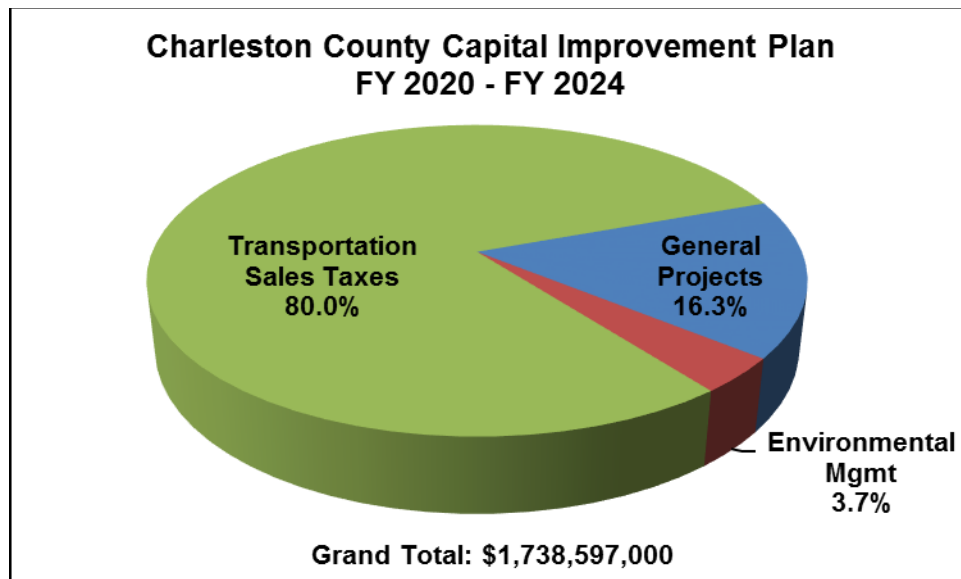


## CAPITAL PROJECTS – OVERVIEW

### Overview

The FY 2020 – FY 2024 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 \$1,738.6 million and include \$284.3 million allocated to the General Capital Improvement Plan, \$1,390.5 million allocated to the Transportation Sales Tax Comprehensive Plans of Expenditures, and \$63.8 million 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	\$3,485,923
Special Revenue Funds	21,000
Enterprise Funds	3,855,000
Internal Service Funds	4,309,211
<b>Grand Total</b>	<b>\$11,671,134</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.

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.

### Financial Policies

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

### 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 2020, the Facilities Management Department will begin an evaluation of the County's facilities. When the evaluation is completed, the plan will estimate an annual funding amount for maintenance.

## CAPITAL PROJECTS – GENERAL

### Capital Improvement Plan – General

The County updates the Capital Improvement Plan (CIP) annually. The FY2020–FY2024 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 \*

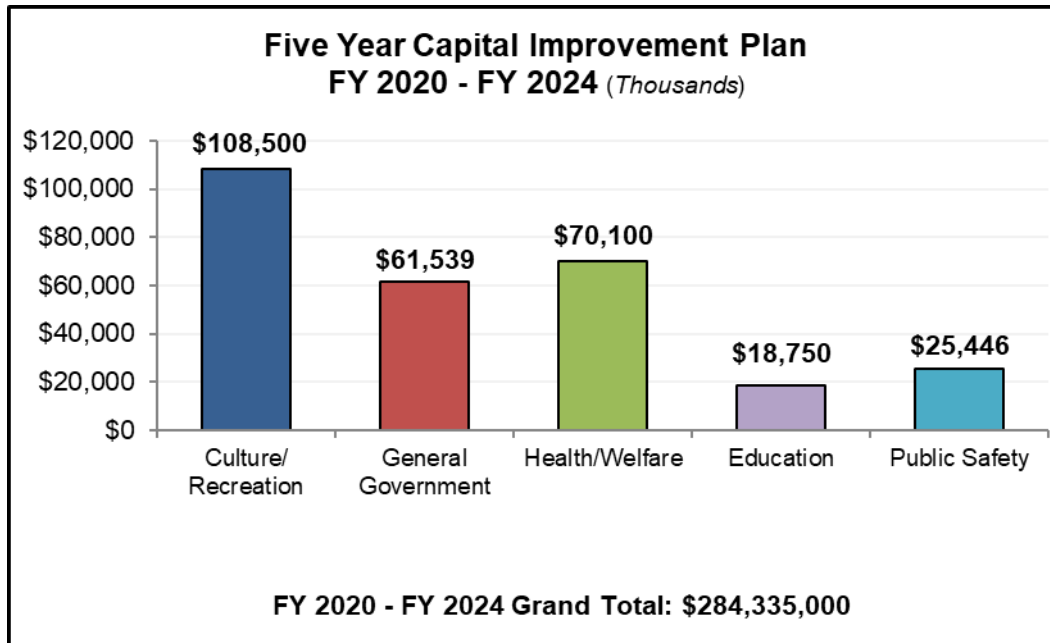
Project Title	Prior	2020	2021	2022	2023	2024	Beyond	Total
<b>CULTURE/RECREATION</b>								
Library Facilities	\$ 39,605	\$ 43,895	\$ 8,000	\$17,000	\$ -	\$ -	\$ -	\$ 108,500
<b>Culture/Recreation Total</b>	<b>39,605</b>	<b>43,895</b>	<b>8,000</b>	<b>17,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>108,500</b>
<b>EDUCATION</b>								
Trident Aeronautical Training Facil	15,069	3,681	-	-	-	-	-	18,750
<b>Education Total</b>	<b>15,069</b>	<b>3,681</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>18,750</b>
<b>GENERAL GOVERNMENT</b>								
Assessor Relocation	-	-	100	-	400	-	-	500
Azalea Complex	4,331	7,342	774	31,201	673	13,627	-	57,948
County Office Building Renovations	-	1,801	-	-	-	-	-	1,801
Radio Tower Replacements	131	1,159	-	-	-	-	-	1,290
<b>General Government Total</b>	<b>4,462</b>	<b>10,302</b>	<b>874</b>	<b>31,201</b>	<b>1,073</b>	<b>13,627</b>	<b>-</b>	<b>61,539</b>
<b>HEALTH/WELFARE</b>								
Community Services Hub	-	4,890	10,710	50,400	-	-	-	66,000
Disabilities Board	4,053	47	-	-	-	-	-	4,100
<b>Health/Welfare Total</b>	<b>4,053</b>	<b>4,937</b>	<b>10,710</b>	<b>50,400</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>70,100</b>
<b>PUBLIC SAFETY</b>								
Awendaw Fire Station	560	2,840	-	-	-	-	-	3,400
Corrections Campus	342	5,499	14,120	-	-	-	-	19,961
Sheriff's Ranges	71	2,014	-	-	-	-	-	2,085
<b>Public Safety Total</b>	<b>973</b>	<b>10,353</b>	<b>14,120</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>25,446</b>
<b>GRAND TOTAL</b>	<b>\$ 64,162</b>	<b>\$ 73,168</b>	<b>\$33,704</b>	<b>\$98,601</b>	<b>\$ 1,073</b>	<b>\$13,627</b>	<b>\$ -</b>	<b>\$ 284,335</b>

\* Amounts in thousands of dollars

## CAPITAL PROJECTS – GENERAL

Ten of the eleven projects listed in the CIP have funds appropriated for use in FY 2020.

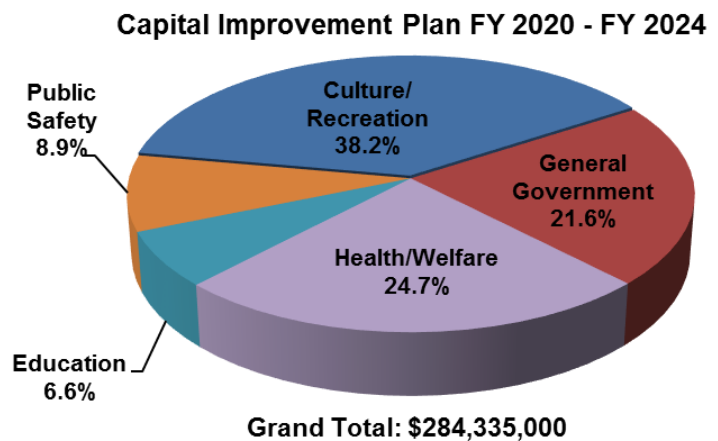
The following graph shows the proposed projects scheduled during the five year CIP. See the Project Summary pages for project details.



