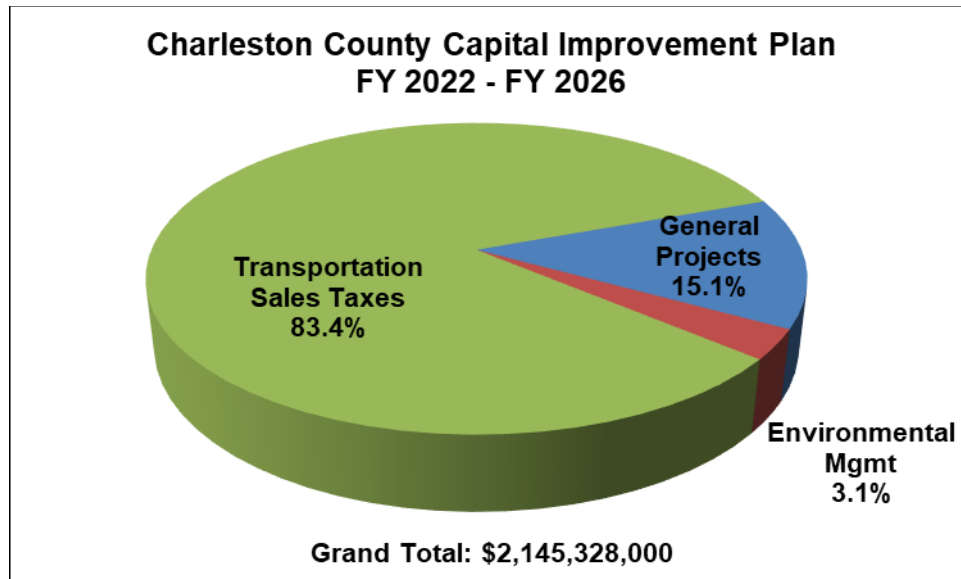


CAPITAL PROJECTS – OVERVIEW

Overview

The FY 2022 – FY 2026 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 \$2,145.3 million and include \$290.7 million allocated to the General Capital Improvement Plan, \$1,788.3 million allocated to the Transportation Sales Tax Comprehensive Plans of Expenditures, and \$66.3 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	\$3,468,576
Special Revenue Funds	443,500
Enterprise Funds	2,475,000
Internal Service Funds	5,034,000
Grand Total	\$11,421,076

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 began an evaluation of the County's facilities. The evaluation was completed during FY 2021, and the County established a Facilities Preservation Fund to annually fund facilities maintenance projects.

CAPITAL PROJECTS – GENERAL

Capital Improvement Plan – General

The County updates the Capital Improvement Plan (CIP) annually. The FY 2022 – FY 2026 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 *

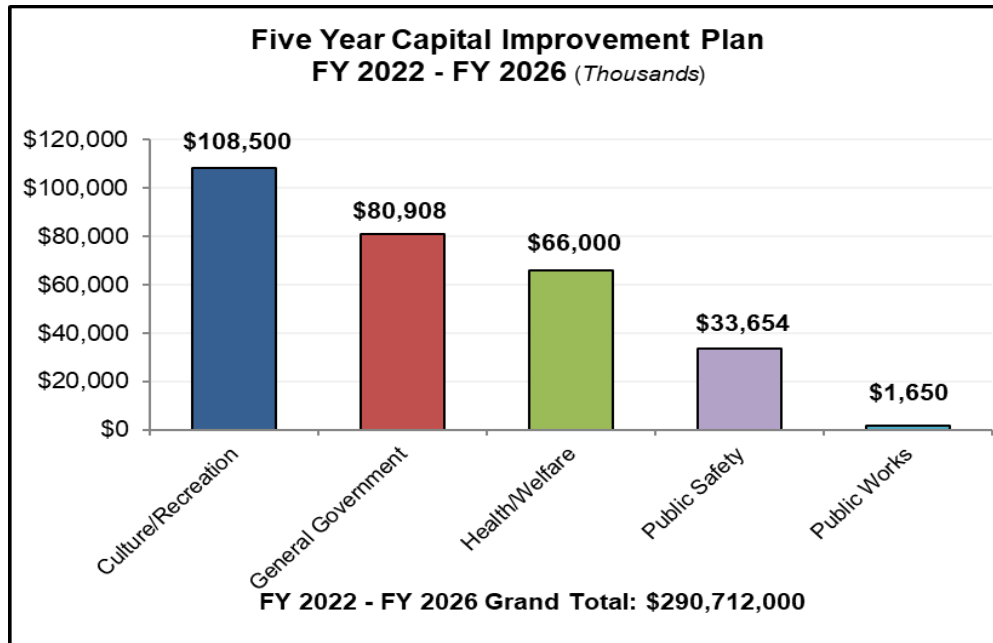
Project Title	Prior	2022	2023	2024	2025	2026	Beyond	Total
CULTURE/RECREATION								
Library Facilities	\$ 70,338	\$ 28,162	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ 108,500
Culture/Recreation Total	70,338	28,162	10,000	-	-	-	-	108,500
GENERAL GOVERNMENT								
Assessor Relocation	-	-	100	400	-	-	-	500
Azalea Complex	4,521	14,967	32,734	24,450	-	-	-	76,672
County Office Building Renovations	795	1,006	-	-	-	-	-	1,801
Radio Tower Replacements	1,210	725	-	-	-	-	-	1,935
General Government Total	6,526	16,698	32,834	24,850	-	-	-	80,908
HEALTH/WELFARE								
Social Services Hub	16,736	35,000	14,264	-	-	-	-	66,000
Health/Welfare Total	16,736	35,000	14,264	-	-	-	-	66,000
PUBLIC SAFETY								
Corrections Campus	14,158	7,803	-	-	-	-	-	21,961
EMS Station: Edisto Island	-	-	-	1,400	-	-	-	1,400
Emergency Services Building	-	-	-	6,200	-	-	-	6,200
Sheriff's Training Facility	93	4,000	-	-	-	-	-	4,093
Public Safety Total	14,251	11,803	-	7,600	-	-	-	33,654
PUBLIC WORKS								
Work Camps	-	550	550	550	-	-	-	1,650
Public Works Total	-	550	550	550	-	-	-	1,650
GRAND TOTAL	\$ 107,851	\$ 92,213	\$ 57,648	\$ 33,000	\$ -	\$ -	\$ -	\$ 290,712

* Amounts in thousands of dollars

CAPITAL PROJECTS – GENERAL

Most of the projects listed in the CIP have funds appropriated for use in FY 2022.

