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Section 1: Overview of the Capital Improvement Plan

The Capital Improvement Plan (CIP) is the planning mechanism by which the Town Council allocates limited financial resources to implement long-term goals as defined in the Town's Strategic Plan, Advance Apex: The 2045 Transportation Plan, the Downtown Master Plan, the Parks and Recreation Master Plan, and other similar planning documents. The purpose of the CIP is to forecast and match projected revenues and major capital needs over a five-year period. Capital planning is an important management tool that strengthens the linkage between community infrastructure needs and the financial capacity of the town.

The CIP is a multi-year plan for major capital expenditures such as the acquisition of land, construction or significant renovation of public facilities (i.e. buildings/parks), construction of new transportation infrastructure (i.e. roads, sidewalks, multi-use paths), expansion or significant renovation of water, wastewater, electric, or stormwater infrastructure, capital equipment to support operations, or any combination of the above. Projects eligible for inclusion in the CIP are those with an asset value of greater than \$100,000 and a useful life of greater than three years.

When identifying new projects, staff looks to the long-term priorities and direction set by Town Council and submits formal requests through the CIP process. A formal request includes a description of the project, an explanation of how the project implements an established goal, the estimated cost of the project, and an estimate of the recurring costs associated with a completed project (i.e. additional staff, additional utilities, etc.). The formal request also includes an analysis of alternative solutions, if any, and a statement on the effect on services and/or programs if the project is not funded.

Once adopted by the Town Council, the CIP becomes a statement of town policy regarding the need, priority, timing, and funding of future capital projects. The Capital Improvement Plan is simply that – a *plan*. As such, projects and funding mechanisms are subject to change based on new or shifting service needs, special financing opportunities, emergency needs, or other directives or priorities established by the Town Council. Future needs and financial constraints may result in changes in priority over the five-year period; and because priorities can change, projects included in outward planning years are not guaranteed for funding. The CIP represents the best judgment of Town Administration and Town Council at the time the Plan is adopted. Priorities established in the CIP subsequently guide decisions made by Town Administration and the various boards and commissions appointed by Town Council.

The Town of Apex CIP achieves five major objectives as a component of the town's budget and financial planning process:

1. Helps the town rationally and intelligently plan for the repair, replacement, and acquisition of capital items that are necessary in providing high-quality services to the residents of Apex.
2. Assists in fiscal planning by forecasting capital demands together with future revenues and expenditures.
3. Ensures better coordination, evaluation, and planning of projects to serve the community and its needs.
4. Serves, together with the annual budget and other financial plans, as a guide to decision-making for the Town Council, Town Manager, and staff.
5. Serves as a systematic and comprehensive analysis of capital needs, increasing the probability of making rational budgetary judgments since improvements are identified, prioritized, and matched to the projected fiscal resources of the town.

Relationship to the Annual Operating Budget

Some CIP projects are funded through annual operating funds, such as the General Fund, Electric Fund, and the Water and Sewer Fund. In these cases, the CIP and the Annual Operating Budget are directly linked as CIP projects become authorized through the adoption of the Annual Operating Budget. Projects funded through debt financing also impact the operating budget through ongoing debt service expense. Finally, some completed CIP projects will directly impact the operating budget as they will require ongoing expenses for staff and other operating costs.

CIP Structure

The CIP is organized into seven functional categories, called "elements," in order to group projects with similar items.

1. **Transportation Element:** funds the construction of new roadways, improvements to existing roadways, sidewalks, bicycle and pedestrian facilities, transit projects, and railroad crossing improvements. Implementation of Advance Apex: The 2045 Transportation Plan, Bike Apex, and the Downtown Master Plan and Parking Study are funded in this element.
2. **Parks, Recreation, and Cultural Resources Element:** funds the acquisition of land for new park and greenway facilities, the construction of park and recreation amenities, and major maintenance of current facilities. Implementation of the Parks and Recreation Master Plan is funded in this element.
3. **Public Safety Element:** funds the acquisition of capital equipment to support the operations of the three public safety departments in the town (Fire, Police, and Emergency Communications). Public safety facilities are considered in the public facilities element.
4. **Public Facilities Element:** funds the construction and major maintenance of general government and public safety facilities and infrastructure. This element also funds improvements to communications and technology infrastructure.
5. **Public Works & Environmental Services Element:** funds projects designed to manage and mitigate the effects of stormwater runoff, manage the collection and disposal of solid waste, and maintain streets. These projects include structural improvements, Stormwater Control Measure (SCM) construction, and the major maintenance of this infrastructure. They also include equipment needed to manage solid waste collection and maintain town streets.
6. **Electric Utility Element:** funds the construction, maintenance, and improvement of electric distribution infrastructure. These projects include substation additions and upgrades, distribution line extensions, major maintenance of infrastructure, and the equipment necessary to maintain the system.
7. **Water & Sewer Utility Element:** funds the construction and improvement of water and sewer infrastructure. These projects include main additions and replacements, water/wastewater treatment plant renovations/expansions, filter rehabilitation, pump station additions, major maintenance of infrastructure, and the equipment necessary to maintain the system.

Capital Improvement Funding

The sources of funding used to execute the Plan are as important as the capital projects contained in the Plan. Capital Improvements for the Town of Apex are funded using a variety of sources that are broadly categorized as cash or debt financing.

Cash, or pay-as-you-go (paygo), funds come from sources such as tax revenue, development related fees (recreation, transportation, and capacity fees), program fees, State revenue, and interest earnings. Some of these sources, such as State revenue from the Powell Bill, town recreation fees, and certain others, may only be spent to meet certain needs. Other revenue sources come with no restriction on the needs they may be used to address. Major funding sources for the CIP are described below:

General Fund: General Fund revenue, such as ad valorem taxes, sales taxes, utility taxes, and other similar revenues are used to fund town operations and may be used to fund capital projects such as facility improvements, transportation system improvements, and other similar projects. Compared to other sources, General Fund resources are a flexible revenue source without restrictions on their use.

Enterprise Funds: Enterprise funds, such as the water/sewer fund and the electric fund, collect user fees as part of their operations, then invest a portion of that revenue into capital projects. The town uses these funds only for corresponding

enterprise projects. For instance, the electric fund only pays for projects related to the electric system, and not for projects related to water/sewer or any General Fund related project.

Water/Sewer Capital Reimbursement Fees: These fees are charged, based upon a Town Council-approved Development Fee Schedule, to developers of land within the Town of Apex to pay for the capital facility burden created by new development. Revenue from these fees is restricted to be used for capital improvements to the water/sewer system or to fund payment of debt service for improvements to these systems.

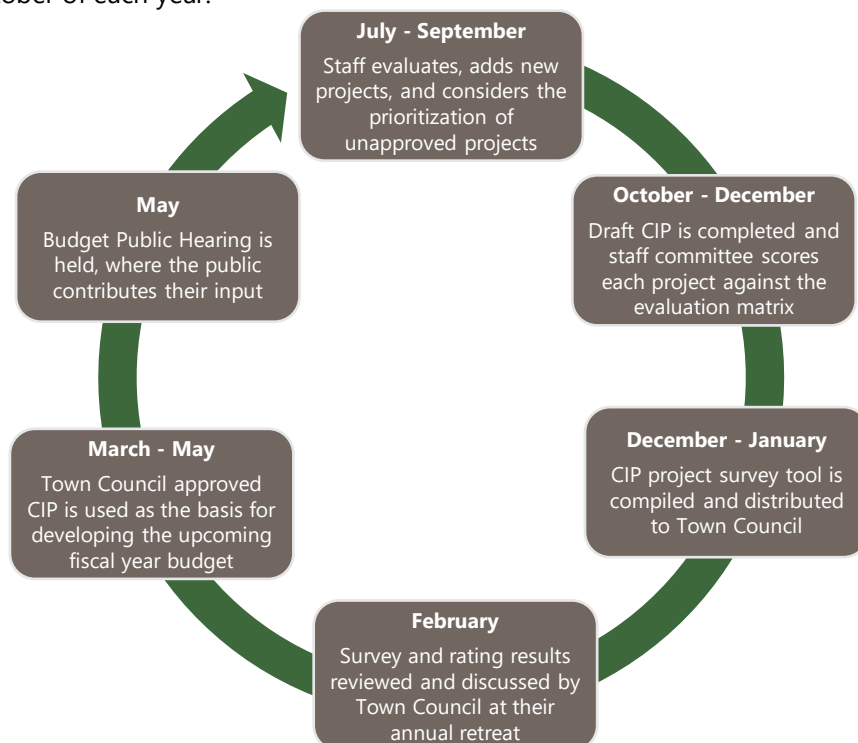
Debt Financing: For debt financing, the town uses several types of debt mechanisms, including general obligation bonds, revenue bonds, and traditional lease-purchase or installment financing. The mechanism selected varies depending on the level of funding needed, the term of the need, and current debt market conditions. General obligation bonds are approved by voters and are backed by the town's taxing authority to repay the bonds. Revenue bonds pledge the revenue generated by specific enterprise (water, sewer, electric) charges.

Recreation Subdivision Fee-in-Lieu of Dedication: These fees are charged, based upon a Town Council-approved Development Fee Schedule, to developers of land within the Town of Apex and its Extraterritorial Jurisdiction (ETJ). Revenue from these fees is restricted to be used for park and recreation system expansion/improvements or to fund payment of related debt service.

Reserve from Prior Years: As capital projects are completed, any unspent budgeted amounts accumulate into capital reserves, which are available to fund future projects. Capital reserves can also build up when the town collects revenue in excess of the amount budgeted for development fees described above.

The CIP Process

The process for developing the CIP, as illustrated below, begins shortly after the beginning of a new fiscal year (July 1) as staff considers unmet capital needs in the recently adopted budget and other emerging needs. For each project, staff in the requesting department complete a CIP project request form and compile supporting documentation. All CIP project requests are due by mid-October of each year.



Following an evaluation of current projects and needs, new projects are proposed to the 5-year plan. Using these proposals alongside pre-existing projects, a selection of senior staff representing the various departments are tasked with using an evaluation matrix to score the projects across eight categories, including public health and safety, legal mandates (as illustrated in the table to the right), economic development capacity, funding/budget impact, and other technical factors.

Legal Mandate	
* Select all that apply	Points Possible
Project mandated by State and/or	10 points
Project mandated by Town Council	7 points
Project mandated by legal settlement, contractual obligation or regulation	5 points
Project corrects a violation of Town or State code that would result in fines	2 points
Not Applicable	0 points

In preparation for the Town Council Annual Retreat in February, the Mayor and Town Council Members are provided with a survey tool to rank a selection of General Fund projects. The ranking excludes projects that are considered necessary for operations, such as replacement leaf trucks and radio replacements for public safety.

While the staff ratings focused on technical factors, the Mayor and Town Council rank the projects while keeping in mind how well they addressed each of the Town Council’s five strategic goals:

High Performing Government: Deliver exceptional service valuing an engaged workforce with an emphasis on efficiency, collaboration, innovation, and inclusion.

Responsible Development: Encourage equitable and sustainable development that provides accessibility and connectivity throughout the community.

Environmental Leadership: Commit to sustaining natural resources and environmental well-being.

Economic Vitality: Improve and sustain an environment that invites and retains a diversity of residents, employment opportunities, and businesses.

A Welcoming Community: Create a safe and welcoming environment fostering community connections and high-quality recreational and cultural experiences supporting a sense of belonging.

The ranked responses from the Mayor and Town Council members for each proposal are averaged to create a project prioritization order. This order reveals which projects the Mayor and Town Council determine are most critical to achieving the town’s strategic goals and, accordingly, have the most pressing need for immediate funding.

Using the prioritization list created with the averages of the Mayor and Town Council’s rankings for each project and a measure of dispersion (standard deviation), the results are then used to assign projects into quartiles based on average ranking and agreement. This helps illustrate projects where the Town Council is in agreement on ranking (high or low) and is used as the basis for further discussion on projects that have higher than average disagreement.

1 st Quartile - Above Average Score, Above Average Agreement	2 nd Quartile - Above Average Score, Below Average Agreement
Beaver Creek Extension Phase I & Phase II Jessie Drive Phase I and Phase II Justice Heights Street Extension Ragan Road Sidepath Repurpose Depot Parking Lot Safe Routes to School South Salem Street Bicycle Connection Tunstall House Restoration West Street Park Improvements	Apex Peakway Southeast Connector Environmental Education Center GoApex Transit Program Salem Street Downtown Streetscape and Resurfacing Tingen Road Pedestrian Bridge
3 rd Quartile - Below Average Score, Below Average Agreement	4 th Quartile - Below Average Score, Above Average Agreement
Apex Nature Park/Seymour Athletic Fields Parking Lot Expansion Beaver Creek Greenway Improvement Pleasant Park Baseball & Softball Complex Fire Station 37 Hunter Street Bike Track Land Purchase for Affordable Housing Pristine Water Drive Connector Production Drive Extension Station 31 Rebuild	Apex Community Park Parking Lot Expansion Big Branch Greenway Davis Drive at Salem Church Road Realignment Jaycee Park Expansion KidsTowne Playground Renovation Middle Creek Greenway Reedy Branch Greenway

The chart above reflects the project distribution. Quartile 1, the green block, contains projects with above average rankings and general agreement. These projects are considered the highest relative priority by the Town Council. Quartile 4, the red block, represents projects with below average rankings and general agreement. Quartile 2 and 3, the yellow and orange blocks, represent the middle ground where there is more disagreement. The Town Council focuses discussion on many of these projects in the 2nd and 3rd quartiles.

Following Town Council input and approval, the CIP is used as a basis for budgeting in the coming fiscal year and in formulating financial forecasts prepared as part of the budget process. Public input is solicited through two public hearings held during the budget process.

Resident Budget Priorities Survey

The Town of Apex resident budget priorities survey invites Apex residents to share their input on budgetary decisions. The online survey presents residents with two different ranking tools. First, residents are given the opportunity to indicate the importance they place on the following broad budgeting categories, which staff developed according to the priorities highlighted by the town’s strategic goals and ongoing plans, such as the Downtown Plan, Affordable Housing Plan, and others. Staff present the categories with the following brief descriptions prior to the ranking:

Recreation and Cultural Opportunities: Construction of new parks, greenways and facilities; maintenance and improvements to existing parks, greenways, and facilities; and athletic and cultural arts programming.

Transportation and Infrastructure: Construction and improvement of roadways, sidewalks, and bicycle lanes; public transit projects; and railroad crossing improvements.

Environmental Sustainability: Stormwater management; sanitation and recycling services; and initiatives to decrease the Town's carbon footprint, such as renewable energy improvements to Town facilities.

Economic Stability and Growth: Identifying and purchasing new development sites; recruiting new business and industry; and launching marketing initiatives for downtown businesses.

Housing Affordability: Programs to assist with home rehabilitation for low-income homeowners; emergency rental assistance; down-payment assistance for new homebuyers; construction of affordable housing units; and homeownership counseling.

Public Safety: Resources to support the operations of the three public safety departments within the Town: Fire, Police, and Emergency Communications.

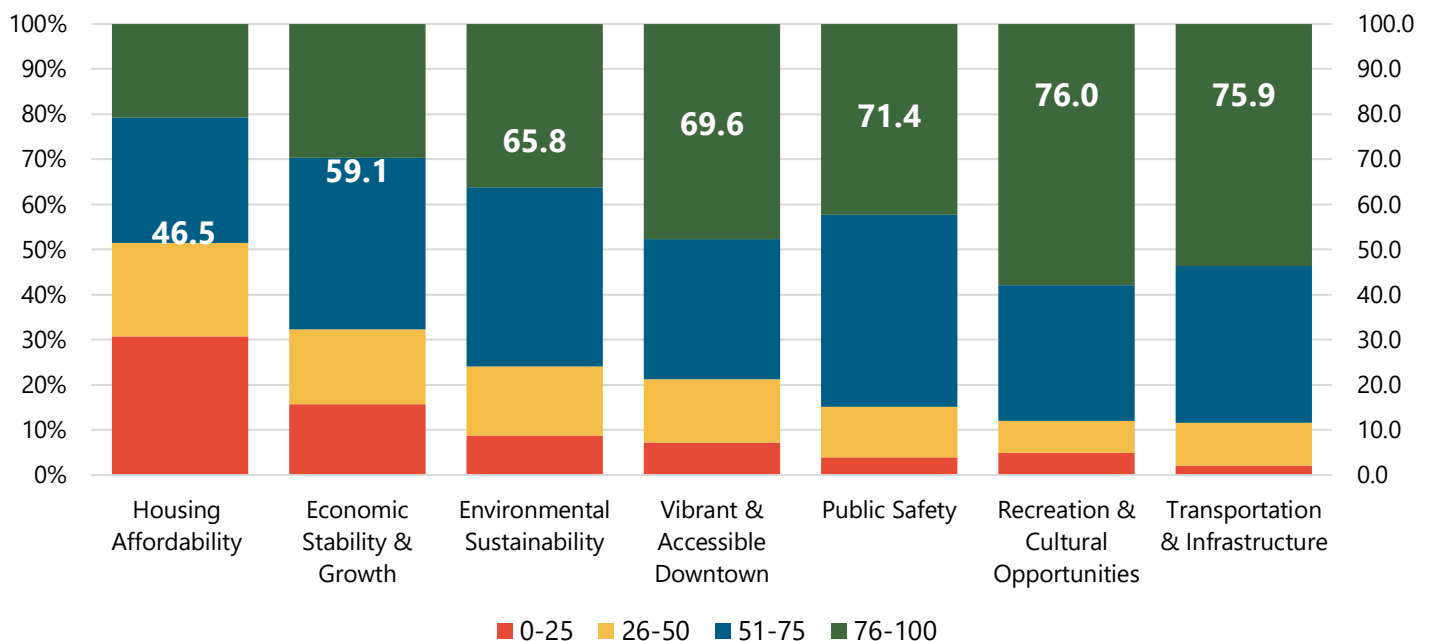
Vibrant and Accessible Downtown: Repurposing unused or underused spaces for public enjoyment; landscaping; and improving parking, sidewalks, and pedestrian crossings.

