

DRAFT MINUTES

**TOWN OF APEX
TOWN COUNCIL WORK SESSION
TUESDAY, JUNE 16, 2026
3:30 P.M.**

The Apex Town Council met for a work session on Tuesday, June 16, 2026 at 3:30 p.m. at the Apex Town Hall located at 73 Hunter Street in Apex North Carolina.

This meeting was open to the public. Members of the public were able to attend this meeting in-person or watch online via the livestream on the Town's YouTube Channel:

<https://www.youtube.com/watch?v=fYIGZjzMeE>

[ATTENDANCE]

Elected Body

Mayor Jacques K. Gilbert (presiding)
Mayor Pro-Tempore Terry Mahaffey
Councilmember Ed Gray
Councilmember Arno Zegerman
Councilmember Shane Reese
Councilmember Sue Mu

Town Staff

Town Manager Randy Vosburg
Deputy Town Manager Shawn Purvis
Assistant Town Manager Demetria John
Assistant Town Manager Marty Stone
Town Attorney Laurie Hohe
Town Clerk Allen Coleman

All other staff members will be identified appropriately below.

[CALL TO ORDER I PLEDGE OF ALLEGIANCE]

Mayor Gilbert called the meeting to order at 3:30 p.m., welcomed everyone in attendance, and led the Pledge of Allegiance.

[CSX RAIL RELOCATION STUDY - DOWNTOWN RAIL SWITCHING OPERATIONS]

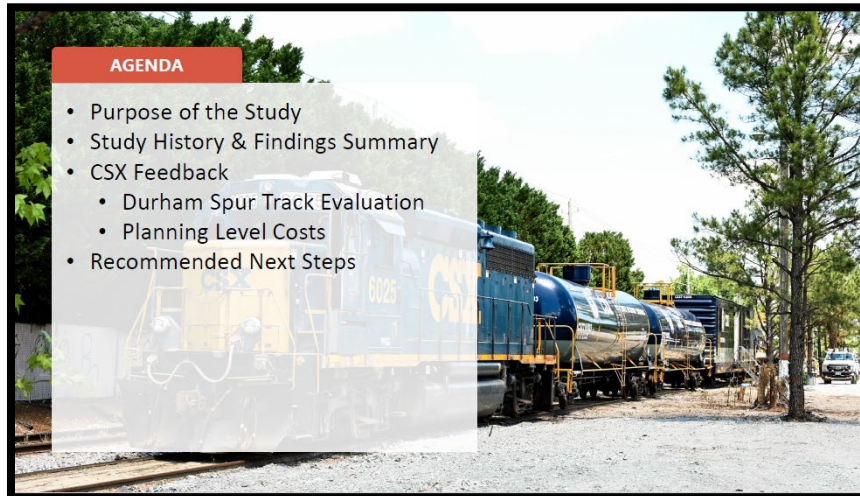
Long-Range Planning Manager, Shannon Cox introduced Steve Karnis, P.E., Senior Transit and Rail Engineer and Senior Vice-President with WSP and Daniel Spruill with Capital Area Metropolitan Planning Organization (CAMPO). She stated that the study represents an important first step in evaluating the potential relocation of CSX rail operations from

downtown. She noted that the effort has established coordination with CSX Transportation, improved the Town's understanding of project requirements, and identified key next steps should the project move forward. She thanked them for their partnership on the project and stated that Mr. Karnis would present the findings and recommendations of the CSX rail wedging and switching operations study.

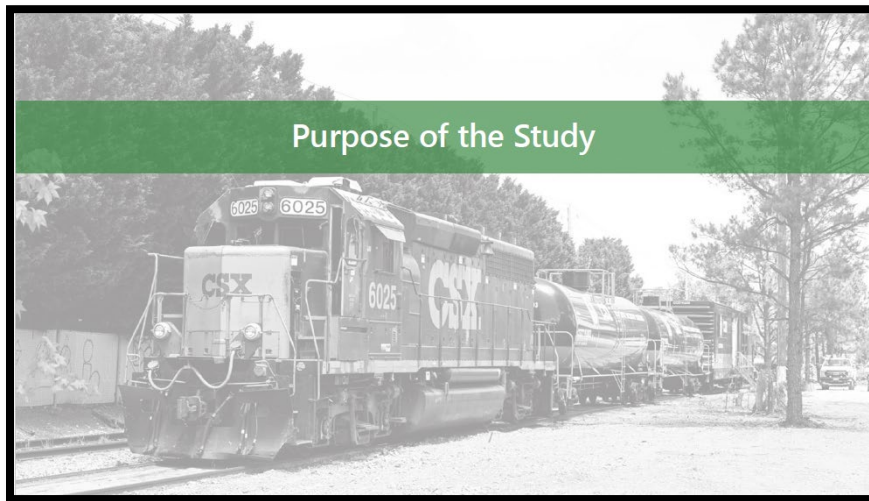
[SLIDE NO. 1]



[SLIDE NO. 2]



