



**DOWNTOWN DEVELOPMENT AUTHORITY
BOARD OF DIRECTORS REGULAR MEETING
WEDNESDAY, MARCH 27, 2024 – 3:00 P.M.**

BOARD MEMBERS PRESENT: Richard Hosey
Ehrlich Crain
James Jenkins
David Blaszkiewicz
Hassan Beydoun
Steve Ogden

BOARD MEMBERS ABSENT: Marvin Beatty
Charles Beckham
John Naglick
Melvin Hollowell
Austin Black

OTHERS PRESENT: Kenyetta Bridges (DEGC/DDA)
Rebecca Navin (DEGC/DDA)
Maxwell Cameron (DEGC/DDA)
Jennifer Kanalos (DEGC/DDA)
Glen Long (DEGC/DDA)
Nasri Sobh (DEGC/DDA)
Sierra Spencer (DEGC/DDA)
Kevin Johnson (DEGC/DDA)
Lanard Ingram (DEGC/DDA)
Lisa Nuskowski (M-1 Rail)



**MINUTES OF THE DOWNTOWN DEVELOPMENT AUTHORITY
BOARD OF DIRECTORS REGULAR MEETING
DETROIT ECONOMIC GROWTH CORPORATION
500 GRISWOLD, SUITE 2200, DETROIT, MI 48226
WEDNESDAY, MARCH 27, 2024 – 3:00 P.M.**

GENERAL

Call to Order

Chairperson Beydoun called the regular meeting of the Downtown Development Authority Board of Directors to order at 3:02 p.m. Roll call was conducted, and a quorum was established.

GENERAL

Approval of Minutes

Mr. Beydoun asked if there were any additions, deletions, or corrections to the minutes of the January 24, 2024, Regular Board meeting.

Mr. Jenkins noted a scrivener's error in the minutes with respect to the approximate amount owed to subcontractors under the 311 Grand River Loan Request item. DDA staff agreed to correct the minutes to the correct amount.

Mr. Beydoun asked if there was any further discussion. Hearing none, the Board took the following action:

Mr. Ogden made a motion approving the February 28, 2024 minutes, as amended. Mr. Blaszkiewicz seconded the motion. All were in favor with none opposed.

DDA Resolution Code 24-03-02-662 was unanimously approved.

Receipt of Treasurer's Reports

Mr. Long reviewed the Treasurer's Report of Receipts and Disbursements for February 2024.

Mr. Beydoun called for additional questions. Hearing none, Mr. Beydoun called for a motion.

Mr. Jenkins made a motion to approve the Treasurer's Report of Receipts and Disbursements for the month of February 2024, as presented. Mr. Ogden seconded the motion. All were in favor with none opposed.

DDA Resolution Code 24-03-03-555 was unanimously approved.



PROJECTS

M-1 Rail – Amendment and Extension of Aid Agreement

Ms. Navin stated she would give a brief overview before Ms. Nuskowski reviewed her presentation with the Board. Ms. Navin explained that the request being made was to amend and extend the aid agreement that the DDA has with M-1 RAIL. Ms. Navin stated that the initial allocation to M-1 RAIL was approved by the Board in 2009 an agreement was executed in 2014 and in 2017 the DDA had provided ten (10) years of support at nine hundred thousand dollars (\$900,000.00) per year. Ms. Navin added that there is a proposal to transfer those assets to the Regional Transit Authority (RTA) and the authority is looking for continued support beyond the 2028 expiration that the agreement currently outlines.

Ms. Nuskowski shared a presentation that explained that in 2009 the City of Detroit Downtown Development Authority (“**DDA**”) approved a contribution in the amount of \$9,000,000.00 (the “**DDA Contribution**”) to M1-RAIL to support the development and operation of a light rail line of approximately 3.3 miles along Woodward Avenue from Jefferson Avenue to Grand Boulevard (the “**Project**”). In 2014, the DDA and M-1 Rail executed that certain Aid Agreement (the “**Agreement**”) that provided for the payment of the DDA Contribution in 10 equal installments, subject to DDA’s right to delay payments in any year where tax increment revenues were insufficient to make the payment after payment of bond and contractual payment obligations. To date, the DDA has made 6 of 10 payments, totaling \$5,400,000.00, with payments scheduled through FY 2026-27.

Construction of the Project was completed and put into service in 2016. In 2023, the Project experienced ridership of over 1 million individuals, representing its highest year of ridership, a 50% increase over 2022, and a 25% increase over pre-pandemic levels. Further, in the first 12 weeks of 2024, ridership is up 31% compared to the same period last year.

As originally contemplated at the time the Project was initiated, M-1 RAIL intends to transfer its street railway system assets (the “**Transfer**”) to the Regional Transit Authority of Southeast Michigan (the “**RTA**”) for continued operation by the RTA. On March 21, 2024, the RTA adopted a resolution declaring its intent to accept the Transfer, subject to certain conditions, including, but not limited to the DDA’s agreement to amend and restate the Agreement to (i) make remaining payments of the Contribution to the RTA after the Transfer and (ii) increase the amount of the Contribution by \$10,800,000.00, payable in annual equal installments through June 30, 2039 (together with other necessary or appropriate changes to reflect the Transfer, the “**Amendment Request**”).

