



# TOWN OF MONCKS CORNER REGULAR MONTHLY MEETING

Town Council Chambers, Moncks Corner Municipal  
Complex, 118 Carolina Avenue  
TUESDAY, MARCH 18, 2025 at 6:00 PM

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## AGENDA

### CALL TO ORDER

### INVOCATION

1. **Invocation:** Delivered by Reverend Jim Toth, Assistant Pastor of First Baptist Church of Moncks Corner

### PLEDGE OF ALLEGIANCE

### PRESENTATIONS

2. **Resolution:** Berkeley High School Beta Club Recognition

### APPROVAL OF MINUTES

3. **Regular Meeting Minutes:** February 18, 2025

### REPORTS

4. **Mayor's Report:** Thomas J. Hamilton, Jr.
5. **Administrator's Report:** Jeffrey V. Lord

### NEW BUSINESS

6. **Ordinance First Reading:** Consider an Ordinance adopting a Development Impact Fee Study and Capital Needs Plan, Establish Development Impact Fees, and other matters related thereto.

### OLD BUSINESS

7. **Old Business:** There is no old business to be brought before Council

**PUBLIC INPUT** - Public Input will be limited to 3 minutes per individual

**EXECUTIVE SESSION** - Council may take action regarding matters discussed

8. **Discussion:** Contractual negotiations related to the provision of fire service  
**Discussion:** Receipt of legal advice related to nuisance enforcement  
**Discussion:** Personnel matter in the Police Department

### ADJOURNMENT

*In accordance with the Americans with Disabilities Act, persons who need accommodation in order to attend or participate in this meeting should contact Town Hall at (843) 719- 7900 within 48 hours prior to the meeting in order to request such assistance.*

## RESOLUTION

**WHEREAS, the 2025 Berkeley High School Beta Club consists of 182 members in grades 9 – 12. Of the 182 members, 140 students attended the State Convention in Myrtle Beach, SC on February 6 – 9 under the outstanding leadership of lead teacher Brittany Colley and sponsors Kathy Jones and Jeremy Colley; and**

**WHEREAS, these students competed in over 100 academic, art and talent competitions against students from around the State. As a result, 100 students qualified for the National Convention which will be held June 21 - 27 in Orlando, FL where they will compete against thousands of students from around the country; and**

**WHEREAS, Mayor Thomas J. Hamilton and Town Council are deeply proud of the Berkeley High School Beta Club and would like to call public attention to this group and recognize them for their outstanding accomplishments and commitment that advanced them to compete at the National Convention.**

### STATE CONVENTION

1st Place 10<sup>th</sup> grade Agriscience – Miley Umphlett  
 1st Place 9<sup>th</sup> grade Psychology – Marley Smith  
 1st Place 11<sup>th</sup> grade Social Studies – Keller Wofford  
 1st Place 10<sup>th</sup> grade Spanish- Ivanna Ramos  
 1st place 11<sup>th</sup> grade Social Studies – Caleb Knighton  
 1st place 12<sup>th</sup> grade Psychology – Michael Rogala  
 1st Place Division I DE Photo – Aubrey Edwards  
 1st Place Division I Pottery – Elizabeth DeAntonio  
 1st Place Division I Sculpture – Lilly Elliott  
 1st Place Book Battle  
 1st Place Large Group Performing Arts  
 2nd Place Show Choir  
 2nd Place Campaign Skit  
 2nd Place 9<sup>th</sup> Grade Agriscience – Jordan Hoffman  
 2nd Place 10<sup>th</sup> Grade Biomedical – Kinsey Tweed  
 2nd Place 12<sup>th</sup> Grade Biomedical – Brielle Meade  
 2nd Place Division I C Writing – Millie Jennings  
 2nd Place 11<sup>th</sup> Grade French – Taylor Wohlschlag  
 2nd Place 12<sup>th</sup> Grade French – Sophia Ramos  
 2nd Place 10<sup>th</sup> Grade Science – Jillian Fisher

2nd Place 10<sup>th</sup> Grade Social Studies – Jordan Moon  
 2nd Place 9<sup>th</sup> Grade Spelling – Cooper Scoonover  
 2nd Place Division I OS – Addison Ammons  
 2nd Place Division I Speech – Braylee Roncek  
 3rd Place 9<sup>th</sup> Grade PE – Selah Severe  
 3rd Place 11<sup>th</sup> Grade PE – Samantha Miles  
 3rd Place 12<sup>th</sup> Grade Science – Ben Tillman  
 3rd Place 12<sup>th</sup> Grade Social Studies – Raleigh Ballentine  
 3rd Place 10<sup>th</sup> Grade Spelling – Olivia Dang  
 3rd Place 12<sup>th</sup> Grade Spelling – Briley Bishop  
 3rd Place 9<sup>th</sup> Grade US History – Kortlyn Dean  
 3rd Place Division I Mixed Media – Bethany Knighton  
 3rd Place Division I Woodworking – Addison Guerry  
 3rd Place Division II Pottery – Kaylen Bradshaw  
 3rd Place Division II Speech – Reese Watson  
 3rd Place Solo Duo Trio Variety Act – Brooklyn Nelson, Ivanna Ramos, Sophia Ramos

**NOW, THEREFORE, be it so resolved that I, Thomas J. Hamilton, Jr., Mayor and Town Council Members of the Town of Moncks Corner, County of Berkeley, State of South Carolina do hereby acknowledge and applaud Berkeley High School Beta Club for their historical achievements.**

**Signed this 18<sup>th</sup> Day of March, in the year of our Lord two thousand and twenty-five.**

\_\_\_\_\_  
 Thomas J. Hamilton, Jr., Mayor



# TOWN OF MONCKS CORNER REGULAR MONTHLY MEETING

Town Council Chambers, Moncks Corner Municipal  
Complex, 118 Carolina Avenue  
TUESDAY, FEBRUARY 18, 2025 at 6:00 PM

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## MINUTES

### CALL TO ORDER

The regular meeting of the Town Council was called to order by Mayor Thomas J. Hamilton, Jr. at 6:00 p.m.

#### Present:

Mayor Thomas J. Hamilton, Jr.  
Mayor Pro-Tem David A. Dennis, Jr.  
Council Member DeWayne G. Kitts  
Council Member James N. Law, Jr.  
Council Member Latorie S. Lloyd  
Council Member Chadwick D. Sweatman  
Council Member James B. Ware, III

#### Staff Present:

James E. Brogdon, Town Attorney  
Jeffrey V. Lord, Town Administrator  
Marilyn M. Baker, Administrative Services Director/Clerk to Council  
Justine H. Lovell, Finance Director  
R. Logan Faulkner, Public Service Director  
Robert L. Gass, III, Fire Chief  
Mohamed A. Ibrahim, Technology Director  
Antwan Richardson, Police Lieutenant  
Elizabeth B. Rentz, Recreation Director  
Justin S. Westbrook, Community Development Director

#### Absent:

Lee W. Mixon, Jr., Police Captain

### INVOCATION

Invocation was delivered by Pastor Monty Polk of St. John's Baptist Church.

### PLEDGE OF ALLEGIANCE

The Pledge of Allegiance to the American Flag was led by Council Member James Ware.

## PRESENTATIONS

### 1. **Proclamation:** 2025 Women in Construction Week, March 2-8, 2025

Mayor Hamilton read a Proclamation proclaiming March 2-8, 2025 as Women in Construction Week in the Town of Moncks Corner and presented it to Ashley Garrett representative of the Palmetto Chapter of SC #385.

## APPROVAL OF MINUTES

### 2. **Regular Meeting Minutes:** December 17, 2024

Motion was made by Council Member Kitts to approve the regular meeting minutes of December 17, 2024. Motion was seconded by Council Member Sweatman and approved unanimously as follows:

Voting Yea: Mayor Hamilton, Mayor Pro-Tem Dennis, Council Member Kitts, Council Member Law, Council Member Lloyd, Council Member Sweatman, Council Member Ware.

### 3. **Special Meeting Minutes:** January 25, 2025

Motion was made by Mayor Pro-Tem Dennis to approve the special meeting minutes of January 25, 2025. Motion was seconded by Council Member Sweatman and approved unanimously as follows:

Voting Yea: Mayor Hamilton, Mayor Pro-Tem Dennis, Council Member Kitts, Council Member Law, Council Member Lloyd, Council Member Sweatman, Council Member Ware.

## REPORTS

### 4. **Mayor's Report:** Thomas J. Hamilton, Jr.

Mayor Hamilton reported the following:

December 19, 2024 - He took the part time field workers to lunch as a thank you for their hard work.

December 19, 2024 – He attended the Christmas Musical at the Train Depot.

December 20, 2024 – He participated in the Read-A-Thon at Bonner Elementary.

January 10, 2025 – He read to Ms. Spann's Class at the Nazareth Reformed Episcopal Church.

January 14, 2025 – He read to the class at Happy Faces Daycare.

January 14, 2025 – He went to the John Lewis Youth Leadership Award Ceremonies for the Wassamasaw Vice Chief Joshua Shumak.

January 16, 2025 – He was invited to speak to the retirees from Alcoa/Alumax/Century Aluminum about what is going on in the Town.

January 17, 2025 – He along with Council were invited to participate in a ribbon cutting ceremony for Parker's Kitchen located at 3018 So. Live Oak Drive, Moncks Corner. Mayor Pro-Tem Dennis and Council Member Lloyd also participated.

January 20, 2025 – He participated in the Dr. Martin Luther King Parade. Council Woman Lloyd also participated and was the Grand Marshall. There was a celebration held at the Moncks Corner AME Church where he and Council Member Lloyd both spoke during the program.

February 2, 2025 – He was invited to a luncheon at the Moncks Corner Baptist Church. They have been approved to start spending funds on the construction of the Soup Kitchen.

February 4, 2025 - He attended the American Legion meeting and introduced the Berkeley High School Band Booster Club. The Booster Club made a presentation to the American Legion requesting support to purchase a commercial fryer. The American Legion Post 126 provided funding to purchase one.

February 7, 2025 – Staff held a farewell luncheon for Chief Stephen Young. He attended along with Mayor Pro-Tem Dennis, Council Member Law and Council Member Lloyd.

February 7, 2025 - He attended the promotion ceremony for the Police Department.

February 10, 2025 - He was invited to attend Stephens Young's Swearing In as the Chief Of Staff at the Dorchester County Council Chambers.

February 11, 2025 - He attended a recognition ceremony in honor of Carl Morrison for 25 years of coaching in the Recreation Department.

February 13, 2025 - He met with the Sterling Oaks Homeowners Association to talk about what is happening in Moncks Corner.

February 14, 2025 – He provided a Valentines Day KFC lunch to 35 seniors at the Berkeley County Seniors Center.

## **5. Administrator's Report: Jeffrey V. Lord**

Administrator Lord reported that the Town has obtained a metal detector that will be utilized for Council Meetings, Court and other public meetings.

The Miracle League All-Inclusive Playground is still under construction but is on track to be completed in July. We had one issue with storm water for the parking lot next to the pavilion which resulted in a change order of \$90,794.00. New storm water piping, boxes and additional fill will be installed.

The Whitesville and Jolly Lane projects are still moving along with an estimated completion date of March 20<sup>th</sup>.

The Town received the \$1,200,000 grant for sidewalks on Rembert Dennis Blvd and Stony Landing Road. We are waiting on the SCDOT to send us a participation agreement for the Town's 20% match.

We are also working on an NRCS Grant for the California Grant. The grant will cover work inside the branch as well as buyouts for property owners along the branch.

## NEW BUSINESS

6. **Resolution No 2025-01R:** A. Resolution directing the Town of Moncks Corner Planning Commission to conduct the studies and recommend an ordinance for the imposition of Development Impact Fees as required by the South Carolina Development Impact Fee Act, and other matters related thereto.

Motion was made by Council Member Law to approve Resolution No. 2025-01R. Motion was seconded by Council Member Sweatman and approved unanimously as follows:

Voting Yea: Mayor Hamilton, Mayor Pro-Tem Dennis, Council Member Kitts, Council Member Law, Council Member Lloyd, Council Member Sweatman, Council Member Ware.

7. **Consideration:** Leave Policy Update  
Administrator Lord explained that this will not change the structure of how employees receive their annual leave, it will just allow them to receive it sooner. The financial impact of this revision is an estimated increase of 5% in liability. The recommendation is to increase leave as follows:

- 1 week less than 1 year
- 2 weeks after 1 year
- 2.5 weeks after 5 years
- 3 weeks after 7 years
- 4 weeks after 15 years

Motion was made by Mayor Pro-Tem Dennis to approve; motion was seconded by Council Member Law.

Discussion: Council Member Law expressed concerns about such a long break after 7 years before the next adjusted accrual. It was suggested that there be a 3.5-week accrual added after 10 years.

After the discussion, Council Member Law made a motion to amend the previous motion and to revise the annual leave policy as follows:

- 1 week less than 1 year
- 2 weeks after 1 year
- 2.5 weeks after 5 years
- 3 weeks after 7 years
- 3.5 weeks after 10 years
- 4 weeks after 15 years

Motion was seconded by Mayor Pro-Tem Dennis and approved unanimously as follows:

Voting Yea: Mayor Hamilton, Mayor Pro-Tem Dennis, Council Member Kitts, Council Member Law, Council Member Lloyd, Council Member Sweatman, Council Member Ware.

#### **8. Consideration: Social Media Services**

Administrator Lord explained that staff solicited proposals on December 13, 2024, and received them on January 10, 2025. Staff reviewed the seven of the nine (two came late) submittals received and invited two firms to be interviewed.

After the interviews, the staff's recommendation is to engage Upline Social.

Their proposal is for \$3,200 per month on a month-to-month basis. This will have a \$24,000 impact on this year's budget and will need \$38,400 in next year's budget.

Motion was made by Council Member Law to approve; motion was seconded by Mayor Pro-Tem Dennis.

Discussion: Council Member Law asked if this is a part-time position, then why wouldn't we hire a part-time person in house to handle this? Administrator Lord responded that we do not have space or an office for this position at this time. He also noted that using an outside source would also alleviate having to pay benefits such as retirement, FICA and Medicare. Council Member Law asked how quickly we would need this person. Administrator Lord responded as soon as possible. Council Member Sweatman asked how involved will staff continue to be outsourcing this? Administrator Lord responded that staff will still have the same interaction at least until they are trained and familiar with the process. Staff will continue to send pictures and provide information for the posts and the company will manage the content.

After the discussion, the consensus of Council was to approve Upline Social. Motion was unanimously approved as follows:

Voting Yea: Mayor Hamilton, Mayor Pro-Tem Dennis, Council Member Kitts, Council Member Law, Council Member Lloyd, Council Member Sweatman, Council Member Ware.

#### **9. Consideration: Architectural Services for Town Hall Renovations**

Administrator Lord explained that staff solicited qualifications on November 15, 2024, and received them on December 16, 2024. Staff reviewed and scored the four submittals received and invited three firms to be interviewed.

After the interviews, staff's recommendation is to engage Creech & Associates and requested they prepare a proposal for this project.

Their proposal is broken into two, one for public safety functions and one for everything else to accommodate grant requirements. In both cases the proposal is broken into



two fee phases. The first is for Master Planning at \$15,000 for Public Safety and \$5,000 for all other areas, for a total of \$20,000.

Once the Master Plan is complete the remaining work (Schematic Design, Design Development, Construction Documents, and Construction Administration) will be set to 10% of the construction cost with a minimum fee of \$400,000 for public safety and \$219,000 for the rest, with a total of \$619,000. The current estimate for all the construction is approximately \$7.7 million.

Funding will come from the General Fund and Berkeley County ARPA Funds (\$550,000).

Motion was made by Mayor Pro-Tem Dennis; motion was seconded by Council Member Kitts.

Discussion: Council Member Law asked if there was a time frame for the completion date once they begin? Administrator Lord responded that it would be premature for them to give us a completion date at this time. He added that we would like to contract the design services as a Construction Manager at Risk instead of the design bid build. The design and construction milestone dates begin with the Master Planning in March 2025, the schematic design will begin in May 2025, the completion of the design and documentation will be in December 2025. Construction will begin in January 2026.

Motion was approved unanimously as follows:

Voting Yea: Mayor Hamilton, Mayor Pro-Tem Dennis, Council Member Kitts, Council Member Law, Council Member Lloyd, Council Member Sweatman, Council Member Ware.

**10. Consideration:** Professional Services for the creation of Unified Development Ordinance.

Community Development Director Justin Westbrook explained that staff solicited qualifications on September 27, 2024, and received them back on November 1, 2024. Staff reviewed and scored the seven (7) submittals received and invited three (3) firms to be interviewed. After the interviews, the staff's recommendation is to engage Inspire Placemaking and requested they prepare a proposal for this project.

Inspire Placemaking has provided a proposal that lists out scope of services, schedule, fee, exclusions, authorization and closure. The proposal includes an anticipated timeline of sixteen (16) months to complete the project, with the fee being \$240,000.00 paid by invoice on a percent complete basis. If approved, funding for the project will come from the General Operating Fund.

The scope of work includes a detailed review and diagnostic examination of the current zoning ordinance, land development regulations, and other applicable codes.



Motion was made by Mayor Pro-Tem Dennis; motion was seconded by Council Member Council.

Discussion: Council Member Law expressed concerns about the costs. Director Westbrook explained that the cost is on the lower end. Other entities he named are spending anywhere from \$500,000 to \$1,000,000. The bids came in as expected based on our needs. Council Member Law asked him to explain the 16-month process. Director Westbrook will be heavily involved. This will also require public input, so the public will also be involved. Council Member Sweatman asked if this will help to make us more efficient and will contractors be invited to give their input? Director Westbrook responded yes. The document will be available online once it is complete.

Motion to approve was unanimous as follows:

Voting Yea: Mayor Hamilton, Mayor Pro-Tem Dennis, Council Member Kitts, Council Member Law, Council Member Lloyd, Council Member Sweatman, Council Member Ware.

## **OLD BUSINESS**

**11. Old Business:** There is no old business to be brought before Council

## **PUBLIC INPUT:**

Jody Nyers, of 112 Mulberry Crossing Lane, expressed concerns about the potential traffic issues relating to the proposed entrance and exit across from Edward Drive for the new Town Homes being constructed at the corner of Main Street Extension and RC Dennis Blvd. She also expressed concerns about public safety and the need for the curbs to be painted on Highway 17-A in front of Kentucky Fried Chicken.

Dana Ball of 112 Mulberry Crossing Lane also expressed concerns about public safety at the proposed entrance and exit across from Edward Drive for the new Town Homes being constructed at the corner of Main Street Extension and RC Dennis Blvd.

## **EXECUTIVE SESSION:**

**12.** Negotiations related to the revision of services for recreation.

Motion was made by Mayor Pro-Tem Dennis to go into executive session to discuss Negotiations related to the revision of services for recreation. Motion was seconded by Council Member Sweatman and approved unanimously as follows:

Voting Yea: Mayor Hamilton, Mayor Pro-Tem Dennis, Council Member Kitts, Council Member Law, Council Member Lloyd, Council Member Sweatman, Council Member Ware.

### **Out of Executive Session and Reconvene to the Regular Meeting:**

Motion was made by Mayor Pro-Tem Dennis to come out of executive session and reconvene to the regular meeting. Motion was seconded by Council Member Lloyd and approved unanimously as follows.

Voting Yea: Mayor Hamilton, Mayor Pro-Tem Dennis, Council Member Kitts, Council Member Law, Council Member Lloyd, Council Member Sweatman, Council Member Ware.

Mayor Hamilton reported that there was nothing to report out of Executive Session.

### **ADJOURNMENT**

Motion was made by Mayor Pro-Tem Dennis, seconded by Council Member Kitts to adjourn the regular meeting of Council. Motion was approved unanimously as follows.

Voting Yea: Mayor Hamilton, Mayor Pro-Tem Dennis, Council Member Kitts, Council Member Law, Council Member Lloyd, Council Member Sweatman, Council Member Ware

The meeting was adjourned at 7:08 p.m.

A copy of this meeting's agenda was e-mailed to the Post and Courier, The Berkeley Independent, Live 5 News, Channel 4, Channel 2, and The News Journal Scene. As required, the agenda was posted on the Municipal Complex bulletin board and the Town Website at least 24 hours prior to the meeting.

Minutes Approved and Adopted:

\_\_\_\_\_  
Marilyn M. Baker/Clerk to Council

March 18, 2025

DATE



*The Lowcountry's Hometown*

**TOWN OF MONCKS CORNER  
FINANCE REPORT  
PERIOD ENDING FEBRUARY 28, 2025**

**CASH ON HAND - OPERATING BANK ACCOUNT**

General Fund - 10	\$	20,895,741
Designated Funds:		
Abatements & Improvements Fund - 82		106,824
Capital Improvements Fund -84		502,882
Tree Mitigation Fund - 72		19,510
State Accommodations Tax Fund -15		73,036
Victims Advocate Fund - 17		34,908
<b>TOTAL</b>	<b>\$</b>	<b>21,632,901</b>

**GENERAL FUND YEAR TO DATE REVENUES & EXPENDITURES**

Revenues	\$	9,587,910
Expenditures		7,967,563
<b>REVENUES OVER (UNDER) EXPENDITURES</b>	<b>\$</b>	<b>1,620,347</b>

**RESTRICTED FUNDS - OTHER BANK ACCOUNTS**

1% Fire Fund - 20	5,212
ARPA Fund Bank Acct - 45	757,279
Bond Sinking Fund - 80	295,975
Corner Renaissance Fund - 79	323,225
CRC Debt Service Fund - 83	69,506
Local Tax Fund - 81	1,983,187
Narcotics Fund - 30 (\$7,755 Restricted)	8,713
Stormwater Utilities Fund - 62	1,058,048
<b>TOTAL</b>	<b>\$ 4,501,143</b>

10 -GENERAL FUND  
REVENUES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>REVENUES</u>							
<u>LICENSE/PERMITS</u>							
10-3000.0101 BUSINESS LICENSE	4,019,624	127,001.95	307,636.46	510,307.99	0.00	3,711,987.54	7.65
10-3000.0102 BUSINESS LICENSE PENALTY	28,000	1,423.71	6,038.50	19,086.66	0.00	21,961.50	21.57
10-3000.0103 BUILDING PERMITS	677,750	64,072.00	330,317.50	453,866.60	0.00	347,432.50	48.74
10-3000.0104 MISCELLANEOUS PERMITS	500	30.00	100.00	140.00	0.00	400.00	20.00
10-3000.0105 PLAN REVIEW	349,813	37,217.00	168,200.30	210,676.80	0.00	181,612.70	48.08
10-3000.0106 INSPECTION FEE RECEIPTS	8,000	16,095.00	53,956.23	16,154.50	0.00	( 45,956.23)	674.45
10-3000.0107 ZONING RECEIPTS	<u>3,000</u>	<u>125.00</u>	<u>625.00</u>	<u>459.41</u>	<u>0.00</u>	<u>2,375.00</u>	<u>20.83</u>
TOTAL LICENSE/PERMITS	5,086,687	245,964.66	866,873.99	1,210,691.96	0.00	4,219,813.01	17.04
<u>INTEREST EARNED</u>							
10-3000.0203 INTEREST EARNED	<u>175,000</u>	<u>27,312.01</u>	<u>145,781.86</u>	<u>122,195.50</u>	<u>0.00</u>	<u>29,218.14</u>	<u>83.30</u>
TOTAL INTEREST EARNED	175,000	27,312.01	145,781.86	122,195.50	0.00	29,218.14	83.30
<u>REVENUE/RECEIPTS</u>							
10-3000.0305 SANITATION FEES	1,111,321	31,847.85	898,622.03	792,544.35	0.00	212,698.97	80.86
10-3000.0306 ROLL CART FEES	30,000	3,760.00	28,000.00	33,995.22	0.00	2,000.00	93.33
10-3000.0307 RECREATION	155,600	23,395.00	107,760.00	112,050.00	0.00	47,840.00	69.25
10-3000.0308 SPONSORSHIPS	28,000	12,220.00	14,780.00	16,079.00	0.00	13,220.00	52.79
10-3000.0309 CONCESSION RECEIPTS	125,000	0.00	40,590.70	34,480.67	0.00	84,409.30	32.47
10-3000.0310 CLASS / CAMP RECEIPTS	25,000	1,795.00	6,335.00	5,175.00	0.00	18,665.00	25.34
10-3000.0313 FACILITIES RENTAL	42,000	3,700.00	18,500.00	17,500.00	0.00	23,500.00	44.05
10-3000.0315 PD SUMMER CAMP	8,000	0.00	0.00	0.00	0.00	8,000.00	0.00
10-3000.0316 VENDOR / ENTRY FEES	9,000	560.00	1,995.00	1,160.00	0.00	7,005.00	22.17
10-3000.0317 RETAIL SALES	4,000	0.00	105.00	821.50	0.00	3,895.00	2.63
10-3000.0318 LPR GRANT BCSD	0	0.00	49,625.00	0.00	0.00	( 49,625.00)	0.00
10-3000.0321 ADMISSIONS	35,000	0.00	7,467.00	2,835.00	0.00	27,533.00	21.33
10-3000.0324 MIRACLE LEAGUE/SPONSR/DONA	25,000	0.00	250.00	0.00	0.00	24,750.00	1.00
10-3000.0325 SPECIAL EVENT RECEIPTS	20,000	0.00	1,755.00	1,310.00	0.00	18,245.00	8.78
10-3000.0326 SPECIAL EVENTS PERMIT	300	0.00	0.00	0.00	0.00	300.00	0.00
10-3000.0350 FIRST RESPONSE & RESCUE FE	28,000	200.00	11,170.03	8,191.34	0.00	16,829.97	39.89
10-3000.0399 LOST REVENUES	<u>1,700,000</u>	<u>0.00</u>	<u>521,172.97</u>	<u>459,734.28</u>	<u>0.00</u>	<u>1,178,827.03</u>	<u>30.66</u>
TOTAL REVENUE/RECEIPTS	3,346,221	77,477.85	1,708,127.73	1,485,876.36	0.00	1,638,093.27	51.05
<u>TAX REVENUES</u>							
10-3000.0401 LOST FUNDS-PROP RELIEF TAX	1,420,000	0.00	625,457.99	566,292.53	0.00	794,542.01	44.05
10-3000.0402 CURRENT TAXES	5,776,797	79,086.21	5,665,690.95	4,541,966.00	0.00	111,106.05	98.08
10-3000.0403 CURRENT TAX PENALTIES	6,000	2,122.82	3,274.09	6,632.24	0.00	2,725.91	54.57
10-3000.0404 PRIOR YEAR TAXES	65,500	( 1,335.81)	17,209.69	16,682.45	0.00	48,290.31	26.27
10-3000.0405 PRIOR YEAR TAX PENALTIES	10,000	34.81	4,992.65	4,902.43	0.00	5,007.35	49.93
10-3000.0406 FEDERAL HOUSING IN LIEU OF	0	0.00	10,682.67	8,012.05	0.00	( 10,682.67)	0.00
10-3000.0408 AID TO SUBDIVISIONS	327,210	0.00	85,819.60	81,801.39	0.00	241,390.40	26.23
10-3000.0409 HOMESTEAD REIMBURSEMENT	84,738	0.00	0.00	0.00	0.00	84,738.00	0.00
10-3000.0411 INVENTORY TAX	43,574	0.00	21,787.08	21,787.08	0.00	21,786.92	50.00
10-3000.0414 ALCOHOL PERMITS	<u>26,750</u>	<u>0.00</u>	<u>750.00</u>	<u>9,000.00</u>	<u>0.00</u>	<u>26,000.00</u>	<u>2.80</u>
TOTAL TAX REVENUES	7,760,569	79,908.03	6,435,664.72	5,257,076.17	0.00	1,324,904.28	82.93

10 -GENERAL FUND  
REVENUES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>PENALTIES/FINES</u>							
10-3000.0501 CRIMINAL & TRAFFIC FINES	75,000	5,539.35	36,118.73	22,460.17	0.00	38,881.27	48.16
TOTAL PENALTIES/FINES	75,000	5,539.35	36,118.73	22,460.17	0.00	38,881.27	48.16
<u>FRANCHISE FEES</u>							
10-3000.0602 SANTEE COOPER FF	325,000	0.00	77,529.88	168,570.69	0.00	247,470.12	23.86
10-3000.0603 BERK ELE CO-OP FRANCHISE	405,000	0.00	128,418.73	105,057.56	0.00	276,581.27	31.71
10-3000.0604 BERK CABLE TELE FRANCHISE	60,000	0.00	0.00	12,006.60	0.00	60,000.00	0.00
10-3000.0605 DOMINION ENERGY FRANCHISE	55,000	0.00	0.00	0.00	0.00	55,000.00	0.00
10-3000.0606 COMCAST FRANCHISE FEES	0	562.65	1,021.44	0.00	0.00	1,021.44	0.00
TOTAL FRANCHISE FEES	845,000	562.65	206,970.05	285,634.85	0.00	638,029.95	24.49
<u>GRANTS</u>							
10-3000.0804 BERKELEY CO SCHOOLS SRO GR	407,481	0.00	0.00	0.00	0.00	407,481.00	0.00
10-3000.0805 SC DEPT OF EDUCATION SRO G	244,489	0.00	39,803.82	0.00	0.00	204,685.18	16.28
10-3000.0806 PD BERK CO SCHOOL DISTRICT	45,000	5,564.85	43,772.91	24,521.15	0.00	1,227.09	97.27
10-3000.0808 FEMA GRANT REVENUES	0	0.00	0.00	167,404.77	0.00	0.00	0.00
10-3000.0810 MASC GRANT REVENUES	22,500	0.00	0.00	125.00	0.00	22,500.00	0.00
10-3000.0811 JAG GRANT REVENUES	293,000	3,060.00	3,060.00	0.00	0.00	289,940.00	1.04
10-3000.0816 AgSOUTH FARM CREDIT GRANT	500	0.00	0.00	0.00	0.00	500.00	0.00
10-3000.0817 HWY SAFETY TRAFFIC GRANT	255,561	0.00	20,011.00	0.00	0.00	235,550.00	7.83
10-3000.0822 A-TAX GRANT AWARD FUNDS	18,680	0.00	25,000.00	20,000.00	0.00	6,320.00	133.83
10-3000.0823 SJCA SRO FUNDING	0	0.00	0.00	0.00	0.00	0.00	0.00
10-3000.0824 SCRED GRANT	10,000	0.00	2,561.68	0.00	0.00	7,438.32	25.62
10-3000.0825 FOXBANK DEVELOP- BOND	121,900	0.00	0.00	0.00	0.00	121,900.00	0.00
TOTAL GRANTS	1,419,111	8,624.85	134,209.41	212,050.92	0.00	1,284,901.59	9.46
<u>MISCELLANEOUS</u>							
10-3000.0901 SALE OF EQUIPMENT	10,000	0.00	13,802.00	0.00	0.00	3,802.00	138.02
10-3000.0902 SALE OF DOCUMENTS	1,500	172.35	1,552.37	1,394.06	0.00	52.37	103.49
10-3000.0903 MISCELLANEOUS INCOME	35,000	3,246.00	9,581.06	38,411.57	0.00	25,418.94	27.37
10-3000.0904 FEMA DISASTER RECEIPTS	30,000	0.00	1,139.51	0.00	0.00	28,860.49	3.80
10-3000.0905 INSURANCE RECEIPTS	35,000	0.00	28,088.16	4,428.72	0.00	6,911.84	80.25
10-3000.0907 POLICE DISCRETIONARY	100	0.00	0.00	500.00	0.00	100.00	0.00
10-3000.0908 FIRE DISCRETIONARY	0	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL MISCELLANEOUS	111,600	3,418.35	54,163.10	44,734.35	0.00	57,436.90	48.53
<u>DONATIONS</u>							
10-3000.1101 DONATIONS	0	0.00	0.00	0.00	0.00	0.00	0.00
10-3000.1102 COMMUNITY OUTREACH DONATIO	0	0.00	0.00	0.00	0.00	0.00	0.00
10-3000.1104 DONATIONS - FIRE DEPT	0	0.00	0.00	93.00	0.00	0.00	0.00
TOTAL DONATIONS	0	0.00	0.00	93.00	0.00	0.00	0.00
<u>OTHER FINANCING SOURCES</u>							
10-3000.1201 TRANSFER FROM LOCAL TAX FUN	1,573,600	0.00	0.00	0.00	0.00	1,573,600.00	0.00
10-3000.1210 TRANSFER IN -SC ACCOMM TAX	32,300	0.00	0.00	0.00	0.00	32,300.00	0.00
10-3000.1215 TRANSFER IN - STROMWATER F	468,252	0.00	0.00	0.00	0.00	468,252.00	0.00
10-3000.1225 BOND / LOAN PROCEEDS	0	0.00	0.00	202,166.00	0.00	0.00	0.00
TOTAL OTHER FINANCING SOURCES	2,074,152	0.00	0.00	202,166.00	0.00	2,074,152.00	0.00

CITY OF MONCKS CORNER  
REVENUE AND EXPENSE - BUDGET vs ACTUAL  
AS OF: FEBRUARY 28TH, 2025

Item 5.

10 -GENERAL FUND  
REVENUES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
TOTAL REVENUES	20,893,340	448,807.75	9,587,909.59	8,438,647.28	0.00	11,305,430.41	45.89

10 -GENERAL FUND  
ADMINISTRATION DEPT

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>EXPENDITURES</u>							
<u>PERSONNEL</u>							
10-4120.0101 SALARIES & WAGES	674,500	49,810.53	261,616.70	235,277.34	0.00	412,883.30	38.79
10-4120.0102 SOCIAL SECURITY/MEDICARE	52,020	3,941.32	19,592.88	17,903.27	0.00	32,427.12	37.66
10-4120.0103 REGULAR STATE RETIREMENT	125,373	9,431.46	55,118.83	48,123.62	0.00	70,254.17	43.96
10-4120.0104 OVERTIME - ADMINISTRATION	5,500	285.11	884.18	791.74	0.00	4,615.82	16.08
10-4120.0105 HEALTH INSURANCE	201,979	39,720.48	65,402.72	65,871.36	0.00	136,576.28	32.38
10-4120.0106 SC EMPLOYMENT SEC COMM	6,000	0.00	0.00	0.00	0.00	6,000.00	0.00
10-4120.0107 WORKMEN'S COMPENSATION	375,000	75,674.00	151,348.00	117,856.50	0.00	223,652.00	40.36
10-4120.0108 PHYSICAL EXAMS	300	50.00	100.00	0.00	0.00	200.00	33.33
10-4120.0109 OTHER POSTEMPLOYMENT BENEF	17,100	636.00	1,060.00	1,060.00	0.00	16,040.00	6.20
10-4120.0110 EMERGENCY PAY	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4120.0111 DEFERRED COMP EMPLR MATCH	20,500	1,354.78	7,451.29	7,438.60	0.00	13,048.71	36.35
10-4120.0112 ARPA PREMIUM PAY	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4120.0113 SAFETY/WELLNESS INCENTIVE	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL PERSONNEL	1,478,272	180,903.68	562,574.60	494,322.43	0.00	915,697.40	38.06
<u>CONTRACTUAL SERVICES</u>							
10-4120.0200 COST OF ISSUANCE	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4120.0201 LEGAL SERVICES	66,000	9,875.00	24,510.00	31,036.01	0.00	41,490.00	37.14
10-4120.0202 AUDIT SERVICES	43,600	10,000.00	17,732.00	0.00	0.00	25,868.00	40.67
10-4120.0203 CODIFICATION	15,000	0.00	0.00	3,728.75	0.00	15,000.00	0.00
10-4120.0204 PROFESSIONAL SERVICES	55,000	340.25	1,959.70	702.00	0.00	53,040.30	3.56
10-4120.0206 TAX INCREMENTS	<u>94,100</u>	<u>0.00</u>	<u>0.00</u>	<u>51,713.16</u>	<u>0.00</u>	<u>94,100.00</u>	<u>0.00</u>
TOTAL CONTRACTUAL SERVICES	273,700	20,215.25	44,201.70	87,179.92	0.00	229,498.30	16.15
<u>TRAVEL/EDUCATION</u>							
10-4120.0401 PROFESSIONAL DEVELOPMENT	25,460	( 608.56)	1,263.48	3,919.54	337.34	23,859.18	6.29
10-4120.0402 OTHER MEETINGS	<u>6,000</u>	<u>0.00</u>	<u>1,466.30</u>	<u>1,485.58</u>	<u>150.97</u>	<u>4,382.73</u>	<u>26.95</u>
TOTAL TRAVEL/EDUCATION	31,460	( 608.56)	2,729.78	5,405.12	488.31	28,241.91	10.23
<u>UTILITIES</u>							
10-4120.0501 UTILITIES	<u>24,000</u>	<u>2,043.79</u>	<u>8,696.02</u>	<u>8,183.98</u>	<u>0.00</u>	<u>15,303.98</u>	<u>36.23</u>
TOTAL UTILITIES	24,000	2,043.79	8,696.02	8,183.98	0.00	15,303.98	36.23
<u>MAINTENANCE</u>							
10-4120.0601 BUILDING MAINTENANCE	21,780	3,387.11	7,493.12	19,442.07	0.00	14,286.88	34.40
10-4120.0602 EQUIPMENT MAINTENANCE	<u>10,100</u>	<u>688.96</u>	<u>3,287.03</u>	<u>4,225.91</u>	<u>0.00</u>	<u>6,812.97</u>	<u>32.54</u>
TOTAL MAINTENANCE	31,880	4,076.07	10,780.15	23,667.98	0.00	21,099.85	33.81
<u>OPERATING</u>							
10-4120.0701 DUES/SUBSCRIPTIONS	12,745	0.00	9,411.86	7,543.00	0.00	3,333.14	73.85
10-4120.0702 ADVERTISING	13,000	14,696.37	15,155.37	302.00	0.00	( 2,155.37)	116.58
10-4120.0703 POSTAGE	11,150	505.70	5,375.40	5,934.47	0.00	5,774.60	48.21
10-4120.0704 PRINTING	1,600	0.00	0.00	476.89	0.00	1,600.00	0.00
10-4120.0705 CAPITAL OUTLAY	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4120.0706 LIABILITY INSURANCE	735,000	0.00	326,612.00	345,258.50	0.00	408,388.00	44.44



Item 5.

