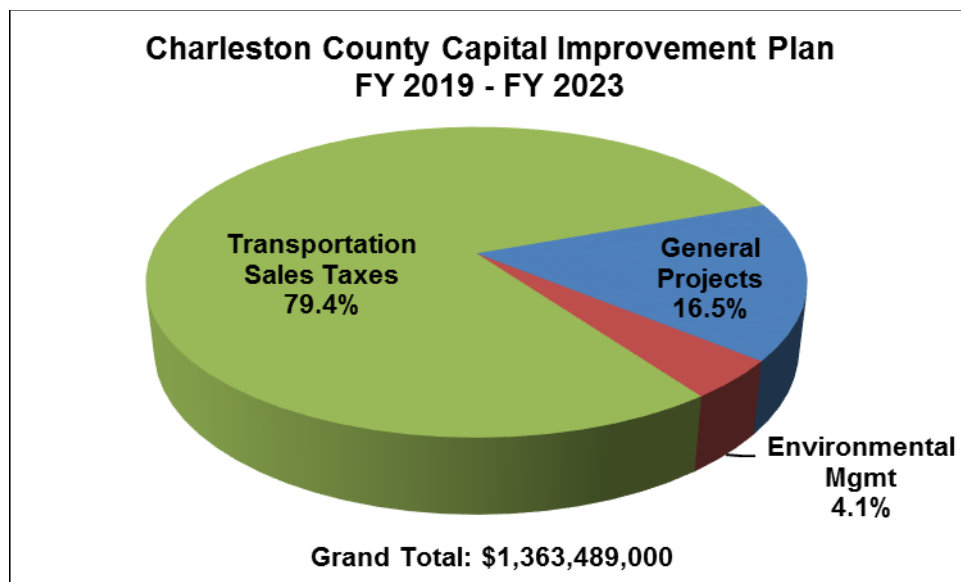


## CAPITAL PROJECTS – OVERVIEW

### Overview

The FY 2019 – FY 2023 Adopted five-year Capital Improvement Plan (CIP) contains three separately approved plans: 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 \$1,363.5 million and include \$224.9 million or 16.5 percent of the amount allocated to the General Capital Improvement Plan, \$1,083.0 million or 79.4 percent allocated to the Transportation Sales Tax Comprehensive Plans of Expenditures, and \$55.6 million or 4.1 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	\$4,287,348
Special Revenue Funds	392,000
Enterprise Funds	6,924,056
Internal Service Funds	3,429,500
<b>Grand Total</b>	<b>\$15,032,904</b>

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.

### Financial Policies

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

Each multi-year plan covers a five-year planning period and is updated annually to reflect 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 2019, 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 FY2019–FY2023 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	2019	2020	2021	2022	2023	Beyond	Total
<b>CULTURE/RECREATION</b>								
Library Facilities	\$ 10,000	\$ 60,500	\$27,000	\$11,000	\$ -	\$ -	\$ -	\$ 108,500
<b>Culture/Recreation Total</b>	<b>10,000</b>	<b>60,500</b>	<b>27,000</b>	<b>11,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>108,500</b>
<b>EDUCATION</b>								
Trident Aeronautical Training Facil	-	8,520	8,520	1,710	-	-	-	18,750
<b>Education Total</b>	<b>-</b>	<b>8,520</b>	<b>8,520</b>	<b>1,710</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>18,750</b>
<b>GENERAL GOVERNMENT</b>								
Azalea Compound	1,229	3,518	15,000	20,000	-	-	31,000	70,747
Disabilities Board	-	5,250	-	-	-	-	-	5,250
<b>General Government Total</b>	<b>1,229</b>	<b>8,768</b>	<b>15,000</b>	<b>20,000</b>	<b>-</b>	<b>-</b>	<b>31,000</b>	<b>75,997</b>
<b>JUDICIAL</b>								
Magistrates' Court/EMS Station	-	6,615	-	-	-	-	-	6,615
<b>Judicial Total</b>	<b>-</b>	<b>6,615</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6,615</b>
<b>PUBLIC SAFETY</b>								
Awendaw Fire Station	428	1,672	-	-	-	-	-	2,100
Juvenile Detention Center	-	6,960	-	-	-	-	-	6,960
Law Enforcement Training Center	-	1,107	-	978	-	-	-	2,085
Public Safety System	1,553	1,329	-	-	-	-	-	2,882
<b>Public Safety Total</b>	<b>1,981</b>	<b>11,068</b>	<b>-</b>	<b>978</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>14,027</b>
<b>PUBLIC WORKS</b>								
Borrow Pit	-	1,000	-	-	-	-	-	1,000
<b>Public Works Total</b>	<b>-</b>	<b>1,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,000</b>
<b>GRAND TOTAL</b>	<b>\$ 13,210</b>	<b>\$ 96,471</b>	<b>\$50,520</b>	<b>\$33,688</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$31,000</b>	<b>\$ 224,889</b>

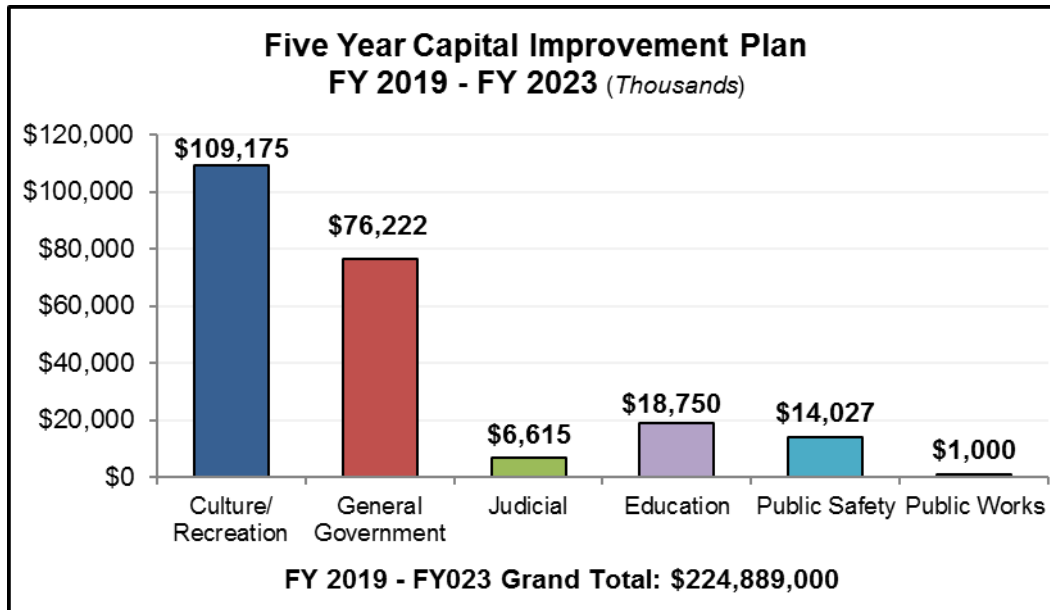
\* Amounts in thousands of dollars



## CAPITAL PROJECTS – GENERAL

Eight of the ten projects listed in the CIP have funds appropriated for use in FY 2019.

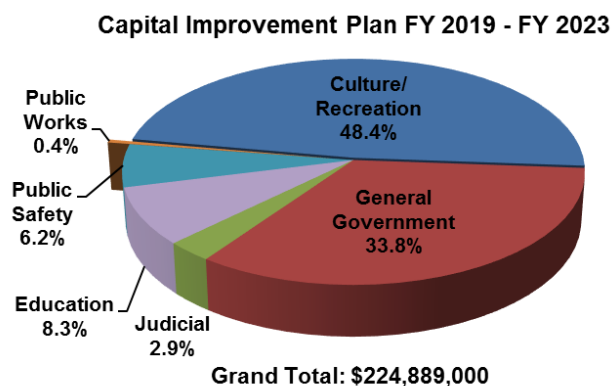
The following graph shows the proposed projects scheduled during the five year CIP. See the Project Summary pages for project details.



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.



