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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.

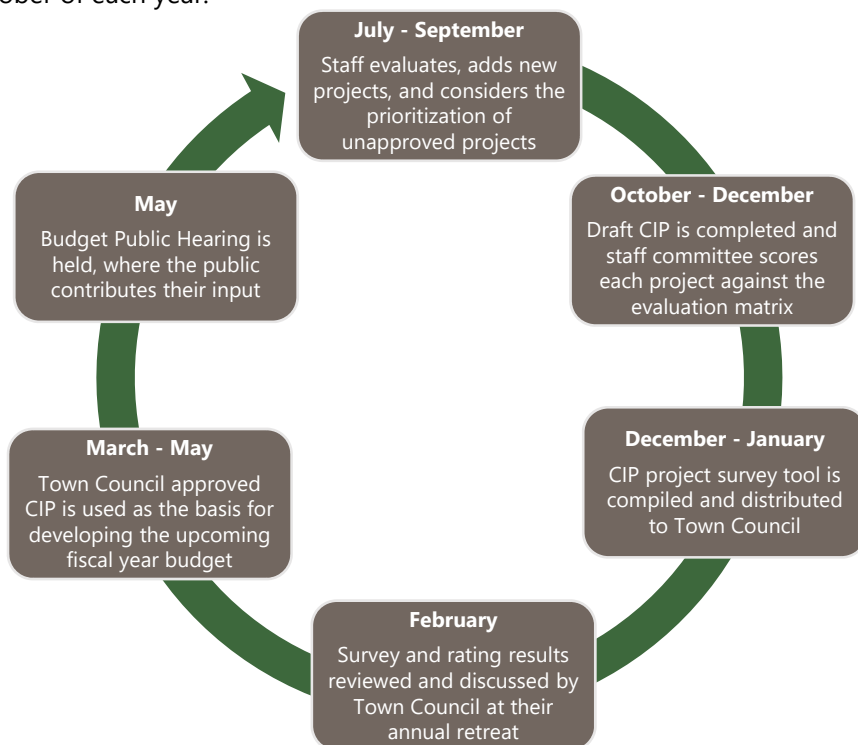
Debt Financing: For debt financing, the Town uses several types of debt mechanisms, including general obligation bonds, revenue bonds, and traditional lease-purchase or installment financing. The mechanism selected varies depending on the level of funding needed, the term of the need, and current debt 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:

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

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

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

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

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

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: Above Average Score, Above Average Agreement	2: Above Average Score, Below Average Agreement
Environmental Education Center GoApex Transit Program Humie Olive Road at Blazing Trail Traffic Signal (+1) Jessie Drive Phase I and Phase II Justice Heights Street Extension Pleasant Park Baseball & Softball Complex Pristine Water Drive Connector Ragan Road Sidepath Salem Street Downtown Streetscape and Resurfacing South Salem Street Bicycle Connection	Apex Peakway Southeast Connector Beaver Creek Extension Phase I & Phase II Land Purchase for Affordable Housing Tingen Road Pedestrian Bridge Vision Zero - Bike & Pedestrian
3: Below Average Score, Below Average Agreement	4: Below Average Score, Above Average Agreement
Jaycee Park Expansion Production Drive Extension Reedy Branch Greenway Repurpose Depot Parking Lot Station 1 Rebuild Town-Wide Traffic Signal System	Big Branch Greenway Davis Drive at Salem Church Road Realignment Hunter Street Park Renovation KidsTowne Playground Renovation Olive Farm Park Design Vision Zero - Signal Upgrades

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.

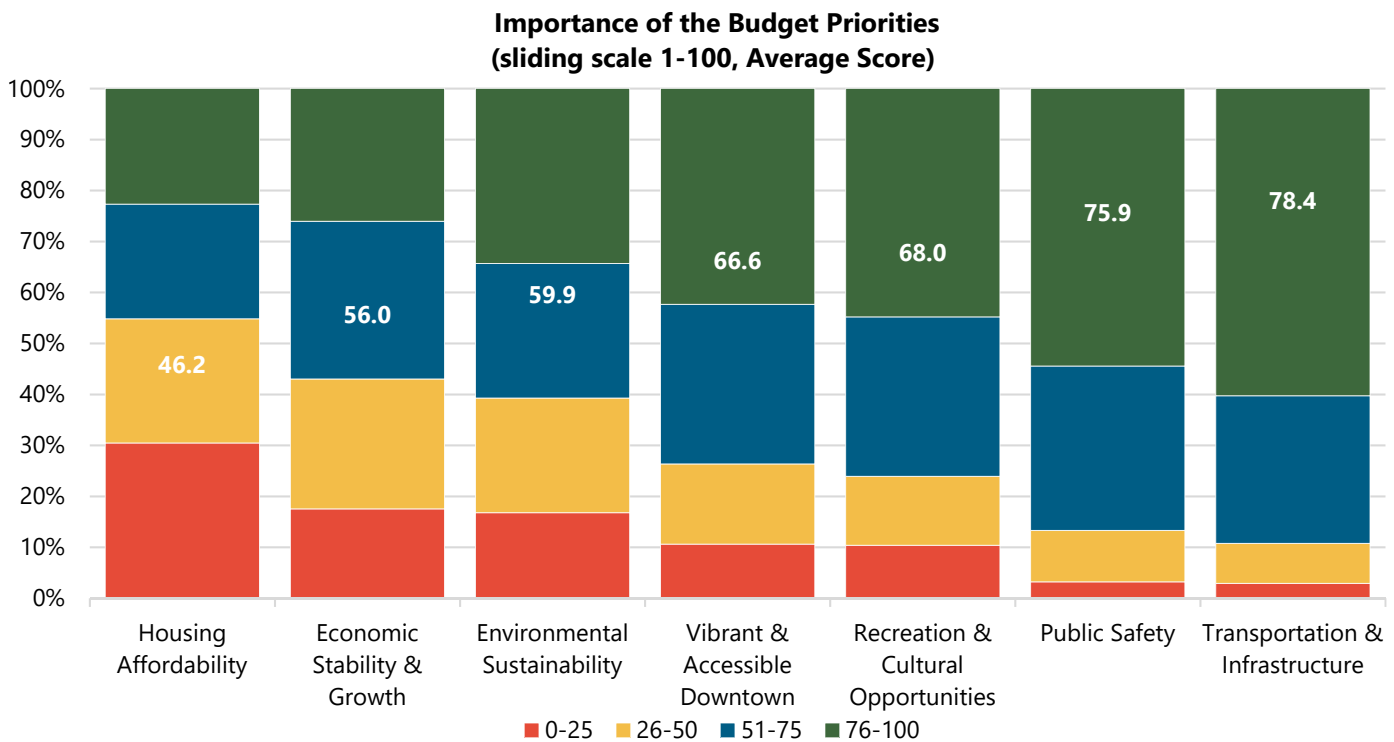
Public Safety: Resources to support the operations of the three public safety departments within the Town: Fire, Police, and Emergency Communications.

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.

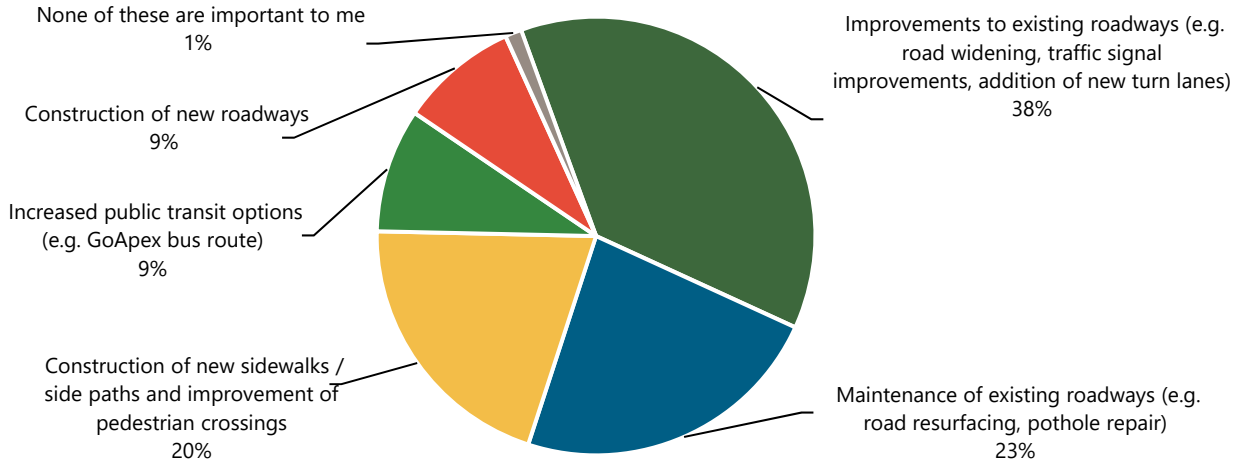
The next section of the survey uses a simple drag-and-drop tool to rank specific initiatives within each category. By moving these items into their preferred order, residents indicate which items within the broader categories they feel are most and least important to fund. Residents are also given the 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.

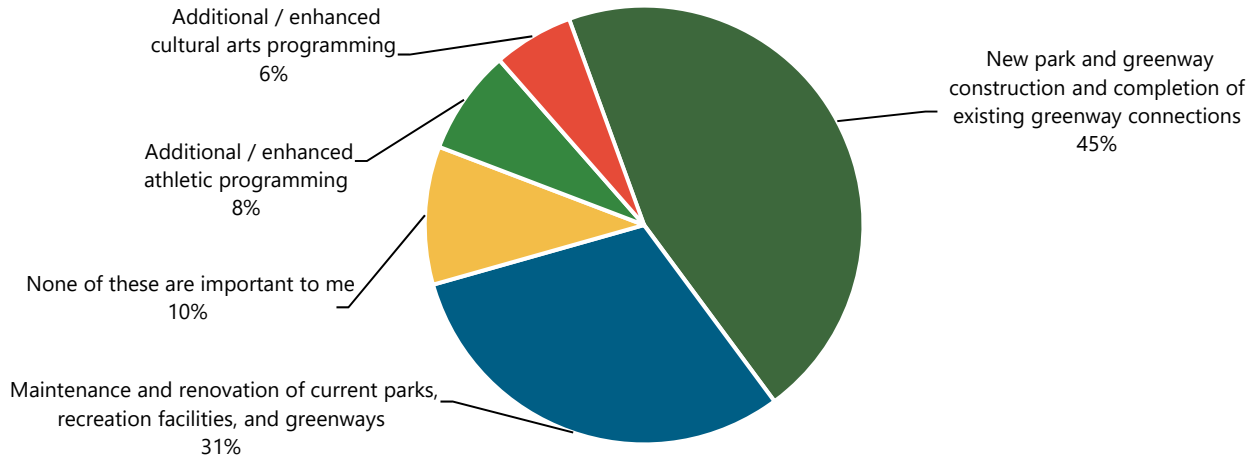


The average rankings for the items within each budgeting category reveals the initiatives residents feel are most important for the Town to address in the FY 23-24 budget. Below is a breakdown of the results within each broad budget category:

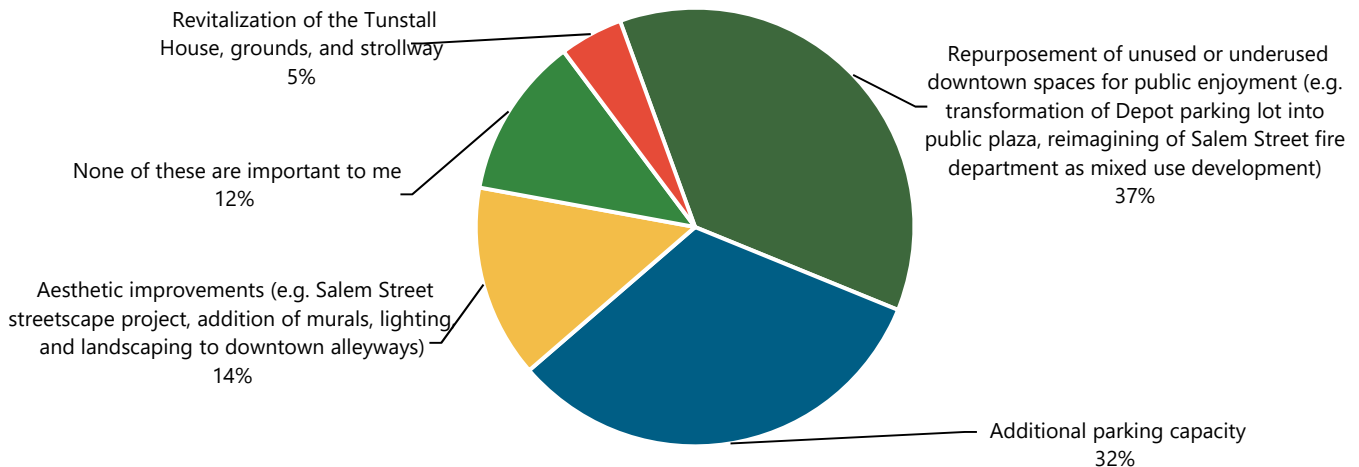
Transportation & Infrastructure



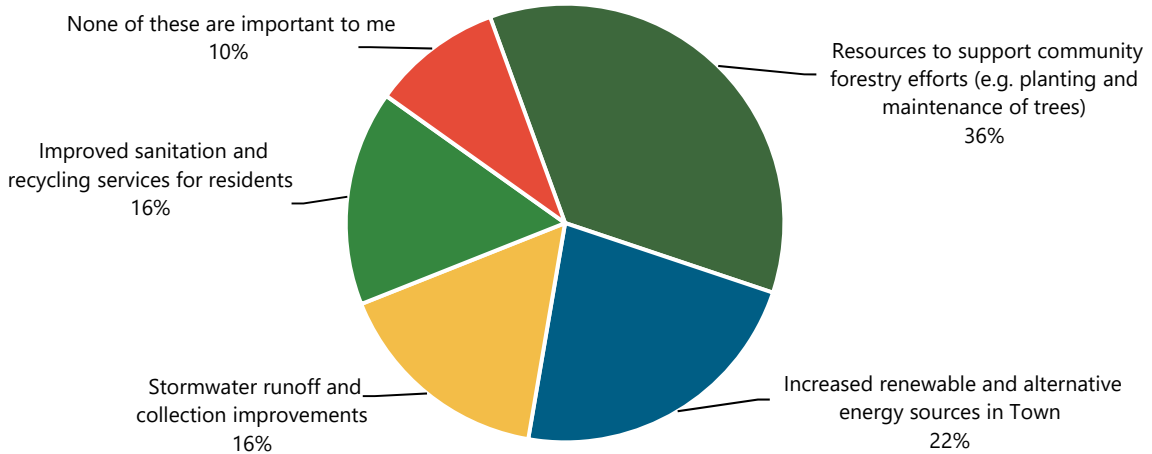
Recreation & Cultural Opportunities



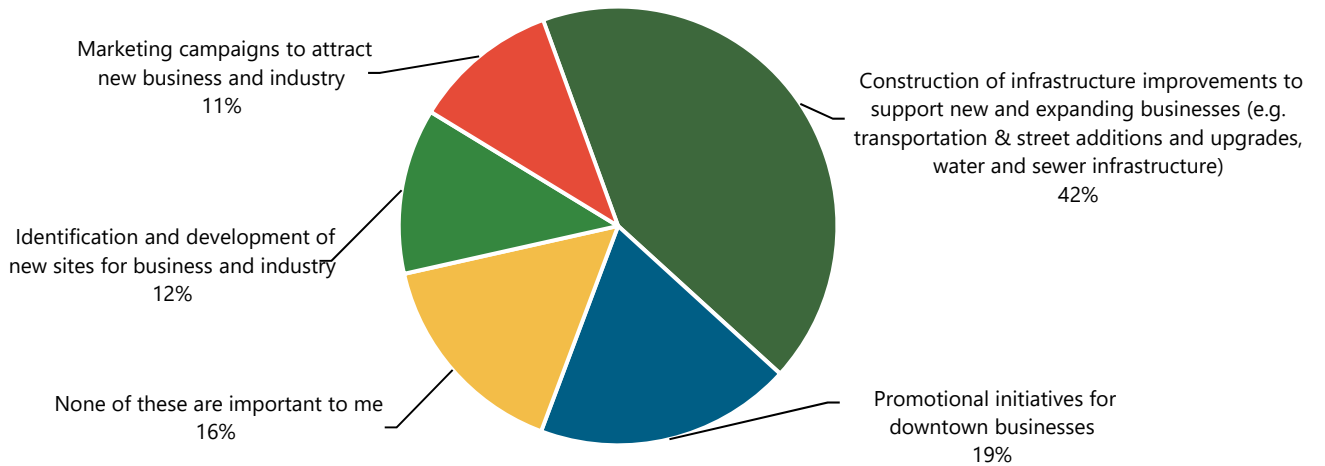
Vibrant & Accessible Downtown



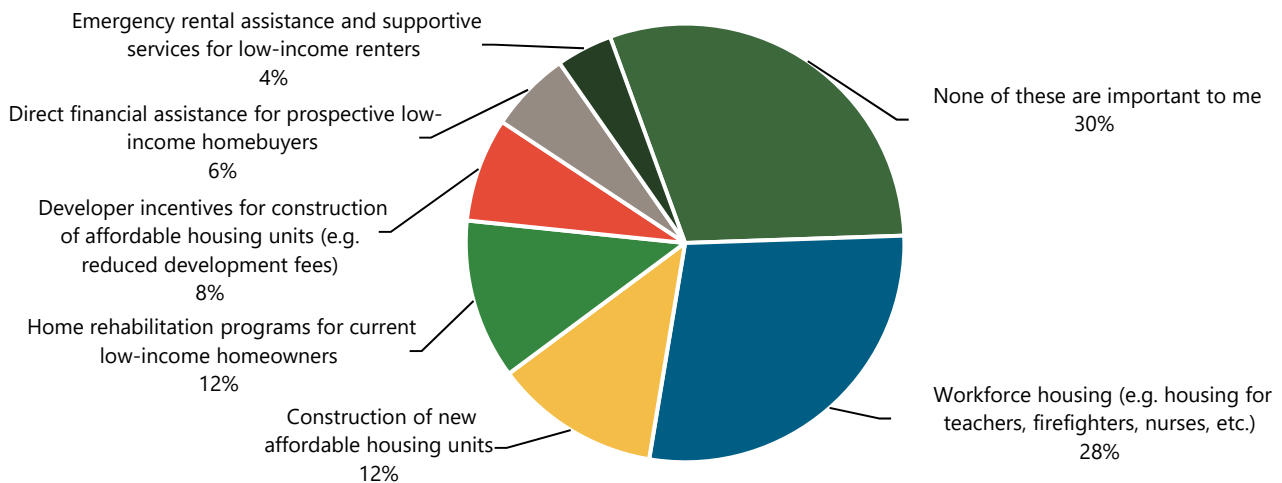
Environmental Sustainability



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 619 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 7 of this document contains detailed information regarding the proposed funding source for each individual project.

Transportation	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	Future Years	Total Capital Cost
Annual GoApex Transit Improvements	100,000	200,000	200,000	200,000	200,000	200,000	1,100,000
Annual Miscellaneous Road & Sidewalk Improvements	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
Annual Pavement Management	2,200,000	2,300,000	2,400,000	2,500,000	2,600,000	2,700,000	14,700,000
Felton Grove High School Improvements Cost Share	825,000	825,000	-	-	-	-	1,650,000
Justice Heights Street Extension	750,000	-	-	-	-	-	750,000
Safe Routes to School	1,000,000	2,360,000	2,230,000	2,200,000	905,000	3,510,000	12,205,000
South Salem Street Bicycle Connection	300,000	-	2,100,000	-	-	-	2,400,000
Tingen Road Pedestrian Bridge	500,000	-	-	4,050,000	-	-	4,550,000
Apex Peakway North Widening	-	495,000	5,075,000	-	-	-	5,570,000
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
GoApex Transit Program	-	100,000	690,000	-	-	-	790,000
GPS Emergency Vehicle Preemption	-	160,000	160,000	160,000	-	-	480,000
Jessie Drive Phase I & Phase II	-	1,000,000	8,500,000	-	1,500,000	12,000,000	23,000,000
Jones Street Improvements	-	140,000	-	-	-	-	140,000
Ragan Road Sidepath	-	850,000	-	-	-	-	850,000
Vision Zero - Signal Upgrades	-	300,000	2,000,000	-	-	-	2,300,000
Wayfinding Signage Fabrication & Installation	-	760,000	415,000	-	-	260,000	1,435,000
West Williams Street Sidewalk	-	200,000	750,000	-	-	-	950,000
Old US 1 at Friendship Road Improvements Cost Share	-	-	250,000	-	-	-	250,000
Pavement Management Backlog	-	-	5,000,000	-	-	-	5,000,000
Pristine Water Drive Connector	-	-	500,000	3,000,000	-	-	3,500,000
Salem Street Downtown Streetscape, Gathering Space, & Alleys	-	-	4,520,000	-	2,100,000	-	6,620,000
Davis Drive at Salem Church Road Realignment	-	-	-	200,000	500,000	7,000,000	7,700,000
Technology Drive Enhancements Cost Share	-	-	-	2,000,000	-	-	2,000,000
Vision Zero - Bike & Pedestrian	-	-	-	600,000	400,000	2,000,000	3,000,000
Production Drive Extension	-	-	-	-	300,000	2,000,000	2,300,000
US 64 Sidewalk & Enhancement Cost Share (U-5301)	-	-	-	-	2,000,000	-	2,000,000
Apex Peakway Southeast Connector	-	-	-	-	-	18,885,000	18,885,000
NC 55 Sidewalk & Enhancement Cost Share (U-2901)	-	-	-	-	-	2,000,000	2,000,000
Ten Ten Road/Center Street Sidewalk & Enhancement Cost Share (U-5825)	-	-	-	-	-	2,000,000	2,000,000
Town-Wide Traffic Signal System	-	-	-	-	-	6,800,000	6,800,000
Element Total	5,875,000	\$10,180,000	\$34,990,000	\$17,175,000	\$10,705,000	\$59,555,000	\$138,480,000



Continuous Projects

Annual GoApex Transit Improvements

\$100,000+

Annually

Annual allocation to enhance bus stop amenities (shelters, benches, trash cans, bike racks, lighting, signage, informational materials, etc.) and improve accessibility and safety (increased bicycle and pedestrian infrastructure, lighting, crosswalks, bus pullouts, bumpouts, etc.) for current and potential future GoApex service and potential overlap areas with regional transit service, such as GoCary and GoTriangle.

