

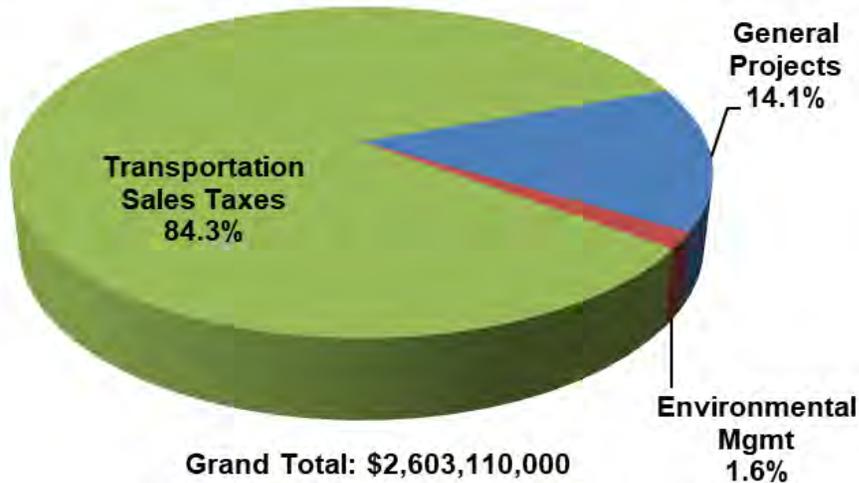
CAPITAL PROJECTS – OVERVIEW

Overview

The FY 2024 – FY 2028 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 \$2,603.1 million and include \$367.4 million allocated to the General Capital Improvement Plan, \$2,193.6 million allocated to the Transportation Sales Tax Comprehensive Plans of Expenditures, and \$42.0 million allocated to the Environmental Management Enterprise Fund Capital Improvement Plan.

**Charleston County Capital Improvement Plan
FY 2024 - FY 2028**



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

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

CAPITAL PROJECTS – OVERVIEW

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

Capital Expenditures	
General Fund	\$4,320,645
Special Revenue Funds	276,000
Enterprise Funds	7,585,355
Internal Service Funds	6,477,000
Grand Total	\$18,659,000

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 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.

CAPITAL PROJECTS – OVERVIEW

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 expanded over the years to include the Leadership Team; and the Capital Projects, Facilities Management and Budget Departments. Input is received from the Public Works Department 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 FY2024–FY2028 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	2024	2025	2026	2027	2028	Beyond	Total
CULTURE/RECREATION								
Library Facilities	\$ 97,891	\$ 1,870	\$ 8,739	\$ -	\$ -	\$ -	\$ -	\$ 108,500
Culture/Recreation Total	97,891	1,870	8,739	-	-	-	-	108,500
GENERAL GOVERNMENT								
Assessor Relocation	31	69	400	2,250	-	-	-	2,750
Azalea Complex: Fueling	3,916	8,881	2,500	-	-	-	-	15,297
Azalea Complex: Main	7,000	23,000	25,000	10,000	-	-	-	65,000
Azalea Complex: Fleet Shop	-	120	1,080	-	-	-	-	1,200
Azalea Complex: Elections/EMS	-	300	2,000	15,000	15,000	7,700	-	40,000
Magistrate Court (Remount Road)	-	2,000	-	-	-	-	-	2,000
General Government Total	10,947	34,370	30,980	27,250	15,000	7,700	-	126,247
HEALTH/WELFARE								
Social Services Hub	58,400	200	-	-	-	-	-	58,600
Health/Welfare Total	58,400	200	-	-	-	-	-	58,600
PUBLIC SAFETY								
EMS Station: Edisto Island	228	4,012	-	-	-	-	-	4,240
EMS Station: Mead Westvaco	-	-	-	-	-	-	5,800	5,800
EMS Station: St. John's Fire	-	-	900	900	-	-	-	1,800
EMS Station: St. Andrews PSD	-	900	900	-	-	-	-	1,800
Emergency Services Building	-	-	-	-	-	-	20,000	20,000
Sheriff: Small Arms Range	-	-	-	-	-	-	10,600	10,600
Tri-County Biological Science Ctr	2,200	1,000	9,800	10,000	-	-	-	23,000
Public Safety Total	2,428	5,912	11,600	10,900	-	-	36,400	67,240
PUBLIC WORKS								
Emergency Debris Removal Site	-	-	-	-	-	-	3,000	3,000
Remote Facilities	2	1,198	1,320	1,320	-	-	-	3,840
Public Works Total	2	1,198	1,320	1,320	-	-	3,000	6,840
GRAND TOTAL	\$ 169,668	\$ 43,550	\$ 52,639	\$ 39,470	\$ 15,000	\$ 7,700	\$ 39,400	\$ 367,427

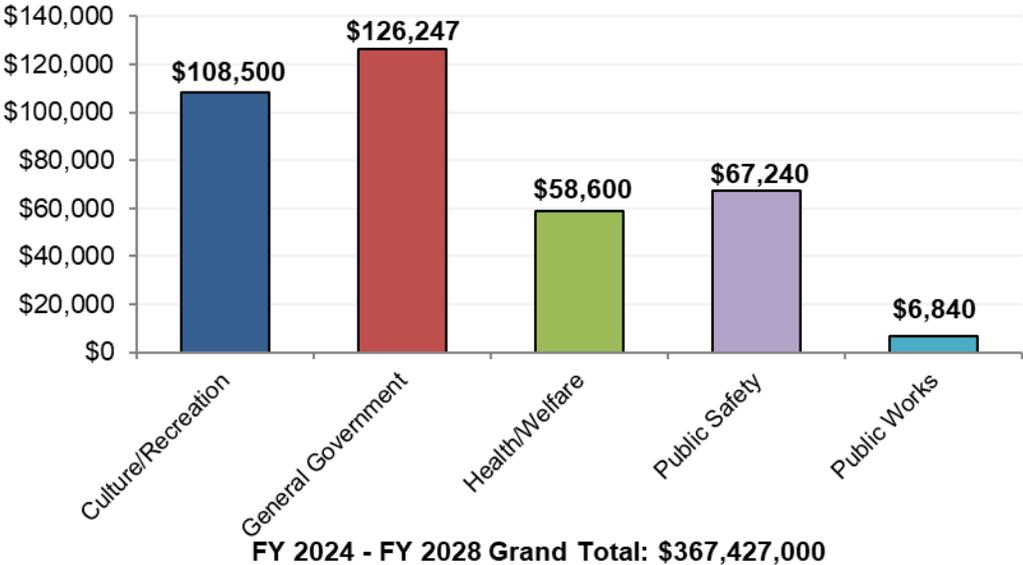
* Amounts in thousands of dollars

CAPITAL PROJECTS – GENERAL

Most of the projects listed in the CIP have funds appropriated for use in FY 2024.