10 -GENERAL FUND  
ADMINISTRATION DEPT

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
10-4120.0708 SUPPLIES	11,000	827.79	3,843.03	6,936.02	147.15	7,009.82	36.27
10-4120.0709 TELEPHONE	28,000	2,371.66	12,542.37	12,779.37	0.00	15,457.63	44.79
10-4120.0713 VEHICLE	10,000	1,005.11	5,123.55	308.29	0.00	4,876.45	51.24
10-4120.0719 FUEL	2,500	0.00	160.75	332.32	0.00	2,339.25	6.43
10-4120.0750 INSURANCE CLAIMS	5,000	0.00	0.00	0.00	0.00	5,000.00	0.00
10-4120.0751 FEMA CLAIMS	2,000	0.00	0.00	0.00	0.00	2,000.00	0.00
10-4120.0755 RISK MANAGMENT IMPACT	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4120.0756 DEBT SERVICES - SOUTH STAT	<u>216,000</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>216,000.00</u>	<u>0.00</u>
TOTAL OPERATING	1,047,995	19,406.63	378,224.33	379,870.86	147.15	669,623.52	36.10
<b>FEES</b>							
10-4120.0901 SOL WASTE SCY FEE/BERK CTY	3,185	0.00	4,547.00	3,048.92	0.00	1,362.00	142.76
10-4120.0902 GIS CONSORTIUM	6,647	0.00	0.00	6,321.00	0.00	6,647.00	0.00
10-4120.0903 PROPERTY TAXES	<u>12,000</u>	<u>0.00</u>	<u>11,312.00</u>	<u>11,204.00</u>	<u>0.00</u>	<u>688.00</u>	<u>94.27</u>
TOTAL FEES	21,832	0.00	15,859.00	20,573.92	0.00	5,973.00	72.64
<b>MISCELLANEOUS</b>							
10-4120.1001 MISCELLANEOUS	25,000	94.45	7,196.81	17,887.84	0.00	17,803.19	28.79
10-4120.1002 CONTINGENCY	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4120.1003 SALES TAX	10,500	1,517.46	1,797.33	1,823.49	0.00	8,702.67	17.12
10-4120.1004 PERSONNEL INCREASES	<u>100,406</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>100,406.00</u>	<u>0.00</u>
TOTAL MISCELLANEOUS	135,906	1,611.91	8,994.14	19,711.33	0.00	126,911.86	6.62
TOTAL EXPENDITURES	<u>3,045,045</u>	<u>227,648.77</u>	<u>1,032,059.72</u>	<u>1,038,915.54</u>	<u>635.46</u>	<u>2,012,349.82</u>	<u>33.91</u>
REVENUE OVER/(UNDER) EXPENDITURES	( 3,045,045)	( 227,648.77)	( 1,032,059.72)	( 1,038,915.54)	( 635.46)	( 2,012,349.82)	33.91

10 -GENERAL FUND  
INFORMATION TECHNOLOGY

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>EXPENDITURES</u>							
<u>PERSONNEL</u>							
10-4122.0101 SALARIES & WAGES	138,566	11,494.04	54,244.32	34,521.12	0.00	84,321.68	39.15
10-4122.0102 SOCIAL SECURITY/MEDICARE	10,600	839.86	4,198.30	2,541.76	0.00	6,401.70	39.61
10-4122.0103 REGULAR STATE RETIREMENT	25,495	2,133.30	11,161.90	6,857.43	0.00	14,333.10	43.78
10-4122.0104 OVERTIME - IT DEPT	0	0.00	39.66	0.00	0.00	39.66	0.00
10-4122.0105 HEALTH INSURANCE	38,027	9,288.14	13,619.90	7,253.90	0.00	24,407.10	35.82
10-4122.0110 EMERGENCY PAY	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4122.0111 DEFERRED COMP EMPLR MATCH	15,000	363.16	1,997.38	1,500.00	0.00	13,002.62	13.32
10-4122.0112 ARPA PREMIUM PAY	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL PERSONNEL	227,688	24,118.50	85,261.46	52,674.21	0.00	142,426.54	37.45
<u>TRAVEL/EDUCATION</u>							
10-4122.0401 PROFESSIONAL DEVELOPMENT	<u>3,600</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>3,600.00</u>	<u>0.00</u>
TOTAL TRAVEL/EDUCATION	3,600	0.00	0.00	0.00	0.00	3,600.00	0.00
<u>MAINTENANCE</u>							
10-4122.0602 EQUIPMENT & MAINTENANCE	0	0.00	0.00	0.00	10,463.87	10,463.87	0.00
10-4122.0603 SMALL TOOLS	<u>1,500</u>	<u>0.00</u>	<u>1,441.24</u>	<u>801.15</u>	<u>0.00</u>	<u>58.76</u>	<u>96.08</u>
TOTAL MAINTENANCE	1,500	0.00	1,441.24	801.15	10,463.87	10,405.11	793.67
<u>OPERATING</u>							
10-4122.0701 DUES / SUBSCRIPTIONS	124,920	11,529.76	64,497.79	26,561.53	0.00	60,422.21	51.63
10-4122.0705 CAPITAL OUTLAY (IT)	59,000	0.00	44,295.20	0.00	2,837.67	11,867.13	79.89
10-4122.0708 SUPPLIES	1,200	0.00	691.57	273.27	0.00	508.43	57.63
10-4122.0709 TELEPHONE	1,200	65.99	616.01	305.79	0.00	583.99	51.33
10-4122.0712 COMPUTER EXPENSE	426,131	19,977.38	217,308.51	93,789.11	14,555.14	194,267.35	54.41
10-4122.0713 VEHICLE EXPENSE	1,800	0.00	563.96	251.74	0.00	1,236.04	31.33
10-4122.0719 FUEL	3,500	0.00	593.06	1,017.99	0.00	2,906.94	16.94
10-4122.0755 RISK MANAGMENT IMPACT	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4122.0761 CONTRACT LABOR	<u>6,000</u>	<u>950.00</u>	<u>4,966.00</u>	<u>1,510.00</u>	<u>0.00</u>	<u>1,034.00</u>	<u>82.77</u>
TOTAL OPERATING	623,751	32,523.13	333,532.10	123,709.43	17,392.81	272,826.09	56.26
<u>MISCELLANEOUS</u>							
10-4122.1001 MISCELLANEOUS	<u>250</u>	<u>0.00</u>	<u>( 13.40)</u>	<u>0.00</u>	<u>0.00</u>	<u>263.40</u>	<u>5.36-</u>
TOTAL MISCELLANEOUS	250	0.00	( 13.40)	0.00	0.00	263.40	5.36-
TOTAL EXPENDITURES	<u>856,789</u>	<u>56,641.63</u>	<u>420,221.40</u>	<u>177,184.79</u>	<u>27,856.68</u>	<u>408,710.92</u>	<u>52.30</u>
REVENUE OVER/(UNDER) EXPENDITURES	( 856,789)	( 56,641.63)	( 420,221.40)	( 177,184.79)	( 27,856.68)	( 408,710.92)	52.30

10 -GENERAL FUND  
MUNICIPAL COURT DEPT

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>EXPENDITURES</u>							
<u>PERSONNEL</u>							
10-4123.0101 SALARIES AND WAGES	159,870	12,046.72	56,034.88	57,311.61	0.00	103,835.12	35.05
10-4123.0102 SOCIAL SECURITY/MEDICARE	12,062	854.91	4,284.25	4,149.92	0.00	7,777.75	35.52
10-4123.0103 REGULAR RETIREMENT	29,041	2,245.98	11,362.17	11,620.36	0.00	17,678.83	39.12
10-4123.0104 OVERTIME	1,500	54.45	85.57	215.84	0.00	1,414.43	5.70
10-4123.0105 HEALTH INSURANCE	38,027	7,514.96	12,139.28	11,363.60	0.00	25,887.72	31.92
10-4123.0111 DEFERRED COMP EMPLR MATCH	3,094	235.06	1,292.83	1,175.30	0.00	1,801.17	41.79
10-4123.0112 ARPA PREMIUM PAY	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL PERSONNEL	243,594	22,952.08	85,198.98	85,836.63	0.00	158,395.02	34.98
<u>CONTRACTUAL SERVICES</u>							
10-4123.0204 PROFESSIONAL SERVICES	<u>84,000</u>	<u>1,500.00</u>	<u>5,500.00</u>	<u>31,700.00</u>	<u>0.00</u>	<u>78,500.00</u>	<u>6.55</u>
TOTAL CONTRACTUAL SERVICES	84,000	1,500.00	5,500.00	31,700.00	0.00	78,500.00	6.55
<u>TRAVEL/EDUCATION</u>							
10-4123.0401 PROFESSIONAL DEVELOPMENT	<u>4,500</u>	<u>50.00</u>	<u>50.00</u>	<u>395.86</u>	<u>0.00</u>	<u>4,450.00</u>	<u>1.11</u>
TOTAL TRAVEL/EDUCATION	4,500	50.00	50.00	395.86	0.00	4,450.00	1.11
<u>OPERATING</u>							
10-4123.0701 DUES AND SUBSCRIPTIONS	700	205.00	205.00	873.75	0.00	495.00	29.29
10-4123.0705 CAPITAL OUTLAY	8,500	7,504.55	7,504.55	0.00	0.00	995.45	88.29
10-4123.0708 SUPPLIES	2,500	188.92	295.34	888.38	286.98	1,917.68	23.29
10-4123.0709 TELEPHONE	2,500	132.61	830.74	847.31	0.00	1,669.26	33.23
10-4123.0755 RISK MANAGMENT IMPACT	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL OPERATING	14,200	8,031.08	8,835.63	2,609.44	286.98	5,077.39	64.24
<u>MISCELLANEOUS</u>							
10-4123.1001 MISCELLANEOUS	<u>500</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>500.00</u>	<u>0.00</u>
TOTAL MISCELLANEOUS	500	0.00	0.00	0.00	0.00	500.00	0.00
TOTAL EXPENDITURES	<u>346,794</u>	<u>32,533.16</u>	<u>99,584.61</u>	<u>120,541.93</u>	<u>286.98</u>	<u>246,922.41</u>	<u>28.80</u>
REVENUE OVER/(UNDER) EXPENDITURES	( 346,794)	( 32,533.16)	( 99,584.61)	( 120,541.93)	( 286.98)	( 246,922.41)	28.80

10 -GENERAL FUND  
COMMUNITY DEVELOPMENT

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>EXPENDITURES</u>							
<u>EXP CATG 00 NOT USED</u>							
10-4125.0002 ADVERTISING	<u>5,000</u>	<u>163.50</u>	<u>901.15</u>	<u>0.00</u>	<u>0.00</u>	<u>4,098.85</u>	<u>18.02</u>
TOTAL EXP CATG 00 NOT USED	5,000	163.50	901.15	0.00	0.00	4,098.85	18.02
<u>PERSONNEL</u>							
10-4125.0101 SALARIES & WAGES	461,582	26,160.09	157,034.39	139,838.72	0.00	304,547.61	34.02
10-4125.0102 SOCIAL SECURITY/MEDICARE	35,426	1,933.74	11,374.17	10,387.94	0.00	24,051.83	32.11
10-4125.0103 REGULAR STATE RETIREMENT	85,168	4,864.30	31,503.19	27,998.99	0.00	53,664.81	36.99
10-4125.0104 OVERTIME-COMMUNITY DEVEL	1,500	8.40	25.19	455.46	0.00	1,474.81	1.68
10-4125.0105 HEALTH INSURANCE	94,697	18,159.50	30,451.50	26,161.38	0.00	64,245.50	32.16
10-4125.0108 PHYSICAL EXAMS	400	50.00	50.00	0.00	0.00	350.00	12.50
10-4125.0110 EMERGENCY PAY	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4125.0111 DEFERRED COMP EMPLR MATCH	4,368	0.00	0.00	0.00	0.00	4,368.00	0.00
10-4125.0112 ARPA PREMIUM PAY	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL PERSONNEL	683,141	51,176.03	230,438.44	204,842.49	0.00	452,702.56	33.73
<u>CONTRACTUAL SERVICES</u>							
10-4125.0204 PROFESSIONAL SERVICES	<u>360,000</u>	<u>95,312.50</u>	<u>152,019.37</u>	<u>452.81</u>	<u>0.00</u>	<u>207,980.63</u>	<u>42.23</u>
TOTAL CONTRACTUAL SERVICES	360,000	95,312.50	152,019.37	452.81	0.00	207,980.63	42.23
<u>TRAVEL/EDUCATION</u>							
10-4125.0401 PROFESSIONAL DEVELOPMENT	<u>15,200</u>	<u>1,154.00</u>	<u>2,362.31</u>	<u>5,953.06</u>	<u>0.00</u>	<u>12,837.69</u>	<u>15.54</u>
TOTAL TRAVEL/EDUCATION	15,200	1,154.00	2,362.31	5,953.06	0.00	12,837.69	15.54
<u>MAINTENANCE</u>							
10-4125.0602 EQUIPMENT MAINTENANCE	<u>5,100</u>	<u>0.00</u>	<u>64.61</u>	<u>70.72</u>	<u>0.00</u>	<u>5,035.39</u>	<u>1.27</u>
TOTAL MAINTENANCE	5,100	0.00	64.61	70.72	0.00	5,035.39	1.27
<u>OPERATING</u>							
10-4125.0701 DUES/SUBSCRIPTIONS	3,050	0.00	660.00	3,884.61	0.00	2,390.00	21.64
10-4125.0705 CAPITAL OUTLAY	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4125.0708 SUPPLIES	7,200	319.13	471.88	835.32	0.00	6,728.12	6.55
10-4125.0709 TELEPHONE	6,600	239.58	2,175.91	1,555.66	0.00	4,424.09	32.97
10-4125.0713 VEHICLE	4,200	275.01	2,190.82	607.68	0.00	2,009.18	52.16
10-4125.0715 UNIFORM	1,800	0.00	0.00	0.00	0.00	1,800.00	0.00
10-4125.0719 FUEL	9,000	89.74	1,417.69	4,073.90	0.00	7,582.31	15.75
10-4125.0755 RISK MANAGMENT DEDUCTIBLE	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL OPERATING	31,850	923.46	6,916.30	10,957.17	0.00	24,933.70	21.72
<u>MISCELLANEOUS</u>							
10-4125.1001 MISCELLANEOUS	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00	0.00

Item 5.

10 -GENERAL FUND  
COMMUNITY DEVELOPMENT

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<hr/>							
MAIN STREET							
10-4125.2001 PROFESSIONAL DEV - MAIN ST	<u>10,000</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>10,000.00</u>	<u>0.00</u>
TOTAL MAIN STREET	10,000	0.00	0.00	0.00	0.00	10,000.00	0.00
<hr/>							
TOTAL EXPENDITURES	<u>1,110,291</u>	<u>148,729.49</u>	<u>392,702.18</u>	<u>222,276.25</u>	<u>0.00</u>	<u>717,588.82</u>	<u>35.37</u>
<hr/>							
REVENUE OVER/(UNDER) EXPENDITURES	( 1,110,291)	( 148,729.49)	( 392,702.18)	( 222,276.25)	0.00	( 717,588.82)	35.37

10 -GENERAL FUND  
POLICE DEPARTMENT

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>EXPENDITURES</u>							
<u>PERSONNEL</u>							
10-4310.0101 SALARIES & WAGES	2,500,318	176,504.64	957,432.79	798,269.19	0.00	1,542,885.21	38.29
10-4310.0102 SOCIAL SECURITY/MEDICARE	201,342	14,285.50	77,904.91	63,261.97	0.00	123,437.09	38.69
10-4310.0103 LAW ENFORCEMENT RETIREMENT	554,341	39,558.19	238,040.84	192,776.38	0.00	316,300.16	42.94
10-4310.0104 OVERTIME WAGES - POLICE	80,000	10,771.81	57,004.09	31,543.84	0.00	22,995.91	71.26
10-4310.0105 HEALTH INSURANCE	493,173	92,243.12	154,799.36	141,765.28	0.00	338,373.64	31.39
10-4310.0106 PD BCSD WAGES	45,000	5,827.50	43,222.50	20,002.50	0.00	1,777.50	96.05
10-4310.0108 PHYSICAL EXAMS	6,000	1,156.57	2,959.57	1,427.00	0.00	3,040.43	49.33
10-4310.0110 EMERGENCY PAY	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4310.0111 DEFERRED COMP EMPLR MATCH	15,000	1,452.19	8,827.29	4,765.50	0.00	6,172.71	58.85
10-4310.0112 ARPA PREMIUM PAY	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL PERSONNEL	3,895,174	341,799.52	1,540,191.35	1,253,811.66	0.00	2,354,982.65	39.54
<u>CONTRACTUAL SERVICES</u>							
10-4310.0201 LEGAL EXPENSE	<u>49,200</u>	<u>4,100.00</u>	<u>19,400.00</u>	<u>15,000.00</u>	<u>0.00</u>	<u>29,800.00</u>	<u>39.43</u>
TOTAL CONTRACTUAL SERVICES	49,200	4,100.00	19,400.00	15,000.00	0.00	29,800.00	39.43
<u>TRAVEL/EDUCATION</u>							
10-4310.0401 PROFESSIONAL DEVELOPMENT	<u>41,000</u>	<u>2,375.19</u>	<u>11,132.68</u>	<u>14,268.63</u>	<u>0.00</u>	<u>29,867.32</u>	<u>27.15</u>
TOTAL TRAVEL/EDUCATION	41,000	2,375.19	11,132.68	14,268.63	0.00	29,867.32	27.15
<u>UTILITIES</u>							
10-4310.0501 UTILITIES	<u>13,000</u>	<u>993.80</u>	<u>6,389.54</u>	<u>4,657.17</u>	<u>0.00</u>	<u>6,610.46</u>	<u>49.15</u>
TOTAL UTILITIES	13,000	993.80	6,389.54	4,657.17	0.00	6,610.46	49.15
<u>MAINTENANCE</u>							
10-4310.0602 EQUIPMENT/MAINTENANCE	501,982	198,787.51	268,289.79	4,897.62	76,202.62	157,489.59	68.63
10-4310.0603 BODY WORN CAMERA EXPENSE	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL MAINTENANCE	501,982	198,787.51	268,289.79	4,897.62	76,202.62	157,489.59	68.63
<u>OPERATING</u>							
10-4310.0701 DUES/SUBSCRIPTIONS	4,500	1,361.75	1,838.75	3,995.90	0.00	2,661.25	40.86
10-4310.0704 PRINTING	4,000	218.00	2,182.81	2,430.34	0.00	1,817.19	54.57
10-4310.0705 CAPITAL OUTLAY	974,646	0.00	19,978.61	9,858.51	137,609.46	817,057.93	16.17
10-4310.0708 SUPPLIES	12,000	695.25	13,989.71	6,836.78 (	1.29)	8,711.58	27.40
10-4310.0709 TELEPHONE	60,000	2,455.66	19,409.15	20,960.38	0.00	40,590.85	32.35
10-4310.0713 VEHICLE	80,000	21,168.03	71,580.89	39,954.20	0.00	8,419.11	89.48
10-4310.0715 UNIFORM	55,000	4,383.15	10,975.56	30,148.39	1,263.32	42,761.12	22.25
10-4310.0716 POLICE SUPPLIES	66,000	531.99	13,765.40	8,452.29	6,032.69	46,201.91	30.00
10-4310.0718 DJJ	0	325.00	325.00	1,700.00	0.00 (	325.00)	0.00
10-4310.0719 FUEL	120,000	708.21	19,062.98	42,213.81	0.00	100,937.02	15.89
10-4310.0720 CRIME SCENE SUPPLIES	10,000	59.59	856.78	1,494.12	0.00	9,143.22	8.57
10-4310.0725 SUMMER CAMP	7,500	0.00	0.00	0.00	2,098.95	5,401.05	27.99
10-4310.0728 COMMUNITY OUTREACH	5,000	180.04	1,016.60	1,100.27	0.00	3,983.40	20.33
10-4310.0750 INSURANCE CLAIMS	5,000	0.00	0.00	7,790.64	0.00	5,000.00	0.00
10-4310.0755 RISK MANAGMENT IMPACT	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>10,000.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL OPERATING	1,403,646	32,086.67	164,282.24	186,935.63	147,003.13	1,092,360.63	22.18

CITY OF MONCKS CORNER  
REVENUE AND EXPENSE - BUDGET vs ACTUAL  
AS OF: FEBRUARY 28TH, 2025

Item 5.

10 -GENERAL FUND  
POLICE DEPARTMENT

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<hr/>							
<u>MISCELLANEOUS</u>							
10-4310.1001 MISCELLANEOUS	<u>0</u>	<u>1,177.12</u>	<u>4,205.30</u>	<u>120.00</u>	<u>0.00</u>	( <u>4,205.30</u> )	<u>0.00</u>
TOTAL MISCELLANEOUS	0	1,177.12	4,205.30	120.00	0.00	( 4,205.30)	0.00
 <u>DONATIONS</u>							
10-4310.1100 DISCRETIONARY	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL DONATIONS	0	0.00	0.00	0.00	0.00	0.00	0.00
<hr/>							
TOTAL EXPENDITURES	<u>5,904,002</u>	<u>581,319.81</u>	<u>2,013,890.90</u>	<u>1,479,690.71</u>	<u>223,205.75</u>	<u>3,666,905.35</u>	<u>37.89</u>
<hr/>							
REVENUE OVER/ (UNDER) EXPENDITURES	( 5,904,002)	( 581,319.81)	( 2,013,890.90)	( 1,479,690.71)	( 223,205.75)	( 3,666,905.35)	37.89



10 -GENERAL FUND  
SCHOOL RESOURCE DEPT

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>EXPENDITURES</u>							
<u>PERSONNEL</u>							
10-4315.0101 SALARIES & WAGES	468,277	33,466.57	173,218.86	173,138.90	0.00	295,058.14	36.99
10-4315.0102 SOCIAL SECURITY/MEDICARE	35,976	2,626.29	14,263.84	13,658.37	0.00	21,712.16	39.65
10-4315.0103 LAW ENFORCEMENT RETIREMENT	98,995	7,660.26	44,538.43	41,540.50	0.00	54,456.57	44.99
10-4315.0104 OVERTIME WAGES	2,000	663.59	5,618.03	9,040.62	0.00 (	3,618.03)	280.90
10-4315.0105 HEALTH INSURANCE	82,098	20,805.44	32,041.02	27,564.70	0.00	50,056.98	39.03
10-4315.0107 WORKMEN'S COMPENSATION	3,203	0.00	0.00	0.00	0.00	3,203.00	0.00
10-4315.0108 PHYSICAL EXAMS	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4315.0110 EMERGENCY PAY	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4315.0111 DEFERRED COMP EMPLOY MATCH	1,000	343.00	1,901.28	500.00	0.00 (	901.28)	190.13
10-4315.0112 ARPA PREMIUM PAY	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL PERSONNEL	691,549	65,565.15	271,581.46	265,443.09	0.00	419,967.54	39.27
<u>TRAVEL/EDUCATION</u>							
10-4315.0401 PROFESSIONAL DEVELOPMENT	<u>6,000</u>	<u>998.00</u>	<u>998.00</u>	<u>1,290.00</u>	<u>0.00</u>	<u>5,002.00</u>	<u>16.63</u>
TOTAL TRAVEL/EDUCATION	6,000	998.00	998.00	1,290.00	0.00	5,002.00	16.63
<u>MAINTENANCE</u>							
10-4315.0602 EQUIPMENT AND MAINTENANCE	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00	0.00
<u>OPERATING</u>							
10-4315.0705 CAPITAL OUTLAY	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4315.0713 VEHICLE	20,000	0.00	1,051.75	7,177.25	0.00	18,948.25	5.26
10-4315.0715 UNIFORM	3,500	0.00	318.43	373.28	0.00	3,181.57	9.10
10-4315.0719 FUEL	20,000	45.47	2,232.17	6,331.91	0.00	17,767.83	11.16
10-4315.0755 RISK MANAGEMENT IMPACT	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL OPERATING	43,500	45.47	3,602.35	13,882.44	0.00	39,897.65	8.28
TOTAL EXPENDITURES	<u>741,049</u>	<u>66,608.62</u>	<u>276,181.81</u>	<u>280,615.53</u>	<u>0.00</u>	<u>464,867.19</u>	<u>37.27</u>
REVENUE OVER/(UNDER) EXPENDITURES	( 741,049)	( 66,608.62)	( 276,181.81)	( 280,615.53)	0.00 (	464,867.19)	37.27

10 -GENERAL FUND  
HWY SAFETY TRAFFIC GRANT

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>EXPENDITURES</u>							
<u>PERSONNEL</u>							
10-4317.0101 SALARIES & WAGES	135,414	2,909.02	26,088.91	24,641.83	0.00	109,325.09	19.27
10-4317.0102 SOCIAL SECURITY / MEDICARE	10,248	235.81	1,955.93	1,957.57	0.00	8,292.07	19.09
10-4317.0103 LAW ENFORCEMENT RETIREMENT	28,198	1,301.49	6,204.01	5,859.07	0.00	21,993.99	22.00
10-4317.0104 OVERTIME WAGES	0	301.74	631.67	2,100.52	0.00	631.67	0.00
10-4317.0105 HEALTH INSURANCE	42,507	4,775.02	7,721.06	4,094.70	0.00	34,785.94	18.16
10-4317.0107 WORKERS COMPENSATION	6,638	0.00	0.00	0.00	0.00	6,638.00	0.00
10-4317.0110 EMERGENCY PAY	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4317.0111 DEFERRED COMP EMPLR MATCH	3,166	0.00	0.00	0.00	0.00	3,166.00	0.00
10-4317.0112 ARPA PREMIUM PAY	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL PERSONNEL	226,171	9,523.08	42,601.58	38,653.69	0.00	183,569.42	18.84
<u>TRAVEL/EDUCATION</u>							
10-4317.0401 TRAVEL	<u>22,200</u>	<u>0.00</u>	<u>622.82</u>	<u>1,336.40</u>	<u>0.00</u>	<u>21,577.18</u>	<u>2.81</u>
TOTAL TRAVEL/EDUCATION	22,200	0.00	622.82	1,336.40	0.00	21,577.18	2.81
<u>OPERATING</u>							
10-4317.0701 OTHER	7,190	0.00	0.00	0.00	0.00	7,190.00	0.00
10-4317.0705 EQUIPMENT / CAPITAL	0	0.00	0.00	2,635.08	0.00	0.00	0.00
10-4317.0708 SUPPLIES	0	0.00	1,366.22	741.54	0.00	1,366.22	0.00
10-4317.0755 RISK MANAGMENT IMPACT	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL OPERATING	7,190	0.00	1,366.22	3,376.62	0.00	5,823.78	19.00
TOTAL EXPENDITURES	<u>255,561</u>	<u>9,523.08</u>	<u>44,590.62</u>	<u>43,366.71</u>	<u>0.00</u>	<u>210,970.38</u>	<u>17.45</u>
REVENUE OVER/ (UNDER) EXPENDITURES	( 255,561)	( 9,523.08)	( 44,590.62)	( 43,366.71)	0.00	( 210,970.38)	17.45

10 -GENERAL FUND  
FIRE DEPARTMENT

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>EXPENDITURES</u>							
<u>PERSONNEL</u>							
10-4340.0101 SALARIES & WAGES	1,679,717	120,798.51	635,831.91	512,354.04	0.00	1,043,885.09	37.85
10-4340.0102 SOCIAL SECURITY/MEDICARE	136,340	9,050.82	48,606.93	41,307.73	0.00	87,733.07	35.65
10-4340.0103 LAW ENFORCEMENT RETIREMENT	374,847	26,002.13	153,996.65	127,533.15	0.00	220,850.35	41.08
10-4340.0104 OVERTIME WAGES- FIRE DEPT	102,500	2,153.12	23,851.57	47,279.82	0.00	78,648.43	23.27
10-4340.0105 HEALTH INSURANCE	358,165	76,687.96	121,872.62	110,270.24	0.00	236,292.38	34.03
10-4340.0108 PHYSICAL/ VACCINE EXPENSE	16,736	470.00	4,445.00	2,574.00	0.00	12,291.00	26.56
10-4340.0110 EMERGENCY PAY	0	47.88	47.88	0.00	0.00	47.88	0.00
10-4340.0111 DEFERRED COMP EMPLR MATCH	23,265	1,054.28	5,707.93	5,253.84	0.00	17,557.07	24.53
10-4340.0112 PREMIUM PAY	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL PERSONNEL	2,691,570	236,264.70	994,360.49	846,572.82	0.00	1,697,209.51	36.94
<u>TRAVEL/EDUCATION</u>							
10-4340.0401 PROFESSIONAL DEVELOPMENT	<u>17,150</u>	<u>7,382.68</u>	<u>14,186.86</u>	<u>6,990.22</u>	<u>394.08</u>	<u>2,569.06</u>	<u>85.02</u>
TOTAL TRAVEL/EDUCATION	17,150	7,382.68	14,186.86	6,990.22	394.08	2,569.06	85.02
<u>UTILITIES</u>							
10-4340.0501 UTILITIES	<u>21,800</u>	<u>2,421.39</u>	<u>8,475.89</u>	<u>8,599.49</u>	<u>0.00</u>	<u>13,324.11</u>	<u>38.88</u>
TOTAL UTILITIES	21,800	2,421.39	8,475.89	8,599.49	0.00	13,324.11	38.88
<u>MAINTENANCE</u>							
10-4340.0601 BUILDING MAINTENANCE	6,000	1,002.45	5,992.31	891.07	658.75	651.06	110.85
10-4340.0602 EQUIPMENT/MAINTENANCE	<u>134,457</u>	<u>(555.58)</u>	<u>40,972.56</u>	<u>30,402.66</u>	<u>209.05</u>	<u>93,275.39</u>	<u>30.63</u>
TOTAL MAINTENANCE	140,457	446.87	46,964.87	31,293.73	867.80	92,624.33	34.06
<u>OPERATING</u>							
10-4340.0701 DUES/SUBSCRIPTIONS	1,395	0.00	1,252.74	687.75	0.00	142.26	89.80
10-4340.0705 CAPITAL OUTLAY	0	0.00	1,875.00	4,299.57	800.00	2,675.00	0.00
10-4340.0707 LEASED EQUIPMENT	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4340.0708 OFFICE SUPPLIES	2,000	105.69	2,286.78	1,269.64	0.00	286.78	114.34
10-4340.0709 TELEPHONE	13,000	799.41	5,577.14	6,125.99	0.00	7,422.86	42.90
10-4340.0713 VEHICLE	40,000	238.61	48,527.66	7,750.79	39.28	8,566.94	121.42
10-4340.0715 UNIFORM	19,525	340.74	3,722.82	6,800.76	1,476.45	14,325.73	26.63
10-4340.0719 FUEL	30,000	0.00	3,634.31	11,436.46	0.00	26,365.69	12.11
10-4340.0720 MEDICAL SUPPLIES	15,000	488.14	5,966.05	1,521.05	175.85	8,858.10	40.95
10-4340.0721 FIRE HOUSE SUPPLIES	6,000	49.46	2,383.42	3,368.13	0.00	3,616.58	39.72
10-4340.0722 HAZMAT SUPPLIES	1,000	0.00	626.75	0.00	0.00	373.25	62.68
10-4340.0723 EMERGENCY PREP. SUPPLIES	1,000	0.00	0.00	0.00	0.00	1,000.00	0.00
10-4340.0725 FEMA GRANT FIRE DEPT	22,751	0.00	0.00	0.00	0.00	22,751.00	0.00
10-4340.0726 FEMA GRANT MATCH - SAFER G	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4340.0750 INSURANCE CLAIMS	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4340.0755 RISK MANAGEMENT IMPACT	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4340.0760 CONTRACTUAL AGREEMENTS	<u>203,000</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>203,000.00</u>	<u>0.00</u>
TOTAL OPERATING	354,671	2,022.05	75,852.67	43,260.14	2,491.58	276,326.75	22.09

10 -GENERAL FUND  
FIRE DEPARTMENT

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>GRANT EXPENDITURES</u>							
10-4340.0808 FEMA GRANT EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4340.0815 FEMA GRANT MATCH	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4340.0820 FIREHOUSE SUBS GRANT EXPEN	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL GRANT EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00	0.00
<u>MISCELLANEOUS</u>							
10-4340.1001 MISCELLANEOUS	1,000	0.00	339.00	12.53	0.00	661.00	33.90
10-4340.1005 FIRE DONATION EXPENSE	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL MISCELLANEOUS	1,000	0.00	339.00	12.53	0.00	661.00	33.90
<u>DONATIONS</u>							
10-4340.1100 DISCRETIONARY	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL DONATIONS	0	0.00	0.00	0.00	0.00	0.00	0.00
<u>EVENTS &amp; MARKETING</u>							
10-4340.2202 PUBLIC EDUCATION/FIRE PREV	<u>12,700</u>	<u>604.00</u>	<u>3,520.71</u>	<u>199.12</u>	<u>0.00</u>	<u>9,179.29</u>	<u>27.72</u>
TOTAL EVENTS & MARKETING	12,700	604.00	3,520.71	199.12	0.00	9,179.29	27.72
TOTAL EXPENDITURES	<u>3,239,348</u>	<u>249,141.69</u>	<u>1,143,700.49</u>	<u>936,928.05</u>	<u>3,753.46</u>	<u>2,091,894.05</u>	<u>35.42</u>
REVENUE OVER/ (UNDER) EXPENDITURES	( 3,239,348)	( 249,141.69)	( 1,143,700.49)	( 936,928.05)	( 3,753.46)	( 2,091,894.05)	35.42

Item 5.

10 -GENERAL FUND  
FEMA FIRE SAFER GRANT

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>EXPENDITURES</u>							
<u>PERSONNEL</u>							
10-4341.0101 SALARIES & WAGES	0	0.00	0.00	65,503.11	0.00	0.00	0.00
10-4341.0102 SOCIAL SECURITY / MEDICARE	0	0.00	0.00	4,935.71	0.00	0.00	0.00
10-4341.0103 LAW ENFORCEMENT RETIREMENT	0	0.00	0.00	15,887.67	0.00	0.00	0.00
10-4341.0104 OVERTIME	0	0.00	0.00	4,052.74	0.00	0.00	0.00
10-4341.0105 HEALTH INSURANCE	0	0.00	0.00	18,270.82	0.00	0.00	0.00
10-4341.0108 PHYSICAL EXAMS / VACCINES	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4341.0110 EMERGENCY PAY	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4341.0111 DEFERRED COMP EMPLR MATCH	0	0.00	0.00	208.06	0.00	0.00	0.00
10-4341.0112 ARPA PREMIUM PAY	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL PERSONNEL	0	0.00	0.00	108,858.11	0.00	0.00	0.00
TOTAL EXPENDITURES	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>108,858.11</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
REVENUE OVER/ (UNDER) EXPENDITURES	0	0.00	0.00 (	108,858.11)	0.00	0.00	0.00

10 -GENERAL FUND  
PUBLIC SERVICE DEPARTMENT

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>EXPENDITURES</u>							
<u>PERSONNEL</u>							
10-4450.0101 SALARIES & WAGES	650,199	39,786.22	228,367.82	169,512.61	0.00	421,831.18	35.12
10-4450.0102 SOCIAL SECURITY/MEDICARE	43,353	2,989.14	17,406.07	12,763.11	0.00	25,946.93	40.15
10-4450.0103 REGULAR STATE RETIREMENT	120,324	7,474.91	46,555.93	34,190.73	0.00	73,768.07	38.69
10-4450.0104 OVERTIME WAGES - PUBLIC SV	13,500	328.25	4,569.70	2,327.41	0.00	8,930.30	33.85
10-4450.0105 HEALTH INSURANCE	119,517	27,630.94	45,370.66	30,043.96	0.00	74,146.34	37.96
10-4450.0108 PHYSICAL EXAMS	1,000	280.00	585.00	0.00	0.00	415.00	58.50
10-4450.0110 EMERGENCY PAY	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4450.0111 DEFERRED COMP EMPLR MATCH	8,112	829.77	4,687.95	4,157.72	0.00	3,424.05	57.79
10-4450.0112 ARPA PREMIUM PAY	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL PERSONNEL	956,005	79,319.23	347,543.13	252,995.54	0.00	608,461.87	36.35
<u>TRAVEL/EDUCATION</u>							
10-4450.0401 PROFESSIONAL DEVELOPMENT	<u>1,500</u>	<u>1,235.30</u>	<u>5,009.10</u>	<u>6,119.60</u>	<u>0.00</u> (	<u>3,509.10)</u>	<u>333.94</u>
TOTAL TRAVEL/EDUCATION	1,500	1,235.30	5,009.10	6,119.60	0.00 (	3,509.10)	333.94
<u>MAINTENANCE</u>							
10-4450.0600 PARK MAINTENANCE	15,000	660.97	14,895.31	23,105.40	0.00	104.69	99.30
10-4450.0601 FACILITIES MAINTENANCE	49,000	8,756.59	44,948.42	34,664.86	15,260.01 (	11,208.43)	122.87
10-4450.0602 EQUIPMENT/MAINTENANCE	29,300	446.90	11,562.00	8,027.01	0.00	17,738.00	39.46
10-4450.0603 SMALL TOOLS/EQUIPMENT	6,235	0.00	1,788.27	3,553.33	0.00	4,446.73	28.68
10-4450.0630 STREET, SIGN & ROAD MAINT.	16,000	149.21	1,017.90	5,377.06	0.00	14,982.10	6.36
10-4450.0631 STREET LIGHTING	345,000	28,248.06	139,550.36	129,938.61	0.00	205,449.64	40.45
10-4450.0636 FIELD MAINTENANCE	<u>55,000</u>	<u>2,289.11</u>	<u>8,986.41</u>	<u>8,660.44</u>	<u>0.00</u>	<u>46,013.59</u>	<u>16.34</u>
TOTAL MAINTENANCE	515,535	40,550.84	222,748.67	213,326.71	15,260.01	277,526.32	46.17
<u>OPERATING</u>							
10-4450.0705 CAPITAL OUTLAY	140,000	0.00	81,255.36	0.00	58,063.16	681.48	99.51
10-4450.0707 LEASED EQUIPMENT	52,000	2,227.06	13,376.28	19,833.77	0.00	38,623.72	25.72
10-4450.0708 SUPPLIES	5,000	134.89	2,035.45	2,077.67	0.00	2,964.55	40.71
10-4450.0709 TELEPHONE	6,500	788.18	3,986.58	3,107.54	0.00	2,513.42	61.33
10-4450.0713 VEHICLE	10,000	0.00	3,513.75	3,641.37	0.00	6,486.25	35.14
10-4450.0715 UNIFORM	7,500	449.22	3,102.78	2,194.19	0.00	4,397.22	41.37
10-4450.0719 FUEL	12,500	0.00	2,430.03	5,410.33	0.00	10,069.97	19.44
10-4450.0732 LANDSCAPING SUPPLIES	30,000	7,078.94	12,935.54	5,808.48	0.00	17,064.46	43.12
10-4450.0733 MISCELLANEOUS REPAIRS	2,000	0.00	376.26	1,124.35	0.00	1,623.74	18.81
10-4450.0755 RISK MANAGMENT IMPACT	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4450.0760 CONTRACT LABOR	70,554	0.00	1,647.20	36,848.33	0.00	68,906.80	2.33
10-4450.0761 CONTRACT LABOR - HWY 52	80,000	4,337.50	20,169.50	19,700.00	0.00	59,830.50	25.21
10-4450.0762 CONTRACTUAL SERV- DRAINAGE	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL OPERATING	416,054	15,015.79	144,828.73	99,746.03	58,063.16	213,162.11	48.77

Item 5.

10 -GENERAL FUND  
PUBLIC SERVICE DEPARTMENT

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<hr/>							
MISCELLANEOUS							
10-4450.1001 MISCELLANEOUS	<u>3,000</u>	<u>0.00</u>	<u>7,134.68</u>	<u>798.93</u>	<u>0.00</u> (	<u>4,134.68)</u>	<u>237.82</u>
TOTAL MISCELLANEOUS	3,000	0.00	7,134.68	798.93	0.00 (	4,134.68)	237.82
<hr/>							
TOTAL EXPENDITURES	<u>1,892,094</u>	<u>136,121.16</u>	<u>727,264.31</u>	<u>572,986.81</u>	<u>73,323.17</u>	<u>1,091,506.52</u>	<u>42.31</u>
<hr/>							
REVENUE OVER/(UNDER) EXPENDITURES	( 1,892,094)	( 136,121.16)	( 727,264.31)	( 572,986.81)	( 73,323.17)	( 1,091,506.52)	42.31



10 -GENERAL FUND  
PUBLIC SERV-STORMWATER

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>EXPENDITURES</u>							
<u>PERSONNEL</u>							
10-4452.0101 SALARIES & WAGES	150,385	11,441.55	61,348.34	52,913.50	0.00	89,036.66	40.79
10-4452.0102 SOCIAL SECURITY / MEDICARE	11,887	858.76	4,623.56	3,970.92	0.00	7,263.44	38.90
10-4452.0103 REGULAR STATE RETIREMENT	28,505	2,123.54	12,137.14	10,547.95	0.00	16,367.86	42.58
10-4452.0104 OVERTIME	5,000	0.00	170.33	42.24	0.00	4,829.67	3.41
10-4452.0105 HEALTH INSURANCE	37,835	8,106.28	13,154.84	10,510.82	0.00	24,680.16	34.77
10-4452.0108 PHYSICAL EXAMS	300	0.00	0.00	0.00	0.00	300.00	0.00
10-4452.0110 EMERGENCY PAY	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4452.0111 DEFERRED COMP EMPLR MATCH	6,000	495.44	2,713.58	2,171.78	0.00	3,286.42	45.23
10-4452.0112 ARPA PREMIUM PAY	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL PERSONNEL	239,912	23,025.57	94,147.79	80,157.21	0.00	145,764.21	39.24
<u>TRAVEL/EDUCATION</u>							
10-4452.0401 PROFESSIONAL DEVELOPMENT	<u>750</u>	<u>0.00</u>	<u>163.41</u>	<u>0.00</u>	<u>0.00</u>	<u>586.59</u>	<u>21.79</u>
TOTAL TRAVEL/EDUCATION	750	0.00	163.41	0.00	0.00	586.59	21.79
<u>MAINTENANCE</u>							
10-4452.0602 EQUIPMENT & MAINTENANCE	10,000	3,192.04	4,889.42	6,408.42	0.00	5,110.58	48.89
10-4452.0603 SMALL TOOLS / EQUIPMENT	<u>2,735</u>	<u>0.00</u>	<u>186.22</u>	<u>729.64</u>	<u>0.00</u>	<u>2,548.78</u>	<u>6.81</u>
TOTAL MAINTENANCE	12,735	3,192.04	5,075.64	7,138.06	0.00	7,659.36	39.86
<u>OPERATING</u>							
10-4452.0705 CAPITAL	13,000	0.00	14,061.00	47,831.50	0.00	1,061.00)	108.16
10-4452.0708 SUPPLIES	0	0.00	0.00	83.73	0.00	0.00	0.00
10-4452.0709 TELEPHONE	1,000	15.00	231.52	418.30	0.00	768.48	23.15
10-4452.0713 VEHICLE	4,500	0.00	697.92	6,158.70	0.00	3,802.08	15.51
10-4452.0715 UNIFORM	3,000	415.92	1,407.98	895.01	0.00	1,592.02	46.93
10-4452.0719 FUEL	13,000	0.00	1,451.50	3,420.44	0.00	11,548.50	11.17
10-4452.0755 RISK MANAGEMENT IMPACT	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4452.0760 CONTRACT LABOR	<u>20,000</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>20,000.00</u>	<u>0.00</u>
TOTAL OPERATING	54,500	430.92	17,849.92	58,807.68	0.00	36,650.08	32.75
TOTAL EXPENDITURES	<u>307,897</u>	<u>26,648.53</u>	<u>117,236.76</u>	<u>146,102.95</u>	<u>0.00</u>	<u>190,660.24</u>	<u>38.08</u>
REVENUE OVER/ (UNDER) EXPENDITURES	( 307,897)	( 26,648.53)	( 117,236.76)	( 146,102.95)	0.00	( 190,660.24)	38.08

10 -GENERAL FUND  
PUBLIC SERV-SANITATION

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>EXPENDITURES</u>							
<u>PERSONNEL</u>							
10-4454.0101 SALARIES & WAGES	521,746	27,733.67	138,987.36	115,388.50	0.00	382,758.64	26.64
10-4454.0102 SOCIAL SECURITY / MEDICARE	40,296	2,042.07	10,297.44	8,620.24	0.00	29,998.56	25.55
10-4454.0103 REGULAR STATE RETIREMENT	96,428	5,154.83	28,694.15	23,078.76	0.00	67,733.85	29.76
10-4454.0104 OVERTIME	5,000	0.00	0.00	0.00	0.00	5,000.00	0.00
10-4454.0105 HEALTH INSURANCE	111,368	12,802.86	19,278.98	20,949.18	0.00	92,089.02	17.31
10-4454.0108 PHYSICAL EXAMS	2,500	0.00	230.00	380.00	0.00	2,270.00	9.20
10-4454.0110 EMERGENCY PAY	3,978	0.00	0.00	0.00	0.00	3,978.00	0.00
10-4454.0111 DEFERRED COMP EMPLR MATCH	0	262.06	1,441.33	1,309.90	0.00	1,441.33	0.00
10-4454.0112 ARPA PREMIUM PAY	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL PERSONNEL	781,316	47,995.49	198,929.26	169,726.58	0.00	582,386.74	25.46
<u>TRAVEL/EDUCATION</u>							
10-4454.0401 PROFESSIONAL DEVELOPMENT	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL TRAVEL/EDUCATION	0	0.00	0.00	0.00	0.00	0.00	0.00
<u>MAINTENANCE</u>							
10-4454.0602 EQUIPMENT & MAINTENANCE	90,000	464.67	44,384.19	92,740.88	0.00	45,615.81	49.32
10-4454.0603 SMALL TOOLS / EQUIPMENT	<u>4,600</u>	<u>0.00</u>	<u>1,502.89</u>	<u>349.65</u>	<u>0.00</u>	<u>3,097.11</u>	<u>32.67</u>
TOTAL MAINTENANCE	94,600	464.67	45,887.08	93,090.53	0.00	48,712.92	48.51
<u>OPERATING</u>							
10-4454.0702 ADVERTISING	1,000	0.00	0.00	0.00	0.00	1,000.00	0.00
10-4454.0705 CAPITAL OUTLAY	0	0.00	0.00	203,176.44	0.00	0.00	0.00
10-4454.0708 SUPPLIES	0	0.00	59.94	0.00	0.00	59.94	0.00
10-4454.0709 TELEPHONE	600	40.00	235.00	200.00	0.00	365.00	39.17
10-4454.0713 VEHICLE	40,600	21,022.06	31,492.90	16,026.44	0.00	9,107.10	77.57
10-4454.0715 UNIFORM	10,000	752.03	3,671.35	2,724.22	0.00	6,328.65	36.71
10-4454.0719 FUEL	40,000	0.00	5,582.78	15,606.23	0.00	34,417.22	13.96
10-4454.0750 INSURANCE CLAIMS	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4454.0755 RISK MANAGEMENT IMPACT	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4454.0760 CONTRACT LABOR- SANITATION	<u>0</u>	<u>6,368.40</u>	<u>46,971.30</u>	<u>41,805.01</u>	<u>0.00</u>	<u>46,971.30</u>	<u>0.00</u>
TOTAL OPERATING	92,200	28,182.49	88,013.27	279,538.34	0.00	4,186.73	95.46
<u>MISCELLANEOUS</u>							
10-4454.1001 MISCELLANEOUS	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	<u>968,116</u>	<u>76,642.65</u>	<u>332,829.61</u>	<u>542,355.45</u>	<u>0.00</u>	<u>635,286.39</u>	<u>34.38</u>
REVENUE OVER/(UNDER) EXPENDITURES	( 968,116)	( 76,642.65)	( 332,829.61)	( 542,355.45)	0.00	( 635,286.39)	34.38

