

## **The Priority Investment Element – Envision 2025**

The purpose of the Priority Investment Element is: to analyze federal, state and local funds for improvements and maintenance of public infrastructure and facilities during the next ten years; to coordinate with adjacent and relevant jurisdictions, municipalities and agencies; and, to recommend projects expending those funds during the next ten years for needed public infrastructure and facilities such as water, sewer, schools, roads, and libraries.

In June of 2007, Governor Mark Sanford signed into law the South Carolina Priority Investment Act (SCPIA). The SCPIA consists of amendments to the 1994 Local Government Comprehensive Planning Enabling Act. One of the amendments adds the Priority Investment Element to the list of required elements for local comprehensive plans. The SCPIA states the following regarding this new element:

“A priority investment element [is required] that analyzes the likely federal, state, and local funds available for public infrastructure and facilities during the next ten years, and recommends the projects for expenditure of those funds for the next ten years for needed public infrastructure and facilities such as water, sewer, roads and schools. The recommendation of those projects for public expenditure must be done through coordination with adjacent and relevant jurisdictions and agencies. For the purposes of this item, ‘adjacent and relevant jurisdictions and agencies’ means those counties, municipalities, public service districts, school districts, public and private utilities, transportation agencies, and other public entities that are affected by or have planning authority over the public project. For the purposes of this item, ‘coordination’ means written notification by the local planning commission or its staff to adjacent and relevant jurisdictions and agencies of the proposed projects and the opportunity for adjacent and relevant jurisdictions and agencies to provide comment to the planning commission or its staff concerning the proposed projects. Failure of the planning commission or its staff to identify or notify and adjacent or relevant jurisdiction or agency does not invalidate the local comprehensive plan and does not give rise to a civil cause of action.”

To prepare the list of public infrastructure projects, each of the forty-two departments were asked to provide a prioritized list of infrastructure or facilities improvement projects for the next ten years.

#### **STAFF RECOMMENDED CAPITAL IMPROVEMENT PLAN FY 2011- FY 2015**

The result of this process is a 5-year Capital Improvement Plan (CIP), which is attached hereto in Appendix A. Yearly, each department evaluates its short and long term needs, and determines which projects, if any, can be considered Capital Improvement items. Capital expenditures may include such items as the construction of a new library, expansion or renovation of existing buildings, land acquisition, and new vehicles. The CIP provides both the Horry County Government and the public, information on each project, including the scope, fiscal year in which the project will begin or end, the total funding allocated for the project, and the approved method of the funding.

The final Capital Improvement Plan must be reviewed by the Horry County Planning Commission and County Council. In addition, numerous workshops and public hearings are held to include and inform the public of the proposed plan.

For consideration to be included in the CIP, several factors must be met. First, the project must be consistent with the County's Comprehensive Plan. Second, the project must meet the policies and guidelines contained within the CIP. And third, there must be sufficient funding to support the project.

#### **PROPOSED CAPITAL EXPENDITURES – FY 2011-2015**

Within the CIP, projects are listed by department, construction date, costs of construction and anticipated funding sources. The tables presented below detail the planned budget expenditures, the anticipated cost of each project and the funding source associated with the project. Each project is more fully described by individual fiscal year anticipated expenditures. Table 1 shows the fiscal year 2011 recommended projects, the anticipated cost and the intended revenue source.

**Table 1: FY 2011 Proposed Capital Improvement Plan**

<b>Description</b>	<b>Additional Information</b>	<b>Budgeted Expenditures</b>	<b>Funding Source(s)</b>
Public Safety Technology Improvements	Phase II of Public Safety Technology Improvements	\$1,881,542	General Fund
Public Safety Phase II Loop	Critical Fiber to Close the loop between NMB 7 MB 7 yr. Lease \$595,115 begins FY 2009: Cisco fiber lease ring closure \$463,953 and Cisco equipment \$131,162	\$595,115	General Fund
Aerial Photography	Yearly Amount from 5 year contract	\$449,000	\$99,000 from General Fund - \$350,000 from Stormwater Fund
Road Paving	Road plan paving	\$5,994,186	Road Fund
Park Improvements		\$625,000	Sunday Liquor Sales Permit & Lic. Rev.
Public Safety Phase I fiber	Includes City Connectivity	\$476,637	Solid Waste Host Fee
Road Equipment	Equipment	\$2,439,000	\$620,000 General Fund - \$305,000 Road Fund - \$803,650 Proceeds from Equipment Sales
Fiber Relocation	Lease payment to fund Back Gate, Glenns Bay, Cherry Grove, 6 <sup>th</sup> Ave. NMB	\$330,000	General Fund

**Source: Horry County Budget Department**

Table 2 shows the fiscal year 2012 recommended projects, the anticipated cost and the intended revenue source.

**Table 2: FY 2012 Proposed Capital Improvement Plan**

<b>Description</b>	<b>Additional Information</b>	<b>Budgeted Expenditures</b>	<b>Funding Source(s)</b>
Public Safety Technology Improvements	Phase II of Public Safety Technology Improvements	\$1,881,542	General Fund
Public Safety Phase II Loop	Critical Fiber to close the loop between NMB & MB – 7 yr. Lease \$595,115 begins FY 2009; Cisco Fiber lease ring closure \$463,953 and Cisco equipment \$131,162	\$595,115	General Fund
Fiber relocation	Lease Payment to fund Back Gate, Glenns Bay, Cherry Grove, 6 <sup>th</sup> Avenue NMB	330,000	General Fund
Fiber Installation	Fiber to Pleasant View Tower Leasing - 7 year leasing cost \$248,293 begins FY 2012	\$246,293	General Fund
Public Works Equipment	Equipment	\$2,500,000	General Fund
Road Equipment	Equipment	\$450,000	Road Fund
Aerial Photography	Yearly Amount from 5 year contract	\$336,334	\$99,000 from General Fund - \$237,334 Stormwater Fund
Road Paving	Paving	\$5,994,186	Road Fund & CTC
Park Improvements		\$625,000	Sales Permit & Lic. Rev.
Public Safety Phase I fiber	Includes City Connectivity	\$476,637	Solid Waste Host Fee

**Source: Horry County Budget Department**

Table 3 shows the fiscal year 2013 recommended projects, the anticipated cost and the intended revenue source.

**Table 3: FY 2013 Proposed Capital Improvement Plan**

<b>Description</b>	<b>Additional Information</b>	<b>Budgeted Expenditures</b>	<b>Funding Source(s)</b>
Public Safety Phase I fiber	Includes City Connectivity	\$476,637	Solid Waste Host Fee
Public Safety Technology Improvements	Phase II of Public Safety Technology Improvements	\$1,881,542	General Fund
Public Safety Phase II Loop	Critical Fiber to close the loop between NMB & MB - 7 yr. Lease \$595,115 begins FY 2009; Cisco Fiber lease ring closure \$463,953 and Cisco equipment \$131,162	\$595,115	General Fund
Fiber relocation	Lease payment to fund Back Gate, Glenns Bay, Cherry Grove, 6 <sup>th</sup> Ave. NMB	\$330,000	General Fund
Fiber Installation	Fiber to Pleasant View Tower Leasing - 7 year leasing cost \$248,293 begins FY 2011	\$246,293	General Fund
Public Works Equipment	Equipment	\$2,500,000	General Fund
Road Equipment	Equipment	\$450,000	Road Fund
Aerial Photography	Yearly Amount from 5 year contract	\$349,788	\$99,000 from General Fund - \$250,788 Stormwater Fund
Apparatus Replacement		\$500,000	Fire Fund
Purchase Land		\$335,000	Fire Fund
Road Paving	6 miles road plan paving	\$5,994,186	Road Fund & CTC
Park Improvements		\$625,000	Sales Permit & Lic. Rev.

**Source: Horry County Budget Department**

Table 4 shows the fiscal year 2014 recommended projects, the anticipated cost and the intended revenue source.

**Table 4: FY 2014 Capital Improvement Plan**

<b>Description</b>	<b>Additional Information</b>	<b>Budgeted Expenditures</b>	<b>Funding Source(s)</b>
Connector Roads	Based on FY 2013 Ending Fund Balance	\$950,000	General Fund
Public Safety Technology Improvements	Phase II of Public Safety Technology Improvements	\$1,881,542	General Fund
Public Safety Phase II Loop	Critical Fiber to close the loop between NMB & MB – 7 yr. Lease \$595,115 begins FY 2009; Cisco Fiber lease ring closure \$463,953 and Cisco equipment \$131,162	\$595,115	General Fund
Fiber Installation	Fiber to Pleasant View Tower Leasing – 7 year leasing cost \$248,293 begins FY 2011	\$246,293	General Fund
Public Works Equipment	Equipment	\$2,500,000	General Fund
Fiber Relocation	Lease payment to fund Back Gate, Glenns Bay, Cherry Grove, 6 <sup>th</sup> Ave. NMB	\$330,000	General Fund
Remodel Technology Center	Remodeling of Technology Center to accommodate an expansion of the IT and E911 Departments, and relocation of VA & Voters Registration	\$150,000	General Fund
New GL System	Payable, Payroll Software purchase, training and migration (lease payment \$2,000,000)	\$500,00	General Fund
Library Bookmobile	Replace Bookmobile	\$200,000	General Fund
Public Safety Phase I fiber	Includes City Connectivity	\$476,637	Solid Waste Host Fee
Park Improvements		\$794,862	Sales Permit & Lic. Rev.
Road Equipment	Equipment	\$450,000	Road Fund
Aerial Photography	Yearly Amount from 5 year contract	\$349,788	\$99,000 from General Fund - \$250,788 Stormwater Fund
Apparatus Replacement		\$500,000	Fire Fund
Purchase Land		\$335,000	Fire Fund
Road Paving	Road Plan Paving	\$5,994,186	Road Fund

**Source: Horry County Budget Department**

Table 5 shows the fiscal year 2015 recommended projects, the anticipated cost and the intended revenue source.

**Table 5: FY 2015 Approved Plan**

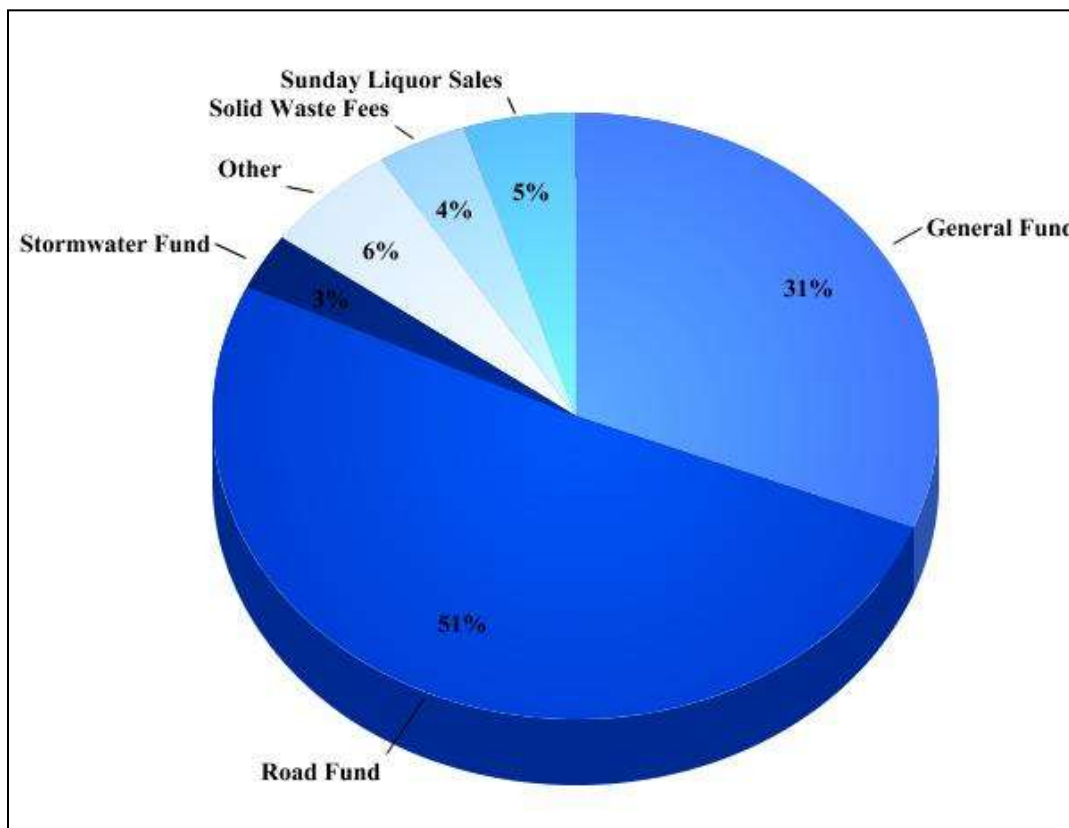
<b>Description</b>	<b>Additional Information</b>	<b>Budgeted Expenditures</b>	<b>Funding Source(s)</b>
Connector Roads	Based on FY 2012 Ending Fund Balance	\$950,000	General Fund
Public Safety Technology Improvements	Phase II of Public Safety Technology Improvements	\$1,881,542	General Fund
Public Safety Phase II Loop	Critical Fiber to close the loop between NMB & MB – 7 yr. Lease \$595,115 begins FY 2009; Cisco Fiber lease ring closure \$463,953 and Cisco equipment \$131,162	\$595,115	General Fund
Fiber Installation	Fiber to Pleasant View Tower Leasing – 7 year leasing cost \$248,293 begins FY 2011	\$246,293	General Fund
4 <sup>th</sup> Police Precinct	Construction of a 4 <sup>th</sup> Police Precinct Facility, including land purchase	\$800,000	GO Bonds
New GL System	Payable, Payroll Software purchase, training and migration (lease payment \$2,000,000)	\$2,000,000	General Fund
Public Works Equipment	Equipment	\$2,500,000	General Fund
Road Equipment	Equipment	\$450,000	Road Fund
Aerial Photography	Yearly Amount from 5 year contract	\$349,788	\$99,000 from General Fund - \$250,788 Stormwater Fund
Apparatus Replacement		\$500,000	Fire Fund
Purchase Land		\$335,000	Fire Fund
Road Paving	6 miles road plan paving	\$5,994,186	Road Fund & CTC
Park Improvements		\$794,862	Sales Permit & Lic. Rev.
Public Safety Phase I fiber	Includes City Connectivity	\$476,637	Solid Waste Host Fee
Conway Library	Remodel the old Conway Library, roof, electrical, cabling, HVAC, hot water, and paving	\$630,000	General Fund

**Source: Horry County Budget Department**

## REVENUE SOURCES FOR CIP

Funding for the CIP comes from a variety of sources including General Fund transfers, permit and licensing fees, road, utility, fire and recreation funds, as well as from earned interest, the issuance and sale of General Obligation bonds, varying grants, and from usage fees from all four county-owned airports. Most jurisdictions fund their CIPs with a variety of sources, as does Horry County. Horry County differs from other areas in that the pay-as-you-go budgeting requires an amount equal to 3% of the General Fund operating revenues to be dedicated to capital improvements. For fiscal year 2011, this contribution equals approximately 31% of the total CIP revenues for FY2011. Over the next five years, the total revenues anticipated to come from the General Fund represent approximately 42% of all revenue contributing to the CIP. Other jurisdictions typically employ General Obligation Bonds, or GO Bonds, to fund a majority of their CIP projects. By comparison, over the next five years, Horry County only anticipates using GO Bonds to fund just over 1% of the total CIP revenues. Illustration 1 below details the funding sources of CIP Revenues for FY 2011 and Illustration 2 shows the funding sources of CIP Revenues for FY 2011 – FY 2015.