### Financial Policies

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



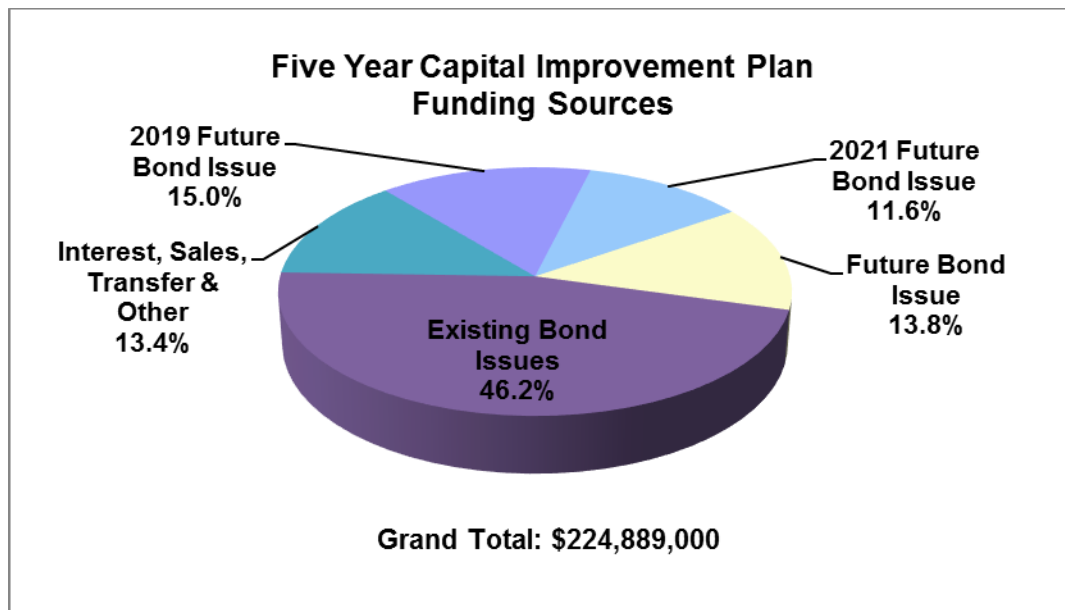
## CAPITAL PROJECTS – GENERAL

### General Project Source Summary \*

Funding Source	Prior	2019	2020	2021	2022	2023	Beyond	Total
Existing Bond Issues	\$ 104,088	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 104,088
Interest, Sales, Transfer & Other	17,893	12,163	-	-	-	-	-	30,056
2019 Future Bond Issue	-	33,767	-	-	-	-	-	33,767
2021 Future Bond Issue	-	-	-	25,978	-	-	-	25,978
Future Bond Issue	-	-	-	-	-	-	31,000	31,000
<b>GRAND TOTAL</b>	<b>\$ 121,981</b>	<b>\$ 45,930</b>	<b>\$ -</b>	<b>\$25,978</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$31,000</b>	<b>\$ 224,889</b>

\* Amounts in thousands of dollars

20.4 percent of the funding associated with the five year General Capital Improvement Plan is scheduled to be applied to projects in FY 2019.



### 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 2020 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 bond issuances in FY 2017 and in FY 2019.

EXPENDITURES	PRIOR	2019	2020	2021	2022	2023	BEYOND	TOTAL
	\$10,000	\$60,500	\$27,000	\$11,000	\$0	\$0	\$0	\$108,500

FUNDING SOURCE	PRIOR	2019	2020	2021	2022	2023	BEYOND	TOTAL
Interest, Sales, Transfer & Other	\$13,500	\$0	\$0	\$0	\$0	\$0	\$0	\$13,500
Existing Bonds	70,000	0	0	0	0	0	0	70,000
Future Bond Issues	0	25,000	0	0	0	0	0	25,000
<b>GRAND TOTAL</b>	<b>\$83,500</b>	<b>\$25,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$108,500</b>

O&M Costs (Savings)	2019	2020	2021	2022	2023
Personnel	\$1,175	\$5,281	\$6,352	\$6,574	\$6,804
Operating	314	1,959	2,245	2,290	2,336
<b>Grand Total</b>	<b>\$1,489</b>	<b>\$7,240</b>	<b>\$8,597</b>	<b>\$8,864</b>	<b>\$9,140</b>

*\*Amounts in thousands of dollars*

<b>Operation &amp; Maintenance Impacts</b>	<p>O&amp;M costs include the addition of 115 positions for Library operations, facilities maintenance and grounds maintenance. In addition, O&amp;M costs include Library materials, insurance and technology maintenance. The O&amp;M costs are anticipated to be funded from the General Fund millage increase in FY2016 after utilizing the funds on a pay-as-you-go basis for the capital costs.</p>
--	--

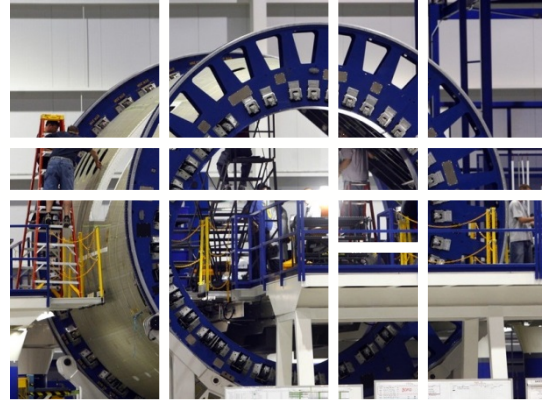


## CAPITAL PROJECTS - GENERAL

### 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	2019	2020	2021	2022	2023	BEYOND	TOTAL
	\$0	\$8,520	\$8,520	\$1,710	\$0	\$0	\$0	\$18,750

FUNDING SOURCE	PRIOR	2019	2020	2021	2022	2023	BEYOND	TOTAL
Existing Bond Issues	\$18,750	\$0	\$0	\$0	\$0	\$0	\$0	\$18,750
<b>GRAND TOTAL</b>	\$18,750	\$0	\$0	\$0	\$0	\$0	\$0	\$18,750

O&M Costs (Savings)	2019	2020	2021	2022	2023
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	0	0	0	0
<b>Grand Total</b>	\$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.



## CAPITAL PROJECTS - GENERAL

## Azalea Compound

*Public Works Complex site  
located on Azalea Drive*



	<b>Project Highlights</b>
	<b>Initiative: Service Delivery</b>
	<b>Function: General Government</b>
	<b>Type: New Construction</b>
	<b>Management: Facilities</b>
	<b>Management</b>
	<b>Duration: 2017-Beyond</b>
	<b>Total Project Cost:</b>
	<b>\$70,747,000</b>

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

**Total Project Cost:**  
**\$70,747,000**

## DESCRIPTION

County Facilities Management is planning 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. The project is currently in a planning and land acquisition phase.

EXPENDITURES	PRIOR	2019	2020	2021	2022	2023	BEYOND	TOTAL
	\$1,229	\$3,518	\$15,000	\$20,000	\$0	\$0	\$31,000	\$70,747
FUNDING SOURCE	PRIOR	2019	2020	2021	2022	2023	BEYOND	TOTAL
Interest, Sales, Transfer & Other	\$1,211	\$0	\$0	\$0	\$0	\$0	\$0	\$1,211
Existing Bonds	13,536	0	0	0	0	0	0	13,536
Future Bond Issues	0	0	0	25,000	0	0	31,000	56,000
GRAND TOTAL	\$14,747	\$0	\$0	\$25,000	\$0	\$0	\$31,000	\$70,747
O&M Costs (Savings)							*Amounts in thousands of dollars	
Personnel								
Operating								
Grand Total								
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:** 2019-2020

**Total Project Cost:**  
**\$5,250,000**

### 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	2019	2020	2021	2022	2023	BEYOND	TOTAL
	\$0	\$5,250	\$0	\$0	\$0	\$0	\$0	\$5,250

FUNDING SOURCE	PRIOR	2019	2020	2021	2022	2023	BEYOND	TOTAL
Interest, Sales, Transfer & Other	\$0	\$5,250	\$0	\$0	\$0	\$0	\$0	\$5,250
<b>GRAND TOTAL</b>	\$0	\$5,250	\$0	\$0	\$0	\$0	\$0	\$5,250