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

**Five Year Capital Improvement Plan
FY 2024 - FY 2028 (Thousands)**

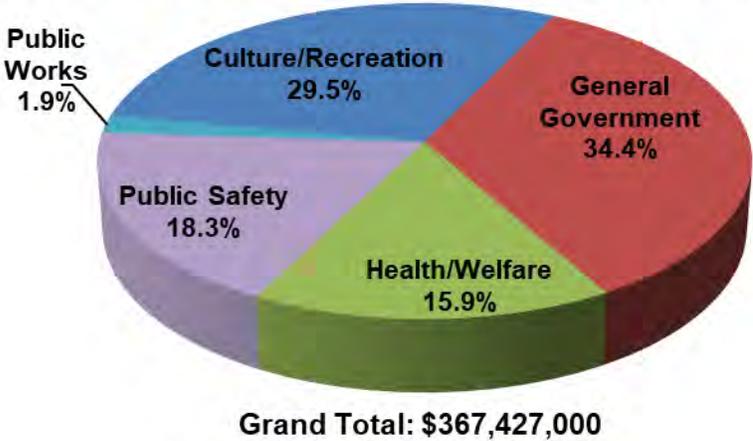


Council and staff will continue to review the program, its direction, progress, and financing requirements annually.

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 2024 - FY 2028



Financial Policies

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

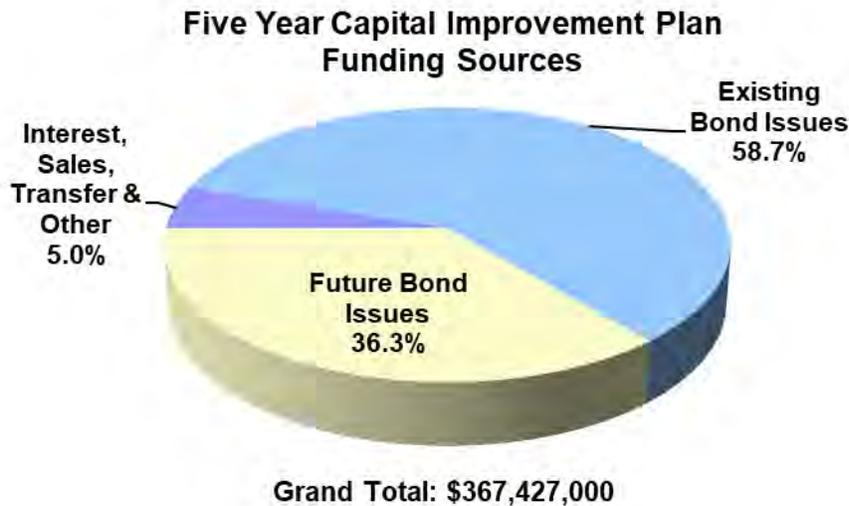
CAPITAL PROJECTS – GENERAL

General Project Source Summary *

Funding Source	Prior	2024	2025	2026	2027	2028	Beyond	Total
Interest, Sales, Transfer & Other	\$ 18,325	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,325
Existing Bond Issues	215,784	-	-	-	-	-	-	215,784
Future Bond Issues	-	41,968	-	51,950	-	-	39,400	133,318
GRAND TOTAL	\$ 234,109	\$ 41,968	\$ -	\$ 51,950	\$ -	\$ -	\$ 39,400	\$ 367,427

* Amounts in thousands of dollars

11.4 percent of the funding associated with the five-year General Capital Improvement Plan is scheduled to be applied to projects in FY 2024.



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 Renovation
Management: Facilities Management
Duration: 2016-2025

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. 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	2024	2025	2026	2027	2028	BEYOND	TOTAL
	\$97,891	\$1,870	\$8,739	\$0	\$0	\$0	\$0	\$108,500
FUNDING SOURCE	PRIOR	2024	2025	2026	2027	2028	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)		2024	2025	2026	2027	2028	*Amounts in thousands of dollars	
Personnel		\$9,209	\$9,485	\$9,770	\$10,063	\$10,365		
Operating		3,420	3,522	3,628	3,737	3,849		
Grand Total		\$12,629	\$13,008	\$13,398	\$13,800	\$14,214		

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

Assessor Relocation



Project Highlights

Initiative: Service Delivery
Function: General Government
Type: Renovation
Management: Facilities Management
Duration: 2024-2026

Total Project Cost:
\$2,750,000

DESCRIPTION

The County Assessor leases space for approximately \$510,000 annually, increasing 3% every year of the lease into the future. To eliminate that expense, the County will move the Assessor's Department into the space vacated by Public Works at the Public Service Building when Public Works moves to new facilities at the Azalea Complex.

EXPENDITURES	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
	\$31	\$69	\$400	\$2,250	\$0	\$0	\$0	\$2,750
FUNDING SOURCE	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
Existing Bond Issues	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$500
Future Bond Issues	0	0	0	2,250	0	0	0	2,250
GRAND TOTAL	\$500	\$0	\$0	\$2,250	\$0	\$0	\$0	\$2,750
O&M Costs (Savings)		2024	2025	2026	2027	2028	*Amounts in thousands of dollars	
Personnel		\$0	\$0	\$0	\$0	\$0		
Operating		0	0	(538)	(549)	(560)		
Grand Total		\$0	\$0	(\$538)	(\$549)	(\$560)		

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: Phase I and III – Facilities Mgmt.
Management: Phase II and IV – Capital Projects

Total Project Cost:
\$121,497,000

DESCRIPTION

Capital Projects 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, 2019, and 2021. 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, warehouses, and yards.

EXPENDITURES	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
	\$10,916	\$32,301	\$30,580	\$25,000	\$15,000	\$7,700	\$0	\$121,497
FUNDING SOURCE	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
Existing Bonds	\$46,464	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 46,464
Future Bond Issues	0	35,333	0	39,700	0	0	0	75,033
GRAND TOTAL	\$46,464	\$35,333	\$0	\$39,700	\$0	\$0	\$0	\$121,497

O&M Costs (Savings)	2024	2025	2026	2027	2028
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 2025 and beyond as the new facilities are placed into service. At this stage of planning, the annual operating costs are unknown.

CAPITAL PROJECTS - GENERAL

Magistrate Court (Remount Road)



Photo of Magistrate Court (Remount Road)

Project Highlights

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

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

DESCRIPTION

Charleston County Facilities performed a space utilization study for the Magistrates Courts to re-evaluate the most efficient use of space. To eliminate lease costs for the North Area Magistrate's Court, the County-owned building at 1357 Remount Road will be renovated. Renovations will include renovations to office space, a conference room, as well as sufficient storage.

EXPENDITURES	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000
FUNDING SOURCE	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
Future Bond Issues	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000
GRAND TOTAL	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000
O&M Costs (Savings)		2024	2025	2026	2027	2028	*Amounts in thousands of dollars	
Personnel		\$0	\$0	\$0	\$0	\$0		
Operating		0	(267)	(275)	(283)	(292)		
Grand Total		\$0	(\$267)	(\$275)	(\$283)	(\$292)		

Operation & Maintenance Impacts

The relocation of the Magistrate Court to 1357 Remount Road is expected to decrease the operating cost of the annual lease that the county currently pays to a third party.