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...*

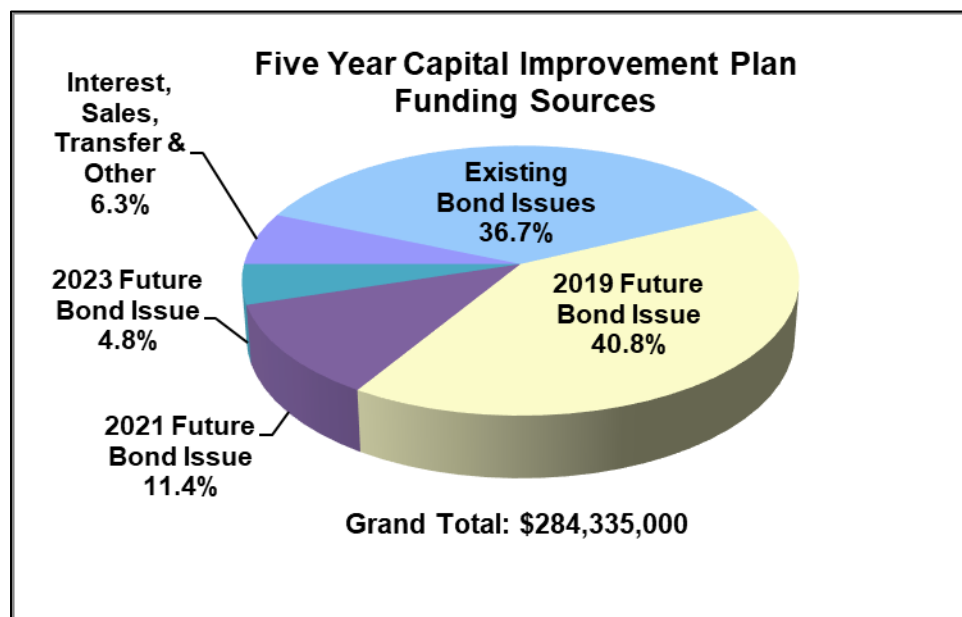
## CAPITAL PROJECTS – GENERAL

### General Project Source Summary \*

Funding Source	Prior	2020	2021	2022	2023	2024	Beyond	Total
Interest, Sales, Transfer & Other	\$ 17,930	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,930
Existing Bond Issues	104,282	-	-	-	-	-	-	104,282
2019 Future Bond Issue	-	116,222	-	-	-	-	-	116,222
2021 Future Bond Issue	-	-	-	32,274	-	-	-	32,274
2023 Future Bond Issue	-	-	-	-	-	13,627	-	13,627
<b>GRAND TOTAL</b>	<b>\$ 122,212</b>	<b>\$ 116,222</b>	<b>\$ -</b>	<b>\$ 32,274</b>	<b>\$ -</b>	<b>\$ 13,627</b>	<b>\$ -</b>	<b>\$ 284,335</b>

\* Amounts in thousands of dollars

40.9 percent of the funding associated with the five year General Capital Improvement Plan is scheduled to be applied to projects in FY 2020.



### 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

*Wando Mt. Pleasant Library was first to open 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:** 2016-2022

**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 utilizes a pay as you go funding strategy assisted by bond issuances in FY 2017 and in FY 2020.

EXPENDITURES	PRIOR	2020	2021	2022	2023	2024	BEYOND	TOTAL
	\$39,605	\$43,895	\$8,000	\$17,000	\$0	\$0	\$0	\$108,500

FUNDING SOURCE	PRIOR	2020	2021	2022	2023	2024	BEYOND	TOTAL
Interest, Sales, Transfer & Other	\$13,307	\$0	\$0	\$0	\$0	\$0	\$0	\$13,307
Existing Bonds	70,193	0	0	0	0	0	0	70,193
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)	2020	2021	2022	2023	2024
Personnel	\$6,097	\$8,050	\$8,372	\$8,706	\$9,055
Operating	2,424	3,285	3,409	3,538	3,671
<b>Grand Total</b>	<b>\$8,521</b>	<b>\$11,335</b>	<b>\$11,781</b>	<b>\$12,244</b>	<b>\$12,726</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 FY 2016 after utilizing the funds on a pay-as-you-go basis for the capital costs.</p>
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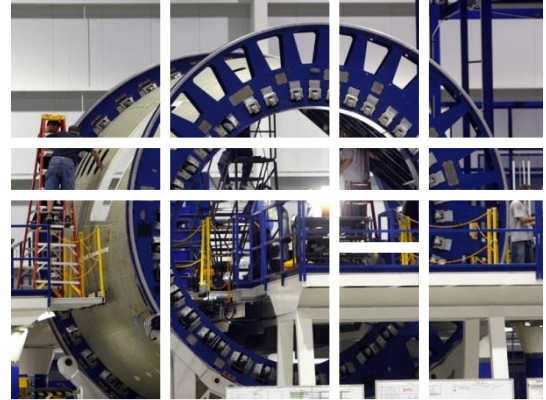


## CAPITAL PROJECTS - GENERAL

### 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	2020	2021	2022	2023	2024	BEYOND	TOTAL
	\$15,069	\$3,681	\$0	\$0	\$0	\$0	\$0	\$18,750

FUNDING SOURCE	PRIOR	2020	2021	2022	2023	2024	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)	2020	2021	2022	2023	2024
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

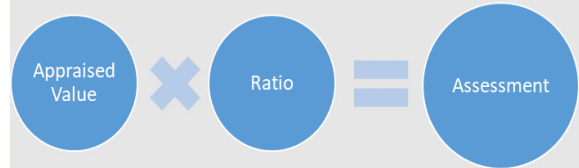
### Operation & Maintenance Impacts

Charleston County will not own or operate this facility; however, the County provides for Trident Technical College's maintenance of facilities through a dedicated property tax millage.



# CAPITAL PROJECTS - GENERAL

## Assessor Relocation



### Project Highlights

**Initiative:** Service Delivery  
**Function:** General  
**Type:** Renovation  
**Management:** Finance  
**Duration:** 2021-2023

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

### DESCRIPTION

The County Assessor currently leases space. The County plans to move the location of the Assessor's Department to the Charleston County Public Service Building pending the completion of the Azalea Complex Project. The relocation will save the County the annual costs of leasing space from a third party.

EXPENDITURES	PRIOR	2020	2021	2022	2023	2024	BEYOND	TOTAL
	\$0	\$0	\$100	\$0	\$400	\$0	\$0	\$500

FUNDING SOURCE	PRIOR	2020	2021	2022	2023	2024	BEYOND	TOTAL
Future Bond Issues	0	100	0	400	0	0	0	500
<b>GRAND TOTAL</b>	\$0	\$100	\$0	\$400	\$0	\$0	\$0	\$500

O&M Costs (Savings)	2020	2021	2022	2023	2024
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	0	0	(377)	(516)
<b>Grand Total</b>	\$0	\$0	\$0	(377)	(516)

\*Amounts in thousands of dollars

### Operation & Maintenance Impacts

The relocation of the Assessor's Department to the County PSB is expected to decrease the operating cost of the annual lease the County currently pays to a third party.

## CAPITAL PROJECTS - GENERAL

## Azalea Complex

*Existing complex located on  
Azalea Drive*



**Project Highlights**

**Initiative:** Service Delivery

**Function:** General Government

**Type:** New

**Management:** Facilities  
Management

**Duration:** 2017-2025

**Total Project Cost:**  
**\$57,948,000**

**Function: General Government**

## Management: Facilities

**Duration: 2017-2025**

**Total Project Cost:**  
**\$57,948,000**

## DESCRIPTION

County Facilities Management is planning a multi-year project to redevelop the Azalea Complex to house offices and equipment for Public Works, Facilities Management, Fleet Management, Transportation Development, Emergency Medical Services, and the Board of Elections and Voter Registration. The redevelopment was initiated with acquisition of land in 2017, 2018, and 2019. The plan reorganizes the site to provide a more practical circulation pattern including separation of areas accessed by the public and staff. Fueling facilities will be consolidated and upgraded. A new administration building will be constructed along with right-sized shops, garages, warehouse and yards.

