuance of the bonds payable from the State Trunk Line Fund, including the Series 2021A Bonds, in a maximum principal amount not to exceed \$3,500,000,000, for funding the Rebuilding Michigan transportation program (the “Rebuilding Michigan Program”). Under the Rebuilding Michigan Program, the State expects to (i) rebuild the State highways and bridges that are critical to the State’s economy, (ii) improve the condition of the State’s infrastructure, (iii) address key corridors, and (iv) rebuild major segments of highly travelled interstates and freeways.

Proceeds from the sale of the Series 2021A Bonds will be used, together with investment earnings on such Bonds and other available moneys, to pay the costs of certain State Trunk Line transportation projects for the Rebuilding Michigan Program, including highway and bridge construction, reconstruction, restoration, rehabilitation, and resurfacing, and provide for improved highway service and safety throughout Michigan.

In addition to the Series 2021A Bonds, it is expected that Additional Bonds issued for the Rebuilding Michigan Program will be issued, from time to time, over the next two years, subject to MDOT needs and market conditions. To date, \$800,000,000 of State Trunk Line Fund Bonds have been issued for the Rebuilding Michigan Program.

Series 2021B Bonds

The Refunding Resolution authorizes the issuance of the Series 2021B Bonds to refund the Prior 2011 Bonds. Proceeds from the sale of the Series 2021B Bonds will be used to refund the following maturities of the Prior 2011 Bonds and pay costs of issuance of the Series 2021B Bonds.

<u>Maturity (November 15)</u>	<u>Prior 2011 Bonds Principal Amount</u>	<u>Interest Rate</u>
2022	\$3,155,000	5.000%
2023	3,315,000	5.000
2024	680,000	3.000
2024	2,800,000	5.000
2025	3,650,000	5.000
2026	3,835,000	5.000
2027	4,035,000	5.000
2028	4,240,000	5.000
2029	4,455,000	5.000
2030	4,685,000	5.000
2031	4,925,000	5.000
2032	5,150,000	4.000
2033	5,390,000	5.000
2036	<u>17,880,000</u>	5.000
	<u>\$68,195,000</u>	

The Prior 2011 Bonds are being refunded to produce debt service savings. The refunding of the Prior 2011 Bonds will be effected by MDOT depositing with the Prior 2011 Bonds Transfer Agent proceeds of the Series 2021B Bonds, in an amount sufficient to pay, when due, interest on and principal, to and including the optional redemption date of November 15, 2021.

On or prior to the date of delivery of the Series 2021B Bonds, Ritz & Associates PA will deliver a report attesting to the mathematical accuracy of the computations contained in the schedules prepared by the Underwriters on behalf of the State relating to the adequacy of cash being deposited with the Prior 2011 Bonds

Transfer Agent to pay, on the redemption date, the principal of and interest on the Prior 2011 Bonds. See “VERIFICATION OF MATHEMATICAL COMPUTATIONS.”

Once refunded by the Series 2021B Bonds, the Prior 2011 Bonds will not be Outstanding Bonds (as defined herein) and will not be taken into account in determining the State’s ability to issue Additional Bonds under Act 51. See “SECURITY FOR THE BONDS – Outstanding Bonds and Additional Bonds” below.

ESTIMATED SOURCES AND USES OF FUNDS

The following table sets forth the estimated sources and uses of the funds related to the Bonds (with all amounts rounded to the nearest dollar).

<u>Sources</u>	<u>Series 2021A Bonds</u>	<u>Series 2021B Bonds</u>
Par Amount	\$ 800,000,000.00	\$54,150,000.00
Original Issue Premium	<u>208,645,456.50</u>	<u>15,912,851.90</u>
Total Sources	<u>\$1,008,645,456.50</u>	<u>\$70,062,851.90</u>
<u>Uses</u>		
Deposit to the 2021 Bond Proceeds Funds	\$1,006,408,499.91	--
Deposit with Prior 2011 Bonds Transfer Agent for refunding of the Prior 2011 Bonds	--	\$69,867,325.00
Costs of Issuance ⁽¹⁾	<u>2,236,956.59</u>	<u>195,526.90</u>
Total Uses	<u>\$1,008,645,456.50</u>	<u>\$70,062,851.90</u>

⁽¹⁾ To be used, together with earnings thereon, for costs, including underwriters’ discount, related to the issuance of the respective series of Bonds.

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SECURITY FOR THE BONDS

Sources of Payment for the Bonds

The Bonds, the Outstanding Bonds, and the State's share of the debt service on any Additional Bonds are secured by a pledge of the first lien on certain constitutionally restricted revenues deposited in the State Trunk Line Fund, including the proceeds of taxes on motor vehicle fuels and registered motor vehicles, as described herein.

The Michigan Constitution provides generally that the net proceeds of all specific taxes (except sales and use taxes and regulatory fees) imposed by the State on motor vehicle fuels and on registered motor vehicles and all or a portion of the proceeds of certain other transportation related taxes shall be used exclusively for general transportation purposes. The Michigan Constitution further provides that at least 90% of all such taxes on motor vehicle fuels and registered motor vehicles must be used for the transportation purposes of planning, administering, constructing, reconstructing, financing, and maintaining state, county, city, and village roads, streets, and bridges designed primarily for the use of motor vehicles using tires, and reasonable appurtenances to those state, county, city, and village roads, streets, and bridges (herein called "Highway, Street and Road Purposes"). See "SUMMARY OF CERTAIN PROVISIONS OF THE MICHIGAN CONSTITUTION, ACT 51, AND THE RESOLUTIONS."

Michigan Transportation Fund

Act 300, Public Acts of Michigan, 1949, as amended ("Act 300"), Act 403, Public Acts of Michigan, 2000, as amended ("Act 403"), and Act 222, Public Acts of Michigan, 2020, as amended ("Act 222"), as applicable, set forth certain taxes, funds, and assets that are required to be, or may be, deposited into the MTF, which is held by the Michigan Department of Treasury. Act 167, Public Acts of Michigan, 1933, as amended, provides that the legislatively allocated portion of the sales taxes on motor vehicle fuels, motor vehicles, and motor vehicle parts and accessories be credited directly to the Comprehensive Transportation Fund, which monies are appropriated to MDOT for the purposes described in Act 51. Pursuant to law, until paid out, money credited to the MTF, the Comprehensive Transportation Fund, and the State Trunk Line Fund is deposited with other moneys of the State in the Common Cash Fund, which is managed and invested by the State Treasurer as provided by law.

Act 51 provides for the allocation and distribution of funds deposited into the MTF (after deduction of certain specified amounts) to and among the State Trunk Line Fund, the Comprehensive Transportation Fund, the county road commissions or departments, and the cities and villages, all for use for transportation purposes. Act 51 also provides for the transfer, after payment of debt service on the Bonds, the Outstanding Bonds, and Additional Bonds, of funds from the State Trunk Line Fund to the Transportation Economic Development Fund, Rail Grade Crossing Account, and Grade Crossing Surface Account. As described below under "SUMMARY OF CERTAIN PROVISIONS OF THE MICHIGAN CONSTITUTION, ACT 51, AND THE RESOLUTIONS," the percentage allocation and distribution formula for the funds deposited in the MTF is established by Act 51 for each fiscal year.

State Trunk Line Fund

Act 51 provides that the first annual priority for the use of funds restricted for use for transportation purposes by the Michigan Constitution and deposited in the State Trunk Line Fund is the payment, when due, of debt service on State Trunk Line Fund bonds, notes and other obligations, including the Bonds, issued or incurred by the State under Section 18b of Act 51, and the payment of the State's contractually required contributions pledged to the payment of debt service on bonds issued under Section 18d of Act 51. Section 11 of Act 51 contains an irrevocable continuing appropriation of the funds deposited in the State Trunk Line Fund for such purpose. Pursuant to the requirements of Act 51, the Resolutions contain an irrevocable pledge of the funds restricted for use by the Michigan Constitution and deposited in the State Trunk Line Fund for the payment of

the principal of and interest on the Bonds, on a parity basis with the Outstanding Bonds and the State's share of debt service payments on any Additional Bonds.

Under existing principles of constitutional and State law, any action by the State, including the adoption of legislation or constitutional amendments, which would impair the obligation of a contract, such as the pledges the Resolutions made for the benefit of the holders of the Bonds and Outstanding Bonds, including actions to (1) reduce the current rates of taxes on motor vehicle fuel or registered motor vehicles, or (2) alter the allocation formula for the distribution of funds deposited in the MTF from that specified in Act 51, would be invalid to the extent that such action would result in insufficient funds being deposited in any future year into the State Trunk Line Fund to pay debt service on the Bonds and the Outstanding Bonds. The State legislature is not required, however, to appropriate general fund moneys to pay debt service on the Bonds or the Outstanding Bonds, or to increase the rates of taxes on motor vehicle fuels or registered motor vehicles in any future year, even if the revenues produced from such taxes and allocated to the State Trunk Line Fund result in insufficient revenues to pay debt service on the Bonds and the Outstanding Bonds.

THE BONDS ARE PAYABLE SOLELY FROM THE SOURCES OF FUNDS SPECIFIED HEREIN, AND ARE NOT GENERAL OBLIGATIONS OF THE STATE, ITS AGENCIES, INSTRUMENTALITIES, OR POLITICAL SUBDIVISIONS.

Enforceability of the Bonds and the Resolutions may be subject to bankruptcy, insolvency, reorganization, moratorium, fraudulent conveyance, and other similar laws affecting creditors' rights generally, now existing or enacted in the future, to the extent constitutionally applicable, and may be subject to the exercise of judicial discretion in accordance with general principles of equity, including those related to equitable subordination.

Outstanding Bonds and Additional Bonds

The State has previously issued bonds under Section 18b of Act 51, payable from funds in the State Trunk Line Fund. Those bonds remaining unpaid, excluding the Refunded Bonds described below, are called the "Outstanding Bonds." See "STATEMENT OF OUTSTANDING OBLIGATIONS." Principal of and interest on bonds issued by the State for Highway, Street and Road Purposes under Section 18b are payable (unless issued as grant or bond anticipation bonds or notes) entirely from moneys deposited in the State Trunk Line Fund. Principal of and interest on bonds issued under Section 18d of Act 51 are payable partly from pledged contractual obligations of the State payable partly from moneys deposited in the State Trunk Line Fund and partly from pledged contractual obligations of cities, villages, or county road commissions or departments. See "SUMMARY OF CERTAIN PROVISIONS OF THE MICHIGAN CONSTITUTION, ACT 51, AND THE RESOLUTIONS." As described above, the payment of principal of and interest on the Bonds and the Outstanding Bonds, and the State's share of principal and interest requirements on any additional bonds or notes issued in the future for Highway, Street and Road Purposes under Sections 18b or 18d of Act 51 and pledging for their payment funds deposited in the State Trunk Line Fund ("Additional Bonds") except when legally defeased, constitute a first lien on the moneys restricted as to use for transportation purposes by Section 9 of Article IX of the Michigan Constitution and deposited in the State Trunk Line Fund.

The State has previously legally defeased all or a portion of certain previously issued series of State Trunk Line Fund bonds under the resolutions authorizing the same. These bonds, which have been legally defeased, are together called the "Refunded Bonds." The Refunded Bonds are payable solely from the cash and investments held for such purposes, and the holders thereof have no claim against the State Trunk Line Fund for payment of debt service. The Prior 2011 Bonds will be Refunded Bonds upon the issuance of the Series 2021B Bonds and the completion of the applicable cash deposits described under "PLAN OF FINANCE – Series 2021B Bonds."

The State may issue Additional Bonds for Highway, Street and Road Purposes (or incur contractual obligations in connection with bonds issued for such purposes), subject to certain limitations in Sections 18b and

18d of Act 51, and the State's share of the debt service requirements thereon shall be payable on a parity with the Bonds and the Outstanding Bonds from the constitutionally restricted moneys deposited in the State Trunk Line Fund. Additional Bonds may only be issued under Section 18b to the extent that the maximum annual debt service on bonds and notes issued for Highway, Street and Road Purposes under Section 18b and pledging for the payment thereof moneys deposited in the State Trunk Line Fund, together with the annual amounts contractually pledged to be paid from the State Trunk Line Fund for debt service on bonds issued under Section 18d (excluding any bonds such as the Refunded Bonds which have been refunded or for which refunding bonds have been sold) does not exceed 50% of the total amount of money constitutionally restricted to use for transportation purposes and deposited in the State Trunk Line Fund during the State fiscal year immediately preceding the issuance of the Additional Bonds.

ADDITIONAL MDOT FINANCINGS

The State expects to issue, from time to time, Additional Bonds payable from the State Trunk Line Fund, based on its need for funding transportation programs. The State may also issue Additional Bonds payable from the State Trunk Line Fund for refunding purposes from time to time when market conditions are favorable.

As noted herein, the Rebuilding Michigan Program Resolution authorizes the issuance of the bonds payable from the State Trunk Line Fund, in a maximum principal amount not to exceed \$3,500,000,000, for funding the Rebuilding Michigan Program. In addition to the 2021A Bonds, it is expected that Additional Bonds issued for the Rebuilding Michigan Program will be issued, from time to time, over the next two years, subject to MDOT needs and market conditions. For more information on the Rebuilding Michigan Program, see "PLAN OF FINANCE."

The State has previously issued and may hereafter issue bonds for comprehensive transportation purposes as defined by law payable from moneys deposited in the Comprehensive Transportation Fund.

The State has previously issued, and may in the future issue, Grant Anticipation Notes and/or Grant Anticipation Bonds (collectively, the "Grant Anticipation Obligations") payable from federal grant receipts and non-federal matching requirements. Grant Anticipation Obligations are permitted by applicable law to be payable from the sources of payment described above under "SECURITY FOR THE BONDS."

Any bonds payable from money deposited in the Comprehensive Transportation Fund would not be payable from the sources of payment described above under "SECURITY FOR THE BONDS."

SOURCES OF CONSTITUTIONALLY RESTRICTED REVENUES OF THE MICHIGAN TRANSPORTATION FUND

General

Under the Michigan Constitution, the restriction on the proceeds of certain taxes for use for transportation purposes allows such proceeds to be pledged for the payment of debt service on bonds of the State issued for transportation purposes. This section describes the sources of constitutionally restricted revenues allocated by Act 51 to the MTF. The money credited to the MTF and the State Trunk Line Fund is held by the Michigan Department of Treasury as part of the State Treasurer's Common Cash Fund. A portion of the revenue of the MTF is credited to the State Trunk Line Fund and is irrevocably pledged on a first lien basis for debt service on the Bonds and the Outstanding Bonds and the State's share of debt service on any Additional Bonds. See "SECURITY FOR THE BONDS" and "SUMMARY OF CERTAIN PROVISIONS OF THE MICHIGAN CONSTITUTION, ACT 51, AND THE RESOLUTIONS."

The sources of constitutionally restricted revenues allocated by Act 51 to the MTF include motor vehicle fuel taxes, motor vehicle registration taxes, and miscellaneous fees. As described herein, certain revenues from the income tax redirection and excise tax and related fees on recreational marijuana are deposited into the MTF,

but are not constitutionally restricted. The sources of constitutionally restricted revenues of the MTF, including amounts transferred from the MTF to the State Trunk Line Fund, but excluding investment earnings, for the fiscal years ended September 30, 2016 through September 30, 2020, and projected for the fiscal year ending September 30, 2021, are set forth in Table 1. Each revenue source is described in more detail in the subsections, which follow the table.

Table 1
Constitutionally Restricted Revenues of the
Michigan Transportation Fund
Fiscal Years 2016-2021
(in millions)

Fiscal Year Ended September 30	Motor Fuel Taxes	Registration Taxes	Misc. Fees	Total Revenues ⁽¹⁾	Portion Transferred to State Trunk Line Fund by Formula
2016	\$1,011.0	\$1,018.3	\$40.6 ⁽²⁾	\$2,069.9	\$663.9
2017	1,359.5	1,210.0	44.8 ⁽²⁾	2,614.3	849.2
2018	1,467.9	1,294.9	42.0 ⁽²⁾	2,804.8	915.6
2019	1,460.1	1,354.2	41.3 ⁽²⁾	2,855.6	931.8 ⁽⁴⁾
2020	1,318.4	1,345.1	35.4 ⁽²⁾	2,698.9	875.5 ⁽⁴⁾
2021 ⁽³⁾	1,395.0	1,373.0	40.5 ⁽²⁾	2,808.5	917.6 ⁽⁵⁾

⁽¹⁾ Line items may not add to total due to rounding. As a result of the exclusion of transfers from the General Fund of a portion of the motor carrier fees, which are not constitutionally restricted, and investment earnings, Total Revenues shown above do not equal Total Revenues for the MTF shown in APPENDIX I. Excludes MTF investment earnings, other revenues, income tax redirection, and marijuana revenue.

⁽²⁾ The expeditious treatment fee and the registration fees deposited into the MTF were redirected in fiscal years 2016 through 2020 and will be redirected in fiscal year 2021 to the transportation administration collection fund in accordance with Sections 806 and 809 of Act 300 (MCL 257.806 and MCL 257.809), to pay costs of collection of these fees and taxes.

⁽³⁾ Projected. Based on the May 2021 Consensus Revenue Estimating Conference. There can be no assurance that actual revenues will be generated in the amounts shown.

⁽⁴⁾ Excludes income tax redirection.

⁽⁵⁾ Excludes income tax redirection and marijuana revenue.

Source: State Budget Office, MDOT – annual financial reports and data, Michigan Department of Treasury, and Office of Revenue and Tax Analysis.

NOTE: This is a summary table. See footnotes to component tables that follow in this Section.
 See also “SPECIAL DISCLOSURE REGARDING COVID-19 MATTERS.”

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Each of the sources of constitutionally restricted revenues of the MTF is described below.

