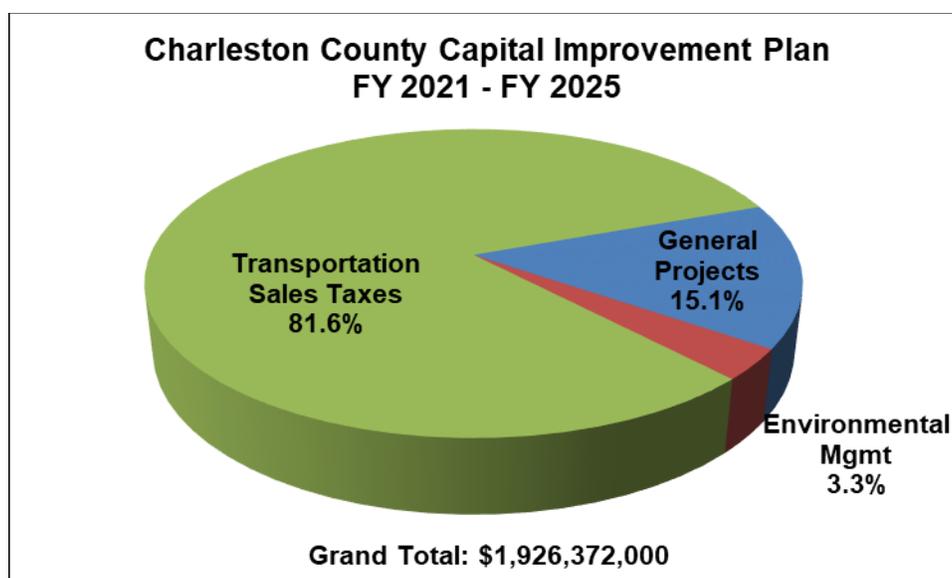


CAPITAL PROJECTS – OVERVIEW

Overview

The FY 2021 – FY 2025 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 \$1,926.4 million and include \$291.5 million allocated to the General Capital Improvement Plan, \$1,572.2 million allocated to the Transportation Sales Tax Comprehensive Plans of Expenditures, and \$62.7 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	\$1,380,265
Special Revenue Funds	31,500
Enterprise Funds	1,184,500
Internal Service Funds	20,000
Grand Total	\$2,616,265

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.

CAPITAL PROJECTS – OVERVIEW

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.

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. When the evaluation is completed, the plan will estimate an annual funding amount for maintenance. The evaluation is ongoing during FY 2021.

CAPITAL PROJECTS – GENERAL

Capital Improvement Plan – General

The County updates the Capital Improvement Plan (CIP) annually. The FY 2021 – FY 2025 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 *

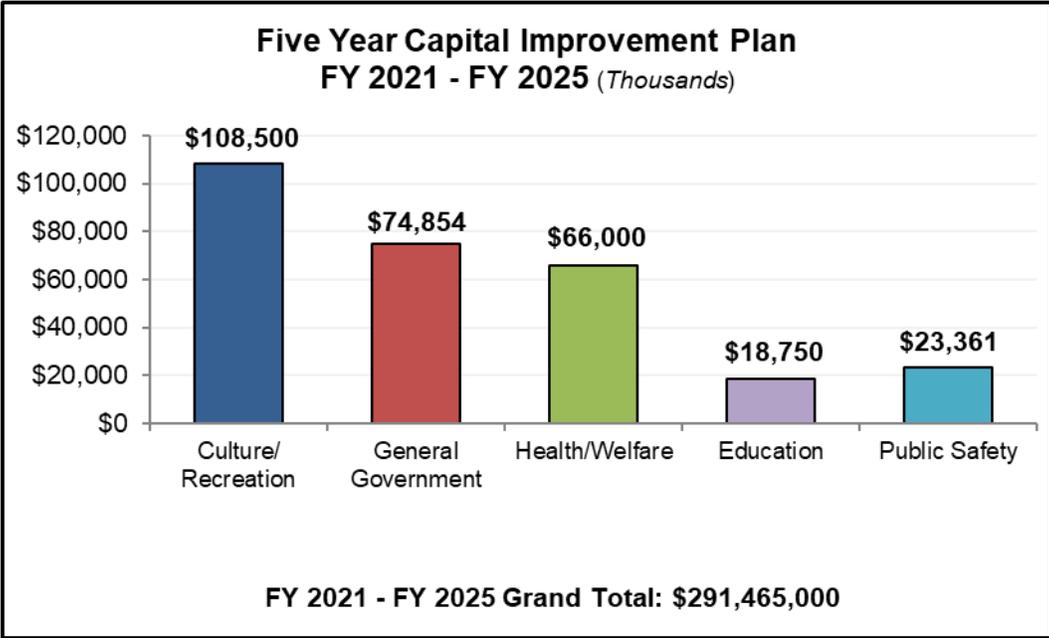
Project Title	Prior	2021	2022	2023	2024	2025	Beyond	Total
CULTURE/RECREATION								
Library Facilities	\$ 64,269	\$ 21,613	\$ 12,618	\$10,000	\$ -	\$ -	\$ -	\$ 108,500
Culture/Recreation Total	64,269	21,613	12,618	10,000	-	-	-	108,500
EDUCATION								
Trident Aeronautical Training Facil	18,332	418	-	-	-	-	-	18,750
Education Total	18,332	418	-	-	-	-	-	18,750
GENERAL GOVERNMENT								
Assessor Relocation	-	100	400	-	-	-	-	500
Azalea Complex	4,365	8,082	34,773	24,123	-	-	-	71,343
County Office Building Renovations	122	1,679	-	-	-	-	-	1,801
Radio Tower Replacements	226	984	-	-	-	-	-	1,210
General Government Total	4,713	10,845	35,173	24,123	-	-	-	74,854
HEALTH/WELFARE								
Community Services Hub	3,551	22,000	35,000	5,449	-	-	-	66,000
Health/Welfare Total	3,551	22,000	35,000	5,449	-	-	-	66,000
PUBLIC SAFETY								
Awendaw Fire Station	2,961	439	-	-	-	-	-	3,400
Corrections Campus	2,145	14,400	3,416	-	-	-	-	19,961
Public Safety Total	5,106	14,839	3,416	-	-	-	-	23,361
GRAND TOTAL	\$ 95,971	\$ 69,715	\$ 86,207	\$39,572	\$ -	\$ -	\$ -	\$ 291,465

* Amounts in thousands of dollars

CAPITAL PROJECTS – GENERAL

All projects listed in the CIP have funds appropriated for use in FY 2021.

