

## **Proposed One-Cent Transit and Transportation Tax**

### **Mecklenburg County Commissioner Questions and CMS Questions**

## **Background**

This document is a compilation of recent questions received from members of the Mecklenburg County Commission and the Charlotte-Mecklenburg School Board. The answers are provided by staff from the City of Charlotte and Charlotte Area Transit (CATS). This document will continue to be updated as additional questions are received.

## **I. Overall Sales Tax Funding**

### **1. Sales Tax Funding Split:**

- a. What is the permanency of the 40-40-20 split in terms of the 1c transportation tax? (Commissioner Rodriguez-McDowell)

#### **Answer**

The State law allocates 40% of funding for roads, no more than 40% of funding to rail projects, and, by default, no less than 20% of funding to non-rail transit. State law can be changed by the State of North Carolina General Assembly.

- b. Can we rely on the future transit authority having the flexibility in the future to change the equation if they see fit? In other words, how long is it locked in if the community votes to pass the referendum? (Commissioner Rodriguez-McDowell)

#### **Answer**

A future transit authority is required to follow state law. Outside of those parameters, like other policy bodies, the Authority will set the vision and direction.

- c. What does the law provide in terms of future flexibility on a stated plan when a new tax is being implemented? (Commissioner Rodriguez-McDowell)

#### **Answer**

Transit System Plans are typically updated by the policy body (MTC) today and future authority if a sales tax were to pass, every 3-5 years. This is so that over time they stay up to date, and remain responsive, relevant, and resilient. The law provides the funding split as mentioned above, and some additional parameters within that split.

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#### 2. State vs. Local Transportation Project Funding:

- a. Is there any law or stipulation that explicitly commits the state to **not** shift money away from Mecklenburg County transportation needs that it would normally be in line for? I am concerned that the state will say that the other 99 counties don't have the opportunity for self-funding for their roads so they will be prioritized over Meck. (Commissioner Rodriguez-McDowell)

#### **Answer**

In Section 9.1 of the P.A.V.E. Act, the law states:

*It is the intent of the General Assembly not to reduce transportation funding allocations for any municipality in Mecklenburg County as a result of the enactment of this act or the levy of a tax under the provisions of this act. In addition, it is the intent of the General Assembly not to reduce State transportation funding for State projects located in Mecklenburg County as a result of the enactment of this act or the levy of a tax under the provisions of this act. Without specific authorization from the General Assembly, the Department of Transportation may not reduce funding for any transportation projects as a result of this act or the levy of a tax pursuant to Part II, III, or IV of this act.*

- b. Isn't this double taxing Mecklenburg residents who are already paying the most to the state in terms of our state taxes? (Commissioner Rodriguez-McDowell)

#### **Answer**

This is an additional one percent sales tax to build out transit and road capacity that would not otherwise be able to be built without those additional funds. Taxes collected through this legislation would fund projects only in Mecklenburg County through the Transit System Plan or fund road projects in the city, towns and county ETJ.

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#### 3. Individual Transit and Road Project Funding:

Where are the dollar values for all the projects? Like how much is being projected to be spent on each rail line, or on better bus, microtransit and roads (other than the town allocations)? It's tough to see where the dollars are actually being spent by looking at these docs. (Commissioner Rodriguez-McDowell)

#### Answer

Better Bus & Microtransit:

The Transit System Plan allocates \$3.8 billion over 30 years to Better Bus and Microtransit

#### See Attachment 1: Better Bus Presentation Boards

Rail Corridors: The current cost estimates for the rapid transit projects included in the financially constrained Transit System Plan are below. All rapid transit project costs are listed in 2024 dollars and are based on varying levels of design. Project costs were shared at the January 22<sup>nd</sup>, MTC meeting, available on the MTC website.