Motor Fuel Taxes

Motor fuel taxes (“Motor Fuel Taxes”) include specific State taxes imposed upon the sale of gasoline, diesel fuel and liquefied petroleum gas (“LPG”) used to propel motor vehicles on highways (collectively “Motor Fuel”) but do not include general sales and use taxes imposed on Motor Fuel. Prior to January 1, 1993, Motor Fuel Taxes were collected from licensed wholesale distributors of gasoline and retailers of diesel fuel. Legislation was adopted on October 15, 1992, which modified the method of imposing and collecting Motor Fuel Taxes (other than LPG) and which became effective January 1, 1993. Under this legislation “suppliers” (which include importers of Motor Fuel into the State via pipeline into terminals and refiners who produce Motor Fuel within the State) are required to file monthly reports with the Michigan Department of Treasury on or before the 20th day of each month following the close of the report period, showing the number of gallons of gasoline or diesel motor fuel received from the terminal in the State, the amount sold tax-exempt to wholesale distributors with exemption certificates and other purchasers, and other supporting information. Suppliers are responsible for payment of these taxes net of exempt sales. In computing the tax, a supplier may deduct 1.5% of the quantity of gasoline removed by the supplier to allow for cost of remitting the tax. A deduction for certain uncollectible sales to wholesale distributors, retail dealers or other purchasers is also permitted in certain situations. There are approximately 118 licensed suppliers in the State as of September 30, 2020. The forms and other supporting information filed by such suppliers are subject to monthly internal review by the Department of Treasury. The Department of Treasury is empowered to audit those suppliers, which for the most part, represent major oil companies and distribute over 95% of the Motor Fuel sold in Michigan. Taxes on LPG will continue to be collected and paid on a quarterly basis (by the 20th of the month following the close of the report period) at the retail level by the licensed dealer.

The Motor Fuel Tax is imposed at a cents-per-gallon rate. Effective January 2017, the Motor Fuel Tax for gasoline and diesel is 26.3 cents per gallon (which is indexed to inflation after 2021).

Effective April 1, 2001, Act 403 implemented a dyed diesel fuel program, clarified the manner of imposition and collection of motor fuel taxes, and imposed additional licensing and reporting requirements.

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Motor Fuel Tax revenues for the fiscal years ended September 30, 2016 through September 30, 2020, and projected for the fiscal year ending September 30, 2021, are set forth below.

Table 2

**Motor Fuel Tax Revenues
Fiscal Years 2016-2021
(in millions)**

Fiscal Year Ended September 30	Gasoline Tax Revenue	Diesel Tax Revenue	Alternative Fuels Tax Revenue ⁽¹⁾	Total Motor Fuel Tax Revenues ⁽²⁾
2016	\$873.0	\$137.6	\$0.4	\$1,011.0
2017	1,142.6	215.2	1.7	1,359.5
2018	1,219.9	245.8	2.2	1,467.9
2019	1,214.7	243.2	2.1	1,460.1
2020	1,086.9	229.9	1.6	1,318.4
2021 ⁽³⁾	1,155.0	238.0	2.0	1,395.0

⁽¹⁾ Per Section 151 of Act 403 (MCL 207.1151), “Alternative Fuel” means a gas, liquid, or other fuel that, with or without adjustment or manipulation, is capable of being used for the generation of power to propel a motor vehicle, including, but not limited to, natural gas, compressed natural gas, liquefied natural gas, liquefied petroleum gas, hydrogen, hydrogen compressed natural gas or hythane. Alternative fuel does not include motor fuel, electricity, leaded racing fuel or an excluded liquid. For fiscal year 2016, this table did not include LPG fuel. Starting in fiscal year 2017, LPG is included in the column presenting alternative fuels.

⁽²⁾ Line items may not add to total due to rounding.

⁽³⁾ Projected. Based on the May 2021 Consensus Revenue Estimating Conference. There can be no assurance that actual revenues will be generated in the amounts shown.

Source: State Budget Office, MDOT – annual financial reports and data, Michigan Department of Treasury, and Office of Revenue and Tax Analysis.

A number of factors, including but not limited to consumption changes resulting from increased gasoline prices, fuel efficiency and general economic factors, could impact future motor fuel tax revenues.

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Motor vehicle fuel consumption (excluding LPG) for the fiscal years ended September 30, 2016 through September 30, 2020, and projected for the fiscal year ending September 30, 2021, are set forth below.

Table 3

**Motor Vehicle Fuel Consumption⁽¹⁾
Fiscal Years 2016-2021
(millions of gallons taxed)**

Fiscal Year Ended September 30	Gasoline ⁽²⁾	% Annual Increase/ (Decrease)	Diesel Fuel ⁽³⁾	% Annual Increase/ (Decrease)	Alternative Fuels ⁽⁴⁾	Total Fuels ⁽⁵⁾	% Annual Increase/ (Decrease)	Diesel Fuel as % of Total Fuel Consumed
2016	4,683.2	3.6	903.1	2.4	N/A	5,586.3	3.4	16.2
2017	4,691.9	0.2	897.3	(0.6)	7.3	5,596.5	0.1	16.0
2018	4,705.1	0.3	962.4	7.3	9.9	5,677.3	1.4	17.0
2019	4,698.5	(0.1)	990.8	3.0	9.3	5,698.6	0.4	17.4
2020	4,178.3	(11.1)	881.8	(11.0)	7.5	5,067.6	(11.1)	17.4
2021 ⁽⁶⁾	4,440.3	6.3	912.8	3.5	9.5	5,362.6	5.8	17.0

⁽¹⁾ The fuel consumption reported in this table when multiplied by the tax per gallon does not precisely track the tax revenues reported in Table 1 and Table 9, because of timing differences and refunds paid out.

⁽²⁾ Gallons of gasoline taxed include gasohol as well as Ethanol Blend E70-E99.

⁽³⁾ Gallons of diesel fuel taxed include Biodiesel Blend B05+.

⁽⁴⁾ Per Section 151 of Act 403 (MCL 207.1151), "Alternative Fuel" means a gas, liquid, or other fuel that, with or without adjustment or manipulation, is capable of being used for the generation of power to propel a motor vehicle, including, but not limited to, natural gas, compressed natural gas, liquefied natural gas, liquefied petroleum gas, hydrogen, hydrogen compressed natural gas or hythane. Alternative fuel does not include motor fuel, electricity, leaded racing fuel or an excluded liquid. For fiscal year 2016, this table did not include LPG fuel. Starting in fiscal year 2017, LPG is included in the column presenting alternative fuels.

⁽⁵⁾ Line items may not add to total due to rounding.

⁽⁶⁾ Projected. Based on the May 2021 Consensus Revenue Estimating Conference. There can be no assurance that actual consumption will occur in the amounts shown.

Sources: MDOT and Michigan Department of Treasury, Motor Fuel Consumption Reports.

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Motor Vehicle Registration Taxes

A Motor Vehicle Registration Tax (the “Registration Tax”) is paid by the owner of each registered motor vehicle at the time license plates are issued by the Michigan Department of State. Registration Tax receipts are deposited daily and promptly credited to the MTF. The Registration Taxes on trucks and other commercial vehicles are established by legislative formulae generally based on vehicle weight.

Since October 1, 1983, the tax basis for passenger vehicles has been a value basis. Such vehicles are taxed at the rate of 0.5% of base purchase price, or value if purchased out of State, with a descending scale for the second, third and fourth years at 90% of the previous year’s rate and with the rate thereafter fixed at the rate for the fourth year. In January 2017, there was a 20% increase in Registration Taxes. Reduced Registration Taxes are charged on farm vehicles, hearses, ambulances, public service vehicles, and historical vehicles, among others.

The number of registered vehicles for the fiscal years ended September 30, 2016 through September 30, 2020, and as projected for the fiscal year ending September 30, 2021, are set forth below.

Table 4

**Registered Motor Vehicles
Fiscal Years 2016-2021
(in thousands)**

Fiscal Year Ended September 30	Passenger Vehicles	Commercial Vehicles ⁽¹⁾	Other Vehicles	Total Vehicles ⁽²⁾	% Annual Increase/ (Decrease)
2016	7,634	460	438	8,531	1.6
2017	7,729	468	442	8,639	1.3
2018	7,685	469	439	8,593	(0.5)
2019	8,233	564	430	9,227	7.4
2020	8,241	527	369	9,137	(1.0)
2021 ⁽³⁾	8,412	538	377	9,327	2.1

⁽¹⁾ Registrations sold by the International Registration Plan Clearinghouse are not included in this table.

⁽²⁾ Line items may not add to total due to rounding.

⁽³⁾ Projected. Based on the May 2021 Consensus Revenue Estimating Conference. There can be no assurance that actual registrations will occur in the amounts shown.

Sources: MDOT and Michigan Department of State, Annual Motor Vehicle Registration Reports.

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The Registration Tax revenues for the fiscal years ended September 30, 2016 through September 30, 2020, and projected for the fiscal year ending September 30, 2021, are set forth below.

Table 5

**Motor Vehicle Registration Tax Revenues⁽¹⁾
Fiscal Years 2016-2021
(in millions)**

Fiscal Year Ended September 30	Passenger Vehicles	Commercial Vehicles ⁽²⁾	Other Vehicles	Total Vehicles ⁽³⁾	% Annual Increase/ (Decrease)
2016	\$795.4	\$195.1	\$28.7	\$1,019.2	4.1
2017	954.3	226.7	29.1	1,210.0	18.7
2018	1,022.9	242.2	29.8	1,294.9	7.0
2019	1,069.5	256.1	28.6	1,354.2	4.6
2020	1,076.0	244.9	24.3	1,345.1	(0.7)
2021 ⁽⁴⁾	1,099.5	249.8	23.7	1,373.0	2.1

⁽¹⁾ For fiscal years 2016 and 2017, Registration Tax Revenues shown above differ from Registration Taxes as shown in Table 1 and Table 9 due to the Michigan Department of State reporting on a cash basis in contrast to the State Budget Office reporting on an accrual basis. Starting in fiscal year 2018, Registration Tax Revenues shown above will match Registration Taxes as shown in Table 1 and Table 9. The Michigan Department of State is now reporting on an accrual basis, as is the State Budget Office.

⁽²⁾ Revenues collected by the International Registration Plan Clearinghouse are included in this table.

⁽³⁾ Line items may not add to total due to rounding.

⁽⁴⁾ Projected. Based on the May 2021 Consensus Revenue Estimating Conference. There can be no assurance that actual revenues will be generated in the amounts shown.

Sources: MDOT and Michigan Department of State, Annual Motor Vehicle Registration Reports.

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Miscellaneous Fees

Miscellaneous fees include motor vehicle title fees, special license plate registration taxes (not based on vehicle weight, purchase price or value), and license plate transfer fees paid by the vehicle owner to the Michigan Department of State. The title and license plate transfer fees are usually occasioned by the purchase of a new or used vehicle. Upon receipt by the Michigan Department of State, such funds are deposited daily and promptly credited to the MTF. Miscellaneous fees for the fiscal years ended September 30, 2016 through September 30, 2020, and projected for the fiscal year ending September 30, 2021, are set forth below.

Table 6

**Miscellaneous Fee Revenues
Fiscal Years 2016-2021
(in millions)**

<u>Fiscal Year Ended September 30</u>	<u>Miscellaneous Fees</u>
2016	\$40.6 ⁽¹⁾
2017	44.8 ⁽¹⁾
2018	42.0 ⁽¹⁾
2019	41.3 ⁽¹⁾
2020	35.4 ⁽¹⁾
2021 ⁽²⁾	40.5 ⁽¹⁾

⁽¹⁾ The expeditious treatment fee and registration fees deposited into the MTF were redirected in fiscal years 2016 through 2020 and will be redirected in fiscal year 2021 to the transportation administration collection fund in accordance with Sections 806 and 809 of Act 300 (MCL 257.806 and MCL 257.809) to pay costs of collection of these fees and taxes.

⁽²⁾ Projected. Based on the May 2021 Consensus Revenue Estimating Conference. There can be no assurance that actual revenues will be generated in the amounts shown.

Source: State Budget Office, MDOT – annual financial reports and data, Michigan Department of Treasury, and Office of Revenue and Tax Analysis.

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SPECIAL DISCLOSURE REGARDING COVID-19 MATTERS

Potential Impact of the COVID-19 Pandemic

The World Health Organization declared a pandemic following the outbreak of novel coronavirus (“COVID-19” or “COVID-19 Pandemic”), a respiratory disease caused by a new strain of the coronavirus. On January 31, 2020, the United States Department of Health and Human Services declared a public health emergency in response to the spread of COVID. On March 13, 2020, former President Trump declared a national emergency, which unlocked federal funds to help states and local governments fight the pandemic. The pandemic is an ongoing situation, the effects of which are being proactively addressed by multiple governmental agencies and programs. At this time, the State cannot fully determine the overall impact that the continuation of the pandemic may have on State economic activity.

State of Emergency – Legislative Authority and Executive Orders

In response to the effect of COVID-19 in Michigan, the Governor exercised broad authority under the Emergency Powers of the Governor Act, Act 302, Public Acts of Michigan, 1945, as amended (“Act 302”) and the Emergency Management Act, Act 390, Public Acts of Michigan, 1976, as amended (“Act 390”). Beginning on March 10, 2020, the Governor issued a series of Executive Orders declaring a state of emergency and a state of disaster in the State in response to COVID-19, indicating that the state of emergency and state of disaster will terminate on the earlier of a specified date or when emergency and disaster conditions no longer exist.¹

Act 390 requires approval of the Legislature to extend an executive order issued pursuant to that statute to continue beyond 28 days. Act 302 is silent on legislative approval. On April 7, 2020, the Michigan Legislature approved the Governor’s extension of the state of emergency and state of disaster through April 30, 2020. On April 30, 2020, the Legislature did not extend the state of emergency and state of disaster under Act 390.

Subsequent to April 30, 2020, the Governor continued to issue executive orders under Act 302 and Act 390 (See “– Stay-Home Practices and Restricted Activity – Executive Orders” below). On May 5, 2020, the Legislature filed suit against the Governor challenging the validity and constitutionality of her executive orders related to COVID-19.

On October 12, 2020, the Michigan Supreme Court issued an order finding that (i) the Governor did not have authority after April 30, 2020, to issue or renew any executive orders related to the COVID-19 pandemic under Act 390 and (ii) the Governor did not possess the authority to exercise emergency powers under Act 302 because the statute unlawfully delegates legislative power to the executive branch in violation of the Michigan Constitution. The court’s order was given immediate effect.

The court’s October 12, 2020 order incorporated by reference the analysis and conclusions from its October 2, 2020 opinion in response to a request to answer certified questions in *Midwest Institute Of Health, PLLC v. Governor*, a case pending in the Federal District Court for the Western District of Michigan, which likewise found the Governor’s actions invalid.

¹ All COVID-19-related Executive Orders and Executive Directives issued by the Governor, Michigan Department of Health and Human Services epidemic orders, as well as other releases and information regarding COVID-19 in the State, can be accessed at www.michigan.gov/coronavirus. Such website is included herein for reference only and the information contained therein is not incorporated by reference in this Official Statement.

Stay-Home Practices and Restricted Activity – Executive Orders

Beginning on March 23, 2020, the Governor issued a series of executive orders directing Michigan businesses and other venues to temporarily suspend or reduce in-person operations that are not necessary to sustain or protect life and further directed individuals to stay in their homes unless they are part of the critical infrastructure workforce. In light of the recent Michigan Supreme Court decisions, those orders are no longer legally effective (see “– State of Emergency – Legislative Authority and Executive Orders” above). However beginning on October 9, 2020, the Michigan Department of Health and Human Service (“DHHS”) has issued several statewide orders limiting attendance at various types of gatherings and capacity at various types of venues, including a variety of businesses. The most recent DHHS order became effective on June 1, 2021 and was to remain in effect through July 1, 2021; however, due to low case counts, DHHS has lifted the order effective June 22, 2021 to fully open the State.

At this time, the State cannot predict the extent of the impact on the State’s financial condition due to the COVID-19 outbreak.

Impact on Certain Constitutionally Restricted Revenues

As described herein, the Bonds will be secured by a pledge of, and be payable solely from, funds that are restricted as to use for transportation purposes under Section 9 of Article IX of the Michigan Constitution and that are deposited in the State Trunk Line Fund established pursuant to Act 51. The revenues of the State Trunk Line Fund include constitutionally restricted revenues, including a portion of the Motor Fuel Taxes, Registration Taxes, and miscellaneous fees, and statutorily derived revenues that are not constitutionally restricted, including income tax redirection and a portion of the excise tax and related fees on recreational marijuana deposited into the MTF. At this time, the State cannot predict the extent to which collections of the statutorily derived revenues that are not constitutionally restricted may be reduced due to the COVID-19 outbreak.

Collections of the constitutionally restricted revenues were negatively impacted by the COVID-19 outbreak for the months of March, April and May 2020, corresponding with the shutdown of the State and various stay at home orders. Revenue trends for subsequent months improved as the State reopened during summer 2020. Collections were negatively impacted in subsequent months, corresponding with COVID-19 surges. The chart on the following page sets forth unaudited monthly collections for constitutionally restricted revenues deposited into the MTF for calendar years 2020 and 2019 and for the five month period ended May 31, 2021 and certain comparative information. With respect to Motor Fuel Tax collections, revenue is received on a delayed basis, reflecting activity from two months prior (e.g., June revenue is from April activity). With respect to Registration Taxes and Miscellaneous Fees, revenue is also received on a delayed basis, reflecting activity from one month prior (e.g., June revenue is from May activity). The collection of Registration Taxes was further delayed by the COVID-19 outbreak as office closures for several days in March 2020 and for all of April 2020 and May 2020 prevented the processing of certain applications and payments and executive orders temporarily extended the validity of certain expired vehicle registrations. Such extensions have expired.

