



**APEX**  
NORTH CAROLINA



# Capital Improvement Plan

*Fiscal Year 2026-2030*

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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, Recreation, Greenways and Open Space 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, and 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 incorporation 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 consider the long-term priorities and direction set by Town Council and submit formal requests through the CIP process. A formal request includes the project description, how the project aligns with established goals, estimated project cost, and estimated recurring costs associated with the 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 to repair, replace, and acquire capital items that are necessary in providing high-quality services to the residents of Apex.
2. Assists in fiscal planning by forecasting capital demands together with future revenues and expenditures.
3. Ensures better project coordination, evaluation, and planning 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. Analyzes capital needs systematically and comprehensively to increase the probability of making rational budgetary judgments because improvements are identified, prioritized, and matched to the Town's projected fiscal resources.

### **Relationship with the Annual Operating Budget**

Some CIP projects are funded through annual operating funds, such as the General Fund, Electric Fund, Water & Sewer Fund, and Stormwater Fund. In these cases, the CIP and the Annual Operating Budget are directly linked as CIP projects are authorized when the Annual Operating Budget is adopted. 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 due to ongoing staff and other operating costs.

## CIP Structure

To group similar projects, the CIP is organized into eight functional categories or elements:

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

## Capital Improvement Funding

The Town of Apex's capital improvements are funded by various sources that are broadly categorized as cash or debt financing. For debt financing, the Town uses several types of mechanisms, including general obligation bonds, revenue bonds, and traditional lease-purchase or installment financing. The selection of these mechanisms depends on the level of funding, term of the need, and current debt market conditions. General obligation bonds are approved by voters and backed by the Town's taxing authority while revenue bonds pledge the revenue generated by specific enterprise charges (water, sewer, stormwater, and/or electric).

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 funding sources, such as State revenue from the Powell Bill and Town recreation fees, 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 PAYGO funds for the CIP include:

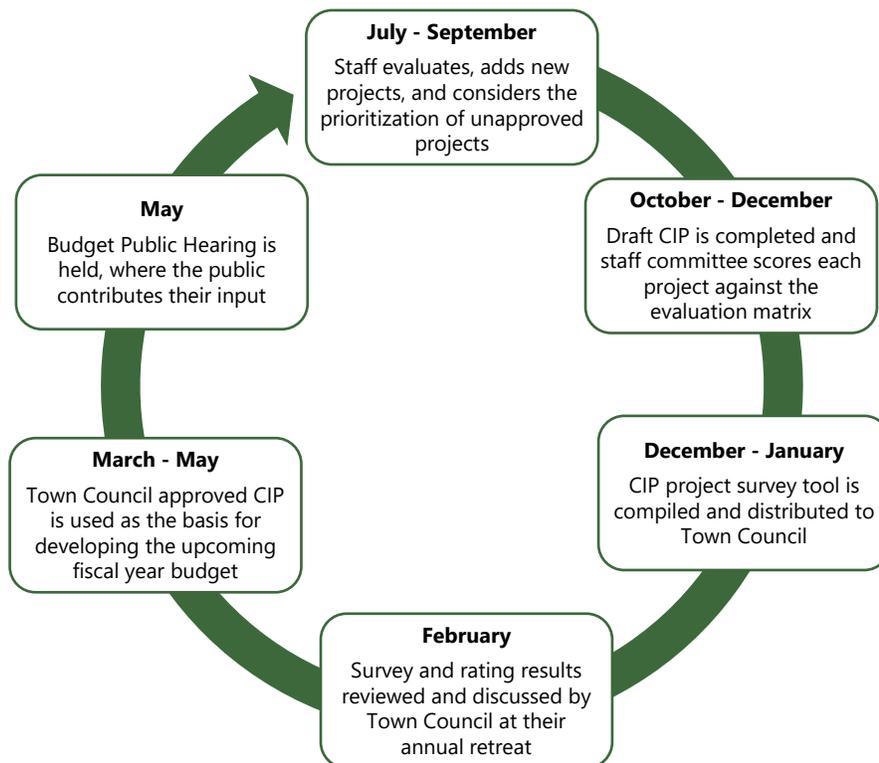
- **General Fund Revenue** is generated in large part by ad valorem (property) taxes along with sales taxes, intergovernmental revenues from the State and County, development permits and fees, waste collection fees, recreation participation and facility user fees, and other similar revenues. Compared to other funding sources, General Fund resources are a flexible revenue source without restrictions on their use. These revenues fund Town operations

and may fund capital projects, such as transportation system improvements, park additions and renovations, public safety vehicles and equipment, facility improvements, and other similar projects.

- **Enterprise Fund Fees** are user fees collected as part of the operation of the Town’s enterprise funds, which include the Water & Sewer Fund, Stormwater Fund, and Electric Fund. The Town invests a portion of this revenue into corresponding capital enterprise projects. For instance, the Electric Fund pays for projects related to the electric system, not for projects related to water, sewer, stormwater, or the General Fund.
- **Water & Sewer Capital Reimbursement 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 can only be used for capital improvements to the water and sewer systems or to fund the debt service for these system improvements.
- **Subdivision Fee-in-Lieu of Dedication** are charged, based on a Town Council-approved Development Fee Schedule, to developers of land within the Town of Apex and its Extraterritorial Jurisdiction (ETJ). This revenue may only be used for park and recreation system expansion and improvements or for fund-related debt service.
- **Capital Reserves** may include unspent budgeted amounts for completed capital projects in prior years that are now available to fund future projects. Capital reserves may build up when the Town collects revenue in excess of the amount budgeted for the development fees described above.

## The CIP Process

The process for developing the CIP, as illustrated below, begins shortly after the beginning of a new fiscal year (July 1) as staff considers unmet capital needs in the recently adopted budget and other emerging needs. Following an evaluation of current projects and needs, new projects are proposed to the five-year plan.



For each project, staff in the requesting department complete a CIP project request form and compile supporting documentation by mid-October of each year. After new project requests are submitted, a selection of senior staff from various departments uses an evaluation matrix to score the pre-existing and newly requested projects across the following eight categories.

## Staff Evaluation Categories

### Public Health and Safety

- Prevents or corrects an imminent or potential health or safety hazard that is significant
- Improves the community's feeling of safety

### Legal Mandate

- Mandated by State and/or Federal Law, Town Council, legal settlement, and/or contractual obligation or regulation
- Corrects a violation of Town or State code that would result in fines

### Business Plan and Existing Project

- Prioritized in existing Business Plan or required to complete an existing project

### Deferred Maintenance or Existing Infrastructure and Facilities

- Major infrastructure repair consequences will result if not done
- Major/minor financial, physical, or personnel consequences will result if not done

### Economic Development

- Increases Town revenues or community wealth (jobs, cultural attractions, business retention, etc.) significantly
- Expands infrastructure to accommodate planned increase in capacity

### Funding and Budget Impact

- Reduces operating costs immediately and significantly or will generate significant revenue to offset operating costs
- Project costs covered by non-Town funding sources or have dedicated funding sources other than General Fund

### Governmental Services

- Essential to maintain the Town's current level of service for a core function to the public
- Improves the Town's systems or facilities to enhance service delivery, productivity, or public access to information

### Extent of Primary Service Area

- Serves the entire Town or is primarily the interest of a specific population

To prepare for the Town Council Annual Retreat in February, the Mayor and Town Council Members complete a survey to rank the General Fund projects. This ranking excludes projects that are necessary for operations, such as leaf truck and public safety radio replacements. While the staff scores focus on technical factors, the Mayor and Town Council rank the projects while considering the Town Council's five strategic goals:

<b>A Welcoming Community</b>	<b>High Performing Government</b>	<b>Environmental Leadership</b>	<b>Responsible Development</b>	<b>Economic Vitality</b>
				
Create a safe and welcoming environment fostering community connections and high-quality recreational and cultural experiences supporting a sense of belonging.	Deliver exceptional service valuing an engaged workforce with an emphasis on efficiency, collaboration, and innovation.	Commit to sustaining natural resources and environmental well-being.	Encourage equitable and sustainable development that provides accessibility and connectivity throughout the community.	Improve and sustain an environment that invites and retains a variety of residents, employment opportunities, and businesses.

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

In addition to the average Council ranking, the level of agreement between rankings (or standard deviation) is also analyzed. Projects are assigned quartiles based on their average Council ranking and level of agreement. This quartile system highlights projects where the Town Council agrees on ranking (high or low) and supports further discussion on projects that have higher than average disagreement.

<p><b>1. Above Average Ranking, Above Average Agreement</b></p> <ul style="list-style-type: none"> <li>- Salem Street Downtown Streetscape and Resurfacing</li> <li>- Olive Chapel Road at Apex Barbeque Road Improvements</li> <li>- Center Street and Chatham Street Sidewalk Phase 2</li> <li>- Fire Department Administration Building</li> <li>- Depot Parking Lot Repurposing</li> <li>- Fire Station 3 Renovation/Addition</li> </ul>	<p><b>2. Above Average Ranking, Below Average Agreement</b></p> <ul style="list-style-type: none"> <li>- South Salem Street Bicycle Connection</li> <li>- US 64 at NC 751 Interchange Enhancements Cost Share</li> <li>- KidsTowne Playground Renovation</li> <li>- Environmental Education Center</li> <li>- Street Hockey &amp; Inclusive Playground</li> </ul>
<p><b>3. Below Average Ranking, Below Average Agreement</b></p> <ul style="list-style-type: none"> <li>- Jessie Drive Phase 2</li> <li>- Tingen Road Pedestrian Bridge</li> <li>- Apex Peakway North Widening</li> <li>- Apex Peakway Southwest Widening</li> <li>- Apex Peakway Southeast Connector</li> <li>- Beaver Creek Greenway Extension</li> <li>- Reedy Branch Greenway</li> <li>- Middle Creek Greenway</li> </ul>	<p><b>4. Below Average Ranking, Above Average Agreement</b></p> <ul style="list-style-type: none"> <li>- Davis Drive at Salem Church Road Realignment</li> <li>- Traffic Signal System</li> <li>- Community Park Trail Widening</li> <li>- Public Safety Station 7</li> <li>- Warehouse/Storage Building</li> </ul>

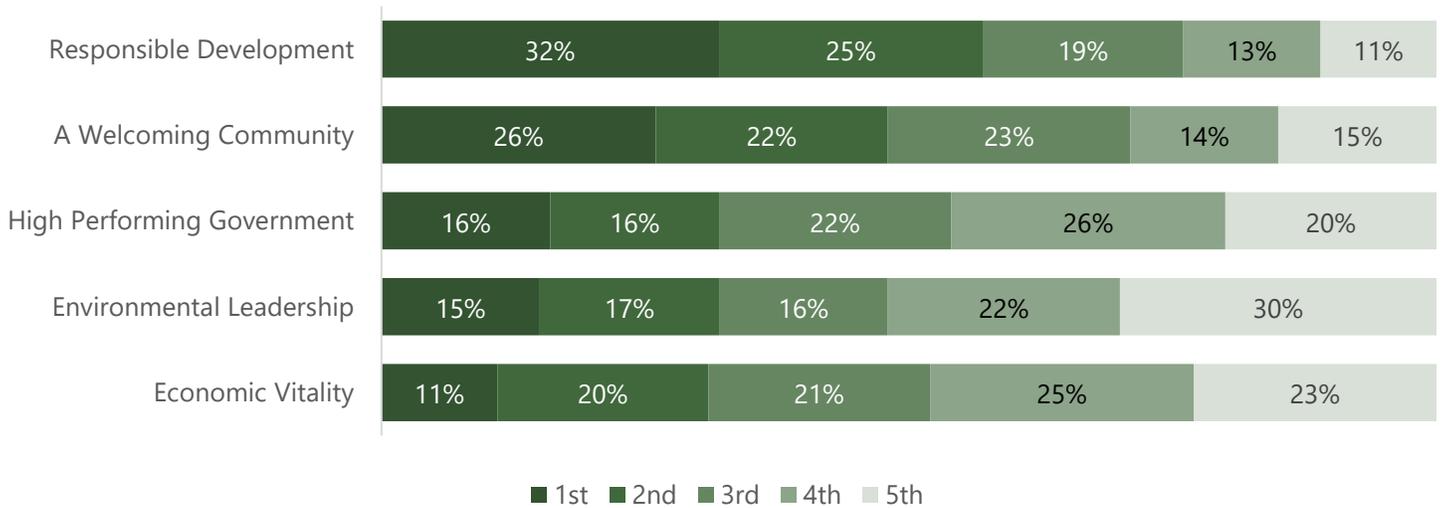
The table above reflects the project distribution based on Town Council’s input. Quartile 1, the green block, contains projects that are considered the highest relative priority by Town Council because they have above average rankings and general agreement. Quartile 4, the red block, represents projects with below average rankings and general agreement. Quartiles 2 and 3, the yellow and orange blocks, represent the middle ground where there is more disagreement and typically more Town Council discussions.

Following Town Council’s input, the CIP informs the Town’s budgeting and financial forecasts for the coming fiscal year. Before Town Council approves the CIP, public input is solicited annually through two public hearings and the Budget Priorities Survey.

**Resident Budget Priorities Survey**

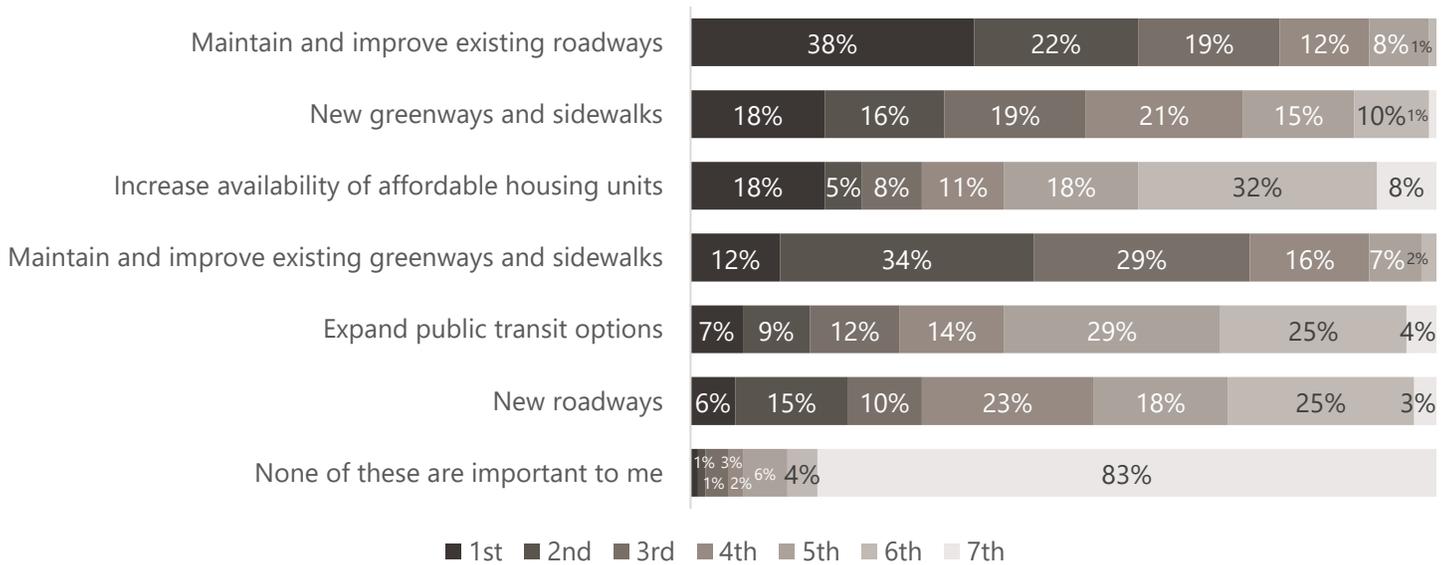
The Town of Apex’s Budget Priorities Survey invites the community to share their input on budgetary decisions. During the FY26 survey, residents were given a summary of the Town’s five strategic goals and were then asked to rank these five strategic goals from 1st to 5th. In the table below, the darkest shade of green represents residents’ highest ranked strategic goal, and the lightest shade of green represents residents’ lowest ranked strategic goal.