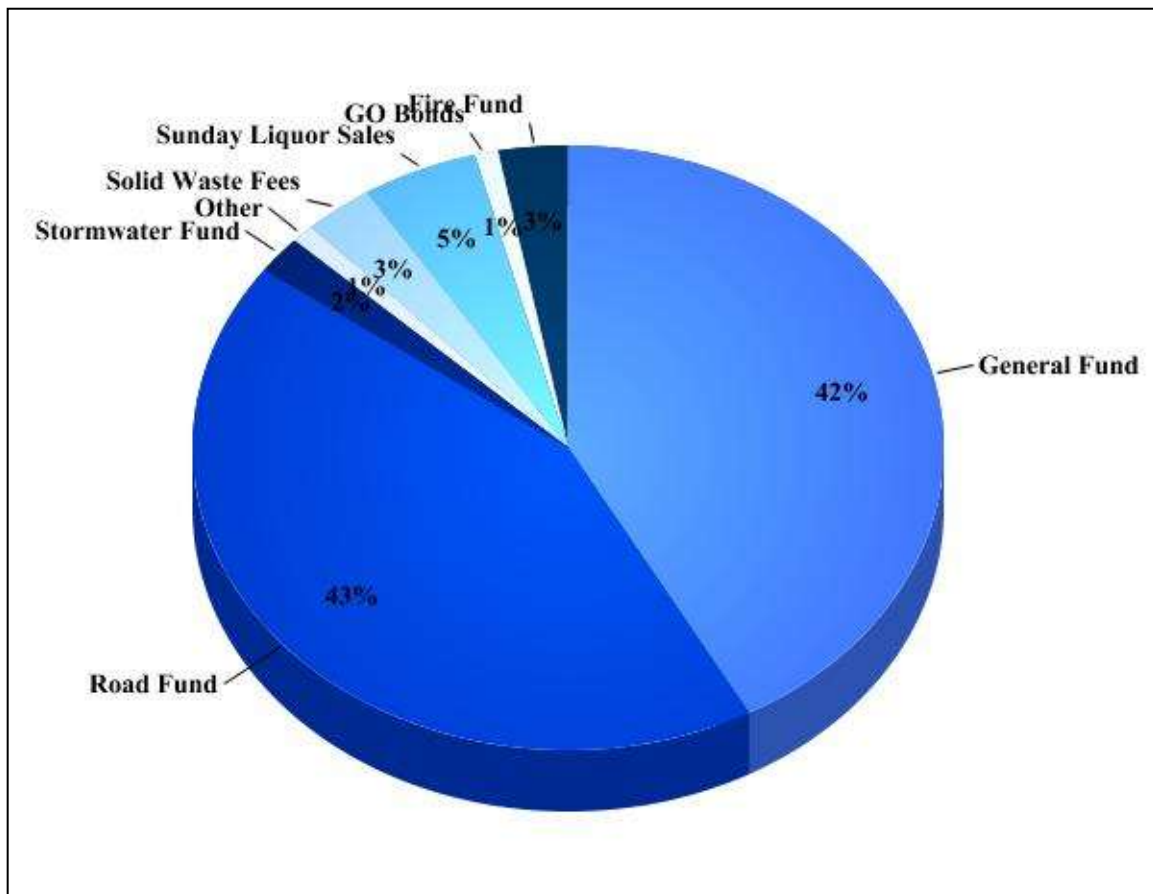
**Illustration 1: CIP Funding Sources FY2011**



Source: Horry County Budget Department



**Illustration 2: CIP Funding Sources FY2011 – FY 2015**



**Source: Horry County Budget Department**

## Grants

As illustrated above, grant funding represents zero anticipated funding for future capital improvements. Identifying grant resources is instrumental in carrying out the projects ascertained as necessary to maintain service levels of County government.

The Horry County Grants Administration Department has three full-time employees and actively seeks available grant funding and provides administrative and financial oversight for County grant activities. This Department also assists in designing Grant Applications to improve neighborhoods and disadvantaged areas. Individual departments are responsible for the development and writing of grant applications and the Grants Administration Department assists in the process and manages successful grant applications.

## **Community Development Block Grants**

In 2008, Horry County, in partnership with the cities of Conway and Myrtle Beach, was named a Community Development Block Grant (CDBG) eligible Entitlement County. The CDBG entitlement program provides annual grants on a formula basis to entitled counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons.

Horry County has developed a Consolidated Plan for the administration of the CDBG funds, which is attached as Appendix B. The plan is required by the US Department of Housing and Urban Development (HUD) in order to receive HUD's grant money. The plan is a 3-5 year plan that identifies local needs in housing and community development and establishes local goals to accomplish by utilizing HUD's grant funds.

CDBG funds can be used for activities, which include but are not limited to:

- Acquisition of real property;
- Relocation and demolition;
- Rehabilitation of residential and non-residential structures;
- Construction of public facilities and improvements, such as water and sewer facilities, streets, neighborhood centers, and the conversion of school buildings for eligible purposes;
- Public services, within certain limits;
- Activities relating to energy conservation and renewable energy resources; and,
- Provision of assistance to profit-motivated businesses to carry out economic development and job creation/retention.

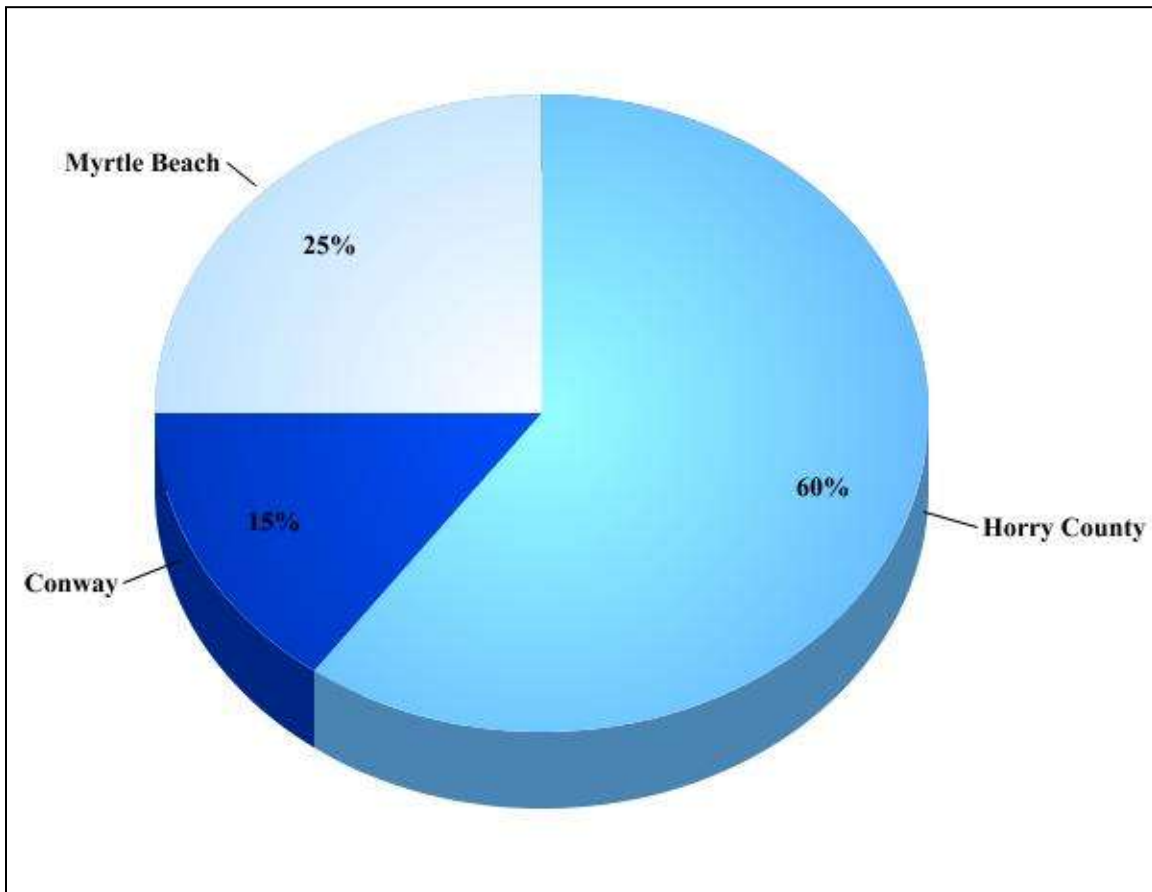
For the period of 2010-2011, CDBG Grant monies are allocated to Horry County to fund the following projects:

**Table 6: CDBG Horry County Project Allocations through 2011**

<b>Governmental Agency</b>	<b>Project Description</b>	<b>Project Budget from HUD</b>
Grand Strand Housing	Emergency Repair Program 10 Housing Units	\$100,000
Habitat for Humanity	Infrastructure Hope's Crossing	\$182,649
Little River Water and Sewer	Frank Gore Road Sewer Extension Phase 2	\$90,000
Myrtle Beach Housing Authority	Halyard Bend Rehabilitation project for Affordable Housing 48 units	\$50,000
PRK After School Program	After-school programs – Green Sea, Longs, Bucksport	\$35,000
Horry County Sherriff's Dept.	Jail Diversion Program	\$60,000
A Father's Place Jobs Development	Employment Training for fathers in job skills sessions	\$50,000
Myrtle Beach Housing Authority	Veterans rental assistance	\$35,000
Waccamaw Regional Council of Governments	Fair housing outreach and education	\$27,500
Rape Crisis Center	Public Services to abused children, women, homeless	\$15,000
Children's Recovery Center	Public Services outreach and education	\$15,000
Finklea Community Center	New roof and fireproof door	\$16,000
Administrative Expenses		\$298,900

**Source: Horry County Community Development Block Grant Program**

**Illustration 3: Governmental Agency Allocation Percentages of CDBG Funds FY2011**



**Source: Horry County Budget Department**

The additional source of funds provided through the CDBG program may result in an additional funding source for Capital Improvement Projects in areas that are eligible for such expenditures.

### **General Obligation Bonds**

General Obligation Bonds or GO Bonds are municipal bonds backed by the credit and "taxing power" of the issuing jurisdiction rather than the revenue from a given project. General obligation bonds are issued with the belief that a municipality will be able to repay its debt obligation through taxation or revenue from projects. No assets are used as collateral.

Each municipality or local government that issues GO Bonds has a Bond rating that describes the risk potential of the locality to potential investors. In 2008, the county's bond rating was raised to "AA" by Standard & Poor's from "AA-" with an

outlook of "stable". "The upgrade reflects a continued strong financial performance, characterized by very strong reserves, coupled with newly implemented formalized financial and capital policies and practices," said Standard & Poor's credit analyst Jennifer Rosso. (...) The upgrade also reflects the county's continued solid growth and the diversification of its economy and tax bases. (...) FitchRatings rated the County's bonds at "AA-", and revised the outlook to "Positive" from "Stable". The "AA-" rating reflects the County's solid financial performance and reserve levels, rapid debt amortization, and prudent leveraging of its tourism-based revenues to finance growth-related capital needs" (HCG News, 5/07/08).

A positive bond rating allows Horry County to issue GO Bonds to fund capital improvements and allows for lower interest rates to be obtained for such debt issuance.

## **RESIDENTIAL IMPROVEMENT DISTRICTS**

In 2008, the South Carolina General Assembly passed a financial tool for development called Residential Improvement Districts (RID). A RID allows residential developers to offset the costs of infrastructure in newly built developments by assigning a share of the cost to each individual land lot and to be financed over a period of time, usually thirty (30) years. The local governmental entity acts as a conduit for bond issuance, yet is not liable for any debt issued, as the debt is secured with the physical property for which the infrastructure was installed. The eventual cost of the infrastructure will be born by the final consumer of the land through an additional yearly payment against the bond issue.

This mechanism will allow developers to have financial solvency at the front end of projects through the bond issue. Although developers will be required to repay the bond issue per lot until said lot is sold, it will restructure the need to borrow money in the traditional way and offset the infrastructure cost to the final consumer.