#### See link for more information:

[https://charlottenc.granicus.com/DocumentViewer.php?file=charlottenc\\_9f352534f3fcf21fd05863b01b77f930.pdf&view=1](https://charlottenc.granicus.com/DocumentViewer.php?file=charlottenc_9f352534f3fcf21fd05863b01b77f930.pdf&view=1)

Red Line = \$1.38 billion

\*Silver Line East (CGS to Coliseum/Ovens) = \$1.91 billion

\*Silver Line West (CGS to Airport) = \$1.35 billion

Gold Line East = \$465 million

Gold Line West = \$380 million

\*Blue Line Extension (I-485/South Blvd to Pineville) = \$700 million

Blue Line Platform Extensions = \$85 million

*\*Costs reflect the modifications to the length of the rail lines as adopted in the Transit System Plan.*

Roads:

The City of Charlotte will utilize their road allocation (\$102M in year 1, totaling \$5.7B over 30 years) on transportation projects as defined in **Strategic Investment Areas**. Investments will include:

- Intersections
- New Streets
- Complete Streets
- Road Capacity
- Special Projects
- Pedestrian & Sidewalk

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- Vision Zero
- Congestion Mitigation
- Bridge Repair & Replacement
- Intelligent Transportation Systems
- Traffic Control Devices & Signals including real time adaptive signal operations
- Street Resurfacing
- Orphan Roads in the Charlotte ETJ

**See link for more information:**

<https://www.charlottenc.gov/Growth-and-Development/charlotte-smp>

## **II. Transit System Plan:**

### **4. Silver Line:**

When I used the QR code for more information on rail corridors next to the blue line extension it opened up a lot of information. I clicked on the Silver Line heading and it is explaining the Silver Line as “an approximately 15-mile light rail transit alternative on new location from Center City Charlotte to the Town of Matthews.” It then has a link to another Silver Line page with similar if not identical information. Am I misunderstanding the recent decision to downsize the Silver Line from the airport to Bojangles - or is this an old link? I didn’t see any reference to that plan which I thought was recently passed by the MTC.  
(Commissioner Rodriguez-McDowell)

#### **Answer**

This was an outdated link that has been corrected. Thank you for bringing this to CATS attention. CATS continues to update materials to reflect the approved plan, and we have attached a few examples for your information.

#### **See link for more information:**

<https://www.charlottenc.gov/CATS/Plans-Projects/Silver-Line?transfer=265e05a9-c1a9-49d8-81bb-9c240ff00470>

#### **See Attachment 2: CATS TSP Fast Facts**

MTC Presentation adopting the TSP

#### **See link for more information:**

[https://charlottenc.granicus.com/DocumentViewer.php?file=charlottenc\\_9b71ebe8e2b0acd159f06904e5c34f81.pdf&view=1](https://charlottenc.granicus.com/DocumentViewer.php?file=charlottenc_9b71ebe8e2b0acd159f06904e5c34f81.pdf&view=1)

### **III. District-Level Equity and Strategic Investment**

#### **5. Funding Distribution:**

What is the proposed share of the **\$55 million transportation/transit investment** for each **Mecklenburg County Commission district**, particularly as it relates to addressing Strategic Investment Areas? (Commissioner Griffin)

#### **District Priorities:**

- a. What are the **Strategic Investment Area priorities** in each district? Who determines what projects get funded or deferred in each area? (Commissioner Griffin)
- b. Is there more information on the Strategic Investment Areas? For example, there are no dollar values included. How can folks see how much is actually being invested in each area? (Commissioner Rodriguez-McDowell)
- c. What about projected timelines for improvements in the SIA's like new sidewalks, etc? And how are the projects going to be ranked? (Commissioner Rodriguez-McDowell)

#### **Answer**

Through a data-driven process, the City has identified SIAs that align Council's mobility policies with our mobility needs. There are 22 areas throughout Charlotte that include a wide range of big and small projects that can be delivered efficiently, while being measurable and adaptable. SIAs address a range of needs from vehicular capacity, safety, bike and pedestrian, and connecting to transit.

Projects within the SIAs have not been fully designed. As they move through the design process, cost estimates will be prepared. The identified projects will be implemented over time based on funding, on-going community engagement and City Council's data driven policies and priorities.

Charlotte City Council adopted a \$55 million **Strategic Investment Areas** Capital Investment Program in FY 2025. The \$55 million initial investment was a pilot program for the city intended to show that the city can deliver projects more efficiently and prove that the city could potentially scale up with new/additional funding. This CIP program is funding transportation (not transit) projects in two (Far East/Harrisburg and Arrowood) of the city's 22 identified Strategic Investment Areas (SIA). New transportation funding will provide funding for projects in all of the 22 SIAs. New funding from Charlotte's roadway allocation will also address orphan roads in Charlotte's ETJ.

#### **See link for more information:**

<https://www.charlottenc.gov/Growth-and-Development/charlotte-smp>

The Blueprint for Charlotte Mobility Investment identifies the planned projects and priorities for each SIA.