Annual Miscellaneous Road & Sidewalk Improvements

\$200,000

Annually

This ongoing program addresses various deficiencies throughout Apex's municipal street system with accessible ramps and crosswalks, sidewalk maintenance, 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

\$2,200,000+

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 2023-24

Felton Grove High School Improvements Cost Share

\$1,625,000

Two-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.

Justice Heights Street Extension

\$750,000

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.

Safe Routes to School

\$12,205,000

Six-year Total

These projects 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, Apex Middle, 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.

South Salem Street Bicycle Connection

(Downtown to Pleasant Park)

\$2,400,000

Two-year Total

This project includes sharrows along Salem Street from Apex Peakway to Hunter Street. Bike lanes along S Salem Street from Pleasant Park to Apex Peakway. 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.

Tingen Road Pedestrian Bridge

\$4,550,000

Two-year Total

This project includes 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.

FY 2024-25

Apex Peakway North Widening

(Center Street to Old Raleigh Road)

\$5,570,000

Two-year Total

This project widens existing Apex Peakway from a two-lane median-divided road to a four-lane median-divided road. Peak hour traffic exceeds capacity of the existing roadway so this widening will reduce queue lengths and delays. Without it, the road will continue to experience longer delays, making access difficult for commuters and emergency vehicles and causing more drivers to divert to other local routes, increasing congestion elsewhere. Until the state TIP widens Center Street/Ten Ten Road beginning in 2029 as currently programmed, this project may still not address backups at Center Street. However, this widening should be constructed prior to or during the Peakway Southeast Extension project, regardless of the state's schedule for widening Center Street.

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. 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. 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.



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 2022. 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.

GPS Emergency Vehicle Preemption

\$480,000
Three-year Total

This project includes installing GPS preempt at 10 traffic 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.

Jessie Drive Phase I & Phase II

\$23,000,000
Four-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. 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.

Jones Street Improvements

\$140,000

This project includes adding curb along both sides of Jones Street, sidewalk on one side, and grading the ditch along Holleman St. This is intended to meet or exceed 20' minimum street width based on the Fire Code, provide a new pedestrian route from W Chatham St to Holleman St, and capture and direct storm water into the public system, addressing drainage complaints. Without the project, the roadway will continue to fall below current minimum standards for vehicles and pedestrians and neighbors will continue to receive stormwater runoff from the roadway through their property.

Ragan Road Sidepath

\$850,000

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.

Vision Zero - Signal Upgrades

\$2,300,000
Two-year Total

This project will implement safety upgrades to the top five high injury network intersection priorities, currently: 1) US 1 SB off ramp at NC 55, 2) US 64 EB ramps at NC 55, 3) Lufkin Rd at NC 55, 4) Vision Dr at NC 55, and 5) Beaver Creek Commons Dr/Pemberton Hill Dr at NC 55. Without improving these locations, the goals of the Vision Zero program are unlikely to be met and we will not be able to significantly reduce the potential for serious injuries and fatalities for the most hazardous intersections.

Wayfinding Signage Fabrication & Installation

\$1,435,000
Two-year Total

This project includes fabrication and installation of Wayfinding signage throughout Town. Sign types include parking directional, vehicular directional, pedestrian directional, destination identification, gateway signage, and bicycle 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.

West Williams Street Sidewalk

\$950,000

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% 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

Old US 1 at Friendship Road Improvements Cost Share

\$250,000

This project would contribute funds toward construction of a 150' northbound left turn lane. Until the ballfields are funded for construction, this project would not be required as a condition of the Town's project. However, a westbound left turn lane is planned for construction in 2026 as part of the Friendship Innovation Park south of US 1.

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. The total estimated backlog was over \$12M based on our consultants last PCS. The last \$5M bond caught us up some and this PWT item will get us closely to eliminating backlog.

Pristine Water Drive Connector

\$3,500,000

(Pristine Water Drive to Lufkin Road)

Two-year Total

This project would extend a collector street from Burma Drive to Lufkin Road. Construct 700 feet of minor collector 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.

Salem Street Downtown Streetscape, Gathering Space, & Alleys

\$6,620,000

Two-year Total

This project includes in the order of funding below: Cost overrun for Saunders Lot plus the curbless Salem Streetscape with 10 on-street spaces and street trees, plus Saunders St gathering space, and improvements to Commerce, Seaboard, and The Peak Alley based on the schematic designs approved by Town Council in 2021. Construction plans underway for approval in 2023. Property acquisition is combined for the streetscape and alleys in the first year, with most of those funds required for the alleys.



FY 2026-27

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.

Technology Drive Enhancements Cost Share

\$2,000,000

This project will improve NC 55 (East Williams Street) at Technology Drive. The project termini have not been finalized, but improvements may extend from Sunset Lake Road to the future Jessie Drive connection. While the project purpose is to address traffic capacity and mobility needs, some bicycle and pedestrian enhancements are also anticipated. The proposed cost share is for enhancements the Town desires above and beyond what would be funded by NCDOT and CAMPO. These enhancements will be determined through the design and public engagement process. Possible examples may include, additional bicycle and pedestrian facilities, including crossing opportunities; safety enhancements consistent with Vision Zero recommendations; and landscaping.

Vision Zero – Bike & Pedestrian

\$3,000,000

Three-year Total

The project will implement countermeasures for 12 locations throughout Apex to improve infrastructure where severe or fatal bicycle or pedestrian crashes have occurred. These locations are based on the bicycle and pedestrian crash data for 2015 – 2020 that was consolidated and analyzed as part of the Vision Zero Action Plan and were identified as roadway segments and intersections where severe or fatal bicycle or pedestrian crashes have occurred and are distributed across Apex along both thoroughfares and local streets. The Town will conduct an updated safety analysis for each of 12 locations to evaluate whether infrastructure improvements are needed.

FY 2027-28

Production Drive Extension

\$2,300,000

Two-year Total

This project would extend Production Drive from Pristine Water Drive to future Jessie Drive for a distance of approximately 1,100 feet. 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.

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.



Horizon

Apex Peakway Southeast Connector

\$18,885,000

(NC 55 to Center Street)

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.

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.

Ten Ten Road/Center Street Sidewalk & Enhancement Cost Share (U5825)

\$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 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.

Town-Wide Traffic Signal System

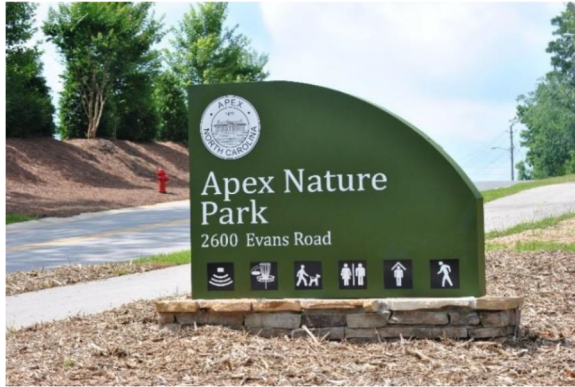
\$6,800,000

The project will address traffic signals town-wide by designing and installing the infrastructure needed to monitor and control traffic signals throughout Apex in a centralized system and support a future regional traffic signal system. Traffic signals in Apex are mostly either in the Town of Cary Signal System or controlled by NCDOT, and Apex has limited maintenance responsibilities in a few locations. New signals on town-maintained roads will become the responsibility of Apex. There is also an increasing level of service and safety benefit for Apex to monitor and maintain connected traffic signals. These benefits will increase as locally-maintained roadway mileage and pedestrian facilities are expanded and connected, and transit routes and use increase.



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 7 of this document contains detailed information regarding the proposed funding source for each individual project.

Parks, Recreation, & Cultural Resources	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	Future Years	Total Capital Cost
Annual Misc Greenway Connections	300,000	300,000	300,000	300,000	300,000	300,000	1,800,000
ACP Street Hockey Partnership Project	250,000	-	-	-	-	-	250,000
Environmental Education Center	300,000	-	3,650,000	-	-	-	3,950,000
Track Out Camp Program Buses	240,000	-	-	-	-	-	240,000
West Street Park Improvements	1,650,000	-	-	-	-	-	1,650,000
KidsTowne Playground Renovation	-	-	150,000	-	2,000,000	-	2,150,000
Seymour Athletic Fields/Nature Park Parking Expansion	-	-	120,000	1,080,000	-	-	1,200,000
Wimberly Road Park Design	-	-	500,000	-	-	30,250,000	30,750,000
Big Branch Greenway	-	-	-	300,000	150,000	8,000,000	8,450,000
Beaver Creek Greenway Extension	-	-	-	-	1,000,000	13,031,000	14,031,000
Hunter St Park Renovation	-	-	-	-	675,000	-	675,000
Jaycee Park Expansion	-	-	-	-	150,000	1,500,000	1,650,000
Olive Farm Park Design	-	-	-	-	300,000	25,000,000	25,300,000
Reedy Branch Greenway	-	-	-	-	300,000	3,000,000	3,300,000
Apex Community Park Parking Lot Expansion	-	-	-	-	-	700,000	700,000
Middle Creek Greenway (Gladstone north to Center Street/SR1010)	-	-	-	-	-	4,600,000	4,600,000
Pleasant Park Baseball & Softball Complex	-	-	-	-	-	12,300,000	12,300,000
Element Total	\$2,740,000	\$300,000	\$4,720,000	\$1,680,000	\$4,875,000	\$98,681,000	\$112,996,000



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 2023-24

ACP Street Hockey Partnership Project

\$250,000

In partnership with the NHL Carolina Hurricanes, develop 2 street hockey courts (multifunctional courts - including Futsal and Basketball) in the fenced field space. This programmable space will be utilized to introduce street hockey to the community and provide access to underserved and vulnerable populations through events with the Boys and Girls Club, Miracle League and Town Specialized Recreation programming.

Environmental Education Center

\$3,950,000

Two-year Total

The Nature and Environmental Education facility was part of the initial Master Plan for the Nature Park site. The intent is to utilize this facility as a headquarters for the operation of the park and to provide on-site staff 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.

Track Out Camp Program Buses

\$240,000

These buses are required in order to launch the Track Out Camp Program in order to transport campers to various activity locations throughout the Town of Apex.

West Street Park Improvements

\$1,650,000

Requested as part of the PRGOS Master Plan update Community Input Event, this needs list was developed through community engagement. Renovation of park available upon installation of sanitary sewer to provide a shelter with restrooms. Re-development includes accessible route through park, expanded and full-size basketball court, lighted if possible, inclusive and multigenerational amenities such as outdoor game tables and swings along with other improvements. Focus on protecting existing large canopy trees and addressing erosion and slopes issues along with stream bank management.

FY 2025-26

KidsTowne Playground Renovation

\$2,150,000

Two-year Total

This treated lumber, community-built playground is now 22 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 replacement with new.

Seymour Athletic Fields/Nature Park Parking Lot Expansion

\$1,200,000

Two-year Total

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. The PRGOS Master Plan update identified the need for



additional parking along with additional maintenance facility space. This project 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.

Wimberly Road Park Design

\$30,750,000

Two-year Total

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 needs of community. 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.

FY 2026-27

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 2027-28

Beaver Creek Greenway Extension

\$14,531,000

Two-year Total

Phase I of this project will extend Beaver Creek greenway from Nature Park to Arcadia West and Buckhorn Preserve. Phase II of this project will extend Beaver Creek greenway from Jaycee Park under Highway 55 as a grade separated crossing.