[illegible]

## CAPITAL PROJECTS - GENERAL

### Charleston County Office Building Renovations

Photo of COB



#### Project Highlights

**Initiative:** Service Delivery  
**Function:** General Government  
**Type:** Renovation  
**Management:** Facilities Management  
**Duration:** 2020-2021

**Total Project Cost:**  
**\$1,801,000**

#### DESCRIPTION

Charleston County Facilities performed a space utilization study for the County Office Building to re-evaluate the most efficient use of space after the departure of the Assessor's Department. Renovations will occur on the 1<sup>st</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> floors and include renovations to office space, a conference room, as well as sufficient storage. Renovations will also include the relocation of a Magistrate's Office from 995 Morrison Drive to the 3<sup>rd</sup> floor.

EXPENDITURES	PRIOR	2020	2021	2022	2023	2024	BEYOND	TOTAL
	\$0	\$1,801	\$0	\$0	\$0	\$0	\$0	\$1,801
FUNDING SOURCE	PRIOR	2020	2021	2022	2023	2024	BEYOND	TOTAL
Future Bonds	\$0	\$1,801	\$0	\$0	\$0	\$0	\$0	\$1,801
<b>GRAND TOTAL</b>	\$0	\$1,801	\$0	\$0	\$0	\$0	\$0	\$1,801
O&M Costs (Savings)		2020	2021	2022	2023	2024	*Amounts in thousands of dollars	
Personnel		\$0	\$0	\$0	\$0	\$0		
Operating		0	(25)	(50)	(50)	(50)		
<b>Grand Total</b>		\$0	(\$25)	(\$50)	(\$50)	(\$50)		

#### Operation & Maintenance Impacts

The County expects savings in operating costs due to the elimination of a Magistrate's Court and office space at 995 Morrison Drive.

## CAPITAL PROJECTS - GENERAL

### Radio Tower Replacements



Radio Tower

#### Project Highlights

**Initiative:** Public Safety

**Function:** General

**Type:** Replacement

**Management:** Financial Services

**Duration:** 2019-2020

**Total Project Cost:**  
**\$1,290,000**

#### DESCRIPTION

This project involves replacement of two radio control towers used by public safety departments and other third parties in the area. The replacement includes turnkey construction of two new towers and demolition of the two old towers. One tower is located at Adams Run and the other one in a remote section of Awendaw.

EXPENDITURES	PRIOR	2020	2021	2022	2023	2024	BEYOND	TOTAL
	\$131	\$1,159	\$0	\$0	\$0	\$0	\$0	\$1,290
FUNDING SOURCE	PRIOR	2020	2021	2022	2023	2024	BEYOND	TOTAL
Interest, Sales, Transfer & Other	\$1,290	\$0	\$0	\$0	\$0	\$0	\$0	\$1,290
<b>GRAND TOTAL</b>	\$1,290	\$0	\$0	\$0	\$0	\$0	\$0	\$1,290
O&M Costs (Savings)		2020	2021	2022	2023	2024	*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 - GENERAL

### Community Services Hub

No rendering or design  
currently available

#### Project Highlights

**Initiative:** Service Delivery  
**Function:** Health / Welfare  
**Type:** New  
**Management:** Facilities  
**Duration:** 2020-2022

**Total Project Cost:**  
**\$66,000,000**

#### DESCRIPTION

The County plans to create a community services hub that would house the current County tenants of the Department of Alcohol and Other Drug Abuse Services (DAODAS), State Department of Health, State Department of Social Services, State Department of Health and Human Services, and Vital Records. The site and size of the facility has yet to be determined. The consolidation of these multiple departments and agencies is expected to improve access to services.

EXPENDITURES	PRIOR	2020	2021	2022	2023	2024	BEYOND	TOTAL
	\$0	\$4,890	\$10,710	\$50,400	\$0	\$0	\$0	\$66,000
FUNDING SOURCE	PRIOR	2020	2021	2022	2023	2024	BEYOND	TOTAL
Interest, Sales, Transfer & Other	\$824	\$0	\$0	\$0	\$0	\$0	\$0	\$824
Existing Bond Issues	6,000	0	0	0	0	0	0	6,000
Future Bond Issues	0	59,176	0	0	0	0	0	59,176
<b>GRAND TOTAL</b>	<b>\$6,824</b>	<b>\$59,176</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$66,000</b>
O&M Costs (Savings)	2020	2021	2022	2023	2024	*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>			

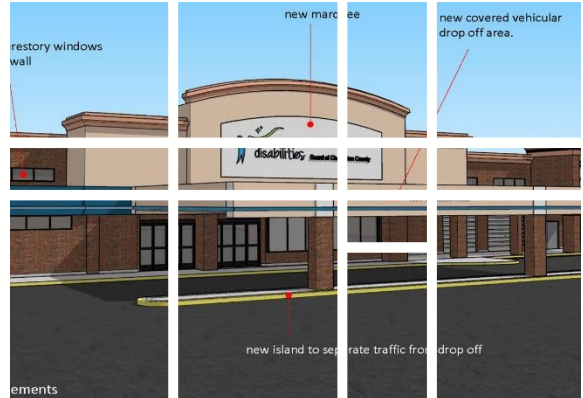
#### Operation & Maintenance Impacts

The operating costs are not expected to significantly change because of the similar amount of space utilized by these functions. However, savings are anticipated for large maintenance projects at the previous locations.

## CAPITAL PROJECTS - GENERAL

### Disabilities Board

*Rendering of renovated facility located at Remount Road.*



### Project Highlights

**Initiative:** Service Delivery  
**Function:** General Government  
**Type:** Replacement  
**Management:** Facilities Management  
**Duration:** 2019-2020

**Total Project Cost:**  
**\$4,100,000**

### DESCRIPTION

The Disabilities Board is currently located at 995 Morrison Drive and occupies approximately 35,000 square feet under long-term lease. The existing facility is in need of extensive work, including a new roof. Rather than spend significant funds to repair the existing building with no financial recovery, the County is relocating the Disabilities Board to 1357 Remount Road. In lieu of continuing to pay operating and maintenance costs associated with another long-term lease, the County is creating a horizontal property regime that the Disabilities Board will own and and be responsible for all maintenance and costs.

EXPENDITURES	PRIOR	2020	2021	2022	2023	2024	BEYOND	TOTAL
	\$4,053	\$47	\$0	\$0	\$0	\$0	\$0	\$4,100

FUNDING SOURCE	PRIOR	2020	2021	2022	2023	2024	BEYOND	TOTAL
Interest, Sales, Transfer & Other	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$100
Existing Bond Issues	4,000	0	0	0	0	0	0	4,000
<b>GRAND TOTAL</b>	<b>\$4,100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,100</b>

O&M Costs (Savings)	2020	2021	2022	2023	2024
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	0	20	21	22
<b>Grand Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20</b>	<b>\$21</b>	<b>\$22</b>

*\*Amounts in thousands of dollars*

### Operation & Maintenance Impacts

*The operating and maintenance costs are expected to be reduced due to the elimination of office and and program space at 995 Morrison and reassignment of all O&M expenses to the Disabilities Board.*



## CAPITAL PROJECTS - GENERAL

### Awendaw Fire Station

Awendaw Fire Station #7  
Rendering



### Project Highlights

**Initiative:** Service Delivery

**Function:** Public Safety

**Type:** New

**Management:** Facilities  
Management

**Duration:** 2015-2020

**Total Project Cost:**  
**\$3,400,000**

### DESCRIPTION

This project was initiated to purchase property and build a new fire station in the rural area of Awendaw/McClellanville. In FY 2017, site selection took place and construction began in FY 2019. The project includes public water extensions and roadway access. The cost was increased due to market construction costs and to accommodate Emergency Medical Services staff and vehicles.

EXPENDITURES	PRIOR	2020	2021	2022	2023	2024	BEYOND	TOTAL
	\$560	\$2,840	\$0	\$0	\$0	\$0	\$0	\$3,400

FUNDING SOURCE	PRIOR	2020	2021	2022	2023	2024	BEYOND	TOTAL
Interest, Sales, Transfer & Other	\$1,284	\$0	\$0	\$0	\$0	\$0	\$0	\$1,284
Existing Bond Issues	1,416	0	0	0	0	0	0	1,416
Future Bond Issues	0	700	0	0	0	0	0	700
<b>GRAND TOTAL</b>	<b>\$2,700</b>	<b>\$700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,400</b>

O&M Costs (Savings)	2020	2021	2022	2023	2024
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	20	25	26	27
<b>Grand Total</b>	<b>\$0</b>	<b>\$20</b>	<b>\$25</b>	<b>\$26</b>	<b>\$27</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 \$20,000 per year.