1 **[SLIDE NO. 3]**



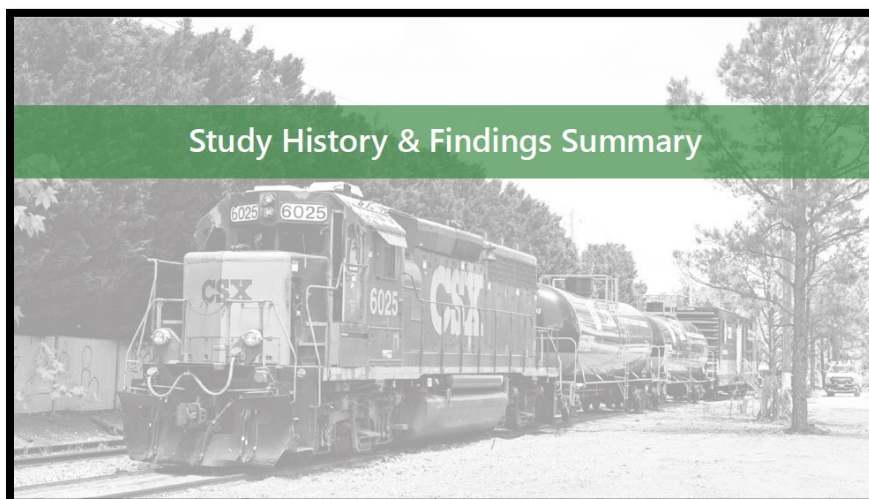
2
3 **[SLIDE NO. 4]**

Purpose of the Study

- Evaluate feasibility to relocate CSX's existing rail switching operations out of downtown Apex.
 - Existing rail switching location has raised community concerns:
 - Blocked at-grade crossings
 - Noise, vibration, and air pollution from idling trains
 - Other safety concerns
- Led by CAMPO in partnership with Apex



4
5 **[SLIDE NO. 5]**



6

1 **[SLIDE NO. 6]**

Study History & Findings Summary

- April 2024: Began Initial Scope of Work
 - Identify and evaluate potential sites (south of existing facility) to relocate CSX rail switching operations
- July 2024: Meeting with CSX
 - Currently serving 10 customers, trains leave Apex and head north along Durham Spur, return to Apex
 - Crews currently working this route are close to 12-hour shift limit
 - Moving facility any further south will result in crew shift change
 - Reason for slow operations: Durham Spur MAS = 10 mph (Class 1 track)

2
3 **[SLIDE NO. 7]**

Study History & Findings Summary

- January 2025: Received feedback from CSX on stance for Durham Spur Upgrades
 - CSX provided support for evaluating Durham Spur upgrades from Class 1 (10 mph) to Class 2 track (25 mph)
- February 2025: Developed revised scope for Durham Spur track upgrades evaluation
- January 2026: Completed Preliminary Engineering Agreement with CSX
- February 2026: Submitted Draft Durham Spur Evaluation Study Summary

4
5 **Councilmember Zegerman** asked whether the study had evaluated if operating as a
6 Class II railroad would allow switching operations to be relocated from downtown and
7 whether track upgrades alone would provide sufficient capacity for additional train traffic,
8 given the anticipated timeline of the project.

9 **Mr. Karnis** said that the Durham Spur Evaluation Study would be an important
10 component in determining the project's feasibility. He explained that additional analysis of
11 railroad operations, including the northern and southern segments, the S-Line, and the
12 connection into Durham, would be necessary to evaluate the overall rail network and
13 determine whether relocation of operations would be feasible.

1 **[SLIDE NO. 8]**

Study History & Findings Summary

- Durham Spur Track Upgrades Evaluation
 - Performed high level site assessment
 - Existing Conditions
 - Rail: Age 75 to 125 years old, good working condition
 - Ties: good overall condition
 - Ballast: good condition, sections of new ballast
 - Drainage: overall good condition, few isolated locations with minor ponding, did not evaluate existing culverts
 - Structures: 2 bridges, appeared in good condition, did not complete formal structural analysis
 - At-grade crossings: 23 crossings, generally in good condition

2
3 **[SLIDE NO. 9]**

Study History & Findings Summary

- Durham Spur Track Upgrades Evaluation
 - Class 1 Track vs Class 2 Track requirements
 - Track Alignment
 - Track Surface
 - Track Gauge
 - Rail joints
 - Crossties
 - Increased frequency of track compliance checks and maintenance

4
5 **[SLIDE NO. 10]**

Study History & Findings Summary

- Durham Spur Track Upgrades Evaluation
 - Planning Level Costs (Based on FRA research, State Rail Plan cost info)
 - Rail: \$200k - \$700k per mile used rail, \$800k - \$1.5M per mile new rail
 - **Used \$200k per mile**
 - Crossties: \$150k - \$300k per mile spot replacement, \$300k - \$450k per mile full replacement
 - **Used \$300k per mile**
 - Ballast: \$100k - \$250k per mile surfacing, \$300k - \$600k per mile undercut/heavy work
 - **Used \$100k per mile**
 - Drainage: \$50k - \$200k per mile, lower end for minor repairs, higher end for major work
 - **Used \$50k per mile**

