



# Capital Improvement Plan

## **FISCAL YEAR 2021 - 2025**

# Town of Apex, North Carolina FY 2020 – 2021 Annual Budget

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## Capital Improvement Plan Message

Dear Mayor Gilbert and Apex Town Council:

I am pleased to present the Recommended FY2020-2021 Capital Improvement Plan (CIP) for your review and consideration. The Town's CIP represents a guide for maintenance and acquisition of capital assets. The CIP is an important management tool, as it evaluates the effects of capital costs on the Town's operating budget and the Town's financial standing in terms of debt burden and capacity. The entire CIP is not an adopted budget. Only the first year of the CIP (FY20-21) will become part of the Town's annual budget document, once approved. The CIP is a dynamic planning tool, as it is evaluated annually and adjusted according to Town Council's goals and financial considerations. Town Council will find that the proposed capital improvement plan addresses Council's goals with projects focusing on high performing government, a healthy and engaged community, environmental leadership and responsible development, economic vitality, and a safe community and reliable infrastructure.

### FY20-21 CIP Overview

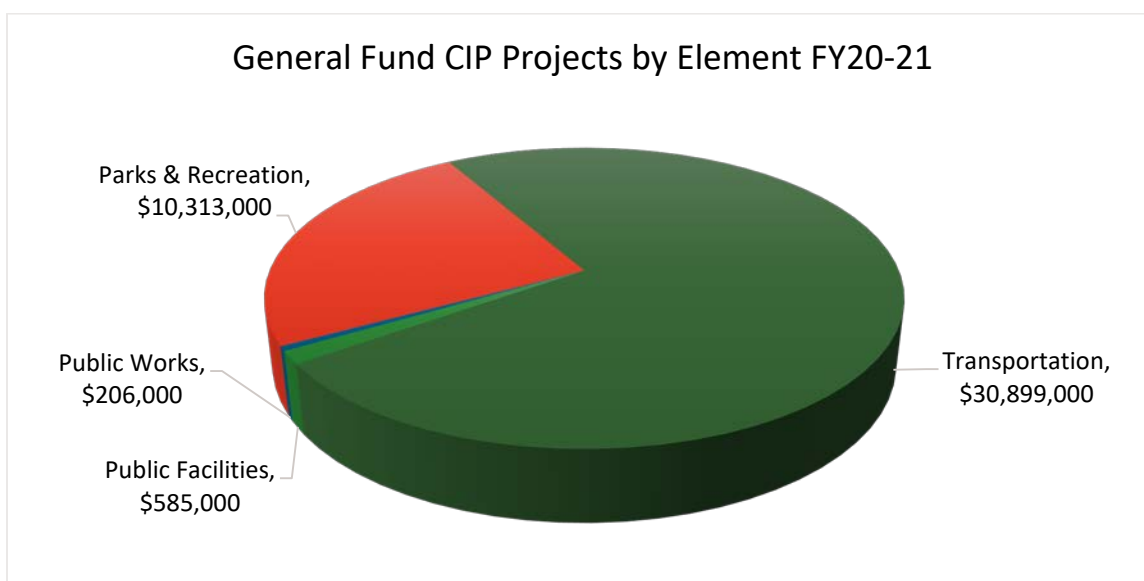
The Recommended FY20-21 CIP includes 32 projects totaling \$48,991,450 for the General Fund, Electric Fund, and Water and Sewer Fund. Twenty capital projects in the General Fund total \$42,003,000. Parks and Recreation and Transportation elements represent the greatest portion of the General Fund CIP. Parks and Recreation projects total \$10.31 million including the final phases of Pleasant Park (\$5.75 million), the Beaver Creek Greenway (\$2.44 million), and the Middle Creek Greenway (2.13 million). All three projects are at least partially funded by the 2017 bonds. Transportation projects total \$30.9 million, with the largest project being the Apex Peakway Southwest Connector for \$25 million followed by \$1.82 million for annual pavement management. Other capital projects totaling \$791,000 include mechanical upgrades at the police department and the Halle Cultural Arts Center, design work for the Tunstall House renovations, fiber expansion, and a leaf truck replacement.

The FY20-21 CIP for the Electric Fund consists of three projects totaling \$1,360,450. The three projects include upgrades to the Laura Duncan Substation (\$575,000), the final stages of the new Electric Office Facility (\$550,000), and a replacement bucket truck (\$235,450).

Water and Sewer Fund projects total \$5,628,000 for nine projects. The highest cost is associated with the Town's cost share projects with the Town of Cary for water and sewer, totaling \$1.34 million. Water and sewer line rehab projects for Lawrence Crossing and Salem Street amount to \$775,000, and miscellaneous water main connections constitute \$650,000. The Town will also begin design work for a new 1.5-million gallon elevated water tank in FY20-21. The CIP includes \$850,000 for the initial design and engineering. Over the past few years, the CIP for the Water and Sewer Fund has been consistent, averaging around \$6 million each year. The financial stability of the fund combined with system development fees and consistent capital project programming has enabled the Town to undertake water and sewer capital projects without any debt financing. Significant sewer projects included in the 5-year CIP, however, will likely require the Town to consider financing options within the next three years.

The complete 5-year CIP represents projects totaling \$178.49 million for the General Fund, Electric Fund, and Water and Sewer Fund combined.

## General Fund CIP Projects by Element FY20-21



### Financial Impact

Debt burden and capacity ratios remain within acceptable levels for FY20-21 for all funds. The General Fund net debt service to expenditures is 10.20 percent, the Electric Fund is 2.84 percent, and the Water and Sewer percentage is 17.41. This indicates the Town's debt is a small percentage of its overall expenditures and within an acceptable range. The General Fund net debt per assessed valuation of .814 percent remains well below the policy maximum of 2.5 percent, and the 10-year principal payout ratio will be 71.67 as of FY20-21.

#### General Fund Fiscal Indicators and Key Debt Ratios

	Target	Projected
Net debt service to expenditures	<12%	10.20%
Net debt per assessed valuation	<2.5%	0.814%
10-year Principal Payout	>55%	71.67%

Balancing capital needs with services and other priorities can place a significant strain on town revenues. The CIP indicates that capital projects will have a minimal effect on the General Fund operating budget in FY20-21, but it does indicate a significant impact in future years due to larger projects. Specifically, the planned construction (relocation) of Public Safety Station 3 in FY21-22 and the completion of Pleasant Park will require increases in personnel, maintenance, and other operating expenses. These projects will add nearly \$700,000 annually to the General Fund operating budget. The potential impact on the tax rate is of concern when prioritizing capital projects and operating costs. The CIP includes a tax rate impact analysis to evaluate the potential effects of capital projects on the overall budget over the next five years. Other revenues from fees and grants can help diminish the potential impact on the tax rate.

### Economic Conditions and COVID-19 Pandemic

The full extent of the COVID-19 pandemic's effect on the economy is unknown but there will certainly be an impact on the Town. The economic disruption necessitated a reduction in spending for the last quarter of FY19-20 due to projected shortfalls in revenue. The financial impact of COVID-19 will stretch into FY20-21, and the expected contraction in the economy will result in decreases in revenue growth, especially in sales tax and fees associated with new development. Sales tax revenues represent the Town's second

largest revenue source at 17.3 percent of the General Fund and could experience between a 15 and 20 percent decrease from FY19-20. The Town's growth and significant gains in assessed value from the 2020 Wake County revaluation will temper some of the overall adverse effects on revenues caused by the COVID-19 recession. Estimates for all other revenues indicate a collective decrease between -8.96 percent and -11.24 percent.

These economic impacts influence projections in the CIP by reducing revenue growth rates, which potentially increases projected funding gaps and may require deferment of some capital projects. For FY20-21, the decrease in projected revenues required the police rescue vehicle, a fire engine, a chipper truck, and Eva Perry Library improvements to be removed from the proposed FY20-21 Budget and placed in year two of the CIP. Staff will evaluate revenue trends after each quarter in the new fiscal year to determine if each of these capital items can be reinserted into the FY20-21 Budget. Additionally, the decrease in revenues makes grant funding even more relevant for some projects. The Town has applied for and is waiting on responses for significant grants for the Peakway Southwest Connector and for the final stages of Pleasant Park. If the Town is unable to secure these grant funds, the projects will likely need to be delayed, especially during an economic recession.

In summary, the proposed FY20-21 CIP includes 20 projects in the General Fund, three in the Electric Fund, and nine in the Water and Sewer Fund totaling \$48,991,450. The CIP addresses concerns related to debt management and the effects on the operating budget, and the capital projects address town needs while adhering to the Town Council's goals. In response to the current recession brought on by the COVID-19 pandemic, the CIP includes reduced revenue projections and subsequent adjustments to when capital projects are likely to be funded. If implemented, the CIP will provide the Town with a plan to maintain and acquire capital assets that improve the Town's ability provide exceptional services as well as provide the foundation for the Town's future.

Respectfully submitted,

Shawn Purvis  
Assistant Town Manager

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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 citizens 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 911 Communications). Public safety facilities are considered in the public facilities element.
4. **Public Facilities Element:** funds 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 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 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 and 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.

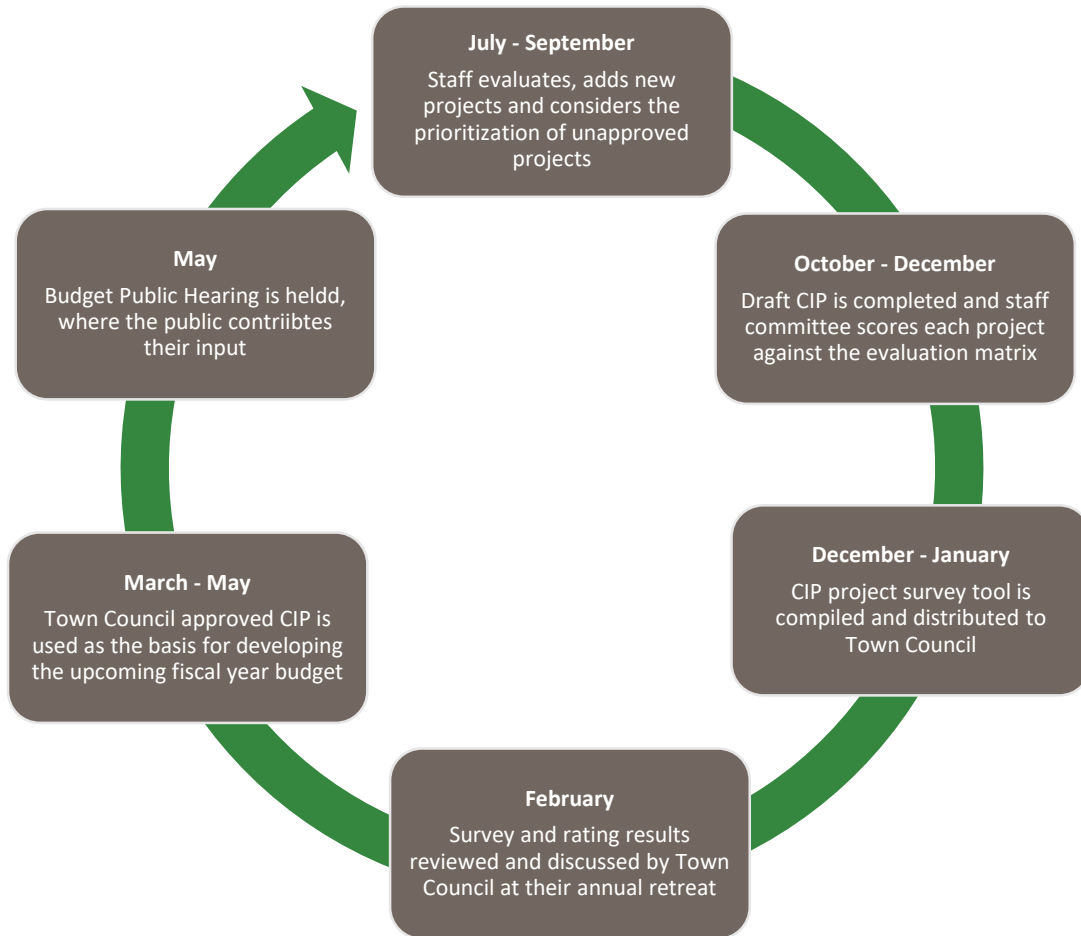
Debt Financing: For debt financing, the Town uses several types of debt mechanisms, including general obligation bonds, revenue bonds, and traditional lease-purchase or installment financing. The mechanism selected varies depending on the level of funding needed, the term of the need, and current debt 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 above, 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 completes a CIP project request form and compiles 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 rate 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 evaluate the projects in terms of how well they addressed each of the Town Council's five strategic goals:

**High Performing Government:** We will deliver exceptional, responsive, and effective services by attracting and empowering a knowledgeable and diverse workforce that values transparency, financial stewardship, and collaboration with community, regional, and state partners.