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#### 6. Plan Definitions:

Is the **Strategic Investment Plan** the same as the **Strategic Mobility Plan**? If not, how do they differ in scope, geographic application, and impact? (Commissioner Griffin)

##### Answer

The City of Charlotte's **Strategic Mobility Plan** is the city's transportation policy document that identifies City Council's transportation goals, policies and priorities. The **Strategic Investment Areas** is part of the Strategic Mobility Plan. The Strategic Investment Areas are the transportation projects plan that defines specific capital investment projects to implement Council's transportation priorities.

#### 7. ETJ Inclusion:

Given that the Strategic Mobility Plan focuses on the **Charlotte city limits**, what is the plan for mobility improvements and investment in the **Extra-Territorial Jurisdictions (ETJs)**? (Commissioner Griffin)

##### Answer

The City of Charlotte and Mecklenburg County have a Letter of Intent signed by both the City and County Managers to use a portion of the City's roadway funds generated by this sales tax to address orphan roads in the City's ETJ.

CATS Transit serves Mecklenburg County, which includes the ETJ. For example, there is a portion of the Steele Creek area microtransit zone that is in the ETJ.

#### Projects and Benefits by County Commission District:

Provide a breakdown of benefits and projects by county commission districts to help the BOCC have in one place all the road, rail, and bus benefits specific for their constituencies, as well for the At Large reps. (Commissioner Altman)

**See Attachment 3:** County Commission District Maps of all proposed road, rail and bus projects and investment.

We have updated the maps by County Commission district, which also include our shared commitment to addressing orphan roads in the ETJ.

- a. How were the population estimates determined on these maps, the population of each district is larger than what is represented? (Commissioner Powell)

##### Answer

The population and job numbers on the Commission District maps represent just the service area of the individual microtransit zones within each Commission District, not the total population of the District.

#### **IV. Micro Transit Zones and Population Growth**

**8. Micro Transit Demand and Operation:**

How will micro-transit be implemented in terms of demand? For example, how many CATS cars will be put into service in each zone? How can people rely on the availability of micro transit to get them connected to other transit hubs like bus or rail stations – is it all based on pre-arranging the rides? Is it first come, first served? So potentially, if there are a finite number of rides available, how can I know if I can rely on getting a ride when I need one? (Commissioner Rodriguez-McDowell)

**Answer**

Microtransit service standard is no more than an average 30-minute wait time for pick-up. As CATS implements microtransit across the region we will monitor average wait times and take necessary steps to insure we meet our stated 30-minute service standard.

Today, wait times are averaging approximately 15 minutes. However, CATS does experience some wait times longer than 15 minutes during peak demand hours. CATS works with the contractor to analyze demand and to adjust vehicle placement throughout the zones to ensure we are able to meet our service standard.

**9. Micro Transit Coverage Assumptions:**

What data and assumptions were used to determine that **6 micro transit zones** could effectively serve a current population of **829,600 residents**? (Commissioner Griffin)

**Can you confirm the source of the 829,600 residents? City staff will be reaching out to clarify.**

**Answer**

There are 19 microtransit zones – not 6 – and it is important to point out that the Transit System Plan was designed for microtransit, bus and rail to work together to serve the population of Mecklenburg County. Within that 19 microtransit zone service area, population was determined through data available by the US Census.

The Better Bus Plan is a bold step forward to maximize mobility options for the vast majority of Mecklenburg County residents. With the proposed one cent sales tax, CATS will implement in 5 years; 15 routes at 15 minutes or better frequency, no more than 30-minute service on all routes, 19 microtransit zones, and 2,000 bus stop improvements in 10 years. The full roll out of the 19 microtransit zones will provide on demand service to over 100 square miles in Mecklenburg County.

Before implementation of all microtransit zones CATS conducts community engagement sessions in the zone to gather feedback related to zone boundaries and specific concerns that community members may have related to areas that may fall outside the zone. In the event that specific locations are identified as outside the zone, CATS will work to adjust zone boundaries to include those locations.



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#### 10. Impact on Bus Services:

Will existing **fixed-route bus services** need to be reduced or restructured to fund the expansion of micro transit zones and support future population growth? (Commissioner Griffin)

##### Answer

No. Fixed-route bus service will not be reduced or restructured to fund micro-transit. The funding for microtransit will be supported by the proposed one cent sales tax. The implementation of microtransit is not dependent upon a restructuring or a reduction of fixed route services.