The Local Government partner in a RID receives a dedicated sum of four percent (4%) of any bond issue as an improvement fee. This fee must be used to fund infrastructure improvements within the area of the RID, offsetting the cost to the government that it would normally bear absent this fee. The use of an

improvement fee must be detailed in an improvement plan that must be contained in the application for the RID.

## **TRANSPORTATION RELATED FUNDING SOURCES**

A variety of unique funding sources exist for transportation related funding. Following is a general overview of the most important transportation funding sources on the Federal, State and local levels:

### **Federal funding**

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU): authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. Also, grants permission to public authorities to enact tolls on motor vehicles. This is the program that all funding from the Federal Government is given to states and counties for transportation improvements.

Transportation Enhancement (TE): A State's TE funding is derived from a set-aside from its annual Surface Transportation Program (STP) apportionment. The purpose of TE is to strengthen the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system.

Highway Trust Fund (HTF): Proceeds are derived from gasoline taxes and are used primarily for interstate roadways but have been expanded upon in more recent times.

Congestion Mitigation and Air Quality (CMAQ): Funding is available for areas that do not meet the National Ambient Air Quality Standards (nonattainment areas) as well as former nonattainment areas that are now in compliance (maintenance areas). The formula for distribution of funds, which considers an area's population by county and the severity of its ozone and carbon monoxide problems within the nonattainment or maintenance area, with greater weight given to areas that are both carbon monoxide and ozone nonattainment/maintenance areas, is continued

Community Facilities Grants: Numerous grants for community facilities are available at a Federal Level. Typically these grants are for smaller communities in rural areas, but occasionally are offered that would fit our needs.

Community Development Block Grants (CDBG): The CDBG Program was first introduced by the U.S. Department of Housing and Urban Development (HUD) in 1974 and designed to help units of local government address social and environmental problems through neighborhood revitalization, economic development and the improvement of community facilities. CDBG grants are available to local governments for a variety of projects such as downtown revitalization, water, sewer, economic development, affordable housing and housing rehabilitation. CDBG Funding is further discussed in this element.

### **State level funding**

State Infrastructure Bank (SIB): The SIB stretches taxpayer dollars by leveraging federal seed money in partnership with local governments and private interests. The South Carolina Transportation Infrastructure Bank was created by Act Number 148 of 1997 for the purpose of providing loans and other financial assistance for major transportation projects. The proposed project must provide public benefit in one or more of the following areas: enhancement of mobility and safety; promotion of economic development; or increase in the quality of life and general welfare of the public.

### **Local level funding options**

Capital Projects Sales Tax (Riding on a Penny or Ride II): In November 2006 Horry County voters approved a 1% Sales Tax increase for the period of maximum seven (7) years to finance local road improvements, including paving of 100 miles of dirt roads and resurfacing of 67 miles of County roads. This project is further discussed in this element.

Horry County is also involved in a “Local Road Improvement Program”, which includes both construction and resurfacing projects. Established in 1998, the program currently is in Year 13 with 171.5 miles of the originally programmed 193.7 miles paved. The construction is completed by the Horry County Public Works department or private contractors. Funding is provided by the construction

budgets of both the Engineering and Public Works departments with an additional funding commitment from the Horry County Transportation Committee (CTC).

County Transportation Committee (CTC): The Horry County Transportation Committee (CTC), required by State Law, receives “C funds” which are based on the collection of State gasoline taxes. Revenues are deposited in the County Transportation Fund, and administered by the State Treasurer until payment is requested by SCDOT. An additional allocation of \$9.5 million, called Donor Funds, is transferred annually from the State Highway Fund for distribution to donor counties which have exceeded the amount of 2.66 cents collected per gallon of state user fees that the county receives in C funds. The Horry County Transportation Committee has the sole responsibility to decide how to authorize expenditures of the C funds. Historically, the committee has chosen to allocate a minimum of \$500,000 per year towards the county’s road plan and funds significant amounts for county road projects outside of the road plan.

Additional local funding sources may include:

Toll Road Investors Partnerships (TRIP): Potential to establish a Public-Private Partnership that derives revenues from toll roads.

\$30 Road Maintenance Fee: Collected by the Tax Assessors Office on the Yearly Ad Valorem Tax on vehicles.

Hospitality Fees: Increase of Hospitality and Admission Taxes to pay for local road improvements. This option was utilized during implementation of the RIDE I program.

Special Tax Districts: Funding of special public works tax districts for the purpose of collecting fair share of fee contributions from direct beneficiaries of a specific public works project, e.g. water/sewer, road, etc.

Impact Fees on Development: Under this option a jurisdiction charges developer of a new residential, commercial or industrial development for necessary infrastructure and public works improvements in line of that development. Most impact fees are passed on to the end-consumer by increase of residential sale prices, etc.



## COUNTY OWNED AIRPORT FACILITIES

Horry County is somewhat unique in that it owns and operates four airport facilities in Horry County, Conway Airport (HYW), Grand Strand Airport (CRE), Loris (Twin City) Airport (5J9), and Myrtle Beach International Airport (MYR). Activities at Horry County Airports include commercial aviation, general aviation, air cargo services, flight training, medical transportation, aircraft maintenance and restoration, military exercises, law enforcement, and various other services related to the health, welfare and safety of the community.

***The Myrtle Beach International Airport (MYR)*** is located within the city limits of Myrtle Beach at the former Myrtle Beach Air Force Base. Currently, six major U.S. airlines serve MYR – Continental Airlines, Delta Air Lines and Delta Connection, Northwest Airlines, Spirit Airlines, US Airways, and United Express. The airport is comprised of 1,965 acres located on the southerly side of the City of Myrtle Beach between US Route 17 Bypass and Business (Kings Highway). The passenger terminal currently comprises seven gates.

***The Grand Strand Airport (CRE)*** is located in the City of North Myrtle Beach and has an instrument landing system (ILS) and precision approach path indicators (PAPIs) in place. The airport occupies 413 acres of land adjacent and parallel to the Atlantic Intracoastal Waterway.

***The Conway-Horry County Airport (HYW)*** is located 4 miles west of the City of Conway on US Route 378. This airport serves general aviation aircraft with parking, refueling and maintenance. The airport is situated on 306 acres of land and does not have ILS capabilities.

***Twin City Airport (5J9)*** is located 2.5 miles northeast of the City of Loris off US 701. It is the smallest of the three general aviation facilities in Horry County. It is situated on 50 acres of land and does not have ILS capabilities.

The Department of Airports maintains a separate Capital Improvements Plan from the general County Plan and a separate plan for each airport. Tables 7-10 below show each of the individual airports Capital Improvement Plans through 2013.

**Table 7: Loris (Twin City) Airport - CIP through FY 2013**

			Funding Source				
Fiscal Year	Description	Estimated Project Cost	FAA AIP Entitlement	Discretionary Funding	SCDOA Share of State Funding	Local Funding	Comments
2009	Obstruction Removal/Land Acquisition (Appraisal) - Phase I	\$157,894	\$150,000		\$3,947	\$3,947	GA Entitlement/HCDA
2010	Land Acquisition (Purchase) - Phase II	\$1,157,894	\$150,000	\$950,000	\$28,947	\$28,947	GA Entitlement/HCDA
2010	Pavement Management Study	\$50,000			\$50,000		100% SCDOA Project
2011	Land Acquisition (Purchase) - Phase III	\$157,894	\$150,000		\$3,947	\$3,947	GA Entitlement/HCDA
2012	Masterplan	\$105,263		\$100,000	\$2,631	\$2,632	Discretionary
2012	Land Acquisition (Purchase) - Phase IV	\$157,894	\$150,000		\$3,947	\$3,947	GA Entitlement/HCDA
2013	Pavement Design - Phase I	\$52,500	\$50,000		\$1,250	\$1,250	GA Entitlement/HCDA
2013	Land Acquisition (Purchase) - Phase V and Pavement Design Phase I	\$105,394	\$100,000		\$2,697	\$2,697	GA Entitlement/HCDA
	<b>TOTALS</b>	<b>\$1,944,733</b>	<b>\$750,000</b>	<b>\$1,050,000</b>	<b>\$97,366</b>	<b>\$47,367</b>	

Source: Horry County Department of Airports

**Table 8: Grand Strand Airport - CIP through FY 2013**

			Funding Source				
Fiscal Year	Description	Estimated Project Cost	FAA AIP Entitlement	Discretionary Funding	SCDOA Share of State Funding	Local Funding	Comments
2009	Hanger Rehabilitation	\$400,000	\$0	\$0	\$200,000	\$200,000	50% SCDOA Grant/ 50% HCDA
2009	Airfield Re-Wiring and Lighting - Phase I	\$205,790	\$195,500	\$0	\$5,145	\$5,145	GA Entitlement/HCDA
2010	Pavement Management Study	\$50,000	\$0	\$0	\$50,000		100% SCDOA Project
2010	Airfield Re-Wiring and Lighting - Phase II	\$2,157,894	\$150,000	\$1,900,000	\$53,947	\$53,947	GA Entitlement/HCDA
2011	Airfield Re-Wiring and Lighting - Phase III - Pavement Design - Phase I	\$657,894	\$150,000	\$475,000	\$16,447	\$16,447	GA Entitlement/HCDA
2012	Masterplan	\$105,263	\$0	\$100,000	\$2,631	\$2,632	Discretionary/HCDA
2012	Pavement Construction - Phase II	\$2,157,894	\$150,000	\$1,900,000	\$53,947	\$53,947	Discretionary/GA Entitlement/HCDA
2013	Master Plan Priority 1 Design	\$157,894	\$150,000	\$0	\$3,947	\$3,947	GA Entitlement/HCDA
	<b>TOTALS</b>	<b>\$5,892,629</b>	<b>\$795,500</b>	<b>\$4,375,000</b>	<b>\$386,064</b>	<b>\$336,065</b>	

Source: Horry County Department of Airports

**Table 9: Conway Airport - CIP through FY 2013**

			Funding Source				
Fiscal Year	Description	Estimated Project Cost	FAA AIP Entitlement	Discretionary Funding	SCDOA Share of State Funding	Local Funding	Comments
2009	Runway Extension Justification Study	\$75,000	\$0	\$0	\$0	\$75,000	HCDA (Engineering Contingency)
2009	Land Acquisition - Phase I	\$157,894	\$150,000	\$0	\$3,947	\$3,947	GA Entitlement/HCDA
2010	Pavement Management Study	\$50,000	\$0	\$0	\$50,000	\$0	100% SCDOA Project
2010	Land Acquisition - Phase II	\$157,894	\$150,000	\$0	\$3,947	\$3,947	GA Entitlement/HCDA
2011	Pavement Construction - Phase I	\$157,894	\$150,000	\$0	\$3,947	\$3,947	GA Entitlement/HCDA
2012	Masterplan	\$105,263	\$0	\$100,000	\$2,631	\$2,632	Discretionary/HCDA
2012	Pavement Construction - Phase II	\$157,894	\$150,000	\$0	\$3,947	\$3,947	Discretionary/HCDA
2013	Master Plan Priority 1 Design	\$157,894	\$150,000	\$0	\$3,947	\$3,947	GA Entitlement/HCDA
	<b>TOTALS</b>	<b>\$1,019,733</b>	<b>\$750,000</b>	<b>\$100,000</b>	<b>\$72,366</b>	<b>\$97,367</b>	

Source: Horry County Department of Airports

**Table 10: Myrtle Beach International Airport - CIP through FY 2013**

Fiscal Year	Description	Estimated Project Cost	Funding Source				Comments
			FAA AIP Entitlement	Discretionary Funding	SCDO A Share of State Funding	Local Funding	
2009	West Side Building Demolition (#344(TA), 341(FTD), 546(HC), 577(Tr), 371(Shed), and 374(DHL Shed)	\$150,000	\$0	\$0	\$0	\$150,000	50% ABRDA/ 50%HCD A
2009	West Side Building Painting	\$150,000	\$0	\$0	\$0	\$150,000	50% ABRDA/ 50%HCD A
2009	Radios	\$80,000	\$0	\$0	\$80,000	\$0	Dept. of Homeland Security
2009	ARFF Funding (Non-AIP)	\$40,000	\$0	\$0	\$0	\$40,000	HCDA
2009	Taxiway "R" - Phase 2 (MYR Grant #42)	\$3,440,916	\$3,268,870	\$0	\$0	\$172,046	AIP Entitlement/ HCDA
2009	Airfield ARFF Access Roads/Drainage Construction - Phase 2 (MYR Grant #42)	\$1,129,914	\$1,073,418	\$0	\$0	\$56,496	AIP Entitlement/ HCDA
2009	GA Ramp Rehabilitation (Construction) - Phase 2 (MYR Grant #42)	\$1,129,914	\$1,073,418	\$0	\$0	\$56,496	AIP Entitlement/ HCDA
2009	Runway Rehabilitation/LO I/BCA - Phase I (MYR Discretionary Grant #43)	\$263,158	\$0	\$250,000	\$0	\$13,158	AIP Entitlement/ HCDA
2009	Airfield Re-Designation and Signage (Construction) - Phase II (MYR Grant #42)	\$763,158	\$725,000	\$0	\$0	\$38,158	AIP Entitlement/ HCDA
2009	New ARFF Building-	\$6,549,474	\$6,222,000	\$0	\$0	\$327,474	AIP Entitlement