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: 2020-2024

Total Project Cost:
\$58,600,000

DESCRIPTION

The Teddie E. Pryor, Sr. Social Services Building opened in November 2022. The 175,000 square foot Social Services Hub consolidates the current tenants of the Department of Alcohol and Other Drug Abuse Services (DAODAS), State Department of Social Services, and State Department of Health and Human Services. The project is located at the corner of Rivers Avenue and McMillan Avenue. The consolidation of these multiple departments and agencies has improved access to services.

EXPENDITURES	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
	\$58,400	\$200	\$0	\$0	\$0	\$0	\$0	\$58,600
FUNDING SOURCE	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
Interest, Sales, Transfer & Other	\$824	\$0	\$0	\$0	\$0	\$0	\$0	\$824
Existing Bond Issues	57,776	0	0	0	0	0	0	57,776
GRAND TOTAL	\$58,600	\$0	\$0	\$0	\$0	\$0	\$0	\$58,600
O&M Costs (Savings)		2024	2025	2026	2027	2028		
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 operating costs are not expected to significantly change because of the similar amount of space utilized by these functions. However, savings are anticipated from avoiding large maintenance projects at the previous locations.

CAPITAL PROJECTS - GENERAL

Tri-County Biological Science Center

Aerial view of the new Biological Science Center site on Leeds Avenue.



Project Highlights

Initiative: Service Delivery
Function: Public Safety
Type: New
Management: Capital Projects

Duration: 2023-2026

Total Project Cost:
\$23,000,000

DESCRIPTION

The Tri-County Biological Science Center will serve as a solution to provide the regional criminal justice system with timely forensic analysis services. The laboratory will provide analysis of physical evidence for law enforcement agencies, provide support to the Coroner's Office in identifying bodily remains, and offer courtroom testimony as required under the criminal justice system and the law. The project is the result of a committed partnership with Charleston, Berkeley and Dorchester counties. Located at 3765 Leeds Avenue, the center is a proposed 21,500 square foot building which will include administrative, laboratory and support spaces. The design/build process began in late 2022. Construction will start in 2024 with building occupancy expected in fourth quarter 2025. Beginning in 2026, the laboratory will undergo a rigorous validation, training and implementation phase. The laboratory will seek accreditation in 2027.

EXPENDITURES	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
	\$2,200	\$1,000	\$9,800	\$10,000	\$0	\$0	\$0	\$23,000
FUNDING SOURCE	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
Interest, Sales, Transfer & Other	\$3,000	\$1,095	\$0	\$0	\$0	\$0	\$0	\$4,095
Existing Bond Issues	8,905	0	0	0	0	0	0	8,905
Future Bond Issues	0	0	0	10,000	0	0	0	10,000
GRAND TOTAL	\$11,905	\$1,095	\$0	\$10,000	\$0	\$0	\$0	\$23,000
O&M Costs (Savings)		2024	2025	2026	2027	2028	*Amounts in thousands of dollars	
Personnel		\$388	\$552	\$859	\$1,360	\$1,346		
Operating		50	100	300	301	310		
Grand Total		\$438	\$652	\$1,159	\$1,661	\$1,656		

A total of 12 FTEs will be used to operate this facility 2027.

Operation & Maintenance Impacts

CAPITAL PROJECTS - GENERAL

EMS Station: Edisto Island

EMS Station 8 located in Edisto. This design is for the new EMS Station on Edisto Island.



Project Highlights

Initiative: Service Delivery

Function: Public Safety

Type: New

Management: Facilities Management

Duration: 2022-2024

**Total Project Cost:
\$4,240,000**

DESCRIPTION

This project involves replacement of existing building on current site with a new EMS Station building designed similar to the James Island EMS Station 4. The replacement includes demolition of the existing current residential house being used as an EMS station and turnkey construction of the new station. The new building will include space for a Sheriff's Office substation.

EXPENDITURES	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
	\$228	\$4,012	\$0	\$0	\$0	\$0	\$0	\$4,240
FUNDING SOURCE	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
Existing Bond Issues	\$4,240	\$0	\$0	\$0	\$0	\$0	\$0	\$4,240
GRAND TOTAL	\$4,240	\$0	\$0	\$0	\$0	\$0	\$0	\$4,240
O&M Costs (Savings)		2024	2025	2026	2027	2028		
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

New EMS Station will have increased square footage and County expects an increase in annual O&M costs.

CAPITAL PROJECTS - GENERAL

EMS Station: Mead Westvaco

EMS Station 8 located in Edisto. A similar station may be used for the new EMS Station in the Mead Westvaco development



Project Highlights

Initiative: Service Delivery
 Function: Public Safety
 Type: New
 Management: Capital Projects
 Duration: Beyond

**Total Project Cost:
\$5,800,000**

DESCRIPTION

This project involves the construction of a new EMS Station when the Mead Westvaco development in the Ravenal area reaches more density.

EXPENDITURES	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
	\$0	\$0	\$0	\$0	\$0	\$0	\$5,800	\$5,800
FUNDING SOURCE	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
Future Bond Issues	\$0	\$0	\$0	\$0	\$0	\$0	\$5,800	\$5,800
GRAND TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$5,800	\$5,800
O&M Costs (Savings)		2024	2025	2026	2027	2028	<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
 County expects an increase in annual O&M costs from this new EMS station.

CAPITAL PROJECTS - GENERAL

EMS Station: St. John's Fire

EMS Station 8 located in Edisto. This design may be used for the new EMS Station on Kiawah Island.



Project Highlights

Initiative: Service Delivery
 Function: Public Safety
 Type: Replacement
 Management: Facilities Management
 Duration: 2025-2026

**Total Project Cost:
\$1,800,000**

DESCRIPTION

This project involves the replacement of existing EMS Medic 10 Station. The new station will be located on Kiawah River Drive on John's Island and will include a Sheriff's Office substation. The St. John's Fire Department will construct a separate new fire station on this County-owned property.

EXPENDITURES	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
	\$0	\$0	\$900	\$900	\$0	\$0	\$0	\$1,800
FUNDING SOURCE	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
Existing Bond Issues	\$900	\$900	\$0	\$0	\$0	\$0	\$0	\$1,800
GRAND TOTAL	\$900	\$900	\$0	\$0	\$0	\$0	\$0	\$1,800
O&M Costs (Savings)		2024	2025	2026	2027	2028	*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.

CAPITAL PROJECTS - GENERAL

EMS Station: St. Andrew's Public Service District

This is a rendering for the new EMS Station: St. Andrew's PSD.



Project Highlights

Initiative: Service Delivery
Function: Public Safety
Type: New
Management: Facilities Management
Duration: 2024-2025

Total Project Cost:
\$1,800,000

DESCRIPTION

This is a joint project that combines a Fire/EMS station in West Ashely. The new station, located on Ashley River Road, will be owned by the St Andrew's Public Service District (PSD). The County will provide funding toward the construction and enter into a long-term lease with the PSD.