O&M Costs (Savings)	2019	2020	2021	2022	2023
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	0	0	0	0
<b>Grand Total</b>	\$0	\$0	\$0	\$0	\$0

*\*Amounts in thousands of dollars*

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



## CAPITAL PROJECTS - GENERAL

### Magistrates' Court/EMS Station



#### Project Highlights

**Initiative:** Service Delivery  
**Function:** Judicial  
**Type:** Replacement  
**Management:** Magistrate  
**Duration:** 2019-2020

**Total Project Cost:**  
**\$6,615,000**

#### DESCRIPTION

Current 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, 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	2019	2020	2021	2022	2023	BEYOND	TOTAL
	\$0	\$6,615	\$0	\$0	\$0	\$0	\$0	\$6,615

FUNDING SOURCE	PRIOR	2019	2020	2021	2022	2023	BEYOND	TOTAL
Interest, Sales, Transfer & Other	\$0	\$6,615	\$0	\$0	\$0	\$0	\$0	\$6,615
<b>GRAND TOTAL</b>	\$0	\$6,615	\$0	\$0	\$0	\$0	\$0	\$6,615

O&M Costs (Savings)	2019	2020	2021	2022	2023
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	65	65	66	67
<b>Grand Total</b>	\$0	\$65	\$65	\$66	\$67

*\*Amounts in thousands of dollars*

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



## 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:** 2015-2019

**Total Project Cost:**  
**\$2,100,000**

### DESCRIPTION

This project was initiated to purchase property and build a new fire station in the rural area of Awendaw/McClellanville. In FY 2018, site selection took place and construction began. The project began with roadway access and utility infrastructure. The cost was increased to accommodate Emergency Medical Services staff and vehicles.

EXPENDITURES	PRIOR	2019	2020	2021	2022	2023	BEYOND	TOTAL
	\$428	\$1,672	\$0	\$0	\$0	\$0	\$0	\$2,100

FUNDING SOURCE	PRIOR	2019	2020	2021	2022	2023	BEYOND	TOTAL
Interest, Sales, Transfer & Other	\$300	\$298	\$0	\$0	\$0	\$0	\$0	\$598
Existing Bond Issues	1,502	0	0	0	0	0	0	1,502
<b>GRAND TOTAL</b>	<b>\$1,802</b>	<b>\$298</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,100</b>

O&M Costs (Savings)	2019	2020	2021	2022	2023
Personnel	\$0	\$141	\$145	\$150	\$154
Operating	0	10	10	11	12
<b>Grand Total</b>	<b>\$0</b>	<b>\$151</b>	<b>\$155</b>	<b>\$161</b>	<b>\$166</b>

\*Amounts in thousands of dollars

### Operation & Maintenance Impacts

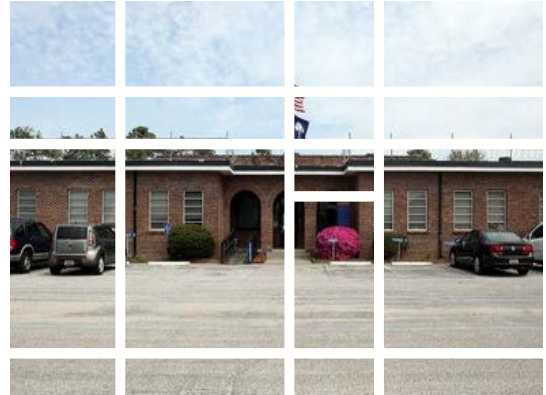
Using current trends for our smaller stations, the projected yearly cost to operate the station would be \$10,000 per year. It is likely that an additional position will have to be hired to man the station.



## CAPITAL PROJECTS - GENERAL

### 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:**  
**\$6,960,000**

### 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 FY 2018 and complete construction in FY 2019.

A feasibility study for the project has already been completed. When completed the project should have capacity to house 98 juveniles, outdoor recreation space, administration and medical space, two classrooms, a teacher workroom, and public visitation space.

EXPENDITURES	PRIOR	2019	2020	2021	2022	2023	BEYOND	TOTAL
	\$0	\$6,960	\$0	\$0	\$0	\$0	\$0	\$6,960

FUNDING SOURCE	PRIOR	2019	2020	2021	2022	2023	BEYOND	TOTAL
Existing Bond Issues	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$300
Future Bond Issues	0	6,660	0	0	0	0	0	6,660
<b>GRAND TOTAL</b>	<b>\$300</b>	<b>\$6,660</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,960</b>

O&M Costs (Savings)	2019	2020	2021	2022	2023
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	(12)	(12)	(11)	(10)
<b>Grand Total</b>	<b>\$0</b>	<b>(\$12)</b>	<b>(\$12)</b>	<b>(\$11)</b>	<b>(\$10)</b>

*\*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:**  
**\$2,085,000**

#### 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, 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	2019	2020	2021	2022	2023	BEYOND	TOTAL
	\$0	\$1,107	\$0	\$978	\$0	\$0	\$0	\$2,085

FUNDING SOURCE	PRIOR	2019	2020	2021	2022	2023	BEYOND	TOTAL
Future Bond Issues	\$0	\$1,107	\$0	\$978	\$0	\$0	\$0	\$2,085
<b>GRAND TOTAL</b>	\$0	\$1,107	\$0	\$978	\$0	\$0	\$0	\$2,085

O&M Costs (Savings)	2019	2020	2021	2022	2023
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	9	9	9	10
<b>Grand Total</b>	\$0	\$9	\$9	\$9	\$10

*\*Amounts in thousands of dollars*

<b>Operation &amp; Maintenance Impacts</b>	<i>The new Training Center will require maintenance, utilities, and insurance.</i>
--	--



## CAPITAL PROJECTS - GENERAL

### Public Safety System

*Sheriff's Records  
Management System*



### Project Highlights

**Initiative:** Service Delivery  
**Function:** Public Safety  
**Type:** Upgrade  
**Management:** Sheriff  
**Duration:** 2016-2019

**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	2019	2020	2021	2022	2023	BEYOND	TOTAL
	\$1,553	\$1,329	\$0	\$0	\$0	\$0	\$0	\$2,882

FUNDING SOURCE	PRIOR	2019	2020	2021	2022	2023	BEYOND	TOTAL
Interest, Sales, Transfer & Other	\$2,882	\$0	\$0	\$0	\$0	\$0	\$0	\$2,882
<b>GRAND TOTAL</b>	\$2,882	\$0	\$0	\$0	\$0	\$0	\$0	\$2,882

O&M Costs (Savings)	2019	2020	2021	2022	2023
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	0	0	0	0
<b>Grand Total</b>	\$0	\$0	\$0	\$0	\$0

*\*Amounts in thousands  
of dollars*

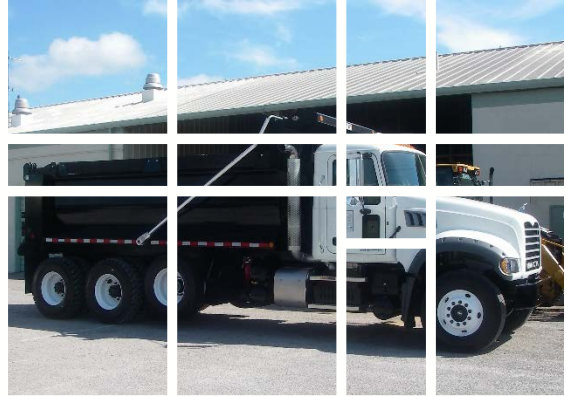
<b>Operation &amp; Maintenance Impacts</b>	<i>There are no significant additional operating or maintenance costs or savings related to this project.</i>
--	---



## CAPITAL PROJECTS - GENERAL

### Public Works Borrow Pit

*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 nearing depletion. A consultant is currently working on finding eligible locations for a new borrow pit. The new location will be subject to 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 operating costs for the Public Works department will increase. The goal is to complete this project just as the current borrow pits become fully depleted.