Hunter Street Park Renovation

\$675,000

This project includes the replacement of the turf field at Hunter Street Park from 2016 due to use. Turf fields are intended to provide play for approximately 10 years. This particular field was the Town's first synthetic turf field and the demand for field space through Town programs, school agreements and outside organization rental have this field being utilized daily for many hours. Even with grooming and routine maintenance and repair, the carpet fibers deteriorate and seams wear out. This renovation will result in 10+/- years of all-weather field use.

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 with restroom, playground, pickleball, and additional parking serving multiple neighborhoods within walking distance of the park. This will also connect to the Beaver Creek Greenway and existing Jaycee Park amenities.

Olive Farm Park Design

\$25,300,000

Two-year Total

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 needs of community. Early responses from public input indicate the possibility of a recreation center, open play space, active and passive recreation with significant environmental components.



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 to the American Tobacco Trail.

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 Jessie Drive, through the Cash Corporate site, to Lufkin Road Middle School terminating at Center Street/SR1010.

Pleasant Park Baseball & Softball Complex

\$12,300,000

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.



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 7 of this document contains detailed information regarding the proposed funding source for each individual project.

Public Safety	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	Future Years	Total Capital Cost
Engine 32 Replacement	900,000	-	-	-	-	-	900,000
Fire Radio Replacement	150,000	150,000	150,000	150,000	150,000	150,000	900,000
Self-Contained Breathing Apparatus Replacement	250,000	250,000	250,000	250,000	250,000	710,000	1,960,000
Driving Simulator	-	298,000	-	-	-	-	298,000
Police Radio Replacement	-	610,000	610,000	635,000	-	-	1,855,000
Fire Pumper for Olive Farm Station	-	-	-	-	-	825,000	825,000
Fire Pumper for Station 38	-	-	-	-	-	825,000	825,000
Rescue Retrieval Van	-	-	-	-	-	194,000	194,000
Element Total	\$1,300,000	\$1,308,000	\$1,010,000	\$1,035,000	\$400,000	\$2,704,000	\$7,757,000



FY 2023-24

Engine 32 Replacement

\$900,000

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.

Fire Radio Replacement

\$900,000

Six-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.

Self-Contained Breathing Apparatus Replacement

\$1,960,000

Six-year Total

This project will replace 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

\$298,000

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 staff will encounter during the simulation and integrate a number of challenges into the course. The life expectancy for a quality simulator is projected to be a minimum of 10 years, based on continued maintenance and proper use.

Police Radio Replacement

\$1,855,000

Three-year Total

This project will replace all mobile and portable radios in the police department. Our current radios will be at end-of-life in two years and the cost of repairing them will exceed the cost of the device. Our replacement schedule is over the course of three-years and will allow us to replace the radios as their warranties expire. The schedule is to replace 41 portables & 33 mobiles in FY24 & FY25 and 43 portable and 34 mobiles in FY26.

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 38

\$825,000

This fire pumper will be needed for the fire station 38 in order to provide service to Apex's western areas, including annexations into Chatham County.

Rescue Retrieval Van

\$194,000

Currently, we have extremely limited access to a ruggedized rescue retrieval vehicle with the capabilities to move citizens away from hostile environments safely and efficiently. Purchasing this vehicle will provide a vital resource and enhances the Apex Police Department's ability to respond to a victim rescue situation, and safely insert police officers into a critical incident. The vehicle would support all facets of public safety to include Fire, Police, & Medic responses for these often rapidly evolving events. The ruggedized transit van enhances our ability to support hostage rescue scenarios in a manner that is safer for innocent civilians and police officers. Since this vehicle is inconspicuous, it is an ideal choice for our department and would primarily serve in the role of rescue/medical transport and police response to a hostile environment.



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 7 of this document contains detailed information regarding the proposed funding source for each individual project.

Public Facilities	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	Future Years	Total Capital Cost
Eva Perry Library Improvements	200,000	-	-	-	-	-	200,000
Tunstall House Restoration	1,800,000	-	-	-	-	-	1,800,000
Mechanical (HVAC/Chiller) Upgrades to Town Facilities	-	125,000	-	-	-	-	125,000
Public Works Operations Building Renovations	-	870,000	-	-	-	-	870,000
Station 1 Rebuild	-	500,000	-	4,750,000	-	-	5,250,000
Town Hall Remodel	-	900,000	900,000	900,000	-	-	2,700,000
Vehicle Storage Shed & Brine Building	-	23,500	235,500	-	-	-	259,000
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	-	-	-	-	-	3,150,000	3,150,000
Fire Station 7 (Olive Farm Area)	-	-	-	-	-	6,800,000	6,800,000
Fleet Fluid Pumps/Reclamation	-	-	-	-	-	100,000	100,000
Land Purchase for Affordable Housing	-	-	-	-	-	500,000	500,000
Police Department Addition/Renovation	-	-	-	-	-	6,600,000	6,600,000
Public Safety Station 8	-	-	-	-	-	8,550,000	8,550,000
Element Total	\$2,000,000	\$2,418,500	\$1,520,500	\$5,815,000	\$250,000	\$27,700,000	\$39,704,000



FY 2023-24

Eva Perry Library Improvements

\$200,000

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 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.

Tunstall House Restoration

\$1,800,000

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. The building will maximize its use by utilizing the two rooms of the original structure as public-facing meeting spaces, and utilizing the additions as well as the second floor for Town office space. This will create a more flexible space that can be used by both groups simultaneously.

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 the Halle Cultural Arts Center 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.

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.

Station 1 Rebuild

\$5,250,000

Two-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 continue to house Rescue 33. Incorporation of some type of public "museum space" featuring the Hunter fire apparatus is also planned for this location.

Town Hall Remodel

\$2,700,000

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.



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 2025-26

Town Campus & Public Works Parking Lot Resurfacing

\$550,000
Two-year Total

This project is for the reconstruction of the Town Campus in the first year and Public Works Campus in the second year to include asphalt pavement and remarking.

FY 2027-28

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

\$3,150,000

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 7

(Olive Farm Area)

\$6,800,000

Fire Station 7 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 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

\$6,600,000

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 8

\$8,550,000

Public Safety Station 8 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 7 of this document contains detailed information regarding the proposed funding source for each individual project.

Public Works & Environmental Services	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	Future Years	Total Capital Cost
Grapple Truck - Replacement	235,000	-	-	-	-	-	235,000
Fleet Services Field Response Truck - Replacement	-	225,000	-	-	-	-	225,000
Leaf Truck - Addition	-	280,000	-	288,000	-	-	568,000
Leaf Truck - Replacement	-	-	285,000	-	290,000	-	575,000
Right of Way Mowing Tractor - Replacement	-	-	140,000	-	-	-	140,000
Rear Loader - Addition	-	-	-	235,000	-	-	235,000
Tandem Semi Tractor w/ Wet Line	-	-	-	-	180,000	-	180,000
Dump Truck - Replacement	-	-	-	-	-	185,000	185,000
Element Total	\$235,000	\$505,000	\$425,000	\$523,000	\$470,000	\$185,000	\$2,343,000



FY 2023-24

Grapple Truck – Replacement \$235,000

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.

FY 2024-25

Fleet Services Field Response Truck – Replacement \$225,000

This project is required as the existing crane is not safe and existing welder and air compressor are broken. This project will replace a pickup truck (Unit #61) in the Town's current fleet that will be 17 years old with over 50,000 miles at the time of replacement.

Leaf Truck – Addition \$280,000

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. This truck will be placed in service as a motor pool vehicle to support removal of leaves along curb & gutter lines and assist with removal of light debris along catch basins.

FY 2025-26

Leaf Truck – Replacement \$285,000

This project will replace a leaf truck (Unit #212) in the Town's current fleet that will be 8 years old with over 75,000 miles at the time of replacement.

Right of Way Mowing Tractor – Replacement \$140,000

This project will replace a right of way mower (Unit #556) in the Town's current fleet that will be 24 years old with over 1,672 hours of use at the time of replacement.

FY 2026-27

Leaf Truck – Addition \$288,000

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. This truck will be placed in service as a motor pool vehicle to support removal of leaves along curb & gutter lines and assist with removal of light debris along catch basins.

Rear Loader Truck – Addition \$235,000

This project is recommended for small pile collection currently utilized by manual collection with F-450 dump trucks with no compaction. Additionally, the truck can support desire to utilize chippers less for safety and noise reasons. The Yard Waste refuse truck is needed in order to facilitate potential Yard Waste Cart program for approximately 500 residents along Salem Street, thus keeping debris out of the storm drains and debris off the street along a highly visible corridor in the downtown area.



FY 2027-28

Tandem Semi Tractor – Addition \$180,000

The addition of a Class 8 semi-truck trailer will be used to pull heavy equipment trailer and Solid Waste walking floor trailer utilized to transport yard waste debris.

Leaf Truck – Replacement \$290,000

This project will replace a leaf truck (Unit #108) in the Town’s current fleet that will be 10 years old with over 85,000 miles at the time of replacement.

Horizon

Dump Truck – Replacement \$185,000

This project will replace a tandem dump truck (Unit #62) in the town’s fleet that will be 20 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	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	Future Years	Total Capital Cost
Transportation	5,875,000	10,180,000	34,990,000	17,175,000	10,705,000	59,555,000	138,480,000
Parks, Recreation, & Cultural Resources	2,740,000	300,000	4,720,000	1,680,000	4,875,000	98,681,000	112,996,000
Public Facilities	2,000,000	2,418,500	1,520,500	5,815,000	250,000	27,700,000	39,704,000
Public Safety	1,300,000	1,308,000	1,010,000	1,035,000	400,000	2,704,000	7,757,000
Public Works & Environmental Services	235,000	505,000	425,000	523,000	470,000	185,000	2,343,000
	\$12,150,000	\$14,711,500	\$42,665,500	\$26,228,000	\$16,700,000	188,825,000	\$301,280,000
Revenues	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	Future Years	Total
General Fund / Capital Outlay	5,325,000	9,711,300	11,400,500	13,791,000	12,904,000	24,500,000	77,631,800
General Obligation Bonds	-	-	20,735,000	4,265,000	-	123,000,000	148,000,000
Grants	2,250,000	1,175,200	3,430,000	100,000	100,000	1,900,000	8,955,200
Installment Purchase / Capital Lease	1,375,000	-	3,650,000	4,500,000	-	25,100,000	34,625,000
Designated Capital Funds	1,400,000	1,970,000	1,544,000	1,605,000	1,670,000	12,235,000	20,424,000
Intergovernmental Funds	1,800,000	1,855,000	1,906,000	1,967,000	2,026,000	2,090,000	11,644,000
	\$12,150,000	\$14,711,500	\$42,665,500	\$26,228,000	\$16,700,000	\$188,825,000	\$301,280,000

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 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 and chiller 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, and dump trucks 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 a 7.8 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 6.09 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 FY23-24. For projects subject to financing in FY23-24, 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 FY24-25. 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 FY23-24 is .78 percent. The ratio for FY23-24 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 .78 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, 2023 audited valuation is \$952,402,051. The CIP includes a maximum debt obligation of \$108,751,092 in FY26-27.