Monthly Collections of Constitutionally Restricted Revenues (in thousands)

	2021	2020	2019	% change of 2021 from 2020	% change of 2020 from 2019
<u>January</u>					
Motor Fuel Taxes ⁽¹⁾	\$107,544	\$120,359	\$117,131	(10.65)%	2.76%
Registration Taxes ⁽²⁾	136,461	135,471	112,341	0.73	20.59
Miscellaneous Fees ⁽²⁾	3,146	3,665	2,979	(14.16)	23.02
	<u>\$247,151</u>	<u>\$259,494</u>	<u>\$232,452</u>	<u>(4.76)%</u>	<u>11.63%</u>
<u>February</u>					
Motor Fuel Taxes ⁽¹⁾	\$97,369	\$114,892	\$89,972	(15.25)%	27.70%
Registration Taxes ⁽²⁾	141,820	163,524	156,149	(13.27)	4.72
Miscellaneous Fees ⁽²⁾	3,848	3,797	4,897	1.35	(22.45)
	<u>\$243,038</u>	<u>\$282,212</u>	<u>\$251,018</u>	<u>(13.88)%</u>	<u>12.43%</u>
<u>March</u>					
Motor Fuel Taxes ⁽¹⁾	\$92,836	\$98,972	\$130,141	(6.20)%	(23.95)%
Registration Taxes ⁽²⁾	131,961	108,768	126,742	21.32	(14.18)
Miscellaneous Fees ⁽²⁾	3,417	2,807	3,758	21.74	(25.31)
	<u>\$228,214</u>	<u>\$210,547</u>	<u>\$260,641</u>	<u>8.39%</u>	<u>(19.22)%</u>
<u>April</u>					
Motor Fuel Taxes ⁽¹⁾	\$130,835	\$103,677	\$120,954	26.19%	(14.28)%
Registration Taxes ⁽²⁾	117,552	69,444	102,557	69.28	(32.29)
Miscellaneous Fees ⁽²⁾	3,965	644	3,710	515.84	(82.64)
	<u>\$252,352</u>	<u>\$173,765</u>	<u>\$227,220</u>	<u>45.23%</u>	<u>(23.53)%</u>
<u>May</u>					
Motor Fuel Taxes ⁽¹⁾	\$109,411	\$64,774	\$114,359	68.91%	(43.36)%
Registration Taxes ⁽²⁾	101,296	76,397	131,342	32.59	(41.83)
Miscellaneous Fees ⁽²⁾	3,684	1,556	3,810	136.70	(59.16)
	<u>\$214,391</u>	<u>\$142,727</u>	<u>\$249,511</u>	<u>50.21%</u>	<u>(42.80)%</u>
<u>June</u>					
Motor Fuel Taxes ⁽¹⁾		\$77,899	\$126,828		(38.58)%
Registration Taxes ⁽²⁾		129,688	105,512		22.91
Miscellaneous Fees ⁽²⁾		3,650	3,474		5.08
		<u>\$211,237</u>	<u>\$235,814</u>		<u>(10.42)%</u>

	2021	2020	2019	% change of 2021 from 2020	% change of 2020 from 2019
<u>July</u>					
Motor Fuel Taxes ⁽¹⁾		\$109,272	\$128,878		(15.21)%
Registration Taxes ⁽²⁾		133,447	115,216		15.82
Miscellaneous Fees ⁽²⁾		3,573	3,726		(4.12)
		\$246,292	\$247,820		(0.62)%
<u>August</u>					
Motor Fuel Taxes ⁽¹⁾		\$140,391	\$127,388		10.21%
Registration Taxes ⁽²⁾		118,561	106,804		11.01
Miscellaneous Fees ⁽²⁾		3,290	3,678		(10.57)
		\$262,242	\$237,870		10.25%
<u>September</u>					
Motor Fuel Taxes ⁽¹⁾		\$118,190	\$133,922		(11.75)%
Registration Taxes ⁽²⁾		113,514	107,258		5.83
Miscellaneous Fees ⁽²⁾		3,232	3,346		(3.41)
		234,936	244,526		(3.92)%
<u>October</u>					
Motor Fuel Taxes ⁽¹⁾		\$118,183	\$126,212		(6.36)%
Registration Taxes ⁽²⁾		101,416	99,890		1.53
Miscellaneous Fees ⁽²⁾		3,704	3,570		3.77
		\$223,302	\$229,672		(2.77)%
<u>November</u>					
Motor Fuel Taxes ⁽¹⁾		\$104,902	\$103,649		1.21%
Registration Taxes ⁽²⁾		83,793	92,522		(9.43)
Miscellaneous Fees ⁽²⁾		2,917	3,009		(3.06)
		\$191,612	\$199,180		(3.80)%
<u>December</u>					
Motor Fuel Taxes ⁽¹⁾		\$102,924	\$140,224		(26.60)%
Registration Taxes ⁽²⁾		114,727	98,534		16.43
Miscellaneous Fees ⁽²⁾		3,324	3,493		(4.83)
		\$220,975	\$242,251		(8.78)%

(1) Revenue data reflects activity from two months prior.

(2) Revenue data reflects activity from one month prior.

Source: State Budget Office, annual financial reports and annual reports of MDOT.

Impact on Traffic

The COVID-19 outbreak and related State closures have also affected daily traffic patterns and trends throughout the State, which may have an indirect impact on certain of the constitutionally restricted revenues deposited into the MTF. The following chart sets forth monthly traffic counts for calendar years 2020 and 2019 and for the six-month period ended June 30, 2021 and certain comparative information. “Traffic counts per month” equals the average daily traffic per day for the given month. Traffic counts dropped during the months that Michigan was closed or impacted by surges in the COVID-19 virus.

Average Daily Traffic Count per Month

	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2020 from 2019 Change</u>	<u>2021 from 2020 Change</u>
January	2,792,894	3,368,243	3,131,823	7.5%	(17.1)%
February	2,970,399	3,577,810	3,432,409	4.2	(17.0)
March	3,380,506	2,789,402	3,687,585	(24.4)	21.2
April	3,262,345	1,563,751	3,619,852	(56.8)	108.6
May	3,150,222	2,125,629	3,449,636	(38.4)	48.2
June	3,421,205	3,059,600	3,722,668	(17.8)	11.8
July		3,294,326	3,801,270	(13.3)	
August		3,244,333	3,797,906	(14.6)	
September		3,256,054	3,622,031	(10.1)	
October		3,290,207	3,734,868	(11.9)	
November		2,882,319	3,511,670	(17.9)	
December		2,851,978	3,507,622	(18.5)	

Source: MDOT.

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STATEMENT OF OUTSTANDING OBLIGATIONS

The following table shows the amounts of State bonds issued under Section 18b of Act 51 payable from the State Trunk Line Fund and the Comprehensive Transportation Fund, as well as Grant Anticipation Obligations payable from Federal Highway Administration grant revenues and outstanding (excluding any Refunded Bonds) as of the close of fiscal years ended September 30, 2016 through September 30, 2020, and projected for the fiscal year ending September 30, 2021, assuming the Bonds have been issued.

Table 7
Act 51 Bonds as of September 30, 2016-2021
(in thousands)
Amounts Outstanding September 30

	2016	2017	2018	2019	2020	Projected 2021 ⁽⁴⁾
State Trunk Line Fund Bonds ⁽¹⁾						
Outstanding Bonds	\$846,470	\$724,635	\$597,430	\$463,520	\$1,159,100	\$988,460
Bonds	-	-	-	-	-	854,150
Total	\$846,470	\$724,635	\$597,430	\$463,520	\$1,159,100	\$1,842,610
Comprehensive Transportation Bonds ⁽²⁾	115,000	97,825	79,775	60,875	49,540	37,610
Grant Anticipation Obligations ⁽³⁾	616,625	607,110	601,285	595,130	542,310	513,525
 Total Act 51 Bonds	<u>\$1,578,095</u>	<u>\$1,429,570</u>	<u>1,278,490</u>	<u>\$1,119,525</u>	<u>\$1,119,525</u>	<u>\$2,393,745</u>

⁽¹⁾ Secured by State Trunk Line Fund revenues.

⁽²⁾ Secured by Comprehensive Transportation Fund revenues.

⁽³⁾ Secured by Federal Highway Administration Grant revenues.

⁽⁴⁾ Includes the Bonds. Does not include the Prior 2011 Bonds. Does not include any other anticipated bond issues. See "ADDITIONAL MDOT FINANCINGS."

Source: MDOT.

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DEBT SERVICE ON THE OUTSTANDING BONDS AND THE BONDS

The debt service requirements for the Outstanding Bonds and the Bonds (excluding any Refunded Bonds), which will constitute all bond debt service payable from the State Trunk Line Fund upon the issuance of the Bonds, are set forth on the table below.

**Table 8
State Trunk Line Fund
Annual Debt Service Requirements for the Outstanding Bonds and the Bonds**

Fiscal Year Ending September 30	Series 2021A Bonds				Series 2021B Bonds				Total Debt Service on the Outstanding Bonds and the Bonds
	Debt Service on Outstanding Bonds	Principal Requirements	Interest	Total Debt Service	Principal Requirements	Interest	Total Debt Service		
2021	\$ 143,118,397	--	--	--	--	--	--	--	\$143,118,397
2022	151,114,931	--	\$25,250,336	\$25,250,336	--	\$1,926,833	\$1,926,833	178,292,100	
2023	103,317,600	\$15,000,000	34,453,050	49,453,050	\$2,485,000	2,595,575	5,080,575	157,851,225	
2024	47,960,950	15,000,000	33,703,050	48,703,050	2,615,000	2,468,075	5,083,075	101,747,075	
2025	47,953,950	15,000,000	32,953,050	47,953,050	2,750,000	2,333,950	5,083,950	100,990,950	
2026	37,559,575	15,000,000	32,203,050	47,203,050	2,890,000	2,192,950	5,082,950	89,845,575	
2027	37,559,826	--	31,828,050	31,828,050	3,035,000	2,044,825	5,079,825	74,467,701	
2028	90,035,450	--	31,828,050	31,828,050	3,195,000	1,889,075	5,084,075	126,947,575	
2029	84,513,825	--	31,828,050	31,828,050	3,360,000	1,725,200	5,085,200	121,427,075	
2030	79,493,700	--	31,828,050	31,828,050	3,525,000	1,553,075	5,078,075	116,399,825	
2031	75,019,950	4,340,000	31,719,550	36,059,550	3,710,000	1,372,200	5,082,200	116,161,700	
2032	59,619,450	30,355,000	30,852,175	61,207,175	3,900,000	1,181,950	5,081,950	125,908,575	
2033	55,566,075	35,650,000	29,202,050	64,852,050	4,100,000	981,950	5,081,950	125,500,075	
2034	55,784,450	34,645,000	27,444,675	62,089,675	4,310,000	771,700	5,081,700	122,955,825	
2035	35,067,450	57,260,000	25,147,050	82,407,050	4,530,000	550,700	5,080,700	122,555,200	
2036	34,317,450	60,555,000	22,201,675	82,756,675	4,765,000	318,325	5,083,325	122,157,450	
2037	60,277,575	38,625,000	19,915,300	58,540,300	4,980,000	99,600	5,079,600	123,897,475	
2038	59,908,400	45,800,000	18,226,800	64,026,800	--	--	--	123,935,200	
2039	60,266,600	44,850,000	16,413,800	61,263,800	--	--	--	121,530,400	
2040	60,641,300	46,380,000	14,589,200	60,969,200	--	--	--	121,610,500	
2041	63,698,800	37,650,000	12,908,600	50,558,600	--	--	--	114,257,400	
2042	42,225,425	61,605,000	10,923,500	72,528,500	--	--	--	114,753,925	
2043	49,757,850	32,265,000	9,046,100	41,311,100	--	--	--	91,068,950	
2044	49,721,600	33,615,000	7,728,500	41,343,500	--	--	--	91,065,100	
2045	49,681,850	35,030,000	6,355,600	41,385,600	--	--	--	91,067,450	
2046	49,664,725	66,375,000	4,327,500	70,702,500	--	--	--	120,367,225	
2047	--	75,000,000	1,500,000	76,500,000	--	--	--	76,500,000	
Total	\$1,683,847,154	\$800,000,000	\$574,376,811	\$1,374,376,811	\$54,150,000	\$24,005,983	\$78,155,983	\$3,136,379,948	

Note: Totals may not add due to rounding.
Source: MDOT.

**HISTORICAL AND PROJECTED DEBT SERVICE COVERAGE
ON THE BONDS AND THE OUTSTANDING BONDS**

The following tables show the estimated coverage of maximum future annual debt service on the Bonds and the Outstanding Bonds (excluding any Refunded Bonds) by the audited revenues credited to the State Trunk Line Fund, and the amounts of non-federal funds available, after payment of actual debt service, for the transportation programs of the State Trunk Line Fund during the fiscal years ended September 30, 2016 through September 30, 2020, and projected for the fiscal year ending September 30, 2021. See “SECURITY FOR THE BONDS” and “SUMMARY OF CERTAIN PROVISIONS OF THE MICHIGAN CONSTITUTION, ACT 51, AND THE RESOLUTIONS.”

Table 9

**State Trunk Line Fund Pro Forma
Historical and Projected Debt Service Coverage
(in millions)**

	Fiscal Year Ended September 30					
	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021⁽¹⁾</u>
Constitutionally Restricted MTF Revenues:						
Motor Fuel Taxes	\$1,011.0	\$1,359.5	\$1,467.9	\$1,460.1	\$1,318.4	\$1,395.0
Registration Taxes	1,018.3	1,210.0	1,294.9	1,354.2	1,345.1	1,373.0
Miscellaneous Fees	40.6	44.8	42.0	41.3	35.4	40.5
Total	<u>\$2,069.9</u>	<u>\$2,614.3</u>	<u>\$2,804.8</u>	<u>\$2,855.6</u>	<u>\$2,698.9</u>	<u>\$2,808.5</u>
Less Deductions:	401.9	469.1	489.8	497.6	479.6	496.0
Constitutionally Restricted Revenues Available for Distribution by Formula	\$1,668.0	\$2,145.2	\$2,315.0	\$2,358.0	\$2,219.3	\$2,312.5
Constitutionally Restricted Revenues Transferred by Formula	\$663.9	\$849.2	\$915.6	\$931.8	\$875.5	\$917.6
Additional Constitutionally Restricted Revenues ⁽²⁾	<u>\$118.7</u>	<u>\$125.7</u>	<u>\$125.6</u>	<u>\$125.6</u>	<u>\$125.7</u>	<u>\$125.6</u>
Total Constitutionally Restricted Revenues Available for Debt Service	\$782.6	\$ 974.9	\$1,041.2	\$1,057.4	\$1,001.2	\$1,043.2
Debt Service Paid	\$162.2	\$161.8	\$160.8	\$160.7	\$118.4	\$143.1
Debt Service Coverage	4.8x	6.0x	6.5x	6.6x	8.5x	7.3x
Maximum Future Annual Debt Service on the Bonds and the Outstanding Bonds	-	-	-	-	\$178.3	\$178.3
Projected Debt Service Coverage	-	-	-	-	5.62x	5.85x

NOTE: Line items may not add to totals due to rounding.

⁽¹⁾ Projected. Based on the May 2021 Consensus Revenue Estimating conference. There can be no assurance that actual revenues will be generated in the amounts shown.

⁽²⁾ Includes distribution to the State Trunk Line Fund for subsequent allocation to the Local Program Fund, the Transportation Economic Development Fund and debt service.

Source: State Budget Office, MDOT – annual financial reports and data, Michigan Department of Treasury, and Office of Revenue and Tax Analysis.

Table 10

**State Trunk Line Fund
Funds Available For Program After Debt Service
(in millions)**

	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021⁽¹⁾</u>
Constitutionally Restricted Revenues Available for Debt Service	\$782.6	\$974.9	\$1,041.2	\$1,057.4	\$1,001.2	\$1,043.2
Actual Debt Service	<u>162.2</u>	<u>161.8</u>	<u>160.8</u>	<u>160.7</u>	<u>118.4</u>	<u>143.1</u>
Constitutionally Restricted Revenues Available After Debt Service	\$620.4	\$813.1	\$880.4	\$896.7	\$882.8	\$900.1
Additional Non-Federal Revenues ⁽²⁾	<u>34.3⁽³⁾</u>	<u>39.8</u>	<u>68.4</u>	<u>141.9</u>	<u>210.9</u>	<u>264.4</u>
Total Non-Federal Revenues Available After Debt Service for Program ⁽⁴⁾	<u>\$654.7</u>	<u>\$852.9</u>	<u>\$948.8</u>	<u>\$1,038.6</u>	<u>\$1,093.7</u>	<u>\$1,164.5</u>

NOTE: Line items may not add to totals due to rounding.

- (1) Projected. Based on the May 2021 Consensus Revenue Estimating Conference. There can be no assurance that actual revenues will be generated in the amounts shown.
- (2) Includes State Trunk Line investment earnings, sales of assets and miscellaneous revenues, as well as MTF other revenues. See “THE MICHIGAN DEPARTMENT OF TRANSPORTATION – Michigan Road Funding Package Enacted in 2015” and “– Recreational Marijuana Excise Tax and Fees” herein. In addition to those revenues listed, fiscal years 2019 and 2020 include income tax redirection revenue and fiscal year 2021 will include income tax redirection revenue and recreational marijuana revenue.
- (3) Does not include \$113.0 million from the General Fund to match federal aid for State Trunk Line road and bridge construction or \$101.8 million from the General Fund for State Road and Bridge Programs in fiscal year 2016.
- (4) MDOT payment obligations under project agreements for concession-based projects including the I-75 Modernization Project and the Freeway Lighting Project do not constitute bonds, notes or other obligations of MDOT under Section 18b or 18d of Act 51, are not secured by a pledge of State Trunk Line Fund monies or federal aid monies, and accordingly, are not included in Debt Service above. Rather, such program payments are contractual, and anticipated to be paid from the MDOT budget line-item “*State Trunkline federal aid and road and bridge construction.*”

Source: MDOT and Michigan Department of Treasury, Office of Revenue and Tax Analysis, Michigan Transportation Revenue Estimates.