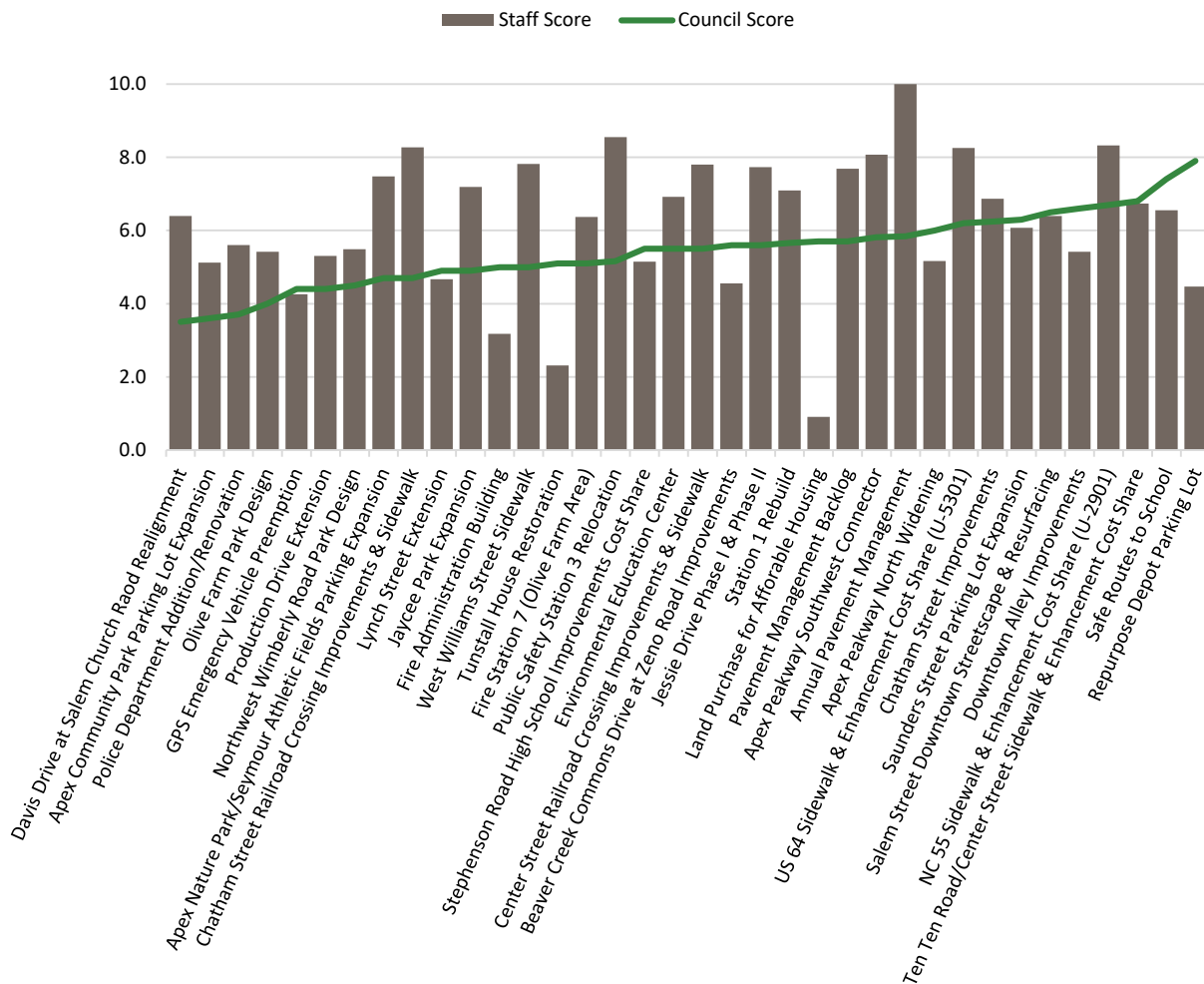
**Healthy & Engaged Community:** We will promote the overall well-being of our residents and visitors with welcoming public spaces and high quality recreational facilities and cultural activities, and forge meaningful connections that fulfill a range of our community's needs.

**Environmental Leadership & Responsible Development:** We will plan our built environment in a way that respects and preserves natural resources and the small town character of our community.

**Economic Vitality:** We will leverage partnerships to create a supportive environment for current businesses, and form relationships that foster new and continued economic opportunities in Apex.

**Safe Community & Reliable Infrastructure:** We will ensure safe neighborhoods through proactive, professional, and engaged public safety services, and maintain reliable transportation and utility infrastructure.

Using these responses, staff ratings are averaged across response categories and summed to provide a score for each proposal. Similarly, the responses from the Mayor and Town Council members for each proposal are averaged by goal and summed, with the totals being used to create an index scale. A comparison of the average scores shows that there was limited agreement (27.7 percent) in terms of each proposal's relative importance.



1st Quartile - Above Average Score, Above Average Agreement	2nd Quartile - Above Average Score, Below Average Agreement
Apex Peakway North Widening Apex Peakway Southwest Connector Downtown Alley Improvements NC 55 Sidewalk & Enhancement Cost Share (U-2901) Repurpose Depot Parking Lot Safe Routes to School Salem Street Downtown Streetscape & Resurfacing Saunders Street Parking Lot Expansion Station 1 Rebuild Ten Ten Road/Center Street Sidewalk & Enhancement Cost Share	Annual Pavement Management Beaver Creek Commons Drive at Zeno Road Improvements Center Street Railroad Crossing Improvements & Sidewalk Chatham Street Improvements Environmental Education Center Jessie Drive Phase I & Phase II Land Purchase for Affordable Housing Pavement Management Backlog Stephenson Road High School Improvements Cost Share US 64 Sidewalk & Enhancement Cost Share (U-5301)
3rd Quartile - Below Average Score, Below Average Agreement	4th Quartile - Below Average Score, Above Average Agreement
Davis Drive at Salem Church Road Realignment Fire Administration Building GPS Emergency Vehicle Preemption Jaycee Park Expansion Lynch Street Extension Police Department Addition/Renovation Public Safety Station 3 Relocation West Williams Street Sidewalk	Apex Community Park Parking Expansion Apex Nature Park / Seymour Athletic Fields Parking Expansion Chatham Street Railroad Crossing Improvements & Sidewalk Fire Station 7 Northwest Wimberly Road Park Design Olive Farm Park Design Production Drive Extension Tunstall House Restoration

Using the average score of the Mayor and Town Council’s responses 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.

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 2<sup>nd</sup> and 3<sup>rd</sup> 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.

**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 and 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,  
and Cultural  
Resources*



*Public Safety*



*Public Facilities*



*Public Works &  
Environmental  
Services*



## Transportation Element Projects

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

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

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



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

Transportation	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	Future Years	Total Capital Cost
Annual Miscellaneous Drainage Improvements	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Annual Miscellaneous Road & Sidewalk Improvements	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
Annual Pavement Management	1,821,000	1,871,000	1,950,000	2,025,000	2,100,000	2,200,000	11,967,000
Apex Peakway Southwest Connector	25,000,000						25,000,000
Beaver Creek Commons Drive at Zeno Road Improvements	500,000						500,000
Chatham Street Improvements	953,000						953,000
Downtown Alley Improvements	250,000	250,000					500,000
GoApex Route 1	630,000						630,000
Richardson Road Mitigation	570,000						570,000
Safe Routes to School	525,000	565,000	610,000	570,000	460,000		2,730,000
Salem Street Downtown Streetscape & Resurfacing	300,000		2,500,000				2,800,000
Saunders Street Parking Lot Expansion	50,000	1,200,000					1,250,000
GPS Emergency Vehicle Preemption		260,000	160,000	160,000	160,000		740,000
Pavement Management Backlog		5,000,000	5,000,000				10,000,000
Production Drive Extension		400,000	4,000,000				4,400,000
Jessie Drive Phase I & Phase II			7,500,000	1,500,000		12,000,000	21,000,000
Center Street Railroad Crossing Improvements & Sidewalk				100,000	700,000		800,000
Chatham Street Railroad Crossing Improvements & Sidewalk				100,000	700,000		800,000
Lynch Street Extension				550,000			550,000
Stephenson Road High School Improvements Cost Share				1,000,000			1,000,000
West Williams Street Sidewalk				70,000	500,000		570,000
Davis Drive at Salem Church Road Realignment					500,000	6,000,000	6,500,000
NC 55 Sidewalk & Enhancement Cost Share (U-2901)					2,000,000		2,000,000
US 64 Sidewalk & Enhancement Cost Share (U-5301)					2,000,000		2,000,000
Apex Peakway North Widening						5,000,000	5,000,000
Ten Ten Road/Center Street Sidewalk & Enhancement Cost Share						2,000,000	2,000,000
<b>Element Total</b>	<b>30,899,000</b>	<b>9,846,000</b>	<b>22,020,000</b>	<b>6,375,000</b>	<b>9,420,000</b>	<b>27,500,000</b>	<b>106,060,000</b>



## Continuous Projects

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### Annual Miscellaneous Drainage Improvements

**\$100,000**

Annually

This ongoing program addresses various deficiencies throughout Apex within the municipal drainage system concerning the safe and efficient management of stormwater. The program would address complaints generated by customers for various small drainage projects and avoid or minimize risk to private property. Without funding for this program, we would have to delay and bundle small projects while seeking a funding source, in some cases for a year or longer. Delaying response could adversely impact private property.

### Annual Miscellaneous Road & Sidewalk Improvements

**\$200,000**

Annually

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

### Annual Pavement Management

**\$1,821,000+**

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 2020-21

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### Apex Peakway Southwest Connector

**\$25,000,000**

This project completes a gap in the Apex Peakway, bridging over South Salem Street and the CSX S-Line with a four-lane bridge to connect the existing sections of Peakway north and south over the railroad tracks. The existing intersection at South Salem Street will be relocated to a new a four-lane loop road connector. Sidewalks will be connected along Apex Peakway on both sides of the bridge, both sides of the new loop road, and along the north side of South Salem Street. The interior of the loop provides an opportunity for a public park. Metal poles and mast arm traffic signals will be installed at both ends of the loop road and at the intersection with James Street. Decorative treatments including brick facing will be used to improve the appearance of the bridge and walls. This project was previously programmed for \$5 million in construction funds. Since 2015, substantial increases in estimated cost due to expanded scope and dramatic inflation in the construction market require reprioritization subject to new funding sources. Final design and property acquisition will be complete in 2020. Without it, the Peakway will still have a gap west of NC 55, forcing traffic to use other existing routes including NC 55, Olive Chapel Road, South Salem Street, Tingen Road, and James Street while leaving the sidewalk network incomplete.



## Beaver Creek Commons Drive at Zeno Road Improvements

\$500,000

This project includes extending a second eastbound lane along Beaver Creek Commons Drive from the bus lane to Zeno Road, adding a new right-in/right-out driveway (RIRO) at the bank outparcel with an extension of the concrete median refuge, converting the RIRO driveway at the bank/Panda Express to an inbound only driveway, and installing a traffic signal coordinated with the signal at NC 55. Without this project, potentially preventable left turn crashes will continue to occur and drivers will experience long delays for left turns exiting Zeno Road during peak hours.