1 **[SLIDE NO. 11]**

Durham Spur Track Upgrade Planning Level Capital Costs			
Upgrade Item	Unit Cost (\$ per mile)	Corridor Length (miles)	Item Cost (\$)
Rail – alignment and gauge adjustments, rail joint repair, rail defect removal, possible rail replacement	\$200,000	18.55	\$3,710,000
Ties – tie replacement, tie spacing adjustment, tie plate and spike replacements	\$300,000	18.55	\$5,565,000
Ballast – replacement, tamping, lining, surfacing	\$100,000	18.55	\$1,855,000
Drainage – ditch cleaning, culvert repair, railroad shoulder restoration	\$50,000	18.55	\$927,500
		Subtotal	\$12,057,500
	Contingency	50% of subtotal	\$6,028,750
		Total Cost	\$18,086,250
		Say	\$18,100,000

2
3 **[SLIDE NO. 12]**

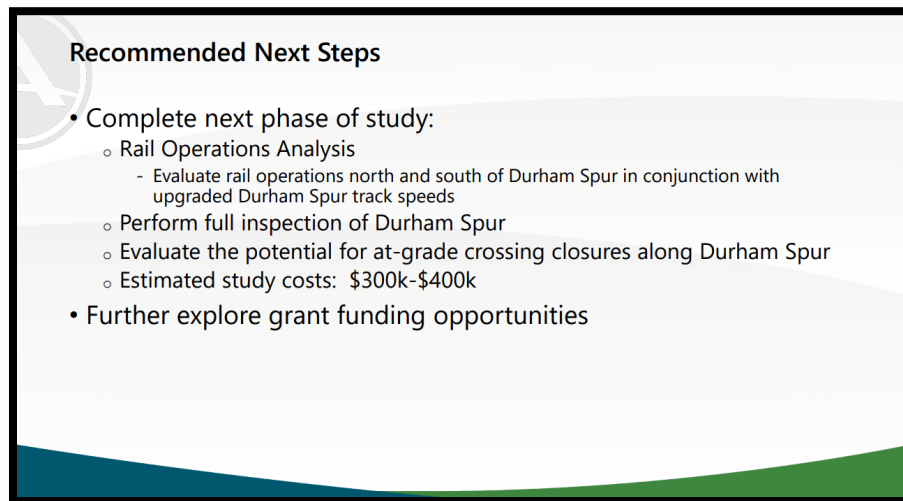
Study History & Findings Summary

- Grant Funding Opportunities
 - Infrastructure for Rebuilding America (INFRA)
 - Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program
 - Better Utilizing Investments to Leverage Development (BUILD)
 - Formally known as Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
 - Railroad Crossing Elimination (RCE) Program

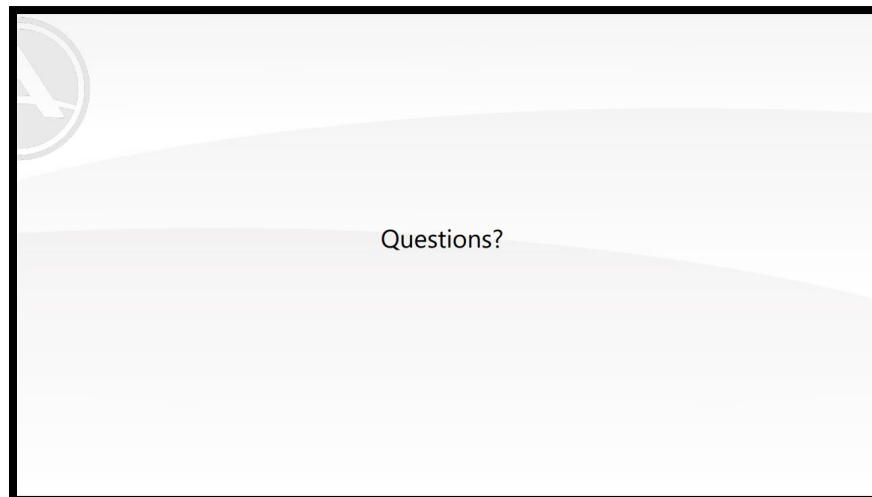
4
5 **[SLIDE NO. 13]**



1 **[SLIDE NO. 14]**



2
3 **[SLIDE NO. 15]**



4
5 **Councilmember Mu** asked if this section being considered is specifically for the
6 commute from Apex to Durham.

7 **Mr. Karnis** said this section is a freight railroad only and no passenger trains will be on
8 this track.

9 **Councilmember Mu** asked whether the rail line could be decommissioned in favor of
10 a different, potentially less costly transportation alternative, noting the estimated cost of
11 approximately \$80 million and questioning whether more efficient freight solutions exist in a
12 modern context.

13 **Mr. Kanis** said that rail operations are governed by CSX Transportation and that such
14 changes would require further coordination and decision-making.