### STRATEGIC GOAL RANKING

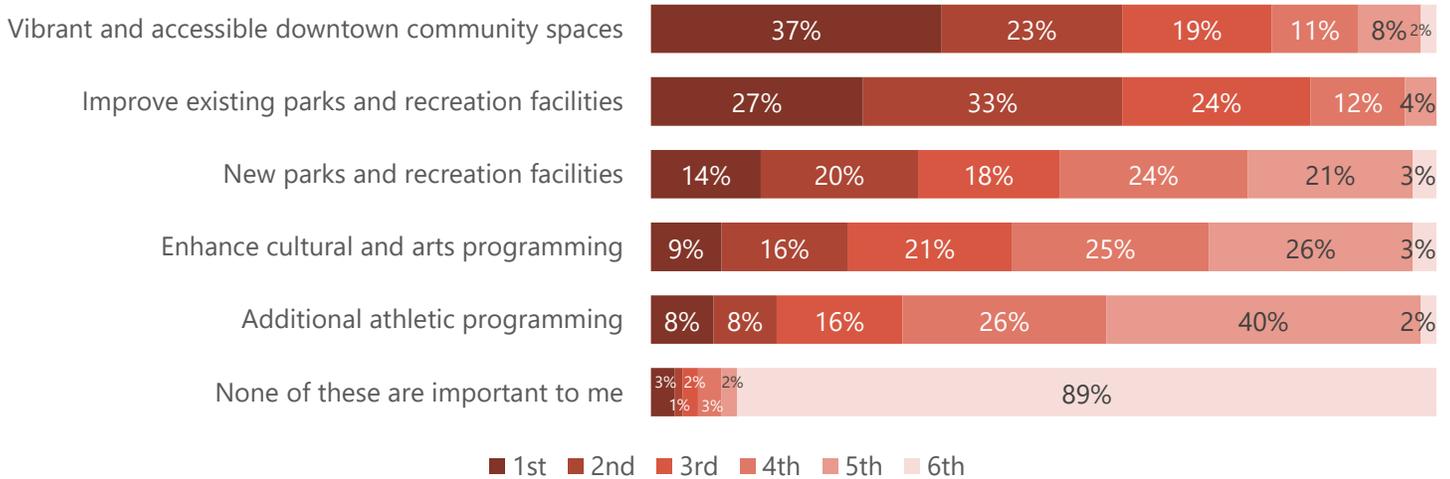


The next section of the survey asked residents to rank the focus areas under each strategic goal as 1st, 2nd, 3rd, etc. By moving these focus areas into their preferred order, residents indicated which items within the broader goals they feel are most and least important to fund. All focus areas were required to be ranked, and residents could indicate that none of the focus areas listed are important to them. Most residents (at least 80%) chose “None of these are important to me” as their lowest ranked focus area under each strategic goal which indicates that all focus areas listed had some significance to them. The following is a breakdown of the results within each strategic goal:

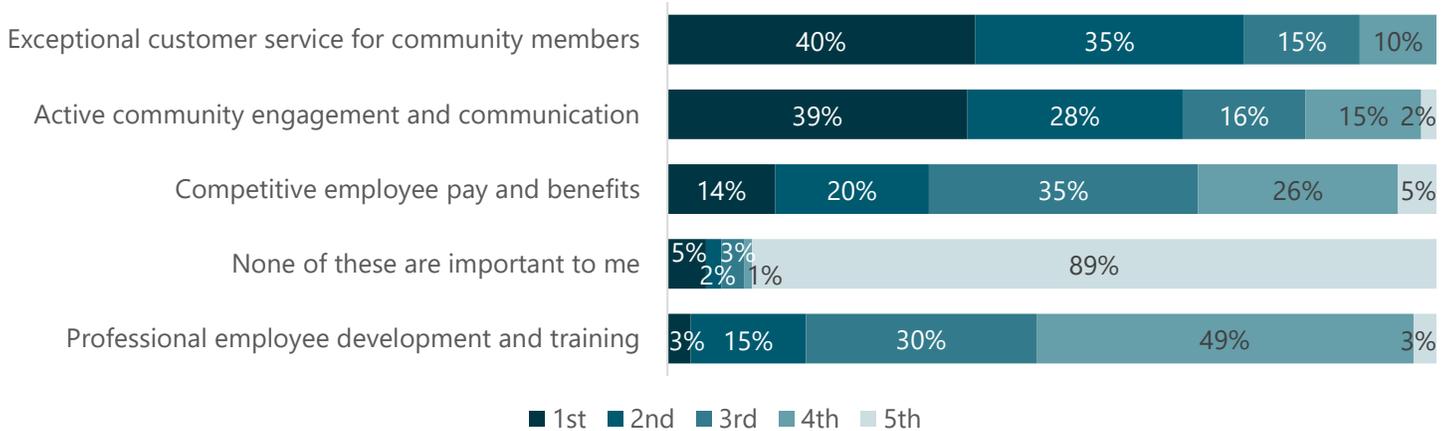
### RESPONSIBLE DEVELOPMENT RANKING



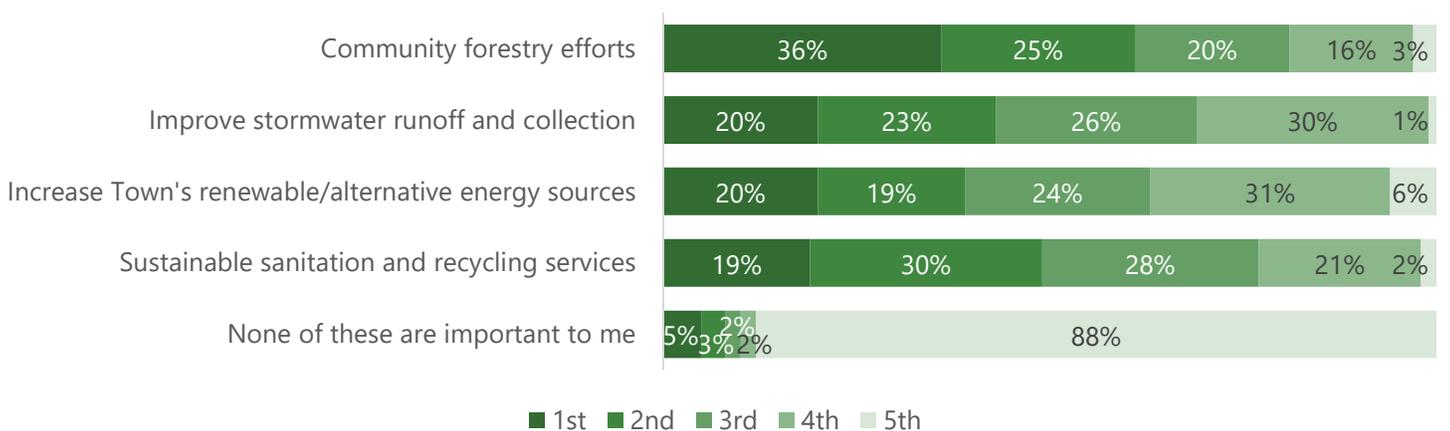
### A WELCOMING COMMUNITY RANKING



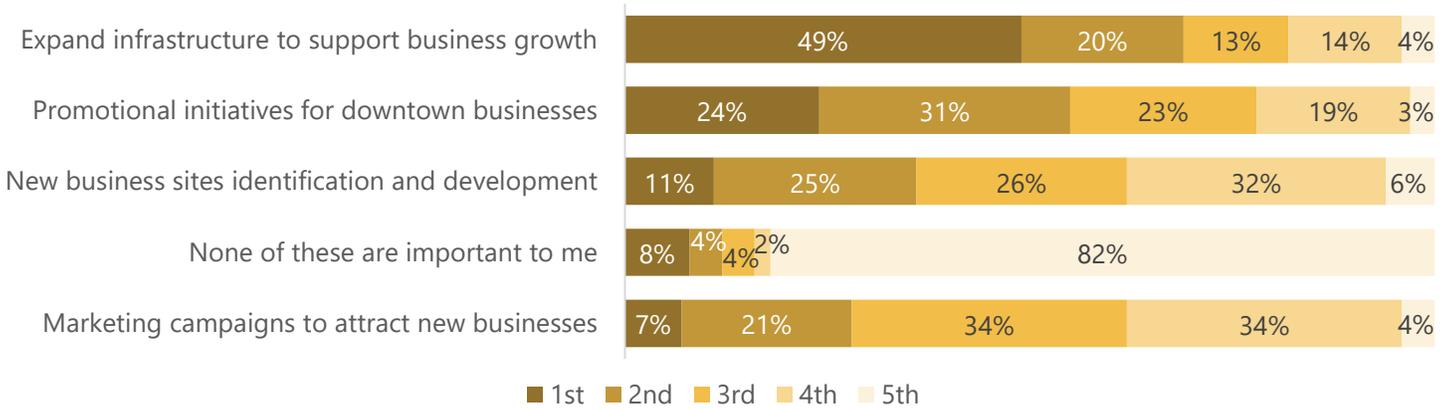
### HIGH PERFORMING GOVERNMENT RANKING



### ENVIRONMENTAL LEADERSHIP RANKING



## ECONOMIC VITALITY RANKING



The Town’s goal for the Budget Priorities Survey is to gather input from more residents than is typically reached during the two annual budget hearings. With 825 survey responses, the Town has gained a more comprehensive picture of what is important to the community, and this knowledge will help the Mayor and Town Council ensure Town actions are aligned with residents’ needs and preferences in the coming fiscal year.

### CIP Practices

To ensure consistency and accuracy, Town staff use the following practices during the CIP process:

- **Long-Range Cost Estimates** allow staff to use the upcoming fiscal year as the base and apply cost escalators to more accurately estimate future construction costs. Staff apply the escalator to new construction and significant building rehabilitations. In some elements, such as public utilities and transportation, staff apply other escalators developed for those specific service areas.
- **Project Closing** occurs when the project’s approved scope of work is complete. Staff review project statuses periodically to identify finished projects that can be closed. If a finished project’s budget is not fully spent, generally, the project’s budget is closed, and the remaining balance may be allocated to future projects.
- **Future Years** indicates projects beyond the proposed CIP’s five-year timeframe. To ensure the Town’s needs are prioritized during this timeframe, staff review and analyze the business case supporting each project and consider whether it is ready to move forward. However, the Town may identify a future need on the horizon that has not yet undergone a detailed analysis, options consideration, or design. These projects include facilities, capital maintenance, and business systems that will be needed in the future but are 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. After individual project descriptions, a summary table shows the total cost of the projects in each year and the total of each revenue source. More details regarding the cost of borrowing are provided in each summary section. The reference to “Local Revenue” in the revenue portion of the tables is indicative of the need for current year funding for some projects/purchases in each year. This could include appropriation of reserve funds from one or more of the major funds: General, Water & Sewer, Stormwater, and Electric.

## Section 2: General Fund

Most 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 table at the start of each element below shows each project submitted during this year's CIP process and its estimated cost in each fiscal year of the plan. Section 7 of this document provides the proposed funding source for each project.

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 Element

**Capital Project Types:** construction and improvement of roadways, sidewalk, bicycle, and pedestrian infrastructure in addition to the Town's public transportation program

**Plan Alignment:** Peak Plan 2030: The Apex Comprehensive Plan, Advance Apex: The 2045 Transportation Plan, Vision Zero Action Plan, Bike Apex, and the Downtown Master Plan and Parking Study



### Parks, Recreation and Cultural Resources Element

**Capital Project Types:** construction, improvement, and major maintenance of the Town's parks, greenways, recreation facilities, and cultural resources

**Plan Alignment:** Peak Plan 2030: The Apex Comprehensive Plan; Parks, Recreation, Greenways, and Open Space Master Plan; and Bike Apex



### Public Safety Element

**Capital Project Types:** capital equipment supporting the Town's Fire, Police, and Emergency Communications Departments and their operations (Please reference the Public Facilities Element for public safety facility projects.)

**Plan Alignment:** Peak Plan 2030: The Apex Comprehensive Plan



### Public Facilities Element

**Capital Project Types:** construction and major maintenance of general government and public safety facilities and infrastructure and improvements to communications and technology infrastructure

**Plan Alignment:** Peak Plan 2030: The Apex Comprehensive Plan



### Public Works & Environmental Services Element

**Capital Project Types:** structural improvements and major maintenance of the infrastructure needed to manage solid waste collection and disposal and to maintain streets in addition to the equipment needed to support these operations

**Plan Alignment:** Peak Plan 2030: The Apex Comprehensive Plan



## Transportation Element Projects

Transportation	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future Years	Total Capital Cost
Annual GoApex Transit Improvements	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
Annual Miscellaneous Road & Sidewalk Improvements	300,000	300,000	300,000	300,000	300,000	300,000	1,800,000
Annual Pavement Management	2,591,200	3,750,000	3,875,000	4,000,000	4,125,000	4,250,000	22,625,000
Apex Peakway North Widening	1,200,000	9,000,000	-	-	-	-	10,200,000
GPS Emergency Vehicle Preemption	55,000	150,000	220,000	235,000	-	-	660,000
Olive Chapel Road at Apex Barbecue Road Improvements	550,000	150,000	500,000	-	-	-	1,200,000
Pavement Management Backlog	5,000,000	-	-	-	-	-	5,000,000
Salem Street Downtown Streetscape, Gathering Space, & Alleys	1,000,000	2,765,000	2,430,000	-	-	-	6,195,000
South Salem Street Bicycle Connection	1,062,500	2,120,000	-	-	-	-	3,182,500
Vision Zero - Intersection Upgrades	100,000	200,000	850,000	850,000	-	850,000	2,850,000
West Williams Street Sidewalk & Vision Zero Upgrades	50,000	1,600,000	-	-	-	-	1,650,000
Apex Peakway Southwest Widening	-	750,000	675,000	2,900,000	-	-	4,325,000
Center Street Railroad Crossing Improvements	-	800,000	-	-	-	-	800,000
Chatham Street Railroad Crossing Improvements	-	800,000	-	-	-	-	800,000
Jessie Drive Phase 1	-	4,350,000	-	-	-	-	4,350,000
New Hill Holleman Rd-US 1 Bridge Replacement Cost Share (HE-0010)	-	1,250,000	-	-	-	-	1,250,000
S-line Mobility Hub	-	460,000	-	-	-	-	460,000
Safe Routes to School	-	1,524,548	2,588,250	2,223,375	942,742	1,613,738	8,892,653
Wayfinding Signage Fabrication & Installation	-	400,000	500,000	500,000	-	-	1,400,000
Center Street and Chatham Street Sidewalk Phase 2	-	-	260,000	205,000	1,300,000	-	1,765,000
Davis Drive at Salem Church Road Realignment	-	-	800,000	2,700,000	-	3,500,000	7,000,000
Jessie Drive Phase 2	-	-	2,330,000	3,000,000	-	9,300,000	14,630,000
NC 55 CSX RR Bridge Enhancement Cost Share (U-2901BA)	-	-	500,000	-	-	-	500,000
Tingen Road Pedestrian Bridge	-	-	2,000,000	2,000,000	-	-	4,000,000
Traffic Signal System: Apex-Holly Springs-Fuquay-Varina Partnership	-	-	180,000	160,000	-	2,200,000	2,540,000
US 64 at NC 751 Interchange Enhancements Cost Share (R-5887)	-	-	1,000,000	-	-	-	1,000,000
Vision Zero – Bike & Pedestrian	-	-	600,000	400,000	-	2,000,000	3,000,000
NC 55 Sidewalk & Enhancement Cost Share (U-2901B)	-	-	-	-	2,000,000	-	2,000,000
US 64 Sidewalk & Enhancement Cost Share (U-5301)	-	-	-	-	2,000,000	-	2,000,000
Apex Peakway Southeast Connector	-	-	-	-	-	27,320,700	27,320,700
<b>Element Total</b>	<b>\$12,108,700</b>	<b>\$30,569,548</b>	<b>\$19,808,250</b>	<b>\$19,673,375</b>	<b>\$10,867,742</b>	<b>\$51,534,438</b>	<b>\$144,595,853</b>



## Continuous Projects

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### Annual GoApex Transit Improvements

**\$200,000**  
Annually

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

### Annual Miscellaneous Road & Sidewalk Improvements

**\$300,000**  
Annually

This ongoing program addresses various deficiencies throughout Apex's municipal street system with accessible ramps and crosswalks, sidewalk maintenance, short sidewalk gap connections, traffic control and warning device upgrades, and other related requests to provide a safe and accessible transportation system for all users.

### Annual Pavement Management

**\$2,591,200+**  
Annually

The Town is responsible for maintaining 240 miles of municipal streets with an annual resurfacing contract providing for most pavement maintenance needs. Street mileage is growing annually with ongoing development. A recent survey of our streets revealed that deferred maintenance needs to be addressed. This ongoing program focuses on deficiencies in pavement conditions throughout Apex and addresses issues, such as potholes, alligator cracking, and rutting, to provide a safe and reliable transportation system. This program also includes lower cost pavement preservation tools to extend pavement life cycle and reduce long term resurfacing costs while ensuring curb ramps on all resurfacing projects comply with state and federal mandates. Powell Bill funding is allocated from the State for road maintenance, but current and future resurfacing costs continue to exceed Powell Bill allocations, requiring General Fund revenues to be allocated.

## FY25-26

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### Apex Peakway North Widening

(Center Street to Old Raleigh Road)

**\$10,200,000**  
Two-year Total

This project widens the existing Apex Peakway from a two-lane median-divided road to a four-lane median-divided road. Peak hour traffic exceeds the existing roadway's capacity, so this widening will reduce queue lengths and delays. Without it, the road will continue to cause longer delays, make access difficult for commuters and emergency vehicles, cause more drivers to divert to other local routes, and increase congestion elsewhere.

### GPS Emergency Vehicle Preemption

**\$660,000**  
Four-year Total

This project installs GPS emergency vehicle preemption at 10 traffic signals each year, which allows emergency vehicles to interrupt normal traffic signal timing during an emergency. This project prioritizes major corridors (NC 55, Salem Street, Center Street, Ten Ten Road, Apex Peakway, etc.) and various signals adjacent to those major corridors.

### Olive Chapel Road at Apex Barbecue Road Improvements

**\$1,200,000**  
Three-year Total

This project addresses traffic congestion and reduces potential crashes at the intersection of Olive Chapel Road and Apex Barbecue Road by adding a 150-foot westbound left turn lane, 6-foot paved shoulders allowing for future bike lanes, rumble strips along the edge lines, a wider eastbound right-turn radius, and a wood-pole traffic signal on Olive Chapel Road at Apex Barbecue Road. This project completes a sidewalk gap with 500' of 10-foot side path eastward along the north side of Olive Chapel Road.



## Pavement Management Backlog

\$5,000,000

This project reduces the Town’s backlog of needed street rehabilitation. This supplements the Town’s ongoing pavement management program by optimizing pavement management strategies to ensure serviceable road conditions at the lowest cost and provide a safe and reliable transportation system. Without this project, the Town’s street maintenance needs would continue to lag behind, overall street conditions would degrade, and maintenance costs would increase substantially over time.

## Salem Street Downtown Streetscape, Gathering Space, & Alleys

\$6,195,000

Three-year Total

This project funds the Saunders Lot overrun, streetscape and alleys property acquisition, curb-less Salem Streetscape, Saunders Street gathering space, and Commerce/Seaboard/Peak Alley improvements. These plans are based on schematic designs approved by Town Council in 2021. Improving these spaces was identified as a "Top 10" priority in the Downtown Plan.

## South Salem Street Bicycle Connection

\$3,182,500

(Downtown to Pleasant Park)

Two-year Total

This project includes sharrows (road markings that indicate a shared environment for bicycles and vehicles) along Salem Street from Apex Peakway to Hunter Street and bike lanes along South Salem Street from Pleasant Park to Apex Peakway. This project was the second highest priority identified in Bike Apex: The Comprehensive Bicycle Plan.

## Vision Zero – Intersection Upgrades

\$2,850,000

Five-year Total

This project implements safety upgrades for high-injury network intersection and segment priorities (e.g., Ten Ten Road at Lufkin Road, US 64 east bound ramps at NC 55, Lake Pine Drive at Pine Plaza Drive, Perry Road at NC 55, Vision Drive at NC 55, and Beaver Creek Commons Drive at NC 55). Vision Zero improvements help reduce the risk of serious injuries and fatalities in the high-injury network.

## West Williams Street Sidewalk & Vision Zero Upgrades

\$1,650,000

Two-year Total

This project completes sidewalk gaps in front of the Beaver Creek Commons shopping center, crossing the US 64 eastbound off ramp, connecting across the bridge over US 64, and extending to the Vision Drive intersection. Signalized crosswalks would be installed at the existing traffic signals on both ends of this project. This project allows pedestrians to no longer travel along the road’s shoulder and addresses inaccessible ramps and crosswalks at both ends of this project.

## **FY26-27**

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## Apex Peakway Southwest Widening

\$4,325,000

(Padstone Drive to James Street)

Three-year Total

This project widens 1600’ of the existing Apex Peakway from a two-lane road to a four-lane median-divided road between Padstone Drive and James Street. Peak hour traffic will exceed existing roadway capacity within five years. In addition to other projects, this project will help complete a contiguous four-lane section from Towhee Drive to Tingen Road. Without it, the road will continue to cause longer delays making access difficult for commuters and emergency vehicles.