The survey provides a slider bar for each category, which represent a scale from “not at all important” to “very important.” By dragging and dropping a pin in the appropriate spot, residents communicate how important they feel each given category is.

The next section of the survey uses a simple drag-and-drop tool to rank specific initiatives within each category. By moving these items into their preferred order, residents indicate which items within the broader categories they feel are most and least important to fund. Residents are also given the option to indicate that none of the items listed are important to them.

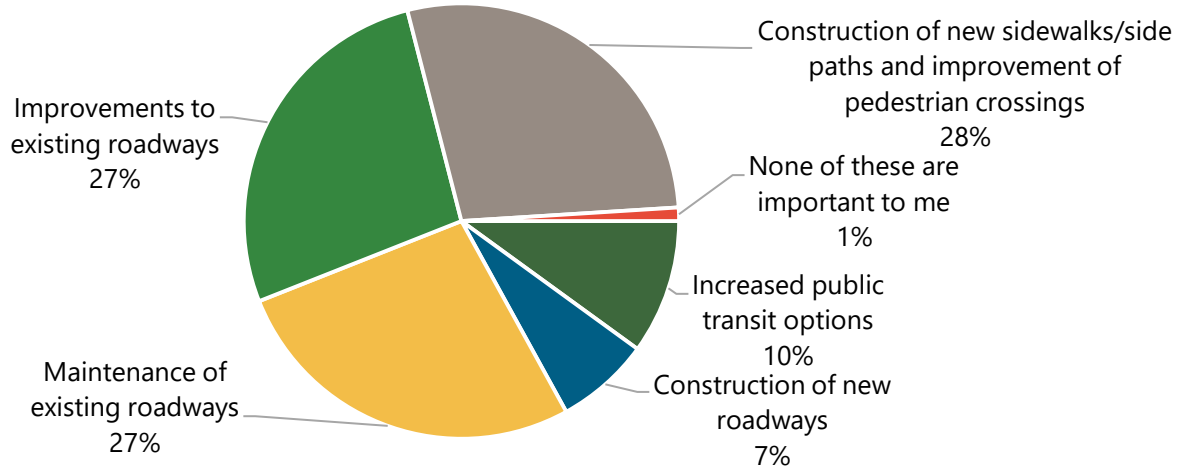
To analyze the results, town budget staff calculate the average score of each broad budgeting category. Residents rated Transportation & Infrastructure as being most important, while Housing Affordability was least important.

**Importance of the Budget Priorities
(Sliding Scale 1-100, Average Score)**

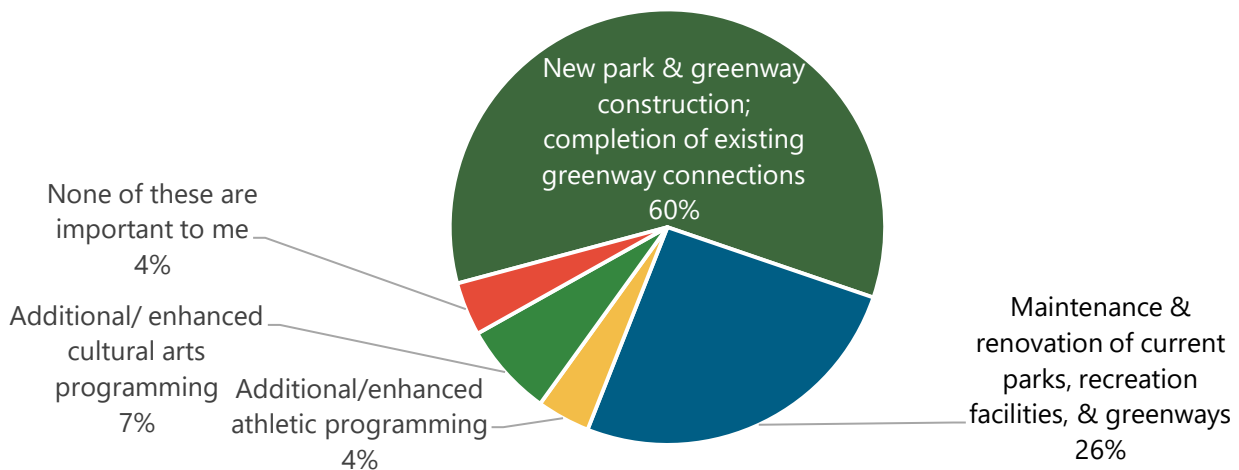


The average rankings for the items within each budgeting category reveals the initiatives residents feel are most important for the town to address in the FY 22-23 budget. Below is a breakdown of the results within each broad budget category:

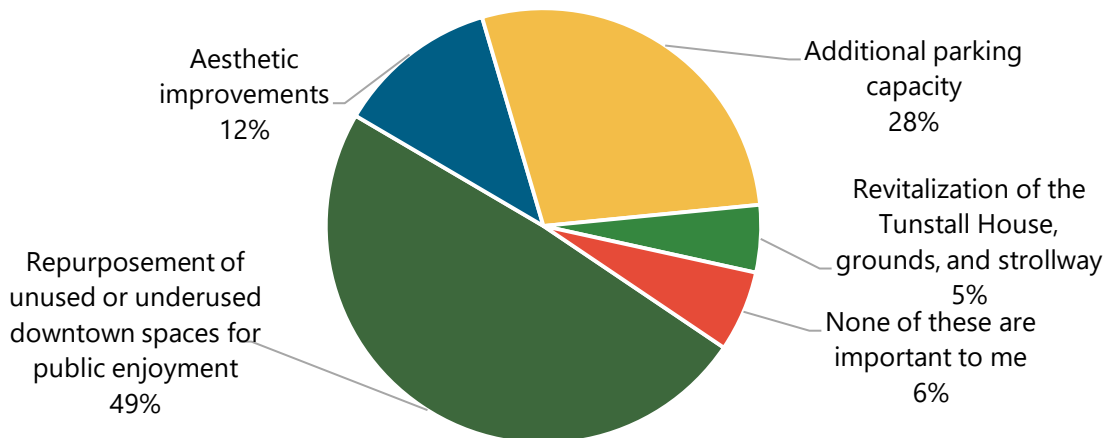
Transportation & Infrastructure



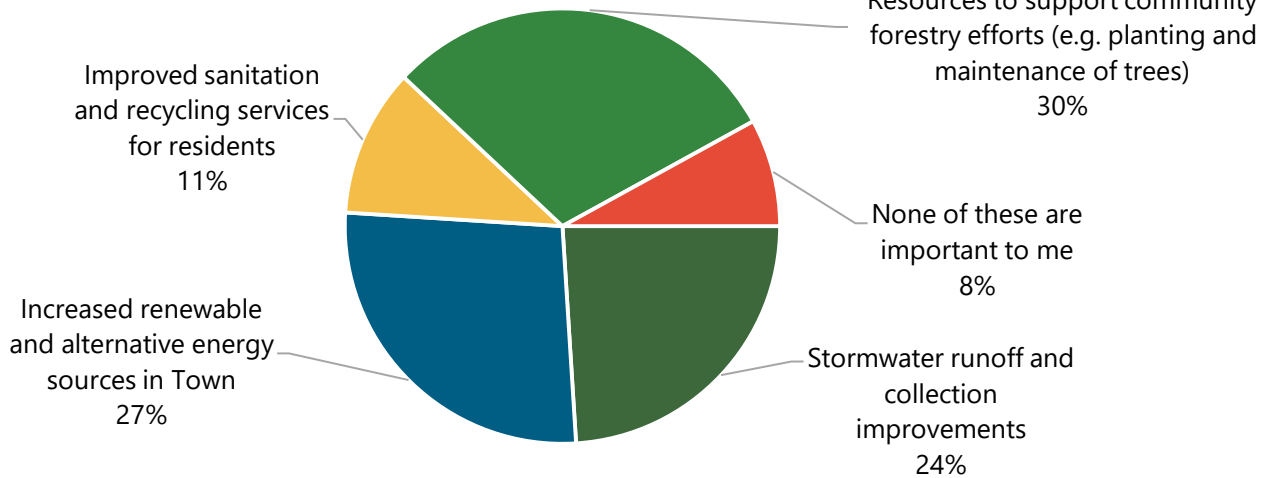
Recreation & Cultural Opportunities



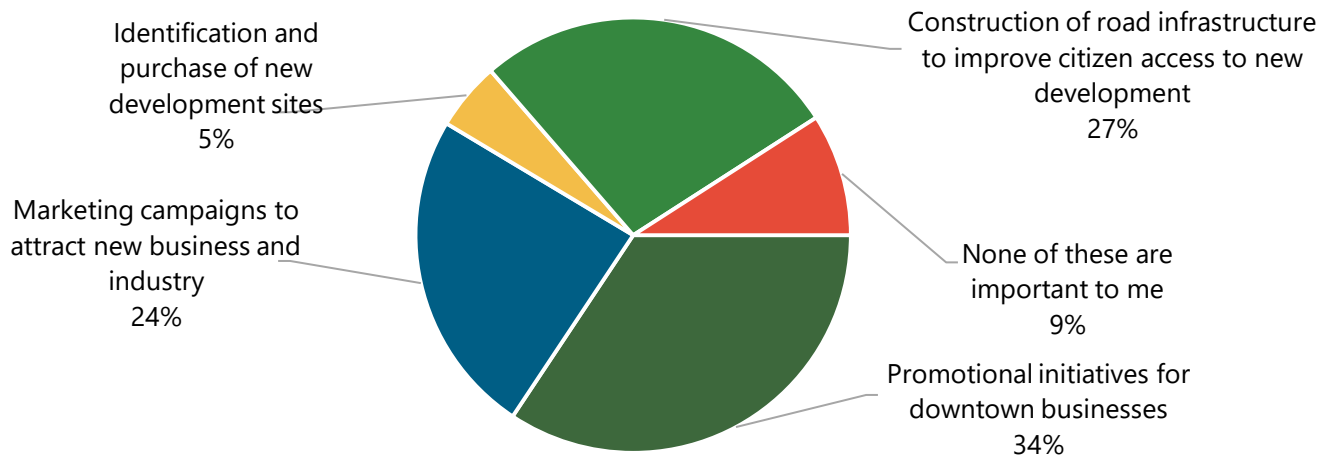
Vibrant & Accessible Downtown



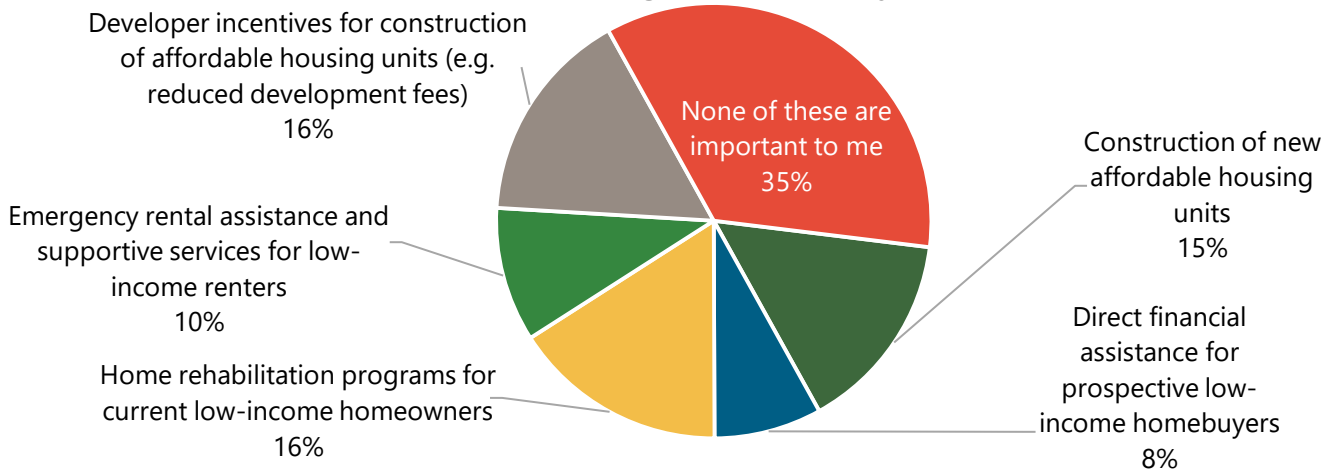
Environmental Sustainability



Economic Stability & Growth



Housing Affordability



The town's goal in creating the resident budget priorities survey was to gain input from a larger number of residents than it typically reaches during its two annual budget hearings. With 413 survey responses, the town was able to successfully gain a fuller picture of what is important to Apex residents. This knowledge will help the Mayor and Town Council ensure town actions are well aligned with resident needs in the coming fiscal year.

CIP Practices

Long-Range Cost Estimates: Using the upcoming fiscal year as the base, staff will apply cost escalators to better estimate future construction costs. Staff applies the escalator to new construction and significant building rehabilitations. In some elements, such as public utilities and transportation, staff applies other escalators developed for those specific service areas.

Closing Projects: Projects are closed when the approved scope of work is complete. Staff reviews project statuses periodically to identify projects that are finished and can be closed. If the budget for a completed project is not fully expended, generally, the budget is closed and the remaining balance accumulates in the fund balance. The accumulated fund balance is available to pay for future projects.

Horizon Issues: The proposed CIP funds the town's highly prioritized needs. Staff reviews and analyzes the business cases supporting these projects and considers them ready to move forward. In many situations, however, the town has identified a future need, but has not yet completed a detailed analysis, considered options, or designed a specific facility. These projects include facilities, capital maintenance, and business systems that will be needed in the future, often beyond the CIP's five-year timeframe.

Planning By Fund

The following sections represent a description of the projects submitted, by element, for the five-year planning timeframe under consideration. Each element begins with a brief description of what types of projects are funded and includes a tabular summary of all projects considered and the proposed revenue source to fund the projects in each year. At the end of each section, there is a summary table showing the total cost of the projects in each year and the total of each revenue source. More details regarding the cost of borrowing is provided in each summary section. The reference to "Local Revenue" in the revenue portion of the tables is indicative of the need for current year funding for some projects/purchases in each year. This could include appropriation of reserve funds from one or more of the major funds: General, Water & Sewer, and Electric.

Section 2: General Fund

A majority of projects included in the CIP are housed in the General Fund. This revenue is generated in large part by ad valorem taxes, along with sales taxes, utility taxes, and other similar revenues.

The types of capital projects that qualify for this fund include facility improvements, transportation system improvements, and other similar projects.

Compared to other sources, General Fund resources are a flexible revenue source without restrictions on their use.

The icons below signify each element within the General Fund. They are located on the top right corner of the pages that are associated with their projects.



Transportation



*Parks, Recreation, &
Cultural Resources*



Public Safety



Public Facilities



*Public Works &
Environmental
Services*



Transportation Element Projects

Projects Funded: Construction of new roadways, improvements to existing roadways, sidewalks, bicycle and pedestrian facilities, transit projects, and railroad crossing improvements.

Peak Plan 2030 Recommendation: Implementation of Advance Apex: The 2045 Transportation Plan, Bike Apex, and the Downtown Master Plan and Parking Study are funded in this element.