## Chatham Street Improvements

\$953,000

This project includes constructing approximately 860 linear feet of 5-foot sidewalk to complete a gap along West Chatham Street between Saunders Street and Hunter Street. Construction of this sidewalk will include variable widening (3-5') on West Chatham Street to meet minimum standards, installing curb and gutter, and building a retaining wall. This project will improve pedestrian crossing at the east leg of Hunter Street and NC 55 including addition of crosswalk, restriping, and relocation of stop bar and vehicle detection loops. This work will be done in conjunction with replacement of a water line. Leveraging the opportunity to complete the sidewalk in conjunction with the water line replacement provides overall cost efficiencies and limits the disturbance to area residents and property owners. This cost pertains only to the transportation element of the project.

## Downtown Alley Improvements

\$500,000

Two-year Total

The Downtown Plan envisions creating vibrant places for people to gather using the "leftover" spaces along Commerce Street and Seaboard Street. Improving these spaces was identified as a "Top 10" priority in the plan and would also address complaints from the public regarding Seaboard and Commerce Streets. Implementation is likely to require a public investment and private partnership. This CIP request is for the implementation elements likely to be publicly funded - consolidated dumpster enclosures, improved pedestrian facilities, landscaping, and decorative pavement treatments for public right-of-way. It is anticipated that private funding would leverage this public investment to install murals, back porch areas, lighting, and other soft improvements to create a place for people. Moving this project forward is critical for the implementation of the Downtown Plan.

## GoApex Route 1

\$630,000

This project will fund GoApex Route 1, the first local bus in Apex, with connections to three regional routes. Without this project, Apex will not be able to provide expanded and enhanced transit service. Without improved service, Apex will struggle to serve the transportation needs of the young, elderly, and lower income populations, and be unable to attract other demographics to transit. This project was informed by the draft recommendations from the Apex Circulator Study.

## Richardson Road Mitigation

\$570,000

This project includes payment of mitigation fees toward release of a portion of the Land and Water Conservation Fund (LWCF) Conservation Easement along the future Richardson Road corridor as well as potential purchase of downstream property to exchange for the release area. The potential mitigation ranges from \$266,000 to \$399,000. Without this project, extension of Richardson Road to Old US 1 when proposed at a later date would not be possible. Downstream land required for the release may be dedicated within the Soil & Water Resource Conservation Act of 1977 (RCA) area as part of a development plan rather than the Town acquiring in advance of development. Both the mitigation payment and replacement conservation easement are required for the release to occur.





## Safe Routes to School

**\$2,730,000**

Five-year Total

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

## Salem Street Downtown Streetscape & Resurfacing

**\$2,800,000**

Two-year Total

This project includes resurfacing Salem Street from Hunter Street to NC 55, addition of marked on street parking north of Center Street by shifting the road center line, and the removal of on street parking between Saunders Street and Chatham Street in order to widen sidewalk and provide planting beds, landscaping, and pedestrian amenities. If the project is not funded, the pavement will continue to degrade and the vision of Salem Street shown in the Downtown Plan for improving the walking and driving experience to promote accessibility and downtown growth as a focal point for the community will not be realized.

## Saunders Street Parking Lot Expansion

**\$1,250,000**

Two-year Total

This project includes resurfacing the existing paved Saunders Street public parking lot and paving the currently leased gravel lot. Parking count will be maximized in the combined lot. This project assumes acquisition of property in order to pave the gravel lot. If the project is not funded, it will be more difficult to offset parking loss from the Streetscape and increase parking downtown, and the vision shown in the Downtown Plan to promote accessibility and downtown growth as a focal point for the community will not be realized.

### **FY 2021-22**

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## GPS Emergency Vehicle Preemption

**\$740,000**

Four-year Total

This project includes installing GPS preempt in 10 traffic signals and outfitting all fire vehicles with GPS preempt capability in the first year. Future years include adding GPS preempt at 10 signals/year, prioritizing major corridors including NC 55, Salem Street, Center Street/Ten Ten Road, Apex Parkway, and various signals adjacent to those major corridors. Without this system, time-saving benefits of having preempt for multiple directions of traffic flow along major routes would not be realized. Existing infrared preempt is only available for certain directions at four signals town wide and Apex Fire Department no longer has infrared emitters.

## Pavement Management Backlog

**\$10,000,000**

Two-year Total

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.

**Production Drive Extension**

**\$4,400,000**  
Two-year Total

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

**FY 2022-23**

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**Jessie Drive Phase I & Phase II**

**\$21,000,000**  
Three-year Total

This project would connect Jessie Drive to NC 55, providing a major thoroughfare between Ten Ten Road and NC 55 south of US 1. The road would serve development of adjacent land, including industrial and commercial areas, and relieve some of the congestion along Ten Ten Road near the US 1 interchange. In the event of major closures or delays on NC 55 or Ten Ten Road, it would provide an east-west detour. Without it, adjacent development would be responsible for building sections of Jessie Drive, but it is unlikely that the entire route from NC 55 to Ten Ten Road would be completed. In the interim, development will burden existing connections which are either already congested or offer less capacity. Phase I begins the project at an estimated cost of \$9 million with Phase II programed for a yet to be determined future year at an estimated \$12 million.

**FY 2023-24**

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**Center Street Railroad Crossing Improvements & Sidewalk**

**\$800,000**  
Two-year Total

This project includes improvement of the road-crossing surface with the addition of concrete panels and addition of sidewalk across CSX railroad tracks as well as four quadrant gates and associated railroad equipment upgrades. Current review of statewide prioritization shows this may score well enough to allow for 80% state funding. Without it, the sidewalk will continue to stop short of the tracks on each side forcing pedestrians onto the roadway, and the crossing surface will continue to compromise ride comfort. An additional benefit is the potential to create a quiet zone at this crossing.

**Chatham Street Railroad Crossing Improvements & Sidewalk**

**\$800,000**  
Two-year Total

This project includes improvement of the road crossing surfaces and addition of sidewalk across CSX railroad with installation of four quadrant gates and associated railroad equipment upgrades. The project completes gaps in the sidewalk network across the railroad and improves the quality of the vehicular crossing surfaces for improved ride comfort. In addition, four quadrant gates will provide a higher level of safety measures. An additional benefit is the potential to create a quiet zone at this crossing.

**Lynch Street Extension**

**\$550,000**

This project includes extending Lynch Street from its existing stub west of South Salem Street to intersect Apex Peakway. 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.

**Stephenson Road High School Improvements Cost Share** **\$1,000,000**

This project will contribute funds toward street infrastructure, sidewalks, and paths as part of the construction of Stephenson Road High School (2024 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 not be an opportunity to accomplish the Town's Transportation Plan goals around the school during construction, leaving gaps and other deficiencies in the transportation system that make walking and biking to school difficult.

**West Williams Street Sidewalk** **\$570,000**  
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 80% state funding. Signalized crosswalks would be installed at the existing traffic signals on both ends of this project. Without it, pedestrian trips will continue along the shoulder of the road and lack accessible ramps and crosswalks at both ends of this project.

**FY 2024-25**

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**Davis Drive at Salem Church Road Realignment** **\$6,500,000**  
Two-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 allow for 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 continue for the various issues: no left turn on Davis Drive backs 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.

**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 with construction beginning in 2021. This project will provide enhancements the Town requests. Enhancements include pedestrian facilities (sidewalk and path), aesthetic treatments at new CSX Bridge, 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 without the Town sharing a portion of the costs.

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

This project will convert the intersections of US 64 at Lake Pine Drive and US 64 at Laura Duncan Road to an interchange, and convert US 64 from Laura Duncan Road to US 1 to a superstreet. Construction is planned to begin in 2022. This project will provide funding for enhancements the Town requests as part of the widening project. Enhancements are likely to include protected pedestrian facilities (sidewalk,



multi-use path, and crossings). 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.

## Horizon

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### Apex Peakway North Widening

\$2,000,000

(Center Street to Old Raleigh Road)

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 as well as emergency vehicles while causing more drivers to divert to other local routes and 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.

### Ten Ten Road/Center Street Sidewalk & Enhancement Cost Share

\$2,000,000

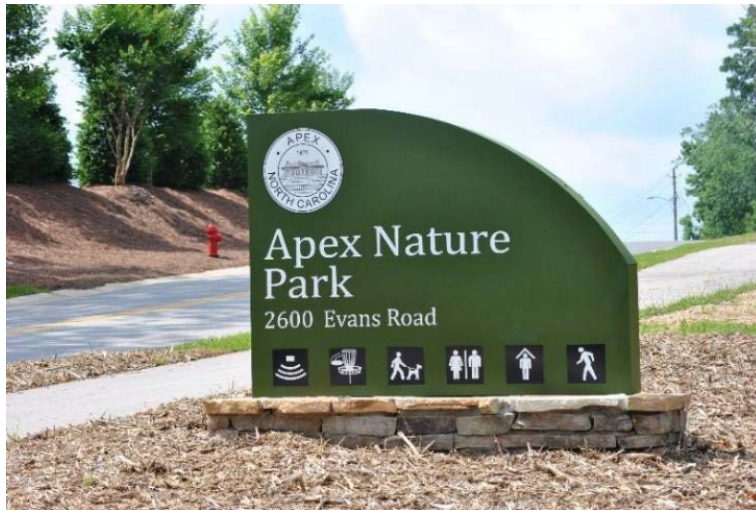
This project will provide enhancements the Town requests as part of the NCDOT widening project (Ten Ten Road from Apex Peakway to Kildaire Farm Road in the Town of Cary). Enhancements include pedestrian facilities (sidewalk and multi-use path), median treatments, and landscaping. As part of TIP U-5825, 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 without the Town sharing a portion of the costs.



## Parks, Recreation, and Cultural Resources Element Projects

**Projects Funded:** The construction of park and recreation amenities, expansion of existing parks, and major maintenance of current facilities.

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



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

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

Parks & Recreation	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	Future Years	Total Capital Cost
Beaver Creek Greenway - Phase II	2,435,000						2,435,000
Middle Creek Greenway - Phase II Construction/Phase III Design	2,128,000						2,128,000
Pleasant Park - Phase III	5,750,000						5,750,000
Environmental Education Center			100,000	1,100,000			1,200,000
Apex Nature Park/Seymour Athletic Fields Parking Expansion			957,000				957,000
Jaycee Park Expansion				99,825	998,250		1,098,075
Apex Community Park Parking Lot Expansion					665,500		665,500
Dredge Apex Community Park Lake						3,660,000	3,660,000
Northwest Wimberly Road Park Design						5,500,000	5,500,000
Olive Farm Park Design						5,500,000	5,500,000
<b>Element Total</b>	<b>10,313,000</b>	<b>-</b>	<b>1,057,000</b>	<b>1,199,825</b>	<b>1,663,750</b>	<b>14,660,000</b>	<b>28,893,575</b>



## **FY 2020-21**

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### **Beaver Creek Greenway – Phase II** **\$2,435,000**

Phase II of the Beaver Creek Greenway connection involves approximately .25 miles and continues from Chapel Valley Lane (Kelly West and stopping point of Phase I) under the Apex Barbecue Road bridge to the Nature Park. This phase is tied to the design, construction, and timeline of the NCDOT Apex Barbecue Road Bridge replacement. Staff has worked with NCDOT staff and their consultants to determine the best location for the greenway trail to be positioned to pass under the proposed bridge and the bridge was elevated to accommodate the greenway trail. The majority of costs are due to addressing environmental issues associated with the floodplain and wetlands and for construction of a boardwalk.

### **Middle Creek Greenway – Phase II Construction/Phase III Design** **\$2,128,000**

Phase II of the Middle Creek Greenway adds .81 miles of greenway and provides trail connection from Reunion Pointe's existing greenway at the Southern Property line of Miramonte northward to the northern boundary of Pemberly. The trail will be a mixture of asphalt, concrete, and boardwalk that further completes the eventual connection between Apex and Holly Springs. Also included are design fees for Phase III. Connecting greenways and sidewalks to points of interest was the number one issue / interest expressed by citizens in the Parks, Recreation, Greenways, and Open Space Master Plan. Design estimates are based on current mileage cost estimates, tying to segments completed by development and takes into consideration environmental issues associated with the floodplain, floodway, and wetlands.