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SUMMARY OF CERTAIN PROVISIONS OF THE MICHIGAN CONSTITUTION, ACT 51, AND THE RESOLUTIONS

The following is a summary of certain provisions of the Michigan Constitution of 1963, Act 51, and the Resolutions. This summary does not purport to be a complete statement of all provisions thereof, and reference is made thereto for a complete statement of the provisions thereof.

Transportation Tax Provisions of the Michigan Constitution

Section 9 of Article IX of the Michigan Constitution provides as follows:

All specific taxes, except general sales and use taxes and regulatory fees, imposed directly or indirectly on fuels sold or used to propel motor vehicles upon highways and to propel aircraft and on registered motor vehicles and aircraft shall, after the payment of necessary collection expenses, be used exclusively for transportation purposes as set forth in this section.

Not less than 90 percent of the specific taxes, except general sales and use taxes and regulatory fees, imposed directly or indirectly on fuels sold or used to propel motor vehicles upon highways and on registered motor vehicles shall, after the payment of necessary collection expenses, be used exclusively for the transportation purposes of planning, administering, constructing, reconstructing, financing, and maintaining state, county, city, and village roads, streets, and bridges designed primarily for the use of motor vehicles using tires, and reasonable appurtenances to those state, county, city and village roads, streets and bridges.

The balance, if any, of the specific taxes, except general sales and use taxes and regulatory fees, imposed directly or indirectly on fuels sold or used to propel motor vehicles upon highways and on registered motor vehicles, after the payment of necessary collection expenses; 100 percent of the specific taxes, except general sales and use taxes and regulatory fees, imposed directly or indirectly on fuels sold or used to propel aircraft and on registered aircraft, after the payment of necessary collection expenses; and not more than 25 percent of the general sales taxes, imposed directly or indirectly on fuels sold to propel motor vehicles upon highways, on the sale of motor vehicles, and on the sale of the parts and accessories of motor vehicles, after the payment of necessary collection expenses; shall be used exclusively for the transportation purposes of comprehensive transportation purposes as defined by law.

The legislature may authorize the incurrence of indebtedness and the issuance of obligations pledging the taxes allocated or authorized to be allocated by this section, which obligations shall not be construed to be evidence of State indebtedness under this constitution.

Act 51

Allocation of Tax and Fee Proceeds

Act 51 provides for the distribution of funds received by the State for transportation purposes. Previously, Section 10 of Act 51 required that all moneys received and collected under: (a) Act 403, being gasoline, diesel fuel and liquefied petroleum gas taxes (see the section hereof entitled "SOURCES OF

CONSTITUTIONALLY RESTRICTED REVENUES OF THE MICHIGAN TRANSPORTATION FUND”), except a license fee provided in that act; (b) Sections 801 to 810 of Act 300 (Registration Taxes, title fees, special registration taxes and transfer fees) except a truck safety fund fee; and (c) Act 254, Public Acts of Michigan, 1933, as amended (taxes on trailers and common carriers) be deposited into the State Treasury to the credit of the MTF. Prior to October 16, 2020, except for investment income or profit from investing moneys of the MTF and those certain other revenues described herein under the captions “THE MICHIGAN DEPARTMENT OF TRANSPORTATION – Michigan Road Funding Package Enacted in 2015” and “– Recreational Marijuana Excise Tax and Fees,” no other moneys from any source were deposited into the MTF. Pursuant to Act 222 (effective October 16, 2020), funds or assets from any source may be deposited into the MTF.

Before distributions are made from the MTF pursuant to the formula outlined below, the following distributions must be made: (a) payment of the amounts appropriated by the legislature for the necessary expenses incurred in the collection and administration of the transportation taxes and enforcement of the statutes described in the section hereof entitled “SOURCES OF CONSTITUTIONALLY RESTRICTED REVENUES OF THE MICHIGAN TRANSPORTATION FUND”; and (b) payment of amounts equal to 2.0% of the net gasoline tax (excluding aircraft gasoline taxes), which are credited to the Recreational Improvement Account and used to improve recreational facilities.

Subsequent to these initial distributions, moneys remaining in the MTF are apportioned and appropriated each fiscal year (except as otherwise provided) as follows:

(a) Not more than \$3,000,000 as may be annually appropriated each fiscal year to the State Trunk Line Fund for subsequent deposit in the Rail Grade Crossing Account.

(b) Not more than \$3,000,000 as may be annually appropriated each fiscal year to the State Trunk Line Fund for subsequent deposit in the Grade Crossing Surface Account.

(c) Not more than \$3,000,000 each year to the local bridge fund created pursuant to subsection 4 of Section 10 of Act 51 (the “Local Bridge Fund”) for the purpose of payment of the principal, interest and redemption premium on any notes or bonds issued by the State Transportation Commission under former Section 11b of Act 51 or subsection (9) of Section 10 of Act 51.

(d) Except as provided in Section 10 of Act 51 and subject to Section 11(h) of Act 51, \$2,000,000 each year of the revenue from the 3 cents of tax levied under Section 8(1)(a) of Act 403, to the local agency wetland mitigation board fund created pursuant to Section 11(h) of Act 51.

(e) Except as provided in Section 10 of Act 51, \$5,000,000 each year of the revenue from 3 cents of the tax levied under Section 8(1)(a) of Act 403 to the movable bridge fund created in Section 11(g) of Act 51, with the remainder to the State Trunk Line Fund, county road commissions, and cities and villages in the percentages provided in subdivision (l). MDOT shall annually adjust the amount allocated under this subdivision by an amount equal to the annual increase in the Detroit consumer price index for the preceding year.

(f) One-half of the revenue from 1 cent of the tax levied under Section 8(1)(a) of Act 403, to the State Trunk Line Fund for repair of state bridges under Section 11 of Act 51, and the other one-half of such revenue to the Local Bridge Fund for distribution only to cities, villages, and county road commissions.

(g) \$50,000,000 to the State Trunk Line Fund for debt service costs on state of Michigan projects.

(h) 10% to the Comprehensive Transportation Fund.

(i) \$5,000,000 to the Local Bridge Fund for distribution only to the local bridge advisory board, the regional bridge councils, cities, villages, and county road commissions.

(j) \$36,775,000 to the State Trunk Line Fund for subsequent deposit in the Transportation Economic Development Fund, and with first priority for allocation to debt service on bonds issued to fund Transportation Economic Development Fund Projects. In addition, \$3,500,000 is appropriated from the Michigan Transportation Fund to the State Trunk Line Fund for subsequent deposit in the Transportation Economic Development Fund to be used for economic development road projects in any of the targeted industries described in Section 9(1)(a) of Act 231, Public Acts of Michigan, 1987, as amended (MCL 247.909).

(k) Not less than \$33,000,000 as may be annually appropriated each fiscal year to the Local Program Fund created in Section 11e of Act 51.

(l) The balance of the Michigan Transportation Fund is apportioned as follows, as well as funds allocated to the Michigan Transportation Fund and collected under the MRTMA, after deduction of the amounts appropriated in subparagraphs (a) through (k):

(i) 39.1% to the State Trunk Line Fund for purposes described in Section 11 of Act 51.

(ii) 39.1% to the county road commissions of the State.

(iii) 21.8% to the cities and villages of the State.

Use of Pledged Specific Taxes and Limitations

Section 11 of Act 51 provides that money deposited in the State Trunk Line Fund is appropriated for the following purposes in the following order of priority:

(a) For the payment, but only from money restricted as to use by Section 9 of Article IX of the Michigan Constitution, of bonds, notes, or other obligations issued under Section 18b of Act 51 for Highway, Street and Road Purposes and which have pledged for their payment money deposited in the State Trunk Line Fund and the payment of contributions of the Commission to be made pursuant to contracts entered into under Section 18d of Act 51 which contributions are pledged to the payment of principal and interest on bonds issued under the authorization of Section 18d of Act 51. A sufficient portion of the State Trunk Line Fund is irrevocably appropriated to pay, when due, the principal and interest on bonds or notes issued under Section 18b of Act 51 for Highway, Street and Road Purposes, and which have pledged for their payment money deposited in the State Trunk Line Fund and to pay the annual contributions of the Commission as are pledged for the payment of bonds issued pursuant to contracts authorized by Section 18d of Act 51. (Section 11 of Act 51 also identifies payments for contracts and bonds which have now been fully paid and with respect to which the statutory authority to issue obligations has been repealed. Thus, currently, under Section 11 the payment of principal and interest on bonds issued under Section 18b of Act 51 and contract obligations issued under Section 18d of Act 51 have first priority for payments from the State Trunk Line Fund.)

(b) For the transfer of funds appropriated pursuant to Section 10(1)(j) of Act 51 to the Transportation Economic Development Fund, but the transfer shall be reduced each fiscal year by the amount of debt service to be paid in that year from the State Trunk Line Fund for bonds, notes, or other obligations issued to fund projects of the Transportation Economic Development Fund, which amount shall be certified by MDOT.

(c) For the transfer of funds appropriated pursuant to Section 10(1)(a) of Act 51 to the Rail Grade Crossing Account in the State Trunk Line Fund for expenditure for rail grade crossing improvement purposes at rail grade crossings on public roads and streets subject to the procedures set forth in Act 51.

(d) For the transfer of funds appropriated pursuant to Section 10(1)(b) of Act 51 to the Grade Crossing Surface Account in the State Trunk Line Fund for expenditure for rail grade crossing surface improvement projects at rail grade crossings on public roads and streets selected for funding in accordance with criteria set forth in Act 51. Funding of rail grade crossing surface improvement projects from the Grade Crossing Surface Account is limited to sixty percent (60%) of project costs for projects that are normally the responsibility of a railroad, with the remaining forty percent (40%) of project costs funded by the responsible railroad.

(e) For the total operating expenses of the State Trunk Line Fund for each fiscal year as appropriated by the legislature.

(f) For the preservation and maintenance of the State Trunk Line highways and bridges.

(g) For the opening, widening, improving, construction and reconstruction of state trunk line highways and bridges, including the acquisition of necessary rights of way and the work incidental to that opening, widening, improving, construction or reconstruction. Those sums in the State Trunk Line Fund not otherwise appropriated, distributed, determined or set aside by law shall be used for the construction or reconstruction of the national system of interstate and defense highways, referred to in Act 51 as “the interstate highway system” to the extent necessary to match federal aid funds as the federal aid funds become available for that purpose; and, for the construction and reconstruction of the State Trunk Line system.

(h) MDOT may enter into agreements with county road commissions, designated county road agencies, cities, villages, or private sector companies to perform work on a highway, road, or street, including maintenance, engineering services, and the acquisition of rights of way in connection with the work. MDOT also may contract with a county road commission, designated county road agency, city or village to advance money to a county road commission, designated county road agency, city or village to pay their costs of improving railroad grade crossings on the terms and conditions agreed to in the contract. A contract may be executed before or after the Commission borrows money for the purpose of advancing money to a county road commission, designated county road agency, city, or village, but the contract shall be executed before the advancement of any money to a county road commission, designated county road agency, city, or village by the commission and shall provide for the full reimbursement of any advancement by a county road commission, designated county road agency, city, or village to MDOT, with interest, within 15 years after advancement, from any available revenue sources of the county road commission, designated county road agency, city, or village or, if provided in the contract, by deduction from the periodic disbursements of any money returned by the State to the county road commission, designated county road agency, city, or village.

(i) For providing inventories of supplies and materials required for the activities of MDOT.

Issuance of Bonds and Notes

The State may borrow money and issue bonds or notes pursuant to Section 18b of Act 51 for the following transportation purposes:

(a) To pay all or any portion of, or to make loans, grants, or contract payments to pay all or any portion of any capital costs for the purposes described in Section 9 of Article IX of the Michigan Constitution, including the funding of State Trunk Line Fund projects and Transportation Economic Development Fund projects.

(b) To pay the principal or the principal and interest on notes issued for transportation purposes.

(c) If the Commission considers refunding to be expedient, to refund bonds payable from moneys in the State Trunk Line Fund or the Comprehensive Transportation Fund or received or to be received from the MTF regardless of when the refunded bonds were issued, by the issuance of new bonds, whether or not the bonds to be refunded have matured or are subject to prior redemption or are to be paid, redeemed, or surrendered at the time of issuance of the refunding bonds; and to issue new bonds partly to refund bonds or pay notes then outstanding and partly for any other transportation purpose authorized by Act 51.

(d) To pay all costs relating to the issuance of bonds described in Section 18b of Act 51 including funding debt service reserves.

In addition, Act 51 permits issuance by the State of notes payable from moneys deposited in the State Trunk Line Fund subject to the same limitations on the amount that may be issued as are applicable to the issuance of bonds. The State may issue notes in anticipation of the issuance of bonds, and in anticipation of grants which, to the extent they do not pledge the deposits in the State Trunk Line Fund, are not subject to the debt service limitations described below. Any bonds to be issued to pay such notes would, however, be subject to such limitations.

Bonds or notes issued for Highway, Street and Road purposes under Section 18b can be issued only after authorization by resolution of the Commission, which (except with respect to grant or bond anticipation bonds or notes not secured by a pledge of monies in the State Trunk Line Fund) shall contain, among other items, an irrevocable pledge providing for the payment of all or part of the principal and interest on such bonds from money restricted as to use by Section 9 of Article IX of the Michigan Constitution and which is deposited or to be deposited in the State Trunk Line Fund.

Section 18d of Act 51 also permits the Commission to enter into contracts with county road commissions or departments, cities or villages providing for the construction or reconstruction of highways, including limited access highways, under the jurisdiction and control of one of the contracting parties. Under Section 18d, the Commission is authorized to issue bonds payable from an irrevocable pledge of the receipts by each of the contracting parties of funds allocated and distributed to it from the MTF. As described above, any contractual obligation of the State under Section 18d is to be paid as a first priority from the funds deposited in the State Trunk Line Fund, on a parity basis with all other Section 18d contract obligations of the State, and on a parity basis with the obligations of the State to pay debt service on bond and notes issued under Section 18b for Highway, Street and Road Purposes and payable from money deposited to the State Trunk Line Fund, including the Bonds. The obligation of the State to pay debt service on bonds issued under Section 18d is limited to the amount of the State's contractual obligation, with the balance of the debt service to be paid from the funds pledged by the other contracting parties.

The State may issue bonds or notes under Section 18b for highway, bridge, street and road purposes and payable from money deposited to the State Trunk Line Fund, or enter into contractual obligations under Section 18d only to the extent that the maximum annual debt service on bonds or notes issued under Section 18b for highway, bridge, street and road purposes together with the amounts contractually pledged by the State for debt service on bonds issued under Section 18d (excluding bonds which have been refunded or for the refunding of which refunding bonds have been sold, and excluding debt service not payable from the State Trunk Line Fund) does not exceed 50% of the total amount of money constitutionally restricted to use for transportation purposes and deposited in the State Trunk Line Fund during the State fiscal year (October 1 to September 30) immediately preceding the issuance of the bonds or notes.

Act 51 allows the State to utilize techniques such as grant anticipation notes and variable rate demand bonds in its transportation financing program. If such bonds or notes are subject to payment or purchase on demand or prior to maturity at the option of the holder, and the obligation of the State to make payment or effect purchases on demand or prior to maturity, at the option of the holder is limited to the proceeds of one or more additional security devices (such as letters of credit or bond purchase agreements) and is not payable from

constitutionally restricted funds deposited in the State Trunk Line Fund, then, for purposes of computing maximum annual principal and interest requirements as described in the preceding paragraph, the principal and interest on the bonds or notes subject to payment or purchase on demand or prior redemption at the option of the holder shall be disregarded and the maximum annual principal and interest requirements which would arise with respect to the repayment of the proceeds of the additional security device shall be substituted therefor.

Section 181 of Act 51 also permits the borrowing of funds in anticipation of the receipt of federal aid under any appropriate federal funding source, under a resolution consistent with the requirements of Section 18b of Act 51.

The Resolutions

Establishment of Funds

The Rebuilding Michigan Program Resolution requires the establishment of the following funds and accounts in the State Treasury: (a) the 2021A State Trunk Line Bond Proceeds Fund (the “2021A Bond Proceeds Fund”), and (b) the 2021A Bond Payment Account (the “2021A Bond Payment Account”) in the Combined State Trunk Line Bond and Interest Redemption Fund (the “Bond Payment Fund”). The Refunding Resolution requires the establishment of the following funds and accounts in the State Treasury: (a) the 2021B State Trunk Line Bond Proceeds Fund (the “2021B Bond Proceeds Fund”), and (b) the 2021B Bond Payment Account (the “2021B Bond Payment Account”) in the Bond Payment Fund. Reference is herein made collectively (i) to the 2021A Bond Proceeds Fund and the 2021B Bond Proceeds Fund as the “2021 Bond Proceeds Funds” and to each as the “2021 Bond Proceeds Fund” and (ii) to the 2021A Bond Payment Account and the 2021B Bond Payment Account as the “2021 Bond Payment Accounts” and to each as the “2021 Bond Payment Account”.

The Rebuilding Michigan Program Resolution provides that the net proceeds of the sale of the Series 2021A Bonds shall be deposited as follows:

A. Any portion of the net proceeds of the Series 2021A Bonds to be used to pay accrued interest on the Series 2021A Bonds shall be deposited in the 2021A Bond Payment Account and used to pay interest on the Series 2021A Bonds.