EXPENDITURES	PRIOR	2019	2020	2021	2022	2023	BEYOND	TOTAL
	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
FUNDING SOURCE	PRIOR	2019	2020	2021	2022	2023	BEYOND	TOTAL
Future Bond Issues	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
<b>GRAND TOTAL</b>	\$0	\$1,000	\$0	\$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		
<b>Grand Total</b>		\$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 1<sup>st</sup> Transportation Sales Tax

The 1<sup>st</sup> 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.

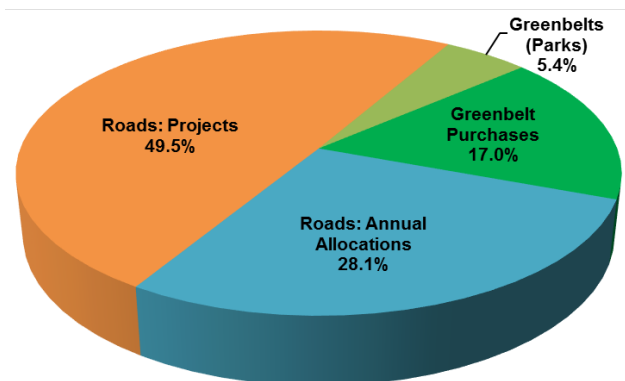
Collection of the Transportation Sales Tax funds began in May 2005, and will continue for 25 years or until \$1.3 billion is collected for green space, transportation and transit. County Council approves a Comprehensive Plan of Expenditures (five-year plan) for the Transportation Sales Tax each year in June. The FY 2019 – FY 2023 plan includes the capital projects projections for two components of the Transportation Sales Tax: green space and roads. The plan does not include any capital projects for mass transit from the 1<sup>st</sup> TST.

#### 1st Transportation Sales Tax Cost Summary

(in thousands)

	Prior	2019	2020	2021	2022	2023	Total
<b>CULTURE/RECREATION</b>							
Greenbelts (Parks)	\$ 36,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 36,000
Greenbelt Purchases	98,500	10,000	1,000	1,500	1,500	1,500	114,000
<b>Culture/Recreation Total</b>	<b>134,500</b>	<b>10,000</b>	<b>1,000</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>150,000</b>
<b>PUBLIC WORKS</b>							
Roads: Annual Allocations	136,500	10,500	10,500	10,500	10,500	10,500	189,000
Roads: Projects	333,400	-	-	-	-	-	333,400
<b>Public Works Total</b>	<b>469,900</b>	<b>10,500</b>	<b>10,500</b>	<b>10,500</b>	<b>10,500</b>	<b>10,500</b>	<b>522,400</b>
<b>GRAND TOTAL</b>	<b>\$ 604,400</b>	<b>\$ 20,500</b>	<b>\$ 11,500</b>	<b>\$ 12,000</b>	<b>\$ 12,000</b>	<b>\$ 12,000</b>	<b>\$ 672,400</b>

The total cost of the FY 2019 – FY 2023 plan of capital expenditures in the first Transportation Sales Tax program total \$672.4 million.



**Grand Total \$672,400,000**



## CAPITAL PROJECTS – TRANSPORTATION SALES TAX

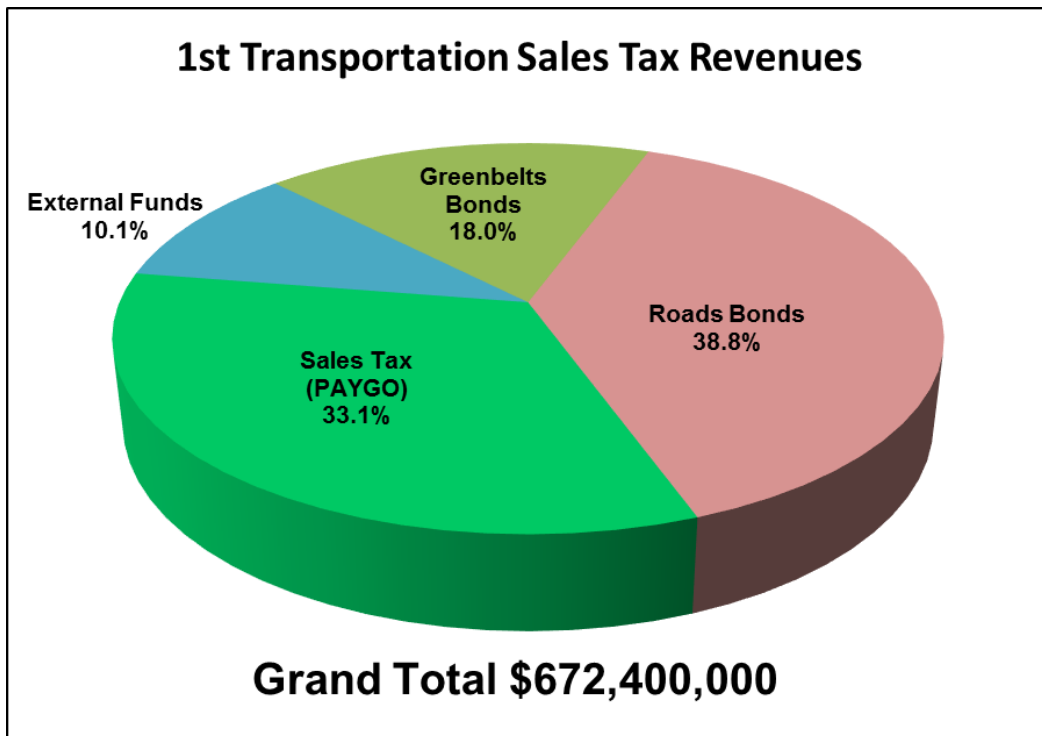
### Funding the CIP

The projects are funded with sales tax revenues on a (PAYGO) basis, with bonds that borrow against future revenues, with external funds which are mostly intergovernmental, and with interest earnings. 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	2019	2020	2021	2022	2023	Total
Sales Tax (PAYGO)	\$ 154,400	\$ 20,500	\$ 11,500	\$ 12,000	\$ 12,000	\$ 12,000	\$ 222,400
External Funds	68,000	-	-	-	-	-	68,000
Greenbelts Bonds	121,000	-	-	-	-	-	121,000
Roads Bonds	261,000	-	-	-	-	-	261,000
<b>GRAND TOTAL</b>	<b>\$ 604,400</b>	<b>\$ 20,500</b>	<b>\$ 11,500</b>	<b>\$ 12,000</b>	<b>\$ 12,000</b>	<b>\$ 12,000</b>	<b>\$ 672,400</b>



