

COUNTY COUNCIL OF BEAUFORT COUNTY  
 ADMINISTRATION BUILDING  
 BEAUFORT COUNTY GOVERNMENT ROBERT SMALLS COMPLEX  
 100 RIBAUT ROAD  
 POST OFFICE DRAWER 1228  
 BEAUFORT, SOUTH CAROLINA 29901-1228  
 TELEPHONE: (843) 255-2180  
 www.bcgov.net

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GERALD W. STEWART  
 VICE CHAIRMAN

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THOMAS J. KEAVENY, II  
 COUNTY ATTORNEY

ASHLEY M. BENNETT  
 CLERK TO COUNCIL

AGENDA  
 FINANCE COMMITTEE

Monday, June 5, 2017  
 2:00 p.m.

Executive Conference Room, Administration Building  
 Beaufort County Government Robert Smalls Complex  
 100 Ribaut Road, Beaufort

Staff Support:  
 Suzanne Gregory, Employee Services Director  
 Alicia Holland, CPA, Assistant County Administrator, Finance  
 Chanel Lewis, CGFO, Controller

1. CALL TO ORDER – 2:00 P.M.
2. CONSIDERATION OF CONTRACT AWARD
  - A. Engineered Materials Arresting System (EMAS) for Hilton Head Island Airport (\$2,344,000) (backup)
3. EXECUTIVE SESSION
  - A. Discussion of negotiations incident to proposed contractual arrangements – Solicitor’s Office
  - B. Discussion of negotiations incident to proposed contractual arrangements – Harris Pillow
4. PRESENTATION / CHAMBER OF COMMERCE ANNUAL DESIGNATED MARKETING ORGANIZATIONAL ACTIVITIES
  - A. Hilton Head Island – Bluffton Chamber of Commerce
  - B. Beaufort Regional Chamber of Commerce
5. A RESOLUTION ORDERING A BOND REFERENDUM TO BE HELD IN THE FRIPP ISLAND PUBLIC SERVICE DISTRICT, SOUTH CAROLINA, ON THE QUESTION OF THE ISSUANCE OF NOT EXCEEDING \$5,500,000 OF GENERAL OBLIGATION BONDS OF FRIPP ISLAND PUBLIC SERVICE DISTRICT, SOUTH CAROLINA; PROVIDING FOR THE FORM OF THE BALLOT TO BE USED; PROVIDING FOR NOTICE OF THE REFERENDUM; AND PROVIDING FOR OTHER MATTERS RELATING THERETO (backup)
6. CONTINUING DISCUSSION OF FISCAL YEAR 2017 – 2018 BUDGETS
7. ADJOURNMENT

2017 Strategic Plan Committee Assignments  
 USC-Beaufort/TCL Campus Building  
 Comprehensive Impact Fee Review  
 Priority Investment – Capital Projects Long-Term Prioritized Requirements  
 Comprehensive Financial Plan: Revenues and Expenditures  
 Salary and Compensation Study Implementation  
 Reserve Policy: Revision  
 Countywide Information Technology Plan  
 Budget FY 2017-2018: Tax





COUNTY COUNCIL OF BEAUFORT COUNTY
PURCHASING DEPARTMENT
106 Industrial Village Road, Bldg. 2, Post Office Drawer 1228
Beaufort, South Carolina 29901-1228

David L Thomas, Purchasing Director
dthomas@bcgov.net 843.255.2353

TO: Councilman Jerry Stewart, Chairman, Finance Committee
FROM: David L Thomas, CPPO, Purchasing Director
SUBJ: Sole Source Purchase
Recommendation for Contract Award for the Hilton Head Island Airport
DATE: 05/30/2017

BACKGROUND:

Hilton Head Island Airport is undertaking a project to extend Runway 3/21. Part of that project is the installation of an Engineered Materials Arresting System (EMAS) bed in the Extended Runway Safety Area. Engineered Arresting Systems Corporation d/b/a Zodiac Arresting Systems America (ZASA) is a sole source provider of the FAA-approved EMAS bed. ZASA will provide the EMAS block material, shipping, and on-site installation support. This project is being executed in accordance with the Hilton Head Island Airport Master Plan Phase I Implementation as directed by Beaufort County and Town of Hilton Head Councils in 2010 and is part of the scope of work that is included in the approved FAA Airport Improvement Program Grant 39 that was received in September 2016.

VENDOR INFORMATION:

Engineered Arresting Systems Corporation d/b/a Zodia Arresting System
America (ZASA), Logan Township, NJ

COST:

\$2,344,000

Insert Addition Vendor Info.

FUNDING:

90% via FAA AIP Grant 39, 5% through SCAC Grant 16-039 and 5% via Hilton Head Island Airport Capital Projects Fund.

Funding approved: Yes By: aholland Date: 05/30/2017

FOR ACTION:

Finance Committee June 5, 2017

RECOMMENDATION:

Purchasing recommends that the Finance Committee approve and recommend to County Council the contract award to Zodiac Arresting Systems America (ZASA) in the amount of \$2,344,000 for the procurement of EMAS material, shipping, and on-site installation support for the Hilton Head Island Airport.

Attachment: Recommendation Ltr Attachment HXD duel EMAS proposal 05302017.pdf 168.74 KB

cc: Gary Kubic, County Administrator

Approval grid with columns for Approver, Check to override approval, Overridden by, and Date. Includes signatures of Gary Kubic, Joshua Gruber, Alicia Holland, and Colin Kinton.

Check to override approval:  Overridden by:  Override Date:  ready for admin:

Jon Rembold Director, Airports Department  Approved: Yes  Date: 05/30/2017

Check to override approval:  Overridden by:  Override Date:  ready for admin:

CC others

**After Initial Submission, Use the Save and Close Buttons**

# ZODIAC ARRESTING SYSTEMS AMERICA

Aerosafety segment

**Engineered Arresting Systems Corporation**



May 17, 2017

Mr. Jon Rembold  
Airports Director  
Hilton Head Island Airport  
120 Beach City RD  
Hilton Head Island SC 29926

Subject: *Proposal for Production and Installation Support of an Engineered Material Arresting System (EMAS) on Runway 3-21*

Dear Jon :

Engineered Arresting Systems Corporation d/b/a Zodiac Arresting Systems America ("ZASA") is pleased to provide the attached proposal for the production and installation support of two Engineered Material Arresting Systems (EMAS) for Runways 3-21 at Hilton Head Island Airport. This proposal is based on the EMAS arrestor beds sizes of approximately 206 ft long x 120 ft wide for RW 3 departure end and approximately 210 ft long x 120 ft wide for RW 21 dep end. The bed sizes are based on fleet mix and RSA profiles from Talbert, Bright, & Ellington. Pricing provided also allows adjustment for size changes.

Since our standard lead-time is 6-9 months, we recommend that a contract be issued in the next month or two in order to provide adequate time for production and shipment to ensure start of installation for RW 3 dep end bed in October of 2017 and ensure a timely production slot for the RW 21 dep end bed install in the spring of 2018. We do have the ability to expedite the process when production is not at full capacity.