Transportation infrastructure, like the Peakway shown on the right, has a long-lasting effect on the quality of life in Apex. It provides easier access to all areas of town and helps ease commuter traffic congestion as residents travel to and from employment centers.



The table below shows each of the projects submitted for consideration in this year's CIP process and the estimated cost of the project in each fiscal year in the plan. Section 6 of this document contains detailed information regarding the proposed funding source for each individual project.

Transportation	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	Future Years	Total Capital Cost
Annual Miscellaneous Road & Sidewalk Improvements	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
Annual Pavement Management	2,000,000	2,200,000	2,300,000	2,400,000	2,500,000	2,600,000	14,000,000
GPS Emergency Vehicle Preemption	260,000	160,000	160,000	160,000	-	-	740,000
Justice Heights Street Extension	250,000	750,000	-	-	-	-	1,000,000
Felton Grove High School Improvements Cost Share	500,000	825,000	825,000	-	-	-	2,150,000
Ragan Road Sidepath	200,000	1,050,000	-	-	-	-	1,250,000
Safe Routes to School	1,710,000	640,000	1,000,000	3,290,000	3,090,000	865,000	10,595,000
Salem Street Downtown Streetscape & Resurfacing	2,800,000	1,400,000	2,500,000	-	-	-	6,700,000
Tingen Road Pedestrian Bridge	150,000	500,000	4,050,000	-	-	-	4,700,000
Wayfinding Signage Fabrication & Installation	320,000	760,000	415,000	-	-	260,000	1,755,000
Center Street Railroad Crossing Improvements & Sidewalk	-	140,000	-	920,000	-	-	1,060,000
Chatham Street Railroad Crossing Improvements & Sidewalk	-	150,000	-	1,145,000	-	-	1,295,000
South Salem Street Bicycle Connection	-	300,000	-	2,100,000	-	-	2,400,000
Apex Peakway North Widening	-	-	495,000	5,000,000	-	-	5,495,000
GoApex Transit Program	-	-	100,000	690,000	-	-	790,000
Jessie Drive Phase I & Phase II	-	-	1,000,000	8,500,000	-	13,500,000	23,000,000
West Williams Street Sidewalk	-	-	200,000	650,000	-	-	850,000
Apex Peakway Southeast Connector	-	-	-	1,710,000	-	17,100,000	18,810,000
Davis Drive at Salem Church Road Realignment	-	-	-	200,000	500,000	7,000,000	7,700,000
Pavement Management Backlog	-	-	-	5,000,000	-	-	5,000,000
Pristine Water Drive Connector	-	-	-	500,000	3,000,000	-	3,500,000
Production Drive Extension	-	-	-	300,000	2,000,000	-	2,300,000
NC 55 Sidewalk & Enhancement Cost Share (U-2901)	-	-	-	-	-	2,000,000	2,000,000
US 64 Sidewalk & Enhancement Cost Share (U-5301)	-	-	-	-	-	2,000,000	2,000,000
Ten Ten Road/Center Street Sidewalk & Enhancement Cost Share	-	-	-	-	-	2,000,000	2,000,000
Element Total	\$ 8,390,000	\$ 9,075,000	\$ 13,245,000	\$ 32,765,000	\$ 11,290,000	\$ 47,525,000	\$ 122,290,000



Continuous Projects

Annual Miscellaneous Road & Sidewalk Improvements

\$200,000
Annually

This ongoing program addresses various deficiencies throughout Apex on the municipal street system with accessible ramps and crosswalks, sidewalk maintenance and completion of short gaps in sidewalks, traffic control and warning device upgrades, and other related requests to provide a safe and accessible transportation system for all users. Without this program, we delay and bundle small projects while seeking a funding source, in some cases for a year or more.

Annual Pavement Management

\$2,000,000+
Annually

The town is responsible for maintaining 150 miles of municipal streets, with the annual resurfacing contract providing for most of the pavement maintenance needs. Street mileage is growing annually with ongoing development. A recent survey of our streets reveals that we have deferred maintenance that needs to be addressed. This ongoing program focuses on deficiencies in pavement condition throughout Apex, addressing issues such as potholes, alligator cracking, and rutting in order to provide a safe and reliable transportation system. The Powell Bill program provides an annual funding allocation from the state, based on public centerline miles of road accepted and maintained by the town. However, current and future resurfacing costs continue to exceed Powell Bill allocations, requiring additional General Fund revenues to be allocated.

FY 2022-23

GPS Emergency Vehicle Preemption

\$740,000
Four-year Total

In the first year, this project includes installing GPS preempt in 10 traffic signals and outfitting all fire vehicles with GPS preempt capability. Emergency vehicle preemption is designed to give emergency response vehicles a green light on their approach to a signalized intersection while providing a red light to conflicting approaches. Future years include adding GPS preemption at 10 signals/year, prioritizing major corridors (including NC 55, Salem Street, Center Street/Ten Ten Road, and Apex Peakway), and various signals adjacent to those major corridors. Without this system, time-saving benefits of having preemption for multiple directions of traffic flow along major routes would not be realized. Existing infrared preemption is only available for certain directions at four signals town wide and Apex Fire Department no longer has infrared emitters.

Justice Heights Street Extension

\$1,000,000
Two-year Total

This project includes extending Justice Heights Street from its existing stub west of South Salem Street to intersect Apex Peakway and adds sidewalk on the north side of the street. The project would provide improved local connectivity for traffic flow south of NC 55 and pedestrian connectivity between Salem Street and Apex Peakway through the Justice Heights neighborhood. If the project is not funded, there will continue to be a gap in the transportation network between Salem Street and Apex Peakway for this local area.

Felton Grove High School Improvements Cost Share

\$2,150,000
Three-year Total

This project will contribute funds toward intersection improvements as part of the construction of proposed Felton Grove High School (2025 anticipated opening) that would not otherwise be constructed if they are beyond the required improvements for Wake County Public School System (WCPSS). Without this project, there would be potential capacity and safety issues at multiple access points to the school. Funding is being prioritized ahead of construction in order to enter into an agreement with the school. Payment will be expected in 2025.



Ragan Road Sidepath

\$1,250,000

Two-year Total

This project includes creating a connection from the Ragan Road sidepath to the American Tobacco Trail. Currently, residents surrounding Ragan Road have been using the sidepath along Ragan Road to the terminus and then walking along Ragan Road and cutting through a private property to access the southern end of the American Tobacco Trail.

Safe Routes to School

\$10,595,000

Six-year Total

The project will improve and add to existing Town infrastructure related to pedestrian and bicycle traffic to/from school. This five-phase project includes adding sidewalks, pedestrian facilities, and safe crosswalks in the areas surrounding Apex Elementary School, Apex Middle School, Apex Friendship Schools, Laurel Park Elementary, Baucom Elementary, Olive Chapel Elementary, Scotts Ridge Elementary, Salem Schools, and Thales Academy Elementary School. These phases were identified through an analysis of safe routes to school needs. Without the project there will continue to be gaps in the sidewalk network and other deficiencies in the transportation system that make walking and biking to school difficult.

Salem Street Downtown Streetscape & Resurfacing

\$6,700,000

Three-year Total

This project includes: (1) Saunders Parking Lot expansion with Smart Parking, (2) Improvements to Commerce, Seaboard, and The Peak Alley, and (3) the curbless permeable-paver Salem Streetscape with 10 on-street spaces and street trees, plus Saunders Street gathering space, based on the schematic designs approved by Town Council in 2021. Improving these spaces was identified as a "Top 10" priority in the plan. This project includes resurfacing Salem Street from Hunter Street to NC 55, the addition of marked on street parking north of Center Street by shifting the road center line, and the removal of on street parking between Saunders Street and Chatham Street in order to widen sidewalk and provide planting beds, landscaping, and pedestrian amenities. If the project is not funded, the pavement will continue to degrade and the vision of Salem Street shown in the Downtown Plan, of improving the walking and driving experience to promote accessibility and downtown growth as a focal point for the community, will not be realized.

Tingen Road Pedestrian Bridge

\$4,700,000

Three-year Total

This project is for the construction of a pedestrian bridge over the railroad crossing of Tingen Road. This at-grade railroad crossing will be closed as part of the Apex Peakway Southwest Connector project per the agreement with CSX. Construction of the pedestrian bridge will provide a space for members of the community to safely cross the railroad tracks on Tingen Road to access downtown Apex, multi-family residential developments, multiple churches, and Apex Elementary School. If it is not completed, the railroad crossing will become a barrier to the pedestrian network within the Town Center. A feasibility study will determine more accurate scope and cost with public involvement.

Wayfinding Signage Fabrication & Installation

\$1,755,000

Four-year Total

This project includes fabrication and installation of Wayfinding signage throughout town. Sign types include parking directional, vehicular directional, pedestrian directional, destination identification, and gateway signage. This project was identified as part of the Downtown Plan & Parking Study and is an extension of the Community Branding Study. If it is not completed, the town will not meet the objective of the Wayfinding Signage Program to provide consistent and attractive information to help residents and visitors discover and navigate to key destinations in town.



FY 2023-24

Center Street Railroad Crossing Improvements & Sidewalk

\$1,060,000

Two-year Total

This project includes improvement of the road-crossing surface with the addition of concrete panels and addition of sidewalk across CSX railroad tracks, as well as four quadrant gates and associated railroad equipment upgrades. Current review of statewide prioritization shows this may score well enough to allow for 70 percent state funding. Without it, the sidewalk will continue to stop short of the tracks on each side, forcing pedestrians onto the roadway, and the crossing surface will continue to compromise ride comfort. An additional benefit is the potential to create a quiet zone at this crossing. This project also includes sidewalk along the north side of Center St from N Salem St to N Hughes St.

Chatham Street Railroad Crossing Improvements & Sidewalk

\$1,295,000

Two-year Total

This project includes addition of sidewalk across CSX railroad tracks, as well as 4-quad gates and associated RR equipment upgrades. Current review of statewide prioritization shows this may score well enough to allow for 70 percent state funding. Without it, sidewalk will continue to stop short of the tracks on each side, forcing pedestrians onto the roadway, and the quiet zone will not be able to move forward. This project also includes sidewalk along East Chatham Street from South Mason Street to the cul-de-sac. This sidewalk segment is a high-priority Safe Routes to School Project and is combined with the railroad crossing improvements for construction efficiencies and to complete pedestrian connectivity along the corridor.

South Salem Street Bicycle Connection

(Pleasant Park to Apex Peakway)

\$2,400,000

Two-year Total

This project will add bike lanes along S Salem Street from Pleasant Park to Hunter Street. This project was identified as the second highest priority in Bike Apex: The Comprehensive Bicycle Plan. If it is not completed, the town will not meet the objective of prioritizing bicycle improvements along a designated bicycle route and major thoroughfare.

FY 2024-25

GoApex Transit Program

\$790,000

Two-year Total

This project represents funds for improvements to GoApex Route 1 and expansion of the local public transportation services to offer a second route, GoApex Route 2. The first local transit route, GoApex Route 1, began operating in 2021. It is anticipated that, after several years of operating, ridership will be quantified and priority locations for shelters and other enhancements on GoApex Route 1 will be identified.

Jessie Drive Phase I & Phase II

\$23,000,000

Three-year Total

This project would connect Jessie Drive to NC 55, providing a major thoroughfare between Ten Ten Road and NC 55 south of US 1. The road would serve development of adjacent land, including industrial and commercial areas, and relieve some of the congestion along Ten Ten Road near the US 1 interchange. In the event of major closures or delays on NC 55 or Ten Ten Road, it would provide an east-west detour. Without it, adjacent development would be responsible for building sections of Jessie Drive, but it is unlikely that the entire route from NC 55 to Ten Ten Road would be completed. In the interim, development will burden existing connections, which are either already congested or offer less capacity.

West Williams Street Sidewalk

\$850,000

Two-year Total

This project would complete gaps in the sidewalk in front of Beaver Creek Commons shopping center, crossing the US 64 eastbound off ramp, connecting across the bridge over US 64, and extending to the intersection at Vision Drive. Current review of statewide prioritization shows this may score well enough to allow for 70 percent state funding. Signalized



crosswalks would be installed at the existing traffic signals on both ends of this project. Without it, pedestrians will continue traveling along the shoulder of the road and both ends of this project will lack accessible ramps and crosswalks.

FY 2025-26

Apex Peakway Southeast Connector

(NC 55 to Center Street)

\$18,810,000

Two-year Total

The proposed project would complete the final gap in the Apex Peakway, completing a full loop around downtown Apex. The construction of Apex Peakway was identified as a high priority in Apex. It will become increasingly important given anticipated delays to NCDOT's widening of the NC 55 corridor between US 1 and Olive Chapel Road. The completed Apex Peakway loop will provide a needed alternative to the NC 55 corridor through Apex. Without completing this project, there will not be an intuitive relief valve for NC 55, nor will there be an alternative designed to handle the anticipated volume of traffic. This request is consistent with the Apex Peakway Southeast Connector Feasibility Study, completed in June 2018.

Davis Drive at Salem Church Road Realignment

\$7,700,000

Three-year Total

This project would realign Davis Drive to improve the horizontal curvature as well as add turn lanes and extend Salem Church Road. The intersection would be shifted west, away from the CSX RR freight line, allowing for vehicle stacking beyond the tracks and the installation of a traffic signal and gate arms. Without this project, it is possible that Salem Church Road will eventually be converted to right in-right out, and/or safety concerns will persist for the following issues: no left turn on Davis Drive backing up traffic southbound, no space for a traffic signal or gate arms to warn of an approaching train, and limited visibility around the curve on Davis Drive.

Pavement Management Backlog

\$5,000,000

This project is designed to catch up on our backlog of streets in need of rehabilitation over a two-year period. This supplements the ongoing program that manages roadway infrastructure conditions throughout Apex on the municipal street system by optimizing strategies for maintaining pavements in serviceable condition at the lowest cost, providing a safe and reliable transportation system. Without it, we would continue to lag behind on street maintenance needs, the overall condition of streets would degrade, and maintenance costs over time would increase substantially.

Pristine Water Drive Connector

(Pristine Water Drive to Lufkin Road)

\$3,500,000

Two-year Total

This project would extend a connector street from Burma Drive to Lufkin Road. Construct 700 feet of minor connector street west to Pristine Water Drive, upgrade 1,300 feet of Pristine Water Drive (west and northwest) to a public street, and upgrade 1,000 feet of an existing concrete private driveway to a public street connecting Pristine Water Drive to Lufkin Road to serve existing municipal and private industrial uses, as well as add a second point of access to the Cash Corporate Center for economic development. Without this connectivity, the town would not be able to meet the needs of prospective major employers seeking access in accordance with the Transportation Plan, and thus, it would be difficult to attract such businesses to Apex at this time.

Production Drive Extension

\$2,300,000

Two-year Total

This project would extend Production Drive south for approximately 3,000 feet to the future extension of Jessie Drive. In conjunction with Jessie Drive, this would provide improved connectivity for economic development areas, including the town's certified site, as well as an alternative route to avoid Ten Ten Road for residential development south of Jessie Drive. In the interim, development will continue to depend on existing Jessie Drive and Smith Road/Stephenson Road, as well as residential streets with no convenient alternatives to Ten Ten Road.



Horizon

NC 55 Sidewalk & Enhancement Cost Share (U-2901) \$2,000,000

Transportation Improvement Program (TIP) project U-2901 will widen NC 55 from US 1 to Olive Chapel Road. This project will provide the enhancements the town requests, which include pedestrian facilities (sidewalk and path), aesthetic treatments at new CSX Bridge, and median enhancement and landscaping. As part of TIP U-2901, NCDOT will replace existing pedestrian facilities, but not complete gaps where there are no existing facilities without the town sharing a portion of the costs. Similarly, NCDOT will not provide an enhanced streetscape unless the town shares a portion of the costs.

US 64 Sidewalk & Enhancement Cost Share (U-5301) \$2,000,000

This project will convert the intersections of US 64 at Lake Pine Drive and US 64 at Laura Duncan Road to an interchange, and convert US 64 from Laura Duncan Road to US 1 to a superstreet. This project will provide funding for enhancements the town requests as part of the widening project. Enhancements are likely to include protected pedestrian facilities, including sidewalk, multi-use path, and crossings. NCDOT will replace existing pedestrian facilities, but will not complete gaps where there are no existing facilities unless the town shares a portion of the costs.