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

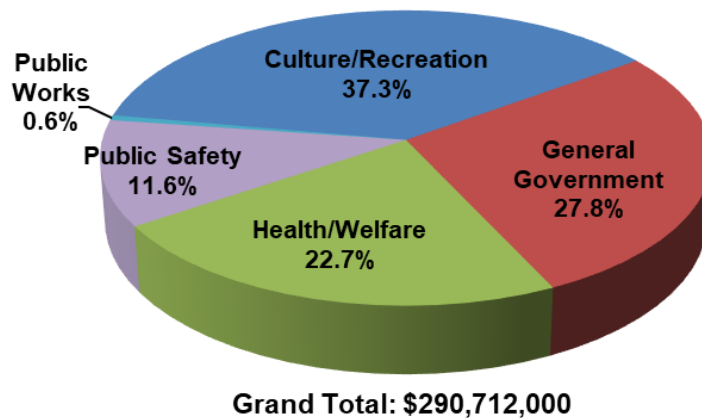


Council and staff will continue to review the program, its direction, progress, and financing requirements annually.

Funding the CIP

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

Capital Improvement Plan FY 2022 - FY 2026



Financial Policies

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

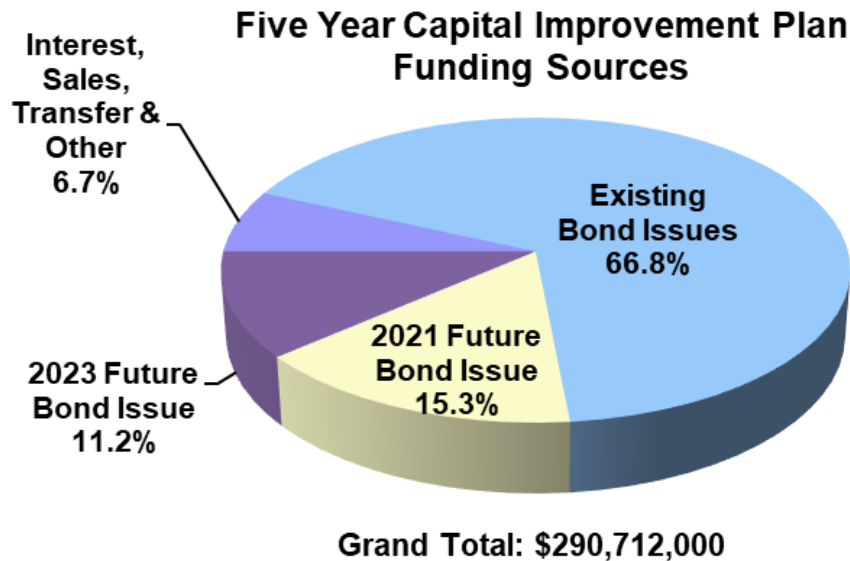
CAPITAL PROJECTS – GENERAL

General Project Source Summary *

Funding Source	Prior	2022	2023	2024	2025	2026	Beyond	Total
Interest, Sales, Transfer & Other	\$ 16,466	\$ 2,943	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,409
Existing Bond Issues	194,137	-	-	-	-	-	-	194,137
2021 Future Bond Issue	-	44,566	-	-	-	-	-	44,566
2023 Future Bond Issue	-	-	-	32,600	-	-	-	32,600
GRAND TOTAL	\$ 210,603	\$ 47,509	\$ -	\$ 32,600	\$ -	\$ -	\$ -	\$ 290,712

* Amounts in thousands of dollars

16.3 percent of the funding associated with the five-year General Capital Improvement Plan is scheduled to be applied to projects in FY 2022.



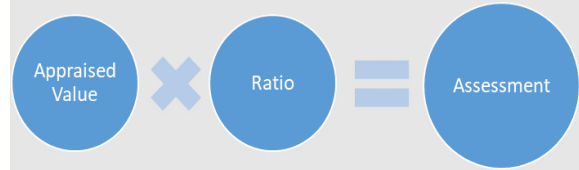
Impact on the Operating Budget

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

Assessor Relocation



Project Highlights

Initiative: Service Delivery
Function: General Government
Type: Renovation
Management: Facilities Management
Duration: 2023-2024

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	2022	2023	2024	2025	2026	BEYOND	TOTAL
	\$0	\$0	\$100	\$400	\$0	\$0	\$0	\$500

FUNDING SOURCE	PRIOR	2022	2023	2024	2025	2026	BEYOND	TOTAL
Existing Bond Issues	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$100
Future Bond Issues	0	400	0	0	0	0	0	400
GRAND TOTAL	\$100	\$400	\$0	\$0	\$0	\$0	\$0	\$500

O&M Costs (Savings)	2022	2023	2024	2025	2026
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	0	0	(387)	(526)
Grand Total	\$0	\$0	\$0	(\$387)	(\$526)

*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



	<h1>Project Highlights</h1> <p>Initiative: Service Delivery</p> <p>Function: General Government</p> <p>Type: New</p> <p>Management: Capital Projects</p> <p>Duration: 2017-2024</p>
	<p>Total Project Cost:</p> <p>\$76,672,000</p>

Function: General Government

Management: Capital Projects

Total Project Cost:
\$76,672,000

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, 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.

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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: 2018-2022

Total Project Cost:
\$21,961,000

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 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 2022. When completed, the new Juvenile Center will have capacity to house 72 juveniles, include an outdoor recreation space, administration and medical space, classrooms, and public visitation space.