15 **Mayor Pro-Tempore Mahaffey** asked whether relocating the southern export site
16 north of the CSX line formed the basis of the proposal or whether development constraints
17 would make that option infeasible.

1 **Mr. Kanis** said that, from an operational standpoint, the track alignment must remain
2 south and that there appeared to be limited opportunity to alter the corridor configuration.
3 He added that this would ultimately require further discussion with CSX, but current
4 indications suggest relocation south of the operating area is the only viable option from an
5 operations perspective.

6 **Ms. Cox** stated that CSX had indicated that relocation rail operations north is not an
7 option for their operations.

8 **Councilmember Zegerman** asked whether, given the limited use of the rail spur, it is
9 realistic to assume that federal or other funding sources could be secured for the project.

10 **Mr. Kanis** said that grade crossings would likely be a significant factor in making the
11 project competitive for funding, noting that eliminating crossings and improving safety could
12 strengthen the case for funding eligibility and community benefit.

13 **Councilmember Zegerman** stated that such improvements could also increase
14 overall project costs.

15 **Mr. Kanis** said that costs could potentially increase but explained that opportunities
16 may exist to consolidate or eliminate crossings and use the existing roadway network more
17 efficiently, including closing certain crossings in favor of grade separations, in order to
18 balance safety improvements with cost containment.

19 **Councilmember Zegerman** asked whether the crossings being evaluated were
20 roadway crossings or private driveway crossings.

21 **Mr. Karnis** said that while a few private driveway crossings exist, the majority of
22 crossings between Apex and Durham are public roadway crossings.

23 **Assistant Town Manager Stone** said that most of the private crossings aren't Apex's.

24 **Mr. Karnis** said that is correct.

25 **Councilmember Mu** asked whether it had been considered to discontinue use of the
26 existing rail segment in favor of a more efficient freight transportation method and whether
27 CSX would contribute financially if the project moved forward.

28 **Mr. Karnis** said that there had been no discussions with CSX regarding funding
29 contributions.

30 **Director Dianne Khin** said that rail freight is central to CSX's business model and that
31 shifting freight to truck transportation would not be economically or operationally aligned
32 with their interests.

33 **Councilmember Zegerman** that freight conversion would significantly increase
34 roadway impacts, estimating that multiple truckloads would be required to replace a single
35 rail car, resulting in substantially higher traffic volumes.

36 **Ms. Cox** said the importance of identifying benefits to CSX, noting that the railroad
37 has no obligation to implement changes without incentives or clear advantages.

38 **Councilmember Mu** stated that the estimated project cost of approximately \$80
39 million represents a significant burden on Apex taxpayers.

40 **Ms. Cox** said that federal grant opportunities and coordination with partners such as
41 CAMPO, along with potential state and regional funding sources, could help support the

1 project given its scale and complexity.

2 **Councilmember Gray** asked about land acquisition for this project.

3 **Mr. Karnis** said that the current analysis assumes improvements would occur within
4 existing rights-of-way, though additional property acquisition would likely be required for any
5 new facility site. He clarified that broader land acquisition considerations were not included in
6 the scope of the current presentation.

7 **Councilmember Gray** said that potential expansion of the rail spur would likely
8 require additional space beyond the existing alignment.

9 **Mr. Karnis** said this was strictly looking at the Durham Spur initial scope but there
10 would be property acquisition for the new site for the new facility.

11 **Councilmember Gray** said this isn't incorporated with this presentation.

12 **Mr. Karnis** said that it is not a part of this presentation.

13 **Councilmember Reese** asked whether comparable examples existed in other
14 municipalities that Apex could study for guidance on similar rail relocation efforts.

15 **Mr. Karnis** said that there may be other municipalities with similar situations.

16 **Councilmember Reese** suggested that this should be checked into.

17 **Ms. Cox** stated that CSX has shared examples from other municipalities, including
18 studies in cities such as Greensboro, though she noted these were not directly comparable
19 but could provide relevant context for funding and project structuring in future phases of
20 analysis.

21 **Councilmember Reese** asked whether CSX had any incentive to modify its operations
22 and whether Apex was primarily driving the proposed changes.

23 **Ms. Cox** agreed that Apex is the initiating party in the effort, but noted that CSX may
24 have potential incentives such as grade separation improvements and crossing reductions
25 that could benefit their operations.

26 **Councilmember Reese** asked about bridge conditions within the project area and
27 whether they were classified similarly to transportation infrastructure ratings such as
28 structurally deficient or functionally obsolete.

29 **Mr. Karnis** said that one of the bridges is relatively new and the other is not
30 significantly aged, and he did not anticipate major structural concerns based on current
31 information.

32 **Councilmember Reese** asked whether CSX preferred new rail materials over used
33 rail.

34 **Mr. Karnis** said that CSX typically prefers new rail due to Federal Railroad
35 Administration (FRA) standards and compliance requirements, noting that while used rail may
36 be acceptable in some cases, CSX emphasized not relying on minimum compliance
37 conditions.

38 **Councilmember Reese** asked whether the estimated cost of approximately \$200,000
39 per mile for rail upgrades was reasonable given material considerations.