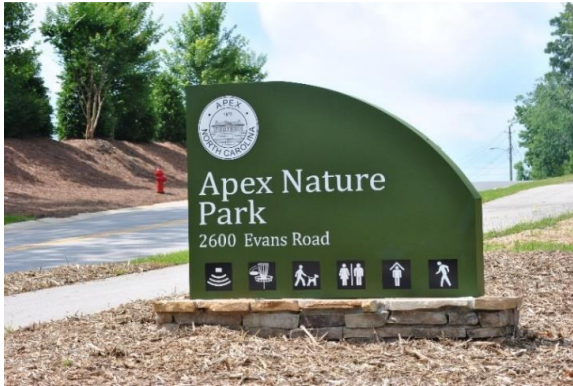
Ten Ten Road/Center Street Sidewalk & Enhancement Cost Share \$2,000,000

This project will provide enhancements the town requests as part of the NCDOT widening project (Ten Ten Road from Apex Peakway to Kildaire Farm Road in the Town of Cary). Enhancements include pedestrian facilities (sidewalk and multi-use path), median treatments, and landscaping. As part of the state's TIP U-5825, NCDOT will replace existing pedestrian facilities, but will not complete gaps where there are no existing facilities unless the town shares a portion of the costs. Similarly, NCDOT will not provide an enhanced streetscape unless the town shares a portion of the costs.



Parks, Recreation, & Cultural Resources Element Projects

Projects Funded: Acquisition of land for new park and greenway facilities, the construction of park and recreation amenities, and major maintenance of current facilities.



Peak Plan 2030 Recommendation: That the town “implement recommendations of the recently updated Parks, Recreation, Greenways, and Open Space Master Plan.” Projects shown in this element address needs reflected in this plan. Projects shown in this element include bicycle transportation improvements included in the Bike Apex plan.

The Apex Nature Park, which opened in early 2014, expanded our ability to serve the growing population of Apex with a variety of active and passive recreational opportunities. Our high-quality park facilities, greenway network, and the programs we offer contribute greatly to the high quality of life people in Apex enjoy. This element suggests funding several other quality projects in response to our Parks Plan and the expressed needs of those we serve.



The table below shows each of the projects submitted for consideration in this year’s CIP process and the estimated cost of the project in each fiscal year of the plan. Section 6 of this document contains detailed information regarding the proposed funding source for each individual project.

Parks, Recreation, & Cultural Resources	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	Future Years	Total Capital Cost
Annual Miscellaneous Greenway Connections	300,000	300,000	300,000	300,000	300,000	300,000	1,800,000
Beaver Creek Greenway Improvements	650,000	-	-	-	-	-	650,000
Hunter Street Bike Track	225,000	-	-	-	-	-	225,000
Environmental Education Center	-	300,000	-	3,500,000	-	-	3,800,000
Pleasant Park Baseball & Softball Complex	-	4,007,600	4,007,600	-	-	-	8,015,200
West Street Park Improvements	-	1,500,000	-	-	-	-	1,500,000
Beaver Creek Greenway Extension	-	-	500,000	1,000,000	5,000,000	8,031,000	14,531,000
KidsTowne Playground Renovation	-	-	100,000	1,500,000	-	-	1,600,000
Apex Nature Park/Seymour Athletic Fields Parking Lot Expansion	-	-	-	1,200,000	-	-	1,200,000
Big Branch Greenway	-	-	-	300,000	150,000	8,000,000	8,450,000
Jaycee Park Expansion	-	-	-	-	150,000	1,500,000	1,650,000
Reedy Branch Greenway	-	-	-	-	300,000	3,000,000	3,300,000
Apex Community Park Parking Lot Expansion	-	-	-	-	-	700,000	700,000
Middle Creek Greenway	-	-	-	-	-	4,600,000	4,600,000
Olive Farm Park Design	-	-	-	-	-	25,000,000	25,000,000
Wimberly Road Park Design	-	-	-	-	-	30,500,000	30,500,000
Element Total	\$ 1,175,000	\$ 6,107,600	\$ 4,907,600	\$ 7,800,000	\$ 5,900,000	\$ 81,631,000	\$ 107,521,200



Continuous Projects

Annual Miscellaneous Greenway Connections

\$300,000
Annually

This ongoing program would allow for the study and prioritization of proposed connections of existing greenways. As requests for connections continue to increase each year, without funding for this program, we would lack the resources to properly identify the viability of the proposed connections.

FY 2022-23

Beaver Creek Greenway Improvements

\$650,000

This project will relocate, replace, and rebuild a section of greenway that is flooding/holding standing water on Beaver Creek Greenway. Improvements include repair of shoulder and trail surface from Jaycee Park to Kelly Road Park as identified in engineered analysis inventory. This study prioritized maintenance and repair for safety and user experience. Installation of boardwalk near Kelvington Court to address flooding in wetland area.

Hunter Street Bike Track

\$225,000

This project includes the construction of a bike track on recently acquired vacant land, at the north end of the park. Bike track to consist of natural surfaces with obstacles, mounds, and other features to allow for off road biking challenges, similar to mountain biking facilities but in circular track route. No additional parking will be added. An accessible route will link to the new facility.

FY 2023-24

Environmental Education Center

\$3,800,000
Two-year Total

The Nature and Environmental Education facility was part of the initial Master Plan for the Nature Park site that was part of a 2004 bond package. The intent is to utilize this facility as a headquarters for the operation of the park and to provide someone on-site to program and oversee the park. Additionally, it would be a place where environmental and nature exhibits can be seen as part of the town's effort to educate and support environmental initiatives such as conservation and good stewardship. It is envisioned that a large portion of the potential programming for this facility would be achieved through town initiatives and by developing collaborative relationships with area schools and universities.

Pleasant Park Baseball & Softball Complex

\$8,015,200
Two-year Total

This is the baseball/softball complex designed as part of the Pleasant Park master plan. There are 4 fields of ranging sizes, fieldhouse with restrooms, office, meeting, and concession spaces, a maintenance storage building, concourse with seating, 2 signature fields with stadium type seating, 4 batting cages, and support facilities.

West Street Park Improvements

\$1,500,000

This project includes the renovation of West Street park with installation of sanitary sewer for restroom/shelter, accessible route through park, expanded and lighted basketball court, and other improvements; requested as part of the Master planning for West Street Park, developed through community input.



FY 2024-25

Beaver Creek Greenway Extension

\$14,531,000

Four-year Total

This project includes the extension of greenway from Nature Park to Arcadia West and Buckhorn Preserve as well as an extension from Jaycee Park under Highway 55.

KidsTowne Playground Renovation

\$1,600,000

Two-year Total

This community-built wood playground is now 21 years old and while the routine maintenance and replacement of components is ongoing, the life of the structure is limited. This project would undertake the demolition of existing equipment and replace with new.

FY 2025-26

Apex Nature Park/Seymour Athletic Fields Parking Lot Expansion

\$1,200,000

With the conversion of the Seymour Athletic Fields to synthetic turf and the current volume of use, there is a need for expanded parking to keep patrons from parking on Evans Road. This proposal would add approximately 50 parking spaces to town-owned property on the other side of Evans Road and install an at-grade pedestrian crossing into the Nature Park.

Big Branch Greenway

\$8,450,000

Three-year Total

This project will complete greenway along corridor from James Street, South to US 1 providing links to proposed transit routes and serving as a connection to existing neighborhoods.

FY 2026-27

Jaycee Park Expansion

\$1,650,000

Two-year Total

The expansion of Jaycee Park, adjacent to the Apex Peakway, adds new amenities that include an open play field, shelter, playground, and additional parking, which will serve multiple neighborhoods within walking distance of the park. This will also connect to the Beaver Creek Greenway and existing Jaycee Park amenities.

Reedy Branch Greenway

(Abbingdon-Kelly Road West to Goliath Lane)

\$3,300,000

Two-year Total

This project will complete a greenway gap between the sidepath along Kelly Road (connects to Kelly Road Park Olive Chapel Elementary School, commercial/office) and the sidepath along Beaver Creek Commons Drive to commercial/retail and transit.

Horizon

Apex Community Park Parking Lot Expansion

\$700,000

This project would reconfigure the existing parking area and add approximately 30 spaces to service greenway, shelters, fitness course, tennis courts, playgrounds, basketball courts, and special events.



Middle Creek Greenway

(Gladstone North to Center Street)

\$4,600,000

This extension of Middle Creek Greenway runs through the Pinnacle Park project connecting from Gladstone in the Proposed Horton Park Subdivision, crossing Jesse Drive, through the Cash Corporate site, to Lufkin Road Middle School terminating at Center Street/SR1010.

Olive Farm Park Design

\$25,000,000

The town acquired approximately 22 acres of land for a future park in Southwest Apex in August of 2017. The 2022 Master Plan update will include a conceptual plan with recommended facilities to meet community needs. Early responses from public input indicate the possibility of a recreation center, open play space, active and passive recreation with significant environmental components.

Wimberly Road Park Design

\$30,500,000

In September of 2017, the town purchased approximately 30 acres of land with the intention of developing a regional park in the northwest quadrant of Apex. The 2022 Master Plan update will include a conceptual plan with recommended facilities to meet community needs. The Wimberly Road parkland is significant in its location near the White Oak Creek watershed area, access to the American Tobacco Trail, and East Coast Greenway. Preliminary project needs per public input include indoor recreation space (gymnasium/classrooms), passive open space, community gardens, and environmental education and conservation opportunities.



Public Safety Element Projects

Projects Funded: Acquisition of capital equipment to support the operations of the three public safety departments in the town (Fire, Police, and Emergency Communications). (Note: Public safety *facilities* are considered in the *public facilities* element.)

Peak Plan 2030 Recommendation: That the town “provide adequate fire and police in all areas.” This element considers the projects necessary to maintain adequate and responsive services to our residents.



The table below shows each of the projects submitted for consideration in this year’s CIP process and the estimated cost of the project in each fiscal year in the plan. Section 6 of this document contains detailed information regarding the proposed funding source for each individual project.

Public Safety	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	Future Years	Total Capital Cost
Aerial Apparatus to Replace Ladder 4	1,500,000	-	-	-	-	-	1,500,000
Radio Replacement	150,000	150,000	150,000	150,000	150,000	-	750,000
Engine 32 Replacement	-	740,000	-	-	-	-	740,000
SCBA Replacement	-	250,000	250,000	250,000	250,000	710,000	1,710,000
Driving Simulator	-	-	243,000	-	-	-	243,000
Fire Pumper for Olive Farm Station	-	-	-	-	-	825,000	825,000
Fire Pumper for Station 37	-	-	-	-	-	825,000	825,000
Rescue Retrieval Van	-	-	-	-	-	165,000	165,000
Element Total	\$ 1,650,000	\$ 1,140,000	\$ 643,000	\$ 400,000	\$ 400,000	\$ 2,525,000	\$ 6,758,000



FY 2022-23

Aerial Apparatus to Replace Ladder 34

\$1,500,000

This project is for an aerial platform apparatus to replace Ladder 34, which is a 2006 model. At this point, Ladder 34 will have reached its expected 15-year service life. The intent is to use this apparatus in reserve, replacing the quint reserve from Station 3, which will aid our Public Protection Classification. Not funding this request will require the department to continue to run an aerial apparatus that will have approximately 90,000 miles when this replacement is requested. Aerial apparatuses are expensive to operate and the maintenance cost associated with this truck will increase over time.

Radio Replacement

\$750,000

Five-year Total

This project will replace the fire department's mobile and portable radios. Many departments replace their portable radios every 5 years in order to ensure reliable and consistent communications due to keeping up with current technology. The fire department completed a radio replacement project in 2016 so it is important to plan for replacement of all mobile and portable radios throughout the department.

FY 2023-24

Engine 32 Replacement

\$740,000

This will replace Engine 32, a 2011 model rescue pumper that currently has 94,000 miles. While the town typically attempts to get 15 years out of front-line service from a pumper, this truck's dual purpose has caused it to build up mileage at a faster rate. Therefore, a replacement pumper is being requested in order to ensure that our front-line response fleet remains at a level necessary to provide the highest level of service to our community. Not funding this request will require the department to continue to operate this truck until such time as it is replaced.

Self-Contained Breathing Apparatus Replacement

\$1,710,000

Five-year Total

This request is for a total replacement of the self-contained breathing apparatus (SCBAs). With the continuing evolution of NFPA standards that recognize technological advancements, the current SCBAs will no longer meet the most current edition of NFPA 1981 Standard on Open-Circuit Self-Contained Breathing Apparatus for Emergency Services within the next 5-7 years. The projected cost of this request includes a full complement of SCBA equipment include the airpack itself, air bottles, Bluetooth options, and a remote monitoring system.

FY 2024-25

Driving Simulator

\$243,000

The town currently has extremely limited access to a quality driving simulator. Funding this project would be beneficial to staff members in every department and directly enhance our ability to improve employee safety. A modern driving simulator is extremely realistic and can simulate nearly every piece of equipment present within a town vehicle. Trainers can program real life scenarios for staff to encounter during the simulation and integrate a number of challenges into the course.

Horizon

Fire Pumper for Olive Farm Station

\$825,000

This fire pumper will be needed for the fire station slated to be built in the area of Olive Farm Road and Humie Olive Road. This new station was proven to be needed through a third-party station distribution assessment by Envirosafe. If not funded and the station is constructed, the station will be forced to open with a reserve apparatus with well over 100,000 miles. The cost of this project includes equipment needed in order to fully outfit the truck.



Fire Pumper for Station 37

\$825,000

This fire pumper will be needed for the fire station 37 in order to provide service to Apex's western areas, including annexations into Chatham County.

Rescue Retrieval Van

\$165,000

This vehicle has a "normal" van exterior appearance and will not attract undue attention while still providing protection to occupants in critical incidents. This vehicle provides the department with the capability to rescue persons in the event of active gunfire and provide officers ballistic protection in critical incidents involving gunfire and/or explosives. The armored transit van would primarily serve in the role of hostage recovery & rescue transport. This addition will increase officer and resident safety.



Public Facilities Element Projects

Projects Funded: Construction and major maintenance of general government and public safety facilities and infrastructure. This element also funds improvements to communications and technology infrastructure.

Peak Plan 2030 Recommendations: The Peak Plan recommends: 1) Provide adequate fire and police services in all areas. 2) Continue to assess public facility needs to meet demand generated by existing, as well as future, growth and development.

The Public Works Administration building, which was part of a project that included a new Purchasing and Inventory Building, storage yard, and upgrades to other facilities in the public works complex, currently houses Water Resources staff. This element suggests funding several other quality projects to address current and future facility needs.



The table below shows each of the projects submitted for consideration in this year's CIP process and the estimated cost of the project in each fiscal year of the plan. Section 6 of this document contains detailed information regarding the proposed funding source for each individual project.

Public Facilities	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	Future Years	Total Capital Cost
Eva Perry Library Improvements	400,000	-	-	-	-	-	400,000
Firearms Training Range	325,000	50,000	50,000	-	-	-	425,000
Mechanical (Boiler) Upgrades to Community Center	177,600	-	-	-	-	-	177,600
Station 31 Rebuild	100,000	500,000	-	4,500,000	-	-	5,100,000
Public Works Operations Building Renovations	-	870,000	-	-	-	-	870,000
Town Hall Remodel	-	500,000	500,000	500,000	-	-	1,500,000
Tunstall House Restoration	-	1,000,000	-	-	-	-	1,000,000
Vehicle Storage Shed & Brine Building	-	23,500	235,500	-	-	-	259,000
Mechanical (HVAC/Chiller) Upgrades to Town Facilities	-	-	125,000	-	-	-	125,000
Town Campus & Public Works Parking Lot Resurfacing	-	-	385,000	165,000	-	-	550,000
Repurpose Depot Parking Lot	-	-	-	250,000	2,000,000	-	2,250,000
Fire Department Administration Building	-	-	-	-	-	3,000,000	3,000,000
Fire Station 37 (Olive Farm Area)	-	-	-	-	-	6,500,000	6,500,000
Fleet Floor Epoxy & OSHA Work Zone Safety Marking	-	-	-	-	-	110,000	110,000
Fleet Fluid Pumps/Reclamation	-	-	-	-	-	100,000	100,000
Land Purchase for Affordable Housing	-	-	-	-	-	500,000	500,000
Police Department Addition/Renovation	-	-	-	-	-	6,400,000	6,400,000
Public Safety Station 38	-	-	-	-	-	8,250,000	8,250,000
Element Total	\$ 1,002,600	\$ 2,943,500	\$ 1,295,500	\$ 5,415,000	\$ 2,000,000	\$ 24,860,000	\$ 37,516,600



FY 2022-23

Eva Perry Library Improvements

\$400,000

The Eva Perry Regional Library first opened in 1996 and is one of Wake County's most active libraries. It serves the Apex and southern Cary areas. A renovation is scheduled to update the building's interiors and address long-term maintenance issues with aging building systems. This project includes funding to replace the roof and HVAC mechanical components at the facility. Wake County and the town, through the current interlocal agreement, have agreed to the replacement of capital items by the town for the duration of the agreement.