B. The balance of the net proceeds of the Series 2021A Bonds shall be deposited in the 2021A Bond Proceeds Fund, and used to pay costs related to the issuance of the Series 2021A Bonds, and interest, if any, on the Series 2021A Bonds or a portion thereof for a period not beyond three years after the date of the issuance of the Series 2021A Bonds as determined by the Director, and, together with investment earnings thereon, part of the costs of certain State Trunk Line transportation projects for the Rebuilding Michigan Program (or reimbursement to the State for amounts previously expended on such projects as permitted by federal tax law).

The Refunding Resolution provides that the net proceeds of the sale of the Series 2021B Bonds shall be deposited as follows:

A. Any portion of the net proceeds of the Series 2021B Bonds to be used to pay accrued interest on the Prior 2011 Bonds, or any interest on the Series 2021B Bonds shall be deposited in the 2021B Bond Payment Account and used to pay interest on the Prior 2011 Bonds or the Series 2021B Bonds.

B. From the proceeds of the Series 2021B Bonds, and from other available funds in the State Trunk Line Fund, the sum as specified by the Director to pay all principal of, premium, if any, and interest on the Prior 2011 Bonds to and including the date fixed for payment or redemption thereof shall be deposited the Series 2021B Bond Payment Account.

C. The balance of the net proceeds shall be deposited in the 2021B Bond Proceeds Fund, together with investment earnings thereon, and used to pay costs related to the issuance of the Series 2021B Bonds, the costs related to the refunding of the Prior 2011 Bonds, and interest, if any, on the Series 2021B Bonds or a portion thereof for a period not beyond three years after the date of the issuance of such series as determined by the Director.

In accordance with Act 51, the Resolutions create an irrevocable pledge for the payment of the principal of and interest on the Bonds as the same become due, of sufficient moneys restricted as to use by Section 9 of Article IX of the Michigan Constitution and deposited by law in the State Trunk Line Fund. The pledge creates a first lien against the moneys so deposited in the State Trunk Line Fund for the payment of principal of and interest on the Bonds, on a parity with the debt service requirements on the Outstanding Bonds and any Additional Bonds which may hereafter be issued under the conditions and limitations prescribed in Act 51.

The Resolutions provide that there shall be deposited into the 2021 Bond Payment Accounts sufficient moneys (together with funds then on deposit in the account) allocated to the State Trunk Line Fund to pay, as the same become due by maturity or redemption prior to maturity or otherwise, the principal, redemption premiums, if any, and interest on the Bonds, and sufficient amounts to pay the fees and expenses of the Transfer Agent. On or before each date specified for the payment of principal, premium, if any, and/or interest on the Bonds, the State Treasurer shall transfer from the 2021 Bond Payment Accounts sufficient immediately available funds to pay the principal, premium, if any, and/or interest, respectively, due, whether by maturity, redemption prior to maturity, or otherwise, on such date, to the Transfer Agent or the holders of the Bonds if the State Treasurer is the acting Transfer Agent. Periodically, the State Treasurer shall pay the fees and expenses of the Transfer Agent, if any, from the 2021 Bond Payment Accounts.

Moneys in the 2021 Bond Payment Accounts shall, if deposited therein prior to the date they are required to be transferred to the Transfer Agent or paid to the holders of the Bonds, be held as part of the State's Common Cash Fund, and as nearly as may be practicable, be continuously invested and reinvested by the State Treasurer in such investments as are permitted and authorized by law and described below. Investments of moneys in the 2021 Bond Payment Accounts shall be deemed at all times to be part of the 2021 Bond Payment Accounts, and the interest accruing thereon and any loss or profit realized from such investment shall be applied to the 2021 Bond Payment Accounts. Subject to additional conditions of the State Treasurer, permitted investments generally include:

- (1) Certificates of deposit or other investments with eligible financial institutions.
- (2) Bonds, notes, and other evidences of indebtedness of the United States Government and its agencies (or funds composed of such obligations or fully collateralized repurchase agreements with respect thereto).
- (3) Prime commercial paper.
- (4) Emergency loans or loans to municipalities.

Investments of money in the 2021 Bond Proceeds Funds and the interest accruing thereon and any loss or profit realized from such investment shall be applied to the appropriate account in the 2021 Bond Proceeds Funds.

Designation, Removal, Resignation and Replacement of Transfer Agent

The Resolutions provide that so long as the Bonds remain in the book-entry-only system, the State Treasurer (or a qualified bank or trust company appointed by the State Treasurer) shall perform the duties of Transfer Agent for the Bonds. Initially, U.S. Bank National Association shall act as the Transfer Agent. In the event DTC discontinues the book-entry-only system or the Director determines that the continuation of the

system of book-entry-only transfers through DTC (or a successor securities depository) is not in the best interests of the Beneficial Owners of the Bonds or the State, the Director will notify the Transfer Agent and the Transfer Agent will direct DTC to make Bond certificates available to the Beneficial Owners through DTC. In such event, the State shall provide and the Transfer Agent shall transfer and exchange Bonds as requested by DTC of like tenor, principal amount, series, maturity and interest rate in authorized denominations to the identifiable Beneficial Owners in replacement of the beneficial interests of such Beneficial Owners in the Bonds. In addition, the State Treasurer shall, in such event, appoint a successor Transfer Agent.

Any Transfer Agent, other than the State Treasurer, may resign by giving not less than 90 days prior written notice to the State Treasurer, and the State Treasurer may remove the successor Transfer Agent by giving not less than 90 days prior written notice to the successor Transfer Agent, but no resignation shall be effective until the appointment of a successor Transfer Agent. In such event, the State Treasurer shall designate a successor Transfer Agent and shall mail notice of the appointment of the successor Transfer Agent to each registered holder of the Bonds not less than 60 days prior to the date for which the appointment is effective. Upon the appointment of a successor Transfer Agent, the predecessor Transfer Agent shall transfer all money and funds, the registration books, and all other documents and instruments relating to the Bonds held by it as Transfer Agent to the successor Transfer Agent.

Amendment of the Resolutions

The Resolutions provide that the Commission and the Director may amend the Resolutions, without the consent of the holders of any Bonds, (i) to increase or decrease the amount of Bonds which may be issued thereunder, (ii) to provide for the issuance of Bonds thereunder to refund any Bonds then outstanding thereunder (iii) to cure any ambiguity or formal defect in the form of the Resolutions, (iv) to maintain the exclusion of the interest on the Bonds from gross income for federal income tax purposes, or (v) to make any other changes therein determined in good faith by the Commission to be not to the detriment of the holders of Outstanding Bonds.

Exclusive of amendments undertaken pursuant to the preceding paragraph, the holders of not less than 51% in the aggregate principal amount of the Bonds outstanding shall have the right to consent to the adoption by the Commission and the Director of such amendments to the Resolutions as shall be deemed necessary and desirable by the Commission and the Director, provided, however, that nothing contained in the Resolutions permit, or should be construed as permitting, without the consent of all of the affected holders of Bonds outstanding, (i) an extension of the maturity of the principal of or the interest on any Bond, (ii) a reduction in the principal amount of any Bond or the rate of interest or principal appreciation thereon, (iii) a privilege or priority of any Bond or Bonds over any other Bond or Bonds, or (iv) a reduction in the aggregate principal amount of the Bonds required for consent to an amendment to the Resolutions. With respect to any Insured Bond, the Resolutions provide that the consent of the Bond Insurer shall constitute consent of the holder of such Insured Bond for purposes of this paragraph.

If the Commission and the Director shall propose to adopt an amendment to the Resolutions requiring consent of the Bondholders, the Director shall have notice of the proposed amendment mailed to each registered holder at the registered address as shown on the registration books kept by the Transfer Agent. Such notice shall briefly set forth the nature of the proposed amendment and shall state that copies thereof are on file at the principal office of the Transfer Agent for inspection by all Bondholders. If within six months following the mailing of such notice, the Bond Insurer, if any, and the holders of not less than 51% in aggregate principal amount of the Bonds outstanding (determined as provided in the Resolutions) at the time of the mailing of such notice consent in writing to the adoption thereof, upon the adoption of the Amendment to the Resolutions, the Resolutions will then be so amended.

Nothing contained in the Resolutions shall in any way be construed to prevent the issuance of bonds or notes for any purpose authorized by law, within and subject to the limitations provided by Act 51.

Defeasance of the Bonds

If all the Bonds (i) shall have become due and payable in accordance with their terms or (ii) are to be paid at their maturity or maturities or (iii) if to be redeemed prior to maturity shall have been duly called for redemption or irrevocable instructions to call the Bonds for redemption shall have been given to the Transfer Agent by the Director and the whole amount of the principal of and the interest and the premium, if any, so due and payable upon all of the Bonds then outstanding shall be paid or sufficient cash, or cash and Government Obligations (as defined below) or specifically maturing interests in a fund composed entirely of Government Obligations, the principal of and the interest on which without reinvestment, when due and payable, will provide sufficient moneys for such payment, shall be segregated and held by the State Treasurer in the 2021 Bond Payment Accounts or by the Transfer Agent or other escrow agent in trust for the benefit of the holders of the Bonds, then and in that case the Resolutions shall be defeased and terminated and all obligations of the State, the Director, and the Commission thereunder, and under Act 51 with respect to the Bonds, shall thereupon cease; provided, that the applicable provisions of the Resolutions pertaining to the payment of the principal of and interest and redemption premium, if any, on the Bonds, to redemption of the Bonds and to the replacement, registration, transfer, and exchange of Bonds and the covenant regarding the tax-exempt status of the Bonds shall be continued in force until such have been fully paid. On demand of the Director, any surplus in the 2021 Bond Payment Accounts other than money held for redemption or payment of the Bonds shall be transferred to the State Trunk Line Fund.

Bonds or portions of Bonds for which cash or cash and Government Obligations or specifically maturing interests in a fund composed entirely of Government Obligations (including principal of and interest thereon) shall be segregated and held by the State Treasurer, Transfer Agent or other escrow agent in trust for the holders of said Bonds or portions of Bonds sufficient to pay all principal, premium, if any, and interest through maturity or earlier specified redemption date for which notice shall have been duly given, or irrevocable instructions to give such notice shall have been given by the Director to the Transfer Agent, shall no longer be outstanding under the Resolutions, and shall be deemed to be refunded, and the holders thereof shall have no further rights thereunder or under the Bonds except the right to receive payment from the cash or cash and Government Obligations held in trust as specified above. Bonds and interest payments on Bonds which have become due, and for the payment of which funds shall be held by the Transfer Agent, or segregated and held in the 2021 Bond Payment Accounts by the State Treasurer, in trust for the holders of those Bonds or the persons entitled to receive said interest payments shall, on the date of maturity thereof, be deemed to be paid, and the holders of such Bonds and the persons entitled to receive such interest shall have no further rights under the Resolutions or under the Bonds except the right to receive payment from the funds held in trust as specified above.

All moneys and Government Obligations held by the State Treasurer, Transfer Agent, or other escrow agent as described above shall be segregated and held in trust and applied to the payment, when due, of the Bonds and interest thereon payable therewith. If funds are held for the payment of Bonds, as described in the preceding two paragraphs, by the State Treasurer, the Resolutions shall only be defeased, or the lien of the Resolutions only be released with respect to such Bonds, if (i) such money and Government Obligations are held in trust for the sole and exclusive benefit of the registered owners of the Bonds (subject to the right of the State to require the release of moneys therefrom to the extent such moneys are not required for the payment of the applicable Bonds) and (ii) the registered owners of such Bonds have a valid and binding first lien on and security interest in such money and Government Obligations held by the State Treasurer.

Government Obligations for purposes of the Resolutions means “non-callable direct obligations of, or non-callable obligations fully guaranteed by, the United States Treasury and non-callable obligations of agencies of the United States of America, including, without limitations, obligations of the Federal National Mortgage Association, Government National Mortgage Association, Federal Financing Bank, Federal Intermediate Credit Banks, Federal Bank for Cooperatives, Federal Land Banks, Federal Home Loan Banks, Farmers Home Administration, Export-Import Bank of the United States, Student Loan Marketing Association, United States Postal Service, Tennessee Valley Authority or Federal Home Loan Mortgage Corporation or any other agency or corporation which has been or is hereafter created pursuant to an act of Congress of the United States as an

agency or instrumentality of the United States of America provided that such agencies or instrumentalities have equal to or better rating than direct obligations of the United States of America and in any case are permitted by Act 51 or other applicable law.”

LEGAL MATTERS

Litigation

MDOT is a party to various legal proceedings seeking damages and other relief, including injunctive or mandatory relief. Such cases typically include, but are not limited to, cases alleging negligence in maintenance of State highways and cases seeking damages arising out of operations or from alleged changes or alteration of construction contract terms. The ultimate disposition of such legal proceedings is not presently determinable. In the opinion of the Attorney General, such legal proceedings appear unrelated to the issuance of the Bonds or the security therefor and are not expected to have a materially adverse effect upon the Bonds or security therefor.

The State of Michigan Annual Comprehensive Financial Report for the fiscal year ended September 30, 2020, incorporated in this Official Statement by reference, describes certain litigation and other legal proceedings against the State. In the opinion of the Attorney General, all such legal proceedings appear unrelated to the issuance of the Bonds or the security therefor and are not expected to have an adverse effect on the Bonds or security therefor.

Legislative Matters

Proposed Legislation

Senate Bill No. 32. On January 26, 2021, Senate Bill No. 32 was introduced in the Michigan Senate and has been referred to the Committee on Transportation and Infrastructure. This bill would amend Act 51 to provide that Motor Fuel Taxes deposited into the MTF must be returned to the county in which the motor fuel upon which the tax was levied was sold. Such money received by the county must be used for the preservation and maintenance of county roads within that county.

Senate Bill No. 379. On April 21, 2021, Senate Bill No. 379 was introduced in the Michigan Senate and passed on June 24, 2021. The bill has been referred to the Michigan House of Representatives and its Committee on Transportation.

If Senate Bill No. 379 becomes law, it would amend Act 51 to require that the Commission present bond resolutions to the legislature and that the legislature approve the resolution by concurrent resolution adopted by two-thirds (2/3) of each house of the legislature before bonds can be issued or bond projects amended. The legislation allows the Commission to withdraw unused bond authorization by resolution. The legislature would also be permitted to withdraw unused bond authorization by concurrent resolution adopted by a majority of each house of the legislature.

Senate Bill No. 379 also requires that MDOT submit a report on October 1 of each year, and submit an updated report no later than 30 days after issuing a new bond, on transportation debt service to the members of the House of Representatives and Senate Appropriations Committees and Transportation subcommittees, and other committees with jurisdiction over transportation. Such reports must include, at a minimum, (i) the percentage of money that is restricted as to use by Section 9 of Article IX of the Michigan Constitution that is spent on debt servicing for the applicable fiscal year and (ii) for all transportation-related bonds issued by the State, the following information: (a) a listing of bonds by series, (b) the remaining principal for each bond, and (c) the anticipated payment schedule for each bond.

Senate Bill No. 394. On April 28, 2021, Senate Bill No. 394 was introduced in the Michigan Senate and has been referred to the Committee of the Whole. This bill would amend Act 51 to alter the distribution of State gas and registration revenue and Federal funding for fiscal year 2020-21 only. The bill would direct a specified sum of \$261,308,800 of funding for the State Trunk Line Fund, with \$167,769,800 reallocated to the County Road Commissions and \$93,539,000 reallocated to the cities and villages of the State. Such funding for the State Trunk Line Fund would be replaced with Federal surface transportation block grants that were awarded to the State under the Coronavirus Response and Relief Supplemental Appropriations Act of 2021.

Senate Bills No. 465 and 466. On May 20, 2021, Senate Bills No. 465 and 466 were introduced in the Michigan Senate and have been referred to the Committee on Transportation and Infrastructure. These bills focus on local federal funds and the local federal aid buyout program for local road agencies.

Senate Bill No. 465 would amend Act 51 to add provisions outlining requirements related to the local federal aid buyout program operated by MDOT and how funds are to be allocated under such program. Among other things, Senate Bill No. 465 would require that MDOT pay local road agencies the amounts identified in the local road agency's transportation improvement plan for each year in which the local road agency plans to participate in the local federal aid buyout program.

Senate Bill No. 466 would amend Act 51 to add that before funds are distributed to the State Trunk Line Fund, each year an amount equal to the amount of money owed by MDOT to local road agencies to purchase local federal funds under the local federal aid buyout program must be paid to local road agencies.

Neither Senate Bill No. 465 nor Senate Bill No. 466 will take effect unless the other is enacted into law.

House Bill No. 4546. House Bill No. 4546 was introduced in the Michigan House of Representatives on March 18, 2021, and has been referred to the Committee on Transportation. The bill would amend Act 51 to provide that Motor Fuel Taxes deposited into the MTF must be returned to each county in the same proportion that the total number of vehicles currently registered in that county bears to the total number of vehicles currently registered in all counties in the State, as determined by the State Treasurer. Such money returned to the county must be distributed to each local road agency that operates in that county based on the total number of lane miles of a highway, road, or street under the jurisdiction of the local road agency in that county.

House Bill No. 4669. House Bill No. 4669, as passed by the Michigan House of Representatives on May 13, 2021, amends Act 51 to create the "Transportation Bond Repayment Sinking Fund" in the State Treasury. The legislation requires the State Treasurer to deposit money and other assets received from any source into the Transportation Bond Repayment Sinking Fund. MDOT would be the administrator of such fund for audits thereof.