10 -GENERAL FUND  
RECREATION DEPARTMENT

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>EXPENDITURES</u>							
<u>PERSONNEL</u>							
10-4500.0101 SALARIES & WAGES	520,596	29,066.49	166,109.83	159,023.13	0.00	354,486.17	31.91
10-4500.0102 SOCIAL SECURITY/MEDICARE	35,042	2,178.46	12,669.06	12,094.39	0.00	22,372.94	36.15
10-4500.0103 REGULAR STATE RETIREMENT	69,697	5,394.72	33,844.17	31,548.99	0.00	35,852.83	48.56
10-4500.0104 OVERTIME	8,000	0.00	2,597.72	57.15	0.00	5,402.28	32.47
10-4500.0105 HEALTH INSURANCE	100,660	20,087.10	31,996.58	29,312.24	0.00	68,663.42	31.79
10-4500.0108 PHYSICAL EXAMS	500	0.00	50.00	0.00	0.00	450.00	10.00
10-4500.0110 EMERGENCY PAY	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4500.0111 DEFERRED COMP EMPLR MATCH	7,930	280.00	1,540.00	2,863.30	0.00	6,390.00	19.42
10-4500.0112 ARPA PREMIUM PAY	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL PERSONNEL	742,425	57,006.77	248,807.36	234,899.20	0.00	493,617.64	33.51
<u>CONTRACTUAL SERVICES</u>							
10-4500.0204 PROFESSIONAL SERVICES	<u>2,000</u>	<u>0.00</u>	<u>1,498.95</u>	<u>1,847.95</u>	<u>0.00</u>	<u>501.05</u>	<u>74.95</u>
TOTAL CONTRACTUAL SERVICES	2,000	0.00	1,498.95	1,847.95	0.00	501.05	74.95
<u>TRAVEL/EDUCATION</u>							
10-4500.0401 PROFESSIONAL DEVELOPMENT	<u>5,000</u>	<u>0.00</u>	<u>0.00</u>	<u>1,680.10</u>	<u>0.00</u>	<u>5,000.00</u>	<u>0.00</u>
TOTAL TRAVEL/EDUCATION	5,000	0.00	0.00	1,680.10	0.00	5,000.00	0.00
<u>UTILITIES</u>							
10-4500.0501 UTILITIES	<u>143,000</u>	<u>9,464.06</u>	<u>54,174.50</u>	<u>53,411.95</u>	<u>0.00</u>	<u>88,825.50</u>	<u>37.88</u>
TOTAL UTILITIES	143,000	9,464.06	54,174.50	53,411.95	0.00	88,825.50	37.88
<u>MAINTENANCE</u>							
10-4500.0601 BUILDING MAINTENANCE	7,470	85.00	1,791.89	2,656.15	0.00	5,678.11	23.99
10-4500.0602 EQUIPMENT/MAINTENANCE	8,200	(120.00)	1,005.85	1,359.15	0.00	7,194.15	12.27
10-4500.0630 FACILITIES RENTAL	1,100	0.00	0.00	0.00	0.00	1,100.00	0.00
10-4500.0636 FIELD MAINTENANCE	<u>35,000</u>	<u>4,650.18</u>	<u>10,496.19</u>	<u>11,953.44</u>	<u>32.05</u>	<u>24,471.76</u>	<u>30.08</u>
TOTAL MAINTENANCE	51,770	4,615.18	13,293.93	15,968.74	32.05	38,444.02	25.74
<u>OPERATING</u>							
10-4500.0701 DUES/SUBSCRIPTIONS	1,000	119.40	164.40	669.00	95.00	740.60	25.94
10-4500.0702 ADVERTISING	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4500.0705 CAPITAL OUTLAY	0	0.00	0.00	34,074.50	0.00	0.00	0.00
10-4500.0707 SPECIAL PERMITTING FEES	1,500	0.00	0.00	0.00	0.00	1,500.00	0.00
10-4500.0708 SUPPLIES	6,500	30.63	1,086.57	983.29	211.42	5,202.01	19.97
10-4500.0709 TELEPHONE	13,717	1,123.00	6,772.19	6,894.00	0.00	6,944.81	49.37
10-4500.0710 CLASS / CAMP SUPPLIES	10,000	147.52	147.52	0.00	0.00	9,852.48	1.48
10-4500.0713 VEHICLE	7,500	482.95	811.92	2,424.69	0.00	6,688.08	10.83
10-4500.0715 UNIFORM	2,500	0.00	678.93	879.83	0.00	1,821.07	27.16
10-4500.0719 FUEL	10,000	0.00	908.47	2,670.79	0.00	9,091.53	9.08
10-4500.0735 ATHLETIC AWARDS	6,300	523.23	7,052.66	3,708.58	0.00	(752.66)	111.95
10-4500.0736 ATHLETIC UNIFORMS	78,000	288.40	5,756.96	26,460.40	0.00	72,243.04	7.38
10-4500.0737 ATHLETIC EQUIPMENT	15,000	568.97	7,679.44	4,829.40	0.00	7,320.56	51.20
10-4500.0738 CONCESSIONS	70,000	0.00	23,439.96	19,337.84	1.76	46,558.28	33.49

10 -GENERAL FUND  
RECREATION DEPARTMENT

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
10-4500.0739 OFFICIALS	65,000	13,805.00	45,276.40	16,556.80	0.00	19,723.60	69.66
10-4500.0741 DEACTIVATE- SPECIAL EVENTS	0	0.00	68.66	207.56	0.00 (	68.66)	0.00
10-4500.0742 TOURNAMENTS	30,000	0.00	676.00	1,317.13	0.00	29,324.00	2.25
10-4500.0746 CAMP PROGRAMS	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4500.0747 FRANCHISE FEES	1,200	100.00	100.00	770.00	0.00	1,100.00	8.33
10-4500.0751 SPONSOR SIGNS	3,500	0.00	42.80	909.06	0.00	3,457.20	1.22
10-4500.0752 SPONSORSHIP MISC	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4500.0755 RISK MANAGEMENT IMPACT	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4500.0760 INSTRUCTOR FEES	8,000	1,639.00	4,087.00	2,280.00	0.00	3,913.00	51.09
10-4500.0761 CONTRACT LABOR	<u>50,000</u>	<u>4,124.44</u>	<u>24,157.26</u>	<u>22,210.89</u>	<u>0.00</u>	<u>25,842.74</u>	<u>48.31</u>
TOTAL OPERATING	379,717	22,952.54	128,907.14	147,183.76	308.18	250,501.68	34.03
<u>MISCELLANEOUS</u>							
10-4500.1001 MISCELLANEOUS	10,000	0.00	499.60	6,394.52	0.00	9,500.40	5.00
10-4500.1003 SALES TAX	10,800	9.45	4,865.45	4,698.73	0.00	5,934.55	45.05
10-4500.1005 DONATIONS EXPENSE	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4500.1006 MIRACLE LEAGUE EXPENSE	<u>15,000</u>	<u>136.19</u>	<u>310.91</u>	<u>111,047.83</u>	<u>0.00</u>	<u>14,689.09</u>	<u>2.07</u>
TOTAL MISCELLANEOUS	35,800	145.64	5,675.96	122,141.08	0.00	30,124.04	15.85
<u>EVENTS &amp; MARKETING</u>							
10-4500.2201 PROFESSIONAL DEVELOPMENT	2,000	0.00	0.00	0.00	0.00	2,000.00	0.00
10-4500.2202 ADVERTISING & PROMOTION	8,000	0.00	5,395.50	119.40	0.00	2,604.50	67.44
10-4500.2208 SUPPLIES	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4500.2210 SPECIAL EVENTS	82,000	3,946.30	49,791.94	40,271.56	95.44	32,112.62	60.84
10-4500.2211 RETAIL SUPPLIES "SWAG"	<u>15,000</u>	<u>0.00</u>	<u>0.00</u>	<u>8,264.98</u>	<u>0.00</u>	<u>15,000.00</u>	<u>0.00</u>
TOTAL EVENTS & MARKETING	107,000	3,946.30	55,187.44	48,655.94	95.44	51,717.12	51.67
TOTAL EXPENDITURES	<u>1,466,712</u>	<u>98,130.49</u>	<u>507,545.28</u>	<u>625,788.72</u>	<u>435.67</u>	<u>958,731.05</u>	<u>34.63</u>
REVENUE OVER/ (UNDER) EXPENDITURES	( 1,466,712) (	98,130.49) (	507,545.28) (	625,788.72) (	435.67) (	958,731.05)	34.63

10 -GENERAL FUND  
LOANS / LEASE PURCHASES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>EXPENDITURES</u>							
<u>MISCELLANEOUS</u>							
10-4600.1001 INTEREST EXPENSE	<u>0</u>	<u>3,084.68</u>	<u>5,579.13</u>	<u>8,605.04</u>	<u>0.00</u>	<u>( 5,579.13)</u>	<u>0.00</u>
TOTAL MISCELLANEOUS	0	3,084.68	5,579.13	8,605.04	0.00	( 5,579.13)	0.00
<u>LOANS</u>							
10-4600.1772 2019 LOAN - FIRE TRUCK	55,934	4,052.40	20,202.63	19,614.81	0.00	35,731.37	36.12
10-4600.1774 2020 LOAN - SANITATION TRU	133,914	131,000.00	131,000.00	129,000.00	0.00	2,914.00	97.82
10-4600.1776 FY 21 SANITATION LEASE PUR	72,693	0.00	72,693.12	73,533.76	0.00	( 0.12)	100.00
10-4600.1777 FY23 SANITATION TRUCK LEAS	0	0.00	21,930.98	10,965.49	0.00	( 21,930.98)	0.00
10-4600.1778 SOUTH STATE 24 FB LIGHT LO	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL LOANS	262,541	135,052.40	245,826.73	233,114.06	0.00	16,714.27	93.63
TOTAL EXPENDITURES	<u>262,541</u>	<u>138,137.08</u>	<u>251,405.86</u>	<u>241,719.10</u>	<u>0.00</u>	<u>11,135.14</u>	<u>95.76</u>
REVENUE OVER/(UNDER) EXPENDITURES	( 262,541)	( 138,137.08)	( 251,405.86)	( 241,719.10)	0.00	( 11,135.14)	95.76

*Item 5.*

10 -GENERAL FUND  
TRANSFER FUNDS

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<b>EXPENDITURES</b>							
<b>TRANSFERS</b>							
10-4700.1300 TRANSF TO BOND SINKING FUN	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4700.1301 TRANSF OUT CAPITAL IMPROVE	0	232,016.59	608,349.33	0.00	0.00 (	608,349.33)	0.00
10-4700.1306 TRANSFER OUT-ABATE & IMPRO	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4700.1307 TRANSFER OUT-VICTIMS ADVOC	0	0.00	0.00	0.00	0.00	0.00	0.00
10-4700.1308 TRANSFER OUT FEMA PDMC GRA	0	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL TRANSFERS	0	232,016.59	608,349.33	0.00	0.00 (	608,349.33)	0.00
TOTAL EXPENDITURES	<u>0</u>	<u>232,016.59</u>	<u>608,349.33</u>	<u>0.00</u>	<u>0.00 (</u>	<u>608,349.33)</u>	<u>0.00</u>
REVENUE OVER/ (UNDER) EXPENDITURES	0 (	232,016.59)	( 608,349.33)	0.00	0.00	608,349.33	0.00
FUND TOTAL REVENUE	20,893,340	448,807.75	9,587,909.59	8,438,647.28	0.00	11,305,430.41	45.89
FUND TOTAL EXPENDITURES	<u>20,396,239</u>	<u>2,079,842.75</u>	<u>7,967,562.88</u>	<u>6,537,330.65</u>	<u>329,497.17</u>	<u>12,099,178.95</u>	<u>40.68</u>
REVENUE OVER/ (UNDER) EXPENDITURES	497,101 (	1,631,035.00)	1,620,346.71	1,901,316.63 (	329,497.17)	( 793,748.54)	259.68

\*\*\* END OF REPORT \*\*\*

Item 5.

15 -STATE ACCOMODATIONS TAX  
EXPENDITURES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<hr/>							
<u>EXPENDITURES</u>							
<u>MISCELLANEOUS</u>							
15-4122.1002 ADVERTISING & PROMOTION	<u>6,000</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>6,000.00</u>	<u>0.00</u>
TOTAL MISCELLANEOUS	6,000	0.00	0.00	0.00	0.00	6,000.00	0.00
<hr/>							
TOTAL EXPENDITURES	<u>6,000</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>6,000.00</u>	<u>0.00</u>
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REVENUE OVER/(UNDER) EXPENDITURES	( 6,000)	0.00	0.00	0.00	0.00	( 6,000.00)	0.00



Item 5.

15 -STATE ACCOMODATIONS TAX  
TRANSFERS

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<hr/>							
<u>EXPENDITURES</u>							
<u>TRANSFERS</u>							
15-4700.1301 TRANSFER OUT - GENERAL FUN	<u>32,300</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>32,300.00</u>	<u>0.00</u>
TOTAL TRANSFERS	32,300	0.00	0.00	0.00	0.00	32,300.00	0.00
<hr/>							
TOTAL EXPENDITURES	<u>32,300</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>32,300.00</u>	<u>0.00</u>
<hr/>							
REVENUE OVER/(UNDER) EXPENDITURES	( 32,300)	0.00	0.00	0.00	0.00	( 32,300.00)	0.00

Item 5.

15 -STATE ACCOMODATIONS TAX  
REVENUES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>REVENUES</u>							
<u>INTEREST EARNED</u>							
15-3000.0203 INTEREST EARNED	<u>50</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>50.00</u>	<u>0.00</u>
TOTAL INTEREST EARNED	50	0.00	0.00	0.00	0.00	50.00	0.00
<u>TAX REVENUES</u>							
15-3000.0410 ACCOMMODATIONS TAX REVENUE	<u>37,000</u>	<u>0.00</u>	<u>3,897.05</u>	<u>2,873.86</u>	<u>0.00</u>	<u>33,102.95</u>	<u>10.53</u>
TOTAL TAX REVENUES	37,000	0.00	3,897.05	2,873.86	0.00	33,102.95	10.53
TOTAL REVENUES	37,050	0.00	3,897.05	2,873.86	0.00	33,152.95	10.52
FUND TOTAL REVENUE	37,050	0.00	3,897.05	2,873.86	0.00	33,152.95	10.52
FUND TOTAL EXPENDITURES	<u>38,300</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>38,300.00</u>	<u>0.00</u>
REVENUE OVER/ (UNDER) EXPENDITURES	( 1,250)	0.00	3,897.05	2,873.86	0.00	( 5,147.05)	311.76-

\*\*\* END OF REPORT \*\*\*

Item 5.

17 -VICTIM'S ADVOCATE FUND  
REVENUES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>REVENUES</u>							
<u>PENALTIES/FINES</u>							
17-3000.0502 VICTIM'S RIGHTS REVENUES	<u>10,000</u>	<u>778.05</u>	<u>4,570.66</u>	<u>2,907.61</u>	<u>0.00</u>	<u>5,429.34</u>	<u>45.71</u>
TOTAL PENALTIES/FINES	10,000	778.05	4,570.66	2,907.61	0.00	5,429.34	45.71
<u>OTHER FINANCING SOURCES</u>							
17-3000.1201 TRANSFER IN FR GF	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL OTHER FINANCING SOURCES	0	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	10,000	778.05	4,570.66	2,907.61	0.00	5,429.34	45.71

17 -VICTIM'S ADVOCATE FUND  
EXPENDITURES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>EXPENDITURES</u>							
<u>PERSONNEL</u>							
17-4312.0103 STATE RETIREMENT EXPENSE	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL PERSONNEL	0	0.00	0.00	0.00	0.00	0.00	0.00
<u>TRAVEL/EDUCATION</u>							
17-4312.0401 PROFESSIONAL DEVELOPMENT	<u>1,200</u>	<u>0.00</u>	<u>461.20</u>	<u>386.20</u>	<u>0.00</u>	<u>738.80</u>	<u>38.43</u>
TOTAL TRAVEL/EDUCATION	1,200	0.00	461.20	386.20	0.00	738.80	38.43
<u>OPERATING</u>							
17-4312.0701 DUES AND SUBSCRIPTIONS	0	0.00	0.00	0.00	0.00	0.00	0.00
17-4312.0704 PRINTING	0	0.00	0.00	0.00	0.00	0.00	0.00
17-4312.0705 CAPITAL OUTLAY	0	0.00	0.00	0.00	0.00	0.00	0.00
17-4312.0708 SUPPLIES	250	0.00	11.98	0.00	0.00	238.02	4.79
17-4312.0709 TELEPHONE	300	0.00	0.00	0.00	0.00	300.00	0.00
17-4312.0712 COMPUTER	0	0.00	0.00	0.00	0.00	0.00	0.00
17-4312.0713 VEHICLE	2,500	0.00	59.48	0.00	0.00	2,440.52	2.38
17-4312.0715 UNIFORM	0	0.00	0.00	0.00	0.00	0.00	0.00
17-4312.0719 FUEL	<u>1,500</u>	<u>18.40</u>	<u>123.42</u>	<u>0.00</u>	<u>0.00</u>	<u>1,376.58</u>	<u>8.23</u>
TOTAL OPERATING	4,550	18.40	194.88	0.00	0.00	4,355.12	4.28
<u>MISCELLANEOUS</u>							
17-4312.1001 COURT/ VICTIM EXPENSES	<u>4,000</u>	<u>342.28</u>	<u>415.08</u>	<u>35.25</u>	<u>0.00</u>	<u>3,584.92</u>	<u>10.38</u>
TOTAL MISCELLANEOUS	4,000	342.28	415.08	35.25	0.00	3,584.92	10.38
TOTAL EXPENDITURES	<u>9,750</u>	<u>360.68</u>	<u>1,071.16</u>	<u>421.45</u>	<u>0.00</u>	<u>8,678.84</u>	<u>10.99</u>
REVENUE OVER/ (UNDER) EXPENDITURES	( 9,750)	( 360.68)	( 1,071.16)	( 421.45)	0.00	( 8,678.84)	10.99
FUND TOTAL REVENUE	10,000	778.05	4,570.66	2,907.61	0.00	5,429.34	45.71
FUND TOTAL EXPENDITURES	<u>9,750</u>	<u>360.68</u>	<u>1,071.16</u>	<u>421.45</u>	<u>0.00</u>	<u>8,678.84</u>	<u>10.99</u>
REVENUE OVER/ (UNDER) EXPENDITURES	250	417.37	3,499.50	2,486.16	0.00	( 3,249.50)	1,399.80

\*\*\* END OF REPORT \*\*\*

Item 5.

20 -AGENCY FUND - 1% FIRE  
REVENUES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<hr/>							
<u>REVENUES</u>							
<u>INTEREST EARNED</u>							
20-3000.0204 INTEREST-FIRE INSURANCE FU	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL INTEREST EARNED	0	0.00	0.00	0.00	0.00	0.00	0.00
<u>REVENUE/RECEIPTS</u>							
20-3000.0300 FIREFIGHTERS 1% REVENUE	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL REVENUE/RECEIPTS	0	0.00	0.00	0.00	0.00	0.00	0.00
<hr/>							
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00	0.00

20 -AGENCY FUND - 1% FIRE  
EXPENDITURES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>EXPENDITURES</u>							
<u>RETIREMENT &amp; INSURANCE</u>							
20-4345.4000 RETIREMENT PLAN CONTRIBUTI	0	0.00	25,304.84	0.00	0.00 (	25,304.84)	0.00
TOTAL RETIREMENT & INSURANCE	0	0.00	25,304.84	0.00	0.00 (	25,304.84)	0.00
<u>TRAINING &amp; EDUCATION</u>							
20-4345.4101 TRAINING & EDUCATION MATER	0	0.00	0.00	0.00	0.00	0.00	0.00
20-4345.4102 FIRE PREVENTION	0	0.00	1,307.62	0.00	0.00 (	1,307.62)	0.00
20-4345.4105 TRAINING & EDUCATION FEE	0	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL TRAINING & EDUCATION	0	0.00	1,307.62	0.00	0.00 (	1,307.62)	0.00
<u>RECRUITMENT &amp; RETENTION</u>							
20-4345.4201 FAMILY / HOLIDAY DINNERS	0	0.00	1,667.49	1,617.78	0.00 (	1,667.49)	0.00
20-4345.4205 FURNITURE / APPLIANCES	0	0.00	0.00	0.00	0.00	0.00	0.00
20-4345.4207 SPECIAL CLOTHING	0	0.00	0.00	0.00	0.00	0.00	0.00
20-4345.4210 COFFEE / KITCHEN FUND	0	9.81	168.05	0.00	8.91 (	176.96)	0.00
20-4345.4211 FLOWER FUND	0	69.25	104.68	106.81	0.00 (	104.68)	0.00
20-4345.4212 SC STATE FF ASSO DUES	0	0.00	1,778.00	1,724.42	0.00 (	1,778.00)	0.00
20-4345.4214 SUBSCRIPTIONS	0	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL RECRUITMENT & RETENTION	0	79.06	3,718.22	3,449.01	8.91 (	3,727.13)	0.00
TOTAL EXPENDITURES	0	79.06	30,330.68	3,449.01	8.91 (	30,339.59)	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0 (	79.06) (	30,330.68) (	3,449.01) (	8.91)	30,339.59	0.00
FUND TOTAL REVENUE	0	0.00	0.00	0.00	0.00	0.00	0.00
FUND TOTAL EXPENDITURES	0	79.06	30,330.68	3,449.01	8.91 (	30,339.59)	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0 (	79.06) (	30,330.68) (	3,449.01) (	8.91)	30,339.59	0.00

\*\*\* END OF REPORT \*\*\*

25 -WELLNESS CENTER

*Item 5.*

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
FUND TOTAL REVENUE	0	0.00	0.00	0.00	0.00	0.00	0.00
FUND TOTAL EXPENDITURES	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
REVENUE OVER/ (UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00	0.00
*** END OF REPORT ***							

30 -POLICE -NARCOTIC FUND  
NON-DEPARTMENTAL

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>REVENUES</u>							
<u>INTEREST EARNED</u>							
30-3000.0203 INTEREST	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL INTEREST EARNED	0	0.00	0.00	0.00	0.00	0.00	0.00
<u>REVENUE/RECEIPTS</u>							
30-3000.0301 CONFISCATED REVENUE	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL REVENUE/RECEIPTS	0	0.00	0.00	0.00	0.00	0.00	0.00
<u>GRANTS</u>							
30-3000.0800 MASC REVENUE EQUIP GRANT	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL GRANTS	0	0.00	0.00	0.00	0.00	0.00	0.00
<u>MISCELLANEOUS</u>							
30-3000.0901 SALE OF EQUIPMENT	0	0.00	0.00	0.00	0.00	0.00	0.00
30-3000.0904 MISC. RECEIPTS	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00	0.00
<u>OTHER FINANCING SOURCES</u>							
30-3000.1200 TRANSFER IN	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>1,055.90</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL OTHER FINANCING SOURCES	0	0.00	0.00	1,055.90	0.00	0.00	0.00
TOTAL REVENUES	0	0.00	0.00	1,055.90	0.00	0.00	0.00



30 -POLICE -NARCOTIC FUND  
POLICE - NARCOTIC EXPEND

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>EXPENDITURES</u>							
<u>MAINTENANCE</u>							
30-4320.0602 EQUIPMENT	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00	0.00
<u>OPERATING</u>							
30-4320.0705 CAPITAL	0	0.00	0.00	87,530.83	0.00	0.00	0.00
30-4320.0708 POLICE SUPPLIES	0	0.00	0.00	0.00	0.00	0.00	0.00
30-4320.0709 TELEPHONE	0	0.00	0.00	0.00	0.00	0.00	0.00
30-4320.0712 COMPUTER	0	0.00	0.00	0.00	0.00	0.00	0.00
30-4320.0713 VEHICLE	0	0.00	0.00	0.00	0.00	0.00	0.00
30-4320.0719 FUEL	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL OPERATING	0	0.00	0.00	87,530.83	0.00	0.00	0.00
<u>GRANT EXPENDITURES</u>							
30-4320.0800 MASC EQUIPMENT GRANT	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL GRANT EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00	0.00
<u>MISCELLANEOUS</u>							
30-4320.1002 MISCELLANEOUS	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>87,530.83</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	( 87,530.83)	0.00	0.00	0.00

Item 5.

30 -POLICE -NARCOTIC FUND  
TRANSFERS

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>EXPENDITURES</u>							
<u>TRANSFERS</u>							
30-4700.1300 TRANSFER TO GF	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL TRANSFERS	0	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
REVENUE OVER/ (UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00	0.00
FUND TOTAL REVENUE	0	0.00	0.00	1,055.90	0.00	0.00	0.00
FUND TOTAL EXPENDITURES	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>87,530.83</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
REVENUE OVER/ (UNDER) EXPENDITURES	0	0.00	0.00	( 86,474.93)	0.00	0.00	0.00

\*\*\* END OF REPORT \*\*\*

Item 5.

45 -ARP SPECIAL REVENUE FUND

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
FUND TOTAL REVENUE	0	0.00	0.00	0.00	0.00	0.00	0.00
FUND TOTAL EXPENDITURES	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
REVENUE OVER/ (UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00	0.00

\*\*\* END OF REPORT \*\*\*

Item 5.

50 -SANTEE COOPER FRANCHISE  
EXPENDITURES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<hr/>							
<u>EXPENDITURES</u>							
<u>MAINTENANCE</u>							
50-4460.0632 UNDERGROUND FACILITIES	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00	0.00
<hr/>							
TOTAL EXPENDITURES	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
<hr/>							
REVENUE OVER/ (UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00	0.00

Item 5.

50 -SANTEE COOPER FRANCHISE  
REVENUES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>REVENUES</u>							
<u>INTEREST EARNED</u>							
50-3000.0203 INTEREST EARNED	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL INTEREST EARNED	0	0.00	0.00	0.00	0.00	0.00	0.00
<u>FRANCHISE FEES</u>							
50-3000.0602 FRANCHISE FEES	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL FRANCHISE FEES	0	0.00	0.00	0.00	0.00	0.00	0.00
<u>DONATIONS</u>							
50-3000.1101 CONTRIBUTION/SANTEE COOPER	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL DONATIONS	0	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00	0.00
FUND TOTAL REVENUE	0	0.00	0.00	0.00	0.00	0.00	0.00
FUND TOTAL EXPENDITURES	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
REVENUE OVER/ (UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00	0.00

\*\*\* END OF REPORT \*\*\*

62 -STORMWATER UTILITIES FUND  
EXPENDITURES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>EXPENDITURES</u>							
<u>CONTRACTUAL SERVICES</u>							
62-4452.0204 PROFESSIONAL SERVICES	120,000	4,400.00	15,375.00	15,590.09	0.00	104,625.00	12.81
62-4452.0208 CONTRACT LABOR - SYSTEM RE	40,000	5,163.24	7,481.32	3,953.41	0.00	32,518.68	18.70
62-4452.0209 STROMWATER RIA#23-C-135	0	31,150.00	54,182.03	23,555.00	0.00 (	54,182.03)	0.00
62-4452.0210 STORMWATER RIA #22-1314	<u>0</u>	<u>286,390.50</u>	<u>889,489.82</u>	<u>0.00</u>	<u>0.00</u> (	<u>889,489.82)</u>	<u>0.00</u>
TOTAL CONTRACTUAL SERVICES	160,000	327,103.74	966,528.17	43,098.50	0.00 (	806,528.17)	604.08
<u>MISCELLANEOUS</u>							
62-4452.1001 MISCELLANEOUS	<u>0</u>	<u>0.00</u>	<u>36.00</u>	<u>0.00</u>	<u>0.00</u> (	<u>36.00)</u>	<u>0.00</u>
TOTAL MISCELLANEOUS	0	0.00	36.00	0.00	0.00 (	36.00)	0.00
<u>TRANSFERS</u>							
62-4452.1300 TRANSFER TO GENERAL FUND	<u>468,252</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>468,252.00</u>	<u>0.00</u>
TOTAL TRANSFERS	468,252	0.00	0.00	0.00	0.00	468,252.00	0.00
TOTAL EXPENDITURES	<u>628,252</u>	<u>327,103.74</u>	<u>966,564.17</u>	<u>43,098.50</u>	<u>0.00</u> (	<u>338,312.17)</u>	<u>153.85</u>
REVENUE OVER/(UNDER) EXPENDITURES	( 628,252)	( 327,103.74)	( 966,564.17)	( 43,098.50)	0.00	338,312.17	153.85

62 -STORMWATER UTILITIES FUND  
REVENUES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>REVENUES</u>							
<u>INTEREST EARNED</u>							
62-3000.0203 INTEREST EARNED	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL INTEREST EARNED	0	0.00	0.00	0.00	0.00	0.00	0.00
<u>TAX REVENUES</u>							
62-3000.0400 STORMWATER TAX REVENUE	523,000	3,834.00	516,227.00	504,389.00	0.00	6,773.00	98.70
62-3000.0401 STORMWATER PERMITS	15,000	800.00	2,350.00	1,400.00	0.00	12,650.00	15.67
62-3000.0402 STORMWATER RIA #23-C135	0	0.00	0.00	0.00	0.00	0.00	0.00
62-3000.0403 STORMWATER RIA #22-1314	0	319,503.00	319,503.00	0.00	0.00 (	319,503.00)	0.00
62-3000.0404 TRANSFER FROM ARAP	<u>580,000</u>	<u>575,376.00</u>	<u>1,155,376.00</u>	<u>0.00</u>	<u>0.00</u> (	<u>575,376.00)</u>	<u>199.20</u>
TOTAL TAX REVENUES	1,118,000	899,513.00	1,993,456.00	505,789.00	0.00 (	875,456.00)	178.31
TOTAL REVENUES	1,118,000	899,513.00	1,993,456.00	505,789.00	0.00 (	875,456.00)	178.31
FUND TOTAL REVENUE	1,118,000	899,513.00	1,993,456.00	505,789.00	0.00 (	875,456.00)	178.31
FUND TOTAL EXPENDITURES	<u>628,252</u>	<u>327,103.74</u>	<u>966,564.17</u>	<u>43,098.50</u>	<u>0.00</u> (	<u>338,312.17)</u>	<u>153.85</u>
REVENUE OVER/ (UNDER) EXPENDITURES	489,748	572,409.26	1,026,891.83	462,690.50	0.00 (	537,143.83)	209.68

\*\*\* END OF REPORT \*\*\*

Item 5.

72 -TREE MITIGATION FUND  
EXPENDITURES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<hr/>							
<u>EXPENDITURES</u>							
<u>OPERATING</u>							
72-4122.0732 TREES / LANDSCAPING EXP	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL OPERATING	0	0.00	0.00	0.00	0.00	0.00	0.00
<hr/>							
TOTAL EXPENDITURES	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
<hr/>							
REVENUE OVER/ (UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00	0.00



Item 5.

72 -TREE MITIGATION FUND  
REVENUES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>REVENUES</u>							
<u>REVENUE/RECEIPTS</u>							
72-3000.0300 FEES IN LIEU	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>1,781.25</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL REVENUE/RECEIPTS	0	0.00	0.00	1,781.25	0.00	0.00	0.00
<u>DONATIONS</u>							
72-3000.1100 TREE DONATIONS	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL DONATIONS	0	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	0	0.00	0.00	1,781.25	0.00	0.00	0.00
FUND TOTAL REVENUE	0	0.00	0.00	1,781.25	0.00	0.00	0.00
FUND TOTAL EXPENDITURES	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
REVENUE OVER/ (UNDER) EXPENDITURES	0	0.00	0.00	1,781.25	0.00	0.00	0.00

\*\*\* END OF REPORT \*\*\*

Item 5.

73 -FEMA - PDMC GRANT  
REVENUES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>REVENUES</u>							
<u>GRANTS</u>							
73-3000.0808 FEMA GRANT REVENUES	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL GRANTS	0	0.00	0.00	0.00	0.00	0.00	0.00
<u>OTHER FINANCING SOURCES</u>							
73-3000.1200 TRANSFER FROM GENERAL FUND	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL OTHER FINANCING SOURCES	0	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00	0.00

73 -FEMA - PDMC GRANT  
EXPENDITURES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>EXPENDITURES</u>							
<u>PROJECT EXPENDITURES</u>							
73-4125.1400 APPRAISALS	0	0.00	0.00	0.00	0.00	0.00	0.00
73-4125.1405 DEMOLITION & REMOVAL	0	0.00	0.00	0.00	0.00	0.00	0.00
73-4125.1410 LANDSCAPING	0	0.00	0.00	0.00	0.00	0.00	0.00
73-4125.1415 CONTINGENCY	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL PROJECT EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00	0.00
<u>LAND PURCHASES</u>							
73-4125.1500 PURCHASE OF PROPERTY	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL LAND PURCHASES	0	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00	0.00
<u>FUND TOTAL REVENUE</u>							
FUND TOTAL REVENUE	0	0.00	0.00	0.00	0.00	0.00	0.00
<u>FUND TOTAL EXPENDITURES</u>							
FUND TOTAL EXPENDITURES	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00	0.00

\*\*\* END OF REPORT \*\*\*

Item 5.

79 -CORNER RENAISSANCE FUND  
REVENUES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>REVENUES</u>							
<u>LICENSE/PERMITS</u>							
79-3000.0107 CONST PERMITS	<u>0</u>	<u>16,100.00</u>	<u>51,800.00</u>	<u>19,800.00</u>	<u>0.00</u>	<u>( 51,800.00)</u>	<u>0.00</u>
TOTAL LICENSE/PERMITS	0	16,100.00	51,800.00	19,800.00	0.00	( 51,800.00)	0.00
<u>INTEREST EARNED</u>							
79-3000.0203 INTEREST EARNED	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL INTEREST EARNED	0	0.00	0.00	0.00	0.00	0.00	0.00
<u>TAX REVENUES</u>							
79-3000.0410 ACCOMODATIONS TAX REVENUE	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL TAX REVENUES	0	0.00	0.00	0.00	0.00	0.00	0.00
<u>DONATIONS</u>							
79-3000.1100 DONATIONS	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL DONATIONS	0	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	0	16,100.00	51,800.00	19,800.00	0.00	( 51,800.00)	0.00
FUND TOTAL REVENUE	0	16,100.00	51,800.00	19,800.00	0.00	( 51,800.00)	0.00
FUND TOTAL EXPENDITURES	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
REVENUE OVER/(UNDER) EXPENDITURES	0	16,100.00	51,800.00	19,800.00	0.00	( 51,800.00)	0.00

\*\*\* END OF REPORT \*\*\*

Item 5.

80 -BOND SINKING FUND  
REVENUES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>REVENUES</u>							
<u>INTEREST EARNED</u>							
80-3000.0203 INTEREST - BOND SINKING FUND	100	0.00	0.00	0.00	0.00	100.00	0.00
TOTAL INTEREST EARNED	100	0.00	0.00	0.00	0.00	100.00	0.00
<u>TAX REVENUES</u>							
80-3000.0420 DEBT MILLAGE	205,000	4,030.68	297,658.89	235,707.33	0.00 (	92,658.89)	145.20
80-3000.0421 PY DEBT MILLAGE	5,000	(75.96)	976.38	945.31	0.00	4,023.62	19.53
TOTAL TAX REVENUES	210,000	3,954.72	298,635.27	236,652.64	0.00 (	88,635.27)	142.21
<u>OTHER FINANCING SOURCES</u>							
80-3000.1210 Transfer In - from GF	0	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL OTHER FINANCING SOURCES	0	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	210,100	3,954.72	298,635.27	236,652.64	0.00 (	88,535.27)	142.14

80 -BOND SINKING FUND  
EXPENDITURES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>EXPENDITURES</u>							
<u>MISCELLANEOUS</u>							
80-4600.1002 INTEREST	<u>20,923</u>	<u>20,923.00</u>	<u>20,923.00</u>	<u>24,818.50</u>	<u>0.00</u>	<u>0.00</u>	<u>100.00</u>
TOTAL MISCELLANEOUS	20,923	20,923.00	20,923.00	24,818.50	0.00	0.00	100.00
<u>BOND EXPENDITURES</u>							
80-4600.1665 GO Bond - Ferrar Fire Truc	0	0.00	0.00	0.00	0.00	0.00	0.00
80-4600.1668 GO BOND-2014 SERIES-Constr	<u>163,000</u>	<u>163,000.00</u>	<u>163,000.00</u>	<u>159,000.00</u>	<u>0.00</u>	<u>0.00</u>	<u>100.00</u>
TOTAL BOND EXPENDITURES	163,000	163,000.00	163,000.00	159,000.00	0.00	0.00	100.00
TOTAL EXPENDITURES	<u>183,923</u>	<u>183,923.00</u>	<u>183,923.00</u>	<u>183,818.50</u>	<u>0.00</u>	<u>0.00</u>	<u>100.00</u>
REVENUE OVER/ (UNDER) EXPENDITURES	( 183,923)	( 183,923.00)	( 183,923.00)	( 183,818.50)	0.00	0.00	100.00
FUND TOTAL REVENUE	210,100	3,954.72	298,635.27	236,652.64	0.00	( 88,535.27)	142.14
FUND TOTAL EXPENDITURES	<u>183,923</u>	<u>183,923.00</u>	<u>183,923.00</u>	<u>183,818.50</u>	<u>0.00</u>	<u>0.00</u>	<u>100.00</u>
REVENUE OVER/ (UNDER) EXPENDITURES	26,177	( 179,968.28)	114,712.27	52,834.14	0.00	( 88,535.27)	438.22

\*\*\* END OF REPORT \*\*\*

Item 5.

81 -LOCAL TAX FUND  
EXPENDITURES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>EXPENDITURES</u>							
<u>CONTRACTUAL SERVICES</u>							
81-4121.0202 TRUSTEE FEES	<u>2,500</u>	<u>0.00</u>	<u>2,500.00</u>	<u>2,500.00</u>	<u>0.00</u>	<u>0.00</u>	<u>100.00</u>
TOTAL CONTRACTUAL SERVICES	2,500	0.00	2,500.00	2,500.00	0.00	0.00	100.00
<u>OPERATING</u>							
81-4121.0706 D&O INSURANCE	<u>950</u>	<u>0.00</u>	<u>946.00</u>	<u>929.00</u>	<u>0.00</u>	<u>4.00</u>	<u>99.58</u>
TOTAL OPERATING	950	0.00	946.00	929.00	0.00	4.00	99.58
<u>MISCELLANEOUS</u>							
81-4121.1001 MISCELLANEOUS	<u>2,000</u>	<u>0.00</u>	<u>0.00</u>	<u>805.12</u>	<u>0.00</u>	<u>2,000.00</u>	<u>0.00</u>
TOTAL MISCELLANEOUS	2,000	0.00	0.00	805.12	0.00	2,000.00	0.00
TOTAL EXPENDITURES	<u>5,450</u>	<u>0.00</u>	<u>3,446.00</u>	<u>4,234.12</u>	<u>0.00</u>	<u>2,004.00</u>	<u>63.23</u>
REVENUE OVER/(UNDER) EXPENDITURES	( 5,450)	0.00	( 3,446.00)	( 4,234.12)	0.00	( 2,004.00)	63.23

Item 5.

81 -LOCAL TAX FUND  
REVENUES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>REVENUES</u>							
<u>LICENSE/PERMITS</u>							
81-3000.0102 PENALITES-HOSPITALITY TAX	<u>4,000</u>	<u>10,676.45</u>	<u>22,767.12</u>	<u>6,529.06</u>	<u>0.00</u> (	<u>18,767.12)</u>	<u>569.18</u>
TOTAL LICENSE/PERMITS	4,000	10,676.45	22,767.12	6,529.06	0.00 (	18,767.12)	569.18
<u>INTEREST EARNED</u>							
81-3000.0203 INTEREST INCOME	<u>550</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>550.00</u>	<u>0.00</u>
TOTAL INTEREST EARNED	550	0.00	0.00	0.00	0.00	550.00	0.00
<u>TAX REVENUES</u>							
81-3000.0410 LOCAL ACCOM TAX REV.	20,500	0.00	0.00	0.00	0.00	20,500.00	0.00
81-3000.0412 LOCAL HOSPITALITY TAX	<u>1,600,000</u>	<u>170,844.66</u>	<u>874,857.16</u>	<u>761,017.85</u>	<u>0.00</u>	<u>725,142.84</u>	<u>54.68</u>
TOTAL TAX REVENUES	1,620,500	170,844.66	874,857.16	761,017.85	0.00	745,642.84	53.99
TOTAL REVENUES	1,625,050	181,521.11	897,624.28	767,546.91	0.00	727,425.72	55.24



*Item 5.*

81 -LOCAL TAX FUND  
TRANSFERS

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>EXPENDITURES</u>							
<u>TRANSFERS</u>							
81-4700.1300 TRANSFER TO GF	1,573,600	0.00	0.00	0.00	0.00	1,573,600.00	0.00
81-4700.1303 TRANSFER - CRC DEBT SERV R	360,000	0.00	360,000.00	355,000.00	0.00	0.00	100.00
81-4700.1304 TRASFER TO CAPITAL IMPROV	0	0.00	0.00	0.00	0.00	0.00	0.00
81-4700.1305 TRANSFER TO WELLNESS CENTE	<u>290,000</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>290,000.00</u>	<u>0.00</u>
TOTAL TRANSFERS	2,223,600	0.00	360,000.00	355,000.00	0.00	1,863,600.00	16.19
TOTAL EXPENDITURES	<u>2,223,600</u>	<u>0.00</u>	<u>360,000.00</u>	<u>355,000.00</u>	<u>0.00</u>	<u>1,863,600.00</u>	<u>16.19</u>
REVENUE OVER/(UNDER) EXPENDITURES	( 2,223,600)	0.00	( 360,000.00)	( 355,000.00)	0.00	( 1,863,600.00)	16.19
FUND TOTAL REVENUE	1,625,050	181,521.11	897,624.28	767,546.91	0.00	727,425.72	55.24
FUND TOTAL EXPENDITURES	<u>2,229,050</u>	<u>0.00</u>	<u>363,446.00</u>	<u>359,234.12</u>	<u>0.00</u>	<u>1,865,604.00</u>	<u>16.30</u>
REVENUE OVER/(UNDER) EXPENDITURES	( 604,000)	181,521.11	534,178.28	408,312.79	0.00	( 1,138,178.28)	88.44

\*\*\* END OF REPORT \*\*\*

Item 5.

82 -ABATEMENTS & IMPROVEMENTS  
REVENUES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>REVENUES</u>							
<u>DONATIONS</u>							
82-3000.1100 DONATIONS/REIMBURSEMENTS	0	0.00	0.00	1,107.40	0.00	0.00	0.00
82-3000.1101 MIRACLE LEAGUE DONATIONS	0	0.00	3,133.45	2,497.54	0.00 (	3,133.45)	0.00
82-3000.1102 TRAFFIC ASSIST ENG REIMBUR	0	0.00	23,060.00	0.00	0.00 (	23,060.00)	0.00
TOTAL DONATIONS	0	0.00	26,193.45	3,604.94	0.00 (	26,193.45)	0.00
<u>OTHER FINANCING SOURCES</u>							
82-3000.1200 TRANSFER IN - GENERAL FUND	1,791,400	232,016.59	608,349.33	0.00	0.00	1,183,050.67	33.96
TOTAL OTHER FINANCING SOURCES	1,791,400	232,016.59	608,349.33	0.00	0.00	1,183,050.67	33.96
TOTAL REVENUES	1,791,400	232,016.59	634,542.78	3,604.94	0.00	1,156,857.22	35.42

82 -ABATEMENTS & IMPROVEMENTS  
EXPENDITURES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>EXPENDITURES</u>							
<u>PROJECT EXPENDITURES</u>							
82-4455.1410 MIRACLE LEAGUE	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL PROJECT EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00	0.00
<u>ABATEMENTS</u>							
82-4455.2500 PRIVATE ABATEMENTS	25,000	0.00	0.00	0.00	0.00	25,000.00	0.00
82-4455.2502 PUBLIC ABATEMENTS	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>19,970.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL ABATEMENTS	25,000	0.00	0.00	19,970.00	0.00	25,000.00	0.00
<u>IMPROVEMENTS</u>							
82-4455.2700 WAY FINDING	0	0.00	0.00	0.00 (	0.01)	0.01	0.00
82-4455.2705 CROSSWALKS	0	0.00	0.00	0.00	0.00	0.00	0.00
82-4455.2706 MAST ARMS US52 & OLD HWY52	0	0.00	0.00	0.00	0.00	0.00	0.00
82-4455.2707 SIDEWALK IMPROVEMENTS	0	0.00	3,175.00	0.00	0.00 (	3,175.00)	0.00
82-4455.2708 MAST ARMS US 52 & FOXBANK	0	232,016.59	608,349.33	9,015.00	0.00 (	608,349.33)	0.00
82-4455.2709 TRAFFIC ENGINEERING ASSIST	0	0.00	0.00	9,075.00	0.00	0.00	0.00
82-4455.2710 OTHER IMPROVEMENTS	1,641,400	0.00	0.00	0.00	0.00	1,641,400.00	0.00
82-4455.2715 PARKS AND RECREATION - STU	<u>0</u>	<u>3,848.70</u>	<u>3,848.70</u>	<u>39,946.05</u>	<u>0.00 (</u>	<u>3,848.70)</u>	<u>0.00</u>
TOTAL IMPROVEMENTS	1,641,400	235,865.29	615,373.03	58,036.05 (	0.01)	1,026,026.98	37.49
TOTAL EXPENDITURES	<u>1,666,400</u>	<u>235,865.29</u>	<u>615,373.03</u>	<u>78,006.05 (</u>	<u>0.01)</u>	<u>1,051,026.98</u>	<u>36.93</u>
REVENUE OVER/(UNDER) EXPENDITURES	( 1,666,400)	( 235,865.29)	( 615,373.03)	( 78,006.05)	0.01 (	1,051,026.98)	36.93

Item 5.