40 **Mr. Karnis** stated he was comfortable with that estimate, noting that existing corridor
41 conditions suggest limited replacement needs, with contingencies included for potential rail
42 replacement if required. He added that broader capital costs related to operations north and

1 south of the corridor were not included in the current analysis and would likely be minimal
2 within the scope of this study.

3 **Assistant Town Manager Stone** asked whether crossing signal costs would need to
4 be included in the project scope, noting that increased train speeds would likely require
5 additional signalization and safety improvements at crossings.

6 **Mr. Karnis** said that crossings would require updated signals and associated safety
7 equipment, including flashers and gates, particularly at locations where operational changes
8 occur. He noted that while most upgrades would be relatively minor on a per-crossing basis,
9 they would still require investment to ensure appropriate safety protections.

10 **Mayor Pro-Tempore Mahaffey** asked whether the proposed arrangement would
11 involve the railroad retaining ownership of the existing track while the Town assumes
12 maintenance responsibilities, and whether the Town would also be expected to fund and
13 construct a new facility as part of a broader relocation agreement.

14 **Mr. Karnis** stated that earlier discussions with CSX indicated they were not willing to
15 provide direct monetary funding, though maintenance responsibilities had been discussed
16 without final resolution. He noted that there was some indication that the project owner may
17 assume certain maintenance responsibilities, while CSX may retain others, but that current
18 conversations revealed inconsistencies requiring further negotiation and clarification.

19 **Mayor Pro-Tempore Mahaffey** asked whether the proposed arrangement would
20 leave the railroad owning the existing track while the Town maintains it, with a separate
21 negotiation to relocate operations, including whether the Town would be expected to fund a
22 new facility and purchase the existing one as part of the agreement.

23 **Ms. Cox** said that if relocation proceeds, the Town would be responsible for
24 purchasing and constructing a new facility, and that property acquisition would require
25 separate negotiation. She noted that CSX has not indicated willingness to sell its existing
26 property.

27 **Town Manager Vosburg** stated that while there have been general discussions with
28 CSX outside of the study, including potential redevelopment concepts such as parking
29 structures, CSX has expressed interest in retaining ownership and controlling future use
30 through leasing or operational arrangements.

31 **Mayor Pro-Tempore Mahaffey** said the issue is CSX needs the property now.

32 **Town Manager Randy Vosburg** said yes and the parking garage could be a separate
33 negotiation from this because there is room for it there.

34 **Mayor Pro-Tempore Mahaffey** asked if the station left would they still potentially
35 build a parking garage.

36 **Town Manager Vosburg** said yes and that is what the discussion was about.

37 **Ms. Cox** added that Apex would be required to continue funding CSX participation in
38 future study phases to support ongoing technical review and coordination.

39 **Councilmember Zegerman** asked about the nearest switching station located to the
40 south of the project area.

41 **Ms. Cox** stated she did not know the answer to the question of the distance to the
42 next switching station to the south of Apex.

1 **Councilmember Zegerman** asked that before launching the next study phase to see
2 if a simple upgrade of 25 miles an hour is going to be able to accommodate another 35-mile
3 round trip. He said it feels premature to spend hundreds of dollars for the next phase of the
4 study if it's not guaranteed that this change will solve the problem.

5 **Ms. Cox** said the expectation is not that the existing switching station would be used
6 or the operations would move that far, it would be closer to the existing station.

7 **Councilmember Mu** asked how confident they were in applying for the grant would
8 cover all or most of the cost.

9 **Ms. Cox** said the \$18 million grant could not be applied for without the study that is
10 being recommended.

11 **Councilmember Mu** asked what the reason for this project was, and if it was
12 complaints from residents.

13 **Councilmember Zegerman** said it is complaints from residents and it is a nuisance
14 and they block traffic which impairs the fire department from getting through sometimes and
15 there are security concerns and moving them out of town would be beneficial but it still
16 seems like there is missing pieces in the analysis to be comfortable to spend another
17 \$300,000 on the next phase. He said the possible solution of moving this station to the south
18 is also considering building a new switch station which would be more than the \$18 million
19 and given the limited use it just didn't seem like a competitive project. He the concern is
20 where to take it next.

21 **Mayor Pro-Tempore Mahaffey** said it was mentioned that there were 10 customers
22 and asked if this was the total usage. He asked if this was the total usage or were there other
23 connections that added customers.

24 **Mr. Karnis** said that there were customers in Durham and continue south on the S-
25 Line.

26 **Mayor Pro-Tempore Mahaffey** asked if it was a piece of 10 customers.

27 **Mr. Karnis** said that was correct. He said that it sounded like there are opportunities to
28 expand and have additional customers, which is why CSX was open to the idea of upgrading
29 the track.

30 **Ms. Cox** said that this project was included and identified as one of the needs in the
31 Strategic Rail Investment Study that was done for Wake Transit to guide what future
32 investments may be needed to increase opportunities for passenger rail so there could be
33 benefits to future passenger rail on the corridor if some of the switching operations removed
34 outside of it, but there isn't enough information on this at this time.