DDA staff has reviewed the Amendment Request, believes it is reasonable and recommends its approval. Approximately 30% of the Project (1.18 miles) is located within the DDA’s Development Area No. 1 and the DDA Contribution represents approximately 8.2% of the Project’s projected annual operating budget. Additionally, continued operation of the Project will facilitate continued retail activation along the Woodward corridor and surrounding areas, further mitigating instances of decline, deterioration and blight within the Development Area.



Based on the foregoing, DDA staff requested the DDA Board's approval of (i) the Amendment Request; (ii) the negotiation and execution of an amendment and restatement of the Agreement incorporating the Amendment Request together with other necessary or appropriate changes to reflect the Transfer; and (iii) a reallocation of an amount equal to \$10,800,000.00 from other DDA Plan Table 3 line items to the M-1 Rail program, as authorized by Section 408.1 of the DDA Plan, in order to fund the Amendment Request.

A resolution was attached for the Board's consideration.

Mr. Jenkins asked what the baseline capacity is to better understand the ridership increase. Ms. Nuszowski explained that there are a total of six (6) street cars and four (4) street cars that are operated as a part of regular service. Ms. Nuszowski continued that this is what allows for the fifteen (15) minute headway though during major events additional cars are added to increase capacity. Mr. Jenkins referenced the statistic that twenty-eight percent (28%) of riders use the transportation service regularly and asked what capacity of the railroad makes up the twenty-eight percent (28%). Ms. Nuszowski stated that those individuals would be spread throughout a given day and explained that she was unsure of the math at the moment.

Ms. Nuszowski asked if the concern was about reaching capacity. Mr. Jenkins responded that he is concerned that the service is being underutilized. Ms. Nuszowski explained that post-pandemic ridership has shifted and while a hundred percent (100%) capacity may be over-ambitious for any public transit provider, increasing ridership is something that is continuously being worked on. Ms. Nuszowski added that about 60 percent (60%) of riders are using the service at least days a week and anticipates that with more activities happening along the corridor ridership will increase.

Mr. Jenkins asked if there had been any consideration about expanding. Ms. Nuszowski stated that the transfer to the RTA would make expansion possible as the RTA has access to more resources.

Mr. Crain asked about the anticipated future revenue stream and if there were plans to transition to a paid service. Mr. Crain followed up by asking Ms. Nuszowski to talk about the makeup of the RTA Board. Ms. Nuszowski explained that the RTA is comprised of representatives from Oakland, Macomb, Wayne, and Washtenaw counties and a member from the City of Detroit. Ms. Nuszowski continued that the County Executives appoint two (2) members and is chaired by an individual appointed by the Governor.

Mr. Crain asked how the governing systems work and whether items that come before the RTA Board need a majority or unanimous vote. Ms. Nuszowski responded that she believes that a majority vote is required but it may be a unanimous vote for certain matters.

Ms. Nuszowski stated that before the pandemic the revenue generated was a small percentage of their overall budget and funds were spent to collect the revenue. Ms. Nuszowski explained that after the pandemic the goal was to remove as many barriers as possible and make the transit resource free of cost. Ms. Nuszowski stated that this approach is not something that the RTA is required to follow.



Mr. Blaszkievicz pointed out that there are two (2) components, operational cost and an equity question. Mr. Blaszkievicz explained that he did not want to lose the accessibility that may not come with a fare-based system.

Mr. Beydoun clarified that the RTA Board requires a seven (7) of nine (9) vote for most matters but an affirmative vote of at least every county and the City of Detroit which means that each county and the City of Detroit holds veto power but that there are some items that require a unanimous vote.

Mr. Blaszkievicz disclosed that he sits on the RTA Board and would be abstaining from the vote.

Mr. Ogden asked if it was true that, generally speaking in most municipalities, fare boxes alone don't cover the operations of a transit system. Ms. Nuszowski agreed and stated that there is no public transit system anywhere that pays for itself rather relies on public resources.

Mr. Beydoun called for further questions. Hearing none, Mr. Beydoun called for a motion.

Mr. Ogden made a motion approving the M-1 Rail – Amendment and Extension of Aid Agreement, as presented. Mr. Hosey seconded the motion. All were in favor, none opposed. Mr. Blaszkievicz abstained from the vote.

DDA Resolution Code 24-03-117-02 was unanimously approved.

XLR8 Athletix (DBA CrossFit Detroit) Lease Modification

Mr. Howell stated that on September 26, 2014, the City of Detroit Downtown Development Authority (“DDA”) and XLR8 Athletix, LLC entered into a lease agreement (the “Lease”) for the ground-level retail space located at 150 Michigan Ave (the “Property”). The Lease has an initial term of 10 years with the option for the Tenant to extend the term of the Lease by two additional five-year periods. The Tenant operates its CrossFit business at the Property and has brought world-class training techniques to the City of Detroit with the vision of a leaner, stronger, faster, and happier community.