## CAPITAL PROJECTS - GENERAL

### Corrections Campus

Existing site plan of  
Corrections Campus



### Project Highlights

Initiative: Service Delivery

Function: Public Safety

Type: Replacement

Management: Facilities  
Management

Duration: 2018-2021

**Total Project Cost:  
\$19,961,000**

### DESCRIPTION

This project will re-purpose two buildings on Leeds Avenue to accommodate the relocation of the State Department of Juvenile Justice and State Probation and Parole.

A new Juvenile Detention Center will be constructed on Leeds Avenue and replace the existing facility at Headquarters Road. The project began design in FY 2018 and is estimated to complete construction in FY 2021. When completed, the new Juvenile Detention Center will have capacity to house 72 juveniles, include an outdoor recreation space, administration and medical space, classrooms, and public visitation space.

EXPENDITURES	PRIOR	2020	2021	2022	2023	2024	BEYOND	TOTAL
	\$342	\$5,499	\$14,120	\$0	\$0	\$0	\$0	\$19,961

FUNDING SOURCE	PRIOR	2020	2021	2022	2023	2024	BEYOND	TOTAL
Existing Bond Issues	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$300
Future Bond Issues	0	19,661	0	0	0	0	0	19,661
<b>GRAND TOTAL</b>	<b>\$300</b>	<b>\$19,661</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$19,961</b>

O&M Costs (Savings)	2020	2021	2022	2023	2024
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	0	100	103	106
<b>Grand Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100</b>	<b>\$103</b>	<b>\$106</b>

\*Amounts in thousands  
of dollars

### Operation & Maintenance Impacts

The new Juvenile Detention Center will have increased square footage and the County expects an increase in annual operating and maintenance costs.

## CAPITAL PROJECTS - GENERAL

### Sheriff Ranges

*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:** 2017-2020

**Total Project Cost:**  
**\$2,085,000**

### DESCRIPTION

This project will create a consolidated range complex to support training operations. Specifically, the project will include a 50-yard pistol range, a 800-yard rifle range, explosive range, and support areas to include an administrative building with classrooms, restroom facilities, and a parking lot.

EXPENDITURES	PRIOR	2020	2021	2022	2023	2024	BEYOND	TOTAL
	\$71	\$2,014	\$0	\$0	\$0	\$0	\$0	\$2,085

FUNDING SOURCE	PRIOR	2020	2021	2022	2023	2024	BEYOND	TOTAL
Future Bond Issues	\$0	\$2,085	\$0	\$0	\$0	\$0	\$0	\$2,085
<b>GRAND TOTAL</b>	\$0	\$2,085	\$0	\$0	\$0	\$0	\$0	\$2,085

O&M Costs (Savings)	2020	2021	2022	2023	2024
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	10	11	12	13
<b>Grand Total</b>	\$0	\$10	\$11	\$12	\$13

*\*Amounts in thousands  
of dollars*

<b>Operation &amp; Maintenance Impacts</b>	<i>The new Training Center will require maintenance, utilities, and insurance.</i>
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## 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) and Tri-County Link to provide mass transit solutions to the urban and rural areas of the County.

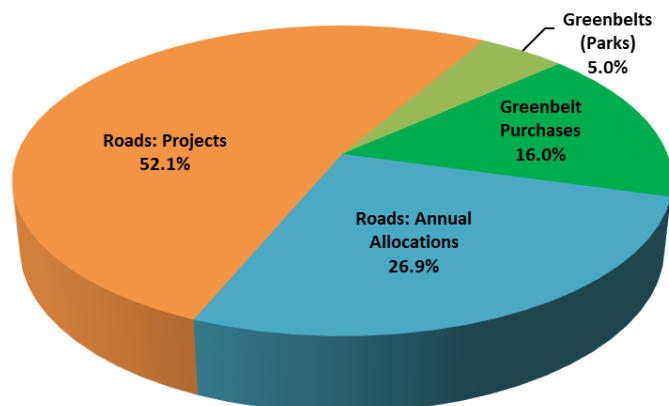
Collection of the Transportation Sales Tax funds began in May 2005, and will continue for 25 years or until \$1.3 billion is collected for green space, transportation and transit. County Council approves a Comprehensive Plan of Expenditures (five-year plan) for the Transportation Sales Tax each year in June. The FY 2020 – FY 2024 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	2020	2021	2022	2023	2024	Total
<b>CULTURE/RECREATION</b>							
Greenbelts (Parks)	\$ 36,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 36,000
Greenbelt Purchases	107,600	1,000	1,500	1,500	1,300	1,300	114,200
<b>Culture/Recreation Total</b>	<b>143,600</b>	<b>1,000</b>	<b>1,500</b>	<b>1,500</b>	<b>1,300</b>	<b>1,300</b>	<b>150,200</b>
<b>PUBLIC WORKS</b>							
Roads: Annual Allocations	147,000	9,000	9,000	9,000	9,000	9,000	192,000
Roads: Projects	336,500	8,000	100	100	100	27,000	371,800
<b>Public Works Total</b>	<b>483,500</b>	<b>17,000</b>	<b>9,100</b>	<b>9,100</b>	<b>9,100</b>	<b>36,000</b>	<b>563,800</b>
<b>GRAND TOTAL</b>	<b>\$ 627,100</b>	<b>\$ 18,000</b>	<b>\$ 10,600</b>	<b>\$ 10,600</b>	<b>\$ 10,400</b>	<b>\$ 37,300</b>	<b>\$ 714,000</b>

The total cost of the FY 2020 – FY 2024 plan of capital expenditures in the first Transportation Sales Tax program total \$714.0 million.