However, each zone will be unique. Some zones such as the Coulwood area have no or limited fixed routes while others like Hidden Valley have a combination of fixed route and light rail services. The roll out of each zone will be preceded by extensive public outreach to determine the current mobility needs of existing and future CATS riders. The intent is to balance a level of fixed route and microtransit service that meets the unique mobility need of each community.

#### 11. Job Location Assumptions:

The plan identifies **459,600 jobs** in 6 micro transit zones—are these **static, on-site jobs** where workers report daily, or based on **business addresses**, which may not reflect commuter destinations? (Commissioner Griffin)

##### Answer

The 459,600 jobs represent all jobs that currently exist within the proposed service area of the Better Bus **19 microtransit zones**. It is not reflective of a set of commuter destinations, rather the locations of jobs within the zones.

#### 12. Transit Accessibility Gaps:

Of the 829,600 projected residents, how many will live more than **one mile from a light rail station or transit stop**, and are you planning on micro transit to fill gaps? (Commissioner Griffin)

**Can you confirm the source of the 829,600 residents and provide further clarification on this question? City staff will be reaching out to clarify.**

##### Answer

As far as bus connections to future light rail, commuter rail, and streetcar services; CATS will develop a bus-rail integration plan that will include new bus routes and microtransit zones. That plan will include a proactive public and stakeholder engagement process. There will be ample opportunity to shape first last mile connections to future rail stations.

## **V. Blue Line Extension Procurement and DBE Performance**

### **13. Project Delivery Methods:**

For the Blue Line Extension, which **prime contractors** used a **Design-Bid-Build** method and which used **Construction Manager at Risk (CMAR)** to win their bid? (Commissioner Griffin)

#### **Answer**

All the Blue Line Extension construction contracts used Design-Bid-Build as the project delivery method. Construction awards were awarded to the lowest responsive, responsible bidder.

### **14. DBE Goal Achievement:**

Did each **prime contractor** on the Blue Line Extension meet their **Disadvantaged Business Enterprise (DBE)** goals? Please provide DBE performance by contract. (Commissioner Griffin)

#### **Answer**

The contracts associated with the Blue Line extension had a cumulative DBE spend of 14%. Some contracts, exceeded goals, while some contracts did not. However, total DBE spending for the Blue Line extension was 14%, as committed. Total spend for DBE was \$746M.

#### **See attached 6 documents:**

- **Attachment 4: BLE DBE Research Spreadsheet**
- **Attachment 5: BLE.DBE.GoalSettign.Civil.A**
- **Attachment 6: BLE.DBE.GoalSetting.Civil.B.C**
- **Attachment 7: BLE.DBE.GoalSetting.Track&Systems**
- **Attachment 8: BLE.DBEPrimes&Subs**
- **Attachment 9: TMOC – Bus Operator Pay and Benefits 2025**

### **15. African American Participation:**

- a. Did any majority **African American-owned firms** bid to become a **prime contractor** on the Blue Line Extension? (Commissioner Griffin)

#### **Answer**

Armand Resource Group provided DBE Compliance Services and served as the prime contractor

- b. How many were awarded contracts for **horizontal/vertical construction**? (Commissioner Griffin)

#### **Answer**

No African American firms served as prime contractors for construction contracts.

### **16. Bid Scoring and Responsiveness:**

- a. Was a **scoring sheet** used to determine the **lowest responsive and responsible bidder**? (Commissioner Griffin)

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#### **Answer**

Yes, for the design portions of projects and no for all construction projects.

- b. What patterns, if any, emerged regarding DBE bidder responsiveness? (Commissioner Griffin)

#### **Answer**

No patterns were identified.

- c. Who is the quarterback for minority participation and upward mobility? (Commissioner Griffin)

#### **Answer**

For Transit projects, using federal dollars, the CATS Civil Rights Officer and team are responsible for setting DBE goals, outreach and support. The City has two (2) DBE Liaison officers one at the Airport and one with CATS. CATS Civil Rights staff also works closely with the City of Charlotte's Charlotte Business Inclusion (CBI) office for outreach and support.

## **VI. DBE Availability & Goal Setting Methodology**

### **17. Availability Formula Explained:**

Can you explain—in plain language—the **formula** used to determine: (Commissioner Griffin)

#### **Answers**

NAICS Code:

North American Industry Classification System (NAICS) codes are the federal codes used to classify businesses based upon their primary economic activity.