	Construction Phase II (MYR Grant #42)						nt/ HCDA
2010	Terminal Capacity Enhancement Program - Phase I	\$30,000,000	\$3,800,000	\$0	\$0	\$26,200,000	AIP Entitlement/ HCDA
2010	Runway Rehabilitation - Phase II (MYR Discretionary Grant)	\$10,526,316	\$0	\$10,000,000	\$0	\$526,316	Discretionary/ HCDA
2010	ARFF Funding (Non-AIP)	\$100,000	\$0	\$0	\$0	\$100,000	HCDA
2010	Security Vehicle	\$50,000	\$0	\$0	\$50,000	\$0	Dept. of Homeland Security
2010	Rental Car Service Centers (2 each)/Fuel Farm Improvements/Parking Improvements	\$5,000,000	\$0	\$0	\$0	\$5,000,000	CFC's
2010	Harrelson Blvd.	\$6,000,000	\$0	\$0	\$0	\$6,000,000	HCDA/ ABRDA
2010	New GA Hanger (10,000 sq ft)	\$800,000	\$0	\$0	\$0	\$800,000	HCDA
2011	Terminal Capacity Enhancement Program - Phase II	\$30,000,000	\$3,800,000	\$0	\$0	\$26,200,000	AIP Entitlement/ HCDA
2011	Snow Removal Equipment (SRE) Building Design - Phase I	\$263,158	\$0	\$250,000	\$0	\$13,158	Discretionary/ HCDA
2011	GA Fuel Farm - Jet "A" Fuel Tank (20,000 gallons)	\$125,000	\$0	\$0	\$0	\$125,000	HCDA
2011	West Side Building Painting	\$300,000	\$0	\$0	\$0	\$300,000	HCDA
2011	Rental Car Parking Improvements	\$4,497,624	\$0	\$0	\$0	\$4,497,624	CFC's
2012	Terminal Capacity Enhancement Program - Phase III	\$30,000,000	\$3,800,000	\$0	\$0	\$26,200,000	AIP Entitlement/ HCDA
2012	Snow Removal Equipment (SRE) Building Design - Phase II	\$2,105,263	\$0	\$2,000,000	\$0	\$105,263	Discretionary/ HCDA
2012	Runway Extension	\$263,158	\$0	\$250,000	\$0	\$13,158	Discretionary/

	Justification Study						HCDA
2012	Rental Car Parking Improvements	\$4,497,624	\$0	\$0	\$0	\$4,497,624	CFC's
2012	Security Vehicle	\$60,000	\$0	\$0	\$60,000	\$0	Dept. of Homeland Security
2013	Priority Projects	\$4,000,000	\$3,800,000	\$0	\$0	\$200,000	AIP Entitlement/ HCDA
2013	Master plan	\$526,315	\$0	\$500,000	\$0	\$26,315	Discretionary/ HCDA
2013	Runway Extension Environment Assessment/LOI/ BCA - Phase I	\$263,158	\$0	\$250,000	\$0	\$13,158	Discretionary/ HCDA
	<b>TOTALS</b>	<b>\$143,074,150</b>	<b>\$27,562,706</b>	<b>\$13,500,000</b>	<b>\$190,000</b>	<b>\$101,821,444</b>	

Source: Horry County Department of Airports

In addition to the individual Capital Improvement Plans for each airport, the Department of Airports also has planned for budgeting expenditures covering all of the airports under their control, as shown in Table 11 below.

**Table 11: All Airport Budgeting - CIP through 2013**

			Funding Source				
Fiscal Year	Description	Estimated Project Cost	FAA AIP Entitlement	Discretionary Funding	SCDOA Share of State Funding	Local Funding	Comments
2009	Environmental Contingency	\$25,000	\$0	\$0	\$0	\$25,000	HCDA
2009	Engineering/Design Contingency	\$50,000	\$0	\$0	\$0	\$50,000	HCDA
2010	Environmental Contingency	\$50,000	\$0	\$0	\$0	\$50,000	HCDA
2010	Engineering/Design Contingency	\$150,000	\$0	\$0	\$0	\$150,000	HCDA
2011	New SW3P Plans	\$100,000	\$0	\$0	\$0	\$100,000	HCDA
2011	Environmental Contingency	\$50,000	\$0	\$0	\$0	\$50,000	HCDA
2011	Engineering/Design Contingency	\$150,000	\$0	\$0	\$0	\$150,000	HCDA
2012	Environmental Contingency	\$50,000	\$0	\$0	\$0	\$50,000	HCDA
2012	Engineering/Design Contingency	\$150,000	\$0	\$0	\$0	\$150,000	HCDA
2013	Environmental Contingency	\$50,000	\$0	\$0	\$0	\$50,000	HCDA
2013	Engineering/Design Contingency	\$150,000	\$0	\$0	\$0	\$150,000	HCDA
	<b>TOTALS</b>	<b>\$25,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>	

Source: Horry County Department of Airports

## MYRTLE BEACH INTERNATIONAL TECHNOLOGY & AEROSPACE PARK

The Myrtle Beach International Technology & Aerospace Park (MBITAP) is a 460-acre master planned aviation and technology commerce park located in the Market Common District in Myrtle Beach and fronting the 9,500 foot runway of the Myrtle Beach International Airport. The goal of MBITAP is to develop a central commerce park targeted at the aeronautical manufacturing and air transportation service industries.



A number of financing options and incentives have been explored to develop this airport industrial/commercial park. Federal Funding may be available through the Federal Aviation Administration's (FAA) Airport Financial Assistance Programs. These Federal grant programs impose numerous requirements to conform to the FAA standards. In addition to the Federal funding sources, multiple local options and incentive programs have been researched. Most such programs deal with incentives to attract and retain new businesses to the Park. However, several programs also deal with assisting in providing for infrastructure improvements.

**Illustration 4: Map of MBITAP**



**Source: Horry County Department of Airports**

***Business license fee increment financing (BLFIF)*** – BLFIF is a development financing tool in which the City of Myrtle Beach would pay a portion of development costs for the new development within the MBITAP. These costs are reimbursed to the City from the additional business license revenues generated as a result of MBITAP. The total amount of business license fees generated within the district prior to the establishment of the BLFIF District would be determined and any additional license fees received after the creation of the BLFIF District would then be used to pay for the development costs incurred by the City. A BLFIF Bond could be issued at the outset to front many of these development costs prior to the fees actually being received.

***Low Cost Utilities*** – Utility Authorities and Myrtle Beach can offer reduced costs for the installation of utilities to the infrastructure to allow for lower start-up costs for qualifying businesses.

## **EAST SIDE COMMERCE PARK**

Similar to the MBITAP, the East Side Commerce Park will focus on the aviation industry and will be located along the eastern side of Myrtle Beach International Airport. Currently located within the City of Myrtle Beach, this joint project hopes to capitalize on the growing aviation industry focus in the region. The County anticipates approximately \$2 million in capital infrastructure associated with this project.

Financing for the East Side Commerce Park will come from a variety of sources, including Special Source Revenue Bonds and Tax Increment Financing.

### **BUCKSPORT MARINE INDUSTRIAL PARK**

Horry County, Grand Strand Water and Sewer Authority (GSWA), and Santee Cooper have partnered to develop a marine oriented industrial complex at Bucksport Marina. Historically, this site was used to build large ocean going vessels but has been largely under-utilized in recent years. A portion of this site will be used as a marina, including a proposed Water Taxi and boat repair and maintenance facility.

The remainder of the focus will be on the marine manufacturing industry. This industry will manufacture industrial components too large for shipping via conventional road or rail transportation. To facilitate this development the partnership plans to install approximately 1000 linear feet of bulkhead on the Waccamaw River, a heavy boat ramp and a travel lift site.

The County expects to budget \$1.5 million in these capital infrastructure improvements and plans to finance this project using Special Source Revenue Bonds, leveraging future tax revenues on the facility.

## COUNTY PUBLIC WORKS

Table 12 details facilities planned at the Public Works Facility on Privetts Road as well as improvements to the Public Works and Stormwater satellite offices. All of these facilities will be constructed on property already owned by Horry County.

Table 12 - Planned Public Works Capital Improvements

Improvement	Location	Cost Estimate	Funding Source	Expected Completion Date
Fuel Center	Privetts Road	\$350,000	General Fund	2011
Equipment Shed (completion of building)	Privetts Road	\$300,000	General Fund	2012
Equipment and Supply Storage and Maintenance Building	Privetts Road	\$400,000	General Fund	2015
Equipment and Supply Storage	South Strand Complex	\$100,000	General Fund	2014
Equipment and Supply Storage	Ralph Ellis Complex	\$100,000	General Fund	2014

**Source: Horry County Department of Public Works**

## PUBLIC SAFETY

The Horry County Public Safety Division is comprised of the following departments:

- Animal Care Center
- E-911
- Coroner's Office
- Detention
- Emergency Management
- Fire/Rescue
- IT/GIS
- Police
- Sheriff's Office
- Veteran's Affairs

The most immediate needs of the Public Safety Division are included in the Capital Improvements Plan through Fiscal Year 2014. For Fiscal Years 2015 – 2020 this Division has created an anticipated Improvements Plan based upon expected population growth, development trends and technological needs.

**Table 13 - Public Safety Improvements FY 2015 -2020**

<b>Fiscal Year</b>	<b>Description</b>	<b>Additional Information</b>	<b>Budgeted Expenditures</b>	<b>Funding Source(s)</b>
2015	Public Safety Technology Improvements, Phase 2	800 MHz Radio Digital Upgrade, Year 4 of 8	\$750,000	General Fund
2015	Public Safety Technology Improvements, Phase 3	PSA Suite Upgrade, Year 3 of 8	\$850,000	General Fund
2015	911 Telephone Upgrade	Next Generation 911 Telephone System, Year 4 of 5	\$200,000	State Telephone Account
2015	Public Safety Training Facility, Phase 2	Firing Range Construction	\$150,000	General Fund
2015	Public Safety Training Facility, Phase 3	Fire Training Props	\$100,000	Fire Fund
2015	Employee Rec Facility	Employee Clubhouse	\$200,000	Combination of 1% Funds and Donations
2016	Public Safety Technology Improvements, Phase 2	800 MHz Radio Digital Upgrade, Year 5 of 8	\$750,000	General Fund
2016	Public Safety Technology Improvements, Phase 3	PSA Suite Upgrade, Year 4 of 8	\$850,000	General Fund
2016	911 Telephone Upgrade	Next Generation 911 Telephone System, Year 5 of 5	\$200,000	State Telephone Account
2016	Public Safety Training Facility, Phase 4	Training Building	\$2,500,000	GO Bonds, Fire Fund
2016	Central Precinct Building (PD)	Construction of a Facility for the Central Precinct	\$1,000,000	GO Bonds
2017	Public Safety Technology Improvements, Phase 2	800 MHz Radio Digital Upgrade, Year 6 of 8	\$750,000	General Fund
2017	Public Safety Technology Improvements, Phase 3	PSA Suite Upgrade, Year 5 of 8	\$850,000	General Fund
2018	Public Safety Technology Improvements, Phase 2	800 MHz Radio Digital Upgrade, Year 7 of 8	\$750,000	General Fund
2018	Public Safety Technology Improvements, Phase 3	PSA Suite Upgrade, Year 6 of 8	\$850,000	General Fund
2018	Jail Expansion	Additional Tower	\$10,000,000	GO Bonds
2019	Public Safety Technology Improvements, Phase 2	800 MHz Radio Digital Upgrade, Year 8 of 8	\$750,000	General Fund
2019	Public Safety Technology Improvements, Phase 3	PSA Suite Upgrade, Year 7 of 8	\$850,000	General Fund
2020	Public Safety Technology Improvements, Phase 3	PSA Suite Upgrade, Year 8 of 8	\$850,000	General Fund

**Source: Horry County Public Safety Division**

## **PARKS AND RECREATION CAPITAL IMPROVEMENTS**

The Parks and Recreation Department is responsible for providing active and passive recreational opportunities for the citizens and visitors of Horry County. These opportunities encompass diverse programs and facilities to promote the mental, physical and social well-being of its citizens.

To accomplish these goals for an expanding population, Parks and Recreation continuously strives to add new facilities throughout the County and to improve those facilities already existing.

Funding to this department comes from three sources: 1) The General Fund; 2) Sunday Liquor Sales Permits; and 3) Dedicated Tax Millage. The Parks and Recreation Department also actively seeks project specific funding from the South Carolina Parks, Recreation and Tourism Department (PRT) and Federal funds administered by PRT.

Table 14 details ongoing and upcoming capital improvement projects for the Parks and Recreation Department.

<b>Improvement</b>	<b>Location</b>	<b>Cost Estimate</b>	<b>Expected Completion Date</b>
Recreation Center	North Strand	\$4,000,000	January 2010
Recreation Center	South Strand	\$4,000,000	Spring 2011
Recreation Center	Carolina Forest	\$4,000,000	Fall 2011
Recreation Center	Aynor	\$4,000,000	Unknown
Recreation Center	Green Sea Floyds	\$4,000,000	Unknown
Recreation Center	Loris	\$4,000,000	Unknown
Center Expansion	North Strand	\$2,000,000	Unknown
Center Expansion	South Strand	\$3,000,000	Unknown
Center Expansion	Carolina Forest	\$3,000,000	Unknown

**Table 14: Parks and Recreation Capital Improvements**

Center Expansion	Socastee Rec. Park	\$3,000,000	Unknown
Construction of Fields, Concessions, Restrooms, Trails, & Picnic Shelters	Carolina Forest	\$1,000,000	Spring 2012
Construction of Basketball & Tennis Courts, Fields, Playground, Trails, Pet Park, Concessions & Restrooms	South Strand Park	\$3,000,000	Spring 2010
Construction of Pet Park, Basketball, Tennis and Volleyball Courts, Splash Area, Amphitheater, Skate Facility & Playground	Carolina Forest Park	\$3,000,000	Fall 2010
Boat Landing, Gazebos, Trails, and Pet Park	Hwy 22 & Hwy 17	\$3,400,000	Unknown

**Source: Horry County Parks and Recreation Department**

In addition to the improvements detailed above, the Parks and Recreation Department plans to renovate all existing parks to include the following; however funding sources have not yet been ascertained for these projects:

- Playgrounds that meet the latest National safety and ADA accessible regulations
- Irrigation at all athletic fields
- Upgrade sports lighting to tournament standards
- Include as many activities as possible at each location
- Upgrade fencing, backstops, etc.
- Renovate existing tennis courts
- Construct other non-traditional sports facilities, such as BMX bike courses, skate facilities, and disc golf at sites to be determined
- Construct an Equestrian Center with the capability to host large scale equine events
- Construct a camp facility for children with and without special needs can enjoy outdoor activities
- Develop swim facilities in rural areas where access to pools is limited
- Utilize open space owned by the County to improve public accessibility for passive related activities, including walking, scenic overlooks, picnicking, fishing, eco-learning, etc.
- Connect park sites and open spaces with biking and pedestrian trails
- Improve County beach access points to provide a more functional and aesthetically pleasing site
- Improve Boat Landings by developing new landings for both motorized and non-motorized water craft

## **HORRY COUNTY LIBRARIES**

The Horry County Memorial Library provides public library services to approximately 200,000 residents of Horry County. The Library system began in the late 1930's with a small public library in the auditorium of the Conway Town Hall and has grown to nine library buildings throughout Horry County.