EXPENDITURES	PRIOR	2022	2023	2024	2025	2026	BEYOND	TOTAL
	\$14,158	\$7,803	\$0	\$0	\$0	\$0	\$0	\$21,961

FUNDING SOURCE	PRIOR	2022	2023	2024	2025	2026	BEYOND	TOTAL
Existing Bond Issues	\$19,961	\$0	\$0	\$0	\$0	\$0	\$0	\$19,961
Future Bond Issues	0	2,000	0	0	0	0	0	2,000
GRAND TOTAL	\$19,961	\$2,000	\$0	\$0	\$0	\$0	\$0	\$21,961

O&M Costs (Savings)	2022	2023	2024	2025	2026
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	100	103	106	109
Grand Total	\$0	\$100	\$103	\$106	\$109

*Amounts in thousands
of dollars

Operation & Maintenance Impacts

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

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: 2020-2022

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 1st, 3rd, and 4th 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 3rd floor.

EXPENDITURES	PRIOR	2022	2023	2024	2025	2026	BEYOND	TOTAL
	\$795	\$1,006	\$0	\$0	\$0	\$0	\$0	\$1,801
FUNDING SOURCE	PRIOR	2022	2023	2024	2025	2026	BEYOND	TOTAL
Transfer & Other	\$1,100	\$0	\$0	\$0	\$0	\$0	\$0	\$1,100
Existing Bonds	\$701	\$0	\$0	\$0	\$0	\$0	\$0	\$701
GRAND TOTAL	\$1,801	\$0	\$0	\$0	\$0	\$0	\$0	\$1,801
O&M Costs (Savings)		2022	2023	2024	2025	2026	*Amounts in thousands of dollars	
Personnel		\$0	\$0	\$0	\$0	\$0		
Operating		(50)	(50)	(50)	(50)	(50)		
Grand Total		(50)	(50)	(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

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: 2016-2023

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	2022	2023	2024	2025	2026	BEYOND	TOTAL
	\$70,338	\$28,162	\$10,000	\$0	\$0	\$0	\$0	\$108,500

FUNDING SOURCE	PRIOR	2022	2023	2024	2025	2026	BEYOND	TOTAL
Interest, Sales, Transfer & Other	\$13,307	\$0	\$0	\$0	\$0	\$0	\$0	\$13,307
Existing Bonds	95,193	0	0	0	0	0	0	95,193
GRAND TOTAL	\$108,500	\$0	\$0	\$0	\$0	\$0	\$0	\$108,500

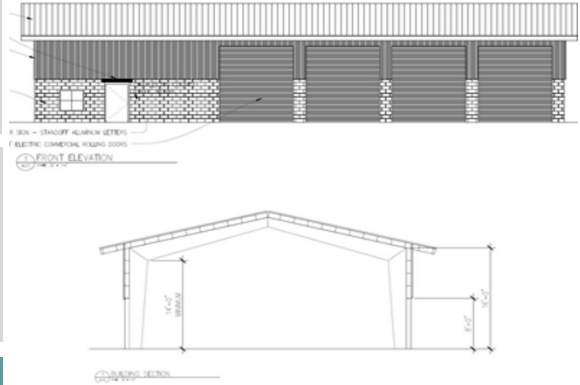
O&M Costs (Savings)	2022	2023	2024	2025	2026
Personnel	\$8,050	\$8,372	\$8,706	\$9,055	\$9,417
Operating	2,992	3,109	3,231	3,358	3,489
Grand Total	\$11,042	\$11,481	\$11,938	\$12,412	\$12,906

**Amounts in thousands of dollars*

Operation & Maintenance Impacts	<p>O&M costs include the addition of 115 positions for Library operations, facilities maintenance and grounds maintenance. In addition, O&M costs include Library materials, insurance and technology maintenance. The O&M costs are anticipated to be funded from the General Fund millage increase in FY 2016 after utilizing the funds on a pay-as-you-go basis for the capital costs.</p>
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CAPITAL PROJECTS - GENERAL

Public Works Work Camps



Project Highlights

Initiative: Service Delivery

Function: Public Works

Type: New

Management: Facilities
Management

Duration: 2022-2024

Total Project Cost:
\$1,650,000

DESCRIPTION

Current Sheds on three sites will be replaced with newly designed sheds.

EXPENDITURES	PRIOR	2022	2023	2024	2025	2026	BEYOND	TOTAL
	\$0	\$550	\$550	\$550	\$0	\$0	\$0	\$1,650
FUNDING SOURCE	PRIOR	2022	2023	2024	2025	2026	BEYOND	TOTAL
Existing Bond Issues	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Future Bond Issues	0	550	550	550	0	0	0	1,650
GRAND TOTAL	\$0	\$550	\$550	\$550	\$0	\$0	\$0	\$1,650
O&M Costs (Savings)		2022	2023	2024	2025	2026	*Amounts in thousands of dollars	
Personnel		\$0	\$0	\$0	\$0	\$0		
Operating		0	0	0	0	0		
Grand Total		\$0	\$0	\$0	\$0	\$0		

Operation & Maintenance Impacts	No Significant changes in O&M costs for these new sheds.
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CAPITAL PROJECTS - GENERAL

Radio Tower Replacements



Radio Tower

Project Highlights

Initiative: Service Delivery
Function: General Government
Type: Replacement
Management: Facilities Management
Duration: 2019-2022

Total Project Cost:
\$1,935,000

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	2022	2023	2024	2025	2026	BEYOND	TOTAL
	\$1,210	\$725	\$0	\$0	\$0	\$0	\$0	\$1,935
FUNDING SOURCE	PRIOR	2022	2023	2024	2025	2026	BEYOND	TOTAL
Interest, Sales, Transfer & Other	\$1,210	\$0	\$0	\$0	\$0	\$0	\$0	\$1,210
Future Bond Issues	0	725	0	0	0	0	0	725
GRAND TOTAL	\$1,210	\$725	\$0	\$0	\$0	\$0	\$0	\$1,935
O&M Costs (Savings)		2022	2023	2024	2025	2026	*Amounts in thousands of dollars	
Personnel		\$0	\$0	\$0	\$0	\$0		
Operating		0	0	0	0	0		
Grand Total		\$0	\$0	\$0	\$0	\$0		

Operation & Maintenance Impacts

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

CAPITAL PROJECTS - GENERAL

Sheriff's Training Facility



Project Highlights

Initiative: Services Delivery

Function: Public Safety

Type: New

Management: Facilities
Management

Duration: 2017-2022

Total Project Cost:
\$4,093,000

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	2022	2023	2024	2025	2026	BEYOND	TOTAL
	\$93	\$4,000	\$0	\$0	\$0	\$0	\$0	\$4,093
FUNDING SOURCE	PRIOR	2022	2023	2024	2025	2026	BEYOND	TOTAL
Interest, Sales, Transfer & Other	\$750	\$0	\$0	\$0	\$0	\$0	\$0	\$750
Existing Bond Issues	\$584	\$0	\$0	\$0	\$0	\$0	\$0	\$584
Future Bond Issues	0	2,759	0	0	0	0	0	2,759
GRAND TOTAL	\$1,334	\$2,759	\$0	\$0	\$0	\$0	\$0	\$4,093
O&M Costs (Savings)		2022	2023	2024	2025	2026	*Amounts in thousands of dollars	
Personnel		\$0	\$0	\$0	\$0	\$0		
Operating		0	10	11	12	13		
Grand Total		\$0	\$10	\$11	\$12	\$13		

Operation & Maintenance Impacts

The new Training Center will require maintenance, utilities, and insurance.