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

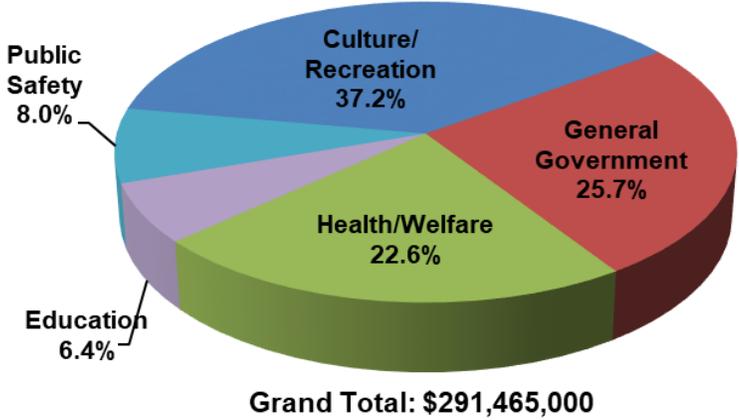


Council and staff will continue to review the program, its direction, progress, and financing requirements annually.

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 2021 - FY 2025



Financial Policies

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

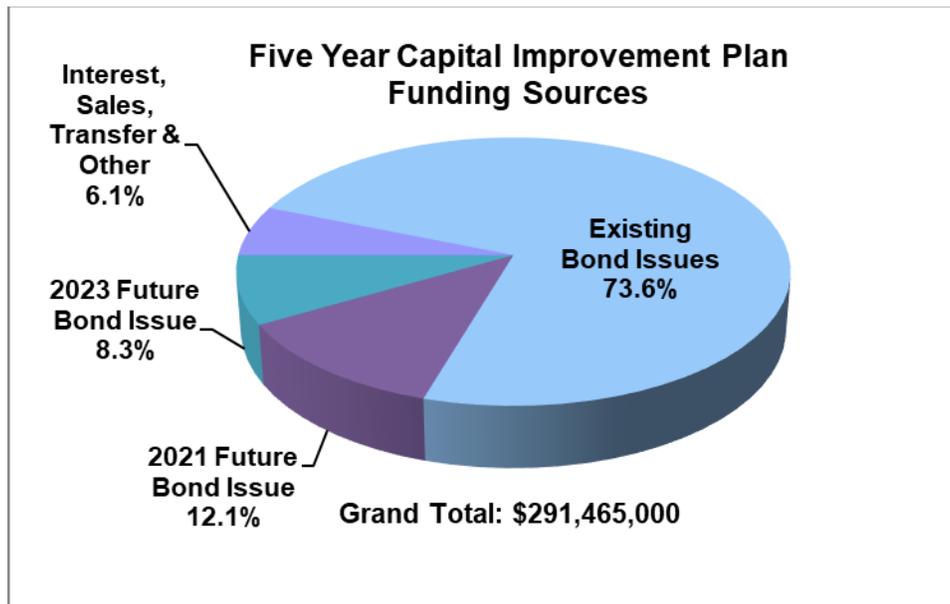
CAPITAL PROJECTS – GENERAL

General Project Source Summary *

Funding Source	Prior	2021	2022	2023	2024	2025	Beyond	Total
Interest, Sales, Transfer & Other	\$ 17,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,750
Existing Bond Issues	214,419	-	-	-	-	-	-	214,419
2021 Future Bond Issue	-	-	35,173	-	-	-	-	35,173
2023 Future Bond Issue	-	-	-	-	24,123	-	-	24,123
GRAND TOTAL	\$ 232,169	\$ -	\$ 35,173	\$ -	\$ 24,123	\$ -	\$ -	\$ 291,465

* Amounts in thousands of dollars

0.0 percent of the funding associated with the five year General Capital Improvement Plan is scheduled to be applied to projects in FY 2021. This deference in funding results from impacts related to COVID-19.



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: 2016-2023

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	2021	2022	2023	2024	2025	BEYOND	TOTAL
	\$64,269	\$21,613	\$12,618	\$10,000	\$0	\$0	\$0	\$108,500

FUNDING SOURCE	PRIOR	2021	2022	2023	2024	2025	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)	2021	2022	2023	2024	2025
Personnel	\$6,097	\$8,050	\$8,372	\$8,706	\$9,055
Operating	2,424	3,285	3,409	3,538	3,671
Grand Total	\$8,521	\$11,335	\$11,781	\$12,244	\$12,726

*Amounts in thousands of dollars

Operation & Maintenance Impacts
 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.

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: 2018-2021

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	2021	2022	2023	2024	2025	BEYOND	TOTAL
	\$18,332	\$418	\$0	\$0	\$0	\$0	\$0	\$18,750

FUNDING SOURCE	PRIOR	2021	2022	2023	2024	2025	BEYOND	TOTAL
Existing Bond Issues	\$18,750	\$0	\$0	\$0	\$0	\$0	\$0	\$18,750
GRAND TOTAL	\$18,750	\$0	\$0	\$0	\$0	\$0	\$0	\$18,750

O&M Costs (Savings)	2021	2022	2023	2024	2025
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	0	0	0	0
Grand Total	\$0	\$0	\$0	\$0	\$0

**Amounts in thousands of dollars*

Operation & Maintenance Impacts
Charleston County will not own or operate this facility; 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: Facilities Management
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	2021	2022	2023	2024	2025	BEYOND	TOTAL
	\$0	\$100	\$400	\$0	\$0	\$0	\$0	\$500

FUNDING SOURCE	PRIOR	2021	2022	2023	2024	2025	BEYOND	TOTAL
Existing Bond Issues	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$100
Future Bond Issues	0	0	400	0	0	0	0	400
GRAND TOTAL	\$100	\$0	\$400	\$0	\$0	\$0	\$0	\$500

O&M Costs (Savings)	2021	2022	2023	2024	2025
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	0	0	(377)	(516)	(526)
Grand Total	\$0	\$0	(377)	(516)	(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

Project Highlights

Initiative: Service Delivery
Function: General Government
Type: New
Management: Facilities Management
Duration: 2017-2023

Total Project Cost:
\$71,343,000

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.