82 -ABATEMENTS & IMPROVEMENTS  
TRANSFERS

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>EXPENDITURES</u>							
<u>TRANSFERS</u>							
82-4700.1301 TRANSFER OUT-CAPITAL IMPRO	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL TRANSFERS	0	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00	0.00
FUND TOTAL REVENUE	1,791,400	232,016.59	634,542.78	3,604.94	0.00	1,156,857.22	35.42
FUND TOTAL EXPENDITURES	<u>1,666,400</u>	<u>235,865.29</u>	<u>615,373.03</u>	<u>78,006.05</u>	<u>(0.01)</u>	<u>1,051,026.98</u>	<u>36.93</u>
REVENUE OVER/(UNDER) EXPENDITURES	125,000	(3,848.70)	19,169.75	(74,401.11)	0.01	105,830.24	15.34

\*\*\* END OF REPORT \*\*\*

CITY OF MONCKS CORNER  
REVENUE AND EXPENSE - BUDGET vs ACTUAL  
AS OF: FEBRUARY 28TH, 2025

Item 5.

83 -CRC DEBT SERV RESERVE  
REVENUES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>REVENUES</u>							
<u>INTEREST EARNED</u>							
83-3000.0201 INTEREST W/ FISCAL AGENT	0	0.00	0.00	0.00	0.00	0.00	0.00
83-3000.0203 INTEREST	<u>150</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>150.00</u>	<u>0.00</u>
TOTAL INTEREST EARNED	150	0.00	0.00	0.00	0.00	150.00	0.00
<u>REVENUE/RECEIPTS</u>							
83-3000.0300 OTHER FINANCING SOURCES	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL REVENUE/RECEIPTS	0	0.00	0.00	0.00	0.00	0.00	0.00
<u>OTHER FINANCING SOURCES</u>							
83-3000.1200 TRANSFER IN - DEBT SERV RE	<u>360,000</u>	<u>0.00</u>	<u>360,000.00</u>	<u>355,000.00</u>	<u>0.00</u>	<u>0.00</u>	<u>100.00</u>
TOTAL OTHER FINANCING SOURCES	360,000	0.00	360,000.00	355,000.00	0.00	0.00	100.00
TOTAL REVENUES	360,150	0.00	360,000.00	355,000.00	0.00	150.00	99.96

*Item 5.*

83 -CRC DEBT SERV RESERVE  
BOND EXPENDITURES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>EXPENDITURES</u>							
<u>FEES</u>							
83-4343.0903 MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL FEES	0	0.00	0.00	0.00	0.00	0.00	0.00
<u>BOND EXPENDITURES</u>							
83-4343.1600 BOND PRINCIPAL RETIREMENT	240,000	0.00	240,000.00	229,866.27	0.00	0.00	100.00
83-4343.1601 BOND INTEREST	124,476	0.00	63,682.53	67,068.00	0.00	60,793.47	51.16
83-4343.1620 DEBT SERVICE EXPENDITURE	0	0.00	0.00	0.00	0.00	0.00	0.00
83-4343.1625 OTHER FINANCING USE	0	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL BOND EXPENDITURES	364,476	0.00	303,682.53	296,934.27	0.00	60,793.47	83.32
TOTAL EXPENDITURES	364,476	0.00	303,682.53	296,934.27	0.00	60,793.47	83.32
REVENUE OVER/(UNDER) EXPENDITURES	( 364,476)	0.00	( 303,682.53)	( 296,934.27)	0.00	( 60,793.47)	83.32
FUND TOTAL REVENUE	360,150	0.00	360,000.00	355,000.00	0.00	150.00	99.96
FUND TOTAL EXPENDITURES	364,476	0.00	303,682.53	296,934.27	0.00	60,793.47	83.32
REVENUE OVER/(UNDER) EXPENDITURES	( 4,326)	0.00	56,317.47	58,065.73	0.00	( 60,643.47)	1,301.84-
*** END OF REPORT ***							

84 -CAPITAL IMPROVEMENTS  
REVENUES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>REVENUES</u>							
<u>REVENUE/RECEIPTS</u>							
84-3000.0310 GRANT MIRACLE LEAGUE PLAYG	0	0.00	0.00	1,000,000.00	0.00	0.00	0.00
84-3000.0311 GRANT RC DENNIS SIDEWALK	1,248,000	0.00	0.00	0.00	0.00	1,248,000.00	0.00
84-3000.0312 GRANT LAND WATER (LACEY PA	500,000	0.00	0.00	0.00	0.00	500,000.00	0.00
84-3000.0313 BERK CTY ARPA PUB SAFETY P	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL REVENUE/RECEIPTS	1,748,000	0.00	0.00	1,000,000.00	0.00	1,748,000.00	0.00
<u>GRANTS</u>							
84-3000.0800 MASC HOME ECON DEVEL GRANT	0	25,000.00	25,000.00	0.00	0.00 (	25,000.00)	0.00
84-3000.0809 PARD GRANT	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL GRANTS	0	25,000.00	25,000.00	0.00	0.00 (	25,000.00)	0.00
<u>DONATIONS</u>							
84-3000.1100 MIRACLE LEAGUE DONATIONS/S	0	0.00	0.00	0.00	0.00	0.00	0.00
84-3000.1105 DONATIONS / REIMBURSEMENTS	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL DONATIONS	0	0.00	0.00	0.00	0.00	0.00	0.00
<u>OTHER FINANCING SOURCES</u>							
84-3000.1205 TRANSFER IN - FROM GF	4,998,702	0.00	0.00	0.00	0.00	4,998,702.00	0.00
84-3000.1206 TRANSFER IN - OTHER FUNDS	0	0.00	0.00	0.00	0.00	0.00	0.00
84-3000.1207 TRANSFER FROM ARAP	<u>275,000</u>	<u>579,133.00</u>	<u>579,133.00</u>	<u>0.00</u>	<u>0.00</u> (	<u>304,133.00)</u>	<u>210.59</u>
TOTAL OTHER FINANCING SOURCES	5,273,702	579,133.00	579,133.00	0.00	0.00	4,694,569.00	10.98
TOTAL REVENUES	7,021,702	604,133.00	604,133.00	1,000,000.00	0.00	6,417,569.00	8.60

*Item 5.*

84 -CAPITAL IMPROVEMENTS  
EXPENDITURES

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>EXPENDITURES</u>							
<u>PROJECT EXPENDITURES</u>							
84-4454.1409 REC CONCESSION/ PRESS BOX	0	0.00	0.00	0.00	0.00	0.00	0.00
84-4454.1410 MIRACLE LEAGUE	3,876,560	262,854.34	1,044,558.09	32,371.79	5,469.56	2,826,532.35	27.09
84-4454.1411 PUBLIC SERVICE BUILDING	0	0.00	0.00	0.00	0.00	0.00	0.00
84-4454.1412 SHADE SHELTER	0	0.00	0.00	0.00	0.00	0.00	0.00
84-4454.1415 RC DENNIS SIDEWALK	1,560,000	0.00	0.00	0.00	0.00	1,560,000.00	0.00
84-4454.1416 TOWN HALL ENGINEERING	600,000	0.00	0.00	0.00	0.00	600,000.00	0.00
84-4454.1417 LACEY PARK RENNOVATIONS	2,000,000	0.00	0.00	0.00	0.00	2,000,000.00	0.00
84-4454.1418 MONCKS CORNER TOWN SQUARE	<u>0</u>	<u>20,161.00</u>	<u>20,161.00</u>	<u>0.00</u>	<u>0.00</u>	<u>( 20,161.00)</u>	<u>0.00</u>
TOTAL PROJECT EXPENDITURES	8,036,560	283,015.34	1,064,719.09	32,371.79	5,469.56	6,966,371.35	13.32
TOTAL EXPENDITURES	<u>8,036,560</u>	<u>283,015.34</u>	<u>1,064,719.09</u>	<u>32,371.79</u>	<u>5,469.56</u>	<u>6,966,371.35</u>	<u>13.32</u>
REVENUE OVER/ (UNDER) EXPENDITURES	( 8,036,560)	( 283,015.34)	( 1,064,719.09)	( 32,371.79)	( 5,469.56)	( 6,966,371.35)	13.32
FUND TOTAL REVENUE	7,021,702	604,133.00	604,133.00	1,000,000.00	0.00	6,417,569.00	8.60
FUND TOTAL EXPENDITURES	<u>8,036,560</u>	<u>283,015.34</u>	<u>1,064,719.09</u>	<u>32,371.79</u>	<u>5,469.56</u>	<u>6,966,371.35</u>	<u>13.32</u>
REVENUE OVER/ (UNDER) EXPENDITURES	( 1,014,858)	321,117.66	( 460,586.09)	967,628.21	( 5,469.56)	( 548,802.35)	45.92

\*\*\* END OF REPORT \*\*\*



Item 5.

85 -FIXED ASSETS  
GAIN ON DISPOSAL

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>REVENUES</u>							
<u>MISCELLANEOUS</u>							
85-3000.0912 GAIN/LOSS ON DISPOSAL	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00	0.00

85 -FIXED ASSETS  
DEPRECIATION

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>EXPENDITURES</u>							
<u>OPERATING</u>							
85-4700.0730 DEPRECIATION-ADMINISTRATIO	0	0.00	0.00	0.00	0.00	0.00	0.00
85-4700.0731 DEPRECIATION-COMM DEVELOP	0	0.00	0.00	0.00	0.00	0.00	0.00
85-4700.0732 DEPRECIATION-POLICE DEPT.	0	0.00	0.00	0.00	0.00	0.00	0.00
85-4700.0733 DEPRECIATION-FIRE DEPARTME	0	0.00	0.00	0.00	0.00	0.00	0.00
85-4700.0734 DEPRECIATION-PUBLIC SERV	0	0.00	0.00	0.00	0.00	0.00	0.00
85-4700.0735 DEPRECIATION-RECREATION	0	0.00	0.00	0.00	0.00	0.00	0.00
85-4700.0736 DEPRECIATION-VICTIM'S ADVO	0	0.00	0.00	0.00	0.00	0.00	0.00
85-4700.0737 DEPRECIATION-BUILDING OFFI	0	0.00	0.00	0.00	0.00	0.00	0.00
85-4700.0738 DEPRECIATION- SRO PD	0	0.00	0.00	0.00	0.00	0.00	0.00
85-4700.0739 DEPRECIATION -NARCOTICS FU	0	0.00	0.00	0.00	0.00	0.00	0.00
85-4700.0740 DEPRECIATION-COMM REC CTR	0	0.00	0.00	0.00	0.00	0.00	0.00
85-4700.0741 DEPRECIATION-MUNICIPAL COU	0	0.00	0.00	0.00	0.00	0.00	0.00
85-4700.0742 ABATEMENT AND IMPROVEMENTS	0	0.00	0.00	0.00	0.00	0.00	0.00
85-4700.0743 DEPRECIATION-STORM WATER	0	0.00	0.00	0.00	0.00	0.00	0.00
85-4700.0744 DEPRECIATION - SANITATION	0	0.00	0.00	0.00	0.00	0.00	0.00
85-4700.0745 DEPRECIATION - IT DEPARTME	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL OPERATING	0	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
REVENUE OVER/ (UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00	0.00
FUND TOTAL REVENUE	0	0.00	0.00	0.00	0.00	0.00	0.00
FUND TOTAL EXPENDITURES	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
REVENUE OVER/ (UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00	0.00

\*\*\* END OF REPORT \*\*\*

\*\*\* END OF REPORT \*\*\*

CITY OF MONCKS CORNER  
REVENUE AND EXPENSE - BUDGET vs ACTUAL  
AS OF: FEBRUARY 28TH, 2025

Item 5.

87 -GOVERNMENT WIDE

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
FUND TOTAL REVENUE	0	0.00	0.00	0.00	0.00	0.00	0.00
FUND TOTAL EXPENDITURES	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
REVENUE OVER/ (UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00	0.00
*** END OF REPORT ***							

99 -POOL CASH

*Item 5.*

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE BALANCE	LAST YEAR YEAR TO DATE	TOTAL ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
FUND TOTAL REVENUE	0	0.00	0.00	0.00	0.00	0.00	0.00
FUND TOTAL EXPENDITURES	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
REVENUE OVER/ (UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00	0.00
*** END OF REPORT ***							

## ORDINANCE NO. \_\_\_\_

**AN ORDINANCE ADOPTING A DEVELOPMENT IMPACT FEE STUDY AND CAPITAL NEEDS PLAN, ESTABLISH DEVELOPMENT IMPACT FEES, AND OTHER MATTERS RELATED THERETO.**

**NOW THEREFORE BE IT ORDAINED** by the Town Council of the Town of Moncks Corner (the “**Town Council**”), the governing body of the Town of Moncks Corner, South Carolina (the “**Town**”) in meeting duly assembled, as follows:

**Section 1 Findings of Fact.** The Town Council hereby makes the following findings of fact in connection with the enactment of this Ordinance (this “**Ordinance**”):

(a) The Town is a municipal corporation of the State of South Carolina (the “**State**”) and possesses all general powers granted by the Constitution and statutes of the State to municipalities, including those powers granted pursuant to the South Carolina Development Impact Fee Act, codified as Title 6 Chapter 1, Article 9 of the Code of Laws of South Carolina 1976, as amended (the “**Act**”). Capitalized terms used in this Ordinance and not otherwise defined shall have the meanings given to such terms in the Act.

(b) Consistent with the Act, the Town Council has adopted the Moncks Corner 2024 Comprehensive Plan in accordance with the requirements of the South Carolina Local Government Comprehensive Planning Enabling Act of 1994, codified at Title 6, Chapter 29 of the South Carolina Code of Laws 1976, as amended.

(c) The Town Council has determined that it is appropriate to impose Development Impact Fees to ensure that a proportionate share of the cost to the Town of providing System Improvements for parks and recreation facilities (“**Recreation Improvements**”); police facilities and vehicles (“**Police Improvements**”); fire facilities and vehicles (“**Fire Improvements**”); sanitation land, facilities, and vehicles (“**Sanitation Improvements**”); and transportation infrastructure and improvements (“**Transportation Improvements**”) to support new Development within the Town is borne by such Development.

(d) Pursuant to the Impact Fee Act, by resolution of the Town Council adopted on February 18, 2025, the Town Council directed the Planning Commission of the Town (the “**Planning Commission**”) to conduct the studies required pursuant to the Act and to recommend an ordinance establishing and imposing Development Impact Fees to the Town Council. The Town Council has further directed the Town Administrator of the Town (the “**Town Administrator**”) to engage TischlerBise Inc. (the “**Consultant**”) as a consultant to assist the Planning Commission in the preparation of such studies and ordinance.

(e) The Consultant has prepared the Development Impact Fee Study and Capital Improvement Plan, dated as of January 31, 2025 (the “**Impact Fee Study**”), a copy of which is attached to this Ordinance as **Exhibit A**, which incorporated a proposed Capital Improvements Plan (the “**Capital Improvements Plan**”). The Planning Commission has reviewed the Impact Fee Study and the Capital Improvements Plan and has determined that the Impact Fee Study and the Capital Improvements Plan incorporated therein meets the requirements of the Act and the needs of the Town and, therefore, is sufficient to satisfy the Town Council’s directive. By

resolution adopted on February 25, 2025, recommended that the Town Council approve the Impact Fee Study and the Capital Improvements Plan incorporated therein and enact an ordinance imposing and implementing Development Impact Fees on new Development within the Town (the “**Draft Ordinance**”), the form of which is the basis of this Ordinance, including schedules of the maximum allowable Development Impact Fees by service unit for Recreation Improvements, Police Improvements, Fire Improvements, Sanitation improvements, and Transportation Improvements (as further described in the Draft Ordinance and herein, the “**Impact Fees**”).

(f) The Impact Fees, as set forth in the Impact Fee Study and recommended by the Planning Commission, are equitable, do not impose an unfair or disproportionate burden on Developers operating within the Town, and are in the best interests of the general welfare of the Town and its citizens without providing incidental benefits to such citizens that are greater than the benefits accruing to those persons actually paying the Impact Fees.

(g) Pursuant to Section 6-1-930 of the Act, the Impact Fee Study includes an estimation of the effect of recovering capital costs through Impact Fees on the availability of Affordable Housing within the corporate limits of the Town.

(h) New System Improvements eligible for Impact Fee funding will benefit all new Development within the Town, and it is appropriate to treat the entire Town as a uniform service area for purposes calculating, collecting, and spending Impact Fees.

(i) Town Council desires to enact this Ordinance to implement the findings and recommendations of the Impact Fee Study by establishing a Development Impact Fee Program of the Town to provide for the implementation of the Impact Fees (the “**Impact Fee Program**”) in accordance with the requirements of Section 6-1-930(B) of the Act and approve the Capital Improvements Plan which is incorporated into the Impact Fee Study.

**Section 2 Capital Improvements Plan.** By and through the enactment of this Ordinance, for the purposes discussed in the recitals of Section 1 hereof, Town Council hereby finds that the descriptions, capacities, costs, land use assumptions, calculations of Service Units, projections of future Service Unit needs, projected demands for services, identification of sources of funding and applicable levels, and timing for the need for System Improvements contained in the Impact Fee Study comply with the requirements of a Capital Improvements Plan pursuant to the Act, and the Town Council hereby adopts the Impact Fee Study, and the findings thereof, as the Capital Improvements Plan in accordance with Section 6-1-960 of the Act. Amendments, modifications, and clarifications to the Capital Improvements Plan or succeeding amendments, modifications, or clarifications to the Capital Improvements Plan shall become effective if approved and enacted by the Town Council in accordance with the Act.

**Section 3 Development Impact Fee Program; Codification.** By and through the enactment of this Ordinance, for the purposes discussed above, the Town Council hereby implements the Impact Fee Program, the text of which is attached to this Ordinance at **Exhibit B**. Amendments, modifications, and clarifications to the Impact Fee Program or succeeding amendments, modifications, or clarifications to the Impact Fee Program shall become effective if approved and enacted by the Town Council in accordance with the Act. The Town Clerk is

hereby authorized and directed to provide for the codification of the Impact Fee Program in the Town's Code of Ordinances (the "**Code**"), and is further authorized to modify the format, article, section, and subsection references and enumeration, and section headings as may be necessary to incorporate the Impact Fee Program into Code

**Section 4 Required Publications and Public Hearing.** As required by Section 6-1-960 of the Impact Fee Act and in accordance with the terms therein stated, on April 15, 2025, the Town Council held a public hearing concerning the enactment of the Impact Fee Program and the imposition of Impact Fees. Notice of such public hearing was timely published in a newspaper of general circulation in Berkeley County in a form substantially similar to the form of notice set forth in **Exhibit C** attached hereto.

**DONE AND ORDAINED** this 15th day of April 2025 in meeting duly assembled.

**TOWN OF MONCK'S CORNER, SOUTH  
CAROLINA**

[SEAL]

---

Thomas Hamilton Jr., Mayor

ATTEST:

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Marilyn Baker, Clerk to Town Council

Planning Commission:	February 25, 2025
First Reading:	March 18, 2025
Public Hearing:	April 15, 2025
Second Reading:	April 15, 2025

**Exhibit A**

**Development Impact Fee Study and Capital Improvement Plan**



# ***Development Impact Fee Study and Capital Improvement Plan***

*Prepared for:*

**Town of Moncks Corner, South Carolina**

January 31, 2025

*Prepared by:*



4701 Sangamore Road  
Suite S240  
Bethesda, Maryland 20816  
301.320.6900 [www.tischlerbise.com](http://www.tischlerbise.com)



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## DEVELOPMENT IMPACT FEE STUDY

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## EXECUTIVE SUMMARY

The Town of Moncks Corner, South Carolina retained TischlerBise to prepare a Development Impact Fee Study and Capital Improvement Plan. Development impact fees are collected from new construction at the time a building permit is issued. The fees are one-time payments for new development's proportionate share of the capital cost of infrastructure. The following study addresses Moncks Corner's Parks, Police, Sanitation, Fire, and Transportation infrastructure. Development impact fees do have limitations and should not be regarded as the total solution for infrastructure funding. Rather, they are one component of a comprehensive funding strategy to ensure provision of adequate public facilities. Development impact fees may only be used for capital improvements or debt service for growth-related infrastructure. Under South Carolina Development Impact Fee enabling legislation (Section 6-1-910), fees may not be used for operations, maintenance, replacement of infrastructure, or correcting existing deficiencies.

### South Carolina Development Impact Fee Act<sup>1</sup>

The State of South Carolina grants the power for cities and counties to collect development impact fees on new development pursuant to the rules and regulations set forth in the South Carolina Development Impact Fee Act (Code of Laws of South Carolina, Section 6-1-910 et seq.). The process to create a local impact fee system begins with a resolution by the Town Council directing the Planning Commission to conduct an impact fee study and recommend a development impact fee ordinance for legislative action.

Generally, a governmental entity must have an adopted comprehensive plan to enact development impact fees; however, certain provisions in State law allow counties, cities, and towns that have not adopted a comprehensive plan to impose development impact fees. Those jurisdictions must prepare a capital improvement plan as well as prepare an impact fee study that substantially complies with Section 6-1-960(B) of the Code of Laws of South Carolina.

All counties, cities, and towns are also required to prepare a report that estimates the effect of development impact fees on the availability of affordable housing before imposing development impact fees on residential dwelling units. Based on the findings of the study, certain developments may be exempt from development impact fees when all or part of the project is determined to create affordable housing, and the exempt development's proportionate share of system improvements is funded through a revenue source other than impact fees. A housing affordability analysis in support of the development impact fee study is published as a separate report.

Eligible costs may include design, acquisition, engineering, and financing attributable to those improvements recommended in the local capital improvements plan that qualify for impact fee funding. Revenues collected by the City, city, or town may not be used for administrative or operating costs associated with imposing the impact fee. All revenues from development impact fees must be maintained

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<sup>1</sup> See Appendix C for a copy of the South Carolina Development Impact Fee Act.

in an interest-bearing account prior to expenditure on recommended improvements. Monies must be returned to the owner of the property for which the impact fee was collected if they are not spent within three years of the date, they are scheduled to be encumbered in the local capital improvements plan. All refunds to private landowners must include the pro rata portion of interest earned while on deposit in the impact fee account.

Moncks Corner is also responsible for preparing and publishing an annual report describing the amount of impact fees collected, appropriated, and spent during the preceding year. Furthermore, the Town must issue a new impact fee report with updated fees at least once every five years based on the most recent growth projections. Pursuant to State Law, Moncks Corner will not be empowered to recommend additional projects eligible for impact fee funding or charge higher maximum allowable development impact fees until the Development Impact Fee study and capital improvement plan have been updated.

## **Conceptual Development Impact Fee Calculation**

In contrast to project-level improvements, development impact fees fund growth-related infrastructure that will benefit multiple development projects, or the entire jurisdiction (referred to as system improvements). The first step is to determine an appropriate demand indicator for the particular type of infrastructure. The demand indicator measures the number of demand units for each unit of development. For example, an appropriate indicator of the demand for park facilities is population growth, and the increase in population can be estimated from the average number of residents per housing unit. The second step in the development impact fee formula is to determine infrastructure units per demand unit, typically called level-of-service (LOS) standards. In keeping with the parks example, a common LOS standard is park acreage per resident. The third step in the development impact fee formula is the cost of various infrastructure units. To complete the parks example, this part of the formula would establish the cost per acreage for acquiring new park land.

## **General Methodologies**

There are three general methods for calculating development impact fees. The choice of a particular method depends primarily on the timing of infrastructure construction (past, concurrent, or future) and service characteristics of the facility type being addressed. Each method has advantages and disadvantages in a particular situation and can be used simultaneously for different cost components.

Reduced to its simplest terms, the process of calculating development impact fees involves two main steps: (1) determining the cost of development-related capital improvements and (2) allocating those costs equitably to various types of development. In practice, though, the calculation of development impact fees can become quite complicated because of the many variables involved in defining the relationship between development and the need for facilities within the designated service area. The following paragraphs discuss three basic methods for calculating development impact fees and how those methods can be applied.

### **Cost Recovery (Past Improvements)**

The rationale for recoupment, often called cost recovery, is that new development is paying for its share of the useful life and remaining capacity of facilities already built, or land already purchased, from which new growth will benefit. This methodology is often used for utility systems that must provide adequate capacity before new development can take place.

### **Incremental Expansion (Concurrent Improvements)**

The incremental expansion method documents current level-of-service (LOS) standards for each type of public facility, using both quantitative and qualitative measures. This approach ensures that there are no existing infrastructure deficiencies or surplus capacity in Town infrastructure. New development is only paying its proportionate share for growth-related infrastructure. Revenue will be used to expand or provide additional facilities, as needed, to accommodate new development. An incremental expansion cost method is best suited for public facilities that will be expanded in regular increment to keep pace with development.

### **Plan-Based Fee (Future Improvements)**

The plan-based method allocates costs for a specified set of improvements to a specified amount of development. Improvements are typically identified in a long-range facility plan and development potential is identified by a land use plan. There are two options for determining the cost per demand unit: (1) total cost of a public facility can be divided by total demand units (average cost), or (2) the growth-share of the public facility cost can be divided by the net increase in demand units over the planning period (marginal cost).

### **Credits**

Regardless of the methodology, a consideration of “credits” is integral to the development of a legally defensible development impact fee methodology. There are two types of “credits” with specific characteristics, both of which should be addressed in development impact fee studies and ordinances.

- First, a revenue credit might be necessary if there is a double payment situation, and other revenues are contributing to the capital costs of infrastructure to be funded by development impact fees. This type of credit is integrated into the development impact fee calculation, thus reducing the fee amount.
- Second, a site-specific credit or developer reimbursement might be necessary for dedication of land or construction of system improvements funded by development impact fees. This type of credit is addressed in the administration and implementation of the development impact fee program.



## Proposed Fee Methods and Cost Components

Figure 1 summarizes the methods and cost allocation components used for each infrastructure category in Moncks Corner’s development impact fee study. The development impact fees are based on the actual level of service. The Parks component is predominantly attributed to residential development, with a small portion attributed to nonresidential development based on usage during typical work hours. Likewise, Sanitation fees are apportioned to residential development. The Police and Fire impact fee categories are attributed to residential and nonresidential development based on population and nonresidential vehicle trips.

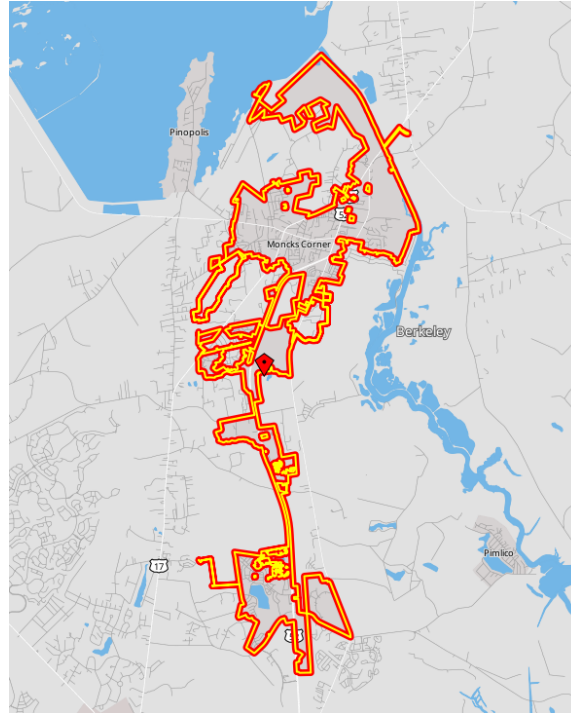
**Figure 1. Proposed Fee Methods and Cost Components**

Fee Category	Service Area	Incremental Expansion	Plan-Based	Cost Recovery	Cost Allocation
Parks & Recreation	Townwide	Park Land, Park Improvements, Multiuse Trails	N/A	N/A	Population and Jobs
Police	Townwide	Police Stations, Police Vehicles	N/A	N/A	Population & Vehicle Trips
Fire	Townwide	Fire Stations, Fire Apparatus	N/A	N/A	Population & Vehicle Trips
Sanitation	Townwide	Sanitation Facilities, Vehicles	N/A	N/A	Population
Transportation	Townwide	Intersection Improvements	N/A	N/A	Vehicle Trips

## Study Area

It is essential for an impact fee study to have an appropriate study area. The study area sets the parameters around the level of service calculations, capacity, Town needs, and benefit zones. The study area for all fee categories is within the 2024 boundaries of the Town of Moncks Corner.

**Figure 2. Town of Moncks Corner Development Impact Fee Study Area**



## Proposed Development Impact Fee Schedule

As documented in this report, Moncks Corner has complied with the South Carolina Development Impact Fee Act and applicable legal precedents. Development impact fees are proportionate and reasonably related to capital improvement demands of new development. Specific costs have been identified using local data and current dollars. This report documents the formulas and input variables used to calculate the development impact fees. The development impact fee methodologies also identify the extent to which new development is entitled to various types of credits to avoid potential double payment of growth-related capital costs.

For residential development, proposed fees are assessed per housing unit by type of unit. The proposed residential fee categories include single family and multifamily units. Single family units include detached, attached, and mobile home units. Multifamily units include condominiums and apartments with two or more units. The proposed fee schedule for nonresidential development is designed to provide a reasonable development impact fee determination for broad property classes – retail, office, industrial, and institutional.

Figure 3 summarizes proposed development impact fees for new development in Moncks Corner. The amounts shown are “maximum supportable” amounts based on the methodologies, levels of service, and costs for the capital improvements identified herein. The fees represent the highest amount feasible for each type of applicable development, which represent new growth’s fair share of the system improvement costs detailed in this report. The Town can adopt amounts that are lower than the maximum amounts shown; however, a reduction in fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in the Town’s level of service.

**Figure 3. Maximum Supportable Development Impact Fee**

Development Type	Parks & Recreation	Police	Fire	Sanitation	Transportation	Maximum Supportable Fee
<b>Residential (per housing unit)</b>						
Single Family	\$2,213	\$710	\$1,200	\$314	\$368	<b>\$4,804</b>
Multifamily	\$1,212	\$389	\$657	\$172	\$176	<b>\$2,606</b>
<b>Nonresidential (per 1,000 square feet/per room for Hotel)</b>						
Retail	\$244	\$1,139	\$1,925	\$0	\$679	<b>\$3,987</b>
Office	\$374	\$439	\$742	\$0	\$262	<b>\$1,817</b>
Industrial	\$180	\$197	\$333	\$0	\$118	<b>\$828</b>
Institutional	\$348	\$604	\$1,021	\$0	\$360	<b>\$2,333</b>
Hotel	\$90	\$324	\$547	\$0	\$193	<b>\$1,154</b>

## Projected Demand

Section 6-1-960(B)(6) of the South Carolina Development Impact Fee Act requires:

*“the total number of service units necessitated by and attributable to new development within the service area, based on the land use assumptions and calculated in accordance with generally accepted engineering or planning criteria.”*

Based on the land use assumptions discussed in Appendix B, both residential and nonresidential development is expected to continue in Moncks Corner over the next ten years. Figure 4. Moncks Corner Residential and Nonresidential Projections on the following page shows projected population, housing units, nonresidential floor area, and vehicle trips over the next ten years.

Based on the Town’s active subdivisions, it is estimated that 4,020 single family units and 530 multifamily units will be constructed in the next ten years. As a result, 9,846 single family and 1,534 multifamily units are projected in Moncks Corner by 2034.

Population projections are estimated based on the new housing growth and PPHU factors. For example, the annual growth in single family units is multiplied by the PPHU for the single family housing type to project new residents for each year. Overall, there is a projected increase of 11,724 residents by 2034, a 40 percent increase from the base year.

Base year employment totals by sector are based on data from Esri Business Analyst. The rate of overall employment growth for the projection period is based on overall job growth from 2017 to 2022 in Moncks

Corner, as obtained from the latest available data from the US Census Bureau's OnTheMap analysis tool. Average annual employment growth is assigned to sectors based on the proportions found in the base year. Employment totals by sector are multiplied by employee density factors available from the Institute of Transportation Engineers to obtain nonresidential square footages for each year.

By applying the growth rates, pipeline projects, and the employee density factors the ten-year projections are calculated in Figure 4. Overall employment in Moncks Corner is projected to increase by 1,144 jobs, which is a 16 percent increase from the base year. The job projections result in a growth of 490,000 nonresidential square feet. The Institutional sector is projected to have the largest increase of 158,000 square feet.

The base year vehicle trip totals and vehicle trip projections are calculated by combining the vehicle trip end factors, the trip adjustment factors, and the residential and nonresidential assumptions for housing stock and floor area. In Moncks Corner, nonresidential land uses account for 23,949 vehicle trips in the base year.

By applying the vehicle trip rates to the growth projections through 2034, it is estimated that there will be an increase of 3,822 daily vehicle trips with the majority of the growth being generated by retail development (55 percent).

Figure 4. Moncks Corner Residential and Nonresidential Projections

5-Year Increment >>

	Base Year 2024	1 2025	2 2026	3 2027	4 2028	5 2029	10 2034	Total Increase
Population	17,343	18,515	19,688	20,860	22,032	23,205	29,067	11,724
<b>Housing Units by Type</b>								
Single Family	5,826	6,228	6,630	7,032	7,434	7,836	9,846	4,020
Multifamily	1,004	1,057	1,110	1,163	1,216	1,269	1,534	530
Total Housing Units	6,830	7,285	7,740	8,195	8,650	9,105	11,380	4,550
<b>Jobs</b>								
Retail	1,977	2,006	2,036	2,067	2,098	2,129	2,292	316
Office	762	773	785	797	809	821	884	122
Industrial	1,436	1,458	1,480	1,502	1,524	1,547	1,666	229
Institutional	2,991	3,036	3,081	3,127	3,173	3,221	3,468	477
Total Jobs	7,166	7,273	7,382	7,492	7,604	7,717	8,310	1,144
<b>Nonresidential Floor Area (1,000 sq. ft.)</b>								
Retail	931	945	959	973	988	1,003	1,080	149
Office	234	237	241	245	248	252	271	37
Industrial	915	929	942	957	971	985	1,061	146
Institutional	987	1,002	1,017	1,032	1,047	1,063	1,145	158
Total Floor Area	3,067	3,113	3,159	3,206	3,254	3,303	3,557	490
<b>Nonresidential Vehicle Trips</b>								
Retail Trips	13,095	13,290	13,489	13,690	13,894	14,101	15,185	2,090
Office Trips	1,268	1,287	1,306	1,326	1,345	1,366	1,471	202
Industrial Trips	2,228	2,261	2,295	2,329	2,364	2,399	2,584	356
Institutional Trips	7,358	7,468	7,579	7,692	7,807	7,923	8,532	1,174
Nonresidential Subtotal	23,949	24,306	24,669	25,037	25,411	25,790	27,772	3,822
<b>Residential Trips</b>								
Single Family	44,371	47,432	50,494	53,556	56,617	59,679	74,987	30,616
Multifamily	3,663	3,856	4,049	4,243	4,436	4,629	5,596	1,933
Residential Subtotal	48,033	51,288	54,543	57,798	61,053	64,308	80,583	32,550
Total Vehicle Trips	71,983	75,595	79,212	82,835	86,464	90,098	108,355	36,372

*A note on rounding: Calculations throughout this report are based on an analysis conducted using Excel software. Most results are discussed in the report using one-, two-, and three-digit places, which represent rounded figures. However, the analysis itself uses figures carried to their ultimate decimal places; therefore, the sums and products generated in the analysis may not equal the sum or product if the reader replicates the calculation with the factors shown in the report (due to the rounding of figures shown, not in the analysis).*

## PARKS DEVELOPMENT IMPACT FEE ANALYSIS

### Methodology

Section 6-1-920(18c) of the South Carolina Development Impact Fee Act states that a development impact fee may be imposed on public facilities including:

*“...parks, libraries, and recreational facilities.”*

The Parks & Recreation Development Impact Fee is calculated for residential development and on a per capita basis and per job on nonresidential development. The incremental expansion methodology is used to calculate the current level of service for:

- Park land
- Park improvements
- Multiuse Trails

Section 6-1-960(B)(1) of the South Carolina Development Impact Fee Act requires:

*“a general description of all existing facilities and their existing deficiencies, within the service area or areas of the governmental entity, a reasonable estimate of all costs, and a plan to develop the funding resources, including existing sources of revenues, related to curing existing deficiencies including, but not limited to, the upgrading, updating, improving, expanding, or replacing of these facilities to meet existing needs and usage.”*

Section 6-1-960(B)(2) of the South Carolina Development Impact Fee Act requires:

*“an analysis of total capacity, the level of current usage, and commitments for usage of existing public facilities, which must be prepared by qualified a professional using generally accepted principles and professional standards.”*

Residential development impact fees are calculated on a per capita basis, then converted to an appropriate amount for each type of housing unit based on PPHU factors. It is assumed that demand for Park facilities is driven predominantly by residential development, with a small portion attributed to nonresidential development. Furthermore, the level of service for all infrastructure components is calculated on a Townwide basis.

## Parks Service Units

Section 6-1-960(B)(4) of the South Carolina Development Impact Fee Act requires:

*“a definitive table establishing the specific service unit for each category of system improvements and an equivalency or conversion table establishing the ratio of a service unit to various types of land uses, including residential, commercial, agricultural, and industrial, as appropriate.”*

The “service unit” used for residential development is Persons per Housing Unit (PPHU). This is a measure of, on average, the number of persons residing in each housing unit. As shown in Figure PR1, there are 2.72 persons per single family unit, and 1.49 persons per multifamily unit. Factors have been calculated based on data provided by the U.S. Census Bureau’s 2022 American Community Survey 5-year estimates.

**Figure PR1. Residential Service Units**

Housing Type	Persons	Housing Units	Persons per Housing Unit
Single Family [1]	12,077	4,439	2.72
Multifamily [2]	1,025	686	1.49
Total	13,102	5,125	2.56

[1] Includes attached and detached single family homes and mobile homes

[2] Includes structures with 2+ units

Source: U.S. Census Bureau, 2017-2022 American Community Survey 5-Year Estimates

TischlerBise recommends using jobs per 1,000 square feet (employment density) as the service unit for nonresidential development. As shown in Figure PR2, these employment density factors are derived from the Institute of Transportation Engineers’ Trip Generational Manual, 11th Edition (ITE 2021).

**Figure PR2. Nonresidential Service Units**

Development Type	Jobs Per 1,000 Sq. Ft.
Retail	2.12
Office	3.26
Industrial	1.57
Institutional	3.03
Hotel	0.56

## Parks Proportionate Share

The demand on park facilities is driven primarily by residential development and to a lesser extent by nonresidential development. Proportionate share between residential and nonresidential demand on facilities is calculated by determining the cumulative impact hours per person for residential development and per inflow commuter for nonresidential development.

Based on 2021 estimates from the U.S. Census Bureau's OnTheMap web application, 6,266 inflow commuters traveled to Moncks Corner for work in 2021. Potential impact to parks and recreational per resident is 24 hours a day and 365 days per year. This equates to 150,111,010 cumulative impact hours per year from existing residents (17,343 persons x 24 hours per day x 365 days per year = 151,921,877 cumulative impact hours).

The nonresidential impact is restricted to weekday working hours per inflow commuter. Thus, nonresidential impact on parks and recreation facilities equates to 12,532,000 cumulative impact hours per year (6,266 inflow commuters x 8 hours per day x 5 days per week x 50 weeks per year = 12,532,000 cumulative impact hours). In total, residential development generates 92 percent of demand for parks facilities and nonresidential development generates the remaining eight percent of demand.

**Figure PR3. Proportionate Share Factors**

Development Type	Service Unit	Impact Hours per Year	Cumulative Impact Hours per Year	Proportionate Share
Residential	17,343 persons	8,760	151,921,877	92%
Nonresidential	6,266 inflow commuters	2,000	12,532,000	8%
Total			164,453,877	100%

1. U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics, Version 6.23.4, 2021.

Residential Impact: 24 hours per day X 365 days per year

Nonresidential Impact: 8 hours per day X 5 days per week X 50 weeks per year

## Parks Facilities Level of Service & Cost Analysis

The Parks Development Impact Fee includes the Town's park land, park improvements, and multiuse trails. Additional expansion will be necessary to serve future growth and maintain current levels of service. The level of service is calculated based on an incremental expansion methodology with Townwide population as the base year demand factor.

### Park Land

As shown in Figure PR4, there is a total of 85.3 acres of parkland provided by the Town of Moncks Corner. Park acreage is allocated to residential and nonresidential demand using the proportionate share factors shown in Figure PR3. Thus, 78.8 acres are allocated to residential development, and 6.5 acres are allocated to nonresidential development. A recent analysis from Town staff determined that the Town would anticipate spending \$50,000 per acre for new park land. To calculate the current level of service, the total acreage is divided by the current Townwide population and employment. As a result, there are 0.005 acres per person.  $78.8 \text{ acres} / 17,343 \text{ residents} = 0.0045 \text{ acres per person, rounded}$  and  $0.001 \text{ acres per job}$  ( $6.5 \text{ acres} / 7,166 \text{ jobs} = 0.0009 \text{ acres per job}$ ). The capital cost per person for parkland is found by multiplying the level of service by the average cost per acre ( $0.0045 \text{ acres per person} \times \$50,000 \text{ per acre} = \$227.16 \text{ per person}$ ). The capital cost per job is determined the same way ( $0.0009 \text{ acres per job} \times \$50,000 \text{ per acre} = \$45.35 \text{ per job}$ ).