Between February 2020 and February 2021, CrossFit lost almost 100 members, approximately 50% of its pre-pandemic membership base. CrossFit’s membership rate before April 2020 was \$189 per month. Its current membership rate is now \$159, a decrease of 16%. CrossFit continues to support three different local non-profits: Motor City Church, Capable (a Karmanos Cancer Institute sponsored exercise program for cancer survivors), and Beat the Streets.

The onset of the Covid-19 pandemic devastated the Tenant’s business’s bottom line. As a result, the DDA, pursuant to the Lease’s force majeure provision and a July 2021 Board approval, agreed to defer rent through October 2021. A subsequent amendment to the lease in May 2022 was made to assist CrossFit in mitigating the financial challenges brought on by COVID by providing relief in the rental rate it pays.

The Tenant’s owner and key employees have forgone salaries due to the financial hardship caused by the pandemic. The Tenant has struggled to maintain and grow the membership base



through discounted membership rates. Most of the membership attrition is from members who commuted downtown to their employers and no longer spend most of their time in corporate offices. Additionally, the newer members are mainly renters living in nearby neighborhoods that are generally younger and more transient.

Given the impacts of Covid-19 on CrossFit's membership and the ongoing effects of the pandemic, CrossFit has an outstanding rent balance that DDA has been working with the company to resolve. After review of CrossFit's business operations, previous and projected revenues, DDA realize that CrossFit's membership and financial position has begun to stabilize. However, with the ongoing cumulative effects of the pandemic, the sustainability of the operations requires continued rent relief and the tenant and DDA staff have worked together to propose an additional modification to the Lease as follows (the "Proposed Modification"):

- Lease Term: 3 Years, no extensions (4/1/24 to 3/31/27);
- Monthly Rental Rate: \$7,000 per month, plus \$500 CAM;
- Indemnification and insurance: Indemnification agreement from any third-party entities operating programs and weekly events in the Property, with DDA added as an additional insured on such parties' liability insurance policies;
- Payment of Past Due Rent: The Lease amendment is contingent upon CrossFit paying its past due financial obligations, including rent payments from July 1, 2023, and the outstanding balance of previously deferred rent. (The total amount of past due base rent will be calculated utilizing the newly agreed upon monthly base rent and CAM amount of \$7,500 as opposed to the current monthly rate of \$12,812 per the existing lease from July 2023 through March 2024).
- Annual review and reporting of business operations, revenues and projections.

DDA staff has reviewed CrossFit's 2023 financial statements and 2024 financial projections DDA staff supports the Proposed Modification. A resolution approving the Proposed Modification was attached for the Board's consideration.

Mr. Beydoun asked what the change is to the indemnification insurance provisions in the lease. Mr. Howell explained that the business allows for the space to be used by a local church on Sundays and would like to memorialize that agreement and ensure that the DDA is identified.

Ms. Navin added that the indemnification and insurance provisions adding the DDA as an insured will apply equally to all of the third-party users of the space current and those who may use the space in the future.

Mr. Crain asked if the seventy-four thousand dollars (\$74,000.00) in arrearages for past lease rent is to still be paid. Mr. Crain asked if there was a timeframe agreed upon for the repayment. Mr. Howell answered that the amount is still to be paid and the amendment is contingent on the amount being paid.

Mr. Ogden stated that he would like to be helpful as he would like the business to have an opportunity to succeed and he does not see a high level of traffic entering the business. Mr. Ogden noted that the lease structure is a three (3) year lease with no extension which he believes to be



fair along with a forty percent (40%) rent reduction and the seventy-four thousand dollars (\$74,000.00) is based on the new rate. Mr. Ogden stated that this is quite generous.

Mr. Howell added that it is six thousand eight hundred dollars (\$6,800.00) to defer and agreed that it was generous but necessary. Mr. Ogden asked where the six thousand eight hundred dollars (\$6,800.00) came from. Mr. Howell stated it came from the first amendment to the lease and will be added to the unpaid rent from July through March of 2024.

Mr. Ogden stated that because the lease is a three (3) year term with no extensions it is worth the risk and noted that the current lease expires in August of 2024 and the extension has just been proposed. Mr. Ogden asked if there had been any inquiries from other businesses about the space as the location is strategically located. Mr. Howell stated that there have not been any inquiries and that the current lease has two (2) five (5) year extensions therefore the control over the space could be lost for ten (10) years.

Mr. Hosey asked how large the space was. Mr. Howell responded that the space is twelve thousand five hundred square feet (12,500 square feet).

Mr. Jenkins asked how much each square foot is worth. Mr. Howell stated that it is seven dollars (\$7.00) per square foot whereas in the first five (5) years the cost was fifteen dollars (\$15.00) per square foot.

Mr. Ogden asked if the lease was a gross lease rather than a triple-net lease. Mr. Howell stated that was a triple net lease.

Mr. Beydoun asked if the tenant had the right to assign or sublet. Ms. Navin stated they do not have the right to assign or sublet with the landlord's consent. Ms. Navin added that if a sublet was approved the DDA would be able to capture revenue from the assignment.

