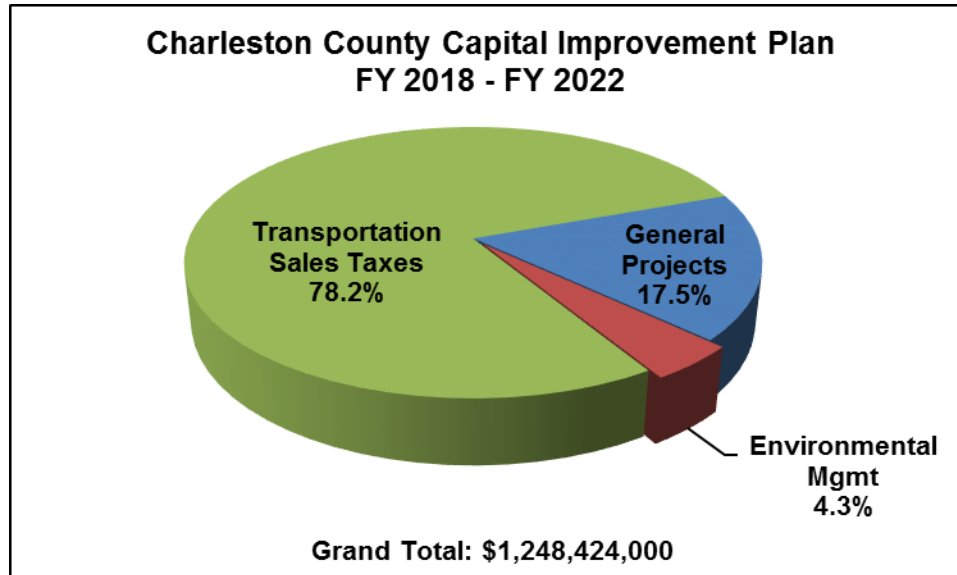


CAPITAL PROJECTS – OVERVIEW

Overview

The FY 2018 – FY 2022 Adopted five-year Capital Improvement Plan (CIP) contains three separately approved plans including the General Capital Improvement Plan, the Transportation Sales Tax Comprehensive Plan of Expenditures, and the Environmental Management Enterprise Fund Capital Improvement Plan. Each plan is developed separately from the other and provides detailed information about the individual projects within each plans' realm of responsibility.

The three Adopted CIPs total \$1,248 million and include \$218.3 million or 17.5 percent of the amount allocated to the General Capital Improvement Plan, \$976.2 million or 78.2 percent allocated to the Transportation Sales Tax Comprehensive Plans of Expenditures, and \$53.9 million or 4.3 percent allocated to the Environmental Management Enterprise Fund Capital Improvement Plan.



The County defines capital assets as major assets that benefit more than a single fiscal period. Typical examples are land, improvements to land, easements, buildings, vehicles, machinery equipment, computer software, and infrastructure that meet the County capitalization threshold. The capitalization threshold for various assets is as stated in the following table.

Asset Category	Items to be Capitalized
Land	All, regardless of cost.
Non-Depreciable Land Improvements	All, regardless of cost.
Depreciable Land Improvements	Any costing more than \$100,000.
Buildings and Building Improvements	Any costing more than \$100,000.
Infrastructure	Any costing more than \$100,000.
Machinery, Equipment & Vehicles	Any costing more than \$5,000.

CAPITAL PROJECTS – OVERVIEW

Some capital expenditures are included within the operating budget since they are recurring or affordable on a pay-as-you-go basis. Examples of capital expenditures included in the operating budget are vehicles and equipment purchases. Following is a table summarizing capital expenditures in the operating budget.

Capital Expenditures	
General Fund	\$4,819,270
Special Revenue Funds	112,500
Enterprise Funds	5,299,226
Internal Service Funds	3,456,000
Grand Total	\$13,686,996

Charleston County's CIP is a financial management tool that assists in facility replacement and capital development. Implementing a multi-year CIP promotes better use of the County's limited financial resources and assists in the coordination of public and private development. As a financial tool, a multi-year CIP provides early indications of major outlays and assures timely facility maintenance or replacement. In addition, five-year capital improvement plans are an integral part of long-range planning and are viewed positively by bond rating agencies. Each multi-year plan covers a five-year planning period and is updated annually to reflect

Financial Policies

- *Capital Improvement Policy #1: A five-year Capital Improvement Plan shall be developed and updated annually.*

ongoing changes and additions. These plans are submitted to County Council for adoption along with the County's annual budget. The five-year plans do not appropriate funds; they support the actual appropriations that are made through adoption of the budget.

Facility Planning Committee

Early in 2003, the County Administrator established a Facility Planning Committee composed of representatives from the Building Inspections and Facilities Management Departments. The purpose of the Committee was to develop a five-year plan to address existing and future facility and capital needs.

The initial phase of development was to evaluate existing County-owned and rented facilities and land. The Committee found that the County's facilities were generally in good condition with 76 percent of the square footage having an effective age of ten years or less. The effective age was determined from original construction date or the date of major renovations. The Committee determined that the County owned some unused buildings and land. Council voted to lease portions of the unused facilities and property.

The Committee sent a survey to all department heads and elected and appointed officials requesting information about current and future service delivery and space needs. Based on the facilities evaluations and the departments' anticipated needs, the Committee prioritized projects. The main goals of the CIP was to more effectively utilize County facilities and invest in technology to better serve the County's citizens.

CAPITAL PROJECTS – OVERVIEW

With assistance from the Finance and Budget Departments, the Committee balanced the identified projects with current and future financing capabilities. After identifying the projects, the committee developed the five-year plan by identifying the total cost of each selected project and the associated operating and maintenance costs. The projects were then scheduled and budgeted for the FY 2004 – FY 2008 Capital Improvement Plan.

This committee has changed over the years to consist of the Facilities Management and Budget Departments. Input is received from Technology Services, the Transportation Sales Tax departments and committees, and the Enterprise Funds (i.e. Environmental Management). In addition to developing the CIPs, the Committee monitors the status of existing projects and emerging needs through periodic updates.

Since the original committee's formation, several of the County's large facilities have aged and are requiring more extensive maintenance. The maintenance of these facilities was transitioned from the Capital Projects Funds to the General Fund during FY 2017 to reflect the recurring nature of these costs.

During FY 2018, the Facilities Management Department will begin an evaluation of the County's facilities. When the evaluation is completed, the plan is to estimate an annual funding amount for maintenance.

CAPITAL PROJECTS – GENERAL

Capital Improvement Plan – General

The County updates the Capital Improvement Plan (CIP) annually. The FY 2018 – FY 2022 General CIP reflects the current estimated schedule for approved projects. The CIP includes the construction of new facilities, major renovations of existing facilities, and large software implementations or upgrades.

General Project Cost Summary *

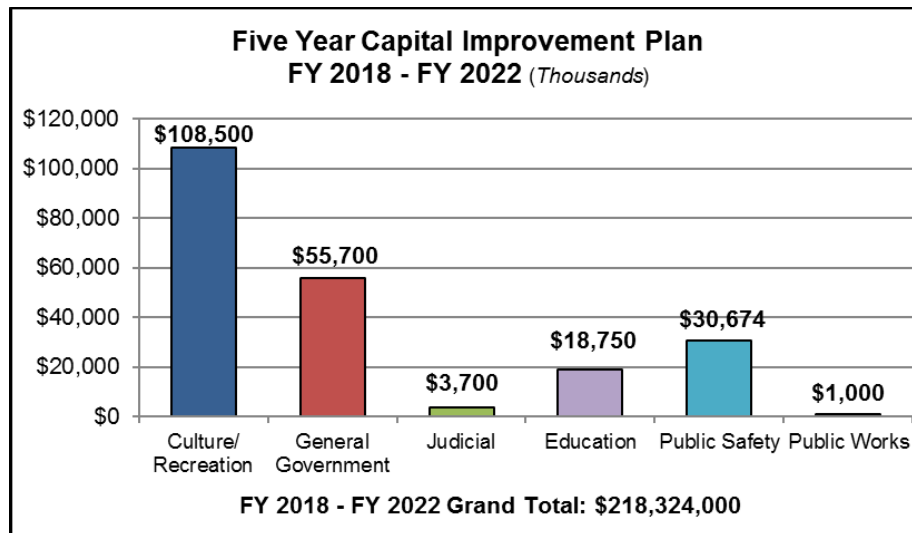
Project Title	Prior	2018	2019	2020	2021	2022	Beyond	Total
CULTURE/RECREATION								
Library Facilities	\$ 4,541	\$51,840	\$38,014	\$ 7,930	\$ 6,175	\$ -	\$ -	\$ 108,500
Culture/Recreation Total	4,541	51,840	38,014	7,930	6,175	-	-	108,500
EDUCATION								
Trident Aeronautical Training Facil	-	8,520	8,520	1,710	-	-	-	18,750
Education Total	-	8,520	8,520	1,710	-	-	-	18,750
GENERAL GOVERNMENT								
Azalea Compound	1,300	3,500	10,000	10,000	22,500	-	-	47,300
Disabilities Board	-	450	2,250	1,800	-	-	-	4,500
Lee Building	-	200	2,200	1,500	-	-	-	3,900
General Government Total	1,300	4,150	14,450	13,300	22,500	-	-	55,700
JUDICIAL								
Magistrates' Court/EMS Station	-	370	1,850	1,480	-	-	-	3,700
Judicial Total	-	370	1,850	1,480	-	-	-	3,700
PUBLIC SAFETY								
Awendaw Fire Station	10	1,492	-	-	-	-	-	1,502
Consolidated Dispatch Expansion	30	20	-	-	-	-	9,980	10,030
Coroner Building	1,630	100	-	-	-	-	-	1,730
Joint Public Safety Training (new)	-	100	600	2,000	2,000	2,000	2,000	8,700
Juvenile Detention Center	-	300	4,450	-	-	-	-	4,750
Law Enforcement Training Center	27	53	1,000	-	-	-	-	1,080
Public Safety System	1,431	1,451	-	-	-	-	-	2,882
Public Safety Total	3,128	3,516	6,050	2,000	2,000	2,000	11,980	30,674
PUBLIC WORKS								
Borrow Pits (new)	-	-	1,000	-	-	-	-	1,000
Public Works Total	-	-	1,000	-	-	-	-	1,000
GRAND TOTAL	\$ 8,969	\$68,396	\$69,884	\$26,420	\$30,675	\$ 2,000	\$11,980	\$ 218,324

* Amounts in thousands of dollars

CAPITAL PROJECTS – GENERAL

Thirteen of the fourteen projects listed in the CIP have funds appropriated for use in FY 2018.

The following graph shows the proposed projects scheduled during the five year CIP. See the Project Summary pages for project details.

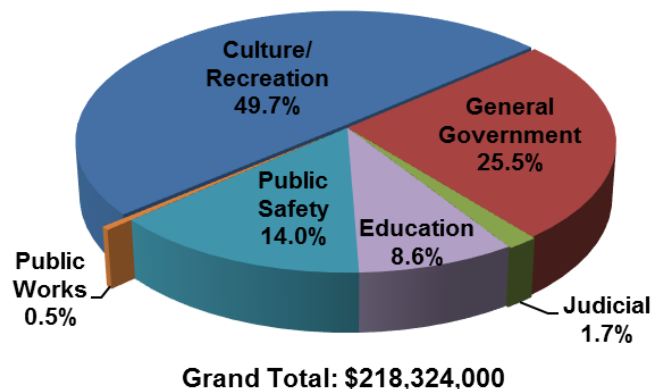


Council and staff will continue to review the program, its direction, progress, and financing requirements annually.