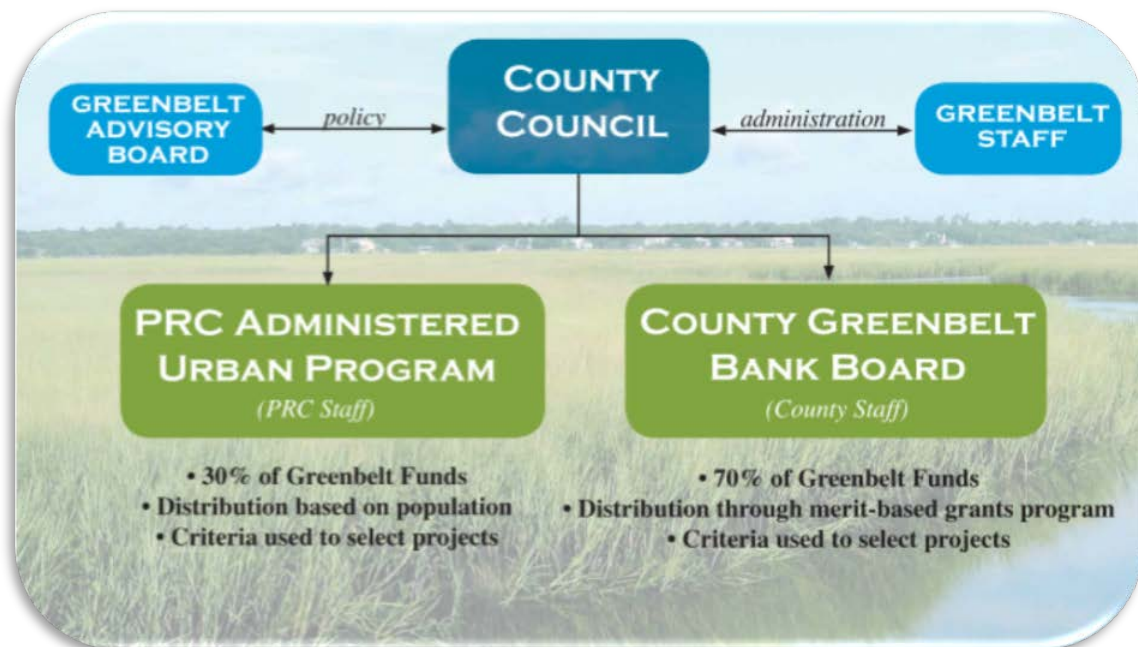


## CAPITAL PROJECTS – TRANSPORTATION SALES TAX

### 1<sup>st</sup> 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.





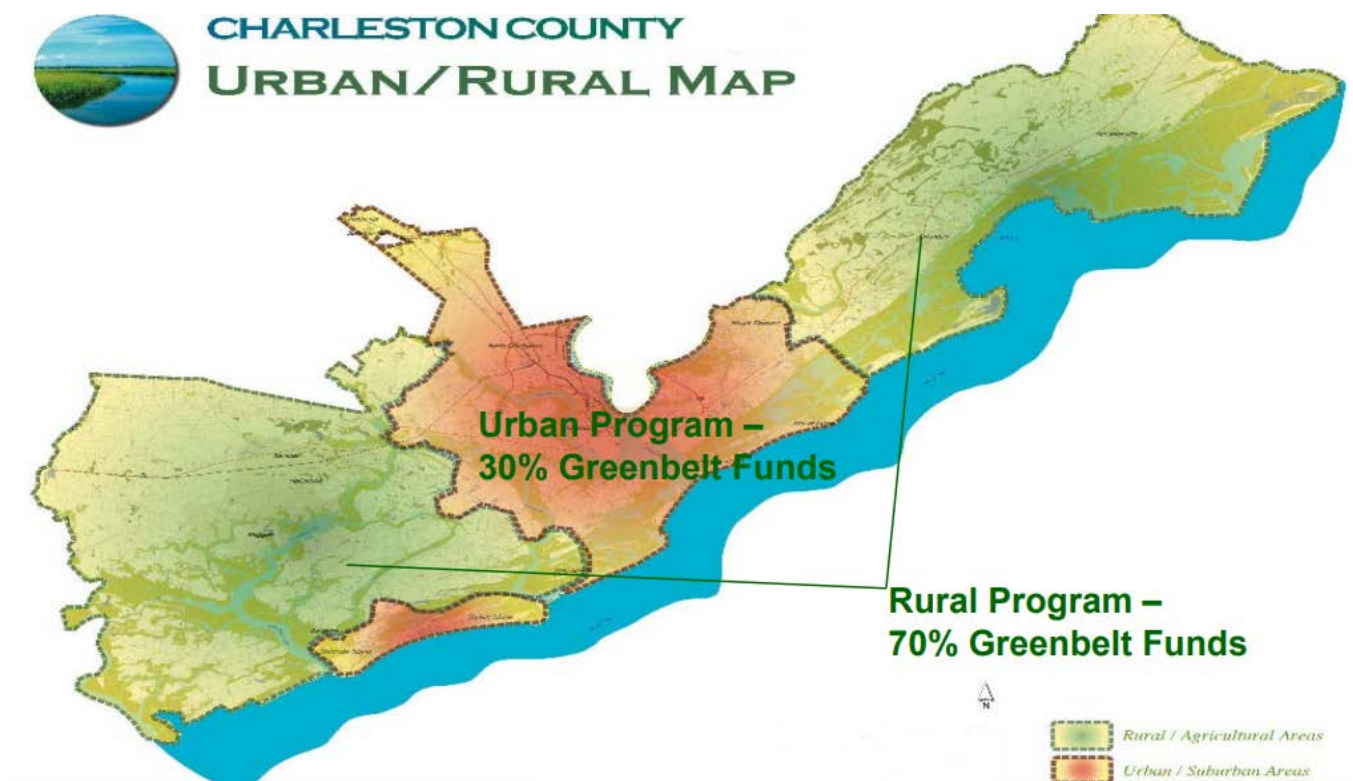
## CAPITAL PROJECTS – TRANSPORTATION SALES TAX

### 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:

### Protected Acres

- Rural Greenbelt Program 17,374
- Urban Greenbelt Program 772
- Small Landowner Program 12



*Funds from the Urban Greenbelt Program paid to develop the Sullivan's Island Natural Trail #16.*

### Funds Awarded

- Rural Greenbelt Program \$66.5 million
- Urban Greenbelt Program \$26.6 million
- Small Landowner Program \$1.1 million



*The Rural Greenbelt Program funded the purchase of 12 additional acres to the Edisto Island Open Land Trust's Legacy Live Oak Park.*

### Remaining Funds

- Rural Greenbelt Program \$0
- Urban Greenbelt Program \$1.9 million
- Small Landowner Program \$78,740



*The Rural Greenbelt Program funded the future park site on the Toogoodoo Creek.*

### 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 2019 Greenbelt Programs budget.



## **CAPITAL PROJECTS – TRANSPORTATION SALES TAX**

### **1<sup>st</sup> Transportation Sales Tax: Roads Program**

The Comprehensive Plan of Expenditures for the roads program 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 2019. The map highlights the location, the budget, the length of the road and the estimated completion date.