In the fall of 2006, the Library Department completed a Comprehensive Facilities Development Plan assessing future needs to keep up with population growth. Table 15 details the expansion needs identified in the plan and expected costs of construction.

**Table 15: Horry County Memorial Library Capital Expansion Needs 2005-2015**

Library Site	Remodel or New Build	Identified Priority	Year Needed	Estimated Construction Cost (2005 estimates)
Admin/Support Svs	Remodel	1	2007	\$630,000
Loris	Remodel	2	2007	\$277,000
Carolina Forest	New	3	2008	\$4,445,000
North Myrtle Beach	New	4	2010	\$3,408,000
Aynor	Remodel	5	2012	\$2,223,000
Little River	Remodel/New	6	2013	\$3,408,000
Loris	Remodel/New	7	2014	\$3,727,500

**Source: Horry County Memorial Library**

In addition to identifying needs in the Library's Plan, they have also identified additional creative financing methods for the infrastructure improvements from private sources. Those means include:

- For a substantial donation, rename a library, meeting room or section of library
- Sale of bricks or tiles with imprinted or engraved donor names
- Sale of commemorative items relating to library or library building
- Acquire foundation and/or endowment funding

One of the most popular features of the Horry County Library is the vast amount of technology available at no cost to the public. However, maintaining this technology at needed levels of service requires constant maintenance and upgrading to current standards. As such, the Library has also drafted a Library Technology Plan to "maintain a competitive position in the information industry and continue to provide a high standard of public service. From this Technology Plan, the following Goals and Objectives were identified:

- Purchase a domain server to eliminate individual and manual updates of software
- Replace individual workstation computers with NComputing virtual desktops, allowing one computer to run thirty virtual desktops
- Add printing payment hardware and software eliminating the need for computer users to receive and pay for printing through the circulation desk



- Replace all servers in relation to their warranty contract expiration dates.
- Maintain and upgrade current telecommunications equipment for both public and staff access to the internet.
- Maintain and upgrade all public network printers.
- Maintain and upgrade computer hardware and software.
- Maintain both in-house and remote access to the library's online catalog, databases and public access computers.
- Maintain the Horry County Memorial Library's website.

## MULTI-COUNTY BUSINESS PARK PROJECT

In 2002, Horry County, Marion County, Georgetown County, Burroughs and Chapin and the South Carolina Jobs-Economic Development Authority formed a joint partnership in the development of a multi-phased Multi-County Business Park. The project includes numerous infrastructure improvements throughout Horry County, funded largely from Revenue Bonds issued on future *ad valorem* tax proceeds.

**Table 16: Infrastructure Improvements from Multi-County Business Park**

Priority	Project	Cost Estimate	Estimated Completion Date
1	Mall of South Carolina	\$27,721,142	Completed
2	Super Industrial Park Phase I	\$1,000,000	Completed
3	Grande Dunes	\$16,525,752	2010
4	17 Bypass	\$15,766,800	Unknown
5	Plantation Point Plaza	\$1,775,000	Unknown
6	LakeShore Village	\$2,512,000	Unknown
7	Drainage at Central Parkway North of 48th Avenue	\$2,025,000	Unknown
8	Super Industrial Park Phase II	\$2,005,000	Unknown

**Source: Horry County Government**

Priority #1, (Completed), included the development of Public Infrastructure for the Mall of South Carolina. This work included roadway and drainage improvements at the Coastal Grande Mall site in Myrtle Beach. This 1.3 million square foot

development included improvements to Seaboard Street, Pine Island Road, and 17<sup>th</sup> Avenue South.

Priority #2, (Completed), included development of the Cool Springs Industrial Park, Phase I, which consisted of roadway and drainage improvements allowing for more than 82 acres of land to be developed into an Industrial Park along Highway 319 in the Cool Springs area. Bill Jones Road will be partially paved, new water and sewer systems were installed and appropriate signage and landscaping was also installed as part of this phase of development.

Priority #3, (Currently nearing completion), is Grande Dunes, which includes plans for major improvements to the City of Myrtle Beach's water and sewer system, drainage system, the construction of Marina Parkway and Grande Dunes Boulevard.. Larger diameter water mains have been installed to relieve pressure on the City's current water system. The sewer system will be ultimately be interconnected with Grand Strand Water and Sewer Authority to provide access to the sewer system on the West side of the Intracoastal Waterway.

Priority #4, the 17 Bypass project will add improvements to enhance traffic flow along 17 Bypass, which may include such items as additional lanes of travel to each side of Highway 17 Bypass from 29<sup>th</sup> Avenue North to the interchange of North Kings Highway to the North, acceleration lanes and center turn lanes and intersection/signalization improvements.

Priority #5, the Plantation Point Plaza project includes widening of 38<sup>th</sup> Avenue North from Highway 17 Bypass to Grissom Parkway, replacing and upgrading the water and sewer systems, adding curb, gutter, sidewalks and a bike lane to Oleander Drive.

Priority #6, Lakeshore Village, consists of extending Paradise Circle to connect to Oleander Drive and will include curbing, sidewalks, and improved water, sewer, and drainage connections.

Priority #7, the Central Parkway Commercial Drainage project will relieve flooding in the Pine Lakes section of Myrtle Beach by adding a canal to parallel Grissom Parkway to capture and hold rainwater runoff.

Priority #8, Phase II of the Super Industrial Park will prepare an additional 119 acres for industrial development in the Cool Springs Business Park by constructing new roads, water and sewer systems in the development capable of handling industrial traffic and uses.

This joint project is authorized under state law allowing adjacent counties to exempt the owners and lessees of the industrial or business park from *ad valorem* taxes, instead collecting a fee in lieu of such taxes. This fee in lieu is collected by the County. The County is able to jointly agree to allow the developer to issue revenue bonds on the future value of the fees in lieu of the tax revenue to complete infrastructure improvements necessary prior to the collection of such fees.

## **TRANSPORTATION AND ROAD CONSTRUCTION IMPROVEMENTS**

Currently, Horry County is responsible for the maintenance of more than 760 miles of unpaved roads, and 650 miles of paved roads. Because of the vast network of roads, rapid growth throughout the County, and increased traffic volumes, the County recognized the need for a major investment into improving the County road grid. In 2006, County voters approved the Ride II Program, a referendum allowing an increase one-penny (1¢) sales tax to fund a set schedule of prioritized road projects. The Ride II Program is anticipated to draw \$425,539,087 over the seven-year schedule.

Table 17, details the prioritized list of all projects scheduled to be funded by the Ride II Program and their current status.

**Table 17 – Ride II Funded Projects**

<b>Estimated Cost</b>	<b>Prioritized Road Project</b>	<b>Current Status &amp; Updated Costs</b>
\$19,600,000	Pave 20 miles of County dirt roads	Completed \$8.1 million under budget
\$915,000	Resurface 12 miles of County roads	Completed under budget
\$49,500,000	Construct grade separated interchange at the intersection of U.S. Hwy 17 Bypass and SC Hwy 707 at the back gate of the Myrtle Beach Air Base	Design has been finalized, ROW acquisition has begun, current cost estimates are \$95 - \$105 million
\$132,250,000	Widen SC Hwy 707 from Enterprise Road to the County line including intersection improvements at SC Hwy 544	Design has been finalized, ROW acquisition has begun, current cost estimates are \$100 - \$120 million
\$25,750,000	Pave 25 miles of County roads	Construction has begun
\$990,000	Resurface 12 miles of County roads	Completed
\$46,000,000	Construct Aynor overpass	Design has been finalized, ROW acquisition has begun, current cost estimates are \$20 - \$30 million
\$1,035,000	Resurface 12 miles of County roads	Not yet begun
\$76,000,000	Widen Glens Bay Road to 3 lanes and construct a grade separated interchange at US Hwy 17 bypass	Preliminary Design has begun, current cost estimates are \$90 - \$100 million
\$1,080,000	Resurface 12 miles of County roads	Not yet begun
\$27,750,000	Pave 25 miles of County roads	Not yet begun
\$1,125,000	Resurface 12 miles of County roads	Not yet begun
\$6,500,000	Pave 2 lanes of International Drive from Carolina Forest to SC Hwy 90	Preliminary design has begun
\$682,500	Resurface 7 miles of County roads	Not yet begun
\$36,100,000	Pave 30 miles of County roads	Not yet begun

**Source: Horry County Engineering Department**

The Grand Strand Area Transportation Study (GSATS) is the designated Metropolitan Planning Organization (MPO) responsible for carrying out the urban transportation planning process for the Grand Strand area. The GSATS MPO study area boundary includes portions of Horry and Georgetown Counties. Several municipalities are also within the boundaries including Myrtle Beach, North Myrtle Beach, Surfside, Conway, Georgetown, Atlantic Beach, Briarcliffe Acres, and Pawleys Island. The primary responsibilities of any MPO are to: 1) develop a Long Range Transportation Plan, which is the 25-year transportation vision for the metropolitan area; 2) develop a Transportation Improvement Program, which is the list of specific projects for which federal funds are

anticipated; and 3) develop a Unified Planning Work Program (UPWP), which identifies in a single document the annual transportation planning activities that are to be undertaken in support of the goals, objectives and actions established in the Long-Range Transportation Plan.

As the MPO, GSATS provides the forum for cooperative decision making in developing regional transportation plans and programs to meet changing needs. It is composed of elected and appointed officials representing local, state and federal governments or agencies having interest or responsibility in comprehensive transportation planning.

GSATS has identified potential transportation related projects needed through 2030, in their GSATS 2030 Long Range Transportation Plan. This Long Range Plan is scheduled to be updated through 2035 in late 2010 or early 2011. Table 18 details the GSATS identified projects in Horry County. Many of the Ride II programs are reiterated within the GSATS plan and have been redacted to eliminate redundancy.

**Table 18: GSATS 2030 Long Range Transportation Plan – Horry County Projects**

Project Name	Project Name	Project Name
Conway Perimeter Road between US 378 and US 701	Extend Elizabeth Street from 16th Avenue to Wal-mart Connector	Construct connector between US 17 and new West of Waterway Parkway in North Myrtle Beach, between 17th and 37th Avenue South
Interchange on US 501 at Carolina Forest	US 501 exit into Conway at First Avenue	Widening US 701 to 4 lanes between Conway and Georgetown
Interchange on US 501 at Factory Outlets	Add two-way left turn lane on Cypress Avenue from Waccamaw Drive to US 17	Widen SC 90 to 4 lanes from SC 9 to SC 22
Interchange on US 501 at Singleton Ridge Road	Gardner Lacy Extension to International Drive	South Strand US Hwy 17 Business Corridor Roadway Improvements
Interchange on US 501 at Gardner Lacy Road	Water Tower Road Improvements	Widen River Oaks Drive to five lanes
Improve US 378 & US 501 Interchange in Conway	Widen SC 9 to 4 lanes from Green Sea to County line	Extend 10th Avenue west of the Intracoastal Waterway to Carolina Forest Blvd.
Widen US 17 from 4 to 6 lanes from 8th Avenue North to Sea Mountain Hwy in North Myrtle Beach	Construct interchange at US 17 Business and Ocean Blvd (main Gate)	Widen Seaboard St between US 501 and 10th Avenue
Widen Carolina Forest Boulevard to five lanes	Construct interchange at US 501 and Grissom Parkway	Widen US 17 Bridge in North Myrtle Beach
Improve SC 707 and SC 544 Intersection	Construct Interchange at US 17 Bypass and 10th Avenue N	Extend and widen 5th Avenue South
Widen 3rd Avenue South from 2 to 3 lanes in Myrtle Beach	Construct Interchange at US 17 Bypass and 21st Avenue N	Mill Pond Road Phase II extend from US 501 to US 701
Upgrade US 701 to 5 lanes from Conway to Hwy 22	Construct Interchange at US 17 Bypass and 29th Avenue N	Extension of Harrelson Boulevard to Kings Highway
US 701 Connector, between Carolina Bays Parkway and US 701	Construct Interchange at US 17 Bypass and 38th Avenue N	US 501 Frontage Roads between Forestbrook and Conway
Carolina Bays Parkway, Phase 3 to US 17 in North Carolina	Construct Interchange at US 17 Bypass and 67th Avenue N	Widen US 378 to 4 lanes to Horry County Line
Carolina Bays Parkway, Phase 3 from SC 544 to US 17	Construct Interchange at US 17 Business and SC 544	Wal-mart Connector, US 501 to Oak St. Ext.
Extend Ocean Boulevard through Atlantic Beach	Widen US 17 Business to 6 lanes from Harrelson Blvd to 3rd Avenue South	US 501 at 9th Avenue intersection improvements
Construct Interchange on US 501 at Coastal Carolina University	South Strand US Hwy 17 Business Corridor Improvements	US 701 Corridor Study in Conway
Inlet Square Road Improvement, US 17 Business Intersection	Construct Interchange at US 17 Bypass and SC 707	US 378 Corridor Study in Conway
		US 501 Corridor Study in Conway

**Source: GSATS**

## THE AMERICAN RECOVERY AND REINVESTMENT ACT

The American Recovery and Reinvestment Act (ARRA), also known as the Stimulus Act, provides for federal tax reliefs, social welfare provisions, and domestic spending increases in education, health care and energy, and over \$50 billion for core infrastructure investments across the nation, such as for roads, bridges, mass transit, and other transportation related projects.