Funding the CIP

The funding for this plan will come from existing bond issues, transfers from the General Fund, and future bond issues. In addition, all revenues from the sale of real estate must be used for capital projects per the County Budget Ordinance and Financial Policies.

Capital Improvement Plan FY 2018 - FY 2022



Financial Policies

- *Capital Improvement Policy #2b: ...proceeds from the sale of real property...will be used for capital improvements...*

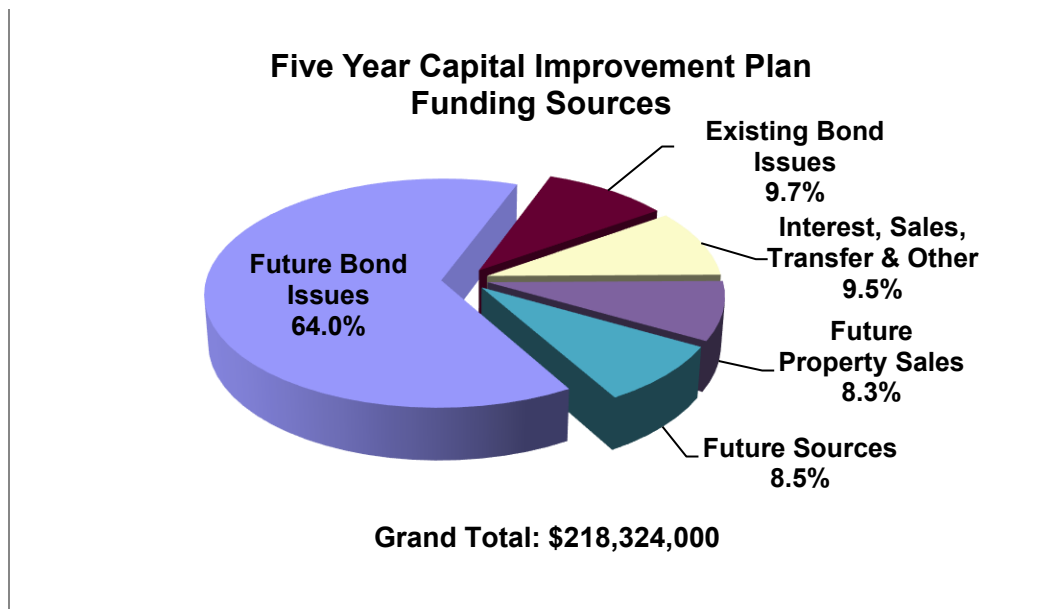
CAPITAL PROJECTS – GENERAL

General Project Source Summary *

Funding Source	Prior	2018	2019	2020	2021	2022	Beyond	Total
Existing Bond Issues	\$21,057	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,057
Interest, Sales, Transfer & Other	18,837	2,000	-	-	-	-	-	20,837
Future Bond Issues	-	72,100	31,350	-	36,200	-	-	139,650
Future Property Sales	-	-	18,200	-	-	-	-	18,200
Future Sources	-	-	600	2,000	2,000	2,000	11,980	18,580
GRAND TOTAL	\$39,894	\$74,100	\$50,150	\$2,000	\$38,200	\$2,000	\$11,980	\$218,324

* Amounts in thousands of dollars

33.9 percent of the funding associated with the five year General Capital Improvement Plan is scheduled to be applied to projects in FY 2018.



Impact on the Operating Budget

The capital program directly impacts current and future operating budgets. The County's Financial Policies requires the County to estimate the operating revenues and costs as well as the operating costs of future capital improvements included in the Capital Improvement Plan. Charleston County has identified costs required to operate and maintain completed capital projects. In some cases, the operating costs of the project are either insignificant or are offset by cost savings.

The operating and maintenance cost is calculated on each individual project. The Facilities Management Department estimates the increased cost for administrative costs, building maintenance, utilities and security. The Safety and Risk Management Department calculates the increased insurance costs. The Technology Services Department determines the ongoing operating and update costs associated with capital management information systems. If applicable, the operating and maintenance costs are displayed in current dollars.

CAPITAL PROJECTS - GENERAL

Library Facilities

Main Library scheduled for renovations in FY 2019 as part of the extensive library CIP approved by the 2014 referendum



Project Highlights

Initiative: Service Delivery
Function: Culture/Recreation
Type: New and Replacement
Management: Facilities Management
Duration: 2016-2021

Total Project Cost:
\$108,500,000

DESCRIPTION

In November of 2014, a referendum to approve \$108.5 million in financing to build and renovate libraries across Charleston County was approved by voters at the ballot. The planning phase, site selection, and initial actions to carry out the plans began in FY 2016.

Construction started at multiple new library sites in FY 2017. The CIP also includes renovation of 13 existing library facilities and renovation of a building purchased to house library administration and support functions. The project will utilize a pay as you go funding strategy assisted by future bond issuances beginning in FY 2017 and in FY 2019.

EXPENDITURES	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
	\$4,541	\$51,840	\$38,014	\$7,930	\$6,175	\$0	\$0	\$108,500

FUNDING SOURCE	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
Interest, Sales, Transfer & Other	\$13,500	\$0	\$0	\$0	\$0	\$0	\$0	\$13,500
Future Bond Issues	0	70,000	25,000	0	0	0	0	95,000
GRAND TOTAL	\$13,500	\$70,000	\$25,000	\$0	\$0	\$0	\$0	\$108,500

O&M Costs (Savings)	2018	2019	2020	2021	2022
Personnel	\$400	\$3,858	\$3,955	\$3,955	\$3,955
Operating	20	2,815	3,010	3,010	3,010
Grand Total	\$420	\$6,673	\$6,965	\$6,965	\$6,965

*Amounts in thousands of dollars

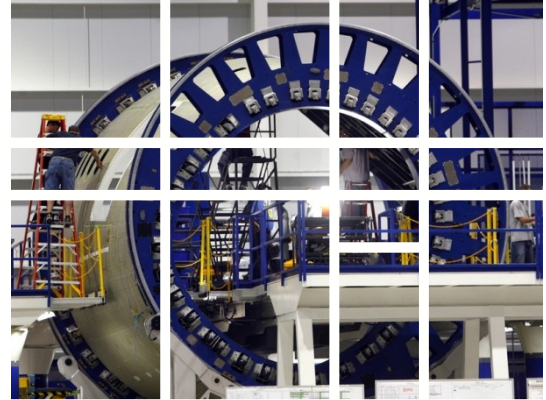
Operation & Maintenance Impacts	O&M costs include the addition of 86 positions for Library operations, facilities maintenance and grounds maintenance. In addition, O&M costs include Library materials, insurance and technology maintenance. The O&M costs are anticipated to be funded from the General Fund millage increase in FY 2016 after utilizing the funds on a pay-as-you-go basis for the capital costs.
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CAPITAL PROJECTS - GENERAL

Trident Aeronautical Training Facility

Boeing South Carolina 787 plant Trident Technical College utilized to train employees

(Photo from Post & Courier)



Project Highlights

Initiative: Service Delivery

Function: Education

Type: New

Management: Trident Technical College

Duration: 2018-2020

Total Project Cost:
\$18,750,000

DESCRIPTION

This project will construct a building on the main campus of Trident Technical College with over 200,000 square feet of space. The County is providing a portion of the \$79 million in funding required for construction, with the largest portion coming from the State. This building will provide classrooms for aeronautical studies including aircraft maintenance, aircraft assembly, avionics maintenance, and basic industrial work skills.

EXPENDITURES	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
	\$0	\$8,520	\$8,520	\$1,710	\$0	\$0	\$0	\$18,750

FUNDING SOURCE	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
Existing Bond Issues	\$18,750	\$0	\$0	\$0	\$0	\$0	\$0	\$18,750
GRAND TOTAL	\$18,750	\$0	\$0	\$0	\$0	\$0	\$0	\$18,750

O&M Costs (Savings)	2018	2019	2020	2021	2022
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	0	0	0	0
Grand Total	\$0	\$0	\$0	\$0	\$0

*Amounts in thousands of dollars

Operation & Maintenance Impacts	Charleston County will not own or operate this facility. There will be no operating or maintenance costs associated with this project.
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CAPITAL PROJECTS - GENERAL

Azalea Compound

*Public Works Complex site
located on Azalea Drive*



Project Highlights

Initiative: Service Delivery
Function: General Government
Type: New Construction
Management: Facilities Management
Duration: 2017-2021

Total Project Cost:
\$47,300,000

DESCRIPTION

County Facilities Management is beginning a multi-year project to redevelop the Azalea Complex to house Public Works, Facilities Management, Fleet Management, Transportation Development, Environmental Management, EMS, and Board of Elections and Voter Registration Offices and Equipment. The redevelopment will require acquisition of land parcels and include reorganization of the site to provide a more practical circulation pattern including separation of areas accessed by the public and staff. Fueling facilities are outdated and need to be consolidated and updated. Reorganization of the site utilities in a more logical arrangement to correspond with the new circulation pattern and building locations is required. The master plan will allow for future change or growth in the entities utilizing the site.

EXPENDITURES	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
	\$1,300	\$3,500	\$10,000	\$10,000	\$22,500	\$0	\$0	\$47,300
FUNDING SOURCE	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
Interest, Sales, Transfer & Other	\$387	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,387
Existing Bonds	913	0	0	0	0	0	0	913
Future Bond Issues	0	1,500	0	0	32,500	0	0	34,000
Future Property Sales	0	0	10,000	0	0	0	0	10,000
GRAND TOTAL	\$1,300	\$3,500	\$10,000	\$0	\$32,500	\$0	\$0	\$47,300
O&M Costs (Savings)	2018		2019	2020	2021	2022	*Amounts in thousands of dollars	
Personnel	\$0		\$0	\$0	\$0	\$0		
Operating	0		0	0	0	0		
Grand Total	\$0		\$0	\$0	\$0	\$0		
Operation & Maintenance Impacts	O&M costs are unknown at this time.							

CAPITAL PROJECTS - GENERAL

Disabilities Board



Photo of existing facility located at 995 Morrison Drive.

Project Highlights

Initiative: Service Delivery
Function: General Government
Type: Replacement
Management: Facilities Management
Duration: 2018-2020

Total Project Cost:
\$4,500,000

DESCRIPTION

The Disabilities Board is currently located at 995 Morrison Drive and occupies approximately 35,000 square feet. The existing facility is in need of extensive work, including a new roof. Currently, the County is considering the sale of part or all of this property in the near future. Rather than spend significant funds to repair the existing building with no financial recovery, the recommendation is to purchase an existing facility and upfit the space to include improvements for the Disabilities Board and Hope Center. The project includes office, light manufacturing, storage space, and garage/warehouse type space. This project may also include demolition of the existing building.