### **Pleasant Park – Phase III** **\$5,750,000**

Following the construction of Phase II, Phase III development would include, but not be limited to, additional infrastructure, additional lighted athletic fields, athletic courts, running course, etc. Included amenities would be at the Town Council's direction. The construction of Pleasant Park would support existing and future Town sponsored and co-sponsored programs. The Town can use park and recreational facilities to help enhance economic development similar to surrounding municipalities by attracting regional tournaments and other special events. Apex will become a destination for such events.

## **FY 2022-23**

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### **Environmental Education Center** **\$1,200,000** Two-year Total

The Nature and Environmental Education facility was part of the initial Master Plan for the Nature Park site that was part of a 2004 bond package. The intent is to utilize this facility as a headquarters for the operation of the park and to provide someone on-site to program and oversee the park. In addition, 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.

### **Apex Nature Park/Seymour Athletic Fields Parking Lot Expansion** **\$957,000**

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



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**FY 2023-24**

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**Jaycee Park Expansion****\$1,098,075**

Two-year Total

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

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**FY 2024-25**

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**Apex Community Park Parking Lot Expansion****\$665,500**

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.

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**Horizon**

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**Dredge Apex Community Park Lake****\$3,660,000**

This project would dredge Apex Community Park Lake allowing boats using the lake for recreational purposes to have access to more of the lake with fewer obstructions and less restriction of movement. Dredging also improves water quality, which improves the lives of fish and fishing opportunities and assists in restoring habitats. The estimate involves removing 90,000 cubic yards of silt and disposing of it off-site.

**Northwest Wimberly Road Park Design****\$5,500,000**

In September of 2017, the Town purchased approximately 30 acres of land with the intention of developing a regional park in the northwest quadrant of Apex. The acquisition of property in this area was a priority outlined in the 2013 Parks, Recreation, Greenways, and Open Space Master Plan. This project would begin development of the site and amenities.

**Olive Farm Park Design****\$5,500,000**

The Town acquired approximately 22 acres of land for a future park in Southwest Apex in August of 2017. The acquisition of property in this area was identified as one of two priority areas in 2013 Parks, Recreation, Greenways and Open Space Master Plan. This project would begin development of the site and provide significant public parkland in a rapidly growing area of Apex.



## Public Safety Element Projects

**Projects Funded:** Acquisition of capital equipment to support the operations of the three public safety departments in the Town. (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 citizens.



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

Public Safety	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	Future Years	Total Capital Cost
Fire Engine Replacement - Station 3		740,000					740,000
Rescue Retrieval Van		165,000					165,000
Aerial Apparatus to Replace Ladder 4			1,400,000				1,400,000
Engine 31 - Replacement				675,000			675,000
Fire Pumper for Olive Farm Station						800,000	800,000
Element Total	-	905,000	1,400,000	675,000	-	800,000	3,780,000





## **FY 2021-22**

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### **Fire Engine Replacement – Station 3 \$740,000**

This is a request to replace the 2004 E-One Ladder apparatus at Station 3 with a new 75' aerial ladder apparatus. This type of fire apparatus is typically called a "quint" because it provides the ability to operate as both an engine and an aerial ladder. The Ladder 3 apparatus will be 15 years old at the requested replacement date and has begun to experience higher maintenance/repair costs due to age and mileage. This replacement will also support the 3 aerial apparatus that are needed for the public protection classification (ISO rating). The current Ladder 3 would remain as the Town's only reserve aerial.

### **Rescue Retrieval Van \$165,000**

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

## **FY 2022-23**

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### **Aerial Apparatus to Replace Ladder 4 \$1,400,000**

This request is for an aerial platform apparatus to replace Ladder 4, which is a 2006 model. At this point, Ladder 4 will have reached its expected 15-year service life. The intent is to use this apparatus in reserve, replacing the quint reserve from Station 3, which will aid our Public Protection Classification. Not funding this request will require department to continue to run an aerial apparatus that will have approximately 90K miles when this replacement is requested. Aerial apparatus' are an expensive apparatus to operate and the maintenance cost associated with this truck will increase over time.

## **FY 2023-24**

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### **Engine 31 – Replacement \$675,000**

This will replace Engine 31, a 2011 model rescue pumper that currently has 86K 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.

## **Horizon**

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### **Fire Pumper for Olive Farm Station \$800,000**

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.



## Public Facilities Element Projects

**Projects Funded:** Construction and major maintenance of general government and public safety facilities and infrastructure, including upgrades to existing Town facilities, new public safety facilities, and additional public works facilities.

**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 such as this to address current and future facility needs.*



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

Public Facilities	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	Future Years	Total Capital Cost
Mechanical Upgrades to Police Department & Cultural Arts Center	180,000						180,000
Police Data Center Infrastructure Upgrades & Additions	175,000						175,000
Town Fiber Optic Expansion	130,000	75,000					205,000
Tunstall House Restoration	100,000	835,000					935,000
Eva Perry Library Improvements		438,000					438,000
Public Safety Station 3 Relocation		4,000,000					4,000,000
Station 1 Rebuild		450,000	4,750,000				5,200,000
Town Hall Remodel		550,000					550,000
Repurpose Depot Parking Lot			250,000	2,000,000			2,250,000
Town Campus Parking Lot Resurfacing			470,000				470,000
Vehicle Storage Shed & Brine Building			23,500	235,500			259,000
Public Works Campus Parking Lot Resurfacing				500,000			500,000
Fire Station 7				750,000		5,325,000	6,075,000
Police Department Addition/Renovation				500,000		6,400,000	6,900,000
Fire Administration Building						2,000,000	2,000,000
Land Purchase for Affordable Housing						500,000	500,000
<b>Element Total</b>	<b>585,000</b>	<b>6,348,000</b>	<b>5,493,500</b>	<b>2,735,500</b>	<b>1,250,000</b>	<b>14,225,000</b>	<b>30,637,000</b>



## **FY 2020-21**

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### **Mechanical Upgrades to Police Department & Cultural Arts Center      \$180,000**

This project would replace the Town's current R22A HVAC Units with R410 units. R22 refrigerant has been phased out with limited or no replacements available. Where replacement refrigerant can be found, it is extremely expensive.

### **Police Data Center Infrastructure Upgrades & Additions      \$175,000**

Infrastructure required for Police Equipment in the Police Department Data Center includes additional server, camera, physical security, and port additions. Requirements to backup and stream video from new and current interview rooms, cars recordings, Town/event security cameras, and future (bodycam) requests require additional network and storage for redundancy and security. This project increases infrastructure for the door reader system and storage. This project adds network gear for multi-gig wireless and additions to the ports requested for add on space and devices connected in and outside the building, as well as a new patch panel to add and clean up the oversubscribed current data center gear.

### **Town Fiber Optic Expansion      \$205,000**

Two-year Total

The proposed fiber project will provide funding for expansion of the existing Town fiber network to greater support operational efficiencies, create redundancy, and expand the fiber optic backbone and fiber optic connections to key locations and facilities throughout the Town. The Town's current fiber network supports a variety of operational areas. This project will help fund additional fiber strands, equipment, and installation as incremental costs to other planned projects. This request includes the final two phases of this project.

### **Tunstall House Restoration      \$935,000**

Two-year Total

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 mediating deterioration to the existing structure. This project contemplates the historic restoration of the house and contributing outbuildings. The house is suffering from deferred maintenance and currently serves no purpose. In the past, the house has been looked at for public purpose, but the restoration/renovation costs have been prohibitive. The first phase would include testing for lead and asbestos and determining preventive steps to stop further deterioration until the renovation, planned for the following year, occurs.

## **FY 2021-22**

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### **Eva Perry Library Improvements      \$438,000**

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



## Public Safety Station 3 Relocation

\$4,000,000

Public Safety Station 6 will provide fire and emergency services to the White Oak Basin and Green Level areas of Apex. It is forecasted that this area will see upwards of 2,100 new homes, along with related services, within the next few years. This rapid development, coupled with the existing I-540 corridor, will continue to generate pressure on existing fire services and require an additional station in order to provide adequate service. Response from the existing Station 3 will result in long response times due to the distance. This station will feature a new design to more effectively meet the needs of both fire and police departments. Station 6 will house a new Engine and 12 personnel.

## Station 1 Rebuild

\$5,200,000

Two-year Total

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

## Town Hall Remodel

\$550,000

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 will be anticipated growth/changes for each department and interactions between departments.

### **FY 2022-23**

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## 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 curbsless 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 program a variety of activities.

## Town Campus Parking Lot Resurfacing

\$470,000

This project is for the reconstruction of the Town Campus parking lot to include asphalt pavement and remarking.

## 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 2023-24**

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**Public Works Campus Parking Lot Resurfacing** **\$500,000**

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

## **FY 2024-25**

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**Fire Station 7** **\$6,075,000**  
(Olive Farm Area) Two-year Total

Fire Station 7 (possibly #6) 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% 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.

**Police Department Addition/Renovation** **\$6,900,000**  
Two-year Total

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 and allow for future growth. The existing administrative offices space would be renovated to allow for a doubling in size of the existing Communications Center and the addition of related office and workspace.

## **Horizon**

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**Fire Department Administration Building** **\$2,000,000**

As the Fire Department grows, the need for additional administrative office and conference room space is increasing exponentially. This project will renovate Station 3 to 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.

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

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



## Public Works and 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, SCM construction, and major maintenance of this infrastructure. They also include equipment needed to manage solid waste collection and maintain Town streets.

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



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

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

Public Works & Environmental Services	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	Future Years	Total Capital Cost
Leaf Truck - Replacement	206,000	206,000				206,000	618,000
Chipper Truck - Replacement		165,000					165,000
Dump Truck - Addition		130,000	130,000				260,000
Leaf Truck - Addition		212,000					212,000
Motor Grader - Replacement		250,000					250,000
Backhoe - Replacement			150,000				150,000
Grapple Truck - Replacement				195,000			195,000
Mini Excavator - Addition				120,000			120,000
Street Sweeper - Replacement				275,000			275,000
Element Total	206,000	963,000	280,000	590,000	-	206,000	2,245,000



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**FY 2020-21**

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**Leaf Truck – Replacement** **\$206,000**

This project will replace a 2006 leaf truck (Unit #155) in the Town’s current fleet that will be 14 years old with over 120,000 miles at the time of replacement.

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**FY 2021-22**

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**Leaf Truck – Replacement** **\$206,000**

This project will replace a leaf truck (Unit #212) in the Town’s current fleet that will be 7 years old with over 70,000 miles at the time of replacement.

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

This truck replacement is necessary to maintain our current level of service to the Town. Not adequately maintaining the fleet of the Town would mean the current level of service would have to be decreased in order to accommodate the higher population. The replacement is needed due to the aging of an existing chipper truck/chipper combo (Unit #76), which will be 13 years old at the time of replacement and have well over 103,000 miles.

**Dump Truck – Addition** **\$130,000**

There are currently four dump trucks available to public works. The oldest is a 1996 single axle dump truck and the newest is a 2006 two-ton dump truck. This project will add an additional dump truck to the fleet to account for the future growth and additional responsibilities of the department.

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

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

**Motor Grader – Replacement** **\$250,000**

This project will replace a grader (Unit #506) that is over 50 years old with over 120,000 miles. A motor grader is necessary to spread materials, maintain ditches, and maintain gravel roads and parking lots. This vehicle will also be utilized for snow and ice control operations.

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**FY 2022-23**

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**Dump Truck – Addition** **\$130,000**

There are currently four dump trucks available to public works. The oldest is a 1996 single axle dump truck and the newest is a 2006 two-ton dump truck. This project will add an additional dump truck to the fleet to account for the future growth and additional responsibilities of the department.