Under House Bill No. 4669, MDOT is required to expend money from the Transportation Bond Repayment Sinking Fund, on appropriation, to (i) pay principal of and the interest on bonds and (ii) redeem bonds issued by the Commission. MDOT would not be permitted to expend money from the Transportation Bond Repayment Sinking Fund to extend the maturity of the principal of or the interest on any bond.

House Bill No. 4669 also requires that for every dollar issued in new bonds by MDOT in a fiscal year, an equal amount must be deposited into the Transportation Bond Repayment Sinking Fund from the State Trunk Line Fund in an amount not to exceed \$234.6 million in such fiscal year. If the amount of new bonds in a fiscal year exceeds \$234.6 million, an amount equal to the difference between the amount of new bonds and \$234.6 million must be deposited into the Transportation Bond Repayment Sinking Fund from the State Trunk Line Fund in each subsequent fiscal year, in an amount not to exceed \$234.6 million in a fiscal year, until an amount equal to the amount of new bonds has been deposited into the sinking fund.

House Bill No. 4669 would impact the authority of the Commission and MDOT to issue new transportation bonds due to the requirement to set aside equivalent amounts of funding from ongoing revenue

sources simultaneously. Certain appropriations to the Transportation Bond Repayment Sinking Fund, totaling approximately \$626 million of one time General Fund, have also been proposed and such amounts are contingent upon House Bill No. 4669 becoming law.

It presently cannot be determined whether these bills will be passed by both houses of the State legislature, or whether the Governor will sign or veto such legislation if passed.

Legality for Investment in Michigan

The Bonds are eligible for investment in the State by State banks, savings and loan associations and insurance companies.

Approval of Legality and Counsel Responsibility

The delivery of the Bonds is conditioned upon receiving, at the time of delivery, the approving opinions of the Attorney General of the State and of Dykema Gossett PLLC, Lansing Michigan, substantially in the forms attached hereto as APPENDICES II and III, respectively. Certain legal matters will be passed upon for the Underwriters by their co-counsel, Hawkins Delafield & Wood LLP, Ann Arbor, Michigan, and Lewis & Munday, A Professional Corporation, Detroit, Michigan. Each of Dykema Gossett PLLC, Hawkins Delafield & Wood LLP, and Lewis & Munday, A Professional Corporation, has in the past, is now, and may in the future represent the State, MDOT, and/or one or more of the Underwriters of the Bonds with respect to matters unrelated to the Bonds.

TAX MATTERS

In the opinion of Dykema Gossett PLLC, Bond Counsel (“Bond Counsel”), and the Attorney General of the State of Michigan, based on their examination of the documents described in their opinions, under existing law, the interest on the Bonds is (a) excludable from gross income for federal income tax purposes and (b) is not an item of tax preference for purposes of the federal alternative minimum tax.

Bond Counsel and the Attorney General are also of the opinion that, based on their examination of the documents described in their opinions, under existing law, the Bonds and the interest thereon are exempt from all taxation by the State of Michigan or by any taxing authority within the State of Michigan, except estate taxes and taxes on gains realized from the sale, payment or other disposition thereof. Bond Counsel and the Attorney General will express no opinion regarding any other federal or state tax consequences arising with respect to the Bonds and the interest thereon.

The opinions on federal tax matters is based on the accuracy of certain representations and certifications, and continuing compliance with certain covenants, of the State contained in the transcript of proceedings and which are intended to evidence and assure the foregoing, including that the Bonds are and will remain obligations the interest on which is excludable from gross income for federal income tax purposes. The State has covenanted to take the actions required of it for the interest on the Bonds to be and to remain excludable from gross income for federal income tax purposes, and not to take any actions that would adversely affect that exclusion. The opinions assume the accuracy of the State’s certifications and representations and the continuing compliance with the State’s covenants. Noncompliance with these covenants by the State may cause the interest on the Bonds to be included in gross income for federal income tax purposes retroactively to the date of issuance of the Bonds. After the date of issuance of the Bonds, Bond Counsel and the Attorney General will not undertake to determine (or to so inform any person) whether any actions taken or not taken, or any events occurring or not occurring, or any other matters coming to their attention, may adversely affect the exclusion from gross income for federal income tax purposes of interest on the Bonds or the market prices of the Bonds.

The opinion of Bond Counsel and the Attorney General are based on current legal authority and covers certain matters not directly addressed by such authority. It represents their legal judgment as to the excludability

of interest on the Bonds from gross income for federal income tax purposes but is not a guarantee of that conclusion. The opinions are not binding on the Internal Revenue Service (“IRS”) or any court. Bond Counsel and the Attorney General cannot give and have not given any opinion or assurance about the effect of future changes in the Internal Revenue Code of 1986, as amended (the “Code”), the applicable regulations, the interpretations thereof or the enforcement thereof by the IRS.

Ownership of the Bonds may result in collateral federal income tax consequences to certain taxpayers, including, without limitation, foreign corporations subject to the branch profits tax, financial institutions, certain insurance companies, certain S corporations, individual recipients of Social Security or Railroad Retirement benefits individuals otherwise eligible for the earned income tax credit and taxpayers who may be deemed to have incurred (or continued) indebtedness to purchase or carry the Bonds. Bond Counsel and the Attorney General will express no opinion regarding any such consequences.

Information Reporting and Backup Withholding. Information reporting requirements apply to interest paid after March 31, 2007 on tax-exempt obligations, including the Bonds. In general, such requirements are satisfied if the interest recipient completes, and provides the payor with, a Form W-9, “Request for Taxpayer Identification Number and Certification,” or unless the recipient is one of a limited class of exempt recipients, including corporations. A recipient not otherwise exempt from information reporting who fails to satisfy the information reporting requirements will be subject to “backup withholding,” which means that the payor is required to deduct and withhold a tax from the interest payment, calculated in the manner set forth in the Code. For the foregoing purpose, a “payor” generally refers to the person or entity from whom a recipient receives its payments of interest or who collects such payments on behalf of the recipient.

If an owner purchasing the Bonds through a brokerage account has executed a Form W-9 in connection with the establishment of such account no backup withholding should occur. In any event, backup withholding does not affect the excludability of the interest on the Bonds from gross income for federal income tax purposes. Any amounts withheld pursuant to backup withholding would be allowed as a refund or a credit against the owner’s federal income tax once the required information is furnished to the IRS.

Amortizable Bond Premium. For federal income tax purposes, the excess of the initial offering price to the public (excluding bond houses and brokers) at which a Bond is sold over the amount payable at maturity thereof constitutes for the original purchasers of such Bonds (collectively, the “Original Premium Bonds”) an amortizable bond premium. Bonds other than Original Premium Bonds may also be subject to an amortizable bond premium determined generally with regard to the taxpayer’s basis (for purposes of determining loss on a sale or exchange) and the amount payable on maturity or, in certain cases, on an earlier call date (such bonds being referred to herein collectively with the Original Premium Bonds as the “Premium Bonds”). The amount of amortizable bond premium allocable to each taxable year is generally determined on the basis of the taxpayer’s yield to maturity determined by using the taxpayer’s basis (for purposes of determining loss on sale or exchange) of such Premium Bonds and compounding at the close of each six-month accrual period. The amount of amortizable bond premium allocable to each taxable year is deducted from the taxpayer’s adjusted basis of such Premium Bonds to determine taxable gain upon disposition (including sale, redemption or payment at maturity) of such Premium Bonds.

All holders of the Premium Bonds should consult with their own tax advisors as to the amount and effect of the amortizable bond premium.

Market Discount. The “market discount rules” of the Code apply to the Bonds. Accordingly, holders acquiring their Bonds subsequent to the initial issuance of the Bonds will generally be required to treat market discount recognized under the provisions of the Code as ordinary taxable income (as opposed to capital gain income). Holders should consult their own tax advisors regarding the application of the market discount provisions of the Code and the advisability of making any of the elections relating to market discount allowed by the Code.

NO ASSURANCE CAN BE GIVEN THAT ANY FUTURE LEGISLATION OR CLARIFICATIONS OR AMENDMENTS, IF ENACTED INTO LAW, WILL NOT CONTAIN PROPOSALS THAT COULD ADVERSELY AFFECT THE MARKET PRICE OR MARKETABILITY OF THE BONDS.

INVESTORS SHOULD CONSULT WITH THEIR TAX ADVISORS AS TO THE TAX CONSEQUENCES OF THEIR ACQUISITION, HOLDING OR DISPOSITION OF THE BONDS, AND THE TAX CONSEQUENCES OF THE ORIGINAL ISSUE DISCOUNT OR PREMIUM THEREON, IF ANY.

Future Developments. Bond Counsel's engagement with respect to the Bonds ends with the issuance of the Bonds and, unless separately engaged, Bond Counsel is not obligated to defend the State in the event of an audit examination by the IRS. The IRS has a program to audit tax-exempt obligations to determine whether the interest thereon is includible in gross income for federal income tax purposes. If the IRS does audit the Bonds, under current IRS procedures, the IRS will treat the State as the taxpayer and the beneficial owners of the Bonds will have only limited rights, if any, to obtain and participate in judicial review of such audit.

NO ASSURANCE CAN BE GIVEN THAT ANY FUTURE LEGISLATION OR CLARIFICATIONS OR AMENDMENTS TO THE CODE, IF ENACTED INTO LAW, WILL NOT CONTAIN PROPOSALS THAT COULD CAUSE THE INTEREST ON THE BONDS TO BE SUBJECT DIRECTLY OR INDIRECTLY TO FEDERAL OR STATE OF MICHIGAN INCOME TAXATION, ADVERSELY AFFECT THE MARKET PRICE OR MARKETABILITY OF THE BONDS, OR OTHERWISE PREVENT THE HOLDERS FROM REALIZING THE FULL CURRENT BENEFIT OF THE STATUS OF THE INTEREST THEREON. BOND COUNSEL AND THE ATTORNEY GENERAL EXPRESS NO OPINION REGARDING ANY PENDING OR PROPOSED FEDERAL OR STATE OF MICHIGAN TAX LEGISLATION.

FURTHER, NO ASSURANCE CAN BE GIVEN THAT ANY ACTIONS OF THE IRS, INCLUDING, BUT NOT LIMITED TO, SELECTION OF THE BONDS FOR AUDIT EXAMINATION, OR THE COURSE OR RESULT OF ANY EXAMINATION OF THE BONDS, OR OTHER BONDS WHICH PRESENT SIMILAR TAX ISSUES, WILL NOT AFFECT THE MARKET PRICE OF THE BONDS.

INVESTORS SHOULD CONSULT WITH THEIR TAX ADVISORS AS TO THE TAX CONSEQUENCES OF THEIR ACQUISITION, HOLDING OR DISPOSITION OF THE BONDS, INCLUDING THE IMPACT OF ANY PENDING OR PROPOSED FEDERAL OR STATE OF MICHIGAN TAX LEGISLATION.

FINANCIAL INFORMATION

The financial information on the Michigan Transportation Fund and the State Trunk Line Fund included herein as APPENDIX I has been excerpted from financial statements prepared by the Michigan Department of Technology, Management and Budget and audited by the State's Auditor General. The notes to such financial statements are not included in APPENDIX I.

Complete financial statements of all of the State's funds as included in the State of Michigan Annual Comprehensive Financial Report prepared by the State's Department of Technology, Management and Budget are available upon request from the Department of Technology, Management and Budget, Office of Financial Management, State of Michigan, Lansing, Michigan 48909 and may be found by clicking on the "Financial Reports" button at www.michigan.gov/budget. The State of Michigan Annual Comprehensive Financial Report for the fiscal year ended September 30, 2020, which speaks only as of its date, and which has been filed with the MSRB is incorporated herein by this reference.

VERIFICATION OF MATHEMATICAL COMPUTATIONS

On or prior to the date of delivery of the Series 2021B Bonds, Ritz & Associates PA will deliver a report attesting to the mathematical accuracy of the computations contained in the schedules prepared by the Underwriters on behalf of the State relating to the adequacy of cash being deposited with the Prior 2011 Bonds Transfer Agent, to pay, on the redemption date, the principal of and interest on the Prior 2011 Bonds.

BOND RATINGS

Moody's Investors Service and S&P Global Ratings, Inc. have assigned municipal bond ratings of "Aa2" and "AA+," respectively, to the Bonds. No application was made to any other rating agency for the purpose of obtaining an additional rating on the Bonds. An explanation of the significance of a rating may be obtained only from the rating agency furnishing the same. There is no assurance that such ratings will prevail for any given period of time or that they will not be revised downward or withdrawn entirely by any one or more of such rating agencies if, in the judgment of any of them, circumstances so warrant. Any such downward revision or withdrawal of such ratings, or any of them, may have an adverse effect on the market price of the Bonds. A securities rating is not a recommendation to buy, sell, or hold securities and may be subject to revision or withdrawal at any time.

CONTINUING DISCLOSURE

General

The State will undertake in a Continuing Disclosure Agreement (the "Disclosure Agreement") to assist the Underwriters in complying with the provisions of Rule 15c2-12 (the "Rule"), promulgated by the SEC, by providing annual financial information, operating data, and event notices required by the Rule. The form of the Disclosure Agreement is attached as APPENDIX IV. As described in APPENDIX IV, such undertaking requires the State to provide only limited information at specified times. The State's continuing disclosure filings are available at www.emma.msrb.org.

Compliance

To the best of the State's knowledge, except as noted in APPENDIX V – "CERTAIN STATE ACTIONS WITH RESPECT TO CONTINUING DISCLOSURE," in the last five years, the State has not failed to comply with its continuing disclosure agreements with respect to any of its debt.

UNDERWRITING

The underwriters identified on the cover of this Official Statement (the "Underwriters") have agreed to purchase the Bonds from the State at an aggregate price of \$1,076,987,242.50, reflecting the aggregate principal amount of the Bonds of \$854,150,000.00, plus original issue premium of \$224,558,308.40, and less the Underwriters' discount of \$1,721,065.90.

The obligations of the Underwriters to purchase the Bonds are subject to certain terms and conditions set forth in the Purchase Contract relating to the Bonds dated August 3, 2021, among the State and the Underwriters. The Bonds may be offered and sold to certain dealers, banks and others at prices lower than the initial public offering prices, and such initial offering prices may be changed from time to time, by the Underwriters.

The Underwriters and their respective affiliates are full service financial institutions engaged in various activities, which may include securities trading, commercial and investment banking, financial advisory, investment management, principal investment, hedging, financing and brokerage activities. Certain of the

Underwriters and their respective affiliates have, from time to time, performed and may in the future perform, various investment banking services for the State for which they will receive customary fees and expenses.

In the ordinary course of their various business activities, the Underwriters and their respective affiliates may make or hold a broad array of investments and actively trade debt and equity securities (or related derivative securities) and financial instruments (which may include bank loans and/or credit default swaps) for their own account and for the accounts of their customers and may at any time hold long and short positions in such securities and instruments. Such investment and securities activities may involve securities and instruments of the State.

BofA Securities, Inc., one of the Underwriters, has entered into a distribution agreement with its affiliate Merrill Lynch, Pierce, Fenner & Smith Incorporated (“MLPF&S”). As part of this arrangement, BofA Securities, Inc. may distribute securities to MLPF&S, which may in turn distribute such securities to investors through the financial advisor network of MLPF&S. As part of this arrangement, BofA Securities, Inc. may compensate MLPF&S as a dealer for their selling efforts with respect to the Bonds.

Citigroup Global Markets Inc., one of the Underwriters, has entered into a retail distribution agreement with Fidelity Capital Markets, a division of National Financial Services LLC (together with its affiliates, “Fidelity”). Under this distribution agreement, Citigroup Global Markets Inc. may distribute municipal securities to retail investors at the original issue price through Fidelity. As part of this arrangement, Citigroup Global Markets Inc. will compensate Fidelity for its selling efforts.

A Siebert Williams Shank & Co., LLC (“SWS”) affiliate (“Affiliate”), which is a registered investment advisor, has three sub-advisory agreements with PFM Asset Management LLC, which is an investment advisor affiliate of PFM Financial Advisors LLC. The sub-advisory agreements do not relate to the State. Affiliate’s business is separate from SWS’ business and the employees of SWS who cover the State are not involved in the activities of Affiliate.

Jefferies LLC (“Jefferies”) has entered into a distribution agreement with InspereX LLC (“InspereX”) for the retail distribution of municipal securities. Pursuant to the agreement, if Jefferies sells the Bonds to InspereX, it will share a portion of its selling concession compensation with InspereX.

Morgan Stanley & Co. LLC, one of the Underwriters, has entered into a retail distribution arrangement with its affiliate Morgan Stanley Smith Barney LLC. As part of the distribution arrangement, Morgan Stanley & Co. LLC may distribute municipal securities to retail investors through the financial advisor network of Morgan Stanley Smith Barney LLC. As part of this arrangement, Morgan Stanley & Co. LLC may compensate Morgan Stanley Smith Barney LLC for its selling efforts with respect to the Bonds.

UBS Financial Services Inc. (“UBS FSI”) has entered into a distribution and service agreement with its affiliate UBS Securities LLC (“UBS Securities”) for the distribution of certain municipal securities offerings, including the Bonds. Pursuant to such agreement, UBS FSI would share a portion of its underwriting compensation with respect to the Bonds with UBS Securities. UBS FSI and UBS Securities are each subsidiaries of UBS Group AG.

OTHER MATTERS

All estimates included in this Official Statement, whether or not so stated, are not to be construed as representations that the same will be realized. Section and table headings and captions are included for convenience only and should not be construed as modifying the text of this Official Statement.

The execution and delivery of this Official Statement has been duly authorized by or on behalf of the Commission and the Director.