EXPENDITURES	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
	\$0	\$450	\$2,250	\$1,800	\$0	\$0	\$0	\$4,500

FUNDING SOURCE	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
Future Property Sales	\$0	\$0	\$4,500	\$0	\$0	\$0	\$0	\$4,500
GRAND TOTAL	\$0	\$0	\$4,500	\$0	\$0	\$0	\$0	\$4,500

O&M Costs (Savings)	2018	2019	2020	2021	2022
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	0	0	0	0
Grand Total	\$0	\$0	\$0	\$0	\$0

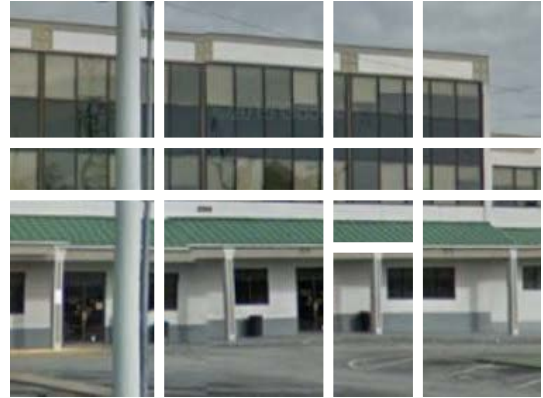
**Amounts in thousands of dollars*

Operation & Maintenance Impacts	<i>No change in O&M costs is expected due to the building being replaced with a similar-sized facility</i>
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CAPITAL PROJECTS - GENERAL

Lee Building

Photo of Lee Building



Project Highlights

Initiative: Service Delivery
Function: General Government
Type: New
Management: Facilities Management
Duration: 2018-2020

Total Project Cost:
\$3,900,000

DESCRIPTION

A major rehabilitation of the first floor (28,000 sq ft) and elevator of the Lee Building is needed. This project would provide 2018 preliminary A&E services to provide scope of project, concept drawing, and estimations of the required work. Completion of design and work would be carried out in two phases starting in FY 2018.

EXPENDITURES	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
	\$0	\$200	\$2,200	\$1,500	\$0	\$0	\$0	\$3,900

FUNDING SOURCE	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
Future Bonds	\$0	\$200	\$3,700	\$0	\$0	\$0	\$0	\$3,900
GRAND TOTAL	\$0	\$200	\$3,700	\$0	\$0	\$0	\$0	\$3,900

O&M Costs (Savings)	2018	2019	2020	2021	2022
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	0	0	0	0
Grand Total	\$0	\$0	\$0	\$0	\$0

*Amounts in thousands of dollars

Operation & Maintenance Impacts	There are no significant additional operating or maintenance costs or savings due to this project.
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CAPITAL PROJECTS - GENERAL

Magistrates' Court/EMS Station



Project Highlights

Initiative: Service Delivery
Function: Judicial
Type: Replacement
Management: Magistrate
Duration: 2018-2020

Total Project Cost:
\$3,700,000

DESCRIPTION

The current city magistrate and small claims courts are located at 995 Morrison Drive. A new EMS station will be included in the project as the proposed location will better serve Downtown. The County is considering the sale of part or all of this property in the near future. Proceeds from the sale of the property will go towards constructing the new courts and EMS station.

The new facility will be approximately 10,200 GSF and will house a courtroom, judge's chambers, clerical area, storage and jury rooms for each court, City Magistrate and Small Claims, and include space shared by both court functions. The EMS space will house two apparatus bays, office, storage, and living space.

EXPENDITURES	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
	\$0	\$370	\$1,850	\$1,480	\$0	\$0	\$0	\$3,700

FUNDING SOURCE	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
Future Property Sales	\$0	\$0	\$3,700	\$0	\$0	\$0	\$0	\$3,700
GRAND TOTAL	\$0	\$0	\$3,700	\$0	\$0	\$0	\$0	\$3,700

O&M Costs (Savings)	2018	2019	2020	2021	2022
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	0	65	65	65
Grand Total	\$0	\$0	\$65	\$65	\$65

**Amounts in thousands of dollars*

Operation & Maintenance Impacts	<i>The new facility is expected to cost an additional \$64,543 per year to operate.</i>
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CAPITAL PROJECTS - GENERAL

Awendaw Fire Station

Awendaw fire truck and helmet



Project Highlights

Initiative: Service Delivery

Function: Public Safety

Type: New

Management: Facilities
Management

Duration: 2015-2018

Total Project Cost:
\$1,502,000

DESCRIPTION

This project will purchase property and build a new fire station. The greatest anticipated challenge will be finding a suitable site location that is strategically located in an area that will reduce response times.

EXPENDITURES	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
	\$10	\$1,492	\$0	\$0	\$0	\$0	\$0	\$1,502

FUNDING SOURCE	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
Existing Bond Issues	\$1,502	\$0	\$0	\$0	\$0	\$0	\$0	\$1,502
GRAND TOTAL	\$1,502	\$0	\$0	\$0	\$0	\$0	\$0	\$1,502

O&M Costs (Savings)	2018	2019	2020	2021	2022
Personnel	\$0	\$40	\$40	\$42	\$42
Operating	0	10	10	11	12
Grand Total	\$0	\$50	\$50	\$53	\$54

*Amounts in thousands of dollars

Operation & Maintenance Impacts

Using current trends for our smaller stations, the projected yearly cost to operate the station would be \$10,000 per year. It is likely that an additional position will have to be hired to man the station.

CAPITAL PROJECTS - GENERAL

Consolidated Dispatch Expansion

An expansion of the CDC will be required as additional consolidation occurs.



Project Highlights

Initiative: Service Delivery
Function: Public Safety
Type: New
Management: Consolidated Dispatch
Duration: Beyond

Total Project Cost:
\$10,030,000

DESCRIPTION

Many emergency call taking/dispatching services for Charleston County jurisdictions have transitioned incrementally to the Charleston County Consolidated 9-1-1 Center since its inception in 2009. The CDC currently dispatches for over a dozen jurisdictions. Because of the success of the consolidation, further consolidation is being explored and will require an expansion to current facilities.

EXPENDITURES	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
	\$30	\$20	\$0	\$0	\$0	\$0	\$9,980	\$10,030

FUNDING SOURCE	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
Interest, Sales, Transfer & Other	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$50
Future Sources	0	0	0	0	0	0	9,980	9,980
GRAND TOTAL	\$50	\$0	\$0	\$0	\$0	\$0	\$9,980	\$10,030

O&M Costs (Savings)	2018	2019	2020	2021	2022
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	0	0	0	0
Grand Total	\$0	\$0	\$0	\$0	\$0

**Amounts in thousands of dollars*

Operation & Maintenance Impacts

Additional maintenance costs are unknown at this time.

CAPITAL PROJECTS - GENERAL

Coroner Building

Site of the Coroner facility



Project Highlights

Initiative: Service Delivery

Function: Public Safety

Type: New

Management: Facilities
Management

Duration: 2015-2018

Total Project Cost:
\$1,730,000

DESCRIPTION

This project will provide a permanent accredited morgue facility for the Coroner of Charleston County by renovating an existing facility owned by the County at 4000 Salt Pointe Pkwy. The renovation includes a body receiving area with readily accessible refrigerated storage capability and the latest equipment for performing an autopsy. There are two autopsy rooms with one being for bariatric cases. In addition the facility will hold case records in a secured area all in accordance with the latest accreditation standards of the International Association of Coroners & Medical Examiners (IACME).

EXPENDITURES	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
	\$1,630	\$100	\$0	\$0	\$0	\$0	\$0	\$1,730

FUNDING SOURCE	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
Interest, Sales, Transfer & Other	\$1,730	\$0	\$0	\$0	\$0	\$0	\$0	\$1,730
GRAND TOTAL	\$1,730	\$0	\$0	\$0	\$0	\$0	\$0	\$1,730

O&M Costs (Savings)	2018	2019	2020	2021	2022
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	50	50	50	50	50
Grand Total	\$50	\$50	\$50	\$50	\$50

*Amounts in thousands of dollars

Operation & Maintenance Impacts

O&M costs include utility costs and facilities maintenance costs. These additional costs are included in the FY 2018 Facilities Management budget.

CAPITAL PROJECTS - GENERAL

Joint Public Safety Training

*Providing required training
to first responders*



Project Highlights

Initiative: Service Delivery

Function: Public Safety

Type: New

Management: Facilities
Management

Duration: 2018-Beyond

Total Project Cost:
\$8,700,000

DESCRIPTION

The Joint Public Safety Training Facility will consolidate and advance training for first responders in the region. Lack of proper training facilities has been a constant issue with emergency staff throughout the area, which must travel to training facilities afar. A consolidated facility has the potential to not only offer superior training facilities, but also would allow interagency training.

EXPENDITURES	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
	\$0	\$100	\$600	\$2,000	\$2,000	\$2,000	\$2,000	\$8,700
FUNDING SOURCE	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
Future Bonds	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$100
Future Sources	0	0	600	2,000	2,000	2,000	2,000	8,600
GRAND TOTAL	\$0	\$100	\$600	\$2,000	\$2,000	\$2,000	\$2,000	\$8,700
O&M Costs (Savings)		2018	2019	2020	2021	2022	*Amounts in thousands of dollars	
Personnel		\$0	\$0	\$0	\$0	\$0		
Operating		0	0	0	0	0		
Grand Total		\$0	\$0	\$0	\$0	\$0		

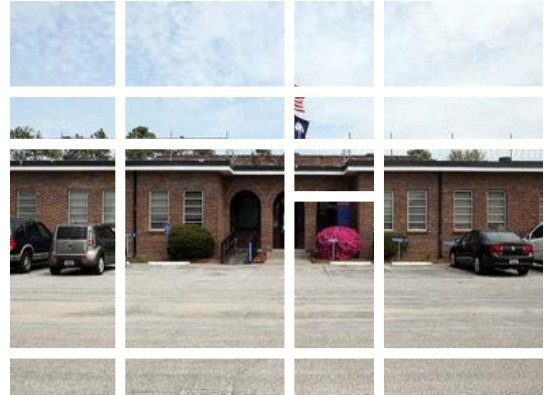
Operation & Maintenance Impacts

Estimated increases in annual operating and maintenance costs are unknown at this time.

CAPITAL PROJECTS - GENERAL

Juvenile Detention Center

*Current Juvenile Detention Center
(Photo from Post & Courier)*



Project Highlights

Initiative: Service Delivery

Function: Public Safety

Type: Replacement

Management: Facilities
Management

Duration: 2018-2019

Total Project Cost:
\$4,750,000

DESCRIPTION

This project will re-purpose the existing 13,500 square feet Work Camp to accommodate the relocation of the Juvenile Detention Center from the existing Headquarters Road Facility. The project is scheduled to begin design in fiscal year 2018 and begin construction in fiscal year 2019 and will take approximately two years to complete.

A feasibility study for the project has already been completed. When completed the project should have capacity to house 64 juveniles, outdoor recreation space, administration and medical space, two classrooms, a teacher workroom, and public visitation space.