Figure PR4. Parkland Level of Service and Cost Factors

Park Name	Total Acres	Replacement Cost
Grady Park	0.50	\$25,000
Lacey Park	2.84	\$142,000
Unity Park	1.03	\$51,500
Sports Complex	52.22	\$2,611,000
Youth Fields	28.70	\$1,435,000
<b>Total</b>	<b>85.3</b>	<b>\$4,264,500</b>
<b>Average Cost Per Acre</b>		<b>\$50,000</b>

Level-of-Service Standards	Parkland
Residential Share	92%
Share of Acreage	78.8
2024 Population	17,343
<b>Acres per Person</b>	<b>0.0045</b>
Nonresidential Share	8%
Share of Acreage	6.5
2024 Employment	7,166
<b>Acres per Job</b>	<b>0.0009</b>

Cost Analysis	Parkland
Acres per Person	0.0045
Average Cost per Acre [2]	\$50,000
<b>Capital Cost Per Person</b>	<b>\$227.16</b>
Acres per Job	0.0009
Average Cost per Acre [2]	\$50,000
<b>Capital Cost Per Job</b>	<b>\$45.35</b>

[1] Source: Town of Moncks Corner Parks & Recreation

[2] Source: Cost per acre of land represents the Town's expected price to pay for a new park

## Park Improvements

As shown in Figure PR5, there are a total of 1,165 improvements throughout five parks in the Town of Moncks Corner. Park improvement costs are based on the cost to replace existing improvements, which totals \$10,802,500 or \$9,273 per improvement. Improvements are allocated to residential and nonresidential demand using the proportionate share factors shown in Figure PR3. Thus, 1,076 improvements are allocated to residential development, and 89 improvements are allocated to nonresidential development. To calculate the current level of service, the total number of improvements is divided by the current Town population and employment. As a result, there are 0.062 improvements per person (1,076 improvements / 17,343 residents = 0.062 improvements per person, rounded) and 0.012 improvements per job (89 improvements / 7,166 jobs = 0.012 improvements per job, rounded). The capital cost per demand unit is found by multiplying the LOS factor by the average cost per improvement. The capital cost per person is \$575.42 (0.062 improvements per person x \$9,273 per improvement =

\$575.42 per person) and the capital cost per job is \$114.87 (0.012 improvements per job x \$9,273 per improvement = \$114.87 per job).

**Figure PR5. Park Improvements Level of Service and Cost Factors**

Park Name	Park Improvements [1]	Replacement Cost
Grady Park	4	\$12,900
Lacey Park	36	\$459,800
Unity Park	34	\$462,900
Sports Complex	494	\$5,195,900
Youth Fields	597	\$4,671,000
<b>Total</b>	<b>1,165</b>	<b>\$10,802,500</b>
<b>Average Cost Per Improvement</b>		<b>\$9,273</b>

<b>Level-of-Service Standards</b>	<b>Parkland</b>
Residential Share	92%
Share of Improvements	1,076
2024 Population	17,343
<b>Improvements per Person</b>	<b>0.06</b>
Nonresidential Share	8%
Share of Improvements	89
2024 Employment	7,166
<b>Improvements per Job</b>	<b>0.01</b>

<b>Cost Analysis</b>	<b>Parkland</b>
Improvements per Person	0.06
Average Cost per Improvement	\$9,273
<b>Capital Cost Per Person</b>	<b>\$575</b>
Improvements per Person	0.01
Average Cost per Improvement	\$9,273
<b>Capital Cost Per Job</b>	<b>\$115</b>

[1] Source: Town of Moncks Corner Parks & Recreation

[2] Source: TischlerBise calculation of costs based on other South Carolina jurisdictions

## Multiuse Trails

As shown in Figure PR6, there are a total of 4.8 miles of multiuse trails in the Town of Moncks Corner. Costs are based on the cost to replace existing trails, totaling \$205,200 or 42,750 per mile. Trail miles are allocated to residential and nonresidential demand based on the proportionate factors shown in Figure PR3. Thus, 4.4 miles are allocated to residential demand, and 0.37 miles are allocated to nonresidential demand. To calculate the current level of service, the total number of trail miles is divided by the current Town population and employment. As a result, there are 0.00026 miles per person (4.4 miles / 17,343 residents = 0.00026 improvements per person, rounded) and 0.00005 miles per job (0.37 miles / 7,166 jobs = 0.00005 miles per job). The capital cost is found by multiplying the LOS factor by the average cost

per mile. Therefore, the capital cost per person is \$10.93 (0.00026 miles x \$42,750 per mile = \$10.93 per person) and the capital cost per job is \$2.18 (0.00005 x \$42,750 per mile = \$2.18 per job).

**Figure PR6. Multiuse Trail Level of Service and Cost Factors**

Park Name	Trail Length (Miles)	Replacement Cost Per Mile	Total Replacement Cost
Biggin Creek Bike Trail	4.8	42,750	\$205,200
<b>Total</b>		<b>42,750</b>	<b>\$205,200</b>

<b>Level-of-Service Standards</b>	<b>Trails</b>
Residential Share	92%
Share of Trails	4.4
2024 Population	17,343
<b>Trail Miles per Person</b>	<b>0.00026</b>
Nonresidential Share	8%
Share of Trails	0.37
2024 Employment	7,166
<b>Trail Miles per Job</b>	<b>0.00005</b>

<b>Cost Analysis</b>	<b>Trails</b>
Trail Miles per Person	0.00026
Average Cost per Trail Mile	\$42,750
<b>Capital Cost Per Person</b>	<b>\$10.93</b>
Trail Miles per Job	0.00005
Average Cost per Trail Mile	\$42,750
<b>Capital Cost Per Job</b>	<b>\$2.18</b>

Source: Town of Moncks Corner Parks & Recreation

## Projection of Growth-Related Park Facility Demands

Section 6-1-960(B)(5) of the South Carolina Development Impact Fee Act requires:

*“a description of all system improvements and their costs necessitated by and attributable to new development in the service area, based on the approved land use assumptions, to provide a level of service not to exceed the level of service currently existing in the community or service area, unless a different or higher level of service is required by law, court order, or safety consideration.”*

Section 6-1-960(B)(7) of the South Carolina Development Impact Fee Act requires:

*“the projected demand for system improvements required by new service units projected over a reasonable period of time not to exceed twenty years.”*

## Parkland

To estimate the 10-year growth demands for Parks facilities in Moncks Corner, the current levels of service are applied to the projected residential and nonresidential growth. Moncks Corner is projected to increase by 11,724 residents and 1,144 jobs over the next ten years (see Appendix B). Listed in Figure PR7, the Town will need to acquire 54.3 new acres of parkland by 2034 to serve new growth. By applying the replacement cost factors, the total growth-related expenditure for parkland is projected to be approximately \$2.71 million.

**Figure PR7. 10-Year Parkland Demands to Accommodate Growth**

Type of Infrastructure	Level of Service		Demand Unit	Cost / Unit
Parkland	0.0045	Acres	per Person	\$50,000
	0.0009	Acres	per Job	

Growth-Related Need for Parkland						
Year		Population	Jobs	Residential Acres	Nonresidential Acres	Total Acres
Base	2024	17,343	7,166	78.8	6.5	85.3
Year 1	2025	18,515	7,273	84.1	6.6	90.7
Year 2	2026	19,688	7,382	89.4	6.7	96.1
Year 3	2027	20,860	7,492	94.8	6.8	101.6
Year 4	2028	22,032	7,604	100.1	6.9	107.0
Year 5	2029	23,205	7,717	105.4	7.0	112.4
Year 6	2030	24,377	7,832	110.7	7.1	117.9
Year 7	2031	25,550	7,949	116.1	7.2	123.3
Year 8	2032	26,722	8,068	121.4	7.3	128.7
Year 9	2033	27,894	8,188	126.7	7.4	134.2
Year 10	2034	29,067	8,310	132.1	7.5	139.6
Ten-Year Increase		11,724	1,144	53.3	1	54.3
Total Growth-Related Expenditures		\$2,715,090				

## Park Improvements

To estimate the 10-year growth demands for Parks improvements in Moncks Corner, the current levels of service are applied to the projected residential and nonresidential growth. Moncks Corner is projected to increase by 11,724 residents and 1,144 jobs over the next ten years (see Appendix B). Listed in Figure PR8, the Town will need to provide approximately 742 park improvements by 2034 to serve new growth. By applying the replacement cost factors, the total growth-related expenditure for park improvements is projected to be approximately \$6.87 million.

Figure PR8. 10-Year Park Improvement Demands to Accommodate Growth

Type of Infrastructure	Level of Service		Demand Unit	Cost / Unit
Park Improvements	0.062	Improvements	per Person	\$9,273
	0.012	Improvements	per Job	

Growth-Related Need for Park Improvements						
Year		Population	Jobs	Residential Improvements	Nonresidential Improvements	Total Improvements
Base	2024	17,343	7,166	1,076.2	88.8	1,165.0
Year 1	2025	18,515	7,273	1,149.0	90.1	1,239.1
Year 2	2026	19,688	7,382	1,221.7	91.4	1,313.2
Year 3	2027	20,860	7,492	1,294.5	92.8	1,387.3
Year 4	2028	22,032	7,604	1,367.2	94.2	1,461.4
Year 5	2029	23,205	7,717	1,440.0	95.6	1,535.6
Year 6	2030	24,377	7,832	1,512.8	97.0	1,609.8
Year 7	2031	25,550	7,949	1,585.5	98.5	1,684.0
Year 8	2032	26,722	8,068	1,658.3	99.9	1,758.2
Year 9	2033	27,894	8,188	1,731.0	101.4	1,832.5
Year 10	2034	29,067	8,310	1,803.8	102.9	1,906.7
Ten-Year Increase		11,724	1,144	727.6	14	741.7
Total Growth-Related Expenditures			\$6,877,656			

## Multiuse Trails

To estimate the 10-year growth demands for multiuse trails in Moncks Corner, the current level of service is applied to the residential growth projected. Moncks Corner is projected to increase by 11,724 residents and 1,144 jobs over the next ten years (see Appendix B). Listed in Figure PR9, the Town will need to acquire 3.1 new miles of trails by 2034. By applying the replacement cost factors, the total growth-related expenditure for multiuse trails is projected to be approximately \$130,645.

Figure PR9. 10-Year Multiuse Trail Demands to Accommodate Growth

Type of Infrastructure	Level of Service		Demand Unit	Cost / Unit
Multiuse Trails	0.00026	Miles	per Person	\$42,750
	0.00005	Miles	per Job	

Growth-Related Need for Multiuse Trails						
Year		Population	Jobs	Residential Trails	Nonresidential Trails	Total Improvements
Base	2024	17,343	7,166	4.4	0.37	4.8
Year 1	2025	18,515	7,273	4.7	0.37	5.1
Year 2	2026	19,688	7,382	5.0	0.38	5.4
Year 3	2027	20,860	7,492	5.3	0.38	5.7
Year 4	2028	22,032	7,604	5.6	0.39	6.0
Year 5	2029	23,205	7,717	5.9	0.39	6.3
Year 6	2030	24,377	7,832	6.2	0.40	6.6
Year 7	2031	25,550	7,949	6.5	0.41	6.9
Year 8	2032	26,722	8,068	6.8	0.41	7.2
Year 9	2033	27,894	8,188	7.1	0.42	7.6
Year 10	2034	29,067	8,310	7.4	0.42	7.9
Ten-Year Increase		11,724	1,144	3.0	0.06	3.1
Total Growth-Related Expenditures			\$130,645			

## Maximum Supportable Parks Development Impact Fee

Figure PR10 lists the maximum supportable Parks Development Impact Fee for the Town of Moncks Corner. Development impact fees for Parks facilities are assessed on residential development based on household size (i.e., PPHU) and on nonresidential development based on ITE employment density factors (jobs per 1,000 square feet). Differentiating the fee by housing type allows the results to be more exact about the level of demand (PPHU) a residential development will place on the current infrastructure based on level of service standards. The same is true of nonresidential development, as labor and square footage required vary significantly by land use type. For residential development, the total cost per person is multiplied by the number of PPHU to calculate the proposed fee. For example, there is a total cost per person of \$813.51 and an average of 2.72 persons per single family housing unit, resulting in a fee of \$2,213 per unit (\$813.51 per person x 2.72 persons per unit = \$2,213 per unit).

The fees represent the highest amount supportable for each type of development, which represents new growth's fair share of the cost for capital facilities. The Town may adopt fees that are less than the amounts shown. However, a reduction in development impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure PR10. Maximum Supportable Parks Development Impact Fee

Fee Component	Cost Per Person	Cost Per Job
Parkland	\$227.16	\$45.35
Park Improvements	\$575.42	\$114.87
Multiuse Trails	\$10.93	\$2.18
<b>Total</b>	<b>\$813.51</b>	<b>\$162.40</b>

**Residential**

Housing Type	Persons per Housing Unit	Maximum Supportable Fee
Single Family	2.72	\$2,213
Multifamily	1.49	\$1,212

**Nonresidential**

Development Type	Jobs Per 1,000 Sq. Ft.*	Maximum Supportable Fee per 1,000 Sq. Ft.
Retail	2.12	\$244
Office	3.26	\$374
Industrial	1.57	\$180
Institutional	3.03	\$348
Hotel	0.56	\$90

\*Per Room for Hotel

## Revenue from Parks Development Impact Fee

Revenue from the Parks Development Impact Fee is estimated in Figure PR11. There are projected to be 4,550 new housing units in Moncks Corner by 2034. To find the revenue, the fee is multiplied by the growth. For example, single family development is estimated to generate \$8.89 million in revenue (\$2,213 x 4,020 units = \$8,896,260). In total, the impact fee is expected to generate \$9.53 million in revenue, or 98% of the total projected expenditures.

**Figure PR11. Estimated Revenue from the Parks Development Impact Fee**

	<b>Total Cost</b>	<b>Growth Cost</b>
Park Land	\$2,715,090	\$2,715,090
Park Improvements	\$6,877,656	\$6,877,656
Multiuse Trails	\$130,645	\$130,645
<b>Total Expenditures</b>	<b>\$9,723,391</b>	<b>\$9,723,391</b>

**Projected Development Impact Fee Revenue**

		<b>Single Family \$2,213 per unit</b>	<b>Multifamily \$1,212 per unit</b>	<b>Retail \$244 per KSF</b>	<b>Office \$374 per KSF</b>	<b>Industrial \$180 per KSF</b>	<b>Institutional \$348 per KSF</b>
<b>Year</b>		<b>Housing Units</b>	<b>Housing Units</b>	<b>KSF</b>	<b>KSF</b>	<b>KSF</b>	<b>KSF</b>
Base	2024	5,826	1,004	931	234	915	987
Year 1	2025	6,228	1,057	945	237	929	1,002
Year 2	2026	6,630	1,110	959	241	942	1,017
Year 3	2027	7,032	1,163	973	245	957	1,032
Year 4	2028	7,434	1,216	988	248	971	1,047
Year 5	2029	7,836	1,269	1,003	252	985	1,063
Year 6	2030	8,238	1,322	1,018	256	1,000	1,079
Year 7	2031	8,640	1,375	1,033	260	1,015	1,095
Year 8	2032	9,042	1,428	1,048	263	1,030	1,111
Year 9	2033	9,444	1,481	1,064	267	1,045	1,128
Year 10	2034	9,846	1,534	1,080	271	1,061	1,145
Ten-Year Increase		4,020	530	149	37	146	158
Projected Revenue		\$8,896,260	\$642,360	\$36,261	\$13,966	\$26,287	\$54,821
<b>Projected Revenue =&gt;</b>							<b>\$9,538,620</b>
<b>Total Expenditures =&gt;</b>							<b>\$9,723,391</b>
<b>Non-Impact Fee Funding =&gt;</b>							<b>\$184,771</b>



## POLICE DEVELOPMENT IMPACT FEE ANALYSIS

### Methodology

Section 6-1-920(18f) of the South Carolina Development Impact Fee Act states that a development impact fee may be imposed on public facilities including:

*“...public safety facilities, including law enforcement, fire, emergency medical and rescue, and street lighting facilities.”*

The Police Development Impact Fee includes two components:

- Police station space
- Police vehicles

An incremental expansion methodology is used for Police Station space and for Police vehicles. Costs are allocated to both residential and nonresidential development using different demand indicators for each type of development.

Section 6-1-960(B)(1) of the South Carolina Development Impact Fee Act requires:

*“a general description of all existing facilities and their existing deficiencies, within the service area or areas of the governmental entity, a reasonable estimate of all costs, and a plan to develop the funding resources, including existing sources of revenues, related to curing existing deficiencies including, but not limited to, the upgrading, updating, improving, expanding, or replacing of these facilities to meet existing needs and usage.”*

Section 6-1-960(B)(2) of the South Carolina Development Impact Fee Act requires:

*“an analysis of total capacity, the level of current usage, and commitments for usage of existing public facilities, which must be prepared by a qualified professional using generally accepted principles and professional standards.”*

Residential development impact fees are calculated on a per capita basis, then converted to an appropriate amount for each type of housing unit based on Persons per Housing Unit (PPHU) factors. Nonresidential development impact fees are calculated using nonresidential vehicle trips. Trip generation rates are highest for commercial/retail development and lowest for industrial development, whereas trip rates for office and institutional development fall between the other two categories. Using vehicle trip rates ensures that development impact fees are consistent with the relative demand for Police services from nonresidential development.

## Police Service Units

Section 6-1-960(B)(4) of the South Carolina Development Impact Fee Act requires:

*“a definitive table establishing the specific service unit for each category of system improvements and an equivalency or conversion table establishing the ratio of a service unit to various types of land uses, including residential, commercial, agricultural, and industrial, as appropriate.”*

The “service unit” used for residential development is Persons per Housing Unit (PPHU). This is a measure of, on average, the number of persons residing in each housing unit. As shown in Figure P1, there are 2.72 persons per single family detached unit, and 1.49 persons per multifamily unit. Factors have been calculate based on data provided by the U.S. Census Bureau’s 2022 American Community Survey 5-year estimates (further discussed in Appendix B).

**Figure P1. Residential Service Units**

Housing Type	Persons	Housing Units	Persons per Housing Unit
Single Family [1]	12,077	4,439	2.72
Multifamily [2]	1,025	686	1.49
Total	13,102	5,125	2.56

[1] Includes attached and detached single family homes and mobile homes

[2] Includes structures with 2+ units

Source: U.S. Census Bureau, 2017-2022 American Community Survey 5-Year Estimates

TischlerBise recommends using nonresidential vehicle trips as the nonresidential “service unit” for Police facilities and vehicles. Average weekday vehicle trip ends for nonresidential development are from the 11th edition of the reference book, Trip Generation, published in 2021 by the Institute of Transportation Engineers. A “trip end” represents a vehicle either entering or exiting a development (as if a traffic counter were placed across a driveway). Trip ends for nonresidential development are calculated per thousand square feet.

Trip generation rates are used for nonresidential development because vehicle trips are highest for retail developments, such as shopping centers, and lowest for industrial development. Office and institutional trip rates fall between the other two categories. This ranking of trip rates is consistent with the relative demand for public safety services from nonresidential development. Other possible nonresidential demand indicators, such as employment or floor area, will not accurately reflect the demand for service. For example, if employees per thousand square feet were used as the demand indicator, Police development fees would be disproportionately high for office and institutional development because offices typically have more employees per 1,000 square feet than retail uses.

The standard 50 percent adjustment is applied to office and industrial uses. A lower vehicle trip adjustment factor is used for retail and institutional land uses because this type of development attracts vehicles as they pass-by on arterial and collector roads. For example, when someone stops at a

convenience store on their way home from work, the convenience store is not their primary destination. Further detail on vehicle trip factors can be found in Appendix B: Land Use Assumptions.

**Figure P2. Nonresidential Service Units**

Land Use	ITE Codes	Wkday Trip Ends Per 1,000 Sq. Ft.	Trip Adj. Factor	Adj. Vehicle Trips per 1,000 Sq. Ft.
<b>Nonresidential (per 1,000 square feet)</b>				
Retail	820	37.01	38%	14.06
Office	710	10.84	50%	5.42
Industrial	110	4.87	50%	2.44
Institutional	730	22.59	33%	7.45
Hotel	310	7.99	50%	4.00

Source: Institute of Transportation Engineers, Trip Generation, 11th Edition (2021)

## Police Proportionate Share

Both residential and nonresidential developments increase the demand on Police facilities and vehicles. To calculate the proportional share between residential and nonresidential demand on facilities, the Town's functional population split is used. The functional population approach allocates the cost of the facilities to residential and nonresidential development based on the activity of residents and workers in the Town through the 24 hours in a day. Based on available data, the functional population calculation includes Townwide totals.

Residents that do not work are assigned 20 hours per day to residential development and 4 hours per day to nonresidential development (annualized averages). Residents that work in Moncks Corner are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside the Town are assigned 14 hours to residential development, the remaining hours in the day are assumed to be spent outside of the Town working. Inflow commuters are assigned 10 hours to nonresidential development. Based on 2021 functional population data (the latest year available), residential development accounts for 70 percent of the functional population, while nonresidential development accounts for 30 percent, see Figure P3.

Figure P3. Moncks Corner Functional Population

Moncks Corner, SC (2021)			
		Demand Hours/Day	Person Hours
<b>Residential</b>			
Population*	13,644		
Residents Not Working	7,668	20	153,360
Employed Residents	5,976		
Employed in Moncks Corner	692	14	9,688
Employed outside Moncks Corner	5,284	14	73,976
	Residential Subtotal		237,024
	Residential Share =>		70%
<b>Nonresidential</b>			
Non-working Residents	7,668	4	30,672
Jobs Located in Moncks Corner	6,958		
Residents Employed in Moncks Corner	692	10	6,920
Non-Resident Workers (inflow commuters)	6,266	10	62,660
	Nonresidential Subtotal		100,252
	Nonresidential Share =>		30%
	TOTAL		337,276

Source: U.S. Census Bureau, OnTheMap 6.1.1 Application and LEHD Origin-Destination Employment Statistics.

\* Source: U.S. Census Bureau, American Community Survey, 2017-2022 5yr Average

## Police Level of Service & Cost Analysis

The Town of Moncks Corner currently has a total of 3,650 square feet of Police station and plans to construct additional capacity to meet future demand. To determine the level of service factors for the development impact fee, the functional population split is applied to the floor area, resulting in a 2,555 square foot share of floor area for service of residential demand and a 1,095 square foot share for service of nonresidential demand.

The current level of service is found by dividing the allocated floor area by the base year (2024) residential and nonresidential demand units (population and nonresidential vehicle trips). Accordingly, the LOS factors are 0.15 square feet per person and 0.05 square feet per nonresidential vehicle trip.

Based on a 2024 design study provided by Town staff, a new Police station is expected to cost \$547 per square foot. To find the capital cost per person and per nonresidential vehicle trip, the level of service is multiplied by the average cost per square foot. For example, the residential cost per person is \$80.59 (0.15 square feet per person x \$547 per square foot = \$80.59 per person).

**Figure P4. Police Station Level of Service and Cost Factors**

Facility	Square Feet	Replacement Cost
Station 1 - Municipal Building	3,650	\$1,996,052
<b>Total</b>	<b>3,650</b>	<b>\$1,996,052</b>
<b>Level-of-Service Standards</b>	<b>Residential</b>	<b>Nonresidential</b>
Proportionate Share	70%	30%
Share of Floor Area (sq. ft.)	2,555	1,095
2024 Population and Nonres. Vehicle Trips	17,343	23,949
<b>Square Feet per Person/Nonres. Trip</b>	<b>0.15</b>	<b>0.05</b>
<b>Cost Analysis</b>	<b>Residential</b>	<b>Nonresidential</b>
Square Feet per Person/Nonres. Trips	0.15	0.05
Average Cost per Square Foot	\$547	\$547
<b>Capital Cost Per Person/Nonres. Trip</b>	<b>\$80.59</b>	<b>\$25.01</b>

Source: Town of Moncks Corner Police Department New Station Design Cost Study

The Town of Moncks Corner plans to purchase additional Police vehicles over the next ten years to meet demand posed by new development. Level of service factors for Police vehicles are therefore calculated using an incremental (consumption-based) approach. As shown in Figure P5, Police vehicles total 41 units. To determine the level of service factors for the development impact fee, the functional population split is applied to this total, resulting in 28.7 Police vehicles serving residential demand and 12.3 vehicles serving nonresidential demand.

The current level of service is found by dividing the allocated units by the 2024 residential and nonresidential demand units (population and nonresidential vehicle trips). Accordingly, the LOS factors are 0.0017 vehicles per person and 0.0005 vehicles per nonresidential vehicle trip.

Based on 2024 Moncks Corner Police estimates, the replacement cost of a Police vehicle averages \$109,000 per unit. To find the capital cost per person or per nonresidential vehicle trip, the level of service standards are applied to the average cost per vehicle. For example, the residential cost per person is \$180.38 (0.0017 vehicles per person x \$109,000 per unit = \$180.38 per person, rounded).

Figure P5. Police Vehicles Level of Service and Cost Factors

Vehicle	Vehicles	Cost per Vehicle	Replacement Cost
Patrol Vehicles	41	\$109,000	\$4,469,000

Level-of-Service Standards	Residential	Nonresidential
Proportionate Share	70%	30%
Share of Vehicles	28.7	12.3
2024 Population and Nonres. Vehicle T	17,343	23,949
<b>Vehicles Per Person/Nonres. Vehicle T</b>	<b>0.0017</b>	<b>0.0005</b>

Cost Analysis	Residential	Nonresidential
Vehicles per Person/Nonres. Trips	0.0017	0.0005
Average Cost per Vehicle	\$109,000	\$109,000
<b>Capital Cost Per Person/Nonres. Trip</b>	<b>\$180.38</b>	<b>\$55.98</b>

Source: Town of Moncks Corner Police Department

## Projection of Growth-Related Police Facility Demands

Section 6-1-960(B)(5) of the South Carolina Development Impact Fee Act requires:

*“a description of all system improvements and their costs necessitated by and attributable to new development in the service area, based on the approved land use assumptions, to provide a level of service not to exceed the level of service currently existing in the community or service area, unless a different or higher level of service is required by law, court order, or safety consideration.”*

Section 6-1-960(B)(7) of the South Carolina Development Impact Fee Act requires:

*“the projected demand for system improvements required by new service units projected over a reasonable period of time not to exceed twenty years.”*

Based on a projected population increase of 11,724 persons, future residential development demands approximately 1,727 square feet of Police facilities (11,724 additional persons X 0.15 square feet per person). With projected vehicle trip growth of 3,822 vehicle trips, future nonresidential development demands approximately 175 square feet of Police facilities (3,822 additional vehicle trips X 0.05 square feet per vehicle trip). In total, future development demands approximately 1,902 square feet of Police facilities at a cost of \$1,040,142 (1,902 square feet X \$547 per square foot).

**Figure P6. 10-Year Police Station Demands to Accommodate Growth**

Type of Infrastructure		Level of Service		Demand Unit	Cost / Sq. Ft.
Police Facilities	Residential	0.15	Square Feet	per Person	\$547
	Nonresidential	0.05		per Vehicle Trip	

Growth-Related Need for Police Facilities						
Year		Population	Nonres. Vehicle Trips	Residential Square Feet	Nonresidential Square Feet	Total Square Feet
Base	2024	17,343	23,949	2,555	1,095	3,650
Year 1	2025	18,515	24,306	2,728	1,111	3,839
Year 2	2026	19,688	24,669	2,900	1,128	4,028
Year 3	2027	20,860	25,037	3,073	1,145	4,218
Year 4	2028	22,032	25,411	3,246	1,162	4,408
Year 5	2029	23,205	25,790	3,419	1,179	4,598
Year 6	2030	24,377	26,174	3,591	1,197	4,788
Year 7	2031	25,550	26,565	3,764	1,215	4,979
Year 8	2032	26,722	26,961	3,937	1,233	5,170
Year 9	2033	27,894	27,363	4,110	1,251	5,361
Year 10	2034	29,067	27,772	4,282	1,270	5,552
Ten-Year Increase		11,724	3,822	1,727	175	1,902
Projected Expenditure				\$944,568	\$95,574	\$1,040,142

To estimate the 10-year growth demands for Police vehicles, the current level of service (0.0017 units per person and 0.0005 units per nonresidential vehicle trip) is applied to the residential and nonresidential growth projected for Moncks Corner. The Town is projected to increase by 11,724 residents and 3,822 nonresidential vehicle trips over the next ten years (see Appendix B). Listed in Figure P7, there will be a need for 21.37 new Police vehicles to accommodate future demands. By applying the average cost (\$109,000 per unit), the total projected growth expenditure is \$2,328,793 (21.37 x \$109,000 = \$2,328,793).

Figure P7. 10-Year Police Vehicle Demands to Accommodate Growth

Type of Infrastructure		Level of Service		Demand Unit	Unit Cost
Police Vehicles	Residential	0.0017	Vehicles	Per Person	\$109,000
	Nonresidential	0.0005		Per Vehicle Trip	

Growth-Related Need for Police Vehicles						
Year		Population	Nonres. Vehicle Trips	Residential Vechiles	Nonresidential Vehicles	Total Vehicles
Base	2024	17,343	23,949	28.7	12.3	41
Year 1	2025	18,515	24,306	30.6	12.5	43
Year 2	2026	19,688	24,669	32.6	12.7	45
Year 3	2027	20,860	25,037	34.5	12.9	47
Year 4	2028	22,032	25,411	36.5	13.1	50
Year 5	2029	23,205	25,790	38.4	13.2	52
Year 6	2030	24,377	26,174	40.3	13.4	54
Year 7	2031	25,550	26,565	42.3	13.6	56
Year 8	2032	26,722	26,961	44.2	13.8	58
Year 9	2033	27,894	27,363	46.2	14.1	60
Year 10	2034	29,067	27,772	48.1	14.3	62
Ten-Year Increase		11,724	3,822	19.40	1.96	21.37
Projected Expenditure				\$2,114,812	\$213,982	\$2,328,793

Growth-Related Expenditures for Police Vehicles					\$2,328,793
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## Maximum Supportable Police Development Impact Fee

Figure P8 shows the maximum supportable Police Development Impact Fee. Development impact fees for Police are based on household sizes for residential development and vehicle trips per 1,000 square feet for nonresidential development. Differentiating the fee by housing type allows the results to be more exact about the level of demand (PPHU) a residential development will place on the current infrastructure based on level of service standards. For residential development, the total cost per person is multiplied by the household size to calculate the proposed fee. For nonresidential development, the total cost per vehicle trip is multiplied by the trips per 1,000 square feet to calculate the proposed fee.

The fees represent the highest amount supportable for each type of development, which represents new growth's fair share of the cost for capital facilities. The Town may adopt fees that are less than the amounts shown. However, a reduction in development impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.



Figure P8. Maximum Supportable Police Development Impact Fee

Fee Component	Cost per Person	Cost per Nonres. Vehicle Trips
Police Facilities	\$80.59	\$25.01
Police Vehicles	\$180.38	\$55.98
<b>Total</b>	<b>\$260.97</b>	<b>\$80.99</b>

**Residential**

Housing Type	Persons per Housing Unit	Maximum Supportable Fee per Unit
Single Family	2.72	\$710
Multifamily	1.49	\$389

**Nonresidential**

Development Type	Trips per 1,000 Sq. Ft.*	Maximum Supportable Fee per 1,000 Sq. Ft.*
Retail	14.06	\$1,139
Office	5.42	\$439
Industrial	2.44	\$197
Institutional	7.45	\$604
Hotel	4.00	\$324

\*Per Room for Hotel

## Revenue from Police Development Impact Fee

Revenue from the Police Development Impact Fee is estimated in Figure P9. There are projected to be 4,550 new housing units and 490,000 new nonresidential square feet in the Town by 2034. To find the revenue, the fee is multiplied by the growth. For example, single family development is estimated to generate \$2.85 million in revenue (\$710 x 4,020 units = \$2,852,230). In total, police impact fees are expected to generate \$3,367,979 over ten years, or 99.9 percent of the total projected expenditures.

**Figure P9. Estimated Revenue from Police Development Impact Fee**

	Total Cost	Growth Cost
Police Facilities	\$1,040,142	\$1,040,142
Police Vehicles	\$2,328,793	\$2,328,793
<b>Total Expenditures</b>	<b>\$3,368,935</b>	<b>\$3,368,935</b>

### Projected Development Impact Fee Revenue

		Single Family \$710 per unit	Multifamily \$389 per unit	Retail \$1,139 per KSF	Office \$439 per KSF	Industrial \$197 per KSF	Institutional \$604 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2024	5,826	1,004	931	234	915	987
Year 1	2025	6,228	1,057	945	237	929	1,002
Year 2	2026	6,630	1,110	959	241	942	1,017
Year 3	2027	7,032	1,163	973	245	957	1,032
Year 4	2028	7,434	1,216	988	248	971	1,047
Year 5	2029	7,836	1,269	1,003	252	985	1,063
Year 6	2030	8,238	1,322	1,018	256	1,000	1,079
Year 7	2031	8,640	1,375	1,033	260	1,015	1,095
Year 8	2032	9,042	1,428	1,048	263	1,030	1,111
Year 9	2033	9,444	1,481	1,064	267	1,045	1,128
Year 10	2034	9,846	1,534	1,080	271	1,061	1,145
Ten-Year Increase		4,020	530	149	37	146	158
Projected Revenue		\$2,852,230	\$206,170	\$169,274	\$16,392	\$28,801	\$95,112
<b>Projected Revenue =&gt;</b>							<b>\$3,367,979</b>
<b>Total Expenditures =&gt;</b>							<b>\$3,368,935</b>
<b>Non-Impact Fee Funding =&gt;</b>							<b>\$956</b>

## FIRE DEVELOPMENT IMPACT FEE ANALYSIS

### Methodology

Section 6-1-920(18f) of the South Carolina Development Impact Fee Act states that a development impact fee may be imposed on public facilities including:

*“...public safety facilities, including law enforcement, fire, emergency medical and rescue, and street lighting facilities.”*

The Fire Development Impact Fee includes components:

- Fire stations
- Fire vehicles and apparatus

An incremental expansion methodology is used for Station space vehicles/apparatus. Costs are allocated to both residential and nonresidential development using different demand indicators for each type of development.

Section 6-1-960(1) of the South Carolina Development Impact Fee Act requires:

*“a general description of all existing facilities and their existing deficiencies, within the service area or areas of the governmental entity, a reasonable estimate of all costs, and a plan to develop the funding resources, including existing sources of revenues, related to curing existing deficiencies including, but not limited to, the upgrading, updating, improving, expanding, or replacing of these facilities to meet existing needs and usage.”*

Section 6-1-960(B)(2) of the South Carolina Development Impact Fee Act requires:

*“an analysis of total capacity, the level of current usage, and commitments for usage of existing public facilities, which must be prepared by qualified a professional using generally accepted principles and professional standards.”*

Residential development impact fees are calculated on a per capita basis, then converted to an appropriate amount for each type of housing unit based on Persons per Housing Unit (PPHU) factors. Nonresidential development impact fees are calculated using nonresidential vehicle trips. Trip generation rates are highest for commercial/retail development and lowest for industrial development, whereas trip rates for office and institutional development fall between the other two categories. Using vehicle trip rates ensures that development impact fees are consistent with the relative demand for fire services from nonresidential development.

## Fire Service Units

Section 6-1-960(B)(4) of the South Carolina Development Impact Fee Act requires:

*“a definitive table establishing the specific service unit for each category of system improvements and an equivalency or conversion table establishing the ratio of a service unit to various types of land uses, including residential, commercial, agricultural, and industrial, as appropriate.”*

The “service unit” used for residential development is Persons per Housing Unit (PPHU). This is a measure of, on average, the number of persons residing in each housing unit. As shown in Figure F1, there are 2.72 persons per single family detached unit, and 1.49 persons per multifamily unit. Factors have been calculate based on data provided by the U.S. Census Bureau’s 2022 American Community Survey 5-year estimates (further discussed in Appendix B).

**Figure F1. Residential Service Units**

Housing Type	Persons	Housing Units	Persons per Housing Unit
Single Family [1]	12,077	4,439	2.72
Multifamily [2]	1,025	686	1.49
Total	13,102	5,125	2.56

[1] Includes attached and detached single family homes and mobile homes

[2] Includes structures with 2+ units

Source: U.S. Census Bureau, 2017-2022 American Community Survey 5-Year Estimates

TischlerBise recommends using nonresidential vehicle trips as the nonresidential “service unit” for Fire infrastructure. Average weekday vehicle trip ends for nonresidential development are from the 11th edition of the reference book, Trip Generation, published in 2021 by the Institute of Transportation Engineers. A “trip end” represents a vehicle either entering or exiting a development (as if a traffic counter were placed across a driveway). Trip ends for nonresidential development are calculated per thousand square feet.

Trip generation rates are used for nonresidential development because vehicle trips are highest for retail developments, such as shopping centers, and lowest for industrial development. Office and institutional trip rates fall between the other two categories. This ranking of trip rates is consistent with the relative demand for public safety services from nonresidential development. Other possible nonresidential demand indicators, such as employment or floor area, will not accurately reflect the demand for service. For example, if employees per thousand square feet were used as the demand indicator, fire development impact fees would be disproportionately high for office and institutional development because offices typically have more employees per 1,000 square feet than retail uses.

The standard 50 percent adjustment is applied to office, industrial, warehouse, and healthcare. A lower vehicle trip adjustment factor is used for retail and institutional land uses because this type of development attracts vehicles as they pass-by on arterial and collector roads. For example, when someone stops at a convenience store on their way home from work, the convenience store is not their

primary destination. Further detail on vehicle trip factors can be found in Appendix B: Land Use Assumptions.

**Figure F2. Nonresidential Service Units**

Land Use	ITE Codes	Wkday Trip Ends Per 1,000 Sq. Ft.	Trip Adj. Factor	Adj. Vehicle Trips per 1,000 Sq. Ft.
<b>Nonresidential (per 1,000 square feet)</b>				
Retail	820	37.01	38%	14.06
Office	710	10.84	50%	5.42
Industrial	110	4.87	50%	2.44
Institutional	730	22.59	33%	7.45
Hotel	310	7.99	50%	4.00

Source: Institute of Transportation Engineers, Trip Generation, 11th Edition (2021)

## Fire Proportionate Share

Both residential and nonresidential developments increase the demand on Fire facilities. To calculate the proportional share between residential and nonresidential demand on facilities, the Town's functional population split is used. The functional population approach allocates the cost of the facilities to residential and nonresidential development based on the activity of residents and workers in the Town through the 24 hours in a day. Based on available data, the functional population calculation includes Townwide totals.

Residents that do not work are assigned 20 hours per day to residential development and 4 hours per day to nonresidential development (annualized averages). Residents that work in the Town of Moncks Corner are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside the Town are assigned 14 hours to residential development, the remaining hours in the day are assumed to be spent outside of the Town working. Inflow commuters are assigned 10 hours to nonresidential development. Based on 2021 functional population data (the latest year available), residential development accounts for 70 percent of the functional population, while nonresidential development accounts for 30 percent, see Figure F3.

Figure F3. Moncks Corner Town Functional Population

Moncks Corner, SC (2021)			
Residential		Demand	Person
Population*	13,644	Hours/Day	Hours
Residents Not Working	7,668	20	153,360
Employed Residents	5,976		
Employed in Moncks Corner	692	14	9,688
Employed outside Moncks Corner	5,284	14	73,976
	Residential Subtotal		237,024
	Residential Share =>		70%
Nonresidential			
Non-working Residents	7,668	4	30,672
Jobs Located in Moncks Corner	6,958		
Residents Employed in Moncks Corner	692	10	6,920
Non-Resident Workers (inflow commuters)	6,266	10	62,660
	Nonresidential Subtotal		100,252
	Nonresidential Share =>		30%
	TOTAL		337,276

Source: U.S. Census Bureau, OnTheMap 6.1.1 Application and LEHD Origin-Destination Employment Statistics.

\* Source: U.S. Census Bureau, American Community Survey, 2017-2022 5yr Average

## Fire Level of Service & Cost Analysis

The Town of Moncks Corner plans to construct additional Fire station space to meet future demand. As shown in Figure F4, there are two Fire stations that provide service to the Town, together totaling 12,988 square feet. To determine the level of service factors for the development impact fee, Fire facility floor area is allocated proportionately to residential and nonresidential demand based on the functional population analysis. Thus, 9,092 square feet are allocated to residential demand, and 3,896 square feet are allocated to nonresidential demand.

The current level of service is found by dividing the allocated floor area by the 2024 residential and nonresidential demand units (population and nonresidential vehicle trips). Accordingly, the LOS factors are 0.52 square feet per person and 0.16 square feet per nonresidential vehicle trip.

Based on Moncks Corner Fire Department estimates of the cost to construct a fire station, the average construction cost for a station is \$450 per square foot. To find the capital cost per person or per nonresidential vehicle trip, the level of service standards are applied to the average cost per square foot. For example, the residential cost per person is \$235.90 (0.52 square feet per person x \$450 per square foot = \$235.90 per person).

**Figure F4. Fire Station Level of Service and Cost Factors**

Facility	Total Square Feet	Cost per Square Foot
Fire Station 1	5,688	\$450
Fire Station 2 (Foxbank)	7,300	\$450
<b>Total</b>	<b>12,988</b>	<b>\$450</b>

<b>Level-of-Service Standards</b>	<b>Residential</b>	<b>Nonresidential</b>
Proportionate Share (Functional Population)	70%	30%
Share of Floor Area SF	9,092	3,896
2024 Population/ Nonres. Vehicle Trips	17,343	23,949
<b>Square Feet per Person/Nonres. Trip</b>	<b>0.52</b>	<b>0.16</b>

<b>Cost Analysis</b>	<b>Residential</b>	<b>Nonresidential</b>
Square Feet per Person/Nonres. Trip	0.52	0.16
Average Cost per Square Foot	\$450	\$450
<b>Capital Cost Per Person/Nonres. Trip</b>	<b>\$235.90</b>	<b>\$73.21</b>

Source: Moncks Corner Fire Department

Level of services factors for Fire vehicles and apparatus are calculated using an incremental (consumption-based) approach. Figure F5 shows the level of service factors for Fire vehicles/apparatus. Fire vehicles/apparatus are allocated to residential and nonresidential demand based on the proportionate share factors in Figure F3. Of the total inventory (5 vehicles/apparatus), 3.5 are allocated to residential demand, and 1.5 are allocated to nonresidential demand.

The level of service is found by dividing the allocated vehicles/apparatus by the 2024 residential and nonresidential demand units (0.0002 vehicles per person and 0.0001 vehicles per nonresidential vehicle trip).

According to procurement data shared by the Moncks Corner Fire Department, the average replacement cost of a piece of apparatus is \$1,017,000. To find the capital cost per person and per nonresidential vehicle trip, the level of service standards are applied to the average cost per vehicle/apparatus. For example, the residential cost per person is \$205.25 (0.0002 vehicles/apparatus per person x \$1,017,000 = \$205.25 per person).