EXPENDITURES	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
	\$0	\$900	\$900	\$0	\$0	\$0	\$0	\$1,800
FUNDING SOURCE	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
Existing Bond Issues	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800
GRAND TOTAL	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800
O&M Costs (Savings)		2024	2025	2026	2027	2028	<i>*Amounts in thousands of dollars</i>	
Personnel		\$0	\$0	\$0	\$0	\$0		
Operating		0	27	56	58	59		
Grand Total		\$0	\$27	\$56	\$58	\$59		

Operation & Maintenance Impacts

New EMS Station is anticipated to have new annual O&M costs.

CAPITAL PROJECTS - GENERAL

Emergency Services Building



*Emergency Services Building
on Palmetto Commerce
Parkway.*

Project Highlights

Initiative: Service Delivery
Function: Public Safety
Type: New
Management: Capital Projects

Duration: Beyond

Total Project Cost:
\$20,000,000

DESCRIPTION

Capital Projects is working with Emergency Management and Consolidated Dispatch to assist with developing their need and justification for expansion. Once a clear need and appropriate justification is provided to Capital Projects, a new facility may be constructed adjacent to the current facility.

EXPENDITURES	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$20,000
FUNDING SOURCE	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
Future Bond Issues	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$20,000
GRAND TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$20,000
O&M Costs (Savings)		2024	2025	2026	2027	2028	<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
If needed, the additional building on the Emergency Services complex will increase the square footage dedicated to emergency services and increase annual O&M costs.

CAPITAL PROJECTS - GENERAL

Sheriff: Small Arms Range



Indoor Small Arms Range

Project Highlights

Initiative: Service Delivery

Function: Public Safety

Type: New

Management: Facilities
Management

Duration: Beyond

**Total Project Cost:
\$10,600,000**

DESCRIPTION

This project will create a small arms range to support training operations. In addition to a 50-yard pistol range, the project may include an administrative building with classrooms, restroom facilities, and a parking lot.

EXPENDITURES	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
	\$0	\$0	\$0	\$0	\$0	\$0	\$10,600	\$10,600
FUNDING SOURCE	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
Future Bond Issues	\$0	\$0	\$0	\$0	\$0	\$0	\$10,600	\$10,600
GRAND TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$10,600	\$10,600
O&M Costs (Savings)		2024	2025	2026	2027	2028	*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 new facility will require maintenance, utilities, and insurance. These costs are unknown at this time.

CAPITAL PROJECTS - GENERAL

Emergency Debris Removal Site



Debris Removal site for disasters

Project Highlights

Initiative: Service Delivery

Function: Public Works

Type: New

Management: Facilities
Management

Duration: Beyond

Total Project Cost:
\$3,000,000

DESCRIPTION

In preparation for a potential disaster such as hurricanes, the County is seeking land to establish an Emergency Debris Removal Site. The Site will serve as a temporary holding site until the debris can be processed.

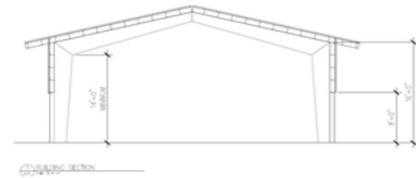
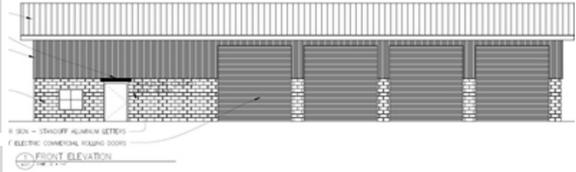
EXPENDITURES	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$3,000
FUNDING SOURCE	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
Future Bond Issues	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$3,000
GRAND TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$3,000
O&M Costs (Savings)		2024	2025	2026	2027	2028	<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

Minimal O&M costs are anticipated to maintain the site.

CAPITAL PROJECTS - GENERAL

Public Works Remote Facilities



Remote Facilities for storage of vehicles and equipment

Project Highlights

Initiative: Service Delivery

Function: Public Works

Type: Replace

Management: Facilities Management

Duration: 2022-2026

**Total Project Cost:
\$3,840,000**

DESCRIPTION

Facilities Management and Public Works evaluated five Public Works Remote Facilities. It was decided that three of the sites needed to have their facilities replaced with new construction. The other two sites were determined to be unnecessary and the buildings on those sites have been torn down.

EXPENDITURES	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
	\$2	\$1,198	\$1,320	\$1,320	\$0	\$0	\$0	\$3,840
FUNDING SOURCE	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
Existing Bond Issues	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200
Future Bond Issues	0	2,640	0	0	0	0	0	2,640
GRAND TOTAL	\$1,200	\$2,640	\$0	\$0	\$0	\$0	\$0	\$3,840
O&M Costs (Savings)		2024	2025	2026	2027	2028	*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 is anticipated for these new sheds.

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 initiate a 0.5 percent Transportation Sales Tax for green space, roads and mass transit. Collection of the Sales Tax funds began in May 2005 and will continue for 25 years or until \$1.3 billion is collected (whichever comes first). Revenues from the 1st TST are allocated with 17 percent to greenbelt, 65 percent to roads, and 18 percent to transit. The Greenbelt Department manages the green space portion of the 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 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.

County Council approves a Comprehensive Plan of Expenditures (five-year plan) for the Transportation Sales Tax each year in June. The FY 2024 – FY 2028 plan includes the capital projects projections for two components of the 1st TST: green space and roads.

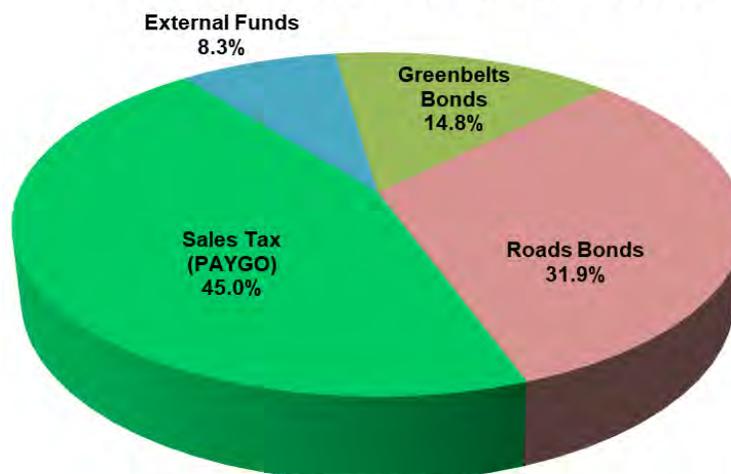
1st Transportation Sales Tax Cost Summary

(in thousands)

	Prior	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
CULTURE/RECREATION							
Greenbelts: Projects	\$ 149,664	\$ 3,759	\$ 4,010	\$ 4,261	\$ 5,352	\$ -	\$ 167,046
Culture/Recreation Total	149,664	3,759	4,010	4,261	5,352	-	167,046
PUBLIC WORKS							
Roads: Annual Allocations	188,056	10,875	7,875	7,875	7,875	7,875	230,431
Roads: Projects	364,880	11,250	25,750	20,000	-	-	421,880
Public Works Total	552,936	22,125	33,625	27,875	7,875	7,875	652,311
GRAND TOTAL	\$ 702,600	\$ 25,884	\$ 37,635	\$ 32,136	\$ 13,227	\$ 7,875	\$ 819,357

The total cost of the FY 2024 – FY 2028 plan of capital expenditures in the 1st Transportation Sales Tax program is \$819.4 million.