## Center Street Railroad Crossing Improvements

\$800,000

This project improves and expands the railroad crossing surface to accommodate a sidewalk crossing. This project extends the sidewalk on the south side of Center Street to complete a short gap from the Depot frontage across the tracks to Elm Street. This project also upgrades to four-quadrant gates and the associated railroad equipment upgrades. This project



prevents pedestrians from being forced onto the roadway and may create a quiet zone at this crossing due to the safety enhancements.

**Chatham Street Railroad Crossing Improvements** **\$800,000**

This project improves and expands the railroad crossing surface to accommodate a sidewalk crossing. This project extends the sidewalk on the north side of Chatham Street to the east corner of Elm Street with a crosswalk to the south side of Chatham Street where the sidewalk connects today. This project also upgrades to four-quadrant gates and the associated railroad equipment upgrades. This project prevents pedestrians from being forced onto the roadway and may create a quiet zone at this crossing due to the safety enhancements.

**Jessie Drive Phase 1** **\$4,350,000**

This project upgrades an existing section of Jessie Drive from west of Ten Ten Road to the Horton Park development boundary using half of a 4-lane divided roadway with 10' side path on both sides and increasing to the ultimate 4-lane width in advance of Ten Ten Road. The Horton Park development will extend Jessie Drive west to the future Production Drive and a collector street south to Colby Chase Drive. The Apex Commerce Center project will extend Production Drive south to Jessie Drive, providing local connectivity north and south.

**New Hill Holleman Rd-US 1 Bridge Replacement Cost Share (HE-0010)** **\$1,250,000**

This cost share is for an NCDOT bridge replacement on New Hill Holleman Road at US 1. This funding allows for a section wider than the NCDOT plans to support and allows for enhanced pedestrian and bicycle accommodations more consistent with Apex and Holly Springs transportation plans.

**S-line Mobility Hub** **\$460,000**

In September of 2023, Town Council agreed to participate in the S-Line Rail Corridor development and to provide funding to match a federal grant opportunity for mobility hub design and project developmental activities. If awarded this federal grant, the Town's funding along with grant funding would cover the preliminary design, final design, and National Environmental Policy Act compliance for a future passenger rail mobility hub in Apex.

**Safe Routes to School** **\$8,892,653**

Five-year Total

These projects improve and expand the Town's existing infrastructure for pedestrian and bicycle traffic to and/from schools. After analyzing safe routes to school needs, this project was designed to add sidewalks, pedestrian facilities, and safe crosswalks near Apex High School, Apex Friendship Schools, Green Level High School, Apex Middle School, Laurel Park Elementary School, Olive Chapel Elementary School, and Salem Schools. These projects fill gaps in the sidewalk network and other transportation system deficiencies in the transportation system to make schools more walkable and bikeable.

**Wayfinding Signage Fabrication & Installation** **\$1,400,000**

Three-year Total

This project fabricates and installs Wayfinding signage throughout Town. Sign types include parking directional, vehicular directional, pedestrian directional, destination identification, gateway signage, and bicycle signage. This project was identified in the Downtown Plan and Parking Study and as an extension of the Community Branding Study. The Wayfinding Signage Program provides consistent and attractive information to help residents and visitors discover and navigate to key destinations in Town.



**Center Street and Chatham Street Sidewalk Phase 2**

**\$1,765,000**  
Three-year Total

This project completes additional sidewalk gaps across the Center Street and Chatham Street railroad crossings where prior projects upgraded the crossings and completed the sidewalk gaps on one side of each road. This project includes sidewalk along the north side of Center Street from N. Salem Street to N. Mason Street and sidewalk along the south side of Chatham Street from S. Salem Street to S. Elm Street and from N. Mason Street to the cul-de-sac and existing sidewalk in front of Clairmont Park. The project serves Safe Routes to School needs for Apex Middle School.

**Davis Drive at Salem Church Road Realignment**

**\$7,000,000**  
Three-year Total

This project realigns 1000' of Davis Drive north of Jenks Road to improve the horizontal curvature and widens that section of road to 4-lane divided. This project also widens Salem Church Road across the CSX tracks to a 3-lane section and installs new gates and lights. This intersection would have a traffic signal and railroad gate arms installed, and this intersection would shift west, away from the CSX railroad freight line, allowing vehicles to stack beyond the tracks. This project alleviates Salem Church Road needing to convert to right in-right out and alleviates safety concerns for the following issues: no left turn on Davis Drive backing up traffic southbound, no space for a traffic signal or gate arms to warn of an approaching train, and limited visibility around the curve on Davis Drive.

**Jessie Drive Phase 2**

**\$14,630,000**  
Three-year Total

This project provides a contiguous major thoroughfare route between Ten Ten Road and NC 55 south of US 1 by completing a 4-lane divided missing gap in Jessie Drive between Production Drive and the Jessie Commons development project boundary. This assumes private development will make the connection to the NC 55 stubbing east of Middle Creek. This road would serve adjacent land development, including industrial and commercial areas. If there were a major closure or delay on NC 55 or Ten Ten Road, it would provide an east-west detour.

**NC 55 CSX RR Bridge Enhancement Cost Share (U-2901BA)**

**\$500,000**

Transportation Improvement Program Project U-2901BA will replace the CSX bridge over NC 55 with a taller and longer structure to accommodate the NC 55 widening project. With Town cost sharing, this project will include pedestrian facilities (sidewalks and paths) and aesthetic treatments at the new CSX Bridge. NCDOT will replace existing pedestrian facilities but not complete gaps where there are no existing facilities without the Town cost sharing.

**Tingen Road Pedestrian Bridge**

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

This project constructs a pedestrian bridge over the railroad crossing of Tingen Road. This at-grade railroad crossing will be closed as part of the Apex Peakway Southwest Connector project based on the agreement with CSX. This pedestrian bridge will provide a space for members of the community to safely cross the railroad tracks on Tingen Road to access downtown Apex, multi-family residential developments, multiple churches, and Apex Elementary School.

**Traffic Signal System: Apex-Holly Springs-Fuquay-Varina Partnership**

**\$2,540,000**  
Three-year Total

This project proposes an annual traffic signal system operation and maintenance agreement with the Town of Holly Springs and the Town of Fuquay-Varina. This regional partnership opportunity was identified in the Western Wake Traffic Signal System Integration Study. The Town of Apex currently has limited traffic signal maintenance responsibilities in a few locations. However, as new signals are added to Town-maintained roads and Town-maintained mileage and pedestrian facilities expand, this responsibility along with potential safety and service benefits will continue increase.



## US 64 at NC 751 Interchange Enhancements Cost Share (R-5887)

\$1,000,000

Transportation Improvement Program (TIP) Project R-5887 will replace the at-grade intersection of US 64 and NC 751 with a grade-separated interchange. With Town cost sharing, this project will include pedestrian facilities (sidewalks and paths) and aesthetic treatments at the new bridge. NCDOT will replace existing pedestrian facilities but not complete gaps where there are no existing facilities without the Town cost sharing.

## Vision Zero – Bike & Pedestrian

\$3,000,000

Three-year Total

The project implements countermeasures for locations throughout Apex where severe or fatal bicycle or pedestrian crashes have occurred. These locations will be based on bicycle and pedestrian crash data consolidated and analyzed as part of the Vision Zero Action Plan and subsequent updates.

## FY29-30

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## NC 55 Sidewalk & Enhancement Cost Share (U-2901B)

\$2,000,000

Transportation Improvement Program Project U-2901B will widen NC 55 from US 1 to Olive Chapel Road. With Town cost sharing, this project will include pedestrian facilities (sidewalks and paths), aesthetic treatments at the new CSX Bridge, and median and landscaping enhancements. NCDOT will replace existing pedestrian facilities but not complete gaps where there are no existing facilities without the Town cost sharing.

## US 64 Sidewalk & Enhancement Cost Share (U-5301)

\$2,000,000

This project converts the intersections of US 64 at Lake Pine Drive and US 64 at Laura Duncan Road into an interchange and converts US 64 from Laura Duncan Road to US 1 into a superstreet. This project funds protected pedestrian facilities, including sidewalks, multi-use paths, and crossings. NCDOT will replace existing pedestrian facilities but will not complete gaps where there are no existing facilities unless the Town cost shares.

## Future Years

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## Apex Peakway Southeast Connector

\$27,320,700

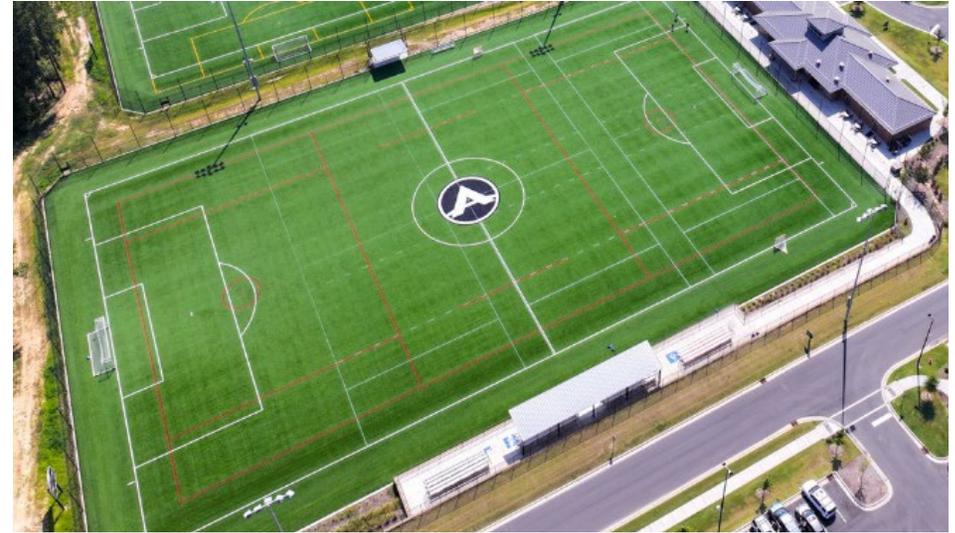
(NC 55 to Center Street)

This project is aligned with the Apex Peakway Southeast Connector Feasibility Study and completes the final gap in the Apex Peakway, which creates a full loop around downtown Apex. Apex Peakway will become increasingly important given anticipated delays to NCDOT's widening of the NC 55 corridor between US 1 and Olive Chapel Road. The completed Apex Peakway loop will provide an alternative to the NC 55 corridor through Apex and help manage anticipated traffic volume.





## Parks, Recreation & Cultural Resources Element Projects



Parks, Recreation & Cultural Resources	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future Years	Total Capital Cost
Annual Greenway Feasibility and Development	-	400,000	500,000	600,000	600,000	700,000	2,800,000
Beaver Creek Greenway Extension	672,000	-	854,000	4,980,000	7,283,000	4,620,000	18,409,000
KidsTowne Playground Renovation	200,000	2,400,000	783,500	-	-	-	3,383,500
Middle Creek Greenway	450,000	-	-	250,000	250,000	4,100,000	5,050,000
Reedy Branch Greenway	250,000	350,000	-	6,555,000	-	-	7,155,000
Wimberly Road Park Design	1,000,000	1,000,000	-	-	95,700,000	-	97,700,000
Community Park Trail Widening	-	375,000	5,100,000	-	-	-	5,475,000
Environmental Education Center	-	8,600,000	-	-	-	-	8,600,000
Hunter Street Park Renovation	-	175,000	1,125,000	-	-	-	1,300,000
Street Hockey & Inclusive Playground	-	900,000	900,000	-	-	-	1,800,000
Big Branch Greenway	-	-	639,000	150,000	-	4,260,000	5,049,000
Nature Park Operations & Maintenance Building	-	-	1,250,000	-	15,550,000	-	16,800,000
Jaycee Park Expansion	-	-	-	500,000	-	4,100,000	4,600,000
Veridea Park Development	-	-	-	1,000,000	1,000,000	87,500,000	89,500,000
Apex Community Park Parking Lot Expansion	-	-	-	-	-	950,000	950,000
Olive Farm Park Design	-	-	-	-	-	54,750,000	54,750,000
Seymour Athletic Fields/Nature Park Parking Lot Expansion & Turf Renovation	-	-	-	-	-	3,575,000	3,575,000
<b>Element Total</b>	<b>\$2,572,000</b>	<b>\$14,200,000</b>	<b>\$11,151,500</b>	<b>\$14,035,000</b>	<b>\$120,383,000</b>	<b>\$164,555,000</b>	<b>\$326,896,500</b>



## Continuous Projects

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### Annual Greenway Feasibility and Development

**\$2,800,000**  
Five-year Total

This allocation funds feasibility studies for greenway trail corridors with the highest scores in the annual prioritization metric that was adopted with the Parks, Recreation, Greenways, and Open Space Master Plan. Projects may include new trail segments, existing trail corridor extensions, or existing trail corridor gap filling. This allocation funds the design development and construction document plan for the highest prioritized greenways.

## FY25-26

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### Beaver Creek Greenway Extension

(Jaycee Park to NC 55, Nature Park to Richardson Road, Richardson Road to American Tobacco Trail)

**\$18,409,000**  
Five-year Total

This project extends the Beaver Creek Greenway within Jaycee Park to the NC 55 Right of Way. During the NC 55 widening, the Town will cost share with NCDOT to extend the greenway under NC 55 with a grade separated crossing. This project also extends the 10' asphalt trail, including boardwalk and bridge sections, within the Nature Park to Richardson Road, providing connections to Bella Casa, Arcadia Ridge/West, and Buckhorn Preserve. Additionally, the Beaver Creek Greenway will extend west of Richardson Road on the south side of Beaver Creek along the southern edge of Army Corps of Engineers Jordan Lake land to the American Tobacco Trail north of the New Hill-Olive Chapel Road Wake County trailhead.

### KidsTowne Playground Renovation

**\$3,383,500**  
Three-year Total

This project replaces the KidsTowne Playground equipment, improves the surfacing, and adds a secondary rental shelter. This treated lumber, community-built playground is 24 years old, so the structure's life is limited despite routine maintenance and component replacements. Renovations with long-lasting composite or metal components will increase this facility's longevity for another 20+ years and allow for a more accessible play facility to be constructed. Poured-in-place surfacing increases its accessibility and longevity and will reduce the time and replacement costs for mulch safety surfacing. The highly used shelter is often not available for public use due to rentals, so adding a larger secondary rental shelter would provide additional protected space for resident use.

### Middle Creek Greenway

(Gladstone North to Center Street)

**\$5,050,000**  
Four-year Total

This project extends the bike and pedestrian facilities north of Jessie Drive to a signalized crossing of Ten Ten Road at Reliance Avenue. This greenway will ultimately connect to Swift Creek Greenway at Regency Park in the Town of Cary. This project connects six subdivisions, two schools, downtown Holly Springs, Pinnacle Park, Apex Commerce Center and Meridian at Ten Ten Apartments, and other commercial and office spaces.

### Reedy Branch Greenway

(Kelly Road to Goliath Lane)

**\$7,155,000**  
Three-year Total

This project completes a greenway gap between the American Tobacco Trail and Kelly Road by extending the 10' asphalt Reedy Branch Greenway from Kelly Road to Goliath Lane. From the existing greenway at Goliath Lane, the proposed greenway runs east along the north side of Reedy Branch before crossing to the south side of the creek and continuing east to Kelly Road. A mid-block crossing proposed at Kelly Road would connect to the existing side path on the east side of the road. Neighborhood connections are proposed at Rothwood Way, Homestead Park Drive, Evening Star Drive, and Windy Creek Lane. This project provides connectivity to transit stops, Abbington, Stratford at Abbington, Sweetwater, Homestead Park, Creekside, and other connected subdivisions, schools, commercial spaces, and office spaces.



## Wimberly Road Park

**\$97,700,000**

Three-year Total

This project designs and develops nearly 50 acres with a 70,000+ square foot recreation center, maintenance facility, and yard. Given public input, preliminary project features include indoor staffed and programmed recreation space (gymnasium/multi-functional spaces/classrooms), trails, a passive open space, adaptive multi-use fields, sport courts, community gardens, and a park operation facility and yard to provide environmental education and conservation opportunities.

### **FY26-27**

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## Community Park Trail Widening (Swift Creek Greenway)

**\$5,475,000**

Two-year Total

This project widens the trail from eight feet to at least twelve feet. During widening, this project will create swales to address erosion and stormwater, increase the radius of sharp curves where possible, and lessen steep slopes or provide accessible landings. This project also preserves trees along the corridor, establishes shoulders, reinstalls or replaces memorial benches, and upgrades amenities to Town standards.

## Environmental Education Center

**\$8,600,000**

This project designs and develops a 7,000+ square foot facility at the Nature Park. This design is centered around nature and environmental education, and it will provide offices, a reception/info desk, exhibit and shop space, an adaptive classroom/gathering place, a kitchen, restrooms, and a conference room. This facility will also connect with the shelter restroom and support amphitheater programming.

## Hunter Street Park Renovation

**\$1,300,000**

Two-Year Total

This project replaces the Hunter Street Park turf field, which was installed in 2016. This field has experienced heavy usage and is beginning to show signs of wear. A new all-weather field is expected to last about ten years. This renovation increases paved surfaces and adds accessible visitor areas. This project also installs a retaining wall and slope stabilization to reduce erosion on the field surface and address stormwater concerns.

## Street Hockey Rink & Inclusive Playground

**\$1,800,000**

Two-year Total

This project replaces the existing play equipment with an inclusive playground. This project includes accessible ramps and walkways along with pour-in-place safety surfacing and sidewalks. This project also constructs a roof and adds lighting and IT equipment to monitor street hockey games and tournaments in conjunction with NHL Carolina Hurricanes and community organizations.

### **FY27-28**

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## Big Branch Greenway

(James Street to US 1)

**\$5,049,000**

Three-year Total

This project completes the Big Branch Greenway corridor from James Street south to US 1. This 10' asphalt trail will provide connectivity to transit routes and side paths that extend to S. Salem Street along Tingen Road. It will also provide connectivity to Irongate, Lexington, Bradley Terrace, Perry Farms, other subdivisions, Apex Elementary School, and potentially Veridea Parkway after coordinating with the Grace Christian School project.



## Nature Park Operations & Maintenance Building

\$16,800,000

Two-year Total

This project replaces the current Nature Park Operation and Maintenance facility with a two-story building and two-acre yard with staff parking. The new building will include 30,000 square feet of office, warehouse, and sign shop space.