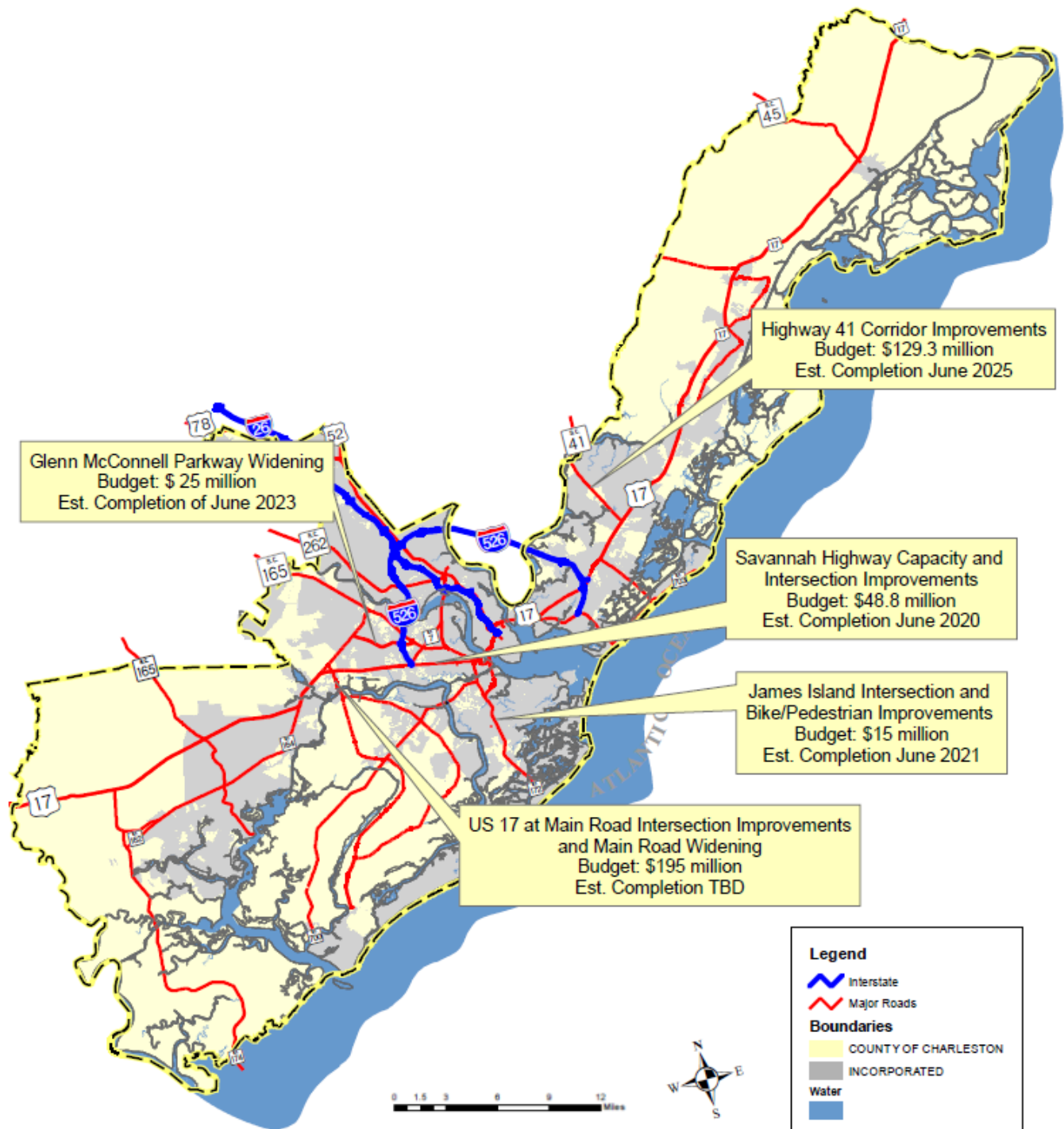
### **Impact on the Operating Budget**

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

## Transportation Sales Tax (1<sup>st</sup> & 2<sup>nd</sup>) - FY 2019 Major Projects





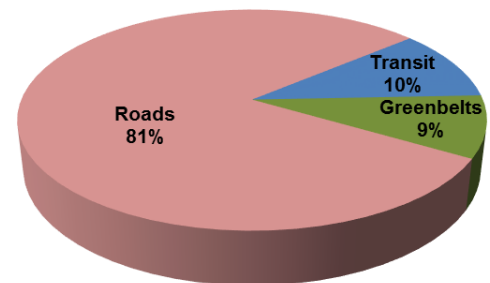
## CAPITAL PROJECTS – TRANSPORTATION SALES TAX

### Overview of the 2<sup>nd</sup> Transportation Sales Tax

A 2<sup>nd</sup> 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 2<sup>nd</sup> TST lasts for 25 years or until the projected \$2.1 billion is collected – whichever comes first, and the 2<sup>nd</sup> TST overlaps the 1<sup>st</sup> TST for 13 years from FY 2018 to FY 2030. Revenues from the 2<sup>nd</sup> TST are allocated among the same three programs as the 1<sup>st</sup> TST with 10 percent to greenbelts, 61 percent to transportation, and 29 percent to 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.

County Council approves a Comprehensive Plan of Expenditures (five-year plan) for the Transportation Sales Tax each year in June. The FY 2019 – FY 2023 plan includes \$410.6 million in capital projects for the components of the Transportation Sales Tax: greenbelts, roads, and transit.

**2nd Transportation Sales Tax  
Expenditures by Category**



#### 2nd Transportation Sales Tax Cost Summary

(in thousands)

	Prior	2019	2020	2021	2022	2023	Total
<b>CULTURE/RECREATION</b>							
Greenbelt Purchases	\$ 5,000	\$ 5,000	\$ 6,500	\$ 6,500	\$ 6,500	\$ 7,600	\$ 37,100
<b>Culture/Recreation Total</b>	<b>5,000</b>	<b>5,000</b>	<b>6,500</b>	<b>6,500</b>	<b>6,500</b>	<b>7,600</b>	<b>37,100</b>
<b>GENERAL GOVERNMENT</b>							
Bus Rapid Transit	-	2,800	2,900	2,900	9,000	25,400	43,000
<b>General Total</b>	<b>-</b>	<b>2,800</b>	<b>2,900</b>	<b>2,900</b>	<b>9,000</b>	<b>25,400</b>	<b>43,000</b>
<b>PUBLIC WORKS</b>							
Roads: Rural Allocation	2,000	2,000	2,000	2,000	2,000	2,000	12,000
Roads: Regional	5,600	5,600	5,600	16,100	29,300	75,600	137,800
Roads: Municipal	7,800	8,700	13,100	47,900	44,500	58,700	180,700
<b>Public Works Total</b>	<b>15,400</b>	<b>16,300</b>	<b>20,700</b>	<b>66,000</b>	<b>75,800</b>	<b>136,300</b>	<b>330,500</b>
<b>GRAND TOTAL</b>	<b>\$ 20,400</b>	<b>\$ 24,100</b>	<b>\$ 30,100</b>	<b>\$ 75,400</b>	<b>\$ 91,300</b>	<b>\$ 169,300</b>	<b>\$ 410,600</b>



## CAPITAL PROJECTS – TRANSPORTATION SALES TAX

### Funding the Projects

For the 2<sup>nd</sup> 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.

### 2<sup>nd</sup> Transportation Sales Tax Sources

(in thousands)

	Prior	2019	2020	2021	2022	2023	Total
REVENUES							
Sales Tax (PAYGO)	\$ 64,400	\$56,800	\$59,200	\$ 61,500	\$57,200	\$ 59,800	\$358,900
Roads Bonds	-	-	-	100,000	-	175,000	275,000
<b>GRAND TOTAL</b>	<b>\$ 64,400</b>	<b>\$56,800</b>	<b>\$59,200</b>	<b>\$161,500</b>	<b>\$57,200</b>	<b>\$234,800</b>	<b>\$633,900</b>

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

### 2<sup>nd</sup> 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 2<sup>nd</sup> 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.

### 2<sup>nd</sup> 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 2<sup>nd</sup> TST.

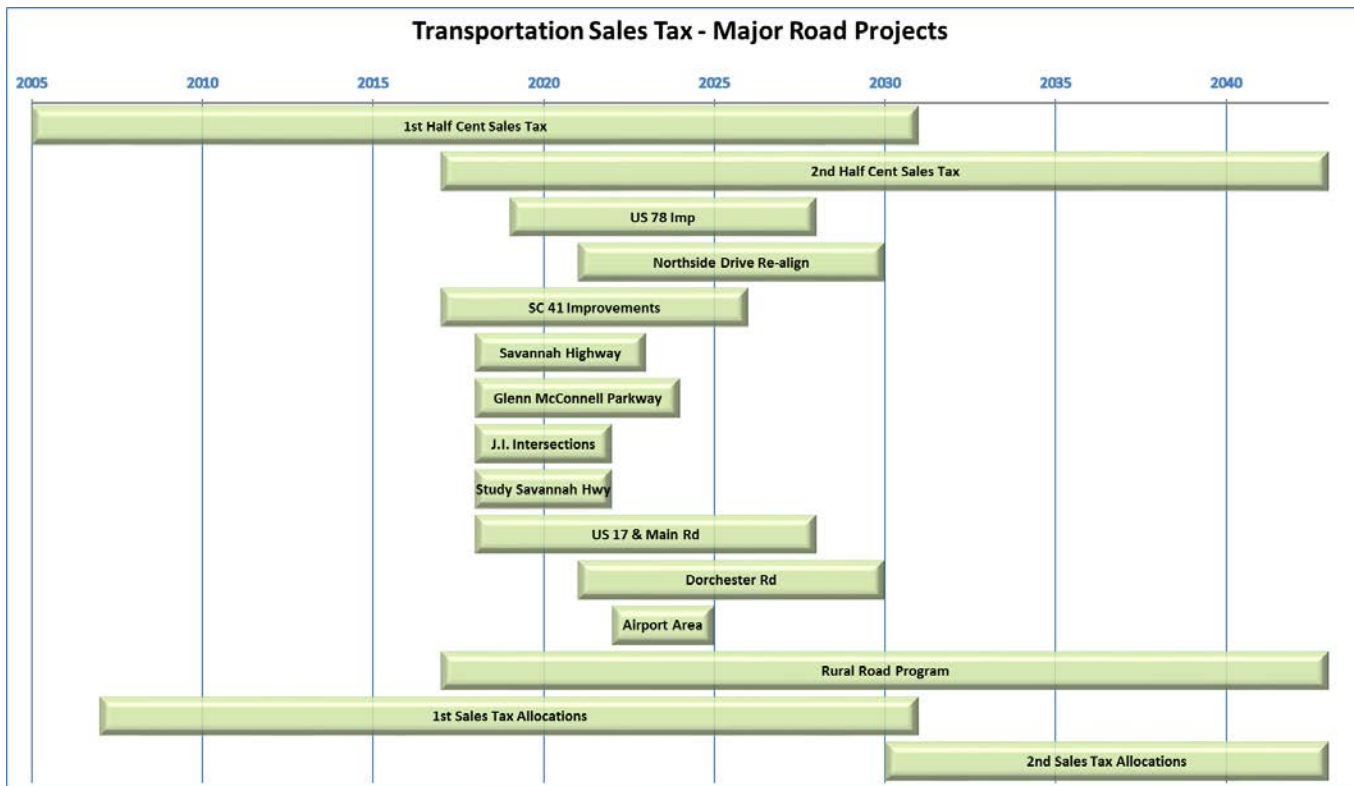
The Comprehensive Transportation Plan consists of two types of projects, annual allocations and large-scale projects. Initially, the allocation projects are for rural roads which are funded through Pay-As-You-Go funding. After the 1<sup>st</sup> TST ends in FY 2030, the allocations will expand to include 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