Firearms Training Range

\$425,000

Three-year Total

The Police department currently uses the firearms training facility operated by the Town of Cary with access to their facility on a limited basis throughout the year. Due to past and projected growth of both towns, it is becoming more difficult to get a sufficient number of training days to meet our needs. Therefore, funding is being requested to renovate a parcel of land currently owned by Duke Energy Progress near the Shearon Harris Nuclear Power Plant in New Hill. For the past several months, we have been working with officials from Duke Energy to acquire access to this parcel of land. The site is where a firing range was once operated by the security staff at the nuclear power plant. Once approved, the town would be offered a no cost multi year lease for the property.

Mechanical (Boiler) Upgrades to Community Center

\$177,600

This project includes replacing the four 20-year-old boilers at the Community Center and creating a hot water loop system. Currently, there are issues with keeping temperatures up during colder months throughout the year, and there is significant deterioration of heat bricks, burners, and sensors. Burners and sensors have been replaced several times, but due to the age and inefficiency of units replaced, the items burn out.

Station 31 Rebuild

\$5,100,000

Three-year Total

This project will raze and rebuild a three-bay fire station on half of the land on which the current Station 1 sits. The current building is not suitable for major renovation. This station will be designed to fit with the character of downtown while providing modern capabilities and operational effectiveness. It is anticipated that this station will continue to be a single company house with the addition of battalion chief quarters, since the current Station 3 will house Fire Administration. Incorporation of some type of public "museum space" featuring the Hunter fire apparatus is also planned for this location.

FY 2023-24

Public Works Operations Building Renovations

\$870,000

Phase I of this project includes renovating the existing locker area and expand it into the adjacent space being vacated by Electrical Operations upon their move to a new facility off-campus. New, larger men's and women's locker rooms would be created, with more toilet fixtures, showers, and lockers in each space. Additionally, a single occupancy toilet and shower room would be added, as well as a larger janitorial space. In the wider and longer hallway serving these new spaces, more laundry drop-off and pick-up lockers would be made available.

Town Hall Remodel

\$1,500,000

Three-year Total

This project includes a placeholder to fund the design changes to the Town Hall facility once the Building Inspections & Permitting department relocates to the Mason Street property. Following the recommendations of a space needs study conducted in FY19-20, the town has identified areas it can renovate or change to improve and increase the physical capacity of the building. An important component of this project will be anticipating growth and changes for each department and considering interactions between departments.



Tunstall House Restoration

\$1,000,000

Restoration of the existing Tunstall House would not only be a prescriptive plan to save the current structure, but also provide long term use as well as mediate deterioration to the existing structure. This project contemplates the historic restoration of the house and contributing outbuildings. The house is suffering from deferred maintenance and currently serves no purpose. In the past, the house has been looked at for public purpose, but the restoration/renovation costs have been prohibitive. The first phase would include testing for lead and asbestos and determining preventive steps to stop further deterioration until the renovation occurs in the following year.

Vehicle Storage Shed & Brine Building

\$259,000

Two-year Total

This project is for the construction of a vehicle storage shed & brine building at the Public Works Operation Yard. The storage shed and brine building will provide shelter for vehicles and equipment not currently protected from inclement weather.

FY 2024-25

Mechanical (HVAC/Chiller) Upgrades to Town Facilities

\$125,000

This project includes the replacement of old inefficient R22A HVAC/chiller units to R410 in Town Facilities due to R22 refrigerant being phased out with limited to no replacements available. Where replacements can be found, it is extremely expensive and timely to replace/repair.

Town Campus & Public Works Parking Lot Resurfacing

\$550,000

Two-year Total

This project is for the reconstruction of the Town Campus and Public Works Operations parking lots to include asphalt pavement and remarking.

FY 2025-26

Repurpose Depot Parking Lot

\$2,250,000

Two-year Total

The conversion of the Depot parking lot to the premier space to gather downtown was identified as a "Top 10" priority project in the Downtown Plan. The details of the final design will include a durable curbless environment with a balance of sun and shaded areas, along with lighting and movable, interactive furnishings. Conceptual plans include space for the Farmer's Market, a splash pad area, an ice-skating rink, and plenty of seating and space to host a variety of activities.

Horizon

Fire Department Administration Building

\$3,000,000

As the Fire department grows, the need for additional administrative office and conference room space is increasing exponentially. This project will construct a fire administrative building that is capable of housing fire administration, logistics, training, and the fire marshal's office. This building will also contain conference space, planning rooms, and secure storage for departmental supplies and a warehouse space on the land behind Station 33.

Fire Station 37

\$6,500,000

(Olive Farm Area)

Fire Station 37 has been identified by a third party as being needed in order to meet the informally adopted fire department coverage standard of at least 90 percent of our coverage area being within a five-minute travel time from all stations. This station's concept will mirror the Wimberly Road Station without the police elements.



Fleet Floor Epoxy & OSHA Work Zone Safety Marking **\$110,000**

The fleet bay areas are faded and oil stained. Currently, there are no proper delineation/work zone markings on them causing a greater potential to work place injuries such as but not limited to; slipping and tripping hazards. There are no proper indications of personal protective equipment, safety data sheets, spill kit, or work zone safety signs.

Fleet Fluid Pumps/Reclamation **\$100,000**

This project includes the relocating of motor oil, hydraulic, coolant, and reclamation reservoir. Currently, the vehicle and equipment fluids are located in a small room with limited size drums, which increases the number of times vendors have to come out to refill or remove used fluids. Dumping old/used fluids is hazardous, based upon current practices, in which the mechanic hand pours/pumps old fluids into an open drum. This project will relocate to a larger area to allow larger tanks of new fluids and several reclamation tanks hooked up to pneumatic pumps that would safely and efficiently remove used fluids. On several occasions, the "oil room" where fluids are kept has experienced spills and overflow due to an increase in services provided by our fleet mechanics.

Land Purchase for Affordable Housing **\$500,000**

This project will provide funding for the purchase of land for future development of affordable housing.

Police Department Addition/Renovation **\$6,400,000**

With the growth of the community and Police department, the town is experiencing space limitations at the main police facility. This project includes plans to add space for operations, administrative functions, and the Communications Center. The conceptual plan adds two stories of office space above the current administrative parking lot (east side) over a secured police parking lot. The first level above that would align with the existing second story of the building and would be finished into office space for administrative functions. The second level would be unfinished shell space to allow for future growth. The existing administrative office space would be renovated to allow for a doubling in size of the existing Communications Center and the addition of related office and work space.

Public Safety Station 38 **\$8,250,000**

Public Safety Station 38 will be needed if the Town of Apex begins to annex into Chatham County down US 64 or 751. This area is quite a distance from any current or planned fire station and we will not be able to meet our coverage standard without the addition of a new fire station, personnel, and apparatus. Not funding this request will leave this area without equitable public safety coverage.



Public Works & Environmental Services Element Projects

Projects Funded: Projects designed to manage and mitigate the effects of stormwater runoff, manage the collection and disposal of solid waste, and maintain streets. These projects include structural improvements, Stormwater Control Measure (SCM) construction, and the major maintenance of this infrastructure. They also include equipment needed to manage solid waste collection and maintain town streets

Peak Plan 2030 Recommendation: There are no direct recommendations in the plan regarding Public Works and Environmental Services.



Focusing on maintaining and improving the conveyance of stormwater protects property, infrastructure, and the environment. A well-managed yard waste collection program assists in this effort by keeping roadside gutters and drains clear.



The table below shows each of the projects submitted for consideration in this year's CIP process and the estimated cost of the project in each fiscal year in the plan. Section 6 of this document contains detailed information regarding the proposed funding source for each individual project.

Public Works & Environmental Services	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	Future Years	Total Capital Cost
Grapple Truck - Replacement	-	195,000	-	-	-	-	195,000
Leaf Truck - Addition	-	212,000	-	212,000	-	-	424,000
Street Sweeper - Replacement	-	275,000	-	-	-	-	275,000
Chipper Truck - Addition	-	-	165,000	-	-	-	165,000
Leaf Truck - Replacement	-	-	212,000	-	212,000	-	424,000
Chipper Truck - Replacement	-	-	-	165,000	-	-	165,000
Motor Grader - Replacement	-	-	-	406,000	-	-	406,000
Small Asphalt Paver - Addition	-	-	-	115,000	-	-	115,000
Dump Truck - Replacement	-	-	-	-	-	185,000	185,000
Element Total	\$ -	\$ 682,000	\$ 377,000	\$ 898,000	\$ 212,000	\$ 185,000	\$ 2,354,000



FY 2023-24

Grapple Truck – Replacement **\$195,000**

There are currently two grapple trucks in the fleet to support the town's yard waste program by providing large limb and tree stump removal service. Only one of the grapple trucks is used on a daily basis with a second truck serving as a backup. This second truck is also used to support the bulk item pickup program; collecting oversized items that cannot be lifted by hand. This project will replace a truck (Unit #210) that will be over 9 years old with over 94,000 miles.

Leaf Truck – Addition **\$212,000**

The addition of another leaf truck will be necessary to meet the expanding service area resulting from residential growth. An additional employee will be necessary to operate the equipment to continue to provide weekly service.

Street Sweeper – Replacement **\$275,000**

This project will replace a street sweeper (Unit #96) that will be over 22 years old at the time of replacement. There is currently one street sweeper in the Streets department fleet used to clean streets for special events. This truck will be used to clean town streets after spills, provide routine maintenance, and clean up after parades and festivals.

FY 2024-25

Chipper Truck – Addition **\$165,000**

This project will be an addition of a Chipper Truck, which will be a required addition to the future growth of the department and additional responsibilities of the department. The department will not be able to maintain production due to lack of equipment within the town.

Leaf Truck – Replacement **\$212,000**

This project will replace a leaf truck (Unit #108) in the town's current fleet that will be 8 years old at the time of replacement.

FY 2025-26

Chipper Truck – Replacement **\$165,000**

This truck replacement is necessary to maintain our current level of service to the town. Not adequately maintaining the fleet of the town would mean the current level of service would have to be decreased in order to accommodate the higher population. The replacement is needed due to the aging of an existing chipper truck/chipper combo (Unit #225), which will be 10 years old at the time of replacement.

Leaf Truck – Addition **\$212,000**

The addition of another leaf truck will be necessary to meet the expanding service area resulting from residential growth. An additional employee will be necessary to operate the equipment to continue to provide weekly service.

Motor Grader – Replacement **\$406,000**

This project will replace a grader (Unit #5506) that is over 53 years old with over 120,000 miles. A motor grader is necessary to spread materials, maintain ditches, and maintain gravel roads and parking lots. This vehicle will also be utilized for snow and ice control operations.

Small Asphalt Paver - Addition **\$115,000**

This paver is to expand our capabilities to pave when utility cuts might occur or for greenway trail repairs. Funding this Paver would prevent the town from having to contract out these small projects at a higher cost.



FY 2026-27

Leaf Truck – Replacement

\$212,000

This project will replace a leaf truck (Unit #121) in the town’s current fleet that will be 8 years old at time of replacement

Horizon

Dump Truck – Replacement

\$185,000

This project will replace a dump truck (Unit #62) in the town’s fleet that will be 18 years old at time of replacement.

General Fund Summary

The table below shows the total of the capital needs in each of the CIP elements supported by the General Fund and the revenue sources proposed to support these needs. The grant and fee revenues are explained in the applicable sections above. Local revenue is indicative of the need for current year revenue supported funding for some projects/purchases in each year. Section 6 of this document contains detailed information regarding the proposed funding source for each individual project.

The level of capital need reflected in this document necessitates the issuance of additional debt to meet these needs. In the table below, new debt service is shown as a total amount proposed in each fiscal year. Installment purchase is used primarily for debt issues that are shorter in term and/or for relatively small projects. Bond debt is issued for longer term, high cost projects. Some bond issues cover multiple projects. For the purpose of the estimates shown, we have used an interest rate of 4 percent for installment and bond debt issues. While bond debt will carry a lower interest rate, we opted to keep this illustration simpler by using a common interest rate.

For items such as fire apparatus purchases, replacement vehicles and minor renovations, we use “pay go” financing to avoid interest costs and use accumulated fund balance for these one-time purchases. For all other issues in the General Fund, we use a twenty-year term for the purpose of this illustration. Increasing the length of the term for these issues would result in a lower annual payment, but a higher over-all interest cost over the life of the borrowing.

General Fund Element Total	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	Future Years	Total Capital Cost
Transportation	8,390,000	9,075,000	13,245,000	32,765,000	11,290,000	47,525,000	122,290,000
Parks, Recreation, & Cultural Resources	1,175,000	6,107,600	4,907,600	7,800,000	5,900,000	81,631,000	107,521,200
Public Safety	1,650,000	1,140,000	643,000	400,000	400,000	2,525,000	6,758,000
Public Facilities	1,002,600	2,943,500	1,295,500	5,415,000	2,000,000	24,860,000	37,516,600
Public Works & Environmental Services	-	682,000	377,000	898,000	212,000	185,000	2,354,000
	\$ 12,217,600	\$ 19,948,100	\$ 20,468,100	\$ 47,278,000	\$ 19,802,000	\$ 156,726,000	\$ 276,439,800
Revenues	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	Future Years	Total
General Fund / Capital Outlay	4,917,800	13,945,100	14,027,600	10,823,000	16,444,500	22,986,500	83,144,500
General Obligation Bonds	314,500	930,000	1,250,500	24,505,000	-	109,131,000	136,131,000
Grants	4,035,300	1,500,000	2,025,000	690,000	-	-	8,250,300
Installment Purchase / Capital Lease	-	-	-	8,000,000	-	21,150,000	29,150,000
Designated Capital Funds	1,250,000	1,787,500	1,326,000	1,366,000	1,406,500	1,448,900	8,584,900
Intergovernmental Funds	1,700,000	1,785,500	1,839,000	1,894,000	1,951,000	2,009,600	11,179,100
	\$ 12,217,600	\$ 19,948,100	\$ 20,468,100	\$ 47,278,000	\$ 19,802,000	\$ 156,726,000	\$ 276,439,800

After capital assets are acquired or constructed, most will entail ongoing expenses for routine operation, repair, and maintenance. These operations, repair, and maintenance costs are accounted for annually in each year’s operating budget.

Transportation Element: New road and parking lot construction will necessitate future maintenance work including pothole repair, crack sealing, road marking repair, and resurfacing. Downtown improvements, such as the downtown alley improvements and Salem Street Streetscape, will involve future costs such as landscaping, electrical work, and repainting. Sidewalk construction in the Safe Routes to School project will involve

regular pavement repair, repainting crosswalk markings, and performing maintenance work on crosswalk signals. Lastly, the GoApex Transit Program will involve future costs including wages for operating personnel and routine vehicle maintenance and repair work.

Parks, Recreation, & Cultural Arts Element: New greenway connections will necessitate future maintenance work including brush clearing, sign and bench replacement, and trail reconstruction. Once constructed and operational, the Environmental Education Center will necessitate ongoing costs such as staff wages, educational materials, and regular cleaning and building maintenance. Parking lot expansions will involve future costs including sweeping and asphalt treatment. New park construction will necessitate regular annual costs such as landscaping, irrigation system maintenance, restroom and public facility cleaning, and wages for park maintenance and programming staff.

Public Safety Element: The replacement aerial apparatus, replacement fire engines, and new rescue retrieval van will incur regular costs such as the purchase of fuel, wages for operating personnel, and repair and maintenance. Once acquired, the driving simulator will necessitate annual repair and maintenance costs

Public Facilities Element: New public safety and fire stations will incur future costs including staff wages, building cleaning and maintenance, and utility services. After renovations are complete, the Eva Perry Library will incur costs for routine maintenance and repairs of its new roof and HVAC unit. The repurposing of the downtown Depot parking lot will involve regular costs including street sweeping, landscaping, furniture and lighting replacement, and programming. HVAC, chiller, and boiler upgrades to town administrative buildings will necessitate routine maintenance and repair costs as their useful lives progress.

Public Works & Environmental Element New and replacement vehicles and equipment such as chipper trucks, leaf trucks, dump trucks, and asphalt pavers will incur regular maintenance and repair costs over the course of their useful lives.

Section 3: CIP Financial Impact Analysis on General Fund

A key element of the CIP is the financial impact analysis that discusses the effects of capital spending on the town's operation costs, debt capacity, and other important debt ratios. It is important to understand how capital spending affects these indicators because the Local Government Commission (LGC) and bond rating agencies use them to evaluate the town's financial condition and to issue ratings. Apex currently has a bond rating of AAA with Standard & Poor's Corporation and Aaa with Moody's Investors Service. These ratings represent strong financial standing and are the highest possible ratings attainable.