We thank you for the opportunity to provide this proposal, and look forward to working with you on this project.

Please do not hesitate to contact me at (856) 241-8620 x4459 or via email at [trip.thomas@zodiac aerospace.com](mailto:trip.thomas@zodiac aerospace.com)

Respectfully yours,

A handwritten signature in blue ink that reads "T. F. Thomas".

Regional Director  
ZASA, EMAS Division

5/16/2017

**FIRM FIXED PRICE PROPOSAL**

***EMAS Production and Installation Support  
Hilton Head Island Airport***

Engineered Arresting Systems Corporation d/b/a Zodiac Arresting Systems America (“ZASA”), EMAS Division, is pleased to offer the following firm-fixed price (FFP) proposal to produce and support the installation of two EMAS beds for the RSA improvements on RW 3-21 at Hilton Head Island Airport (HXD):

**PHASE 1**

**Departure End of Runway 3**

EMAS Size: 206 ft long x 120 ft wide bed, 393 ft setback from RW end	
Production (1530 blocks @ \$1,278.00 per each)	\$ 1,955,380.00
Shipping (Logan Township, NJ to Airport)	\$ 143,576.00
Installation Materials	\$ 142,927.00
Installation Technical Support	\$ 102,117.00

<b>Total Price</b>	<b><u>\$ 2,344,000.00</u></b>
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Above pricing is based on: (1) EMAS Bed size of approximately: 206 ft (51 Rows) long by 120 ft (30 Columns) wide comprised of a total of one thousand five hundred and thirty (1,530) 4-foot by 4-foot blocks for departure end of RW 3. Bed size is based on preliminary computer modeling to provide maximum performance in the current available runway end safety area space. This price will require adjustment if the final FAA/airport-approved design is different in size. Individual block pricing can be adjusted up or down based on a per block price of \$1,278.00. Pricing for other components would be adjusted by percent of reduction or increase in bed size accordingly.

**PHASE 2**

**Departure End of Runway 21**

EMAS Size: 210 ft long x 120 ft wide bed, 389 ft setback from RW end	
Production (1560 blocks @ \$1,278 each)	\$ 1,993,680.00
Shipping (Logan Township, NJ to Airport)	\$ 147,836.00
Installation Materials	\$ 144,654.00
Installation Technical Support	\$ 102,230.00

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Total Price \$ 2,388,400.00

Above pricing is based on: (1) EMAS Bed size of approximately: 210 ft (52 Rows) long by 120 ft (30 Columns) wide comprised of a total of one thousand-five hundred and thirty (1560) 4-foot by 4-foot blocks for departure end of RW 21. Bed size is based on preliminary computer modeling to provide maximum performance in the current available runway end safety area space. This price will require adjustment if the final FAA/airport-approved design is different in size. Individual block pricing can be adjusted up or down based on a per block price of (1,278.00). Pricing for other components would be adjusted by percent of reduction or increase in bed size accordingly.

### Terms and Conditions:

Pricing quoted for this Project is contingent upon the Parties entering into a Contract with terms and conditions substantially similar to those stated herein. ZASA reserves the right to adjust pricing if there are any deviations from the stated terms and conditions.

Program schedule assumes execution of a contract for block production and installation support **on or before June 15, 2017**. Execution beyond this date could result in program slippage.

- Order Execution for Phase 1 EMAS system: by **June 15, 2017**
- Delivery of blocks to Airport: 9-12 months (potential for earlier delivery)
- Installation: October 1, 2017 for RW 3 dep end
- 
- Order Execution for Phase 2 EMAS system: by **October 1, 2017**
- Delivery of blocks to Airport: 9-12 months (potential for earlier delivery)
- Installation: March 2018 for RW 21 dep end

### Terms & Conditions

- Notice to proceed (NTP) is granted upon full execution of contract.
- This proposal is quoted firm-fixed price and valid for a period of ninety (90) days from proposal submittal date.
- Pricing is based on execution of a contract for production and installation support **on or before June 15, 2017 for Phase 1** and completion of the Phase 1 project by November 30, 2017 (RW 3 dep end) and execution of a contract for production and installation support on or before October 1, 2017 for Phase 2 and completion of the Phase 2 project by April 30, 2018 (RW 21 dep end). Contract issued later or requiring installation beyond the dates identified above may require an upward price adjustment.
- ZASA shall supply, at no additional cost, sufficient spare blocks and installation materials to ensure that any items damaged in shipment or during installation do not adversely affect installation progress. Unused spare materials are the property of ZASA and will be returned to ZASA at no additional cost. Blocks damaged due to abuse and/or negligence on the part of the airport and/or its contractor shall be billed as additional cost at the per-block rate detailed above.
- Ship-in-Place. ZASA may, at its sole discretion, complete fabrication of some or all required EMAS blocks prior to required ship date to accommodate ZASA's production schedule and to ensure blocks are ready and available for installation as required.

Completed blocks allocated to the project and held at ZASA facilities for later shipment shall be considered delivered to the customer, with payment due in accordance to the terms of payment (see below) identical to terms for blocks shipped. Title and risk of loss shall transfer at the time of invoicing. Decision to ship or allocate completed blocks as stored material is solely at ZASA's discretion.

- No Disadvantaged Business Enterprise (DBE) participation has been included in the above price due to the complex nature of the production, installation, and shipping requirements. ZASA will make a commercially reasonable effort to promote DBE participation by soliciting DBE contractors. However, it is anticipated that any DBE content that may be available would be limited to shipping of blocks.
- No sales, use, or other taxes are included in the quoted price. If any taxes are applicable, airport shall be responsible for payment of said taxes.
- The proposed price assumes availability of eight (8) daylight hours per workday, for five (5) consecutive days per week exclusive of weekends. Significant deviations from this requirement may require a price adjustment for the installation support activities portion of this proposal.
- The airport authority shall provide space at the airport for block storage and staging (to park trucks, stage blocks) at no cost to ZASA. Extended storage fees (\$2,50.00 per month FY17) could apply if installations are delayed from target installation dates (TBD-mutually agreed upon between ZASA and the airport authority).
- ZASA will provide a one (1) year limited commercial warranty against defects in materials and workmanship, provided ZASA supervises the installation of the EMAS and the installation is completed in accordance with ZASA standards (as validated and accepted by ZASA representatives upon completion of the installation). A copy of the warranty is attached. ZASA will not accept ANY liability, indemnity, consequential or incidental damages or warranty other than as stated in the ZASA warranty. See the attached warranty for details.
- ZASA will perform two (2) semi-annual EMAS inspections during the first year after installation. Inspections are included at no additional cost.
- **PAYMENT TERMS:**

Invoices will be submitted monthly in accordance with the following details. Payment in full is due Net 30 days from the date of invoice. Late payments shall accrue interest at a rate of 1.0% per month or portion thereof.