**Backhoe – Replacement** **\$150,000**

This purchase will replace a backhoe (Unit #595) in the Town’s current equipment fleet that is beyond its useful years. The department will not be able to maintain production due to lack of equipment to excavate



materials at job sites and load material for transportation to job sites. Additionally, this replacement is required for the removal of broken sidewalks and pavement that require repairs.

**FY 2023-24**

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

There are currently two grapple trucks in the fleet to support the Town's yard waste program by providing large limb and tree stump removal service. Only one of the grapple trucks is used on a daily basis with a second truck serving as a backup. This second truck is also used to support the bulk item pickup program; collecting oversized items that cannot be lifted by hand. This project will replace a truck (Unit #210) that will be over 8 years old with over 100,000 miles.

**Mini Excavator – Addition** **\$120,000**

This project will be an addition of a Mini Excavator, which will be a required addition to the future growth of the department and additional responsibilities of the department. The department will not be able to maintain production due to lack of equipment to excavate/grade small scale jobsites within the Town.

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

This project will replace a street sweeper (Unit #96) that will be over 23 years old at the time of replacement. There is currently one street sweeper in the street department fleet used to clean streets for special events. This truck will be used to clean Town streets after spills, provide routine maintenance, and clean up after parades and festivals.

**Horizon**

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**Leaf Truck – Replacement** **\$206,000**

This project will replace a leaf truck (Unit #108) in the Town's current fleet that will be 7 years old with over 70,000 miles 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 Totals							
Element	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	Future Years	Total Capital Cost
Transportation	30,899,000	9,846,000	22,020,000	6,375,000	9,420,000	27,500,000	106,060,000
Parks, Recreation, and Cultural Arts	10,313,000	-	1,057,000	1,199,825	1,663,750	14,660,000	28,893,575
Public Safety	-	905,000	1,400,000	675,000	-	800,000	3,780,000
Public Facilities	585,000	6,348,000	5,493,500	2,735,500	1,250,000	14,225,000	30,637,000
Public Works and Environmental Services	206,000	963,000	280,000	590,000	-	206,000	2,245,000
<b>Element Total</b>	<b>42,003,000</b>	<b>18,062,000</b>	<b>30,250,500</b>	<b>11,575,325</b>	<b>12,333,750</b>	<b>57,391,000</b>	<b>171,615,575</b>
Revenues	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	Future Years	Total
General Fund / Capital Outlay	3,538,000	5,673,500	7,333,500	7,873,325	9,317,750	5,691,000	39,427,075
Designated Capital Funds	4,618,300	1,317,000	1,422,000	2,005,000	925,000	945,000	11,232,300
General Obligation Bonds	12,000,000	5,000,000	16,500,000	-	-	12,000,000	45,500,000
Installment Purchase / Capital Lease	-	4,000,000	4,150,000	-	-	26,385,000	34,535,000
Intergovernmental Funds	1,421,000	1,450,000	1,479,000	1,509,000	1,539,000	1,570,000	8,968,000
Grants	20,025,700	186,500	201,000	188,000	552,000	8,800,000	29,953,200
Public-Private Partnership	-	-	-	-	-	2,000,000	2,000,000
<b>Total</b>	<b>41,603,000</b>	<b>17,627,000</b>	<b>31,085,500</b>	<b>11,575,325</b>	<b>12,333,750</b>	<b>57,391,000</b>	<b>171,615,575</b>

## 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 COVID-19 pandemic has had an adverse effect on the economy and the full extent of its impact is unknown. Until the pandemic-induced recession occurred, local economic trends supported an inflation factor of 7.5 percent growth in expenditures and recurring project costs. To accommodate for reduced revenues, the Town has reduced operational spending and deferred some capital projects. The CIP projections represent a 4 percent growth factor for operations expenditures in FY21-22, followed by a 6 percent growth factor for years three through five in the CIP. The Town was the beneficiary of a revaluation for FY20-21 that resulted in a 30 percent increase in assessed value over FY19-20. This resulted in a revenue-neutral tax rate of \$.3493. The three-year rolling average, not including revaluation years, represents a 9.29 percent annual increase in property values. Apart from gains in property tax revenues, estimates indicate other revenues will collectively decrease by at least 8.96 percent. As a result of this decrease, the CIP includes a revenue growth rate of 3 percent for FY21-22, a 60 percent reduction from the pre-pandemic rate. Revenue projections use a 4 percent increase for year three and a 5 percent increase for the final two years. Wake County will perform another revaluation in 2024. For projects subject to financing in FY20-21, interest rates between 3.0 and 3.5 percent are accurate based on other recent financing by the Town. For future years, .5 percent has been added to the interest rate per year beginning in FY21-22. 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 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 accounts for 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 FY20-21 is .814 percent. Upcoming projects in the CIP will require additional debt financing and will increase the Town's ratio to a high of .863 percent by FY22-23. This 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 8 percent or less of a local government's total property valuation. Apex's legal debt limit,

based on the July 1, 2019 audited valuation, is \$566,583,807. The CIP includes a maximum debt obligation of \$105,282,138 in FY22-23.

**The 10-year payout ratio** measures the amount of principal being retired in the next ten 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 new bond debt and installment purchase financing. The new debt brings the payout ratio down from a high of 71.67 percent in FY20-21 to a low of 60.11 in FY22-23, which 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 FY20-21, the General Fund debt service ratio is 10.20 percent and reaches a high of 11.42 percent in FY23-24. 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**

<b>Debt Obligations</b>	<b>FY19-20</b>	<b>FY20-21</b>	<b>FY21-22</b>	<b>FY22-23</b>	<b>FY23-24</b>	<b>FY24-25</b>
GO Bond Debt	\$61,755,000	\$71,980,000	\$75,205,000	\$88,435,000	\$84,565,000	\$80,445,000
Installment Purchase & Lease Debt	\$12,349,517	\$11,123,724	\$13,905,931	\$16,847,138	\$15,447,679	\$13,851,853
<b>Total Net Debt Obligations</b>	<b>\$74,104,517</b>	<b>\$83,103,724</b>	<b>\$89,110,931</b>	<b>\$105,282,138</b>	<b>\$100,012,679</b>	<b>\$94,296,853</b>
<b>Debt Service</b>						
GO Bond Principal	\$1,775,000	\$3,270,000	\$3,870,000	\$4,120,000	\$4,955,000	\$4,950,000
GO Bond Interest	\$1,162,013	\$2,290,875	\$2,561,968	\$2,589,240	\$3,088,687	\$2,903,595
<b>Total GO Bond Debt Service</b>	<b>\$2,937,013</b>	<b>\$5,560,875</b>	<b>\$6,431,968</b>	<b>\$6,709,240</b>	<b>\$8,043,687</b>	<b>\$7,853,595</b>
IP & Lease Principal	\$1,225,793	\$1,217,793	\$1,208,793	\$1,399,459	\$1,595,826	\$1,605,358
IP & Lease Interest	\$349,618	\$317,240	\$285,078	\$409,542	\$552,439	\$503,473
<b>Total IP Debt Service</b>	<b>\$1,575,411</b>	<b>\$1,535,033</b>	<b>\$1,493,871</b>	<b>\$1,809,001</b>	<b>\$2,148,265</b>	<b>\$2,108,831</b>
<b>Total GF Debt Service</b>	<b>\$4,512,424</b>	<b>\$7,095,908</b>	<b>\$7,925,839</b>	<b>\$8,518,241</b>	<b>\$10,191,952</b>	<b>\$9,962,426</b>

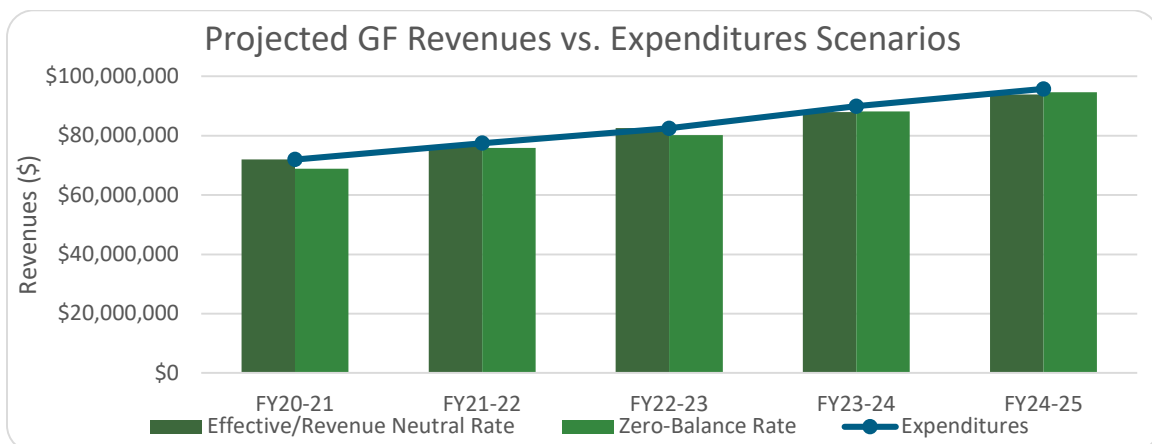
<b>General Fund Debt Ratios &amp; Fiscal Indicators</b>	<b>FY19-20</b>	<b>FY20-21</b>	<b>FY21-22</b>	<b>FY22-23</b>	<b>FY23-24</b>	<b>FY24-25</b>
Fund Balance	\$26,062,318	\$23,692,318	\$22,023,552	\$20,681,587	\$18,030,522	\$16,193,501
Fund Balance Percentage	37.70%	32.94%	28.44%	25.08%	20.06%	16.92%
Impact on Capital Designated Funds	\$0	\$4,618,300	\$1,317,000	\$1,485,000	\$2,005,000	\$925,000
Impact on Operating Budget	\$0	\$0	\$89,099	\$370,007	\$328,769	\$343,106
Revenue per Capita	\$1,118	\$1,094	\$1,094	\$1,110	\$1,112	\$1,117
% Property Tax Revenue	46.97%	53.88%	57.56%	58.32%	59.82%	61.24%
10-year Principal Payout (>55%)	0.00%	71.67%	69.80%	60.11%	63.79%	67.43%
Net Debt per Assessed Valuation (<2.5%)	0.943%	0.814%	0.799%	0.863%	0.750%	0.615%
Net Debt Service to Expenditures Less Transfers-in (<12%)	6.86%	10.20%	10.33%	10.51%	11.42%	10.41%
PAYGO Percent	0.00%	71.43%	50.17%	31.74%	100.00%	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 table and graphs below depict 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. The formula account for substantial increases or decreases in revenues from other sources such as sales tax or service fees. In addition, it does not address changes in operational needs for the Town unless addressed in the CIP. Wake County underwent a revaluation in 2020 that resulted in a revenue neutral tax rate of \$.3493. The FY20-21 Recommended Budget includes a tax rate of \$.38, which includes a \$.015 increase for voter approved bond debt in 2017 and \$.01 dedicated to affordable housing initiatives. Wake County will undergo another revaluation in 2024 and the projections for FY24-25 use a revenue-neutral tax rate of \$.375. 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 beginning in FY21-22 with potential shortfalls ranging from \$928,766 in FY21-22 to \$1.98 million in FY23-24. 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 gap is increasingly noticeable as of FY23-24 due to large capital projects that will require financing, such as reconstruction of Fire Station 1 and new road construction. The CIP includes \$78.6 million in transportation projects over the next five years and identifies another \$27.5 million in projects on the horizon. Ten projects in the next five years are \$1 million or more. How to finance these projects presents another policy decision for Town Council. The CIP includes general obligation bonds beginning in FY21-22 to cover \$21.5 million in transportation projects. This amount could easily be higher and only covers a portion of the large transportation projects. The impact model does not include a tax rate increase to accompany the proposed general obligation debt. If a proposed bond referendum includes an associated tax rate increase, it would need to be \$.01 - \$.015 to cover the annual debt service.