### 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

### 2<sup>nd</sup> 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. The Berkeley-Charleston-Dorchester Council of Governments conducted a study 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:

<b>Corridor Length:</b>	23.1 Miles (Semi Exclusive Guideway & Mixed Traffic)
<b>Number of Stations:</b>	18 (Park & Rides, Transit Hubs, & Neighborhood Stations)
<b>One-Way Travel Time:</b>	60 Minutes (Includes Station Delay Time)
<b>Number of Vehicles:</b>	16 Articulated/Hybrid Electric (or other clean fuel)
<b>Planning Level Estimated Capital Construction Costs:</b>	\$360 Million (\$15.5M per Mile) Up to 80% can be funded with federal funds (typically 60%)
<b>Planning Level Annual Operating Costs:</b>	\$5.9 Million / Year
<b>Total Annual BRT Transit Trips/Systemwide Transit Trips:</b>	2 Million BRT Trips/6.5 Million Systemwide
<b>Total Daily Trips/"New" Transit Trips:</b>	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 2<sup>nd</sup> TST estimated that the local match for operating the BRT would be approximately \$4.0 million beginning in FY 2028.



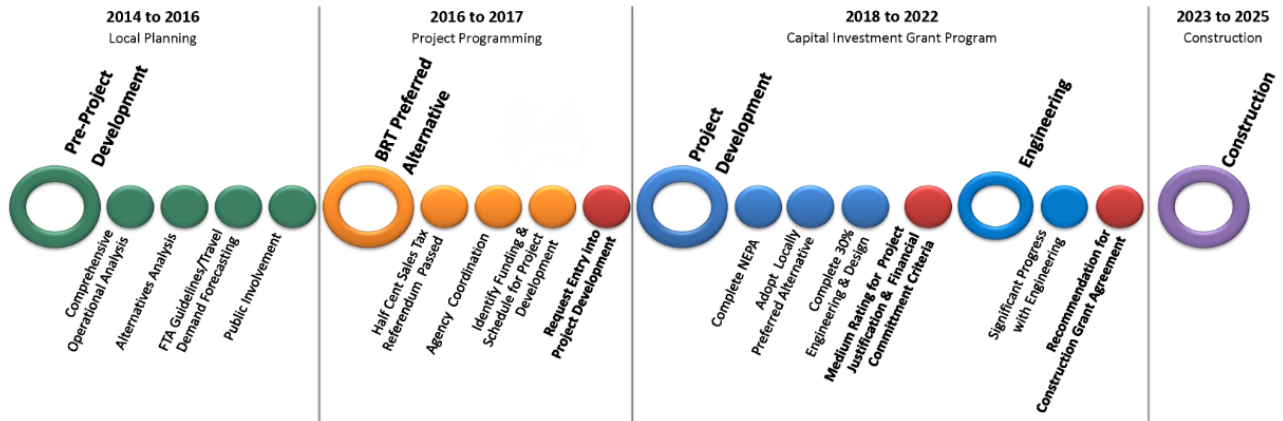
# CAPITAL PROJECTS – TRANSPORTATION SALES TAX

The timeline for the Bus Rapid Transit (BRT):