### FY28-29

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## Jaycee Park Expansion

\$4,600,000

Two-year Total

This project develops the west side of Jaycee Park adjacent to the Apex Peakway. Plans include an open play field, shelter with restroom, hillside playground, adaptive pickleball/tennis court, and additional parking. This expansion will connect to the Beaver Creek Greenway and existing Jaycee Park amenities.

## Veridea Park Development

\$89,500,000

Three-year Total

This project develops dedicated parkland from the Veridea development. Plans include a 28,000 square foot recreation facility, a one-acre dog park, four softball fields, and four tennis courts.

### Future Years

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## Apex Community Park Parking Lot Expansion

\$950,000

This project reconfigures the existing parking area at the Apex Community Park and adds approximately 30 parking spaces needed to service the greenway, shelters, a fitness course, tennis courts, playgrounds, basketball courts, and special events.

## Olive Farm Park

\$54,750,000

This project designs and develops about 25 acres with a 40,000+ square foot recreation center. Given public input, preliminary project features include indoor staffed and programmed recreation space (gymnasium/classrooms), trails, a street-side greenway that connects to surrounding subdivisions, passive open space, and adaptive multi-use fields and sport courts.

## Seymour Athletic Fields/Nature Park Parking Lot Expansion & Turf Renovation

\$3,575,000

This project adds about 50 parking spaces near the Seymour Athletic Fields upon demolition of the current Operations and Maintenance building and yard. The project also renovates the existing synthetic turf fields and addresses drainage issues.



## Public Safety Element Projects



Public Safety	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future Years	Total Capital Cost
Engine (Pumper) - Replacement	1,250,000	-	-	-	-	-	1,250,000
Radio Replacement	500,000	500,000	500,000	-	-	-	1,500,000
Driving Simulator	-	220,000	-	-	-	-	220,000
Fire Pumper for Station 7	-	1,381,000	-	-	-	-	1,381,000
Ladder (Aerial) - Replacement	-	2,250,000	-	-	-	-	2,250,000
Rescue Retrieval Van	-	329,000	-	-	-	-	329,000
Self-Contained Breathing Apparatus Replacement	-	135,000	135,000	-	-	-	270,000
Rescue - Replacement	-	-	1,600,000	-	-	-	1,600,000
Fire Pumper - Replacement	-	-	-	1,308,000	-	-	1,308,000
Fire Pumper for Station 8	-	-	-	-	-	1,546,720	1,546,720
<b>Element Total</b>	<b>\$1,750,000</b>	<b>\$4,815,000</b>	<b>\$2,235,000</b>	<b>\$1,308,000</b>	<b>\$ -</b>	<b>\$1,546,720</b>	<b>\$11,654,720</b>



## FY25-26

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Engine (Pumper) - Replacement \$1,250,000

This project replaces Unit 189, a fire engine pumper, following the replacement schedule for engines, ladders, and rescues at the 15-year timeframe. This fire engine is 14 years old with over 121,000 miles.

Radio Replacement \$1,500,000  
Three-year Total

This project replaces all mobile and portable radios for Public Safety. Current radios will begin to go end-of-life, and repair costs will exceed device costs. This replacement schedule allows radio replacement as their warranties expire.

## FY26-27

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Driving Simulator \$220,000

The Police Department has limited access to a quality driving simulator. A modern driving simulator can realistically simulate most equipment in a Town vehicle, can be used for employee safety training in various real-life scenarios, and has a ten-year life expectancy.

Fire Pumper for Station 7 \$1,381,000

This fire pumper will be assigned to the new fire station planned near Olive Farm Road and Humie Olive Road. According to a third-party fire station location study, this new station is recommended to be operational by 2029. Given current fire apparatus build times (24-36 months), this pumper should be ordered in FY 26-27 to follow the recommendation. Because this is an additional unit, not a replacement unit, the cost includes all required equipment, self-contained breathing apparatuses (SCBAs), radios, hoses, etc.

Ladder (Aerial) - Replacement \$2,250,000

This project replaces Unit 154, an aerial ladder fire truck, following the replacement schedule for engines, ladders, and rescues at the 15-year timeframe. This fire engine is 19 years old with over 98,000 miles.

Rescue Retrieval Van \$329,000

The Police Department has limited access to a ruggedized rescue retrieval vehicle. This vehicle would allow officers to safely and efficiently move civilians away or insert officers into critical incidents and hostile environments for rescue or medical attention.

Self-Contained Breathing Apparatus Replacement \$270,000  
Two-year Total

This project replaces the Fire Department's self-contained breathing apparatuses (SCBAs). Due to National Fire Protection Association (NFPA) standards and technological advancements, the current SCBAs will no longer meet the updated NFPA 1981 Standard on Open-Circuit Self-Contained Breathing Apparatus for Emergency Services within the next five to seven years. The SCBA equipment for this project includes airpacks, air bottles, a Bluetooth option, and a remote monitoring system.



## FY27-28

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### Rescue - Replacement

\$1,600,000

This rescue fire vehicle would allow the current rescue/support apparatus to act as a reserve vehicle. The Fire Department currently has only one rescue vehicle to transport equipment, rescue tools, and breathing air supply for fire and rescue operations. The current 2017 rescue fire vehicle (Unit 87) will become a reserve vehicle until it meets the 15-year time frame.

## FY28-29

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### Fire Pumper - Replacement

\$1,308,000

This project replaces a fire pumper fire truck, following the replacement schedule for engines, ladders, and rescues at the 15-year timeframe. This fire engine is 11 years old with over 91,000 miles.

## Future Years

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### Fire Pumper for Station 8

\$1,546,720

This fire pumper will be needed for Fire Station 8 to service to Apex's western areas, including potential annexations into Chatham County.





## Public Facilities Element Projects



Public Facilities	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future Years	Total Capital Cost
Fire Alarm Panel and Equipment Replacement	140,000	280,000	195,000	-	-	-	615,000
Fire Department Administration Building	650,000	7,800,000	-	-	-	-	8,450,000
Fire Station 3 Renovation/Addition	3,900,000	-	-	-	-	-	3,900,000
Mechanical (HVAC/Chiller) Upgrades & Replacements	525,000	190,000	575,000	580,000	105,000	555,000	2,530,000
Police Department Roof Replacement	385,000	-	-	-	-	-	385,000
Warehouse/Storage Building	1,404,000	-	-	-	-	-	1,404,000
Parking Lot and Internal Street Assessment & Long Maintenance Plan	-	350,000	500,000	250,000	180,000	600,000	1,880,000
Townwide Solar Initiative	-	670,000	670,000	-	-	-	1,340,000
Depot Parking Lot Repurposing	-	-	250,000	-	2,000,000	-	2,250,000
Public Safety Station 7	-	-	2,000,000	1,000,000	10,205,600	-	13,205,600
Fleet Fluid Pumps/Reclamation	-	-	-	-	115,000	-	115,000
Police Department Addition & Renovation	-	-	-	-	-	6,600,000	6,600,000
Public Safety Station 8	-	-	-	-	-	13,205,600	13,205,600
Rebuild/Remodel Fire Station 2	-	-	-	-	-	11,205,600	11,205,600
<b>Element Total</b>	<b>\$7,004,000</b>	<b>\$9,290,000</b>	<b>\$4,190,000</b>	<b>\$1,830,000</b>	<b>\$12,605,600</b>	<b>\$32,166,200</b>	<b>\$67,085,800</b>



## FY25-26

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### Fire Alarm Panel and Equipment Replacement

**\$615,000**

Three-year Total

This project replaces fire panels and equipment at Town facilities where these systems have exceeded their useful life. Finding parts for the older panels is becoming more difficult, and these systems contain critical lifesaving equipment. This project funds replacements at Town Hall in FY26, John M. Brown Community Center in FY27, and the Halle and Public Safety Station 4 in FY28.

### Fire Department Administration Building

**\$8,450,000**

Two-year Total

The current Fire Department Administration Building occupies an old Apex Emergency Medical Services (EMS) station with 2,400 square feet of office space for 14 full-time employees, 2 limited-service employees, and Wake County EMS staff. This building is scheduled to be demolished during the NC 55 construction project in the coming years. This would use property at Fire Station 3 to address the space needs for offices, meetings, training, parking, and storage. The recent Space Needs Study recommended a 10,000 square foot facility.

### Fire Station 3 Renovation/Addition

**\$3,900,000**

This project renovates and expands Fire Station 3 to accommodate the engine company of crew from Fire Station 1 when Fire Station 1 closes. This project addresses insufficient kitchen, living room, bedroom, locker, and bathroom space in addition to age-related renovations (flooring, paint, fixtures, plumbing, etc.).

### Mechanical (HVAC/Chiller) Upgrades and Replacements to Town Facilities

**\$2,530,000**

Six-year Total

This project proactively replaces Heating, Ventilation, and Air Conditioning (HVAC) units for various Town facilities: Public Safety Station 4 in FY26, Public Works Operations in FY27, Town Hall in FY28, John M. Brown Community Center in FY29, Fire Station 2 in FY30, and the Police Department in future years. This proactive approach is recommended because procurement may take six months or longer in the event of a system failure. Public Safety Station 4's HVAC is prioritized due to nearing the end of its usable life and experiencing temperature and humidity control issues.

### Police Department Roof Replacement

**\$385,000**

This project replaces the Police Department's roof. The existing roof is past its warranty, at the end of its useful life, and leaks during heavy rain. Leaks interfere with employees' workspaces, and moisture causes long-term damage to building materials. This project reinstalls the existing solar panels and provides a new roof with a 20-year manufacturer's warranty.

### Warehouse/Storage Building

**\$1,404,000**

This project constructs an outside warehouse and storage building at Fire Station 3. The Fire Department currently stores multiple trailers, response vehicles, and equipment outside unprotected from weather and unsecured from possible theft and vandalism. Multiple vehicles, equipment, and stored supplies currently housed at Fire Station 1 and the Fire Department Administration Building may also be stored in this new warehouse and storage building.



## FY26-27

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### Parking Lot and Internal Street Assessment and Maintenance Plan

\$1,880,000  
Five-year Total

This project maintains and repairs the Town's parking lots and internal streets. The schedule is informed by the Parking Lot and Internal Street Assessment and Long Maintenance Plan. First-year funds replacement and repair of Public Safety Station 4's rear parking lot and rear drive due to near complete failure in spots and expanding depressions.

### Townwide Solar Initiative

\$1,340,000  
Two-year Total

This project designs and constructs solar panels on twelve Town facilities over a two-year period. Solar projects are selected and prioritized based on the Town's Solar Panel Assessment.

## FY27-28

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### Depot Parking Lot Repurposing

\$2,250,000  
Two-year Total

Converting the Depot parking lot into a downtown gathering space is a "Top 10" priority project in the Downtown Plan. This includes a durable curbsless environment, shaded areas, lighting, movable interactive furnishings, and space for community activities (farmer's market, splash pad, ice skating rink, seating and space to host various activities, etc.).

### Public Safety Station 7

(Olive Chapel Road and Richardson Road Area)

\$13,205,600  
Three-year Total

This project constructs Public Safety Station 7 to serve the Olive Farm area and supports the Fire Department's coverage standard (five-minute travel time for the first arriving fire apparatus 90% of the time). The Town's Comprehensive Facilities Study recommends an 18,000+ square foot facility with three bays and enough room to accommodate two fire companies and a battalion chief.

## FY29-30

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### Fleet Fluid Pumps/Reclamation

\$115,000

This project relocates reservoirs for motor oil, hydraulic, coolant, and reclamation. Compared to current conditions, the reservoirs will be relocated to a larger area with larger fluid and reclamation tanks that use pneumatic pumps to more safely and efficiently remove used fluids. This project reduces the risk of spills, overflows, and hazards while also making liquid refills and removal less frequent.

## Future Years

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### Police Department Addition & Renovation

\$6,600,000

This project adds space for operations, administrative functions, and the Communications Center and constructs two stories of office space above the current administrative parking lot. The lower floor of office space will support administrative functions, and the higher level would be an unfinished shell space to allow for future growth. The existing administrative office space would be renovated to double the existing Communications Center's size and add offices and workspaces.



## Public Safety Station 8

\$13,205,600

This project constructs Public Safety Station 8 to support the Fire Department's coverage standard (five-minute travel time for the first arriving fire apparatus 90% of the time). The specific needs and location of this station depends on many factors including Public Safety Station 6 response time data, future Public Safety Station 7's location, and Fire Station 1 plans.

## Rebuild/Remodel Fire Station 2

\$11,205,600

This project would evaluate the current space and land at Fire Station 2 to address its modernization needs. Fire Station 2, which was a volunteer fire station built in 1996, was renovated and added to in 2012 to provide more sufficient living quarters, but the station still lacks the space needed for a modern-day fire station with paid staff 24/7.





## Public Works & Environmental Services Element Projects



Public Works & Environmental Services	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future Years	Total Capital Cost
Fleet Services Field Response Truck - Replacement	206,000	-	-	-	-	-	206,000
Rear Loader - Addition	220,000	-	-	-	-	-	220,000
CAT 920 Front-End Loader - Addition	-	240,000	-	-	-	-	240,000
Leaf Truck - Replacement	-	360,000	-	-	-	-	360,000
Leaf Truck - Replacement	-	360,000	-	-	-	-	360,000
Grapple Truck - Addition	-	-	394,000	-	-	-	394,000
Right of Way Mowing Tractor - Replacement	-	-	170,000	-	-	-	170,000
Tandem Semi Tractor w/ Wet Line - Addition	-	-	-	225,000	-	-	225,000
Leaf Truck - Addition	-	-	-	-	460,000	-	460,000
Dump Truck - Replacement	-	-	-	-	-	225,000	225,000
<b>Element Total</b>	<b>\$426,000</b>	<b>\$960,000</b>	<b>\$564,000</b>	<b>\$225,000</b>	<b>\$460,000</b>	<b>\$225,000</b>	<b>\$2,860,000</b>



## **FY25-26**

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Fleet Services Field Response Truck – Replacement \$206,000

This project replaces a pickup truck (Unit #61) that will be 17 years old with over 50,000 miles at time of replacement. This project is required because the existing truck crane is unsafe, and its welder and air compressors are broken.

Rear Loader – Addition \$220,000

This project adds a rear loader to the Town's solid waste fleet. This truck can conduct small pile collection, which is currently manually collected with F-450 dump trucks without compaction. Additionally, this truck can reduce chipper usage that would increase safety and reduce noise.

## **FY26-27**

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CAT 920 Front-End Loader – Addition \$240,000

This project adds a CAT 920 front-end loader that is needed to move materials at the yard waste transfer facility.

Leaf Truck – Replacement \$360,000

This project replaces a leaf truck (Unit #108) that will be eight years old with over 115,000 miles at time of replacement. The current vehicle is expected to have \$15,000-\$20,000 in operational and repair costs annually including a \$4,000 impeller needed for this leaf season. This project reduces the Town's carbon footprint because a single unit is replacing a two-engine machine.

Leaf Truck – Replacement \$360,000

This project replaces a leaf truck (Unit #212) that will be seven years old with over 83,000 miles at the time of replacement. This project reduces the Town's carbon footprint because a single unit is replacing a two-engine machine.

## **FY27-28**

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Grapple Truck - Addition \$394,000

This project adds a grapple truck to support large limb and tree stump removal service. This truck also supports the bulk item pickup program by collecting oversized items that cannot be lifted by hand.

Right of Way Mowing Tractor – Replacement \$170,000

This project replaces a right of way mower (Unit #556) that will be 24 years old with over 1,600 hours of use at the replacement time.



## FY28-29

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Tandem Semi Tractor w/ Wet Line – Addition

\$225,000

This project adds a Class 8 semi-truck trailer to the Town's solid waste fleet. This vehicle can pull a heavy equipment trailer and a walking floor trailer that transports yard waste debris.

## FY29-30

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Leaf Truck – Addition

\$460,000

An additional leaf truck is needed to meet the expanding service area resulting from residential growth. This truck will be a motor pool vehicle to support leaf removal along curb and gutter lines and to remove light debris along catch basins.

## Future Years

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Dump Truck – Replacement

\$225,000

This project replaces a tandem dump truck (Unit #62) that will be 20 years old at the replacement time.



## General Fund Summary

The table below shows the total capital need for each General Fund CIP element and General Fund proposed revenue sources. An overview of grant and fee revenues is in Section 1 of this document. Local revenue indicates the need for current year revenue to fund some projects or purchases in each year. Section 7 of this document details each project's proposed funding source(s).

The amount of capital needed to cover all General Fund projects requires issuing additional debt. In the table below, new debt service, which includes bonds and installment purchases, is shown as a total amount proposed in each fiscal year. Bond debt is issued for long-term, high-cost projects. A bond may be issued to cover one or multiple projects. Installment purchasing is used primarily for short-term debt issues and/or relatively small projects. For the estimates shown, an interest rate of four percent for installment and bond debt issues is assumed. Although bond debt carries a lower interest rate, this illustration is simpler by using a common interest rate.

For items, such as fire apparatus purchases, replacement vehicles, and minor renovations, the Town uses PAYGO financing to avoid interest costs and uses accumulated fund balance for these one-time purchases. For all other issues in the General Fund, a twenty-year term is used in this illustration. The length of these issues' term would result in a lower annual payment but a higher over-all interest cost over the life of the borrowing.

<b>General Fund Project Costs</b>	<b>FY25-26</b>	<b>FY26-27</b>	<b>FY27-28</b>	<b>FY28-29</b>	<b>FY29-30</b>	<b>Future Years</b>	<b>Total Capital Cost</b>
Transportation	12,142,500	30,569,548	19,808,250	19,673,375	10,867,742	51,534,438	144,595,853
Parks, Recreation & Cultural Resources	2,572,000	14,200,000	11,151,500	14,035,000	120,383,000	164,555,000	326,896,500
Public Safety	1,750,000	4,815,000	2,235,000	1,308,000	-	1,546,720	11,654,720
Public Facilities	7,004,000	9,290,000	4,190,000	1,830,000	12,605,600	32,166,200	67,085,800
Public Works & Environmental Services	426,000	960,000	564,000	225,000	460,000	225,000	2,860,000
<b>Total</b>	<b>\$23,894,500</b>	<b>\$59,834,548</b>	<b>\$37,948,750</b>	<b>\$37,071,375</b>	<b>\$144,316,342</b>	<b>\$250,027,358</b>	<b>\$553,092,873</b>

<b>General Fund Project Costs</b>	<b>FY25-26</b>	<b>FY26-27</b>	<b>FY27-28</b>	<b>FY28-29</b>	<b>FY29-30</b>	<b>Future Years</b>	<b>Total Capital Cost</b>
General Fund / Capital Outlay	6,264,500	18,403,222	27,161,309	19,223,375	8,592,742	19,303,738	98,948,886
Designated Capital Funds	1,400,000	1,530,000	1,529,000	13,056,700	8,790,785	1,486,924	27,793,409
General Obligation Bonds	5,000,000	16,550,000	2,330,000	380,000	95,700,000	193,290,700	313,250,700
Installment Purchase / Capital Lease	7,459,250	19,586,709	3,945,440	1,354,327	28,215,600	32,571,638	93,132,964
Intergovernmental Funds	2,570,750	2,902,343	2,883,001	2,956,973	2,917,215	3,274,358	17,504,640
Grants	1,200,000	862,274	100,000	100,000	100,000	100,000	2,462,274
<b>Total</b>	<b>\$23,894,500</b>	<b>\$59,834,548</b>	<b>\$37,948,750</b>	<b>\$37,071,375</b>	<b>\$144,316,342</b>	<b>\$250,027,358</b>	<b>\$553,092,873</b>

After capital assets are acquired or constructed, most will entail ongoing expenses for routine operation, repair, and maintenance, which are accounted for in the annual operating budget.