EXPENDITURES	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
	\$0	\$300	\$4,450	\$0	\$0	\$0	\$0	\$4,750

FUNDING SOURCE	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
Future Bond Issues	\$0	\$300	\$750	\$3,700	\$0	\$0	\$0	\$4,750
GRAND TOTAL	\$0	\$300	\$750	\$3,700	\$0	\$0	\$0	\$4,750

O&M Costs (Savings)	2018	2019	2020	2021	2022
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	0	(10)	(10)	(10)
Grand Total	\$0	\$0	(\$10)	(\$10)	(\$10)

**Amounts in thousands of dollars*

Operation & Maintenance Impacts	Once the renovations are complete, the new Juvenile Detention Center is anticipated to have some maintenance savings.
--	---

CAPITAL PROJECTS - GENERAL

Law Enforcement Training Center

Charleston County Sheriff's Department personnel conducting S.W.A.T. team exercises



Project Highlights

Initiative: Service Delivery

Function: Public Safety

Type: New

Management: Facilities Management

Duration: 2017-2019

Total Project Cost:
\$1,080,000

DESCRIPTION

This project will create shooting and explosive demolition ranges and a law enforcement training facility. Specifically, the project will include a 50-yard pistol range, a 150-yard rifle range, an 800-yard sniper range, an explosive demolition range, and support areas to include an administrative building with classrooms, restroom facilities, and a parking lot. The existing entrance road to the site is in poor condition and will need to be improved as part of the project.

EXPENDITURES	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
	\$0	\$27	\$53	\$1,000	\$0	\$0	\$0	\$1,080

FUNDING SOURCE	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
Interest, Sales, Transfer & Other	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$80
Future Bonds	0	0	1,000	0	0	0	0	1,000
GRAND TOTAL	\$80	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,080

O&M Costs (Savings)	2018	2019	2020	2021	2022
Personnel	\$0	\$0	\$0	\$40	\$40
Operating	0	0	0	25	25
Grand Total	\$0	\$0	\$0	\$65	\$65

**Amounts in thousands of dollars*

Operation & Maintenance Impacts

The new Training Center will require additional maintenance and personnel costs once the Center becomes operational.

CAPITAL PROJECTS - GENERAL

Public Safety System

*Sheriff's Records
Management System*



Project Highlights

Initiative: Service Delivery
Function: Public Safety
Type: Upgrade
Management: Sheriff
Duration: 2016-2018

Total Project Cost:
\$2,882,000

DESCRIPTION

This project will upgrade the Records Management system for the Sheriff: Detention Center and the Sheriff: Law Enforcement.

EXPENDITURES	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
	\$1,431	\$1,451	\$0	\$0	\$0	\$0	\$0	\$2,882

FUNDING SOURCE	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
Interest, Sales, Transfer & Other	\$2,882	\$0	\$0	\$0	\$0	\$0	\$0	\$2,882
GRAND TOTAL	\$2,882	\$0	\$0	\$0	\$0	\$0	\$0	\$2,882

O&M Costs (Savings)	2018	2019	2020	2021	2022
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	0	0	0	0
Grand Total	\$0	\$0	\$0	\$0	\$0

**Amounts in thousands
of dollars*

Operation & Maintenance Impacts	<i>There are no significant additional operating or maintenance costs or savings related to this project.</i>
--	---

CAPITAL PROJECTS - GENERAL

Public Works Borrow Pits

Dump Truck for hauling material from borrow pits



Project Highlights

Initiative: Service Delivery

Function: Public Works

Type: Replacement

Management: Financial Services

Duration: 2019

Total Project Cost:
\$1,000,000

DESCRIPTION

Charleston County's current borrow pits are becoming depleted. Charleston County must find two new borrow pits for the Public Works Department. A consultant is currently working on finding eligible locations. The new location will have to pass a permitting process before utilization. If the current borrow pits become depleted and the County must go to a third party for soil, then the cost could increase. The goal is to complete this project just as the current borrow pits become fully depleted.

EXPENDITURES	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
FUNDING SOURCE	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
Future Bond Issues	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
GRAND TOTAL	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
O&M Costs (Savings)		2018	2019	2020	2021	2022	*Amounts in thousands of dollars	
Personnel		\$0	\$0	\$0	\$0	\$0		
Operating		0	0	0	0	0		
Grand Total		\$0	\$0	\$0	\$0	\$0		

Operation & Maintenance Impacts

No increases in annual operating and maintenance costs are expected at this time.

CAPITAL PROJECTS – TRANSPORTATION SALES TAX

Overview of the 1st Transportation Sales Tax

The 1st Transportation Sales Tax (TST) program was developed after the voters of Charleston County passed a referendum in November 2004 to provide additional funds for green space, transportation and mass transit. The Greenbelt Department manages the green space portion of the Half Cent Sales Tax program and implements the Comprehensive Greenbelt Plan through the Urban and Rural Grants Program. The Transportation Development Department manages the transportation project portion of the Half Cent Sales Tax program. Charleston County allocates funds to the Charleston Area Regional Transportation Authority (CARTA), Tri-County Link and the Senior Ride Connections to provide mass transit solutions to the urban and rural areas of the County.

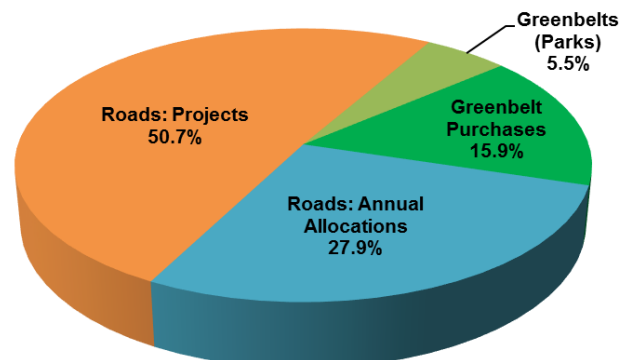
Collection of the Transportation Sales Tax funds began in May 2005, and will continue for 25 years or until \$1.3 billion is collected for green space, transportation and transit. County Council approves a Comprehensive Plan of Expenditures (five-year plan) for the Transportation Sales Tax fund each year in June. The FY 2018 – FY 2022 plan includes the capital projects projections for two components of the Transportation Sales Tax: green space and roads. The County allocates funds to CARTA, Link, and Senior Ride to address mass transit in accordance with the referendum. The County does not track any capital projects for mass transit from the 1st TST.

1st Transportation Sales Tax Cost Summary

(in thousands)

	Prior	2018	2019	2020	2021	2022	Total
CULTURE/RECREATION							
Greenbelts (Parks)	\$ 36,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 36,000
Greenbelt Purchases	97,300	-	-	-	-	7,500	104,800
Culture/Recreation Total	133,300	-	-	-	-	7,500	140,800
PUBLIC WORKS							
Roads: Annual Allocations	98,900	37,600	10,500	10,500	10,500	15,500	183,500
Roads: Projects	312,000	21,400	-	-	-	-	333,400
Public Works Total	410,900	59,000	10,500	10,500	10,500	15,500	516,900
GRAND TOTAL	\$ 544,200	\$ 59,000	\$ 10,500	\$ 10,500	\$ 10,500	\$ 23,000	\$ 657,700

The total cost of the FY 2018 – FY 2022 plan of capital expenditures in the first Transportation Sales Tax program total \$657.7 million.



Grand Total \$657,700,000

CAPITAL PROJECTS – TRANSPORTATION SALES TAX

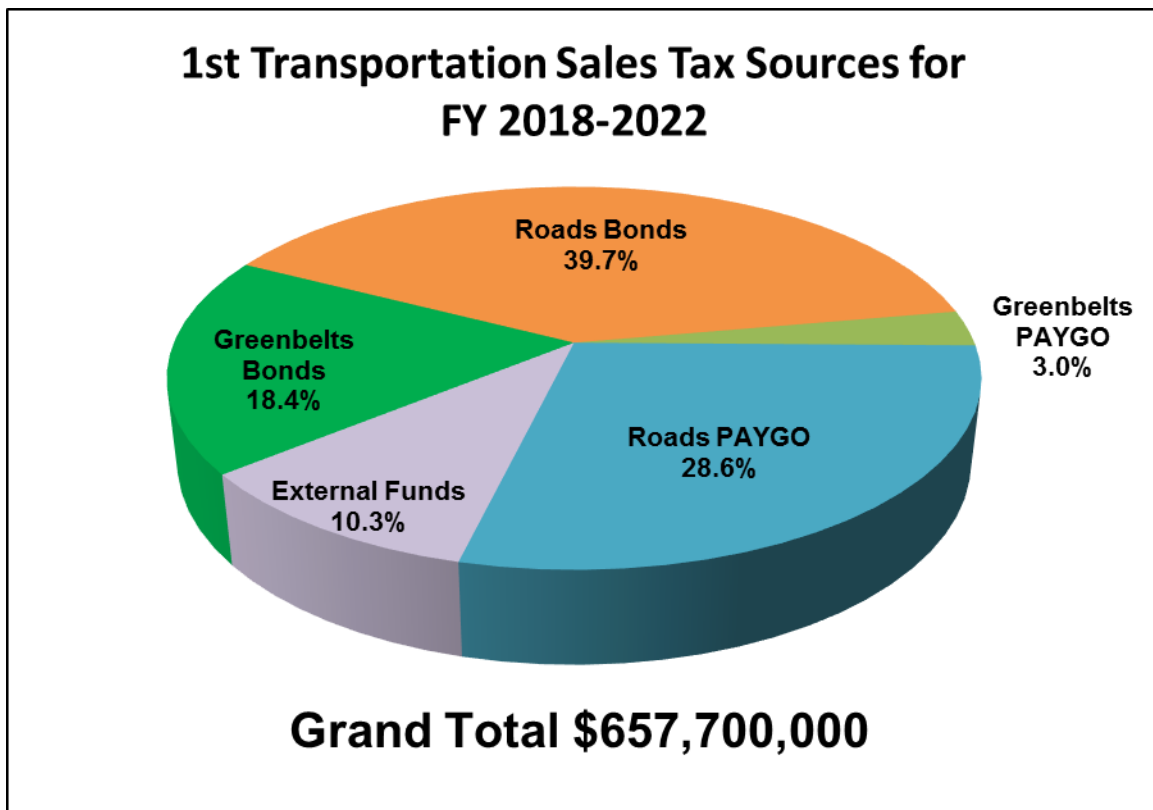
Funding the CIP

The projects are funded with sales tax revenues on a (PAYGO) basis, with bonds that borrow against future revenues, and with external funds which are mostly intergovernmental. The intergovernmental funding includes federal grants, state grants and municipal contributions. Since the intergovernmental funds are project specific, they are not included in capital funding plans until secured by an actual agreement with the entity that is providing them. The County issued bonds in 2006, 2007, 2009, and 2011 as approved through referendums in 2004 and in 2006.