**Grand Total \$714,000,000**

## CAPITAL PROJECTS – TRANSPORTATION SALES TAX

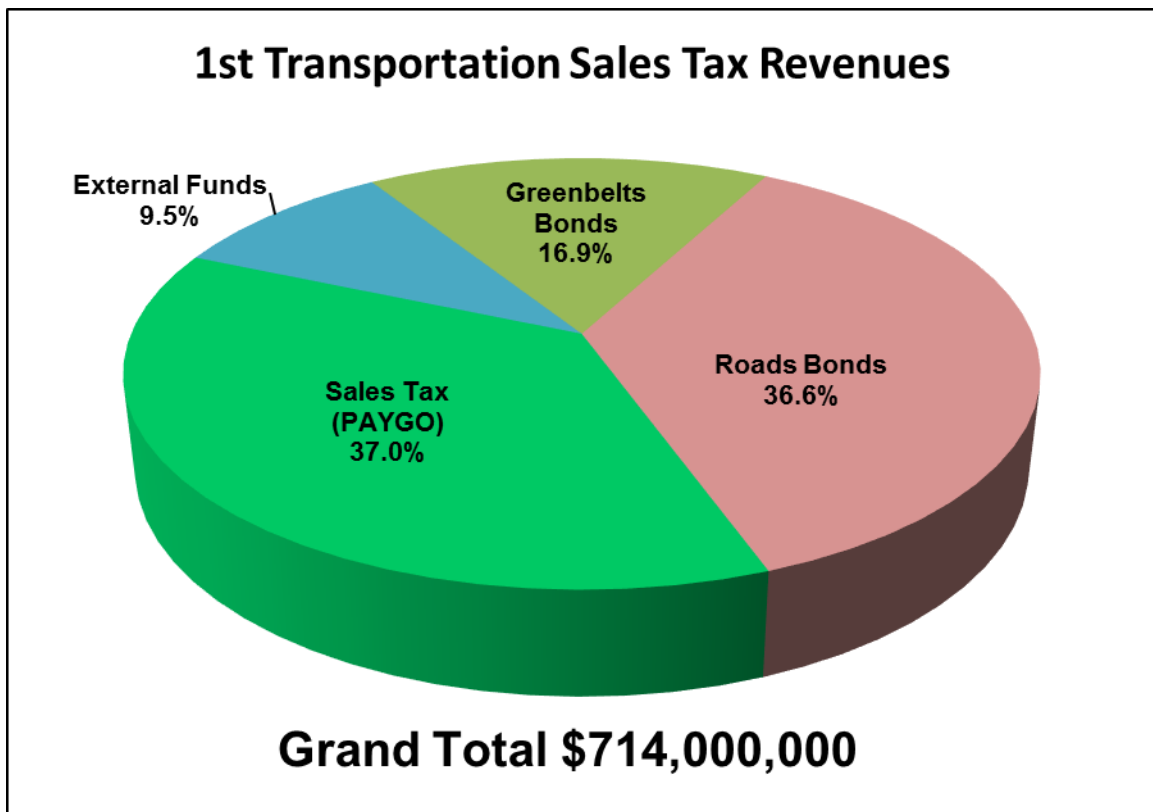
### Funding the CIP

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	2020	2021	2022	2023	2024	Total
Sales Tax (PAYGO)	\$ 177,100	\$ 18,000	\$ 10,600	\$ 10,600	\$ 10,400	\$ 37,300	\$ 264,000
External Funds	68,000	-	-	-	-	-	68,000
Greenbelts Bonds	121,000	-	-	-	-	-	121,000
Roads Bonds	261,000	-	-	-	-	-	261,000
<b>GRAND TOTAL</b>	<b>\$ 627,100</b>	<b>\$ 18,000</b>	<b>\$ 10,600</b>	<b>\$ 10,600</b>	<b>\$ 10,400</b>	<b>\$ 37,300</b>	<b>\$ 714,000</b>



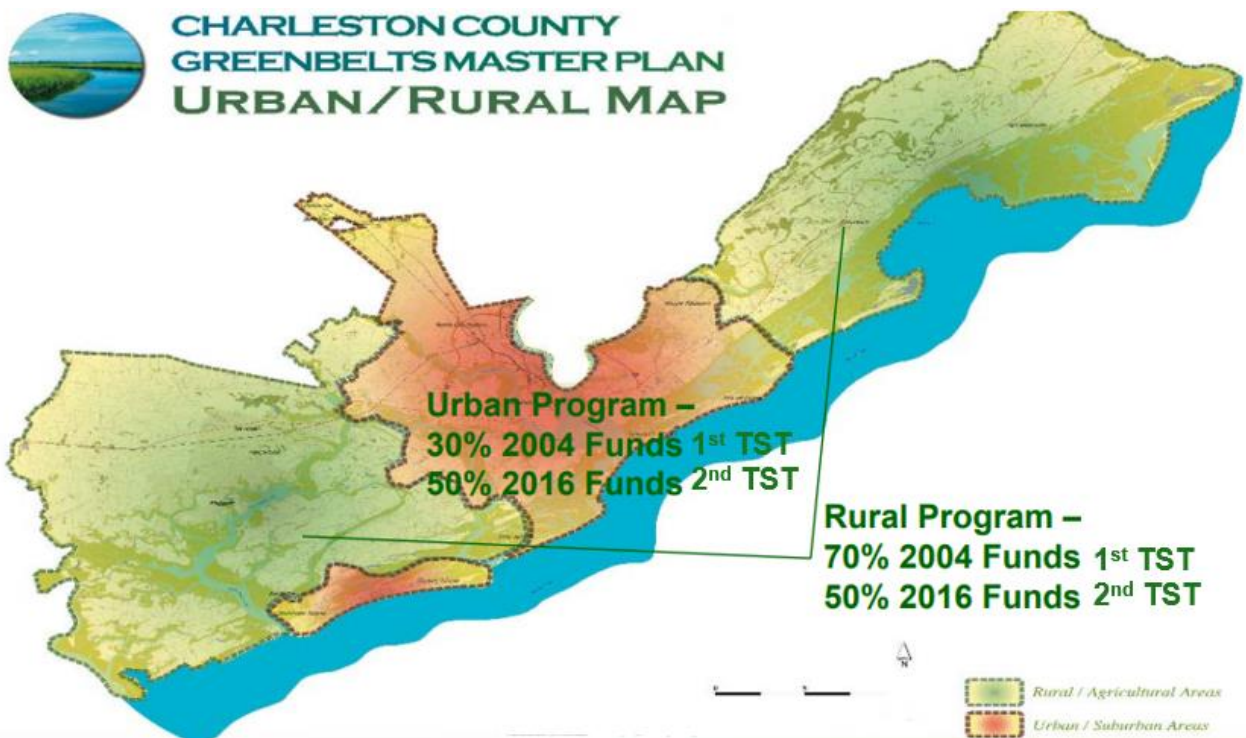
## CAPITAL PROJECTS – TRANSPORTATION SALES TAX

### 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.

### 2<sup>nd</sup> Transportation Sales Tax - Greenbelts Program

A referendum for a second transportation sales tax passed in 2016. The Greenbelts Program is provided an extra \$210 million in funding. Whereas the first TST provides the majority of the funding to the protection of rural greenspace, the second TST splits the funding 50/50 between urban and rural greenspace protection. Program information is updated at <https://greenbelt.charlestoncounty.org>



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

### **Greenbelt Advisory Board**

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.

As part of the mandatory 5-year review of the Comprehensive Greenbelt Plan completed in 2018, County Council increased the Greenbelt Advisory Board's role to include the review of all Rural and Urban Greenbelt project applications and to make funding recommendations on the projects to County Council.

### **Rural Greenbelt Program**

The rural areas of the County are unincorporated lands and municipalities located outside the County's Urban Growth Boundary. Rural greenbelt lands generally encompass undeveloped lands used for timber production, wildlife habitat, recreational and commercial fishing, and limited agriculture. In Charleston County, the rural areas also encompass significant acreage of fresh, brackish, and saltwater tidal marshes, as well as important habitat for nongame and endangered species. The Rural Grants Program promotes rural land conservation, wetlands protection, historic and cultural preservation, parkland acquisition, greenway and trail acquisition, and waterway access acquisition.

### **Urban Greenbelt Program**

The urban area of the County consists of the municipalities and unincorporated areas lying inside the County's Urban Growth Boundary. Greenbelt urban funds are allocated to urban municipalities and the unincorporated urban area based on their percentage of population in Charleston County. Urban greenbelt lands contain the greatest population density and intensity of development, as well as the greatest concentration of jobs and economic activity. Conservation of greenspace for various uses will be crucial in offsetting the negative impacts of increased density. Typical uses for urban greenbelt lands include urban parks cultural/historic sites, reclaimed greenspace, and water access.

The Rural and Urban Grants are primarily for the conservation of land; however, some grant funds can support the development of related minor improvements that in essence provide for public access and use of conservation lands. These allowable minor improvements are limited to boardwalks, footbridges, unpaved trails, unpaved roadways, and unpaved small parking areas.



## CAPITAL PROJECTS – TRANSPORTATION SALES TAX

The diagram below highlights the accomplishments of the Greenbelt Program:

### Protected Acres

- Rural Greenbelt Program 19,139
- Urban Greenbelt Program 857
- 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 \$71.6 million
- Urban Greenbelt Program \$34.8 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 \$7.8 million
- Urban Greenbelt Program \$830,000
- 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 Greenbelt properties, the County is responsible for monitoring each project to ensure the land uses comply with the Greenbelt deed restrictions. The monitoring cost is funded from the General Fund.



## **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 projects are financed by PAYGO funds, past bonds and other external funding. The projects are included in the capital portion of the Comprehensive Plan of Expenditures.