The total number of firms (SMA):

The total number of firms is derived from the County Business Pattern (CBP) data from the US Census based upon a firm's NAICS code classification.

Total number of DBEs:

The total number of DBE firms is derived from the total number of DBE firms listed within the NCDOT database based upon NAICS code classification

Relative availability:

This is the total number of DBE firms by NAICS code available statewide (NCDOT DBE database) divided by the total number of firms available (US Census CBP).  $\text{Total Number of DBE Firms} / \text{Total Number of Firms (including DBEs)} = \text{Relative Availability}$

Percent dollars expended:

Percentage of dollars expended by line item for a project.  $\text{Line-item amount} / \text{total project amount}$ .

Weighted DBE availability:

Calculated average which gives more weight to the calculation based upon the amount of dollars spent within a line item and the number of firms available to perform work.  $\text{Relative availability} \times \text{Percentage dollars expended} = \text{Weighted Availability}$

### **18. Work Classification Clarity:**

What types of construction work on the Blue Line Extension were classified as **horizontal construction** (e.g., grading, paving) versus **vertical construction** (e.g., stations, structures)? In plain language. (Commissioner Griffin)

#### **Answers**

Horizontal Construction:

Generally speaking, the contracts for Civil A and Civil B/C work are horizontal construction (i.e. roads, bridges, railroads, tunnels, etc.)

Vertical Construction:

Vertical construction is captured in other unique scopes of work, for example JW Clay BLVD Parking Garage, University City BLVD, and North Yard Operation Building. (i.e. office buildings, multi-story buildings, parking decks, etc.)

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**See Attachments 4-8:** BLE DBE Goal Setting, to see a more detailed list of the many types of construction work.

#### **19. Jobs for Rail:**

Provide a list of city jobs that support operating and maintaining rail. (Commissioner Griffin via Danielle Frazier)

#### **Answer**

Generally speaking, to operate and maintain rail jobs fall into three categories:

- 1) Rail operators and controllers (people to drive the train)
- 2) Rail maintenance of way (people who maintain the tracks)
- 3) Rail car maintenance (specialized rail mechanics)
- 4) Support functions (admin, management, safety and security, custodial etc.)

## **VI. Orphan Roads and Road Maintenance Funding**

### **20. Orphan Road Strategy:**

What are the specific plans to address **orphan roads** in Mecklenburg County (i.e., roads not maintained by city, state)? (Commissioner Griffin)

#### **Answer**

The City and County have signed a Letter of Intent where the City of Charlotte has committed to use sales tax road allocation money to fund a program that addresses the orphan road issue in Charlotte's ETJ. As stated in the LOI, solving the issue of orphan roads is a priority for the City of Charlotte. Based on a high level-inventory, the city has approximately 180 miles of orphan roads.

The new sales tax provides an alternative funding source to allow the city to address this important issue, that otherwise cannot be addressed by City of Charlotte General Fund. The city cannot use its property tax funds to invest in or maintain roads outside the city's municipal boundaries, which is why the city must wait until after a successful sales tax referendum to begin this work.

There are three actions the city is committed to taking following a successful voter-approved sales tax referendum:

1. The city will work with NCDOT to establish a Memorandum of Understanding that establishes the requirements for and acceptance of restored orphan roads with the goal of establishing that framework so that when the funding is available, we have a shared commitment between partners.
  - a. There may be instances where NCDOT will not accept a street for maintenance and the city is exploring options to provide maintenance of these roads, which may include agreements with homeowners' associations. This is why it is so important that we are working collaboratively with NCDOT on the front end, so that the new program once established reflects a shared commitment between all partners for program success.
2. City staff will also begin to inventory, evaluate and prioritize the roads and develop cost estimates required for necessary maintenance and repairs. This process will require a thorough evaluation of each road to determine the extent of repairs necessary and may require additional design work to construct improvements.
  - a. The city would likely hire a third-party engineering firm to manage the program including inventory, evaluations, prioritization, construction, inspection and reporting.
3. The city will establish a working group including key city staff, NCDOT staff and will include a county-representative to ensure the county's representation in this work.

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This will be a multi-year process and the timeframe to complete the necessary repairs and acceptance and will be developed as part of the work plan after approval of the sales tax.