1st Transportation Sales Tax Sources

(in thousands)

	Prior	2018	2019	2020	2021	2022	Total
Greenbelts PAYGO	\$ 12,300	\$ -	\$ -	\$ -	\$ -	\$ 7,500	\$ 19,800
Roads PAYGO	130,400	10,500	10,500	10,500	10,500	15,500	187,900
External Funds	66,500	1,500	-	-	-	-	68,000
Greenbelts Bonds	121,000	-	-	-	-	-	121,000
Roads Bonds	261,000	-	-	-	-	-	261,000
GRAND TOTAL	\$ 591,200	\$ 12,000	\$ 10,500	\$ 10,500	\$ 10,500	\$ 23,000	\$ 657,700



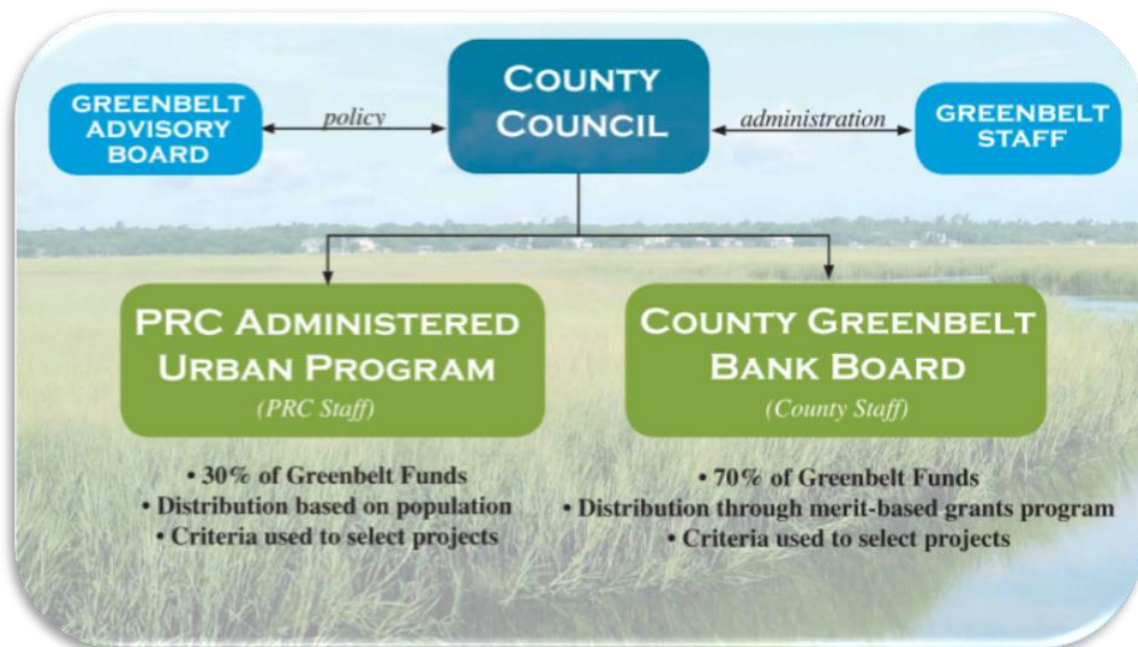
CAPITAL PROJECTS – TRANSPORTATION SALES TAX

The following sections of the Capital Projects: Transportation Sales Tax includes detailed discussion of the 1st TST: Greenbelt Program and the 1st TST: Roads Program.

1st Transportation Sales Tax - Greenbelts Program

The capital portion of the Greenbelt program is funded from Pay-As-You-GO (PAYGO) funds and existing bond issues and is administered by the Greenbelt Programs Department.

The Greenbelt Advisory Board was established by Charleston County Council to make recommendations on the greenbelt portion of the Transportation Sales Tax. The initial role of the Board was to prepare and deliver recommendations and comments on the Comprehensive Greenbelt Plan, which was adopted by County Council on June 6, 2006. The Board continues to garner public input while advocating for the implementation of the Greenbelt Plan. The Greenbelt Advisory Board consists of 14 members as follows: nine members appointed by County Council; one member, each, appointed by Charleston City Council, North Charleston City Council, Mount Pleasant Town Council; one member appointed by the County Council Chair from the unincorporated area of the Southern portion of the County; and one member appointed by the County Council Chair from the unincorporated area of the Northern portion of the County. The Greenbelt Advisory Board performs periodic reviews of the Greenbelt Plan and provides policy recommendations to County Council.



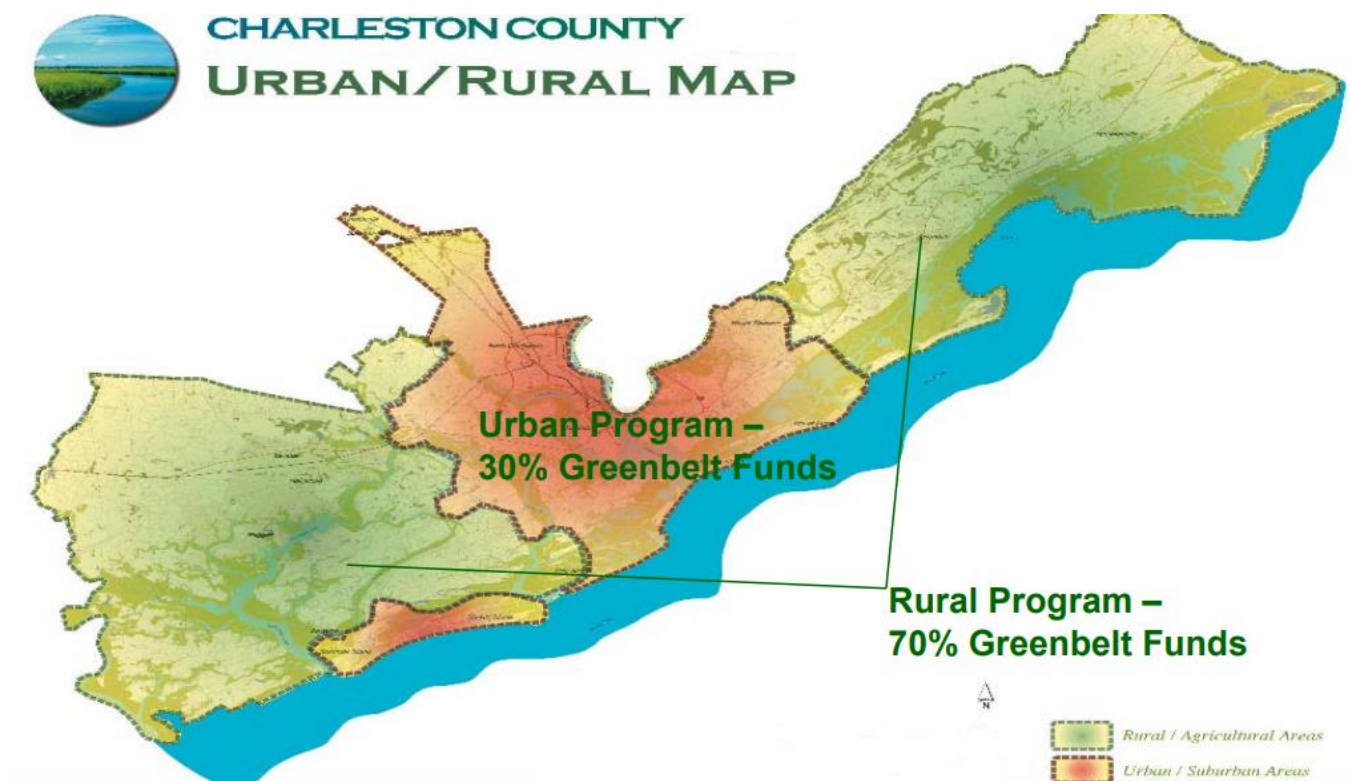
CAPITAL PROJECTS – TRANSPORTATION SALES TAX

Rural Greenbelt Program

The Greenbelt Bank Board was established by Charleston County Council to address the loss of green space and promote balanced growth throughout the rural areas of the county. Through funding the acquisition of interest in real property from willing sellers; wildlife habitats, outstanding natural areas, sites of unique ecological significance, historical sites, forestlands, farmlands, watersheds, open space, and rural parklands will be preserved. The Greenbelt Bank Board consists of nine members appointed by Charleston County Council.

Urban Greenbelt Program

The Urban Grants Review Committee makes recommendations on funding urban projects and forwards them to the Charleston County Parks and Recreation Commission for review. The Commission forwards the recommendations to County Council for consideration.



CAPITAL PROJECTS – TRANSPORTATION SALES TAX

The diagram below highlights the accomplishments of the Greenbelt Program:



Impact on the Operating Budget

Although entities receiving the greenbelt funds are responsible for operating and maintaining the purchased or developed property, the County is responsible for monitoring the properties. The monitoring cost is funded from the Transportation Sales Tax and is included in the operating portion of the Comprehensive Plan of Expenditures and in the FY 2018 Greenbelt Programs budget.

CAPITAL PROJECTS – TRANSPORTATION SALES TAX

1st Transportation Sales Tax: Roads Program

During FY 2017, the County Council Chairman created the Half-Cent Sales Tax Oversight Committee to oversee both the Transportation Sales Taxes. The committee meets on a monthly basis and provides direction and policy to the roads program.

The Comprehensive Transportation Plan consists of two types of projects, allocation projects and large-scale projects. The allocation projects generally fall within the areas of resurfacing, small paving, bike and pedestrian, intersection improvements, drainage improvements and contributions to the Charleston County Public Works Department. Selection criteria factors in road condition and community need.

In addition, there are several large-scale projects that were primarily funded through bond funds approved by referendums passed in 2004 and 2006. The bond funds provided immediate funds for use on the larger projects to be repaid through future half-cent sales tax revenues. The large-scale projects are financed by PAYGO, past bonds and other external funding; and the projects are included in the capital portion of the Comprehensive Plan of Expenditures.