South Carolina was allocated approximately \$463 million for bridges and highways, 30% of which must be sub-allocated to local governments and 3% of which must be used for enhancement projects. Furthermore, South Carolina will receive approximately \$41 million for mass transit, of which approximately \$25 million is directly allocated to the urban areas of the state.

Within Horry County, the following infrastructure projects have been submitted either by the Grand Strand Area Transportation Study for the urbanized areas of Horry County, or by the Waccamaw Regional Council of Governments for rural areas and positively selected by the South Carolina DOT Commission for inclusion into the State's Stimulus Spending:

**Table 19: ARRA - Bridge Project**

<b><u>Highway</u></b>	<b><u>Description</u></b>	<b><u>Estimated cost (share of stimulus funding)</u></b>
U.S. 378	Restoration of bridge over the Little Pee Dee River, together with six (6) overflow bridges	\$41,000,000 (\$17,000,000)

Source: SCDOT

**Table 20: ARRA - Rural Mass Transit Projects**

<b><u>Recipient</u></b>	<b><u>Description</u></b>	<b><u>Share of stimulus funding</u></b>
Coast RTA	Vehicle acquisition	\$420,000
Coast RTA	Facility Rehab/Renovation	\$175,000
Coast RTA	Park & Ride Facilities	\$250,000

Source: SCDOT

**Table 21: ARRA - GSATS Mass Transit Projects**

<b><u>Recipient</u></b>	<b><u>Description</u></b>	<b><u>Estimated cost (share of stimulus funding)</u></b>
Coast RTA	Admin/Maintenance Facilities Rehab/Renovation	\$133,000 (\$133,000)
Coast RTA	Supervisor vehicles	\$40,000 (\$40,000)
Coast RTA	Buses	\$1,640,000 (\$1,640,000)
Coast RTA	GPS Equipment	\$7,000 (\$7,000)

Source: SCDOT

**Table 22: ARRA – Road Resurfacing Projects**

<b><u>Highway</u></b>	<b><u>From</u></b>	<b><u>To</u></b>	<b><u>Amount of full stimulus funding)</u></b>
NMB: S.C. 9	Hill St. (S-864)	Ocean Blvd. (S-65)	\$4,536,000 (approved by SCDOT Commission on February 19, 2009)
NMB: Main St. (S-367)	Ocean Blvd. (S-65)	U.S. 17	
Loris: S.C. 9 Bus.	North of Harrelson St. (S-722)	Stevens St. (S-184)	
Little River: S.C. 111	Worthams Cutoff Rd. (S-1233)	Mineola Ave. (S-50)	
Aynor: Jordanville Rd. (S-24)	5 <sup>th</sup> Ave. (S-224)	U.S. 501	
Garden City: Atlantic Ave. (S-51)	U.S. 17 Bus.	Waccamaw Dr. (S-155)	
Conway: U.S. 501 (Church St.)	Cultra Rd. (S-165)	Medlen Pkwy. (S-1344)	\$2,268,000 (approved by SCDOT Commission on March 19, 2009)
Conway: U.S. 501 (Church St.)	Medlen Pkwy. (3-1344)	10 <sup>th</sup> Ave. (S-206)	
M.B.: 21 <sup>st</sup> Ave. N. (S-241)	U.S. 17 Bypass	U.S. 17 Bus.	
Brooksville: S.C. 57	S.C. 111	North Carolina State Line	

Source: SCDOT



In addition to aforementioned bridge, road improvement and mass transit projects, available federal stimulus funding is further being considered to be used for the following list of projects:

**Table 23: ARRA – Other significant projects**

<b><u>Highway</u></b>	<b><u>Description</u></b>	<b><u>Projected amount of necessary funding</u></b>
S.C. 22 (Conway Bypass)	Upgrade of shoulders to Interstate standards (widening and paving of shoulders) for future I-73	\$25,000,000
U.S. 17 Southbound (North Myrtle Beach)	Widening of U.S. 17 to six travel lanes from Sea Mountain Hwy. to 2 <sup>nd</sup> Ave. North	\$3,698,000
U.S. 17 / Mineola Ave. (S-50; Little River)	Widening of intersection to accommodate for separate turning lanes from Mineola Ave. to U.S. 17	\$383,000
S.C. 31 (Carolina Bays Parkway) – Contract 1	New construction / Extension of existing limited-access highway (clearing, grubbing and grading) from SC 544 to Peach Tree Road	\$235,000,000
S.C. 31 (Carolina Bays Parkway) – Contract 2	New construction / Extension of existing limited-access highway from S.C. 544 to S.C. 707	

Source: GSATS

Altogether, the approved stimulus funding for transportation improvement projects within Horry County, including bridge, road resurfacing and mass transit projects, accumulates to a total of \$26,469,000.

## **CONNECTOR ROAD PROJECTS**

In 2006, Horry County Council officially recognized the need to improve safety and mobility for the citizens of Horry County and began addressing road

connector, capacity and safety improvements within the County. County Council has approved these projects in an attempt to remove congestion by offering alternate routes to heavily travelled roads such as Highway 17 and Highway 501. From 2007 to 2009, Horry County has spent over \$3 million in connector road funding to complete the Postal Way connection to Gardner Lacy Road and to widen portions of River Oaks Drive and Carolina Forest Boulevard. The funding for this program comes from a portion of excess general fund revenues for each fiscal year. In recent years, the poor economy has caused the county's general fund revenues to lag behind budgeted outlays. Without funding surpluses, future connector road projects will remain unfunded. Table 24 outlines approved Connector Road projects and their current status.

**Table 24: Connector Road Projects**

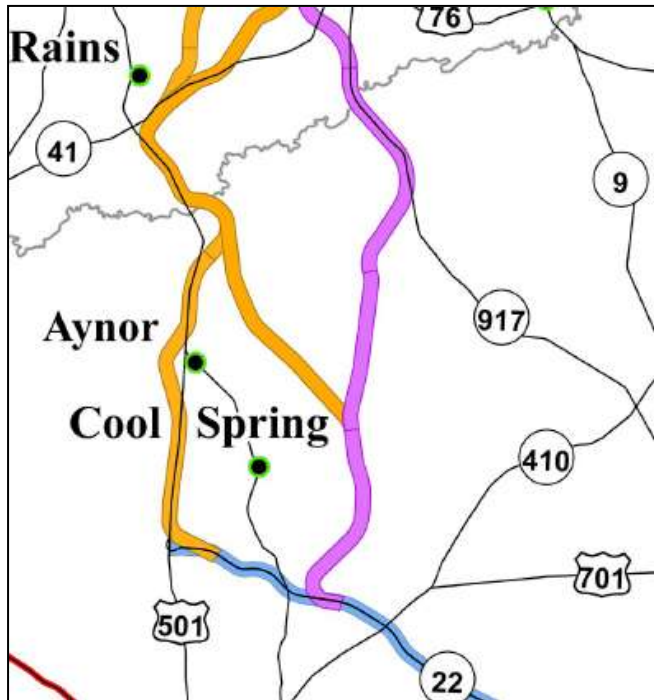
Roadway	Project Description	Approx. Cost	Status
Postal Way	Extend Postal Way between Carolina Forest Blvd and US Hwy 501 via Tanger Outlets and Waccamaw Pines Road	\$3,000,000	Preliminary design not developed – Project to proceed upon funding
River Oaks Drive	Widen River Oaks Drive from two lanes to four lanes between River Oaks Golf Plantation and Carolina Waterway Plantation	\$4,800,000	Preliminary design is complete – Final design & construction to proceed upon funding
River Oaks Drive	Widen River Oaks Drive from two lanes to four lanes between Carolina Waterway Plantation and Carolina Forest Boulevard	\$3,300,000	Preliminary design is complete – Final design & construction to proceed upon funding
Carolina Forest Blvd	Widen Carolina Forest Blvd from two lanes to four lanes between Covington Lakes to Socastee Greenway	\$4,000,000	Preliminary design is complete – Final design & construction to proceed upon funding
Carolina Forest Blvd	Widen Carolina Forest Blvd from two lanes to four lanes between Socastee Greenway and Grey Plantation Entrance	\$3,500,000	Preliminary design is complete – Final design & construction to proceed upon funding
Carolina Forest Blvd	Widen Carolina Forest Blvd from two lanes to four lanes between Grey Plantation entrance and River Oaks Drive	\$3,700,000	Preliminary design is complete – Final design & construction to proceed upon funding
Hwy 501 and Hwy 90 Connector	Provide an alternate connecting roadway from Hwy 90 to US Hwy 501 near the Atlantic Center	Horry County Schools has extended E. Cox Ferry Road from Atlantic Center to Hwy 90 and CCU is about to begin construction on the Extension of University Drive to Atlantic Center	
Scipio Lane	Extend Scipio Lane to Big Block Road	\$6,900,000	Preliminary design not developed – Project to proceed upon funding
Fries Bay Road	Improve Fries Bay Road between Camp Swamp Road and the State Line	Unknown	Detailed scope of work not developed

**Source: Horry County Engineering Department**

## INTERSTATE 73

Interstate 73 was identified as a high priority route from Michigan to South Carolina in the Intermodal Surface Transportation Equity Act (ISTEA) that the US

**Illustration 5: Preferred Route of I-73 in Horry County**



Source: SCDOT

Congress passed in 1991. The preferred Route of the I-73 Corridor through Horry County is shown below in Illustration 5.

Secured funding for the I-73 project has not yet been identified. The total project cost for the South Carolina segment of the road is estimated at \$2.4 billion. As stated, there is no funding secured for the Interstate at this time, although multiple options have been vetted including, private funding, a toll system, gas taxes,

and using Federal Stimulus dollars.

Despite the uncertainty surrounding the financing of the roadway, much of the preliminary studies and planning has already been completed, paving the way for future construction of Interstate 73. The cautious estimates are that ground could be broken on this project as early as 2014.

## HORRY COUNTY SCHOOL DISTRICT

Horry County School District is a jurisdictionally autonomous entity charged with the public education duties for the County. As of 2007, Horry County was the third largest school district in the state, made up of 48 schools in 9 attendance zones, and more than 37,000 students. Further, Horry County Schools is the fastest growing district in the state, adding 10,000 students in the last decade.

The rapid growth in residential development and population has created its own set of challenges for the school district to manage and plan for.

One result of this planning is a Local Option Sales Tax (LOST) that was recently passed by County voters to provide support for the School District, Horry-Georgetown Technical College, and Coastal Carolina University. This LOST provides an additional revenue stream from which funds will be used to retire existing debt for school construction and address immediate and emerging facility needs for a growing school district and higher education institutions in Horry County. It lightens the load on property owners by rolling back debt service millage and allows all consumers, those who live here and those who visit, an opportunity to contribute to the costs for facility needs of public K-12 schools and public institutions of higher education. From March 2009 through December 2009, Horry County Schools received \$34,445,031.35 in sales tax revenue under the LOST. In February of 2009, the LOST was estimated to bring in approximately \$770 million over the life of the LOST (15 years).

The School District recently unveiled its Priority Project List and Preliminary Budgets, identifying those projects most needed and those to implement in the short term. This list is detailed below in Table 25.

**Table 25: Horry County Schools Priority Project List**

Priority Project	Anticipated Budget	Funding Source
New Carolina Forest Elementary School	\$26,370,000	Local Option Sales Tax Revenue
Additions/Renovations to existing Carolina Forest Elementary School	\$9,451,200	Local Option Sales Tax Revenue
District-wide Drainage Improvements	\$7,655,647	Local Option Sales Tax Revenue
Technology Improvements and Upgrades	\$6,000,000/yr	Local Option Sales Tax Revenue
District-wide Athletics Improvements	\$8,000,600	Local Option Sales Tax Revenue

**Source: Horry County School District**

In addition to those projects identified in Table 25, the School District also anticipates that the following projects may be necessary in the next ten (10) years:

- Joint Use Facility (HGTC & CCU)
- Former Coke Plant (Maintenance Facility)
- Possible additions at Loris Elementary

- Myrtle Beach High Auxiliary Gymnasium
- Loris High Fine Arts Expansion
- Two additional tennis courts at each high school
- Rubberized Tracks at High Schools
- Other

## COAST RTA

The Coast Regional Transportation Authority (RTA) is a provider of fixed route bus service and demand-responsive para-transit service for Horry and Georgetown Counties. Coast RTA's fleet consists of more than 50 vehicles and offers year-round service seven days a week. All buses and most shuttles/vans are wheelchair accessible. Coast RTA offers fares and monthly passes at a discount to college students, senior citizens, and customers with physical and mental disabilities. Service animals are permitted to accompany individuals with disabilities on all vehicles.

Coast RTA announced in February of 2009 that it had received \$2.6 million in Federal Stimulus Money. This money will be used to purchase 20 new buses and build several Park and Ride Facilities. In FY2009 and FY2010, Coast RTA also received CDBG funding, \$25,000 in FY2010.

Coast RTA does plan to add additional routes, as illustrated in Table 26. These routes will provide residents and tourists with additional transportation opportunities and coordination between Coast RTA and the governmental authorities affected is a must to assure success. In addition to these routes, Coast RTA has identified the need for a new multi-modal Transportation Center, closer to the areas with the highest transportation demands. Park and Ride service lots in Aynor, Loris, Conway, Socastee, Myrtle Beach, and North Myrtle Beach are needed to expand service in those areas. Additional buses will also need to be secured to service the new routes. To ease the operation and

**Table 26: Proposed New Coast RTA Routes**

Bucksport to Conway	FY2011
VA Shuttle to Charleston	FY2011
Aynor to Conway	FY2012
Socastee/Forestbrook	FY2012
Loris to North Myrtle Beach	FY2013
North Myrtle Beach to Myrtle Beach	FY2013
Airport Express	FY2013
Carolina Forest	FY2014
Surfside Beach to Conway	FY2014

**Source: Coast RTA**

increase the demand for bus service, a restricted access roadway, running parallel to US 501, SC 9, SC 90, and US 17 is needed.