Production                      - \$1,278.00 (FY17) per block shipped or allocated (ship in place) less down payment





**Engineered Arresting Systems Corporation**

- allocation as detailed below.
- Shipping - Invoiced monthly based on percentage of shipping completed divided by total price
  - Installation Materials - Invoiced based monthly based on materials manufactured or purchased and allocated to the Project (ship in place).
  - Technical Support - Monthly based on percentage of completion of installation divided by total price

A down payment of 15% of the total estimated price for the EMAS blocks, or \$300,969.00 (FY17) for Phase 1 (RW 3 dep end) and \$299,052.00 for Phase 2 (RW 21 dep end) will be required with contract execution. This amount will be pro-rated over the total block price.

## A RESOLUTION

**ORDERING A BOND REFERENDUM TO BE HELD IN THE FRIPP ISLAND PUBLIC SERVICE DISTRICT, SOUTH CAROLINA, ON THE QUESTION OF THE ISSUANCE OF NOT EXCEEDING \$5,500,000 OF GENERAL OBLIGATION BONDS OF FRIPP ISLAND PUBLIC SERVICE DISTRICT, SOUTH CAROLINA; PROVIDING FOR THE FORM OF THE BALLOT TO BE USED; PROVIDING FOR NOTICE OF THE REFERENDUM; AND PROVIDING FOR OTHER MATTERS RELATING THERETO.**

BE IT RESOLVED BY THE COUNTY COUNCIL OF BEAUFORT COUNTY, SOUTH CAROLINA, AS FOLLOWS:

### **Section 1. Findings**

The County Council of Beaufort County (the “*County Council*”), which is the governing body of Beaufort County, South Carolina (the “*County*”), hereby finds and determines:

(a) The Fripp Island Public Service District, South Carolina (the “*District*”), was created and established as a body politic and corporate by Act No. 1042 of the Acts and Joint Resolutions of the General Assembly of the State of South Carolina for the year 1962, as amended;

(b) Article X, Section 14 of the Constitution of the State of South Carolina, 1895, as amended (the “*Constitution*”), provides that general obligation debt may be incurred by the governing body of any special purpose district for any of its corporate purposes in an amount not exceeding eight percent of the assessed value of all taxable property of such district. Such Article further provides that if general obligation debt is authorized by a majority vote of the qualified electors of the special purpose district voting in a referendum authorized by law, there shall be no conditions or restrictions limiting the incurring of such indebtedness except as specified in such Article.

(c) The corporate powers and duties of the District are performed by the Fripp Island Public Service District Commission (the “*Commission*”), and as such, the Commission is the governing body of the District.

(d) In carrying out its functions and duties, the Commission has determined that a need exists at the present time to issue general obligation bonds in order to defray: (A) (i) the costs of repairing, reconstructing and mitigating certain District revetments and related infrastructure, and (ii) the costs of relocating and replacing certain water transmission and related infrastructure in connection with the replacement of the Harbor River Bridge ((i) and (ii)) the “*Projects*”), and (B) the costs of issuance of the Bonds. The Commission estimates that the costs of designing, planning, acquiring, engineering, constructing, improving and equipping the Projects, and the cost of issuance of the bonds described herein, will not exceed \$5,500,000.

(e) The Commission, on behalf of the District, submitted a petition (the “*Petition*”) to the County Council requesting authorization to issue general obligation bonds of the District in a principal amount of not exceeding \$5,500,000 (the “*Bonds*”), in order to finance the costs of the Projects, and the costs of issuance thereof.

(f) Pursuant to the terms of the Petition, the County Council held a public hearing on the question of the issuance of the Bonds on June 12, 2017, and, as acknowledged in the Petition, the County Council is authorized to and has determined to require an election under Section 6-11-890 of the Code of Laws of South Carolina 1976, as amended, as a condition to the issuance of the Bonds.

## **Section 2. Order to Hold Referendum**

Pursuant to the applicable provisions of the Constitution and laws of the State of South Carolina, there is hereby ordered a referendum to be held in the District (the “*Bond Referendum*”) on August 16, 2017 or such other date as may be determined by the Chairman of the Commission in consultation with the Election Commission (as defined below). On the date of the Bond Referendum, there shall be submitted to all persons residing in the District and qualified to vote under the Constitution and laws of the State of South Carolina the question of whether the District shall be authorized and empowered to issue the Bonds for the purpose of accomplishing the Project, and paying the costs of issuance thereof.

## **Section 3. Voting, Polling Places, and Hours of Election**

The Bond Referendum shall be conducted by the Beaufort County Board of Voter Registration and Elections (the “*Election Commission*”). The polls shall be opened at 7:00 a.m. and closed at 7:00 p.m. on the date of the Bond Referendum and shall be held during said hours without intermission or adjournment. The voting precincts and polling places for each of such precincts shall be such precincts and polling places as established by law wholly or partially within the District.

## **Section 4. Ballot Question**

The Election Commission is requested to conduct the Bond Referendum in accordance with South Carolina law. Upon approval by the Election Commission, the form of ballot to be used in the Bond Referendum and the instructions to voters appearing thereon shall be in substantially the form set forth at Appendix A below, with such other changes as may be deemed necessary by the Chairman of the Commission upon consultation with the executive director of the Election Commission.

## **Section 5. Voter Qualification**

Every person offering to vote must be at least 18 years of age on the date of the Bond Referendum, must reside in the County and must be duly registered on the books of registration for the County as an elector in the precinct in which he or she resides and offers to vote on or before the date on which said books of registration are closed for the Bond Referendum, and

must present either a South Carolina driver's license, another form of identification containing a photograph issued by the Department of Motor Vehicles, a passport, a military identification card containing a photograph issued by the federal government, or a South Carolina voter registration card containing a photograph of the voter pursuant to Section 7-5-675 of the Code. If a voter cannot produce any type of the aforementioned identification at his designated precinct, the voter may cast a provisional ballot that is counted only if the voter brings a valid and current photograph identification to the Beaufort County Board of Elections and Voter Registration before the results of the election are certified.

Any registered elector who meets the requirements set forth in the preceding sentences and who has moved his or her place of residence within the County after the date on which said books of registration are closed for the Bond Referendum, but before the date of the Bond Referendum, shall be entitled to vote in his or her previous precinct of residence in the Bond Referendum.

Absentee ballots for the Bond Referendum shall be available at the County voter registration office. The books of registration shall be closed thirty (30) days prior to the Bond Referendum.

**Section 6. Notice of Bond Referendum**

A notice of the Bond Referendum (the “*Notice*”), substantially in the form set forth in Appendix B, shall be published in compliance with the provisions of Sections 7-13-35 and 4-15-50, of the Code of Laws of South Carolina 1976, as amended. The Chairman of the Commission shall be authorized to make such modifications or changes to the Notice as he shall deem necessary and the published version thereof shall constitute conclusive evidence of the approval of the Notice by the County Council.

