- How much revenue has the Nashville TDZ captured each year since implementation, whether by fiscal or calendar year? Please break down by state and local option shares.

Historical Tourism Tax Revenues
Annual Revenues Received by Source Since Inception

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
Hotel/Motel Tax Revenues	$17,831,608	$22,024,993	$26,087,858	$29,196,291	$32,410,631	$37,590,618	$42,850,845	$25,672,137	$25,598,775	$56,577,718	$66,831,049	$63,776,341	$63,542,822	$509,991,686
Room Occupancy Tax Revenues	11,004,589	11,955,617	12,632,182	13,370,853	13,831,690	15,071,031	16,643,053	11,135,183	11,775,058	18,843,660	20,596,521	20,224,108	20,498,481	197,582,026
Airport Ground Transportation Tax Revenues	659,584	757,999	791,283	1,320,187	1,828,140	2,155,018	3,311,676	1,982,747	1,286,708	2,901,428	3,696,034	4,105,837	4,149,499	28,946,137
Rental Car Tax Revenues	1,276,553	1,390,451	1,443,107	1,563,946	1,605,162	1,714,166	1,943,044	1,357,410	1,538,296	2,419,119	2,620,381	2,708,575	2,740,940	24,321,151
MCCA Redirect Revenues	791,559	13,184,374	16,322,117	17,498,651	17,971,240	20,076,162	19,066,666	10,763,409	5,903,580	18,851,859	21,437,952	21,592,163	23,461,741	206,921,473
TDZ- Local	0	0	2,763,462	4,773,250	6,642,654	8,524,647	13,563,024	4,372,873	0	3,533,790	14,240,198	14,359,203	12,024,339	84,797,439
TDZ- State	0	482,554	8,785,454	10,896,165	16,135,510	19,116,737	42,898,466	32,043,358	0	51,327,712	81,625,609	88,309,400	83,590,178	435,211,143
TDZ Tax Revenues	0	482,554	11,548,916	15,669,415	22,778,163	27,641,384	56,461,491	36,416,230	0	54,861,502	95,865,807	102,668,603	95,614,517	520,008,582
Total Tourism Tax Revenues	**$32,046,448**	**$60,862,350**	**$72,945,961**	**$85,728,092**	**$95,288,246**	**$121,367,427**	**$140,276,774**	**$87,327,115**	**$46,102,417**	**$154,495,483**	**$211,047,744**	**$215,075,627**	**$210,008,001**	**$1,532,571,685**

- How much revenue is projected to be captured by the Nashville TDZ each year throughout the proposed extension to 2058, whether by fiscal or calendar year? Please break down by state and local option shares.
    - Annual TDZ Revenue for FY25 was $95MM, $83MM State and $12MM Local.
    - The average breakdown between State and Local is about 86% State 14% Metro
    - We have assumed a 2% growth factor on TDZ thru FY2043.
    - Note: The Legislation only extends TDZ thru 2043, not 2058.

- How much revenues have each of the additional hotel occupancy, rental vehicle, etc., taxes generated each year since implementation, whether by fiscal or calendar year? How much revenue is each source projected to generate through 2058?

See above for annual revenues. See Below for estimates. It's difficult to project the growth of these revenues, so we are including our growth assumptions. These revenue sources are associated with a State Statute that directly details their use and cannot be altered without State General Assembly approval.

- Annual HOT – thru 2058, ~ $2.96B 2%

  MCC Redirect Campus Sales Tax- thru 2058, ~ $1.01B 2%

  Room Occupancy - thru 2058, ~ $800MM 1%

  Airport Transportation Tax- thru 2058, ~ $178.7MM 1%

Rental Tax- thru 2058, ~ $127.9MM 1%

- How would the proposed $300 million transfer to EBDA be utilized? Will it be used to cover infrastructure costs for the private scrapyard redevelopment?
    - The 300MM will be used to cover our share of Marine/Cowan, James Robertson Parkway, Updating the Seigenthaler Bridge into the East Bank, utility and infrastructure costs, and open-space updates.
    - No money will be utilized for the East Bend Development.

- Do the refunding bonds come due the same year that the refunded bonds would have come due?
    - Yes, the refunding bonds expire in the same year as the original bonds.
- How many other 30-year bonds does Metro have outstanding?
    - This will not be a Metro bond. See ACFR for detailed listing of bond durations. (Footnote 5).
- Are most of our bonds 20 or 30 years?
    - They vary. See ACFR for detailed listing of bond durations. (Footnote 5).
- How much surplus does the CCA currently have?
    - $601MM (2025 ACFR)
- Does the language in the agreement preclude adjusting the boundaries of the Tourist Development Zone? Early boundaries (from 2009) show the southern border of that zone stopping at 21st Ave S, which makes a lot more sense that I-440. Can we demonstrate that the growth north of 21st Avenue can keep revenues from decreasing as called for in the agreement language?
    - The TDZ boundary does not change in the State legislation.
- **Expansion bond sizing:** The IGA authorizes "the Refunding Bonds, the Initial Expansion Bonds, and such additional bonds as may be issued to complete the expansion," with no dollar ceiling in the documents. What is the total expected par amount of the Initial Expansion Bonds, and the projected total for the full expansion program? What is Metro's current best estimate of the expansion's total cost?

    - The initial expansion bonds as referenced are expected to be between $350MM and $375MM. The Bonds will solely be the responsibility of the CCA. The total bond issue including the initial expansion bonds could be as much as $1B to $1.2B depending on additional feasibility studies and planning processes.

- **Conforming definitions:** BL2026-1493 conforms the Metro Code to "authorized obligations" as defined in TCA 7-89-112(n)(4) and "costs" set forth in 7-89-112(n)(1) and (3), as amended by PC 1079. That amended language does not yet appear in the published code. Please provide the enrolled statutory text of 7-89-112(n) as amended, and confirm whether the $300 million transfer to the East Bank Development Authority falls within "authorized obligations," "costs," or another category.
    - Attached. Yes, confirming the 300M is an “authorized obligation” as noted above in TCA.

- **Return to Council:** After the Council approves the framework in RS2026-2135, does any subsequent expansion bond issuance return to this body for approval, or is this the Council's only vote on the expansion financing? Please identify the specific mechanism by which future issuances are authorized.
    - No. These are bonds that are held by the CCA and no longer backed by the non-ad valorem revenue of Metro. Bonds must be approved by express approval of the state funding board and signed off by the Director of Finance.

- **Scope of Section 9:** Section 9 of BL2026-1493 amends "all other provisions of the Metropolitan Code not specifically amended above but required to be amended to comply with" PC 1079. Please provide a complete list of every Metro Code section that this provision would amend, and the specific change to each.
    - A full review of the code has not been completed at this time. This clause brings us in alignment with State Law.

- **Public-safety allocation:** Section 2(d) of the IGA commits CCA transfers to Metro "for public safety purposes to the maximum extent permitted by the 2026 Act," without a figure or formula. What is the projected annual dollar amount of this public-safety allocation? Is it a guaranteed minimum or discretionary, and which entity — Metro, the CCA, or the joint capital tourism board created under PC 1079 — determines the amount?

- The law as attached states that Metro will receive $21MM for public safety, growing at 3% each year.