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 78.39 percent in FY23-24. The lowest ratio of 69.06 in FY26-27 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 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 FY23-24, 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	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28
GO Bond Debt	\$59,950,000	\$78,235,000	\$74,520,000	\$90,330,000	\$89,670,000	\$84,950,000
Installment Purchase & Lease Debt	\$18,431,931	\$18,026,138	\$16,255,345	\$17,254,511	\$19,081,092	\$16,147,653
Total Net Debt Obligations	\$78,381,931	\$96,261,138	\$90,775,345	\$107,584,511	\$108,751,092	\$101,097,653
Debt Service						
GO Bond Principal	\$3,715,000	\$4,925,000	\$4,925,000	\$4,720,000	\$5,975,000	\$5,980,000
GO Bond Interest	\$1,970,757	\$2,740,607	\$2,549,807	\$2,358,706	\$3,535,457	\$3,269,206
<i>Total GO Bond Debt Service</i>	<i>\$5,685,757</i>	<i>\$7,665,607</i>	<i>\$7,474,807</i>	<i>\$7,078,706</i>	<i>\$9,510,457</i>	<i>\$9,249,206</i>
IP & Lease Principal	\$1,780,793	\$1,770,793	\$2,650,834	\$2,673,419	\$2,933,440	\$2,446,752
IP & Lease Interest	\$331,069	\$297,423	\$346,407	\$281,510	\$671,733	\$618,257
<i>Total IP Debt Service</i>	<i>\$2,111,862</i>	<i>\$2,068,216</i>	<i>\$2,997,241</i>	<i>\$2,954,929</i>	<i>\$3,605,173</i>	<i>\$3,065,009</i>
Total GF Debt Service	\$7,797,619	\$9,733,823	\$10,472,048	\$10,033,635	\$13,115,630	\$12,314,215

General Fund Debt Ratios & Fiscal Indicators	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28
Fund Balance	\$41,074,101	\$36,499,101	\$33,115,203	\$31,182,322	\$26,403,057	\$23,818,725
Fund Balance Percentage	38.29%	35.81%	29.07%	25.44%	19.41%	16.66%
Impact on Capital Designated Funds	\$0	\$1,400,000	\$1,970,000	\$1,544,000	\$1,605,000	\$1,670,000
Impact on Operating Budget	\$0	\$0	\$0	\$0	\$0	\$0
Revenue per Capita	\$1,539.41	\$1,256	\$1,263	\$1,279	\$1,291	\$1,281
% Property Tax Revenue	38.76%	48.83%	53.50%	53.99%	54.33%	53.88%
10-year Principal Payout (>55%)	72.47%	78.39%	84.45%	70.45%	69.06%	73.24%
Net Debt per Assessed Valuation (<2.5%)	0.658%	0.778%	0.638%	0.713%	0.679%	0.595%
Net Debt Service to Expenditures Less Transfers-in (<12%)	8.45%	10.00%	9.19%	8.19%	9.64%	8.61%
PAYGO Percent	0.00%	88.68%	100.00%	42.85%	66.58%	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 consider substantial increases or decreases in revenues from other sources such as sales tax or service fees.

The FY23-24 Recommended Budget includes a tax rate of \$0.44, which includes a \$.03 increase. Wake County will undergo another revaluation in 2024 and the projections for FY24-25 indicate a revenue-neutral tax rate of \$.406. 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 FY23-24 with potential shortfalls ranging from \$1.93 million in FY25-26 to \$4.77 million in FY26-27. 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 \$78.92 million in transportation projects over the next five years, including \$6.62 million for downtown projects, and identifies another \$59.55 million in projects on the horizon. Transportation projects include eighteen projects with cost estimates exceeding one million dollars over the next five years. The CIP programs five of these large projects for FY25-26 to correspond with bond sales from the November 2021 bond referendum, which funds \$20.73 million for five of the projects. Overall, the CIP includes debt service for general obligation bonds to cover \$42 million in transportation projects – \$17 million of which was reflected in FY22-23 and \$25 million reflected in FY25-26. The impact model does include a tax rate increase to accompany the proposed general obligation debt. The proposed bond plan includes the final tax rate increase for this bond of \$.016 in FY26-27 to cover the annual debt service. Significant parks and recreation projects include an environmental education center (\$3.95 million), Seymour Athletic Fields/Nature Park parking lot expansion (\$1.2 million), and maintenance and renovations at KidsTowne Playground (\$2.15 million). These parks and recreation projects currently do not have funding identified beyond typical General Fund revenues.

After a decrease in capital expenditures in the FY22-23 Adopted Budget to 9.03 percent, Town Council asked staff to provide a plan to return capital expenditures to the historical average of 12.0 percent of the General Fund budget over the next few years. Capital expenditures represent 10.05 percent of the FY23-24 Recommended General Fund Budget. The five-year tax rate assessment table below includes the recommended rates and indicates the change in tax rate needed to account for the remaining 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 the recommended plan that would return capital expenditures to around 12.0 percent by FY25-26. The "zero-balance" tax rate line reflects the tax rate adjusted to generate revenue 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 \$.021 in future years to ensure a balanced budget and maintain sufficient reserves, including \$.016 required in FY25-26 for debt service for the 2021 Transportation Bonds. The average tax rate needed does not include the \$.014 increase over the revenue neutral tax rate presented in the model for FY24-25. Although the recommended tax rates included in model would not generate sufficient funding for all projects included in the CIP, they do present a manageable increase to allow for more capital projects. To create a manageable plan to reach the 12.0 percent goal, staff had to move several costly projects to future years. Moving the projects out on the CIP will allow for further evaluation and discussion by staff and Town Council regarding the feasibility of these projects. These projects include Phase 2 of Jessie Drive (\$12 million), the town-wide traffic signal system (\$6.8 million), SE Peakway (\$18.9 million), Production Drive extension (\$2 million), Beaver Creek Greenway extension (\$13 million), Big Branch Greenway (\$8 million), and Pleasant Park Baseball/Softball Complex (\$12.3 million). Staff will continue to seek alternate funding sources as well as plans to reduce project costs.

5-Year Tax Rate Assessment

Forecasted Expenditures (Including CIP Projects)	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28
Operating Budget	\$83,862,777	\$90,571,799	\$97,817,543	\$105,642,947	\$114,094,382
Capital Outlay	\$8,525,000	\$13,536,300	\$14,850,500	\$17,363,000	\$16,600,000
Debt Service	\$9,733,823	\$10,472,048	\$10,033,635	\$13,115,630	\$12,314,215
Capital Reserve Coverage	-\$1,400,000	-\$1,970,000	-\$1,544,000	-\$1,605,000	-\$1,670,000
Transfers Out	\$1,211,000	\$1,305,458	\$1,407,284	\$1,517,052	\$1,635,382
<i>Total Expenditures</i>	<i>\$101,932,600</i>	<i>\$113,915,605</i>	<i>\$122,564,962</i>	<i>\$136,033,628</i>	<i>\$142,973,979</i>
Total Capital & Debt	\$16,858,823	\$22,038,348	\$23,340,135	\$28,873,630	\$27,244,215
Capital & Debt Expenditures %	16.54%	19.35%	19.04%	21.23%	19.06%
Forecasted Revenues					
Property Tax	\$49,769,400	\$59,136,451	\$65,125,205	\$71,306,936	\$75,646,427
Other Taxes, Fees, Charges	\$47,588,200	\$51,395,256	\$55,506,876	\$59,947,427	\$64,743,221
Available Capital Funds	\$4,575,000	\$0	\$0	\$0	\$0
Transfers In	\$0	\$0	\$0	\$0	\$0
<i>Total Revenues</i>	<i>\$101,932,600</i>	<i>\$110,531,707</i>	<i>\$120,632,081</i>	<i>\$131,254,363</i>	<i>\$140,389,648</i>
Difference	(\$0)	(\$3,383,898)	(\$1,932,880)	(\$4,779,266)	(\$2,584,331)
Projected Fund Balance	\$36,499,101	\$33,115,203	\$31,182,322	\$26,403,057	\$23,818,725
Capital Impact on Fund Balance	(\$0)	(\$3,383,898)	(\$1,932,880)	(\$4,779,266)	(\$2,584,331)
Fund Balance Impact Percentage	35.81%	29.07%	25.44%	19.41%	16.66%
Assessed Property Value	\$12,367,243,902	\$14,222,330,487	\$15,087,851,946	\$16,006,046,024	\$16,980,118,192
\$.01 Property Tax Increase =	\$1,224,357	\$1,408,011	\$1,493,697	\$1,584,599	\$1,681,032
Tax Rate	\$0.440	\$0.420	\$0.436	\$0.450	\$0.450
Change in Tax Rate Needed for Difference	\$0.000	\$0.024	\$0.013	\$0.030	\$0.015
Zero-Balance Tax Rate	\$0.440	\$0.444	\$0.449	\$0.480	\$0.465
Projected Fund Balance with Tax Rate Adjustment	\$36,499,101	\$29,731,305	\$29,249,442	\$21,623,791	\$21,234,394
Projected Fund Balance % with Tax Rate Adjustment	35.81%	26.10%	23.86%	15.90%	14.85%

Proposed Tax Rate Plan for 12% Capital Expenditures					
	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28
Proposed Tax Rate	\$0.440	\$0.420	\$0.436	\$0.450	\$0.450
Estimated Range of % Capital Expenditures*	8.4% – 10.0%	9.2% – 11.2%	10.7% – 12.7%	9.6% – 11.6%	10.0% – 12.0%

*Assumes balanced budget based on estimated revenue projections

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	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	Future Years	Total Capital Cost
East Williams Substation	1,800,000	1,800,000	-	3,625,000	-	-	7,225,000
LED Replacement	250,000	250,000	250,000	-	-	-	750,000
Bucket Truck - Replacement	-	250,000	-	-	-	-	250,000
Bucket Truck - Replacement	-	250,000	-	-	-	-	250,000
Green Level Substation	-	200,000	1,550,000	-	-	-	1,750,000
System Fault Indicators - SCADA	-	150,000	-	-	-	-	150,000
Total	\$ 2,050,000	\$ 2,900,000	\$ 1,800,000	\$ 3,625,000	\$ -	\$ -	\$ 10,375,000



FY 2023-24

East Williams Substation

\$7,225,000

Three-year Total

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. The first phase will install one 40 MVA transformer, and Phase II will add the second 40 MVA transformer.

LED Replacement

\$750,000

Three-year Total

This project will replace the remainder of Town’s decorative fixtures with LED technology. This effort will reduce Town’s energy usage for lighting by two-thirds, thus reducing overall energy purchases from Duke Energy.

FY 2024-25

Bucket Truck – Replacement

\$250,000

This project will replace one electric line bucket truck (Unit #65). The electric line truck is a specialized vehicle required for the installation of both overhead electrical equipment. At time of replacement, the truck will be over 10 years old.

Bucket Truck – Replacement

\$250,000

This project will replace one tree bucket truck (Unit #200). The tree bucket truck is a specialized vehicle required for tree management surrounding electrical equipment. At time of replacement, the truck will be over 10 years old.

Green Level Substation

\$1,750,000

Two-year Total

Green Level Substation represents a strategic priority for the Town. Situated in the NW corner of the Town, the new substation will provide capacity for a growing section of town that is presently served from the Laura Duncan and Mount Zion substations. As growth in the Town increases loading on both of these substations we will require a new source to help alleviate this situation. The location of the proposed Green Level substation will provide that capacity as well as increase reliability by reducing feeder exposure. Phase 1 is to procure the land needed for the substation. This is critical as the proposed area is growing and land is becoming scarce and expensive. Phase 2 construction is to construct bank 1 and relocate existing transformer in Mount Zion. This will allow us to avoid purchasing a second transform till loading at either Mount Zion or Green Level dictate need and provide an immediate reliability improvement by reducing feeder exposure.