The Election Commission is authorized to change any of the locations of polling places for the Bond Referendum in accordance with State law as deemed necessary or advisable. In the event of such change, appropriate changes are to be made to the Notice.

**Section 7. Registration and the Election Commission**

A certified copy of this Resolution shall be filed with the Election Commission, and the Election Commission is hereby requested as follows:

- (a) to join in the action of the District in providing for the Notice and the ballot in substantially the form contained herein;
- (b) to prescribe the form of ballot to be used in the Bond Referendum;
- (c) to arrange for polling places for each precinct, or any part of a precinct within the District;
- (d) to appoint Managers of Election;
- (e) to provide a sufficient number of ballots or voting machines, as the case may be, for the Bond Referendum;

- (f) to conduct the Bond Referendum, receive the returns thereof, canvass such returns, declare the results thereof, and certify such results to the County Council; and
- (g) take other steps and prepare such other means as shall be necessary or required by law in order to properly conduct the Bond Referendum.

DONE AT BEAUFORT, SOUTH CAROLINA, this 12th day of June, 2017.

**COUNTY COUNCIL OF BEAUFORT COUNTY**

(SEAL)

BY: \_\_\_\_\_  
D. Paul Sommerville, Chairman

APPROVED AS TO FORM:

\_\_\_\_\_  
Thomas J. Keaveny, II, Esquire  
Beaufort County Attorney

Attest:

\_\_\_\_\_  
Ashley M. Bennett, Clerk to Council

**APPENDIX A  
FORM OF BALLOT**

OFFICIAL BALLOT FOR REFERENDUM  
\$5,500,000 OF GENERAL OBLIGATIONS BONDS  
FRIPP ISLAND PUBLIC SERVICE DISTRICT, SOUTH CAROLINA  
August 16, 2017

Precinct\_\_\_\_  
No.\_\_\_\_\_

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Initials of Issuing Officer

OFFICIAL BALLOT FOR REFERENDUM  
\$5,500,000 OF GENERAL OBLIGATIONS BONDS  
FRIPP ISLAND PUBLIC SERVICE DISTRICT, SOUTH CAROLINA  
August 16, 2017

Question

Shall the Fripp Island Public Service District, located in Beaufort County, South Carolina (the "District"), be authorized to issue and sell, either as a single issue or as several separate issues, general obligation bonds of the District in an aggregate principal amount of not exceeding \$5,500,000, the proceeds of which shall be applied to defray the costs (including architectural, engineering, legal and related expenses) of the following: (A) (i) the costs of repairing, reconstructing and mitigating certain District revetments and related infrastructure, and (ii) the costs of relocating and replacing certain water transmission and related infrastructure in connection with the replacement of the Harbor River Bridge; and (B) the costs of issuance of such bonds?

Yes, in favor of the question [ ]

No, opposed to the question [ ]

If you are in favor of the question, place a check or cross-mark in the square after the words "Yes, in favor of the question"; if you are opposed to the question, place a check or cross-mark in the square after the words "No, opposed to the question."

**APPENDIX B**  
**FORM OF NOTICE OF REFERENDUM**

NOTICE OF REFERENDUM  
\$5,500,000 OF GENERAL OBLIGATION BONDS  
FRIPP ISLAND PUBLIC SERVICE DISTRICT, SOUTH CAROLINA

NOTICE IS HEREBY GIVEN that a Referendum will be held in the Fripp Island Public Service District, South Carolina (the “District”), on August 16, 2017, for the purpose of submitting to all persons qualified to vote in the District pursuant to the Constitution and laws of the State of South Carolina, the following question:

Question

Shall the Fripp Island Public Service District, located in Beaufort County, South Carolina (the “District”), be authorized to issue and sell, either as a single issue or as several separate issues, general obligation bonds of the District in an aggregate principal amount of not exceeding \$5,500,000, the proceeds of which shall be applied to defray the costs (including architectural, engineering, legal and related expenses) of the following: (A) (i) the costs of repairing, reconstructing and mitigating certain District revetments and related infrastructure, and (ii) the costs of relocating and replacing certain water transmission and related infrastructure in connection with the replacement of the Harbor River Bridge; and (B) the costs of issuance of such bonds?

Yes, in favor of the question [  ]

No, opposed to the question [  ]

If you are in favor of the question, place a check or cross-mark in the square after the words “Yes, in favor of the question”; if you are opposed to the question, place a check or cross-mark in the square after the words “No, opposed to the question.”

The question is being submitted pursuant to Article X, Section 14 of the Constitution of the State of South Carolina, 1895, as amended, Title 6, Chapter 11, Article 3 and Title 4, Chapter 15 of the Code of Laws of South Carolina 1976, as amended (the “South Carolina Code”), a resolution of the Commission of the District adopted on April 11, 2017, a resolution of the County Council of Beaufort County, South Carolina (the “County Council”) adopted on June 12, 2017, and an ordinance of the County Council enacted on June 12, 2017. If a majority of the qualified electors of the District voting in the Referendum approve the issuance of not exceeding \$5,500,000 of general obligations bonds of the District, such bonds may be issued by the District either at one time as a single issue or from time to time as several separate issues. As acknowledged in the Question, the proceeds of the bonds will be used for the purpose of defraying: (A) (i) the costs of repairing, reconstructing and mitigating certain District revetments

and related infrastructure, and (ii) the costs of relocating and replacing certain water transmission and related infrastructure in connection with the replacement of the Harbor River Bridge ((i) and (ii)) the “Projects”), and (B) the costs of issuance of the Bonds.

Every person offering to vote must be at least 18 years of age on the date of the Referendum, must reside in the County and must be duly registered on the books of registration for the County as an elector in the precinct in which he or she resides and offers to vote on or before the date on which said books of registration are closed for the Referendum, and must present either a South Carolina driver's license, another form of identification containing a photograph issued by the Department of Motor Vehicles, a passport, a military identification card containing a photograph issued by the federal government, or a South Carolina voter registration card containing a photograph of the voter pursuant to Section 7-5-675 of the South Carolina Code. If a voter cannot produce any type of the aforementioned identification at his designated precinct, the voter he may cast a provisional ballot that is counted only if the voter brings a valid and current photograph identification to the Beaufort County Department of Voter Registration and Elections before the results of the election are certified.

Any person wishing to register to vote in this election, if registering by mail, must either have such registration postmarked no later than 30 days prior to the Referendum, to the Beaufort County Board of Voter Registration and Elections, P.O. Drawer 1228, Beaufort, SC 29901-1228, or appear in person and register at the Beaufort County Board of Voter Registration, at 15 John Galt Road, Beaufort, SC 29906. Any registered elector who has moved his or her place of residence within the District after the date of the Referendum shall be entitled to vote in his or her previous precinct of residence in the Referendum; provided, however, in case any registered elector shall have moved from one precinct in the District within 30 days prior to August 16, 2017, and shall have surrendered his registration certificate and has received a new certificate, such elector may vote in the precinct provided by such new certificate. Persons who become of age during the 30 day period preceding the Referendum shall be entitled to register before the closing of the books if otherwise qualified.