Mr. Beydoun called for further questions. Hearing none, Mr. Beydoun called for a motion.

Mr. Ogden made a motion approving the XLR8 Athletix (DBA CrossFit Detroit) Lease Modification, as presented. Mr. Blaszkiewicz seconded the motion. All were in favor, none opposed.

DDA Resolution Code 24-03-44-56 was unanimously approved.

ADMINISTRATIVE

None.

OTHER BUSINESS

Mr. Ogden asked if there was any existing policy that prohibited the entertainment of lease amendments until they're current on their rent. Ms. Navin stated there was no policy and that this is the only lease under the DDA.



PUBLIC COMMENT

None.

ADJOURNMENT

With there being no further business to be brought before the Board, Mr. Crain made a motion to adjourn, which was seconded by Mr. Hosey, Mr. Beydoun adjourned the meeting at 3:48 p.m.



CODE DDA 24-03-02-662

APPROVAL OF MINUTES OF FEBRUARY 28, 2024

RESOLVED that the minutes of the Regular meeting of February 28, 2024, are hereby approved and all actions taken by the Directors present at such meeting, as set forth in such minutes, are hereby in all respects ratified and approved as actions of the Downtown Development Authority.

March 27, 2024



CODE DDA 24-03-03-555

RECEIPT OF TREASURER'S REPORT FOR FEBRUARY 2024

RESOLVED, that the Treasurer's Report of Receipts and Disbursements for the period ending February 29, 2024, as presented at this meeting, is hereby in all respects received by the Downtown Development Authority.

March 27, 2024



CODE DDA 24-03-117-02

M1-RAIL – AMENDMENT AND EXTENSION OF AID AGREEMENT

WHEREAS, in 2009 the City of Detroit Downtown Development Authority (“**DDA**”) approved a contribution in the amount of \$9,000,000.00 (the “**DDA Contribution**”) to M1-RAIL to support the development and operation of a light rail line of approximately 3.3 miles along Woodward Avenue from Jefferson Avenue to Grand Boulevard (the “**Project**”); and

WHEREAS, in 2014, the DDA and M-1 Rail executed that certain Aid Agreement (the “**Agreement**”) that provided for the payment of the DDA Contribution and in 2015 construction of the Project was completed and operations thereof were commenced; and

WHEREAS, M-1 RAIL intends to transfer its street railway system assets (the “**Transfer**”) to the Regional Transit Authority of Southeast Michigan (the “**RTA**”) for continued operation by the RTA and on March 21, 2024, the RTA adopted a resolution declaring its intent to accept the Transfer; and

WHEREAS, the approval of the Transfer is subject to certain conditions, including, but not limited to the DDA’s agreement to amend and restate the Agreement to (i) make remaining payments of the Contribution to the RTA after the Transfer and (ii) increase the amount of the Contribution by \$10,800,000.00, payable in annual equal installments through June 30, 2039 (together with other necessary or appropriate changes to reflect the Transfer, the “**Amendment Request**”); and

WHEREAS, the DDA Board of Directors has reviewed the Amendment Request and determined that continued operation of the Project will continue to facilitate retail activation along the Woodward corridor and surrounding areas, further mitigating instances of decline, deterioration and blight within the DDA Development Area No. 1 and the Amendment request is otherwise consistent with the DDA’s Plan.

NOW, THEREFORE, BE IT, RESOLVED that the DDA Board of Directors hereby approves (i) the Amendment Request; (ii) the negotiation and execution of an amendment and restatement of the Agreement incorporating the Amendment Request, together with other necessary or appropriate changes to reflect the Transfer; and (iii) a reallocation of an amount equal to \$10,800,000.00 from other DDA Plan Table 3 line items to the M-1 Rail program, as authorized by Section 408.1 of the DDA Plan, in order to fund the Amendment Request.

BE IT FURTHER RESOLVED that any two Officers, any two of the Authorized Agents of the DDA, or any one of the Officers and any one of the Authorized Agents of the DDA, shall hereafter have the authority to negotiate and execute an amendment and restatement of the Agreement and all other documents necessary for the loan consistent with this resolution and the Amendment Request, together with such other terms and conditions deemed reasonable by DDA’s counsel and Authorized Agents.

BE IT FURTHER RESOLVED that any two Officers, any two of the Authorized Agents of the DDA, or any one of the Officers and any one of the Authorized Agents of the DDA, shall



hereafter have the authority to negotiate and execute any and all other documents, contracts, or other papers, or take any and all actions, necessary or appropriate to implement the provisions and intent of this resolution on behalf of the DDA.

BE IT FINALLY RESOLVED, that all of the acts and transactions of any officer or authorized agent of the DDA, in the name and on behalf of the DDA, relating to matters contemplated by the foregoing resolutions, which acts would have been approved by the foregoing resolutions except that such acts were taken prior to execution of these resolutions, are hereby in all respects confirmed, approved and ratified.