35 **Councilmember Zegerman** said he thought that this route was a dead end or a
36 connector track.

37 **Mr. Karnis** said this track connects to tracks in Durham.

38 **Councilmember Reese** asked about the additional customers that are currently using
39 this as an incentive to possibly contribute to the expansion of the rail system.

40 **Ms. Cox** said she wasn't sure about how to get into that conversation.

41 **Councilmember Reese** suggested discussing this with the additional customers to
42 see the interest in contributing.

1 **Mayor Pro-Tempore Mahaffey** asked what legal authority would support the Town
2 investing approximately \$20 million to upgrade private infrastructure, referencing prior
3 downtown construction projects completed by Apex. He noted the Town's generally cautious
4 approach to public investment and expressed concern that the discussion appeared to be
5 more flexible than typical public funding decisions. He further stated that, as a private
6 company with private infrastructure, CSX T appeared to be positioned in a way that would
7 require the Town to fund improvements with limited certainty regarding outcomes or
8 commitments to proceed.

9 **Councilmember Gray** stated that, in a best-case scenario, CSX could potentially
10 contribute funding that would allow for rail improvements and increased operational speed.
11 However, he characterized the current framing as placing responsibility on the Town to either
12 fund the upgrades or maintain the status quo, with CSX continuing existing rail operations if
13 funding is not provided.

14 **Assistant Town Manager Stone** stated that the CSX Rail Relocation Study involves
15 more than relocating switching operations and would require construction of a new CSX
16 facility, including associated employee amenities such as bathrooms and support spaces,
17 based on information provided directly by CSX.

18 **Councilmember Zegerman** said that CSX operations are governed by union
19 requirements, including facility standards such as locker rooms and showers, and emphasized
20 that any relocation would require replication of existing operational facilities. He stated that
21 there is currently insufficient information to define a viable implementation path and
22 expressed concern regarding the feasibility, funding competitiveness, and prioritization of the
23 project relative to other regional initiatives. He further noted that CSX is not obligated to
24 relocate and raised concerns regarding continued investment without guaranteed outcomes.

25 **Councilmember Gray** stated that even if grant funding were secured and property
26 acquired, CSX would not be obligated to cease operations or relocate. He expressed concern
27 regarding continued study expenditures without assurance of project advancement or
28 relocation outcomes.

29 **Councilmember Mu** asked whether CSX could be asked to fund or reimburse the
30 cost of the study if grant funding is ultimately secured, with the Town reimbursing CSX if
31 successful and absorbing costs if not.

32 **Councilmember Gray** asked whether the Town is currently funding CSX participation
33 in the study process.

34 **Ms. Cox** confirmed that the Town is funding study participation and that CSX does not
35 have a financial incentive to contribute.

36 **Councilmember Zegerman** noted the lack of direct incentive for CSX participation.

37 **Ms. Cox** explained that additional study work would be required to define a potential
38 agreement structure and that the project remains complex and costly if the Town chooses to
39 proceed.

40 **Councilmember Gray** expressed appreciation for the analysis provided, noting that it
41 clarified CSX's constraints and the limitations of potential outcomes, including the possibility
42 that CSX may not relocate even after extensive planning.

1 **Mayor Pro-Tempore Mahaffey** stated that such considerations would be addressed
2 as part of any final agreement prior to initiating major project commitments.

3 **Councilmember Gray** noted assumptions regarding land acquisition timing and cost
4 implications if pursued in the southern area of the project.

5 **Councilmember Mu** asked what potential acquisition costs are.

6 **Councilmember Gray** said that costs would vary depending on property ownership
7 and market conditions.

8 **Councilmember Zegerman** stated that while the analysis provided useful clarity, the
9 feasibility of the project remains uncertain given CSX's lack of obligation to participate and
10 the significant cost of additional study phases. He stated that continued investment at the
11 current stage may not be warranted and recommended pausing the project.

12 **Councilmember Reese** asked about total estimated funding requirements and
13 whether inflationary impacts had been fully considered.

14 **Ms. Cox** stated that federal and regional grant programs could potentially fund a
15 significant portion of project costs once a strong justification is established, particularly
16 related to safety and regional benefit.

17 **Councilmember Mu** confirmed that additional study work would be required prior to
18 grant applications.

19 **Ms. Cox** confirmed that direction from Council would determine whether to proceed
20 with Town-funded study work or pursue alternative funding sources.

21 **Councilmember Reese** asked about timing considerations for pausing the project.

22 **Mr. Karnis** stated that a pause of approximately one year would be manageable, but a
23 longer pause could impact project conditions and require reassessment, noting a limited
24 window for resuming without significant changes.

25 **Councilmember Reese** asked how a 5-year pause would impact the project.

26 **Mr. Karnis** said that the condition of the track would be 5-years older and not
27 knowing what would be associated with the project then, there may be a one-to-two-year
28 window to pick up from here and move forward.

29 **Ms. Cox** stated she would coordinate with regional partners, including CAMPO, to
30 explore funding opportunities.