1st Transportation Sales Tax Revenues



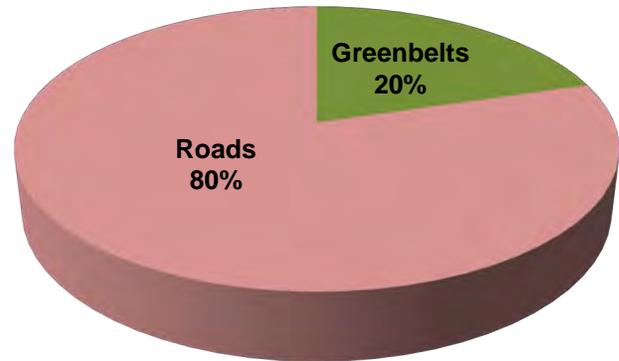
Grand Total \$819,357,000

CAPITAL PROJECTS – TRANSPORTATION SALES TAX

Funding the CIP

The projects are funded with sales tax revenues on a Pay-As-You-Go (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 Expenditures



Grand Total \$ 819,357,000

1st Transportation Sales Tax Sources

(in thousands)

	Prior	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Sales Tax (PAYGO)	\$252,600	\$ 25,884	\$ 37,635	\$ 32,136	\$ 13,227	\$ 7,875	\$ 369,357
External Funds	68,000	-	-	-	-	-	68,000
Greenbelts Bonds	121,000	-	-	-	-	-	121,000
Roads Bonds	261,000	-	-	-	-	-	261,000
GRAND TOTAL	\$702,600	\$ 25,884	\$ 37,635	\$ 32,136	\$ 13,227	\$ 7,875	\$ 819,357

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 an additional 0.5 percent Transportation Sales Tax 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 roads, and 29 percent to transit. The Greenbelt Department manages the green space portion of the 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 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 TST each year in June. The FY 2024 – FY 2028 plan includes \$1,374.0 million in capital projects for the components of the 2nd TST: greenbelts, roads, and transit.

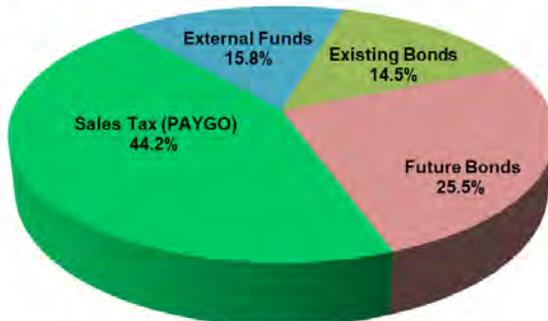
CAPITAL PROJECTS – TRANSPORTATION SALES TAX

2nd Transportation Sales Tax Cost Summary

(in thousands)

	Prior	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
CULTURE/RECREATION							
Greenbelt: Projects	\$ 38,596	\$ 9,023	\$ 9,023	\$ 9,022	\$ 9,022	\$ 8,182	\$ 82,868
Culture/Recreation Total	38,596	9,023	9,023	9,022	9,022	8,182	82,868
GENERAL GOVERNMENT							
Transit: Bus Rapid Transit	51,007	-	23,873	28,500	118,500	139,750	361,630
Transit: Other Projects	11,228	-	-	-	-	-	11,228
General Total	62,235	-	23,873	28,500	118,500	139,750	372,858
PUBLIC WORKS							
Roads: Annual Allocations	12,000	2,000	2,000	2,000	2,000	2,000	22,000
Roads: Projects	291,941	67,626	6,755	159,000	217,778	153,500	896,600
Public Works Total	303,941	69,626	8,755	161,000	219,778	155,500	918,600
GRAND TOTAL	\$ 404,772	\$ 78,649	\$ 41,651	\$ 198,522	\$ 347,300	\$ 303,432	\$ 1,374,326

2nd Transportation Sales Tax Revenues



Grand Total \$1,374,326,000

2nd Transportation Sales Tax Expenditures



Grand Total \$1,374,326,000

Funding the Projects

For the 2nd TST, the County is attempting to maximize the PAYGO 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 PAYGO funding and future bond issues.

2nd Transportation Sales Tax Sources

(in thousands)

	Prior	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Sales Tax (PAYGO)	\$ 346,957	\$ 17,629	\$ 32,810	\$ 80,367	\$ 119,800	\$ 10,182	\$ 607,745
External Funds	-	-	44,928	17,100	71,100	83,850	216,978
Existing Bonds	199,603	-	-	-	-	-	199,603
Future Bonds	-	-	-	80,000	145,000	125,000	350,000
GRAND TOTAL	\$ 546,560	\$ 17,629	\$ 77,738	\$ 177,467	\$ 335,900	\$ 219,032	\$ 1,374,326

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 habitats, 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 habitats 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.