The five-year tax rate assessment table indicates the change in tax rate needed to account for the potential funding gaps. Estimated expenditures and tax rate scenarios are depicted in the chart below. This does not account for any potential increases in other revenues sources or cuts in the operating budget that may offset the gap. The effective/revenue neutral rate line reflects revenues with no change in the current tax rate other than an adjustment for revenue neutral in the revaluation year and the required tax increase for the 2017 recreation bonds. The zero-balance rate line reflects revenues with the tax rate adjusted to offset the funding gap.



**5-Year Tax Rate Assessment**

<b>Forecasted Expenditures (Including CIP Projects)</b>	<b>FY20-21</b>	<b>FY21-22</b>	<b>FY22-23</b>	<b>FY23-24</b>	<b>FY24-25</b>
Operating Budget	\$59,481,192	\$61,949,539	\$66,036,518	\$70,327,478	\$74,890,232
Capital Outlay	\$9,977,300	\$8,875,500	\$9,399,500	\$11,387,325	\$11,781,750
Debt Service	\$7,095,908	\$7,925,839	\$8,518,241	\$10,191,952	\$9,962,426
Transfers Out	-\$4,618,300	-\$1,317,000	-\$1,485,000	-\$2,005,000	-\$925,000
<b>Total Expenditures</b>	<b>\$71,936,100</b>	<b>\$77,433,878</b>	<b>\$82,469,259</b>	<b>\$89,901,755</b>	<b>\$95,709,408</b>
<b>Total Capital &amp; Debt</b>	<b>\$12,454,908</b>	<b>\$15,484,339</b>	<b>\$16,432,741</b>	<b>\$19,574,277</b>	<b>\$20,819,176</b>
<b>Capital &amp; Debt Expenditures %</b>	<b>17.31%</b>	<b>20.00%</b>	<b>19.93%</b>	<b>21.77%</b>	<b>21.75%</b>
<b>Forecasted Revenues</b>					
Property Tax	\$38,758,831	\$44,033,625	\$48,126,547	\$52,599,906	\$57,489,064
Other Taxes, Fees, Charges	\$30,807,269	\$31,731,487	\$33,000,747	\$34,650,784	\$36,383,323
Transfers In	\$0	\$0	\$0	\$0	\$0
<b>Total Revenues</b>	<b>\$71,936,100</b>	<b>\$76,505,112</b>	<b>\$82,527,294</b>	<b>\$87,925,690</b>	<b>\$93,872,387</b>
<b>Difference</b>	<b>\$0</b>	<b>(\$928,766)</b>	<b>\$58,035</b>	<b>(\$1,976,065)</b>	<b>(\$1,837,021)</b>
Projected Fund Balance	\$23,692,318	\$22,023,552	\$20,681,587	\$18,030,522	\$16,193,501
Capital Impact on Fund Balance	\$0	(\$928,766)	\$58,035	(\$1,976,065)	(\$1,837,021)
Fund Balance Impact Percentage	32.94%	28.44%	25.08%	20.06%	16.92%
Assessed Property Value	\$10,209,902,299	\$11,158,912,016	\$12,196,132,120	\$13,329,761,762	\$15,329,226,026
\$.01 Property Tax Increase =	\$1,019,969	\$1,114,775	\$1,218,394	\$1,331,643	\$1,531,390
Tax Rate	\$0.380	\$0.395	\$0.395	\$0.395	\$0.375
<b>Change in Tax Rate Needed for Difference</b>	<b>(\$0.000)</b>	<b>\$0.008</b>	<b>(\$0.000)</b>	<b>\$0.015</b>	<b>\$0.012</b>
<b>Zero-Balance Tax Rate</b>	<b>\$0.380</b>	<b>\$0.403</b>	<b>\$0.395</b>	<b>\$0.410</b>	<b>\$0.387</b>
Projected Fund Balance with Tax Rate Adjustment	\$23,692,318	\$22,952,318	\$20,623,552	\$20,006,587	\$18,030,522
Projected Fund Balance % with Tax Rate Adjustment	32.94%	29.64%	25.01%	22.25%	18.84%

## 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, and major maintenance of infrastructure. They also include 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 Project	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	Future Years	Total Capital Cost
Bucket Truck - Replacement	235,450						235,450
Electric Office Facility - Phase II	550,000						550,000
Laura Duncan Substation Upgrades	575,000						575,000
Electric Line Truck - Replacement		285,400	285,400				570,800
Smart Grid Meters and Load Control		2,000,000					2,000,000
Green Level Substation					1,700,000		1,700,000
East Williams Street Substation						5,075,000	5,075,000
<b>Total</b>	<b>1,360,450</b>	<b>2,285,400</b>	<b>285,400</b>	<b>-</b>	<b>1,700,000</b>	<b>5,075,000</b>	<b>10,706,250</b>





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**FY 2020-21**

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**Bucket Truck – Replacement** **\$235,450**

This request is to replace one bucket truck (Unit #65). The bucket truck is a specialized vehicle required for the installation of overhead electrical equipment and performance of maintenance activities. At time of replacement, the truck will be over 17 years old.

**Electric Office Facility – Phase II** **\$550,000**

The final stages of the new Electric Office Facility include additional site work for sidewalks, streets, and landscaping. The street improvements provide an extension of Milano Avenue as a collector road to access the electric substation property and extend further west to connect to Richardson Road through Buckhorn Preserve. The extension will complete the remaining gap between Richardson Road and Evans Road.

**Laura Duncan Substation Upgrades** **\$575,000**

This project will replace existing regulator controls with modern units capable of being integrated into the SCADA system, and will perform preventative maintenance on existing regulators and upgrade them to accept new controls. The existing equipment is outdated, no longer supported by the manufacturers, and nearing the end of useful life. Upgrading this equipment will improve the reliability of the Town’s system.

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**FY 2021-22**

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**Electric Line Truck – Replacement** **\$285,400**

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

**Smart Grid Meters and Load Control** **\$2,000,000**

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

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**Electric Line Truck – Replacement** **\$285,400**

This request is to replace one Electric Line truck (Unit #200). The Digger Derrick is a specialized vehicle required for the installation of both overhead and underground electrical equipment. At time of replacement, the truck will be over 10 years old.



## Green Level Substation

\$1,700,000

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

### Horizon

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## East Williams Street Substation

\$5,075,000

Two-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. Phase I will install one 40 MVA transformer and Phase II, will add the second 40 MVA transformer.



## Electric Fund Summary

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

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



Electric Fund							
Electric Utility Project	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	Future Years	Total Capital Cost
Bucket Truck - Replacement	235,450						235,450
Electric Office Facility - Phase II	550,000						550,000
Laura Duncan Substation Upgrades	575,000						575,000
Electric Line Truck - Replacement		285,400	285,400				570,800
Smart Grid Meters and Load Control		2,000,000					2,000,000
Green Level Substation					1,700,000		1,700,000
East Williams Street Substation						5,075,000	5,075,000
<b>Total</b>	<b>1,360,450</b>	<b>2,285,400</b>	<b>285,400</b>	<b>-</b>	<b>1,700,000</b>	<b>5,075,000</b>	<b>10,706,250</b>
<b>Revenues</b>	<b>FY20-21</b>	<b>FY21-22</b>	<b>FY22-23</b>	<b>FY23-24</b>	<b>FY24-25</b>	<b>Future Years</b>	<b>Total</b>
Local Revenues/Retained Earnings	1,360,450	2,285,400	285,400	-	1,700,000	5,075,000	10,706,250

## Section 5: Water and 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 main additions and replacements, water/wastewater treatment plant renovations/expansions, filter rehabilitation, pump station additions, and major maintenance of infrastructure. They also include 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 and Sewer 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, and major maintenance of this infrastructure.

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

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



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

Water-Sewer Project	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	Future Years	Total Capital Cost
Apex Peakway - Salem Street Interchange Water Lines	100,000						100,000
Chatham Street - Water Line Replacement	350,000						350,000
Elevated Water Storage Tank - 1.5 MG	850,000	3,443,000					4,293,000
Lawrence Crossing Sewer Rehabilitation	575,000						575,000
Middle Creek - Sunset Hills Pump Station Renovation	1,065,000						1,065,000
Miscellaneous Water Main Connections	650,000	925,000	350,000				1,925,000
Salem Street Water Main Rehabilitation	200,000						200,000
Western Transmission Main - Phase II	500,000						500,000
Advanced Metering Infrastructure (AMI)		900,000					900,000
Barscreen Replacement		265,000					265,000
Beaver Creek Commons Gravity Sewer Extension		1,115,000					1,115,000
Big Branch 2 Pump Station and Force Main		1,200,000	16,400,000	20,400,000			38,000,000
Combo Truck - Replacement		420,000					420,000
Utility Relocation - NC Highway 55		700,000	700,000	750,000			2,150,000
Utility Relocation - Ten Ten Road (SR1010)		25,000	600,000	975,000		900,000	2,500,000
Utility Relocation - US Highway 64		100,000	1,100,000	1,300,000			2,500,000
Cash-Perkins Outfall						650,000	650,000
Old Raleigh Road - Water Line Replacement						3,600,000	3,600,000
Cary Projects Sub-Total	1,288,000	58,100	483,000	230,000		21,781,000	23,840,100
WWRWRF Sub-Total	50,000	93,500	195,500	274,800		535,500	1,149,300
<b>Total</b>	<b>5,628,000</b>	<b>9,244,600</b>	<b>19,828,500</b>	<b>23,929,800</b>	<b>-</b>	<b>27,466,500</b>	<b>86,097,400</b>



**Apex Peakway – Salem Street Interchange Water Lines** **\$100,000**

This project provides additional funding for an existing project involving relocation of a 12 inch DIP water line on Apex Peakway north of Salem Street, a new 16 inch water line on Apex Peakway south of Salem Street, and a new 20 inch water line on Salem Street. If this project is not funded then key loops in the water system will not be completed per the master plan. This line will improve the performance of the Tingen Road Elevated Water Storage Tank.

**Chatham Street – Water Line Replacement** **\$350,000**

This project provides additional funding for an existing water line replacement project on Chatham Street. The scope has been amended to include roadway widening and sidewalk connection. The pedestrian improvements portion of this project is incorporated into the General Fund Transportation Element of the CIP document.

**Elevated Water Storage Tank – 1.5 MG** **\$4,293,000**  
Two-year total

Year one of this project includes \$850,000 for the engineering and design of an estimated \$4.29 million project to construct a 1.5 million gallon elevated storage tank to ensure we meet the State's minimum requirement for elevated storage.

**Lawrence Crossing Sewer Rehabilitation** **\$575,000**

This project will replace an aging 24 inch gravity sewer outfall with a new 12 inch sewer line. The 24 inch line formerly conveyed over half of the Town's sewer flow. The completion of the Western Wake Regional Water Reclamation Facility (WRF) in 2014 diverted most of this flow. It is more cost effective to replace and downsize to a 12 inch line than to install a liner in the 24 inch pipe.

**Middle Creek - Sunset Hills Pump Station Renovation** **\$1,065,000**

This project includes renovation of the existing Middle Creek - Sunset Hills Pump Station. The renovation includes 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 flow and meet the new pumping requirements of the new Middle Creek Regional Pump Station.

**Miscellaneous Water Main Connections** **\$1,925,000**  
Three-year total

This project includes a variety of water main extensions and interconnections that are identified as development projects are approved and installed. These interconnections are gaps in the water system that are typically just outside of what is required to be installed by the developer. Making these connections increase fire flow capacity and allow water to flow in multiple paths, reducing water age and increasing water quality.

**Salem Street Water Main Rehabilitation** **\$200,000**  
(Highway 55 to Chatham Street)

This project rehabilitates 2,800 feet of existing water line along Salem Street from NC 55 to Chatham Street. The project will clean and coat the existing 6 inch water line under Salem Street which will increase available flow in the area. Work will require the Town to provide temporary water service to customers connected to the existing line while the main line is undergoing rehab.