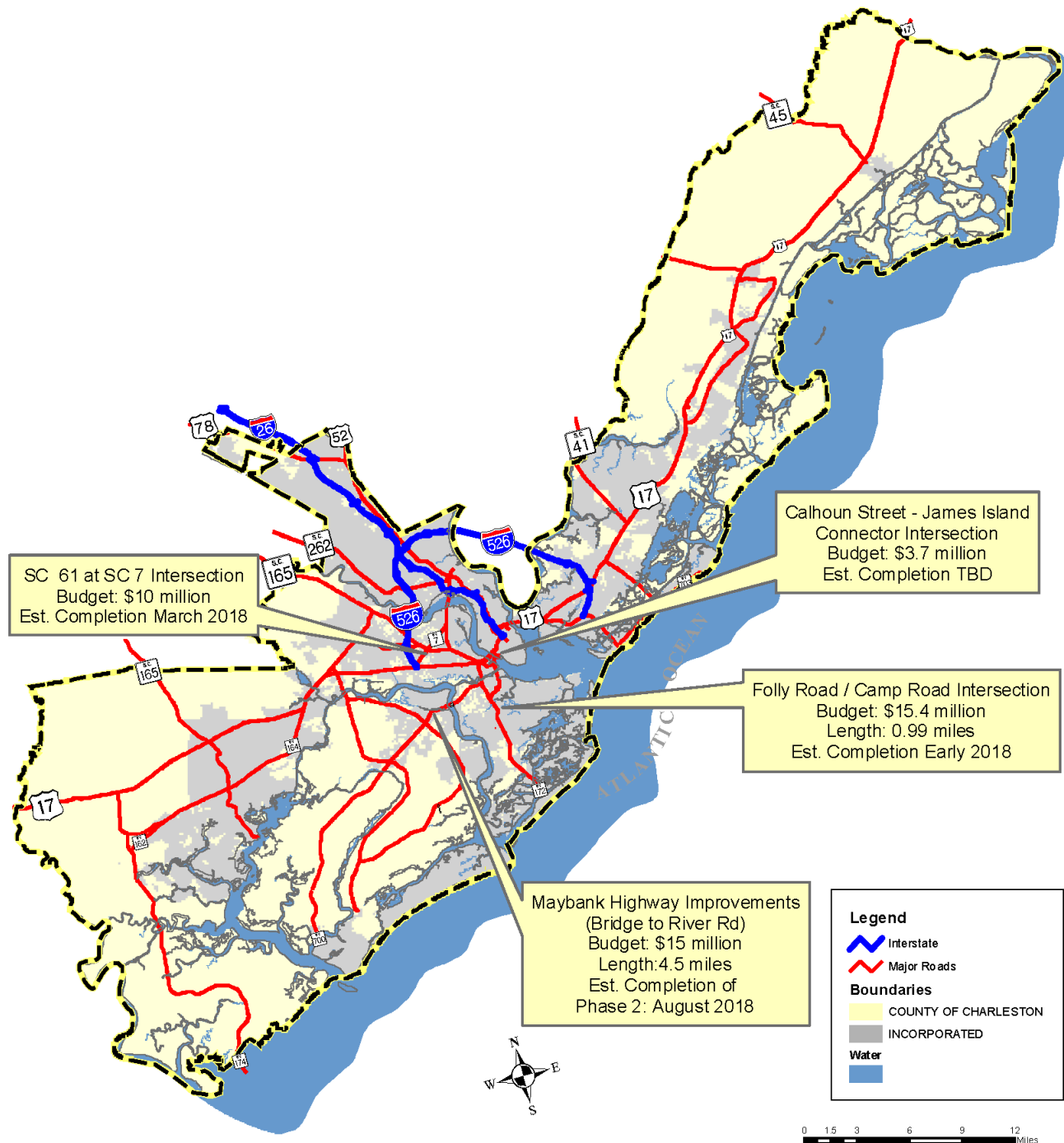
The map on the next page provides a project outline of the major transportation projects that are in progress during FY 2018. The map highlights the location, the budget, the length of the road and the estimated completion date.

Impact on the Operating Budget

Charleston County expects the impact on the operating funds associated with the capital portion of the Transportation Sales Tax Comprehensive Plan of Expenditures for the roads program to be minimal. The majority of the funds is utilized for infrastructure repairs and improvements. There is a significant savings to the County's General Fund due to this program's existence.

CAPITAL PROJECTS – TRANSPORTATION SALES TAX

1st TST FY 2018 Major Projects



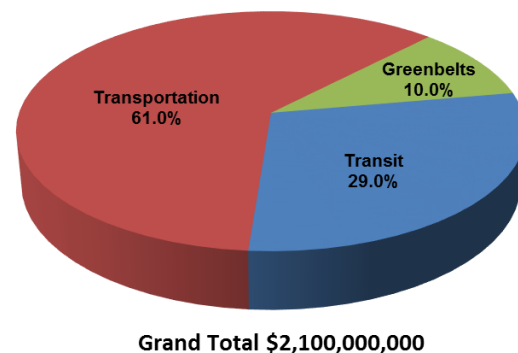
CAPITAL PROJECTS – TRANSPORTATION SALES TAX

Overview of the 2nd Transportation Sales Tax

A 2nd TST program was developed and approved by voters of Charleston County via a referendum in November 2016 to provide additional funds for green space, transportation and mass transit. The 2nd TST lasts for 25 years or until the projected \$2.1 billion is collected – whichever comes first. The 2nd TST overlaps the 1st TST for 13 years from FY 2018 to FY 2030. Revenues from the 2nd TST are allocated among the same three programs as the 1st TST. The Greenbelt Department manages the green space portion of the Half Cent Sales Tax program and implements the Comprehensive Greenbelt Plan through the Urban and Rural Grants Program. The Transportation Development Department manages the transportation project portion of the Half Cent Sales Tax program. Charleston County allocates funds to the Charleston Area Regional Transportation Authority (CARTA), Tri-County Link and the Senior Ride Connections to provide mass transit solutions to the urban and rural areas of the County.

Collection of the 2nd TST began in May 2017, and will continue for 25 years or until \$2.1 billion is collected – whichever comes first. The sales tax revenues will be allocated to greenbelts, transportation, and transit as follows:

Allocation of 2nd Transportation Sales Tax Revenue



County Council approves a Comprehensive Plan of Expenditures (five-year plan) for the Transportation Sales Tax fund each year in June. The FY 2018 – FY 2022 plan includes \$318.5 million in capital projects for the components of the Transportation Sales Tax: greenbelts, roads, and transit.

2nd Transportation Sales Tax Cost Summary

(in thousands)

	Prior	2018	2019	2020	2021	2022	Total
CULTURE/RECREATION							
Greenbelt Purchases	\$ -	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 10,000	\$ 30,000
Culture/Recreation Total	-	5,000	5,000	5,000	5,000	10,000	30,000
GENERAL GOVERNMENT							
Bus Rapid Transit	-	-	2,900	2,900	2,900	9,000	17,700
General Total	-	-	2,900	2,900	2,900	9,000	17,700
PUBLIC WORKS							
Roads: Rural Allocation	-	2,000	2,100	2,100	2,200	2,300	10,700
Roads: Regional	-	15,100	22,300	40,500	72,700	72,800	223,400
Roads: Municipal	-	-	4,500	4,500	6,000	21,700	36,700
Public Works Total	-	17,100	28,900	47,100	80,900	96,800	270,800
GRAND TOTAL	\$ -	\$ 22,100	\$ 36,800	\$ 55,000	\$ 88,800	\$ 115,800	\$ 318,500

CAPITAL PROJECTS – TRANSPORTATION SALES TAX

Funding the Projects

For the 2nd TST, the County is attempting to maximize the Pay-As-You-Go funding for projects during the early phases of the projects. When the projects enter the construction phase, the County plans to use a combination of Pay-As-You-Go funding and future bond issues.

2nd Transportation Sales Tax Sources

(in thousands)

	Prior	2018	2019	2020	2021	2022	Total
Greenbelts PAYGO	\$ -	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ -	\$ 20,000
Roads PAYGO	-	17,100	28,900	47,100	36,800	34,600	164,500
Transit PAYGO	-	-	2,900	2,900	2,900	-	8,700
Greenbelts Bonds	-	-	-	-	-	50,000	50,000
Roads Bonds	-	-	-	-	-	500,000	500,000
Transit Bonds	-	-	-	-	-	50,000	50,000
GRAND TOTAL	\$ -	\$ 22,100	\$ 36,800	\$ 55,000	\$ 44,700	\$ 634,600	\$ 793,200

The following sections of the Capital Projects: Transportation Sales Tax includes detailed discussion of the 2nd TST: Greenbelts Program, 2nd TST: Roads Program and 2nd TST: Transit.

2nd Transportation Sales Tax - Greenbelts Program

The Greenbelt Advisory Board is currently awaiting the completion of their 5-year plan review before determining a Comprehensive Plan of Expenditures for the 2nd Transportation Sales Tax funds. This process requires an inventory of green space, a determination of public need, a determination of available resources, and a board recommendation to County Council.

2nd Transportation Sales Tax – Roads Program

The Charleston County Council Chairman created a Half-Cent Sales Tax Oversight Committee of four Council Members to provide direction and policy related to the 2nd TST.

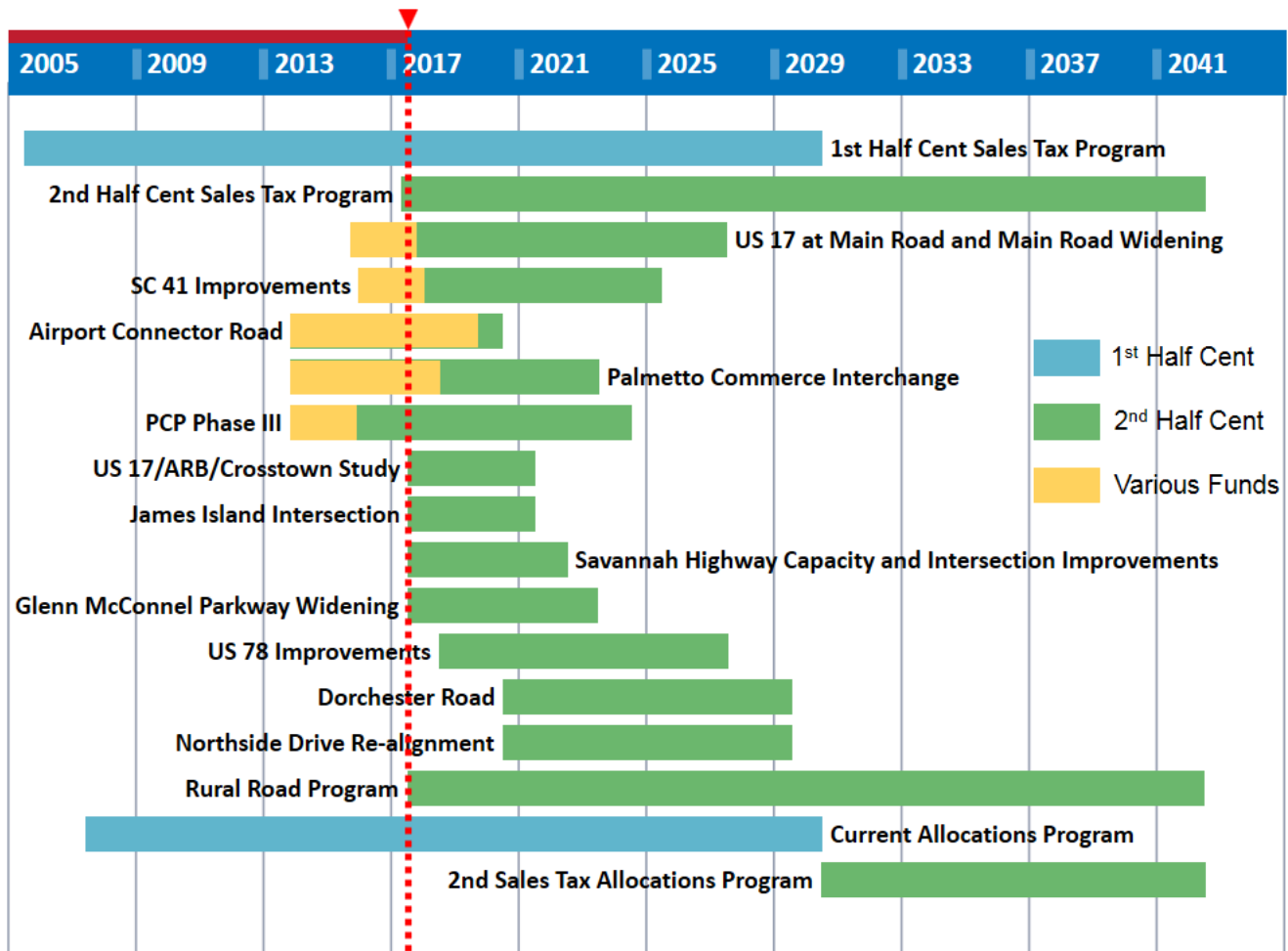
The Comprehensive Transportation Plan consists of two types of projects, annual allocations and large-scale projects. Initially, the allocation projects are for rural roads which are funded through Pay-As-You-Go funding. After the 1st TST ends in FY 2030, the allocations will expand to include resurfacing, small paving, bike and pedestrian, and intersection improvements. Selection criteria incorporates road condition and community need.