System Fault Indicators - SCADA

\$150,000

This project will replace existing battery-operated fault indicators with SCADA enabled cellular fault indicators allowing for faster response to outages affecting large customer outages.

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	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	Future Years	Total Capital Cost
East Williams Substation	1,800,000	1,800,000	-	3,625,000	-	-	7,225,000
LED Replacement	250,000	250,000	250,000	-	-	-	750,000
Bucket Truck - Replacement	-	250,000	-	-	-	-	250,000
Bucket Truck - Replacement	-	250,000	-	-	-	-	250,000
Green Level Substation	-	200,000	1,550,000	-	-	-	1,750,000
System Fault Indicators - SCADA	-	150,000	-	-	-	-	150,000
Total	\$ 2,050,000	\$ 2,900,000	\$ 1,800,000	\$ 3,625,000	\$ -	\$ -	\$ 10,375,000
Revenues	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	Future Years	Total
Capital Outlay	2,050,000	2,700,000	250,000	3,625,000	-	-	8,625,000
Designated Capital Funds	-	200,000	1,550,000	-	-	-	1,750,000
	\$ 2,050,000	\$ 2,900,000	\$ 1,800,000	\$ 3,625,000	\$ -	\$ -	\$ 10,375,000



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 Element 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 and Sewer Utility Fund	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	Future Years	Total Capital Cost
Advanced Metering Infrastructure	4,100,000	-	-	-	-	-	4,100,000
Big Branch 2 Pump Station & Force Main	40,000,000	-	-	-	-	-	40,000,000
Crane Truck - Addition	165,000	-	-	-	-	-	165,000
Hwy 55 Booster Pump Station Upgrades	450,000	-	-	-	-	-	450,000
Roberts Road Water Line Connection	250,000	-	-	-	-	-	250,000
Skid Steer - Addition	160,000	-	-	-	-	-	160,000
Sunset Hills Pump Station Improvements	4,400,000	-	-	-	-	-	4,400,000
Valve Truck - Addition	230,000	-	-	-	-	-	230,000
Wimberly Road Water Supply Vault	40,000	160,000	-	-	-	-	200,000
WWRWRF - Phase II Expansion	170,000	-	2,900,000	-	-	32,000,000	35,070,000
Green Level Church Water Line Connection	-	115,000	500,000	-	-	-	615,000
Little Beaver Creek Gravity Sewer Extension	-	1,200,000	-	-	-	-	1,200,000
Old Raleigh Road Water Line Replacement	-	850,000	3,250,000	-	-	-	4,100,000
Shearon Harris Road Water Line Connection	-	100,000	400,000	-	-	-	500,000
Shepherd's Vineyard Road Water Line	-	95,000	250,000	-	-	-	345,000
US 64 & New Hill Olive Chapel Water Connection	-	330,000	1,400,000	-	-	-	1,730,000
Abbingtion Gravity Sewer Extension	-	-	280,000	-	-	-	280,000
Crossroads Water Line Connection	-	-	400,000	-	-	-	400,000
Green Level West Water Line Connection	-	-	100,000	300,000	-	-	400,000
HWY 64 Off Ramp Water Line Connection	-	-	100,000	225,000	-	-	325,000
US 64 Utility Relocation	-	-	2,500,000	-	-	-	2,500,000
UV System Replacement	-	-	1,450,000	-	-	-	1,450,000
Castlewood & Orchard Villas Water Line Connection	-	-	-	200,000	1,000,000	-	1,200,000
Richardson Road Water Line Connection	-	-	-	55,000	600,000	-	655,000
Villages of Apex Water Line Connection	-	-	-	45,000	250,000	-	295,000
Zeno Road Water Line Connection	-	-	-	75,000	150,000	-	225,000
Davis Drive & North Salem Street Water Line Connection	-	-	-	-	350,000	2,000,000	2,350,000
SR1010 Utility Relocation	-	-	-	-	3,000,000	-	3,000,000
Elevated Water Storage Tank - 2.0 MG	-	-	-	-	-	6,500,000	6,500,000
Humie Olive Water Connection	-	-	-	-	-	150,000	150,000
NC 55 Utility Relocation	-	-	-	-	-	2,225,000	2,225,000
Cary Projects Sub-Total	333,500	799,250	787,750	690,000	2,771,500	1,380,000	6,762,000
WWRWRF Sub-Total	221,000	-	493,000	2,822,000	-	31,645,500	35,181,500
Total	\$ 50,519,500	\$ 3,649,250	\$ 14,810,750	\$ 4,412,000	\$ 8,121,500	\$ 75,900,500	\$ 157,413,500



FY 2023-24

Advance Metering Infrastructure **\$4,100,000**

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 water/sewer service customers by utilizing high speed, standards-based communications to access real-time data.

Big Branch 2 Pump Station & Force Main **\$35,240,000**

This project includes design and construction of Big Branch Pump Station (capacity of 3 million gallons per day) and approximately six miles of dual 20-inch force mains 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 - Addition **\$165,000**

This project replaces Unit 36, which is now 14 years old. Pump stations have become deeper requiring cranes with more line capacity. Additionally, future facilities will require the 8,000-pound rated lifting capacity of a truck like this.

Hwy 55 Booster Pump Station Upgrades **\$450,000**

This project will enhance the booster pump station that is effective for transferring in water from Holly Springs into Apex in case of emergency shortages. The current pump station is designed for 1.1 Million Gallons a Day (MGD) of flow but will need to be upsized to handle 4.6 MGD.

Roberts Road Water Line Connection **\$250,000**

This project will install approximately 950 linear feet of 12-inch Ductile Iron Pipe. The design is being completed by Water Resources Utility Engineering staff. This water main installation will help connect existing dead-end lines at Roberts Crossing and The Upchurch development projects. This project would reduce the need for Operations to constantly flush these water lines to maintain water quality parameters and provide needed redundancy recently noticed during a water tap for a new development project.

Skid Steer - Addition **\$160,000**

With the implementation of the Stormwater Utility fee the demand for repairs has gone up. This piece of equipment with the right attachment will significantly increase stormwater and street maintenance repair capabilities. Attachments needed will require 'High Flow' hydraulics, which this particular model provides.

Sunset Hills Pump Station Improvements **\$4,400,000**

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.

Valve Truck - Addition **\$230,000**

This vehicle is to upgrade and enhance our valve maintenance activity and provide GIS capability and storing of valve performance measures. Truck also provides more crew capacity and maintenance tolls, along with a heavier duty truck for safety of staff. As our valve count has surpassed 10,000 we see a near future need to have assign multiple operations personnel to this task.



Wimberly Road Water Supply Vault

\$200,000

Two-year total

Installation of a 3rd water meter vault to assist in quantification of water supply in conjunction with Town of Cary for our shared Water Plant distribution. The 3rd vault would ensure that Apex can receive enough water to meet our demand and provide redundancy should other transmission lines from Cary become disrupted.

WWRWRF – Phase II Expansion

\$35,070,000

Three-year total

Western Wake Regional Water Reclamation Facility (WWRWRF) will approach 80% capacity in the coming years. As such, NCDEQ requires permitted facilities to begin planning for expansion. The costs identified below are from the Town of Cary and represent Apex 34% share of the plant. Additional capacity may be needed based on the conclusions and recommendations presented by HDR in their Long Range Water Resources Plan Update currently being drafted.

FY 2024-25

Green Level Church Water Line Connection

\$615,000

Two-year Total

This project will install a water line tie in that will help redundancy in this area. Approximately 1,800 linear feet of 8-inch ductile iron pipe running from North from the Ellsworth development parallel to Green Level Church Rd and tying into the newly extended and stubbed line from the Freedom Square development at Green Level West Rd.

Little Beaver Creek Gravity Sewer Extension

\$1,200,000

Due to recent sewer extensions along Little Beaver Creek, the existing pump station located at the Friendship HS/ES site is an excellent candidate 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 existing location of the Little Beaver Creek outfall. 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

\$4,100,000

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.

Shearon Harris Road Water Line Connection

\$500,000

Two-year Total

This project will install a water line that would extend from the stubbed line at the intersection of Reclamation Rd and Shearon Harris Rd north to Old US 1 HWY. Approximately 1,500 linear feet of 8-inch ductile iron pipe would be designed and installed to connect to the existing waterline along Old US-1. This would provide a looped connection and a second water feed to the Western Water Regional Water Reclamation Facility.

Shepherd's Vineyard Road Water Line Connection

\$345,000

Two-year Total

This project will install a connection of the three stubbed water lines on Shepherd's Vineyard Drive with approximately 800 linear feet of 8-inch water main.



US 64 & New Hill Olive Chapel Water Loop

\$1,730,000

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 6,500 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 2025-26

Abbington Gravity Sewer Extension

\$280,000

Due to constant overtime and emergency maintenance at this station, approximately 2,400 linear feet 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.

Crossroads Water Line Connection

\$400,000

With five dead end lines in this vicinity, this would be an important area to create a connection so that water quality and redundancy may be improved for the two separate neighborhoods as well as the Crossroads Ford. It will be approximately 2,000 linear feet of 8-inch ductile iron pipe to provide this connection.

Green Level West Water Line Connection

\$400,000

Two-year Total

This project will connect the two subdivisions of The Pointe and Weddington along Green Level West Rd. with approximately 1,100 linear feet of 8-inch ductile iron water line and crossing American Tobacco Trail.

HWY 64 Off Ramp Water Line Connection

\$325,000

Two-year Total

This project will connect the stubbed end of the Villages of Apex subdivision parallel to HWY 64 across the railroad with approximately 1,300 linear feet of 12-inch ductile iron continuing west along HWY 64 to tie into the N Salem St ramp.

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

\$1,450,000

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.

FY 2026-27

Castlewood & Orchard Villas Water Line Connection \$1,200,000
Two-year total

This project will provide a connection between Castlewood and the Orchard Villa subdivisions with approximately 1,500 linear feet of 8" ductile iron water line and an additional 180 linear feet of 24-inch encasement pipe for the boring underneath US-64.

Richardson Road Water Line Connection \$655,000
Two-year total

This project will provide three stubbed connections at the Richardson Rd and Mt Zion Church Rd intersection above Friendship Station with approximately 1,500 linear feet of 12-inch water line parallel to Richardson Rd south to the Zion intersection and 700 feet of 6-inch water line from Mt Zion south to the Y intersection connection point. A total of 2,200 LF of ductile iron water line to install to help connect this area.

Villages of Apex Water Line Connection \$295,000
Two-year total

This project will provide connections crossing Apex Peakway to help connect the Villages of Apex South lots to the Villages of Apex with approximately 1,000 linear feet of 12-inch ductile iron pipe.

Zeno Road Water Line Connection \$225,000
Two-year total

This project will provide a water line connection along Zeno Rd from the two stubbed lines with approximately 550 linear feet of 12-inch ductile iron water line.

FY 2027-28

Davis Drive & North Salem Street Water Line Connection \$2,350,000
Two-year total

This project will provide a connection of remaining southern piece of the 12-inch Davis Drive water line tying to the last western segment of the 12-inch water on N Salem Street connecting above US64, and then bored underneath and connecting to the 8-inch stubbed water line on the other side of the highway with approximately 4,000 linear feet of 12-inch ductile iron pipe for the water main and additionally 450 linear feet of 24-inch encasement pipe for the crossings.

SR1010 Utility Relocation \$3,000,000

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.



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.