## Western Transmission Main – Phase II

\$500,000

(Kelly Road Park to Apex BBQ)

Phase II of the Western Transmission Main Project includes the following sections: 1,000 feet of 24-inch waterline on Kelly Road from Olive Chapel Elementary School to Kelly Road Park, and 2,500 feet of 24-inch waterline from Kelly Road Park Pump station to Apex BBQ Road. The primary purpose of Phase II work is to provide adequate water flow at a manageable pressure to the entire water system as western portions of Apex, south of Olive Chapel Road, develop and demand grows. This work will also ensure that adequate flow and proper velocities are maintained in the other areas of Apex as growing demand to the west pulls water in that direction.

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## Advanced Metering Infrastructure (AMI)

\$900,000

This project continues to deploy AMI interfaces for all water meters. Upgrading to AMI technology will allow staff to take meter readings from a fixed location and have the readings enter directly into billing software. Phases 2 -5 include funds to transition to AMI and continue replacement of meters older than 10 years old. Tied with our proposed electric meter replacement, this project will allow us to deploy an advanced outage management system to greatly improve service to our customers.

## Barscreen Replacement

\$265,000

This project will replace one existing bar screen at the Wastewater Treatment facility's headworks. The existing bar screen is 30 years old and approaching the end of its life cycle. Better technology is available that will provide more efficient removal of debris from the wastewater, resulting in increased capacity and reducing maintenance costs.

## Beaver Creek Commons Gravity Sewer Extension

\$1,115,000

Recent development projects near Kelly Road have upgraded and extended gravity sewer from the Abbington Subdivision to I-540. Currently, there is a gap between I-540 and the Beaver Creek Crossings Pump Station. The land between is part of a large lot subdivision (Chapel Ridge) with little potential for redevelopment. This project would involve decommissioning the Beaver Creek Crossings Pump Station and constructing approximately 2,100 feet of 12 inch gravity sewer line and manholes to complete the system. Not funding this project will require continued maintenance of the pump station.

## Big Branch 2 Pump Station and Force Main

\$38,000,000

Three-year total

This project includes construction of Big Branch Pump Station (capacity of 3 million gallons per day) and approximately 6 miles of 30 inch force main that will discharge at the Western Wake Regional WRF. This infrastructure is needed to serve the Big Branch Basin, which is generally located in the triangle between I-540, US 1, and NC 55.

## Combo Truck – Replacement

\$420,000

This project will replace a combination vacuum truck (Unit #97) in the Town's current fleet that will be over 12 years old at time of replacement.



## Utility Relocation – NC Highway 55

**\$2,150,000**

Three-year total

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.

## Utility Relocation – Ten Ten Road (SR1010)

**\$2,500,000**

Four-year Total

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 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.

## Utility Relocation – US Highway 64

**\$2,500,000**

Three-year Total

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, 10, 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.

## Horizon

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### Cash-Perkins Outfall

**\$650,000**

This project includes construction of a gravity sewer main extending through the Cash-Perkins property, connecting to the future Upper Middle Creek Gravity Interceptor and regional pump station to construct for Horton Park. This gravity sewer will allow both the Cash-Perkins and Pinnacle Park Pump Stations to be taken off line, resulting in a reduction of approximately \$50,000 in annual maintenance costs. This project is in compliance with the adopted Master Sewer Plan.

### Old Raleigh Road – Water Line Replacement

**\$3,600,000**

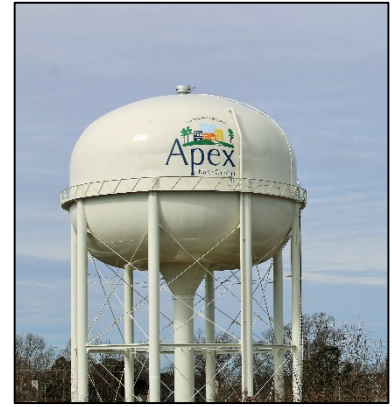
The 10 inch water main in Old Raleigh Road was installed in the early 1960s and is now surpassing the designed 50-year life expectancy. Of additional concern are the improvements to Old Raleigh Road that have taken place over the years, subjecting this pipe to increasing vibration and stress from vehicle 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.



## Water and Sewer Fund Summary

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

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



Water-Sewer Fund							
Water-Sewer Project	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	Future Years	Total Capital Cost
Apex Peakway - Salem Street Interchange Water Lines	100,000						100,000
Chatham Street - Water Line Replacement	350,000						350,000
Elevated Water Storage Tank - 1.5 MG	850,000	3,443,000					4,293,000
Lawrence Crossing Sewer Rehabilitation	575,000						575,000
Middle Creek - Sunset Hills Pump Station Renovation	1,065,000						1,065,000
Miscellaneous Water Main Connections	650,000	925,000	350,000				1,925,000
Salem Street Water Main Rehabilitation	200,000						200,000
Western Transmission Main - Phase II	500,000						500,000
Advanced Metering Infrastructure (AMI)		900,000					900,000
Barscreen Replacement		265,000					265,000
Beaver Creek Commons Gravity Sewer Extension		1,115,000					1,115,000
Big Branch 2 Pump Station and Force Main		1,200,000	16,400,000	20,400,000			38,000,000
Combo Truck - Replacement		420,000					420,000
Utility Relocation - NC Highway 55		700,000	700,000	750,000			2,150,000
Utility Relocation - Ten Ten Road (SR1010)		25,000	600,000	975,000		900,000	2,500,000
Utility Relocation - US Highway 64		100,000	1,100,000	1,300,000			2,500,000
Cash-Perkins Outfall						650,000	650,000
Old Raleigh Road - Water Line Replacement						3,600,000	3,600,000
Cary Projects Sub-Total	1,288,000	58,100	483,000	230,000		21,781,000	23,840,100
WWRWRF Sub-Total	50,000	93,500	195,500	274,800		535,500	1,149,300
<b>Total</b>	<b>5,628,000</b>	<b>9,244,600</b>	<b>19,828,500</b>	<b>23,929,800</b>	<b>-</b>	<b>27,466,500</b>	<b>86,097,400</b>
Revenues	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	Future	Total
Local Revenues/Capital Reserve	5,628,000	9,244,600	19,828,500	23,929,800	-	27,466,500	86,097,400

## Section 6: Project Funding Detail

The following pages contain project funding details.

# Transportation

ID #	Project Cost	2020-21	2021-22	2022-23	2023-24	2024-25	Future	Total
PW&T 1	<b>Annual Pavement Management</b>	<b>1,821,000</b>	<b>1,871,000</b>	<b>1,950,000</b>	<b>2,025,000</b>	<b>2,100,000</b>	<b>2,200,000</b>	<b>11,967,000</b>
	- Intergovernmental Funds (Powell Bill Revenues)	1,421,000	1,450,000	1,479,000	1,509,000	1,539,000	1,570,000	8,968,000
	- General Fund / Capital Outlay	400,000	421,000	155,000	516,000	561,000	630,000	2,683,000
	- Designated Capital Funds	-	-	316,000	-	-	-	316,000
PW&T 2	<b>Annual Miscellaneous Road and Sidewalk Improvements</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>1,200,000</b>
	- General Fund / Capital Outlay	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
PW&T 3	<b>Annual Miscellaneous Drainage Improvements</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>600,000</b>
	- General Fund / Capital Outlay	100,000	100,000	100,000	100,000	100,000	100,000	600,000
PW&T 4	<b>Jessie Drive Phase I &amp; Phase II</b>	-	-	<b>7,500,000</b>	<b>1,500,000</b>	-	<b>12,000,000</b>	<b>21,000,000</b>
	- General Fund / Capital Outlay	-	-	-	1,500,000	-	-	1,500,000
	- Grants	-	-	-	-	-	6,000,000	6,000,000
	- Public-Private Partnership	-	-	-	-	-	2,000,000	2,000,000
	- General Obligation Bonds	-	-	7,500,000	-	-	4,000,000	11,500,000
PW&T 5	<b>GPS Emergency Vehicle Preemption</b>	-	<b>260,000</b>	<b>160,000</b>	<b>160,000</b>	<b>160,000</b>	-	<b>740,000</b>
	- Designated Capital Funds	-	238,500	160,000	160,000	160,000	-	718,500
	- General Fund / Capital Outlay	-	21,500	-	-	-	-	21,500
PW&T 6	<b>NC 55 Sidewalk &amp; Enhancement Cost Share (U-2901)</b>	-	-	-	-	<b>2,000,000</b>	-	<b>2,000,000</b>
	- General Fund / Capital Outlay	-	-	-	-	2,000,000	-	2,000,000
PW&T 7	<b>GoApex Route 1</b>	<b>630,000</b>	-	-	-	-	-	<b>630,000</b>
	- General Fund / Capital Outlay	203,000	-	-	-	-	-	203,000
	- Grants	427,000	-	-	-	-	-	427,000
PW&T 8	<b>US 64 Sidewalk &amp; Enhancement Cost Share (U-5301)</b>	-	-	-	-	<b>2,000,000</b>	-	<b>2,000,000</b>
	- General Fund / Capital Outlay	-	-	-	-	2,000,000	-	2,000,000
PW&T 9	<b>Ten Ten Road/Center Street Sidewalk &amp; Enhancement</b>	-	-	-	-	-	<b>2,000,000</b>	<b>2,000,000</b>
	- Designated Capital Funds	-	-	-	-	-	945,000	945,000
	- General Obligation Bonds	-	-	-	-	-	1,055,000	1,055,000
PW&T 10	<b>Center Street Railroad Crossing Improvements &amp; Sidewalk</b>	-	-	-	<b>100,000</b>	<b>700,000</b>	-	<b>800,000</b>
	- Designated Capital Funds	-	-	-	100,000	178,500	-	278,500
	- General Fund / Capital Outlay	-	-	-	-	521,500	-	521,500
PW&T 11	<b>Chatham Street Railroad Crossing Improvements &amp; Sidewalk</b>	-	-	-	<b>100,000</b>	<b>700,000</b>	-	<b>800,000</b>
	- Designated Capital Funds	-	-	-	100,000	178,500	-	278,500
	- General Fund / Capital Outlay	-	-	-	-	521,500	-	521,500
PW&T 12	<b>West Williams Street Sidewalk</b>	-	-	-	<b>70,000</b>	<b>500,000</b>	-	<b>570,000</b>
	- Designated Capital Funds	-	-	-	70,000	100,000	-	170,000
	- Grants	-	-	-	-	400,000	-	400,000