EXPENDITURES	PRIOR	2021	2022	2023	2024	2025	BEYOND	TOTAL
	\$4,365	\$8,082	\$34,773	\$24,123	\$0	\$0	\$0	\$71,343
FUNDING SOURCE	PRIOR	2021	2022	2023	2024	2025	BEYOND	TOTAL
Interest, Sales, Transfer & Other	\$1,125	\$0	\$0	\$0	\$0	\$0	\$0	\$1,125
Existing Bonds	11,322	0	0	0	0	0	0	11,322
Future Bond Issues	0	34,773	0	24,123	0	0	0	58,896
GRAND TOTAL	\$12,447	\$34,773	\$0	\$24,123	\$0	\$0	\$0	\$71,343
O&M Costs (Savings)		2021	2022	2023	2024	2025		
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 expects additional O&M costs in 2022 and beyond as the new facilities are placed into service. At this stage of planning, the annual operating costs are unknown.

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 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	2021	2022	2023	2024	2025	BEYOND	TOTAL
	\$122	\$1,679	\$0	\$0	\$0	\$0	\$0	\$1,801
FUNDING SOURCE	PRIOR	2021	2022	2023	2024	2025	BEYOND	TOTAL
Existing Bonds	\$1,801	\$0	\$0	\$0	\$0	\$0	\$0	\$1,801
GRAND TOTAL	\$1,801	\$0	\$0	\$0	\$0	\$0	\$0	\$1,801
O&M Costs (Savings)		2021	2022	2023	2024	2025	<i>*Amounts in thousands of dollars</i>	
Personnel		\$0	\$0	\$0	\$0	\$0		
Operating		(25)	(50)	(50)	(50)	(50)		
Grand Total		(\$25)	(\$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

Radio Tower Replacements



Radio Tower

Project Highlights

Initiative: Public Safety
Function: General
Type: Replacement
Management: Facilities Management
Duration: 2019-2021

Total Project Cost:
\$1,210,000

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	2021	2022	2023	2024	2025	BEYOND	TOTAL
	\$226	\$984	\$0	\$0	\$0	\$0	\$0	\$1,210
FUNDING SOURCE	PRIOR	2021	2022	2023	2024	2025	BEYOND	TOTAL
Interest, Sales, Transfer & Other	\$1,210	\$0	\$0	\$0	\$0	\$0	\$0	\$1,210
GRAND TOTAL	\$1,210	\$0	\$0	\$0	\$0	\$0	\$0	\$1,210
O&M Costs (Savings)		2021	2022	2023	2024	2025	<i>*Amounts in thousands of dollars</i>	
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

Social Services Hub

Rendering of Social Services Hub



Project Highlights

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

**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	2021	2022	2023	2024	2025	BEYOND	TOTAL
	\$3,551	\$22,000	\$35,000	\$5,449	\$0	\$0	\$0	\$66,000
FUNDING SOURCE	PRIOR	2021	2022	2023	2024	2025	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)		2021	2022	2023	2024	2025	<i>*Amounts in thousands of dollars</i>	
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 - GENERAL

Awendaw Fire Station



Awendaw Fire Station #7

Project Highlights

Initiative: Service Delivery

Function: Public Safety

Type: New

Management: Facilities
Management

Duration: 2015-2021

**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	2021	2022	2023	2024	2025	BEYOND	TOTAL
	\$2,961	\$439	\$0	\$0	\$0	\$0	\$0	\$3,400

FUNDING SOURCE	PRIOR	2021	2022	2023	2024	2025	BEYOND	TOTAL
Interest, Sales, Transfer & Other	\$1,284	\$0	\$0	\$0	\$0	\$0	\$0	\$1,284
Existing Bond Issues	2,116	0	0	0	0	0	0	2,116
GRAND TOTAL	\$3,400	\$0	\$0	\$0	\$0	\$0	\$0	\$3,400

O&M Costs (Savings)	2021	2022	2023	2024	2025
Personnel	\$0	\$0	\$0	\$0	\$0
Operating	20	25	26	27	28
Grand Total	\$20	\$25	\$26	\$27	\$28

**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: 2018-2022

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 2022. 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	2021	2022	2023	2024	2025	BEYOND	TOTAL
	\$2,145	\$14,400	\$3,416	\$0	\$0	\$0	\$0	\$19,961

FUNDING SOURCE	PRIOR	2021	2022	2023	2024	2025	BEYOND	TOTAL
Existing Bond Issues	\$19,961	\$0	\$0	\$0	\$0	\$0	\$0	\$19,961
GRAND TOTAL	\$19,961	\$0	\$0	\$0	\$0	\$0	\$0	\$19,961

O&M Costs (Savings)	2021	2022	2023	2024	2025
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 Detention Center will have increased square footage and the County expects an increase in annual operating and maintenance costs.

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 2021 – FY 2025 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.

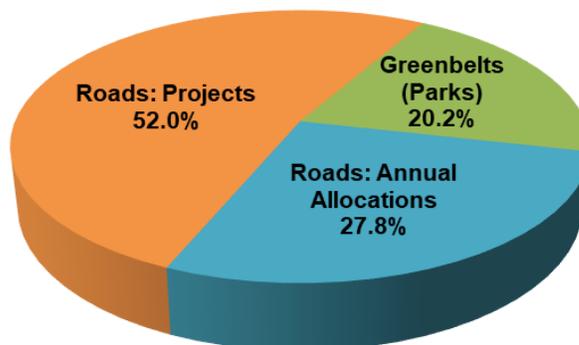
1st Transportation Sales Tax Cost Summary

(in thousands)

	Prior	2021	2022	2023	2024	2025	Total
CULTURE/RECREATION							
Greenbelts: Projects	\$ 144,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 144,700
Culture/Recreation Total	144,700	-	-	-	-	-	144,700
PUBLIC WORKS							
Roads: Annual Allocations	153,300	9,800	9,000	9,000	9,000	9,000	199,100
Roads: Projects	344,600	100	100	100	20,500	6,900	372,300
Public Works Total	497,900	9,900	9,100	9,100	29,500	15,900	571,400
GRAND TOTAL	\$ 642,600	\$ 9,900	\$ 9,100	\$ 9,100	\$ 29,500	\$ 15,900	\$ 716,100

The total cost of the FY 2021 – FY 2025 plan of capital expenditures in the first Transportation Sales Tax program total \$716.1 million.