In addition, there are several large-scale projects that are funded through Pay-As-You-Go funding and future bonds approved by referendums passed in 2016. The bond funds will provide additional funding over the Pay-As-You-Go funding when the construction phase of the larger projects begin.

The graph on the next page provides a summary of the major transportation projects with a related timeline.

CAPITAL PROJECTS – TRANSPORTATION SALES TAX

2nd TST: FY 2018 Major Road Projects



Impact on the Operating Budget

Charleston County expects the impact on the operating funds associated with the capital portion of the Transportation Sales Tax Comprehensive Plan of Expenditures for the roads program to be minimal. The majority of the funds is utilized for infrastructure repairs and improvements. There is a significant savings to the County's General Fund due to this program's existence.

CAPITAL PROJECTS – TRANSPORTATION SALES TAX

2nd Transportation Sales Tax - Transit Program

The County plans to allocate up to \$180 million to CARTA for a Rapid Bus Transit system, a system of rubber tired buses that operate like a conventional rail in its own dedicated guideway or in mixed traffic. A study was conducted to identify a transit alternative that will improve transit service and enhance regional mobility along the 22-mile I-26 corridor connecting Summerville, North Charleston, and Charleston. As a result of the study, the US 78/US 52 (Rivers Avenue) route was recommended to move forward into planning and design. The recommendation includes 16 hybrid-electric articulated vehicles operating in a semi-exclusive guideway with transit signal priority. The planned service originates in Summerville and ends in downtown Charleston at Line Street. The plan calls for 18 stations with park & rides, transit hubs, and neighborhood stops serving major activity centers such as Summerville, Trident Health/CSU, Northwoods Mall, North Charleston, the Amtrak Station, and downtown Charleston. With a 60-minute travel time and service every 10 minutes in the peak and 20 minutes in the off peak, the BRT line will provide a fast and reliable alternative to sitting in traffic.

Following is a summary of the Bus Rapid Transit (BRT) recommendation:

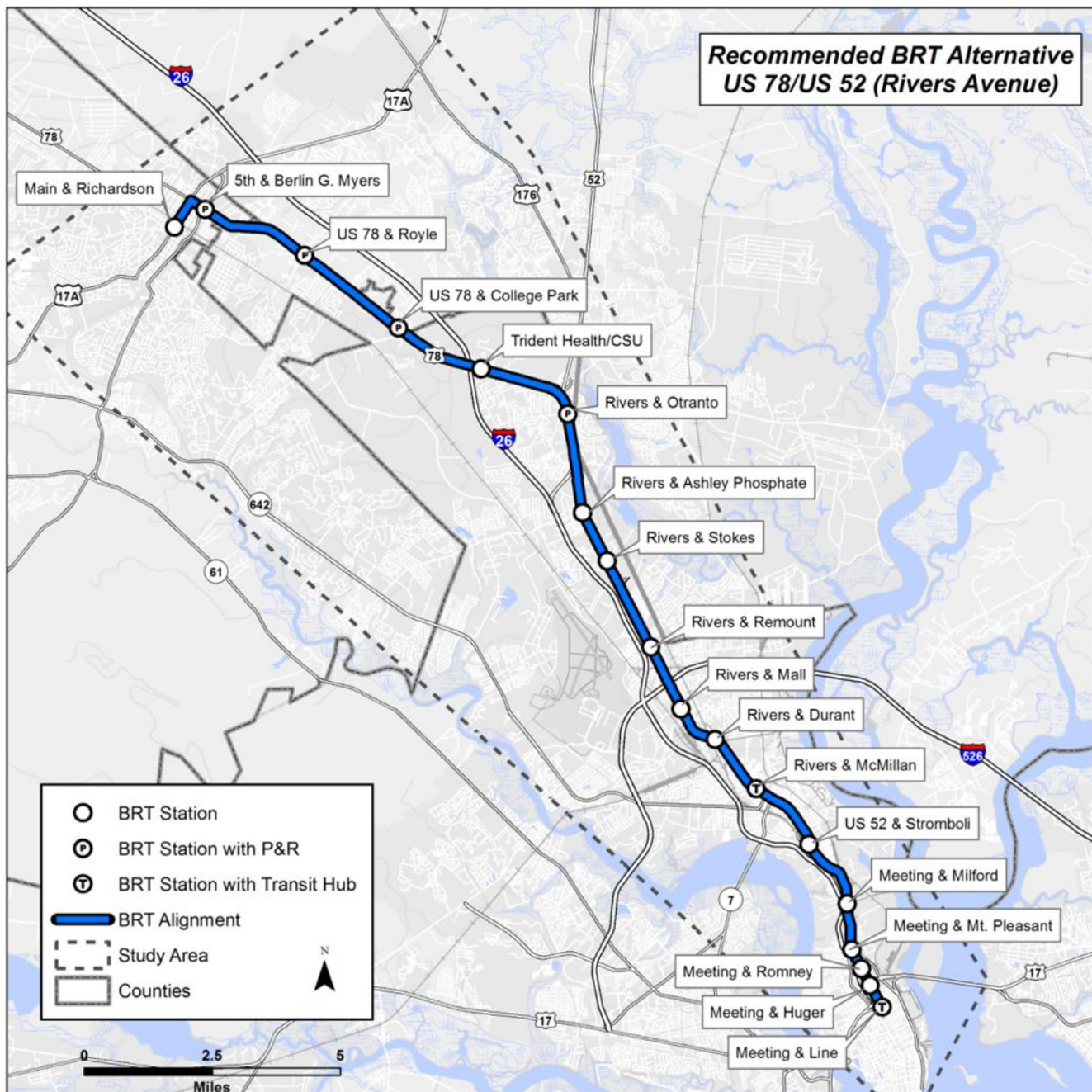
Corridor Length:	23.1 Miles (Semi Exclusive Guideway & Mixed Traffic)
Number of Stations:	18 (Park & Rides, Transit Hubs, & Neighborhood Stations)
One-Way Travel Time:	60 Minutes (Includes Station Delay Time)
Number of Vehicles:	16 Articulated/Hybrid Electric (or other clean fuel)
Planning Level Estimated Capital Construction Costs:	\$360 Million (\$15.5M per Mile) Up to 80% can be funded with federal funds (typically 60%)
Planning Level Annual Operating Costs:	\$5.9 Million / Year
Total Annual BRT Transit Trips/Systemwide Transit Trips:	2 Million BRT Trips/6.5 Million Systemwide
Total Daily Trips/"New" Transit Trips:	6,874 Daily BRT Trips/3,772 "New" Transit Trips (from other modes)

Impact on the Operating Budget

The Council of Governments has estimated that the annual operating costs are \$5.9 million. The 2nd TST estimated that the local match for operating the BRT would be approximately \$4.0 million beginning in FY 2028.

CAPITAL PROJECTS – TRANSPORTATION SALES TAX

The proposed route for the Bus Rapid Transit (BRT):



CAPITAL PROJECTS – ENVIRONMENTAL MANAGEMENT

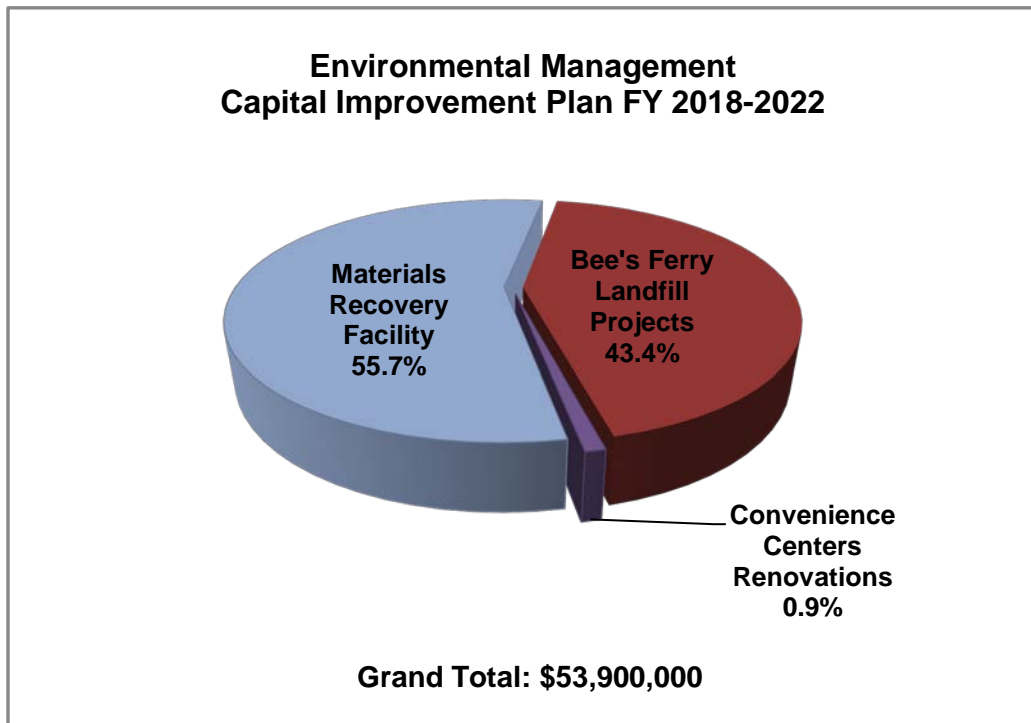
Environmental Management Capital Improvement Plan

The Environmental Management Department's Five Year Capital Improvement Plan provides long-range plans to dispose of the County's waste stream. The five-year capital improvement plan provides a structured approach to support these goals.