Figure F5. Fire Vehicle/Apparatus Level of Service and Cost Factors

Vehicle Type	Total Units	Cost per Vehicle	Replacement Cost
Engines	3	\$840,000	\$2,520,000
Aerial	1	\$1,800,000	\$1,800,000
Light Rescue	1	\$765,000	\$765,000
<b>Total</b>	<b>5</b>	<b>1,017,000</b>	<b>\$5,085,000</b>

<i>Level-of-Service Standards</i>	Residential	Nonresidential
Population)	70%	30%
Share of Vehicles	3.50	1.50
Trip	17,343	23,949
<b>Units per Person/Nonres. Trip</b>	<b>0.0002</b>	<b>0.0001</b>
<i>Cost Analysis</i>	Residential	Nonresidential
Units per Person/Nonres. Trip	0.0002	0.0001
Average Cost per Vehicle	\$1,017,000	\$1,017,000
<b>Trip</b>	<b>\$205.25</b>	<b>\$63.70</b>

Source: Moncks Corner Fire Department

## Projection of Growth-Related Fire Facility Demands

Section 6-1-960(B)(5) of the South Carolina Development Impact Fee Act requires:

*“a description of all system improvements and their costs necessitated by and attributable to new development in the service area, based on the approved land use assumptions, to provide a level of service not to exceed the level of service currently existing in the community or service area, unless a different or higher level of service is required by law, court order, or safety consideration.”*

Section 6-1-960(B)(7) of the South Carolina Development Impact Fee Act requires:

*“the projected demand for system improvements required by new service units projected over a reasonable period of time not to exceed twenty years.”*

Based on a projected population increase of 11,724 persons, future residential development demands approximately 6,146 square feet of Fire facilities (11,724 additional persons X 0.52 square feet per person). With projected vehicle trip growth of 3,822 vehicle trips, future nonresidential development demands approximately 622 square feet of Fire facilities (3,822 additional vehicle trips X 0.16 square feet per vehicle trip). In total, future development demands approximately 6,768 square feet of Fire facilities at a cost of \$3,045,618 (6,768 square feet X \$450 per square foot).



Figure F6. 10-Year Fire Station Demands to Accommodate Growth

Infrastructure		Level of Service		Demand Unit	Cost / Sq. Ft.
Fire Stations	Residential	0.52	Square Feet	per Person	\$450
	Nonresidential	0.16		per Vehicle Trip	

Growth-Related Need for Fire Stations						
Year		Population	Nonres. Trips	Residential Square Feet	Nonresidential Square Feet	Total Square Feet
Base	2024	17,343	23,949	9,092	3,896	12,988
Year 1	2025	18,515	24,306	9,706	3,955	13,661
Year 2	2026	19,688	24,669	10,321	4,014	14,334
Year 3	2027	20,860	25,037	10,935	4,073	15,009
Year 4	2028	22,032	25,411	11,550	4,134	15,684
Year 5	2029	23,205	25,790	12,165	4,196	16,361
Year 6	2030	24,377	26,174	12,779	4,258	17,038
Year 7	2031	25,550	26,565	13,394	4,322	17,716
Year 8	2032	26,722	26,961	14,009	4,386	18,395
Year 9	2033	27,894	27,363	14,623	4,452	19,075
Year 10	2034	29,067	27,772	15,238	4,518	19,756
Ten-Year Increase		11,724	3,822	6,146	622	6,768
Projected Expenditure				\$2,765,770	\$279,847	\$3,045,618

Growth-Related Expenditures for Fire Stations					\$3,045,618
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To estimate the 10-year growth demand for Fire vehicles/apparatus, the current level of service (0.0002 per person and 0.0001 per nonresidential vehicle trip) is applied to the residential and nonresidential growth projected for Moncks Corner. The Town's population is projected to increase by 11,724 residents and 3,822 nonresidential vehicle trips over the next ten years (see Appendix B). Listed Figure F7, there will be a demand for 2.61 new vehicles/apparatus to accommodate future demands. By applying the average cost of a vehicle/apparatus (\$1,017,000), the total projected growth expenditure is \$2,649,791 (2.61 vehicles x \$1,017,000 = \$2,649,791).

**Figure F7. 10-Year Fire Vehicle/Apparatus Demand to Accommodate Growth**

Infrastructure	Level of Service		Demand Unit	Unit Cost
Fire Vehicles/Apparatus	Residential	0.0002	per Person	\$1,017,000
	Nonresidential	0.0001	per Vehicle Trip	

Growth-Related Need for Fire Vehicles/Apparatus						
Year		Population	Nonres. Trips	Residential Vehicles	Nonresidential Vehicles	Total Vehicles
Base	2024	17,343	23,949	3.50	1.50	5.00
Year 1	2025	18,515	24,306	3.74	1.52	5.26
Year 2	2026	19,688	24,669	3.97	1.55	5.52
Year 3	2027	20,860	25,037	4.21	1.57	5.78
Year 4	2028	22,032	25,411	4.45	1.59	6.04
Year 5	2029	23,205	25,790	4.68	1.62	6.30
Year 6	2030	24,377	26,174	4.92	1.64	6.56
Year 7	2031	25,550	26,565	5.16	1.66	6.82
Year 8	2032	26,722	26,961	5.39	1.69	7.08
Year 9	2033	27,894	27,363	5.63	1.71	7.34
Year 10	2034	29,067	27,772	5.87	1.74	7.61
Ten-Year Increase		11,724	3,822	2.37	0.24	2.61
		Projected Expenditure		\$2,406,314	\$243,477	\$2,649,791

Growth-Related Expenditures for Fire Vehicles/Apparatus	\$2,649,791
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## Maximum Supportable Fire Development Impact Fee

Figure F8 shows the maximum supportable Fire Development Impact Fee. Development impact fees for Fire are based on household sizes for residential development and vehicle trips per 1,000 square feet for nonresidential development. Differentiating the fee by housing type allows the results to be more exact about the level of demand (PPHU) a residential development will place on the current infrastructure based on level of service standards. For residential development, the total cost per 1,000 persons is multiplied by the household size to calculate the proposed fee. For nonresidential development, the total cost per vehicle trip is multiplied by the trips per 1,000 square feet to calculate the proposed fee.

The fees represent the highest amount supportable for each type of development, which represents new growth's fair share of the cost for capital facilities. The Town may adopt fees that are less than the amounts shown. However, a reduction in development impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure F8. Maximum Supportable Fire Development Impact Fee

Fee Component	Cost per Person	Cost per Nonres. Vehicle Trip
Fire Stations	\$235.90	\$73.21
Fire Vehicles	\$205.25	\$63.70
<b>Total</b>	<b>\$441.15</b>	<b>\$136.91</b>

**Residential**

Housing Type	Persons per Housing Unit	Maximum Supportable Fee per Unit
Single Family	2.72	\$1,200
Multifamily	1.49	\$657

**Nonresidential**

Development Type	Trips per 1,000 Sq. Ft.*	Maximum Supportable Fee per 1,000 Sq. Ft.*
Retail	14.06	\$1,925
Office	5.42	\$742
Industrial	2.44	\$333
Institutional	7.45	\$1,021
Hotel	4.00	\$547

\*Per Room for Hotel

## Revenue from Fire Development Impact Fee

Revenue from the Fire Development Impact Fee is estimated in Figure F9. There are projected to be 4,550 new housing units and 490,000 new nonresidential square feet in Moncks Corner by 2034. To find the revenue, the fee is multiplied by the growth. For example, single family development is estimated to generate about \$4.82 million in revenue (\$1,200 x 4,020 units = \$4,824,00). In total, fire impact fees are expected to generate \$5,695,465, or 96 percent of the total projected expenditures.

**Figure F9. Estimated Revenue from Fire Development Impact Fee**

	<b>Total Cost</b>	<b>Growth Cost</b>
Fire Stations	\$3,285,000	\$3,000,110
Fire Vehicles	\$2,649,791	\$2,649,791
<b>Total Expenditures</b>	<b>\$5,934,791</b>	<b>\$5,649,901</b>

**Projected Development Impact Fee Revenue**

		<b>Single Family \$1,200 per unit</b>	<b>Multifamily \$657 per unit</b>	<b>Retail \$1,925 per KSF</b>	<b>Office \$742 per KSF</b>	<b>Industrial \$333 per KSF</b>	<b>Institutional \$1,021 per KSF</b>
<b>Year</b>		<b>Housing Units</b>	<b>Housing Units</b>	<b>KSF</b>	<b>KSF</b>	<b>KSF</b>	<b>KSF</b>
Base	2024	5,826	1,004	931	234	915	987
Year 1	2025	6,228	1,057	945	237	929	1,002
Year 2	2026	6,630	1,110	959	241	942	1,017
Year 3	2027	7,032	1,163	973	245	957	1,032
Year 4	2028	7,434	1,216	988	248	971	1,047
Year 5	2029	7,836	1,269	1,003	252	985	1,063
Year 6	2030	8,238	1,322	1,018	256	1,000	1,079
Year 7	2031	8,640	1,375	1,033	260	1,015	1,095
Year 8	2032	9,042	1,428	1,048	263	1,030	1,111
Year 9	2033	9,444	1,481	1,064	267	1,045	1,128
Year 10	2034	9,846	1,534	1,080	271	1,061	1,145
Ten-Year Increase		4,020	530	149	37	146	158
Projected Revenue =>		\$4,824,000	\$348,210	\$286,076	\$27,708	\$48,630	\$160,841
<b>Projected Revenue =&gt;</b>							<b>\$5,695,465</b>
<b>Total Expenditures =&gt;</b>							<b>\$5,934,791</b>
<b>Non-Impact Fee Funding =&gt;</b>							<b>\$239,326</b>

## SANITATION DEVELOPMENT IMPACT FEE ANALYSIS

### Methodology

Section 6-1-920(18c) of the South Carolina Development Impact Fee Act states that a development impact fee may be imposed on public facilities including:

*“...solid waste and recycling collection, treatment, and disposal facilities.”*

The Sanitation Development Impact Fee includes components:

- Land
- Sanitation vehicles
- Sanitation Improvements

Costs are allocated to residential development based on an analysis of accounts. An incremental expansion methodology is applied to each component. Residential development impact fees are calculated on a per capita basis, then converted to an appropriate amount for each type of housing unit based on Persons per Housing Unit (PPHU) factors.

Section 6-1-960(B)(1) of the South Carolina Development Impact Fee Act requires:

*“a general description of all existing facilities and their existing deficiencies, within the service area or areas of the governmental entity, a reasonable estimate of all costs, and a plan to develop the funding resources, including existing sources of revenues, related to curing existing deficiencies including, but not limited to, the upgrading, updating, improving, expanding, or replacing of these facilities to meet existing needs and usage.”*

Section 6-1-960(B)(2) of the South Carolina Development Impact Fee Act requires:

*“an analysis of total capacity, the level of current usage, and commitments for usage of existing public facilities, which must be prepared by a qualified professional using generally accepted principles and professional standards.”*

## Sanitation Service Units

Section 6-1-960(B)(4) of the South Carolina Development Impact Fee Act requires:

*“a definitive table establishing the specific service unit for each category of system improvements and an equivalency or conversion table establishing the ratio of a service unit to various types of land uses, including residential, commercial, agricultural, and industrial, as appropriate.”*

The “service unit” used for residential development is Persons per Housing Unit (PPHU). This is a measure of, on average, the number of persons residing in each housing unit. As shown in Figure S1, there are 2.72 persons per single family detached unit, and 1.49 persons per multifamily unit. Factors have been calculated based on data provided by the U.S. Census Bureau’s 2022 American Community Survey 5-year estimates (further discussed in Appendix B).

**Figure S1. Residential Service Units**

Housing Type	Persons	Housing Units	Persons per Housing Unit
Single Family [1]	12,077	4,439	2.72
Multifamily [2]	1,025	686	1.49
Total	13,102	5,125	2.56

[1] Includes attached and detached single family homes and mobile homes

[2] Includes structures with 2+ units

Source: U.S. Census Bureau, 2017-2022 American Community Survey 5-Year Estimates

## Sanitation Proportionate Share

Demand for Sanitation facilities is driven primarily by residential development and to a lesser extent by nonresidential development. According to discussion with Town staff, the Town’s Zoning Ordinance requires all new retail, office, industrial, institutional and other commercial uses to utilize dumpsters that are by private haulers and not by the Town’s sanitation department. In contrast, all new residential uses are required to use roll out carts provided and served by the Town. To not overstate the demand from new residential development, TischlerBise obtained billing data from the Town. As shown in Figure S2, residential customers account for 98% of the demand for Sanitation services. Future nonresidential development will not be assessed a Sanitation impact fee.

**Figure S2. Sanitation Proportionate Share Factors**

Sanitation Proportionate Share Factors		
Account Type	Accounts	Percentage
Residential	7,175	98%
Nonresidential	146	2%
<b>Total</b>	<b>7,321</b>	<b>100%</b>

## Sanitation Level of Service & Cost Analysis

As shown in Figure S3, the Town of Moncks Corner currently owns 0.73 acres for sanitation vehicle storage. To determine the level of service factors for the development impact fee, acreage is allocated to

residential demand based on the residential proportionate share factor shown in Figure S2 (98%). Residential demand accounts for 0.72 acres.

The current level of service is found by dividing the allocated floor area by the 2024 residential demand units (population). This results in a residential level of service of 0.000041 acres per person (0.72 acres / 17,343 persons = 0.000041 acres per person).

Based on conversations with Town officials, Moncks Corner expects to be able to acquire new land for sanitation facilities at a cost of \$50,000 per acre. By multiplying the average cost per acre by the level of service standard, the capital cost per person is calculated. The capital cost per person is \$2.06 (0.000041 acres per person x \$50,000 per acre = \$2.06 per person).

**Figure S3. Sanitation Land Level of Service and Cost Factors**

Facilities	Acres	Cost Per Acre
Sanitation Land	0.73	\$50,000
<b>Total</b>	<b>0.73</b>	<b>\$50,000</b>

<b>Level-of-Service Standards</b>	<b>Residential</b>
Total Customers	7,175
Proportionate Share	98%
Share of Floor Area (sq. ft.)	0.72
2024 Population	17,343
<b>Acres Per Person</b>	<b>0.000041</b>

<b>Cost Analysis</b>	<b>Residential</b>
Acres per Person	0.000041
Average Cost per Acre	\$50,000
<b>Capital Cost Per Person</b>	<b>\$2.06</b>

Source: Town of Moncks Corner Sanitation Department

Figure S4 indicates that the Town has a sanitation fleet that totals 8 vehicles. Using the proportionate share factors shown in Figure S2, 7.84 vehicles are allocated to residential demand.

The level of service is found by dividing the vehicles allocated to residential demand by the 2024 population, resulting in a level of service of 0.00045 vehicles per person.

According to cost estimates provided by the Sanitation Department staff, the current replacement value of the fleet is \$1,960,000, which results in an average replacement cost of \$245,000. To find the capital cost per person, the level of service standard is applied to the average cost per vehicle (\$245,000), which results in a capital cost per person of \$110.76 (0.00045 vehicles per person x \$245,000 = \$110.76 per person).

Figure S4. Sanitation Vehicle Level of Service and Cost Factors

Vehicle	Unit	Cost per Unit	Replacement Cost
Collection Trucks	6.00	\$286,000	\$1,716,000
Excavators	2.00	\$122,000	\$244,000
	<b>8.00</b>	<b>\$245,000</b>	<b>\$1,960,000</b>

Level-of-Service Standards	Residential
Proportionate Share	98%
Share of Vehicle	7.84
2024 Population	17,343
<b>Vehicles Per Person</b>	<b>0.00045</b>

Cost Analysis	Residential
Cost per Person	0.00045
Average Cost per Vehicle	\$245,000
<b>Capital Cost Per Person</b>	<b>\$110.76</b>

Source: Town of Moncks Corner Sanitation Department

Figure S5 shows the Town of Moncks Corner currently has eight designated parking spaces for vehicles on the parcels of lands it owns. A new 15ft. x 25ft. heavy-duty surface parking space in is expected to cost \$7,500. Using the residential proportionate share factors shown in Figure S2, 7.84 spaces are allocated to residential demand. The current level of service is found by dividing the number of parking spaces allocated to residential development (7.84 spaces) by the 2024 population (17,343). This results in a residential level of service of 0.00046 spaces per person (7.84 spaces / 17,343 persons = 0.00046 spaces per person). The capital cost per person is found by multiplying the level of service by the average cost per parking space, which results in a capital cost per person of \$3.46 (0.00046 spaces per person x \$7,500 per space = \$3.46 per person).



Figure S5. Sanitation Improvements Level of Service and Cost Factors

Improvements	Units	Replacement Cost
Parking Spaces	8.00	\$60,000
<b>Total</b>	<b>8.00</b>	<b>\$60,000</b>

Level-of-Service Standards	Residential
Total Customers	7,175
Proportionate Share	100%
Share of Improvements	8.00
2024 Population	17,343
<b>Spaces Per Person</b>	<b>0.00046</b>

Cost Analysis	Residential
Spaces per Person	0.00046
Average Cost per Improvement	\$7,500
<b>Capital Cost Per Person</b>	<b>\$3.46</b>

Source: Town of Moncks Corner Sanitation Department

## Projection of Growth-Related Sanitation Infrastructure Needs

Section 6-1-960(B)(5) of the South Carolina Development Impact Fee Act requires:

*“a description of all system improvements and their costs necessitated by and attributable to new development in the service area, based on the approved land use assumptions, to provide a level of service not to exceed the level of service currently existing in the community or service area, unless a different or higher level of service is required by law, court order, or safety consideration.”*

Section 6-1-960(B)(7) of the South Carolina Development Impact Fee Act requires:

*“the projected demand for system improvements required by new service units projected over a reasonable period of time not to exceed twenty years.”*

To estimate the 10-year growth demand for sanitation land the current level of service (.00041 acres per person) is applied to the residential growth projected for Moncks Corner. The Town is projected to increase by 11,724 residents over the next ten years (see Appendix B). Listed in Figure S6, the Town of Moncks Corner will need to acquire 0.49 acres to accommodate future residential sanitation demand. By applying the average cost per acre (\$50,000 per acre), the total projected growth expenditure is \$24,183 (0.49 acres x \$50,000 per acre = \$24,183).

Figure S6. 10-Year Sanitation Facility Demands to Accommodate Growth

Type of Infrastructure		Level of Service		Demand Unit	Cost per Acre
Sanitation Land	Residential	0.000041	Acres	per Person	\$50,000
	Nonresidential	0.000000		per Job	

Growth-Related Need for Sanitation Land						
Year		Population	Jobs	Residential Acres	Nonresidential Acres	Total Acres
Base	2024	17,343	7,166	0.72	0.00	0.72
Year 1	2025	18,515	7,273	0.76	0.00	0.76
Year 2	2026	19,688	7,382	0.81	0.00	0.81
Year 3	2027	20,860	7,492	0.86	0.00	0.86
Year 4	2028	22,032	7,604	0.91	0.00	0.91
Year 5	2029	23,205	7,717	0.96	0.00	0.96
Year 6	2030	24,377	7,832	1.01	0.00	1.01
Year 7	2031	25,550	7,949	1.05	0.00	1.05
Year 8	2032	26,722	8,068	1.10	0.00	1.10
Year 9	2033	27,894	8,188	1.15	0.00	1.15
Year 10	2034	29,067	8,310	1.20	0.00	1.20
Ten-Year Increase		11,724	1,144	0.48	0.000	0.48
Projected Expenditure				\$24,183	\$0	\$24,183
Growth Related for Sanitation Facilities						\$24,183

To estimate the 10-year growth demand for Sanitation vehicles, the current level of service (0.00045 units per person) is applied to the residential growth projected for Moncks Corner. The Town is projected to increase by 11,724 residents over the next ten years (see Appendix B). Listed in Figure S7, there will be demand for 5.3 new vehicles to accommodate future residential demands. By applying the average cost of a vehicle (\$245,000), the total projected growth expenditure is \$1.29 million (5.3 vehicles x \$245,000 = \$1.29 million).

Figure S7. 10-Year Sanitation Vehicle Demands to Accommodate Growth

Type of Infrastructure		Level of Service		Demand Unit	Unit Cost
Sanitation Vehicles	Residential	0.00045	Vehicles	per Person	\$245,000
	Nonresidential	0.00000		Per Job	

Growth-Related Need for Sanitation Vehicles						
Year		Population	Jobs	Residential Vehicles	Nonresidential Vehicles	Total Improvements
Base	2024	17,343	7,166	7.8	0.00	8
Year 1	2025	18,515	7,273	8.4	0.00	8
Year 2	2026	19,688	7,382	8.9	0.00	9
Year 3	2027	20,860	7,492	9.4	0.00	9
Year 4	2028	22,032	7,604	10.0	0.00	10
Year 5	2029	23,205	7,717	10.5	0.00	10
Year 6	2030	24,377	7,832	11.0	0.00	11
Year 7	2031	25,550	7,949	11.6	0.00	12
Year 8	2032	26,722	8,068	12.1	0.00	12
Year 9	2033	27,894	8,188	12.6	0.00	13
Year 10	2034	29,067	8,310	13.1	0.00	13
Ten-Year Increase		11,724	1,144	5.30	0.00	5.30
Projected Expenditure				\$1,298,586	\$0	\$1,298,586
Growth Related for Sanitation Vehicles & Equipment						\$1,298,586

To estimate the 10-year growth demand for Sanitation parking improvements, the current residential level of service (0.00046 parking spaces per person) is applied to the residential growth projected for Moncks Corner. The Town is projected to increase by 11,724 residents over the next ten years (see Appendix B). As shown in Figure S8, there will be demand for 5.3 new parking spaces to accommodate future residential demand. By applying the average cost of a parking space (\$7,500), the total projected growth expenditure is \$39,753 (5.33 parking spaces x \$7,500 = \$39,753).

Figure S8. 10-Year Sanitation Improvement Demands to Accommodate Growth

Type of Infrastructure		Level of Service		Demand Unit	Unit Cost
Sanitation Improvements	Residential	0.00046	Improvements	per Person	\$7,500
	Nonresidential	0.00000		Per Job	

Growth-Related Need for Sanitation Improvements						
Year		Population	Jobs	Residential Improvements	Nonresidential Improvements	Total Improvements
Base	2024	17,343	7,166	7.8	0.0	8
Year 1	2025	18,515	7,273	8.4	0.0	8
Year 2	2026	19,688	7,382	8.9	0.0	9
Year 3	2027	20,860	7,492	9.4	0.0	9
Year 4	2028	22,032	7,604	10.0	0.0	10
Year 5	2029	23,205	7,717	10.5	0.0	10
Year 6	2030	24,377	7,832	11.0	0.0	11
Year 7	2031	25,550	7,949	11.6	0.0	12
Year 8	2032	26,722	8,068	12.1	0.0	12
Year 9	2033	27,894	8,188	12.6	0.0	13
Year 10	2034	29,067	8,310	13.1	0.0	13
Ten-Year Increase		11,724	1,144	5.30	0.00	5.30
Projected Expenditure				\$39,753	\$0	\$39,753
Growth Related for Sanitation Improvements						\$39,753

## Maximum Supportable Sanitation Development Impact Fee

Figure S9 shows the maximum supportable Sanitation Development Impact Fee. Development impact fees for Sanitation are based on household sizes for residential development. Differentiating the fee by housing type allows the results to be more exact about the level of demand (PPHU) a residential unit will place on the current infrastructure based on level of service standards. For residential development, the total cost per person is multiplied by the household size to calculate the proposed fee.

The fees represent the highest amount supportable for each type of development, which represents new growth's fair share of the cost for capital facilities. The Town may adopt fees that are less than the amounts shown. However, a reduction in development impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

**Figure S9. Maximum Supportable Sanitation Development Impact Fee**

Fee Component	Cost per Person
Sanitation Land	\$2.06
Sanitation Improvements	\$3.46
Sanitation Vehicles	\$110.76
<b>Total</b>	<b>\$115.83</b>

**Residential**

Housing Type	Persons per Housing Unit	Maximum Supportable Fee per Unit
Single Family	2.72	<b>\$314</b>
Multifamily	1.49	<b>\$172</b>

## Revenue from Sanitation Development Impact Fee

Revenue from the Sanitation Development Impact Fee is estimated in Figure S10. There are projected to be 4,420 new housing units in Moncks Corner by 2034. To find the revenue, the fee is multiplied by the growth. For example, single family development is estimated to generate \$1,262,561 in revenue (\$314 x 4,020 units = \$1,262,561). In total, the sanitation impact fee is expected to generate \$1.35 million or 99.3% of the total expected expenditure.

**Figure S10. Estimated Revenue from Sanitation Development Impact Fee**

	<b>Total Cost</b>	<b>Growth Cost</b>
Sanitation Facilities	\$24,183	\$24,183
Sanitation Improvements	\$39,753	\$39,753
Sanitation Vehicles	\$1,298,586	\$1,298,586
<b>Total Expenditures</b>	<b>\$1,362,522</b>	<b>\$1,362,522</b>

**Projected Development Impact Fee Revenue**

		<b>Single Family \$314 per unit</b>	<b>Multifamily \$172 per unit</b>
<b>Year</b>		<b>Housing Units</b>	<b>Housing Units</b>
Base	2024	5,826	1,004
Year 1	2025	6,228	1,057
Year 2	2026	6,630	1,110
Year 3	2027	7,032	1,163
Year 4	2028	7,434	1,216
Year 5	2029	7,836	1,269
Year 6	2030	8,238	1,322
Year 7	2031	8,640	1,375
Year 8	2032	9,042	1,428
Year 9	2033	9,444	1,481
Year 10	2034	9,846	1,534
Ten-Year Increase		4,020	530
Projected Revenue		\$1,262,561	\$90,944

**Projected Revenue => \$1,353,505**  
**Total Expenditures => \$1,362,522**

## TRANSPORTATION DEVELOPMENT IMPACT FEE ANALYSIS

### Methodology

Section 6-1-920(18b) of the South Carolina Development Impact Fee Act states that a development impact fee may be imposed on public facilities including:

*“...Transportation collection, treatment, laboratory, engineering, administration, and disposal facilities.”*

The Transportation Development Impact Fee includes components:

- Intersection Improvements

An incremental expansion methodology is used for this fee. Costs are determined by the total number of vehicle trips generated by residential and nonresidential land uses.

Section 6-1-960(B)(1) of the South Carolina Development Impact Fee Act requires:

*“a general description of all existing facilities and their existing deficiencies, within the service area or areas of the governmental entity, a reasonable estimate of all costs, and a plan to develop the funding resources, including existing sources of revenues, related to curing existing deficiencies including, but not limited to, the upgrading, updating, improving, expanding, or replacing of these facilities to meet existing needs and usage.”*

Section 6-1-960(B)(2) of the South Carolina Development Impact Fee Act requires:

*“an analysis of total capacity, the level of current usage, and commitments for usage of existing public facilities, which must be prepared by a qualified professional using generally accepted principles and professional standards.”*

### Transportation Service Units

Section 6-1-960(B)(4) of the South Carolina Development Impact Fee Act requires:

*“a definitive table establishing the specific service unit for each category of system improvements and an equivalency or conversion table establishing the ratio of a service unit to various types of land uses, including residential, commercial, agricultural, and industrial, as appropriate.”*

The analysis uses vehicle trips as the demand units for transportation development impact fees. Components used to calculate person trips include average weekday vehicle trip generation rates and trip adjustment factors.

## Residential Trip Generation Rates

As an alternative to simply using the national average trip generation rate for residential development, the Institute of Transportation Engineers (ITE) publishes regression curve formulas that may be used to derive custom trip generation rates, using local demographic data. Key independent variables needed for the analysis (i.e., vehicles available, housing units, households, and persons) are available from American Community Survey data. Shown in Figure T1, custom trip generation rates in Moncks Corner differ from the national averages. For example, single-family residential development is expected to generate 11.90 average weekday vehicle trip ends per dwelling compared to the national average of 9.44 (ITE 2021). Multi-family residential development is expected to generate 5.70 average weekday vehicle trip ends per dwelling, compared to the national average of 5.44 (ITE 2021).

**Figure T1. Average Weekday Vehicle Trip Ends by Housing Type**

	Persons (1)	Trip Ends (2)	Vehicles by Type of Housing (3)	Trip Ends (4)	Average Trip Ends	Trip Ends per Household	ITE Trip Ends Per Unit	Difference from ITE
Single Family*	12,077	40,970	9,533	62,818	51,894	11.90	9.44	26.1%
Multifamily	1,025	2,266	808	3,477	2,872	5.70	5.44	4.8%
TOTAL	13,102	43,236	10,341	66,295	54,765	11.30		

\* Includes Single Family Detached, Attached, and Manufactured Homes.

(1) Persons by units in structure from Table B25033, American Community Survey, 2017-2022.

(2) Vehicle trips ends based on persons using formulas from [Trip Generation](#) (ITE 2021). For single family housing (ITE 210), the fitted curve equation is  $\text{EXP}(0.89 \cdot \text{LN}(\text{persons}) + 1.72)$ . To approximate the average population of the ITE studies, persons were divided by 505 and the equation result multiplied by 286. For multifamily housing (ITE 221), the fitted curve equation is  $(2.29 \cdot \text{persons}) - 81.02$ .

(3) Vehicles available by household tenure from Table B25046, 2017-2022 American Community Survey 5yr average

(4) Vehicle trip ends based on vehicles available using formulas from [Trip Generation](#) (ITE 2021). For single family housing (ITE 210), the fitted curve equation is  $\text{EXP}(0.99 \cdot \text{LN}(\text{vehicles}) + 1.93)$ . To approximate the average number of vehicles in the ITE studies, vehicles available were divided by 485 and the equation result multiplied by 443. For multifamily housing (ITE 220), the fitted curve equation is  $(3.94 \cdot \text{vehicles}) + 293.58$  (ITE 2012).

## Nonresidential Trip Generation Rates

As shown in Figure T2, the Institute of Transportation Engineers publishes average numbers of employee vehicle trips per 1,000 square feet of nonresidential space, by nonresidential land use category. ITE's adjustment factors are calculated by subtracting out the percentage of "drive-by" trips in which each land use is not the primary destination. For example, when a driver stops at a convenience store on route to a repair shop, the convenience store is not the primary destination and therefore not responsible for generating the trip.



Figure T2. Nonresidential Trip Generation Rates by Land Use

Land Use	ITE Codes	Wkday Trip Ends Per 1,000 Sq. Ft.	Trip Adj. Factor	Adj. Vehicle Trips per 1,000 Sq. Ft.
<b>Nonresidential (per 1,000 square feet)</b>				
Retail	820	37.01	38%	14.06
Office	710	10.84	50%	5.42
Industrial	110	4.87	50%	2.44
Institutional	730	22.59	33%	7.45
Hotel	310	7.99	50%	4.00

Source: Institute of Transportation Engineers, Trip Generation, 11th Edition (2021)

### Trip Adjustment Factors

Average weekday vehicle trip ends are used as a measure of demand by land use. Vehicle trips are estimated using average weekday vehicle trip ends published in Trip Generation, Institute of Transportation Engineers, 11<sup>th</sup> Edition (2021). A vehicle trip end represents a vehicle entering or exiting a development (as if a traffic counter were placed across a driveway). To calculate the impact fees, trip generation rates are adjusted to avoid double counting each trip at both the origin and destination points. The basic trip adjustment factor is 50 percent. As discussed further below, the impact fee methodology includes additional adjustments to make the fees proportionate to the infrastructure demand for particular types of development.

### Commuter Trip Adjustment

Shown in Figure T3, the residential trip adjustment factor is calculated based on 2021 functional population factors from the US Census Bureau's OnTheMap Application. According to the National Household Travel Survey (2009), home-based work trips are typically 31 percent of "production" trips, in other words, out-bound trips (which are 50 percent of all trip ends). Also, Census Bureau's OnTheMap web application indicates that 88 percent of Town's workers travel outside the Town for work. In combination, these factors ( $0.31 \times 0.50 \times 0.88 = 0.14$ ) account for 14 percent of additional production trips. The total adjustment factor for residential uses includes attraction trips (50% of trip ends) plus the journey-to-work commuting adjustment (14% of production trips) for a total of 64 percent.

**Figure T3. Residential Trip Adjustment Factor**

<b>Trip Adjustment Factor for Commuters</b>	
Employed Moncks Corner Residents (2021)	5,976
Residents Working in the Town (2021)	692
Residents Commuting Outside of the Town for Work	5,284
Percent Commuting Out of the Town	88%
<b>Additional Production Trips</b>	<b>14%</b>
<b>Standard Trip Adjustment Factor</b>	<b>50%</b>
<b>Residential Trip Adjustment Factor</b>	<b>64%</b>

Source: U.S. Census, OnTheMap Application, 2021

According to the National Household Travel Survey (2009), home-based work trips are typically 31 percent of “production” trips, in other words, out-bound trips (which are 50 percent of all trip ends). Also, Census Bureau's web application "OnTheMap" indicates that 88 percent of Town's workers travel outside the City for work. In combination, these factors ( $0.31 \times 0.50 \times 0.88 = 0.14$ ) account for 14 percent of additional production trips. The total adjustment factor for residential includes attraction trips (50% of trip ends) plus the journey-to-work commuting adjustment (14% of production trips) for a total of 64 percent.

Applying the residential adjusted vehicle trip factors in Figure T3 to the trip generation rates in Figure T1, the residential adjusted trip generation rates are calculated to be 7.62 average weekday vehicle trip ends (WVTE) per single family unit and 3.65 average weekday vehicle trip ends (WVTE) per multifamily unit.

#### **Adjustment for Pass-By Trips**

For retail/commercial and public/institutional development, the trip adjustment factor is less than 50 percent because these types of development attract vehicles as they pass by on arterial and collector roads. For example, when someone stops at a convenience store on the way home from work, the convenience store is not the primary destination. For the average shopping center, ITE data indicate 34 percent of the vehicles that enter are passing by on their way to some other primary destination. The remaining 66 percent of attraction trips have the commercial site as their primary destination. Because attraction trips are half of all trips, the trip adjustment factor is 66 percent multiplied by 50 percent, or approximately 33 percent of the trip ends.

Figure T4 includes 2024 base year average weekday vehicle trip (AWVT) estimates for Moncks Corner based on the demand indicators for residential and nonresidential land uses discussed in the previous sections multiplied by base year development estimates. For residential development, the table displays AWVT factors per housing unit. For nonresidential development, the table displays AWVT factors per 1,000 square feet of floor area. Existing single-family development generates approximately 44,371 AWVT (11.90 average weekday vehicle trip ends per housing unit X 64 percent trip adjustment factor X 5,570 single-family housing units), and existing retail development generates approximately 13,095 AWVT

(37.01 average weekday vehicle trip ends per 1,000 square feet X 33 percent trip adjustment factor X 931 KS = 13,095 AWVT). Existing development in Moncks Corner generates 71,983 AWVT.

**Figure T4: Average Weekday Vehicle Trip Estimate**

Land Use	ITE Codes	AWVT Per Unit [1]	Trip Adj. Factor	Adj. AWVT per Unit	2024 Units (HU/KSF)	2024 Total AWVT
<b>Residential Trips</b>						
Single Family	210	11.90	64%	7.62	5,826	44,371
Multifamily	220	5.70	64%	3.65	1,004	3,663
<b>Nonresidential (per 1,000 square feet)</b>						
Retail	820	37.01	38%	14.06	931	13,095
Office	710	10.84	50%	5.42	234	1,268
Industrial	110	4.87	50%	2.44	915	2,228
Institutional	730	22.59	33%	7.45	987	7,358
<b>Total</b>						<b>71,983</b>

Source: Institute of Transportation Engineers, Trip Generation, 11th Edition (2021)

## Transportation Cost Analysis

As shown in Figure T5, there are five improved intersections in the Town of Moncks Corner that together encompass 12 improvements with a total replacement cost of \$2,106,722, or \$175,560 per improvement.

**Figure T5. Transportation Facilities Cost Factors**

<b>Intersection Improvements</b>		
Description	Improvements	Total Cost
17A & Main Street	2	\$117,208
Foxbank Blvd & Hwy 52	2	\$1,685,274
Rembert Dennis & HWY 52 Mast Arms	4	\$80,466
Rembert Dennis Blvd & Sterling Oaks	2	\$111,887
Rembert Dennis Blvd & Stony Landing	2	\$111,887
<b>Total</b>	<b>12</b>	<b>\$2,106,722</b>

Source: Town of Moncks Corner

<b>Level-of-Service (LOS) Standards</b>	
Existing Improvements	12.00
2024 Average Weekday Vehicle Trip Ends	71,983
<b>Existing Improvements per 10,000 Vehicle Trips</b>	<b>1.667</b>

## Projection of Growth-Related Transportation Infrastructure Demands

Section 6-1-960(B)(5) of the South Carolina Development Impact Fee Act requires:

*“a description of all system improvements and their costs necessitated by and attributable to new development in the service area, based on the approved land use assumptions, to provide a level of service not to exceed the level of service currently existing in the community or service area, unless a different or higher level of service is required by law, court order, or safety consideration.”*

Section 6-1-960(B)(7) of the South Carolina Development Impact Fee Act requires:

*“the projected demand for system improvements required by new service units projected over a reasonable period of time not to exceed twenty years.”*

As shown in the Land Use Assumptions Chapter, the Town’s housing stock is expected to increase by 4,550 units and nonresidential floor area is expected to increase by 490,000 square feet over the next 10 years. Based on the trip generation factors discussed previously in this Chapter and shown again in Figure T6, projected development generates an additional 36,372 average daily vehicle trips over the next 10 years. Shown below in Figure T6, the Town of Moncks Corner will need to construct 6.06 additional intersection improvements over the next 10 years to maintain existing levels of service (1.667 intersection improvements per 10,000 vehicle trips). The growth-related cost is \$1,755,602 (5.95 improvements x \$175,560 per improvement). This equates to a cost of \$48.27 per vehicle trip.

**Figure T6. 10-Year Transportation Improvements Needed to Accommodate Growth**

Development Type	Dev Unit	ITE Code	Avg Wkday Trips	Trip Adjustment	2024 Dev Units	2024 ADVTE
Single Family	HU	210	11.90	64%	5,826	44,371
Multi-Family	HU	220	5.70	64%	1,004	3,663
Industrial/Warehouse	KSF	110	4.87	50%	915	2,228
Retail/Commercial	KSF	820	37.01	38%	931	13,095
Office	KSF	710	10.84	50%	234	1,268
Public/Institutional	KSF	730	22.59	33%	987	7,358
<b>Total</b>						<b>71,983</b>

Moncks Corner, SC	5-Year Increment >>							10-Year Increase
	Base 2024	1 2025	2 2026	3 2027	4 2028	5 2029	10 2034	
Single Family Units	5,826	6,228	6,630	7,032	7,434	7,836	9,846	4,020
Multi-Family Units	1,004	1,057	1,110	1,163	1,216	1,269	1,534	530
Industrial/Warehouse KSF	915	929	942	957	971	985	1,061	146
Retail/Commercial KSF	931	945	959	973	988	1,003	1,080	149
Office KSF	234	237	241	245	248	252	271	37
Public/Institutional KSF	987	1,002	1,017	1,032	1,047	1,063	1,145	158
Single-Family Trips	44,371	47,432	50,494	53,556	56,617	59,679	74,987	30,616
Multi-Family Trips	3,663	3,856	4,049	4,243	4,436	4,629	5,596	1,933
<b>Residential Trips</b>	<b>48,033</b>	<b>51,288</b>	<b>54,543</b>	<b>57,798</b>	<b>61,053</b>	<b>64,308</b>	<b>80,583</b>	<b>32,550</b>
Industrial/Warehouse Trips	2,228	2,261	2,295	2,329	2,364	2,399	2,584	356
Retail/Commercial Trips	13,095	13,290	13,489	13,690	13,894	14,101	15,185	2,090
Office Trips	1,268	1,287	1,306	1,326	1,345	1,366	1,471	202
Public/Institutional Trips	7,358	7,468	7,579	7,692	7,807	7,923	8,532	1,174
<b>Nonresidential Trips</b>	<b>23,949</b>	<b>24,306</b>	<b>24,669</b>	<b>25,037</b>	<b>25,411</b>	<b>25,790</b>	<b>27,772</b>	<b>3,822</b>
<b>Total Vehicle Trips</b>	<b>71,983</b>	<b>75,595</b>	<b>79,212</b>	<b>82,835</b>	<b>86,464</b>	<b>90,098</b>	<b>108,355</b>	<b>36,372</b>
New Intersections		0.60	0.60	0.60	0.60	0.61	0.61	6.06
New Intersections Cost		\$175,560	\$175,560	\$175,560	\$175,560	\$175,560	\$175,560	<b>\$1,755,602</b>
Intersections	12.00	12.60	13.21	13.81	14.41	15.02	18.06	6.06

## Maximum Supportable Transportation Development Impact Fee

Figure T7 shows the maximum supportable Transportation Development Impact Fee. Development impact fees for Transportation are based on household size for residential development and square footage for nonresidential development. Differentiating the fee by housing type allows the results to be more exact about the level of demand (PPHU) a residential development will place on the current infrastructure based on typical PPHU.

The cost per vehicle trip (\$48.27) is calculated by dividing the total 10-year expenditure (\$1,755,602) by the 10-year increase in vehicle trips (36,372) shown in Figure T6. The total cost per vehicle trip is multiplied by the adjusted vehicle trip ends per unit for residential and per 1,000 nonresidential square feet for nonresidential.

The fees represent the highest amount supportable for each type of development, which represents new growth's fair share of the cost for capital facilities. The Town may adopt fees that are less than the amounts shown. However, a reduction in development impact fee revenue will necessitate an increase in other revenues.

**Figure T7. Maximum Supportable Transportation Development Impact Fee**

Fee Component	Total Cost
Intersection Improvements	\$48.27

### Residential

Housing Type	Vehicle Trip Ends (Per Unit)	Trip Adj. Factor	Adj. Trip Vehicle Ends (Per Unit)	Maximum Supportable Fee per Unit
Single Family	11.90	64%	7.62	\$368
Multifamily	5.70	64%	3.65	\$176

### Nonresidential

Development Type	Vehicle Trip Ends Per 1,000 Sq. Ft.*	Trip Adj. Factor	Adj. Vehicle Trip Ends	Maximum Supportable Fee per 1,000 Sq. Ft.*
Retail	37.01	38%	14.06	\$679
Office	10.84	50%	5.42	\$262
Industrial	4.87	50%	2.44	\$118
Institutional	22.59	33%	7.45	\$360
Hotel	7.99	50%	4.00	\$193

\*Per Room for Hotel

## Revenue from Transportation Development Impact Fee

Revenue from the Transportation Development Impact Fee is estimated in

Figure T8. There are projected to be 4,550 new housing units and 490,000 square feet of new nonresidential space built by 2034. To find the revenue, the fee is multiplied by the growth. For example, single family development is estimated to generate \$1,477,781 in revenue (\$368 x 4,020 units = \$1,477,781). In total, transportation impact fees are expected to generate 100% of the \$1,755,602 10-year expenditure.