Any person eligible to register to vote in the Referendum who has been discharged or separated from his service in the Armed Forces of the United States prior to August 16, 2017, and has returned home too late to register at the time when registration is required, is entitled to register for the purpose of voting in the Referendum after the discharge or separation from service, up to 5:00 p.m. on the day of the Referendum. This application for registration must be made at the office of the Beaufort County Board of Voter Registration and Elections, and if qualified, the person must be issued a registration notification stating the precinct in which he is entitled to vote and should be placed on the registration rolls of the precinct.

The polls shall be open from 7:00 a.m. until 7:00 p.m. at the polling places designated below and shall be open during those hours without intermission or adjournment. Appropriate vote recorders will be provided at the polling places for the casting of ballots on the aforesaid question. Managers of Election will be appointed by the Beaufort County Board of Voter Registration and Elections. The precincts (or portions thereof) within the District and locations of the several polling places for such Referendum are as follows:



Precinct  
Saint Helena 2C

Location  
Fripp Island Community Center  
205 Tarpon Blvd.  
St. Helena Island SC 29920

Voters who are blind, who are otherwise physically handicapped, or who are unable to read or write are entitled to assistance in casting their ballot. This assistance may be given by anyone the voter chooses except for his employer, an agent of his employer, or an officer or agent of his union. The Managers of Election must be notified if assistance is needed. Voters who are unable to enter their polling place due to physical handicap or age may vote in the vehicle in which they drove, or where driven, to the polls. When notified, the Managers will help voters effectuate this curbside voting provision. Registered voters may be eligible to vote by absentee ballot. Persons wishing more information concerning absentee balloting should contact the Beaufort County Board of Voter Registration and Elections by telephone at (843) 255-6900 or email at voter@bcgov.net.

After the Referendum, the Beaufort County Board of Voter Registration and Elections shall hold a hearing on ballots challenged in the election at the office of the Beaufort County Board of Voter Registration and Elections located at 15 John Galt Road, Beaufort, SC 29906.

# ADD-ONS

The document(s) herein were provided to Council for information and/or discussion after release of the official agenda and backup items.

Topic: EMAS Photos  
Date Submitted: June 5, 2017  
Submitted By: Jon Rembold  
Venue: Finance Committee



Topic: EMAS Photos  
Date Submitted: June 5, 2017  
Submitted By: Jon Rembold  
Venue: Finance Committee



Topic: Proprietary Funds  
Date Submitted: June 5, 2017  
Submitted By: Alicia Holland  
Venue: Finance Committee

**PROPRIETARY FUNDS**

The Proprietary Funds are different in purpose from the government funds and designed to be like business financial reporting. Since they are like business accounting, records are kept on activities regardless of the duration of the activity. The idea is to determine if the fund is breaking even considering all activities by using accrual accounting.

Topic: Proprietary Funds  
Date Submitted: June 5, 2017 1  
Submitted By: Alicia Holland  
Venue: Finance Committee

**STORMWATER MANAGEMENT UTILITY FUND**

The Stormwater Utility was established by County Ordinance 16 years ago and its activities are guided by a Comprehensive Master Plan completed in 2006, the minimum control measures outlined in the County's 2015 permit under the National Pollutant Discharge Elimination System (NPDES) program and advised by a Stormwater Management Utility Board. Requirements concerning Stormwater Systems are found in the County's Community Development Code (CDC) and the design criteria found in our Best Management Practices Manual.

The Utility partners with the City of Beaufort, and the Towns of Bluffton, Port Royal, and Hilton Head Island through local intergovernmental agreements. The fees that are collected within a municipality's jurisdiction are then distributed back to the municipality. Each political jurisdiction has an individual stormwater utility, which is a separate fund and a dedicated revenue source for funding activities and programs related to stormwater management. The jurisdictions coordinate on the utility administration element of their programs and share some services to achieve greater efficiencies, but the programs are separate and are managed within each jurisdiction's local government.

The County has been designated as a municipal separate storm sewer system (MS4) and in 2015 the County began to be permitted under the federal Environmental Protection Agency's (EPA) National Pollutant Discharge Elimination System (NPDES) program. Compliance with this permit will be expensive in the coming years and the County will have mounting costs to maintain an aging infrastructure. Beginning in 2015, the County has increased its rates and shifted to an updated stormwater utility fee rate structure to achieve the fairest distribution of utility costs among ratepayers, the best use of available data, and a level of revenue sufficient to achieve program needs and requirements.

The County maintains some larger drainage infrastructure within each of the four municipalities in addition to the unincorporated area. Previously the maintenance of the infrastructure within the four municipalities was limited in the incorporated areas because funding levels, supported by the unincorporated ratepayers only, were insufficient. In 2015, the County began collecting a County-wide Infrastructure fee from ratepayers within the incorporated areas to distribute the County's costs for county-wide infrastructure maintenance across all the unincorporated and incorporated areas of the County based on linear feet of pipes and open ditches in each jurisdiction.



**STORMWATER MANAGEMENT UTILITY TERMINOLOGY**

The following abbreviations are referenced throughout the Stormwater Management Utility Enterprise Fund. These are standard abbreviations used in the industry.

1. MS4 – Municipal Separate Storm Sewer System
2. EPA – Environmental Protection Agency
3. NPDES – National Pollutant Discharge Elimination System
4. SFR – Single Family Residential
5. IA – Impervious Area Unit of billing
6. GA – Gross Area (or Acreage) Unit of billing
7. SWU – Stormwater Utility
8. CWI – Countywide Infrastructure
9. BMP – Best Management Practices

**STORMWATER MANAGEMENT UTILITY**

	FY 2016 Actual	FY 2017 Approved Budget	FY 2017 Actual to Date 4/30/2017	FY 2018 Proposed Budget
<b><u>Operating Revenues</u></b>				
Stormwater Utility Fees	\$ 4,924,194	\$ 5,130,837	\$ 4,728,020	\$ 5,125,714
Stormwater Infrastructure Fees	467,476	560,231	537,886	593,237
Stormwater Utility Project Billings	1,492	201,691	284,778	94,531
Miscellaneous/Other Revenue	1,995	-	1,897	-
<b>Total Operating Revenues</b>	<b>5,395,157</b>	<b>5,892,759</b>	<b>5,552,581</b>	<b>5,813,482</b>
<b><u>Non-Operating Revenues</u></b>				
Bond Proceeds	-	-	-	5,000,000
Interest Income	8,576	864	-	2,500
<b>Total Revenues</b>	<b>\$ 5,403,733</b>	<b>\$ 5,893,623</b>	<b>\$ 5,552,581</b>	<b>\$ 10,815,982</b>
<b><u>Operating Expenses</u></b>				
Salaries and Benefits	2,251,707	2,582,002	1,731,134	2,791,762
Purchased/Contractual Services	976,444	1,905,427	790,142	891,632
Supplies	240,278	354,681	258,873	359,299
Depreciation	177,626	301,972	166,667	311,860
<b>Total Operating Expenses</b>	<b>3,646,055</b>	<b>5,144,082</b>	<b>2,946,815</b>	<b>4,354,553</b>
<b><u>Non-Operating Expenses</u></b>				
Capital Projects	-	-	-	2,415,950
Capital Equipment	-	1,050,490	97,239	963,650
<b>Total Expenses</b>	<b>\$ 3,646,055</b>	<b>\$ 6,194,572</b>	<b>\$ 3,044,055</b>	<b>\$ 7,734,153</b>
Change in Net Position	1,757,678	(300,949)	2,508,527	3,081,829
Net Position, Beginning July 1,	1,360,928	3,118,606	3,118,606	2,817,657
Net Position, Ending June 30,	<b>\$ 3,118,606</b>	<b>\$ 2,817,657</b>	<b>\$ 5,627,133</b>	<b>\$ 5,899,486</b>
Authorized Positions	45	50	50	54