Projections and Estimates

Proper financial planning requires projections and estimates for expenditures, revenues, and other financial indicators. Expenditure and revenue estimates require forecasts for changes in population, assessed property value, and other factors such as changes in the economy. The CIP projections represent an eight percent growth factor for operations expenditures throughout the five-year scope. This growth factor is representative of the town's three-year rolling average for personnel and operating expenditure increases. The town has been the beneficiary of sustained growth in property values with a three-year rolling average of 8.43 percent not including revaluation years. Wake County will perform a revaluation in 2024 that will affect the assessed value and revenue neutral tax rate for Apex. The CIP includes an adjustment in FY24-25 for a potential revenue neutral rate in response to the revaluation. Apart from gains in property tax revenues and sales tax revenues, estimates indicate growth in other revenues, not including grants, fund transfers, or use of fund balance, to be on par with the increases in expenditures. The CIP includes a revenue growth rate of eight percent beyond FY22-23. For projects subject to financing in FY22-23, the debt model includes interest rates of 4.0 percent. For future years, a half percent has been added to the interest rate per year beginning in FY23-24. That rate may vary depending on the size of the project and length of term. Financing recommendations in this CIP include use of general obligation (GO) bonds and installment financing in the General Fund and revenue bonds in enterprise funds.

Debt Ratios

The large costs associated with capital projects may require financing, which results in debt obligation for the town. The LGC and bond rating agencies assess the town's ability to incur and repay debt through various debt capacity ratios and indicators. In the General Fund, the town evaluates net debt as a percentage of total assessed value of taxable property, the aggregate ten-year principal payout ratio, and the ratio of debt service expenditures as a percent of total fund expenditures.

Net debt per assessed valuation is an important indicator because it takes into account the town's largest revenue source and greatest means for repaying debt. This is a measure of debt capacity as well as debt burden. This ratio divides the town's net debt by its total assessed value, where net debt is defined as all tax-supported debt. town policy states that its net debt per assessed valuation should not exceed 2.5 percent. Apex's expected debt-to-assessed valuation ratio for FY22-23 is .84 percent. The ratio for FY22-23 represents the expected high point within the proposed CIP. Even with upcoming projects that will require additional debt financing, the growth in assessed value will outpace that modest increase in net debt, resulting in a lower ratio. The .84 percent is well below the town's maximum and the legal limit set forth by N.C.G.S. 159-55, which limits net debt to eight percent or less of a local government's total property valuation. Apex's legal debt limit, based on the July 1, 2022 audited valuation is \$829,020,168. The CIP includes a maximum debt obligation of \$117,211,552 in FY25-26.

The 10-year payout ratio measures the amount of principal being retired in the next 10 years. As an indicator, it determines if debt is back-loaded, which can cause concern for long-term financial stability. Apex has a policy that establishes a minimum 10-year payout ratio of 55 percent. The CIP includes issuance of previously authorized bonds as well as new bond debt and installment purchase financing. The new debt brings the payout ratio to 72.47 percent in FY22-23. The lowest ratio of 63.91 in FY25-26 remains above the town's minimum.

Debt service as a percentage of total expenditures measures annual debt service payments of non-self-supporting projects as a portion of the Town's General Fund expenditures. Debt service payments can become a large portion of a town's budget and should be monitored to ensure acceptable levels. Too much debt service may indicate excessive debt and fiscal strain. Bond rating agencies consider a net debt service percentage between 15 and 20 percent to be high. A ratio below five (5) percent indicates capacity for significant new debt. The town's policy is to maintain a net debt service ratio of less than 12 percent. For FY22-23, the General Fund debt service ratio is 10 percent, which represents the highest ratio for the proposed CIP. Without significant changes to the CIP, the debt service ratio will remain below 12 percent for the length of the current CIP. Keeping this ratio below 12 percent provides the town with opportunities to finance more projects.

Pay-as-go financing can help keep key debt ratios in acceptable range by eliminating new debt obligations and annual debt service payments. The proposed CIP indicates differences from year to year in pay-as-go financing over the five-year period. This is due to the significant costs associated with some larger projects such as roads or a new fire station. If debt ratios begin to approach unacceptable ranges, delaying projects or using pay-as-go financing should be considered to keep the town in good financial standing and reduce fiscal strain.

Other factors bond rating agencies consider when assessing a town's financial condition may include the community's wealth, tax base, sources of revenues, and the overall economy.

Summary of CIP Impact on General Fund Debt Ratios and Fiscal Indicators

Debt Obligations	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27
GO Bond Debt	\$63,155,000	\$81,754,500	\$78,969,500	\$76,505,000	\$96,085,000	\$91,160,000
Installment Purchase & Lease Debt	\$19,649,724	\$18,440,931	\$16,660,138	\$14,889,345	\$21,126,552	\$19,372,759
Total Net Debt Obligations	\$82,804,724	\$100,195,431	\$95,629,638	\$91,394,345	\$117,211,552	\$110,532,759
Debt Service						
GO Bond Principal	\$3,715,000	\$3,715,000	\$4,925,000	\$4,925,000	\$5,970,000	\$5,975,000
GO Bond Interest	\$2,117,986	\$2,930,757	\$2,740,607	\$2,549,807	\$3,733,706	\$3,466,707
<i>Total GO Bond Debt Service</i>	<i>\$5,832,986</i>	<i>\$6,645,757</i>	<i>\$7,665,607</i>	<i>\$7,474,807</i>	<i>\$9,703,706</i>	<i>\$9,441,707</i>
IP & Lease Principal	\$1,208,793	\$1,780,793	\$1,770,793	\$1,762,793	\$1,753,793	\$1,969,806
IP & Lease Interest	\$280,402	\$331,069	\$297,423	\$263,963	\$230,651	\$631,864
<i>Total IP Debt Service</i>	<i>\$1,489,195</i>	<i>\$2,111,862</i>	<i>\$2,068,216</i>	<i>\$2,026,756</i>	<i>\$1,984,444</i>	<i>\$2,601,670</i>
Total GF Debt Service	\$7,322,181	\$8,757,619	\$9,733,823	\$9,501,563	\$11,688,150	\$12,043,377

General Fund Debt Ratios & Fiscal Indicators	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27
Fund Balance	\$34,490,969	\$30,870,969	\$19,246,462	\$8,919,062	\$3,591,974	-\$981,748
Fund Balance Percentage	40.84%	33.85%	18.09%	7.90%	3.02%	-0.77%
Impact on Capital Designated Funds	\$0	\$1,250,000	\$1,787,500	\$1,326,000	\$1,366,000	\$6,406,500
Impact on Operating Budget	\$0	\$0	\$0	\$0	\$0	\$0
Revenue per Capita	\$1,209	\$1,213	\$1,217	\$1,184	\$1,212	\$1,219
% Property Tax Revenue	50.56%	52.98%	53.23%	55.10%	56.47%	56.56%
10-year Principal Payout (>55%)	0.00%	72.47%	77.37%	82.11%	63.91%	67.61%
Net Debt per Assessed Valuation (<2.5%)	0.739%	0.842%	0.741%	0.616%	0.728%	0.633%
Net Debt Service to Expenditures Less Transfers-in (<12%)	8.83%	10.00%	9.47%	8.45%	9.83%	9.44%
PAYGO Percent	0.00%	97.39%	95.35%	93.91%	31.25%	100.00%

Tax Rate Analysis

One method of assessing the CIP impact on the operating budget is to illustrate the effects in terms of the tax rate. The overall CIP model includes future estimates and escalation for revenues and expenditures, including operating impacts identified for each capital project. The table below depicts the potential tax rate needed to generate enough revenue to account for General Fund CIP project costs beyond the town's typical capital and operating expenditures. This calculation is dependent on the town's assessed value and the revenue generated by a penny on the tax rate. Because the intent is to illustrate funding gaps solely in terms of the tax rate, the formula does not take into account substantial increases or decreases in revenues from other sources such as sales tax or service fees.

The FY22-23 Recommended Budget includes a tax rate of \$.41, which includes a \$.014 increase for voter approved bond debt in 2021. Wake County will undergo another revaluation in 2024 and the projections for FY24-25 use a revenue-neutral tax rate of \$.387. For this analysis, the town's capital expenditures do not include grant-funded projects except for the required local contributions.

If projections are accurate, CIP projects will create a funding gap each year beyond FY22-23 with potential shortfalls ranging from \$4.57 million in FY26-27 to \$9.83 million in FY24-25. These funding gaps represent potential policy decisions for Town Council regarding use of fund balance, setting the tax rate, delaying projects, and consideration of operational cuts. The funding gaps also present opportunities for town staff to identify additional funding sources such as grants or direct fees that can affect Town Council decisions to balance the budget. The funding gap is noticeable for all years primarily due to large downtown, transportation, and parks and recreation capital projects. Notably, several large parks and recreation projects are new to the CIP and have created larger funding gaps than previously identified in prior years' analyses. The CIP includes \$74.87 million in transportation projects over the next five years, including \$6.7 million for downtown projects, and identifies another \$47.53 million in projects on the horizon. This amount does not include the already budgeted \$25.5 million SW Apex Peakway project, for which debt service payments will begin in FY22-23. Transportation projects include ten projects with cost estimates exceeding \$1 million over the next five years. The CIP programs seven of these large projects for FY25-26 to correspond with bond sales from the November 2021 bond referendum, which funds \$22.94 million for five of the projects. Overall, the CIP includes new debt service for general obligation bonds to cover \$42 million in transportation projects – \$17 million beginning in FY22-23 and \$25 million in FY25-26. The impact model does include a tax rate increase to accompany the proposed general obligation debt. The proposed bond plan includes two separate tax rate increases of \$.014 in FY22-23 and \$.016 in FY26-27 to cover the annual debt service. Significant parks and recreation projects include the completion of the baseball and softball complex at Pleasant Park for \$4.01 million in FY23-24 and FY24-25, an environmental education center (\$3.8 million), Beaver Creek Greenway expansion (\$6.5 million), and maintenance and renovations at KidsTowne Playground (\$1.6 million). These parks and recreation projects are new to the CIP and currently do not have funding identified beyond typical General Fund revenues.

The five-year tax rate assessment table below indicates the change in tax rate needed to account for the potential funding gaps. This does not account for any potential increases in other revenues sources or cuts in the operating budget that may offset the gap. The "tax rate" line reflects revenues with no change in the current tax rate other than an adjustment for revenue neutral in the revaluation year and the required tax increase for general obligation bonds. The "zero-balance" tax rate line reflects revenues with the tax rate adjusted to offset the funding gap for the corresponding year. The table indicates that without changes to the project schedule, operational cuts, or identifying alternate funding sources, the town would need to increase the property tax rate by an average of \$.047 in future years to ensure a balanced budget and maintain sufficient reserves.

5-Year Tax Rate Assessment

Forecasted Expenditures (Including CIP Projects)	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27
Operating Budget	\$73,126,481	\$78,976,599	\$85,294,727	\$92,118,306	\$99,487,770
Capital Outlay	\$8,791,400	\$17,568,100	\$17,242,600	\$14,083,000	\$19,802,000
Debt Service	\$8,757,619	\$9,733,823	\$9,501,563	\$11,688,150	\$12,043,377
Transfers Out	-\$1,250,000	-\$1,787,500	-\$1,326,000	-\$1,366,000	-\$6,406,500
<i>Total Expenditures</i>	<i>\$91,201,500</i>	<i>\$106,419,723</i>	<i>\$112,930,891</i>	<i>\$118,932,056</i>	<i>\$127,542,147</i>
Total Capital & Debt	\$16,299,019	\$25,514,423	\$25,418,163	\$24,405,150	\$25,438,877
Capital & Debt Expenditures %	17.87%	23.98%	22.51%	20.52%	19.95%
Forecasted Revenues					
Property Tax	\$48,322,500	\$52,395,495	\$56,811,793	\$64,149,935	\$69,556,989
Other Taxes, Fees, Charges	\$39,259,000	\$42,399,720	\$45,791,698	\$49,455,033	\$53,411,436
Transfers In	\$0	\$0	\$0	\$0	\$0
<i>Total Revenues</i>	<i>\$91,201,500</i>	<i>\$98,435,215</i>	<i>\$103,103,491</i>	<i>\$113,604,968</i>	<i>\$122,968,425</i>
Difference	(\$0)	(\$7,984,508)	(\$9,827,400)	(\$5,327,087)	(\$4,573,722)
Projected Fund Balance	\$30,870,969	\$19,246,462	\$8,919,062	\$3,591,974	-\$981,748
Capital Impact on Fund Balance	(\$0)	(\$7,984,508)	(\$9,827,400)	(\$5,327,087)	(\$4,573,722)
Fund Balance Impact Percentage	33.85%	18.09%	7.90%	3.02%	-0.77%
Assessed Property Value	\$11,905,025,641	\$12,908,473,570	\$14,844,744,606	\$16,095,974,858	\$17,452,668,504
\$.01 Property Tax Increase =	\$1,178,598	\$1,277,939	\$1,469,630	\$1,593,502	\$1,727,814
Tax Rate	\$0.410	\$0.410	\$0.387	\$0.403	\$0.403
Change in Tax Rate Needed for Difference	\$0.000	\$0.062	\$0.067	\$0.033	\$0.026
Zero-Balance Tax Rate	\$0.410	\$0.472	\$0.453	\$0.436	\$0.429
Projected Fund Balance with Tax Rate Adjustment	\$30,870,969	\$27,230,969	\$18,746,462	\$8,919,062	\$3,591,974
Projected Fund Balance % with Tax Rate Adjustment	33.85%	25.59%	16.60%	7.50%	2.82%

Section 4: Electric Utility

The projects funded through the Electric Utility element pull from the Electric Enterprise Fund. This fund pays only for projects related to the electric system and not for projects related to the Water/Sewer Fund or the General Fund.

The types of capital projects that qualify for this fund include construction, maintenance, and improvement of electric distribution infrastructure. These projects include substation additions and upgrades, distribution line extensions, major maintenance of infrastructure, and the equipment necessary to maintain the system.

The icon below signifies the electric utility element, and is located on the top right corner of the pages that are associated with these projects.





Electric Utility Element Projects

Projects Funded: Construction, maintenance, and improvement of electric distribution infrastructure. These projects include substation additions and upgrades, distribution line extensions, major maintenance of infrastructure and equipment necessary to maintain the system.

Peak Plan 2030 Recommendation: Continuing to assess, plan, and fund infrastructure needs through a capital improvement program and manage growth through utility investments.



From our newest substation, Mt. Zion (shown on the left), and throughout our system, we work to improve the reliability of our electric system.



Well-trained and well-equipped technicians are required to maintain a first-rate utility.

The table below shows each of the projects submitted for consideration in this year’s CIP process and the estimated cost of the project in each fiscal year in the plan.

Electric Utility Fund	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	Future Years	Total Capital Cost
Electric Line Truck - Replacement	285,500	-	-	-	-	-	285,500
Smart Grid Meter & Load Control	1,000,000	-	-	-	-	-	1,000,000
Green Level Substation	-	-	1,700,000	-	-	-	1,700,000
East Williams Substation	-	-	-	-	-	5,075,000	5,075,000
Total	\$ 1,285,500	\$ -	\$ 1,700,000	\$ -	\$ -	\$ 5,075,000	\$ 8,060,500



FY 2022-23

Electric Line Truck – Replacement

\$285,500

This project will replace one Electric Line truck (Unit #183). The Digger Derrick is a specialized vehicle required for the installation of both overhead and underground electrical equipment. At time of replacement, the truck will be over 10 years old.

Smart Grid Meters & Load Control

\$1,000,000

This project provides an end-to-end solution for wireless smart grid and advanced metering. It will provide the ability to manage and monitor our electrical service customers by utilizing high speed, standards-based communications to access real-time data. In addition to advanced metering, this project will also provide updated load control devices, thermostats, and street light control hardware. The software provides meter data, network, load control, streetlight, and outage and customer portal management all in one easy to use platform.

FY 2024-25

Green Level Substation

\$1,700,000

The Green Level area is expected to add more than 2,100 new homes and associated services in the next few years. To support this scale of development, we will initially need to build a new 80 MVA substation with one 40 MVA Power Transformer installed. Having the electrical capacity ready in the form of a new substation (and distribution lines) will help ensure that we can provide reliable electrical service to this area.