**Figure T8. Estimated Revenue from Transportation Development Impact Fee**

	Total Cost	Growth Cost
Intersection Improvements	\$1,755,602	\$1,755,602
<b>Total Expenditures</b>	<b>\$1,755,602</b>	<b>\$1,755,602</b>

### Projected Development Impact Fee Revenue

		Single Family \$368 per unit	Multifamily \$176 per unit	Retail \$679 per KSF	Office \$262 per KSF	Industrial \$118 per KSF	Institutional \$360 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2024	5,826	1,004	931	234	915	987
Year 1	2025	6,228	1,057	945	237	929	1,002
Year 2	2026	6,630	1,110	959	241	942	1,017
Year 3	2027	7,032	1,163	973	245	957	1,032
Year 4	2028	7,434	1,216	988	248	971	1,047
Year 5	2029	7,836	1,269	1,003	252	985	1,063
Year 6	2030	8,238	1,322	1,018	256	1,000	1,079
Year 7	2031	8,640	1,375	1,033	260	1,015	1,095
Year 8	2032	9,042	1,428	1,048	263	1,030	1,111
Year 9	2033	9,444	1,481	1,064	267	1,045	1,128
Year 10	2034	9,846	1,534	1,080	271	1,061	1,145
Ten-Year Increase		4,020	530	149	37	146	158
Projected Revenue		\$1,477,781	\$93,323	\$100,881	\$9,769	\$17,164	\$56,684
Projected Revenue =>						<b>\$1,755,602</b>	
Total Expenditures =>						<b>\$1,755,602</b>	
Non-Impact Fee Funding =>						<b>\$0</b>	

## CAPITAL IMPROVEMENT PLAN

Section 6-1-930(A) of the South Carolina Development Impact Fee Act requires:

*“If a governmental entity has not adopted a comprehensive plan but has adopted a capital improvements plan which substantially complies with the requirements of Section 6-1-960(B), then it may impose a development impact fee.”*

Section 6-1-960(B)(5) of the South Carolina Development Impact Fee Act requires:

*“a description of all system improvements and their costs necessitated by and attributable to new development in the service area, based on the approved land use assumptions, to provide a level of service not to exceed the level of service currently existing in the community or service area, unless a different or higher level of service is required by law, court order, or safety consideration.”*

Along with the impact fee analysis, this report represents the Town of Moncks Corner’s Capital Improvement Plan. The Plan includes a list of 10-year capital facility needs for Parks & Recreation, Fire, Police, Sanitation, and Transportation departments. The 10-year facility needs list represents the additional capital improvements necessary to accommodate the projected growth at the levels of service established in the impact fee analysis. Further details about the levels of service and calculations can be found in their respective chapters.

To respond to demand for Parks and Recreation facilities, the Town of Moncks Corner plans to incrementally construct new park land, park improvements, and multiuse trails. As shown in Figure CIP1, the estimated cost is \$9.72 million. The analysis indicates that 98 percent of the need for these facilities is growth-related. The Town of Moncks Corner will need to identify \$184,771 in additional funding for parks and recreation infrastructure.

**Figure CIP1: Parks & Recreation Capital Improvement Plan**

Type of Infrastructure	Units	10-Year Need	City Cost
<b>Parks &amp; Recreation Department</b>			
Parkland	Acres	54	\$2,715,090
Park Improvements	Units	742	\$6,877,656
Multiuse Trails	Miles	1,144	\$130,645
<b>Total Parks &amp; Recreation Cost</b>			<b>\$9,723,391</b>
<b>Projected Impact Fee Revenue</b>			<b>\$9,538,620</b>
<b>Non-Impact Fee Funding</b>			<b>(\$184,771)</b>

To respond to demand for Fire facilities, the Town of Moncks Corner plans to incrementally construct new station capacity and purchase new vehicles. As shown in Figure CIP2, the estimated cost is \$5.93 million. The analysis indicates that 96 percent of the need for these facilities is growth-related. The Town of Moncks Corner will need to identify \$239,326 in additional funding for fire infrastructure.

Figure CIP2: Fire Capital Improvement Plan

Type of Infrastructure	Units	10-Year Need	City Cost
<b>Fire Department</b>			
Fire Stations	Square Feet	6,667	\$3,000,110
Fire Apparatus	Vehicles	2.61	\$2,649,791
<b>Total Fire Cost</b>			<b>\$5,934,791</b>
<b>Projected Impact Fee Revenue</b>			<b>\$5,695,465</b>
<b>Non-Impact Fee Funding</b>			<b>(\$239,326)</b>

To respond to demand for Police facilities, the Town of Moncks Corner plans to construct a new station and purchase new vehicles. As shown in Figure CIP3, the estimated cost is \$3.31 million. The analysis indicates that nearly 100% percent of the need for these facilities is growth-related.

Figure CIP3: Police Capital Improvement Plan

Type of Infrastructure	Units	10-Year Need	City Cost
<b>Police Department</b>			
Police Station	Square Feet	3,530	\$1,931,034
Patrol Vehicle	Vehicle	21	\$2,328,793
<b>Total Police Cost</b>			<b>\$3,368,935</b>
<b>Projected Impact Fee Revenue</b>			<b>\$3,367,979</b>
<b>Non-Impact Fee Funding</b>			<b>(\$956)</b>

To respond to demand for Transportation services, the Town of Moncks Corner plans to incrementally improve intersections with new mast arms. As shown in Figure CIP4, the estimated cost is \$1.75 million. The analysis indicates that 100% percent of the need for intersection improvements is growth-related.

Figure CIP4: Transportation Capital Improvement Plan

Type of Infrastructure	Total Cost	City Cost
<b>Transportation</b>		
Intersection Improvements	\$2,106,722	\$1,755,602
<b>Total Transportation Cost</b>		<b>\$1,755,602</b>
<b>Projected Impact Fee Revenue</b>		<b>\$1,755,602</b>
<b>Non-Impact Fee Funding</b>		<b>\$0</b>

To respond to demand for Sanitation facilities, the Town of Moncks Corner plans to acquire additional land and improvements and purchase new vehicles. As shown in Figure CIP5, the estimated cost is \$1.32 million. Town of Moncks Corner will need to identify \$9,071 in additional funding for sanitation infrastructure.



**Figure CIP5: Sanitation Capital Improvement Plan**

Type of Infrastructure	Units	10-Year Need	City Cost
<b>Sanitation Department</b>			
Sanitation Land	Square Feet	0.48	\$24,183
Sanitation Vehicles	Vehicles	5.30	\$1,298,586
Sanitation Improvements	Parking Spaces	5.30	\$39,753
<b>Total Sanitation Cost</b>			<b>\$1,362,522</b>
<b>Projected Sanitation Fee Revenue</b>			<b>\$1,353,505</b>
<b>Non-Impact Fee Funding</b>			<b>\$9,017</b>

Figure CIP6 summarizes total capital improvement costs. In total, impact fees are expected to generate \$21.7 million. Total capital improvement costs equal \$22.1 million, meaning the Town of Moncks Corner will need to identify \$434,070 in additional funding for infrastructure improvements.

**Figure CIP6: Capital Improvement Plan Summary**

Type of Infrastructure	10-Year CIP Cost	Impact Fee Revenue	Non-Impact Fee Funding
Parks & Recreation Department	\$9,723,391	\$9,538,620	\$184,771
Police Department	\$3,368,935	\$3,367,979	\$956
Sanitation	\$1,362,522	\$1,353,505	\$9,017
Fire Department	\$5,934,791	\$5,695,465	\$239,326
Transportation	\$1,755,602	\$1,755,602	\$0
<b>Total</b>	<b>\$22,145,241</b>	<b>\$21,711,171</b>	<b>\$434,070</b>

## IMPLEMENTATION AND ADMINISTRATION

### Annual Fee Adjustment

The development impact fees shall be adjusted annually to reflect the effects of inflation on the costs for facilities. The fee schedule shall be adjusted using the Construction Cost Index calculated by the Engineering News-Record (ENR). ENR is a trade journal which uses generally accepted engineering and accounting methods to produce a construction cost index. For each such adjustment, the development impact fees shall be multiplied by a fraction, the numerator of which is the ENR Construction Cost Index for the most recent month for which figures are available, and the denominator of which is the ENR Construction Cost Index for the period one year prior to the period reflected in the numerator. This is a generally accepted methodology of annually adjusting development impact fees to ensure that the fee is proportionate to the demand from future growth.

### Credits and Reimbursements

A general requirement that is common to development impact fee methodologies is the evaluation of credits. A revenue credit may be necessary to avoid potential double payment situations arising from one-time development impact fees plus on-going payment of other revenues that may also fund growth-related capital improvements. The determination of revenue credits is dependent upon the development impact fee methodology used in the cost analysis and local government policies.

Policies and procedures related to site-specific credits should be addressed in the resolution or ordinance that establishes the development impact fees. Project-level improvements, required as part of the development approval process, are not eligible for credits against development impact fees. If a developer constructs a system improvement included in the fee calculations, it will be necessary to either reimburse the developer or provide a credit against the fees due from that particular development. The latter option is more difficult to administer because it creates unique fees for specific geographic areas.

## APPENDIX A: HOUSING AFFORDABILITY ANALYSIS

Section 6-1-930(2) of the South Carolina Development Impact Fee Act requires:

*“Before imposing a development impact fee on residential units, a governmental entity shall prepare a report which estimates the effect of recovering capital costs through impact fees on the availability of affordable housing within the political jurisdiction of the governmental entity.”*

In accordance with South Carolina Development Impact Fee Act, this chapter estimates the effects of imposing the maximum supportable development impact fees on the affordability of housing in Moncks Corner. The analysis will examine the current housing expenses that burden an average household in the Town. Next, the maximum supportable development impact fee will be included in the cost burden analysis to identify the effect the proposed development impact fees will have on affordable housing.

### Maximum Supportable Development Impact Fee

The development impact fees found in Figure A1 represent the highest amount supportable for housing units by housing type, which represents new growth’s fair share of the cost for capital facilities. The Town may adopt fees that are less than the amounts shown. However, a reduction in development impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service. The housing affordability analysis will assume a conservative condition for assessing the effect of the development impact fee on affordable housing in Moncks Corner (i.e., the maximum supportable development impact fee amount). If the Town Council were to choose a lower development impact fee amount, the results presented in this section of the report would improve.

**Figure A1. Maximum Supportable Development Impact Fee**

Development Type	Parks & Recreation	Police	Fire	Sanitation	Transportation	Maximum Supportable Fee
<b>Residential (per housing unit)</b>						
Single Family	\$2,213	\$710	\$1,200	\$314	\$368	\$4,804
Multifamily	\$1,212	\$389	\$657	\$172	\$176	\$2,606
<b>Nonresidential (per 1,000 square feet/per room for Hotel)</b>						
Retail	\$244	\$1,139	\$1,925	\$0	\$679	\$3,987
Office	\$374	\$439	\$742	\$0	\$262	\$1,817
Industrial	\$180	\$197	\$333	\$0	\$118	\$828
Institutional	\$348	\$604	\$1,021	\$0	\$360	\$2,333
Hotel	\$90	\$324	\$547	\$0	\$193	\$1,154

### Impact on Monthly Mortgage

The South Carolina Development Impact Fee Act requires preparation of a report that estimates the effect of imposing development impact fees on housing affordability in the jurisdiction. As shown in Figure A2, TischlerBise calculated the effect of the maximum allowable development impact fee on a monthly mortgage at different interest rates. For example, the proposed single-family development impact fee of

\$4,804 increases a mortgage with an interest rate of 2.5 percent by \$18.98 per month. For a mortgage with an interest rate of 8.0 percent, the cost is \$35.25 per month.

**Figure A2. Monthly Payment Sensitivity Analysis**

Single-Family Unit	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Scenario 7
Maximum Allowable Fee	\$4,804	\$4,804	\$4,804	\$4,804	\$4,804	\$4,804	\$4,804
Loan Term (Years)	30	30	30	30	30	30	30
Interest Rate (Annual)	2.50%	3.00%	4.00%	5.00%	6.00%	7.00%	8.00%
Monthly Cost	\$18.98	\$20.25	\$22.94	\$25.79	\$28.80	\$31.96	\$35.25

## APPENDIX B: LAND USE ASSUMPTIONS

As part of our Work Scope, TischlerBise has prepared documentation on demographic data and development projections that will be used in the Moncks Corner Development Impact Fee Study. The data estimates and projections are used in the study's calculations to illustrate the possible future pace of service demands on the Town's infrastructure. Furthermore, this chapter demonstrates the history of development and base year development levels in Moncks Corner. The base year assumptions are used in the impact fee calculations to determine current levels of service.

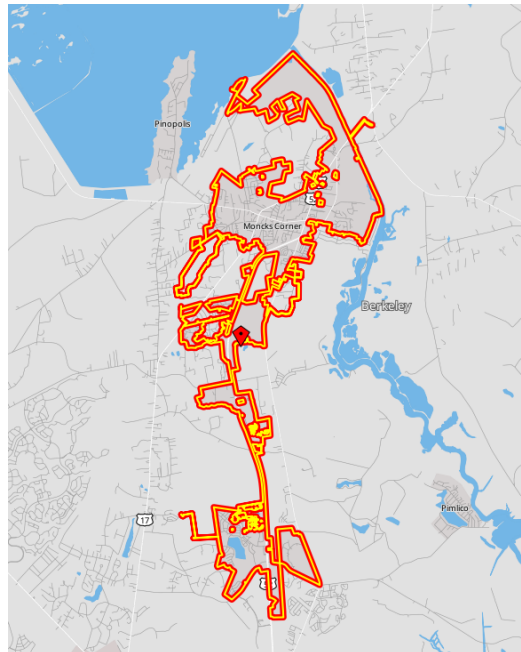
This chapter includes discussion and findings on:

- Persons Per Household/Housing Unit
- Current housing unit and population estimates
- Residential projections
- Current nonresidential floor area and employment estimates
- Nonresidential projections
- Functional population
- Current and projected daily vehicle trips

### Study Area

It is essential for an impact fee study to have an appropriate study area. The study area defines the level of service calculations and capacity needs. The service area for all impact fees is contained by the Town's borders at the time of this study.

**Figure B1. Impact Fee Study Area**



## Population and Housing Characteristics

Impact fees often use per capita standards and Persons per Housing Unit (PPHU) or persons per household to derive proportionate share fee amounts. Housing types have varying household sizes and, consequently, a varying demand on Town infrastructure and services. Thus, it is important to differentiate between housing types and size.

Housing types have different characteristics which results in a different demand on Town facilities and services. In the development impact fee schedule, there will be two housing types included: single family and multifamily. PPHU factors were calculated using American Community Survey data available through the U.S. Census Bureau.

When PPHU is used in the development impact fee calculations, infrastructure standards are derived using year-round population. In contrast, when persons per household (PPHH) is used, the fee methodology assumes all housing units will be occupied, thus requiring seasonal or peak population to be used when deriving infrastructure standards. TischlerBise recommends that fees for residential development in Moncks Corner be imposed according to PPHU.

Figure B2 shows US Census American Community Survey 2022 5-Year Estimates data for Moncks Corner. Single family units have a size of 2.70 persons per unit and multifamily units have a size of 1.66 persons per unit.

The figure below illustrates the **PPHU factors that will be used to project population**. The figure is used solely to calculate the PPHU factors, base year housing stock and population estimates are detailed in the following section.

**Figure B2. Persons per Housing Unit (PPHU)**

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	12,077	4,439	2.72	4,358	2.77	87%
Multifamily [2]	1,025	686	1.49	506	2.03	13%
Total	13,102	5,125	2.56	4,864	2.69	100%

[1] Includes attached and detached single family homes and mobile homes

[2] Includes structures with 2+ units

Source: U.S. Census Bureau, 2017-2022 American Community Survey 5-Year Estimates

## Recent Residential Development

Moncks Corner has shown rising housing growth in recent years. Permit data before 2022 show significantly fewer units being permitted than more recent trends. It is assumed from these permitting trends and increased residential construction slated for Moncks Corner in the next few years that permits granted 2021 and later will more closely approximate growth rates over the 10-year projection period of this analysis. As shown in Figure B3, Moncks Corner permitted a total of 2,409 single family units between 2019 and 2024. Multifamily units permitted during this period are all part of the recently annexed Foxbank development.

**Figure B3. Moncks Corner Building Permit Historical Totals**

Housing Type	2019	2020	2021	2022	2023	2024	Total	Average
Single Family	192	267	156	407	711	676	2,409	402
Multifamily	0	0	0	0	318	0	318	53
Total	192	267	156	407	1,029	676	2,727	455

Source: Town of Moncks Corner

### Base Year Housing Units and Population

New residential units permitted in 2023 and 2024 are added to ACS total housing units for 2022. This method yields total housing units by type for the base year of 2024 as shown in Figure B4. Additional housing units by type are in turn multiplied by 2022 ACS PPHU factors to yield additional populations, which are added to the previous year's totals. Moncks Corner's total populations by housing unit type for the 2024 base year are also shown in Figure B4.

**Figure B4. Base Year Housing Units and Population**

	2024
Population [1]	17,343
<b>Housing Units [2]</b>	
Single Family	5,826
Multifamily	1,004
Total Units	6,830

[1] Source: TischlerBise calculation (Housing Units x Persons Per Housing Unit)

[2] Source: Tischler Bise calculation based on 2023-2024 Town of Moncks Corner building permit data added to 2017-2022 ACS 5yr averages

### Population and Housing Projections

6,830 new housing units are projected in Moncks Corner by 2034. Housing unit totals for 2022 come from ACS 5-year estimates for 2022. 2023 and 2024 totals feature the addition of building permits issued in 2023 and 2024, respectively. Between 2024 and 2034, the 4,550 projected units are spread evenly over the ten year analysis period.

Population projections are estimated based on new housing growth and PPHU factors. Additional housing units for each year are multiplied by respective PPHU factors and added to the previous year's population total. Overall, there is a projected increase of 11,724 residents, a 40 percent increase from the base year.

Figure B5. Moncks Corner Residential Development Projections

5-Year Increment >>

Town of Moncks Corner, SC	Base Year 2024	1 2025	2 2026	3 2027	4 2028	5 2029	6 2030	7 2031	8 2032	9 2033	10 2034	10-Year Increase
Population	17,343	18,515	19,688	20,860	22,032	23,205	24,377	25,550	26,722	27,894	29,067	11,724
<b>Housing Type</b>												
Single Family	5,826	6,228	6,630	7,032	7,434	7,836	8,238	8,640	9,042	9,444	9,846	4,020
Multifamily	1,004	1,057	1,110	1,163	1,216	1,269	1,322	1,375	1,428	1,481	1,534	530
Total Housing Units	6,830	7,285	7,740	8,195	8,650	9,105	9,560	10,015	10,470	10,925	11,380	4,550

Source: TischlerBise analysis of Town of Moncks Corner and 2017-2022 ACS 5 yr average trends

## Current Nonresidential Floor Area and Employment

Listed in Figure B6, there are a total of 7,166 employees estimated in Moncks Corner in 2024. TischlerBise obtained this total by sector by adding U.S. Census Bureau OnTheMap average jobs added annually between 2016 and 2021 (103) to Esri Business Analyst totals for 2023, according to proportions found in the Esri Business Analyst totals. The majority of jobs are in the office, retail, and institutional sectors. Nonresidential floor area was calculated for the four determined industry sectors. Base year nonresidential floor area was calculated for each sector by multiplying base year jobs by square footage per employee factors published by the Institute of Transportation Engineers. In total, there is about 3.06 million square feet of nonresidential floor area in Moncks Corner.

Figure B6. Base Year Employment

Industry	Jobs [1]	ITE Sq. Ft. Per Employee	Floor Area (Sq. Ft.) [2]
Retail	1,977	471	931,119
Office	762	307	233,969
Industrial	1,436	637	914,996
Institutional	2,991	330	987,017
<b>Total</b>	<b>7,166</b>		<b>3,067,102</b>

Base year nonresidential square footage estimates are calculated by applying employee density factors to base year employment totals. Those density factors are provided in the Institute of Transportation Engineers (ITE) Trip Generation (2021) and listed in

Figure B7.

Figure B7. Institute of Transportation Engineers Employee Density Factors

ITE Code	Land Use	Demand Unit	Wkdy Trip Ends Per Dmd Unit	Wkdy Trip Ends Per Employee	Employees Per Demand Unit	Sq Ft Per Employee
820	Shopping Center (avg size)	1,000 Sq Ft	37.01	17.42	2.12	471
710	General Office (avg size)	1,000 Sq Ft	10.84	3.33	3.26	307
110	Light Industrial	1,000 Sq Ft	4.87	3.10	1.57	637
730	Government Office	1,000 Sq Ft	22.59	7.45	3.03	330

Source: Institute of Transportation Engineers, *Trip Generation*, 11th Edition (2021)



## Nonresidential Floor Area and Employment Projections

The US Census Bureau's OnTheMap analysis application provides job totals for municipalities in the United States over a range of years. It is assumed that employment in Moncks Corner will grow at a similar pace to its growth between 2017 and 2022. According to OnTheMap data, there were 6,439 jobs in Moncks Corner in 2017, and 6,958 in 2022.

Based on this job growth, Moncks Corner is expected to grow by 114 jobs per year over the projection period. Apportioning these additional jobs according to the percentages of employees by sector from the base year, as provided by Esri Business Analyst, additional jobs are projected to 2,016. The projections are shown in Figure B8. This analysis projects 1,144 additional jobs and 490,000 additional square feet of nonresidential floor area in Moncks Corner by 2034. The Institutional sector is expected to see the greatest growth, while the Retail and Industrial sectors will see similar levels of growth. Significant Office growth is not expected.

**Figure B8. Moncks Corner Employment and Nonresidential Floor Area Projections**

Industry	Base Year 2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	10-Year Increase
<b>Jobs</b>												
Retail	1,977	2,006	2,036	2,067	2,098	2,129	2,161	2,193	2,226	2,259	2,292	316
Office	762	773	785	797	809	821	833	845	858	871	884	122
Industrial	1,436	1,458	1,480	1,502	1,524	1,547	1,570	1,593	1,617	1,641	1,666	229
Institutional	2,991	3,036	3,081	3,127	3,173	3,221	3,269	3,318	3,367	3,417	3,468	477
Total	7,166	7,273	7,382	7,492	7,604	7,717	7,832	7,949	8,068	8,188	8,310	1,144
<b>Nonresidential Floor Area (1,000 sq. ft.)</b>												
Retail	931	945	959	973	988	1,003	1,018	1,033	1,048	1,064	1,080	149
Office	234	237	241	245	248	252	256	260	263	267	271	37
Industrial	915	929	942	957	971	985	1,000	1,015	1,030	1,045	1,061	146
Institutional	987	1,002	1,017	1,032	1,047	1,063	1,079	1,095	1,111	1,128	1,145	158
Total	3,067	3,113	3,159	3,206	3,254	3,303	3,352	3,402	3,453	3,504	3,557	490

Source: Town of Moncks Corner; TischlerBise analysis; Institute of Transportation Engineers, [Trip Generation](#), 2024

## Functional Population

Both residential and nonresidential developments increase demand for Town services and facilities. To calculate the proportional share between residential and nonresidential demand on service and facilities, a functional population approach is used. The functional population approach allocates the cost of the facilities to residential and nonresidential development based on the activity of residents and workers in the Town through the 24 hours in a day.

Residents that do not work are assigned 20 hours per day to residential development and 4 hours per day to nonresidential development (annualized averages). Residents that work in Moncks Corner are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside the Town are assigned 14 hours to residential development, the remaining hours in the day are assumed to be spent outside of the Town working. Inflow commuters are assigned 10 hours to nonresidential development. Based on 2021 functional population data (the latest available), residential development accounts for 70 percent of the functional population, while nonresidential development accounts for 30 percent, see Figure B9.

**Figure B9. Moncks Corner Functional Population**

Moncks Corner, SC (2021)			
<b>Residential</b>		Demand Hours/Day	Person Hours
Population*	13,644		
Residents Not Working	7,668	20	153,360
Employed Residents	5,976		
Employed in Moncks Corner	692	14	9,688
Employed outside Moncks Corner	5,284	14	73,976
	Residential Subtotal		237,024
	<b>Residential Share =&gt;</b>		<b>70%</b>
<b>Nonresidential</b>			
Non-working Residents	7,668	4	30,672
Jobs Located in Moncks Corner	6,958		
Residents Employed in Moncks Corner	692	10	6,920
Non-Resident Workers (inflow commuters)	6,266	10	62,660
	Nonresidential Subtotal		100,252
	<b>Nonresidential Share =&gt;</b>		<b>30%</b>
	TOTAL		337,276

Source: U.S. Census Bureau, OnTheMap 6.1.1 Application and LEHD Origin-Destination Employment Statistics.

\* Source: U.S. Census Bureau, American Community Survey, 2017-2022 5yr Average

## APPENDIX C: LAND USE DEFINITIONS

### Residential Development

As discussed below, residential development categories are based on data from the U.S. Census Bureau, American Community Survey. Moncks Corner will collect development fees from all new residential units. One-time development fees are determined by site capacity (i.e. number of residential units). This category also contains mobile homes and recreational vehicles.

**Single-Family:** Single-Family detached is a one-unit structure detached from any other house, that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached if the building has open space on all four sides. Also included in the definition is Single family attached (townhouse), which is a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof. This land use also includes mobile home units.

**Multi-Family:** 2+ units (condominiums and apartments) are units in structures containing two or more housing units, further categorized by the US Census Bureau's American Community Survey (ACS) as units in structures with "2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments."

### Nonresidential Development

The proposed general nonresidential development categories (defined below using 2021 ITE Land Use Code) can be used for all new construction within Moncks Corner. Nonresidential development categories represent general groups of land uses that share similar average weekday vehicle trip generation rates and employment densities (i.e., jobs per thousand square feet of floor area).

**Land Use: 820 Shopping Center Description.** A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands.

**Land Use: 710 General Office Building Description.** A general office building has a floor area of 5,000 square feet or greater and houses multiple tenants; it is a location where business affairs, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment bankers, and tenant services, such as a bank or savings and loan institution, a restaurant, or cafeteria and service retail facilities.

**Land Use: 730 Government Office Building Description.** A government office building is an individual office building containing either the entire function or simply one agency of a city, state, federal, or other government unit. Government office buildings do not contain retail, manufacturing, or residential uses

and can vary in size from a single story to several stories. They tend to have a large number of office workers, administrative staff, and may also accommodate meetings and public services.

**Land Use: 110 Light Industrial.** A light industrial facility is a free-standing facility devoted to a single use. The facility has an emphasis on activities other than manufacturing and typically has minimal office space. Typical light industrial activities include printing, material testing, and assembly of data processing equipment. Industrial park (Land Use 130) and manufacturing (Land Use 140) are related uses.

**Land Use: 310 Hotel.** Hotels usually consist of multiple floors of guest rooms, common areas, service facilities, and amenities. The design and size can vary from small boutique hotels with a few rooms to large, multi-story hotels with hundreds of rooms and expansive meeting and recreational spaces. The property may also have parking garages, loading docks, and amenities designed to serve both business and leisure travelers. Hotels are often located near highways, business districts, tourist attractions, or transportation hubs, such as airports or train stations, to accommodate the travel needs of guests. Some hotels may be part of larger commercial complexes, while others are standalone properties.

## APPENDIX D: SOUTH CAROLINA DEVELOPMENT IMPACT FEE ACT

<https://www.scstatehouse.gov/code/title6.php>

### CHAPTER 1

#### General Provisions

### ARTICLE 9

#### Development Impact Fees

#### **SECTION 6-1-910.** Short title.

This article may be cited as the “South Carolina Development Impact Fee Act.”

HISTORY: 1999 Act No. 118, Section 1.

#### **SECTION 6-1-920.** Definitions.

As used in this article:

(1) “Affordable housing” means housing affordable to families whose incomes do not exceed eighty percent of the median income for the service area or areas within the jurisdiction of the governmental entity.

(2) “Capital improvements” means improvements with a useful life of five years or more, by new construction or other action, which increase or increased the service capacity of a public facility.

(3) “Capital improvements plan” means a plan that identifies capital improvements for which development impact fees may be used as a funding source.

(4) “Connection charges” and “hookup charges” mean charges for the actual cost of connecting a property to a public water or public sewer system, limited to labor and materials involved in making pipe connections, installation of water meters, and other actual costs.

(5) “Developer” means an individual or corporation, partnership, or other entity undertaking development.

(6) “Development” means construction or installation of a new building or structure, or a change in use of a building or structure, any of which creates additional demand and need for public facilities. A building or structure shall include, but not be limited to, modular buildings and manufactured housing. “Development” does not include alterations made to existing single-family homes.

(7) “Development approval” means a document from a governmental entity which authorizes the commencement of a development.

(8) “Development impact fee” or “impact fee” means a payment of money imposed as a condition of development approval to pay a proportionate share of the cost of system improvements needed to serve the people utilizing the improvements. The term does not include:

(a) a charge or fee to pay the administrative, plan review, or inspection costs associated with permits required for development;

(b) connection or hookup charges;

(c) amounts collected from a developer in a transaction in which the governmental entity has incurred expenses in constructing capital improvements for the development if the owner or developer has agreed to be financially responsible for the construction or installation of the capital improvements;

(d) fees authorized by Article 3 of this chapter.

(9) “Development permit” means a permit issued for construction on or development of land when no subsequent building permit issued pursuant to Chapter 9 of Title 6 is required.

(10) “Fee payor” means the individual or legal entity that pays or is required to pay a development impact fee.

(11) “Governmental entity” means a City, as provided in Chapter 9, Title 4, and a municipality, as defined in Section 5-1-20.

(12) “Incidental benefits” are benefits which accrue to a property as a secondary result or as a minor consequence of the provision of public facilities to another property.

(13) “Land use assumptions” means a description of the service area and projections of land uses, densities, intensities, and population in the service area over at least a ten-year period.

(14) “Level of service” means a measure of the relationship between service capacity and service demand for public facilities.

(15) “Local planning commission” means the entity created pursuant to Article 1, Chapter 29, Title 6.

(16) “Project” means a particular development on an identified parcel of land.

(17) “Proportionate share” means that portion of the cost of system improvements determined pursuant to Section 6-1-990 which reasonably relates to the service demands and needs of the project.

(18) “Public facilities” means:

(a) water supply production, treatment, laboratory, engineering, administration, storage, and transmission facilities;

(b) Transportation collection, treatment, laboratory, engineering, administration, and disposal facilities;

(c) solid waste and recycling collection, treatment, and disposal facilities;

(d) roads, streets, and bridges including, but not limited to, rights-of-way and traffic signals;

(e) storm water transmission, retention, detention, treatment, and disposal facilities and flood control facilities;

(f) public safety facilities, including law enforcement, fire, emergency medical and rescue, and street lighting facilities;

(g) capital equipment and vehicles, with an individual unit purchase price of not less than one hundred thousand dollars including, but not limited to, equipment and vehicles used in the delivery of public safety services, emergency preparedness services, collection and disposal of solid waste, and storm water management and control;

(h) parks, libraries, and recreational facilities;

(i) public education facilities for grades K-12 including, but not limited to, schools, offices, classrooms, parking areas, playgrounds, libraries, cafeterias, gymnasiums, health and music rooms, computer and science laboratories, and other facilities considered necessary for the proper public education of the state's children.

(19) "Service area" means, based on sound planning or engineering principles, or both, a defined geographic area in which specific public facilities provide service to development within the area defined. Provided, however, that no provision in this article may be interpreted to alter, enlarge, or reduce the service area or boundaries of a political subdivision which is authorized or set by law.

(20) "Service unit" means a standardized measure of consumption, use, generation, or discharge attributable to an individual unit of development calculated in accordance with generally accepted engineering or planning standards for a particular category of capital improvements.

(21) "System improvements" means capital improvements to public facilities which are designed to provide service to a service area.

(22) "System improvement costs" means costs incurred for construction or reconstruction of system improvements, including design, acquisition, engineering, and other costs attributable to the improvements, and also including the costs of providing additional public facilities needed to serve new growth and development. System improvement costs do not include:

(a) construction, acquisition, or expansion of public facilities other than capital improvements identified in the capital improvements plan;

(b) repair, operation, or maintenance of existing or new capital improvements;

(c) upgrading, updating, expanding, or replacing existing capital improvements to serve existing development in order to meet stricter safety, efficiency, environmental, or regulatory standards;

(d) upgrading, updating, expanding, or replacing existing capital improvements to provide better service to existing development;

(e) administrative and operating costs of the governmental entity; or

(f) principal payments and interest or other finance charges on bonds or other indebtedness except financial obligations issued by or on behalf of the governmental entity to finance capital improvements identified in the capital improvements plan.

HISTORY: 1999 Act No. 118, Section 1; 2016 Act No. 229 (H.4416), Section 2, eff June 3, 2016.

Effect of Amendment

2016 Act No. 229, Section 2, added (18)(i), relating to certain public education facilities.

**SECTION 6-1-930.** Developmental impact fee.

(A)(1) Only a governmental entity that has a comprehensive plan, as provided in Chapter 29 of this title, and which complies with the requirements of this article may impose a development impact fee. If a governmental entity has not adopted a comprehensive plan but has adopted a capital improvements plan which substantially complies with the requirements of Section 6-1-960(B), then it may impose a development impact fee. A governmental entity may not impose an impact fee, regardless of how it is designated, except as provided in this article. However, a special purpose district or public service district which (a) provides fire protection services or recreation services, (b) was created by act of the General Assembly prior to 1973, and (c) had the power to impose development impact fees prior to the effective date of this section is not prohibited from imposing development impact fees.

(2) Before imposing a development impact fee on residential units, a governmental entity shall prepare a report which estimates the effect of recovering capital costs through impact fees on the availability of affordable housing within the political jurisdiction of the governmental entity.

(B)(1) An impact fee may be imposed and collected by the governmental entity only upon the passage of an ordinance approved by a positive majority, as defined in Article 3 of this chapter.

(2) The amount of the development impact fee must be based on actual improvement costs or reasonable estimates of the costs, supported by sound engineering studies.

(3) An ordinance authorizing the imposition of a development impact fee must:

(a) establish a procedure for timely processing of applications for determinations by the governmental entity of development impact fees applicable to all property subject to impact fees and for the timely processing of applications for individual assessment of development impact fees, credits, or reimbursements allowed or paid under this article;

(b) include a description of acceptable levels of service for system improvements; and

(c) provide for the termination of the impact fee.

(C) A governmental entity shall prepare and publish an annual report describing the amount of all impact fees collected, appropriated, or spent during the preceding year by category of public facility and service area.

(D) Payment of an impact fee may result in an incidental benefit to property owners or developers within the service area other than the fee payor, except that an impact fee that results in benefits to



property owners or developers within the service area, other than the fee payor, in an amount which is greater than incidental benefits is prohibited.

HISTORY: 1999 Act No. 118, Section 1.

**SECTION 6-1-940. Amount of impact fee.**

A governmental entity imposing an impact fee must provide in the impact fee ordinance the amount of impact fee due for each unit of development in a project for which an individual building permit or certificate of occupancy is issued. The governmental entity is bound by the amount of impact fee specified in the ordinance and may not charge higher or additional impact fees for the same purpose unless the number of service units increases, or the scope of the development changes and the amount of additional impact fees is limited to the amount attributable to the additional service units or change in scope of the development. The impact fee ordinance must:

(1) include an explanation of the calculation of the impact fee, including an explanation of the factors considered pursuant to this article;

(2) specify the system improvements for which the impact fee is intended to be used;

(3) inform the developer that he may pay a project's proportionate share of system improvement costs by payment of impact fees according to the fee schedule as full and complete payment of the developer's proportionate share of system improvements costs;

(4) inform the fee payor that:

(a) he may negotiate and contract for facilities or services with the governmental entity in lieu of the development impact fee as defined in Section 6-1-1050;

(b) he has the right of appeal, as provided in Section 6-1-1030;

(c) the impact fee must be paid no earlier than the time of issuance of the building permit or issuance of a development permit if no building permit is required.

HISTORY: 1999 Act No. 118, Section 1.

**SECTION 6-1-950. Procedure for adoption of ordinance imposing impact fees.**

(A) The governing body of a governmental entity begins the process for adoption of an ordinance imposing an impact fee by enacting a resolution directing the local planning commission to conduct the studies and to recommend an impact fee ordinance, developed in accordance with the requirements of this article. Under no circumstances may the governing body of a governmental entity impose an impact fee for any public facility which has been paid for entirely by the developer.

(B) Upon receipt of the resolution enacted pursuant to subsection (A), the local planning commission shall develop, within the time designated in the resolution, and make recommendations to the governmental entity for a capital improvements plan and impact fees by service unit. The local planning commission shall prepare and adopt its recommendations in the same manner and use the same procedures as those used for developing recommendations for a comprehensive plan as provided in

Article 3, Chapter 29, Title 6, except as otherwise provided in this article. The commission shall review and update the capital improvements plan and impact fees in the same manner and on the same review cycle as the governmental entity's comprehensive plan or elements of it.

HISTORY: 1999 Act No. 118, Section 1.

**SECTION 6-1-960.** Recommended capital improvements plan; notice; contents of plan.

(A) The local planning commission shall recommend to the governmental entity a capital improvements plan which may be adopted by the governmental entity by ordinance. The recommendations of the commission are not binding on the governmental entity, which may amend or alter the plan. After reasonable public notice, a public hearing must be held before final action to adopt the ordinance approving the capital improvements plan. The notice must be published not less than thirty days before the time of the hearing in at least one newspaper of general circulation in the City. The notice must advise the public of the time and place of the hearing, that a copy of the capital improvements plan is available for public inspection in the offices of the governmental entity, and that members of the public will be given an opportunity to be heard.

(B) The capital improvements plan must contain:

(1) a general description of all existing public facilities, and their existing deficiencies, within the service area or areas of the governmental entity, a reasonable estimate of all costs, and a plan to develop the funding resources, including existing sources of revenues, related to curing the existing deficiencies including, but not limited to, the upgrading, updating, improving, expanding, or replacing of these facilities to meet existing needs and usage;

(2) an analysis of the total capacity, the level of current usage, and commitments for usage of capacity of existing public facilities, which must be prepared by a qualified professional using generally accepted principles and professional standards;

(3) a description of the land use assumptions;

(4) a definitive table establishing the specific service unit for each category of system improvements and an equivalency or conversion table establishing the ratio of a service unit to various types of land uses, including residential, commercial, agricultural, and industrial, as appropriate;

(5) a description of all system improvements and their costs necessitated by and attributable to new development in the service area, based on the approved land use assumptions, to provide a level of service not to exceed the level of service currently existing in the community or service area, unless a different or higher level of service is required by law, court order, or safety consideration;

(6) the total number of service units necessitated by and attributable to new development within the service area based on the land use assumptions and calculated in accordance with generally accepted engineering or planning criteria;

(7) the projected demand for system improvements required by new service units projected over a reasonable period of time not to exceed twenty years;

(8) identification of all sources and levels of funding available to the governmental entity for the financing of the system improvements; and

(9) a schedule setting forth estimated dates for commencing and completing construction of all improvements identified in the capital improvements plan.

(C) Changes in the capital improvements plan must be approved in the same manner as approval of the original plan.

HISTORY: 1999 Act No. 118, Section 1.

**SECTION 6-1-970. Exemptions from impact fees.**

The following structures or activities are exempt from impact fees:

(1) rebuilding the same amount of floor space of a structure that was destroyed by fire or other catastrophe;

(2) remodeling or repairing a structure that does not result in an increase in the number of service units;

(3) replacing a residential unit, including a manufactured home, with another residential unit on the same lot, if the number of service units does not increase;

(4) placing a construction trailer or office on a lot during the period of construction on the lot;

(5) constructing an addition on a residential structure which does not increase the number of service units;

(6) adding uses that are typically accessory to residential uses, such as a tennis court or a clubhouse, unless it is demonstrated clearly that the use creates a significant impact on the system's capacity;

(7) all or part of a particular development project if:

(a) the project is determined to create affordable housing; and

(b) the exempt development's proportionate share of system improvements is funded through a revenue source other than development impact fees;

(8) constructing a new elementary, middle, or secondary school; and

(9) constructing a new volunteer fire department.

HISTORY: 1999 Act No. 118, Section 1; 2016 Act No. 229 (H.4416), Section 1, eff June 3, 2016.

Effect of Amendment

2016 Act No. 229, Section 1, added (8) and (9), relating to certain schools and volunteer fire departments.

**SECTION 6-1-980. Calculation of impact fees.**

(A) The impact fee for each service unit may not exceed the amount determined by dividing the costs of the capital improvements by the total number of projected service units that potentially could use the capital improvement. If the number of new service units projected over a reasonable period of time is less

than the total number of new service units shown by the approved land use assumptions at full development of the service area, the maximum impact fee for each service unit must be calculated by dividing the costs of the part of the capital improvements necessitated by and attributable to the projected new service units by the total projected new service units.

(B) An impact fee must be calculated in accordance with generally accepted accounting principles.

HISTORY: 1999 Act No. 118, Section 1.

**SECTION 6-1-990.** Maximum impact fee; proportionate share of costs of improvements to serve new development.

(A) The impact fee imposed upon a fee payor may not exceed a proportionate share of the costs incurred by the governmental entity in providing system improvements to serve the new development. The proportionate share is the cost attributable to the development after the governmental entity reduces the amount to be imposed by the following factors:

(1) appropriate credit, offset, or contribution of money, dedication of land, or construction of system improvements; and

(2) all other sources of funding the system improvements including funds obtained from economic development incentives or grants secured which are not required to be repaid.

(B) In determining the proportionate share of the cost of system improvements to be paid, the governmental entity imposing the impact fee must consider the:

(1) cost of existing system improvements resulting from new development within the service area or areas;

(2) means by which existing system improvements have been financed;

(3) extent to which the new development contributes to the cost of system improvements;

(4) extent to which the new development is required to contribute to the cost of existing system improvements in the future;

(5) extent to which the new development is required to provide system improvements, without charge to other properties within the service area or areas;

(6) time and price differentials inherent in a fair comparison of fees paid at different times; and

(7) availability of other sources of funding system improvements including, but not limited to, user charges, general tax levies, intergovernmental transfers, and special taxation.

HISTORY: 1999 Act No. 118, Section 1.

**SECTION 6-1-1000.** Fair compensation or reimbursement of developers for costs, dedication of land or oversize facilities.

A developer required to pay a development impact fee may not be required to pay more than his proportionate share of the costs of the project, including the payment of money or contribution or

dedication of land, or to oversize his facilities for use of others outside of the project without fair compensation or reimbursement.

HISTORY: 1999 Act No. 118, Section 1.

**SECTION 6-1-1010.** Accounting; expenditures.

(A) Revenues from all development impact fees must be maintained in one or more interest-bearing accounts. Accounting records must be maintained for each category of system improvements and the service area in which the fees are collected. Interest earned on development impact fees must be considered funds of the account on which it is earned and must be subject to all restrictions placed on the use of impact fees pursuant to the provisions of this article.

(B) Expenditures of development impact fees must be made only for the category of system improvements and within or for the benefit of the service area for which the impact fee was imposed as shown by the capital improvements plan and as authorized in this article. Impact fees may not be used for:

- (1) a purpose other than system improvement costs to create additional improvements to serve new growth;
- (2) a category of system improvements other than that for which they were collected; or
- (3) the benefit of service areas other than the area for which they were imposed.

HISTORY: 1999 Act No. 118, Section 1.

**SECTION 6-1-1020.** Refunds of impact fees.

(A) An impact fee must be refunded to the owner of record of property on which a development impact fee has been paid if:

- (1) the impact fees have not been expended within three years of the date they were scheduled to be expended on a first-in, first-out basis; or
- (2) a building permit or permit for installation of a manufactured home is denied.

(B) When the right to a refund exists, the governmental entity shall send a refund to the owner of record within ninety days after it is determined by the entity that a refund is due.

(C) A refund must include the pro rata portion of interest earned while on deposit in the impact fee account.

(D) A person entitled to a refund has standing to sue for a refund pursuant to this article if there has not been a timely payment of a refund pursuant to subsection (B) of this section.

HISTORY: 1999 Act No. 118, Section 1.

**SECTION 6-1-1030.** Appeals.

(A) A governmental entity which adopts a development impact fee ordinance shall provide for administrative appeals by the developer or fee payor.

(B) A fee payor may pay a development impact fee under protest. A fee payor making the payment is not estopped from exercising the right of appeal provided in this article, nor is the fee payor estopped from receiving a refund of an amount considered to have been illegally collected. Instead of making a payment of an impact fee under protest, a fee payor, at his option, may post a bond or submit an irrevocable letter of credit for the amount of impact fees due, pending the outcome of an appeal.