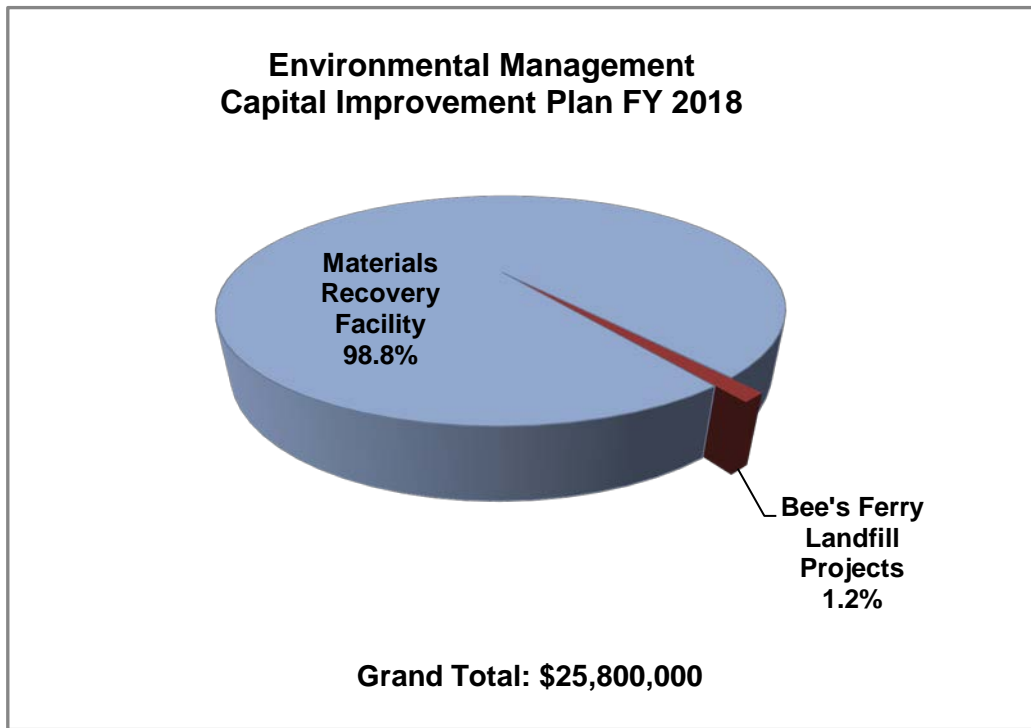
Environmental Management Project Cost Summary *

Project Title	Prior	2018	2019	2020	2021	2022	Beyond	Project Total
Public Works								
Bee's Ferry Landfill-Lined Cells	\$ -	\$ -	\$ 6,000	\$ 3,000	\$ -	\$ -	\$ 10,000	\$ 19,000
Bee's Ferry Landfill-Infrastructure	-	-	1,350	2,150	-	-	-	3,500
Bee's Ferry Landfill-Leachate	200	300	100	100	100	100	-	900
Convenience Centers Renovations	-	-	250	250	-	-	-	500
Materials Recovery Facility	4,500	25,500	-	-	-	-	-	30,000
GRAND TOTAL	\$ 4,700	\$ 25,800	\$ 7,700	\$ 5,500	\$ 100	\$ 100	\$ 10,000	\$ 53,900

* Amounts in thousands of dollars



CAPITAL PROJECTS – ENVIRONMENTAL MANAGEMENT



Funding the CIP

The funding for this plan will come from the use of existing funds or from future operating revenues as necessary.

Environmental Management Source Summary *

Funding Source	Prior	2018	2019	2020	2021	2022	Beyond	Total
Existing Funds	\$ 30,200	\$ 300	\$ 1,350	\$ -	\$ -	\$ -	\$ -	\$ 31,850
Future Sources	-	-	6,350	5,500	100	100	10,000	22,050
GRAND TOTAL	\$ 30,200	\$ 300	\$ 7,700	\$ 5,500	\$ 100	\$ 100	\$ 10,000	\$ 53,900

* Amounts in thousands of dollars

Impact on the Operating Budget

Environmental Management expects additional utilities and maintenance costs associated with the new and expanded facilities in the current CIP. These costs, and in some instances savings, are detailed for each project.

CAPITAL PROJECTS – ENVIRONMENTAL MANAGEMENT

Bee's Ferry Landfill – Lined Cells

Cell 4 prepared for solid waste



Project Highlights

Initiative: Service Delivery

Function: Public Works

Type: New

Management: Environmental
Management

Duration: 2019-2020

Total Project Cost:
\$19,000,000

DESCRIPTION

The next cell will need to be constructed and operational prior to the previous cell reaching capacity. Funding will support the design and construction of the next cell in two phases during FY 2019 and FY 2020. A future cell is anticipated in FY 2025.

EXPENDITURES	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
	\$0	\$0	\$6,000	\$3,000	\$0	\$0	\$10,000	\$19,000
FUNDING SOURCE	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
Existing Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Future Sources	0	0	6,000	3,000	0	0	10,000	19,000
GRAND TOTAL	\$0	\$0	\$6,000	\$3,000	\$0	\$0	\$10,000	\$19,000
O&M Costs (Savings)		2018	2019	2020	2021	2022	*Amounts in thousands of dollars	
Personnel		\$0	\$0	\$0	\$0	\$0		
Operating		0	0	0	0	0		
Grand Total		\$0	\$0	\$0	\$0	\$0		

Operation & Maintenance Impacts

There are no immediate additional operating or maintenance costs or savings due to this project. However, there are substantial costs related to constructing the final cover and post-closure care when all of the lined landfill cells are closed. In accordance with governmental accounting standards, the County records a proportion of the estimated \$22 million in closure costs as the landfill is utilized.

CAPITAL PROJECTS – ENVIRONMENTAL MANAGEMENT

Bee's Ferry Landfill – Infrastructure



Truck scales at Bee's Ferry

Project Highlights

Initiative: Service Delivery

Function: Public Works

Type: New

Management: Environmental
Management

Duration: 2019-2020

**Total Project Cost:
\$3,500,000**

DESCRIPTION

Improvements will be made to the Bee's Ferry Landfill over a two-year period to increase operational efficiencies. Phase I will include funds to pave approximately 1 mile of existing roads and to construct a new scale house and scales. Phase 2 will include funds to construct a new Household Hazardous Waste (HHW) Center and administrative building. Additional operating funds are included to support the temporary relocation of HHW operations to Romney Street until construction is completed.

EXPENDITURES	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
	\$0	\$0	\$1,350	\$2,150	\$0	\$0	\$0	\$3,500

FUNDING SOURCE	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
Existing Funds	\$0	\$0	\$1,350	\$0	\$0	\$0	\$0	\$1,350
Future Sources	0	0	0	2,150	0	0	0	2,150
GRAND TOTAL	\$0	\$0	\$1,350	\$2,150	\$0	\$0	\$0	\$3,500

O&M Costs (Savings)	2018	2019	2020	2021	2022
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	100	100	100	100
Grand Total	\$0	\$100	\$100	\$100	\$100

*Amounts in thousands of dollars

Operation & Maintenance Impacts

FY2019 operating costs will fund the temporary relocation of HHW to Romney Street. With the addition of one new facility, additional utilities and building maintenance costs will be required in the FY 2020 operating budget.

CAPITAL PROJECTS – ENVIRONMENTAL MANAGEMENT

Bee's Ferry Landfill – Leachate Sewer Line

*Ditch being dug for water
drainage and placement of
sewer line near Bees Ferry
Landfill*



Project Highlights

Initiative: Service Delivery

Function: Public Works

Type: New

Management: Environmental
Management

Duration: 2017-2022

Total Project Cost:
\$900,000

DESCRIPTION

This project funds the County portion of a joint project with Charleston Water Systems to construct a sewer line for use by The Bee's Ferry Landfill and surrounding development. The 3,300 linear feet sewer line will convey leachate from two 250,000 gallon tanks to a Charleston Water System manhole that is located on the Bees Ferry Landfill property. The leachate is created by stormwater coming in contact with municipal solid waste. The leachate is pumped from the bottom of the landfill to the two holding tanks. The County currently removes the leachate by tanker truck. The sewer line will eliminate those costs.

EXPENDITURES	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
	\$200	\$300	\$100	\$100	\$100	\$100	\$0	\$900

FUNDING SOURCE	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
Existing Funds	\$200	\$300	\$0	\$0	\$0	\$0	\$0	\$500
Future Sources	0	0	100	100	100	100	0	400
GRAND TOTAL	\$200	\$300	\$100	\$100	\$100	\$100	\$0	\$900

O&M Costs (Savings)	2018	2019	2020	2021	2022
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	(30)	(31)	(32)	(32)	(32)
Grand Total	(\$30)	(\$31)	(\$32)	(\$32)	(\$32)

**Amounts in thousands
of dollars*

Operation & Maintenance Impacts

Operating savings are estimated to begin during FY 2018 and are related to savings from hooking up directly to a sewer line and thereby avoiding transportation costs.

CAPITAL PROJECTS – ENVIRONMENTAL MANAGEMENT

Convenience Centers Renovations

One of many convenience centers located throughout Charleston County



Project Highlights

Initiative: Service Delivery

Function: Public Works

Type: New

Management: Environmental Management

Duration: 2019-2020

Total Project Cost:
\$500,000

DESCRIPTION

Charleston County currently operates eight manned convenience centers, which are in need of modernization. Funds will be used to renovate existing site attendant offices, install plumbing and restrooms, and provide additional security and the re-assignment of existing staff. Plans are included for the establishment of one additional site required for constituents of the Ladson area or District 3. This additional convenience center will be co-located at the Palmetto Commerce Parkway Materials Recycling Facility (MRF).

EXPENDITURES	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
	\$0	\$0	\$250	\$250	\$0	\$0	\$0	\$500

FUNDING SOURCE	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
Future Sources	\$0	\$0	\$250	\$250	\$0	\$0	\$0	\$500
GRAND TOTAL	\$0	\$0	\$250	\$250	\$0	\$0	\$0	\$500

O&M Costs (Savings)	2018	2019	2020	2021	2022
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	0	10	10	10
Grand Total	\$0	\$0	\$10	\$10	\$10

**Amounts in thousands of dollars*

Operation & Maintenance Impacts

There will be no increase in personnel costs due to reassignment of current staff. Operating costs will increase to support higher utilities and expenditures required for the new site.

CAPITAL PROJECTS – ENVIRONMENTAL MANAGEMENT

Materials Recovery Facility

Conceptual exterior rendering of new facility near Palmetto Commerce Parkway in North Charleston, SC



Project Highlights

Initiative: Service Delivery

Function: Public Works

Type: Replacement

Management: Facilities Management

Duration: 2015-2018

Total Project Cost:
\$30,000,000

DESCRIPTION

The Materials Recovery Facility at 13 Romney Street in Downtown Charleston is over 20 years old, utilized outdated equipment and had limited acreage for program expansion. A new state-of-the-art Materials Recovery Facility will be constructed at Palmetto Commerce Parkway. It will measure approximately 47,000 square feet. The MRF will have the capacity to process 36,000 tons of recyclables annually. All recyclable processing will be contained inside the facility. The MRF will receive, sort and compact recyclable materials into bales for outbound shipment; and then manufacturing facilities will use the recyclables to make new products. The new facility will be completed by July 2018.

EXPENDITURES	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
	\$4,500	\$25,500	\$0	\$0	\$0	\$0	\$0	\$30,000

FUNDING SOURCE	PRIOR	2018	2019	2020	2021	2022	BEYOND	TOTAL
Existing Funds	\$4,500	\$25,500	\$0	\$0	\$0	\$0	\$0	\$30,000
GRAND TOTAL	\$4,500	\$25,500	\$0	\$0	\$0	\$0	\$0	\$30,000

O&M Costs (Savings)	2018	2019	2020	2021	2022
New Revenues	\$0	(\$3,500)	(\$3,500)	(\$3,500)	(\$3,500)
Personnel	0	0	0	0	0
Operating	0	300	300	300	300
Grand Total	\$0	(\$3,200)	(\$3,200)	(\$3,200)	(\$3,200)

**Amounts in thousands of dollars*

Operation & Maintenance Impacts
During FY2018, the County is sending its recyclables to Horry County for processing at a cost of \$2.9 million. Some additional cost is expected to operate the new facility, however, additional revenue is anticipated