Comprehensive Plan of Expenditures (Capital) for 1st Transportation Sales Tax for FY 2021-2025



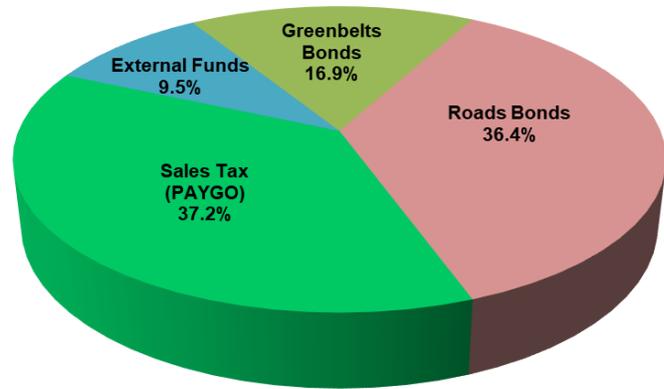
Grand Total \$716,100,000

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



Grand Total \$716,100,000

1st Transportation Sales Tax Sources

(in thousands)

	Prior	2021	2022	2023	2024	2025	Total
Sales Tax (PAYGO)	\$192,600	\$ 9,900	\$ 9,100	\$ 9,100	\$ 29,500	\$ 15,900	\$266,100
External Funds	68,000	-	-	-	-	-	68,000
Greenbelts Bonds	121,000	-	-	-	-	-	121,000
Roads Bonds	261,000	-	-	-	-	-	261,000
GRAND TOTAL	\$642,600	\$ 9,900	\$ 9,100	\$ 9,100	\$ 29,500	\$ 15,900	\$716,100

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 2021 – FY 2025 plan includes \$856.1 million in capital projects for the components of the Transportation Sales Tax: greenbelts, roads, and transit.

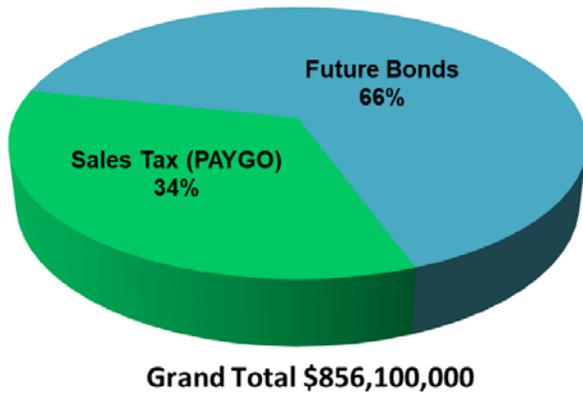
CAPITAL PROJECTS – TRANSPORTATION SALES TAX

2nd Transportation Sales Tax Cost Summary

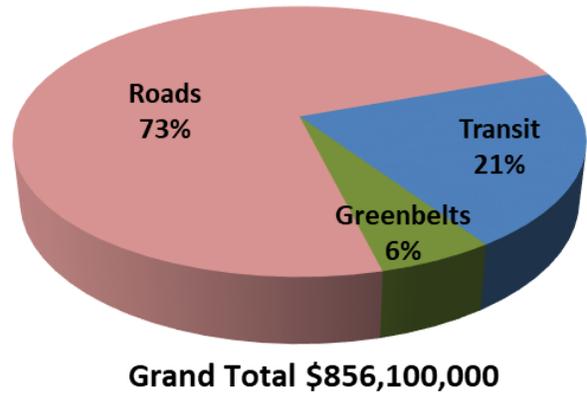
(in thousands)

	Prior	2021	2022	2023	2024	2025	Total
CULTURE/RECREATION							
Greenbelt Purchases	\$ 16,500	\$ 5,500	\$ 6,000	\$ 6,300	\$ 6,500	\$ 6,800	\$ 47,600
Culture/Recreation Total	16,500	5,500	6,000	6,300	6,500	6,800	47,600
GENERAL GOVERNMENT							
Transit: Bus Rapid Transit	11,100	12,600	14,600	15,500	54,900	52,600	161,300
Transit: Other Projects	16,500	3,000	-	-	-	-	19,500
General Total	27,600	15,600	14,600	15,500	54,900	52,600	180,800
PUBLIC WORKS							
Roads: Rural Allocation	6,000	2,000	2,000	2,000	2,000	2,000	16,000
Roads: Projects	49,500	71,000	72,200	114,400	169,300	135,300	611,700
Public Works Total	55,500	73,000	74,200	116,400	171,300	137,300	627,700
GRAND TOTAL	\$ 99,600	\$ 94,100	\$ 94,800	\$ 138,200	\$ 232,700	\$ 196,700	\$ 856,100

2nd Transportation Sales Tax Revenues



2nd Transportation Sales Tax Expenditures



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	2021	2022	2023	2024	2025	Total
REVENUES							
Sales Tax (PAYGO)	\$ 99,600	\$ 94,100	\$ 10,200	\$ 8,300	\$ 57,200	\$ 21,700	\$ 291,100
Future Bonds	-	-	200,000	235,000	-	130,000	565,000
GRAND TOTAL	\$ 99,600	\$ 94,100	\$ 210,200	\$ 243,300	\$ 57,200	\$ 151,700	\$ 856,100

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

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.