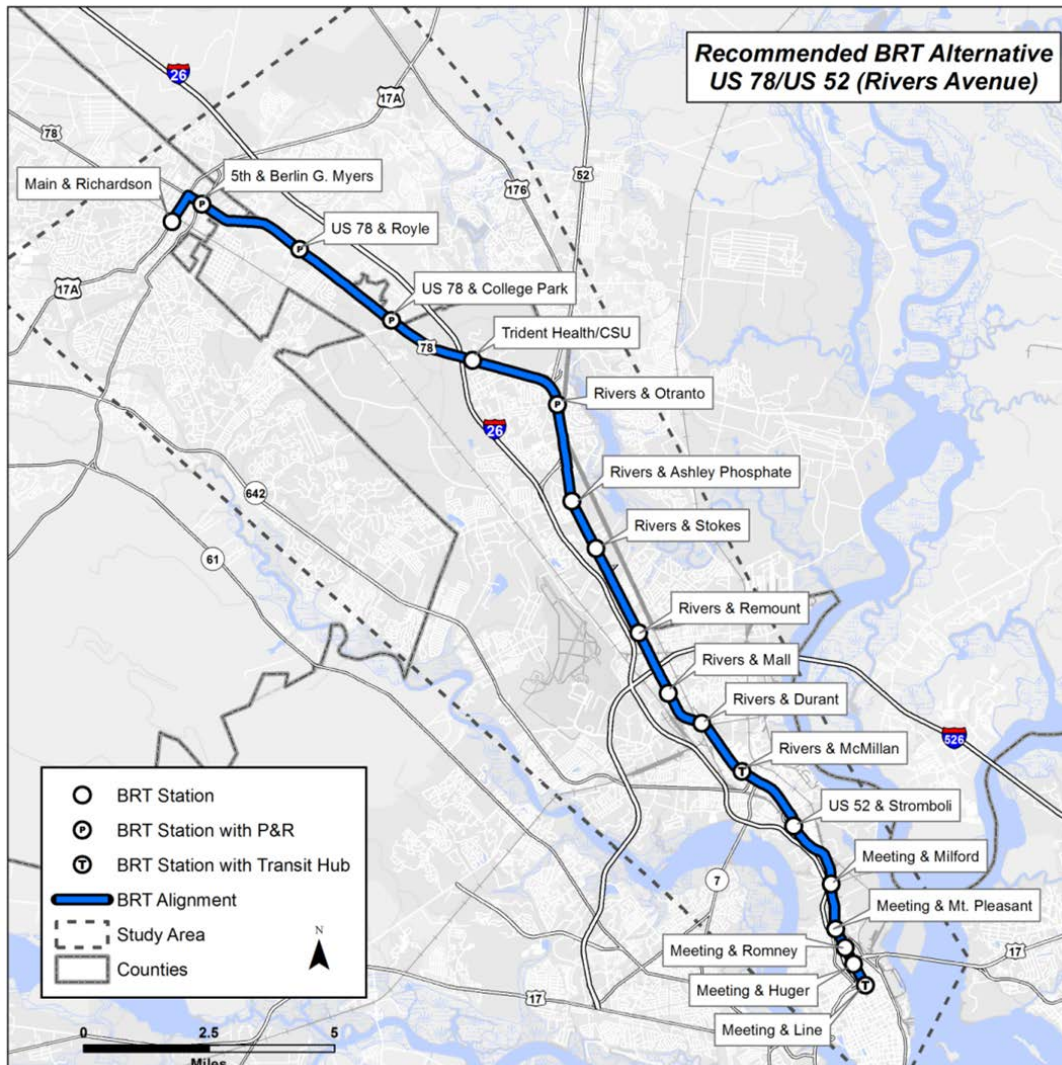


i26ALT

I-26ALT Bus Rapid Transit Project Timeline



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





# CAPITAL PROJECTS – ENVIRONMENTAL MANAGEMENT

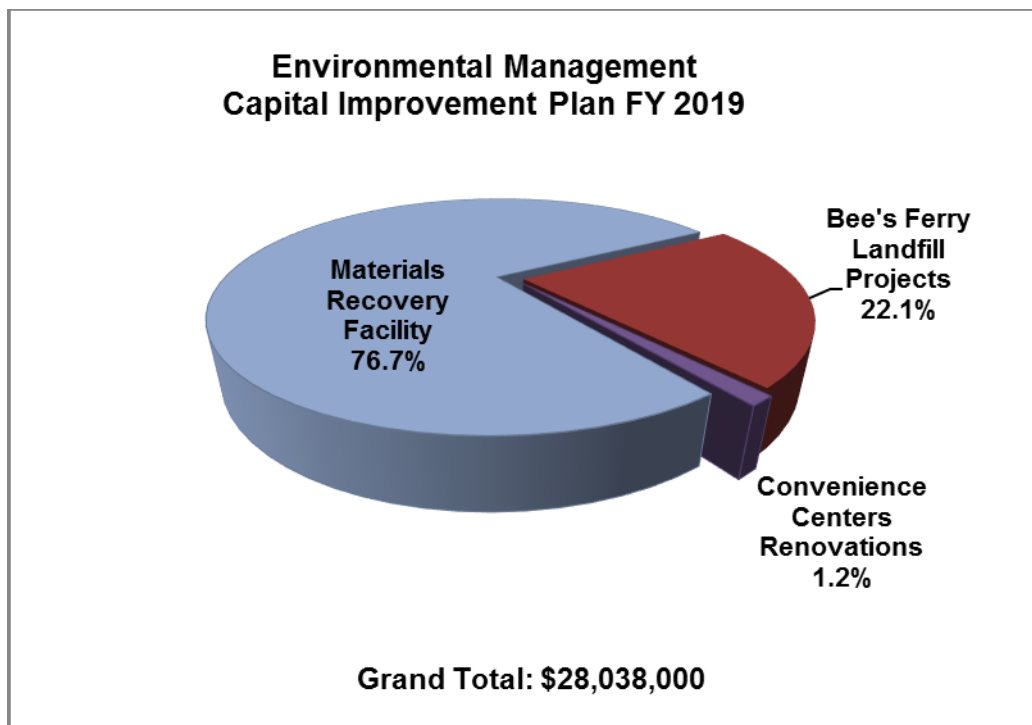
## Environmental Management Capital Improvement Plan

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	2019	2020	2021	2022	2023	Beyond	Project Total
<b>Public Works</b>								
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	312	188	-	-	-	-	-	500
Convenience Centers Renovations	-	350	250	-	-	-	-	600
Materials Recovery Facility	10,500	21,500	-	-	-	-	-	32,000
<b>GRAND TOTAL</b>	<b>\$ 10,812</b>	<b>\$ 28,038</b>	<b>\$ 4,600</b>	<b>\$ 2,150</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 10,000</b>	<b>\$ 55,600</b>

\* 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	2019	2020	2021	2022	2023	Beyond	Total
Existing Funds	\$ 31,850	\$ 8,350	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,200
Future Sources	-	-	3,250	2,150	-	-	10,000	15,400
<b>GRAND TOTAL</b>	<b>\$ 31,850</b>	<b>\$ 8,350</b>	<b>\$ 3,250</b>	<b>\$ 2,150</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 10,000</b>	<b>\$ 55,600</b>

\* 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: 2019-2025

**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	2019	2020	2021	2022	2023	BEYOND	TOTAL
	\$0	\$6,000	\$3,000	\$0	\$0	\$0	\$10,000	\$19,000
FUNDING SOURCE	PRIOR	2019	2020	2021	2022	2023	BEYOND	TOTAL
Existing Funds	\$0	\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000
Future Sources	0	0	3,000	0	0	0	10,000	13,000
<b>GRAND TOTAL</b>	<b>\$0</b>	<b>\$6,000</b>	<b>\$3,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$19,000</b>
O&M Costs (Savings)		2019	2020	2021	2022	2023	*Amounts in thousands of dollars	
Personnel		\$0	\$0	\$0	\$0	\$0		
Operating		0	0	0	0	0		
<b>Grand Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		

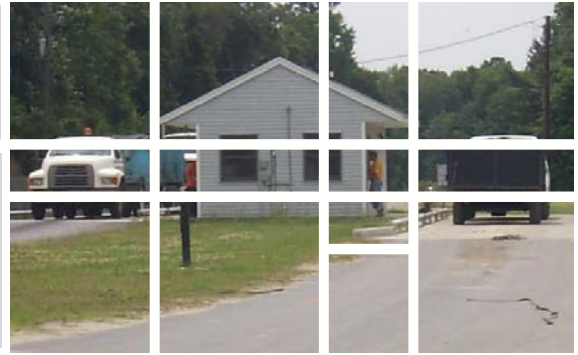
#### Operation & Maintenance Impacts

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	2019	2020	2021	2022	2023	BEYOND	TOTAL
	\$0	\$0	\$1,350	\$2,150	\$0	\$0	\$0	\$3,500

FUNDING SOURCE	PRIOR	2019	2020	2021	2022	2023	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
<b>GRAND TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,350</b>	<b>\$2,150</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,500</b>

O&M Costs (Savings)	2019	2020	2021	2022	2023
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	100	100	100	100
<b>Grand Total</b>	<b>\$0</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>

\*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:** 2017-2019

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

#### 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	2019	2020	2021	2022	2023	BEYOND	TOTAL
	\$312	\$188	\$0	\$0	\$0	\$0	\$0	\$500

FUNDING SOURCE	PRIOR	2019	2020	2021	2022	2023	BEYOND	TOTAL
Existing Funds	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$500
<b>GRAND TOTAL</b>	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$500

O&M Costs (Savings)	2019	2020	2021	2022	2023
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	(31)	(32)	(32)	(32)
<b>Grand Total</b>	\$0	(31)	(32)	(32)	(32)

*\*Amounts in thousands of dollars*

#### Operation & Maintenance Impacts

*Operating savings are estimated to begin during FY 2019 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:**  
**\$600,000**

### 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	2019	2020	2021	2022	2023	BEYOND	TOTAL
	\$0	\$350	\$250	\$0	\$0	\$0	\$0	\$600

FUNDING SOURCE	PRIOR	2019	2020	2021	2022	2023	BEYOND	TOTAL
Existing Funds	\$0	\$350	\$0	\$0	\$0	\$0	\$0	\$350
Future Sources	0	0	250	0	0	0	0	250
<b>GRAND TOTAL</b>	<b>\$0</b>	<b>\$350</b>	<b>\$250</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>

O&M Costs (Savings)	2019	2020	2021	2022	2023
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	0	10	10	10
<b>Grand Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10</b>	<b>\$10</b>	<b>\$10</b>

*\*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:** 2015-2019

**Total Project Cost:**  
**\$32,000,000**

#### 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 by utilizing a single shift. 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 June 2019.

EXPENDITURES	PRIOR	2019	2020	2021	2022	2023	BEYOND	TOTAL
	\$10,500	\$21,500	\$0	\$0	\$0	\$0	\$0	\$32,000

FUNDING SOURCE	PRIOR	2019	2020	2021	2022	2023	BEYOND	TOTAL
Existing Funds	\$30,000	\$2,000	\$0	\$0	\$0	\$0	\$0	\$32,000
<b>GRAND TOTAL</b>	\$30,000	\$2,000	\$0	\$0	\$0	\$0	\$0	\$32,000

O&M Costs (Savings)	2019	2020	2021	2022	2023
New Revenues	\$0	(\$3,500)	(\$3,500)	(\$3,500)	(\$3,500)
Personnel	0	0	0	0	0
Operating	0	1,200	1,200	1,200	1,200
<b>Grand Total</b>	\$0	(\$2,300)	(\$2,300)	(\$2,300)	(\$2,300)

*\*Amounts in thousands of dollars*

#### Operation & Maintenance Impacts

*During FY2019, the County is sending its recyclables to Horry County for processing at a cost of \$2.0 million. Some additional cost is expected to operate the new facility, however, additional revenue is anticipated*