Coast RTA has identified the following funding sources to assist them in the ongoing continuation of public transportation in Horry County, “FTA capital and operations funding, State transportation funds, federal grants, economic development funds, and private grants all supplementing a projected dedicated source of revenue possibly from any or combination of annual millage, sales tax, usage, or impact fees.”

## **COASTAL CAROLINA UNIVERSITY**

Coastal Carolina University (CCU) is located entirely within the city limits of Conway, however, a majority of the roads and neighborhoods which surround the 300 acre campus are located in the unincorporated areas of Horry County.

With more than 8,000 students enrolled in 2009, and an annual increase in student population hovering at 8%, Coastal Carolina University will likely continue to grow. This expansion will require additional infrastructure to maintain its current level of service. CCU plans to build new student recreation facilities, a student convocation center with seating of up to 4,600, and construct a sidewalk linking the campus to US 501. The University also plans to develop and implement a private bus/shuttle service to serve their student and faculty population, reducing the burden upon Coast RTA.

## **MUNICIPALITIES**

***The City of Conway*** has recently adopted their updated Comprehensive Plan including the Priority Investment Element. This Plan references the City’s Capital Improvements Plan, which like Horry County, is a five-year plan. Tables 27 - 30 detail Conway’s FY 2009 - 2013 Capital Improvement Planning.

**Table 27: City of Conway Capital Improvements FY 2009-2010**

<b>Department</b>	<b>Expenditure</b>	<b>Budgeted Amount</b>
<b>Administration</b>	Upgrade of City Computers	\$25,000
<b>Planning</b>	Computer Upgrade, Replace large format plotter/scanner	\$29,000
<b>Finance</b>	15 New Computers, Computer System Upgrade, Ford Ranger Pickup	\$75,000
<b>Police</b>	12 equipped vehicles, including 2 motorcycles	\$393,000
<b>Police</b>	Building Improvements	\$32,000
<b>Municipal Court</b>	Office Furniture and Computer	\$4,000
<b>Fire Rescue</b>	Radio, alarm, HAZMAT and equipment Replacement Program	\$80,000
<b>Fire Rescue</b>	Station 1 - Remodel kitchen	\$60,000
<b>Fire Rescue</b>	Brush truck	\$150,000
<b>Fire Rescue</b>	Station 4 - Begin Construction	\$415,000
<b>Building</b>	Replacement Vehicle	\$17,000
<b>Building</b>	Computer and Software Upgrades	\$29,200
<b>Streets</b>	Street Resurfacing	\$200,000
<b>Streets</b>	Construction of sidewalks	\$400,000
<b>Vehicle Maintenance</b>	Service truck	\$45,000
<b>Vehicle Maintenance</b>	Fuel System Facility	\$100,000
<b>Vehicle Maintenance</b>	Misc. Tools	\$50,000
<b>Beautification</b>	Office Furniture	\$8,000
<b>Beautification</b>	Pickup Truck and Utility Vehicle	\$23,000
<b>Parks and Recreation</b>	Equipment for Community Center	\$125,000
<b>Parks and Recreation</b>	Park, Field and Parking improvements	\$259,000
<b>Parks and Recreation</b>	Replacement Vehicle & Lawn Mower	\$44,000
<b>Parks and Recreation</b>	Develop practice fields	\$75,000
<b>Parks and Recreation</b>	Gym/Community Center	\$250,000
<b>Street and Drainage</b>	Street Patching, Sidewalk Repairs, Small drainage projects, Country Club Drive RR Crossing, Surveying, Street resurfacing	\$330,000
<b>Stormwater</b>	Improvements to Rose, Gladys & Blount Streets	\$114,000
<b>Stormwater</b>	1 Ton Truck	\$50,000
<b>Public Utilities</b>	Utility vehicle, service trucks, backhoe, excavator, lawn mower, tag-along trailer, misc. tools	\$490,000
<b>Public Utilities</b>	Water and Sewer Line extensions and rehab	\$1,925,000
<b>Public Utilities</b>	Phase III automated meter reader	\$300,000
<b>Public Utilities</b>	Auxiliary Power	\$50,000

**Source: City of Conway**

**Table 28: City of Conway Capital Improvements FY 2010 - 2011**

<b>Department</b>	<b>Expenditure</b>	<b>Budgeted Amount</b>
<b>Administration</b>	Upgrade of City Computers	\$25,000
<b>Planning</b>	New computer and upgrade	\$6,500
<b>Finance</b>	Imaging Software and Computer upgrade	\$20,000
<b>Police</b>	10 Equipped vehicles	\$392,300
<b>Fire Rescue</b>	Radio, Water Rescue and Equipment Replacement Programs	\$52,000
<b>Fire Rescue</b>	Engine, Chief's Vehicle, Ladder Truck	\$1,027,000
<b>Fire Rescue</b>	Station 4, Complete Construction	\$415,000
<b>Building</b>	Computer and Vehicle	\$16,500
<b>Streets</b>	Street Resurfacing	\$200,000
<b>Streets</b>	Sidewalks	\$400,000
<b>Vehicle Maintenance</b>	Mobile fuel trailer & Misc. tools	\$80,000
<b>Beautification</b>	2 Lawn Mowers & Golf cart	\$19,000
<b>Solid Waste</b>	Front loader	\$205,000
<b>Parks and Recreation</b>	Field and Park Improvements	\$186,000
<b>Parks and Recreation</b>	Lawn mower and Maintenance vehicle	\$28,000
<b>Parks and Recreation</b>	Storage & Office Space	\$30,000
<b>Parks and Recreation</b>	Construct 2nd soccer/football field	\$120,000
<b>Street and Drainage</b>	Street Patching, Sidewalk Repairs, Small drainage projects, Hwy 905 RR Crossing, Surveying, Street resurfacing	\$527,000
<b>Stormwater</b>	Priority Project	\$153,000
<b>Stormwater</b>	1 Ton Truck	\$45,000
<b>Public Utilities</b>	Automatic valve machine, vacuum machine, backhoe, tandem dump truck, air compressor, misc. tools	\$375,000
<b>Public Utilities</b>	Water & Sewer Line extensions and rehab	\$1,090,000
<b>Public Utilities</b>	Phase IV Automated Meter Read	\$300,000
<b>Public Utilities</b>	Auxiliary Power	\$15,000
<b>Public Utilities</b>	Shed Complex	\$50,000

Source: City of Conway



**Table 29: City of Conway Capital Improvements FY 2011-2012**

<b>Department</b>	<b>Expenditure</b>	<b>Budgeted Amount</b>
<b>Administration</b>	Upgrade of City Computers	\$25,000
<b>Administration</b>	Vehicle	\$30,000
<b>Planning</b>	GPS Unit, Computer & Replacement Vehicle	\$27,500
<b>Finance</b>	Computer and other technology upgrades	\$8,000
<b>Finance</b>	Office Furniture	\$2,000
<b>Police</b>	Satellite Office Building Improvements	\$495,000
<b>Police</b>	10 Equipped Vehicles	\$470,000
<b>Fire Rescue</b>	Utility Truck, Brush Truck, Chief's Vehicle	\$198,500
<b>Fire Rescue</b>	Radio, Water Rescue and Equipment Replacement Programs	\$52,000
<b>Fire Rescue</b>	Search and Rescue Equipment	\$10,000
<b>Fire Rescue</b>	Training Site	\$80,000
<b>Building</b>	Computer and Printer Replacements	\$3,000
<b>Streets</b>	Street Resurfacing	\$200,000
<b>Streets</b>	Sidewalk	\$400,000
<b>Vehicle Maintenance</b>	Tire machine and Misc. tools	\$55,000
<b>Beautification</b>	Pickup Truck, Trailer & 4 door Trailblazer	\$33,500
<b>Solid Waste</b>	Recycle Truck	\$120,000
<b>Parks and Recreation</b>	Field and Park Improvements	\$205,000
<b>Parks and Recreation</b>	Maintenance Vehicle	\$18,000
<b>Parks and Recreation</b>	Purchase land for expansion	\$2,000,000
<b>Street and Drainage</b>	Street Patching, Sidewalk Repairs, Small drainage projects, Surveying, Street resurfacing	\$305,000
<b>Stormwater</b>	Priority Project	\$153,000
<b>Stormwater</b>	Bulldozer	\$120,000
<b>Public Utilities</b>	Lawn mower, radio upgrades, misc. tools	\$162,000
<b>Public Utilities</b>	Water & Sewer Line extensions and rehab	\$815,000
<b>Public Utilities</b>	Phase V Automated Meter Reads	\$300,000
<b>Public Utilities</b>	Auxiliary Power	\$30,000

**Source: City of Conway**

Table 30: City of Conway Capital Improvements FY 2012-2013

Department	Expenditure	Budgeted Amount
Administration	Upgrade of City Computers	\$25,000
Planning	Computer and Upgrades for Department	\$9,000
Finance	Technology Upgrades	\$10,000
Police	Satellite Office Building Improvements	\$595,000
Police	10 Equipped Vehicles	\$444,650
Police	Furniture	\$10,000
Fire Rescue	Repainting of Stations 2 & 3	\$30,000
Fire Rescue	Radio and Equipment Replacement Programs	\$42,000
Fire Rescue	Search and Rescue and Hazmat Equipment	\$40,000
Fire Rescue	Purchase Land for Station 5	\$75,000
Fire Rescue	Fire Engine	\$350,000
Building	Vehicle Replacements	\$32,000
Building	Computer	\$1,500
Streets	Street Resurfacing	\$200,000
Streets	Sidewalks	\$400,000
Vehicle Maintenance	Service Truck and Misc. tools	\$100,000
Beautification	Pickup truck, utility trailers, and lawn mower	\$25,500
Parks and Recreation	Lawn Mowers, Vehicle	\$40,000
Parks and Recreation	Renovations to existing office	\$35,000
Parks and Recreation	Clear 30 acres	\$200,000
Streets and Drainage	Street Patching, Sidewalk Repairs, Small drainage projects, Surveying, Street resurfacing	\$305,000
Stormwater	Priority Project	\$153,000
Public Utilities	Camera truck, bucket truck, backhoe, trencher, service truck, 2 pickup trucks, 2 small pickup trucks, misc. tools	\$550,000
Public Utilities	Telemetry Upgrade	\$50,000
Public Utilities	Shed/Complex	\$50,000
Public Utilities	Water & Sewer Line extensions and Rehab	\$1,325,000
Public Utilities	Phase VI Automated Meter Reads	\$300,000
Public Utilities	Auxiliary Power	\$30,000

Source: City of Conway

**The Town of Surfside Beach** completed a Pavement and Sidewalk Plan in September of 2009. This plan was created internally by Town Officials based upon their knowledge and study of the roadway conditions. Recommended traffic enhancements for Highway 17 in Surfside Beach are:

- Installation of traffic signals at 10<sup>th</sup> Avenue South & 16<sup>th</sup> Avenue North
- Closing the turning lane to 1<sup>st</sup> Avenue South & Pine Avenue North
- Re-engineering of the turn out in front of the California Pizza Kitchen
- Installation of increased signage at 5<sup>th</sup> Avenue North regarding the “No Turn on Red” limitation.

In addition to the resurfacing of many of the streets in Surfside Beach, the City plans to install sidewalks along the following roadways:

- 5<sup>th</sup> Avenue North – 2010
- 8<sup>th</sup> Avenue South – 2011
- 15<sup>th</sup> Avenue South – 2011
- 16<sup>th</sup> Avenue South – 2012

Eighty-Five percent (85%) of the funding for these projects will come from the \$30 vehicle registration fee paid by Town residents. Surfside Beach also plans to construct a new Town Hall in 2011 and a new Community Center in 2012.

**The City of Loris** recently completed their draft of their Comprehensive Plan, including the Priority Investment Element. Table 31 details the City of Loris’s identified Priority Capital & Operational Projects/Needs for 2010 to 2020.

**Table 31: Loris – Priority Capital, Enhancement and Maintenance Improvements – 2010-2020**

Department	Project	Timeline	Estimated Amount	Potential Funding Source
Police/Fire	Construction of new Police & Fire Station	2011 – 2013	\$2,028,000	GF, CDBG, HSG, DOJG
Fire	Pumper	2012 – 2013	\$350,000	GF, CDBG, RD
Fire	Ladder Truck	2018 – 2019	\$750,000	GF, CDBG, RD
Recreation	Golf Cart & Mower	2011	\$20,000	GF
Recreation	Storage Building Remodel	2010 – 2011	\$2,000	GF
Public Works	Drainage Improvements Citywide	2010 – 2019	\$500,000	GF, CDBG, Mitigation Grants
Public Works	Construction of Public Works Facility	2012 – 2014	\$250,000	GF, CDBG
Water & Sewer	Water & Sewer Upgrades	2010 – 2019	\$1,000,000	GF, CDBG
General Administration	City Hall Annex – Purchase and Remodel, Elevator	2010 – 2011	\$100,000	GF, FDA Grant
County Road & Hwy Projects	BO-K Lane Resurfacing	2010	\$11,000	Penny Tax
County Road & Hwy Projects	Dewitt Street Resurfacing	2012	\$10,000	Penny Tax
Enhancement Projects	Sidewalk Construction - Broad, Railroad, Suggs	2010 – 2011	\$175,000	SCDOT Enhancement, GF
Enhancement Projects	Sidewalk Construction – Broad, Willow to Fox Bay	2010 – TBD	\$70,000	SCDOT Enhancement, GF
Enhancement Projects	Sidewalk Construction – Main to School, Heritage, Loris Lions	2011 – 2012	\$310,000	SCDOT Enhancement, GF
Enhancement Projects	Intersection Enhancement – Main & Broad	2011 – 2015	\$250,000	SCDOT Enhancement, GF
Enhancement Projects	Intersection Enhancement – Main & Broad	2015 – 2018	\$200,000	SCDOT Enhancement, GF

**Source:** City of Loris

The City of Loris also recognized that the identification, prioritization, and implementation of future projects will require coordination with the County, State and Federal Governments; and, that coordination should include the city's active pursuit of funding and collaboration with other relevant jurisdictions on projects of common interest.