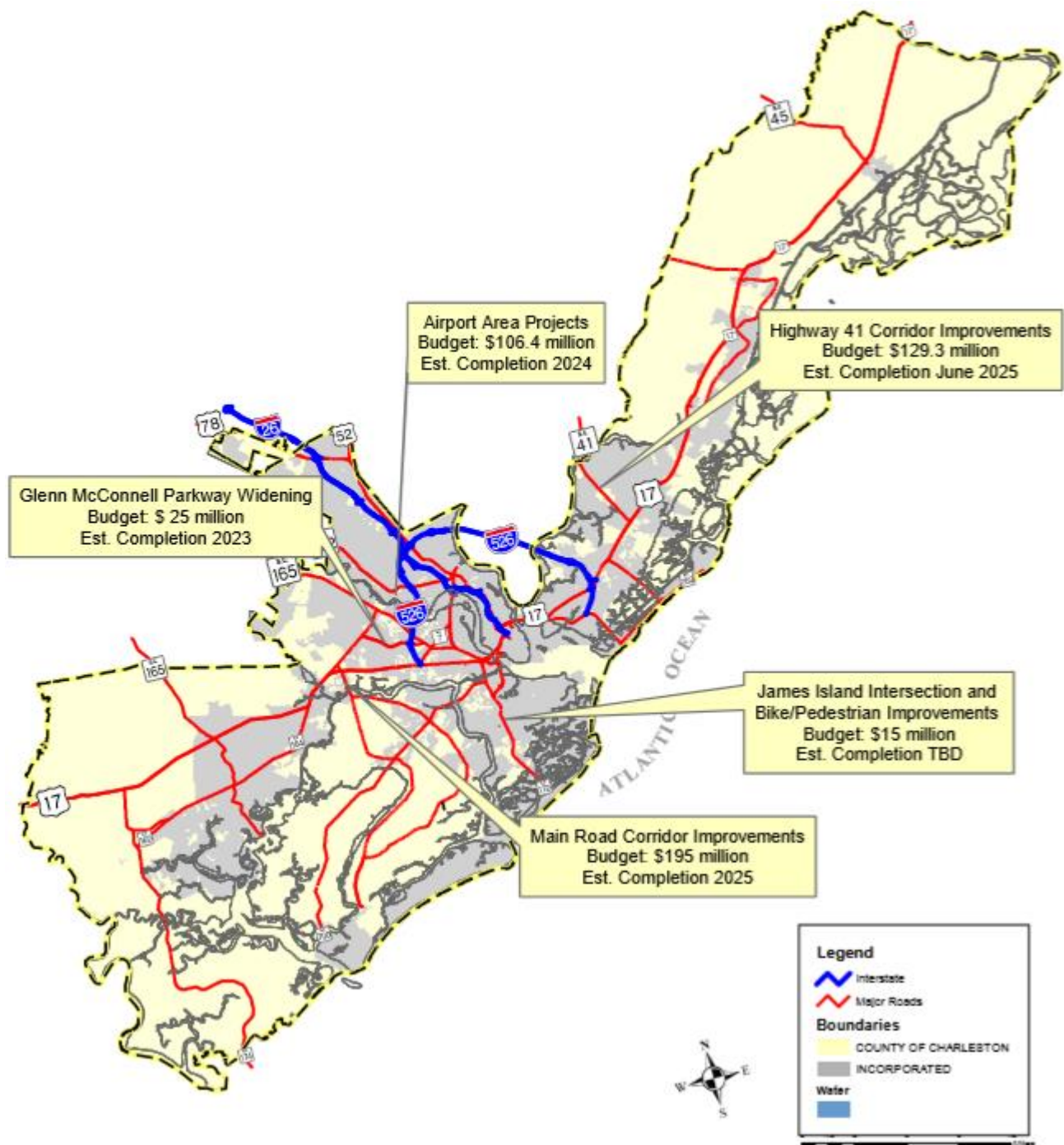
The map on the next page provides a project outline of the major transportation projects that are in progress during FY 2020. The map highlights the location, the budget, the length of the road and the estimated completion date.

### **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.

## CAPITAL PROJECTS – TRANSPORTATION SALES TAX

### Transportation Sales Tax (1<sup>st</sup> & 2<sup>nd</sup>) - FY 2020 Major Projects



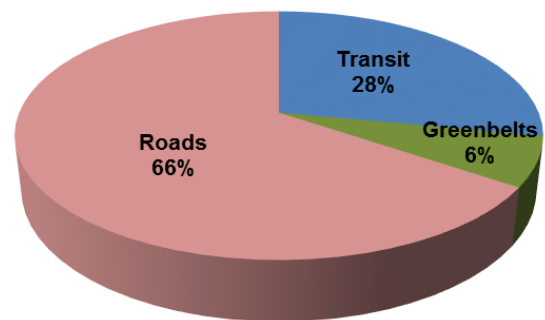
## CAPITAL PROJECTS – TRANSPORTATION SALES TAX

### 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 greenbelt, 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), and the Berkeley Charleston Dorchester Council of Governments 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 2020 – FY 2024 plan includes \$676.5 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	2020	2021	2022	2023	2024	Total
<b>CULTURE/RECREATION</b>							
Greenbelt Purchases	\$ 10,000	\$ 6,500	\$ 6,300	\$ 6,500	\$ 7,000	\$ 7,500	\$ 43,800
<b>Culture/Recreation Total</b>	<b>10,000</b>	<b>6,500</b>	<b>6,300</b>	<b>6,500</b>	<b>7,000</b>	<b>7,500</b>	<b>43,800</b>
<b>GENERAL GOVERNMENT</b>							
Bus Rapid Transit	7,600	20,000	11,800	25,900	52,600	71,400	189,300
<b>General Total</b>	<b>7,600</b>	<b>20,000</b>	<b>11,800</b>	<b>25,900</b>	<b>52,600</b>	<b>71,400</b>	<b>189,300</b>
<b>PUBLIC WORKS</b>							
Roads: Rural Allocation	4,000	2,000	2,000	2,000	2,000	2,000	14,000
Roads: Projects	32,400	17,100	40,300	54,300	132,700	152,600	429,400
<b>Public Works Total</b>	<b>36,400</b>	<b>19,100</b>	<b>42,300</b>	<b>56,300</b>	<b>134,700</b>	<b>154,600</b>	<b>443,400</b>
<b>GRAND TOTAL</b>	<b>\$ 54,000</b>	<b>\$ 45,600</b>	<b>\$ 60,400</b>	<b>\$ 88,700</b>	<b>\$ 194,300</b>	<b>\$ 233,500</b>	<b>\$ 676,500</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	2020	2021	2022	2023	2024	Total
REVENUES							
Sales Tax (PAYGO)	\$ 54,000	\$45,600	\$ 60,400	\$ 62,800	\$ 7,000	\$ 126,700	\$ 356,500
Bonds	-	-	-	100,000	220,000	-	320,000
<b>GRAND TOTAL</b>	<b>\$ 54,000</b>	<b>\$45,600</b>	<b>\$ 60,400</b>	<b>\$ 162,800</b>	<b>\$227,000</b>	<b>\$ 126,700</b>	<b>\$ 676,500</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 completed a 5-year plan review before determining a Comprehensive Plan of Expenditures for the 2<sup>nd</sup> Transportation Sales Tax funds. This process required an inventory of green space, a determination of public need, a determination of available resources, and a board recommendation to County Council. Nearly 1,500 local citizens participated in a survey to indicate their use of greenspace, their favored landscapes for the program, and critical areas of need for the County. The study indicated combined efforts of Charleston County and partners since 2006 had met 94% of the original target to protect 40,000 acres. Changes to the use of the 2<sup>nd</sup> Transportation Sales Tax Greenbelts Program funds included a 50% equal division of funds between rural and urban areas of the County. Municipalities will get a proportional share of the urban funds based on population. Rural funds are distributed on a competitive, merit basis. An updated criterion will be used to evaluate potential projects for funding.