**STORMWATER MANAGEMENT UTILITY PERFORMANCE MEASURES/OPERATING INDICATORS****Billable accounts database, collection rates**

Stormwater Utility revenue comes from user fees billed annually in conjunction with the property tax bill. A user fee, different from a tax, is based on measurable units including impervious area (hard surfaces) and acreage. Since it is a user fee, all properties pay fees, including churches, schools, and government agencies. The only exceptions are rights-of-way for roads, boat slips, railroad, and submerged properties. This fair and equitable system directly related fee for service.

**GIS mapping**

The cost of stormwater management is largely focused on operations and maintenance of the current system. In order to determine the cost of our service we must have an inventory of the system. Staff continually surveys our pipes, ditches, detention ponds, and other features to populate a GIS map and database.

**Beaufort County Connect Data**

BC Connect is a smart phone and website application used by the public and staff to document and track response to complaint, issues, and needs. Once investigated by staff, if action is needed, a project is created and tracked in PubWorks.

**MS4 permit**

The Clean Water Act Phase II implementation of the Municipal Separate Stormsewer System (MS4) permit is the driving document for the regulatory programs within the Utility. The permit is published on the County website and includes numerous tasks and programs that the County must perform annually to stay within compliance with the permit.

**MUNIS Data**

The MUNIS software is used to issue and track stormwater permits required for all construction in the County. The regulatory staff conducts plan review, issues permits, and performs inspections to maintain MS4 compliance.

**PubWorks Data**

PubWorks is a project management software that is used to estimate project costs and track progress. Each O&M project is defined within PubWorks to determine an estimate of manpower, equipment, and materials. During construction, the estimate is replaced with the actual hours, quantities, and cost. That data is then used to estimate production rates that once applied to the GIS mapping inventory, gives the department a projected cost of service annually.

**CIP schedules and budgets**

Once a decade, the County updates the Stormwater Master Plan. The plan documents the program status and studies the health of the stormwater system and the receiving water bodies. The Plan then recommends capital projects to make improvements to water quality as needed. Those projects are placed within 5 year business plans and funding from the Utility is set aside for the projects. These projects have internal performance measures including cost and schedule.

**Monitoring**

The goal of the Stormwater Utility is to maintain and improve the health of our waters. Monitoring is the means to document our progress towards our goals. The County has developed a monitoring program in conjunction with USCB and routinely samples and studies the watersheds of the County. The results of monitoring are incorporated into the Master Plan, reported annually to DHEC, and documented within the GIS mapping.

The Stormwater Utility Board is made up of appointed representatives selected by County Council and the four municipalities partnered with the County. The Board meets monthly in which all these Performance Measures and Operating Indicators are reported to the public.

**STORMWATER MANAGEMENT UTILITY CAPITAL PROJECTS**

The following chart is a list of current capital projects in the 5 year plan. Unless noted otherwise, all projects are funded solely by the Stormwater Utility.

	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>TOTAL</b>
SC170/Okatie West Land \$300K/Design \$120K	1,210,000	-	-	-	-	-	-	<b>\$ 1,210,000</b>
Buckingham Plantation	276,450	276,450	-	-	-	-	-	<b>\$ 552,900</b>
Brewer Memorial Park Demonstration Wet Pond Porject Feasibility \$9.5K/Design \$20K/Construction \$50K	29,500	50,000	-	-	-	-	-	<b>\$ 79,500</b>
Factory Creek M2 Phase I (\$200K Design/\$340K ROW/\$1.2M Construction)	100,000	170,000	-	600,000	-	-	-	<b>\$ 870,000</b>
Factory Creek M2 Phase II (\$200K Design/\$340K ROW/\$1.2M Construction)	-	170,000	-	600,000	-	-	-	<b>\$ 770,000</b>
Salt Creek South M1 (\$245K Design/\$400K ROW/\$1.4M Construction)	245,000	400,000	1,400,000	-	-	-	-	<b>\$ 2,045,000</b>
Shanklin Road M2 (\$330K Design/ \$660K ROW/\$2.35K Construction)	330,000	660,000	-	2,350,000	-	-	-	<b>\$ 3,340,000</b>
Grober Hill M2 (\$225K Design/\$900K ROW/\$1.4M Construction)	225,000	-	900,000	-	1,400,000	-	-	<b>\$ 2,525,000</b>
Camp St. Mary M2 (\$342K Design/\$165K ROW/\$3.25M Construction)	-	-	-	342,000	165,000	3,250,000	-	<b>\$ 3,757,000</b>
Battery Creek West M1(\$375K Design/\$165K ROW/\$3.6M Construction)	-	-	-	-	375,000	165,000	3,600,000	<b>\$ 4,140,000</b>
Paige Point Overtopping Design \$30K/\$305K Construction	-	-	-	-	-	30,000	305,000	<b>\$ 335,000</b>
	<b><u>\$ 2,415,950</u></b>	<b><u>\$ 1,726,450</u></b>	<b><u>\$ 2,300,000</u></b>	<b><u>\$ 3,892,000</u></b>	<b><u>\$ 1,940,000</u></b>	<b><u>\$ 3,445,000</u></b>	<b><u>\$ 3,905,000</u></b>	<b><u>\$ 19,624,400</u></b>

**AIRPORTS FUND – LADY’S ISLAND AND HILTON HEAD ISLAND AIRPORTS**

The Beaufort County Department of Airports Fund is used to accumulate the revenues and expenses related to the operation of the county’s two airports. Operations are financed primarily with fees collected for services, leases, grants, and other airport related services. The revenues, expenses and retained earnings are reported in the Proprietary Fund for annual financial reporting purposes.

**AIRPORT TERMINOLOGY**

The following abbreviations are referenced throughout the Airport Enterprise Fund. These are standard abbreviations used in the industry.