CAPITAL PROJECTS – TRANSPORTATION SALES TAX

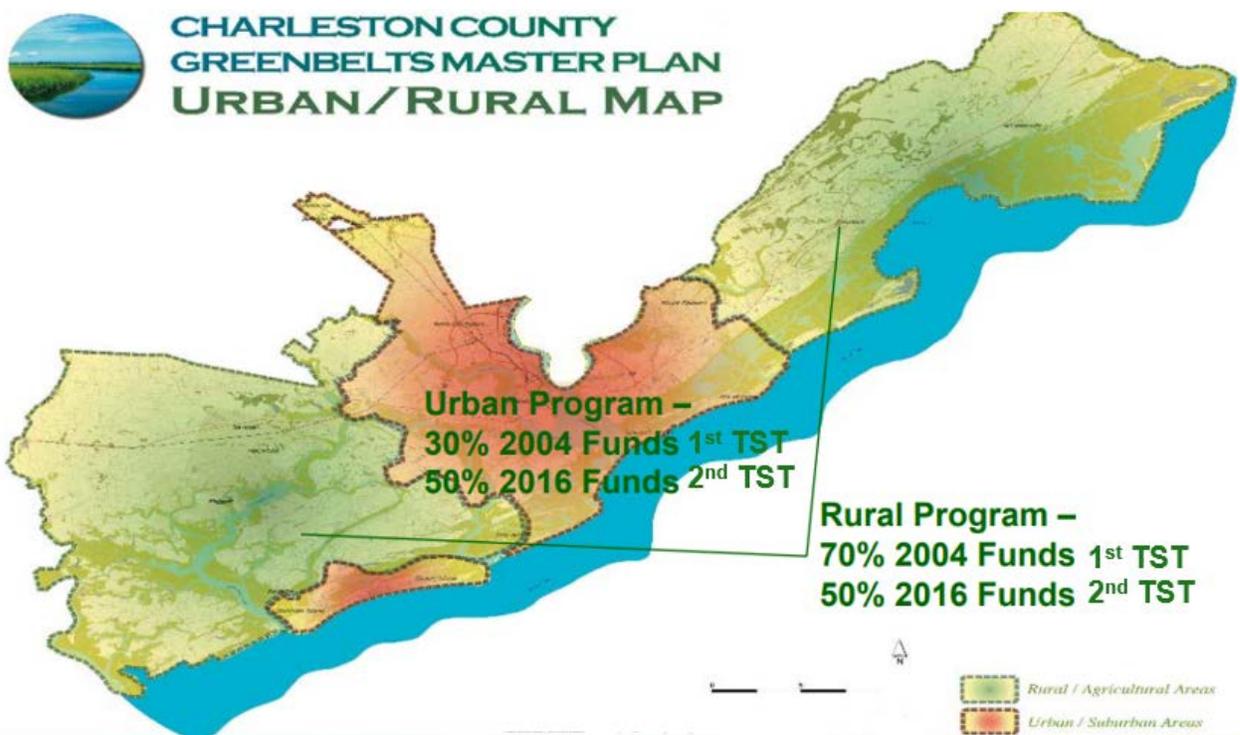
The Rural and Urban Grants are primarily for the conservation of land; however, some grant funds can support the development of related minor improvements that in essence provide for public access and use of conservation lands. These allowable minor improvements are limited to boardwalks, footbridges,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

The diagram below highlights the accomplishments of the Greenbelt Program:



CAPITAL PROJECTS – TRANSPORTATION SALES TAX

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>.



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

The County plans to allocate up to \$194.3 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

CAPITAL PROJECTS – TRANSPORTATION SALES TAX

Charleston. As a result of the study, the US 78/US 52 (Rivers Avenue) route was recommended to move forward into planning and design. The recommendation includes 16 hybrid-electric articulated vehicles operating in a semi-exclusive guideway with transit signal priority. The planned service originates in Summerville and ends in downtown Charleston at Line Street. The plan calls for 18 stations with park & rides, transit hubs, and neighborhood stops serving major activity centers such as Summerville, Trident Health/CSU, Northwoods Mall, North Charleston, the Amtrak Station, and downtown Charleston. With a 60-minute travel time and service every 10 minutes in the peak and 20 minutes in the off peak, the BRT line will provide a fast and reliable alternative to sitting in traffic.

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

Corridor Length:	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 at \$1.7 million in FY 2022 and increase to \$7.8 million in FY 2025.

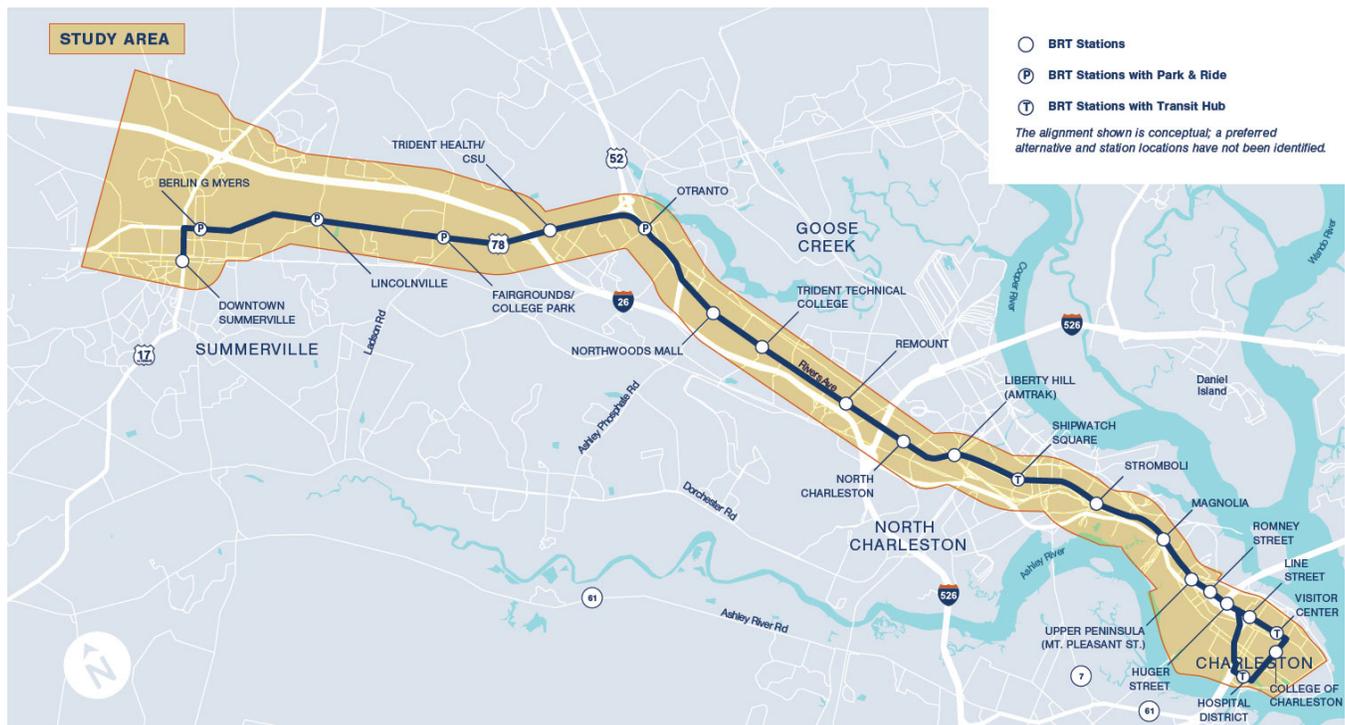
The timeline for the Bus Rapid Transit (BRT):