Horizon

East Williams Substation

\$5,075,000

As Veridea begins to develop along East Williams Street, near the East Williams Substation, we will need to improve our ability to serve this area. This project consists of approved development of 2.2 million square feet of mixed-used commercial development, 500,000 square feet of office development, and 4,000 residential units located on approximately 1,000 acres. To support this scale of development, the town would need to add two 40 MVA Power Transformers to the East Williams Substation to provide the additional capacity and reduce delivery point charges from Duke Energy. This project contains two phases. Phase I will install one 40 MVA transformer and Phase II will add the second 40 MVA transformer.

Electric Fund Summary

The table below shows the total of the capital needs for the Electric Fund element and the revenue sources proposed to support these needs. Local revenue is indicative of the need for current year revenue supported funding for some projects/purchases in each year.

At this time, no issuance of additional debt is projected to be needed to meet the capital needs described above.

Electric Utility Fund	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	Future Years	Total Capital Cost
Electric Line Truck - Replacement	285,500	-	-	-	-	-	285,500
Smart Grid Meter & Load Control	1,000,000	-	-	-	-	-	1,000,000
Green Level Substation	-	-	1,700,000	-	-	-	1,700,000
East Williams Substation	-	-	-	-	-	5,075,000	5,075,000
Total	\$ 1,285,500	\$ -	\$ 1,700,000	\$ -	\$ -	\$ 5,075,000	\$ 8,060,500
Revenues	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	Future Years	Total
Capital Outlay	1,285,500	-	-	-	-	-	1,285,500
Designated Capital Funds	-	-	1,700,000	-	-	-	1,700,000
Revenue Bonds	-	-	-	-	-	5,075,000	5,075,000
	\$ 1,285,500	\$ -	\$ 1,700,000	\$ -	\$ -	\$ 5,075,000	\$ 8,060,500



Section 5: Water & Sewer Utility

Projects assigned to the Water and Sewer Utility element are funded through the Water and Sewer Enterprise Fund. This fund only pays for projects related to the water and sewer system, and not for projects related to the electric fund, or any General Fund related project.

The types of capital projects that qualify for this fund include the construction and improvement of water and sewer infrastructure. These projects include main additions and replacements, water/wastewater treatment plant renovations/expansions, filter rehabilitation, pump station additions, major maintenance of infrastructure, and the equipment necessary to maintain the system.

The icon below signifies the Water and Sewer Utility element, and is located on the top right corner of the pages that are associated with these projects.





Water & Sewer Utility Projects

Projects Funded: Construction and improvement of water and sewer infrastructure. These projects include main additions and replacements, water/wastewater treatment plant renovations/ expansions, filter rehabilitation, pump station additions, major maintenance of this infrastructure, and the equipment necessary to maintain the system.

Peak Plan 2030 Recommendation: Continue to assess, plan, and fund infrastructure needs through a capital improvement program and manage growth through utility investments.

Our water and sewer utilities face increasing demands for maintenance and improvements in order to serve current and future needs. Our wastewater treatment plant treats a portion of the wastewater generated in Apex, with the remainder going to the new regional plant in New Hill.



The table below shows each of the projects submitted for consideration in this year's CIP process and the estimated cost of the project in each fiscal year of the plan.

Water & Sewer Utility Fund	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	Future Years	Total Capital Cost
Beaver Creek Commons Gravity Sewer Extension	1,400,000	-	-	-	-	-	1,400,000
Big Branch 2 Pump Station & Force Main	1,000,000	26,060,000	-	-	-	-	27,060,000
Crane Truck - Replacement	250,000	-	-	-	-	-	250,000
Humie Olive Water Loop	150,000	-	600,000	-	-	-	750,000
Middle Creek - Sunset Hills Pump Station Renovation	3,510,000	-	-	-	-	-	3,510,000
Water Main Replacement & Rehab Program	300,000	400,000	400,000	400,000	400,000	-	1,900,000
Western Transmission Main - Phase III	2,100,000	-	-	-	-	-	2,100,000
Friendship Elementary Gravity Sewer	-	905,000	-	-	-	-	905,000
Old Raleigh Road Water Line Replacement	-	800,000	2,800,000	-	-	-	3,600,000
US 64 & New Hill Olive Chapel Water Loop	-	330,000	1,300,000	-	-	-	1,630,000
Abbingtion Gravity Sewer Extension	-	-	280,000	-	-	-	280,000
US 64 Utility Relocation	-	-	-	2,500,000	-	-	2,500,000
UV System Replacement	-	-	-	1,440,000	-	-	1,440,000
Elevated Water Storage Tank - 2.0 MG	-	-	-	-	-	6,500,000	6,500,000
NC 55 Utility Relocation	-	-	-	-	-	2,150,000	2,150,000
Ten Ten Road/Center Street Utility Relocation	-	-	-	-	-	2,500,000	2,500,000
Cary Projects Sub-Total	658,700	402,500	890,000	586,500	690,000	4,606,000	7,833,700
WWRWRF Sub-Total	263,500	170,000	85,000	608,600	2,878,100	32,327,200	36,332,400
Total	\$ 9,632,200	\$ 29,067,500	\$ 6,355,000	\$ 5,535,100	\$ 3,968,100	\$ 48,083,200	\$ 102,641,100



FY 2022-23

Beaver Creek Commons Gravity Sewer Extension **\$1,400,000**

Recent development projects near Kelly Road have upgraded and extended gravity sewer from the Abbington Subdivision to I-540. Currently, there is a gap between I-540 and the Beaver Creek Crossings Pump Station. The land between is part of a large lot subdivision (Chapel Ridge) with little potential for redevelopment. This project would involve decommissioning the Beaver Creek Crossings Pump Station and constructing approximately 2,100 feet of 12-inch gravity sewer line and manholes to complete the system. Not funding this project will require continued maintenance of the pump station. Project also includes looping a dead-end 12-inch water main along Beaver Creek Commons Drive from Beaver Creek to Kelly Road. If not constructed, redundancy and improved transmission to town's elevated tanks will not be realized. Increased flushing of water may be required in the dead-end 12-inch water line to maintain water quality.

Big Branch 2 Pump Station & Force Main **\$27,060,000**

Two-year total

This project includes construction of Big Branch Pump Station (capacity of 3 million gallons per day) and approximately six miles of 30-inch force main that will discharge at the Western Wake Regional WRF. This infrastructure is needed to serve the Big Branch Basin, which is generally located in the triangle between I-540, US 1, and NC 55.

Crane Truck - Replacement **\$250,000**

This project will replace one Crane Truck (Unit #84). The crane truck is used regularly in order to perform sensitive repairs and has been out of service for most of the past year due to the age of the equipment and the inability to replace outdated and obsolete parts. Currently, outside contractors are required to make the necessary repairs while this truck is out of commission which is both costly and timely. At time of replacement, the truck will be over 22 years old.

Humie Olive Water Loop **\$750,000**

Two-year total

This project will add approx. 7,000 linear feet of 12-inch water main along Humie Olive and New Hill Olive Chapel Road to complete a full 12-inch loop in this area. This loop will provide better water quality and fire protection capabilities to this section of the service area.

Middle Creek - Sunset Hills Pump Station Renovation **\$3,510,000**

This project includes the renovation of the existing Middle Creek - Sunset Hills Pump Station, installing a new deeper wetwell that will allow the pump station to serve the area to the northeast including the future school site. Pumps will be updated to carry the additional area and to meet the new pumping characteristics to the new Middle Creek Regional Pump Station. If this work is not completed, the area to the northeast will have to have its own separate pump station, which is not in the town's best long-term interest.

Water Main Replacement & Rehab Program **\$1,900,000**

Five-year total

This project includes the gradual replacement of small diameter (<10-inch), extremely old cast iron and AC water lines. These water lines are 60+ years old and likely tuberculated such that their capacities are greatly reduced. Replacing these lines will improve reliability and available fire flow in the water system.

Western Transmission Main – Phase III **\$2,100,000**

(Apex BBQ to Peakway)

Phase III of the Western Transmission Main Project will be the final phase of this project. The project includes the following sections: 900 feet of 20-inch waterline on Salem Street from Apex BBQ Road to the Peakway, and 3,000 feet of 20-inch waterline on Old US 1 from West Village to Holland Road. The primary purpose of Phase III work is to provide adequate water flow at a manageable pressure to the entire water system as western portions of Apex, south of Olive Chapel Road,



develop and demand grows. This work will also ensure that adequate flow and proper velocities are maintained in the other areas of Apex as growing demand to the west pulls water in that direction.

FY 2023-24

Friendship Elementary Gravity Sewer \$905,000

Due to recent sewer extensions along Little Beaver Creek, the existing pump station located that the Friendship HS/ES site needs to be taken offline. In order to do so, approximately 2,400 linear feet of 12-inch gravity sewer is needed to extend from the Friendship Elementary School site to the Little Beaver Creek outfall. Not funding this project will required continued maintenance of the pump station. Being able to abandon this pump station will reduce the amount of funding needed for maintenance and eventual upgrades as well as reduce the noise and odors that come from the site.

Old Raleigh Road Water Line Replacement \$3,600,000
Two-year Total

The 10-inch water main in Old Raleigh Road was installed in the early 1960s and is now surpassing the designed 50-year life expectancy. Of additional concern are the improvements to Old Raleigh Road that have taken place over the years, subjecting this pipe to increasing vibration and stress from vehicle traffic. Research shows that expansive clay soil, which is found in Apex, contributes to pipe failure, particularly in the smaller diameters like the existing 10-inch line. While we do have redundancy, a pipe failure along this line would require an inordinate number of other valves and loops to be closed.

US 64 & New Hill Olive Chapel Water Loop \$1,630,000
Two-year Total

This project includes water line extension along US 64, starting at the Legacy Development and routed west to New Hill Olive Chapel Road, connecting to the existing 12-inch water line from Deer Creek. This project includes approximately 6,000 linear feet of 12-inch waterline. This project is critical to provide a redundant feed to Deer Creek along with looping the waterline to remove the dead end at Deer Creek and dead end along US 64, thereby improving water quality and eliminating the need to flush the system in those areas.

FY 2024-25

Abbington Gravity Sewer Extension \$280,000

Due to constant overtime and emergency maintenance at this station, approximately 2,400 LF of gravity sewer is needed to connect the sewer flowing into the Abbington Pump Station to the outfall along Reedy Branch. Not funding this project will require continued maintenance of the pump station. Being able to abandon this pump station will reduce the amount of funding needed for maintenance and eventual upgrades as well as reduce the noise and odors that come from the site.

FY 2025-26

US 64 Utility Relocation \$2,500,000

This project includes extending a 12-inch water line down Laura Duncan Road, under US 64, and tie-in to the existing 12-inch water line that runs parallel with US 64. In addition, utility relocations are needed to accommodate US 64 improvements. Existing town utilities within the corridor include 8-inch, 10-inch, and 12-inch water lines, 14-inch force main and 8-10-inch gravity sewers. If the 12-inch water line is not extended across US 64, the town will have flow issues in this area and continue to have to flush because of the dead-end lines. These lines are flushed routinely to keep up the proper disinfectant levels for water quality purposes.

UV System Replacement \$1,440,000

The core components of a UV system consist of UV lamps, lamp drivers, and electronic circuit boards. As we all know, new electronic components generally replace older technology every few years. Like mobile phones, tablets, and computers, for



example. We often see them become outdated in two or three years. Similarly, though perhaps not as quickly, a UV system’s electronic lamp drivers and circuit boards (used for a UV intensity sensor) also have limited useful life expectancies. Not only that, but as components age, they may become more difficult to replace and keep in stock. Not to mention the cost increases associated with hard to get parts. There has been significant innovation in UV technology since our TrojanUV4000 was designed and installed (1998). Newer lamp and driver technologies combined with smart reactor design work together to reduce the amount of energy needed to achieve disinfection compared to older UV systems. So yes, power savings can alone justify a UV system replacement. But it’s not the only one. There have also been advances in cleaning systems, monitoring and controls as well as reductions in maintenance, thanks to reduced lamp counts needed. Can do more for less. The TrojanUVSigna may be selected to replace the TrojanUV4000 in order to take advantage of the high-efficiency low-pressure high-output (LPHO) lamp technology, which reduces both electrical consumption and power costs. We will have the ability to operate the existing TrojanUV4000 system while installing the new UV system.

Horizon

Elevated Water Storage Tank – 2.0 MG \$6,500,000

This project includes construction of a 2.0 million-gallon elevated storage tank to meet storage tank to meet storage requirements as demands grow.

NC 55 Utility Relocation \$2,150,000

This project includes utility relocations to accommodate NC Department of Transportation’s (NCDOT) widening of NC Highway 55. The town has existing water and sewer utilities within the right-of-way, including 12-inch and 6-inch water lines, fire hydrants, valves, water service lines, 8-inch gravity sewer lines, manholes, and water and sewer service laterals that will be in conflict with NCDOT's proposed road widening. Utilities in conflict have to be relocated to prevent disruption of utility service to customers within the construction corridor. This project also includes an extension of 12-inch line down NC 55 under the railroad trestle to create new loop in distribution system.

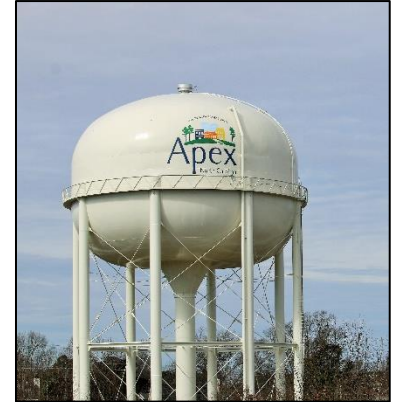
Ten Ten Road/Center Street Utility Relocation \$2,500,000

This project includes utility relocations to accommodate NC Department of Transportation’s widening of Ten Ten Road/Center Street to Kildaire Farm Road. The town has existing water and sewer utilities within the right-of-way, including 12-inch and 16-inch water lines, fire hydrants, valves, water service lines, and 6-inch and 8-inch force mains that will be in conflict with NCDOT's proposed road widening. Utilities in conflict have to be relocated to prevent disruption of utility service to customers within the construction corridor.

Water & Sewer Fund Summary

The table below shows the total of the capital needs for the Water and Sewer Fund element and the revenue sources proposed to support these needs. Local revenue is indicative of the need for current year revenue supported funding for some projects/purchases in each year.

At this time, no issuance of additional debt is projected to be needed to meet the capital needs described above.



Water & Sewer Utility Fund	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	Future Years	Total Capital Cost
Beaver Creek Commons Gravity Sewer Extension	1,400,000	-	-	-	-	-	1,400,000
Big Branch 2 Pump Station & Force Main	1,000,000	26,060,000	-	-	-	-	27,060,000
Crane Truck - Replacement	250,000	-	-	-	-	-	250,000
Humie Olive Water Loop	150,000	-	600,000	-	-	-	750,000
Middle Creek - Sunset Hills Pump Station Renovation	3,510,000	-	-	-	-	-	3,510,000
Water Main Replacement & Rehab Program	300,000	400,000	400,000	400,000	400,000	-	1,900,000
Western Transmission Main - Phase III	2,100,000	-	-	-	-	-	2,100,000
Friendship Elementary Gravity Sewer	-	905,000	-	-	-	-	905,000
Old Raleigh Road Water Line Replacement	-	800,000	2,800,000	-	-	-	3,600,000
US 64 & New Hill Olive Chapel Water Loop	-	330,000	1,300,000	-	-	-	1,630,000
Abbingtion Gravity Sewer Extension	-	-	280,000	-	-	-	280,000
US 64 Utility Relocation	-	-	-	2,500,000	-	-	2,500,000
UV System Replacement	-	-	-	1,440,000	-	-	1,440,000
Elevated Water Storage Tank - 2.0 MG	-	-	-	-	-	6,500,000	6,500,000
NC 55 Utility Relocation	-	-	-	-	-	2,150,000	2,150,000
Ten Ten Road/Center Street Utility Relocation	-	-	-	-	-	2,500,000	2,500,000
Cary Projects Sub-Total	658,700	402,500	890,000	586,500	690,000	4,606,000	7,833,700
WWRWRF Sub-Total	263,500	170,000	85,000	608,600	2,878,100	32,327,200	36,332,400
Total	\$ 9,632,200	\$ 29,067,500	\$ 6,355,000	\$ 5,535,100	\$ 3,968,100	\$ 48,083,200	\$ 102,641,100
Revenues	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	Future Years	Total
Capital Outlay	2,100,000	2,435,000	5,380,000	4,340,000	400,000	4,650,000	19,405,000
Designated Capital Funds	4,022,200	10,632,500	975,000	1,195,100	3,568,100	12,433,200	35,226,100
Grants	3,510,000	-	-	-	-	-	3,510,000
Revenue Bonds	-	16,000,000	-	-	-	31,000,000	47,000,000
	\$ 9,632,200	\$ 29,067,500	\$ 6,355,000	\$ 5,535,100	\$ 3,968,100	\$ 48,083,200	\$ 102,641,100

Section 6: Project Funding Detail

The following pages contain project funding details.