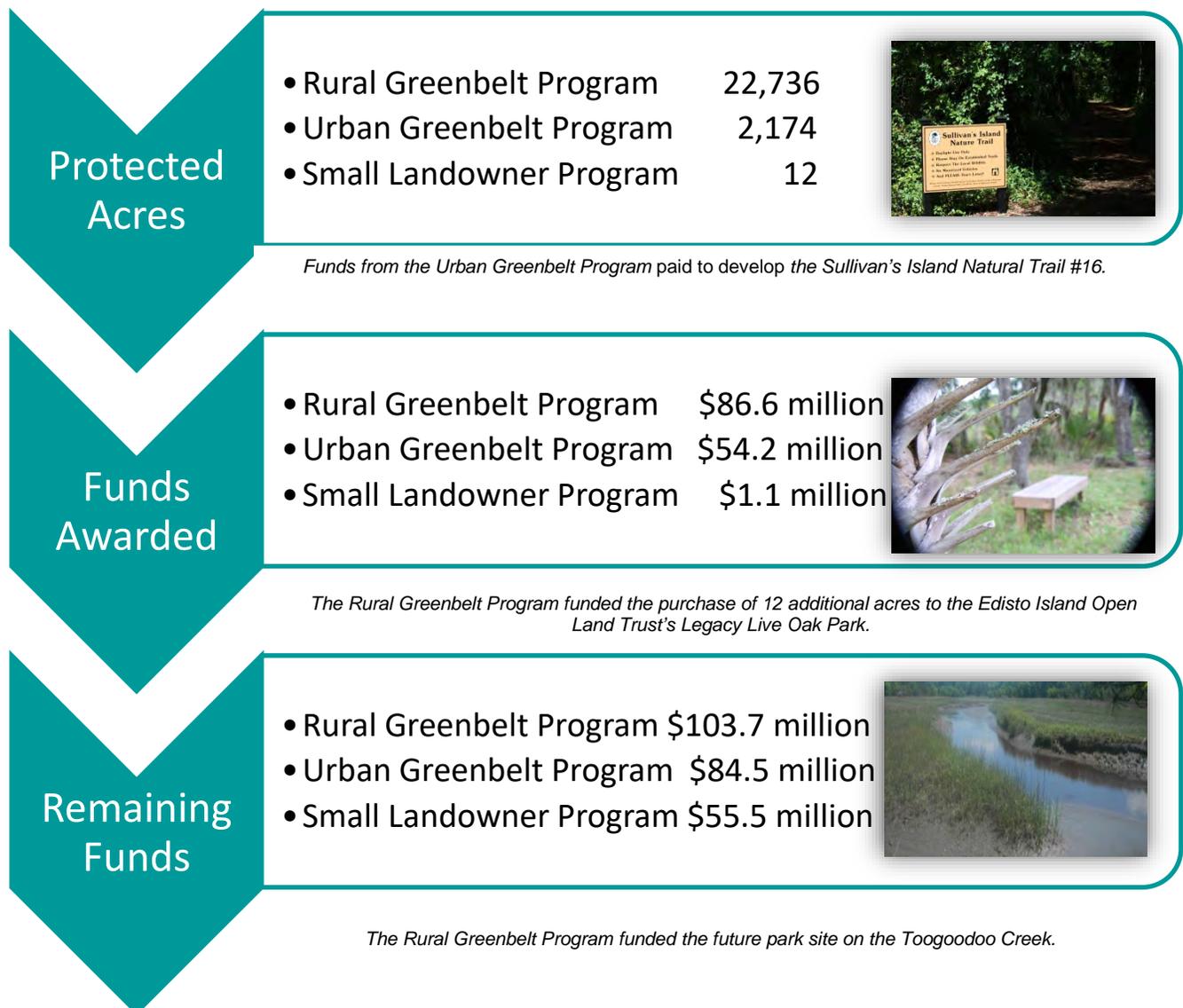
Urban Greenbelt Program

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 and provision of public greenspace; 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.

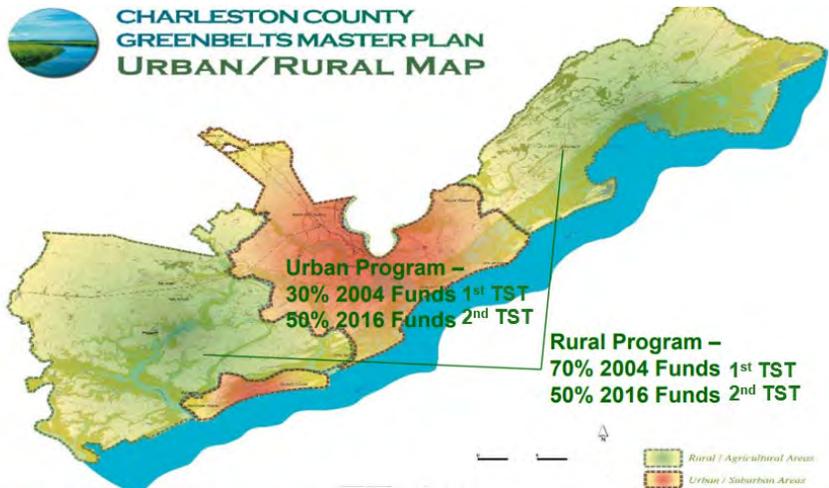
CAPITAL PROJECTS – TRANSPORTATION SALES TAX

The diagram below highlights the accomplishments of the Greenbelt Program through June 2023:



In 2017, the Greenbelt Advisory Board completed a 5-year plan review before recommending 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, and a determination of available resources. County Council approved the recommendations found in the 2017 Comprehensive Greenbelt Plan Supplemental report in 2018. 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 receive a proportional share of the urban funds based on population. Rural funds are distributed on a competitive, merit basis. The most recent 5-year plan review was completed, and recommendations adopted by County Council in 2023. Notable changes include minor updates to project evaluation criteria and new standard impervious surface limitations for some Greenbelt projects. 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 \$250.0 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 21-mile I-26 corridor connecting 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 17 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 20 stations with park & rides, transit hubs, and neighborhood stops serving major activity centers such as 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 hours, 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:

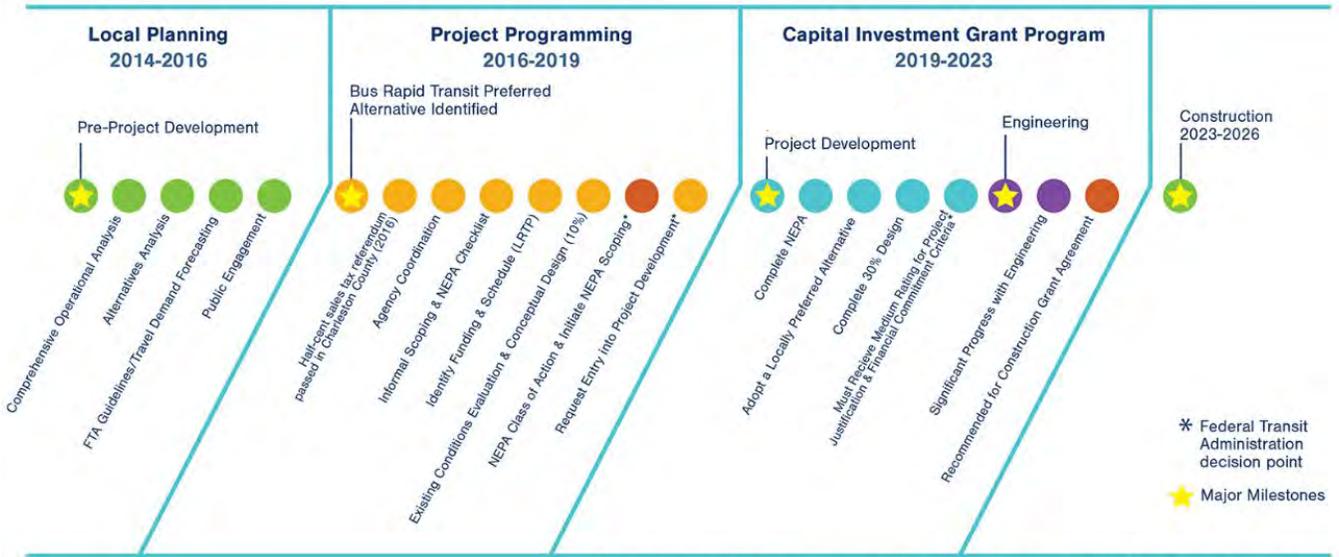
Corridor Length:	21.3 Miles (Semi Exclusive Guideway & Mixed Traffic)
Number of Stations:	20 (Park & Rides, Transit Hubs, & Neighborhood Stations)
One-Way Travel Time:	60 Minutes (Includes Station Delay Time)
Number of Vehicles:	17 Articulated / Hybrid electric (or other clean fuel)
Planning Level Estimated Capital Construction Cost:	\$625 Million with up to \$375 million or 60% funded with federal funds
Planning Level Annual Operating Costs:	\$9.0 million/ Year starting in FY 2031
Total Annual BRT Transit Trips/ Systemwide Transit Trips:	2 million BRT Trips / 6.5 million Systemwide
Total Daily Trips/" New" Transit Trips:	7,600 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 \$9.0 million, and the 2nd TST estimated that this local match for operating the BRT would start in FY 2031.