Project timeline is estimated under the New Starts Capital Investment Grant program guidelines.

CAPITAL PROJECTS – TRANSPORTATION SALES TAX

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



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 1st TST ends in FY 2030, the allocations will expand to include resurfacing, small paving, bike and pedestrian, and intersection improvements. Selection criteria incorporates road condition and community need.

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

Projects

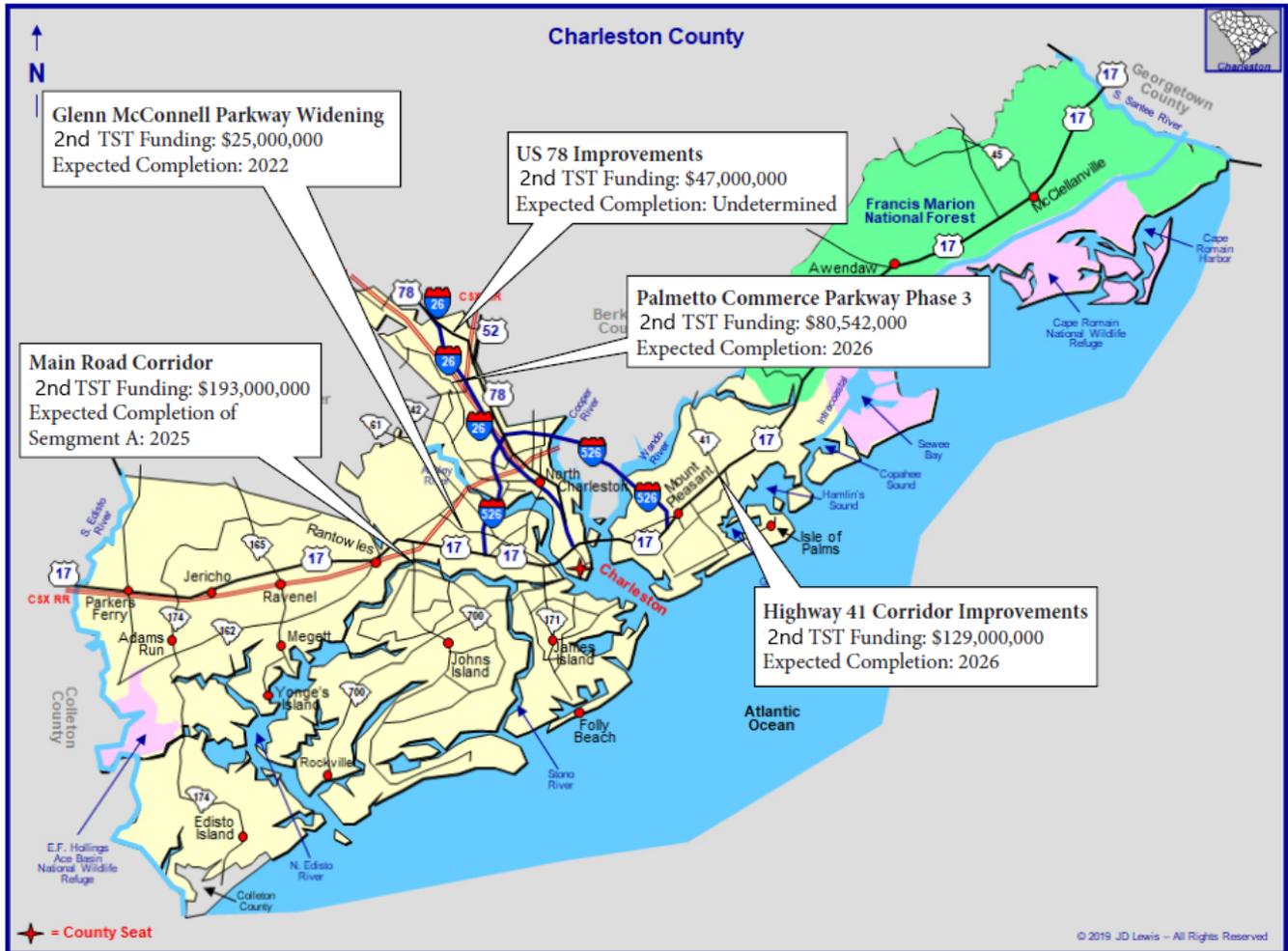
The Comprehensive Plan of Expenditures for the roads program consists of two types of projects, allocation projects and large-scale projects. The allocation projects generally fall within the areas of resurfacing, small paving, bike and pedestrian, and intersection improvements. Selection criteria factors 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.

CAPITAL PROJECTS – TRANSPORTATION SALES TAX

The map below provides a project outline of the major transportation projects that are in progress during FY 2021. The map highlights the location, the budget, the length of the road and the estimated completion date.