31 **Councilmember Reese** expressed support for pursuing regional funding assistance.

32 **Mayor Pro-Tempore Mahaffey** asked about abandonment of similar rail spurs and
33 whether CSX typically discontinues use of underperforming lines.

34 **Mr. Karnis** said that while rail abandonment does occur, CSX typically retains
35 ownership of such properties and abandonment was not considered a likely outcome in this
36 case.

37 **Mayor Pro-Tempore Mahaffey** stated that continued investment at the current level
38 may not be the best use of funds and requested guidance on grant uncertainty.

39 **Ms. Cox** stated that additional coordination with state and federal partners could help
40 identify funding opportunities and improve the likelihood of grant success.

41 **Councilmember Zegerman** supported pursuing regional and grant assistance given
42 the broader regional benefit of the project.

1 **Town Manager Randy Vosburg** requested Council guidance on potential local
2 funding match levels for grant applications.

3 **Councilmember Reese** asked what the timeline would be for obtaining grants before
4 the effort would be stopped.

5 **Town Manager Randy Vosburg** said from a legislative avenue and aspect
6 opportunities there have been federal asks and they come up every year.

7 **Ms. Cox** stated that regional funding cycles typically require applications by October
8 for the following fiscal year.

9 **Councilmember Zegerman** said that would be a good idea.

10 **Councilmember Mu** said she was supportive of putting together a plan to request
11 funding from either a state or federal entity.

12 **Councilmember Gray** said he is opposed to putting any funds into this but would
13 defer to his colleagues. He said it still is the same problem, which is to do all of this, it
14 must stay there.

15 **Town Clerk Allen Coleman** said a motion and formal action would be helpful given
16 their seemed to be a lot of varying opinions on whether to pursue funding opportunities for
17 this project or not.

18 **Town Manager Randy Vosburg** said full funding through a grant is unlikely, but
19 partial funding opportunities may be available.

20 **Councilmember Reese** asked if they should cross off the possibility of full funding for
21 a study that could prove useful for safety and other benefits.

22 **Town Manager Randy Vosburg** said an exact number isn't needed for amount that
23 Apex would be willing to fund the study but the way federal grants work is that there would
24 be a dollar amount that Apex would be willing to fund toward the \$300,000 amount for the
25 study and that would be presented when applying for the grant.

26 **Ms. Cox** said that 20% of the amount is normally the minimum.

27 **Councilmember Zegerman** suggested a potential 20 percent local match, up to
28 approximately \$100,000, as a reasonable planning assumption for grant purposes.

29 **Town Clerk Allen Coleman** said if there is going to be a match then it needs to be
30 clarified in the motion.

31 **Councilmember Zegerman** asked if there was a budget for this request.

32 **Mayor Pro-Tempore Mahaffey** stated that, based on current information, the
33 appropriate action would be to pause the CSX Rail Relocation Study, with the understanding
34 that the item could be revisited if circumstances change or a viable funding or project
35 structure emerges in the future. He noted that the project could be reactivated if new
36 opportunities arise, including a defined agreement or partnership framework, or if broader
37 rail initiatives evolve into a larger regional effort. He further stated that any future
38 consideration of the study should include evaluation of potential grant funding participation,
39 including the possibility of partial external funding support.

40 **Councilmember Reese** asked if the vote would be with the consideration to consider
41 grant funding.

1 **Mayor Pro-Tempore Mahaffey** said that the intent would be to continue to look for
2 funding opportunities.

3
4 A **motion** made by **Mayor Pro-Tempore Mahaffey** and seconded by
5 **Councilmember Zegerman** to pause further work on the CSX Rail Relocation Study –
6 Downtown Rail Switching Operations, with the understanding that the project may be
7 reconsidered in the future should circumstances warrant, including the availability of viable
8 funding opportunities, establishment of a defined project structure, or advancement of a
9 broader regional rail initiative.

10
11 The motion further directed staff to continue identifying and pursuing potential grant funding
12 opportunities related to the study and authorized consideration of a local funding match, if
13 required as part of a grant application, of up to approximately 20 percent of the study cost,
14 not to exceed \$100,000.

15
16 **VOTE: UNANIMOUS (5-0)**

17
18 **[PARADE LOGISTICS UPDATE]** – *Continued Discussion from May 19, 2026*

19
20 **Town Manager, Randy Vosburg**, provided an update on Christmas parade planning,
21 noting that staff had held several meetings with the Rotary Club and the project contractor.
22 He reported that four options are currently under consideration, including a traditional
23 parade, a modified traditional parade, a stationary parade concept, and alternate route
24 options, with Rotary expressing a preference for either the traditional or modified traditional
25 format. He stated that a final decision will likely be needed by the end of November and
26 emphasized that additional time may be beneficial to allow progress on the downtown
27 construction project.

28
29 He explained that the feasibility of a traditional parade depends on whether both
30 lanes of the downtown roadway can be opened, noting that reduced lane widths of
31 approximately 8 to 10 feet would present safety and operational challenges, particularly for
32 larger parade vehicles. He further noted that approximately nine oversized floats or vehicles
33 may not be able to participate if the modified configuration is required.