## BEACH RENOURISHMENT EFFORTS

Arguably, the beaches are the most valuable commodity to Horry County. Each year, the beachfront sands move from location to location, building sand in some locations and losing sand in other. The beaches of the Grand Strand are often on the losing side of this equation. To bolster sand on the Horry County shoreline, the Federal, State and local governments have pooled resources to fund Beach Renourishment Efforts.

Suitable sand material is dredged from the ocean surface sometimes miles into the sea. Large vacuum like devices pump the material from offshore onto the beaches where awaiting heavy equipment levels and smoothes the renourished beaches. Renourishment serves to raise the elevation of the beach and replenishes sand that has eroded over time.

The funding for the Beach Renourishment Efforts is contractually split between the Federal Government (65%), the State of South Carolina (17.5%) and the local governments of Surfside Beach, Horry County and Georgetown County (17.5%). Additional Renourishment efforts have been applied on the Arcadian Shores area of Horry County with the County picking up the entire cost for this section.

Future Renourishment efforts are planned at approximant eight year intervals. Table 32 illustrates the cost estimates for this project through 2031.

**Table 32 - Projected Beach Renourishment Expenditures**

Fiscal Year	Federal Share	Local Share	Arcadian Shores Estimate (Horry County)
2013	\$8,257,336	\$4,446,085	\$6,183,171
2023	\$11,301,169	\$6,084,294	\$8,461,832
2031	\$15,466,354	\$8,327,000	\$11,580,945

**Source: Horry County Infrastructure & Regulation Division**

The State of South Carolina contributed \$1,000,000 to the Arcadian Shores section in the Renourishment effort that occurred in the mid-1980s. Horry County is actively working to obtain Federal and State funding for this section in the future.

## **UTILITIES**

***Bucksport Water Authority*** - The Bucksport Water System supplies the southeastern part of the County with drinking water. The water is provided through four production wells drilled over 600 feet deep into the Black Creek Aquifer. This system also has a connection to GSWSA for emergency situations. Bucksport serves approximately 11,500 primarily residential customers through 4,600 connections. Bucksport's groundwater wells can yield up to 1.9 million gallons per day. Average daily water flow through the system is 900,000 gallons per day with a per capita flow of 80 gallons.

Bucksport Water Authority is currently working with Grand Strand Water and Sewer Authority on a project to blend wells for which they may apply for CDBG Funds in the future should the project advance to that stage.

***Critical Infrastructure*** - In 2002, the Critical Infrastructure Information Act (CIIA) was signed into law. This Federal law, among other things, creates a set of exemptions to the Freedom of Information Act (FOIA), which requires the public release of documents or information in possession of governmental entities. Specifically, the CIIA addresses the information sharing between private utilities and local governmental units regarding long range infrastructure planning. Such information, although potentially shared between entities, is not subject to disclosure under the FOIA.

Section § 214(a)(1)(E) of the CIIA specifically mandates that the critical infrastructure information now exempt under the FOIA "shall not, if provided to a State or local government... be made available pursuant to any State or local law requiring disclosure of information or records." As such, no information regarding potential critical infrastructure is included within this plan. However, all utility providers within Horry County have been included in the review of this Element and given the opportunity to address any concerns.

## THE STATE OF SOUTH CAROLINA

***South Carolina Department of Parks, Recreation & Tourism*** – SCDPRT is currently developing a tourism product development strategy for Horry and Georgetown Counties. Out of this process, some preliminary recommendations for Horry County have been suggested. These include targeting park improvements, road paving and resurfacing, and airport maintenance and improvements, as well as the City of Conway's development of their recreation facility. SCDPRT also recommends the following be considered as Capital Expenditures in the upcoming years:

- Improving current public transportation, as well as, developing new transportation corridors
- Improving the landscaping and appearance of the gateways into the County and the Grand Strand to provide a sense of "arrival"
- Improving both directional and destination signage and reducing the advertising and visual clutter along roadways
- Building an iconic Welcome/Interpretive Center at Hwy 501 and Hwy 22
- Increasing the number of airport linkages, with additional direct routes and international routes

## STAKEHOLDER COORDINATION

State Law requires that Horry County coordinate and cooperate with adjacent and relevant jurisdictions and agencies during the formation of this plan. Those stakeholders are defined as those counties, municipalities, public service districts, school districts, public and private utilities, transportation agencies, and other public entities that are affected by or have planning authority over the public project. As such, Horry County has gone to great lengths to seek input from those entities during the formation of this plan. In addition to coordinated

meetings on the PIE process, draft versions of this plan were mailed to identified groups and organizations who were asked to comment or add to the County plan. Those stakeholders who were solicited for assistance are:

The City of Conway	SCDOT
The City of Myrtle Beach	GSATS
The City of North Myrtle Beach	Waccamaw COG
The City of Atlantic Beach	Brunswick County
The City of Briarcliffe Acres	Dillion County
The Town of Surfside Beach	Marion County
The City of Loris	Georgetown County
The City of Aynor	Coast RTA
Horry County Public Schools	Bucksport Water Authority
Horry County Solid Waste Authority	SCDHEC
Grand Strand Water and Sewer Authority	SC Dept. of Parks, Recreation & Tourism
SCE&G	Coastal Carolina University
Santee Cooper	Horry-Georgetown Technical College
Horry Electric Co-Op	South Carolina Forestry Commission
HTC	South Carolina Dept. of Natural Resources
Time Warner Cable	
Little River Water Authority	

Not every entity that was asked to participate responded, however, each had the opportunity and all input from those who did respond is included within this plan.

## **CIP IMPLEMENTATION POLICIES & STRATEGIES**

Although Horry County has only prepared a 5-year CIP, provisions are made within the CIP for future years, including years 6-10. The following CIP policies are intended to guide funding decisions not just for the next five years, but also during the next ten (10) years through fiscal year 2018:

1. The County will prepare and adopt a five-year Capital Improvements Program (CIP), update it annually, and make all capital improvements in accordance with the Capital Budget.



2. The County will attempt to budget as pay-as-you-go funding (current year transfers of funds from General Fund) for capital improvements an amount equal to at least 3% of General Fund operating revenues.
3. The County will annually review the adequacy of the debt service millage in relation to the need for debt funding of capital projects. This review will also include consideration of potential financial benefits of debt refundings.
4. A capital project in the CIP shall have all of the following applicable characteristics:
  - a. The project will fall in to one of the following categories:
    - i. The government's public infrastructure, including technology infrastructure;
    - ii. Vertical and horizontal construction;
    - iii. Vehicles and equipment with a projected useful life of more than ten years, which meet the dollar threshold criteria, exclusive of those included in an existing replacement plan;
    - iv. Major capital acquisitions which would distort financial resources trend data if not reported separately from the County's operating activities.
  - b. The project will include infrequent expenditures with an individual project cost totaling \$100,000 or more. Projects of less than \$100,000 will generally be included when required for State or Federal funding; and multiple projects in a single category, when bid as a single item of \$100,000 or more, will also be considered if they meet other applicable characteristics.
  - c. The project will result in a newly constructed facility or expanded facility or a major repair of a fixed asset.
  - d. Acquisition of land for future projects (land banking) will be eligible when it has been identified as a need in the five-year CIP, in the County Comprehensive Plan, or when it can be shown as necessary and based on recent growth trends or Council policy decisions.
5. All capital projects will be consistent with the County Comprehensive Plan, the County's Region Plans, and the approved County Facility Plans, as applicable.
6. Projects scheduled in previously approved CIP's should be considered when establishing priorities for future CIP programs.

7. A Capital Improvements Program Committee (CIP Committee) will be formed to develop a staff recommended CIP to be presented to the County Council for their consideration. The following criteria will be used by the CIP Committee to evaluate the merits of each approved capital project:
  - a. The CIP will consider the “Community Concept” of the County Comprehensive Plan by directing capital investments to designated growth areas.
  - b. Capital projects will implement a component of an approved facility plan.
  - c. Projects will be consistent and timed with other capital projects.
  - d. Projects generally should not duplicate other County public facilities or services.
  - e. Projects will be implemented in a timely manner.
  - f. Projects will reduce the cost of operations or energy consumption whenever possible.
  - g. Projects will provide for health and welfare of the community.
8. Eligible capital costs will include land acquisition, easements, site improvements, design, construction, inspection/overhead, equipment, project management, software costs, implementation costs (including data conversion), initial training costs, ancillary costs necessary to place the asset in its intended location (Freight charges), and ancillary costs necessary to place the asset in its intended condition for use (installation and site preparation charges).
9. All capital costs listed in the CIP will be presented in current dollars for the initial year, and then inflated by a minimum of 4% per year for each subsequent year. Any change in project costs and inflation factor from the previously approved CIP must be justified in writing and include a new project summary form along with the reasons for the change in the project cost.
10. Following completion of a project, remaining surplus capital funds will revert to the capital projects fund, fund balance account, and will be allocated by the County Administrator to other approved capital projects, as appropriate.
11. All new capital project requests must be submitted through the annual CIP process.
12. The County will attempt to match timing of bond issues with construction needs. Use of General Fund surplus to forward fund

projects will be limited to the extent possible. The feasibility of establishing lines of credit and other short term borrowings will be investigated to control cash flow requirements.

13. Construction of a project must be forecast within two years of completion of design work or funding for design will not be approved.
14. When construction funds are approved and construction is not undertaken within two years, the project is dropped from the Program and treated as a new request in future years unless the project includes grant funding that has been accepted by the County Council designated for said project.

## **STATEMENT OF NEEDS AND GOALS**

Recognizing the need of short and medium range planning for the investment into capital infrastructure, it is vital to the future Horry County to anticipate those major needs and upgrades necessary to continue to adequately provide for the County's citizenry.

### **Intergovernmental Cooperation**

#### **Need:**

Coordinate with the municipalities located within Horry County, the State Government and Horry County government to assure the most efficient investments are made to support County citizenry.

#### **Goals:**

- *Eliminate duplicate or unnecessary expenditures by the municipalities, State or County.*
- *Plan appropriate and needed facilities in the best possible locations.*
- *Assure that capital expenditures on the state highway system are adequately funded from the State budget.*

### **Funding Sources**

#### **Need:**

Research and implement multiple funding sources for capital improvements beyond typical strategies to allow for the most efficient use of the financial resources of the County.

#### **Goals:**

- *Provide additional funding for capital improvements through impact fees or other developmental fees.*
- *Offset the out of pocket expense to the County's budget by better use of grant funding.*
- *Assure that CDBG funding is most effectively used in future planning.*
- *Consider other avenues of funding for public infrastructure.*

## **Long-Range Capital Improvement Planning**

### **Need:**

Examine the existing Capital Plan strategies and Pay-As-You-Go system to assure that all future needs during the next ten years are effectively anticipated.

### **Goals:**

- *Provide adequately for the implementation of Capital Improvements.*
- *Monitor progress of the CIP.*
- *Review CIP projects for efficiency and necessity.*
- *Assure that all anticipated or planned Capital Improvement projects are included in the Capital Improvement Plan.*

## **Prioritize Spending**

### **Need:**

Prioritize capital spending to assure that the most cost efficient and appropriate projects are implemented.

### **Goals:**

- *Prioritize capital expenditures according to need and ability to implement.*

## **STRATEGIES**

It is recommended that Horry County implements the following strategies within either a short term (1-2 years), intermediate term (2-5 years), or long term (5 and more years) time frame in order to fulfill the previously identified Needs and Goals.

### **Intergovernmental Cooperation**

Coordinate with the cities of Myrtle Beach, North Myrtle Beach, Conway, Loris, Surfside Beach, Aynor, and Atlantic Beach to assure that capital expenditures are not being duplicated nor are in any way redundant (**short term**).

Coordinate with the cities of Myrtle Beach, North Myrtle Beach, Conway, Loris, Surfside Beach, Aynor, and Atlantic Beach to plan appropriate and needed facilities in the best possible locations (**short term**).

Coordinate with the South Carolina Department of Transportation to assure that capital expenditures on the state highway system are adequately funded from the State budget (**short term**).

### **Funding Sources**

Investigate the use of impact fees or other fee systems to provide additional funding for capital improvements (**intermediate term**).

Seek additional grant funding for capital improvements to offset the out of pocket expense to the County's budget (**short term**).

Implement CDBG funding into the CIP to assure that the CDBG funding is most effectively used in future planning (**short term**).

Consider other avenues of funding for public infrastructure, such as Residential Improvement Districts (**short term**).

## **Long-Range Capital Improvement Planning**

Continue to monitor and extend the current CIP to include additional fiscal years and assure that the pay-as-you-go system is effectively working (**short term**).

Annually prepare a status report of all capital expenditures from the preceding year, comparing the intended improvements with the actual costs so that all interested parties are informed of the current status of the CIP (**short term**).

Develop a ten (10) year Capital Improvement Plan (**intermediate term**).

Remove projects from the CIP that are no longer necessary or possible as such projects are recognized (**short term**).

Coordinate with all departments to assure that all projects are included in the Capital Improvement Plan.

## **Prioritize Spending**

Prioritize capital expenditures in such a manner that those facilities or improvements that eliminate or mitigate public hazards receive greatest priority (**short term**).