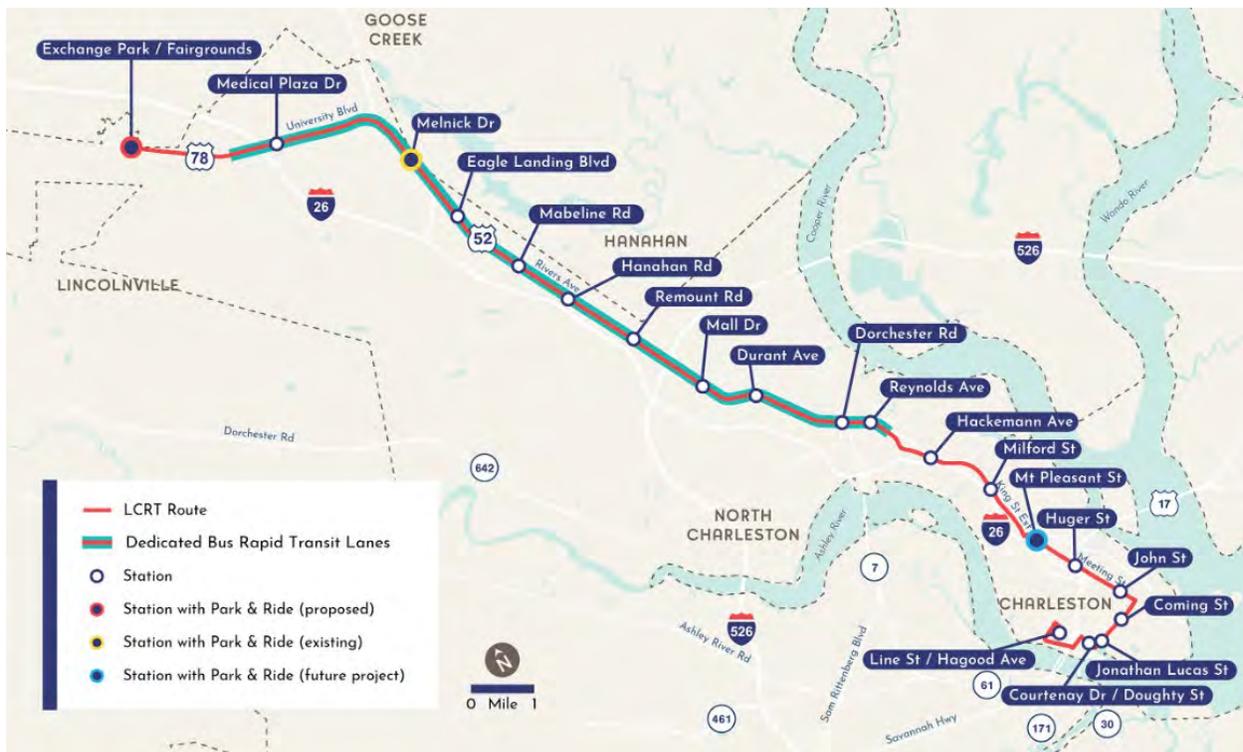
CAPITAL PROJECTS – TRANSPORTATION SALES TAX

The timeline for the Bus Rapid Transit (BRT):



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

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 PAYGO funding. After the 1st TST ends in FY 2030, the allocations will expand to include resurfacing, small paving, bike and pedestrian paths, 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 PAYGO funding and future bonds approved by referendums passed in 2016. The bond funds will provide additional funding over the PAYGO 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 paths, and intersection improvements. Selection criteria factors in road condition and community need.

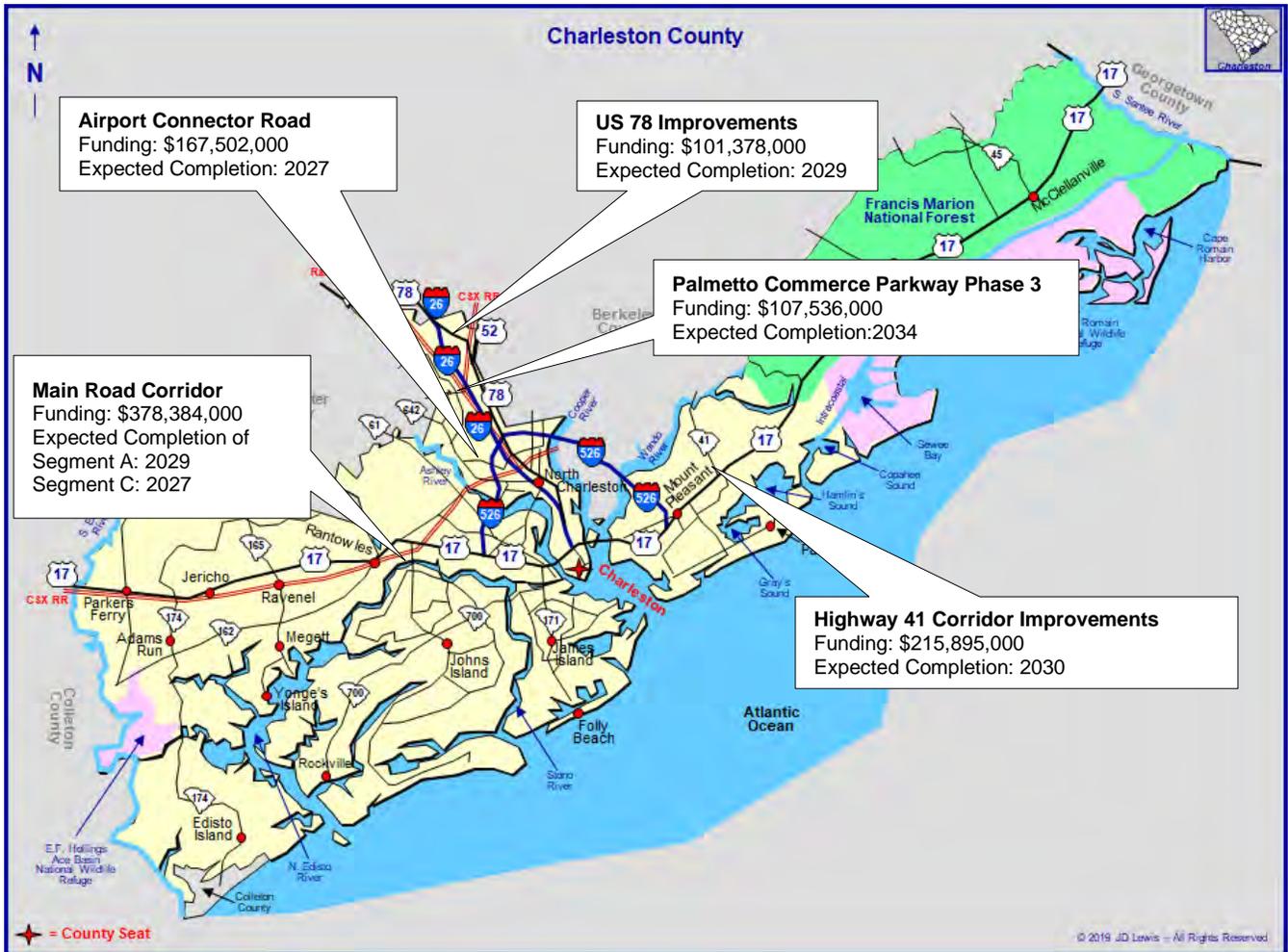
In addition, there are several large-scale projects that were primarily funded through bond funds approved by referendums passed in 2004 and 2006. The bond funds provided immediate funds for use on the larger projects to be repaid through future half-cent sales tax revenues. The projects are financed 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	2 nd TST	Other Funding	(millions) Total
<u>Main Road Corridor:</u>			
<u>Segment A:</u> US 17 and Main Road Intersection & Main Road Improvements – Bees Ferry to River Road.	\$267.7	\$110.7	\$378.4
<u>Segment C:</u> Bohicket Road Improvements – Maybank Highway to Betsy Kerris on Parkway.			
Widening of Highway 41 from US 17 to Wando Bridge; including intersection Improvements at and along US 17.	\$151.5	\$64.4	\$215.9
Airport Connection Road	\$30.7	\$136.8	\$167.5
Extending Palmetto Commerce Parkway from Ashley Phosphate Road to West Aviation Avenue with Four – lane roadway.	\$83.5	\$24.0	\$107.5
Improvements along US 78, including intersections at the junctions of US 78, Ladson Road, and College Park Road.	\$101.4	None	\$101.4