Humie Olive Water Connection

\$150,000

This project will add approximately 2,900 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 much needed redundancy to the New Hill/Jordan Pointe service area, better water quality and fire protection capabilities to this section of the service area.

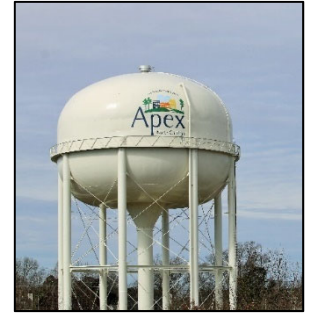
NC 55 Utility Relocation

\$2,250,000

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.

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.



Water and Sewer Utility Fund	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	Future Years	Total Capital Cost
AMI	4,100,000	-	-	-	-	-	4,100,000
Big Branch 2 Pump Station & Force Main	40,000,000	-	-	-	-	-	40,000,000
Crane Truck - Addition	165,000	-	-	-	-	-	165,000
Hwy 55 Booster Pump Station Upgrades	450,000	-	-	-	-	-	450,000
Roberts Road Water Line Connection	250,000	-	-	-	-	-	250,000
Skid Steer - Addition	160,000	-	-	-	-	-	160,000
Sunset Hills Pump Station Improvements	4,400,000	-	-	-	-	-	4,400,000
Valve Truck - Addition	230,000	-	-	-	-	-	230,000
Wimberly Road Water Supply Vault	40,000	160,000	-	-	-	-	200,000
WWRWRF - Phase II Expansion	170,000	-	2,900,000	-	-	32,000,000	35,070,000
Green Level Church Water Line Connection	-	115,000	500,000	-	-	-	615,000
Little Beaver Creek Gravity Sewer Extension	-	1,200,000	-	-	-	-	1,200,000
Old Raleigh Road Water Line Replacement	-	850,000	3,250,000	-	-	-	4,100,000
Shearon Harris Road Water Line Connection	-	100,000	400,000	-	-	-	500,000
Shepherd's Vineyard Road Water Line	-	95,000	250,000	-	-	-	345,000
US 64 & New Hill Olive Chapel Water Connection	-	330,000	1,400,000	-	-	-	1,730,000
Abbingtion Gravity Sewer Extension	-	-	280,000	-	-	-	280,000
Crossroads Water Line Connection	-	-	400,000	-	-	-	400,000
Green Level West Water Line Connection	-	-	100,000	300,000	-	-	400,000
HWY 64 Off Ramp Water Line Connection	-	-	100,000	225,000	-	-	325,000
US 64 Utility Relocation	-	-	2,500,000	-	-	-	2,500,000
UV System Replacement	-	-	1,450,000	-	-	-	1,450,000
Castlewood & Orchard Villas Water Line Connection	-	-	-	200,000	1,000,000	-	1,200,000
Richardson Road Water Line Connection	-	-	-	55,000	600,000	-	655,000
Villages of Apex Water Line Connection	-	-	-	45,000	250,000	-	295,000
Zeno Road Water Line Connection	-	-	-	75,000	150,000	-	225,000
Davis Drive & North Salem Street Water Line Connection	-	-	-	-	350,000	2,000,000	2,350,000
SR1010 Utility Relocation	-	-	-	-	3,000,000	-	3,000,000
Elevated Water Storage Tank - 2.0 MG	-	-	-	-	-	6,500,000	6,500,000
Humie Olive Water Connection	-	-	-	-	-	150,000	150,000
NC 55 Utility Relocation	-	-	-	-	-	2,225,000	2,225,000
Cary Projects Sub-Total	333,500	799,250	787,750	690,000	2,771,500	1,380,000	6,762,000
WWRWRF Sub-Total	221,000	-	493,000	2,822,000	-	31,645,500	35,181,500
Total	\$ 50,519,500	\$ 3,649,250	\$ 14,810,750	\$ 4,412,000	\$ 8,121,500	\$ 75,900,500	\$ 157,413,500
Revenues	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	Future Years	Total
Capital Outlay	5,209,500	2,8520,000	13,530,000	900,000	5,350,000	4,375,000	32,214,500
Designated Capital Funds	\$20,910,000	799,250	1,280,750	3,512,000	2,771,500	7,880,000	37,153,500
Grants	4,400,000	-	-	-	-	-	4,400,000
Revenue Bonds	\$20,000,000	-	-	-	-	63,645,500	83,645,500
	\$ 50,519,500	\$ 3,649,250	\$ 14,810,750	\$ 4,412,000	\$ 8,121,500	\$ 75,900,500	\$ 157,413,500



Section 6: Stormwater Utility

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

The types of capital projects that qualify for this fund include the Construction and improvement of stormwater infrastructure. These projects include vehicle additions and replacements necessary to maintain and repair stormwater infrastructure.

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





Stormwater Utility Element Projects

Projects Funded: Construction and improvement of stormwater infrastructure. These projects include vehicle additions and replacements necessary to maintain and repair stormwater infrastructure.

Our stormwater utilities face increasing demands for maintenance and improvements in order to serve current and future 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.

Stormwater Utility Fund	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	Future Years	Total Capital Cost
Skid Steer Loader - Addition	213,000	-	-	-	-	-	213,000
Hook Lift Single Axle Truck - Addition	-	125,000	-	-	-	-	125,000
Crew Cab Truck - Addition	-	-	135,000	-	-	-	135,000
Excavator - Addition	-	-	-	225,000	-	-	225,000
Street Sweeper - Replacement	-	-	-	-	334,000	-	334,000
Total	\$ 213,000	\$ 125,000	\$ 135,000	\$ 225,000	\$ 334,000	\$ -	\$ 1,032,000



FY 2023-24

Skid Steer Loader - Addition \$213,000

With the implementation of the Stormwater Utility program, this piece of equipment will significantly increase Stormwater maintenance repair capabilities.

FY 2024-25

Hook Lift Single Axle Truck - Addition \$125,000

This equipment is needed to provide continued support for snow and ice response within stormwater management and begin transition of snow response vehicles and equipment to hook lift style for better year-round utilization of equipment.

FY 2025-26

Crew Cab Truck - Addition \$135,000

This vehicle is required for the implementation of a daily storm water maintenance and inspection team.

FY 2026-27

Excavator - Addition \$225,000

With the implementation of the Stormwater Utility fund, this piece of equipment will significantly increase stormwater maintenance repair capabilities.

FY 2027-28

Street Sweeper – Replacement \$334,000

This project will replace the Town's only street sweeper (Unit #96) that will be over 22 years old at the time of replacement. Vehicle is needed to reduce debris wash-off for stormwater management.

Stormwater Fund Summary

The table below shows the total of the capital needs for the Stormwater 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.



Stormwater Utility Fund	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	Future Years	Total Capital Cost
Skid Steer Loader - Addition	213,000	-	-	-	-	-	213,000
Hook Lift Single Axle Truck - Addition	-	125,000	-	-	-	-	125,000
Crew Cab Truck - Addition	-	-	135,000	-	-	-	135,000
Excavator - Addition	-	-	-	225,000	-	-	225,000
Street Sweeper - Replacement	-	-	-	-	334,000	-	334,000
Total	\$ 213,000	\$ 125,000	\$ 135,000	\$ 225,000	\$ 334,000	\$ -	\$ 1,032,000
Revenues	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	Future Years	Total
Capital Outlay	213,000	125,000	135,000	225,000	334,000	-	1,032,000
Designated Capital Funds	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-
Revenue Bonds	-	-	-	-	-	-	-
	\$ 213,000	\$ 125,000	\$ 135,000	\$ 225,000	\$ 334,000	\$ -	\$ 1,032,000

Section 7: Project Funding Detail

The following pages contain project funding details.

Transportation							
Project Cost	2023-24	2024-25	2025-26	2026-27	2027-28	Future	Total
Annual GoApex Transit Improvements	100,000	200,000	200,000	200,000	200,000	200,000	1,100,000
- Grants	100,000	100,000	100,000	100,000	100,000	-	500,000
- General Fund / Capital Outlay	-	100,000	100,000	100,000	100,000	-	400,000
- To Be Determined	-	-	-	-	-	200,000	200,000
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	2,200,000	2,300,000	2,400,000	2,500,000	2,600,000	2,700,000	14,700,000
- Intergovernmental Funds (Powell Bill Revenues)	1,550,000	830,000	856,000	-	526,000	-	3,762,000
- Designated Capital Funds	650,000	1,470,000	1,544,000	1,605,000	1,670,000	-	6,939,000
- General Fund / Capital Outlay	-	-	-	895,000	404,000	-	1,299,000
- To Be Determined	-	-	-	-	-	2,700,000	2,700,000
Felton Grove High School Improvements Cost Share	825,000	825,000	-	-	-	-	1,650,000
- General Fund / Capital Outlay	825,000	825,000	-	-	-	-	1,650,000
Justice Heights Street Extension	750,000	-	-	-	-	-	750,000
- Designated Capital Funds	750,000	-	-	-	-	-	750,000
Safe Routes to School	1,000,000	2,360,000	2,230,000	2,200,000	905,000	3,510,000	12,205,000
- General Obligation Bonds	-	-	2,230,000	410,000	-	-	2,640,000
- Grants	-	1,075,200	-	-	-	-	1,075,200
- General Fund / Capital Outlay	1,000,000	1,284,800	-	1,790,000	905,000	-	4,979,800
- To Be Determined	-	-	-	-	-	3,510,000	3,510,000
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
Tingen Road Pedestrian Bridge	500,000	-	-	4,050,000	-	-	4,550,000
- Grants	500,000	-	-	-	-	-	500,000
- General Fund / Capital Outlay	-	-	-	4,050,000	-	-	4,050,000
Apex Peakway North Widening	-	495,000	5,075,000	-	-	-	5,570,000
- General Obligation Bonds	-	-	5,000,000	-	-	-	5,000,000
- General Fund / Capital Outlay	-	495,000	75,000	-	-	-	570,000
Center Street Railroad Crossing Improvements & Sidewalk	-	140,000	-	920,000	-	-	1,060,000
- General Obligation Bonds	-	-	-	920,000	-	-	920,000
- General Fund / Capital Outlay	-	140,000	-	-	-	-	140,000
Chatham Street Railroad Crossing Improvements & Sidewalk	-	150,000	-	1,145,000	-	-	1,295,000
- General Obligation Bonds	-	-	-	1,145,000	-	-	1,145,000
- General Fund / Capital Outlay	-	150,000	-	-	-	-	150,000
GoApex Transit Program	-	100,000	690,000	-	-	-	790,000
- Grants	-	-	690,000	-	-	-	690,000
- General Fund / Capital Outlay	-	100,000	-	-	-	-	100,000