CAPITAL PROJECTS - GENERAL

Social Services Hub

Rendering of Social Services Hub



Project Highlights

Initiative: Service Delivery

Function: Health / Welfare

Type: New

Management: Capital Projects

Duration: 2020-2023

Total Project Cost:
\$66,000,000

DESCRIPTION

The County plans to create a 175,000 square foot Social Services Hub that will consolidate the current tenants of the Department of Alcohol and Other Drug Abuse Services (DAODAS), State Department of Social Services, State Department of Health and Human Services, SC DHEC Administration Office and Clinics, and SC DHEC Vital Records. The project will be located at the corner of Rivers Avenue and McMillan Avenue. The consolidation of these multiple departments and agencies is expected to improve access to services.

EXPENDITURES	PRIOR	2022	2023	2024	2025	2026	BEYOND	TOTAL
	\$16,736	\$35,000	\$14,264	\$0	\$0	\$0	\$0	\$66,000
FUNDING SOURCE	PRIOR	2022	2023	2024	2025	2026	BEYOND	TOTAL
Interest, Sales, Transfer & Other	\$824	\$0	\$0	\$0	\$0	\$0	\$0	\$824
Existing Bond Issues	65,176	0	0	0	0	0	0	65,176
GRAND TOTAL	\$66,000	\$0	\$0	\$0	\$0	\$0	\$0	\$66,000
O&M Costs (Savings)		2022	2023	2024	2025	2026	*Amounts in thousands of dollars	
Personnel		\$0	\$0	\$0	\$0	\$0		
Operating		0	0	0	0	0		
Grand Total		\$0	\$0	\$0	\$0	\$0		

Operation & Maintenance Impacts

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 – TRANSPORTATION SALES TAX

Overview of the 1st Transportation Sales Tax

The 1st Transportation Sales Tax (TST) program was developed after the voters of Charleston County passed a referendum in November 2004 to provide additional funds for green space, transportation and mass transit. The Greenbelt Department manages the green space portion of the Half Cent Sales Tax program and implements the Comprehensive Greenbelt Plan through the Urban and Rural Grants Program. The Public Works 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 2022 – FY 2026 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 1st TST.

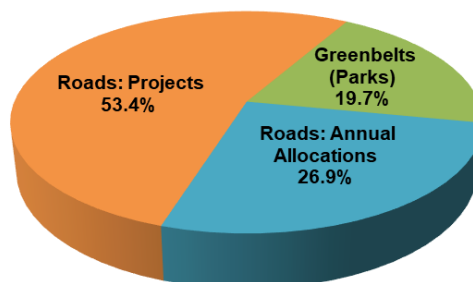
1st Transportation Sales Tax Cost Summary

(in thousands)

	Prior	2022	2023	2024	2025	2026	Total
CULTURE/RECREATION							
Greenbelts: Projects	\$ 144,651	\$ 1,500	\$ 1,800	\$ 2,000	\$ 2,500	\$ 3,000	\$155,451
Culture/Recreation Total	144,651	1,500	1,800	2,000	2,500	3,000	155,451
PUBLIC WORKS							
Roads: Annual Allocations	163,181	17,000	7,900	7,900	7,900	7,900	211,781
Roads: Projects	355,200	6,900	2,300	15,900	24,000	17,000	421,300
Public Works Total	518,381	23,900	10,200	23,800	31,900	24,900	633,081
GRAND TOTAL	\$ 663,032	\$ 25,400	\$ 12,000	\$ 25,800	\$ 34,400	\$ 27,900	\$788,532

The total cost of the FY 2022 – FY 2026 plan of capital expenditures in the first Transportation Sales Tax program total \$788.5 million.

**Comprehensive Plan of Expenditures (Capital) for
1st Transportation Sales Tax for FY 2022-2026**



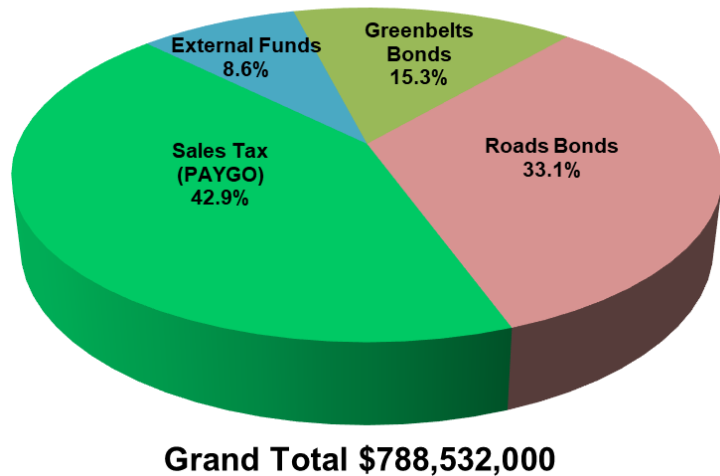
Grand Total \$788,532,000

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 Revenues



1st Transportation Sales Tax Sources

(in thousands)

	Prior	2022	2023	2024	2025	2026	Total
Sales Tax (PAYGO)	\$ 213,032	\$ 25,400	\$ 12,000	\$ 25,800	\$ 34,400	\$ 27,900	\$ 338,532
External Funds	68,000	-	-	-	-	-	68,000
Greenbelts Bonds	121,000	-	-	-	-	-	121,000
Roads Bonds	261,000	-	-	-	-	-	261,000
GRAND TOTAL	\$ 663,032	\$ 25,400	\$ 12,000	\$ 25,800	\$ 34,400	\$ 27,900	\$ 788,532

Overview of the 2nd Transportation Sales Tax

A 2nd TST program was developed and approved by voters of Charleston County via a referendum in November 2016 to provide additional funds for green space, transportation and mass transit. The 2nd TST lasts for 25 years or until the projected \$2.1 billion is collected – whichever comes first, and the 2nd TST overlaps the 1st TST for 13 years from FY 2018 to FY 2030. Revenues from the 2nd TST are allocated among the same three programs as the 1st TST 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 Public Works 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 2022 – FY 2026 plan includes \$999.8 million in capital projects for the components of the Transportation Sales Tax: greenbelts, roads, and transit.