## Transportation (cont.)

ID #	Project Cost	2020-21	2021-22	2022-23	2023-24	2024-25	Future	Total
PW&T 13	<b>Davis Drive at Salem Church Road Realignment</b>	-	-	-	-	500,000	6,000,000	6,500,000
	- General Fund / Capital Outlay	-	-	-	-	500,000	1,255,000	1,755,000
	- General Obligation Bonds	-	-	-	-	-	1,945,000	1,945,000
	- Grants	-	-	-	-	-	2,800,000	2,800,000
PW&T 14	<b>Stephenson Road High School Improvements Cost Share</b>	-	-	-	1,000,000	-	-	1,000,000
	- General Fund / Capital Outlay	-	-	-	1,000,000	-	-	1,000,000
PW&T 15	<b>Pavement Management Backlog</b>	-	5,000,000	5,000,000	-	-	-	10,000,000
	- General Obligation Bonds	-	5,000,000	5,000,000	-	-	-	10,000,000
PW&T 16	<b>Salem Street Downtown Streetscape &amp; Resurfacing</b>	300,000	-	2,500,000	-	-	-	2,800,000
	- General Fund / Capital Outlay	300,000	-	2,500,000	-	-	-	2,800,000
PW&T 17	<b>Saunders Street Parking Lot Expansion</b>	50,000	1,200,000	-	-	-	-	1,250,000
	- General Fund / Capital Outlay	50,000	1,200,000	-	-	-	-	1,250,000
PW&T 18	<b>Lynch Street Extension</b>	-	-	-	550,000	-	-	550,000
	- General Fund / Capital Outlay	-	-	-	457,000	-	-	457,000
	- Designated Capital Funds	-	-	-	93,000	-	-	93,000
PW&T 20	<b>Beaver Creek Commons Drive at Zeno Road Improvements</b>	500,000	-	-	-	-	-	500,000
	- General Fund / Capital Outlay	252,000	-	-	-	-	-	252,000
	- Designated Capital Funds	248,000	-	-	-	-	-	248,000
PW&T 21	<b>Richardson Road Mitigation</b>	570,000	-	-	-	-	-	570,000
	- General Fund / Capital Outlay	570,000	-	-	-	-	-	570,000
PW&T 22	<b>Chatham Street Improvements</b>	953,000	-	-	-	-	-	953,000
	- General Fund / Capital Outlay	572,000	-	-	-	-	-	572,000
	- Grants	381,000	-	-	-	-	-	381,000
SRTS	<b>Safe Routes to School</b>	525,000	565,000	610,000	570,000	460,000	-	2,730,000
	- Designated Capital Funds	352,000	378,500	409,000	382,000	308,000	-	1,829,500
	- Grants	173,000	186,500	201,000	188,000	152,000	-	900,500
PW&T 28	<b>Production Drive Extension</b>	-	400,000	4,000,000	-	-	-	4,400,000
	- General Fund / Capital Outlay	-	400,000	-	-	-	-	400,000
	- General Obligation Bonds	-	-	4,000,000	-	-	-	4,000,000
PW&T 29	<b>Downtown Alley Improvements</b>	250,000	250,000	-	-	-	-	500,000
	- Designated Capital Funds	250,000	250,000	-	-	-	-	500,000
PW&T 30	<b>Apex Peakway Southwest Connector</b>	25,000,000	-	-	-	-	-	25,000,000
	- General Obligation Bonds	12,000,000	-	-	-	-	-	12,000,000
	- Grants	12,500,000	-	-	-	-	-	12,500,000
	- General Fund / Capital Outlay	500,000	-	-	-	-	-	500,000
PW&T 31	<b>Apex Peakway North Widening</b>	-	-	-	-	-	5,000,000	5,000,000
	- General Obligation Bonds	-	-	-	-	-	5,000,000	5,000,000

## Parks, Recreation & Cultural Resources

ID #	Project Cost	2020-21	2021-22	2022-23	2023-24	2024-25	Future	Total
PR 1	<b>Beaver Creek Greenway - Phase II</b>	2,435,000	-	-	-	-	-	2,435,000
	- Designated Capital Funds	2,435,000	-	-	-	-	-	2,435,000
PR 2	<b>Middle Creek Greenway - Phase II Construction/Phase III Design</b>	2,128,000	-	-	-	-	-	2,128,000
	- Grants	1,544,700	-	-	-	-	-	1,544,700
	- Designated Capital Funds	583,300	-	-	-	-	-	583,300
PR 3	<b>Pleasant Park - Phase III</b>	5,750,000	-	-	-	-	-	5,750,000
	- Grants	5,000,000	-	-	-	-	-	5,000,000
	- Designated Capital Funds	750,000	-	-	-	-	-	750,000
PR 4	<b>Jaycee Park Expansion</b>	-	-	-	99,825	998,250	-	1,098,075
	- General Fund / Capital Outlay	-	-	-	99,825	998,250	-	1,098,075
PR 5	<b>Environmental Education Center</b>	-	-	100,000	1,100,000	-	-	1,200,000
	- General Fund / Capital Outlay	-	-	100,000	-	-	-	100,000
	- Designated Capital Funds	-	-	-	1,100,000	-	-	1,100,000
PR 6	<b>Apex Community Park Parking Lot Expansion</b>	-	-	-	-	665,500	-	665,500
	- General Fund / Capital Outlay	-	-	-	-	665,500	-	665,500
PR 7	<b>Apex Nature Park/Seymour Athletic Fields Parking Lot Expansion</b>	-	-	957,000	-	-	-	957,000
	- General Fund / Capital Outlay	-	-	957,000	-	-	-	957,000
PR 8	<b>Dredge Apex Community Park Lake</b>	-	-	-	-	-	3,660,000	3,660,000
	- Installment Purchase / Capital Lease	-	-	-	-	-	3,660,000	3,660,000
PR 9	<b>Olive Farm Park Design</b>	-	-	-	-	-	5,500,000	5,500,000
	- Installment Purchase / Capital Lease	-	-	-	-	-	5,500,000	5,500,000
PR 10	<b>Northwest Wimberly Road Park Design</b>	-	-	-	-	-	5,500,000	5,500,000
	- Installment Purchase / Capital Lease	-	-	-	-	-	5,500,000	5,500,000

## Public Safety

ID #	Project Cost	2020-21	2021-22	2022-23	2023-24	2024-25	Future	Total
PS 2	<b>Fire Engine Replacement - Station 3</b>	-	740,000	-	-	-	-	740,000
	- General Fund / Capital Outlay	-	740,000	-	-	-	-	740,000
PS 3	<b>Aerial Apparatus to Replace Ladder 4</b>	-	-	1,400,000	-	-	-	1,400,000
	- General Fund / Capital Outlay	-	-	1,400,000	-	-	-	1,400,000
PS 4	<b>Rescue Retrieval Van</b>	-	165,000	-	-	-	-	165,000
	- General Fund / Capital Outlay	-	165,000	-	-	-	-	165,000
PS 5	<b>Engine 31 - Replacement</b>	-	-	-	675,000	-	-	675,000
	- General Fund / Capital Outlay	-	-	-	675,000	-	-	675,000
PS 6	<b>Fire Pumper for Olive Farm Station</b>	-	-	-	-	-	800,000	800,000
	- General Fund / Capital Outlay	-	-	-	-	-	800,000	800,000

## Public Facilities

ID #	Project Cost	2020-21	2021-22	2022-23	2023-24	2024-25	Future	Total
PF 1	<b>Mechanical Upgrades to Police Department &amp; Cultural Arts Center</b>	<b>180,000</b>	-	-	-	-	-	<b>180,000</b>
	- General Fund / Capital Outlay	180,000	-	-	-	-	-	180,000
PF 2	<b>Town Hall Remodel</b>	-	<b>550,000</b>	-	-	-	-	<b>550,000</b>
	- General Fund / Capital Outlay	-	550,000	-	-	-	-	550,000
PF 3	<b>Town Fiber Optic Expansion</b>	<b>130,000</b>	<b>75,000</b>	-	-	-	-	<b>205,000</b>
	- General Fund / Capital Outlay	130,000	75,000	-	-	-	-	205,000
PF 4	<b>Tunstall House Restoration</b>	<b>100,000</b>	<b>835,000</b>	-	-	-	-	<b>935,000</b>
	- General Fund / Capital Outlay	100,000	835,000	-	-	-	-	935,000
PF 5	<b>Public Safety Station 3 Relocation</b>	-	<b>4,000,000</b>	-	-	-	-	<b>4,000,000</b>
	- Installment Purchase / Capital Lease	-	4,000,000	-	-	-	-	4,000,000
PF 6	<b>Town Campus Parking Lot Resurfacing</b>	-	-	<b>470,000</b>	-	-	-	<b>470,000</b>
	- General Fund / Capital Outlay	-	-	470,000	-	-	-	470,000
PF 7	<b>Vehicle Storage Shed &amp; Brine Building</b>	-	-	<b>23,500</b>	<b>235,500</b>	-	-	<b>259,000</b>
	- General Fund / Capital Outlay	-	-	23,500	235,500	-	-	259,000
PF 8	<b>Police Department Addition/Renovation</b>	-	-	-	-	<b>500,000</b>	<b>6,400,000</b>	<b>6,900,000</b>
	- General Fund / Capital Outlay	-	-	-	-	500,000	-	500,000
	- Installment Purchase / Capital Lease	-	-	-	-	-	6,400,000	6,400,000
PF 9	<b>Land Purchase for Affordable Housing</b>	-	-	-	-	-	<b>500,000</b>	<b>500,000</b>
	- General Fund / Capital Outlay	-	-	-	-	-	500,000	500,000
PF 10	<b>Fire Administration Building</b>	-	-	-	-	-	<b>2,000,000</b>	<b>2,000,000</b>
	- General Fund / Capital Outlay	-	-	-	-	-	2,000,000	2,000,000
PF 11	<b>Repurpose Depot Parking</b>	-	-	<b>250,000</b>	<b>2,000,000</b>	-	-	<b>2,250,000</b>
	- General Fund / Capital Outlay	-	-	250,000	2,000,000	-	-	2,250,000
PF 13	<b>Public Works Campus Parking Lot Resurfacing</b>	-	-	-	<b>500,000</b>	-	-	<b>500,000</b>
	- General Fund / Capital Outlay	-	-	-	500,000	-	-	500,000
PF 14	<b>Fire Station 7</b>	-	-	-	-	<b>750,000</b>	<b>5,325,000</b>	<b>6,075,000</b>
	- General Fund / Capital Outlay	-	-	-	-	750,000	-	750,000
	- Installment Purchase / Capital Lease	-	-	-	-	-	5,325,000	5,325,000
PF 15	<b>Station 1 Rebuild</b>	-	<b>450,000</b>	<b>4,750,000</b>	-	-	-	<b>5,200,000</b>
	- Designated Capital Funds	-	450,000	537,000	-	-	-	987,000
	- Installment Purchase / Capital Lease	-	-	4,150,000	-	-	-	4,150,000
	- General Fund / Capital Outlay	-	-	63,000	-	-	-	63,000
PF 16	<b>Eva Perry Library</b>	-	<b>438,000</b>	-	-	-	-	<b>438,000</b>
	- General Fund / Capital Outlay	-	438,000	-	-	-	-	438,000
IT 3	<b>Police Data Center Infrastructure Upgrades &amp; Additions</b>	<b>175,000</b>	-	-	-	-	-	<b>175,000</b>
	- General Fund / Capital Outlay	175,000	-	-	-	-	-	175,000

## Public Works and Environmental Services

ID #	Project Cost	2020-21	2021-22	2022-23	2023-24	2024-25	Future	Total
PW 1	<b>Leaf Truck - Replacement</b>	<b>206,000</b>	<b>206,000</b>	-	-	-	<b>206,000</b>	<b>618,000</b>
	- General Fund / Capital Outlay	206,000	206,000	-	-	-	206,000	618,000
PW 2	<b>Leaf Truck - Addition</b>	-	<b>212,000</b>	-	-	-	-	<b>212,000</b>
	- General Fund / Capital Outlay	-	212,000	-	-	-	-	212,000
PW 4	<b>Motor Grader - Replacement</b>	-	<b>250,000</b>	-	-	-	-	<b>250,000</b>
	- General Fund / Capital Outlay	-	250,000	-	-	-	-	250,000
PW 5	<b>Chipper Truck - Replacement</b>	-	<b>165,000</b>	-	-	-	-	<b>165,000</b>
	- General Fund / Capital Outlay	-	165,000	-	-	-	-	165,000
PW 6	<b>Dump Truck - Addition</b>	-	<b>130,000</b>	<b>130,000</b>	-	-	-	<b>260,000</b>
	- General Fund / Capital Outlay	-	130,000	130,000	-	-	-	260,000
PW 7	<b>Grapple Truck - Replacement</b>	-	-	-	<b>195,000</b>	-	-	<b>195,000</b>
	- General Fund / Capital Outlay	-	-	-	195,000	-	-	195,000
PW 10	<b>Street Sweeper - Replacement</b>	-	-	-	<b>275,000</b>	-	-	<b>275,000</b>
	- General Fund / Capital Outlay	-	-	-	275,000	-	-	275,000
PW 12	<b>Mini Excavator - Addition</b>	-	-	-	<b>120,000</b>	-	-	<b>120,000</b>
	- General Fund / Capital Outlay	-	-	-	120,000	-	-	120,000
PW 13	<b>Backhoe - Replacement</b>	-	-	<b>150,000</b>	-	-	-	<b>150,000</b>
	- General Fund / Capital Outlay	-	-	150,000	-	-	-	150,000