### **Transportation Element**

New roads and parking lots require maintenance (pothole repair, crack sealing, road marking repair, resurfacing, etc.). Downtown improvements, such as the Salem Street Downtown Streetscape, Gathering Space, and Alleys, need future funding for landscaping, electrical work, and repainting. New sidewalks require regular pavement repair, crosswalk marking repainting, and crosswalk signal maintenance. Lastly, public transportation has future operating costs, such as personnel wages and routine vehicle maintenance and repairs.



### **Parks, Recreation and Cultural Resources Element**

Greenway additions require future maintenance work, including brush clearing, sign and bench replacement, and trail reconstruction. Facilities, such as the Environmental Education Center, have ongoing costs, such as staff wages, educational materials, and regular cleaning and building maintenance. Parking lot expansions require future sweeping and asphalt treatment. New parks have annual operating costs (landscaping, irrigation system maintenance, restroom and public facility cleaning, maintenance and programming staff wages, etc.).



### **Public Safety Element**

Replacement fire engines and rescue vehicles have ongoing costs, such as fuel purchases, repairs, and maintenance. Once acquired, the driving simulator has annual repair and maintenance costs.



### **Public Facilities Element**

New or expanded buildings may have future expenses, such as staff wages, building cleaning, maintenance and repairs, and utility services. The repurposed downtown Depot parking lot involves future operational costs, including street sweeping, landscaping, furniture and lighting replacement, and programming. Additional solar panels and storage facilities require regular maintenance and repairs.



### **Public Works & Environmental Services Element**

New and replacement vehicles and equipment, such as grapple trucks, leaf trucks, and dump trucks, have regular maintenance and repair costs over the course of their useful lives.

## Section 3: CIP Financial Impact Analysis on General Fund

The CIP's financial impact analysis discusses how capital spending affects the Town's operation costs, debt capacity, and other important debt ratios. Understanding how capital spending affects these indicators is essential because the Local Government Commission (LGC) and bond rating agencies use these indicators to evaluate the Town's financial condition and issue ratings. Bond rating agencies may consider other factors when assessing the Town's financial condition, including the community's wealth, tax base, revenue sources, and other economic indicators. The Town of Apex has a AAA bond rating with the Standard & Poor's Corporation and Aaa bond rating with Moody's Investors Service. These ratings represent strong financial standing and are the highest possible ratings.

### Projections and Estimates

Proper financial planning forecasts and estimates expenditures, revenues, and other financial indicators. Forecasts for population, assessed property value, and other changing factors, such as economic indicators, impact expenditure and revenue estimates. This CIP's projections assume an eight percent growth factor for operations expenditures throughout the five-year scope. The Town has been the beneficiary of sustained growth in property values with a three-year rolling average of 5.07 percent not including revaluation years. Wake County will perform a revaluation in 2027 that will affect the assessed value and revenue neutral tax rate for Apex. Projections include a revenue neutral tax rate in FY27-28 to account for the revaluation. The CIP includes an overall revenue growth rate of eight percent beyond FY25-26 except for property tax revenues. For projects financed in FY25-26, the debt model includes a four percent interest rate based on other recent financing by the Town. That rate may vary depending on the project size and term length. Financing recommendations in this CIP include general obligation (GO) bonds, limited obligation bonds, installment financing in the General Fund, and revenue bonds in the enterprise funds.

### General Fund Debt Ratios

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 debt using three metrics:

- **Net debt per assessed valuation** measures both debt capacity and debt burden by focusing on the Town's largest revenue source and greatest means for repaying debt. This ratio divides the Town's net debt by its total assessed value of taxable property, 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. For FY25-26, Apex's expected net debt-to-assessed valuation ratio is .49 percent. The .49 percent is well below the Town policy's maximum and the legal limit set forth by N.C.G.S. 159-55, which limits net debt to eight percent or less of a local government's total property valuation. Apex's legal debt limit, based on the July 1, 2024, audited valuation is \$1,646,769,585. The CIP includes a maximum debt obligation of \$129,129,178 in FY27-28.
- **Aggregate ten-year payout ratio** measures the amount of principal being retired in the next ten years. This indicator determines if debt is backloaded, which can cause concern for long-term financial stability. Apex's policy establishes a minimum ten-year payout ratio of 55 percent. The CIP includes previously authorized debt, new bond debt, and new installment purchase financing producing a payout ratio of 95.35 percent in FY25-26. The lowest ratio of 35.45 in FY29-30 drops below the Town's minimum. This drop below the Town's minimum suggests that too much debt repayment is being deferred, which may burden future budgets, reduce fiscal flexibility, and potentially impact the Town's credit rating or capacity to take on new debt when needed. To address the issue of too much debt repayment being deferred, a few key strategies can be considered. First, increasing debt repayment gradually over time can help reduce the long-term burden. If cash is available, a larger portion of the budget could be allocated to Pay-As-You-Go (Pay-Go) financing for smaller projects, which would lessen the need for future borrowing. The capital improvement plan can also be reviewed, prioritizing essential projects while deferring or scaling back less critical ones to free up funds for debt repayment.

- **Debt service expenditures as a percent of total fund 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, so they should be monitored to ensure acceptable levels. Too much debt service may indicate excessive debt and fiscal strain. Bond rating agencies consider net debt service between 15 and 20 percent of a fund's total expenditures 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 15 percent. For FY25-26, the General Fund debt service ratio is 11.54 percent. Without significant changes to the CIP, the debt service ratio will remain below 15 percent for the length of the current CIP.

To ensure key debt ratios remain within an acceptable range, pay-as-you-go financing may be used to reduce or eliminate new debt obligations and annual debt service payments. The proposed CIP indicates differences in pay-as-go financing over the five-year period due to the significant costs associated with some larger projects, such as new roads or a 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.

## Summary of CIP Impact on General Fund (GF) Debt Ratios and Fiscal Indicators

<b>Debt Obligations</b>	<b>FY24-25</b>	<b>FY25-26</b>	<b>FY26-27</b>	<b>FY27-28</b>	<b>FY28-29</b>	<b>FY29-30</b>
GO Bond Debt	\$56,235,000	\$78,515,000	\$90,345,000	\$87,680,000	\$82,324,161	\$168,783,964
Installment Purchase and Lease Debt	\$16,651,138	\$21,767,554	\$38,784,178	\$40,169,534	\$39,145,729	\$65,791,286
<b>Total Net Debt Obligations</b>	<b>\$72,886,138</b>	<b>\$100,282,554</b>	<b>\$129,129,178</b>	<b>\$127,849,534</b>	<b>\$121,469,890</b>	<b>\$234,575,250</b>
<b>Debt Service</b>	<b>FY24-25</b>	<b>FY25-26</b>	<b>FY26-27</b>	<b>FY27-28</b>	<b>FY28-29</b>	<b>FY29-30</b>
GO Bond Principal	\$4,720,000	\$4,995,000	\$5,735,839	\$9,240,197	\$7,773,981	\$8,035,816
GO Bond Interest	\$3,026,431	\$2,819,182	\$3,192,158	\$3,469,436	\$3,323,587	\$3,055,608
Total GO Bond Debt Service	\$7,746,431	\$7,814,182	\$8,927,997	\$12,709,633	\$11,097,568	\$11,091,424
IP and Lease Principal	\$2,342,834	\$2,570,084	\$2,560,084	\$2,378,132	\$1,570,043	\$1,333,793
IP and Lease Interest	\$362,709	\$333,988	\$267,374	\$200,946	\$144,871	\$112,308
Total IP Debt Service	\$2,705,543	\$2,904,073	\$2,827,458	\$2,579,078	\$1,714,914	\$1,446,101
<b>Total GF Debt Service</b>	<b>\$10,451,974</b>	<b>\$10,718,255</b>	<b>\$11,755,456</b>	<b>\$15,288,711</b>	<b>\$12,812,483</b>	<b>\$12,537,525</b>
<b>General Fund Debt Ratios and Fiscal Indicators</b>	<b>FY24-25</b>	<b>FY25-26</b>	<b>FY26-27</b>	<b>FY27-28</b>	<b>FY28-29</b>	<b>FY29-30</b>
Fund Balance	\$27,915,657	\$24,090,657	\$8,273,518	-\$8,787,516	-\$11,943,918	-\$4,431,257
Fund Balance Percentage	24.25%	18.78%	5.63%	-5.24%	-7.15%	-2.66%
Impact on Capital Designated Funds	\$0	\$1,400,000	\$1,530,000	\$1,529,000	\$13,056,700	\$8,790,785
Revenue per Capita	\$0	\$0	\$0	\$0	\$0	\$0
% Property Tax Revenue	\$1,421.94	\$1,556	\$1,523	\$1,674	\$1,743	\$1,772
10-year Principal Payout (>55%)	48.93%	57.00%	57.74%	60.26%	60.56%	59.90%
Net Debt per Assessed Valuation (<2.5%)	0.00%	95.35%	73.72%	73.45%	75.23%	35.45%
Net Debt Service to Expenditures Less Transfers-in (<15%)	0.372%	0.487%	0.597%	0.514%	0.465%	0.854%
PAYGO %	9.64%	11.54%	8.00%	9.11%	7.67%	7.52%

## Tax Rate Analysis

The CIP's impact on the operating budget is illustrated by its effects on the tax rate. The overall CIP model includes future estimates and escalation for revenues and expenditures, including operating impacts identified for each capital project. The table on page 37 depicts the potential tax rate needed to generate enough revenue to account for General Fund CIP project costs beyond the Town's typical capital and operating expenditures. This calculation depends on the Town's assessed value and the revenue generated by a penny on the tax rate. Because this formula illustrates funding gaps solely in terms of the tax rate, it does not consider substantial changes in revenues from other sources, such as sales tax or service fees.

The FY25-26 Recommended Budget includes a tax rate of \$0.356, which is a \$0.016 increase over the FY24-25 tax rate. For this analysis, the Town's capital expenditures do not include grant-funded projects except for the required local contributions. After a decrease in capital expenditures in the FY22-23 Adopted Budget to 9.03 percent, Town Council asked staff to provide a plan to return capital expenditures to the historical average of 12 percent of the General Fund budget over the next few years. Capital expenditures represent 7.98 percent of the FY25-26 Recommended General Fund Budget. The reduction in capital expenditures for FY25-26 reflects decisions by Council to scale back on proposed projects in response to economic uncertainty. The five-year tax rate assessment table on page 37 includes the recommended rates and indicates the change in tax rate needed to account for the remaining funding gaps. This does not account for any potential increases in other revenues sources or cuts in the operating budget that may offset the gap. The "tax rate" reflects the \$.016 increase for the 2021 Transportation Bond in FY25-26, a revenue neutral tax rate in FY27-28 to account for the 2027 Wake County revaluation, and an additional .015 increase in FY26-27 through FY28-29 recommended per previous years CIP analysis and discussion. The intent of these increases was to create a path that would return the Town to 12 percent capital expenditures around FY29-30. While the \$.015 increase was previously enough to guide the Town back to 12 percent capital expenditures by FY25-26, the significant increase in goods and services as well as new capital needs continue to extend this timeline. The "zero-balance" tax rate line reflects the tax rate required to generate sufficient revenue to cover the funding gap resulting from the capital impact for the corresponding year. While the tax model addresses the gap specifically created by the capital impact, it does not address the fund balance limit pressures created by the annual operating budget. Fund balance is projected to be below the Town's policy minimum of 20% in all future years of the CIP, with the fund balance projected to become negative in FY27-28.

The total CIP costs have increased this fiscal year by 38 percent over the FY24-25 CIP. The FY24-25 CIP was a 58 percent increase over the previous year. There are two main catalysts for the continued significant increases year over year in the CIP: the growth of capital needs in Apex and significant increases to goods and services as the Town grows. Approximately nine percent of the \$153 million increase to the CIP comes from the increases to the cost of existing projects. Project costs are updated annually based on the most recently completed comparable project. The FY25-26 CIP submission cycle identified eleven new projects totaling \$115 million, an increase of 28.46 percent to the CIP.

### CIP Increases Over FY25

CIP Element	New Additions	% Increase	Existing Project Increases	% Increase	Total Increase	% Increase
Transportation	\$6,500,000	4.81%	\$5,491,265	4.07%	\$11,991,265	8.88%
Parks, Recreation, & Cultural Resources	\$94,975,000	44.92%	\$18,473,000	8.74%	\$113,448,000	53.66%
Public Safety	\$1,308,000	14.42%	\$1,961,720	21.63%	\$3,269,720	36.06%
Public Facilities	\$12,205,600	26.46%	\$12,350,200	26.77%	\$24,555,800	53.23%
Public Works & Environmental Services	\$240,000	7.50%	\$(106,000)	-3.31%	\$134,000	4.19%
<b>General Fund Total</b>	<b>\$115,228,600</b>	<b>28.46%</b>	<b>\$38,170,185</b>	<b>9.43%</b>	<b>\$153,398,785</b>	<b>37.89%</b>

Staff had to move several costly projects to future years to decrease the gap in funding. Moving the projects out in the CIP will allow for further evaluation and discussion by staff and Town Council regarding the feasibility of these projects. These projects include Phase 2 of Jessie Drive (\$9.3 million), SE Peakway (\$27.3 million), Davis Drive and Salem Church Road Realignment (\$3.5 million), Beaver Creek Greenway extension (\$4.6 million), Big Branch Greenway (\$4.3 million), Jaycee Park Expansion (\$4.1 million), Seymour Athletic Fields/Nature Parking Lot Expansion & Turf Renovation (\$3.6 million), Middle

Creek Greenway (\$4.1 million), and Veridea Park Development (\$87.5 million). Staff will continue to seek alternative funding sources as well as plans to reduce project costs.

If projections are accurate, CIP projects will create a funding gap each year beyond FY25-26 until FY29-30, with potential shortfalls ranging from \$3.2 million in FY28-97 to \$17.1 million in FY27-28. These funding gaps represent potential policy decisions for Town Council regarding using fund balance, setting the tax rate, delaying projects, and considering operational cuts. The funding gaps present opportunities for Town staff to identify additional funding sources, such as grants or direct fees, that can affect Town Council decisions to balance the budget. The funding gap is noticeable for all years primarily due to large downtown, transportation, facilities, and parks and recreation capital projects. Notably, several new or expanded parks and recreation and facility projects within the CIP have created larger funding gaps than previously identified in prior years' analyses.

The growing need to renovate and rebuild aging Town facilities is placing considerable pressure on the Public Facilities CIP. Significant new projects include the Rebuild/Remodel Fire Station 2 (\$11.2 million). In addition, several existing projects have experienced substantial cost increases including the Fire Department Administration Building (+\$2 million), Fire Station 3 Renovation/Addition (+\$900,000), Public Safety Station 7 (+\$2.5 million), and Public Safety Station 8 (+2.3 million). Given the large capital outlay required, debt financing will be essential in funding these facility improvements. Careful planning and sequencing will be critical to aligning debt issuance with budget capacity and capital needs.

Parks projects are also increasing in both scope and cost, driven by evolving planning objectives. Increasing projects include the Environmental Education Center (+\$4.6 million), Jaycee Park Expansion (+\$1.6 million), Hunter Street Park Renovation (+\$400,000), Olive Farm Parkland Development (+\$10 million). Additionally, the need for new park development as the Town continues to grow adds an additional \$89.5 million to the CIP with Veridea Park Development. The parks and recreation CIP includes \$162 million over the next five years, with an additional \$164.5 million anticipated beyond that period. Currently, funding sources for most of these projects remain unidentified outside of standard General Fund revenues. As a result, this category will require significant reliance on debt financing, tax rate adjustments, and prioritization in the future.

Although not the primary driver of cost increases this year, transportation remains one of the two most significant elements of the CIP. The CIP includes \$86.86 million in transportation projects over the next five years, plans \$6.2 million for downtown projects, and identifies \$51.53 million in projects on the horizon. Total cost estimates for twenty-three transportation projects exceed \$1 million over the next five years. The CIP programs six of these large projects, which cost \$24.26 million, to correspond with bond sales from the November 2021 bond referendum. Overall, the CIP includes debt service for general obligation bonds to cover \$24.3 million in transportation projects reflected in FY25-26 through FY28-29. The impact model includes a tax rate increase to accompany the proposed general obligation debt with the tax rate increasing \$.016 in FY25-26 to cover the annual debt service for this bond.

The table indicates that without changes to the project schedule, operational cuts, or identifying alternate funding sources, the Town would need to increase the property tax rate up to \$.074 in future years to ensure a balanced budget and maintain sufficient reserves. Although the recommended tax rates included in the model would not generate sufficient funding for all projects included in the CIP, they do present an increase to allow for more capital projects. The lack of sufficient funding in the future signifies decisions for Town Council regarding using fund balance, setting the tax rate, delaying projects, issuing additional debt obligations such as general obligation bonds, and considering operational cuts to meet the future capital needs of the Town of Apex.