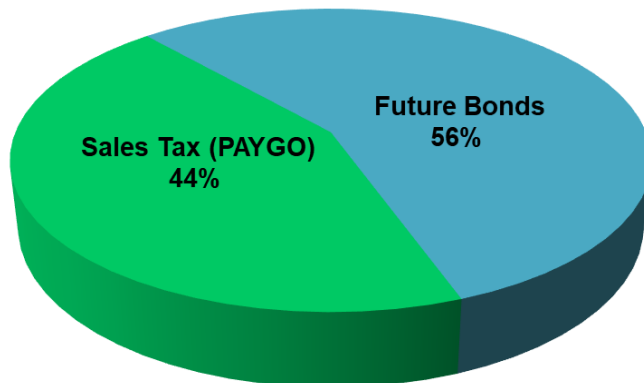
CAPITAL PROJECTS – TRANSPORTATION SALES TAX

2nd Transportation Sales Tax Cost Summary

(in thousands)

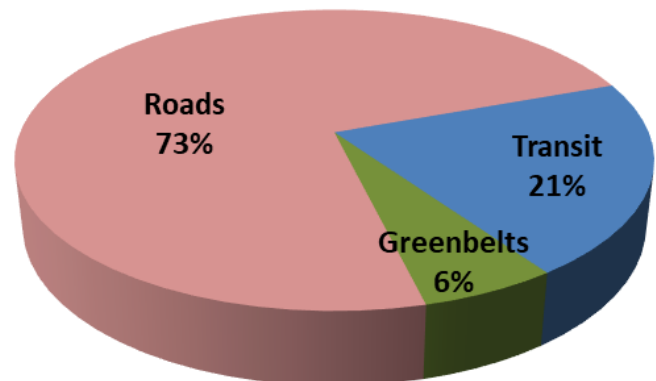
	Prior	2022	2023	2024	2025	2026	Total
CULTURE/RECREATION							
Greenbelt Purchases	\$ 22,055	\$ 7,500	\$ 7,500	\$ 7,500	\$ 7,300	\$ 7,000	\$ 58,855
Culture/Recreation Total	22,055	7,500	7,500	7,500	7,300	7,000	58,855
GENERAL GOVERNMENT							
Transit: Bus Rapid Transit	26,722	17,842	39,747	40,109	38,115	26,171	188,706
Transit: Other Projects	16,500	3,000	-	-	-	-	19,500
General Total	43,222	20,842	39,747	40,109	38,115	26,171	208,206
PUBLIC WORKS							
Roads: Rural Allocation	8,000	2,000	2,000	2,000	2,000	2,000	18,000
Roads: Projects	120,525	42,535	166,538	126,137	155,566	103,427	714,728
Public Works Total	128,525	44,535	168,538	128,137	157,566	105,427	732,728
GRAND TOTAL	\$ 193,802	\$ 72,877	\$ 215,785	\$ 175,746	\$ 202,981	\$ 138,598	\$ 999,789

2nd Transportation Sales Tax Revenues



Grand Total \$999,789,000

2nd Transportation Sales Tax Expenditures



Grand Total \$999,789,000

Funding the Projects

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

2nd Transportation Sales Tax Sources

(in thousands)

	Prior	2022	2023	2024	2025	2026	Total
REVENUES							
Sales Tax (PAYGO)	\$ 193,802	\$ 72,877	\$ 106,038	\$ 9,500	\$ 18,974	\$ 38,598	\$ 439,789
Future Bonds	-	200,000	260,000	-	100,000	-	560,000
GRAND TOTAL	\$ 193,802	\$ 272,877	\$ 366,038	\$ 9,500	\$ 118,974	\$ 38,598	\$ 999,789

CAPITAL PROJECTS – TRANSPORTATION SALES TAX

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

Greenbelts Program <https://greenbelt.charlestoncounty.org/>

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 21,611
- Urban Greenbelt Program 1,549
- 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 \$77.3 million
- Urban Greenbelt Program \$45.2 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

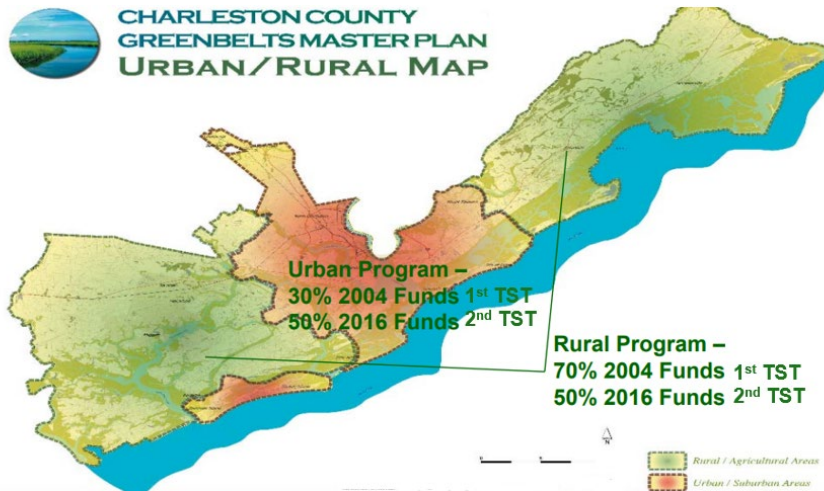
- Rural Greenbelt Program \$113 million
- Urban Greenbelt Program \$93.4 million
- Small Landowner Program \$78,740



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

The Greenbelt Advisory Board completed a 5-year plan review before determining a Comprehensive Plan of Expenditures for the 2nd 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 2nd 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. Program information is updated at <https://greenbelt.charlestoncounty.org>.