34
35 He described the modified traditional option, which would follow the normal parade
36 route into downtown with a diversion point at Saunders Street, allowing for continued
37 pedestrian activity downtown while accommodating construction impacts. He noted this
38 option would require coordination with the contractor and could result in reduced availability
39 of portions of the Saunders parking lot. He added that staff continues to prefer a traditional
40 parade if conditions allow, with the modified option serving as a contingency depending on
41 construction progress.

1
2 He also highlighted outstanding considerations related to insurance coverage and
3 liability, noting that Rotary typically serves as the event holder and carries a multi-million-
4 dollar insurance policy; however, questions remain regarding coverage applicability during
5 an active construction period when the area has not yet been fully turned back over to the
6 Town. He concluded by noting that staff would return to Council in August with an updated
7 status report and any additional information needed for a final decision.

8 **Councilmember Gray** asked whether the proposed plan assumes that one side of the
9 downtown project would be completed and open in time for the parade, with construction
10 temporarily paused and then resumed afterward, and whether there would be a cost
11 associated with pausing construction for the event.

12 **Town Manager Randy Vosburg** stated that the proposed pause would be
13 approximately two days.

14 **Councilmember Gray** asked whether the project would become more costly with a
15 longer pause, noting that recent cost increases have included change order fees.

16 **Town Manager Randy Vosburg** stated that the contractor is working with the Town
17 on scheduling considerations; however, a 30-day pause would result in additional costs.

18 **Director Chris Johnson** added that costs would depend on the project's construction
19 phase and could include additional expenses for temporary measures required to safely
20 accommodate the parade, beyond the cost associated with pausing construction activities.

21 **Board of Adjustment, Chair, Robert Carmack** said that insurance discussions are
22 progressing positively, with the remaining focus on ensuring the appropriate insurance policy
23 language and coverage are in place.

24 **Town Manager Randy Vosburg** stated that, in summary, he feels positive about the
25 direction of the discussions. He recommended providing an update at the August Work
26 Session for a status check on insurance and noted that if Council has additional feedback,
27 staff should be informed as soon as possible. He also thanked Police, Fire, Transportation staff,
28 and Chair Carmack for their work on the matter.

29 **Chair Carmack** noted that, given the reliance on the modification, parade participants
30 may want to consider using smaller vehicles or floats rather than the widest or largest options.

31 **Mayor Pro-Tempore Mahaffey** asked whether relocating the parade a few weeks
32 later had been considered to allow additional time for construction.

33 **Chair Carmack** responded that this option had not been discussed, noting that each
34 community establishes its parade dates in advance. He added that marching bands, for
35 example, participate in multiple parades scheduled throughout the season, and that the
36 November date does not conflict with nearby communities' events. He stated that parade
37 dates are strategically scheduled throughout the year.

38 **Mayor Pro-Tempore Mahaffey** asked whether it was anticipated that the contractor
39 would have a clearer understanding by August of construction progress expected by
40 November, and how long it would take to implement any necessary adjustments.

Town Manager Randy Vosburg stated that, given the minor adjustment involving Saunders Street, the change does not appear to present significant logistical challenges and would likely require only a couple of weeks' notice.

Director Chris Johnson added that most of the parade route would remain unchanged. He noted that any participants needing to break from the main route would be directed down Saunders Street, while the remainder of the parade would continue along Salem Street.

Mayor Pro-Tempore Mahaffey stated that, as currently proposed, the adjustment does not appear to be a major change and that Council would be comfortable making a decision regarding any modification in early November if needed.

Councilmember Zegerman exited the meeting at 4:59 p.m.

Mayor Gilbert asked for clarification regarding the condition of the opposite side of the street.

Town Manager Randy Vosburg said that, following the parade, there would be a significant sidewalk area available for pedestrian movement, and that there may be some spectator activity on the completed side of the project.

Councilmember Reese asked, if a modification to the parade were required, how many vehicles would need to be routed down Saunders Street.

Town Manager Randy Vosburg stated that approximately nine vehicles would be affected, though that number could change depending on roadway width at the time of the event.

Councilmember Reese noted that if smaller vehicles were used, the impact on Saunders Street would be reduced, compared to a scenario involving four or five larger vehicles, which would occupy only a portion of the available space.

Mayor Pro-Tempore Mahaffey stated that participants could potentially disembark or break down in the street if needed.

Town Manager Randy Vosburg said that final routing would depend on street width at the time of the parade, and that the number of affected vehicles could change. He added that this item is still being refined and that lane width will be an important factor in the final determination.

[ADJOURNMENT]

Mayor Gilbert adjourned the meeting at **5:03 p.m.**

Jacques K. Gilbert
Apex, Mayor

Allen Coleman, CMC
Town Clerk to the Apex Town Council
Submitted for approval by Apex Town Clerk Allen Coleman
Minutes approved on _____ of _____, 2026.