## Five-Year Tax Rate Assessment

<b>Forecasted Expenditures (Including CIP Projects)</b>	<b>FY25-26</b>	<b>FY26-27</b>	<b>FY27-28</b>	<b>FY28-29</b>	<b>FY29-30</b>
Operating Budget	\$102,993,000	\$111,232,440	\$120,131,035	\$129,741,518	\$140,120,839
Capital Outlay	\$10,235,250	\$23,367,839	\$31,573,310	\$35,237,048	\$20,300,742
Debt Service	\$14,367,300	\$11,755,456	\$15,288,711	\$12,812,483	\$12,537,525
Capital Reserve Coverage	-\$1,400,000	-\$1,530,000	-\$1,529,000	-\$13,056,700	-\$8,790,785
Transfers Out	\$2,101,500	\$2,196,068	\$2,294,891	\$2,398,161	\$2,506,078
<b>Total Expenditures</b>	<b>\$128,297,050</b>	<b>\$147,021,802</b>	<b>\$167,758,947</b>	<b>\$167,132,509</b>	<b>\$166,674,400</b>
Total Capital and Debt	\$23,202,550	\$33,593,295	\$45,333,021	\$34,992,830	\$24,047,482
Capital and Debt Expenditures %	18.09%	22.85%	27.02%	20.94%	14.43%
<b>Forecasted Revenues</b>	<b>FY25-26</b>	<b>FY26-27</b>	<b>FY27-28</b>	<b>FY28-29</b>	<b>FY29-30</b>
Property Tax	\$73,134,685	\$75,760,309	\$90,818,011	\$99,305,812	\$104,343,143
Other Taxes, Fees, Charges	\$51,337,365	\$55,444,354	\$59,879,903	\$64,670,295	\$69,843,918
Available Capital Funds	\$3,825,000	\$0	\$0	\$0	\$0
Transfers In	\$0	\$0	\$0	\$0	\$0
<b>Total Revenues</b>	<b>\$128,297,050</b>	<b>\$131,204,663</b>	<b>\$150,697,914</b>	<b>\$163,976,107</b>	<b>\$174,187,061</b>
<b>Forecasted Expenditures vs. Forecasted Revenues</b>	<b>FY25-26</b>	<b>FY26-27</b>	<b>FY27-28</b>	<b>FY28-29</b>	<b>FY29-30</b>
Total Revenues – Total Expenditures	\$0	(\$15,817,139)	(\$17,061,034)	(\$3,156,402)	\$7,512,662
Projected Fund Balance	\$24,090,657	\$8,273,518	-\$8,787,516	-\$11,943,918	-\$4,431,257
Capital Impact on Fund Balance	\$0	(\$15,817,139)	(\$17,061,034)	(\$3,156,402)	\$7,512,662
Fund Balance Impact Percentage	18.78%	5.63%	-5.24%	-7.15%	-2.66%
Assessed Property Value	\$20,584,619,808	\$21,628,783,706	\$24,873,101,261	\$26,134,800,268	\$27,460,499,511
\$.01 Property Tax Increase	\$2,054,501	\$2,141,250	\$2,462,437	\$2,587,345	\$2,718,589
Tax Rate	\$0.356	\$0.354	\$0.369	\$0.384	\$0.384
Change in Tax Rate Needed for Difference		\$0.074	\$0.069	\$0.012	(\$0.028)
<b>Zero-Balance Tax Rate</b>	<b>\$0.356</b>	<b>\$0.428</b>	<b>\$0.438</b>	<b>\$0.396</b>	<b>\$0.356</b>
Projected Fund Balance with Tax Rate Adjustment	\$24,090,657	\$8,273,518	(\$8,787,516)	(\$11,943,918)	(\$4,431,257)
Projected Fund Balance % with Tax Rate Adjustment	18.78%	5.63%	-5.24%	-7.15%	-2.66%
<b>Proposed Tax Rate Plan for Capital Expenditures</b>	<b>FY25-26</b>	<b>FY26-27</b>	<b>FY27-28</b>	<b>FY28-29</b>	<b>FY29-30</b>
Proposed Tax Rate	\$0.356	\$0.354	\$0.369	\$0.384	\$0.384
Estimated Range of % Capital Expenditures*	7.98%	5.8%-11.5%	9.6%-15.2%	19.6%-24.3%	16%-20.9%

\*Assumes balanced budget based on estimated revenue projections

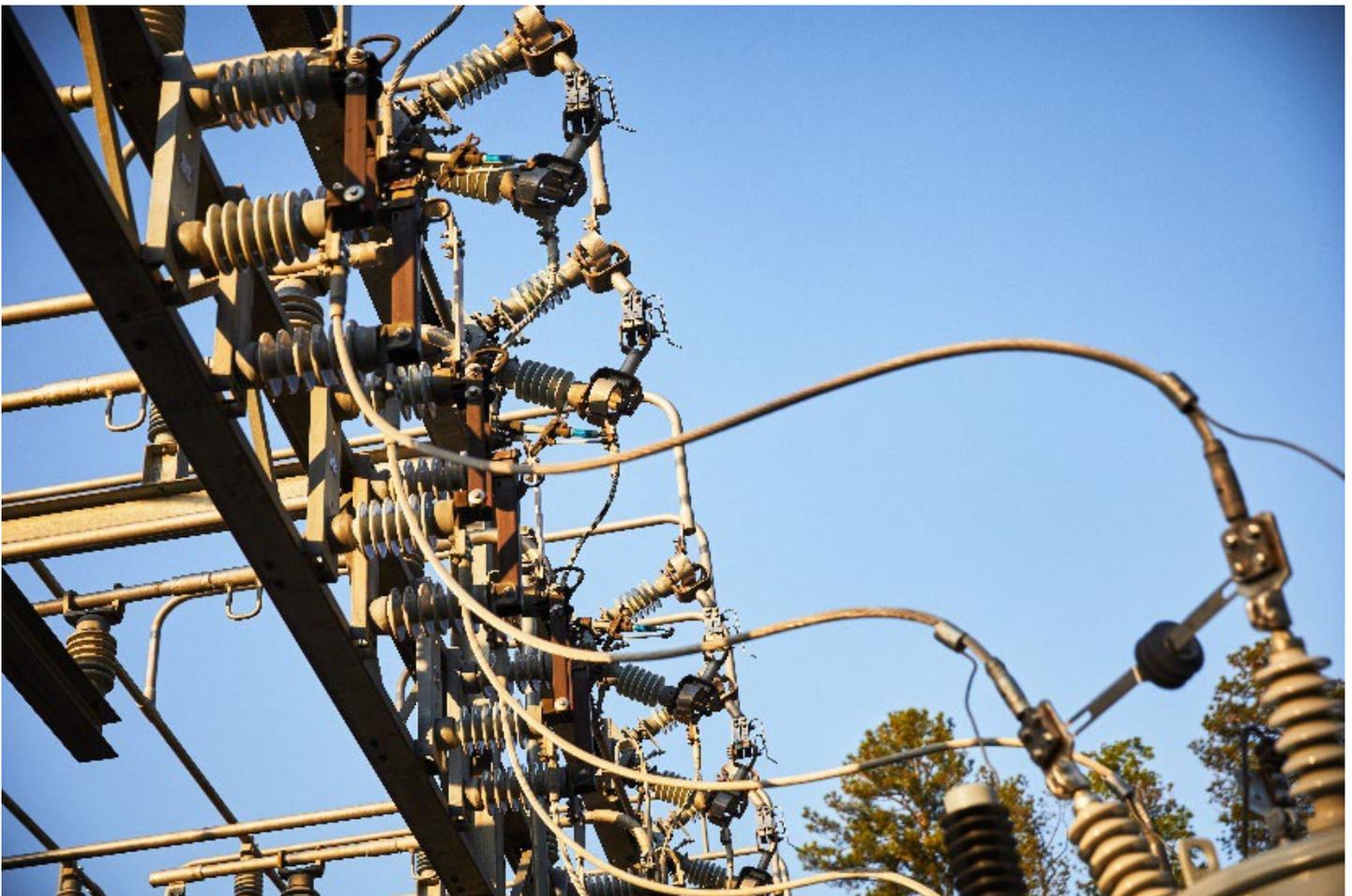
## Section 4: Electric Utility Fund

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, Stormwater, or the General Fund.

**Capital Project Types:** construction, maintenance, and improvement of electric distribution infrastructure. These projects include substation additions and upgrades, distribution line extensions, major maintenance of infrastructure, and the equipment necessary to maintain the system.

**Plan Alignment:** Peak Plan 2030: The Apex Comprehensive Plan

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



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

<b>Electric Utility</b>	<b>FY25-26</b>	<b>FY26-27</b>	<b>FY27-28</b>	<b>FY28-29</b>	<b>FY29-30</b>	<b>Future Years</b>	<b>Total Capital Cost</b>
East Williams Substation	50,000	175,000	3,550,000	-	-	-	3,775,000
Green Level Substation (8300 Jenks)	2,000,000	-	250,000	4,000,000	-	-	6,250,000
System Expansion	4,325,000	4,300,000	3,500,000	3,500,000	3,500,000	3,500,000	22,625,000
Boring Equipment	-	275,000	-	-	-	-	275,000
LED Replacement	-	250,000	250,000	250,000	250,000	250,000	1,250,000
Load Management Switch Replacement	-	600,000	1,565,000	1,565,000	1,565,000	1,565,000	6,860,000
Service Truck - Replacement	-	265,000	-	-	-	-	265,000
Service Truck - Replacement	-	265,000	-	-	-	-	265,000
Veridea System Expansion	-	2,753,000	2,883,100	2,883,100	2,122,200	-	10,641,400
Digger Derrick - Replacement	-	-	415,000	-	-	-	415,000
<b>Total</b>	<b>\$6,375,000</b>	<b>\$8,883,000</b>	<b>\$12,413,100</b>	<b>\$12,198,100</b>	<b>\$7,437,200</b>	<b>\$5,315,000</b>	<b>\$52,621,400</b>



## FY25-26

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### East Williams Substation

**\$3,775,000**  
Three-year Total

This project funds the engineering and construction costs needed to add electrical capacity (via a 40-magavolt amperes power transformer) to the existing East Williams Substation. This additional capacity will improve the Town's ability to serve the Veridea development and other residents in the surrounding area.

### Green Level Substation

**\$6,250,000**  
Three-year Total

This project designs and constructs the Green Level Substation in the northwest corner of Apex. This substation will serve a growing population and alleviate demand from the Laura Duncan and Mount Zion substations. This substation will provide an imperative system redundancy and increase reliability by reducing feeder exposure.

### System Expansion

**\$22,625,000**  
Six-year Total

This project expands the Town's electric system due to continued growth and development. This expansion allows the Town to continue providing reliable electric service.

## FY26-27

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### Boring Equipment

**\$275,000**

This project purchases boring equipment rather than paying a contractor \$15-30 per foot for each bore. This will expedite repair and development timelines because work will be completed in-house instead of being dependent on the contractor's timeline, and shorter timelines increase the Town's ability to provide reliable power to the community.

### LED Replacement

**\$1,250,000**  
Five-year Total

This project replaces the remainder of the Town's streetlights with LED technology. This effort will reduce the Town's energy usage for lighting significantly and reduce the amount of energy bought by the Town.

### Load Management Switch Replacement

**\$6,860,000**  
Five-year Total

This project replaces the existing load management switches, which are obsolete, in disrepair, and recommended for replacement. The new switches use cell technology with two-way communication, so Town staff will know if devices are working or are being bypassed in the field without having to do site audits.

### Service Truck – Replacement

**\$265,000**

This project replaces an electric service truck (Unit #331) that is used daily and for all on-call responses within the Town.



### Service Truck – Replacement

\$265,000

This project replaces an electric service truck (Unit #307) that is used daily and for all on-call responses within the Town.

### Veridea System Expansion

\$10,641,400

Four-year Total

This project expands the Town’s electric system to support the Veridea development, a proposed sustainable, mixed-use urban community on 1,100 acres within the Town of Apex. Expanding the existing electric infrastructure is needed to serve a development of this size.

### FY27-28

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### Digger Derrick – Replacement

\$415,000

This project replaces a digger derrick (Unit #183), which is a specialized electric line truck required to install both overhead and underground electrical equipment. At time of replacement, the truck will be over 10 years old.



## Electric Utility Fund Summary

The table below shows the Electric Utility Element's total capital needs and the revenue sources proposed to support these needs. Local revenue indicates the need for current year revenue to fund some projects or purchases in each year. At this time, additional debt issuance in the form of a revenue bond is required to meet the capital needs described above.

Electric Utility Project Costs	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future Years	Total Capital Cost
East Williams Substation	50,000	175,000	3,550,000	-	-	-	3,775,000
Green Level Substation (8300 Jenks)	2,000,000	-	250,000	4,000,000	-	-	6,250,000
System Expansion	4,325,000	4,300,000	3,500,000	3,500,000	3,500,000	3,500,000	22,625,000
Boring Equipment	-	275,000	-	-	-	-	275,000
LED Replacement	-	250,000	250,000	250,000	250,000	250,000	1,250,000
Load Management Switch Replacement	-	600,000	1,565,000	1,565,000	1,565,000	1,565,000	6,860,000
Service Truck - Replacement	-	265,000	-	-	-	-	265,000
Service Truck - Replacement	-	265,000	-	-	-	-	265,000
Veridea System Expansion	-	2,753,000	2,883,100	2,883,100	2,122,200	-	10,641,400
Digger Derrick - Replacement	-	-	415,000	-	-	-	415,000
<b>Total</b>	<b>\$6,375,000</b>	<b>\$8,883,000</b>	<b>\$12,413,100</b>	<b>\$12,198,100</b>	<b>\$7,437,200</b>	<b>\$5,315,000</b>	<b>\$52,621,400</b>

Electric Utility Project Revenues	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future Years	Total Revenue
Capital Outlay	6,735,000	8,883,000	12,163,100	8,198,100	7,437,200	5,315,000	47,151,400
Designated Capital Funds	-	-	250,000	4,000,000	-	-	4,250,000
<b>Total</b>	<b>\$6,375,000</b>	<b>\$8,883,000</b>	<b>\$12,413,100</b>	<b>\$12,198,100</b>	<b>\$7,437,200</b>	<b>\$5,315,000</b>	<b>\$52,621,400</b>



## Section 5: Water & Sewer Utility Fund

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, Stormwater Fund, or any General Fund related project.

**Capital Project Types** 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.  
construction, major maintenance, and improvement of water and sewer infrastructure

**Plan Alignment:** Peak Plan 2030: The Apex Comprehensive Plan, Water System Master Plan

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





## Water & Sewer Utility Element Projects

Water & Sewer Utility	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future Years	Total Capital Cost
Abbington Gravity Sewer Extension	220,000	720,000	-	-	-	-	940,000
Apex Elementary Gravity Sewer Extension	50,000	430,000	-	-	-	-	480,000
Dump Truck - Replacement	235,000	-	-	-	-	-	235,000
Howell Road Water Line	270,000	-	-	-	-	-	270,000
Little Beaver Creek Gravity Sewer Extension	1,090,000	-	-	-	-	-	1,090,000
UV System Replacement	1,500,000	-	-	-	-	-	1,500,000
BP5.C001: NCDOT Olive Chapel Road Culvert Replacement	-	300,000	-	-	-	-	300,000
Elevated Water Storage Tank #5	-	60,000	600,000	-	12,000,000	-	12,660,000
HL-0007: NC 55 Intersection Improvements Utility Relocation	-	500,000	1,160,000	-	-	-	1,660,000
SCADA System Upgrades	-	750,000	750,000	-	-	-	1,500,000
US 64 & New Hill Olive Chapel Water Line Loop	-	2,040,000	-	-	-	-	2,040,000
Waterline Gaps (Green Level West)	-	60,000	260,000	-	50,000	850,000	1,220,000
Waterline Gaps (New Hill)	-	25,000	590,000	-	-	-	615,000
Old Raleigh Road Water Line Replacement	-	-	5,360,000	-	-	-	5,360,000
Waterline Gaps (Humie Olive)	-	-	450,000	185,000	-	410,000	1,045,000
Waterline Gaps (US 64/Salem)	-	-	120,000	880,000	90,000	3,540,000	4,630,000
Waterline Gaps (Zeno Road)	-	-	150,000	-	-	-	150,000
Waterline Gaps (NC-540)	-	-	-	50,000	1,030,000	-	1,080,000
Knollwood Drive Waterline Replacement	-	-	-	-	600,000	-	600,000
U-5301: US 64 Corridor Improvements Utility Relocation	-	-	-	-	80,000	3,790,000	3,870,000
Waterline Gaps (Castleberry)	-	-	-	-	240,000	-	240,000
Waterline Gaps (Central Apex)	-	-	-	-	300,000	-	300,000
U-2901B: NC 55 North Widening Utility Relocation	-	-	-	-	-	2,220,000	2,220,000
U-5825: Ten-Ten Road Widening Utility Relocation	-	-	-	-	-	4,100,000	4,100,000
Cary Subtotal - WWRWRF	663,200	4,930,000	102,000	29,367,500	527,000	527,000	36,116,700
Cary Subtotal - CAWTF	669,300	327,750	2,829,000	-	460,000	25,628,325	29,914,375
Cary Subtotal - Beaver Creek PS	-	-	-	-	-	977,500	977,500
<b>Total</b>	<b>\$4,697,500</b>	<b>\$10,142,750</b>	<b>\$12,371,000</b>	<b>\$30,482,500</b>	<b>\$15,377,000</b>	<b>\$42,042,825</b>	<b>\$115,113,575</b>





## FY25-26

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### Abbington Gravity Sewer Extension

**\$940,000**  
Two-year Total

Due to constant overtime and emergency maintenance at the Abbington Pump Station, approximately 400 linear feet of gravity sewer are needed to connect the sewer flowing into the station to the outfall along Reedy Branch. Abandoning this pump station reduces maintenance and eventual upgrade costs and reduces noise and odors from the site.

### Apex Elementary Gravity Sewer Extension

**\$480,000**  
Two-year Total

This project installs a gravity sewer extension from the planned Townes on Tingen development. This allows the Town to abandon the Apex Elementary Pump Station which suffers from wear due to high operations and maintenance costs for its size. The small station can only service the school at a low flowrate. This project reduces maintenance costs, noise, and odors.

### Dump Truck - Replacement

**\$235,000**

This project replaces a dump truck (Unit #107), which was purchased in 2002 and has been exposed to salt over several winters. The existing vehicle has not been used in the past year because it failed a safety inspection due to rust on its chassis, fuel tanks, and running gear.

### Howell Road Water Line

**\$270,000**

This project connects a blowoff from the Havenfield Court intersection to Holt Road intersection. Adding this path completes a missing loop, adds redundancy for this area, and will reduce frequent flushing currently needed to maintain water quality.

### Little Beaver Creek Gravity Sewer Extension

**\$1,090,000**

Due to recent sewer extensions along Little Beaver Creek, the existing pump station at the Friendship Elementary School site may be taken offline. Then, a gravity sewer is needed to extend from the Friendship Elementary School site to the existing Little Beaver Creek outfall. Abandoning this pump station reduces maintenance and eventual upgrade costs, reduces overall risk to the sewer system, and reduces noise and odors from the site.

### UV System Replacement

**\$1,500,000**

This project replaces the 1998 ultraviolet (UV) disinfectant system at the Apex Water Reclamation Facility. The existing system is reaching the end of its useful life, and it is becoming increasingly difficult to find replacement parts. The new system uses low-pressure high-output (LPHO) lamp technology, which is more energy efficient than the existing system.