CAPITAL PROJECTS – TRANSPORTATION SALES TAX



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.

Transit Program <https://lowcountryrapidtransit.com/>

The County plans to allocate up to \$188.7 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 at the Exchange Park/Ladson Fairgrounds 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 initial Bus Rapid Transit (BRT) recommendation:

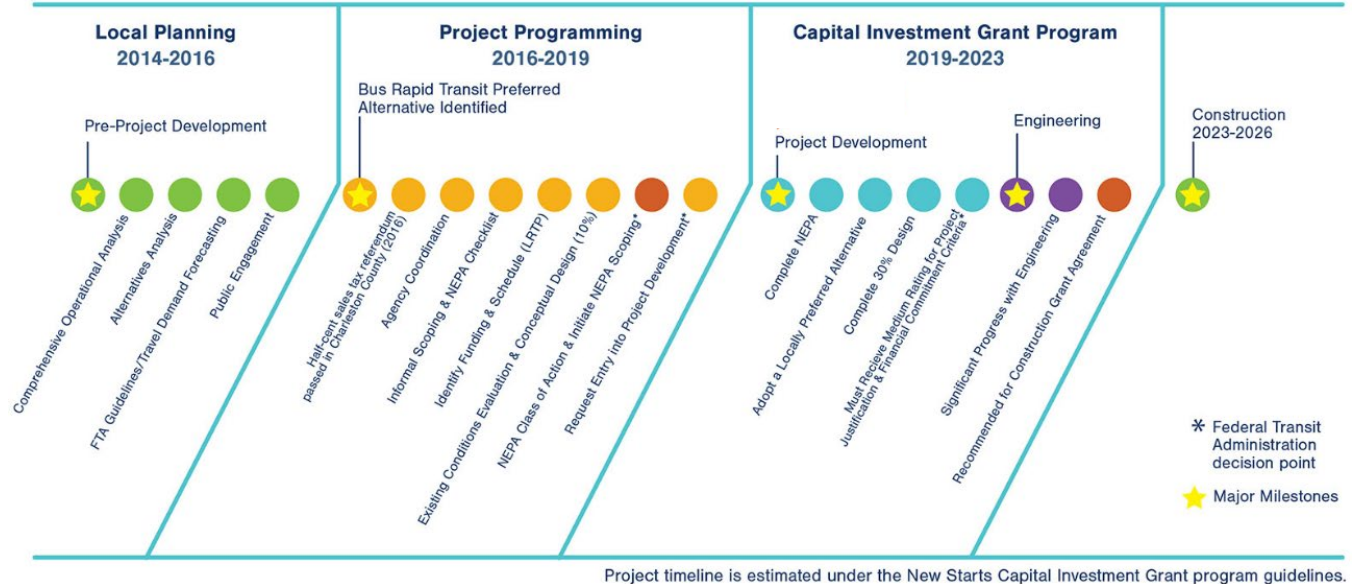
Corridor Length:	26 Miles (Semi Exclusive Guideway & Mixed Traffic)
Number of Stations:	18 (Park & Rides, Transit Hubs, & Neighborhood Stations)
One-Way Travel Time:	60 Minutes (Includes Station Delay Time)
Number of Vehicles:	16 Articulated / Hybrid Electric (or other clean fuel)
Planning Level Estimated Capital Construction Costs:	\$360 Million (\$15.5M per Mile) Up to 80% can be funded with federal funds
Planning Level Annual operating Costs:	\$7.8 Million / Year
Total Annual BRT Transit Trips/Systemwide Transit Trips:	2 Million BRT Trips / 6.5 Million Systemwide
Total Daily Trips/"New" Transit Trips:	6,784 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 \$7.8 million. The 2nd TST estimated that the local match for operating the BRT would start in FY 2027.

CAPITAL PROJECTS – TRANSPORTATION SALES TAX

The timeline for the Bus Rapid Transit (BRT):



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



Roads Program <https://roads.charlestoncounty.org/>

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

CAPITAL PROJECTS – TRANSPORTATION SALES TAX

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.

Projects

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, and intersection improvements. Selection criteria factors in road condition and community need.