March 27, 2024



CODE DDA 24-03-44-56

XLR8 ATHLETIX (DBA CROSSFIT DETROIT) LEASE MODIFICATION

WHEREAS, on September 26, 2014, the City of Detroit Downtown Development Authority (“DDA”) and XLR8 Athletix, LLC (the “Tenant”) entered into a lease agreement (the “Lease”) for the ground-level retail space located at 150 Michigan Ave. (the “Property”), which lease is scheduled to expire in August 2024; and

WHEREAS, due to the ongoing impacts of the Covid-19 pandemic on the Tenant’s business the DDA, the DDA Board previously approved rental forgiveness, deferrals, and reductions; and

WHEREAS, in order to further support the Tenant as it continues to strive for sustainability in a post-pandemic era, DDA staff is recommending that the Lease be amended as follows (the “Proposed Modification”):

- Lease Term: 3 Years, no extensions (4/1/24 to 3/31/27);
- Monthly Rental Rate: \$7,000 per month, plus \$500 CAM;
- Indemnification and insurance: Indemnification agreement from any third-party entities operating programs and weekly events in the Property, with DDA added as an additional insured on such parties’ liability insurance policies;
- Payment of Past Due Rent: The Lease amendment is contingent upon CrossFit paying its past due financial obligations, including rent payments from July 1, 2023, and the outstanding balance of previously deferred rent. (The total amount of past due base rent will be calculated utilizing the newly agreed upon monthly base rent and CAM amount of \$7,500 as opposed to the current monthly rate of \$12,812 per the existing lease from July 2023 through March 2024).

WHEREAS, the DDA Board of Directors has determined that the Proposed Modification is reasonable and consistent with the DDA’s goals and the DDA’s statutory purposes.

NOW, THEREFORE, BE IT RESOLVED, that the DDA Board of Directors hereby approves the Proposed Modification.

BE IT FURTHER RESOLVED that any two Officers, any two of the Authorized Agents of the DDA, or any one of the Officers and any one of the Authorized Agents of the DDA, shall hereafter have the authority to negotiate and execute an amendment to the Lease or new lease incorporating the Proposed Modification and any and all other documents, contracts, or other papers, or take any and all actions, necessary or appropriate to implement the provisions and intent of this resolution on behalf of the DDA.

BE IT FINALLY RESOLVED that all of the acts and transactions of any Officer or Authorized Agent of the DDA, in the name and on behalf of the DDA, relating to matters contemplated by the foregoing resolutions, which acts would have been approved by the



foregoing resolutions except that such acts were taken prior to execution of these resolutions, are hereby in all respects confirmed, approved and ratified.

March 27, 2024

QLINE
DETROIT

M-1 RAIL Presentation
DDA Board
March 27, 2024



AN UNPRECEDENTED PARTNERSHIP

- From the start, the DDA has been an integral partner in M-1 RAIL – a truly **unprecedented public-private partnership** to revitalize Downtown Detroit.
- To date, approximately **\$150 million in philanthropic contributions** has been invested in the QLINE. Nearly every major Detroit-based corporation and foundation has provided support.
- On the public side, the US DOT, State of Michigan, Wayne County, and the DDA (through its 2014 aid agreement) have provided essential funding and partnership to build and operate the QLINE.



STIMULATING ECONOMIC DEVELOPMENT

TRANSIT-ORIENTED DEVELOPMENT IN ACTION

- Since construction on the M-1 RAIL system began in 2014, more than **\$10 billion in new investment** has been completed or announced along the Woodward corridor.



QLINE TODAY

RECORD RIDERSHIP AND GROWING

- In 2023, ridership surpassed **1 million passengers**, a **50% increase** from 2022.
- Ridership was up **25% in 2023** from the QLINE's pre-COVID ridership, far exceeding the national average for return to transit.
- Over the first 12 weeks of 2024, ridership is up **31%** over last year.