Transportation

Project Cost	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	Future	Total
Annual Miscellaneous Road & Sidewalk Improvements	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
- Intergovernmental Funds	200,000	-	-	-	-	-	200,000
- General Fund / Capital Outlay	-	200,000	200,000	200,000	200,000	-	800,000
- To Be Determined	-	-	-	-	-	200,000	200,000
Annual Pavement Management	2,000,000	2,200,000	2,300,000	2,400,000	2,500,000	2,600,000	14,000,000
- Intergovernmental Funds (Powell Bill Revenues)	1,250,000	735,500	1,839,000	1,894,000	1,951,000	2,009,600	9,679,100
- Designated Capital Funds	750,000	1,287,500	461,000	506,000	549,000	-	3,553,500
- General Fund / Capital Outlay	-	177,000	-	-	-	-	177,000
- To Be Determined	-	-	-	-	-	590,400	590,400
GPS Emergency Vehicle Preemption	260,000	160,000	160,000	160,000	-	-	740,000
- Designated Capital Funds	-	-	60,000	-	-	-	60,000
- General Fund / Capital Outlay	260,000	160,000	100,000	160,000	-	-	680,000
Justice Heights Street Extension	250,000	750,000	-	-	-	-	1,000,000
- Intergovernmental Funds	250,000	-	-	-	-	-	250,000
- General Fund / Capital Outlay	-	750,000	-	-	-	-	750,000
Felton Grove High School Improvements Cost Share	500,000	825,000	825,000	-	-	-	2,150,000
- Designated Capital Funds	500,000	-	-	-	-	-	500,000
- General Fund / Capital Outlay	-	825,000	825,000	-	-	-	1,650,000
Ragan Road Sidewalk	200,000	1,050,000	-	-	-	-	1,250,000
- General Fund / Capital Outlay	200,000	-	-	-	-	-	200,000
- Intergovernmental Funds	-	1,050,000	-	-	-	-	1,050,000
Safe Routes to School	1,710,000	640,000	1,000,000	3,290,000	3,090,000	865,000	10,595,000
- General Obligation Bonds	314,500	640,000	755,500	3,290,000	-	-	5,000,000
- Grants	1,395,500	-	-	-	-	-	1,395,500
- General Fund / Capital Outlay	-	-	244,500	-	3,090,000	-	3,334,500
- To Be Determined	-	-	-	-	-	865,000	865,000
Salem Street Downtown Streetscape & Resurfacing	2,800,000	1,400,000	2,500,000	-	-	-	6,700,000
- Grants	2,640,000	-	-	-	-	-	2,640,000
- General Fund / Capital Outlay	160,000	1,400,000	2,500,000	-	-	-	4,060,000
Tingen Road Pedestrian Bridge	150,000	500,000	4,050,000	-	-	-	4,700,000
- General Fund / Capital Outlay	150,000	500,000	2,025,000	-	-	-	2,675,000
- Grants	-	-	2,025,000	-	-	-	2,025,000
- To Be Determined	-	-	-	-	-	-	-
Wayfinding Signage Fabrication & Installation	320,000	760,000	415,000	-	-	-	1,495,000
- General Fund / Capital Outlay	320,000	760,000	415,000	-	-	-	1,495,000
Center Street Railroad Crossing Improvements & Sidewalk	-	140,000	-	920,000	-	-	1,060,000
- General Obligation Bonds	-	140,000	-	920,000	-	-	1,060,000
Chatham Street Railroad Crossing Improvements & Sidewalk	-	150,000	-	1,145,000	-	-	1,295,000
- General Obligation Bonds	-	150,000	-	1,145,000	-	-	1,295,000

Transportation Continued

Project Cost	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	Future	Total
South Salem Street Bicycle Connection	-	300,000	-	2,100,000	-	-	2,400,000
- General Fund / Capital Outlay	-	300,000	-	2,100,000	-	-	2,400,000
Apex Peakway North Widening	-	-	495,000	5,000,000	-	-	5,495,000
- General Obligation Bonds	-	-	495,000	5,000,000	-	-	5,495,000
GoApex Transit Program	-	-	100,000	690,000	-	-	790,000
- General Fund / Capital Outlay	-	-	100,000	-	-	-	100,000
- Grants	-	-	-	690,000	-	-	690,000
Jessie Drive Phase I & Phase II	-	-	1,000,000	8,500,000	-	13,500,000	23,000,000
- Designated Capital Funds	-	-	865,000	-	-	-	865,000
- General Obligation Bonds	-	-	-	8,500,000	-	-	8,500,000
- General Fund / Capital Outlay	-	-	135,000	-	-	-	135,000
- To Be Determined	-	-	-	-	-	13,500,000	13,500,000
West Williams Street Sidewalk	-	-	200,000	650,000	-	-	850,000
- General Fund / Capital Outlay	-	-	200,000	-	-	-	200,000
- General Obligation Bonds	-	-	-	650,000	-	-	650,000
Apex Peakway Southeast Connector	-	-	-	1,710,000	-	17,100,000	18,810,000
- General Fund / Capital Outlay	-	-	-	1,710,000	-	-	1,710,000
- To Be Determined	-	-	-	-	-	17,100,000	17,100,000
Davis Drive at Salem Church Road Realignment	-	-	-	200,000	500,000	7,000,000	7,700,000
- General Fund / Capital Outlay	-	-	-	200,000	500,000	-	700,000
- To Be Determined	-	-	-	-	-	7,000,000	7,000,000
Pavement Management Backlog	-	-	-	5,000,000	-	-	5,000,000
- General Obligation Bonds	-	-	-	5,000,000	-	-	5,000,000
Pristine Water Drive Connector	-	-	-	500,000	3,000,000	-	3,500,000
- Designated Capital Funds	-	-	-	500,000	-	-	500,000
- General Fund / Capital Outlay	-	-	-	-	3,000,000	-	3,000,000
Production Drive Extension	-	-	-	300,000	2,000,000	-	2,300,000
- Designated Capital Funds	-	-	-	300,000	857,500	-	1,157,500
- General Fund / Capital Outlay	-	-	-	-	1,142,500	-	1,142,500
NC 55 Sidewalk & Enhancement Cost Share (U-2901)	-	-	-	-	-	2,000,000	2,000,000
- To Be Determined	-	-	-	-	-	2,000,000	2,000,000
US 64 Sidewalk & Enhancement Cost Share (U-5301)	-	-	-	-	-	2,000,000	2,000,000
- To Be Determined	-	-	-	-	-	2,000,000	2,000,000
Ten Ten Road/Center Street Sidewalk & Enhancement Cost Share (U-5825)	-	-	-	-	-	2,000,000	2,000,000
- To Be Determined	-	-	-	-	-	2,000,000	2,000,000

Parks, Recreation, & Cultural Resources

Project Cost	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	Future	Total
Annual Miscellaneous Greenway Connections	300,000	300,000	300,000	300,000	300,000	300,000	1,800,000
- General Fund / Capital Outlay	300,000	300,000	300,000	300,000	300,000	300,000	1,800,000
Beaver Creek Greenway Improvements	650,000	-	-	-	-	-	650,000
- General Fund / Capital Outlay	650,000	-	-	-	-	-	650,000
Hunter Street Bike Track	225,000	-	-	-	-	-	225,000
- General Fund / Capital Outlay	225,000	-	-	-	-	-	225,000
Environmental Education Center	-	300,000	-	3,500,000	-	-	3,800,000
- General Fund / Capital Outlay	-	300,000	-	-	-	-	300,000
- Installment Purchase / Capital Lease	-	-	-	3,500,000	-	-	3,500,000
Pleasant Park Baseball & Softball Complex	-	4,007,600	4,007,600	-	-	-	8,015,200
- General Fund / Capital Outlay	-	4,007,600	4,007,600	-	-	-	8,015,200
West Street Park Improvements	-	1,500,000	-	-	-	-	1,500,000
- Grants	-	1,500,000	-	-	-	-	1,500,000
Beaver Creek Greenway Extension	-	-	500,000	1,000,000	5,000,000	8,031,000	14,531,000
- General Fund / Capital Outlay	-	-	500,000	1,000,000	5,000,000	-	6,500,000
- General Obligation Bond	-	-	-	-	-	8,031,000	8,031,000
KidsTowne Playground Renovation	-	-	100,000	1,500,000	-	-	1,600,000
- General Fund / Capital Outlay	-	-	100,000	1,500,000	-	-	1,600,000
Apex Nature Park/Seymour Athletic Fields Parking Lot Expansion	-	-	-	1,200,000	-	-	1,200,000
- General Fund / Capital Outlay	-	-	-	1,200,000	-	-	1,200,000
Big Branch Greenway	-	-	-	300,000	150,000	8,000,000	8,450,000
- General Fund / Capital Outlay	-	-	-	300,000	150,000	-	450,000
- General Obligation Bond	-	-	-	-	-	8,000,000	8,000,000
Jaycee Park Expansion	-	-	-	-	150,000	1,500,000	1,650,000
- General Fund / Capital Outlay	-	-	-	-	150,000	1,500,000	1,650,000
Reedy Branch Greenway	-	-	-	-	300,000	3,000,000	3,300,000
- General Fund / Capital Outlay	-	-	-	-	300,000	3,000,000	3,300,000
Apex Community Park Parking Lot Expansion	-	-	-	-	-	700,000	700,000
- General Fund / Capital Outlay	-	-	-	-	-	700,000	700,000
Middle Creek Greenway	-	-	-	-	-	4,600,000	4,600,000
- Installment Purchase / Capital Lease	-	-	-	-	-	4,600,000	4,600,000
Olive Farm Park Design	-	-	-	-	-	25,000,000	25,000,000
- General Obligation Bond	-	-	-	-	-	25,000,000	25,000,000
Wimberly Road Park Design	-	-	-	-	-	30,500,000	30,500,000
- General Obligation Bond	-	-	-	-	-	30,500,000	30,500,000

Public Safety

Project Cost	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	Future	Total
Aerial Apparatus to Replace Ladder 4	1,500,000	-	-	-	-	-	1,500,000
- General Fund / Capital Outlay	1,500,000	-	-	-	-	-	1,500,000
Radio Replacement	150,000	150,000	150,000	150,000	150,000	-	750,000
- General Fund / Capital Outlay	150,000	150,000	150,000	150,000	150,000	-	750,000
Engine 32 Replacement	-	740,000	-	-	-	-	740,000
- General Fund / Capital Outlay	-	740,000	-	-	-	-	740,000
SCBA Replacement	-	250,000	250,000	250,000	250,000	710,000	1,710,000
- General Fund / Capital Outlay	-	250,000	250,000	250,000	250,000	710,000	1,710,000
Driving Simulator	-	-	243,000	-	-	-	243,000
- General Fund / Capital Outlay	-	-	243,000	-	-	-	243,000
Fire Pumper for Olive Farm Station	-	-	-	-	-	825,000	825,000
- General Fund / Capital Outlay	-	-	-	-	-	825,000	825,000
Fire Pumper for Station 38	-	-	-	-	-	825,000	825,000
- General Fund / Capital Outlay	-	-	-	-	-	825,000	825,000
Rescue Retrieval Van	-	-	-	-	-	165,000	165,000
- General Fund / Capital Outlay	-	-	-	-	-	165,000	165,000

Public Facilities

Project Cost	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	Future	Total
Eva Perry Library Improvements	400,000	-	-	-	-	-	400,000
- General Fund / Capital Outlay	400,000	-	-	-	-	-	400,000
Firearms Training Center	325,000	50,000	50,000	-	-	-	425,000
- General Fund / Capital Outlay	325,000	50,000	50,000	-	-	-	425,000
Mechanical (Boiler) Upgrades to Community Center	177,600	-	-	-	-	-	177,600
- General Fund / Capital Outlay	177,600	-	-	-	-	-	177,600
Station 1 Rebuild	100,000	500,000	-	4,500,000	-	-	5,100,000
- General Fund / Capital Outlay	100,000	-	-	-	-	-	100,000
- Designated Capital Funds	-	500,000	-	-	-	-	500,000
- Installment Purchase / Capital Lease	-	-	-	4,500,000	-	-	4,500,000
Town Fiber Optic Expansion	100,000	-	-	-	-	-	100,000
- General Fund / Capital Outlay	100,000	-	-	-	-	-	100,000
Public Works Operations Building Renovations	-	870,000	-	-	-	-	870,000
- General Fund / Capital Outlay	-	870,000	-	-	-	-	870,000
Town Hall Remodel	-	500,000	500,000	500,000	-	-	1,500,000
- General Fund / Capital Outlay	-	500,000	500,000	500,000	-	-	1,500,000
Tunstall House Restoration	-	1,000,000	-	-	-	-	1,000,000
- General Fund / Capital Outlay	-	1,000,000	-	-	-	-	1,000,000
Vehicle Storage Shed & Brine Building	-	23,500	235,500	-	-	-	259,000
- General Fund / Capital Outlay	-	23,500	235,500	-	-	-	259,000

Public Facilities Continued

Project Cost	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	Future	Total
Mechanical (HVAC/Chiller) Upgrades to Town Facilities	-	-	125,000	-	-	-	125,000
- General Fund / Capital Outlay	-	-	125,000	-	-	-	125,000
Town Campus & Public Works Parking Lot Resurfacing	-	-	385,000	165,000	-	-	550,000
- General Fund / Capital Outlay	-	-	38,500	165,000	-	-	203,500
Repurpose Depot Parking Lot	-	-	-	250,000	2,000,000	-	2,250,000
- General Fund / Capital Outlay	-	-	-	250,000	2,000,000	-	2,250,000
Fire Department Administration Building	-	-	-	-	-	3,000,000	3,000,000
- General Fund / Capital Outlay	-	-	-	-	-	3,000,000	3,000,000
Fire Station 7	-	-	-	-	-	6,500,000	6,500,000
- Installment Purchase / Capital Lease	-	-	-	-	-	6,500,000	6,500,000
Fleet Floor Epoxy & OSHA Work Zone Safety Marking	-	-	-	-	-	110,000	110,000
- General Fund / Capital Outlay	-	-	-	-	-	110,000	110,000
Fleet Fluid Pumps/Reclamation	-	-	-	-	-	100,000	100,000
- General Fund / Capital Outlay	-	-	-	-	-	100,000	100,000
Land Purchase for Affordable Housing	-	-	-	-	-	500,000	500,000
- General Fund / Capital Outlay	-	-	-	-	-	500,000	500,000
Police Department Addition/Renovation	-	-	-	-	-	6,400,000	6,400,000
- Installment Purchase / Capital Lease	-	-	-	-	-	6,400,000	6,400,000
Public Safety Station 38	-	-	-	-	-	8,250,000	8,250,000
- Installment Purchase / Capital Lease	-	-	-	-	-	,250,000	8,250,000

Public Works & Environmental Services

Project Cost	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	Future	Total
Grapple Truck - Replacement	-	195,000	-	-	-	-	195,000
- General Fund / Capital Outlay	-	195,000	-	-	-	-	195,000
Leaf Truck - Addition	-	212,000	-	212,000	-	-	424,000
- General Fund / Capital Outlay	-	212,000	-	212,000	-	-	424,000
Street Sweeper - Replacement	-	275,000	-	-	-	-	275,000
- General Fund / Capital Outlay	-	275,000	-	-	-	-	275,000
Chipper Truck - Addition	-	-	165,000	-	-	-	165,000
- General Fund / Capital Outlay	-	-	165,000	-	-	-	165,000
Leaf Truck - Replacement	-	-	212,000	-	212,000	-	424,000
- General Fund / Capital Outlay	-	-	212,000	-	212,000	-	424,000
Chipper Truck - Replacement	-	-	-	165,000	-	-	165,000
- General Fund / Capital Outlay	-	-	-	165,000	-	-	165,000
Motor Grader - Replacement	-	-	-	406,000	-	-	406,000
- General Fund / Capital Outlay	-	-	-	406,000	-	-	406,000
Small Asphalt Paver - Addition	-	-	-	115,000	-	-	115,000
- General Fund / Capital Outlay	-	-	-	115,000	-	-	115,000
Dump Truck - Replacement	-	-	-	-	-	185,000	185,000
- General Fund / Capital Outlay	-	-	-	-	-	185,000	185,000