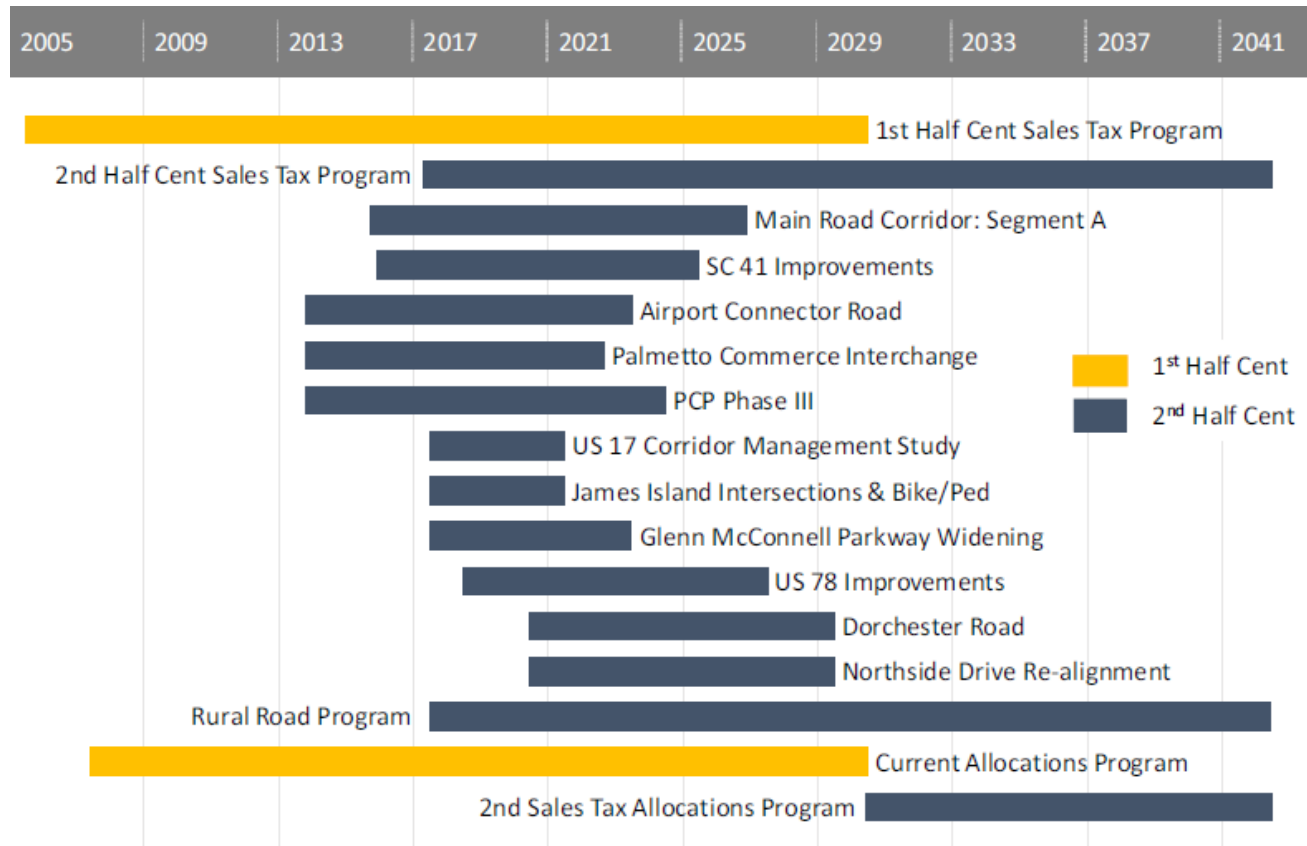
### 2<sup>nd</sup> Transportation Sales Tax – Roads Program

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.

## CAPITAL PROJECTS – TRANSPORTATION SALES TAX

The graph below provides a summary of the major transportation projects with a related timeline.



### 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.

## CAPITAL PROJECTS – TRANSPORTATION SALES TAX

### 2<sup>nd</sup> Transportation Sales Tax - Transit Program

The County plans to allocate up to \$189.3 million to the Berkeley Charleston Dorchester Council of Governments (BCDCOG) 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 BCDCOG 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 50%)
<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 start at \$2.5 million in FY 2026 and increase to \$5.3 million in FY 2028.



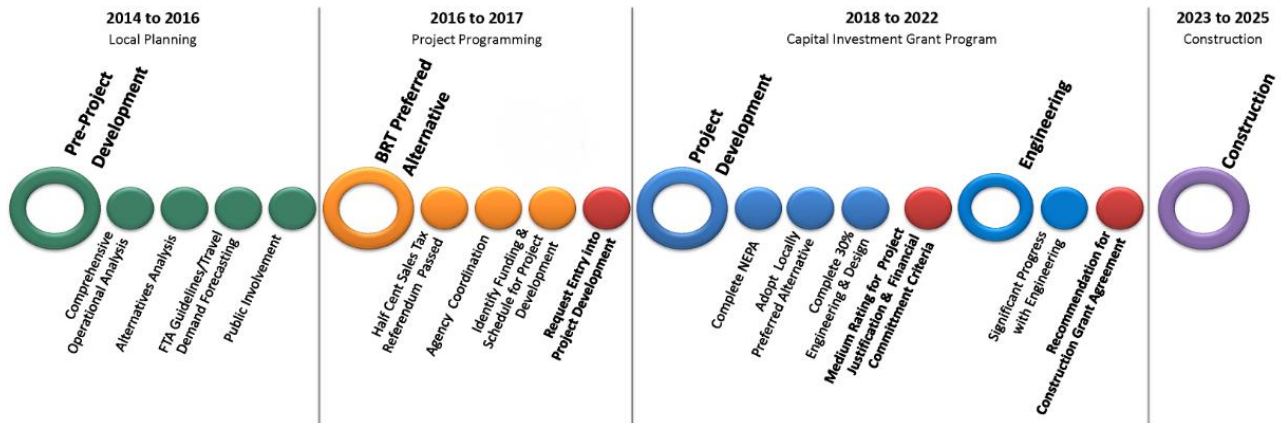
# CAPITAL PROJECTS – TRANSPORTATION SALES TAX

The timeline for the Bus Rapid Transit (BRT):