Transportation Continued

Project Cost	2023-24	2024-25	2025-26	2026-27	2027-28	Future	Total
GPS Emergency Vehicle Preemption	-	160,000	160,000	160,000	-	-	480,000
- General Fund / Capital Outlay	-	160,000	160,000	160,000	-	-	480,000
Jessie Drive Phase I & Phase II	-	1,000,000	8,500,000	-	1,500,000	12,000,000	23,000,000
- Intergovernmental Funds	-	-	-	-	1,500,000	-	1,500,000
- General Fund / Capital Outlay	-	1,000,000	8,500,000	-	-	-	9,500,000
- To Be Determined	-	-	-	-	-	12,000,000	12,000,000
Jones Street Improvements	-	140,000	-	-	-	-	140,000
- General Fund / Capital Outlay	-	140,000	-	-	-	-	140,000
Ragan Road Sidepath	-	850,000	-	-	-	-	850,000
- Intergovernmental Funds	-	850,000	-	-	-	-	850,000
Vision Zero - Signal Upgrades	-	300,000	2,000,000	-	-	-	2,300,000
- General Fund / Capital Outlay	-	300,000	2,000,000	-	-	-	2,300,000
Wayfinding Signage Fabrication & Installation	-	760,000	415,000	-	-	260,000	1,435,000
- General Fund / Capital Outlay	-	760,000	415,000	-	-	-	1,175,000
- To Be Determined	-	-	-	-	-	260,000	260,000
West Williams Street Sidewalk	-	200,000	750,000	-	-	-	950,000
- General Fund / Capital Outlay	-	200,000	750,000	-	-	-	950,000
Old US 1 at Friendship Road Improvements Cost Share	-	-	250,000	-	-	-	250,000
- General Fund / Capital Outlay	-	-	250,000	-	-	-	250,000
Pavement Management Backlog	-	-	5,000,000	-	-	-	5,000,000
- Intergovernmental Funds	-	-	750,000	-	-	-	750,000
- General Obligation Bonds	-	-	4,250,000	-	-	-	4,250,000
Pristine Water Drive Connector	-	-	500,000	3,000,000	-	-	3,500,000
- Intergovernmental Funds	-	-	100,000	1,967,000	-	-	2,067,000
- General Fund / Capital Outlay	-	-	400,000	1,033,000	-	-	1,433,000
Salem Street Downtown Streetscape, Gathering Space, & Alleys	-	-	4,520,000	-	2,100,000	-	6,620,000
- Grants	-	-	2,640,000	-	-	-	2,640,000
- General Fund / Capital Outlay	-	-	1,880,000	-	2,100,000	-	3,980,000
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
Technology Drive Enhancements Cost Share	-	-	-	2,000,000	-	-	2,000,000
- General Fund / Capital Outlay	-	-	-	2,000,000	-	-	2,000,000
Vision Zero - Bike & Pedestrian	-	-	-	600,000	400,000	2,000,000	3,000,000
- General Fund / Capital Outlay	-	-	-	600,000	400,000	-	1,000,000
- To Be Determined	-	-	-	-	-	2,000,000	2,000,000
Production Drive Extension	-	-	-	-	300,000	2,000,000	2,300,000
- General Fund / Capital Outlay	-	-	-	-	300,000	-	300,000
- To Be Determined	-	-	-	-	-	2,000,000	2,000,000

Transportation Continued

Project Cost	2023-24	2024-25	2025-26	2026-27	2027-28	Future	Total
US 64 Sidewalk & Enhancement Cost Share (U-5301)	-	-	-	-	2,000,000	-	2,000,000
- General Fund / Capital Outlay	-	-	-	-	2,000,000	-	2,000,000
Apex Peakway Southeast Connector	-	-	-	-	-	18,885,000	18,885,000
- To Be Determined	-	-	-	-	-	18,885,000	18,885,000
NC 55 Sidewalk & Enhancement Cost Share (U-2901)	-	-	-	-	-	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
Town-Wide Traffic Signal System	-	-	-	-	-	6,800,000	6,800,000
- To Be Determined	-	-	-	-	-	6,800,000	6,800,000

Parks, Recreation, & Cultural Resources							
Project Cost	2023-24	2024-25	2025-26	2026-27	2027-28	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
ACP Street Hockey Partnership Project	250,000	-	-	-	-	-	250,000
- General Fund / Capital Outlay	250,000	-	-	-	-	-	250,000
Environmental Education Center	300,000	-	3,650,000	-	-	-	3,950,000
- General Fund / Capital Outlay	300,000	-	-	-	-	-	300,000
- Installment Purchase / Capital Lease	-	-	3,650,000	-	-	-	3,650,000
Track Out Camp Program Buses	240,000	-	-	-	-	-	240,000
- Installment Purchase / Capital Lease	240,000	-	-	-	-	-	240,000
West Street Park Improvements	1,650,000	-	-	-	-	-	1,650,000
- Grants	1,650,000	-	-	-	-	-	1,650,000
KidsTowne Playground Renovation	-	-	150,000	-	2,000,000	-	2,150,000
- General Fund / Capital Outlay	-	-	150,000	-	2,000,000	-	2,150,000
Seymour Athletic Fields/Nature Park Parking Expansion	-	-	120,000	1,080,000	-	-	1,200,000
- General Fund / Capital Outlay	-	-	120,000	1,080,000	-	-	1,200,000
Wimberly Road Park Design	-	-	500,000	-	-	30,250,000	30,750,000
- General Fund / Capital Outlay	-	-	500,000	-	-	-	500,000
- To Be Determined	-	-	-	-	-	30,250,000	30,250,000
Big Branch Greenway	-	-	-	300,000	150,000	8,000,000	8,450,000
- General Fund / Capital Outlay	-	-	-	300,000	150,000	-	450,000
- To Be Determined	-	-	-	-	-	8,000,000	8,000,000
Beaver Creek Greenway Extension	-	-	-	-	1,000,000	13,031,000	14,031,000
- General Fund / Capital Outlay	-	-	-	-	1,000,000	-	1,000,000
- To Be Determined	-	-	-	-	-	13,031,000	13,031,000
Hunter Street Park Renovation	-	-	-	-	675,000	-	675,000
- General Fund / Capital Outlay	-	-	-	-	675,000	-	675,000
Jaycee Park Expansion	-	-	-	-	150,000	1,500,000	1,650,000
- General Fund / Capital Outlay	-	-	-	-	150,000	-	150,000
- To Be Determined	-	-	-	-	-	1,500,000	1,500,000
Olive Farm Park Design	-	-	-	-	300,000	25,000,000	25,300,000
- General Fund / Capital Outlay	-	-	-	-	300,000	-	300,000
- To Be Determined	-	-	-	-	-	25,000,000	25,000,000
Reedy Branch Greenway	-	-	-	-	300,000	3,000,000	3,300,000
- General Fund / Capital Outlay	-	-	-	-	300,000	-	300,000
- To Be Determined	-	-	-	-	-	1,500,000	1,500,000
Apex Community Park Parking Lot Expansion	-	-	-	-	-	700,000	700,000
- To Be Determined	-	-	-	-	-	700,000	700,000
Middle Creek Greenway	-	-	-	-	-	4,600,000	4,600,000
- To Be Determined	-	-	-	-	-	4,600,000	4,600,000
Pleasant Park Baseball & Softball Complex	-	-	-	-	-	12,300,000	12,300,000
- To Be Determined	-	-	-	-	-	12,300,000	12,300,000

Public Safety							
Project Cost	2023-24	2024-25	2025-26	2026-27	2027-28	Future	Total
Engine 32 Replacement	900,000	-	-	-	-	-	900,000
- Installment Purchase / Capital Lease	900,000	-	-	-	-	-	900,000
Fire Radio Replacement	150,000	150,000	150,000	150,000	150,000	150,000	900,000
- General Fund / Capital Outlay	150,000	150,000	150,000	150,000	150,000	150,000	900,000
Self-Contained Breathing Apparatus Replacement	250,000	250,000	250,000	250,000	250,000	710,000	1,960,000
- General Fund / Capital Outlay	250,000	250,000	250,000	250,000	250,000	710,000	1,960,000
Driving Simulator	-	298,000	-	-	-	-	298,000
- General Fund / Capital Outlay	-	298,000	-	-	-	-	298,000
Police Radio Replacement	-	610,000	610,000	635,000	-	-	1,855,000
- General Fund / Capital Outlay	-	610,000	610,000	635,000	-	-	1,855,000
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	-	-	-	-	-	194,000	194,000
- General Fund / Capital Outlay	-	-	-	-	-	194,000	194,000

Public Facilities							
Project Cost	2023-24	2024-25	2025-26	2026-27	2027-28	Future	Total
Eva Perry Library Improvements	200,000	-	-	-	-	-	200,000
- General Fund / Capital Outlay	200,000	-	-	-	-	-	200,000
Tunstall House Restoration	1,800,000	-	-	-	-	-	1,800,000
- General Fund / Capital Outlay	1,800,000	-	-	-	-	-	1,800,000
Mechanical (HVAC/Chiller) Upgrades to Town Facilities	-	125,000	-	-	-	-	125,000
- General Fund / Capital Outlay	-	125,000	-	-	-	-	125,000
Public Works Operations Building Renovations	-	870,000	-	-	-	-	870,000
- General Fund / Capital Outlay	-	870,000	-	-	-	-	870,000
Station 1 Rebuild	-	500,000	-	4,750,000	-	-	5,250,000
- General Fund / Capital Outlay	-	-	-	250,000	-	-	250,000
- Designated Capital Funds	-	500,000	-	-	-	-	500,000
- Installment Purchase / Capital Lease	-	-	-	4,500,000	-	-	4,500,000
Town Hall Remodel	-	900,000	900,000	900,000	-	-	2,700,000
- General Fund / Capital Outlay	-	900,000	900,000	900,000	-	-	2,700,000
Vehicle Storage Shed & Brine Building	-	23,500	235,500	-	-	-	259,000
- General Fund / Capital Outlay	-	23,500	235,500	-	-	-	259,000
Town Campus & Public Works Parking Lot Resurfacing	-	-	385,000	165,000	-	-	550,000
- General Fund / Capital Outlay	-	-	385,000	165,000	-	-	550,000
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	-	-	-	-	-	3,150,000	3,150,000
- Installment Purchase / Capital Lease	-	-	-	-	-	3,150,000	3,150,000
Fire Station 7 (Olive Farm Area)	-	-	-	-	-	6,800,000	6,800,000
- Installment Purchase / Capital Lease	-	-	-	-	-	6,800,000	6,800,000
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	-	-	-	-	-	6,600,000	6,600,000
- Installment Purchase / Capital Lease	-	-	-	-	-	6,600,000	6,600,000
Public Safety Station 8	-	-	-	-	-	8,550,000	8,550,000
- Installment Purchase / Capital Lease	-	-	-	-	-	8,550,000	8,550,000

Public Works & Environmental Services							
Project Cost	2023-24	2024-25	2025-26	2026-27	2027-28	Future	Total
Grapple Truck - Replacement	235,000	-	-	-	-	-	235,000
- Installment Purchase / Capital Lease	235,000	-	-	-	-	-	235,000
Fleet Services Field Response Truck - Replacement	-	225,000	-	-	-	-	225,000
- General Fund / Capital Outlay	-	225,000	-	-	-	-	225,000
Leaf Truck - Addition	-	280,000	-	288,000	-	-	568,000
- General Fund / Capital Outlay	-	280,000	-	288,000	-	-	568,000
Leaf Truck - Replacement	-	-	285,000	-	290,000	-	575,000
- General Fund / Capital Outlay	-	-	285,000	-	290,000	-	575,000
Right of Way Mowing Tractor - Replacement	-	-	140,000	-	-	-	140,000
- General Fund / Capital Outlay	-	-	140,000	-	-	-	140,000
Rear Loader - Addition	-	-	-	235,000	-	-	235,000
- General Fund / Capital Outlay	-	-	-	235,000	-	-	235,000
Tandem Semi Tractor w/ Wet Line	-	-	-	-	180,000	-	180,000
- General Fund / Capital Outlay	-	-	-	-	180,000	-	180,000
Dump Truck - Replacement	-	-	-	-	-	185,000	185,000
- General Fund / Capital Outlay	-	-	-	-	-	185,000	185,000