10. FBO – Fixed Based Operations
11. PFC – Passenger Facility Charges
12. FAA – Federal Aviation Administration
13. SCAC – South Carolina Aeronautical Commission
14. ATCT – Air Traffic Control Tower
15. GA – General Aviation
16. ARFF – Aircraft Rescue and Firefighting
17. AIP – Airport Improvement Plan

**BEAUFORT COUNTY DEPARTMENT OF AIRPORTS**

The Department of Airports, operating as an Enterprise Fund, is responsible for planning, developing, operating and maintaining two (2) airports under the jurisdiction of Beaufort County: Beaufort County Airport on Lady's Island (ARW) and Hilton Head Island Airport (HXD). The Department is responsible for administering all aeronautical activities as required by the Federal, State, County and local laws, regulations, ordinances and statutes. It is responsible for the positive growth of all aeronautical activities and development of all airports under its jurisdiction in the county. It is responsible for normal and emergency operations, security and maintenance at all Beaufort County airports. It provides for fueling services for general aviation and commercial aircraft at HXD through its FBO, Signature Flight Support. It is responsible for the administration of all contracts and agreements entered into by Beaufort County for use and support of all airport facilities within the Beaufort County Airport System.

**GOALS AND OBJECTIVES**

The Department's objective is to operate an airport system that is efficient yet maximizes both the internal and external customer expectations. In the coming year the Department of Airports will launch several critical construction projects which will allow the airport system to continue operating efficiently and safely. Each scheduled project is strategically timed to meet projected activity forecasts within the approved budget while maintaining full compliance with all FAA requirements. Further, it is the goal of the Department to complete ongoing and initiate new projects in accordance with the approved master plan for each airport in an effort to continue the development of all airports.

The Department will also continue to take a lead role to further maintain and improve air service levels at Hilton Head Island Airport with the goal of "expanding the brand" of Hilton Head Island to new, non-stop markets through new carrier attraction efforts as well as fostering new, expanded opportunities with its existing airline partners. Recognizing the airports position as one of the key economic engines in the Lowcountry, the Department will:

- Work to maintain a reasonable, fair, market based and competitive fee structure for all services provided to its customers and the public, and
- Provide a sound financial foundation to support the County's airport system development needs, and
- Work toward an overall goal of making each airport within the airport system financially self-sufficient.

**BEAUFORT COUNTY AIRPORT - LADY'S ISLAND**

		FY 2017	FY 2017	FY 2018
	FY 2016	Approved	Actual to Date	Proposed
	Actual	Budget	4/30/2017	Budget
<b><u>Operating Revenues</u></b>				
Fuel and Oil Sales	\$ 380,110	\$ 395,000	\$ 337,175	\$ 395,000
Operating Agreements/Concessions	5,745	8,350	4,324	8,350
Landing Fees	10,885	11,000	11,080	11,000
Rental Income	<u>133,011</u>	<u>131,958</u>	<u>121,551</u>	<u>131,958</u>
Total Operating Revenues	529,751	546,308	474,130	546,308
<b><u>Non-Operating Revenues</u></b>				
Federal and State Grants	260,646	160,000	76,119	160,000
Interest Income	<u>125</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>Total Revenues</b>	<b>\$ 790,522</b>	<b>\$ 706,308</b>	<b>\$ 550,249</b>	<b>\$ 706,308</b>
<b><u>Operating Expenses</u></b>				
Costs of Sales and Services	228,618	245,000	221,089	245,000
Salaries and Benefits	137,035	148,229	116,225	148,229
Purchased/Contractual Services	106,314	129,967	28,676	129,967
Supplies	7,588	13,112	8,080	13,112
Depreciation	<u>61,190</u>	<u>60,000</u>	<u>40,590</u>	<u>60,000</u>
Total Operating Expenses	540,745	596,308	414,660	596,308
<b><u>Non-Operating Expenses</u></b>				
Capital Projects	357,813	110,000	90,785	110,000
Capital Equipment	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>Total Expenses</b>	<b>\$ 898,558</b>	<b>\$ 706,308</b>	<b>\$ 505,445</b>	<b>\$ 706,308</b>
Change in Net Position	(108,036)	-	44,804	-
Net Position, Beginning July 1,	<u>3,378,839</u>	<u>3,270,803</u>	<u>3,270,803</u>	<u>3,270,803</u>
Net Position, Ending June 30,	<b>\$ 3,270,803</b>	<b>\$ 3,270,803</b>	<b>\$ 3,315,607</b>	<b>\$ 3,270,803</b>
<b>Authorized Positions</b>				
Full Time	1	1	1	1
Part Time	5	5	5	5

**HILTON HEAD ISLAND AIRPORT**

	FY 2016 Actual	FY 2017 Approved Budget	FY 2017 Actual to Date 4/30/2017	FY 2018 Proposed Budget
<b>Operating Revenues</b>				
Fixed Based Operator Revenue	\$ 296,178	\$ 369,592	\$ 251,208	\$ 369,592
Operating Agreements/Concessions	412,180	480,300	321,336	480,300
Firefighting/Security Fees	281,731	282,100	234,776	282,100
Passenger Facility Charges	134,238	150,000	111,762	150,000
Parking/Taxi Fees	28,005	55,000	15,692	55,000
Landing Fees	61,589	105,000	42,494	105,000
Rental Income	382,920	376,242	313,990	376,242
Miscellaneous/Other	41,640	42,300	34,795	42,300
<b>Total Operating Revenues</b>	<b>1,638,481</b>	<b>1,860,534</b>	<b>1,326,053</b>	<b>1,860,534</b>
<b>Non-Operating Revenues</b>				
Federal and State Grants	9,587,027	6,500,000	6,477,755	6,500,000
Interest Income	6,009	-	356	-
<b>Total Revenues</b>	<b>\$ 11,231,517</b>	<b>\$ 8,360,534</b>	<b>\$ 7,804,163</b>	<b>\$ 8,360,534</b>
<b>Operating Expenses</b>				
Salaries and Benefits	1,089,772	883,132	753,946	909,626
Purchased/Contractual Services	369,763	483,023	375,911	487,853
Supplies	30,585	76,860	34,396	76,860
Depreciation	564,792	575,000	416,265	575,000
<b>Total Operating Expenses</b>	<b>2,054,912</b>	<b>2,018,015</b>	<b>1,580,518</b>	<b>2,049,339</b>
<b>Non-Operating Expenses</b>				
Capital Projects	6,092,626	5,500,000	6,125,702	5,500,000
Capital Equipment	72,977	50,000	35,981	50,000
Interest Expense	91,798	87,845	66,260	83,787
<b>Total Expenses</b>	<b>\$ 8,312,313</b>	<b>\$ 7,655,860</b>	<b>\$ 7,808,461</b>	<b>\$ 7,683,126</b>
Change in Net Position	2,919,204	704,674	(4,298)	677,408
Net Position, Beginning July 1,	14,279,690	17,198,894	17,198,894	17,903,568
Net Position, Ending June 30,	<b>\$ 17,198,894</b>	<b>\$ 17,903,568</b>	<b>\$ 17,194,596</b>	<b>\$ 18,580,976</b>
<b>Authorized Positions</b>				
Full Time (see below)	16	13	13	13
Part Time	0	0	0	0
<b>Full Time Positions Include:</b>				
Airport Director	1	1	1	1
Airport Support Staff	3	3	3	3
Airport Firefighters	9	9	9	9
Law Enforcement Officers	3	0	0	0



**AIRPORT IMPROVEMENT PROJECTS****FY 2017-2018 Project Narratives****HXD – Runway 21 Extension**

The Airport Master Plan that was approved by a joint Resolution of Beaufort County Council and Town of Hilton Head Island Council in 2010 provided for the execution of several Federal Aviation Administration (FAA) safety projects. This project is one such project and involves the extension of Runway 21, Taxiway “A”, and Taxiway “F” by approximately 403 feet. The project also involves the restoration of the existing displaced threshold of 300 feet.