STATE OF MICHIGAN

By /s/ Paul C. Ajegba
Paul C. Ajegba, P.E., Director
Michigan Department of Transportation

APPENDIX I
EXCERPTED FINANCIAL STATEMENTS
(EXCLUDING NOTES TO FINANCIAL STATEMENTS)

STATE TRUNK LINE FUND

AND

MICHIGAN TRANSPORTATION FUND

The information included herein relates to the fiscal years ended September 30, 2016 through 2020. Complete financial statements of all of the State's funds, as included in the State of Michigan Annual Comprehensive Financial Report prepared by the State's Department of Technology, Management and Budget, are available upon request from the Department of Technology, Management and Budget, Office of Financial Management, State of Michigan, Lansing, Michigan 48909.

The State of Michigan Annual Comprehensive Financial Report for the year ended September 30, 2020 and speaks only as of its date, is available upon request from the Department of Technology, Management and Budget, Office of Financial Management, State of Michigan, Lansing, Michigan, 48909, may also be found by clicking on the "Financial Reports" button at www.michigan.gov/budget and has been filed with the MSRB.

**STATE OF MICHIGAN
STATE TRUNK LINE FUND
BALANCE SHEET
SEPTEMBER 30, 2016, 2017, 2018, 2019 and 2020
(In Thousands)⁽¹⁾**

	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>
ASSETS					
Cash	\$ 69	\$ 173	\$ 170	\$ 64	\$ 31
Equity in common cash	900,319	832,746	831,898	857,266	945,747
Amounts due from other funds	2,955	12,807	12,493	14,316	16,345
Amounts due from component units	1,124	2,708	4,031	1,726	1,489
Amounts due from federal agencies	106,471	124,216	84,869	179,024	152,630
Amounts due from local units	59,268	59,749	66,399	73,803	82,902
Inventories	12,219	10,308	7,478	10,394	15,453
Land contracts outstanding	-	-	-	-	-
Other assets	17,537	38,908	35,666	48,144	13,181
Total Assets	<u>\$ 1,099,963</u>	<u>\$ 1,081,613</u>	<u>\$ 1,043,004</u>	<u>\$ 1,184,737</u>	<u>\$ 1,227,779</u>
LIABILITIES					
Warrants outstanding	\$ 4,349	\$ 5,039	\$ -	\$ -	\$ -
Accounts payable and other liabilities	156,528	162,665	167,343	262,877	246,065
Amounts due to other funds	4,668	4,715	4,638	5,056	5,688
Unearned revenue	5,441	5,513	2,133	2,033	5,747
Total Liabilities	<u>170,986</u>	<u>177,931</u>	<u>174,114</u>	<u>269,966</u>	<u>257,499</u>
DEFERRED INFLOWS OF RESOURCES					
	<u>\$ 488</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
FUND BALANCES					
Nonspendable	\$ 12,219	\$ 10,308	\$ 7,478	\$ 10,394	\$ 15,454
Restricted	916,270	893,373	861,412	904,377	954,827
Total Fund Balances	<u>928,490</u>	<u>903,682</u>	<u>868,890</u>	<u>914,771</u>	<u>970,281</u>
Total Liabilities, Deferred Inflows of Resources, and Fund Balances	<u>\$ 1,099,963</u>	<u>\$ 1,081,613</u>	<u>\$ 1,043,004</u>	<u>\$ 1,184,737</u>	<u>\$ 1,227,779</u>

(1) Totals may not add due to rounding.

Source: State of Michigan Annual Comprehensive Financial Report.

**STATE OF MICHIGAN
STATE TRUNK LINE FUND
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES
FISCAL YEARS ENDED SEPTEMBER 30, 2016, 2017, 2018, 2019, and 2020
(In Thousands)⁽¹⁾**

	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>
REVENUES					
From taxes	\$ -	\$ -	\$ -	\$ -	\$ -
From federal agencies	783,776	733,195	661,834	855,308	967,360
From local agencies	20,411	13,254	15,676	17,032	20,687
From licenses and permits	17,802	9,808	16,913	17,300	6,901
Miscellaneous	83,846	155,952	177,418	173,164	101,958
Total Revenues	<u>905,835</u>	<u>912,210</u>	<u>871,841</u>	<u>1,062,804</u>	<u>1,096,907</u>
EXPENDITURES					
Current: Transportation	694,014	644,899	701,145	745,959	780,804
Capital Outlay	859,675	1,143,790	1,136,993	1,335,980	1,567,338
Capital lease and financed purchase payments	605	588	462	587	21,656
Total Expenditures	<u>1,554,295</u>	<u>1,809,277</u>	<u>1,838,600</u>	<u>2,082,526</u>	<u>2,369,797</u>
Excess of Revenues Over (Under) Expenditures	<u>(648,459)</u>	<u>(897,066)</u>	<u>(966,759)</u>	<u>(1,019,722)</u>	<u>(1,272,890)</u>
OTHER FINANCING SOURCES (USES)					
Capital lease and financed purchase acquisitions	898	7	389	514	205,902
Proceeds from sale of capital assets	501	1,107	1,218	660	206
Premium on bonds issued	23	-	-	-	-
Operating transfers in	883,606	1,090,297	1,145,762	1,266,509	1,332,438
Operating transfers out	<u>(215,394)</u>	<u>(219,151)</u>	<u>(215,401)</u>	<u>(202,079)</u>	<u>(210,146)</u>
Total Other Financing Sources (Uses)	<u>669,634</u>	<u>872,259</u>	<u>931,967</u>	<u>1,065,604</u>	<u>1,328,399</u>
Excess of Revenues and Other Sources Over (Under) Expenditures and Other Uses	21,176	(24,808)	(34,792)	45,881	55,510
Fund Balances – October 1	<u>907,313</u>	<u>928,489</u>	<u>903,682</u>	<u>868,890</u>	<u>914,771</u>
Fund Balances – September 30	<u>\$ 928,489</u>	<u>\$ 903,682</u>	<u>\$ 868,890</u>	<u>\$ 914,771</u>	<u>\$ 970,281</u>

(1) Totals may not add due to rounding.

Source: State of Michigan Annual Comprehensive Financial Report.

**STATE OF MICHIGAN
MICHIGAN TRANSPORTATION FUND
BALANCE SHEET
SEPTEMBER 30, 2016, 2017, 2018, 2019, and 2020
(In Thousands)⁽¹⁾**

	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>
ASSETS					
Equity in common cash	\$ 93,437	\$ 36,178	\$ 101,969	\$ 55,213	\$ 58,753
Taxes, interest, and penalties receivable	98,707	139,199	158,475	142,956	135,565
Amounts due from other funds	-	-	-	-	-
Other assets	14	6	108	2,481	8,634
Total Assets	<u>\$ 192,157</u>	<u>\$ 175,383</u>	<u>\$ 260,553</u>	<u>\$ 200,650</u>	<u>\$ 202,951</u>
LIABILITIES					
Warrants outstanding	\$ 880	\$ 5,404	\$ -	\$ -	\$ -
Accounts payable and other liabilities	182,345	144,951	234,213	170,320	169,057
Amounts due to other funds	3,795	16,446	16,043	18,385	20,990
Unearned revenue	1	-	-	1	-
Total Liabilities	<u>187,022</u>	<u>166,801</u>	<u>250,256</u>	<u>188,705</u>	<u>190,047</u>
DEFERRED INFLOWS OF RESOURCES					
	<u>5,136</u>	<u>8,582</u>	<u>10,297</u>	<u>11,945</u>	<u>12,904</u>
FUND BALANCES					
Restricted	-	-	-	-	-
Total Fund Balances	-	-	-	-	-
Total Liabilities, Deferred Inflows of Resources, and Fund Balances	<u>\$ 192,157</u>	<u>\$ 175,383</u>	<u>\$ 260,553</u>	<u>\$ 200,650</u>	<u>\$ 202,951</u>

(1) Totals may not add due to rounding.

Source: State of Michigan Annual Comprehensive Financial Report.

STATE OF MICHIGAN
MICHIGAN TRANSPORTATION FUND
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES
FISCAL YEARS ENDED SEPTEMBER 30, 2016, 2017, 2018, 2019, and 2020
(In Thousands)⁽¹⁾

	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>
REVENUES					
Taxes	\$2,029,277	\$2,569,442	\$2,762,785	\$3,078,257	\$3,131,465
From licenses and permits	36,643	40,718	37,809	37,033	30,900
Miscellaneous	<u>4,981</u>	<u>6,042</u>	<u>7,513</u>	<u>9,453</u>	<u>7,446</u>
Total Revenues	<u>2,070,901</u>	<u>2,616,202</u>	<u>2,808,106</u>	<u>3,124,744</u>	<u>3,169,811</u>
EXPENDITURES					
Current: Transportation	<u>1,009,601</u>	<u>1,299,620</u>	<u>1,405,714</u>	<u>1,594,423</u>	<u>1,634,972</u>
Total Expenditures	<u>1,009,601</u>	<u>1,299,620</u>	<u>1,405,714</u>	<u>1,594,423</u>	<u>1,634,972</u>
Excess of Revenues over (under) Expenditures	<u>1,061,300</u>	<u>1,316,581</u>	<u>1,402,392</u>	<u>1,530,320</u>	<u>1,534,839</u>
OTHER FINANCING SOURCES (USES)					
Transfers from other funds	1,427	1,436	143	-	-
Transfers to other funds	<u>(1,062,727)</u>	<u>(1,318,018)</u>	<u>(1,402,535)</u>	<u>(1,530,320)</u>	<u>(1,534,839)</u>
Total Other Financing Sources (Uses)	<u>(1,061,300)</u>	<u>(1,316,581)</u>	<u>(1,402,392)</u>	<u>(1,530,320)</u>	<u>(1,534,839)</u>
Excess of Revenues and Other Sources over (under) Expenditures and Other Uses	-	-	-	-	-
Fund Balances - October 1	-	-	-	-	-
Fund Balances - September 30	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

(1) Totals may not add due to rounding.

Source: State of Michigan Annual Comprehensive Financial Report.

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APPENDIX II

**FORM OF OPINION OF THE ATTORNEY GENERAL
OF THE STATE OF MICHIGAN**

August 24, 2021

State Transportation Commission

Paul C. Ajegba, P.E., Director
Michigan Department of Transportation

Rachael Eubanks
State Treasurer

In my capacity as Attorney General of the State of Michigan, I have caused to be examined a certified transcript of proceedings and other documents, including, in particular, the following documents, relating to the issuance by the State of Michigan (the “State”) of bonds designated STATE OF MICHIGAN STATE TRUNK LINE FUND BONDS, SERIES 2021A (REBUILDING MICHIGAN PROGRAM) in the aggregate principal sum of \$800,000,000 (the “Series A Bonds”), and STATE OF MICHIGAN STATE TRUNK LINE FUND REFUNDING BONDS, SERIES 2021B in the aggregate principal sum of \$54,150,000 (the “Series B Bonds” and, together with the Series A Bonds, the “Bonds”):

(1) Const 1963, art 9, § 9, and 1951 PA 51, as amended (“Act 51”), pursuant to which the Bonds are to be issued;

(2) certified copy of the resolution adopted by the State Transportation Commission (the “Commission”) and the Director of the Michigan Department of Transportation (the “Director”) on January 30, 2020 (the “Series A Resolution”) authorizing the issuance of the Series A Bonds and a certified copy of the resolution adopted by the Commission and the Director on July 22, 2021 (the “Series B Resolution” and, together with the Series A Resolution, the “Resolutions”) authorizing the issuance of the Series B Bonds; and

(3) one of the Series A Bonds, as executed or a specimen thereof, and one of the Series B Bonds, as executed or a specimen thereof; and

(4) a Nonarbitrage and Tax Compliance Certificate of the State.

The Series A Bonds are being issued to pay a portion of the costs of certain transportation projects and to pay the costs of issuing the Series A Bonds. The Series B Bonds are being issued to refund certain State of Michigan State Trunk Line Fund Bonds and to pay the costs of issuing the Series B Bonds.

Based on the foregoing, I am of the opinion on the date hereof that, under existing law as presently interpreted:

1. The Bonds are valid and binding obligations of the State enforceable in accordance with their terms, secured by and payable solely from funds irrevocably pledged by law which are restricted as to use by Const 1963, art 9, § 9, and deposited or to be deposited in the State Trunk Line Fund created pursuant to Act 51.

2. Payment of the principal of, premium, if any, and interest on the Bonds, certain outstanding bonds and any additional bonds or other obligations similarly secured, issued within the limitations provided by Const

1963, art 9, § 9 and Act 51, constitutes a first lien on and first priority use of the funds so restricted and deposited or to be deposited to the credit of the State Trunk Line Fund.

3. Interest on the Bonds (i) is excluded from gross income for federal income tax purposes and (ii) is not treated as an item of tax preference for purposes of the federal alternative minimum tax. This opinion is subject to the condition that the State comply with all requirements of the Internal Revenue Code of 1986, as amended, that must be satisfied subsequent to the issuance of the Bonds in order that interest thereon be, or continue to be, excluded from gross income for federal income tax purposes. The State has covenanted to comply with each such requirement to the extent permitted by law. Failure to comply with such requirements could cause the interest on the Bonds to be included in gross income retroactive to the date of issuance of the Bonds. I express no opinion regarding other federal tax consequences arising with respect to the Bonds and the interest on the Bonds.

4. The Bonds and the interest on the Bonds are exempt from all taxation by the State or any taxing authority within the State, except estate taxes and taxes on gains realized from the sale, payment, or other disposition thereof.

Enforceability of the Bonds and the Resolution may be subject to and limited by bankruptcy, insolvency, fraudulent conveyance, reorganization, moratorium and other laws affecting creditors' rights generally heretofore or hereafter enacted to the extent constitutionally applicable and their enforcement may be subject to the exercise of judicial discretion, including the application of general principles of equity.

Sincerely,

DANA NESSEL
Attorney General

Assistant Attorney General

APPENDIX III

FORM OF BOND COUNSEL APPROVING OPINION

August 24, 2021

State of Michigan
Lansing, Michigan

We have acted as bond counsel to the State of Michigan (the “State”) in connection with the issuance by the State of bonds designated STATE OF MICHIGAN STATE TRUNK LINE FUND BONDS, SERIES 2021A (REBUILDING MICHIGAN PROGRAM) in the aggregate principal sum of \$800,000,000 (the “Series 2021A Bonds”), and STATE OF MICHIGAN STATE TRUNK LINE FUND REFUNDING BONDS, SERIES 2021B in the aggregate principal sum of \$54,150,000 (the “Series 2021B Bonds” and, together with the Series 2021A Bonds, the “Bonds”). The Series 2021A Bonds are being issued to pay a portion of the costs of certain transportation projects and to pay the costs of issuing the Series 2021A Bonds. The Series 2021B Bonds are being issued to refund certain State of Michigan State Trunk Line Fund Bonds and to pay the costs of issuing the Series 2021B Bonds.

The Bonds are issued in fully registered form in denominations of \$5,000 or integral multiples thereof, are dated August 24, 2021, and mature in the years and amounts, bear interest at the rates, and are payable at the times, all as determined in accordance with the Resolution (as defined below).

The Bonds are issued pursuant to Act No. 51, Public Acts of Michigan, 1951, as amended (“Act 51”) and resolutions and orders (collectively the “Resolution”) of the State Transportation Commission and the Director of the Michigan Department of Transportation, respectively. The Bonds are of equal standing and priority of lien as to the moneys in the State Trunk Line Fund with the outstanding State Trunk Line Fund Bonds of the State described in the text of the Bonds (the “Outstanding Bonds”).

The State has the right to issue additional bonds of equal standing and priority of lien with the Bonds and the Outstanding Bonds as to the constitutionally restricted moneys deposited or to be deposited in the State Trunk Line Fund, subject to the limitations of Section 9 of Article IX of the Michigan Constitution of 1963, as amended (the “State Constitution”), and Act 51.

We have examined the State Constitution, statutes of the State and a certified transcript of proceedings for the issuance of the Bonds by the State. We also have examined one specimen Series 2021A Bond and one specimen Series 2021B Bond only.

Based on such examinations, we are of the opinion, as of the date hereof and under existing law as presently interpreted, as follows:

1. The Bonds are valid and legally binding obligations of the State in accordance with their tenor, secured by and payable solely from funds irrevocably pledged by law which are restricted as to use by Section 9 of Article IX of the State Constitution and deposited or to be deposited in the State Trunk Line Fund, a special fund in the State Treasury wherein a portion of certain gasoline and other motor vehicle taxes, all as imposed by law, are required to be set aside.

2. Payment of the principal of, premium, if any, and interest on the Bonds, the Outstanding Bonds and any additional bonds or other obligations similarly secured, issued within the limitations provided by Section 9 of Article IX of the Michigan Constitution of 1963, as amended, and by Act 51, constitutes a first lien on and first priority use of the funds so restricted and deposited or to be deposited to the credit of the State Trunk Line Fund as herein described.

3. The interest on the Bonds (a) is excluded from gross income for federal income tax purposes and (b) is not an item of tax preference for purposes of the federal alternative minimum tax. The opinion set forth in clause (a) above is subject to the condition that the State comply with all requirements of the Internal Revenue Code of 1986, as amended, that must be satisfied subsequent to the issuance of the Bonds in order that interest thereon be (or continue to be) excluded from gross income for federal income tax purposes. These requirements include rebating certain earnings to the United States. Failure to comply with such requirements could cause the interest on the Bonds to be included in gross income retroactive to the date of issuance of the Bonds. The State has covenanted in the Resolution to comply, to the extent permitted by law, with all such requirements. We express no opinion regarding other federal tax consequences arising with respect to the Bonds and the interest thereon.

4. The Bonds and the interest thereon are exempt from all taxation by the State, or any taxing authority within the State, except for estate taxes and taxes on gains realized on the sale, payment or other disposition thereof.