## FY26-27

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### BPS.C001: NCDOT Olive Chapel Road Culvert Replacement

**\$300,000**

As part of NCDOT culvert replacement project BP5.C001, the Town may need to relocate a water main and gravity sewer on Olive Chapel Road.

### Elevated Water Storage Tank #5

**\$12,660,000**  
Three-year Total

This project includes a preliminary engineering report, design, land acquisition, and construction of a 1.5-2.0 MG (million-gallon) elevated storage tank to satisfy elevated storage requirements as Apex demand grows.



## HL-0007: NC 55 Intersection Improvements Utility Relocation

\$1,660,000

Two-year Total

This project relocates water and sewer utilities, including water lines, fire hydrants, valve, sewer lines, and manholes, to accommodate NCDOT's widening of NC 55. Utilities in conflict must be relocated to prevent disrupting customer utility service within the construction corridor.

## SCADA System Upgrades

\$1,500,000

Two-year total

This project replaces the current pump station supervisory control and data acquisition (SCADA) system, which has become obsolete and may not be supported by the manufacturer soon. Given the Town's growth and increased complexity of pump stations, a modernized SCADA system will provide better monitoring and remote access while also reducing on-call staff visits and the risk of equipment failure.

## US 64 & New Hill Olive Chapel Water Line Loop

\$2,040,000

This project extends a water line along US 64 from in front of the Sweetwater Development, routed west to New Hill Olive Chapel Road, and connecting to the existing water line along the frontage of Triangle Science and Math Academy. This project provides a critical redundant feed to Deer Creek and loops the waterline to remove the dead end at Deer Creek and dead end along US 64. This project will improve water quality, eliminate the need to flush the system in this area, and provide consistent water pressure and fire protection.

## Waterline Gaps (Green Level West)

\$1,220,000

Four-year Total

This project connects The Pointe and Weddington subdivisions along Green Level West Road with a ductile iron water line and by crossing the American Tobacco Trail. This project also installs ductile iron pipe running north from the Ellsworth development parallel to Green Level Church Road and tying into the newly extended water line from the Freedom Square development at Green Level West Road. Installing a water line tie-in will help with redundancy in this area.

## Waterline Gaps (New Hill)

\$615,000

Two-year Total

This project installs a ductile iron pipe water line that extends from the existing water line at the intersection of Reclamation Road and Shearon Harris Road north to Old US 1. This project will provide a looped connection and a second water feed to the Western Water Regional Water Reclamation Facility to increase water quality, redundancy, and reduce line flushing by operations.

## **FY27-28**

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## Old Raleigh Road Water Line Replacement

\$5,360,000

This project replaces the water main in Old Raleigh Road that has surpassed its 50-year life expectancy. Increased vibrations from road improvements and traffic in addition to expansive clay soil increases the risk of a pipe failure in the current 10-inch asbestos cement water main. The new water main is a stronger and safer ductile iron pipe, and this project also installs more valves and modern plumbing in a critical section of Town infrastructure.

## Waterline Gaps (Humie Olive)

\$1,045,000

Three-year Total

This project provides waterline connections in the Humie Olive area at the following locations: 1) along at least two segments of Humie Olive Road to complete a loop in this area and provide necessary redundancy to the New Hill/Jordan Pointe service area, 2) along Humie Olive to the nearest Friendship Station blowoff on Olive Farm Road, 3) between two existing blowoffs along Richardson Road, and 4) along Mount Zion Church Road to connect to the existing water line along



Flourine Drive.

### Waterline Gaps (US 64/Salem)

\$4,630,000  
Four-year Total

This project completes several water line connections along the US 64 corridor near N. Salem Street, eliminating several existing water line gaps from development. These segments include the following locations: 1) between All Wheel Drive and Taywood Way, 2) between Horsham Way and Carolina Bell Road, 3) along US 64 to connect the Villages at Apex to N. Salem Street, 4) crossing Apex Peakway to connect the Villages of Apex South to the Villages of Apex, 5) from the existing blowoff on Davis Drive to N. Salem Street near Crossroads Ford crossing US 64, 6) from the Davis Drive and N. Salem Street intersection to a water line near 1701 N. Salem Street, and 7) between Castlewood and the Orchard Villa subdivisions by crossing US 64.

### Water Line Gapes (Zeno Road)

\$150,000

This project constructs a water line along Zeno Road to eliminate a gap between two existing water lines. Connecting this segment will improve redundancy, improve water quality, and reduce the need for regular flushing at this location.

## FY28-29

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### Waterline Gaps (NC-540)

\$1,080,000  
Two-year total

This project utilizes an existing encasement to install an east-west waterline connection to minimize system head loss and improve distribution system connectivity. The existing encasement is located near NC 540 where two developments are being constructed on both sides of NC 540.

## FY29-30

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### Knollwood Drive Waterline Replacement

\$600,000

This project replaces a water line that was installed in the late 1960s with a ductile iron pipe water line. According to the ongoing Water Model Update, this will help reduce significant head loss currently occurring through Knollwood Drive and the surrounding community.

### U-5301: US 64 Corridor Improvements Utility Relocation

\$3,870,000  
Two-year total

This project relocates existing water and sewer utilities to accommodate NCDOT's US 64 corridor improvements between Laura Duncan Road and the Cary/Apex jurisdictional boundary. This project extends a water line down Laura Duncan Road, under US 64, and ties-in to the existing water line that runs parallel with US 64. Extending the water line across US 64 removes the need to flush multiple dead-end lines, which is currently needed to maintain proper disinfectant levels. This project also installs three stubbed water lines on Shepherd's Vineyard Drive with approximately 800 linear feet of water main.

### Waterline Gaps (Castleberry)

\$240,000

This project connects two water line gaps that currently require frequent flushing to ensure water quality in the Lake Castleberry subdivision. Making these connections will add redundancy, increase water quality, and improve fire protection. This project constructs a water line between two existing water lines between the Sleepy Valley Road and Pendervis Park Place intersection and between two existing water lines between the Pendervis Park Place and Castleberry Road intersection.



## Waterline Gaps (Central Apex)

\$300,000

This project connects existing water line gaps in central Apex to improve redundancy, improve water quality, and reduce the need for regular flushing. This project fills a waterline gap between Tanyard Trail and Seagram Street and between two blowoffs located near Salem Church Road.

## Future Years

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### U-2901B: NC 55 North Widening Utility Relocation

\$2,220,000

This project relocates existing water and sewer utilities to accommodate NCDOT's widening of NC 55. The Town has existing water and sewer utilities within the right-of-way, including water and sewer lines, fire hydrants, valves, and manholes, that conflict with NCDOT's proposed road widening. These utilities must be relocated to prevent customer utility service disruptions within the construction corridor. This project also extends a line down NC 55 under the railroad trestle to create a new loop in the distribution system.

### U-5825: Ten-Ten Road Widening Utility Relocation

\$4,100,000

This project relocates existing water and sewer utilities within the right-of-way to accommodate NCDOT's widening of Ten Ten Road/Center Street to Kildaire Farm Road in Cary. Utilities in conflict (water lines, fire hydrants, valves, water service lines, and force mains) must be relocated to prevent utility service disruptions.



## Water & Sewer Utility Fund Summary

The table below shows the Water & Sewer Utility Element's total capital needs and the revenue sources proposed to support these needs. Local revenue indicates the need for current year revenue to fund some projects or purchases in each year.

Water & Sewer Utility	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future Years	Total Capital Cost
Abbingtion Gravity Sewer Extension	220,000	720,000	-	-	-	-	940,000
Apex Elementary Gravity Sewer Extension	50,000	430,000	-	-	-	-	480,000
Dump Truck - Replacement	235,000	-	-	-	-	-	235,000
Howell Road Water Line	270,000	-	-	-	-	-	270,000
Little Beaver Creek Gravity Sewer Extension	1,090,000	-	-	-	-	-	1,090,000
UV System Replacement	1,500,000	-	-	-	-	-	1,500,000
BP5.C001: NCDOT Olive Chapel Road Culvert Replacement	-	300,000	-	-	-	-	300,000
Elevated Water Storage Tank #5	-	60,000	600,000	-	12,000,000	-	12,660,000
HL-0007: NC 55 Intersection Improvements Utility Relocation	-	500,000	1,160,000	-	-	-	1,660,000
SCADA System Upgrades	-	750,000	750,000	-	-	-	1,500,000
US 64 & New Hill Olive Chapel Water Line Loop	-	2,040,000	-	-	-	-	2,040,000
Waterline Gaps (Green Level West)	-	60,000	260,000	-	50,000	850,000	1,220,000
Waterline Gaps (New Hill)	-	25,000	590,000	-	-	-	615,000
Old Raleigh Road Water Line Replacement	-	-	5,360,000	-	-	-	5,360,000
Waterline Gaps (Humie Olive)	-	-	450,000	185,000	-	410,000	1,045,000
Waterline Gaps (US 64/Salem)	-	-	120,000	880,000	90,000	3,540,000	4,630,000
Waterline Gaps (Zeno Road)	-	-	150,000	-	-	-	150,000
Waterline Gaps (NC-540)	-	-	-	50,000	1,030,000	-	1,080,000
Knollwood Drive Waterline Replacement	-	-	-	-	600,000	-	600,000
U-5301: US 64 Corridor Improvements Utility Relocation	-	-	-	-	80,000	3,790,000	3,870,000
Waterline Gaps (Castleberry)	-	-	-	-	240,000	-	240,000
Waterline Gaps (Central Apex)	-	-	-	-	300,000	-	300,000
U-2901B: NC 55 North Widening Utility Relocation	-	-	-	-	-	2,220,000	2,220,000
U-5825: Ten-Ten Road Widening Utility Relocation	-	-	-	-	-	4,100,000	4,100,000
Cary Subtotal - WWRWRF	663,200	4,930,000	102,000	29,367,500	527,000	527,000	36,116,700
Cary Subtotal - CAWTF	669,300	327,750	2,829,000	-	460,000	25,628,325	29,914,375
Cary Subtotal - Beaver Creek PS	-	-	-	-	-	977,500	977,500
<b>Total</b>	<b>\$4,697,500</b>	<b>\$10,142,750</b>	<b>\$12,371,000</b>	<b>\$30,482,500</b>	<b>\$15,377,000</b>	<b>\$42,042,825</b>	<b>\$115,113,575</b>

Water & Sewer Utility Project Revenues	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future Years	Total Revenue
Capital Outlay	3,067,500	4,825,000	9,439,400	1,115,000	2,390,000	8,590,000	29,311,900
Designated Capital Funds	1,630,000	5,317,750	2,931,600	-	987,000	7,824,500	18,690,850
	-	-	-	29,367,500	12,000,000	25,628,325	66,995,825
<b>Total</b>	<b>\$4,697,500</b>	<b>\$10,142,750</b>	<b>\$12,371,000</b>	<b>\$30,482,500</b>	<b>\$15,377,000</b>	<b>\$42,042,825</b>	<b>\$115,113,575</b>

## Section 6: Stormwater Utility Fund

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

**Capital Project Types:** construction and improvement of stormwater infrastructure. These projects include vehicle additions and replacements necessary to maintain and repair stormwater infrastructure.

**Plan Alignment:** Stormwater Condition Assessment

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





## Stormwater Utility Element Projects



Stormwater Utility	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future Years	Total Capital Cost
Crew Cab Truck - Addition	-	135,000	-	-	-	-	135,000
Hook Lift Single Axle Truck - Addition	-	135,000	-	-	-	-	135,000
Lake Pine Spillway	-	250,000	2,250,000	-	-	-	2,500,000
Excavator - Addition	-	-	225,000	-	-	-	225,000
Street Sweeper - Replacement	-	-	-	292,000	-	-	292,000
<b>Total</b>	<b>\$ -</b>	<b>\$520,000</b>	<b>\$2,475,000</b>	<b>\$292,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$3,287,000</b>



**FY26-27**

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Crew Cab Truck - Addition \$135,000

This vehicle is needed to implement a daily stormwater maintenance and inspection team.

Hook Lift Single Axle Truck - Addition \$135,000

This project purchases a hook lift single axle truck, which supports snow and ice response within stormwater management. This vehicle helps transition to hook lift style snow response vehicles and equipment, which have more year-round usage.

Lake Pine Spillway \$2,500,000  
Two-year Total

This project studies and implements a plan to rehabilitate or replace the Lake Pine Spillway and increase Lake Pine's climate resiliency, water quality, and flood control capability. Lake Pine Dam is over 60 years old, deteriorating, and rates as a high hazard by the State of North Carolina. Without action, this spillway will continue to deteriorate and may endanger properties downstream.

**FY27-28**

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Excavator - Addition \$225,000

This equipment will significantly increase stormwater maintenance and repair capabilities.

**FY28-29**

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Street Sweeper - Replacement \$292,000

This project replaces the Town's only street sweeper (Unit #96) that will be 28 years old at the time of replacement. This vehicle reduces debris wash off for stormwater management.

## Stormwater Utility Fund Summary

The table below shows Stormwater Utility Element's total capital needs and the revenue sources proposed to support these needs. Local revenue indicates the need for current year revenue to fund some projects or purchases in each year.

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



Stormwater Utility Project Costs	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future Years	Total Capital Cost
Crew Cab Truck - Addition	-	135,000	-	-	-	-	135,000
Hook Lift Single Axle Truck - Addition	-	135,000	-	-	-	-	135,000
Lake Pine Spillway	-	250,000	2,250,000	-	-	-	2,500,000
Excavator - Addition	-	-	225,000	-	-	-	225,000
Street Sweeper - Replacement	-	-	-	292,000	-	-	292,000
<b>Total</b>	<b>\$ -</b>	<b>\$520,000</b>	<b>\$2,475,000</b>	<b>\$292,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$3,287,000</b>

Stormwater Utility Project Revenues	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future Years	Total Revenue
Capital Outlay	-	520,000	2,475,000	292,000	-	-	3,287,000
<b>Total Revenue</b>	<b>\$ -</b>	<b>\$520,000</b>	<b>\$2,475,000</b>	<b>\$292,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$3,287,000</b>

## Section 7: General Fund Project Funding

The following pages contain project funding details.

Transportation	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	Future	Total
<b>Annual GoApex Transit 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>
- Grants	100,000	100,000	100,000	100,000	100,000	100,000	600,000
- General Fund / Capital Outlay	100,000	100,000	100,000	100,000	100,000	100,000	600,000
<b>Annual Miscellaneous Road &amp; Sidewalk Improvements</b>	<b>300,000</b>	<b>300,000</b>	<b>300,000</b>	<b>300,000</b>	<b>300,000</b>	<b>300,000</b>	<b>1,800,000</b>
- Designated Capital Funds	300,000	300,000	300,000	300,000	300,000	300,000	1,800,000
<b>Annual Pavement Management</b>	<b>2,591,200</b>	<b>3,750,000</b>	<b>3,875,000</b>	<b>4,000,000</b>	<b>4,125,000</b>	<b>4,250,000</b>	<b>22,625,000</b>
- Intergovernmental Funds (Powell Bill Revenues)	2,366,200	2,520,000	2,646,000	2,778,300	2,917,215	3,063,076	16,290,791
- Designated Capital Funds	225,000	1,230,000	1,229,000	1,221,700	1,207,785	1,186,924	6,300,409
<b>Apex Peakway North Widening</b>	<b>1,200,000</b>	<b>9,000,000</b>	-	-	-	-	<b>10,200,000</b>
- Designated Capital Funds	1,200,000	-	-	-	-	-	1,200,000
- General Obligation Bonds	-	9,000,000	-	-	-	-	9,000,000
<b>GPS Emergency Vehicle Preemption</b>	<b>55,000</b>	<b>150,000</b>	<b>220,000</b>	<b>235,000</b>	-	-	<b>660,000</b>
- General Fund / Capital Outlay	55,000	150,000	220,000	235,000	-	-	660,000
<b>Olive Chapel Rd at Apex Barbecue Road Improvements</b>	<b>550,000</b>	<b>150,000</b>	<b>500,000</b>	-	-	-	<b>1,200,000</b>
- Designated Capital Funds	200,000	-	-	-	-	-	200,000
- Grants	250,000	-	-	-	-	-	250,000
- General Fund / Capital Outlay	50,000	150,000	500,000	-	-	-	700,000
<b>Pavement Management Backlog</b>	<b>5,000,000</b>	-	-	-	-	-	<b>5,000,000</b>
- General Obligation Bonds	5,000,000	-	-	-	-	-	5,000,000
<b>Salem Street Downtown Streetscape, Gathering Space, &amp; Alleys</b>	<b>1,000,000</b>	<b>2,765,000</b>	<b>2,430,000</b>	-	-	-	<b>6,195,000</b>
- General Fund / Capital Outlay	1,000,000	2,765,000	2,430,000	-	-	-	6,195,000
<b>South Salem Street Bicycle Connection</b>	<b>1,062,500</b>	<b>2,120,000</b>	-	-	-	-	<b>3,182,500</b>
- Grants	850,000	-	-	-	-	-	850,000
- General Fund / Capital Outlay	212,500	2,120,000	-	-	-	-	2,332,500
<b>Vision Zero - Intersection Upgrades</b>	<b>100,000</b>	<b>200,000</b>	<b>850,000</b>	<b>850,000</b>	-	<b>850,000</b>	<b>2,850,000</b>
- General Fund / Capital Outlay	100,000	200,000	850,000	850,000	-	850,000	2,850,000
<b>West Williams Street Sidewalk &amp; Vision Zero Upgrades</b>	<b>50,000</b>	<b>1,600,000</b>	-	-	-	-	<b>1,650,000</b>
- General Obligation Bonds	-	1,600,000	-	-	-	-	1,600,000
- General Fund / Capital Outlay	50,000	-	-	-	-	-	50,000
<b>Apex Peakway Southwest Widening</b>	-	<b>750,000</b>	<b>675,000</b>	<b>2,900,000</b>	-	-	<b>4,325,000</b>
- General Fund / Capital Outlay	-	750,000	675,000	2,900,000	-	-	4,325,000
<b>Center Street Railroad Crossing Improvements</b>	-	<b>800,000</b>	-	-	-	-	<b>800,000</b>
- General Obligation Bonds	-	800,000	-	-	-	-	800,000
<b>Chatham Street Railroad Crossing Improvements</b>	-	<b>800,000</b>	-	-	-	-	<b>800,000</b>
- General Obligation Bonds	-	800,000	-	-	-	-	800,000
<b>Jessie Drive Phase 1</b>	-	<b>4,350,000</b>	-	-	-	-	<b>4,350,000</b>
- General Obligation Bonds	-	4,350,000	-	-	-	-	4,350,000
<b>New Hill Holleman Rd-US1 Bridge Replacement Cost Share</b>	-	<b>1,250,000</b>	-	-	-	-	<b>1,250,000</b>
- General Fund / Capital Outlay	-	1,250,000	-	-	-	-	1,250,000