Estimated Cost:	\$6,142,577
FAA Cost:	\$5,528,319
SCAC Cost:	\$307,129
HXD Cost:	\$307,129

**HXD – Taxiway “F” Infield Drainage Improvements**

This project is being executed in conjunction with the Runway 21 Extension Project. This is another FAA-mandated safety project and will remove a deep drainage ditch that parallels the runway and runs the length of the airfield. Its existing condition poses a hazard due to its depth and steep side slopes as well as the fact that it is habitat for wildlife hazards. The project will replace the deep ditch with a shallow swale while the stormwater drainage detention and treatment will be handled via an underground drainage system consisting of arched chambers.

Estimated Cost:	\$5,323,550
FAA Cost:	\$4,791,194
SCAC Cost:	\$266,178
HXD Cost:	\$266,178

**HXD – Runway 21 Engineered Materials Arresting System (EMAS)**

Compliance with FAA extended runway safety area requirements will be accomplished by installing an EMAS bed at the north extent of the runway extension project. EMAS is made up of jet blast resistant, lightweight, crushable cellular cement blocks that are designed to safely stop airplanes that experience an emergency that results in their entering the extended runway safety area. EMAS safely and effectively stops airplanes which greatly enhances life safety and reduces damage to the airplane.

Estimated Cost:	\$4,000,000
FAA Cost:	\$3,600,000
SCAC Cost:	\$200,000
HXD Cost:	\$200,000

**AIRPORT IMPROVEMENT PROJECTS****FY 2017-2018 Project Narratives (continued)****HXD – Runway 03 Extension**

The Runway 03 Extension Project represents the south runway portion of the FAA-mandated safety project that was part of the 2010 Airport Master Plan. The project will extend Runway 03, Taxiway “A”, and Taxiway “F” by approximately 297 feet. The project also involves the restoration of the existing displaced threshold of 300 feet and the realignment of Taxiway “F” to eliminate the “dogleg” that currently exists.

Estimated Cost:	\$8,841,596
FAA Cost:	\$7,957,436
SCAC Cost:	\$442,080
HXD Cost:	\$442,080

**HXD – Runway 03 Engineered Materials Arresting System (EMAS)**

Compliance with FAA extended runway safety area requirements will be accomplished by installing an EMAS bed at the south extent of the runway extension project. EMAS is made up of jet blast resistant, lightweight, crushable cellular cement blocks that are designed to safely stop airplanes that experience an emergency that results in their entering the extended runway safety area. EMAS safely and effectively stops airplanes which greatly enhances life safety and reduces damage to the airplane.

Estimated Cost:	\$4,000,000
FAA Cost:	\$3,600,000
SCAC Cost:	\$200,000
HXD Cost:	\$200,000

**HXD – Property Acquisition**

There are multiple properties adjacent to the airport of which HXD will need to acquire portions. This need became apparent during the detailed survey and engineering design phase of the Runway 03 Extension Project. Three properties are impacted due to the “footprint” of the grading solution for the project. One property is impacted due to a change in FAA standards which requires a new location for the Localizer DME guidance equipment. Based on the revised FAA standard, the requirement for separation of the guidance equipment from the Extended Runway Safety Area has increased, causing the proposed location of the equipment to fall off airport property.

**AIRPORT IMPROVEMENT PROJECTS****FY 2017-2018 Project Narratives (continued)****ARW – Runway 07 Offsite Obstruction Removal (Design and Bidding)**

In accordance with the approved Master Plan and in keeping with FAA airport safety and design standards, this project provides for the design of a project to remove obstructions from the aircraft navigational surfaces at the Runway 07 end of Beaufort County Airport. This project also includes the bidding phase upon completion of the project design.

Estimated Cost:	\$130,230
FAA Cost:	\$117,207
SCAC Cost:	\$6,512
ARW Cost:	\$6,512

**ARW – Environmental Assessment (EA) – Runway Safety Area Improvements, Partial Parallel Taxiway Extension, Ramp Expansion, and Fuel Farm Relocation**

This project is the initial step in the future construction of the subject projects. Each project is included in the Airport Master Plan and is being considered so the airport can be brought up to date with current FAA safety and design standards. An Environmental Assessment is required due to the proximity of the airport to nearby residential development and to the sensitive saltwater marsh. Tasks include coordination with local, state, and federal agencies, environmental inventory, evaluation, and analysis, and the drafting of the required environmental documentation. Also required during the EA process is the advertisement and conduct of a public hearing and a compilation and evaluation of any comments submitted by the public. Following these steps, the final environmental document is drafted and submitted to the FAA for review and issuance of the Finding of No Significant Impact (FONSI).

Estimated Cost:	\$264,268
FAA Cost:	\$237,841
SCAC Cost:	\$13,214
ARW Cost:	\$13,214

Topic: Law Enforcement Costs  
Date Submitted: June 5, 2017  
Submitted By: Gary Kubic  
Venue: Finance Committee

**Law Enforcement Costs**

	Mil val FY17	Mil rate for OPS FY17	LE Budget * FY17	Total OPS Budget FY17	LE as % Of total Budget	# of mils For LE	BCSO \$ Per \$100K	Local LE \$ Per \$100k	Total LE Per \$100K	Mils needed to recoup \$3.285M	Cost to cover \$3.285M Per \$100K
<b>Government</b>											
County	1,786,884	50.89	19,019,698	116,268,625	16.36	10.64	42.58	0.00	42.58	1.84	7.36
Port Royal	34,181	??	??	??	??	??	42.58	??	??	1.84	7.36
Beaufort	74,938	52.79	4,532,290	19,387,961	23.38	23.38	42.58	93.52	136.10	1.84	7.36
Bluffton	95,999	39.00	6,434,410	18,698,885	34.41	13.42	42.58	53.68	96.26	1.84	7.36
HHI	852,963	15.20	3,285,251	39,613,643	8.29	3.85	42.58	15.41	57.98	1.84	7.36

\* Note: FY17 BCSO budget of \$22.3M includes Town contribution of \$3.285M; shown as intergovernmental income.  
 Net cost in FY17 for BCSO = \$19,019,698

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