Enforceability of the Bonds and the Resolution may be subject to and limited by bankruptcy, insolvency, reorganization, moratorium, fraudulent conveyance and other similar laws affecting creditors' rights generally, now existing or enacted in the future, to the extent constitutionally applicable, and by general principles of equity, including those relating to equitable subordination, and the exercise of judicial discretion in appropriate cases.

Respectfully Submitted,

DYKEMA GOSSETT PLLC

APPENDIX IV

FORM OF CONTINUING DISCLOSURE AGREEMENT

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CONTINUING DISCLOSURE AGREEMENT

\$854,150,000 STATE OF MICHIGAN
STATE TRUNK LINE FUND BONDS

\$800,000,000
STATE OF MICHIGAN
STATE TRUNK LINE FUND BONDS,
SERIES 2021A
(REBUILDING MICHIGAN PROGRAM)

\$54,150,000
STATE OF MICHIGAN
STATE TRUNK LINE FUND REFUNDING BONDS,
SERIES 2021B

This Continuing Disclosure Agreement (the “Disclosure Agreement”) dated August 24, 2021 is executed and delivered by the State of Michigan acting through the Michigan Department of Transportation and the Michigan Department of Treasury (the “State”) in connection with the issuance of \$800,000,000 State of Michigan State Trunk Line Fund Bonds, Series 2021A (Rebuilding Michigan Program) (the “Series 2021A Bonds”) and of \$54,150,000 State of Michigan State Trunk Line Fund Refunding Bonds, Series 2021B (the “2021B Bonds,” and together with the Series 2021A Bonds, the “Bonds”). The Bonds are being issued pursuant to (i) with respect to the Series 2021A Bonds, a resolution adopted by the State Transportation Commission (the “Commission”) on January 30, 2020 (the “Rebuilding Michigan Program Resolution”), and (ii) with respect to the Series 2021B Bonds, a resolution adopted by the Commission on July 22, 2021 (the “Refunding Resolution,” and together with the Rebuilding Michigan Program Resolution, the “Resolutions”). The State covenants and agrees as follows:

Section 1. Purpose of the Disclosure Agreement.

This Disclosure Agreement is being executed and delivered by the State for the benefit of the Bondholders and the Beneficial Owners and in order to assist the Participating Underwriters in complying with subsection (b)(5) of the Rule (as defined below).

Section 2. Definitions.

In addition to the definitions set forth in the Resolutions, which apply to any capitalized term used in this Disclosure Agreement unless otherwise defined in this Section, the following capitalized terms shall have the following meanings:

“Annual Report” shall mean any Annual Report provided by the State pursuant to, and as described in, Sections 3 and 4 of this Disclosure Agreement.

“Beneficial Owner” shall mean any person which has or shares the power, directly or indirectly, to make investment decisions concerning ownership of any Bonds (including any person holding Bonds through nominees, depositories or other intermediaries).

“Bondholder” shall mean the registered owner of any Bonds.

“Dissemination Agent” shall mean the State, or any successor Dissemination Agent designated in writing by the State and which has filed with the State a written acceptance of such designation.

“EMMA” shall mean the Electronic Municipal Market Access system of the MSRB. As of the date of this Disclosure Agreement, the EMMA Internet Web site address is <http://www.emma.msrb.org>.

“Financial Obligation” means a (i) debt obligation; (ii) derivative instrument entered into in connection with or pledged as security or a source of payment for, an existing or planned debt obligation; or (iii) guarantee of (i) or (ii). The term Financial Obligation shall not include municipal securities as to which a final official statement has been provided to the MSRB consistent with the Rule.

“Listed Events” shall mean any of the events listed in Section 5(a) of this Disclosure Agreement.

“MSRB” shall mean the Municipal Securities Rulemaking Board established in accordance with the provisions of Section 15B(b)(1) of the 1934 Act. As of the date of this Disclosure Agreement, the address and telephone and telecopy numbers of the MSRB are as follows:

Municipal Securities Rulemaking Board
1300 I Street NW, Suite 1000
Washington, DC 20005
Tel: (202) 838-1500
Fax: (202) 898-1500

“1934 Act” shall mean the Securities Exchange Act of 1934, as amended.

“Participating Underwriter” shall mean any of the original underwriters of the Bonds required to comply with the Rule in connection with the primary offering of the Bonds.

“Rule” shall mean Rule 15c2-12 (17 CFR Part 240, §240.15c2-12) promulgated by the SEC pursuant to the 1934 Act, as the same may be amended from time to time, together with all interpretive guidance or other official interpretations or explanations thereof that are promulgated by the SEC.

“SEC” shall mean the United States Securities and Exchange Commission.

“Securities Counsel” shall mean legal counsel expert in federal securities law.

Section 3. Provision of Annual Reports.

(a) Each year, the State Treasurer on behalf of the State shall provide, or have the Dissemination Agent provide, not later than the date seven months after the close of the State’s fiscal year to the MSRB an Annual Report of the preceding fiscal year which is consistent with the requirements of Section 4 of this Disclosure Agreement. Not later than fifteen (15) business days (or such lesser number of days as is acceptable to the Dissemination Agent) prior to that date, the State Treasurer shall provide the Annual Report to the Dissemination Agent (if other than the State). Currently, the State’s fiscal year closes on September 30. In each case, the Annual Report may be submitted as a single document or as separate documents comprising a package, and may cross-reference other information as provided in Section 4 of this Disclosure Agreement. If, however, the audited financial statements of the State are not available by the deadline for filing the Annual Report, they shall be provided when and if available, and unaudited financial statements shall be included in the Annual Report.

(b) If the State is unable to provide to the MSRB an Annual Report by the date required in subsection (a), the State Treasurer, on behalf of the State, shall send a notice to the MSRB in substantially the form attached as Exhibit A.

(c) If the State’s fiscal year changes, the State Treasurer, on behalf of the State, shall send a notice of the change to the MSRB. If the change will result in the State’s fiscal year ending on a date later than the ending date prior to the change, the State shall provide notice of the change to the MSRB on or prior to the deadline for filing the Annual Report in effect when the State operated under its prior fiscal year. Such notice

may be provided to the MSRB along with the Annual Report, provided that it is filed at or prior to the deadline described above.

(d) The Dissemination Agent shall determine each year prior to the date for providing the Annual Report the name and address of the MSRB, if any, and (if the Dissemination Agent is other than the State) file a report with the State certifying that the Annual Report has been provided pursuant to this Disclosure Agreement, stating the date it was provided to the MSRB.

Section 4. Content of Annual Reports.

The State's Annual Report shall contain or incorporate by reference the following:

(a) audited financial statements of the State prepared pursuant to accounting and reporting policies conforming in all material respects to generally accepted accounting principles as applicable to governments with such changes as may be required from time to time by State law; and

(b) updated financial information and operating data of the same type as that contained in the Official Statement under the tables under the captions "SOURCES OF CONSTITUTIONALLY RESTRICTED REVENUES OF THE MICHIGAN TRANSPORTATION FUND," and "HISTORICAL AND PROJECTED DEBT SERVICE COVERAGE ON THE BONDS AND THE OUTSTANDING BONDS" (excluding any projected amounts).

Any or all of the items listed above may be incorporated by reference to other documents, including official statements of debt issues of the State or related public entities, which previously have been provided to the MSRB or filed with the SEC. If the document incorporated by reference is a final official statement, it need only be available from the MSRB. The State shall clearly identify each document so incorporated by reference.

Section 5. Reporting of Listed Events.

(a) The State covenants to provide, or cause to be provided, notice of the occurrence of any of the following events with respect to the Bonds, in a timely manner not in excess of ten (10) business days after the occurrence of the event and in accordance with the Rule:

- (1) Principal and interest payment delinquencies;
- (2) Non-payment related defaults, if material;
- (3) Unscheduled draws on debt service reserves reflecting financial difficulties;
- (4) Unscheduled draws on credit enhancements reflecting financial difficulties;
- (5) Substitution of credit or liquidity providers, or their failure to perform;
- (6) Adverse tax opinions, the issuance by the Internal Revenue Service of proposed or final determinations of taxability, Notices of Proposed Issue (IRS Form 5701-TEB) or other material notices or determinations with respect to the tax status of the security or other material events affecting the tax status of the security;
- (7) Modifications to rights of security holders, if material;

- (8) Bond calls, if material, and tender offers;
- (9) Defeasances;
- (10) Release, substitution, or sale of property securing repayment of the securities, if material;
- (11) Rating changes;
- (12) Bankruptcy, insolvency, receivership or similar event of the obligated person;
- (13) The consummation of a merger, consolidation, or acquisition involving an obligated person or the sale of all or substantially all of the assets of the obligated person, other than in the ordinary course of business, the entry into a definitive agreement to undertake such an action or the termination of a definitive agreement relating to any such actions, other than pursuant to its terms, if material;
- (14) Appointment of a successor or additional trustee or the change of name of a trustee, if material;
- (15) Incurrence of a Financial Obligation of the obligated person, if material, or agreement to covenants, events of default, remedies, priority rights, or other similar terms of a Financial Obligation of the obligated person, any of which affect security holders, if material; and
- (16) Default, event of acceleration, termination event, modification of terms, or other similar events under the terms of the Financial Obligation of the obligated person, any of which reflect financial difficulties.

(b) Whenever the State obtains knowledge of the occurrence of a Listed Event described in subsection (a)(2), (7), (8), (10), (13), (14) or (15), the State Treasurer on behalf of the State shall as soon as possible determine if such event would be material under applicable federal securities laws. The State covenants that its determination of materiality will be made in conformance with federal securities laws.

(c) If the State Treasurer on behalf of the State determines that (i) a Listed Event described in subsection (a)(1), (3), (4), (5), (6), (8), (9), (11), (12) or (16) has occurred or (ii) the occurrence of a Listed Event described in subsection (a)(2), (7), (8), (10), (13), (14) or (15) would be material under applicable federal securities laws, the State shall cause a notice of such occurrence to be filed with the MSRB within ten (10) business days of the occurrence of the Listed Event. In connection with providing a notice of the occurrence of a Listed Event described in subsection (a)(9), the State Treasurer on behalf of the State shall include in the notice explicit disclosure as to whether the Bonds have been escrowed to maturity or escrowed to call, as well as appropriate disclosure of the timing of maturity or call.

(d) In connection with providing a notice of the occurrence of a Listed Event, the Dissemination Agent (if other than the State), solely in its capacity as such, is not obligated or responsible under this Disclosure Agreement to determine the sufficiency of the content of the notice for purposes of the Rule or any other state or federal securities law, rule, regulation or administrative order.

(e) The State acknowledges that the “rating changes” referred to in Section 5(a)(11) above may include, without limitation, any change in any rating on the Bonds or other indebtedness for which the State is liable.

(f) The State acknowledges that it is not required to provide a notice of a Listed Event with respect to credit enhancement when the credit enhancement is added after the primary offering of the Bonds, the State does not apply for or participate in obtaining such credit enhancement, and such credit enhancement is not described in the final Official Statement relating to the Bonds.

Section 6. Termination of Reporting Obligation.

(a) The State's obligations under this Disclosure Agreement shall terminate upon the legal defeasance of the Rebuilding Michigan Program Resolution or Refunding Resolution, as applicable, or the prior redemption or payment in full of all of the Series 2021A Bonds or the Series 2021B Bonds, as applicable.

(b) This Disclosure Agreement, or any provision hereof, shall be null and void in the event that the State (i) receives an opinion of Securities Counsel, addressed to the State, to the effect that those portions of the Rule, which require such provisions of this Disclosure Agreement, do not or no longer apply to the Series 2021A Bonds or the Series 2021B Bonds, as applicable, whether because such portions of the Rule are invalid, have been repealed, amended or modified, or are otherwise deemed to be inapplicable to the Series 2021A Bonds or the Series 2021B Bonds, as applicable, as shall be specified in such opinion, and (ii) delivers notice to such effect to the MSRB.

Section 7. Dissemination Agent.

The State Treasurer on behalf of the State, from time to time, may appoint or engage a Dissemination Agent to assist it in carrying out its obligations under this Disclosure Agreement, and may discharge any such Dissemination Agent, with or without appointing a successor Dissemination Agent.

Section 8. Mandatory Electronic Filing with EMMA.

All filings with the MSRB under this Disclosure Agreement shall be made by electronically transmitting such filings through the EMMA Dataport at <http://www.emma.msrb.org> as provided by the amendments to the Rule adopted by the SEC in Securities Exchange Act Release No. 59062 on December 5, 2008.

Section 9. Amendment; Waiver.

Notwithstanding any other provision of this Disclosure Agreement, this Disclosure Agreement may be amended, and any provision of this Disclosure Agreement may be waived, provided that the following conditions are satisfied:

(i) if the amendment or waiver relates to the provisions of Section 3(a), (b), (c), 4 or 5(a), it may only be made in connection with a change in circumstances that arises from a change in legal requirements, a change in law or a change in the identity, nature or status of the State, or type of activities in which the State is engaged;

(ii) this Disclosure Agreement, as so amended or taking into account such waiver, would, in the opinion of Securities Counsel, have complied with the requirements of the Rule at the time of the original issuance of the Bonds, after taking into account any amendments or interpretations of the Rule, as well as any change in circumstances; and

(iii) the amendment or waiver does not, in the opinion of nationally recognized bond counsel, materially impair the interests of the Bondholders.

Section 10. Additional Information.

Nothing in this Disclosure Agreement shall be deemed to prevent the State from disseminating any other information, using the means of dissemination set forth in this Disclosure Agreement or any other means of communication, or including any other information in any Annual Report or in any notice of occurrence of a Listed Event, in addition to that which is required by this Disclosure Agreement. If the State chooses to include any information in any Annual Report or notice of occurrence of a Listed Event in addition to that which is specifically required by this Disclosure Agreement, the State shall have no obligation under this Disclosure Agreement to update such information or include it in any future Annual Report or notice of occurrence of a Listed Event.

Section 11. Failure To Comply.

In the event of a failure of the State or the Dissemination Agent (if other than the State) to comply with any provision of this Disclosure Agreement, any Bondholder or Beneficial Owner may bring an action to obtain specific performance of the obligations of the State or the Dissemination Agent (if other than the State) under this Disclosure Agreement, but no person or entity shall be entitled to recover monetary damages hereunder under any circumstances, and any failure to comply with the obligations under this Disclosure Agreement shall not constitute a default with respect to the Bonds or under the Resolutions.

Section 12. Duties of Dissemination Agent.

The Dissemination Agent shall have only such duties as are specifically set forth in this Disclosure Agreement.

Section 13. Beneficiaries.

This Disclosure Agreement shall inure solely to the benefit of the State, the Dissemination Agent, the Participating Underwriters, the Bondholders and the Beneficial Owners, and shall create no rights in any other person or entity.

Section 14. Transmission of Information and Notices.

Unless otherwise required by law or permitted by this Disclosure Agreement, and, in the sole determination of the State or the Dissemination Agent, as applicable, subject to technical and economic feasibility, the State or the Dissemination Agent, as applicable, shall employ such methods of information and notice transmission as shall be requested or recommended by the herein-designated recipients of such information and notices.

Section 15. Additional Disclosure Obligations.

The State acknowledges and understands that other State and federal laws, including, without limitation, the Securities Act of 1933, as amended, and Rule 10b-5 promulgated by the SEC pursuant to the 1934 Act, may apply to the State, and that under some circumstances, compliance with this Disclosure Agreement, without additional disclosures or other action, may not fully discharge all duties and obligations of the State under such laws.

Section 16. Governing Law.

This Disclosure Agreement shall be construed and interpreted in accordance with the laws of the State, and any suits and actions arising out of this Disclosure Agreement shall be instituted in a court of competent jurisdiction in the State. Notwithstanding the foregoing, to the extent this Disclosure Agreement

addresses matters of federal securities laws, including the Rule, this Disclosure Agreement shall be construed and interpreted in accordance with such federal securities laws and official interpretations thereof.

STATE OF MICHIGAN

By: _____
Patrick J. McCarthy
Bureau Director
Bureau of Finance and Administration
Michigan Department of Transportation

MICHIGAN DEPARTMENT OF TREASURY

By: _____
Deborah M. Roberts
Director
Bureau of State and Authority Finance
Michigan Department of Treasury

EXHIBIT A

**NOTICE TO THE MSRB
OF FAILURE TO FILE ANNUAL REPORT**

Name of Issuer: State of Michigan

Name of Bond Issue: State Trunk Line Fund Bonds, Series 2021A(Rebuilding Michigan Program), and State Trunk Line Fund Refunding Bonds, Series 2021B

Date of Issuance: August 24, 2021

The State has not provided an Annual Report with respect to the above-named Bonds as required by Section 3 of the Continuing Disclosure Agreement provided by the State of Michigan on August 24, 2021. The State anticipates that the Annual Report will be filed by _____.

STATE OF MICHIGAN

By: _____

Dated: _____

Its: _____

APPENDIX V

CERTAIN STATE ACTIONS WITH RESPECT TO CONTINUING DISCLOSURE

Date	Action	Reason for Notice	Bonds Affected
August 18, 2017	Filed EMMA notice	Table 9 – “Allocation of Motor Vehicle Related Sales Tax Revenue Fiscal Year 2015” was inadvertently omitted from State’s annual filing due April 30, 2016.	Outstanding State of Michigan Comprehensive Transportation Bonds
February 27, 2020	Filed EMMA notice	State timely filed Annual Comprehensive Financial Report for the State fiscal year ended September 30, 2015, but did not include all applicable CUSIPS.	State of Michigan General Obligation Environmental Program Bonds, Series 2016A (Tax-Exempt)
February 27, 2020	Filed EMMA notice	State timely filed Annual Comprehensive Financial Report and Operating Data for the State fiscal years ended September 30, 2017 and September 30, 2018, but did not include all applicable CUSIPS.	State of Michigan State Trunk Line Fund Bonds, Series 2011

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