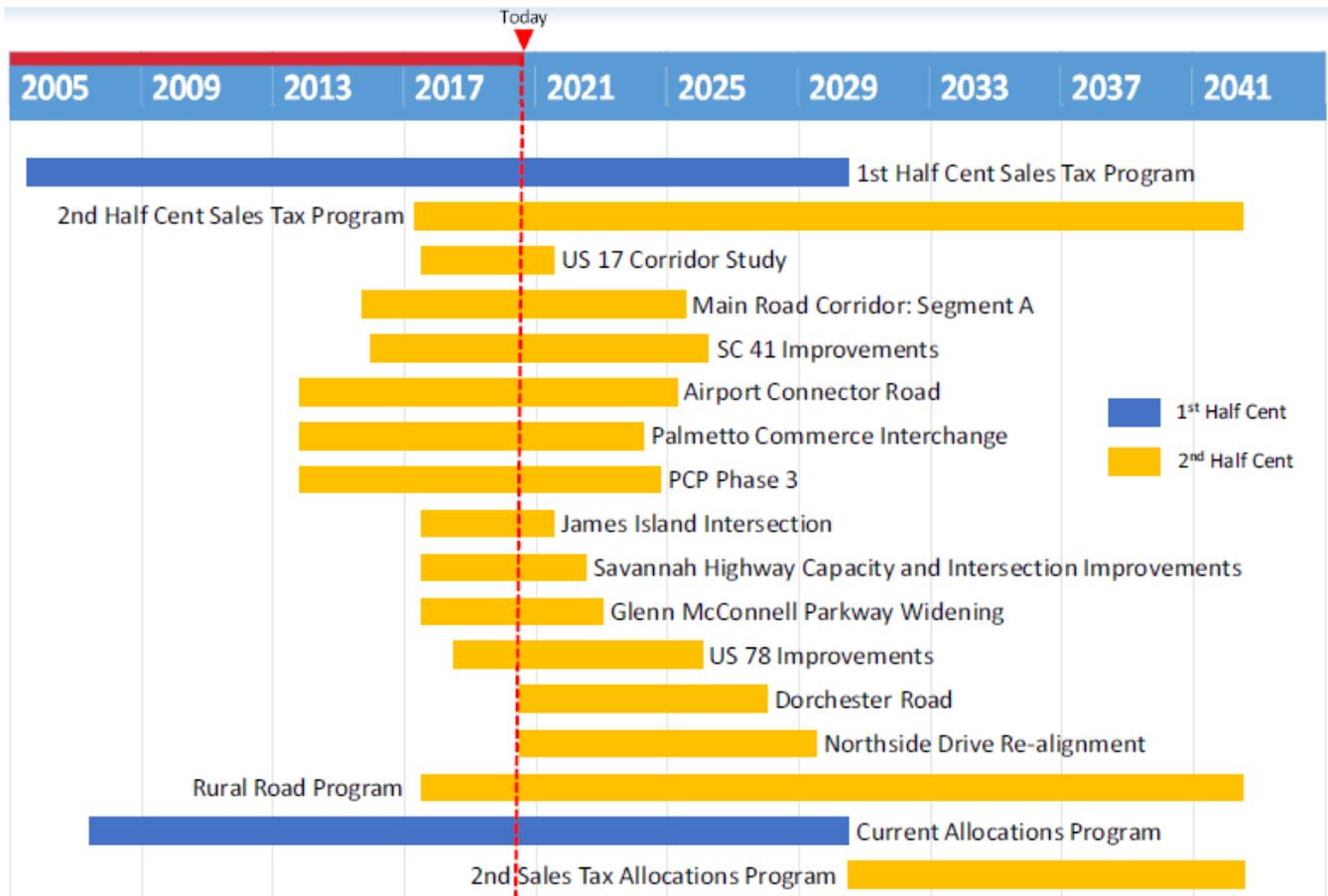
Transportation Sales Tax (1st & 2nd) - FY 2021 Major Road Projects



CAPITAL PROJECTS – TRANSPORTATION SALES TAX

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

Project	2nd TST Funding	Additional Funding	Total Budget	Description
Main Road Corridor	\$ 193,000,000.00	\$ 40,785,500.00	\$ 233,785,500.00	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 Kerrison Parkway Intersection Improvements: Main Road at Maybank Highway
Highway 41 Corridor Improvements	\$ 129,000,000.00	none	\$ 129,000,000.00	Widening of Highway 41 from US 17 to the Wando Bridge; including intersection improvements at and along US 17.
Palmetto Commerce Parkway Phase 3	\$ 80,542,000.00	\$ 100,000,000.00	\$ 180,542,000.00	Extending Palmetto Commerce Parkway from Ashley Phosphate Road to West Aviation Avenue with a four-lane roadway.
US 78 Improvements	\$ 47,000,000.00	none	\$ 47,000,000.00	Improvements along US 78, including the intersections at the junctions of US 78, Ladson Road, and College Park Road.
Glenn McConnell Parkway Widening	\$ 25,000,000.00	none	\$ 25,000,000.00	Relieve traffic congestion on Glenn McConnell Parkway by widening the road from four-to-six lanes between Bees Ferry Road and Magwood Drive.



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.