PROVIDING CONNECTIVITY

***OPERATING FREE OF CHARGE FOR PASSENGERS
& CONNECTING PEOPLE TO OPPORTUNITY***

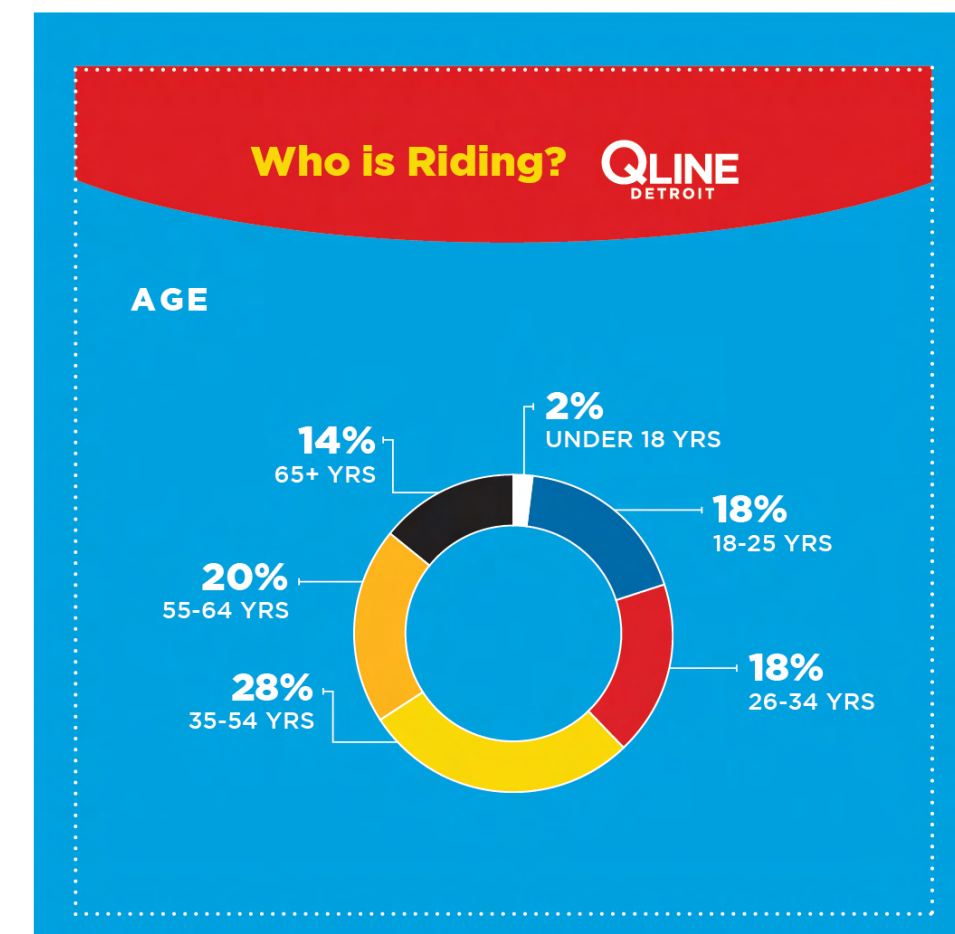
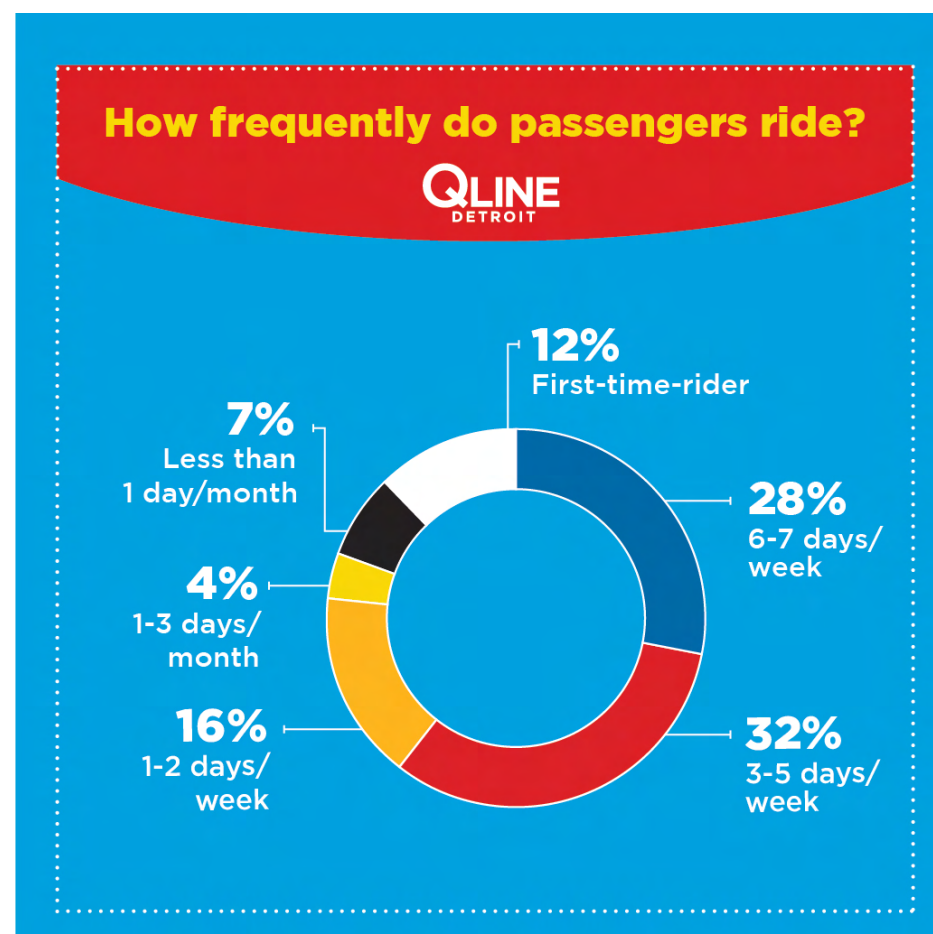