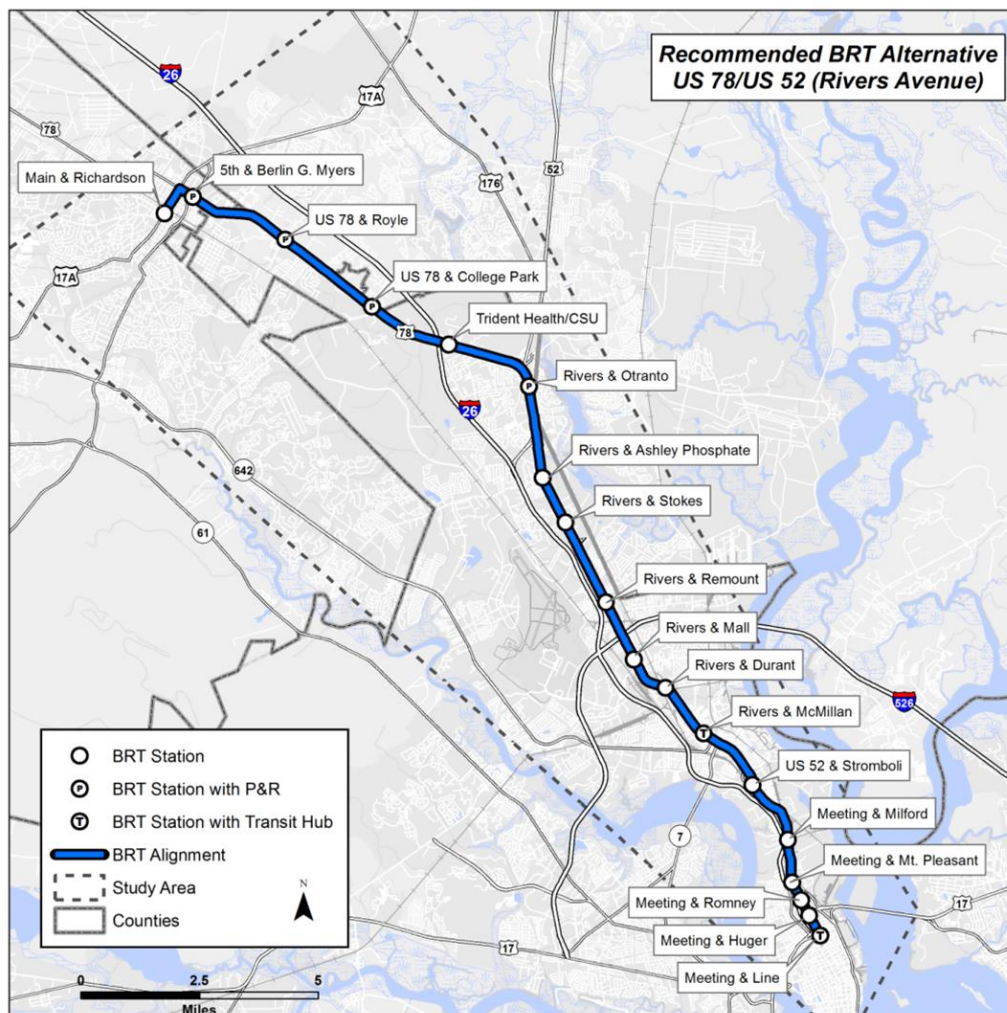


i26ALT

I-26ALT Bus Rapid Transit Project Timeline



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





## CAPITAL PROJECTS – ENVIRONMENTAL MANAGEMENT

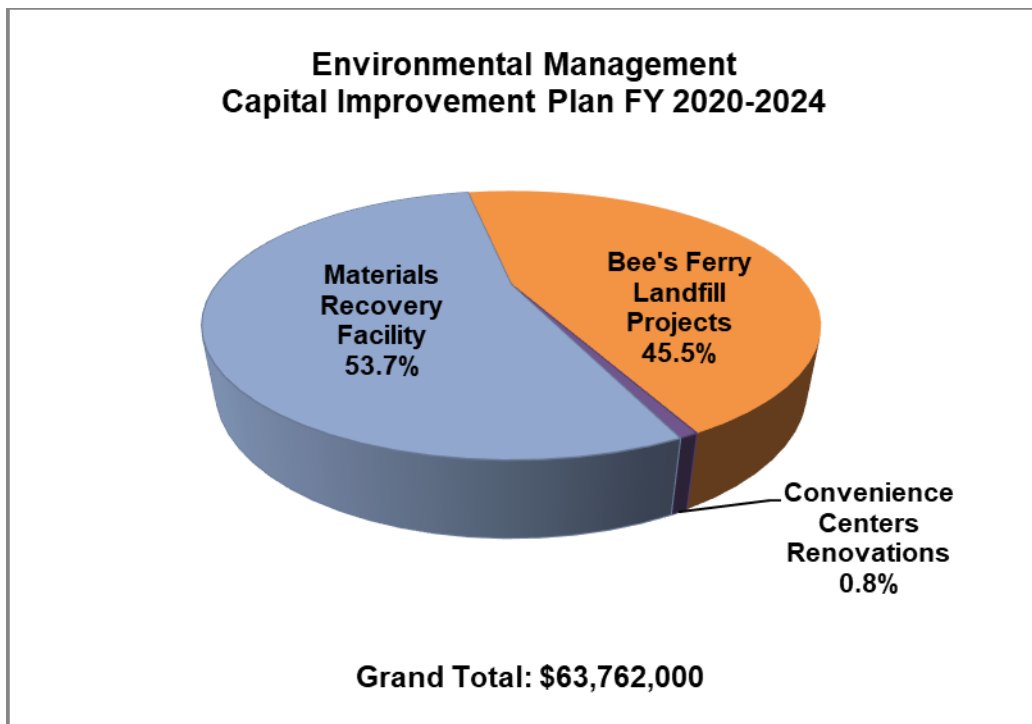
### Environmental Management Capital Improvement Plan

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	2020	2021	2022	2023	2024	Beyond	Project Total
<b>Public Works</b>								
Bee's Ferry Landfill-Lined Cells	\$ 6,000	\$ 6,000	\$ -	\$ -	\$ 12,000	\$ -	\$ -	\$ 24,000
Bee's Ferry Landfill-Infrastructure	-	1,000	1,000	2,000	1,000	-	-	5,000
Convenience Centers Renovations	-	-	500	-	-	-	-	500
Materials Recovery Facility	4,262	30,200	-	-	-	-	-	34,462
<b>GRAND TOTAL</b>	<b>\$ 10,262</b>	<b>\$ 37,200</b>	<b>\$ 1,500</b>	<b>\$ 2,000</b>	<b>\$ 13,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 63,962</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	2020	2021	2022	2023	2024	Beyond	Total
Existing Funds	\$ 10,262	\$ 17,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,462
Future Bond Issues	-	20,000	-	-	-	-	-	20,000
Future Sources	-	-	1,500	2,000	13,000	-	-	16,500
<b>GRAND TOTAL</b>	<b>\$ 10,262</b>	<b>\$ 37,200</b>	<b>\$ 1,500</b>	<b>\$ 2,000</b>	<b>\$ 13,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 63,962</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: 2019-2023

**Total Project Cost:**  
**\$24,000,000**

#### 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 2023.

EXPENDITURES	PRIOR	2020	2021	2022	2023	2024	BEYOND	TOTAL
	\$6,000	\$6,000	\$0	\$0	\$12,000	\$0	\$0	\$24,000
FUNDING SOURCE	PRIOR	2020	2021	2022	2023	2024	BEYOND	TOTAL
Existing Funds	\$6,000	\$6,000	\$0	\$0	\$0	\$0	\$0	\$12,000
Future Sources	0	0	0	0	12,000	0	0	12,000
<b>GRAND TOTAL</b>	<b>\$6,000</b>	<b>\$6,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$24,000</b>
O&M Costs (Savings)		2020	2021	2022	2023	2024	*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>		

<b>Operation &amp; Maintenance Impacts</b>	<p>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 \$23 million in closure costs as the landfill is utilized.</p>
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## 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: 2020-2023

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

#### 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. Future phases will include funds to replace a scale house and scales, a Household Hazardous Waste (HHW) Center and an administrative building.

EXPENDITURES	PRIOR	2020	2021	2022	2023	2024	BEYOND	TOTAL
	\$0	\$1,000	\$1,000	\$2,000	\$1,000	\$0	\$0	\$5,000

FUNDING SOURCE	PRIOR	2020	2021	2022	2023	2024	BEYOND	TOTAL
Existing Funds	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
Future Sources	0	0	1,000	2,000	1,000	0	0	4,000
<b>GRAND TOTAL</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$1,000</b>	<b>\$2,000</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000</b>

O&M Costs (Savings)	2020	2021	2022	2023	2024
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>

\*Amounts in thousands of dollars

#### Operation & Maintenance Impacts

The County does not expect any additional operating costs because the replacement facilities will be of similar size and function to the existing facilities.

## 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:** Replacement

**Management:** Environmental Management

**Duration:** 2021

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

### DESCRIPTION

Charleston County currently operates nine 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.

EXPENDITURES	PRIOR	2020	2021	2022	2023	2024	BEYOND	TOTAL
	\$0	\$0	\$500	\$0	\$0	\$0	\$0	\$500

FUNDING SOURCE	PRIOR	2020	2021	2022	2023	2024	BEYOND	TOTAL
Future Sources	\$0	\$0	\$500	\$0	\$0	\$0	\$0	\$500
<b>GRAND TOTAL</b>	\$0	\$0	\$500	\$0	\$0	\$0	\$0	\$500

O&M Costs (Savings)	2020	2021	2022	2023	2024
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	0	10	10	10
<b>Grand Total</b>	\$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:** 2015-2020

**Total Project Cost:**  
**\$34,462,000**

### DESCRIPTION

The Materials Recovery Facility (MRF) 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 80,000 square feet. The MRF will have the capacity to process 25 tons of recyclables per hour. 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 the end of 2020.

EXPENDITURES	PRIOR	2020	2021	2022	2023	2024	BEYOND	TOTAL
	\$4,262	\$30,200	\$0	\$0	\$0	\$0	\$0	\$34,462
FUNDING SOURCE	PRIOR	2020	2021	2022	2023	2024	BEYOND	TOTAL
Existing Funds	\$4,262	\$10,200	\$0	\$0	\$0	\$0	\$0	\$14,462
Existing Bond Issues	0	20,000	0	0	0	0	0	20,000
<b>GRAND TOTAL</b>	<b>\$4,262</b>	<b>\$30,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$34,462</b>
O&M Costs (Savings)		2020	2021	2022	2023	2024	*Amounts in thousands of dollars	
New Revenues		\$0	(\$2,000)	(\$2,000)	(\$2,000)	(\$2,000)		
Personnel		0	0	0	0	0		
Operating		0	1,800	1,800	1,800	1,800		
<b>Grand Total</b>		<b>\$0</b>	<b>(\$200)</b>	<b>(\$200)</b>	<b>(\$200)</b>	<b>(\$200)</b>		

### Operation & Maintenance Impacts

*The County reopened the MRF on Romney Street during FY 2019 for operations during the construction phase of the new MRF. Due to the larger capacity of the future MRF, additional revenues and expenditures are anticipated.*