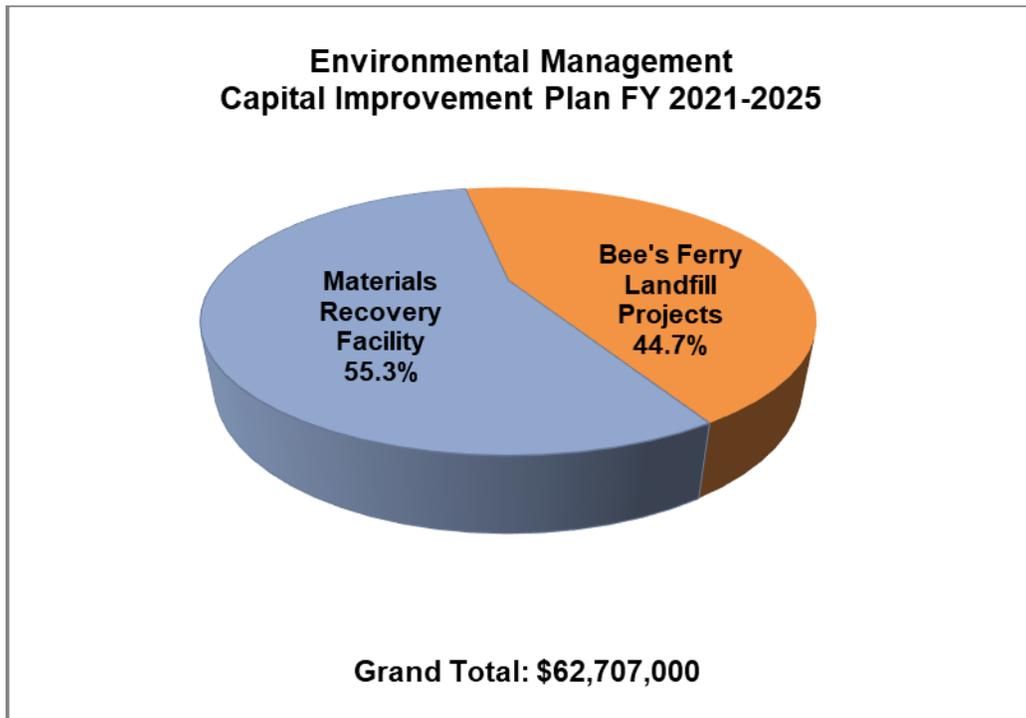
CAPITAL PROJECTS – ENVIRONMENTAL MANAGEMENT

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	2021	2022	2023	2024	2025	Beyond	Project Total
Public Works								
Bee's Ferry Landfill-Compost Infra	\$ 1,173	\$ 997	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,170
Bee's Ferry Landfill-Infrastructure	-	1,330	-	-	-	-	-	1,330
Bee's Ferry Landfill-Lined Cells	6,047	6,453	-	-	-	12,000	-	24,500
Materials Recovery Facility	23,581	11,126	-	-	-	-	-	34,707
GRAND TOTAL	\$ 30,801	\$ 19,906	\$ -	\$ -	\$ -	\$ 12,000	\$ -	\$ 62,707



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	2021	2022	2023	2024	2025	Beyond	Total
Existing Funds	\$ 30,707	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,707
Future Bond Issues	20,000	-	-	-	-	-	-	20,000
Future Sources	-	-	-	-	-	12,000	-	12,000
GRAND TOTAL	\$ 50,707	\$ -	\$ -	\$ -	\$ -	\$ 12,000	\$ -	\$ 62,707

* 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: 2020-2021

**Total Project Cost:
 \$2,170,000**

DESCRIPTION

Improvements will be made to the Bee's Ferry Landfill over a two-year period to increase operational efficiencies. This includes better procedures to keep yard waste out of the landfill. This will be achieved by building a platform for yard waste to be accumulated for decomposition and sale.

EXPENDITURES	PRIOR	2021	2022	2023	2024	2025	BEYOND	TOTAL
	\$1,173	\$997	\$0	\$0	\$0	\$0	\$0	\$2,170

FUNDING SOURCE	PRIOR	2021	2022	2023	2024	2025	BEYOND	TOTAL
Existing Funds	\$1,173	\$997	\$0	\$0	\$0	\$0	\$0	\$2,170
GRAND TOTAL	\$1,173	\$997	\$0	\$0	\$0	\$0	\$0	\$2,170

O&M Costs (Savings)	2021	2022	2023	2024	2025
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: 2021

**Total Project Cost:
\$1,330,000**

DESCRIPTION

Improvements will be made to the Convenience Center at the Bee's Ferry Landfill to increase operational efficiencies and to improve customer service.

EXPENDITURES	PRIOR	2021	2022	2023	2024	2025	BEYOND	TOTAL
	\$0	\$1,330	\$0	\$0	\$0	\$0	\$0	\$1,330

FUNDING SOURCE	PRIOR	2021	2022	2023	2024	2025	BEYOND	TOTAL
Existing Funds	\$0	\$1,330	\$0	\$0	\$0	\$0	\$0	\$1,330
GRAND TOTAL	\$0	\$1,330	\$0	\$0	\$0	\$0	\$0	\$1,330

O&M Costs (Savings)	2021	2022	2023	2024	2025
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 because the replacement facilities will be of similar size and function to the existing facilities.

CAPITAL PROJECTS – ENVIRONMENTAL MANAGEMENT

Bee's Ferry Landfill – Lined Cells



Cell 4 prepared for solid waste

Project Highlights

Initiative: Service Delivery
 Function: Public Works
 Type: New
 Management: Environmental Management
 Duration: 2019-2025

**Total Project Cost:
 \$24,500,000**

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 2021. A future cell is projected for FY 2025.

EXPENDITURES	PRIOR	2021	2022	2023	2024	2025	BEYOND	TOTAL
	\$6,047	\$6,453	\$0	\$0	\$0	\$12,000	\$0	\$24,500
FUNDING SOURCE	PRIOR	2021	2022	2023	2024	2025	BEYOND	TOTAL
Existing Funds	\$6,047	\$6,453	\$0	\$0	\$0	\$0	\$0	\$12,500
Future Sources	0	0	0	0	0	12,000	0	12,000
GRAND TOTAL	\$6,047	\$6,453	\$0	\$0	\$0	\$12,000	\$0	\$24,500
O&M Costs (Savings)		2021	2022	2023	2024	2025	*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: 2015-2021

Total Project Cost:
\$34,707,000

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	2021	2022	2023	2024	2025	BEYOND	TOTAL
	\$23,581	\$11,126	\$0	\$0	\$0	\$0	\$0	\$34,707
FUNDING SOURCE	PRIOR	2021	2022	2023	2024	2025	BEYOND	TOTAL
Existing Funds	\$14,707	\$0	\$0	\$0	\$0	\$0	\$0	\$14,707
Existing Bond Issues	20,000	0	0	0	0	0	0	20,000
GRAND TOTAL	\$34,707	\$0	\$0	\$0	\$0	\$0	\$0	\$34,707
O&M Costs (Savings)		2021	2022	2023	2024	2025		
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)		

**Amounts in thousands of dollars*

Operation & Maintenance Impacts

The County currently sends recyclables to a neighboring county for processing. Due to the larger capacity of the future MRF, additional revenues and expenditures are anticipated.