(C) A governmental entity which adopts a development impact fee ordinance shall provide for mediation by a qualified independent party, upon voluntary agreement by both the fee payor and the governmental entity, to address a disagreement related to the impact fee for proposed development. Participation in mediation does not preclude the fee payor from pursuing other remedies provided for in this section or otherwise available by law.

HISTORY: 1999 Act No. 118, Section 1.

**SECTION 6-1-1040.** Collection of development impact fees.

A governmental entity may provide in a development impact fee ordinance the method for collection of development impact fees including, but not limited to:

- (1) additions to the fee for reasonable interest and penalties for nonpayment or late payment;
- (2) withholding of the certificate of occupancy, or building permit if no certificate of occupancy is required, until the development impact fee is paid;
- (3) withholding of utility services until the development impact fee is paid; and
- (4) imposing liens for failure to pay timely a development impact fee.

HISTORY: 1999 Act No. 118, Section 1.

**SECTION 6-1-1050.** Permissible agreements for payments or construction or installation of improvements by fee payors and developers; credits and reimbursements.

A fee payor and developer may enter into an agreement with a governmental entity, including an agreement entered into pursuant to the South Carolina Local Government Development Agreement Act, providing for payments instead of impact fees for facilities or services. That agreement may provide for the construction or installation of system improvements by the fee payor or developer and for credits or reimbursements for costs incurred by a fee payor or developer including interproject transfers of credits or reimbursement for project improvements which are used or shared by more than one development project. An impact fee may not be imposed on a fee payor or developer who has entered into an agreement as described in this section.

HISTORY: 1999 Act No. 118, Section 1.

**SECTION 6-1-1060.** Article shall not affect existing laws.

(A) The provisions of this article do not repeal existing laws authorizing a governmental entity to impose fees or require contributions or property dedications for capital improvements. A development impact fee adopted in accordance with existing laws before the enactment of this article is not affected until

termination of the development impact fee. A subsequent change or reenactment of the development impact fee must comply with the provisions of this article. Requirements for developers to pay in whole or in part for system improvements may be imposed by governmental entities only by way of impact fees imposed pursuant to the ordinance.

(B) Notwithstanding another provision of this article, property for which a valid building permit or certificate of occupancy has been issued or construction has commenced before the effective date of a development impact fee ordinance is not subject to additional development impact fees.

HISTORY: 1999 Act No. 118, Section 1.

**SECTION 6-1-1070.** Shared funding among units of government; agreements.

(A) If the proposed system improvements include the improvement of public facilities under the jurisdiction of another unit of government including, but not limited to, a special purpose district that does not provide water and Transportation utilities, a school district, and a public service district, an agreement between the governmental entity and other unit of government must specify the reasonable share of funding by each unit. The governmental entity authorized to impose impact fees may not assume more than its reasonable share of funding joint improvements, nor may another unit of government which is not authorized to impose impact fees do so unless the expenditure is pursuant to an agreement under Section 6-1-1050 of this section.

(B) A governmental entity may enter into an agreement with another unit of government including, but not limited to, a special purpose district that does not provide water and Transportation utilities, a school district, and a public service district, that has the responsibility of providing the service for which an impact fee may be imposed. The determination of the amount of the impact fee for the contracting governmental entity must be made in the same manner and is subject to the same procedures and limitations as provided in this article. The agreement must provide for the collection of the impact fee by the governmental entity and for the expenditure of the impact fee by another unit of government including, but not limited to, a special purpose district that does not provide water and Transportation utilities, a school district, and a public services district unless otherwise provided by contract.

HISTORY: 1999 Act No. 118, Section 1.

**SECTION 6-1-1080.** Exemptions; water or Transportation utilities.

The provisions of this chapter do not apply to a development impact fee for water or Transportation utilities, or both, imposed by a city, City, commissioners of public works, special purpose district, or nonprofit corporation organized pursuant to Chapter 35 or 36 of Title 33, except that in order to impose a development impact fee for water or Transportation utilities, or both, the city, City, commissioners of public works, special purpose district or nonprofit corporation organized pursuant to Chapter 35 or 36 of Title 33 must:

- (1) have a capital improvements plan before imposition of the development impact fee; and

(2) prepare a report to be made public before imposition of the development impact fee, which shall include, but not be limited to, an explanation of the basis, use, calculation, and method of collection of the development impact fee; and

(3) enact the fee in accordance with the requirements of Article 3 of this chapter.

HISTORY: 1999 Act No. 118, Section 1.

**SECTION 6-1-1090.** Annexations by municipalities.

A development impact fee ordinance imposed in an area which is annexed by a municipality is not affected by this article until the development impact fee terminates, unless the municipality assumes any liability which is to be paid with the impact fee revenue.

HISTORY: 1999 Act No. 118, Section 1.

**SECTION 6-1-2000.** Taxation or revenue authority by political subdivisions.

This article shall not create, grant, or confer any new or additional taxing or revenue raising authority to a political subdivision which was not specifically granted to that entity by a previous act of the General Assembly.

HISTORY: 1999 Act No. 118, Section 1.

**SECTION 6-1-2010.** Compliance with public notice or public hearing requirements.

Compliance with any requirement for public notice or public hearing in this article is considered to be in compliance with any other public notice or public hearing requirement otherwise applicable including, but not limited to, the provisions of Chapter 4, Title 30, and Article 3 of this chapter.

HISTORY: 1999 Act No. 118, Section 1.



## Exhibit B

### Impact Fee Program

#### ARTICLE I. DEFINITIONS

The following definitions apply within this Impact Fee Program and are consistent with the provisions set forth in the South Carolina Development Impact Fee Act, as it may be amended (the “Act”). Where terms using initial capitals are not defined herein, the definitions used in the Code of Ordinances of the Town of Moncks Corner or the Act shall apply.

Act means the South Carolina Development Impact Fee Act, codified as Title 6 Chapter 1, Article 9 of the Code of Laws of South Carolina 1976, as amended.

Affordable Housing means housing affordable to families whose incomes do not exceed 80% of the median income for the service area or areas within the jurisdiction of the Town.

Building Permit means a permit issued for construction on or development of land.

Capital Improvement means improvements with a useful life of five years or more, by new construction or other action, which increase the service capacity of a Public Facility.

Capital Improvements Plan means a multi-year planning tool used to coordinate and implement financing and identify Capital Improvements for which Impact Fees may be used as a funding source; which Capital Improvements Plan is incorporated into the Impact Fee Study the Impact Fee Study and on file with the Town Clerk and available upon request.

Certificate of Occupancy means a certificate allowing the occupancy or use of a building and certifying that the structure or use has been constructed or will be used in compliance with the Town of Moncks Corner Code of Ordinances and all other applicable regulations.

Credits means Impact Fee deductions allowed for financial, in-kind, or other contributions made pursuant to Section 8.2.

Credit Agreement means an agreement between the Town and a Fee Payer or Developer wherein the Town allocates Credits.

Developer means an individual, corporation, partnership or other legal entity undertaking new Development.

Development means any Residential Development or Nonresidential Development.

Development Approval means a document that authorizes the commencement of a Development.

Effective Date means the date from which the Impact Fee Program is effective, which is April 16, 2025.

Fee Payer means any person who, after the Effective Date, seeks to develop land by applying for the issuance of a Building Permit, or other Development permit, subject to Impact Fees.

Fire Improvements means the improvements to, construction of, or acquisition of the facilities and vehicles for the Town's Fire Department, as identified in the Capital Improvements Plan.

Fire Impact Fee means a payment of money imposed as a condition of Development Approval to pay a Proportionate Share of the cost of Fire Improvements identified in the Capital Improvements Plan needed to serve new Development.

Fire Impact Fee Trust Account means the account of that name established pursuant to Article VI of this Impact Fee Program for the purpose of retaining collected Fire Impact Fees.

Impact Fee means together or individually, the Fire Impact Fee, Police Impact Fee, Recreation Impact Fee, Sanitation Impact Fee, and Transportation Impact Fee, which constitute a financial payment imposed as a condition of Development Approval to pay a Proportionate Share of the cost of the applicable System Improvements needed to accommodate future growth within the Town.

Impact Fee Program means this Development Impact Fee Program of the Town providing for the implementation of the Impact Fees.

Impact Fee Credit Review Committee means the committee of designated staff responsible for the review of Credit Agreements composed of the Town Administrator, Town Clerk, Town Planning Director, and the applicable Department Head or Department Heads] for the type or types of Impact Fees under consideration.

Impact Fee Schedule means together or individually, the schedules of Fire Impact Fees, Police Impact Fees, Recreation Impact Fees, Sanitation Impact Fees, and Transportation Impact Fees imposed by the Town on a Service Unit-basis pursuant to Sections 5.2, 5.3, 5.4, 5.5, and 5.6 of this Impact Fee Program, respectively.

Impact Fee Study means the Development Impact Fee Study and Capital Improvement Plan, dated as of [January 30], 2025, which is on file with the Town Clerk and available upon request.

Nonresidential Development means any construction or installation of a new building or structure of the following uses, as further described and defined in the Impact Fee Study:

(1) Retail: Establishments primarily selling merchandise, eating/drinking places, and entertainment uses. By way of example, Retail includes shopping centers, supermarkets, pharmacies, restaurants, bars, nightclubs, automobile dealerships, and movie theaters, hotels, and motels;

(2) Office: Establishments providing management, administrative, professional, or business services. By way of example, Office includes banks, business offices, headquarter buildings, business parks, and research and development centers;

(3) Industrial: Establishments primarily engaged in the production, transportation, or storage of goods. By way of example, Industrial includes manufacturing plants, distribution warehouses, trucking companies, utility substations, power generation facilities, and telecommunications buildings; and

(4) Institutional: Establishments providing management, administrative, professional, or business services. By way of example, Institutional includes assisted living facilities, nursing homes, hospitals, medical offices, veterinarian clinics, schools, universities, colleges, churches, daycare facilities, government buildings, and prisons;

or a change in use of an existing building or structure for Retail, Office, Industrial, or Institutional uses, any of which creates additional demand on and need for Public Facilities.

Police Improvements means the improvements to, construction of, or acquisition of the facilities and vehicles for the Town's Police Department, as identified in the Capital Improvements Plan.

Police Impact Fee means a payment of money imposed as a condition of Development Approval to pay a Proportionate Share of the cost of Police Improvements identified in the Capital Improvements Plan needed to serve new Development.

Police Impact Fee Trust Account means the account of that name established pursuant to Article VI of this Impact Fee Program for the purpose of retaining collected Police Impact Fees.

Proportionate Share means the portion of System Improvements Costs for System Improvements determined in the Impact Fee Study that reasonably relate to the service demands and needs of the Development.

Public Facilities means Town's facilities and vehicles for the provision of fire services, police services, recreation services, sanitation services, and transportation services.

Recreation Improvements means the System Improvements to and the construction of the recreation facilities within the Town, as identified in the Capital Improvements Plan.

Recreation Impact Fee means a payment of money imposed as a condition of Development Approval to pay a Proportionate Share of the cost of Recreation Improvements identified in the Capital Improvements Plan needed to serve new Development.

Recreation Impact Fee Trust Account means the account of that name established pursuant to Article VI of this Impact Fee Program for the purpose of retaining collected Recreation Impact Fees.

Residential Development means any construction or installation of a new units of the following uses, as further described and defined in the Impact Fee Study:

- (1) Single Family: Detached and attached one-unit dwellings; or
- (2) Multifamily: All attached multi-family dwellings including duplexes and condominiums;

or a change in use of an existing building or structure into a Single Family Unit or Multifamily Unit that creates additional demand on and need for Public Facilities.

Sanitation Improvements means the System Improvements to, construction of, or acquisition of the land, facilities, and vehicles for the Town's Sanitation Department, as identified in the Capital Improvements Plan.

Sanitation Impact Fee means a payment of money imposed as a condition of Development Approval to pay a Proportionate Share of the cost of Sanitation Improvements identified in the Capital Improvements Plan needed to serve new Development.

Sanitation Impact Fee Trust Account means the account of that name established pursuant to Article VI of this Impact Fee Program for the purpose of retaining collected Sanitation Impact Fees.

Service Area means a defined geographic area in which specific Public Facilities provide service to Development within the area defined. For the purposes of this Impact Fee Program, the corporate limits of the Town, as they may change from time to time, shall be treated as one Service Area for calculating, collecting, and spending Impact Fees.

Service Unit means the standardized measure for the various types of new Development to which Impact Fees apply, as further set forth herein with respect to each type of Impact Fee.

System Improvement means a Capital Improvement to a Public Facility which is designed to provide service to the Service Area.

System Improvement Costs means the costs incurred for construction and reconstruction of System Improvements, including design, acquisition, engineering and other costs attributable to the System Improvement, and also including the cost of

providing additional Public Facilities needed to serve new Development. System Improvement costs do not include:

- (1) construction, acquisition, or expansion of Public Facilities other than Capital Improvements eligible for funding through Impact Fees that are identified in the Capital Improvements Plan;
- (2) repair, operation, or maintenance of existing or new Capital Improvements;
- (3) upgrading, updating, expanding, or replacing existing Capital Improvements to serve existing development in order to meet stricter safety, efficiency, environmental or regulatory standards;
- (4) upgrading, updating, expanding, or replacing existing Public Facilities to provide better service to existing development;
- (5) administrative and operating costs of the Town; or
- (6) principal payments and interest or other finance charges on bonds or other indebtedness except financial obligations issued by or on behalf of the Town to finance System Improvements eligible for funding through Impact Fees that are identified in the Capital Improvements Plan.

Town means the Town of Moncks Corner, South Carolina.

Town Clerk means that person employed as the Clerk of the Town.

Town Administrator means that person employed as the Town Administrator of the Town, and any person designated by the Town Administrator to perform any function or exercise any power given to the Town Administrator pursuant to this Impact Fee Program.

Transportation Improvements means the System Improvements to or construction the transportation facilities and infrastructure within the Town, as identified in the Capital Improvements Plan.

Transportation Impact Fee means a payment of money imposed as a condition of Development Approval to pay a Proportionate Share of the cost of Transportation Improvements identified in the Capital Improvements Plan needed to serve new Development.

Transportation Impact Fee Trust Account means the account of that name established pursuant to Article VI of this Impact Fee Program for the purpose of retaining collected Transportation Impact Fees.

Trust Account means one or all of the Fire Impact Fee Trust Account, Police Impact Fee Trust Account, Recreation Impact Fee Trust Account, Sanitation Impact Fee Trust Account, and Transportation Impact Fee Trust Account.

## ARTICLE II. SUPPORTING DOCUMENTATION

This Impact Fee Program is based upon the conclusions and recommendations presented in the Impact Fee Study, including the Capital Improvements Plan, prepared consistent with the provisions of the Act. The Impact Fee Study is on file with the Town Clerk and available upon request and is incorporated into this Impact Fee Program by reference.

All Impact Fees collected pursuant to this Impact Fee Program shall be used to implement any or all of the System Improvements deemed eligible for funding by Impact Fees identified in the Capital Improvements Plan, as set forth therein and in this Impact Fee Program.

## ARTICLE III. JURISDICTION

The provisions of this Impact Fee Program shall apply to all property within the corporate limits of the Town, including any property that may be annexed into the Town after the Effective Date.

## ARTICLE IV. APPLICATION AND EXEMPTIONS

The provisions of the Impact Fee Program shall apply to all new Development within Town limits for which a Building Permit or Development Approval is required, except for the following:

- (1) rebuilding the same amount of floor space of a structure that was destroyed by fire or other natural catastrophe;
- (2) remodeling or repairing a structure with the same use of land that does not result in an increase in the number of Service Units or place new demand on Public Facilities;
- (3) replacing a residential unit, including a manufactured home, with another residential unit on the same lot, if the amount of demand for Public Facilities and services generated by the new residential unit does not increase;
- (4) placing a construction trailer or temporary office on a lot during the period of construction on the same lot;
- (5) construction of an addition to a residential structure that does not increase the amount of demand for facilities and services generated by the same use of land;

- (6) adding uses that are typically accessory to Residential Development, such as a tennis court or a clubhouse, unless it is demonstrated clearly that the use creates new demand for Public Facilities;
- (7) all or part of a particular Development if:
  - (i) the project is determined to create Affordable Housing; and
  - (ii) the exempt Development's Proportionate Share of System Improvements is funded through a revenue source other than Impact Fees.
- (8) constructing a new elementary, middle or secondary school; and
- (9) constructing a new volunteer fire department.

## ARTICLE V. DETERMINATION OF FEES

### **Section 5.1 General Provisions.**

(a) The Town Council shall determine and establish the schedules of Impact Fees in accordance with the Impact Fee Study and the methodology established in this Impact Fee Program. The Town shall collect all Impact Fees administered within Town limits.

(b) Upon the Effective Date, Impact Fees shall be charged to new Development in accordance with the procedures set forth in this Impact Fee Program and in accordance the schedules of Impact Fees established hereby. The Impact Fees for a Development will be determined and collected at the time of application for a Building Permit based upon the Service Unit represented by such Development. If the Development is one that does not require a Building Permit, the Impact Fee for the Development will be determined and collected at the time of application for Development Approval. Upon reasonable written request, estimates of applicable Impact Fees shall be provided by the Town prior to the date of issuance of the Building Permit or Development Approval, as applicable. No Building Permit or Development Approval shall be issued for any Development requiring the payment of Impact Fees until the Impact Fees (less any applicable Credits) have been remitted to the Town, or in the case of Affordable Housing, the appropriate financial guarantees have been filed with the Town Clerk. Payment of Impact Fees shall not relieve the Developer from obligations to comply with any other applicable Town Ordinances, regulations or requirements prior to receiving a Certificate of Occupancy.

(c) All monies paid by the Fee Payer pursuant to this Impact Fee Program shall be identified as Impact Fees and promptly deposited in the appropriate Trust Account described under Article VI of this Impact Fee Program.

(d) For the purpose of calculating Impact Fees, the use of land types assumed in the Impact Fee Schedule shall be defined in accordance with the definitions contained

in Article I of this Impact Fee Program, as further defined and described in the Impact Fee Study.

(e) Payment in full of all Impact Fees according to the Impact Fee Schedule for Development, as may be amended, supplemented or adjusted under the Act or other any other methodology permitted herein, shall constitute full and complete payment of the Proportionate Share of the Development's costs of the System Improvements.

(f) A Developer may negotiate and contract with the Town to provide facilities or services in lieu of payment of Impact Fees in accordance with Section 6-1-1050 of the Act.

(g) Any property for which a valid Building Permit or certificate of occupancy has been issued or construction has commenced before the Effective Date is not subject to Impact Fees. Impact Fees do, however, apply to Residential or Nonresidential Development for which other land use approvals have been granted prior to the Effective Date, including but not limited to subdivision and site plan approvals, but for which no Building Permit has been issued.

**Section 5.2 Fire Impact Fee Schedule.** The Fire Impact Fee for any new Development shall be calculated on a per-Service Unit basis in accordance with the following schedule of Impact Fees, the basis for which, including the calculation of a Service Unit of Development, is discussed in more detail in the Impact Fee Study:

<b><u>Development Type</u></b>	<b><u>Impact Fee per Service Unit</u></b>
<i>Residential Development</i>	<i>Impact Fee per Residential Unit</i>
Single Family	\$1,200
Multifamily	\$657
<i>Nonresidential Development</i>	<i>Impact Fee per 1,000 Sq. Ft.</i>
Retail	\$1,925
Office	\$742
Industrial	\$333
Institutional	\$1,021



**Section 5.3 Police Impact Fee Schedule.** The Police Impact Fee for any new Development shall be calculated on a per-Service Unit basis in accordance with the following schedule of Impact Fees, the basis for which, including the calculation of a Service Unit of Development, is discussed in more detail in the Impact Fee Study:

<b><u>Development Type</u></b>	<b><u>Impact Fee per Service Unit</u></b>
<i>Residential Development</i>	<i>Impact Fee per Residential Unit</i>
Single Family	\$710
Multifamily	\$389
<i>Nonresidential Development</i>	<i>Impact Fee per 1,000 Sq. Ft.</i>
Retail	\$1,139
Office	\$439
Industrial	\$197
Institutional	\$604

**Section 5.4 Recreation Impact Fee Schedule.** The Recreation Impact Fee for any new Development shall be calculated on a per-Service Unit basis in accordance with the following schedule of Impact Fees, the basis for which, including the calculation of a Service Unit of Development, is discussed in more detail in the Impact Fee Study:

<b><u>Development Type</u></b>	<b><u>Impact Fee per Service Unit</u></b>
<i>Residential Development</i>	<i>Impact Fee per Residential Unit</i>
Single Family	\$2,225
Multifamily	\$1,219
<i>Nonresidential Development</i>	<i>Impact Fee per 1,000 Sq. Ft.</i>
Retail	\$246
Office	\$377
Industrial	\$182
Institutional	\$351

**Section 5.5 Sanitation Impact Fee Schedule.** The Sanitation Impact Fee for any new Development shall be calculated on a per-Service Unit basis in accordance with the following schedule of Impact Fees, the basis for which, including the calculation of a Service Unit of Development, is discussed in more detail in the Impact Fee Study:

<u><b>Development Type</b></u>	<u><b>Impact Fee per Service Unit</b></u>
<i>Residential Development</i>	<i>Impact Fee per Residential Unit</i>
Single Family	\$314
Multifamily	\$171
<i>Nonresidential Development</i>	<i>Impact Fee per 1,000 Sq. Ft.</i>
Retail	\$11
Office	\$19
Industrial	\$8
Institutional	\$17

**Section 5.6 Transportation Impact Fee Schedule.** The Transportation Impact Fee for any new Development shall be calculated on a per-Service Unit basis in accordance with the following schedule of Impact Fees, the basis for which, including the calculation of a Service Unit of Development, is discussed in more detail in the Impact Fee Study:

<u><b>Development Type</b></u>	<u><b>Impact Fee per Service Unit</b></u>
<i>Residential Development</i>	<i>Impact Fee per Residential Unit</i>
Single Family	\$368
Multifamily	\$176
<i>Nonresidential Development</i>	<i>Impact Fee per 1,000 Sq. Ft.</i>
Retail	\$679
Office	\$262
Industrial	\$118
Institutional	\$360

**Section 5.7 Special Cases.** The Town shall take the following special cases into account when calculating Impact Fees for any new Development:

- (1) When an application for a Building Permit or Development Approval has been made that contains two or more uses of land in any combination, including two or more uses of land within a single building or structure, the total Impact Fee shall be the sum of the products, as calculated above, for each use of land unless an independent impact fee calculation is performed, and approved in writing for use by the Town Administrator, consistent with Sections 5.1 through 5.6 (as applicable) of this Article.
- (2) In the case of a change, redevelopment, or modification of a use of land which requires a Building Permit or Development Approval, and which is not exempted from Impact Fees under Article IV of this Impact Fee Program, the Impact Fee calculation shall be based upon the net increase in new or proposed use of land as compared to the existing or previous use of land.
- (3) In the case of a demolition or termination of an existing use or structure, Impact Fees for future redevelopment shall be based upon the net increase in Development for the new or proposed use of land as compared to the existing actual active previous use of land since its original occupancy. Credit for the prior use shall not be transferable to another parcel of land.
- (4) In the case of relocating an existing use of land, Impact Fees shall be assessed to the relocated use at its new location. Future redevelopment of the old location from which the use was removed, upon written request from the Developer, will receive a Credit against Impact Fees assessed equal to the Impact Fees that would have been assessed against the relocated use. Credits shall not be transferable to the new location.
- (5) Before a Building Permit or Development Approval application may become eligible for the provisions set forth in this Section 5.7(2)-(4), a Developer shall provide reasonably sufficient evidence that a previous use of land had been actively maintained on the site within 12 months of the date of application for the Building Permit or Development Approval. Such evidence may include proof of utility records, records for the use sought to be shown, business license records, or other documentation.
- (6) Any claim of existing or previous use must be made no later than the time for application of a Building Permit or Development Approval. Any claim made after such time shall be deemed invalid.

#### ARTICLE VI. IMPACT FEE TRUST ACCOUNTS

There are hereby established the Fire Impact Fee Trust Account, Police Impact Fee Trust Account, Recreation Impact Fee Trust Account, Sanitation Impact Fee Trust Account, and Transportation Impact Fee Trust Account. Fire Impact Fees, Police Impact Fees, Recreation Impact Fees, Sanitation Impact Fees, and Transportation Impact Fees

collected pursuant to this Impact Fee Program shall be kept in the applicable Trust Account, and shall be kept separate from other funds of the Town. All Impact Fees collected shall be properly identified by property address noted on the approved Building Permit or Development Approval and deposited in the appropriate Trust Account.

Any funds derived from Impact Fees on deposit not immediately necessary for expenditure shall be maintained in an interest-bearing account, which shall be considered a part of the appropriate Trust Account. Interest earned on Impact Fees in deposit shall be retained in the applicable Trust Account for which such interest is earned, shall be considered revenue from Fire Impact Fees, Police Impact Fees, Recreation Impact Fees, Sanitation Impact Fees, or Transportation Impact Fees, as applicable, and shall be subject to all restrictions placed on the use of Impact Fees pursuant to this Impact Fee Program.

## ARTICLE VII. LIMITATION ON EXPENDITURES OF FUNDS COLLECTED

**Section 7.1 Eligible System Improvement Costs.** Funds from the Fire Impact Fee Trust Account shall be expended only for System Improvements identified as eligible for Impact Fee funding in the Capital Improvements Plan for Fire Improvements. Funds from the Police Impact Fee Trust Account shall be expended only for System Improvements identified as eligible for Impact Fee funding in the Capital Improvements Plan for Police Improvements. Funds from the Recreation Impact Fee Trust Account shall be expended only for System Improvements identified as eligible for Impact Fee funding in the Capital Improvements Plan for Recreation Improvements. Funds from the Sanitation Impact Fee Trust Account shall be expended only for System Improvements identified as eligible for Impact Fee funding in the Capital Improvements Plan for Sanitation Improvements. Funds from the Transportation Impact Fee Trust Account shall be expended only for System Improvements identified as eligible for Impact Fee funding in the Capital Improvements Plan for Transportation Improvements. No funds collected from Impact Fees shall be used for administrative or operating costs associated with imposing any of the Impact Fees.

**Section 7.2 Rationale Nexus Test.** The Town Administrator shall make an annual report to the Town Council and publish this report for access by the general citizenry showing where Impact Fees have been collected and what projects have been funded with these revenues. The Town Council shall consider this report and whether the Impact Fees are being spent for the benefit of new Development within corporate limits of the Town. If the Town Council determines that this is not the case, then it shall adjust the Capital Improvements Plan and other projected capital expenditures to correct the condition.

**Section 7.3 Expenditure of Funds.** Funds collected from Impact Fees shall be considered to have been expended in the order in which such funds were collected. The disbursement of such funds shall require approval of the Town Council, upon recommendation of the Town Administrator. Appropriation of funding in the Town's annual budget ordinance shall be sufficient for purposes of complying with the Town Council approval requirements of this Section 7.3.

**Section 7.4 Reimbursement.** Impact Fee funds not obligated for expenditure within three years of the date that they are scheduled to be expended in the Capital Improvements Plan shall be returned, with actual interest earned, to the record owner of the property for which the Impact Fees were collected, on a first-in, first-out basis in accordance with Article XI.

## ARTICLE VIII. CREDITS; REIMBURSEMENTS

### **Section 8.1 General Provisions.**

(a) A Developer may be entitled to a Credit determined pursuant to this Impact Fee Program, for Town-approved monetary, in-kind, or other contributions toward some or all of the System Improvement Costs included in the Capital Improvements Plan that are eligible for funding through Impact Fees.

(b) An executed Credit Agreement shall establish the cash value of any Credit. Any difference between Impact Fees due from a Fee Payor and the cash value of a Credit will be set forth in the Credit Agreement and will remain eligible for collection pursuant to the rules and requirements of this Impact Fee Program.

(c) Any request for Credits or reimbursement shall be submitted to the Town Administrator prior to issuance of a Building Permit or Development Approval.

### **Section 8.2 Application for Credit Agreement.**

(a) The determination of the cash value of any Credit shall be undertaken through submission of an application for Credit Agreement, which shall be submitted to the Town Administrator.

(b) The application for Credit Agreement shall include the following information:

(1) The following documentation must be provided if the proposed application involves a Credit based upon any cash contribution:

- (i) a certified copy of the Development Approval in which the cash contribution was agreed; and
- (ii) proof of payment (if already made); or
- (iii) proposed method of payment (if not already made).

(2) The following documentation must be provided if the proposed application involves a Credit based upon the dedication of land:

- (i) drawing and legal description of the land;

(ii) the appraised fair market value of the land at the date a building permit application is sought for the use of land, prepared by a professional Real Estate Appraiser who is a member of the member Appraisal Institute (MAL) or who is a member of Senior Residential Appraisers (SRA);

(iii) a certified copy of the Development permit in which the land was agreed to be dedicated (if applicable); and

(iv) the form of a general warranty deed in executable form as necessary to convey the land to the Town or its assigns.

(3) The following documentation must be provided if the proposed application involves Credit based upon the funding, or in-kind contribution, of System Improvement Costs:

(i) The proposed construction documents of the specific construction project prepared and certified by a duly qualified and licensed engineer in the State of South Carolina; and

(ii) The projected costs for the suggested improvements, which shall be based on local information for similar improvements, along with the construction schedule for the completion of said improvements. Such estimated cost shall include construction or reconstruction of the project; the cost of labor and materials; the cost of all lands, property, rights, easements and franchises acquired; financing charges or interest prior to and during construction and for one year after completion of construction; costs of plans and specifications; surveys of estimates of costs and revenues; costs of professional services; and all of the expenses necessary or incidental to determining the feasibility or practicability of such construction or reconstruction.

(c) Within 14 days of receipt of the proposed application for Credit Agreement, the Town Administrator shall determine if the application is complete. If it is determined that the proposed agreement is not complete, the Town Administrator shall send written notification to the applicant outlining the deficiencies. The Town shall take no further action on the proposed Application for Credit Agreement until all such deficiencies have been corrected or otherwise settled.

(d) Once the Town Administrator determines the proposed application for Credit Agreement is complete, it shall be reviewed within 30 days by the Impact Fee Credit Review Committee.

(e) If the application for Credit Agreement is approved by the Impact Fee Credit Review Committee, a Credit Agreement shall be prepared by the applicant and submitted to the Town Administrator, for final approval by the Town Council. Upon approval to the Town Council the Credit Agreement shall be executed and delivered to

the applicant. The Credit Agreement shall specifically outline the contribution, payment, construction or land dedication; the time by which it shall be complete, dedicated or paid, and any extensions thereof; and the dollar credit the applicant shall receive for the contribution, payment or construction against Impact Fees. Any Credit Agreement shall be limited to the Impact Fee dollars owed for the project, by the Developer, for the Impact Fee category under consideration, unless Town Council decides to entertain a Credit Agreement in excess of fees owed that may be transferred to another project of the same Developer in the same Service Area. The Credit Agreement may also include provisions for rescinding the Credit and issuing stop work orders if the dedication and/or work and/or construction are not timely accomplished.

(f) A Fee Payer affected by the decision of the Impact Fee Credit Review Committee regarding Credits may appeal such decision pursuant to Article 10, Section 10.1 of this Impact Fee Program.

#### ARTICLE IX. PENALTIES

The Town Council shall have the following remedies, which may be exercised individually or collectively, for collecting Impact Fees. The failure to pursue any remedy at any time shall not be deemed as a waiver of Town rights to pursue any remedy at such other time as may be deemed appropriate.

- (1) Interest and Penalties. The Town may, at its discretion, add to the amount of calculated Impact Fees due prior to award of a Certificate of Occupancy, reasonable interest and penalties for non-payment or late payment of required funds. Penalties for unpaid Impact Fees shall be administered consistent with the Town's Code of Ordinances, which declares the violation a penalty subject to a fine not to exceed five hundred dollars (\$500.00) or imprisonment not to exceed 30 days. Each day of violation shall be deemed a separate offense.
- (2) Withholding Certificate of Occupancy. The Town may withhold a Certificate of Occupancy until full and complete payment has been made by the Developer of Impact Fees due for the Development.
- (3) Lien. The Town may impose a lien on the Developer's property for failure of the Developer to pay required Impact Fees in full.
- (4) Other. The Town may pursue the collection of the Impact Fees, including interest, by way of civil process in the Court of Common Pleas for Berkeley County.

## ARTICLE X. APPEAL PROCESS

A Developer shall have the following rights for appeal of Impact Fees imposed by the Town on their Development pursuant only to this Impact Fee Program:

### **Section 10.1 Administrative Appeal.**

(a) A Developer may file an administrative appeal with the Town Administrator regarding the payment of Impact Fees, independent calculation of Impact Fees, or Credits or reimbursements by filing a written notice of appeal. Said notice shall be filed within 30 days of the decision sought to be appealed. The filing of an appeal will immediately halt the Building Permit application process, unless the Developer posts a bond or submits an irrevocable letter of credit for the full amount of the Impact Fees as calculated by the Town to be due. All notices of appeal shall include a full explanation of the reasons for the appeal, specifying the grounds therefore, and containing any documentation that the Developer desires to be considered. The appeal shall contain the name and address of the Developer filing the appeal and shall state their capacity to act as a representative or agent if they are not the owner of the property to which Impact Fees or Credits pertain.

(b) Within 30 days following receipt of the written notice of appeal, the Town Administrator will review the Developer's written report, supporting documentation and departmental staff reports. The 30-day review period may be extended if additional information is needed from the Developer in order to render a decision. Upon completion of the administrative review, the Town Administrator will provide a written response to the Developer constituting a final administrative determination.

(c) Any person desiring to appeal the final administrative determination of the Town Administrator regarding payment of Impact Fees or Credits shall file a written notice of appeal to the Town Council. Said notice of appeal to Town Council shall be filed with the Town Clerk within 15 days following receipt of the final administrative determination. Receipt shall be construed to have occurred when the final administrative decision is deposited in the United States mail postage prepaid to the person whose name and address is identified in the original notice of appeal.

(d) The Town Clerk will schedule all Impact Fee appeals for the first Town Council meeting following ten days from receipt of the written notice of appeal to the Town Council. Postponements of the Town Council appeal date may be granted by the Town Administrator if they are requested in writing at least ten days in advance of the scheduled Town Council meeting date.

(e) When an appeal is scheduled for oral presentation before the Town Council, the Developer and Town staff shall each be given ten minutes at the oral argument to present the appeal and to discuss the submitted written record.

(f) Within 15 days after the date of oral presentations, Town Council shall issue a final written opinion as to its decision on the appeal. Thereafter, the final decision of Town Council may be appealed to the circuit court of Berkeley County, South



Carolina; however, the decision of the Town Council shall be final and binding if subsequent appeal is not timely made to the circuit court of Berkeley County, South Carolina within 15 days of the issuance of the final decision by Town Council.

**Section 10.2 Payment Under Protest.** A Fee Payer may pay Impact Fees under protest. Payment under protest does not preclude the Developer from filing an administrative appeal nor is the Fee Payer estopped from receiving a refund of an amount considered to have been collected illegally. A Fee Payer, at its option, may also post a bond or submit an irrevocable letter of credit for the amount of Impact Fee due instead of making a cash payment under protest, pending the outcome of an appeal.

**Section 10.3 Mediation.** Town Council shall provide for mediation by a qualified independent party, upon voluntary agreement by both the Developer and the Town, to address a disagreement related to Impact Fees calculated by the Town. Neither a request for, nor participation in, mediation shall preclude a Fee Payer from pursuing other Developer rights or remedies otherwise available by law.

**Section 10.4 Tolling.** The three-year expenditure requirement under Section 7.4 hereof (and the accompanying refund provisions in Article XI below) shall be tolled during the pendency of any appeal under this Article X.

## ARTICLE XI. REFUNDS

**Section 11.1 General Provisions.** Funds not obligated for expenditure within three years of the date that they are scheduled to be expended in the Capital Improvements Plan shall be refunded to the current record owner of property for which the Impact Fees were paid, with actual interest earned, on a first-in, first-out basis. For the purpose of determining whether fees have been spent or encumbered, the first money placed in a Trust Account shall be deemed to the first money taken out of that Trust Account when withdrawals have been made.

### **Section 11.2 Refund Process.**

(a) The owner of property eligible for a refund of one or more Impact Fee payments shall submit to the Town Administrator a notarized sworn statement that the person is the current owner of the property for which a refund is due, a certified copy of the latest recorded deed, and a copy of the most recent *ad valorem* tax bill for the affected property.

(b) When a right to a refund exists, the Town shall send a refund to the current owner of record within 90 days after it is determined by Town Council that a refund is due.

(c) All refunds shall include the pro-rata portion of the interest earned while on deposit in the specific Impact Fee trust account.

(d) A record owner of property for which one or more Impact Fee refunds are due has standing to sue for such refund pursuant to Section 6-1-1020(D) of the Act if

there has not been a good-faith effort towards a timely payment of a refund pursuant to Section 11.2(b).

## ARTICLE XII. TERMINATION OF DEVELOPMENT IMPACT FEE

Impact Fees shall be terminated within 15 years after the Effective Date, or when sufficient fees have been collected to fund all of the System Improvements eligible for Impact Fee funding that are identified in the Capital Improvements Plan, whichever shall first occur, unless:

- (1) Town Council adopts a revised Impact Fee Study or amends the Capital Improvements Plan for a subsequent amount of time; or
- (2) Town Council enacts an updated Impact Fee Program for the Town pursuant to the substantive and procedural requirements set forth in the Act.

## ARTICLE XIII. LIBERAL CONSTRUCTION

The provisions of this Impact Fee Program shall be liberally construed to effectively carry out its purpose in the interest of further promoting and protecting public health, safety, welfare and convenience.

## ARTICLE XIV. SEVERABILITY

If any section, subsection, sentence, clause, phrase or portion of this Impact Fee Program is, for any reason, held invalid or unconstitutional by any court, such section, subsection, sentence, clause, phrase or portion of this Impact Fee Program shall be deemed to be a separate, distinct and independent provision and such holding shall not affect the validity of the remaining provisions of this Impact Fee Program nor impair or nullify the remainder of these provisions which shall continue in full force and effect.

If the application of any provision of this Impact Fee Program to any new Development is declared to be invalid by a decision of any court, the intent of Town Council is that such decision shall be limited only to the specific new Development expressly involved in the controversy, action, or proceeding in which such decision of invalidity was rendered. Such decision shall not affect, impair or nullify this Impact Fee Program as a whole or the application of any provision of this Impact Fee Program to any other new Development.

## ARTICLE XV. EFFECTIVE DATE; REPEALER

**Section 15.1 Effective Date.** This Impact Fee Program shall become effective on the Effective Date.

**Section 15.2 Conflicting Ordinances.** All Ordinances or parts of Ordinances in conflict with the provisions of this Impact Fee Program are hereby repealed.

**Exhibit C****Notice of Public Hearing**

*[To be published one time not less than 30 days prior to the hearing date in a newspaper of general circulation within the Town]*

The Town Council of the Town of Moncks Corner (the “Town Council”), the governing body of the Town of Moncks Corner, South Carolina (the “Town”), is considering the enactment of “AN ORDINANCE ADOPTING A DEVELOPMENT IMPACT FEE STUDY AND CAPITAL NEEDS PLAN, ESTABLISH DEVELOPMENT IMPACT FEES, AND OTHER MATTERS RELATED THERETO” (the “Ordinance”). Through the enactment of the Ordinance, the Town Council would impose certain development impact fees on new development within the Town to offset a portion of the cost to provide fire, police, recreation, sanitation, and transportation facilities, infrastructure, and equipment to serve such new development, and adopt that certain Development Impact Fee Study and Capital Improvement Plan, dated as of [January 30], 2025 (the “Impact Fee Study”), as a capital improvements plan with respect to such capital needs. Copies of the Ordinance and the Impact Fee Study, and the capital improvement plan incorporated therein, are on file with the Town Clerk and are available for public inspection upon request during the Town’s regular business hours.

The Town Council will hold a public hearing concerning the enactment of the Ordinance and the adoption of the Impact Fee Study on Tuesday, April 15, 2025, at 6:00 p.m. (or as soon thereafter as the agenda permits) (the “Hearing”). The Hearing will be held in the chambers of the Town Council located in the Moncks Corner Town Hall, 118 Carolina Avenue, Moncks Corner, South Carolina 29461. The Hearing shall be conducted publicly and both proponents and opponents of the proposed action shall be given full opportunity to be heard in person or by counsel.

## RESOLUTION

### A RESOLUTION RECOMMENDING A DEVELOPMENT IMPACT FEE STUDY AND CAPITAL IMPROVEMENTS PLAN AND DEVELOPMENT IMPACT FEE ORDINANCE TO THE TOWN COUNCIL OF THE TOWN OF MONCKS CORNER, SOUTH CAROLINA PURSUANT TO SOUTH CAROLINA DEVELOPMENT IMPACT FEE ACT, AND OTHER MATTERS RELATED THERETO.

**NOW THEREFORE BE IT RESOLVED** by the Planning Commission (the “*Planning Commission*”) of the Town of Moncks Corner, South Carolina (the “*Town*”) as follows:

**Section 1 Findings.** The Planning Commission makes the following findings of fact in connection with the adoption of this resolution (this “*Resolution*”):

(a) Pursuant to the South Carolina Development Impact Fee Act, codified at Title 6, Chapter 1, Article 9 of the Code of Laws of South Carolina 1976, as amended (the “*Act*”), by resolution dated as of February 18, 2025, the Town Council of the Town of Moncks Corner (the “*Town Council*”), the governing body of the Town, directed the Planning Commission conduct the studies required pursuant to the Act and to recommend an ordinance establishing and imposing Development Impact Fees (as defined in the Act) to the Town Council.


(b) The Planning Commission has reviewed a Development Impact Fee Study and Capital Improvement Plan prepared by TischlerBise and dated as of January 31, 2025 (the “*Impact Fee Study*”), a copy of which is attached hereto as **Exhibit A**. In accordance with the Impact Fee Act, the Impact Fee Study includes a capital improvements plan (the “*Proposed Capital Improvements Plan*”) and schedules of the maximum supportable Development Impact Fees by service unit for Parks and Recreation, Police, Fire, Sanitation, and Transportation (collectively, as set forth in the Impact Fee Study, the “*Impact Fees*”). Upon review, the Planning Commission has determined that the Impact Fee Study and the Proposed Capital Improvements Plan incorporated therein meet the requirements of the Act and that the Impact Fees do not exceed a proportionate share of the costs that are expected to be incurred by the Town in providing System Improvements (as defined by the Act) to serve the new development within the Town.

(c) In accordance with the Act, the Planning Commission has further developed a draft ordinance adopting the Impact Fee Study and the Proposed Capital Improvements Plan incorporated therein and enacting a schedule of Impact Fees, a copy of which is attached hereto as **Exhibit B** (the “*Draft Ordinance*”); and

**Section 2 Recommendation.** The Planning Commission hereby recommends that the Town Council approve the Impact Fee Study and the Proposed Capital Improvements Plan incorporated therein and enact the Draft Ordinance imposing and implementing Impact Fees on new development within the Town.

**APPROVED AND ADOPTED BY A MAJORITY OF THE FULL MEMBERSHIP  
OF THE PLANNING COMMISSION THIS 25TH DAY OF FEBRUARY 2025.**

TOWN OF MONCKS CORNER  
PLANNING COMMISSION

  
Chairperson