<b>Transportation (Cont.)</b>	<b>FY25-26</b>	<b>FY26-27</b>	<b>FY27-28</b>	<b>FY28-29</b>	<b>FY29-30</b>	<b>Future</b>	<b>Total</b>
<b>S-line Mobility Hub</b>	-	<b>460,000</b>	-	-	-	-	<b>460,000</b>
- Grants	-	230,000	-	-	-	-	230,000
- General Fund / Capital Outlay	-	230,000	-	-	-	-	230,000
<b>Safe Routes to School</b>	-	<b>1,524,548</b>	<b>2,588,250</b>	<b>2,223,375</b>	<b>942,742</b>	<b>1,613,738</b>	<b>8,892,653</b>
- General Fund / Capital Outlay	-	1,524,548	2,588,250	2,223,375	942,742	1,613,738	8,892,653
<b>Wayfinding Signage Fabrication &amp; Installation</b>	-	<b>400,000</b>	<b>500,000</b>	<b>500,000</b>	-	-	<b>1,400,000</b>
- General Fund / Capital Outlay	-	400,000	500,000	500,000	-	-	1,400,000
<b>Center Street and Chatham Street Sidewalk Phase 2</b>	-	-	<b>260,000</b>	<b>205,000</b>	<b>1,300,000</b>	-	<b>1,765,000</b>
- General Fund / Capital Outlay	-	-	260,000	205,000	-	-	465,000
- To Be Determined	-	-	-	-	1,300,000	-	1,300,000
<b>Davis Drive at Salem Church Road Realignment</b>	-	-	<b>800,000</b>	<b>2,700,000</b>	-	<b>3,500,000</b>	<b>7,000,000</b>
- General Fund / Capital Outlay	-	-	800,000	2,700,000	-	-	3,500,000
- General Obligation Bonds	-	-	-	-	-	3,500,000	3,500,000
<b>Jessie Drive Phase 2</b>	-	-	<b>2,330,000</b>	<b>3,000,000</b>	-	<b>9,300,000</b>	<b>14,630,000</b>
- General Obligation Bonds	-	-	2,330,000	380,000	-	9,300,000	12,010,000
- To Be Determined	-	-	-	2,620,000	-	-	2,620,000
<b>NC 55 CSX RR Bridge Enhancement Cost Share (U-2901BA)</b>	-	-	<b>500,000</b>	-	-	-	<b>500,000</b>
- Grants	-	-	500,000	-	-	-	500,000
<b>Tingen Road Pedestrian Bridge</b>	-	-	<b>2,000,000</b>	<b>2,000,000</b>	-	-	<b>4,000,000</b>
- To Be Determined	-	-	2,000,000	2,000,000	-	-	4,000,000
<b>Traffic Signal System: Apex - Holly Springs - Fuquay-Varina Partnership</b>	-	-	<b>180,000</b>	<b>160,000</b>	-	<b>2,200,000</b>	<b>2,540,000</b>
- General Fund / Capital Outlay	-	-	180,000	160,000	-	-	340,000
- To Be Determined	-	-	-	-	-	2,200,000	2,200,000
<b>US 64 at NC 751 Interchange Enhancements Cost Share (R-5887)</b>	-	-	<b>1,000,000</b>	-	-	-	<b>1,000,000</b>
- General Fund / Capital Outlay	-	-	1,000,000	-	-	-	1,000,000
<b>Vision Zero – Bike &amp; Pedestrian</b>	-	-	<b>600,000</b>	<b>400,000</b>	-	<b>2,000,000</b>	<b>3,000,000</b>
- General Fund / Capital Outlay	-	-	600,000	400,000	-	-	1,000,000
- To Be Determined	-	-	-	-	-	2,000,000	2,000,000
<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
<b>US 64 Sidewalk &amp; Enhancement Cost Share (U-5301)</b>	-	-	-	-	<b>2,000,000</b>	-	<b>2,000,000</b>
- To Be Determined	-	-	-	-	2,000,000	-	2,000,000
<b>Apex Peakway Southeast Connector</b>	-	-	-	-	-	<b>27,320,700</b>	<b>27,320,700</b>
- General Obligation Bonds	-	-	-	-	-	27,320,700	27,320,700

<b>Parks, Recreation &amp; Cultural Resources</b>	<b>FY25-26</b>	<b>FY26-27</b>	<b>FY27-28</b>	<b>FY28-29</b>	<b>FY29-30</b>	<b>Future</b>	<b>Total</b>
<b>Annual Greenway Feasibility and Development</b>	-	<b>400,000</b>	<b>500,000</b>	<b>600,000</b>	<b>600,000</b>	<b>700,000</b>	<b>2,800,000</b>
- General Fund / Capital Outlay	-	400,000	500,000	600,000	600,000	700,000	2,800,000
<b>Beaver Creek Greenway Extension</b>	<b>672,000</b>	-	<b>854,000</b>	<b>4,980,000</b>	<b>7,283,000</b>	<b>4,620,000</b>	<b>18,409,000</b>
- General Fund / Capital Outlay	672,000	-	854,000	-	-	-	1,526,000
- Designated Capital Funds	-	-	-	4,980,000	7,283,000	-	12,263,000
- General Obligation Bond	-	-	-	-	-	4,620,000	4,620,000
<b>KidsTowne Playground Renovation</b>	<b>200,000</b>	<b>2,400,000</b>	<b>783,500</b>	-	-	-	<b>3,383,500</b>
- General Fund / Capital Outlay	200,000	2,400,000	783,500	-	-	-	3,383,500
<b>Middle Creek Greenway</b>	<b>450,000</b>	-	-	<b>250,000</b>	<b>250,000</b>	<b>4,100,000</b>	<b>5,050,000</b>
- General Fund / Capital Outlay	450,000	-	-	250,000	250,000	-	950,000
- General Obligation Bond	-	-	-	-	-	4,100,000	4,100,000
<b>Reedy Branch Greenway</b>	<b>200,000</b>	<b>350,000</b>	-	<b>6,555,000</b>	-	-	<b>7,155,000</b>
- General Fund / Capital Outlay	200,000	350,000	-	-	-	-	600,000
- Designated Capital Funds	-	-	-	6,555,000	-	-	6,555,000
<b>Wimberly Road Park</b>	<b>1,000,000</b>	<b>1,000,000</b>	-	-	<b>95,700,000</b>	-	<b>97,700,000</b>
- General Fund / Capital Outlay	1,000,000	1,000,000	-	-	-	-	2,000,000
- General Obligation Bond	-	-	-	-	95,700,000	-	95,700,000
<b>Community Park Trail Widening</b>	-	<b>375,000</b>	<b>5,100,000</b>	-	-	-	<b>5,475,000</b>
- General Fund / Capital Outlay	-	375,000	5,100,000	-	-	-	5,475,000
<b>Environmental Education Center</b>	-	<b>8,600,000</b>	-	-	-	-	<b>8,600,000</b>
- Installment Purchase / Capital Lease	-	8,600,000	-	-	-	-	8,600,000
<b>Hunter Street Park Renovation</b>	-	<b>175,000</b>	<b>1,125,000</b>	-	-	-	<b>1,300,000</b>
- General Fund / Capital Outlay	-	175,000	1,125,000	-	-	-	1,300,000
<b>Street Hockey Rink &amp; Inclusive Playground</b>	-	<b>900,000</b>	<b>900,000</b>	-	-	-	<b>1,800,000</b>
- General Fund / Capital Outlay	-	900,000	900,000	-	-	-	1,800,000
<b>Big Branch Greenway</b>	-	-	<b>639,000</b>	<b>150,000</b>	-	<b>4,260,000</b>	<b>5,049,000</b>
- General Fund / Capital Outlay	-	-	639,000	150,000	-	4,260,000	5,049,000
<b>Nature Park Operations &amp; Maintenance Building</b>	-	-	<b>1,250,000</b>	-	<b>15,550,000</b>	-	<b>16,800,000</b>
- General Fund / Capital Outlay	-	-	1,250,000	-	-	-	1,250,000
- Installment Purchase / Capital Lease	-	-	-	-	15,550,000	-	15,550,000
<b>Jaycee Park Expansion</b>	-	-	-	<b>500,000</b>	-	<b>4,100,000</b>	<b>4,600,000</b>
- General Fund / Capital Outlay	-	-	-	500,000	-	4,100,000	4,600,000
<b>Veridea Park Development</b>	-	-	-	<b>1,000,000</b>	<b>1,000,000</b>	<b>87,500,000</b>	<b>89,500,000</b>
- General Fund / Capital Outlay	-	-	-	1,000,000	1,000,000	-	2,000,000
- General Obligation Bond	-	-	-	-	-	87,500,000	87,500,000
<b>Apex Community Park Parking Lot Expansion</b>	-	-	-	-	-	<b>950,000</b>	<b>950,000</b>
- General Fund / Capital Outlay	-	-	-	-	-	950,000	950,000
<b>Olive Farm Park</b>	-	-	-	-	-	<b>54,750,000</b>	<b>54,750,000</b>
- General Obligation Bond	-	-	-	-	-	54,750,000	54,750,000
<b>Seymour Athletic Fields/Nature Park Parking Lot Expansion &amp; Turf Renovation</b>	-	-	-	-	-	<b>3,575,000</b>	<b>3,575,000</b>
- General Fund / Capital Outlay	-	-	-	-	-	3,575,000	3,575,000

<b>Public Safety</b>	<b>FY25-26</b>	<b>FY26-27</b>	<b>FY27-28</b>	<b>FY28-29</b>	<b>FY29-30</b>	<b>Future</b>	<b>Total</b>
<b>Engine (Pumper) - Replacement</b>	<b>1,250,000</b>	-	-	-	-	-	<b>1,250,000</b>
- Installment Purchase / Capital Lease	1,079,250	-	-	-	-	-	1,079,250
- Intergovernmental Funds	170,750	-	-	-	-	-	170,750
<b>Radio Replacement</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	-	-	-	<b>1,500,000</b>
- General Fund / Capital Outlay	500,000	500,000	500,000	-	-	-	1,500,000
<b>Driving Simulator</b>	-	<b>220,000</b>	-	-	-	-	<b>220,000</b>
- General Fund / Capital Outlay	-	220,000	-	-	-	-	220,000
<b>Fire Pumper for Station 7</b>	-	<b>1,381,000</b>	-	-	-	-	<b>1,381,000</b>
- General Fund / Capital Outlay	-	1,192,256	-	-	-	-	1,192,256
- Intergovernmental Funds	-	188,644	-	-	-	-	188,644
<b>Ladder (Aerial) - Replacement</b>	-	<b>2,250,000</b>	-	-	-	-	<b>2,250,000</b>
- Installment Purchase / Capital Lease	-	1,942,650	-	-	-	-	1,942,650
- Intergovernmental Funds	-	307,350	-	-	-	-	307,350
<b>Rescue Retrieval Van</b>	-	<b>329,000</b>	-	-	-	-	<b>329,000</b>
- Installment Purchase / Capital Lease	-	329,000	-	-	-	-	329,000
<b>Self-Contained Breathing Apparatus Replacement</b>	-	<b>135,000</b>	<b>135,000</b>	-	-	-	<b>270,000</b>
- General Fund / Capital Outlay	-	116,559	116,559	-	-	-	233,118
- Intergovernmental Funds	-	18,441	18,441	-	-	-	36,882
<b>Rescue - Replacement</b>	-	-	<b>1,600,000</b>	-	-	-	<b>1,600,000</b>
- Installment Purchase / Capital Lease	-	-	1,381,440	-	-	-	1,381,440
- Intergovernmental Funds	-	-	218,560	-	-	-	218,560
<b>Fire Pumper – Replacement</b>	-	-	-	<b>1,308,000</b>	-	-	<b>1,308,000</b>
- Installment Purchase / Capital Lease	-	-	-	1,129,327	-	-	1,129,327
- Intergovernmental Funds	-	-	-	178,673	-	-	178,673
<b>Fire Pumper for Station 8</b>	-	-	-	-	-	<b>1,546,720</b>	<b>1,546,720</b>
- Installment Purchase / Capital Lease	-	-	-	-	-	1,335,438	1,335,438
- Intergovernmental Funds	-	-	-	-	-	211,282	211,282

<b>Public Facilities</b>	<b>FY25-26</b>	<b>FY26-27</b>	<b>FY27-28</b>	<b>FY28-29</b>	<b>FY29-30</b>	<b>Future</b>	<b>Total</b>
<b>Fire Alarm Panel &amp; Equipment Replacement</b>	<b>140,000</b>	<b>280,000</b>	<b>195,000</b>	-	-	-	<b>615,000</b>
- General Fund / Capital Outlay	140,000	280,000	195,000	-	-	-	615,000
<b>Fire Department Administration Building</b>	<b>650,000</b>	<b>7,800,000</b>	-	-	-	-	<b>8,450,000</b>
- Installment Purchase / Capital Lease	650,000	7,800,000	-	-	-	-	8,450,000
<b>Fire Station 3 Renovation/Addition</b>	<b>3,900,000</b>	-	-	-	-	-	<b>3,900,000</b>
- Installment Purchase / Capital Lease	3,900,000	-	-	-	-	-	3,900,000
<b>Mechanical (HVAC/Chiller) Upgrades to Town Facilities</b>	<b>525,000</b>	<b>190,000</b>	<b>575,000</b>	<b>580,000</b>	<b>105,000</b>	<b>555,000</b>	<b>2,530,000</b>
- General Fund / Capital Outlay	525,000	190,000	575,000	580,000	105,000	555,000	2,530,000
<b>Police Department Roof Replacement</b>	<b>385,000</b>	-	-	-	-	-	<b>385,000</b>
- General Fund / Capital Outlay	385,000	-	-	-	-	-	385,000
<b>Warehouse/Storage Building</b>	<b>1,404,000</b>	-	-	-	-	-	<b>1,404,000</b>
- Installment Purchase / Capital Lease	1,404,000	-	-	-	-	-	1,404,000
<b>Parking Lot &amp; Internal Street Maintenance</b>	-	<b>350,000</b>	<b>500,000</b>	<b>250,000</b>	<b>180,000</b>	<b>600,000</b>	<b>1,880,000</b>
- General Fund / Capital Outlay	-	350,000	500,000	250,000	180,000	600,000	1,880,000
<b>Townwide Solar Initiative</b>	-	<b>670,000</b>	<b>670,000</b>	-	-	-	<b>1,340,000</b>
- General Fund / Capital Outlay	-	670,000	670,000	-	-	-	1,340,000
<b>Depot Parking Lot Repurposing</b>	-	-	<b>250,000</b>	-	<b>2,000,000</b>	-	<b>2,250,000</b>
- General Fund / Capital Outlay	-	-	250,000	-	-	-	250,000
- Installment Purchase / Capital Lease	-	-	-	-	2,000,000	-	2,000,000
<b>Public Safety Station 7</b>	-	-	<b>2,000,000</b>	<b>1,000,000</b>	<b>10,205,600</b>	-	<b>13,205,600</b>
- Installment Purchase / Capital Lease	-	-	2,000,000	-	10,205,600	-	12,205,600
- General Fund / Capital Outlay	-	-	-	1,000,000	-	-	1,000,000
<b>Fleet Fluid Pumps/Reclamation</b>	-	-	-	-	<b>115,000</b>	-	<b>115,000</b>
- General Fund / Capital Outlay	-	-	-	-	115,000	-	115,000
<b>Police Department Addition &amp; Renovation</b>	-	-	-	-	-	<b>6,600,000</b>	<b>6,600,000</b>
- Installment Purchase / Capital Lease	-	-	-	-	-	6,600,000	6,600,000
<b>Public Safety Station 8</b>	-	-	-	-	-	<b>13,205,600</b>	<b>13,205,600</b>
- Installment Purchase / Capital Lease	-	-	-	-	-	13,205,600	13,205,600
<b>Rebuild/Remodel Fire Station 2</b>	-	-	-	-	-	<b>11,205,600</b>	<b>11,205,600</b>
- Installment Purchase / Capital Lease	-	-	-	-	-	11,205,600	11,205,600

<b>Public Works and Environmental Services</b>	<b>FY25-26</b>	<b>FY26-27</b>	<b>FY27-28</b>	<b>FY28-29</b>	<b>FY29-30</b>	<b>Future</b>	<b>Total</b>
<b>Fleet Services Field Response Truck - Replacement</b>	<b>206,000</b>	-	-	-	-	-	<b>206,000</b>
- Installment Purchase / Capital Lease	206,000	-	-	-	-	-	206,000
<b>Rear Loader - Addition</b>	<b>220,000</b>	-	-	-	-	-	<b>220,000</b>
- Installment Purchase / Capital Lease	220,000	-	-	-	-	-	220,000
<b>CAT 920 Front-End Loader - Addition</b>	-	<b>240,000</b>	-	-	-	-	<b>240,000</b>
- Installment Purchase / Capital Lease	-	240,000	-	-	-	-	240,000
<b>Leaf Truck - Replacement</b>	-	<b>360,000</b>	-	-	-	-	<b>360,000</b>
- Installment Purchase / Capital Lease	-	360,000	-	-	-	-	360,000
<b>Leaf Truck - Replacement</b>	-	<b>360,000</b>	-	-	-	-	<b>360,000</b>
- Installment Purchase / Capital Lease	-	360,000	-	-	-	-	360,000
<b>Grapple Truck - Addition</b>	-	-	<b>394,000</b>	-	-	-	<b>394,000</b>
- Installment Purchase / Capital Lease	-	-	394,000	-	-	-	394,000
<b>Right of Way Mowing Tractor - Replacement</b>	-	-	<b>170,000</b>	-	-	-	<b>170,000</b>
- Installment Purchase / Capital Lease	-	-	170,000	-	-	-	170,000
<b>Tandem Semi Tractor with Wet Line - Addition</b>	-	-	-	<b>225,000</b>	-	-	<b>225,000</b>
- Installment Purchase / Capital Lease	-	-	-	225,000	-	-	225,000
<b>Leaf Truck - Addition</b>	-	-	-	-	<b>460,000</b>	-	<b>460,000</b>
- Installment Purchase / Capital Lease	-	-	-	-	460,000	-	460,000
<b>Dump Truck - Replacement</b>	-	-	-	-	-	<b>225,000</b>	<b>225,000</b>
- Installment Purchase / Capital Lease	-	-	-	-	-	225,000	225,000