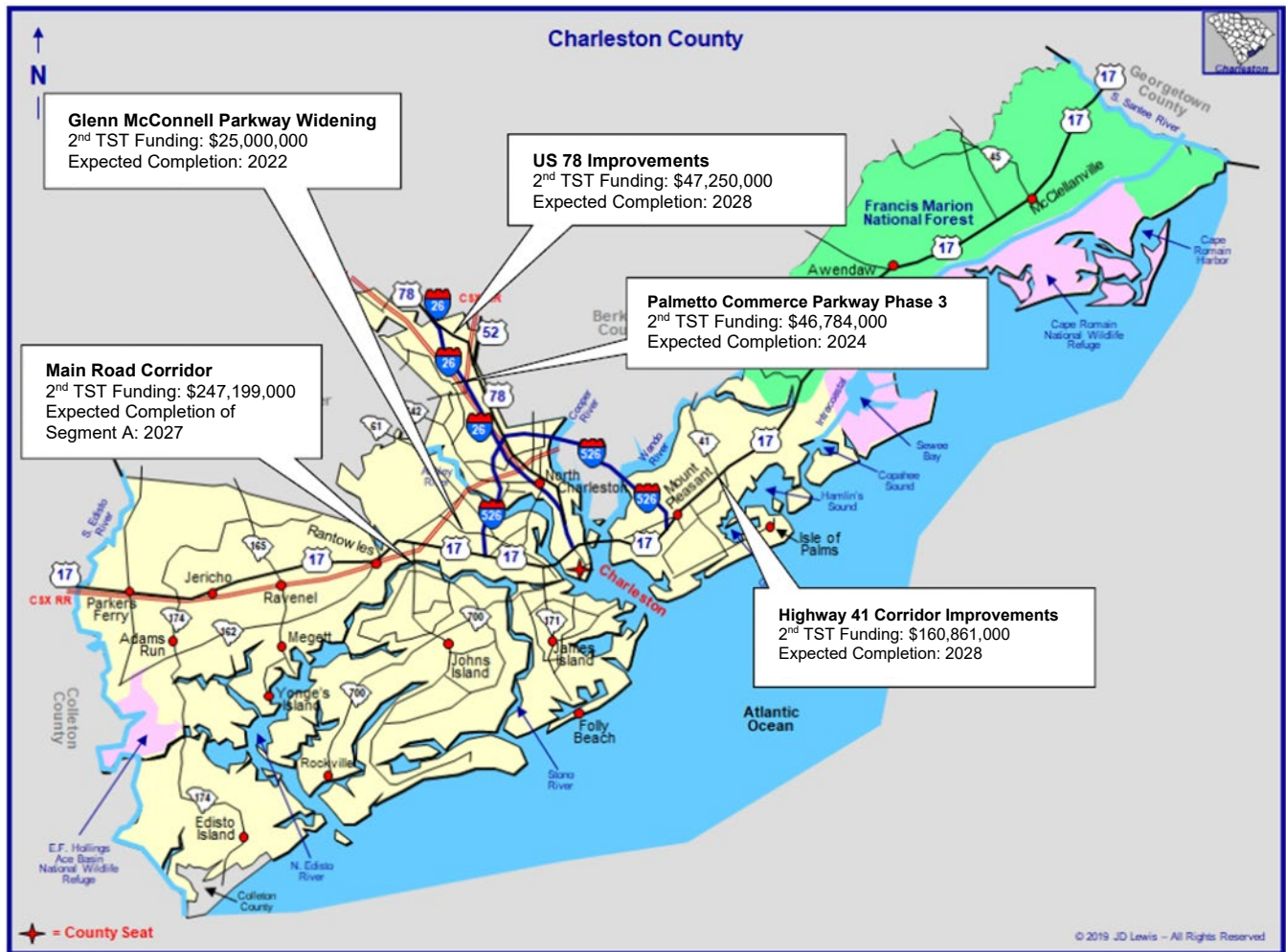
In addition, there are several large-scale projects that were primarily funded through bond funds approved by referendums passed in 2004 and 2006. The bond funds provided immediate funds for use on the larger projects to be repaid through future half-cent sales tax revenues. The projects are financed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

The table below provides a summary of the major roads projects with a related timeline.

Description	2nd TST	External Funding	(millions) Total
Segment A: US 17 and Main Road Intersection & Main Road Improvements - Bees Ferry to River Road. Segment B: Main Road Improvements - River Road to Maybank Highway. Segment C: Bohicket Road Improvements - Maybank Highway to Betsy Kerris on Parkway. Intersection Improvements: Main Road at Maybank Highway.	\$247.199	\$40.000	\$287.199
Widening of Highway 41 from US 17 to Wando Bridge; including Intersection Improvemens at and along US 17.	\$160.861	\$2.000	\$162.861
Extending Palmetto Commerce Parkway form Ashley Phosphate Road to West Aviation Avenue with four-lane roadway.	\$46.800	None	\$46.800
Improvements along US 78, including intersections at the junctions of US 78, Ladson Road and College Park Road.	\$47.250	None	\$47.250
Relieve traffic Congestion on Glenn McConnell Parkway by widening road from four-to-six lanes between Bees Ferry Road and Magwood Drive.	\$25.000	None	\$25.000

CAPITAL PROJECTS – TRANSPORTATION SALES TAX

The map below provides a project outline of the major transportation projects that are in progress during FY 2022. The map highlights the location, the budget, the length of the road and the estimated completion date.



Transportation Sales Tax (1st & 2nd) - FY 2022 Major Road Projects

Impact on the Operating Budget

Charleston County expects the impact on the operating funds associated with the capital portion of the Transportation Sales Tax Comprehensive Plan of Expenditures for the roads program to be minimal.

CAPITAL PROJECTS – ENVIRONMENTAL MANAGEMENT

Environmental Management Capital Improvement Plan

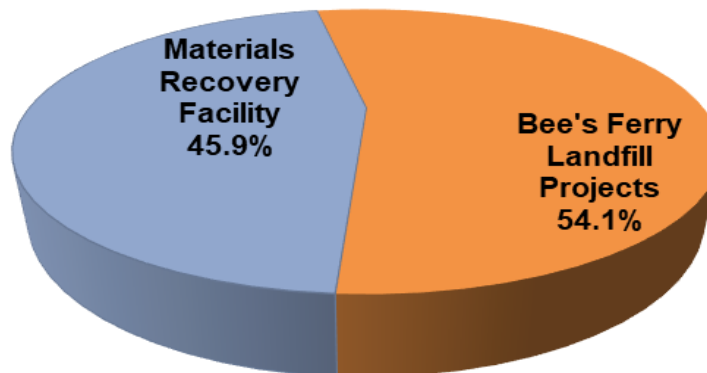
The Environmental Management Department's Five Year Capital Improvement Plan provides long-range plans to dispose of the County's waste stream. The five-year capital improvement plan provides a structured approach to support these goals.

Environmental Management Project Cost Summary *

Project Title	Prior	2022	2023	2024	2025	2026	Beyond	Total
Public Works								
Bee's Ferry Landfill-Compost Infra	\$ 1,957	\$ 2,563	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,520
Bee's Ferry Landfill-Infrastructure	-	4,090	2,500	-	-	-	-	6,590
Bee's Ferry Landfill-Lined Cells	8,559	4,181	-	-	-	12,000	-	24,740
Materials Recovery Facility	28,791	1,654	-	-	-	-	-	30,445
GRAND TOTAL	\$ 39,307	\$ 12,488	\$ 2,500	\$ -	\$ -	\$ 12,000	\$ -	\$ 66,295

* Amounts in thousands of dollars

Environmental Management Capital Improvement Plan FY 2022-2026



Grand Total: \$66,295,000

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	2022	2023	2024	2025	2026	Beyond	Total
Interest, Sales, Transfer & Other	\$ 26,445	\$ 5,350	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ 36,795
Existing Bond Issues	20,000	-	-	-	-	-	-	20,000
Future Sources	-	-	2,500	-	-	7,000	-	9,500
GRAND TOTAL	\$ 46,445	\$ 5,350	\$ 2,500	\$ -	\$ -	\$ 12,000	\$ -	\$ 66,295

* 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 – Compost Infrastructure



Composting Cycle

Project Highlights

Initiative: Service Delivery

Function: Public Works

Type: New

Management: Environmental
Management

Duration: 2020-2022

Total Project Cost:
\$4,520,000

DESCRIPTION

Improvements will be made to the Bee's Ferry Landfill over a two-year period to increase operational efficiencies. In addition, the Compost Pad will be expanded to provide additional acreage for composting operations and sales when needed. The compost contractor is currently operating on the previously closed Phase 1 landfill (where the new 10-ac compost pad was constructed, and the extension will be constructed) and future Cell 6 of the landfill.