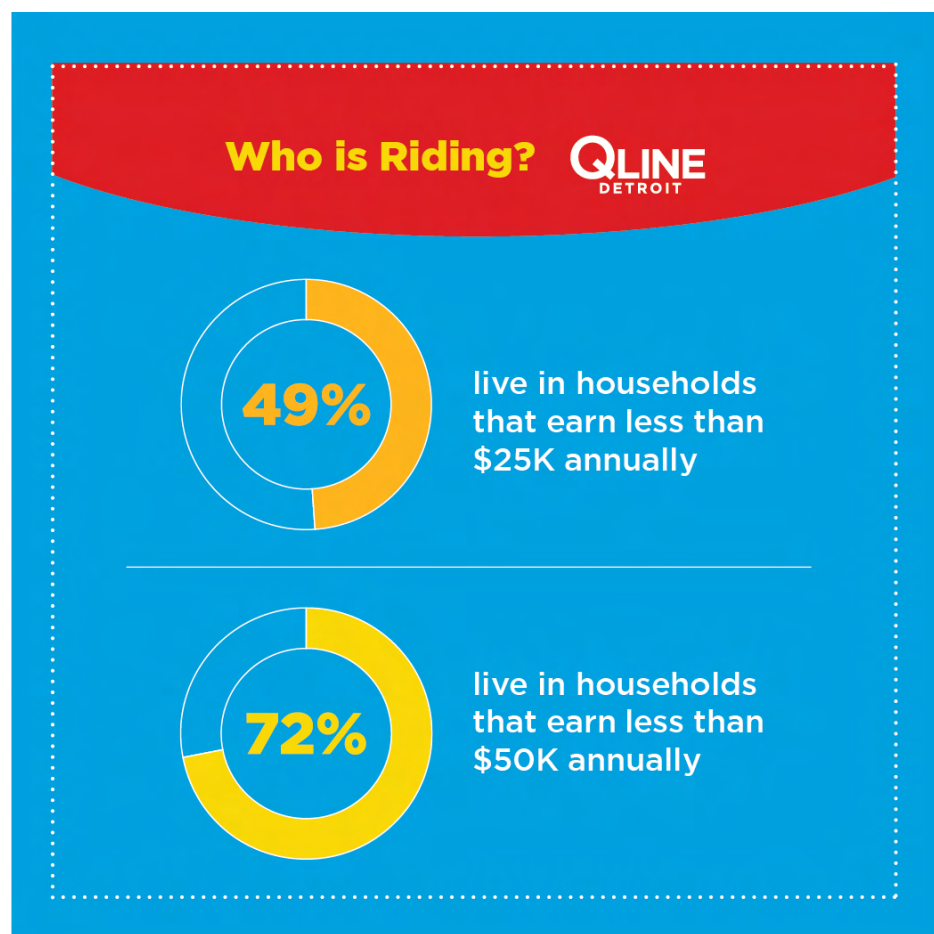
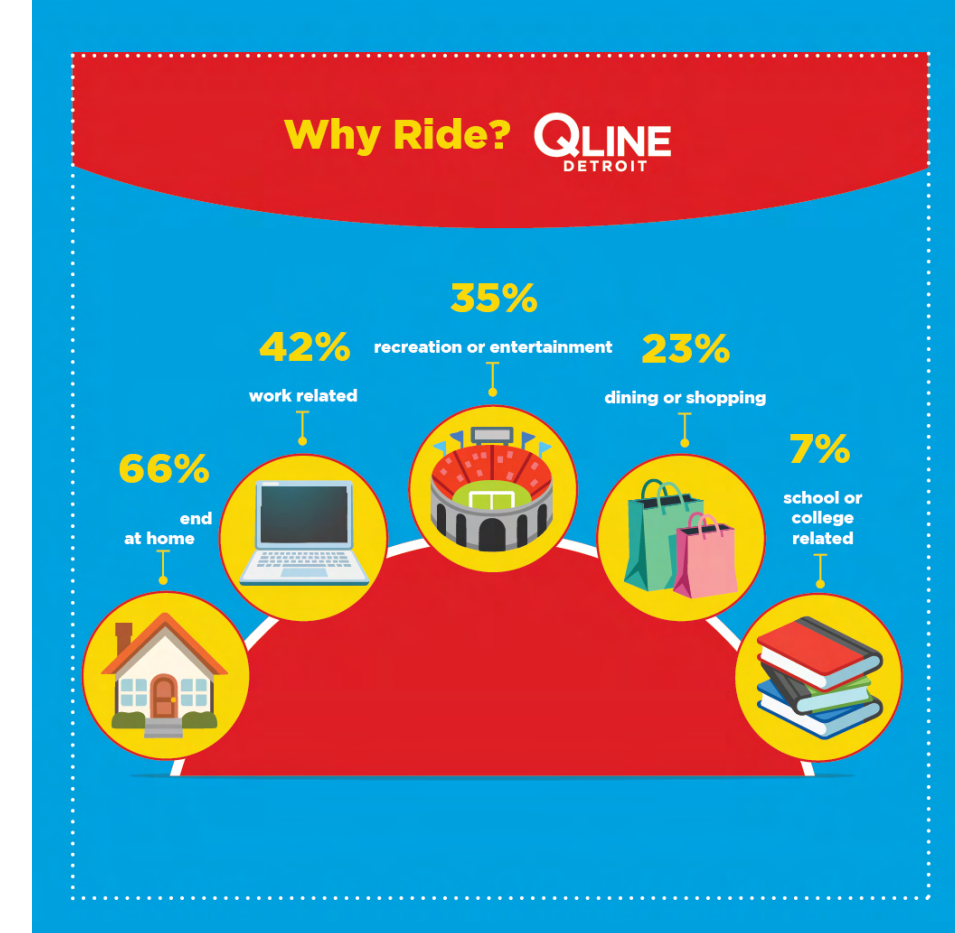
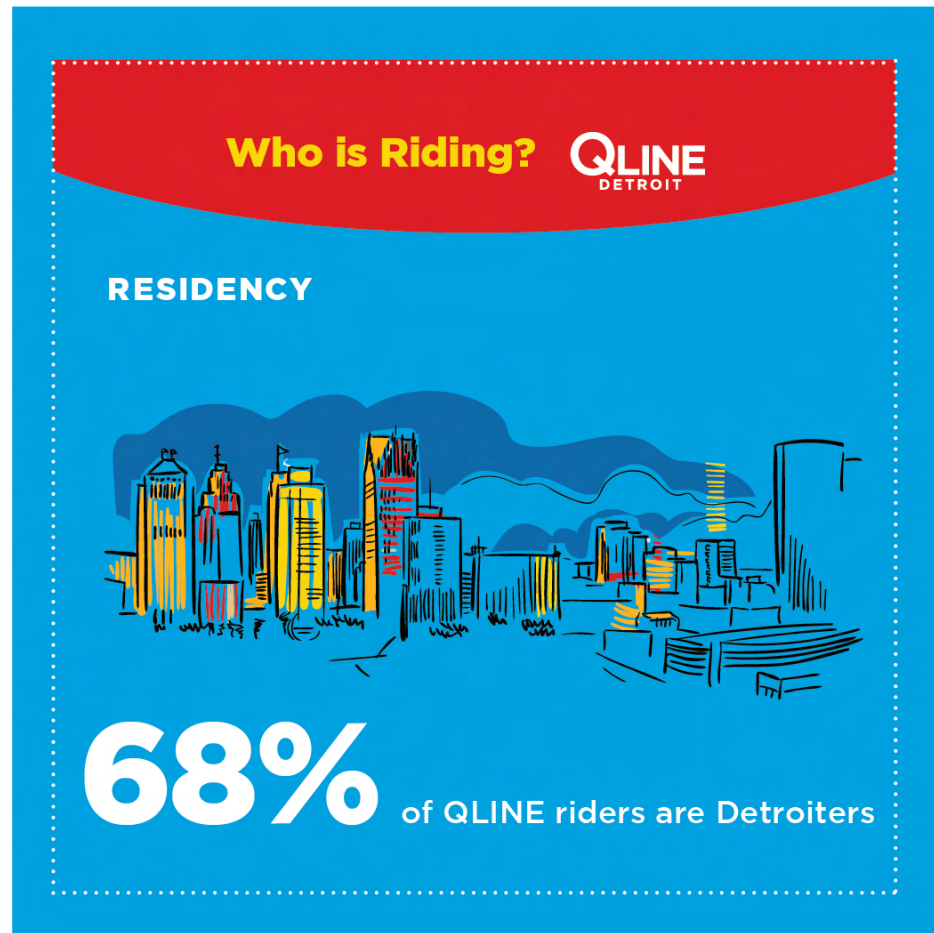
The QLINE has become a staple in the core of the city, connecting people to:

- Jobs and education
- Housing and healthcare
- Restaurants and shopping
- Cultural institutions
- Sporting events, live entertainment, and special events



SERVING DETROITERS

WHO RIDES THE QLINE & WHY



OPERATING PERFORMANCE

SAFE AND RELIABLE SERVICE

- M-1 RAIL is delivering a **high-level of reliable, on-time service.**
- Streetcars arrive at their scheduled time on **80%** of all trips in 2023.
- Service in **15 minutes or less** between streetcars reached **70%** in 2023, an all-time high.





Rider Satisfaction is **Higher Than Ever**

85% of riders reported being
VERY SATISFIED
or **SATISFIED**
with their QLINE experience

Based on Spring-Summer 2023 rider survey

THE FUTURE OF THE QLINE

- From the outset, the plan was always to transfer ownership of the QLINE to a public entity – specifically, the RTA.
- State law established 2024 as the target date for a transfer.
- On March 21, 2024, the RTA Board voted unanimously on a resolution declaring their intent to accept the transfer later this summer.



A SUSTAINABLE BUDGET

- To complete the transition, M-1 RAIL & RTA must ensure the QLINE has sustainable funding.
- State law directs \$5 million annually from the Convention Fund for the QLINE.
- When under the RTA's ownership, the QLINE becomes automatically eligible for:
 - MDOT operating and capital funding
 - Federal funding coming to the region
- Approving the extension of the DDA aid agreement is the *final step* in building a sustainable, long-term funding plan and enabling the transfer to proceed.



THANK YOU

- The DDA has played a vital role in helping make the QLINE a success.
- On behalf of our team and riders, thank you for your consideration today and your ongoing partnership.