CAPITAL PROJECTS – TRANSPORTATION SALES TAX

The map below provides a project outline of the major transportation projects that are in progress during FY 2024. The map highlights the location, the budget, the length of the road and the estimated completion date.



Transportation Sales Tax (1st & 2nd) - FY 2024 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

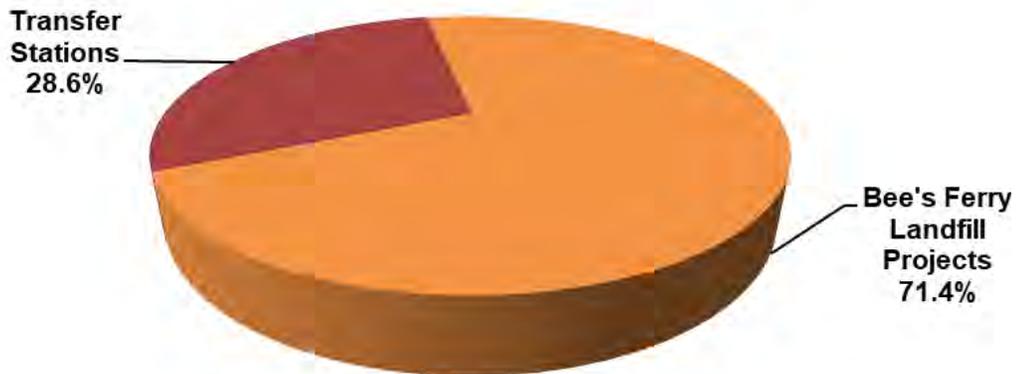
The Environmental Management Department's Five-Year Capital Improvement Plan provides long-range plans to dispose of the County's waste stream. The capital improvement plan provides a structured approach to support these goals.

Environmental Management Project Cost Summary *

Project Title	Prior	2024	2025	2026	2027	2028	Beyond	Total
Public Works								
Bee's Ferry Landfill Cell 6	\$ -	\$ 3,000	\$ 9,000	\$ -	\$ -	\$ -	\$ -	\$ 12,000
Bee's Ferry Landfill Cell 3	-	-	-	-	-	-	15,000	15,000
Bee's Ferry Landfill Gas Collect	-	-	-	3,000	-	-	-	3,000
Transfer Station North	-	-	-	6,000	-	-	-	6,000
Transfer Station South	-	-	-	6,000	-	-	-	6,000
GRAND TOTAL	\$ -	\$ 3,000	\$ 9,000	\$ 15,000	\$ -	\$ -	\$ 15,000	\$ 42,000

* Amounts in thousands of dollars

Environmental Management Capital Improvement Plan FY 2024-2028



Grand Total: \$42,000,000

CAPITAL PROJECTS – ENVIRONMENTAL MANAGEMENT

Funding the CIP

The funding for this plan will come from the use of existing funds, from future operating revenues, or from future debt issuance.

Environmental Management Source Summary *

Funding Source	Prior	2024	2025	2026	2027	2028	Beyond	Total
Interest, Sales, Transfer & Other	\$ -	\$ 6,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000
Future Sources	-	-	6,000	15,000	-	-	15,000	36,000
GRAND TOTAL	\$ -	\$ 6,000	\$ 6,000	\$ 15,000	\$ -	\$ -	\$ 15,000	\$ 42,000

* 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



Cell 4 prepared for solid waste

Project Highlights

Initiative: Service Delivery
Function: Public Works
Type: New
Management: Environmental Management
Duration: 2024 - Beyond

Total Project Cost:
\$30,000,000

DESCRIPTION

Cell 6, a new cell, will need to be constructed and operational prior to the current cell reaching capacity. This cell is anticipated for completion during FY 2025. Cell 3 will be reopened as it has the capacity for additional waste. It is anticipated that closure of this cell will be after FY 2028. A landfill gas collection system is also anticipated for FY 2026.

EXPENDITURES	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
	\$0	\$3,000	\$9,000	\$3,000	\$0	\$0	\$15,000	\$30,000
FUNDING SOURCE	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
Existing Funds	\$0	\$3,000	\$3,000	\$0	\$0	\$0	\$0	\$6,000
Future Sources	0	0	6,000	3,000	0	0	15,000	24,000
GRAND TOTAL	\$0	\$3,000	\$9,000	\$3,000	\$0	\$0	\$15,000	\$30,000
O&M Costs (Savings)		2024	2025	2026	2027	2028	<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

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 \$33 million in closure costs as the landfill is utilized.

CAPITAL PROJECTS – ENVIRONMENTAL MANAGEMENT

Transfer Stations



Potential Transfer Station

Project Highlights

Initiative: Service Delivery
 Function: Public Works
 Type: New
 Management: Environmental Management
 Duration: 2026

**Total Project Cost:
 \$12,000,000**

DESCRIPTION

Waste collection and disposal will become a greater challenge in the county as the Bee's Ferry Landfill nears capacity. The location of a future Lanfill site may require transfer stations in the northern and southern positions of the county. The capital plan includes funding of these transfer stations in FY 2026, but it is uncertain at this time if those stations will be needed.

EXPENDITURES	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000

FUNDING SOURCE	PRIOR	2024	2025	2026	2027	2028	BEYOND	TOTAL
Future Sources	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
GRAND TOTAL	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000

O&M Costs (Savings)	2024	2025	2026	2027	2028
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

Should transfer stations be required in the future these will be an O&M impact beginning in 2027. This impact is unknown at this time.