**See Attachment 10: City County Letter of Intent**

#### **21. Annual Orphan Road Budget:**

How much **annual funding** is anticipated from the proposed tax to address orphan road improvements? (Commissioner Griffin)

##### **Answer**

As previously stated, this will be a multi-year plan and the exact timeframe to complete the necessary repairs, and acceptance is not known at this time and will be developed as part of the work plan after approval of the sales tax.

#### **22. City Maintenance Funding Impact:**

Will the **transit tax** in any way **supplant existing City of Charlotte road maintenance funding**, or is it intended to supplement and expand that work? (Commissioner Griffin)

##### **Answer**

The mobility tax is intended to expand roadway projects and roadway maintenance and not supplant existing local funding for those purposes. The legislation outlines parameters on this topic in section 4.8A.

## **VII. Charlotte Mecklenburg Schools**

### **23. CATS Better Bus Service to Charlotte Mecklenburg High Schools (Stephanie Sneed)**

#### **Answer**

On May 28, 2025, the Metropolitan Transit Commission (MTC) adopted a 30 year fiscally constrained Transit System Plan funded by a proposed one cent sales tax for mobility. The proposed tax includes 40% for road improvements and 60% for transit expansion. Preceding the adoption by MTC, CATS fully engaged with residents and stakeholders throughout Mecklenburg County. The plan includes not only an expansion of our rail program but also a significant expansion of bus service and bus stop amenities, called the Better Bus Plan. CATS recognizes that our bus network is the backbone of our transit system, today and tomorrow. With that understanding CATS has committed to expand our bus route and CATS micro services by 50% in 5 years and improve 2,000 bus stops in 10 years. The service improvements include 15 bus routes at 15 minute or better frequency, 19 CATS Micro zones, and all routes at 30 minutes or better frequency.

As CATS advances the implementation strategy of our Better Bus Plan, I want to share the exciting and meaningful service improvements that will significantly expand mobility for CMS high school students.

Today, CMS students already benefit from CATS's half-price transit fares. However, currently only the Early College Program at the CPCC Central Campus has access to 15-minute bus service and only three high schools in North Mecklenburg are served by the CATS Micro service. Together, this only accounts for 11% out of 35 high schools. With the Better Bus Plan, these options will grow dramatically delivering more frequent, reliable, and accessible service across Mecklenburg County. By 2031, 80% of CMS high schools will have access to either a 15-minute bus route within a 10-minute walk or to CATS micro service. With the 30-minute the access increases to 97%.

This improvement reflects a major commitment to youth mobility, opportunity, and access to education. CATS looks forward to continued partnership with CMS to ensure the successful rollout of these enhancements and to help families and students understand and benefit from the growing transit network.

To better visualize the Better Bus expansion and CMS High Schools, I have included a map and table with this memo. Please don't hesitate to reach out for a briefing or additional information as we move forward.

**See Attachment 11: CMS Better Bus Service Map**



## **VII. Sales Tax Impact**

### **24. Sales Tax Household Impact:**

Please provide the background on the analysis of how the city estimated the impact to low income houses? In other words how did they arrive at \$11 per household per month?  
(Commissioner Altman)

#### **Answer**

First, we used the Consumer Expenditure Survey data to find out how much the average household in our area spends on taxable goods and took one percent of that number. For the Southeast region that figure is \$213. The Consumer Expenditure Survey info can be found at: <https://www.bls.gov/cex/>

We adjusted the estimate of \$213 to include inflation by using the Consumer Price Index from March 2025 (1.06 %) = \$225.78. Then we divided by 12 months giving us \$18.81 – just shy of \$19. To stay conservative, we edged up to \$20. Consumer Price Index info can be found at: <https://www.bls.gov/cpi/>

Then we repeated the process to create an estimate for low-income households. Using the national consumer expenditure data, we estimated that low-income households spend approximately 59.2 percent of the amount that the median household spends on taxable goods. We applied the 59.2 percent to the Consumer Expenditure figure giving us 59.2 percent of \$213=\$126.096.

Adjust for inflation at the time = \$133.66176.

Divide that by the year and we get \$11.138 rounded to \$11 per month.

Information about what things qualify as a taxable consumer expenditure (ex. Household furnishings, food away from home, tobacco) can be found on the U.S. Bureau of Labor Statistics website: <https://www.bls.gov/cex/csxgloss.htm>