EXPENDITURES	PRIOR	2022	2023	2024	2025	2026	BEYOND	TOTAL
	\$1,957	\$2,563	\$0	\$0	\$0	\$0	\$0	\$4,520

FUNDING SOURCE	PRIOR	2022	2023	2024	2025	2026	BEYOND	TOTAL
Existing Funds	\$1,957	\$2,563	\$0	\$0	\$0	\$0	\$0	\$4,520
GRAND TOTAL	\$1,957	\$2,563	\$0	\$0	\$0	\$0	\$0	\$4,520

O&M Costs (Savings)	2022	2023	2024	2025	2026
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	0	0	0	0
Grand Total	\$0	\$0	\$0	\$0	\$0

**Amounts in thousands of dollars*

Operation & Maintenance Impacts

The County does not expect any additional operating costs. Diverting yard waste from the landfill will extend the useful life of landfill cells.

CAPITAL PROJECTS – ENVIRONMENTAL MANAGEMENT

Bee's Ferry Landfill – Infrastructure

Entrance to Bee's Ferry Landfill



Project Highlights

Initiative: Service Delivery

Function: Public Works

Type: Replacement

Management: Environmental Management

Duration: 2022-2023

**Total Project Cost:
\$6,590,000**

DESCRIPTION

Improvements will be made to the Convenience Center at the Bee's Ferry Landfill to increase operational efficiencies and to improve customer service. The redesign of the Bee's Ferry Convenience center began in FY 2021. The redesigned site will include facilities to allow residents to safely and efficiently drop off municipal solid waste, construction & demolition debris, tires, white goods, recyclables, yard waste and HHW. The HHW site requires additional facility needs for covered storage, processing and shipment loading. The available site has limited area for expansion, so design and construction will be challenging to ensure sufficient area for operations and stormwater management, all while phasing construction to ensure the site can continue to operate during construction. This project will be completed during FY 2023

EXPENDITURES	PRIOR	2022	2023	2024	2025	2026	BEYOND	TOTAL
	\$0	\$4,090	\$2,500	\$0	\$0	\$0	\$0	\$6,590

FUNDING SOURCE	PRIOR	2022	2023	2024	2025	2026	BEYOND	TOTAL
Existing Funds	\$0	\$4,090	\$2,500	\$0	\$0	\$0	\$0	\$6,590
GRAND TOTAL	\$0	\$4,090	\$2,500	\$0	\$0	\$0	\$0	\$6,590

O&M Costs (Savings)	2022	2023	2024	2025	2026
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	10	10	10	10
Grand Total	\$0	\$10	\$10	\$10	\$10

*Amounts in thousands of dollars

Operation & Maintenance Impacts

The addition of a new facilities, utilities and maintenance cost will be required in the FY2023 operating budget

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: 2019-2026

Total Project Cost:
\$24,740,000

DESCRIPTION

The next cell will need to be constructed and operational prior to the previous cell reaching capacity. The next cell is anticipated for completion during FY 2022. A future cell is projected for FY 2026.

EXPENDITURES	PRIOR	2022	2023	2024	2025	2026	BEYOND	TOTAL
	\$8,559	\$4,181	\$0	\$0	\$0	\$12,000	\$0	\$24,740
FUNDING SOURCE	PRIOR	2022	2023	2024	2025	2026	BEYOND	TOTAL
Existing Funds	\$8,559	\$4,181	\$0	\$0	\$0	\$0	\$0	\$12,740
Future Sources	0	0	0	0	0	12,000	0	12,000
GRAND TOTAL	\$8,559	\$4,181	\$0	\$0	\$0	\$12,000	\$0	\$24,740
O&M Costs (Savings)		2022	2023	2024	2025	2026	*Amounts in thousands of dollars	
Personnel		\$0	\$0	\$0	\$0	\$0		
Operating		0	0	0	0	0		
Grand Total		\$0	\$0	\$0	\$0	\$0		

Operation & Maintenance Impacts

There are no immediate additional operating or maintenance costs or savings due to this project. However, there are substantial costs related to constructing the final cover and post-closure care when all of the lined landfill cells are closed. In accordance with governmental accounting standards, the County records a proportion of the estimated \$24 million in closure costs as the landfill is utilized.

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: Environmental Management
Duration: 2015-2022

Total Project Cost:
\$30,445,000

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	2022	2023	2024	2025	2026	BEYOND	TOTAL
	\$28,791	\$1,654	\$0	\$0	\$0	\$0	\$0	\$30,445
FUNDING SOURCE	PRIOR	2022	2023	2024	2025	2026	BEYOND	TOTAL
Existing Funds	\$10,445	\$0	\$0	\$0	\$0	\$0	\$0	\$10,445
Existing Bond Issues	20,000	0	0	0	0	0	0	20,000
GRAND TOTAL	\$30,445	\$0	\$0	\$0	\$0	\$0	\$0	\$30,445
O&M Costs (Savings)		2022	2023	2024	2025	2026	*Amounts in thousands of dollars	
New Revenues		(\$1,000)	(\$2,000)	(\$2,000)	(\$2,000)	(\$2,000)		
Personnel		0	0	0	0	0		
Operating		900	1,800	1,800	1,800	1,800		
Grand Total		(\$100)	(\$200)	(\$200)	(\$200)	(\$200)		

Operation & Maintenance Impacts

Due to the larger capacity of the future MRF, additional revenues and expenditures are anticipated.